

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

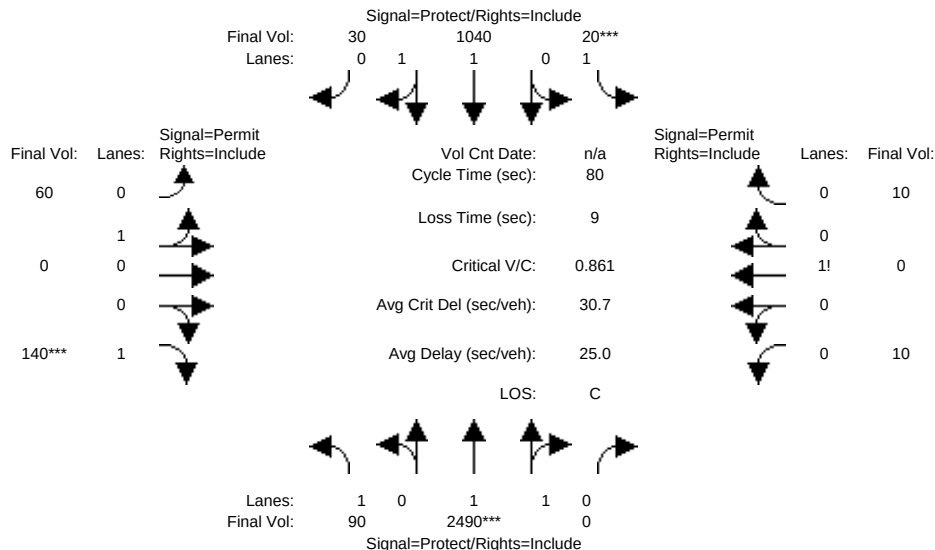
[illegible]

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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	90		2480		0	20		950		30	60		0		140
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	90		2480		0	20		950		30	60		0		140
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	90		2480		0	20		950		30	60		0		140
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	90		2480		0	20		950		30	60		0		140
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	90		2480		0	20		950		30	60		0		140
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	90		2480		0	20		950		30	60		0		140
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.97		0.92	0.92		0.97		0.95	0.95		0.92		0.92
Lanes:	1.00		2.00		0.00	1.00		1.94		0.06	1.00		0.00		1.00
Final Sat.:	1750		3700		0	1750		3587		113	1800		0		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.05		0.67		0.00	0.01		0.26		0.26	0.03		0.00		0.08
Crit Moves:			***			****							****		
Green Time:	15.1		54.0		0.0	7.0		45.9		45.9	10.0		0.0		10.0
Volume/Cap:	0.27		0.99		0.00	0.13		0.46		0.46	0.27		0.00		0.64
Delay/Veh:	28.2		29.2		0.0	34.1		10.1		10.1	32.3		0.0		39.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	28.2		29.2		0.0	34.1		10.1		10.1	32.3		0.0		39.5
LOS by Move:	C		C		A	C-		B+		B+	C-		A		D
HCM2k95thQ:	5		63		0	1		14		14	3		0		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+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	2490	0	20	1040	30	60	0	140	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	2490	0	20	1040	30	60	0	140	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	2490	0	20	1040	30	60	0	140	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	2490	0	20	1040	30	60	0	140	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2490	0	20	1040	30	60	0	140	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
Final Volume:	90	2490	0	20	1040	30	60	0	140	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	1.94	0.06	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3700	0	1750	3596	104	1800	0	1750	875	0	875

Capacity Analysis Module:

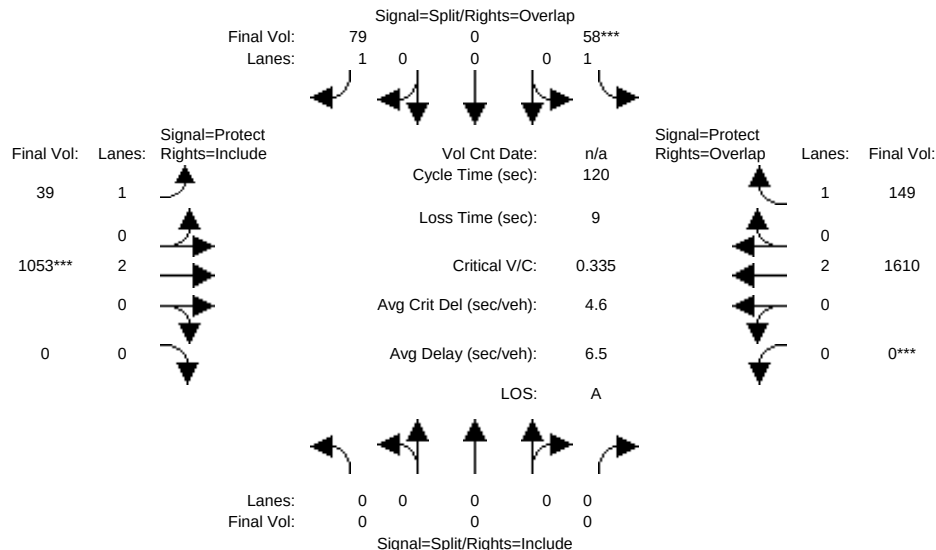
Vol/Sat:	0.05	0.67	0.00	0.01	0.29	0.29	0.03	0.00	0.08	0.01	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.2	54.0	0.0	7.0	46.8	46.8	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.29	1.00	0.00	0.13	0.49	0.49	0.27	0.00	0.64	0.09	0.00	0.09
Delay/Veh:	29.1	30.2	0.0	34.1	9.9	9.9	32.3	0.0	39.5	31.2	0.0	31.2
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:	29.1	30.2	0.0	34.1	9.9	9.9	32.3	0.0	39.5	31.2	0.0	31.2
LOS by Move:	C	C	A	C-	A	A	C-	A	D	C	A	C
HCM2k95thQ:	5	64	0	1	15	15	3	0	9	1	0	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 #41: Shoreline Blvd. & Central Expy. [West Intersection]

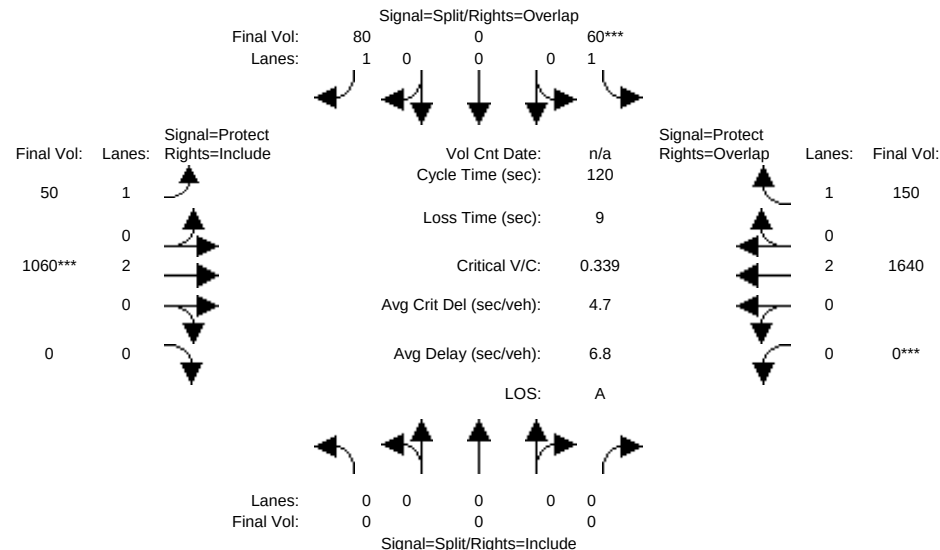


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	9	103	0	0	90	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	58	0	79	39	1053	0	0	1610	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	0	79	39	1053	0	0	1610	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	79	39	1053	0	0	1610	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	79	39	1053	0	0	1610	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	79	39	1053	0	0	1610	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	58	0	79	39	1053	0	0	1610	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.02	0.28	0.00	0.00	0.42	0.09
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	8.0	0.0	17.4	9.4	103	0.0	0.0	93.6	101.6
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.31	0.29	0.32	0.00	0.00	0.54	0.10
Delay/Veh:	0.0	0.0	0.0	57.4	0.0	46.7	53.3	1.7	0.0	0.0	5.2	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	57.4	0.0	46.7	53.3	1.7	0.0	0.0	5.2	1.6
LOS by Move:	A	A	A	E+	A	D	D-	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	6	4	8	0	0	21	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 #41: Shoreline Blvd. & Central Expy. [West Intersection]



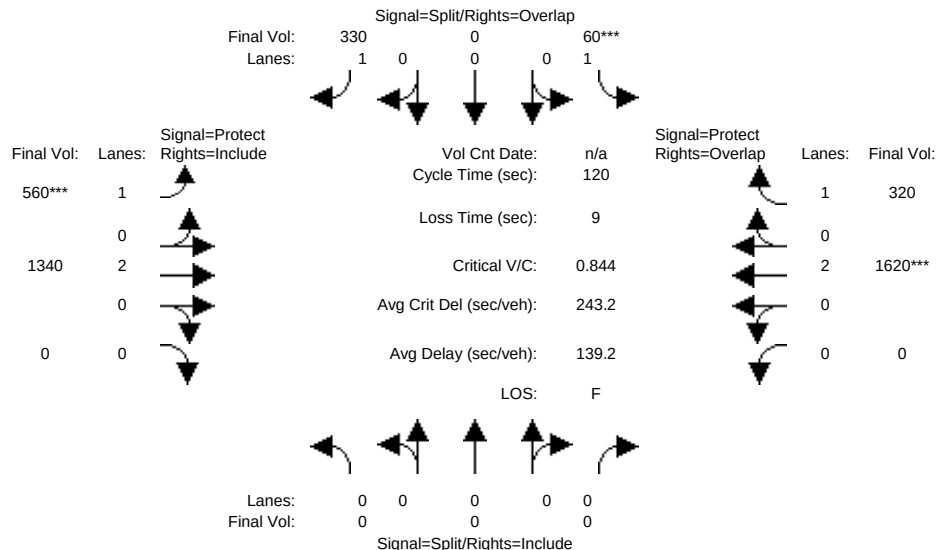
Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	8	0	8	9	103	0	0	90	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	0	80	50	1060	0	0	1640	150
Growth Adj:	1.00	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	60	0	80	50	1060	0	0	1640	150
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	60	0	80	50	1060	0	0	1640	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	60	0	80	50	1060	0	0	1640	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	80	50	1060	0	0	1640	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	60	0	80	50	1060	0	0	1640	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.03	0.28	0.00	0.00	0.43	0.09
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	8.0	0.0	17.4	9.4	103	0.0	0.0	93.6	101.6
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.32	0.37	0.32	0.00	0.00	0.55	0.10
Delay/Veh:	0.0	0.0	0.0	58.0	0.0	46.7	54.2	1.7	0.0	0.0	5.3	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.0	0.0	46.7	54.2	1.7	0.0	0.0	5.3	1.6
LOS by Move:	A	A	A	E+	A	D	D-	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	6	5	8	0	0	21	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 #41: Shoreline Blvd. & Central Expy. [West Intersection]

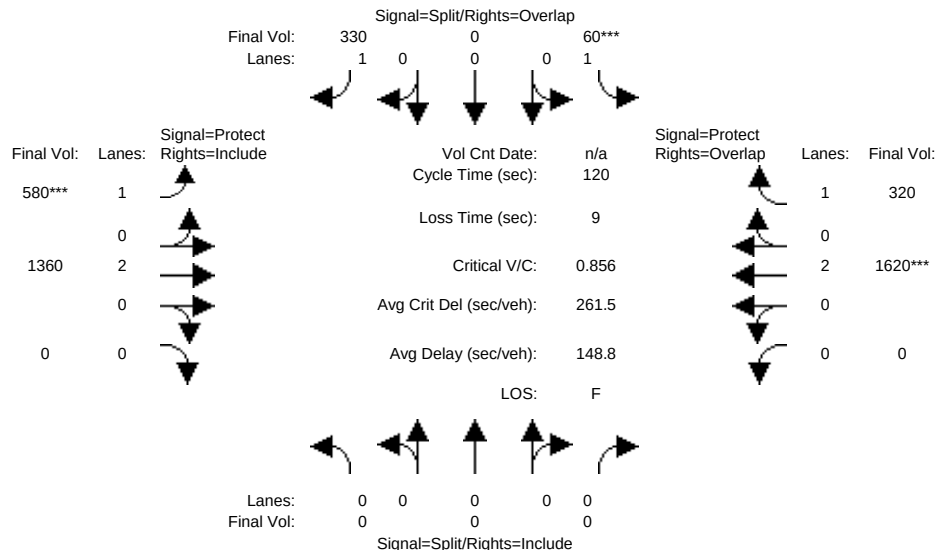


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	8	0	8	9	103	0	0	90	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	0	330	560	1340	0	0	1620	320
Growth Adj:	1.00	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	60	0	330	560	1340	0	0	1620	320
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	60	0	330	560	1340	0	0	1620	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	60	0	330	560	1340	0	0	1620	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	330	560	1340	0	0	1620	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	60	0	330	560	1340	0	0	1620	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.19	0.32	0.35	0.00	0.00	0.43	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	21.0	13.0	103	0.0	0.0	90.0	98.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	1.08	2.95	0.41	0.00	0.00	0.57	0.22
Delay/Veh:	0.0	0.0	0.0	58.0	0.0	123.1	946.9	1.9	0.0	0.0	6.8	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.0	0.0	123.1	946.9	1.9	0.0	0.0	6.8	2.5
LOS by Move:	A	A	A	E+	A	F	F	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	35	109	11	0	0	23	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 #41: Shoreline Blvd. & Central Expy. [West Intersection]

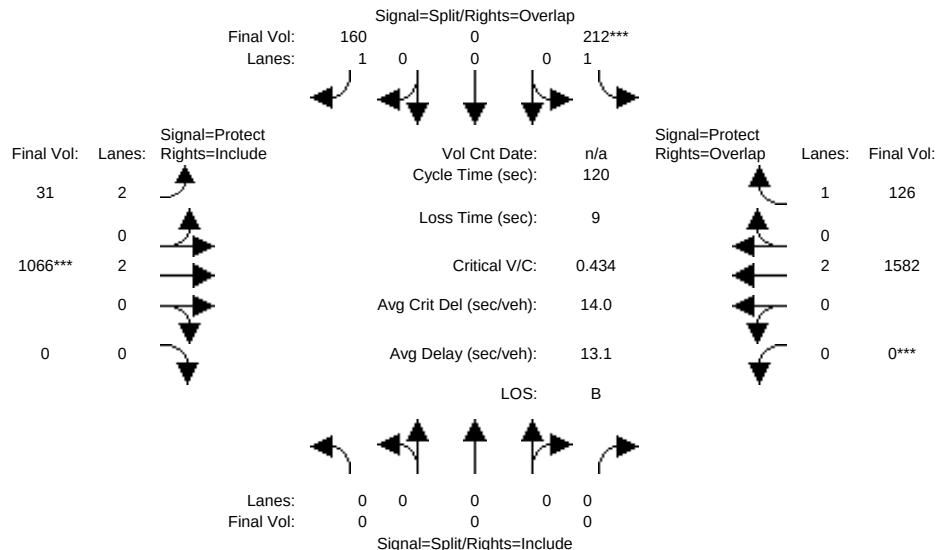


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	9	103	0	0	90	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	0	330	580	1360	0	0	1620	320
Growth Adj:	1.00	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	60	0	330	580	1360	0	0	1620	320
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	60	0	330	580	1360	0	0	1620	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	60	0	330	580	1360	0	0	1620	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	330	580	1360	0	0	1620	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	60	0	330	580	1360	0	0	1620	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.19	0.33	0.36	0.00	0.00	0.43	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	21.0	13.0	103	0.0	0.0	90.0	98.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	1.08	3.06	0.42	0.00	0.00	0.57	0.22
Delay/Veh:	0.0	0.0	0.0	58.0	0.0	123.1	994.1	2.0	0.0	0.0	6.8	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.0	0.0	123.1	994.1	2.0	0.0	0.0	6.8	2.5
LOS by Move:	A	A	A	E+	A	F	F	A	A	A	A	A
HCM2k95thQ:	0	0	0	6	0	35	114	11	0	0	23	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)
Existing AM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]

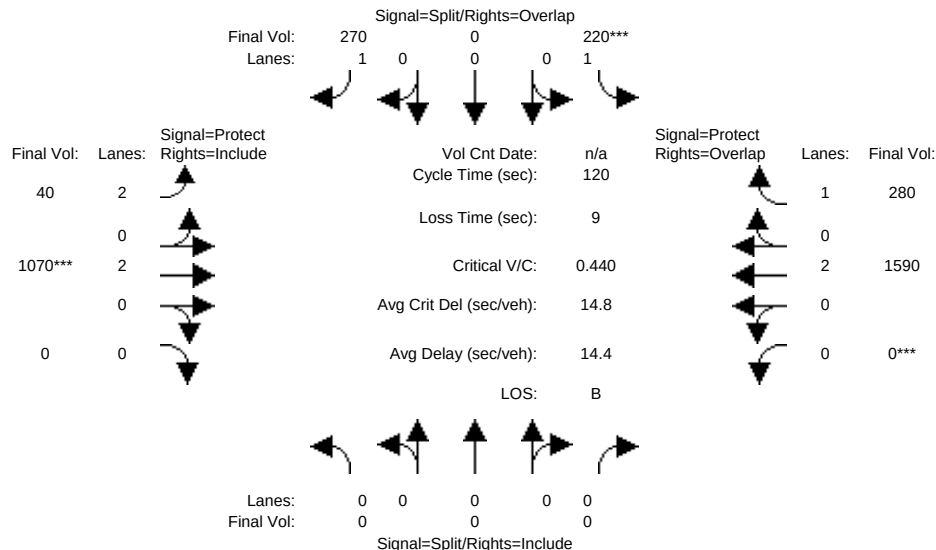


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	8	93	0	0	81	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	212	0	160	31	1066	0	0	1582	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	160	31	1066	0	0	1582	126
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	212	0	160	31	1066	0	0	1582	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	212	0	160	31	1066	0	0	1582	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	160	31	1066	0	0	1582	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	212	0	160	31	1066	0	0	1582	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.01	0.28	0.00	0.00	0.42	0.07
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	18.8	0.0	27.1	8.3	92.2	0.0	0.0	83.9	102.8
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.40	0.14	0.36	0.00	0.00	0.60	0.08
Delay/Veh:	0.0	0.0	0.0	61.5	0.0	40.6	53.3	4.6	0.0	0.0	9.7	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.5	0.0	40.6	53.3	4.6	0.0	0.0	9.7	1.4
LOS by Move:	A	A	A	E	A	D	D-	A	A	A	A	A
HCM2k95thQ:	0	0	0	18	0	11	2	12	0	0	27	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 #42: Shoreline Blvd. & Central Expy. [East Intersection]

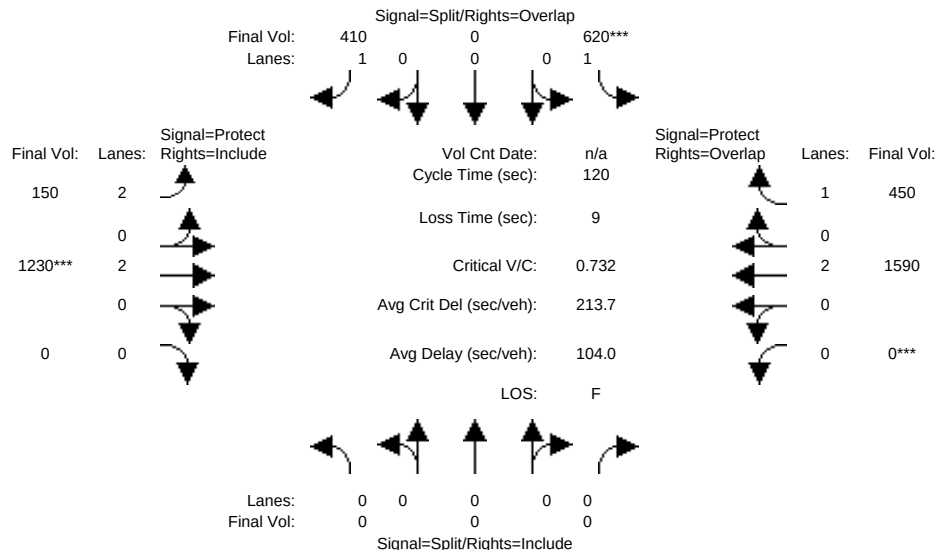


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	8	93	0	0	81	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	0	270	40	1070	0	0	1590	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:	0	0	0	220	0	270	40	1070	0	0	1590	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:	0	0	0	220	0	270	40	1070	0	0	1590	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:	0	0	0	220	0	270	40	1070	0	0	1590	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	270	40	1070	0	0	1590	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
Final Volume:	0	0	0	220	0	270	40	1070	0	0	1590	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.01	0.28	0.00	0.00	0.42	0.16
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	18.8	0.0	27.1	8.3	92.2	0.0	0.0	83.9	102.8
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.68	0.18	0.37	0.00	0.00	0.60	0.19
Delay/Veh:	0.0	0.0	0.0	64.5	0.0	47.7	53.5	4.6	0.0	0.0	9.8	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.5	0.0	47.7	53.5	4.6	0.0	0.0	9.8	1.5
LOS by Move:	A	A	A	E	A	D	D-	A	A	A	A	A
HCM2k95thQ:	0	0	0	19	0	20	2	12	0	0	27	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)
2030 AM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]

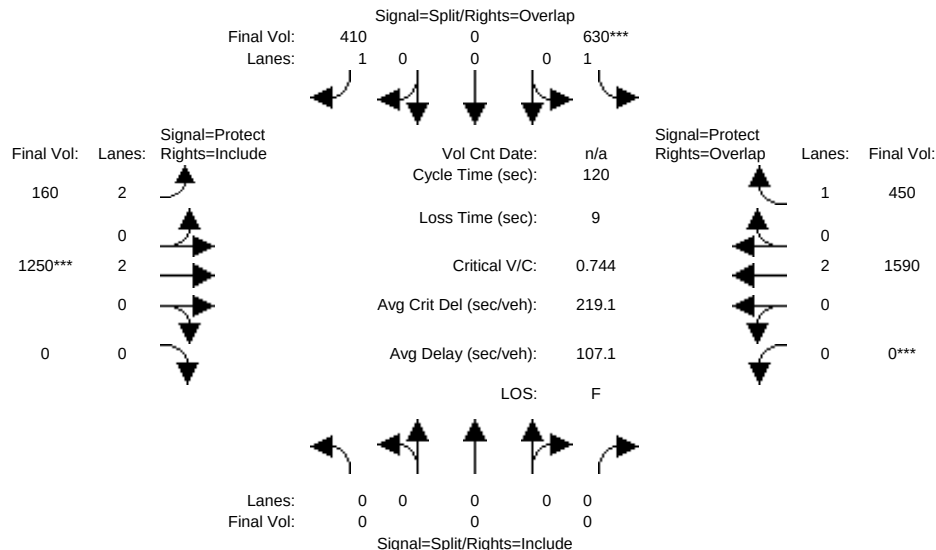


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	8	93	0	0	81	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	620	0	410	150	1230	0	0	1590	450
Growth Adj:	1.00	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	620	0	410	150	1230	0	0	1590	450
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	620	0	410	150	1230	0	0	1590	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	620	0	410	150	1230	0	0	1590	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	620	0	410	150	1230	0	0	1590	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	620	0	410	150	1230	0	0	1590	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.23	0.05	0.32	0.00	0.00	0.42	0.26
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	18.8	0.0	27.1	8.3	92.2	0.0	0.0	83.9	102.8
Volume/Cap:	0.00	0.00	0.00	2.26	0.00	1.04	0.69	0.42	0.00	0.00	0.60	0.30
Delay/Veh:	0.0	0.0	0.0	627.8	0.0	101.7	64.1	4.9	0.0	0.0	9.8	1.8
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	0.0	0.0	627.8	0.0	101.7	64.1	4.9	0.0	0.0	9.8	1.8
LOS by Move:	A	A	A	F	A	F	E	A	A	A	A	A
HCM2k95thQ:	0	0	0	108	0	39	9	15	0	0	27	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 #42: Shoreline Blvd. & Central Expy. [East Intersection]

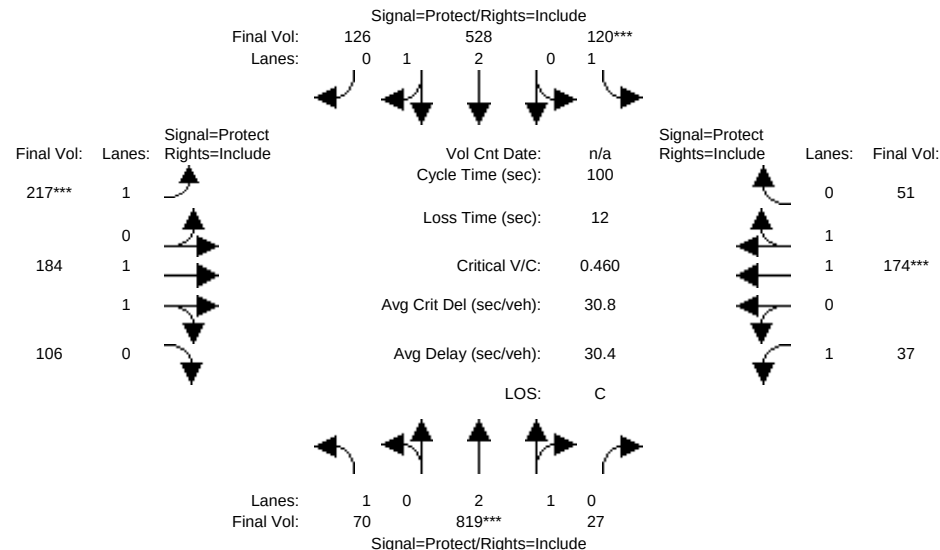


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	8	93	0	0	81	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	630	0	410	160	1250	0	0	1590	450
Growth Adj:	1.00	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	630	0	410	160	1250	0	0	1590	450
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	630	0	410	160	1250	0	0	1590	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	630	0	410	160	1250	0	0	1590	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	410	160	1250	0	0	1590	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	630	0	410	160	1250	0	0	1590	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.23	0.05	0.33	0.00	0.00	0.42	0.26
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	18.8	0.0	27.1	8.3	92.2	0.0	0.0	83.9	102.8
Volume/Cap:	0.00	0.00	0.00	2.29	0.00	1.04	0.74	0.43	0.00	0.00	0.60	0.30
Delay/Veh:	0.0	0.0	0.0	644.1	0.0	101.7	67.5	4.9	0.0	0.0	9.8	1.8
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	0.0	0.0	644.1	0.0	101.7	67.5	4.9	0.0	0.0	9.8	1.8
LOS by Move:	A	A	A	F	A	F	E	A	A	A	A	A
HCM2k95thQ:	0	0	0	110	0	39	10	15	0	0	27	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 #43: Shoreline Blvd. & California St.

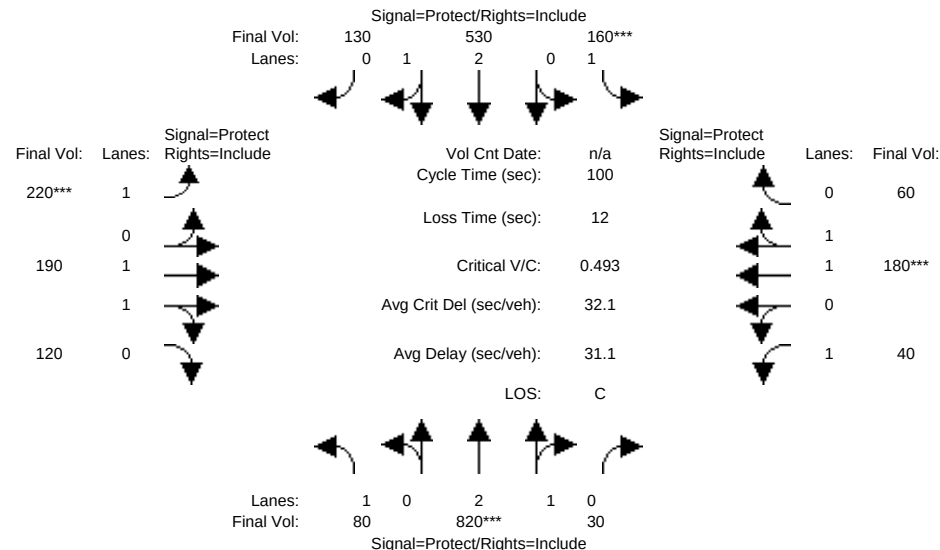


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	819	27	120	528	126	217	184	106	37	174	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	819	27	120	528	126	217	184	106	37	174	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	819	27	120	528	126	217	184	106	37	174	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	819	27	120	528	126	217	184	106	37	174	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	819	27	120	528	126	217	184	106	37	174	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	819	27	120	528	126	217	184	106	37	174	51
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.90	0.10	1.00	2.40	0.60	1.00	1.25	0.75	1.00	1.53	0.47
Final Sat.:	1750	5421	179	1750	4520	1079	1750	2347	1352	1750	2861	838
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.07	0.12	0.12	0.12	0.08	0.08	0.02	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	17.9	32.9	32.9	14.9	29.9	29.9	27.0	23.7	23.7	16.6	13.2	13.2
Volume/Cap:	0.22	0.46	0.46	0.46	0.39	0.39	0.46	0.33	0.33	0.13	0.46	0.46
Delay/Veh:	35.5	26.7	26.7	40.1	28.0	28.0	31.1	31.8	31.8	35.8	40.8	40.8
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:	35.5	26.7	26.7	40.1	28.0	28.0	31.1	31.8	31.8	35.8	40.8	40.8
LOS by Move:	D+	C	C	D	C	C	C	C	C	D+	D	D
HCM2k95thQ:	4	14	14	8	11	11	12	8	8	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)
EX+P AM

Intersection #43: Shoreline Blvd. & California St.



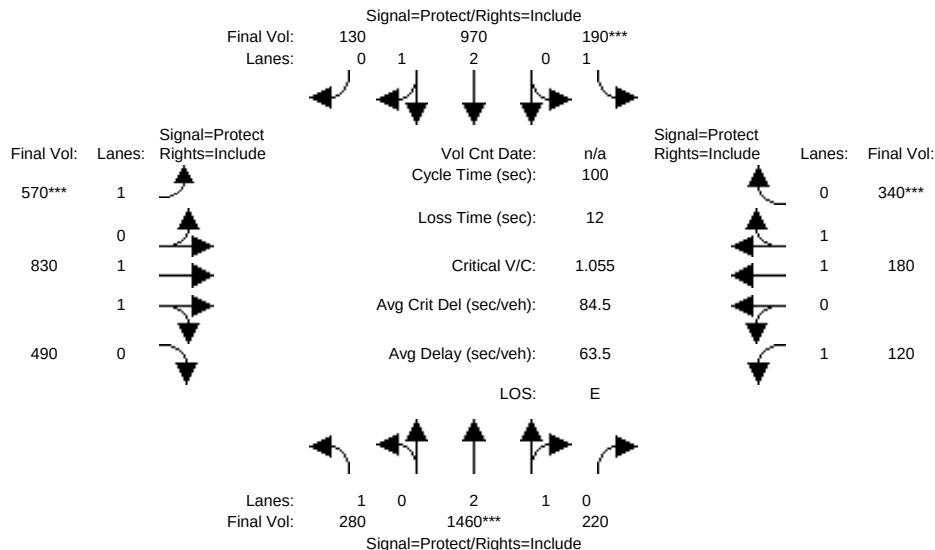
Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	820	30	160	530	130	220	190	120	40	180	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:	80	820	30	160	530	130	220	190	120	40	180	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:	80	820	30	160	530	130	220	190	120	40	180	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:	80	820	30	160	530	130	220	190	120	40	180	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	820	30	160	530	130	220	190	120	40	180	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
Final Volume:	80	820	30	160	530	130	220	190	120	40	180	60
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.89	0.11	1.00	2.39	0.61	1.00	1.20	0.80	1.00	1.49	0.51
Final Sat.:	1750	5402	198	1750	4496	1103	1750	2267	1432	1750	2774	925
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.09	0.12	0.12	0.13	0.08	0.08	0.02	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.4	30.8	30.8	18.5	31.0	31.0	25.5	22.7	22.7	15.9	13.2	13.2
Volume/Cap:	0.25	0.49	0.49	0.49	0.38	0.38	0.49	0.37	0.37	0.14	0.49	0.49
Delay/Veh:	35.3	28.5	28.5	37.7	27.2	27.2	32.6	32.8	32.8	36.4	41.1	41.1
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:	35.3	28.5	28.5	37.7	27.2	27.2	32.6	32.8	32.8	36.4	41.1	41.1
LOS by Move:	D+	C	C	D+	C	C	C-	C-	C-	D+	D	D
HCM2k95thQ:	5	14	14	10	11	11	13	8	8	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 #43: Shoreline Blvd. & California St.

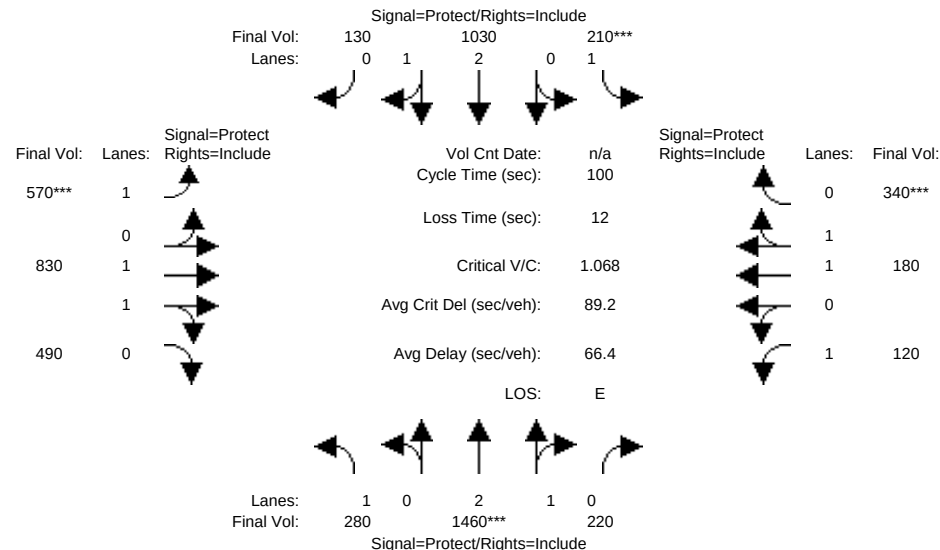


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1460	220	190	970	130	570	830	490	120	180	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:	280	1460	220	190	970	130	570	830	490	120	180	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:	280	1460	220	190	970	130	570	830	490	120	180	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:	280	1460	220	190	970	130	570	830	490	120	180	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1460	220	190	970	130	570	830	490	120	180	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
Final Volume:	280	1460	220	190	970	130	570	830	490	120	180	340
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.59	0.41	1.00	2.63	0.37	1.00	1.24	0.76	1.00	1.00	1.00
Final Sat.:	1750	4866	733	1750	4937	662	1750	2326	1373	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.30	0.11	0.20	0.20	0.33	0.36	0.36	0.07	0.09	0.19
Crit Moves:	****			****			****			****		
Green Time:	17.4	28.4	28.4	10.3	21.3	21.3	30.9	41.2	41.2	8.1	18.4	18.4
Volume/Cap:	0.92	1.06	1.06	1.06	0.92	0.92	1.06	0.87	0.87	0.85	0.51	1.06
Delay/Veh:	72.3	74.5	74.5	127.3	50.0	50.0	88.7	32.4	32.4	80.9	37.2	96.7
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:	72.3	74.5	74.5	127.3	50.0	50.0	88.7	32.4	32.4	80.9	37.2	96.7
LOS by Move:	E	E	E	F	D	D	F	C-	C-	F	D+	F
HCM2k95thQ:	23	43	43	21	27	27	46	37	37	12	11	32
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 #43: Shoreline Blvd. & California St.

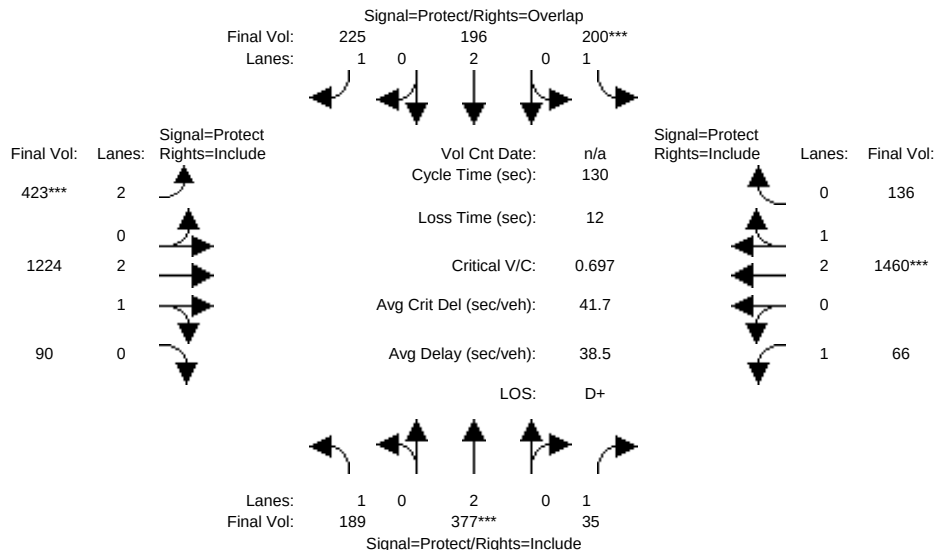


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1460	220	210	1030	130	570	830	490	120	180	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:	280	1460	220	210	1030	130	570	830	490	120	180	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:	280	1460	220	210	1030	130	570	830	490	120	180	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:	280	1460	220	210	1030	130	570	830	490	120	180	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1460	220	210	1030	130	570	830	490	120	180	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
Final Volume:	280	1460	220	210	1030	130	570	830	490	120	180	340
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.59	0.41	1.00	2.65	0.35	1.00	1.24	0.76	1.00	1.00	1.00
Final Sat.:	1750	4866	733	1750	4972	627	1750	2326	1373	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.30	0.12	0.21	0.21	0.33	0.36	0.36	0.07	0.09	0.19
Crit Moves:	****			****			****			****		
Green Time:	17.1	28.1	28.1	11.2	22.2	22.2	30.5	40.7	40.7	8.0	18.2	18.2
Volume/Cap:	0.93	1.07	1.07	1.07	0.93	0.93	1.07	0.88	0.88	0.86	0.52	1.07
Delay/Veh:	75.7	79.3	79.3	127.8	51.0	51.0	93.2	33.5	33.5	83.5	37.5	101.1
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:	75.7	79.3	79.3	127.8	51.0	51.0	93.2	33.5	33.5	83.5	37.5	101.1
LOS by Move:	E-	E-	E-	F	D	D	F	C-	C-	F	D+	F
HCM2k95thQ:	24	44	44	23	28	28	47	37	37	12	11	32
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 #44: Shoreline Blvd. & El Camino Real

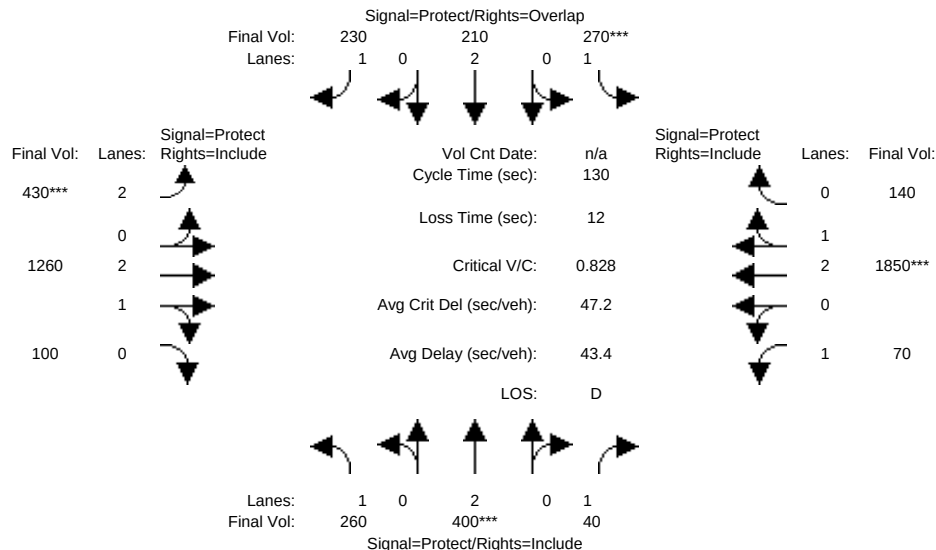


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	377	35	200	196	225	423	1224	90	66	1460	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:	189	377	35	200	196	225	423	1224	90	66	1460	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:	189	377	35	200	196	225	423	1224	90	66	1460	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:	189	377	35	200	196	225	423	1224	90	66	1460	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	377	35	200	196	225	423	1224	90	66	1460	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
Final Volume:	189	377	35	200	196	225	423	1224	90	66	1460	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.79	0.21	1.00	2.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5216	384	1750	5122	477
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.02	0.11	0.05	0.13	0.13	0.23	0.23	0.04	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	16.9	20.0	20.0	21.0	24.1	48.7	24.7	58.0	58.0	19.0	52.3	52.3
Volume/Cap:	0.83	0.64	0.13	0.71	0.28	0.34	0.71	0.53	0.53	0.26	0.71	0.71
Delay/Veh:	77.1	54.2	47.7	59.6	45.7	29.5	53.2	26.3	26.3	49.8	33.5	33.5
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:	77.1	54.2	47.7	59.6	45.7	29.5	53.2	26.3	26.3	49.8	33.5	33.5
LOS by Move:	E-	D-	D	E+	D	C	D-	C	C	D	C-	C-
HCM2k95thQ:	19	15	3	18	7	13	20	23	23	5	32	32
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 #44: Shoreline Blvd. & El Camino Real

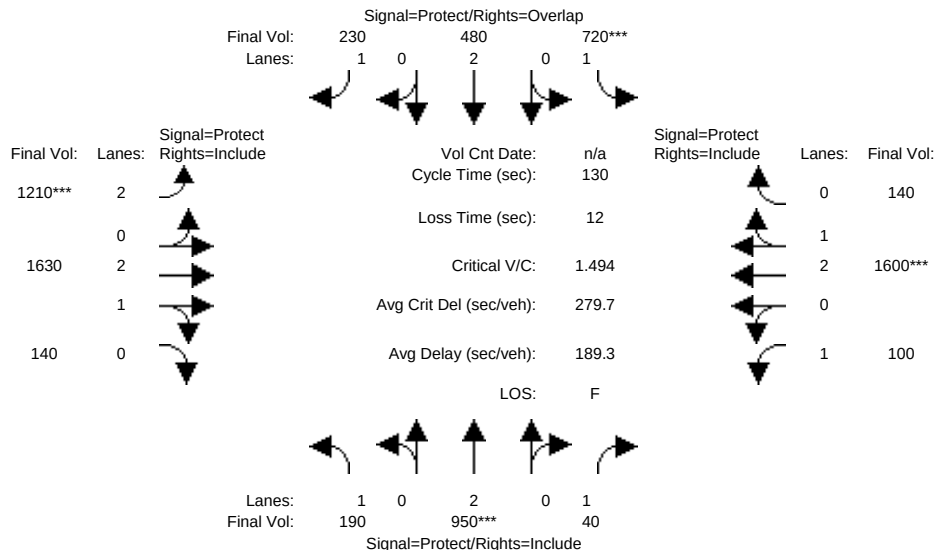


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	400	40	270	210	230	430	1260	100	70	1850	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	400	40	270	210	230	430	1260	100	70	1850	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	400	40	270	210	230	430	1260	100	70	1850	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	400	40	270	210	230	430	1260	100	70	1850	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	400	40	270	210	230	430	1260	100	70	1850	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	400	40	270	210	230	430	1260	100	70	1850	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.77	0.23	1.00	2.78	0.22
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5188	412	1750	5206	394
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.02	0.15	0.06	0.13	0.14	0.24	0.24	0.04	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	21.3	20.0	20.0	23.4	22.1	42.8	20.7	56.7	56.7	17.9	53.9	53.9
Volume/Cap:	0.91	0.68	0.15	0.86	0.33	0.40	0.86	0.56	0.56	0.29	0.86	0.86
Delay/Veh:	83.4	55.4	47.9	71.8	47.7	34.1	66.9	27.6	27.6	51.0	38.0	38.0
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:	83.4	55.4	47.9	71.8	47.7	34.1	66.9	27.6	27.6	51.0	38.0	38.0
LOS by Move:	F	E+	D	E	D	C-	E	C	C	D	D+	D+
HCM2k95thQ:	25	16	3	25	8	14	23	24	24	6	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 AM

Intersection #44: Shoreline Blvd. & El Camino Real

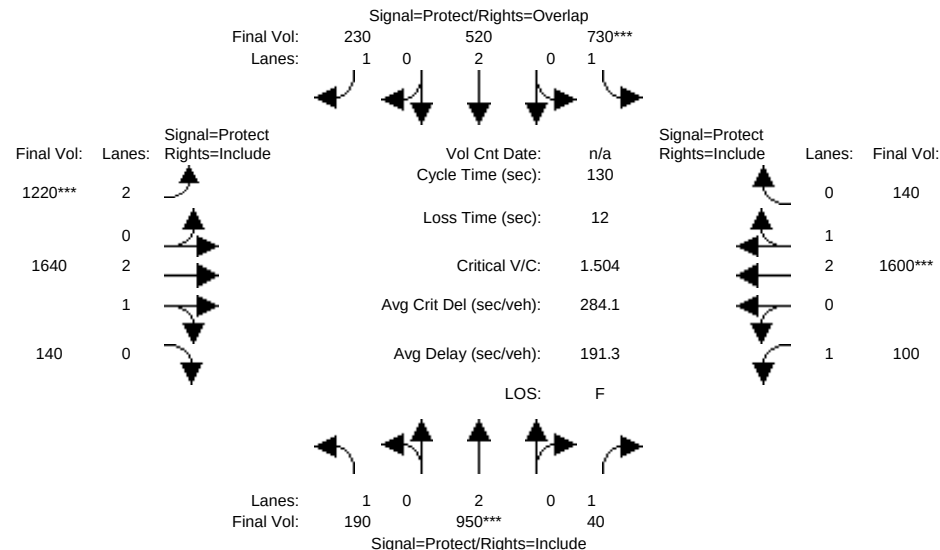


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	950	40	720	480	230	1210	1630	140	100	1600	140
Growth Adj:	1.00	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	950	40	720	480	230	1210	1630	140	100	1600	140
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	950	40	720	480	230	1210	1630	140	100	1600	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	950	40	720	480	230	1210	1630	140	100	1600	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	950	40	720	480	230	1210	1630	140	100	1600	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	950	40	720	480	230	1210	1630	140	100	1600	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.75	0.25	1.00	2.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5156	443	1750	5149	451
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.02	0.41	0.13	0.13	0.38	0.32	0.32	0.06	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	23.8	21.8	21.8	35.8	33.7	67.2	33.4	48.6	48.6	11.8	27.0	27.0
Volume/Cap:	0.59	1.49	0.14	1.49	0.49	0.25	1.49	0.85	0.85	0.63	1.49	1.49
Delay/Veh:	51.6	285	46.3	280.3	41.2	17.6	277.2	40.6	40.6	64.7	278	278.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	285	46.3	280.3	41.2	17.6	277.2	40.6	40.6	64.7	278	278.5
LOS by Move:	D-	F	D	F	D	B	F	D	D	E	F	F
HCM2k95thQ:	15	62	3	96	16	10	90	40	40	10	75	75
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 #44: Shoreline Blvd. & El Camino Real

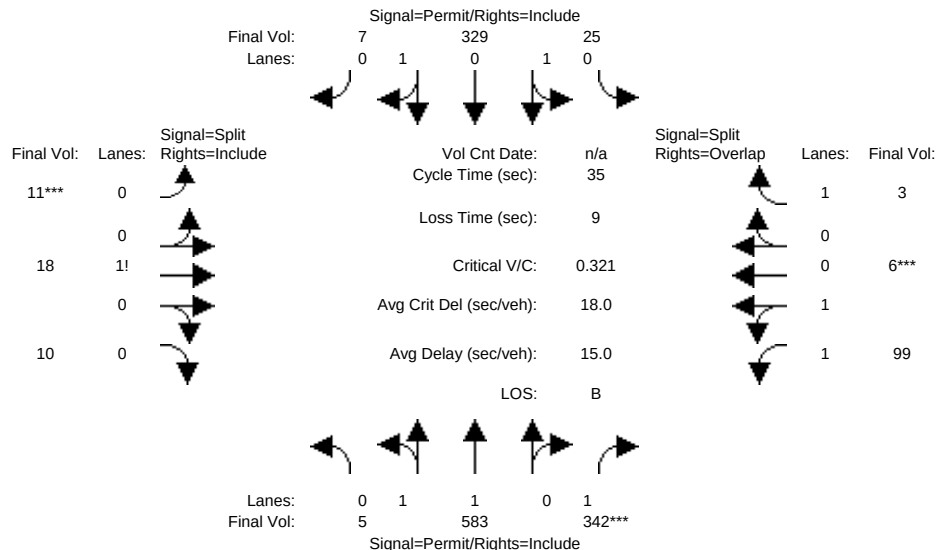


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	950	40	730	520	230	1220	1640	140	100	1600	140
Growth Adj:	1.00	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	950	40	730	520	230	1220	1640	140	100	1600	140
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	950	40	730	520	230	1220	1640	140	100	1600	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	950	40	730	520	230	1220	1640	140	100	1600	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	950	40	730	520	230	1220	1640	140	100	1600	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	950	40	730	520	230	1220	1640	140	100	1600	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5159	440	1750	5149	451
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.02	0.42	0.14	0.13	0.39	0.32	0.32	0.06	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	23.9	21.6	21.6	36.1	33.8	67.3	33.5	48.6	48.6	11.8	26.9	26.9
Volume/Cap:	0.59	1.50	0.14	1.50	0.53	0.25	1.50	0.85	0.85	0.63	1.50	1.50
Delay/Veh:	51.5	289	46.5	284.4	41.8	17.6	281.5	40.9	40.9	65.1	283	282.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	289	46.5	284.4	41.8	17.6	281.5	40.9	40.9	65.1	283	282.9
LOS by Move:	D-	F	D	F	D	B	F	D	D	E	F	F
HCM2k95thQ:	15	62	3	98	17	10	91	40	40	10	75	75
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 #45: Miramonte Ave. & Castro St.



Street Name:	Miramonte Avenue						Castro 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	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:	5	583	342	25	329	7	11	18	10	99	6	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:	5	583	342	25	329	7	11	18	10	99	6	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:	5	583	342	25	329	7	11	18	10	99	6	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:	5	583	342	25	329	7	11	18	10	99	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	583	342	25	329	7	11	18	10	99	6	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
Final Volume:	5	583	342	25	329	7	11	18	10	99	6	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.02	1.98	1.00	0.14	1.82	0.04	0.28	0.46	0.26	1.89	0.11	1.00
Final Sat.:	31	3669	1750	249	3281	70	494	808	449	3347	203	1750

Capacity Analysis Module:

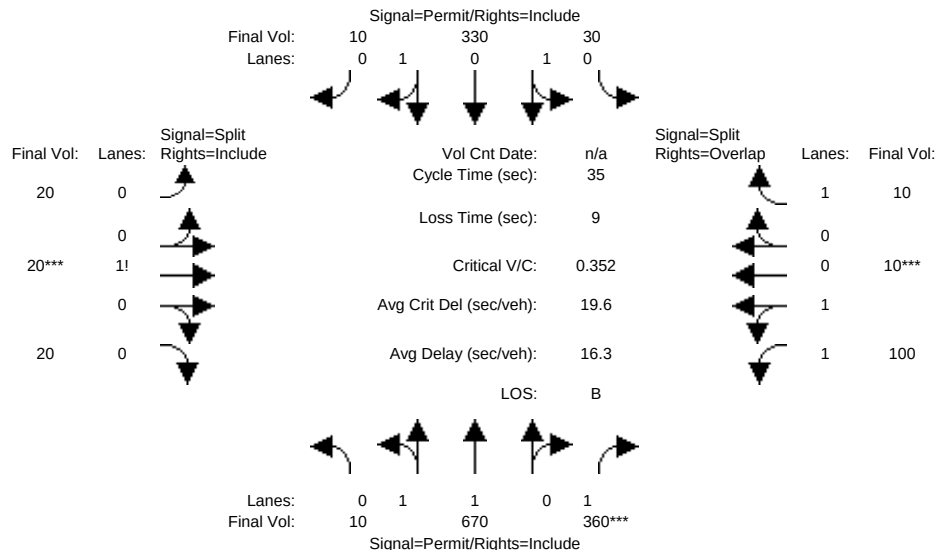
Vol/Sat:	0.16	0.16	0.20	0.10	0.10	0.10	0.02	0.02	0.02	0.03	0.03	0.00
Crit Moves:			****				****				****	
Green Time:	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	0.62	0.62	0.76	0.39	0.39	0.39	0.09	0.09	0.09	0.12	0.12	0.01
Delay/Veh:	14.1	14.1	20.9	12.3	12.3	12.3	11.1	11.1	11.1	11.2	11.2	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	20.9	12.3	12.3	12.3	11.1	11.1	11.1	11.2	11.2	10.8
LOS by Move:	B	B	C+	B	B	B	B+	B+	B+	B+	B+	B+
HCM2k95thQ:	9	9	12	5	5	5	1	1	1	1	1	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 #45: Miramonte Ave. & Castro St.



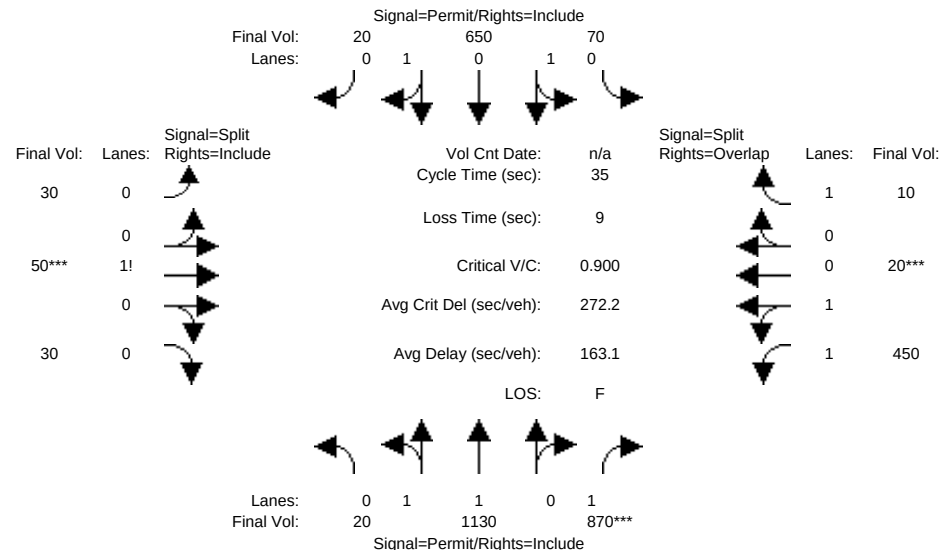
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	670	360	30	330	10	20	20	20	100	10	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:	10	670	360	30	330	10	20	20	20	100	10	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:	10	670	360	30	330	10	20	20	20	100	10	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:	10	670	360	30	330	10	20	20	20	100	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	670	360	30	330	10	20	20	20	100	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	670	360	30	330	10	20	20	20	100	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.03	1.97	1.00	0.16	1.79	0.05	0.34	0.33	0.33	1.82	0.18	1.00
Final Sat.:	54	3646	1750	292	3211	97	583	583	583	3227	323	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.21	0.10	0.10	0.10	0.03	0.03	0.03	0.03	0.03	0.01
Crit Moves:	****											
Green Time:	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	0.72	0.72	0.80	0.40	0.40	0.40	0.13	0.13	0.13	0.12	0.12	0.02
Delay/Veh:	15.9	15.9	23.6	12.3	12.3	12.3	11.3	11.3	11.3	11.2	11.2	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	23.6	12.3	12.3	12.3	11.3	11.3	11.3	11.2	11.2	10.9
LOS by Move:	B	B	C	B	B	B	B+	B+	B+	B+	B+	B+
HCM2k95thQ:	11	11	14	5	5	5	1	1	1	1	1	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 #45: Miramonte Ave. & Castro St.



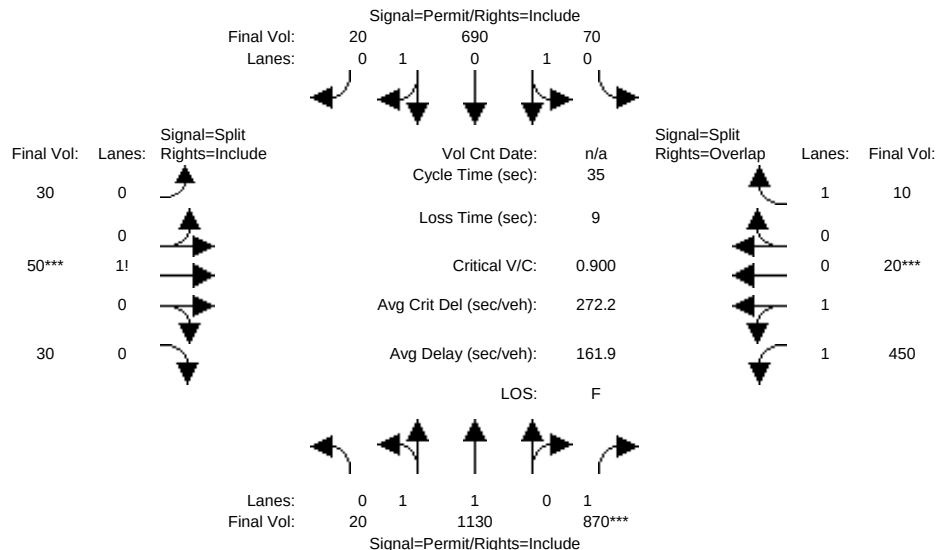
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1130	870	70	650	20	30	50	30	450	20	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:	20	1130	870	70	650	20	30	50	30	450	20	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:	20	1130	870	70	650	20	30	50	30	450	20	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:	20	1130	870	70	650	20	30	50	30	450	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1130	870	70	650	20	30	50	30	450	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1130	870	70	650	20	30	50	30	450	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.04	1.96	1.00	0.19	1.76	0.05	0.27	0.46	0.27	1.92	0.08	1.00
Final Sat.:	64	3636	1750	341	3162	97	477	795	477	3399	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.50	0.21	0.21	0.21	0.06	0.06	0.06	0.13	0.13	0.01
Crit Moves:	****						****			****		
Green Time:	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	1.21	1.21	1.94	0.80	0.80	0.80	0.25	0.25	0.25	0.52	0.52	0.02
Delay/Veh:	119.8	120	445.1	18.7	18.7	18.7	11.8	11.8	11.8	12.9	12.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	120	445.1	18.7	18.7	18.7	11.8	11.8	11.8	12.9	12.9	10.9
LOS by Move:	F	F	F	B-	B-	B-	B+	B+	B+	B	B	B+
HCM2k95thQ:	39	39	105	14	14	14	3	3	3	7	7	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 #45: Miramonte Ave. & Castro St.



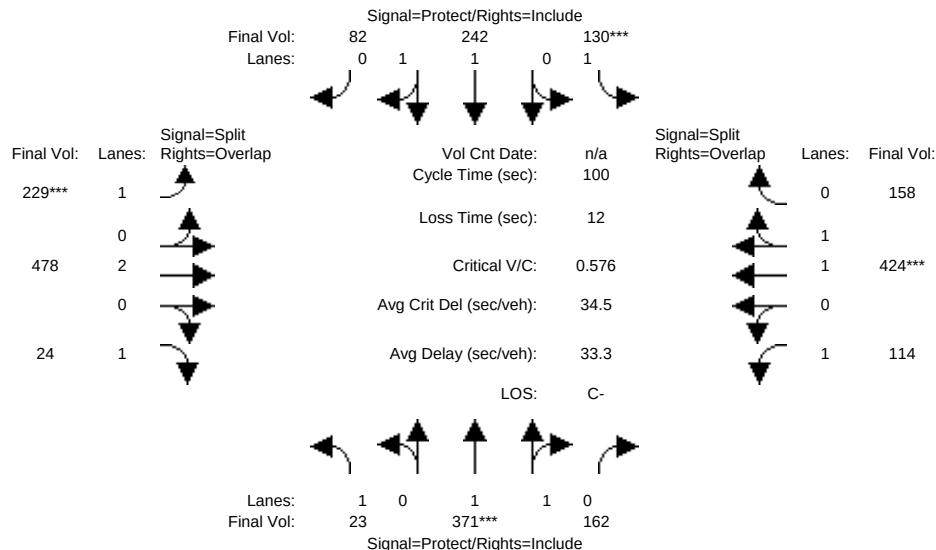
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1130	870	70	690	20	30	50	30	450	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1130	870	70	690	20	30	50	30	450	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.04	1.96	1.00	0.18	1.77	0.05	0.27	0.46	0.27	1.92	0.08	1.00
Final Sat.:	64	3636	1750	323	3185	92	477	795	477	3399	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.50	0.22	0.22	0.22	0.06	0.06	0.06	0.13	0.13	0.01
Crit Moves:	****						****			****		
Green Time:	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	1.21	1.21	1.94	0.85	0.85	0.85	0.25	0.25	0.25	0.52	0.52	0.02
Delay/Veh:	119.8	120	445.1	21.0	21.0	21.0	11.8	11.8	11.8	12.9	12.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	120	445.1	21.0	21.0	21.0	11.8	11.8	11.8	12.9	12.9	10.9
LOS by Move:	F	F	F	C+	C+	C+	B+	B+	B+	B	B	B+
HCM2k95thQ:	39	39	105	15	15	15	3	3	3	7	7	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 #46: Miramonte Ave. & Cuesta Dr.

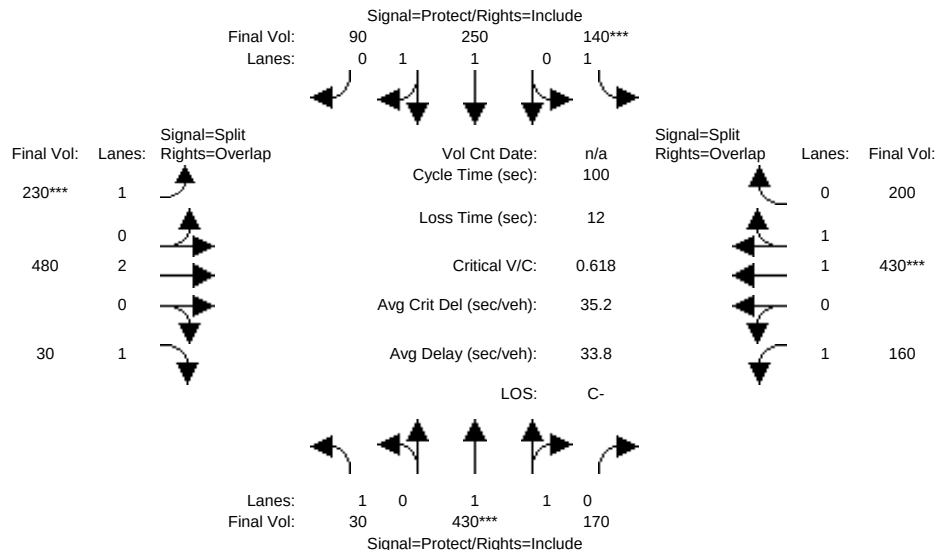


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	371	162	130	242	82	229	478	24	114	424	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	371	162	130	242	82	229	478	24	114	424	158
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:	23	371	162	130	242	82	229	478	24	114	424	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	371	162	130	242	82	229	478	24	114	424	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	371	162	130	242	82	229	478	24	114	424	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	371	162	130	242	82	229	478	24	114	424	158
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	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.38	0.62	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1750	2575	1124	1750	2763	936	1750	3800	1750	1750	2695	1004
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.07	0.09	0.09	0.13	0.13	0.01	0.07	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	15.6	25.0	25.0	12.9	22.3	22.3	22.7	22.7	38.4	27.3	27.3	40.2
Volume/Cap:	0.08	0.58	0.58	0.58	0.39	0.39	0.58	0.55	0.04	0.24	0.58	0.39
Delay/Veh:	36.2	33.7	33.7	44.6	33.4	33.4	36.4	34.9	19.3	28.5	32.2	21.4
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:	36.2	33.7	33.7	44.6	33.4	33.4	36.4	34.9	19.3	28.5	32.2	21.4
LOS by Move:	D+	C-	C-	D	C-	C-	D+	C-	B-	C	C-	C+
HCM2k95thQ:	1	15	15	10	9	9	14	13	1	6	16	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)
EX+P AM

Intersection #46: Miramonte Ave. & Cuesta Dr.

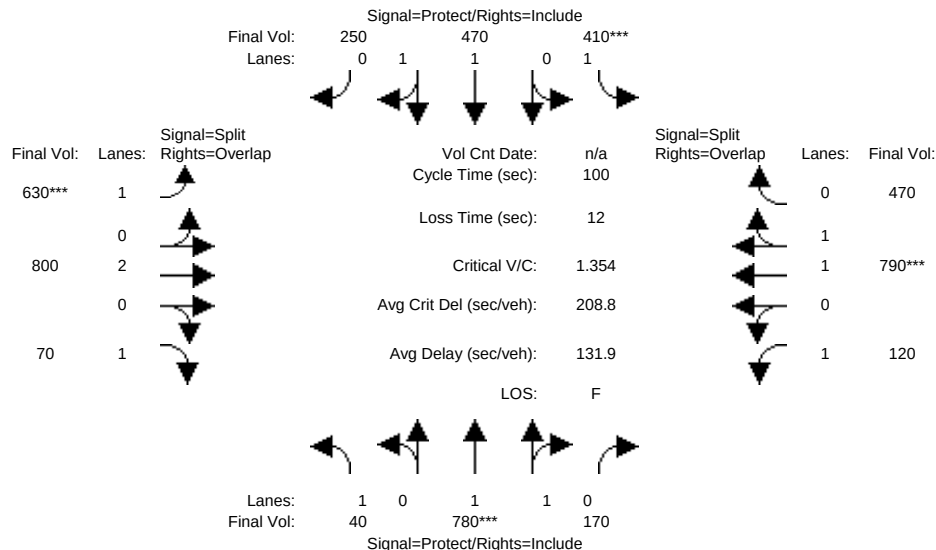


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	430	170	140	250	90	230	480	30	160	430	200
Growth Adj:	1.00	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	430	170	140	250	90	230	480	30	160	430	200
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	430	170	140	250	90	230	480	30	160	430	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	170	140	250	90	230	480	30	160	430	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	430	170	140	250	90	230	480	30	160	430	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	430	170	140	250	90	230	480	30	160	430	200
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	0.99	0.95
Lanes:	1.00	1.42	0.58	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.35	0.65
Final Sat.:	1750	2651	1048	1750	2720	979	1750	3800	1750	1750	2525	1174
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.08	0.09	0.09	0.13	0.13	0.02	0.09	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	16.1	26.2	26.2	12.9	23.0	23.0	21.3	21.3	37.4	27.6	27.6	40.5
Volume/Cap:	0.11	0.62	0.62	0.62	0.40	0.40	0.62	0.59	0.05	0.33	0.62	0.42
Delay/Veh:	35.9	33.7	33.7	46.3	32.9	32.9	38.8	36.7	20.0	29.3	32.8	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:	35.9	33.7	33.7	46.3	32.9	32.9	38.8	36.7	20.0	29.3	32.8	21.5
LOS by Move:	D+	C-	C-	D	C-	C-	D+	D+	B-	C	C-	C+
HCM2k95thQ:	2	17	17	11	9	9	15	14	1	9	17	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 AM

Intersection #46: Miramonte Ave. & Cuesta Dr.

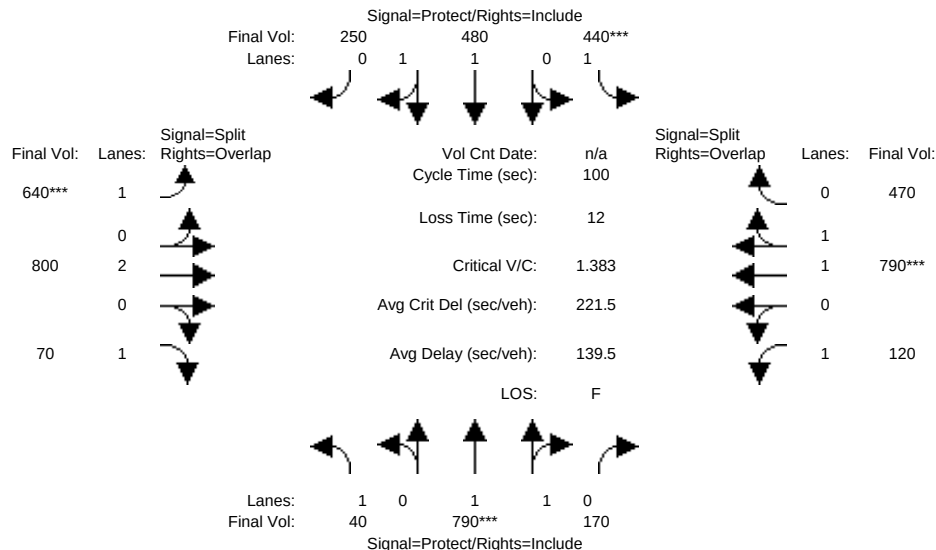


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	780	170	410	470	250	630	800	70	120	790	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:	40	780	170	410	470	250	630	800	70	120	790	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:	40	780	170	410	470	250	630	800	70	120	790	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:	40	780	170	410	470	250	630	800	70	120	790	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	780	170	410	470	250	630	800	70	120	790	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:	40	780	170	410	470	250	630	800	70	120	790	470
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	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.63	0.37	1.00	1.29	0.71	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1750	3037	662	1750	2414	1284	1750	3800	1750	1750	2319	1380
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.23	0.19	0.19	0.36	0.21	0.04	0.07	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	9.6	19.0	19.0	17.3	26.7	26.7	26.6	26.6	36.2	25.2	25.2	42.5
Volume/Cap:	0.24	1.35	1.35	1.35	0.73	0.73	1.35	0.79	0.11	0.27	1.35	0.80
Delay/Veh:	42.6	209	209.2	221.0	36.2	36.2	209.8	38.5	21.3	30.4	204	28.2
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:	42.6	209	209.2	221.0	36.2	36.2	209.8	38.5	21.3	30.4	204	28.2
LOS by Move:	D	F	F	F	D+	D+	F	D+	C+	C	F	C
HCM2k95thQ:	3	52	52	48	21	21	69	24	3	7	66	33
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 #46: Miramonte Ave. & Cuesta Dr.

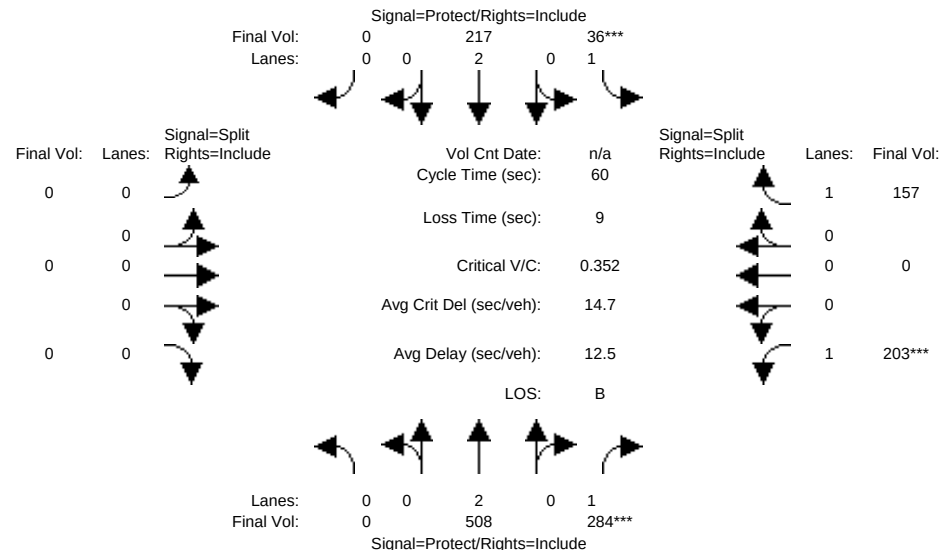


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	790	170	440	480	250	640	800	70	120	790	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:	40	790	170	440	480	250	640	800	70	120	790	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:	40	790	170	440	480	250	640	800	70	120	790	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:	40	790	170	440	480	250	640	800	70	120	790	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	790	170	440	480	250	640	800	70	120	790	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
Final Volume:	40	790	170	440	480	250	640	800	70	120	790	470
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	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.64	0.36	1.00	1.30	0.70	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1750	3044	655	1750	2432	1267	1750	3800	1750	1750	2319	1380
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.25	0.20	0.20	0.37	0.21	0.04	0.07	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	9.7	18.8	18.8	18.2	27.3	27.3	26.4	26.4	36.1	24.6	24.6	42.8
Volume/Cap:	0.24	1.38	1.38	1.38	0.72	0.72	1.38	0.80	0.11	0.28	1.38	0.80
Delay/Veh:	42.5	222	222.0	231.9	35.6	35.6	222.3	38.8	21.3	30.8	217	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	222	222.0	231.9	35.6	35.6	222.3	38.8	21.3	30.8	217	27.7
LOS by Move:	D	F	F	F	D+	D+	F	D+	C+	C	F	C
HCM2k95thQ:	3	54	54	52	21	21	72	24	3	7	68	32
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 #47: Moffett Blvd. & US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 SB Ramps					
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	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	508	284	36	217	0	0	0	0	203	0	157
Growth Adj:	1.00	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	508	284	36	217	0	0	0	0	203	0	157
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	508	284	36	217	0	0	0	0	203	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	508	284	36	217	0	0	0	0	203	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	508	284	36	217	0	0	0	0	203	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	508	284	36	217	0	0	0	0	203	0	157

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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

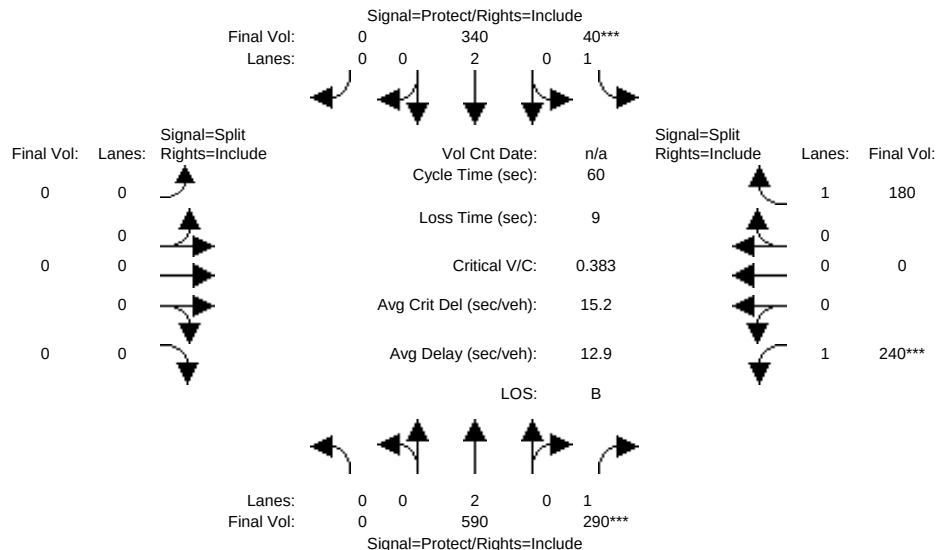
Vol/Sat:	0.00	0.13	0.16	0.02	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:			****		****					****		
Green Time:	0.0	25.7	25.7	7.0	32.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.31	0.38	0.18	0.10	0.00	0.00	0.00	0.00	0.38	0.00	0.29
Delay/Veh:	0.0	11.5	12.1	24.3	6.6	0.0	0.0	0.0	0.0	16.8	0.0	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:	0.0	11.5	12.1	24.3	6.6	0.0	0.0	0.0	0.0	16.8	0.0	16.2
LOS by Move:	A	B+	B	C	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	7	8	2	2	0	0	0	0	7	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 #47: Moffett Blvd. & US-101 SB Ramps



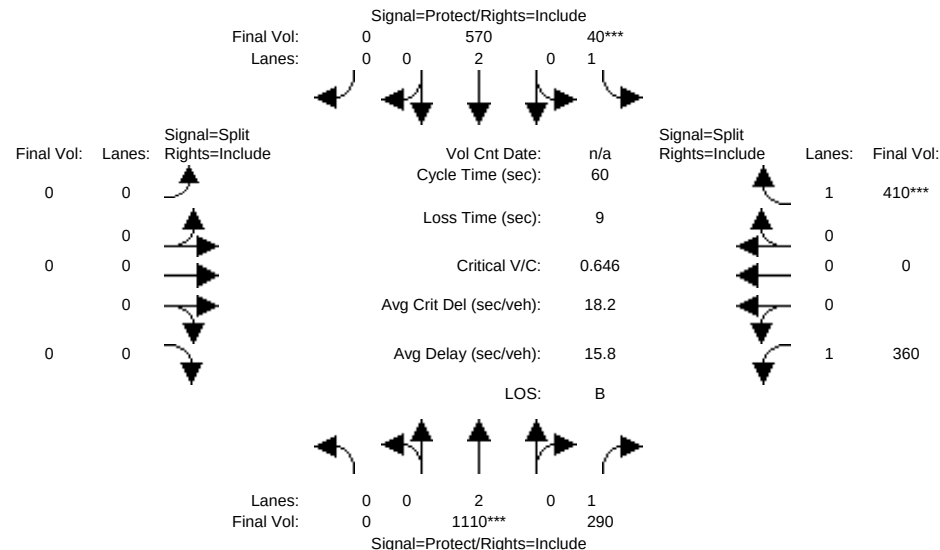
Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	290	40	340	0	0	0	0	240	0	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:	0	590	290	40	340	0	0	0	0	240	0	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:	0	590	290	40	340	0	0	0	0	240	0	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:	0	590	290	40	340	0	0	0	0	240	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	590	290	40	340	0	0	0	0	240	0	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
Final Volume:	0	590	290	40	340	0	0	0	0	240	0	180
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.02	0.09	0.00	0.00	0.00	0.00	0.14	0.00	0.10
Crit Moves:			****		****						****	
Green Time:	0.0	24.1	24.1	7.0	31.1	0.0	0.0	0.0	0.0	19.9	0.0	19.9
Volume/Cap:	0.00	0.39	0.41	0.20	0.17	0.00	0.00	0.00	0.00	0.41	0.00	0.31
Delay/Veh:	0.0	12.9	13.3	24.4	7.7	0.0	0.0	0.0	0.0	16.0	0.0	15.2
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	12.9	13.3	24.4	7.7	0.0	0.0	0.0	0.0	16.0	0.0	15.2
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	8	9	2	3	0	0	0	0	8	0	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 #47: Moffett Blvd. & US-101 SB Ramps

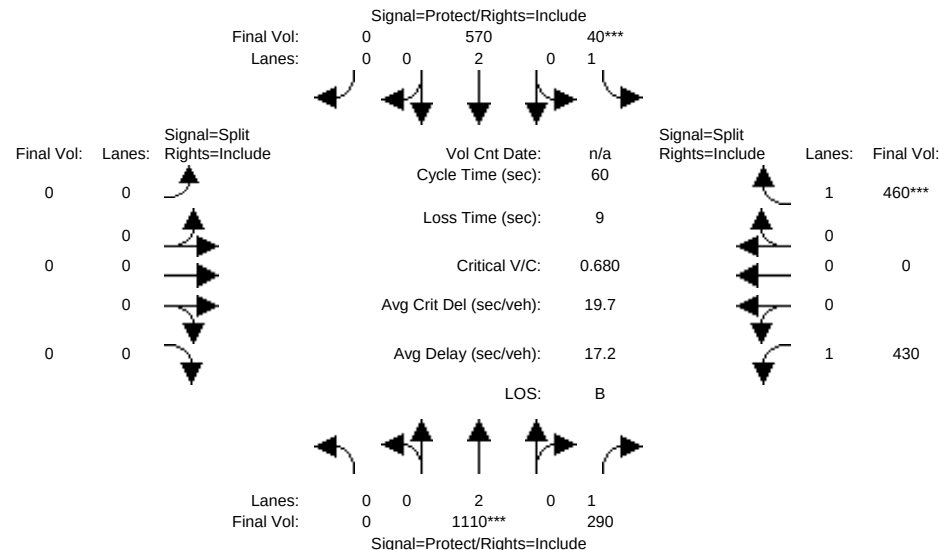


Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1110	290	40	570	0	0	0	0	360	0	410
Growth Adj:	1.00	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	1110	290	40	570	0	0	0	0	360	0	410
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	1110	290	40	570	0	0	0	0	360	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1110	290	40	570	0	0	0	0	360	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	290	40	570	0	0	0	0	360	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1110	290	40	570	0	0	0	0	360	0	410
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.17	0.02	0.15	0.00	0.00	0.00	0.00	0.21	0.00	0.23
Crit Moves:	****			****						****		
Green Time:	0.0	24.4	24.4	7.0	31.4	0.0	0.0	0.0	0.0	19.6	0.0	19.6
Volume/Cap:	0.00	0.72	0.41	0.20	0.29	0.00	0.00	0.00	0.00	0.63	0.00	0.72
Delay/Veh:	0.0	16.6	13.0	24.4	8.1	0.0	0.0	0.0	0.0	19.4	0.0	22.2
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	16.6	13.0	24.4	8.1	0.0	0.0	0.0	0.0	19.4	0.0	22.2
LOS by Move:	A	B	B	C	A	A	A	A	A	B-	A	C+
HCM2k95thQ:	0	19	9	2	6	0	0	0	0	14	0	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 #47: Moffett Blvd. & US-101 SB Ramps

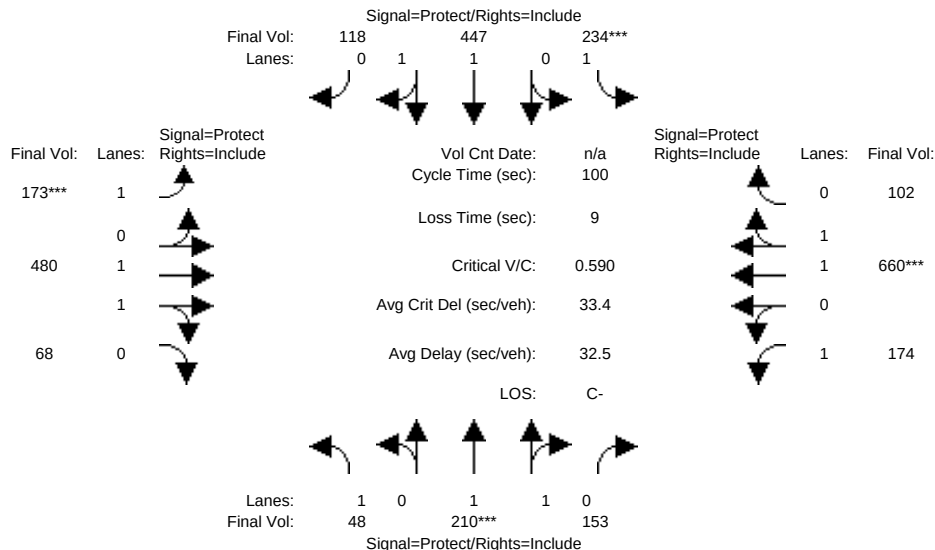


Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1110	290	40	570	0	0	0	0	430	0	460
Growth Adj:	1.00	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	1110	290	40	570	0	0	0	0	430	0	460
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	1110	290	40	570	0	0	0	0	430	0	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1110	290	40	570	0	0	0	0	430	0	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	290	40	570	0	0	0	0	430	0	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1110	290	40	570	0	0	0	0	430	0	460
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.17	0.02	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.26
Crit Moves:	****			****						****		
Green Time:	0.0	23.2	23.2	7.0	30.2	0.0	0.0	0.0	0.0	20.8	0.0	20.8
Volume/Cap:	0.00	0.76	0.43	0.20	0.30	0.00	0.00	0.00	0.00	0.71	0.00	0.76
Delay/Veh:	0.0	18.3	14.0	24.4	8.8	0.0	0.0	0.0	0.0	20.8	0.0	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	14.0	24.4	8.8	0.0	0.0	0.0	0.0	20.8	0.0	22.8
LOS by Move:	A	B-	B	C	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	20	9	2	6	0	0	0	0	17	0	19
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 #48: Moffett Blvd. & Middlefield Rd.

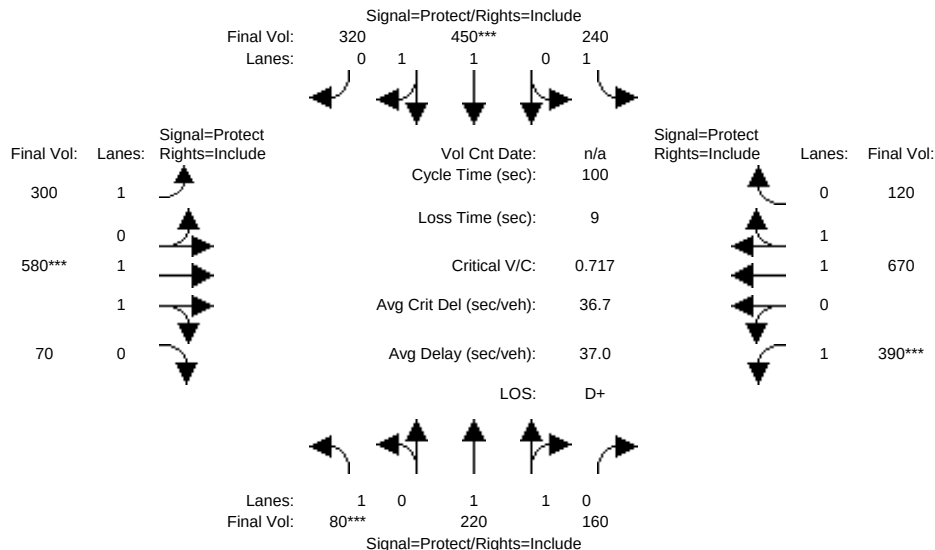


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	210	153	234	447	118	173	480	68	174	660	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	210	153	234	447	118	173	480	68	174	660	102
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:	48	210	153	234	447	118	173	480	68	174	660	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	210	153	234	447	118	173	480	68	174	660	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	210	153	234	447	118	173	480	68	174	660	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	210	153	234	447	118	173	480	68	174	660	102
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	1.13	0.87	1.00	1.57	0.43	1.00	1.74	0.26	1.00	1.72	0.28
Final Sat.:	1750	2139	1559	1750	2927	773	1750	3241	459	1750	3204	495
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.15	0.15	0.10	0.15	0.15	0.10	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	12.4	16.6	16.6	22.7	27.0	27.0	16.8	30.9	30.9	20.8	34.9	34.9
Volume/Cap:	0.22	0.59	0.59	0.59	0.57	0.57	0.59	0.48	0.48	0.48	0.59	0.59
Delay/Veh:	40.0	40.0	40.0	36.9	32.3	32.3	41.6	28.3	28.3	35.9	27.4	27.4
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:	40.0	40.0	40.0	36.9	32.3	32.3	41.6	28.3	28.3	35.9	27.4	27.4
LOS by Move:	D	D	D	D+	C-	C-	D	C	C	D+	C	C
HCM2k95thQ:	3	12	12	14	15	15	12	14	14	11	19	19
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 #48: Moffett Blvd. & Middlefield Rd.

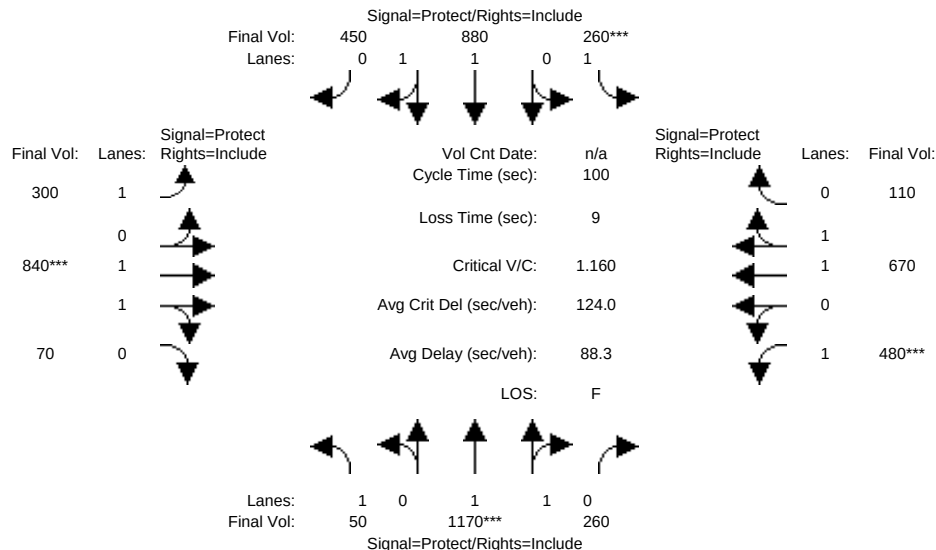


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	220	160	240	450	320	300	580	70	390	670	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:	80	220	160	240	450	320	300	580	70	390	670	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:	80	220	160	240	450	320	300	580	70	390	670	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:	80	220	160	240	450	320	300	580	70	390	670	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	220	160	240	450	320	300	580	70	390	670	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	220	160	240	450	320	300	580	70	390	670	120
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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.13	0.87	1.00	1.15	0.85	1.00	1.78	0.22	1.00	1.69	0.31
Final Sat.:	1750	2141	1557	1750	2161	1537	1750	3301	398	1750	3138	562
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.14	0.21	0.21	0.17	0.18	0.18	0.22	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	7.0	15.3	15.3	20.5	28.8	28.8	24.6	24.3	24.3	30.9	30.6	30.6
Volume/Cap:	0.65	0.67	0.67	0.67	0.72	0.72	0.70	0.72	0.72	0.72	0.70	0.70
Delay/Veh:	57.3	43.0	43.0	41.5	34.5	34.5	39.3	37.6	37.6	35.5	32.6	32.6
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:	57.3	43.0	43.0	41.5	34.5	34.5	39.3	37.6	37.6	35.5	32.6	32.6
LOS by Move:	E+	D	D	D	C-	C-	D	D+	D+	D+	C-	C-
HCM2k95thQ:	8	13	13	16	22	22	19	20	20	23	22	22
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 #48: Moffett Blvd. & Middlefield Rd.

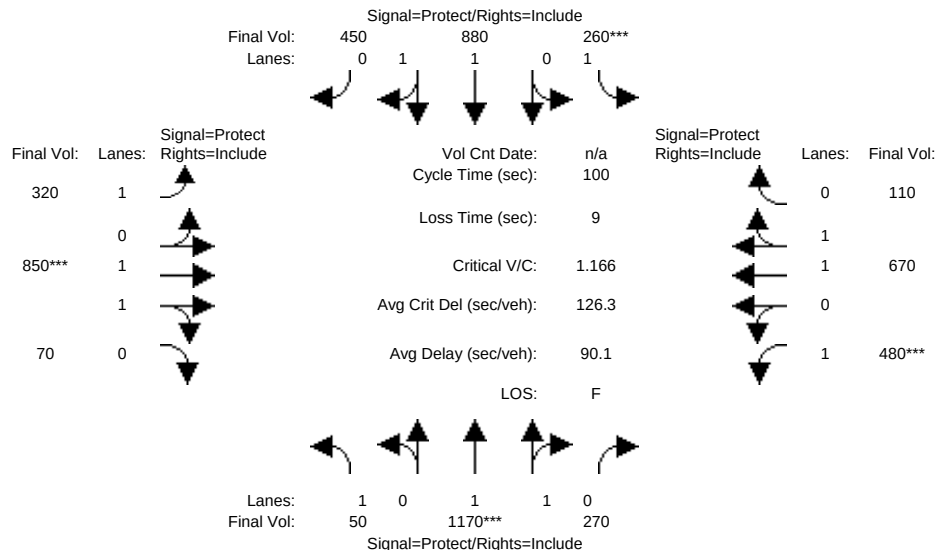


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1170	260	260	880	450	300	840	70	480	670	110
Growth Adj:	1.00	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	1170	260	260	880	450	300	840	70	480	670	110
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	1170	260	260	880	450	300	840	70	480	670	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1170	260	260	880	450	300	840	70	480	670	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1170	260	260	880	450	300	840	70	480	670	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1170	260	260	880	450	300	840	70	480	670	110
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	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.30	0.70	1.00	1.84	0.16	1.00	1.71	0.29
Final Sat.:	1750	3027	673	1750	2447	1251	1750	3415	285	1750	3178	522
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.15	0.36	0.36	0.17	0.25	0.25	0.27	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	7.5	33.3	33.3	12.8	38.6	38.6	20.1	21.2	21.2	23.7	24.7	24.7
Volume/Cap:	0.38	1.16	1.16	1.16	0.93	0.93	0.85	1.16	1.16	1.16	0.85	0.85
Delay/Veh:	45.9	115	114.6	153.6	40.6	40.6	56.3	125	125.2	133.8	43.6	43.6
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:	45.9	115	114.6	153.6	40.6	40.6	56.3	125	125.2	133.8	43.6	43.6
LOS by Move:	D	F	F	F	D	D	E+	F	F	F	D	D
HCM2k95thQ:	4	60	60	29	41	41	22	42	42	46	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)
2030+P AM

Intersection #48: Moffett Blvd. & Middlefield Rd.

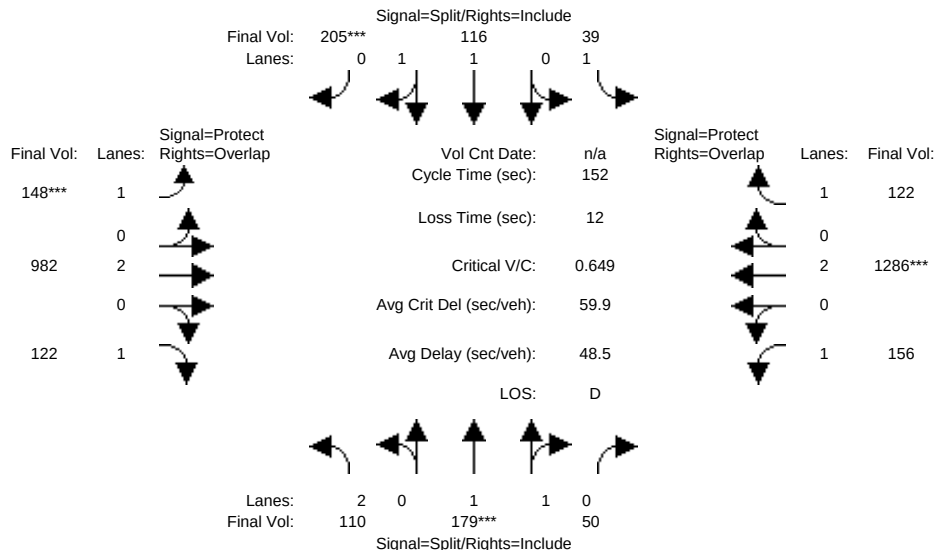


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1170	270	260	880	450	320	850	70	480	670	110
Growth Adj:	1.00	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	1170	270	260	880	450	320	850	70	480	670	110
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	1170	270	260	880	450	320	850	70	480	670	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1170	270	260	880	450	320	850	70	480	670	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1170	270	260	880	450	320	850	70	480	670	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1170	270	260	880	450	320	850	70	480	670	110
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	0.98	0.95
Lanes:	1.00	1.61	0.39	1.00	1.30	0.70	1.00	1.84	0.16	1.00	1.71	0.29
Final Sat.:	1750	3006	694	1750	2447	1251	1750	3418	282	1750	3178	522
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.15	0.36	0.36	0.18	0.25	0.25	0.27	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	7.5	33.4	33.4	12.7	38.6	38.6	20.8	21.3	21.3	23.5	24.0	24.0
Volume/Cap:	0.38	1.17	1.17	1.17	0.93	0.93	0.88	1.17	1.17	1.17	0.88	0.88
Delay/Veh:	45.9	117	117.0	155.9	40.6	40.6	59.0	127	127.5	136.2	46.5	46.5
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:	45.9	117	117.0	155.9	40.6	40.6	59.0	127	127.5	136.2	46.5	46.5
LOS by Move:	D	F	F	F	D	D	E+	F	F	F	D	D
HCM2k95thQ:	4	61	61	29	41	41	24	43	43	46	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)
Existing AM

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

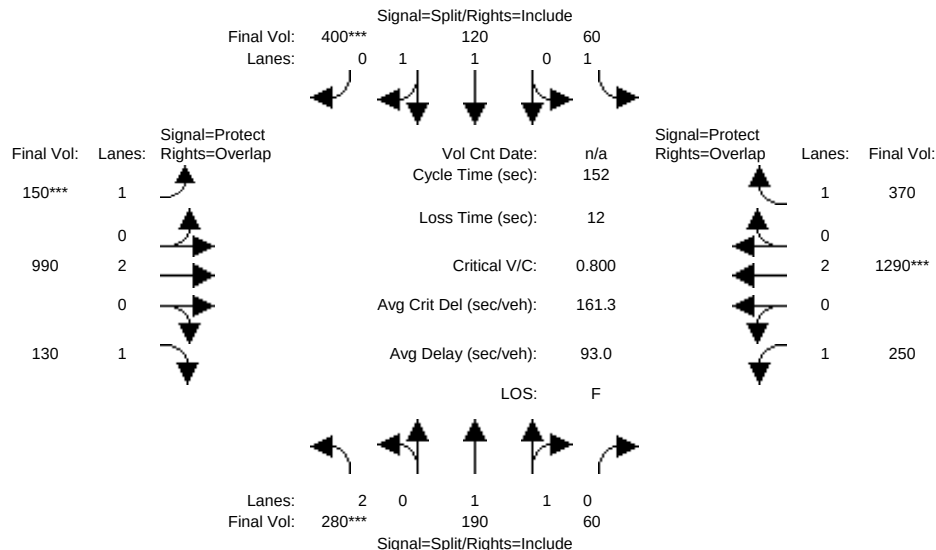


Street Name:Castro Street - Moffett Boulevard							Central Expressway									
Approach: North Bound			South Bound				East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	41		41		41	19	19	19		21	69	69		21	74	74
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		179		50	39	116	205		148	982	122		156	1286	122
Growth Adj:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	110		179		50	39	116	205		148	982	122		156	1286	122
Added Vol:	0		0		0	0	0	0		0	0	0		0	0	0
PasserByVol:	0		0		0	0	0	0		0	0	0		0	0	0
Initial Fut:	110		179		50	39	116	205		148	982	122		156	1286	122
User Adj:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00		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		179		50	39	116	205		148	982	122		156	1286	122
Reduct Vol:	0		0		0	0	0	0		0	0	0		0	0	0
Reduced Vol:	110		179		50	39	116	205		148	982	122		156	1286	122
PCE Adj:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	110		179		50	39	116	205		148	982	122		156	1286	122
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900		1900		1900	1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:	0.83		0.98		0.95	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92
Lanes:	2.00		1.55		0.45	1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00
Final Sat.:	3150		2892		808	1750	1900	1750		1750	3800	1750		1750	3800	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.03		0.06		0.06	0.02	0.06	0.12		0.08	0.26	0.07		0.09	0.34	0.07
Crit Moves:			****					****		****				****		
Green Time:	37.3		37.3		37.3	17.3	17.3	17.3		19.1	66.3	103.6		20.2	67.4	84.6
Volume/Cap:	0.14		0.25		0.25	0.20	0.54	1.03		0.67	0.59	0.10		0.67	0.76	0.13
Delay/Veh:	49.3		50.8		50.8	67.6	70.8	132.8		77.6	36.4	9.1		76.4	41.3	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:	49.3		50.8		50.8	67.6	70.8	132.8		77.6	36.4	9.1		76.4	41.3	17.7
LOS by Move:	D		D		D	E	E	F		E-	D+	A		E-	D	B
HCM2k95thQ:	5		9		9	4	12	28		17	32	5		17	46	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 #49: Castro St./Moffett Blvd. & Central Expy.

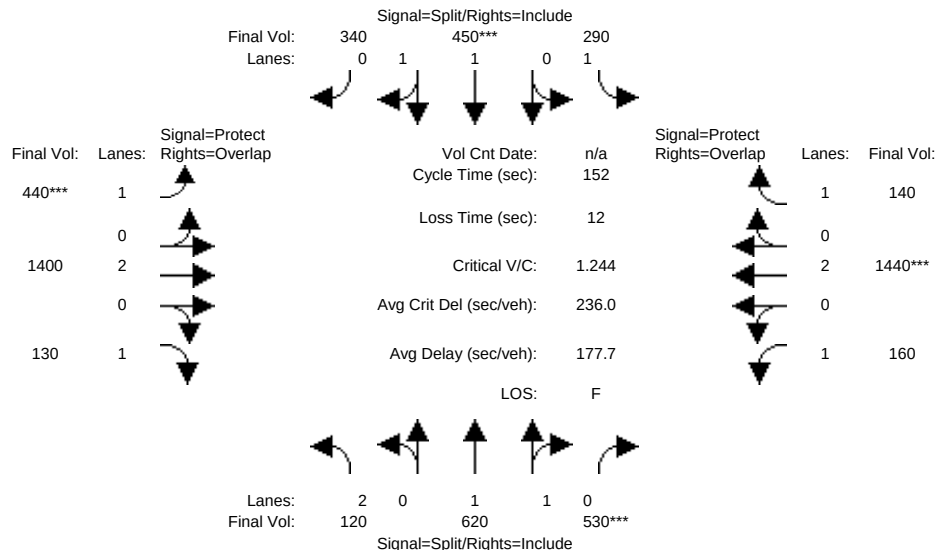


Street Name:Castro Street - Moffett Boulevard							Central Expressway								
Approach: North Bound			South Bound				East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	41		41		41	19		19		19	21		69		69
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	280		190		60	60		120		400	150		990		130
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	280		190		60	60		120		400	150		990		130
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	280		190		60	60		120		400	150		990		130
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	280		190		60	60		120		400	150		990		130
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	280		190		60	60		120		400	150		990		130
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	280		190		60	60		120		400	150		990		130
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		0.98		0.95	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	2.00		1.51		0.49	1.00		1.00		1.00	1.00		2.00		1.00
Final Sat.:	3150		2811		888	1750		1900		1750	1750		3800		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.09		0.07		0.07	0.03		0.06		0.23	0.09		0.26		0.07
Crit Moves:	****					****				****					****
Green Time:	37.3		37.3		37.3	17.3		17.3		17.3	19.1		64.3		101.6
Volume/Cap:	0.36		0.28		0.28	0.30		0.56		2.01	0.68		0.62		0.11
Delay/Veh:	52.5		51.1		51.1	68.8		70.7		541.5	78.2		38.4		10.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	52.5		51.1		51.1	68.8		70.7		541.5	78.2		38.4		10.0
LOS by Move:	D-		D-		D-	E		E		F	E-		D+		A
HCM2k95thQ:	13		10		10	6		12		76	17		33		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 #49: Castro St./Moffett Blvd. & Central Expy.

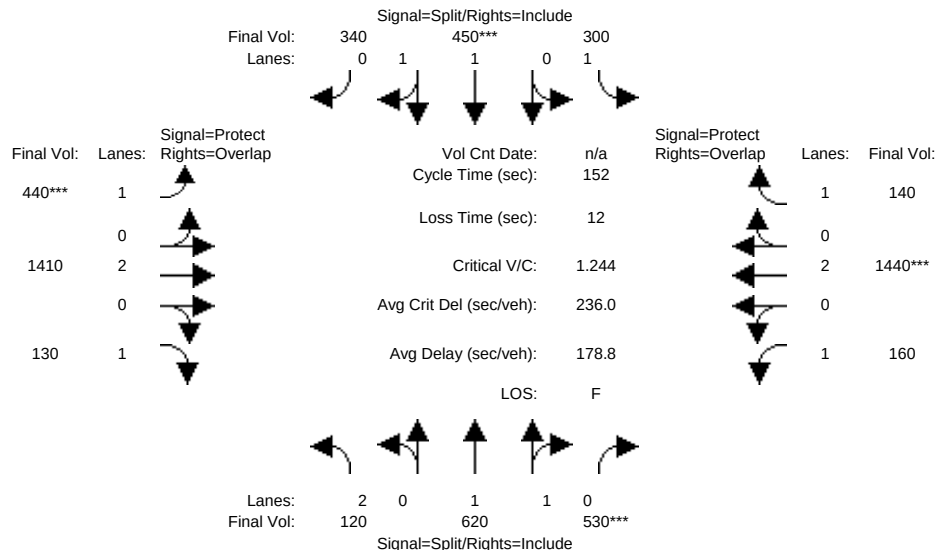


Street Name:Castro Street - Moffett Boulevard							Central Expressway					
Approach: North Bound							East Bound					
Movement: L - T - R							West Bound					
Min. Green:							Y+R:					
Y+R:							Volume Module:					
Base Vol:							Sat/Lane:					
Growth Adj:							Adjustment:					
Initial Bse:							Lanes:					
Added Vol:							Final Sat.:					
PasserByVol:							Capacity Analysis Module:					
Initial Fut:							Vol/Sat:					
User Adj:							Crit Moves:					
PHF Adj:							Green Time:					
PHF Volume:							Volume/Cap:					
Reduct Vol:							Delay/Veh:					
Reduced Vol:							User DelAdj:					
PCE Adj:							AdjDel/Veh:					
MLF Adj:							LOS by Move:					
FinalVolume:							HCM2k95thQ:					
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 #49: Castro St./Moffett Blvd. & Central Expy.

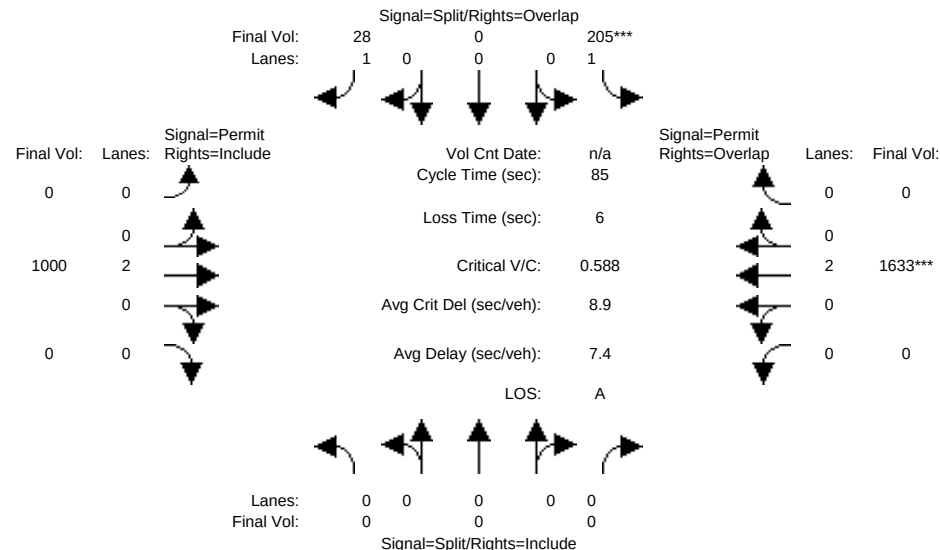


Street Name:Castro Street - Moffett Boulevard							Central Expressway									
Approach: North Bound				South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	41		41		41	19	19	19		21	69	69		21	74	74
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	620	530			300	450	340		440	1410	130		160	1440	140
Growth Adj:	1.00	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	620	530			300	450	340		440	1410	130		160	1440	140
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	620	530			300	450	340		440	1410	130		160	1440	140
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	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	620	530			300	450	340		440	1410	130		160	1440	140
Reduct Vol:	0	0	0			0	0	0		0	0	0		0	0	0
Reduced Vol:	120	620	530			300	450	340		440	1410	130		160	1440	140
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	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	620	530			300	450	340		440	1410	130		160	1440	140
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900			1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:	0.83	1.00	0.95			0.92	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92
Lanes:	2.00	1.05	0.95			1.00	1.12	0.88		1.00	2.00	1.00		1.00	2.00	1.00
Final Sat.:	3150	1994	1704			1750	2106	1592		1750	3800	1750		1750	3800	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.31			0.17	0.21	0.21		0.25	0.37	0.07		0.09	0.38	0.08
Crit Moves:			****				****			****					****	
Green Time:	37.3	37.3	37.3			17.3	17.3	17.3		19.1	66.3	103.6		20.2	67.4	84.6
Volume/Cap:	0.16	1.27	1.27			1.51	1.88	1.88		2.00	0.85	0.11		0.69	0.86	0.14
Delay/Veh:	49.5	192	191.8			326.3	478	477.9		538.6	46.6	9.2		77.6	46.2	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:	49.5	192	191.8			326.3	478	477.9		538.6	46.6	9.2		77.6	46.2	17.9
LOS by Move:	D	F	F			F	F	F		F	D	A		E-	D	B
HCM2k95thQ:	6	72	72			50	69	69		82	54	5		18	55	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 #50: Central Expy. & SR-85 SB Ramps

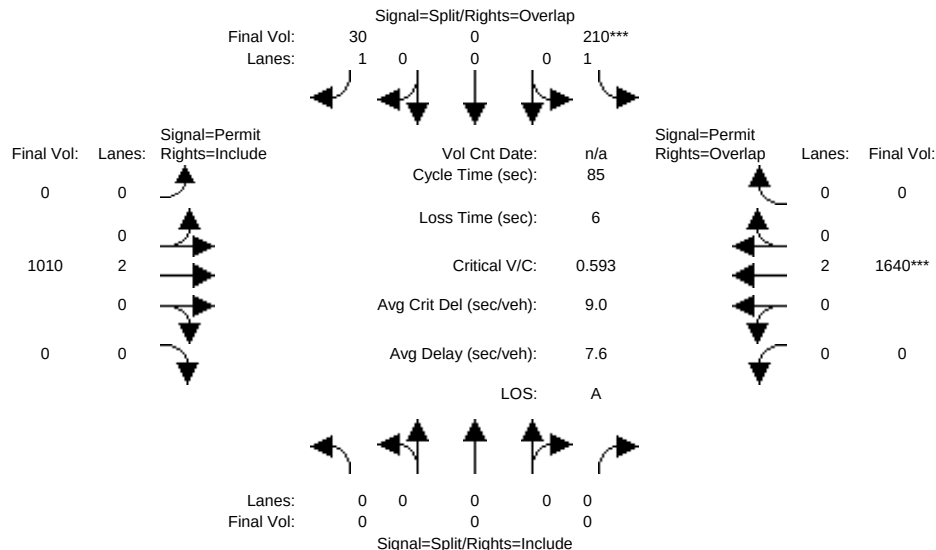


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	205	0	28	0	1000	0	0	1633	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	0	28	0	1000	0	0	1633	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	28	0	1000	0	0	1633	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	28	0	1000	0	0	1633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	28	0	1000	0	0	1633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	205	0	28	0	1000	0	0	1633	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.00	0.26	0.00	0.00	0.43	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	16.9	0.0	16.9	0.0	62.1	0.0	0.0	62.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.08	0.00	0.36	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	27.8	0.0	4.3	0.0	0.0	5.8	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:	0.0	0.0	0.0	33.5	0.0	27.8	0.0	4.3	0.0	0.0	5.8	0.0
LOS by Move:	A	A	A	C-	A	C	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	12	0	1	0	10	0	0	19	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 #50: Central Expy. & SR-85 SB Ramps

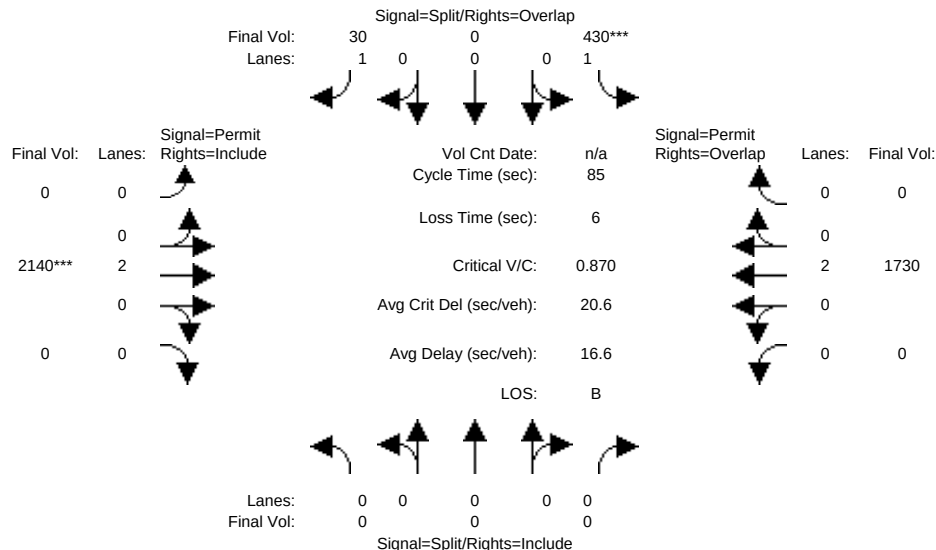


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	210	0	30	0	1010	0	0	1640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	30	0	1010	0	0	1640	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	30	0	1010	0	0	1640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	30	0	1010	0	0	1640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	30	0	1010	0	0	1640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	210	0	30	0	1010	0	0	1640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.00	0.27	0.00	0.00	0.43	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	17.2	0.0	17.2	0.0	61.8	0.0	0.0	61.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.08	0.00	0.37	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	27.6	0.0	4.4	0.0	0.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	0.0	27.6	0.0	4.4	0.0	0.0	5.9	0.0
LOS by Move:	A	A	A	C-	A	C	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	12	0	1	0	10	0	0	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 #50: Central Expy. & SR-85 SB Ramps

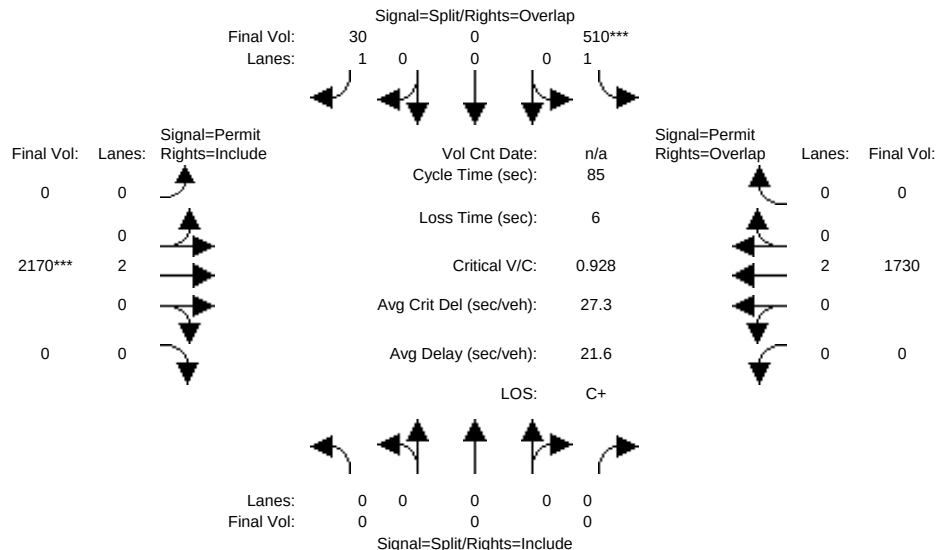


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	430	0	30	0	2140	0	0	1730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	430	0	30	0	2140	0	0	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	30	0	2140	0	0	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	430	0	30	0	2140	0	0	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	30	0	2140	0	0	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	430	0	30	0	2140	0	0	1730	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.02	0.00	0.56	0.00	0.00	0.46	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	24.0	0.0	24.0	0.0	55.0	0.0	0.0	55.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.06	0.00	0.87	0.00	0.00	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	44.4	0.0	22.3	0.0	15.8	0.0	0.0	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.4	0.0	22.3	0.0	15.8	0.0	0.0	10.7	0.0
LOS by Move:	A	A	A	D	A	C+	A	B	A	A	B+	A
HCM2k95thQ:	0	0	0	26	0	1	0	42	0	0	27	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 #50: Central Expy. & SR-85 SB Ramps

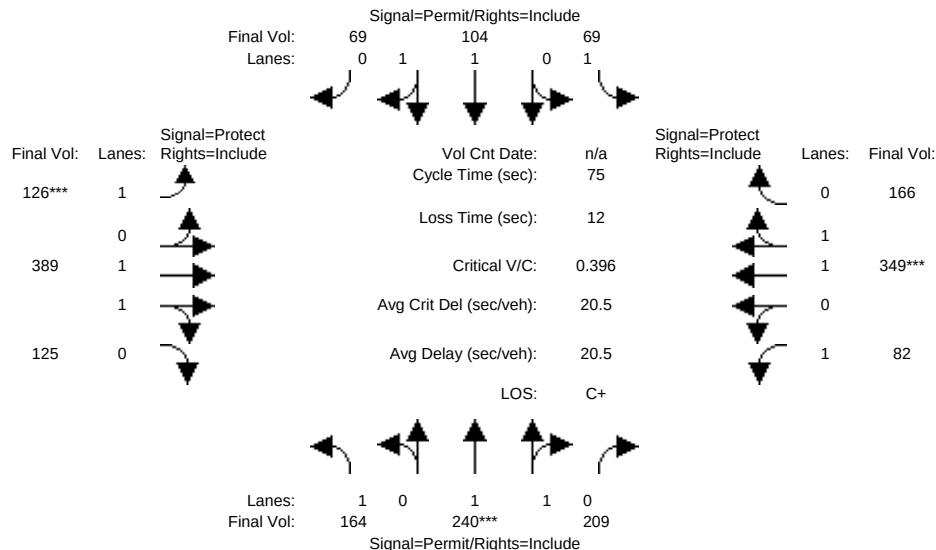


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	510	0	30	0	2170	0	0	1730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	510	0	30	0	2170	0	0	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	510	0	30	0	2170	0	0	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	510	0	30	0	2170	0	0	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	510	0	30	0	2170	0	0	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	510	0	30	0	2170	0	0	1730	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.02	0.00	0.57	0.00	0.00	0.46	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	26.7	0.0	26.7	0.0	52.3	0.0	0.0	52.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.05	0.00	0.93	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	50.4	0.0	20.4	0.0	21.8	0.0	0.0	12.8	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:	0.0	0.0	0.0	50.4	0.0	20.4	0.0	21.8	0.0	0.0	12.8	0.0
LOS by Move:	A	A	A	D	A	C+	A	C+	A	A	B	A
HCM2k95thQ:	0	0	0	32	0	1	0	49	0	0	30	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 #51: Whisman Rd. & Middlefield Rd.



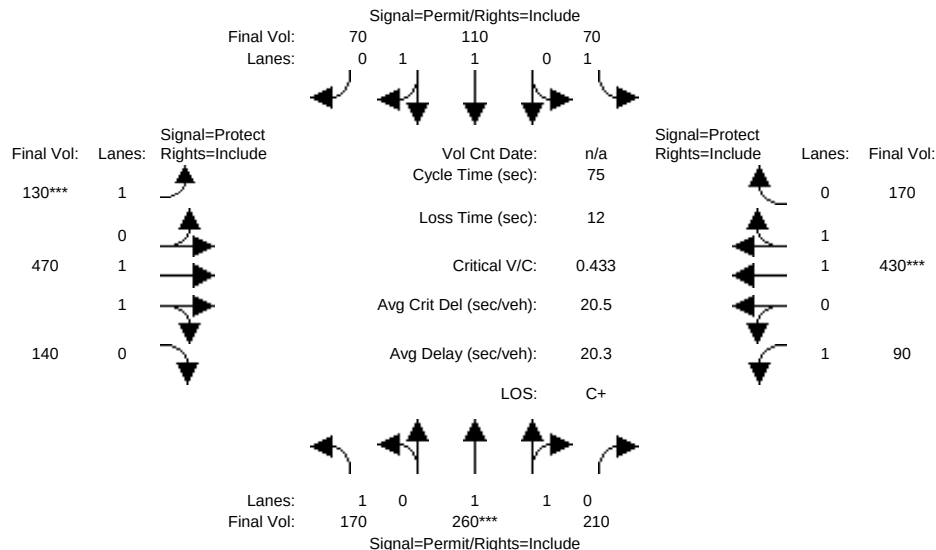
Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	240	209	69	104	69	126	389	125	82	349	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	240	209	69	104	69	126	389	125	82	349	166
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:	164	240	209	69	104	69	126	389	125	82	349	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	240	209	69	104	69	126	389	125	82	349	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	240	209	69	104	69	126	389	125	82	349	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	240	209	69	104	69	126	389	125	82	349	166
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	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.04	0.96	1.00	1.18	0.82	1.00	1.50	0.50	1.00	1.34	0.66
Final Sat.:	1750	1976	1721	1750	2223	1475	1750	2800	900	1750	2506	1192
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.04	0.05	0.05	0.07	0.14	0.14	0.05	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	23.0	23.0	23.0	23.0	23.0	23.0	13.6	23.9	23.9	16.1	26.4	26.4
Volume/Cap:	0.31	0.40	0.40	0.13	0.15	0.15	0.40	0.44	0.44	0.22	0.40	0.40
Delay/Veh:	20.2	20.8	20.8	18.9	19.0	19.0	27.9	20.5	20.5	24.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.8	20.8	18.9	19.0	19.0	27.9	20.5	20.5	24.6	18.5	18.5
LOS by Move:	C+	C+	C+	B-	B-	B-	C	C+	C+	C	B-	B-
HCM2k95thQ:	7	9	9	3	3	3	6	10	10	4	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)
EX+P AM

Intersection #51: Whisman Rd. & Middlefield Rd.



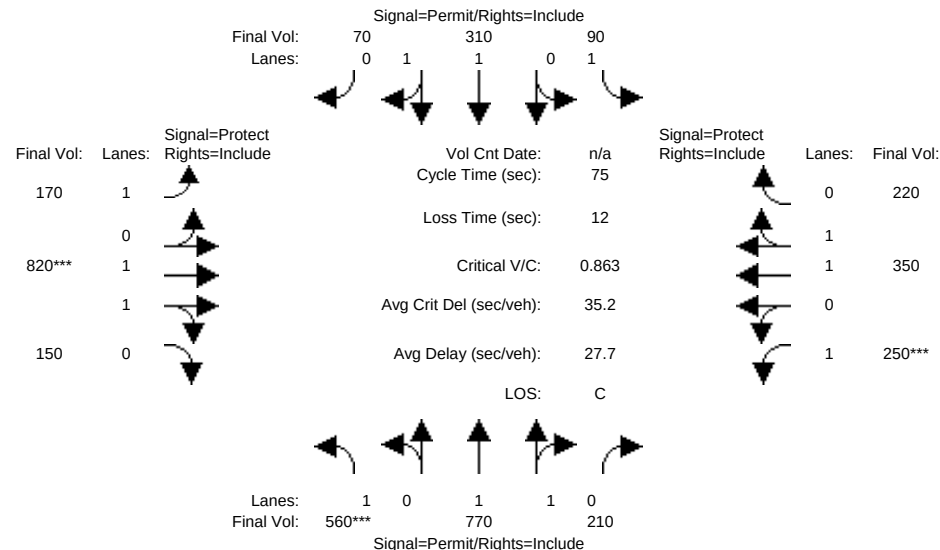
Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	210	70	110	70	130	470	140	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	210	70	110	70	130	470	140	90	430	170
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:	170	260	210	70	110	70	130	470	140	90	430	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	210	70	110	70	130	470	140	90	430	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	210	70	110	70	130	470	140	90	430	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	260	210	70	110	70	130	470	140	90	430	170
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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.08	0.92	1.00	1.20	0.80	1.00	1.53	0.47	1.00	1.42	0.58
Final Sat.:	1750	2046	1652	1750	2260	1438	1750	2850	849	1750	2651	1048
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.04	0.05	0.05	0.07	0.16	0.16	0.05	0.16	0.16
Crit Moves:	****						****			****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	12.9	26.2	26.2	14.8	28.1	28.1
Volume/Cap:	0.33	0.43	0.43	0.14	0.17	0.17	0.43	0.47	0.47	0.26	0.43	0.43
Delay/Veh:	21.1	21.7	21.7	19.6	19.7	19.7	28.8	19.3	19.3	25.9	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:	21.1	21.7	21.7	19.6	19.7	19.7	28.8	19.3	19.3	25.9	17.7	17.7
LOS by Move:	C+	C+	C+	B-	B-	B-	C	B-	B-	C	B	B
HCM2k95thQ:	7	9	9	3	3	3	7	12	12	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)
2030 AM

Intersection #51: Whisman Rd. & Middlefield Rd.

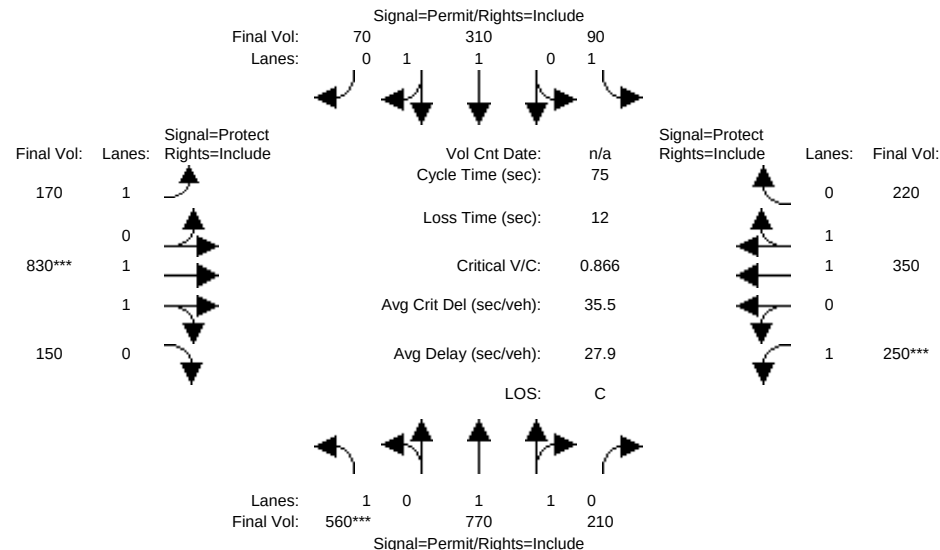


Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	770	210	90	310	70	170	820	150	250	350	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:	560	770	210	90	310	70	170	820	150	250	350	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:	560	770	210	90	310	70	170	820	150	250	350	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:	560	770	210	90	310	70	170	820	150	250	350	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	770	210	90	310	70	170	820	150	250	350	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
Final Volume:	560	770	210	90	310	70	170	820	150	250	350	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	1.56	0.44	1.00	1.62	0.38	1.00	1.68	0.32	1.00	1.21	0.79
Final Sat.:	1750	2907	793	1750	3018	681	1750	3127	572	1750	2271	1427
Capacity Analysis Module:												
Vol/Sat:	0.32	0.26	0.26	0.05	0.10	0.10	0.10	0.26	0.26	0.14	0.15	0.15
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	27.8	27.8	27.8	27.8	27.8	27.8	13.6	22.8	22.8	12.4	21.6	21.6
Volume/Cap:	0.86	0.71	0.71	0.14	0.28	0.28	0.54	0.86	0.86	0.86	0.54	0.54
Delay/Veh:	33.4	22.0	22.0	15.8	16.7	16.7	29.6	31.7	31.7	52.9	23.0	23.0
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:	33.4	22.0	22.0	15.8	16.7	16.7	29.6	31.7	31.7	52.9	23.0	23.0
LOS by Move:	C-	C+	C+	B	B	B	C	C	C	D-	C	C
HCM2k95thQ:	28	21	21	3	6	6	9	25	25	17	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 #51: Whisman Rd. & Middlefield Rd.

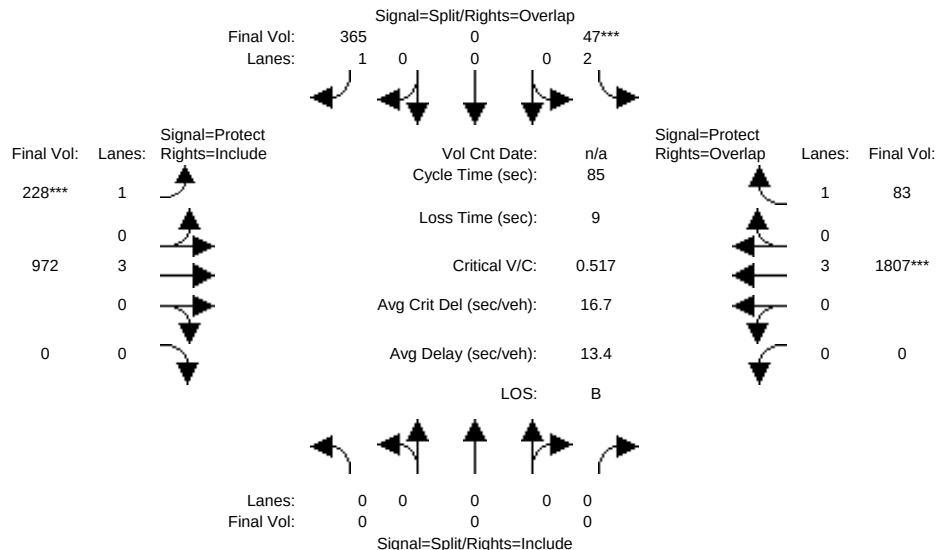


Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	770	210	90	310	70	170	830	150	250	350	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:	560	770	210	90	310	70	170	830	150	250	350	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:	560	770	210	90	310	70	170	830	150	250	350	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:	560	770	210	90	310	70	170	830	150	250	350	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	770	210	90	310	70	170	830	150	250	350	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
Final Volume:	560	770	210	90	310	70	170	830	150	250	350	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	1.56	0.44	1.00	1.62	0.38	1.00	1.69	0.31	1.00	1.21	0.79
Final Sat.:	1750	2907	793	1750	3018	681	1750	3133	566	1750	2271	1427
Capacity Analysis Module:												
Vol/Sat:	0.32	0.26	0.26	0.05	0.10	0.10	0.10	0.26	0.26	0.14	0.15	0.15
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	27.7	27.7	27.7	27.7	27.7	27.7	13.6	22.9	22.9	12.4	21.7	21.7
Volume/Cap:	0.87	0.72	0.72	0.14	0.28	0.28	0.53	0.87	0.87	0.87	0.53	0.53
Delay/Veh:	33.8	22.1	22.1	15.8	16.7	16.7	29.6	31.8	31.8	53.5	23.0	23.0
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:	33.8	22.1	22.1	15.8	16.7	16.7	29.6	31.8	31.8	53.5	23.0	23.0
LOS by Move:	C-	C+	C+	B	B	B	C	C	C	D-	C+	C+
HCM2k95thQ:	29	21	21	3	6	6	9	25	25	17	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)
Existing AM

Intersection #52: Whisman Rd. & Central Expy.



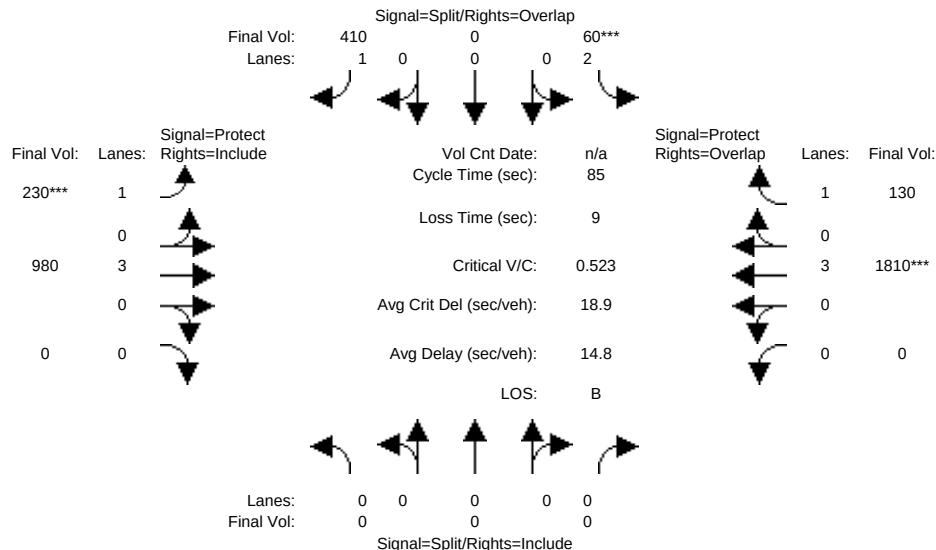
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	5.7	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	47	0	365	228	972	0	0	1807	83
Growth Adj:	1.00	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	47	0	365	228	972	0	0	1807	83
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	47	0	365	228	972	0	0	1807	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	47	0	365	228	972	0	0	1807	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	365	228	972	0	0	1807	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	47	0	365	228	972	0	0	1807	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.21	0.13	0.17	0.00	0.00	0.32	0.05
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	31.3	18.4	63.1	0.0	0.0	44.7	57.6
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.57	0.60	0.23	0.00	0.00	0.60	0.07
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	22.7	32.7	3.4	0.0	0.0	14.3	4.7
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:	0.0	0.0	0.0	31.2	0.0	22.7	32.7	3.4	0.0	0.0	14.3	4.7
LOS by Move:	A	A	A	C	A	C+	C-	A	A	A	B	A
HCM2k95thQ:	0	0	0	1	0	16	13	5	0	0	21	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 #52: Whisman Rd. & Central Expy.



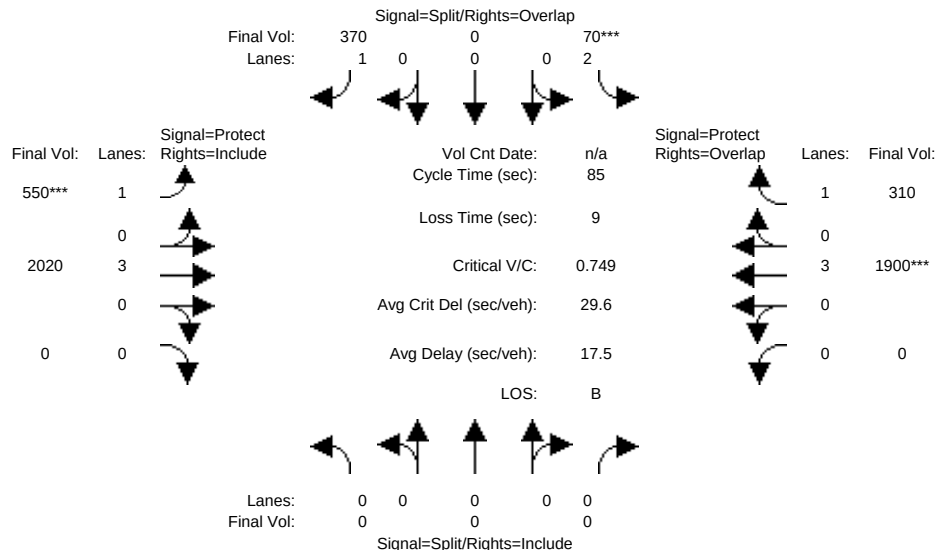
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	5.7	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	60	0	410	230	980	0	0	1810	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:	0	0	0	60	0	410	230	980	0	0	1810	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:	0	0	0	60	0	410	230	980	0	0	1810	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:	0	0	0	60	0	410	230	980	0	0	1810	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	410	230	980	0	0	1810	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
Final Volume:	0	0	0	60	0	410	230	980	0	0	1810	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.23	0.13	0.17	0.00	0.00	0.32	0.07
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.7	0.0	34.1	17.4	59.3	0.0	0.0	41.9	58.6
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.58	0.64	0.25	0.00	0.00	0.64	0.11
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	21.2	35.0	4.7	0.0	0.0	16.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.0	0.0	21.2	35.0	4.7	0.0	0.0	16.5	4.5
LOS by Move:	A	A	A	C	A	C+	C-	A	A	A	B	A
HCM2k95thQ:	0	0	0	2	0	18	13	6	0	0	22	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 #52: Whisman Rd. & Central Expy.



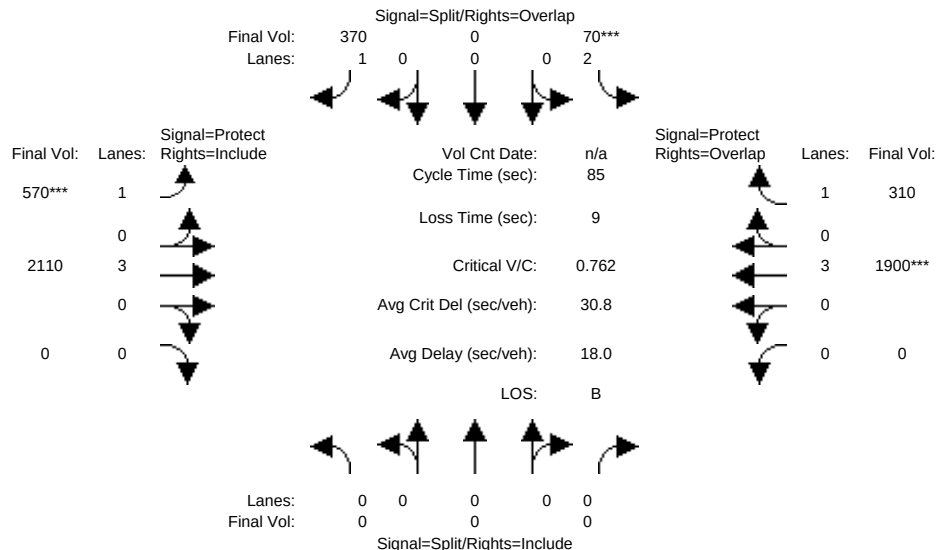
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	5.7	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	70	0	370	550	2020	0	0	1900	310
Growth Adj:	1.00	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	70	0	370	550	2020	0	0	1900	310
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	70	0	370	550	2020	0	0	1900	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	0	370	550	2020	0	0	1900	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	370	550	2020	0	0	1900	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	70	0	370	550	2020	0	0	1900	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.21	0.31	0.35	0.00	0.00	0.33	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.0	0.0	43.1	31.1	64.0	0.0	0.0	32.9	44.9
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.42	0.86	0.47	0.00	0.00	0.86	0.34
Delay/Veh:	0.0	0.0	0.0	32.2	0.0	13.4	36.3	4.1	0.0	0.0	27.6	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:	0.0	0.0	0.0	32.2	0.0	13.4	36.3	4.1	0.0	0.0	27.6	11.7
LOS by Move:	A	A	A	C-	A	B	D+	A	A	A	C	B+
HCM2k95thQ:	0	0	0	2	0	13	30	13	0	0	31	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)
2030+P AM

Intersection #52: Whisman Rd. & Central Expy.



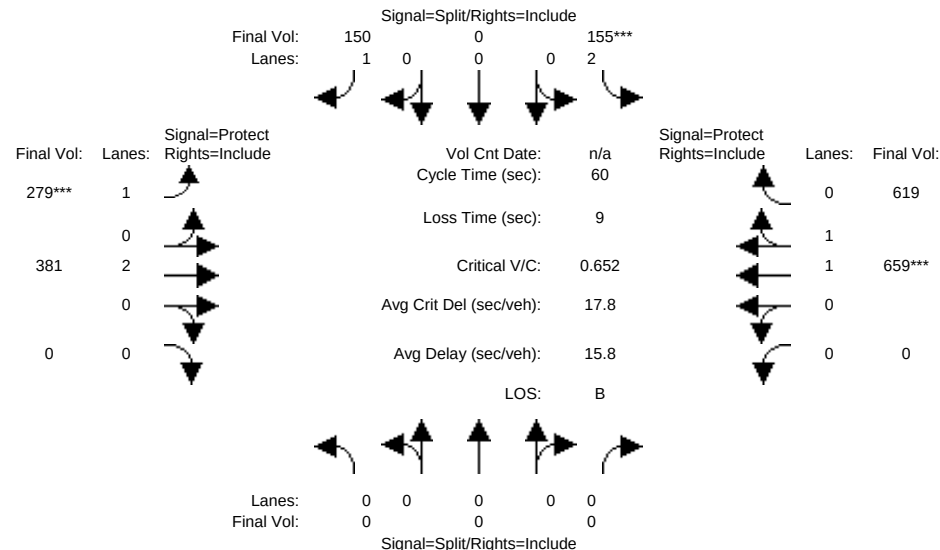
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	5.7	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	70	0	370	570	2110	0	0	1900	310
Growth Adj:	1.00	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	70	0	370	570	2110	0	0	1900	310
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	70	0	370	570	2110	0	0	1900	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	0	370	570	2110	0	0	1900	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	370	570	2110	0	0	1900	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	70	0	370	570	2110	0	0	1900	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.21	0.33	0.37	0.00	0.00	0.33	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.0	0.0	43.6	31.6	64.0	0.0	0.0	32.4	44.4
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.41	0.88	0.49	0.00	0.00	0.88	0.34
Delay/Veh:	0.0	0.0	0.0	32.2	0.0	13.1	37.5	4.2	0.0	0.0	28.8	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.2	0.0	13.1	37.5	4.2	0.0	0.0	28.8	12.0
LOS by Move:	A	A	A	C-	A	B	D+	A	A	A	C	B
HCM2k95thQ:	0	0	0	2	0	13	32	14	0	0	32	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)
Existing AM

Intersection #53: Ellis St. & Middlefield Rd.



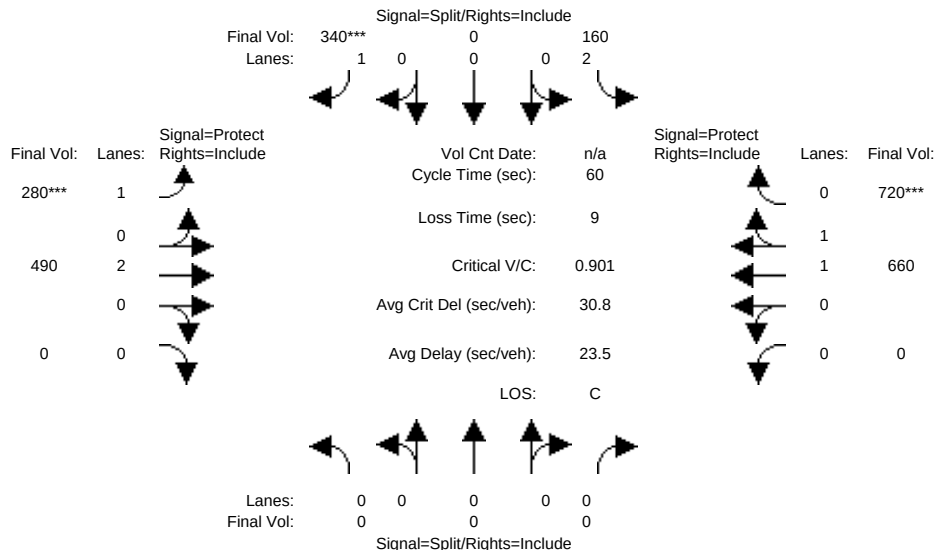
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	155	0	150	279	381	0	0	659	619
Growth Adj:	1.00	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	155	0	150	279	381	0	0	659	619
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	155	0	150	279	381	0	0	659	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	155	0	150	279	381	0	0	659	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	150	279	381	0	0	659	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	155	0	150	279	381	0	0	659	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.01	0.99
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1907	1791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.16	0.10	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	12.9	41.0	0.0	0.0	28.1	28.1
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.51	0.74	0.15	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	24.4	29.5	3.4	0.0	0.0	14.7	14.7
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:	0.0	0.0	0.0	22.2	0.0	24.4	29.5	3.4	0.0	0.0	14.7	14.7
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	4	0	7	14	3	0	0	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 #53: Ellis St. & Middlefield Rd.

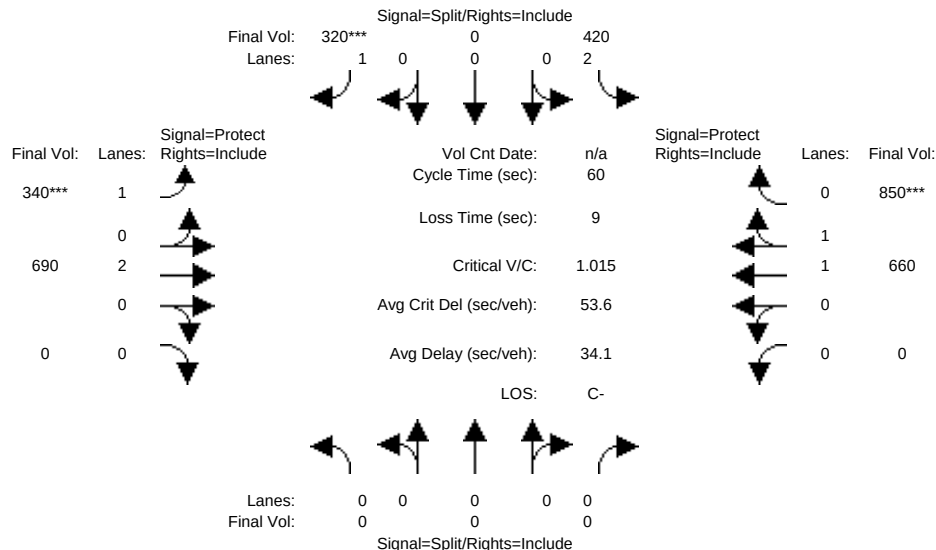


Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	340	280	490	0	0	660	720
Growth Adj:	1.00	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	160	0	340	280	490	0	0	660	720
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	160	0	340	280	490	0	0	660	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	160	0	340	280	490	0	0	660	720
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	340	280	490	0	0	660	720
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	160	0	340	280	490	0	0	660	720
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.19	0.16	0.13	0.00	0.00	0.35	0.41
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	10.7	38.1	0.0	0.0	27.4	27.4
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.90	0.90	0.20	0.00	0.00	0.76	0.90
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	46.7	51.6	4.6	0.0	0.0	15.5	22.7
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:	0.0	0.0	0.0	19.6	0.0	46.7	51.6	4.6	0.0	0.0	15.5	22.7
LOS by Move:	A	A	A	B-	A	D	D-	A	A	A	B	C+
HCM2k95thQ:	0	0	0	3	0	20	17	4	0	0	22	31
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 #53: Ellis St. & Middlefield Rd.



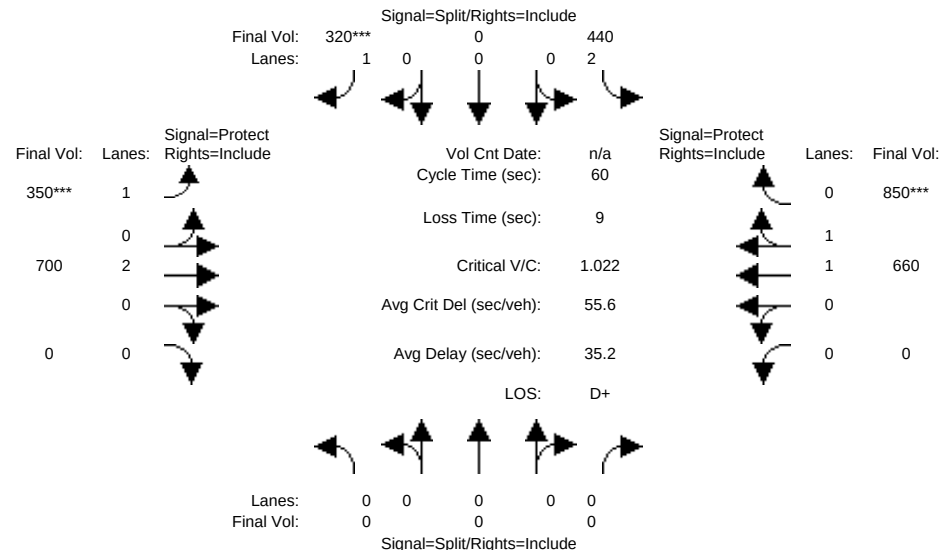
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	420	0	320	340	690	0	0	660	850
Growth Adj:	1.00	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	420	0	320	340	690	0	0	660	850
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	420	0	320	340	690	0	0	660	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	420	0	320	340	690	0	0	660	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	420	0	320	340	690	0	0	660	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	420	0	320	340	690	0	0	660	850
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.18	0.19	0.18	0.00	0.00	0.35	0.49
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.8	0.0	10.8	11.5	40.2	0.0	0.0	28.7	28.7
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	1.02	1.02	0.27	0.00	0.00	0.73	1.02
Delay/Veh:	0.0	0.0	0.0	28.4	0.0	79.2	77.3	4.1	0.0	0.0	13.8	42.8
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	0.0	0.0	28.4	0.0	79.2	77.3	4.1	0.0	0.0	13.8	42.8
LOS by Move:	A	A	A	C	A	E-	E-	A	A	A	B	D
HCM2k95thQ:	0	0	0	12	0	23	24	5	0	0	20	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 #53: Ellis St. & Middlefield Rd.

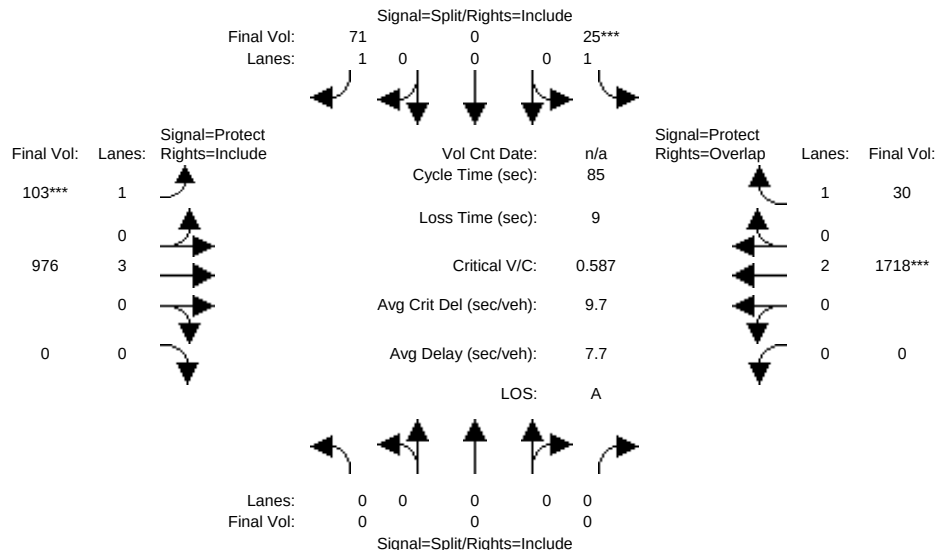


Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	440	0	320	350	700	0	0	660	850
Growth Adj:	1.00	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	440	0	320	350	700	0	0	660	850
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	440	0	320	350	700	0	0	660	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	440	0	320	350	700	0	0	660	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	320	350	700	0	0	660	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	440	0	320	350	700	0	0	660	850
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.20	0.18	0.00	0.00	0.35	0.49
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.7	0.0	10.7	11.7	40.3	0.0	0.0	28.5	28.5
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	1.02	1.02	0.27	0.00	0.00	0.73	1.02
Delay/Veh:	0.0	0.0	0.0	30.4	0.0	81.2	78.4	4.0	0.0	0.0	14.0	44.8
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	0.0	0.0	30.4	0.0	81.2	78.4	4.0	0.0	0.0	14.0	44.8
LOS by Move:	A	A	A	C	A	F	E-	A	A	A	B	D
HCM2k95thQ:	0	0	0	13	0	23	24	6	0	0	21	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 #54: Central Expy. & Ferguson Dr.



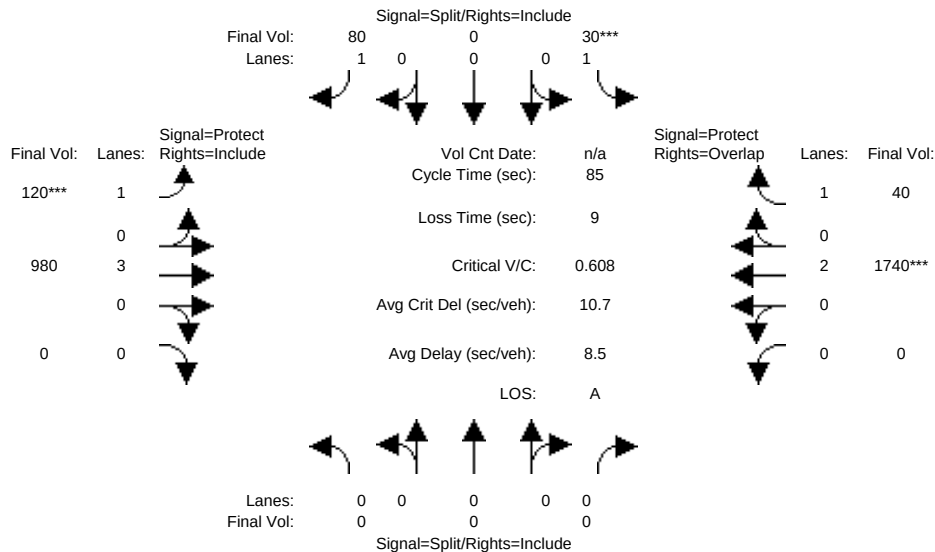
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	25	0	71	103	976	0	0	1718	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	71	103	976	0	0	1718	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	71	103	976	0	0	1718	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	71	103	976	0	0	1718	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	71	103	976	0	0	1718	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:	0	0	0	25	0	71	103	976	0	0	1718	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.06	0.17	0.00	0.00	0.45	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	8.0	7.8	68.0	0.0	0.0	60.2	68.2
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.43	0.64	0.21	0.00	0.00	0.64	0.02
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	38.2	45.5	2.1	0.0	0.0	7.1	1.7
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:	0.0	0.0	0.0	35.8	0.0	38.2	45.5	2.1	0.0	0.0	7.1	1.7
LOS by Move:	A	A	A	D+	A	D+	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	5	8	4	0	0	23	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 #54: Central Expy. & Ferguson Dr.



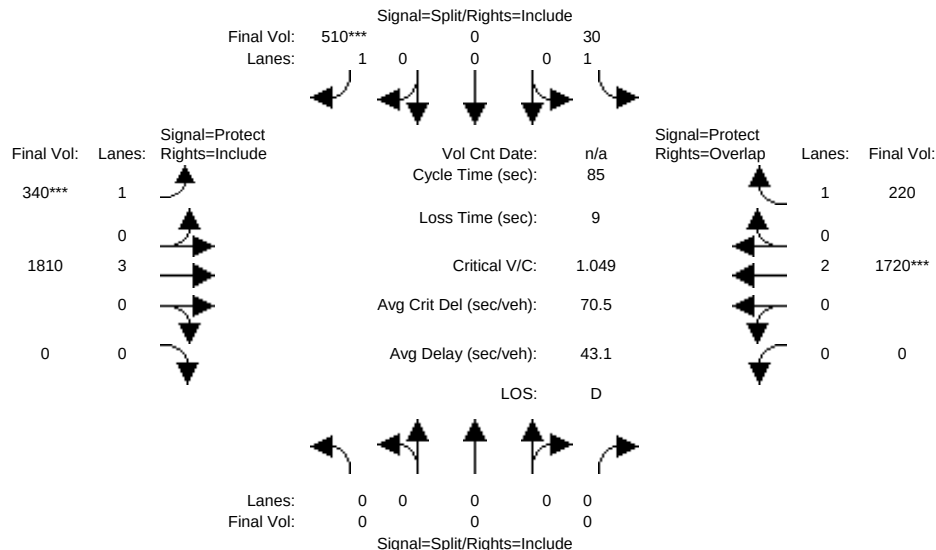
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	120	980	0	0	1740	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:	0	0	0	30	0	80	120	980	0	0	1740	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:	0	0	0	30	0	80	120	980	0	0	1740	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:	0	0	0	30	0	80	120	980	0	0	1740	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	120	980	0	0	1740	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
Final Volume:	0	0	0	30	0	80	120	980	0	0	1740	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.07	0.17	0.00	0.00	0.46	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	8.0	8.9	68.0	0.0	0.0	59.1	67.1
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.49	0.66	0.21	0.00	0.00	0.66	0.03
Delay/Veh:	0.0	0.0	0.0	36.0	0.0	38.8	45.1	2.1	0.0	0.0	7.9	1.9
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	36.0	0.0	38.8	45.1	2.1	0.0	0.0	7.9	1.9
LOS by Move:	A	A	A	D+	A	D+	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	6	9	4	0	0	24	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 #54: Central Expy. & Ferguson Dr.

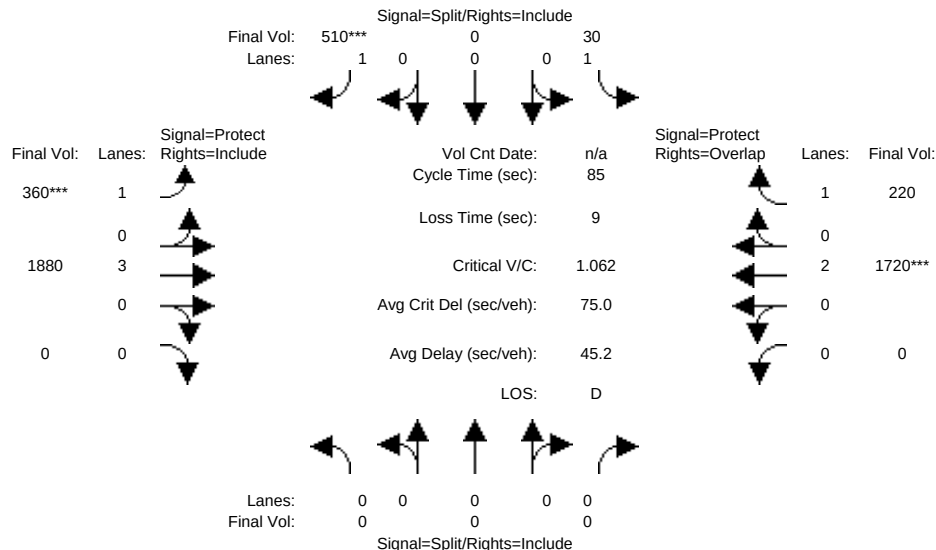


Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	510	340	1810	0	0	1720	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:	0	0	0	30	0	510	340	1810	0	0	1720	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:	0	0	0	30	0	510	340	1810	0	0	1720	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:	0	0	0	30	0	510	340	1810	0	0	1720	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	510	340	1810	0	0	1720	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
Final Volume:	0	0	0	30	0	510	340	1810	0	0	1720	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.29	0.19	0.32	0.00	0.00	0.45	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	15.7	52.4	0.0	0.0	36.7	60.3
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	1.05	1.05	0.52	0.00	0.00	1.05	0.18
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	85.1	98.2	9.3	0.0	0.0	60.6	4.2
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	22.6	0.0	85.1	98.2	9.3	0.0	0.0	60.6	4.2
LOS by Move:	A	A	A	C+	A	F	F	A	A	A	E	A
HCM2k95thQ:	0	0	0	1	0	39	29	17	0	0	53	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)
2030+P AM

Intersection #54: Central Expy. & Ferguson Dr.

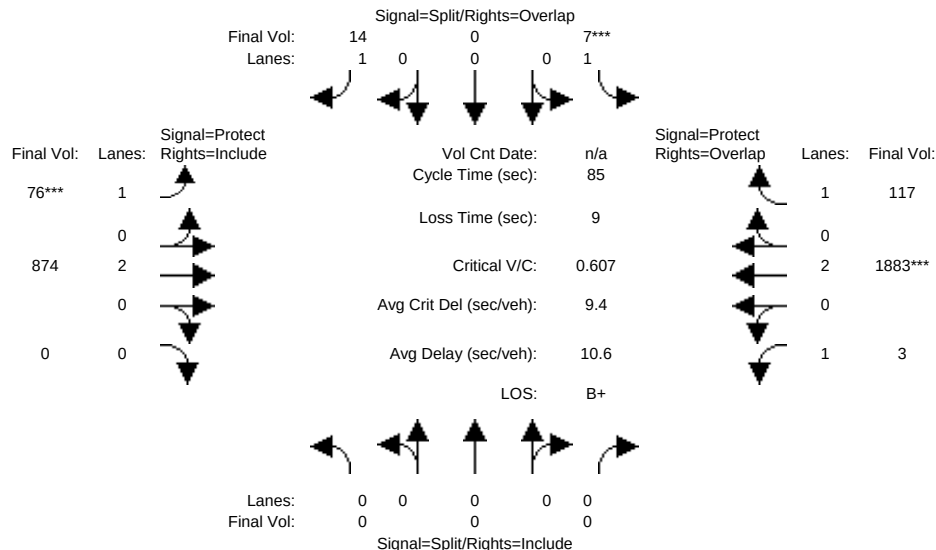


Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	510	360	1880	0	0	1720	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
Final Volume:	0	0	0	30	0	510	360	1880	0	0	1720	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.29	0.21	0.33	0.00	0.00	0.45	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	23.3	0.0	23.3	16.5	52.7	0.0	0.0	36.2	59.5
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	1.06	1.06	0.53	0.00	0.00	1.06	0.18
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	89.4	100.6	9.3	0.0	0.0	65.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	89.4	100.6	9.3	0.0	0.0	65.4	4.4
LOS by Move:	A	A	A	C+	A	F	F	A	A	A	E	A
HCM2k95thQ:	0	0	0	1	0	39	31	18	0	0	54	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)
Existing AM

Intersection #55: Central Expy. & Bernardo Ave.



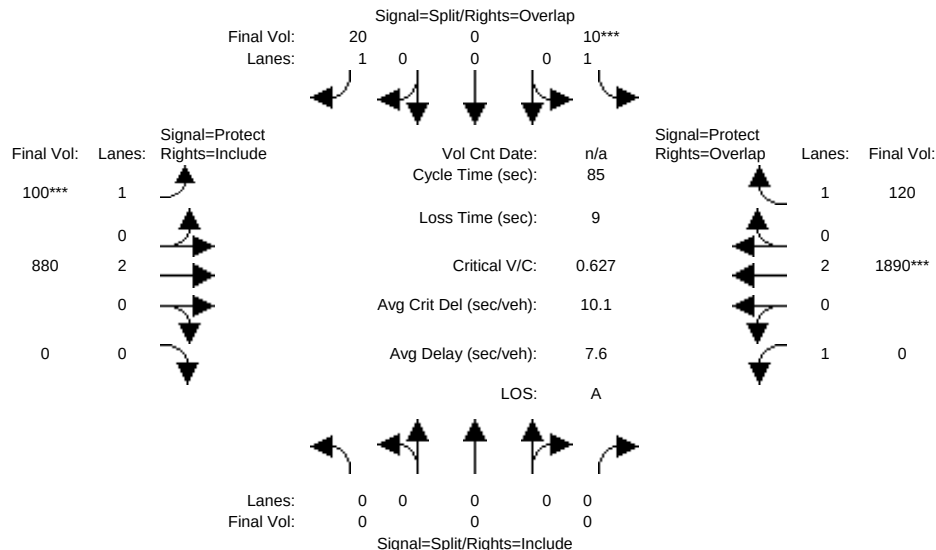
Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	8	8	8	12	0	12	12	12
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	7	0	14	76	874	0	3	1883	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:	0	0	0	7	0	14	76	874	0	3	1883	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:	0	0	0	7	0	14	76	874	0	3	1883	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:	0	0	0	7	0	14	76	874	0	3	1883	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	14	76	874	0	3	1883	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
Final Volume:	0	0	0	7	0	14	76	874	0	3	1883	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.23	0.00	0.00	0.50	0.07
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	8.0	0.0	16.0	8.0	42.1	0.0	25.9	60.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.04	0.46	0.46	0.00	0.01	0.70	0.08
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	28.3	38.5	14.2	0.0	20.6	8.1	1.8
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	0.0	0.0	35.1	0.0	28.3	38.5	14.2	0.0	20.6	8.1	1.8
LOS by Move:	A	A	A	D+	A	C	D+	B	A	C+	A	A
HCM2k95thQ:	0	0	0	0	0	1	5	14	0	0	27	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 #55: Central Expy. & Bernardo Ave.



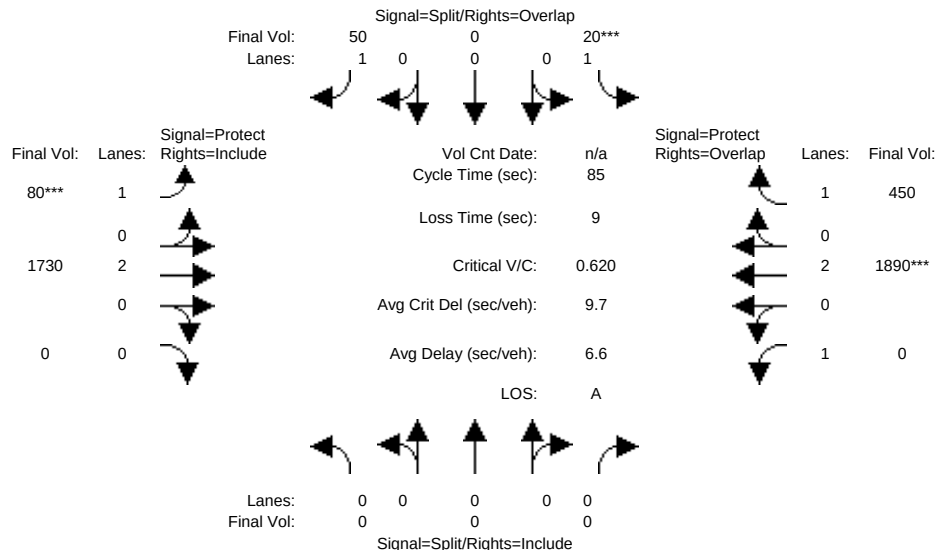
Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	8	8	8	12	0	12	12	12
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	10	0	20	100	880	0	0	1890	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	0	0	10	0	20	100	880	0	0	1890	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	0	0	10	0	20	100	880	0	0	1890	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	0	0	10	0	20	100	880	0	0	1890	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	20	100	880	0	0	1890	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	10	0	20	100	880	0	0	1890	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.06	0.23	0.00	0.00	0.50	0.07
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	16.0	8.0	68.0	0.0	0.0	60.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.06	0.61	0.29	0.00	0.00	0.70	0.09
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	28.4	43.4	2.3	0.0	0.0	8.2	1.9
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	35.2	0.0	28.4	43.4	2.3	0.0	0.0	8.2	1.9
LOS by Move:	A	A	A	D+	A	C	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	1	8	6	0	0	27	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 #55: Central Expy. & Bernardo Ave.



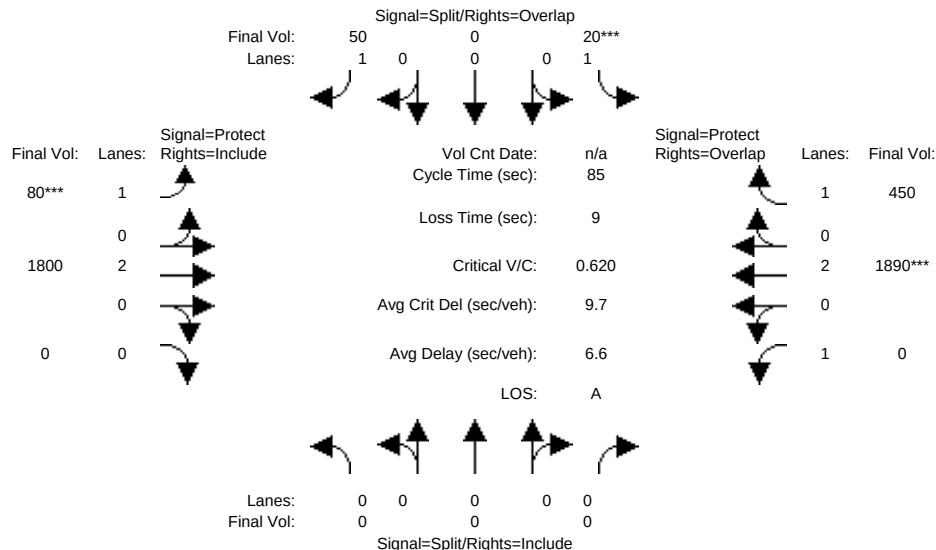
Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	8	8	8	12	0	12	12	12
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	20	0	50	80	1730	0	0	1890	450
Growth Adj:	1.00	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	20	0	50	80	1730	0	0	1890	450
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	20	0	50	80	1730	0	0	1890	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	50	80	1730	0	0	1890	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	50	80	1730	0	0	1890	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	20	0	50	80	1730	0	0	1890	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.05	0.46	0.00	0.00	0.50	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	16.0	8.0	68.0	0.0	0.0	60.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.15	0.49	0.57	0.00	0.00	0.70	0.32
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	29.0	38.8	3.4	0.0	0.0	8.2	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	29.0	38.8	3.4	0.0	0.0	8.2	2.4
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	3	6	16	0	0	27	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 #55: Central Expy. & Bernardo Ave.



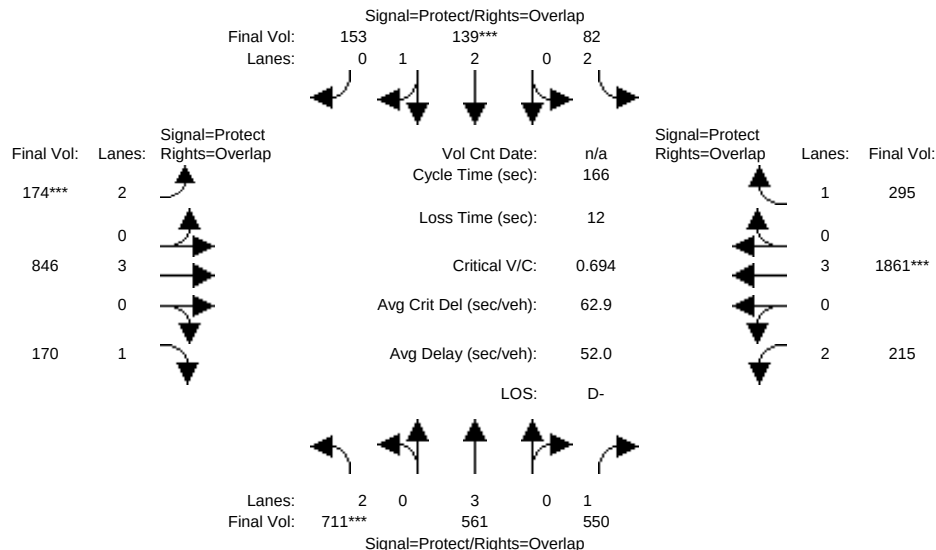
Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	8	8	8	12	0	12	12	12
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	20	0	50	80	1800	0	0	1890	450
Growth Adj:	1.00	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	20	0	50	80	1800	0	0	1890	450
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	20	0	50	80	1800	0	0	1890	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	50	80	1800	0	0	1890	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	50	80	1800	0	0	1890	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	20	0	50	80	1800	0	0	1890	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.05	0.47	0.00	0.00	0.50	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.0	0.0	16.0	8.0	68.0	0.0	0.0	60.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.15	0.49	0.59	0.00	0.00	0.70	0.32
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	29.0	38.8	3.5	0.0	0.0	8.2	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	29.0	38.8	3.5	0.0	0.0	8.2	2.4
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	3	6	18	0	0	27	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 #56: Central Expy. & Mary Ave.

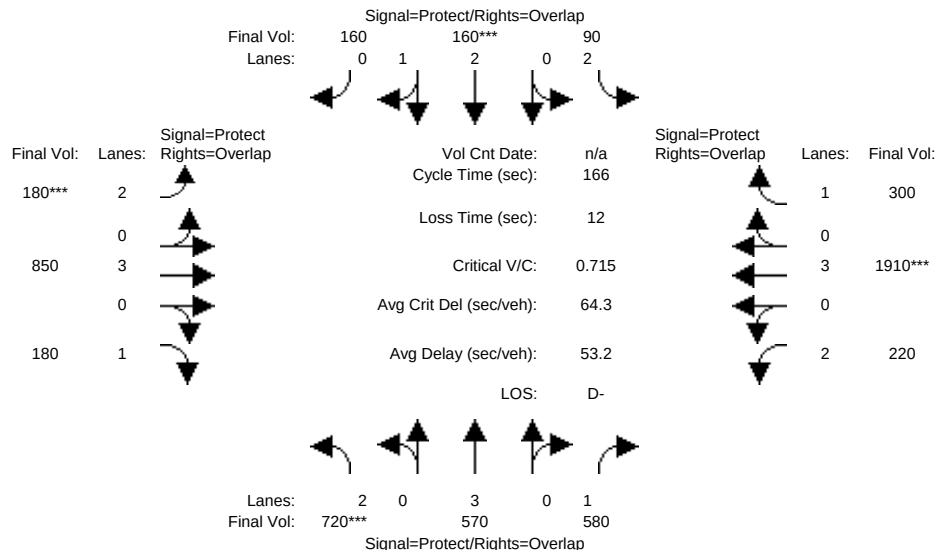


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	48	48	12	29	29	21	74	74	15	68	68
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	711	561	550	82	139	153	174	846	170	215	1861	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	561	550	82	139	153	174	846	170	215	1861	295
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:	711	561	550	82	139	153	174	846	170	215	1861	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	561	550	82	139	153	174	846	170	215	1861	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	561	550	82	139	153	174	846	170	215	1861	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	711	561	550	82	139	153	174	846	170	215	1861	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.31	0.03	0.04	0.09	0.06	0.15	0.10	0.07	0.33	0.17
Crit Moves:	***			***			***			***		
Green Time:	36.0	52.0	67.0	13.0	29.0	50.0	21.0	74.0	110.0	15.0	68.0	81.0
Volume/Cap:	1.04	0.31	0.78	0.33	0.21	0.29	0.44	0.33	0.15	0.76	0.80	0.35
Delay/Veh:	110.5	43.5	48.6	73.2	58.8	44.6	67.8	30.0	10.5	84.7	45.0	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:	110.5	43.5	48.6	73.2	58.8	44.6	67.8	30.0	10.5	84.7	45.0	26.4
LOS by Move:	F	D	D	E	E+	D	E	C	B+	F	D	C
HCM2k95thQ:	46	13	44	5	6	12	10	17	7	15	46	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)
EX+P AM

Intersection #56: Central Expy. & Mary Ave.



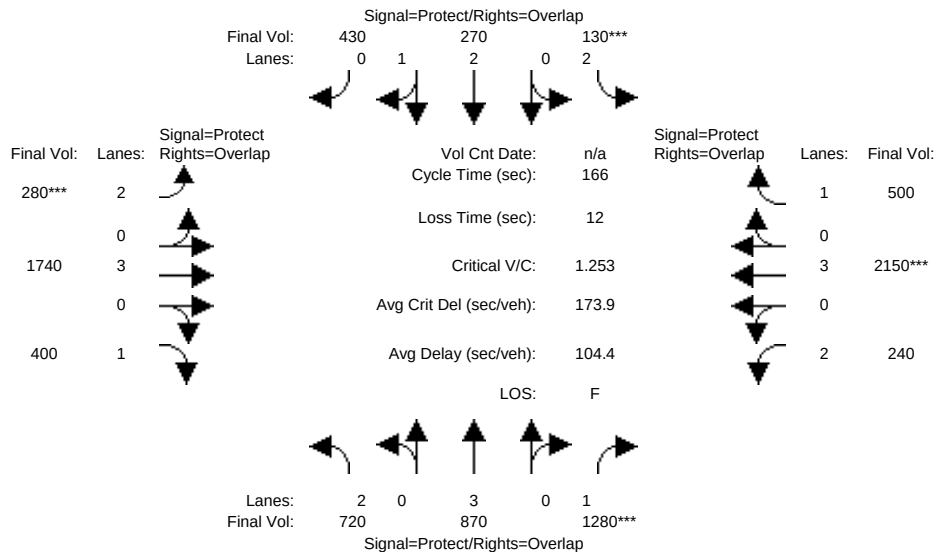
Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	48	48	12	29	29	21	74	74	15	68	68
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	570	580	90	160	160	180	850	180	220	1910	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	570	580	90	160	160	180	850	180	220	1910	300
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:	720	570	580	90	160	160	180	850	180	220	1910	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	570	580	90	160	160	180	850	180	220	1910	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	570	580	90	160	160	180	850	180	220	1910	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	570	580	90	160	160	180	850	180	220	1910	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.33	0.03	0.04	0.09	0.06	0.15	0.10	0.07	0.34	0.17
Crit Moves:	***			***			***			***		
Green Time:	36.0	52.0	67.0	13.0	29.0	50.0	21.0	74.0	110.0	15.0	68.0	81.0
Volume/Cap:	1.05	0.32	0.82	0.36	0.24	0.30	0.45	0.33	0.16	0.77	0.82	0.35
Delay/Veh:	114.5	43.6	51.8	73.5	59.1	44.8	68.0	30.0	10.6	86.2	45.9	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	43.6	51.8	73.5	59.1	44.8	68.0	30.0	10.6	86.2	45.9	26.5
LOS by Move:	F	D	D-	E	E+	D	E	C	B+	F	D	C
HCM2k95thQ:	47	14	48	6	7	13	11	17	7	16	48	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 #56: Central Expy. & Mary Ave.

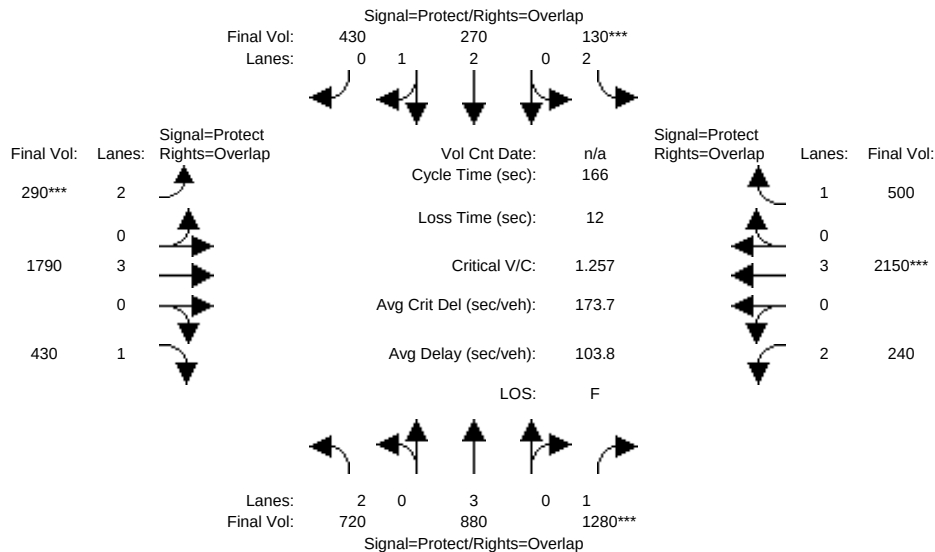


Street Name: Mary Avenue												
Approach: North Bound						Central Expressway						
Movement: L - T - R			L - T - R			East Bound			West Bound			
Min. Green:	31	48	48	12	29	29	21	74	74	15	68	68
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	870	1280	130	270	430	280	1740	400	240	2150	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	870	1280	130	270	430	280	1740	400	240	2150	500
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:	720	870	1280	130	270	430	280	1740	400	240	2150	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	870	1280	130	270	430	280	1740	400	240	2150	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	870	1280	130	270	430	280	1740	400	240	2150	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	870	1280	130	270	430	280	1740	400	240	2150	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.73	0.04	0.07	0.25	0.09	0.31	0.23	0.08	0.38	0.29
Crit Moves:	****			****			****			****		
Green Time:	36.0	53.0	68.0	12.0	29.0	50.0	21.0	74.0	110.0	15.0	68.0	80.0
Volume/Cap:	1.05	0.48	1.79	0.57	0.41	0.82	0.70	0.68	0.34	0.84	0.92	0.59
Delay/Veh:	114.5	45.6	408.1	78.0	61.0	59.8	75.1	37.5	12.4	94.2	53.1	32.3
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:	114.5	45.6	408.1	78.0	61.0	59.8	75.1	37.5	12.4	94.2	53.1	32.3
LOS by Move:	F	D	F	E-	E	E+	E-	D+	B	F	D-	C-
HCM2k95thQ:	47	21	214	9	12	39	17	39	17	18	59	33
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 #56: Central Expy. & Mary Ave.



Street Name:	Mary 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:	31	48	48	12	29	29	21	74	74	15	68	68
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:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	880	1280	130	270	430	290	1790	430	240	2150	500
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:	720	880	1280	130	270	430	290	1790	430	240	2150	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	880	1280	130	270	430	290	1790	430	240	2150	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.73	0.04	0.07	0.25	0.09	0.31	0.25	0.08	0.38	0.29
Crit Moves:	****			****			****			****		
Green Time:	36.0	53.0	68.0	12.0	29.0	50.0	21.0	74.0	110.0	15.0	68.0	80.0
Volume/Cap:	1.05	0.48	1.79	0.57	0.41	0.82	0.73	0.70	0.37	0.84	0.92	0.59
Delay/Veh:	114.5	45.7	408.1	78.0	61.0	59.8	76.4	38.1	12.7	94.2	53.1	32.3
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:	114.5	45.7	408.1	78.0	61.0	59.8	76.4	38.1	12.7	94.2	53.1	32.3
LOS by Move:	F	D	F	E-	E	E+	E-	D+	B	F	D-	C-
HCM2k95thQ:	47	21	214	9	12	39	18	40	19	18	59	33
Note: Queue reported is the number of cars per lane.												

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

Left Side		Center		Right Side	
Final Vol:	Lanes:	Signal=Permit Rights=Overlap	Vol Cnt Date: Cycle Time (sec):	Signal=Protect Rights=Include	Lanes: Final Vol:
0	0		n/a		0 0
			Loss Time (sec): 9		
	0				0
989***	3		Critical V/C: 0.708		3 3235
	0		Avg Crit Del (sec/veh): 40.2		0
213	1		Avg Delay (sec/veh): 24.2		2 1302***
			LOS: C		

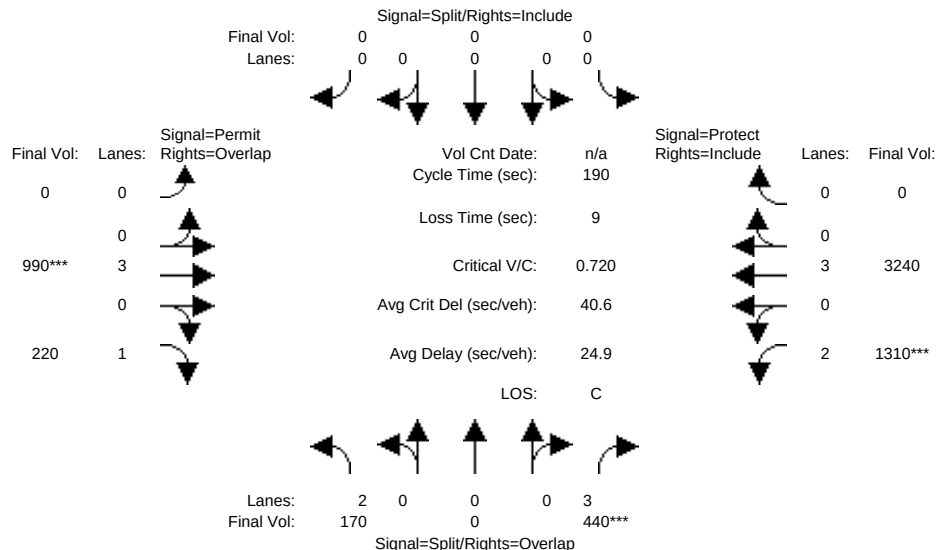
Street Name:			University Ave						Bayfront Expressway (SR 84)									
Approach:			North Bound			South Bound			East Bound			West Bound						
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----			-----			-----			-----			-----						
Min. Green:			10		10		10	7		10		10	7		10		10	
Y+R:			4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	
-----			-----			-----			-----			-----						
Volume Module:																		
Base Vol:			163		0		400	0		0		0	0	989	213	1302	3235	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	1.00	1.00	1.00
Initial Bse:			163		0		400	0		0		0	0	989	213	1302	3235	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:			163		0		400	0		0		0	0	989	213	1302	3235	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	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			163		0		400	0		0		0	0	989	213	1302	3235	0
Reduct Vol:			0		0		0	0		0		0	0	0	0	0	0	0
Reduced Vol:			163		0		400	0		0		0	0	989	213	1302	3235	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	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00		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:			163		0		400	0		0		0	0	989	213	1302	3235	0
-----			-----			-----			-----			-----						
Saturation Flow Module:																		
Sat/Lane:			1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.83	1.00	0.80		0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:			2.00	0.00	3.00		0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:			3150		0		4551	0		0		0	5700	1750	3150	5700	0	0
-----			-----			-----			-----			-----						
Capacity Analysis Module:																		
Vol/Sat:			0.05	0.00	0.09		0.00	0.00	0.00	0.00	0.17	0.12	0.41	0.57	0.00	0.00	0.00	0.00
Crit Moves:					****						****			****				
Green Time:			23.6	0.0	134.5		0.0	0.0	0.0	0.0	46.5	70.1	110.9	157	0.0	0.0	0.0	0.0
Volume/Cap:			0.42	0.00	0.12		0.00	0.00	0.00	0.00	0.71	0.33	0.71	0.68	0.00	0.00	0.00	0.00
Delay/Veh:			77.6	0.0	8.9		0.0	0.0	0.0	0.0	67.2	43.4	29.4	6.9	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			77.6	0.0	8.9		0.0	0.0	0.0	0.0	67.2	43.4	29.4	6.9	0.0	0.0	0.0	0.0
LOS by Move:			E-	A	A		A	A	A	A	E	D	C	A	A	A	A	A
HCM2k95thQ:			11		0		6	0		0		0	31	17	51	41	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 #57: University Ave. & Bayfront Expressway (SR 84)



Street Name:	University Ave						Bayfront Expressway (SR 84)					
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	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:	170	0	440	0	0	0	0	990	220	1310	3240	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:	170	0	440	0	0	0	0	990	220	1310	3240	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:	170	0	440	0	0	0	0	990	220	1310	3240	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:	170	0	440	0	0	0	0	990	220	1310	3240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	440	0	0	0	0	990	220	1310	3240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	440	0	0	0	0	990	220	1310	3240	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:

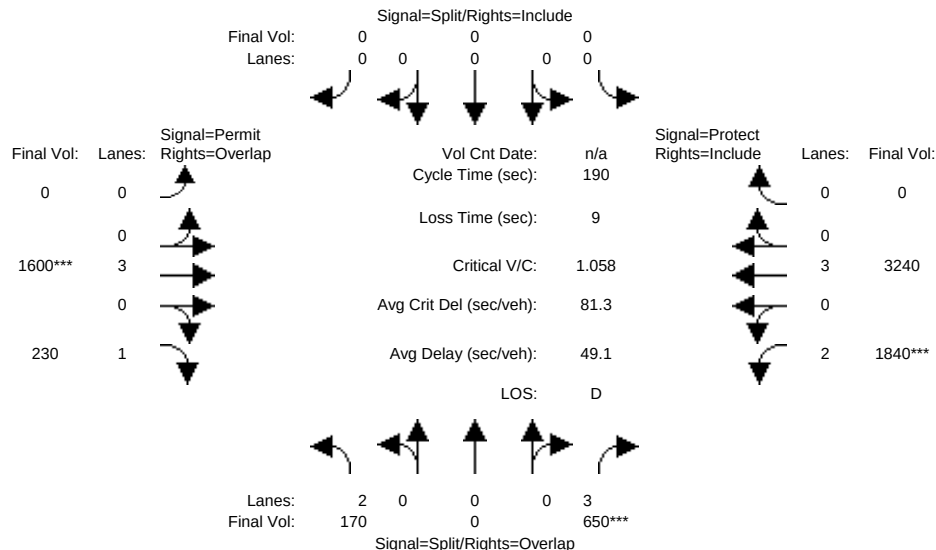
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.13	0.42	0.57	0.00
Crit Moves:			****					****		****		
Green Time:	25.5	0.0	135.2	0.0	0.0	0.0	0.0	45.8	71.3	109.7	155	0.0
Volume/Cap:	0.40	0.00	0.14	0.00	0.00	0.00	0.00	0.72	0.33	0.72	0.69	0.00
Delay/Veh:	75.9	0.0	8.8	0.0	0.0	0.0	0.0	68.1	42.7	30.5	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	0.0	8.8	0.0	0.0	0.0	0.0	68.1	42.7	30.5	7.7	0.0
LOS by Move:	E-	A	A	A	A	A	A	E	D	C	A	A
HCM2k95thQ:	11	0	7	0	0	0	0	31	18	52	43	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 #57: University Ave. & Bayfront Expressway (SR 84)

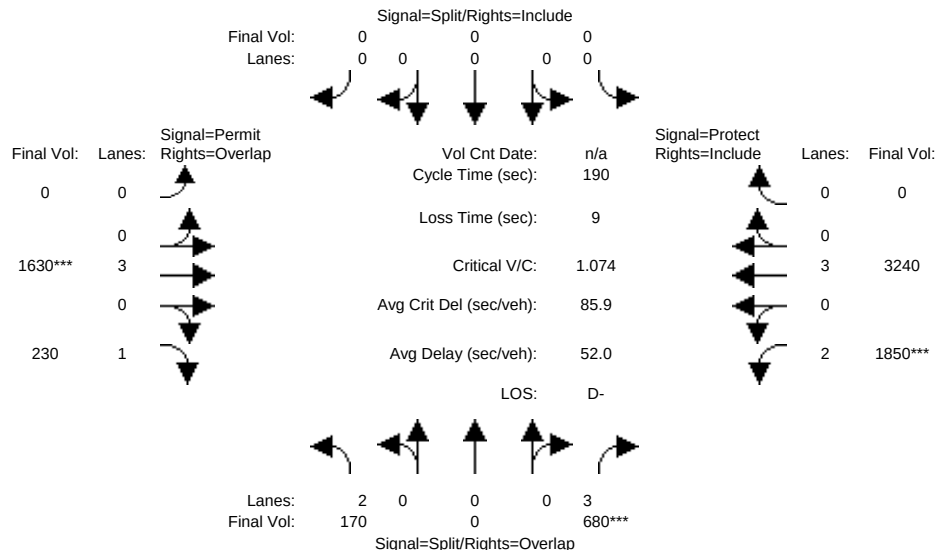


Street Name:	University Ave						Bayfront Expressway (SR 84)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	650	0	0	0	0	1600	230	1840	3240	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:	170	0	650	0	0	0	0	1600	230	1840	3240	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:	170	0	650	0	0	0	0	1600	230	1840	3240	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:	170	0	650	0	0	0	0	1600	230	1840	3240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	650	0	0	0	0	1600	230	1840	3240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	650	0	0	0	0	1600	230	1840	3240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.14	0.00	0.00	0.00	0.00	0.28	0.13	0.58	0.57	0.00
Crit Moves:			****					****		****		
Green Time:	25.7	0.0	130.6	0.0	0.0	0.0	0.0	50.4	76.1	104.9	155	0.0
Volume/Cap:	0.40	0.00	0.21	0.00	0.00	0.00	0.00	1.06	0.33	1.06	0.70	0.00
Delay/Veh:	75.8	0.0	10.9	0.0	0.0	0.0	0.0	110	39.6	81.3	7.8	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:	75.8	0.0	10.9	0.0	0.0	0.0	0.0	110	39.6	81.3	7.8	0.0
LOS by Move:	E-	A	B+	A	A	A	A	F	D	F	A	A
HCM2k95thQ:	11	0	11	0	0	0	0	60	18	113	43	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 #57: University Ave. & Bayfront Expressway (SR 84)



Street Name:	University Ave						Bayfront Expressway (SR 84)					
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	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:	170	0	680	0	0	0	0	1630	230	1850	3240	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:	170	0	680	0	0	0	0	1630	230	1850	3240	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:	170	0	680	0	0	0	0	1630	230	1850	3240	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:	170	0	680	0	0	0	0	1630	230	1850	3240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	680	0	0	0	0	1630	230	1850	3240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	0	680	0	0	0	0	1630	230	1850	3240	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:

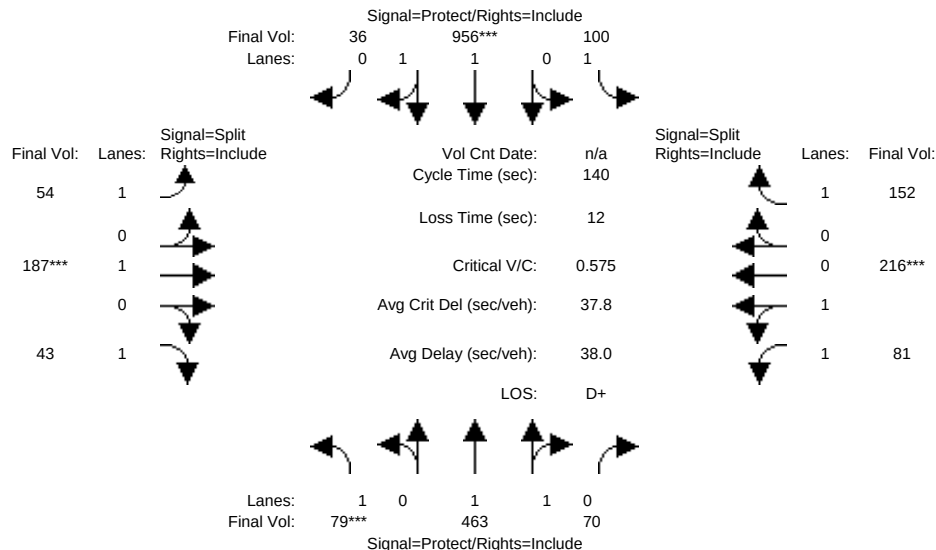
Vol/Sat:	0.05	0.00	0.15	0.00	0.00	0.00	0.00	0.29	0.13	0.59	0.57	0.00
Crit Moves:			****					****		****		
Green Time:	26.4	0.0	130.4	0.0	0.0	0.0	0.0	50.6	77.1	103.9	155	0.0
Volume/Cap:	0.39	0.00	0.22	0.00	0.00	0.00	0.00	1.07	0.32	1.07	0.70	0.00
Delay/Veh:	75.0	0.0	11.0	0.0	0.0	0.0	0.0	115	38.9	87.5	8.1	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:	75.0	0.0	11.0	0.0	0.0	0.0	0.0	115	38.9	87.5	8.1	0.0
LOS by Move:	E	A	B+	A	A	A	A	F	D+	F	A	A
HCM2k95thQ:	11	0	11	0	0	0	0	62	18	115	44	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 #58: University Ave. & Bay Rd

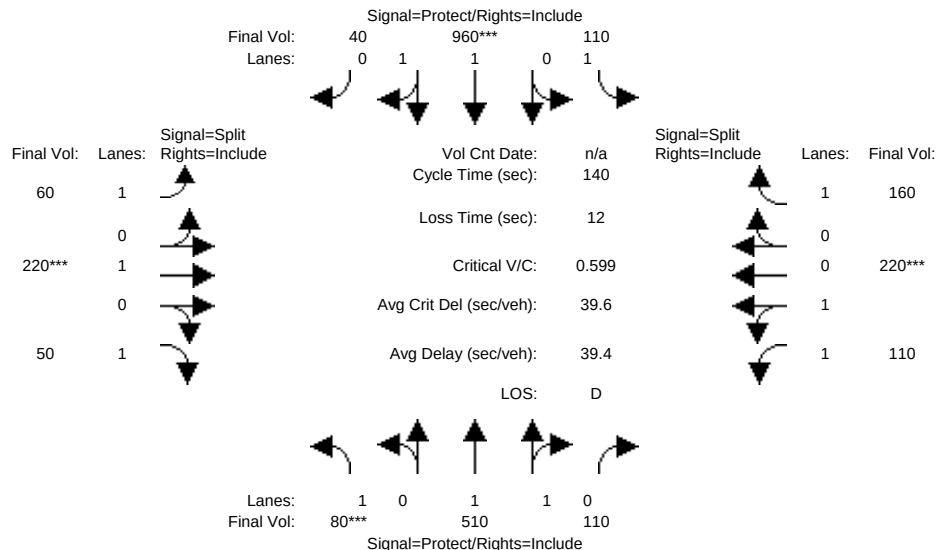


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	463	70	100	956	36	54	187	43	81	216	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	463	70	100	956	36	54	187	43	81	216	152
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:	79	463	70	100	956	36	54	187	43	81	216	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	463	70	100	956	36	54	187	43	81	216	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	463	70	100	956	36	54	187	43	81	216	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	463	70	100	956	36	54	187	43	81	216	152
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3214	486	1750	3566	134	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.06	0.27	0.27	0.03	0.10	0.02	0.05	0.11	0.09
Crit Moves:	***			***			***			***		
Green Time:	11.0	54.6	54.6	21.7	65.3	65.3	24.0	24.0	24.0	27.7	27.7	27.7
Volume/Cap:	0.57	0.37	0.37	0.37	0.57	0.57	0.18	0.57	0.14	0.23	0.57	0.44
Delay/Veh:	68.1	30.6	30.6	53.9	27.7	27.7	49.9	55.8	49.5	47.3	52.4	50.2
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:	68.1	30.6	30.6	53.9	27.7	27.7	49.9	55.8	49.5	47.3	52.4	50.2
LOS by Move:	E	C	C	D-	C	C	D	E+	D	D	D-	D
HCM2k95thQ:	9	15	15	9	28	28	4	15	3	6	17	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)
EX+P AM

Intersection #58: University Ave. & Bay Rd

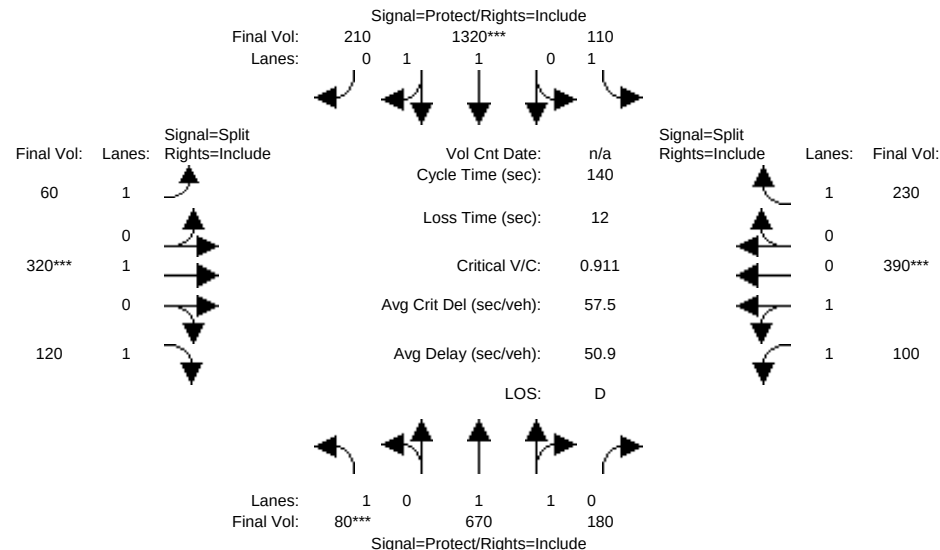


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	510	110	110	960	40	60	220	50	110	220	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:	80	510	110	110	960	40	60	220	50	110	220	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:	80	510	110	110	960	40	60	220	50	110	220	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:	80	510	110	110	960	40	60	220	50	110	220	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	510	110	110	960	40	60	220	50	110	220	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
Final Volume:	80	510	110	110	960	40	60	220	50	110	220	160
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3043	656	1750	3552	148	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.06	0.27	0.27	0.03	0.12	0.03	0.06	0.12	0.09
Crit Moves:	***			***			***			***		
Green Time:	10.7	53.7	53.7	20.1	63.2	63.2	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.60	0.44	0.44	0.44	0.60	0.60	0.18	0.60	0.15	0.33	0.60	0.47
Delay/Veh:	69.9	32.2	32.2	56.0	29.5	29.5	47.4	54.2	47.1	48.8	53.3	51.2
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:	69.9	32.2	32.2	56.0	29.5	29.5	47.4	54.2	47.1	48.8	53.3	51.2
LOS by Move:	E	C-	C-	E+	C	C	D	D-	D	D	D-	D-
HCM2k95thQ:	9	18	18	10	29	29	5	17	4	9	17	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)
2030 AM

Intersection #58: University Ave. & Bay Rd

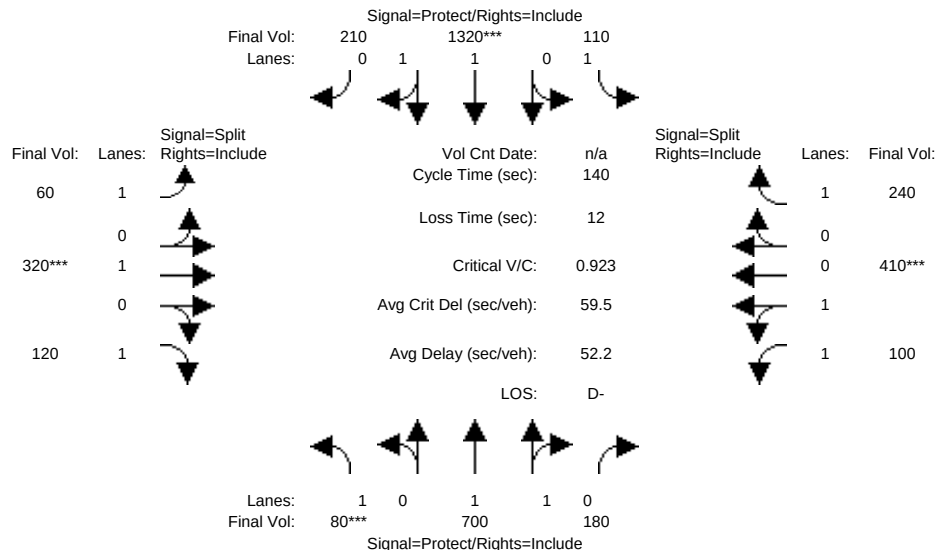


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	670	180	110	1320	210	60	320	120	100	390	230
Growth Adj:	1.00	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	670	180	110	1320	210	60	320	120	100	390	230
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	670	180	110	1320	210	60	320	120	100	390	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	180	110	1320	210	60	320	120	100	390	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	670	180	110	1320	210	60	320	120	100	390	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	670	180	110	1320	210	60	320	120	100	390	230
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	1.00	0.92
Lanes:	1.00	1.56	0.44	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2916	783	1750	3192	508	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.06	0.41	0.41	0.03	0.17	0.07	0.06	0.21	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.0	55.4	55.4	15.2	63.6	63.6	25.9	25.9	25.9	31.5	31.5	31.5
Volume/Cap:	0.91	0.58	0.58	0.58	0.91	0.91	0.19	0.91	0.37	0.25	0.91	0.58
Delay/Veh:	133.4	33.8	33.8	63.9	43.5	43.5	48.4	82.8	50.7	44.6	72.6	50.6
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:	133.4	33.8	33.8	63.9	43.5	43.5	48.4	82.8	50.7	44.6	72.6	50.6
LOS by Move:	F	C-	C-	E	D	D	D	F	D	D	E	D
HCM2k95thQ:	12	26	26	11	55	55	5	29	10	8	34	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+P AM

Intersection #58: University Ave. & Bay Rd

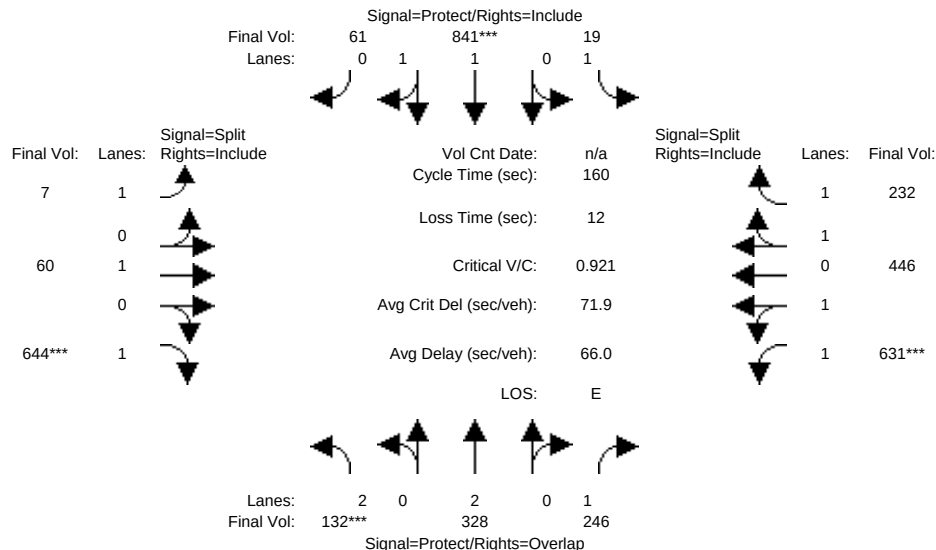


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	700	180	110	1320	210	60	320	120	100	410	240
Growth Adj:	1.00	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	700	180	110	1320	210	60	320	120	100	410	240
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	700	180	110	1320	210	60	320	120	100	410	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	700	180	110	1320	210	60	320	120	100	410	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	700	180	110	1320	210	60	320	120	100	410	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	700	180	110	1320	210	60	320	120	100	410	240
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	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2943	757	1750	3192	508	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.06	0.41	0.41	0.03	0.17	0.07	0.06	0.22	0.14
Crit Moves:	***			***			***			***		
Green Time:	7.0	55.2	55.2	14.6	62.7	62.7	25.5	25.5	25.5	32.7	32.7	32.7
Volume/Cap:	0.91	0.60	0.60	0.60	0.92	0.92	0.19	0.92	0.38	0.24	0.92	0.59
Delay/Veh:	134.5	34.5	34.5	65.6	45.4	45.4	48.7	85.8	51.0	43.6	73.6	49.8
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:	134.5	34.5	34.5	65.6	45.4	45.4	48.7	85.8	51.0	43.6	73.6	49.8
LOS by Move:	F	C-	C-	E	D	D	D	F	D	D	E	D
HCM2k95thQ:	12	27	27	11	56	56	5	30	10	7	35	19
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 #59: University Ave. & Donohoe St

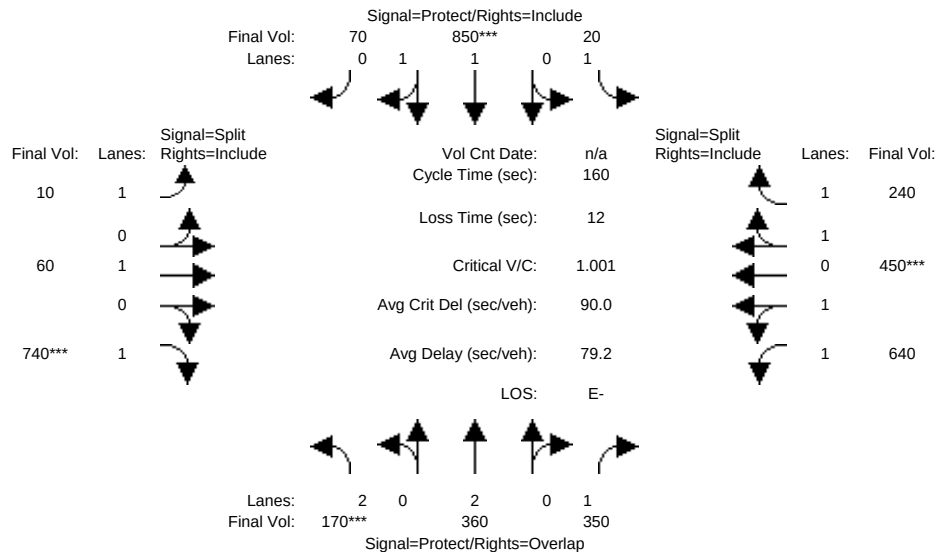


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	328	246	19	841	61	7	60	644	631	446	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	246	19	841	61	7	60	644	631	446	232
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:	132	328	246	19	841	61	7	60	644	631	446	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	328	246	19	841	61	7	60	644	631	446	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	328	246	19	841	61	7	60	644	631	446	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	328	246	19	841	61	7	60	644	631	446	232
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	0.98	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	2.00	1.00	1.00	1.86	0.14	1.00	1.00	1.00	1.80	1.20	1.00
Final Sat.:	3150	3800	1750	1750	3450	250	1750	1900	1750	3190	2255	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.14	0.01	0.24	0.24	0.00	0.03	0.37	0.20	0.20	0.13
Crit Moves:	***			***					***	***		
Green Time:	7.3	33.0	67.3	16.7	42.4	42.4	64.0	64.0	64.0	34.4	34.4	34.4
Volume/Cap:	0.92	0.42	0.33	0.10	0.92	0.92	0.01	0.08	0.92	0.92	0.92	0.62
Delay/Veh:	127.9	55.6	31.5	65.1	70.7	70.7	28.9	29.8	63.1	71.5	71.5	57.4
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:	127.9	55.6	31.5	65.1	70.7	70.7	28.9	29.8	63.1	71.5	71.5	57.4
LOS by Move:	F	E+	C	E	E	E	C	C	E	E	E	E+
HCM2k95thQ:	12	13	16	2	42	42	0	4	57	36	36	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 #59: University Ave. & Donohoe St

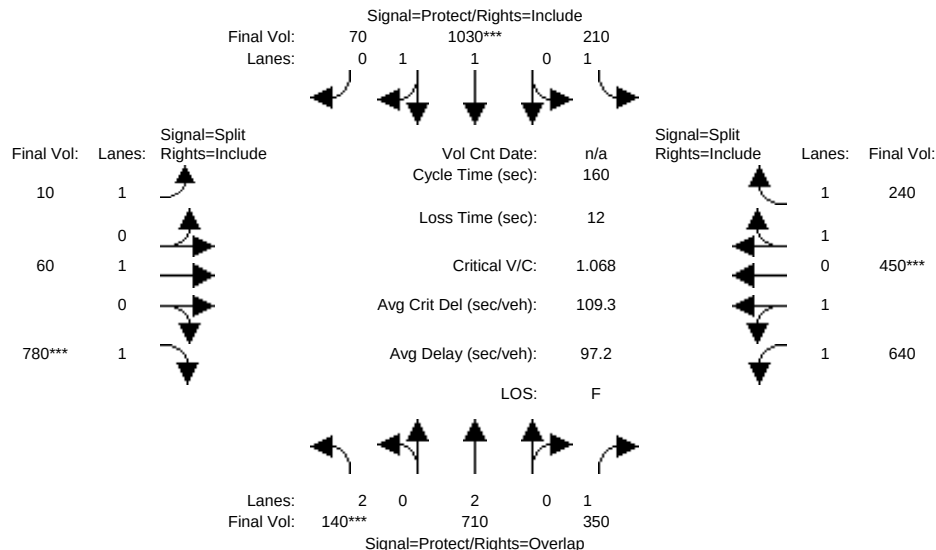


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	360	350	20	850	70	10	60	740	640	450	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	360	350	20	850	70	10	60	740	640	450	240
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:	170	360	350	20	850	70	10	60	740	640	450	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	360	350	20	850	70	10	60	740	640	450	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	360	350	20	850	70	10	60	740	640	450	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	360	350	20	850	70	10	60	740	640	450	240
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	0.98	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00	1.80	1.20	1.00
Final Sat.:	3150	3800	1750	1750	3418	282	1750	1900	1750	3197	2248	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.20	0.01	0.25	0.25	0.01	0.03	0.42	0.20	0.20	0.14
Crit Moves:	****				****				****		****	
Green Time:	8.6	33.1	65.1	15.3	39.8	39.8	67.6	67.6	67.6	32.0	32.0	32.0
Volume/Cap:	1.00	0.46	0.49	0.12	1.00	1.00	0.01	0.07	1.00	1.00	1.00	0.69
Delay/Veh:	144.9	56.0	35.7	66.5	90.0	90.0	26.8	27.6	79.5	88.9	88.9	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.9	56.0	35.7	66.5	90.0	90.0	26.8	27.6	79.5	88.9	88.9	60.4
LOS by Move:	F	E+	D+	E	F	F	C	C	E-	F	F	E
HCM2k95thQ:	15	15	24	2	47	47	1	3	71	40	40	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 AM

Intersection #59: University Ave. & Donohoe St

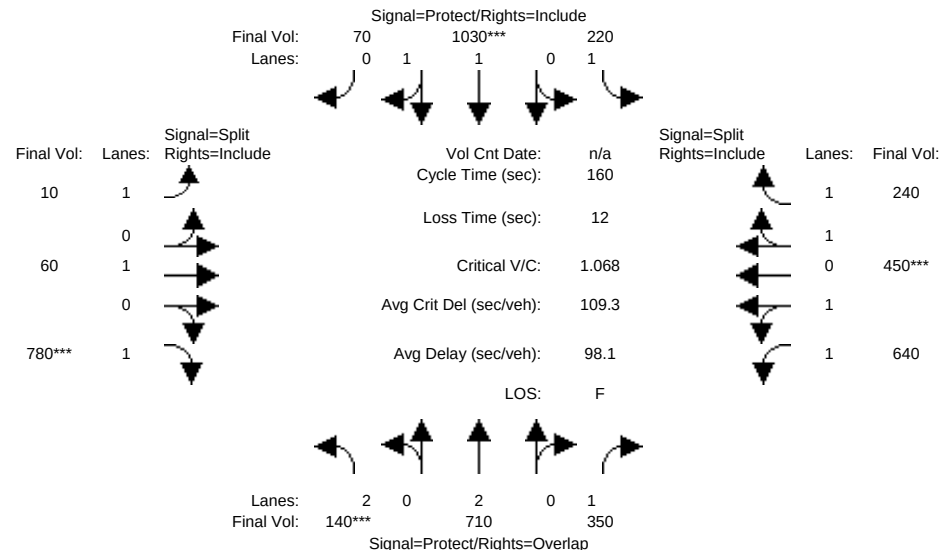


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	710	350	210	1030	70	10	60	780	640	450	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	710	350	210	1030	70	10	60	780	640	450	240
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:	140	710	350	210	1030	70	10	60	780	640	450	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	710	350	210	1030	70	10	60	780	640	450	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	710	350	210	1030	70	10	60	780	640	450	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	710	350	210	1030	70	10	60	780	640	450	240
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	0.98	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	1.80	1.20	1.00
Final Sat.:	3150	3800	1750	1750	3464	235	1750	1900	1750	3197	2248	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.20	0.12	0.30	0.30	0.01	0.03	0.45	0.20	0.20	0.14
Crit Moves:	***			***					***		***	
Green Time:	7.0	31.3	61.3	20.1	44.4	44.4	66.6	66.6	66.6	29.9	29.9	29.9
Volume/Cap:	1.02	0.95	0.52	0.95	1.07	1.07	0.01	0.08	1.07	1.07	1.07	0.73
Delay/Veh:	157.4	86.0	38.8	117.2	107	106.7	27.4	28.2	100.4	111.6	112	62.9
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:	157.4	86.0	38.8	117.2	107	106.7	27.4	28.2	100.4	111.6	112	62.9
LOS by Move:	F	F	D+	F	F	F	C	C	F	F	F	E
HCM2k95thQ:	13	36	25	26	57	57	1	3	80	42	42	24
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 #59: University Ave. & Donohoe St

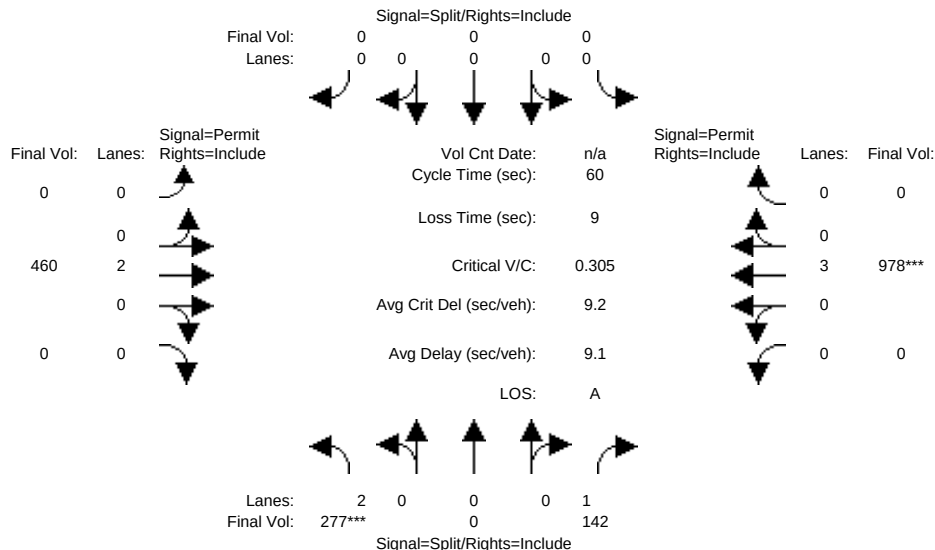


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	710	350	220	1030	70	10	60	780	640	450	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	710	350	220	1030	70	10	60	780	640	450	240
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:	140	710	350	220	1030	70	10	60	780	640	450	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	710	350	220	1030	70	10	60	780	640	450	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	710	350	220	1030	70	10	60	780	640	450	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	710	350	220	1030	70	10	60	780	640	450	240
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	0.98	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	1.80	1.20	1.00
Final Sat.:	3150	3800	1750	1750	3464	235	1750	1900	1750	3197	2248	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.20	0.13	0.30	0.30	0.01	0.03	0.45	0.20	0.20	0.14
Crit Moves:	****				****				****		****	
Green Time:	7.0	30.8	60.7	20.7	44.4	44.4	66.6	66.6	66.6	29.9	29.9	29.9
Volume/Cap:	1.02	0.97	0.53	0.97	1.07	1.07	0.01	0.08	1.07	1.07	1.07	0.73
Delay/Veh:	157.4	90.6	39.3	121.1	107	106.7	27.4	28.2	100.4	111.6	112	62.9
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:	157.4	90.6	39.3	121.1	107	106.7	27.4	28.2	100.4	111.6	112	62.9
LOS by Move:	F	F	D	F	F	F	C	C	F	F	F	E
HCM2k95thQ:	13	36	25	27	57	57	1	3	80	42	42	24
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 #60: 101 Northbound Off-Ramp. & Donohoe St



Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	277	0	142	0	0	0	0	460	0	0	978	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:	277	0	142	0	0	0	0	460	0	0	978	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:	277	0	142	0	0	0	0	460	0	0	978	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:	277	0	142	0	0	0	0	460	0	0	978	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	142	0	0	0	0	460	0	0	978	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	0	142	0	0	0	0	460	0	0	978	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	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	5700	0

Capacity Analysis Module:

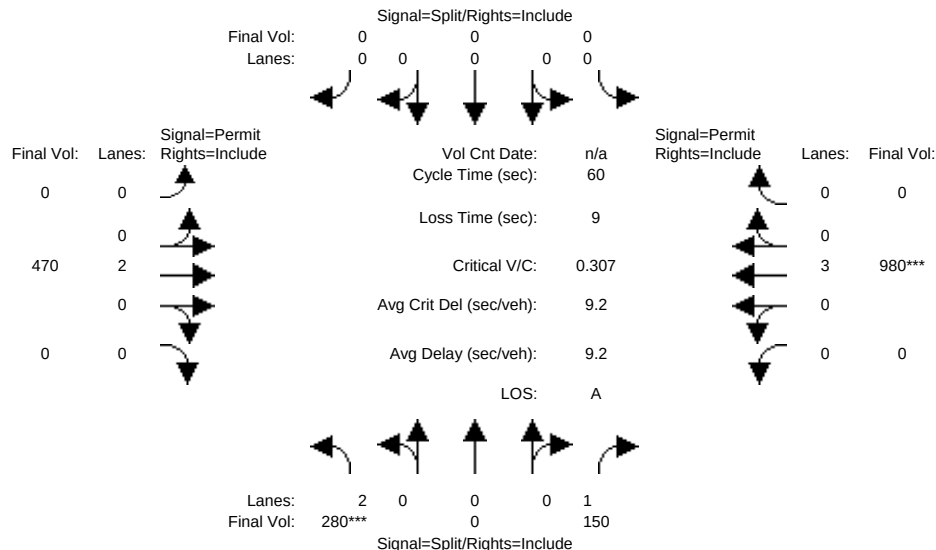
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.00
Crit Moves:	***										***	
Green Time:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	33.7	0.0	0.0	33.7	0.0
Volume/Cap:	0.31	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.31	0.00
Delay/Veh:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	6.6	0.0	0.0	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	6.6	0.0	0.0	7.0	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	5	0	0	0	0	4	0	0	7	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 #60: 101 Northbound Off-Ramp. & Donohoe St



Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	280	0	150	0	0	0	0	470	0	0	980	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:	280	0	150	0	0	0	0	470	0	0	980	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:	280	0	150	0	0	0	0	470	0	0	980	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:	280	0	150	0	0	0	0	470	0	0	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	0	150	0	0	0	0	470	0	0	980	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	0	150	0	0	0	0	470	0	0	980	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	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	5700	0

Capacity Analysis Module:

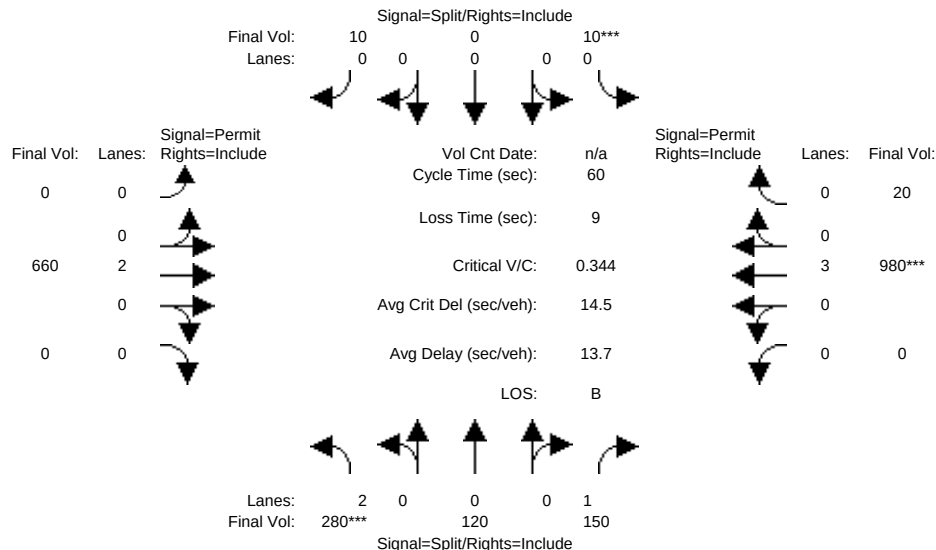
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.00
Crit Moves:	****										****	
Green Time:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	33.6	0.0	0.0	33.6	0.0
Volume/Cap:	0.31	0.00	0.30	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.31	0.00
Delay/Veh:	16.8	0.0	16.9	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.1	0.0
User 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:	16.8	0.0	16.9	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.1	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	5	0	0	0	0	5	0	0	7	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 #60: 101 Northbound Off-Ramp. & Donohoe St

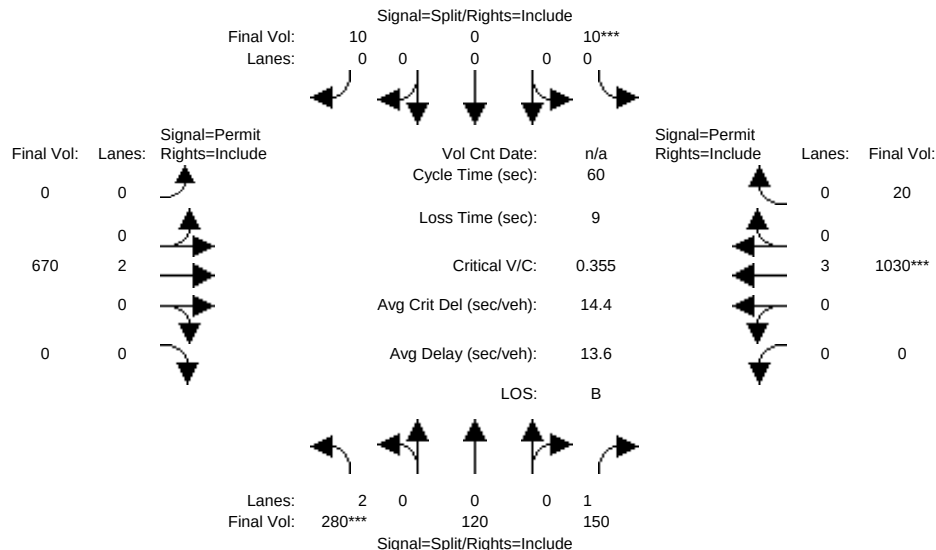


Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	120	150	10	0	10	0	660	0	0	980	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:	280	120	150	10	0	10	0	660	0	0	980	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:	280	120	150	10	0	10	0	660	0	0	980	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:	280	120	150	10	0	10	0	660	0	0	980	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	120	150	10	0	10	0	660	0	0	980	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
Final Volume:	280	120	150	10	0	10	0	660	0	0	980	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.54	0.65	0.81	0.50	0.00	0.50	0.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	2723	1167	1459	875	0	875	0	3800	0	0	5488	112
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.00	0.01	0.00	0.17	0.00	0.00	0.18	0.18
Crit Moves:	***			***							***	
Green Time:	15.0	15.0	15.0	10.0	0.0	10.0	0.0	26.0	0.0	0.0	26.0	26.0
Volume/Cap:	0.41	0.41	0.41	0.07	0.00	0.07	0.00	0.40	0.00	0.00	0.41	0.41
Delay/Veh:	19.0	19.0	19.0	21.2	0.0	21.2	0.0	11.8	0.0	0.0	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:	19.0	19.0	19.0	21.2	0.0	21.2	0.0	11.8	0.0	0.0	11.8	11.8
LOS by Move:	B-	B-	B-	C+	A	C+	A	B+	A	A	B+	B+
HCM2k95thQ:	7	7	7	1	0	1	0	9	0	0	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+P AM

Intersection #60: 101 Northbound Off-Ramp. & Donohoe St

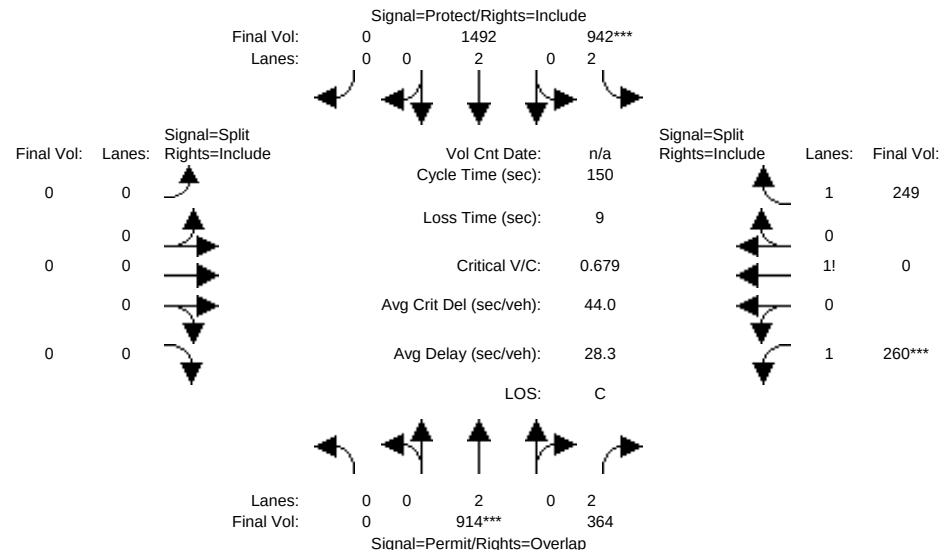


Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	120	150	10	0	10	0	670	0	0	1030	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:	280	120	150	10	0	10	0	670	0	0	1030	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:	280	120	150	10	0	10	0	670	0	0	1030	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:	280	120	150	10	0	10	0	670	0	0	1030	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	120	150	10	0	10	0	670	0	0	1030	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
Final Volume:	280	120	150	10	0	10	0	670	0	0	1030	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.54	0.65	0.81	0.50	0.00	0.50	0.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	2723	1167	1459	875	0	875	0	3800	0	0	5493	107
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.00	0.01	0.00	0.18	0.00	0.00	0.19	0.19
Crit Moves:	***			***							***	
Green Time:	14.5	14.5	14.5	10.0	0.0	10.0	0.0	26.5	0.0	0.0	26.5	26.5
Volume/Cap:	0.42	0.42	0.42	0.07	0.00	0.07	0.00	0.40	0.00	0.00	0.42	0.42
Delay/Veh:	19.4	19.4	19.4	21.2	0.0	21.2	0.0	11.5	0.0	0.0	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:	19.4	19.4	19.4	21.2	0.0	21.2	0.0	11.5	0.0	0.0	11.6	11.6
LOS by Move:	B-	B-	B-	C+	A	C+	A	B+	A	A	B+	B+
HCM2k95thQ:	7	7	7	1	0	1	0	9	0	0	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 #61: University Ave. & 101 Southbound Off-Ramp

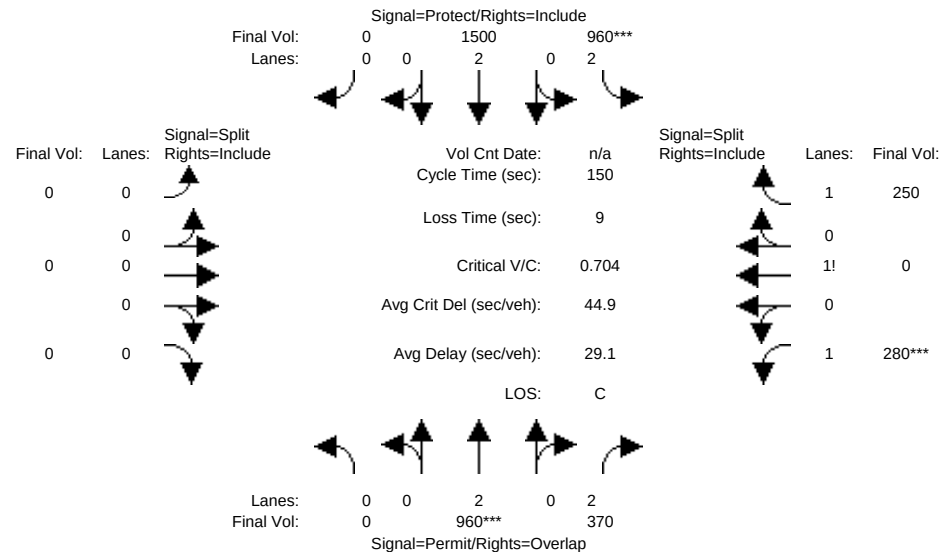


Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	914	364	942	1492	0	0	0	0	260	0	249
Growth Adj:	1.00	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	914	364	942	1492	0	0	0	0	260	0	249
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	914	364	942	1492	0	0	0	0	260	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	364	942	1492	0	0	0	0	260	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	914	364	942	1492	0	0	0	0	260	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	914	364	942	1492	0	0	0	0	260	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.51	0.00	1.49
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2644	0	2606
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.12	0.30	0.39	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	53.2	74.9	66.1	119	0.0	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.00	0.68	0.23	0.68	0.49	0.00	0.00	0.00	0.00	0.68	0.00	0.66
Delay/Veh:	0.0	42.6	21.3	34.8	5.3	0.0	0.0	0.0	0.0	63.3	0.0	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:	0.0	42.6	21.3	34.8	5.3	0.0	0.0	0.0	0.0	63.3	0.0	62.7
LOS by Move:	A	D	C+	C-	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	31	11	35	21	0	0	0	0	17	0	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)
EX+P AM

Intersection #61: University Ave. & 101 Southbound Off-Ramp

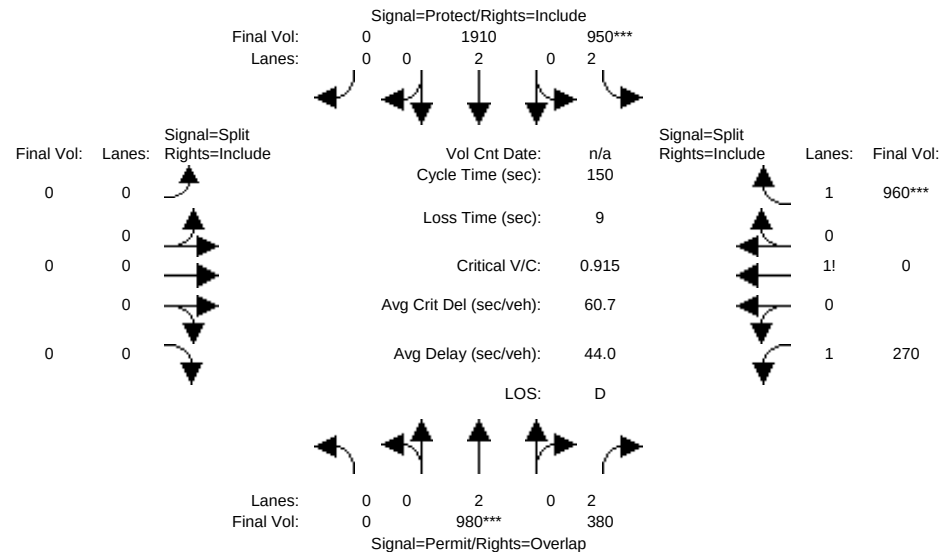


Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	960	370	960	1500	0	0	0	0	280	0	250
Growth Adj:	1.00	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	960	370	960	1500	0	0	0	0	280	0	250
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	960	370	960	1500	0	0	0	0	280	0	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	960	370	960	1500	0	0	0	0	280	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	960	370	960	1500	0	0	0	0	280	0	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	960	370	960	1500	0	0	0	0	280	0	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.53	0.00	1.47
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2675	0	2575
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.12	0.30	0.39	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	53.8	76.1	64.9	119	0.0	0.0	0.0	0.0	22.3	0.0	22.3
Volume/Cap:	0.00	0.70	0.23	0.70	0.50	0.00	0.00	0.00	0.00	0.70	0.00	0.65
Delay/Veh:	0.0	43.0	20.7	36.4	5.5	0.0	0.0	0.0	0.0	63.8	0.0	62.1
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	43.0	20.7	36.4	5.5	0.0	0.0	0.0	0.0	63.8	0.0	62.1
LOS by Move:	A	D	C+	D+	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	33	11	37	21	0	0	0	0	18	0	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 #61: University Ave. & 101 Southbound Off-Ramp

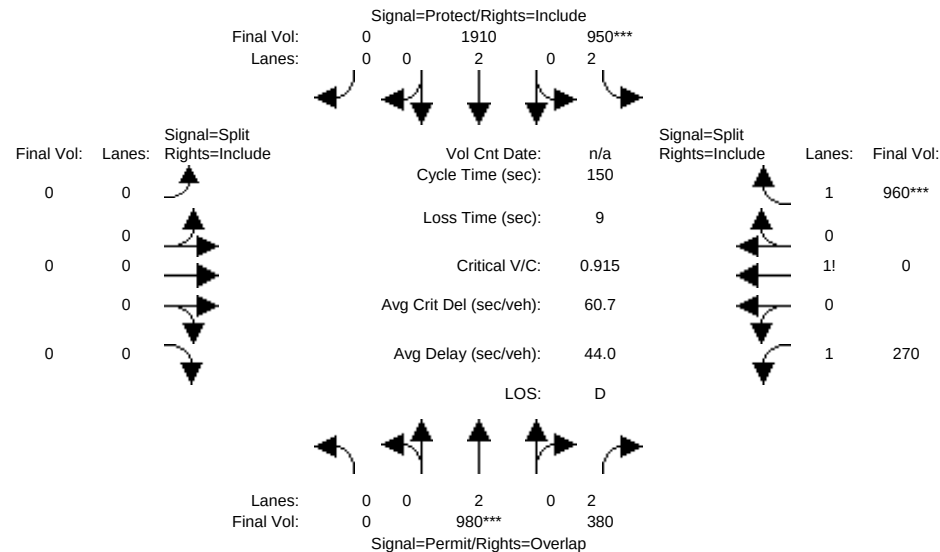


Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	980	380	950	1910	0	0	0	0	270	0	960
Growth Adj:	1.00	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	980	380	950	1910	0	0	0	0	270	0	960
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	980	380	950	1910	0	0	0	0	270	0	960
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	980	380	950	1910	0	0	0	0	270	0	960
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	980	380	950	1910	0	0	0	0	270	0	960
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	980	380	950	1910	0	0	0	0	270	0	960
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.22	0.00	1.78
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2143	0	3196
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.12	0.30	0.50	0.00	0.00	0.00	0.00	0.13	0.00	0.30
Crit Moves:	****			****						****		
Green Time:	0.0	42.3	91.5	49.5	91.7	0.0	0.0	0.0	0.0	49.3	0.0	49.3
Volume/Cap:	0.00	0.91	0.20	0.91	0.82	0.00	0.00	0.00	0.00	0.38	0.00	0.91
Delay/Veh:	0.0	64.0	13.0	60.4	25.2	0.0	0.0	0.0	0.0	38.8	0.0	58.2
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	64.0	13.0	60.4	25.2	0.0	0.0	0.0	0.0	38.8	0.0	58.2
LOS by Move:	A	E	B	E	C	A	A	A	A	D+	A	E+
HCM2k95thQ:	0	42	9	47	56	0	0	0	0	16	0	46
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 #61: University Ave. & 101 Southbound Off-Ramp



Street Name:	University Ave						101 Southbound Off-Ramp					
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:	0	980	380	950	1910	0	0	0	0	270	0	960
Growth Adj:	1.00	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	980	380	950	1910	0	0	0	0	270	0	960
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	980	380	950	1910	0	0	0	0	270	0	960
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	980	380	950	1910	0	0	0	0	270	0	960
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	980	380	950	1910	0	0	0	0	270	0	960
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	980	380	950	1910	0	0	0	0	270	0	960

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.22	0.00	1.78
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2143	0	3196

Capacity Analysis Module:

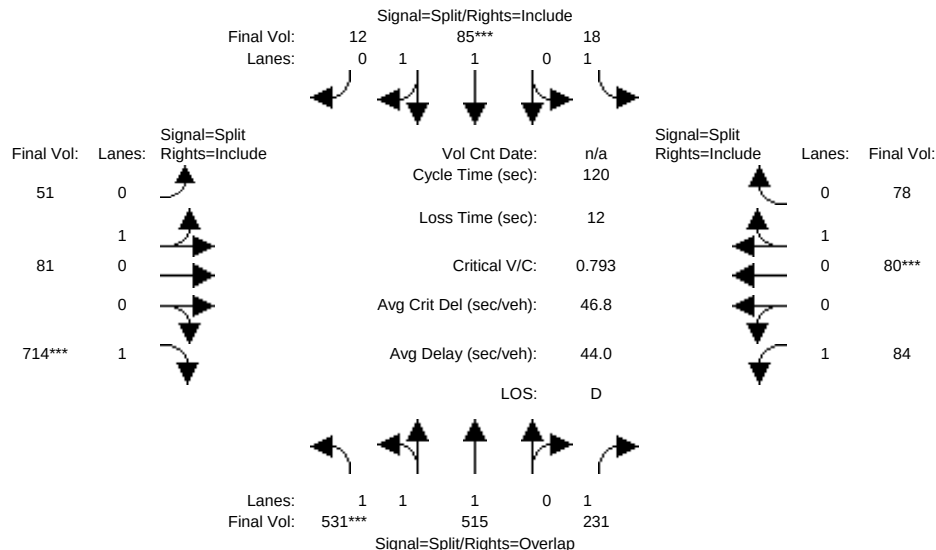
Vol/Sat:	0.00	0.26	0.12	0.30	0.50	0.00	0.00	0.00	0.00	0.13	0.00	0.30
Crit Moves:		****		****								****
Green Time:	0.0	42.3	91.5	49.5	91.7	0.0	0.0	0.0	0.0	49.3	0.0	49.3
Volume/Cap:	0.00	0.91	0.20	0.91	0.82	0.00	0.00	0.00	0.00	0.38	0.00	0.91
Delay/Veh:	0.0	64.0	13.0	60.4	25.2	0.0	0.0	0.0	0.0	38.8	0.0	58.2
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	64.0	13.0	60.4	25.2	0.0	0.0	0.0	0.0	38.8	0.0	58.2
LOS by Move:	A	E	B	E	C	A	A	A	A	D+	A	E+
HCM2k95thQ:	0	42	9	47	56	0	0	0	0	16	0	46

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 #62: Embarcadero Rd. & E. Bayshore Rd.

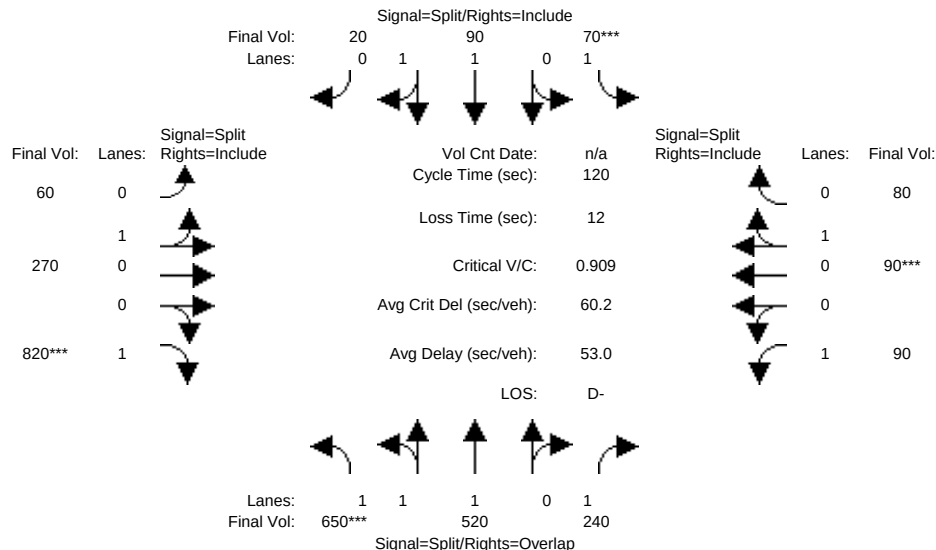


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	531	515	231	18	85	12	51	81	714	84	80	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	515	231	18	85	12	51	81	714	84	80	78
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:	531	515	231	18	85	12	51	81	714	84	80	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	515	231	18	85	12	51	81	714	84	80	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	515	231	18	85	12	51	81	714	84	80	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	531	515	231	18	85	12	51	81	714	84	80	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.56	1.44	1.00	1.00	1.75	0.25	0.39	0.61	1.00	1.00	0.51	0.49
Final Sat.:	2765	2681	1750	1750	3242	458	695	1105	1750	1750	911	889
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.13	0.01	0.03	0.03	0.07	0.07	0.41	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	27.4	27.4	39.9	10.0	10.0	10.0	58.1	58.1	58.1	12.5	12.5	12.5
Volume/Cap:	0.84	0.84	0.40	0.12	0.31	0.31	0.15	0.15	0.84	0.46	0.84	0.84
Delay/Veh:	49.6	49.6	31.3	51.3	52.4	52.4	17.3	17.3	34.6	52.4	80.4	80.4
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:	49.6	49.6	31.3	51.3	52.4	52.4	17.3	17.3	34.6	52.4	80.4	80.4
LOS by Move:	D	D	C	D-	D-	D-	B	B	C-	D-	F	F
HCM2k95thQ:	27	27	13	2	4	4	6	6	44	7	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 #62: Embarcadero Rd. & E. Bayshore Rd.



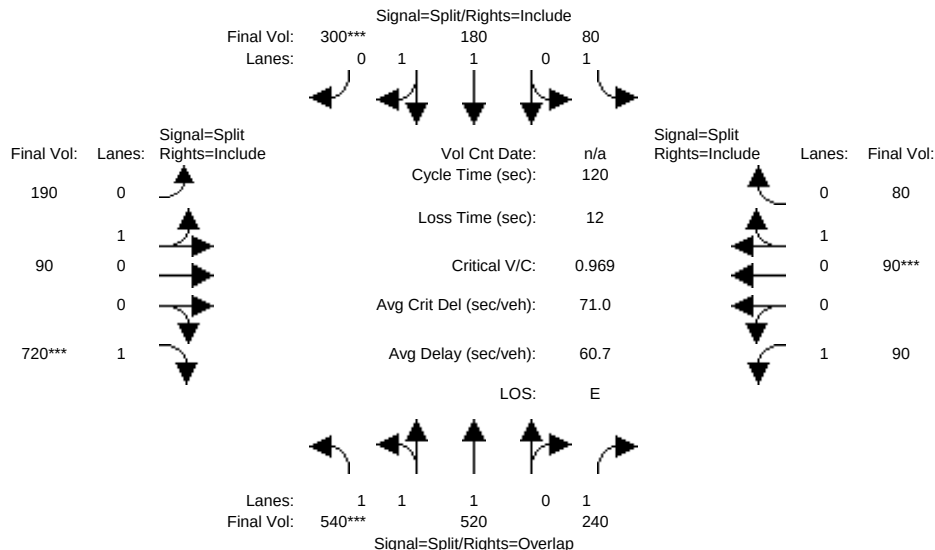
Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	520	240	70	90	20	60	270	820	90	90	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
Final Volume:	650	520	240	70	90	20	60	270	820	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.71	1.29	1.00	1.00	1.63	0.37	0.18	0.82	1.00	1.00	0.53	0.47
Final Sat.:	3025	2420	1750	1750	3027	673	327	1473	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.04	0.03	0.03	0.18	0.18	0.47	0.05	0.09	0.09
Crit Moves:	***			***					***		***	
Green Time:	27.1	27.1	39.0	10.0	10.0	10.0	59.0	59.0	59.0	11.9	11.9	11.9
Volume/Cap:	0.95	0.95	0.42	0.48	0.36	0.36	0.37	0.37	0.95	0.52	0.95	0.95
Delay/Veh:	61.5	61.5	32.2	55.0	52.7	52.7	19.2	19.2	49.2	54.1	107	107.2
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:	61.5	61.5	32.2	55.0	52.7	52.7	19.2	19.2	49.2	54.1	107	107.2
LOS by Move:	E	E	C-	D-	D-	D-	B-	B-	D	D-	F	F
HCM2k95thQ:	33	33	14	7	5	5	15	15	58	8	19	19

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 #62: Embarcadero Rd. & E. Bayshore Rd.

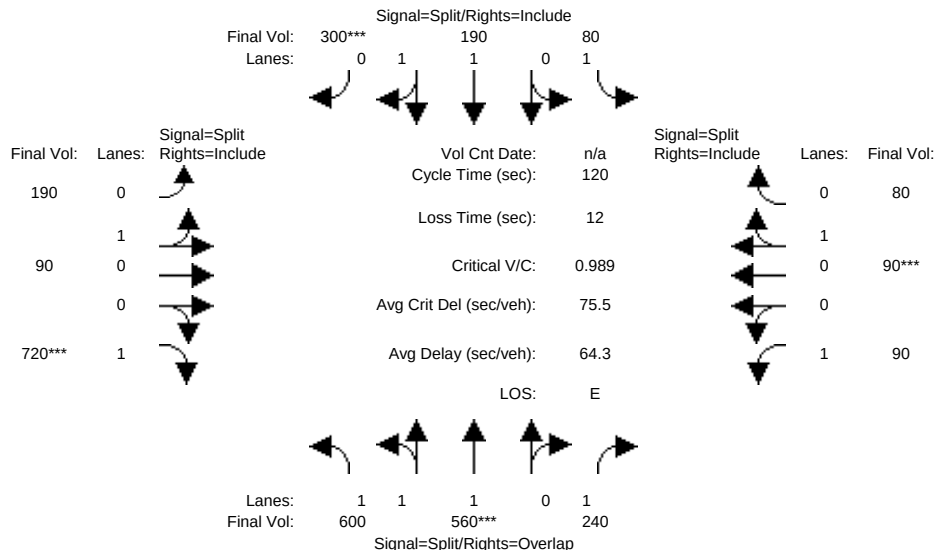


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	520	240	80	180	300	190	90	720	90	90	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:	540	520	240	80	180	300	190	90	720	90	90	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:	540	520	240	80	180	300	190	90	720	90	90	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:	540	520	240	80	180	300	190	90	720	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	520	240	80	180	300	190	90	720	90	90	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
Final Volume:	540	520	240	80	180	300	190	90	720	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.57	1.43	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	0.53	0.47
Final Sat.:	2774	2672	1750	1750	1900	1750	1221	579	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.14	0.05	0.09	0.17	0.16	0.16	0.41	0.05	0.09	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	24.1	24.1	35.8	21.2	21.2	21.2	51.0	51.0	51.0	11.7	11.7	11.7
Volume/Cap:	0.97	0.97	0.46	0.26	0.54	0.97	0.37	0.37	0.97	0.53	0.97	0.97
Delay/Veh:	67.6	67.6	34.9	43.0	45.5	81.5	23.8	23.8	59.2	54.6	113	112.5
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:	67.6	67.6	34.9	43.0	45.5	81.5	23.8	23.8	59.2	54.6	113	112.5
LOS by Move:	E	E	C-	D	D	F	C	C	E+	D-	F	F
HCM2k95thQ:	31	31	15	6	13	29	14	14	54	8	19	19
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 #62: Embarcadero Rd. & E. Bayshore Rd.

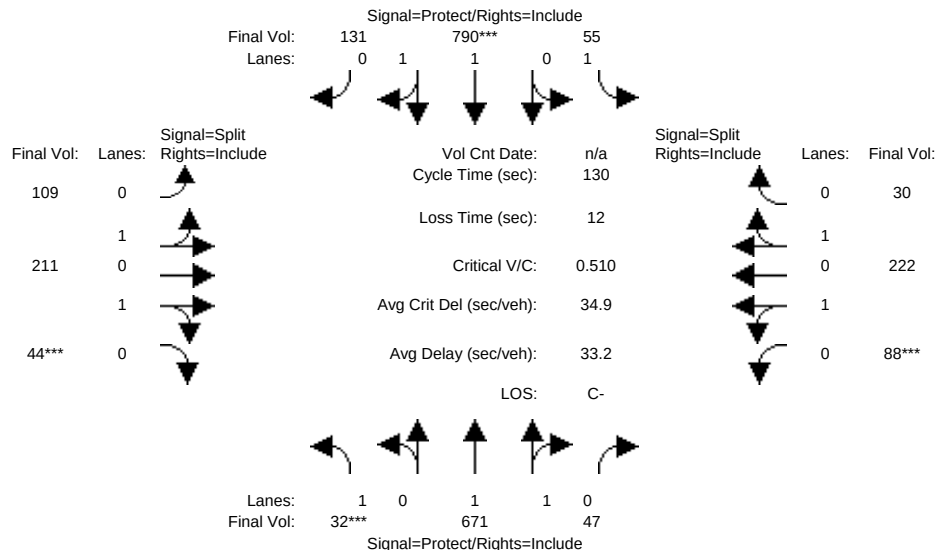


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	560	240	80	190	300	190	90	720	90	90	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
Final Volume:	600	560	240	80	190	300	190	90	720	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.59	1.41	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	0.53	0.47
Final Sat.:	2817	2629	1750	1750	1900	1750	1221	579	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.05	0.10	0.17	0.16	0.16	0.41	0.05	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.8	25.8	37.3	20.8	20.8	20.8	49.9	49.9	49.9	11.5	11.5	11.5
Volume/Cap:	0.99	0.99	0.44	0.26	0.58	0.99	0.37	0.37	0.99	0.54	0.99	0.99
Delay/Veh:	70.5	70.5	33.6	43.4	46.6	87.0	24.6	24.6	65.3	55.2	120	119.5
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:	70.5	70.5	33.6	43.4	46.6	87.0	24.6	24.6	65.3	55.2	120	119.5
LOS by Move:	E	E	C-	D	D	F	C	C	E	E+	F	F
HCM2k95thQ:	34	34	15	6	14	29	14	14	56	8	19	19
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 #63: Middlefield Rd. & Embarcadero Rd

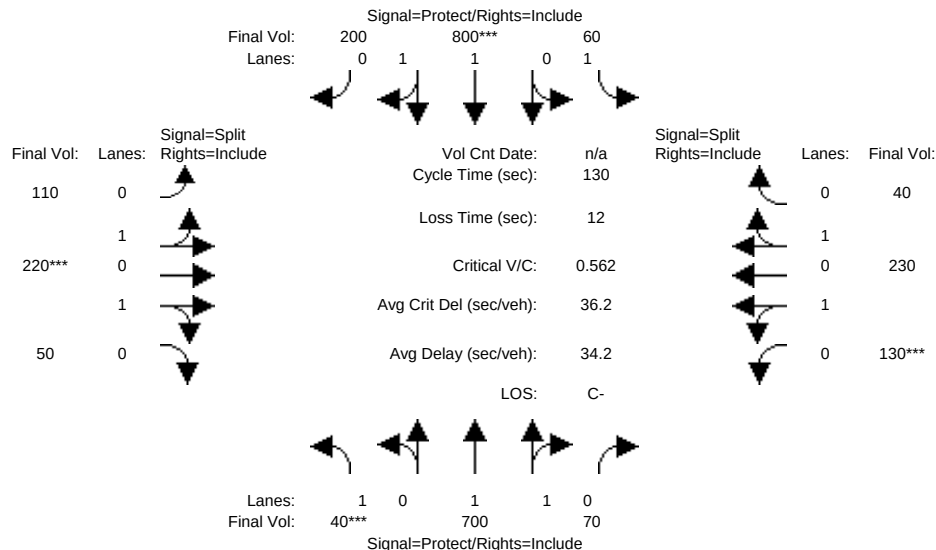


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	671	47	55	790	131	109	211	44	88	222	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:	32	671	47	55	790	131	109	211	44	88	222	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:	32	671	47	55	790	131	109	211	44	88	222	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:	32	671	47	55	790	131	109	211	44	88	222	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	671	47	55	790	131	109	211	44	88	222	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	671	47	55	790	131	109	211	44	88	222	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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.87	0.13	1.00	1.71	0.29	0.60	1.16	0.24	0.52	1.30	0.18
Final Sat.:	1750	3458	242	1750	3173	526	1078	2087	435	932	2351	318
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.03	0.25	0.25	0.10	0.10	0.10	0.09	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	7.0	54.1	54.1	15.0	62.2	62.2	25.2	25.2	25.2	23.6	23.6	23.6
Volume/Cap:	0.34	0.47	0.47	0.27	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	61.4	27.7	27.7	53.2	23.8	23.8	47.7	47.7	47.7	48.9	48.9	48.9
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:	61.4	27.7	27.7	53.2	23.8	23.8	47.7	47.7	47.7	48.9	48.9	48.9
LOS by Move:	E	C	C	D-	C	C	D	D	D	D	D	D
HCM2k95thQ:	3	19	19	5	23	23	14	14	14	13	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)
EX+P AM

Intersection #63: Middlefield Rd. & Embarcadero Rd

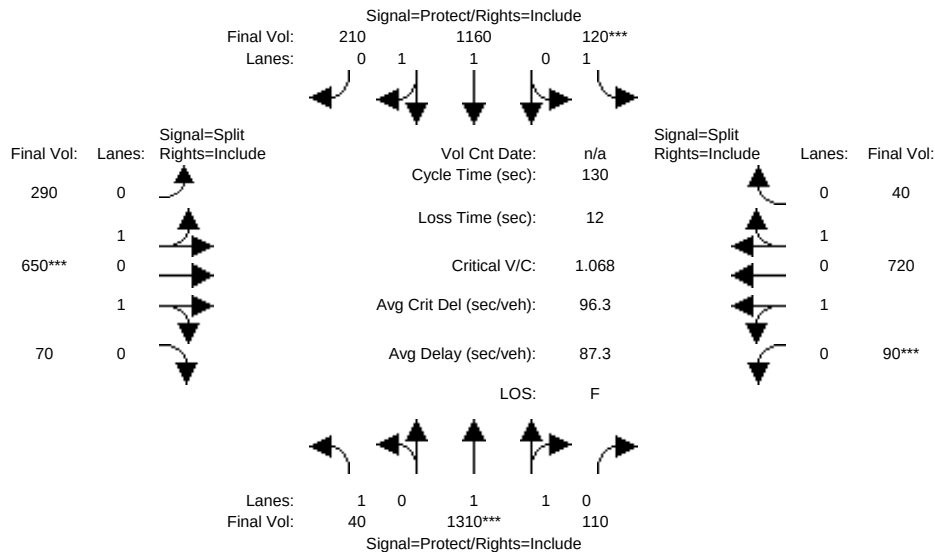


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	700	70	60	800	200	110	220	50	130	230	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:	40	700	70	60	800	200	110	220	50	130	230	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:	40	700	70	60	800	200	110	220	50	130	230	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:	40	700	70	60	800	200	110	220	50	130	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	700	70	60	800	200	110	220	50	130	230	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
Final Volume:	40	700	70	60	800	200	110	220	50	130	230	40
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.81	0.19	1.00	1.59	0.41	0.58	1.16	0.26	0.65	1.15	0.20
Final Sat.:	1750	3363	336	1750	2959	740	1042	2084	474	1170	2070	360
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.27	0.27	0.11	0.11	0.11	0.11	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	7.0	54.5	54.5	14.1	61.6	61.6	24.1	24.1	24.1	25.3	25.3	25.3
Volume/Cap:	0.42	0.50	0.50	0.32	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Delay/Veh:	62.6	27.9	27.9	54.5	25.1	25.1	49.4	49.4	49.4	48.5	48.5	48.5
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:	62.6	27.9	27.9	54.5	25.1	25.1	49.4	49.4	49.4	48.5	48.5	48.5
LOS by Move:	E	C	C	D-	C	C	D	D	D	D	D	D
HCM2k95thQ:	4	21	21	5	26	26	15	15	15	15	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)
2030 AM

Intersection #63: Middlefield Rd. & Embarcadero Rd

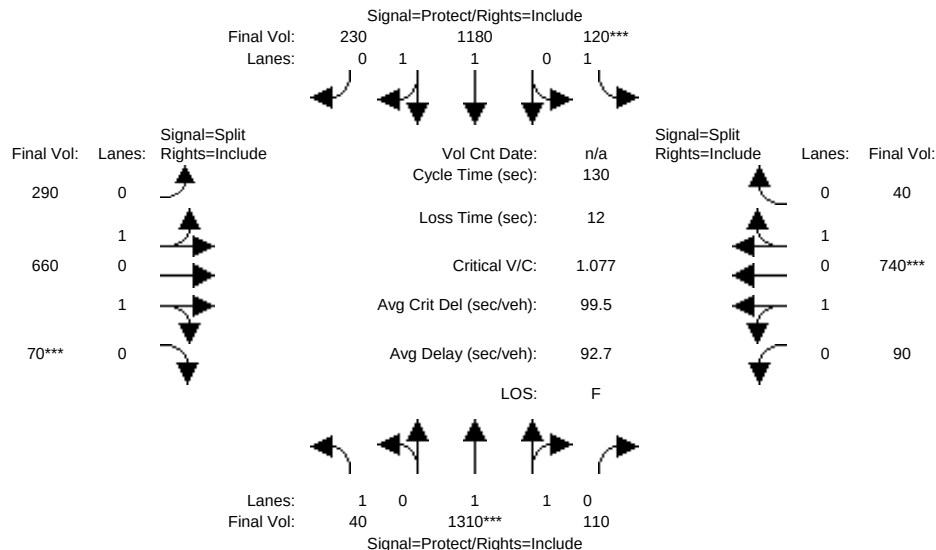


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1310	110	120	1160	210	290	650	70	90	720	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:	40	1310	110	120	1160	210	290	650	70	90	720	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:	40	1310	110	120	1160	210	290	650	70	90	720	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:	40	1310	110	120	1160	210	290	650	70	90	720	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1310	110	120	1160	210	290	650	70	90	720	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
Final Volume:	40	1310	110	120	1160	210	290	650	70	90	720	40
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.68	0.32	0.57	1.29	0.14	0.21	1.70	0.09
Final Sat.:	1750	3413	287	1750	3132	567	1034	2317	250	381	3049	169
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.07	0.37	0.37	0.28	0.28	0.28	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.0	46.7	46.7	8.3	48.1	48.1	34.2	34.2	34.2	28.8	28.8	28.8
Volume/Cap:	0.42	1.07	1.07	1.07	1.00	1.00	1.07	1.07	1.07	1.07	1.07	1.07
Delay/Veh:	62.6	86.5	86.5	165.1	65.6	65.6	97.0	97.0	97.0	102.1	102	102.1
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:	62.6	86.5	86.5	165.1	65.6	65.6	97.0	97.0	97.0	102.1	102	102.1
LOS by Move:	E	F	F	F	E	E	F	F	F	F	F	F
HCM2k95thQ:	4	61	61	17	55	55	48	48	48	42	42	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)
2030+P AM

Intersection #63: Middlefield Rd. & Embarcadero Rd

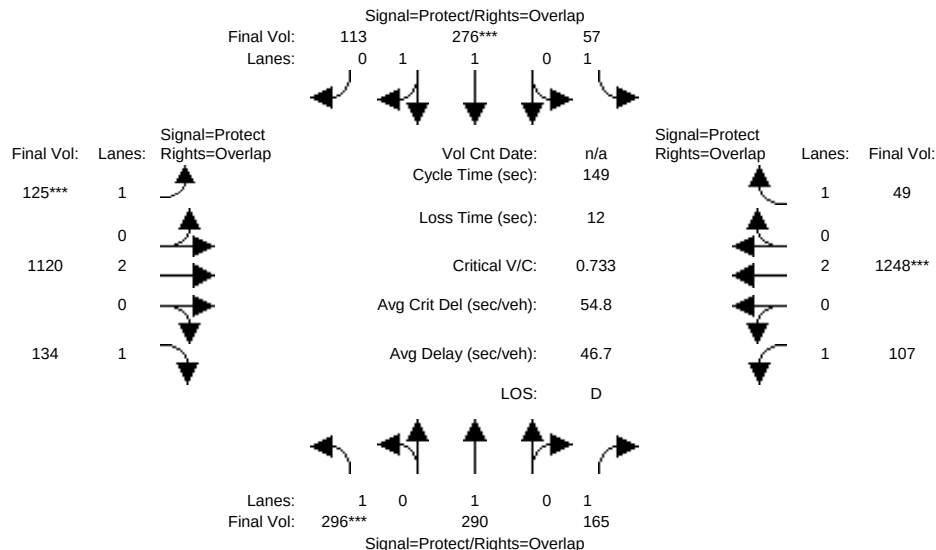


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1310	110	120	1180	230	290	660	70	90	740	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:	40	1310	110	120	1180	230	290	660	70	90	740	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:	40	1310	110	120	1180	230	290	660	70	90	740	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:	40	1310	110	120	1180	230	290	660	70	90	740	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1310	110	120	1180	230	290	660	70	90	740	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
Final Volume:	40	1310	110	120	1180	230	290	660	70	90	740	40
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.66	0.34	0.57	1.29	0.14	0.21	1.70	0.09
Final Sat.:	1750	3413	287	1750	3096	603	1024	2329	247	372	3062	166
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.07	0.38	0.38	0.28	0.28	0.28	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.0	46.3	46.3	8.3	47.6	47.6	34.2	34.2	34.2	29.2	29.2	29.2
Volume/Cap:	0.42	1.08	1.08	1.08	1.04	1.04	1.08	1.08	1.08	1.08	1.08	1.08
Delay/Veh:	62.6	90.1	90.1	168.3	76.9	76.9	100.1	100	100.1	104.8	105	104.8
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:	62.6	90.1	90.1	168.3	76.9	76.9	100.1	100	100.1	104.8	105	104.8
LOS by Move:	E	F	F	F	E-	E-	F	F	F	F	F	F
HCM2k95thQ:	4	62	62	17	59	59	49	49	49	43	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 #64: Oregon Expwy. Middlefield Rd



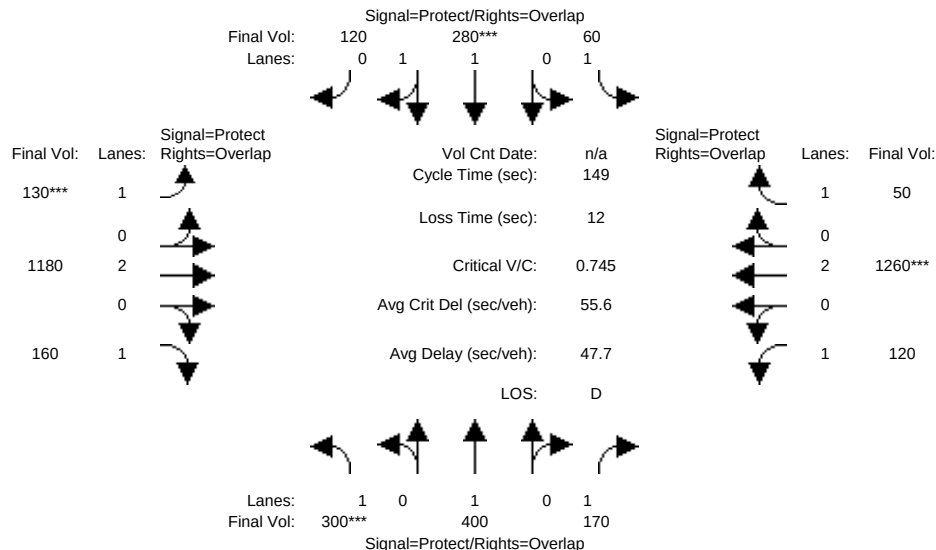
Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	296	290	165	57	276	113	125	1120	134	107	1248	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	290	165	57	276	113	125	1120	134	107	1248	49
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:	296	290	165	57	276	113	125	1120	134	107	1248	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	290	165	57	276	113	125	1120	134	107	1248	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	290	165	57	276	113	125	1120	134	107	1248	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	290	165	57	276	113	125	1120	134	107	1248	49
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2624	1074	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.09	0.03	0.11	0.11	0.07	0.29	0.08	0.06	0.33	0.03
Crit Moves:	***				***		***				***	
Green Time:	28.9	52.2	67.3	10.7	34.0	52.0	18.0	59.1	88.0	15.0	56.1	66.8
Volume/Cap:	0.87	0.44	0.21	0.46	0.46	0.30	0.59	0.74	0.13	0.61	0.87	0.06
Delay/Veh:	79.3	37.5	24.9	69.0	50.0	35.4	66.4	40.5	13.6	70.1	49.3	23.4
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:	79.3	37.5	24.9	69.0	50.0	35.4	66.4	40.5	13.6	70.1	49.3	23.4
LOS by Move:	E-	D+	C	E	D	D+	E	D	B	E	D	C
HCM2k95thQ:	29	18	9	6	15	12	13	38	6	11	47	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)
EX+P AM

Intersection #64: Oregon Expwy. Middlefield Rd

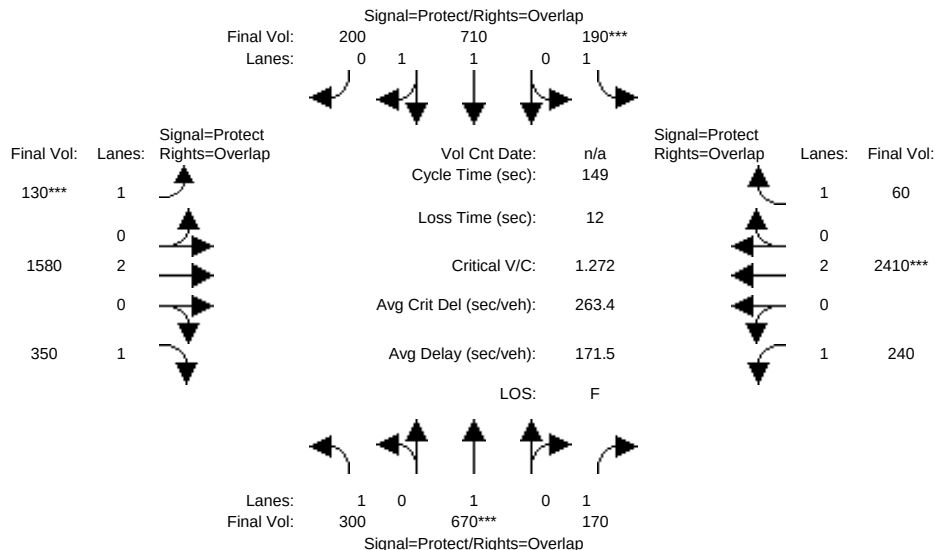


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	300	400	170	60	280	120	130	1180	160	120	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	400	170	60	280	120	130	1180	160	120	1260	50
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:	300	400	170	60	280	120	130	1180	160	120	1260	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	400	170	60	280	120	130	1180	160	120	1260	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	400	170	60	280	120	130	1180	160	120	1260	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	400	170	60	280	120	130	1180	160	120	1260	50
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2589	1110	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.10	0.03	0.11	0.11	0.07	0.31	0.09	0.07	0.33	0.03
Crit Moves:	***				***		***				***	
Green Time:	29.0	52.3	67.3	10.7	34.0	52.0	18.0	59.0	88.0	15.0	56.0	66.7
Volume/Cap:	0.88	0.60	0.22	0.48	0.47	0.31	0.61	0.78	0.15	0.68	0.88	0.06
Delay/Veh:	80.8	41.3	24.9	69.4	50.2	35.5	67.5	42.2	13.8	75.0	50.1	23.4
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:	80.8	41.3	24.9	69.4	50.2	35.5	67.5	42.2	13.8	75.0	50.1	23.4
LOS by Move:	F	D	C	E	D	D+	E	D	B	E-	D	C
HCM2k95thQ:	30	26	10	7	15	13	13	41	7	13	48	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 #64: Oregon Expwy. Middlefield Rd

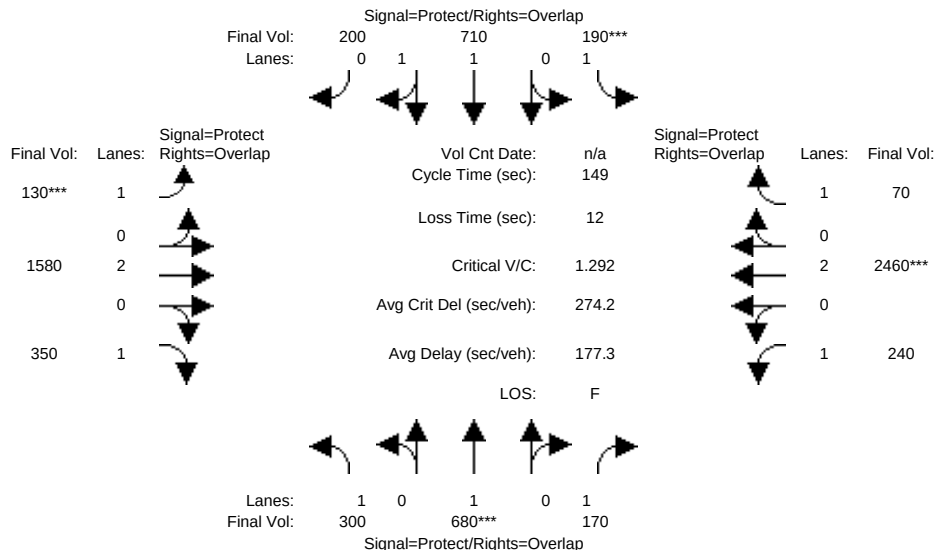


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	300	670	170	190	710	200	130	1580	350	240	2410	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:	300	670	170	190	710	200	130	1580	350	240	2410	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:	300	670	170	190	710	200	130	1580	350	240	2410	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:	300	670	170	190	710	200	130	1580	350	240	2410	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	670	170	190	710	200	130	1580	350	240	2410	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
Final Volume:	300	670	170	190	710	200	130	1580	350	240	2410	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2886	813	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.10	0.11	0.25	0.25	0.07	0.42	0.20	0.14	0.63	0.03
Crit Moves:	****			****			****			****		
Green Time:	25.7	49.0	68.3	10.2	33.6	51.6	18.0	58.5	84.1	19.3	59.8	70.0
Volume/Cap:	1.00	1.07	0.21	1.58	1.09	0.71	0.61	1.06	0.35	1.06	1.58	0.07
Delay/Veh:	112.2	107	24.3	366.7	117	44.1	67.5	86.1	17.9	141.2	309	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:	112.2	107	24.3	366.7	117	44.1	67.5	86.1	17.9	141.2	309	21.7
LOS by Move:	F	F	C	F	F	D	E	F	B	F	F	C+
HCM2k95thQ:	34	63	10	34	48	32	13	71	17	30	162	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 #64: Oregon Expwy. Middlefield Rd

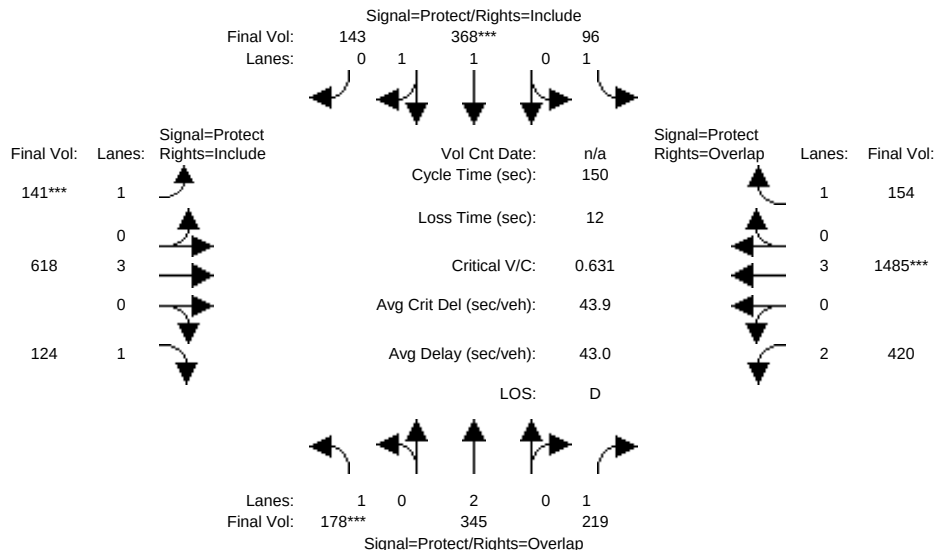


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	680	170	190	710	200	130	1580	350	240	2460	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
Final Volume:	300	680	170	190	710	200	130	1580	350	240	2460	70
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2886	813	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.10	0.11	0.25	0.25	0.07	0.42	0.20	0.14	0.65	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.6	49.0	68.3	10.1	33.5	51.5	18.0	58.6	84.2	19.3	59.9	70.0
Volume/Cap:	1.00	1.09	0.21	1.61	1.09	0.71	0.61	1.06	0.35	1.06	1.61	0.09
Delay/Veh:	113.3	112	24.3	379.2	118	44.2	67.5	85.2	17.8	140.4	322	21.9
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:	113.3	112	24.3	379.2	118	44.2	67.5	85.2	17.8	140.4	322	21.9
LOS by Move:	F	F	C	F	F	D	E	F	B	F	F	C+
HCM2k95thQ:	34	65	9	35	48	33	13	71	17	30	168	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)
Existing AM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real



Street Name:	Arastradero Rd.						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:	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:	178	345	219	96	368	143	141	618	124	420	1485	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	345	219	96	368	143	141	618	124	420	1485	154
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:	178	345	219	96	368	143	141	618	124	420	1485	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	345	219	96	368	143	141	618	124	420	1485	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	345	219	96	368	143	141	618	124	420	1485	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	345	219	96	368	143	141	618	124	420	1485	154

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2664	1035	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

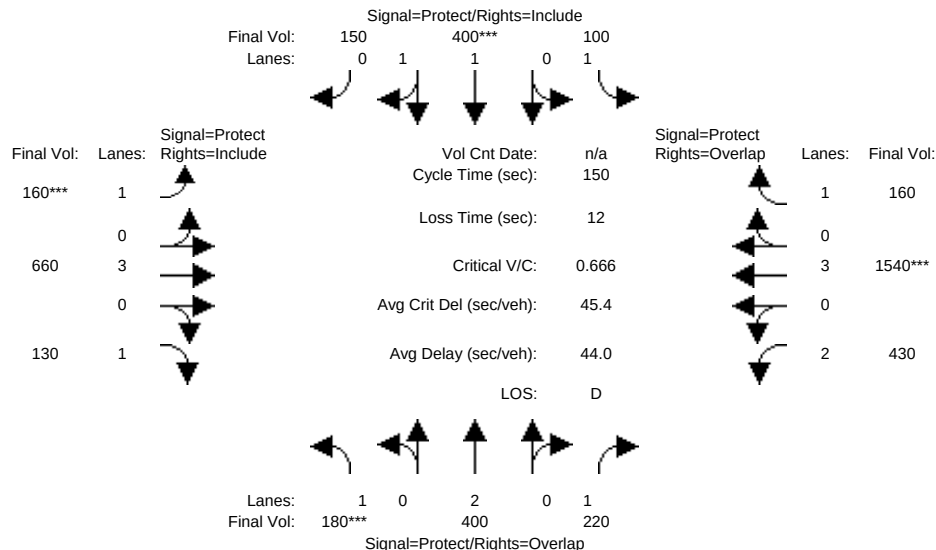
Vol/Sat:	0.10	0.09	0.13	0.05	0.14	0.14	0.08	0.11	0.07	0.13	0.26	0.09
Crit Moves:	***			***			***			***		
Green Time:	24.2	35.5	80.2	21.5	32.8	32.8	19.1	36.3	36.3	44.7	61.9	83.3
Volume/Cap:	0.63	0.38	0.23	0.38	0.63	0.63	0.63	0.45	0.29	0.45	0.63	0.16
Delay/Veh:	63.3	48.3	18.7	59.3	54.7	54.7	67.8	48.5	46.7	43.0	35.6	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:	63.3	48.3	18.7	59.3	54.7	54.7	67.8	48.5	46.7	43.0	35.6	16.3
LOS by Move:	E	D	B-	E+	D-	D-	E	D	D	D	D+	B
HCM2k95thQ:	17	13	11	9	21	21	14	15	10	17	31	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)
EX+P AM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real

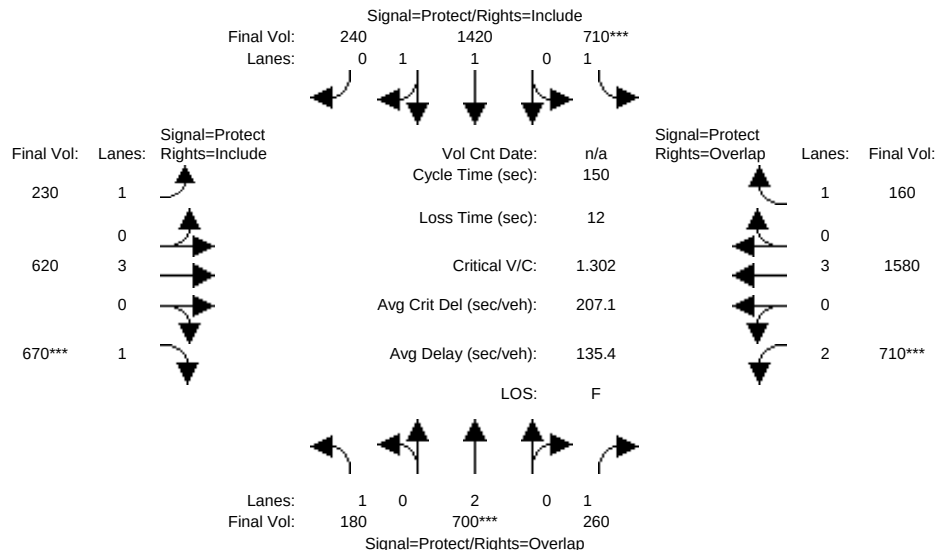


Street Name:	Arastradero Rd. Charleston						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	400	220	100	400	150	160	660	130	430	1540	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:	180	400	220	100	400	150	160	660	130	430	1540	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:	180	400	220	100	400	150	160	660	130	430	1540	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:	180	400	220	100	400	150	160	660	130	430	1540	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	400	220	100	400	150	160	660	130	430	1540	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
Final Volume:	180	400	220	100	400	150	160	660	130	430	1540	160
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.44	0.56	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2690	1009	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.06	0.15	0.15	0.09	0.12	0.07	0.14	0.27	0.09
Crit Moves:	***			***			***			***		
Green Time:	23.1	36.7	80.7	19.9	33.5	33.5	20.6	37.4	37.4	44.0	60.8	80.7
Volume/Cap:	0.67	0.43	0.23	0.43	0.67	0.67	0.67	0.47	0.30	0.47	0.67	0.17
Delay/Veh:	66.0	48.1	18.4	61.1	55.3	55.3	68.4	48.1	46.1	43.7	37.1	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:	66.0	48.1	18.4	61.1	55.3	55.3	68.4	48.1	46.1	43.7	37.1	17.7
LOS by Move:	E	D	B-	E	E+	E+	E	D	D	D	D+	B
HCM2k95thQ:	17	15	11	10	23	23	16	16	10	18	33	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 #65: Arastradero Rd. /Charleston Rd. & El Camino Real

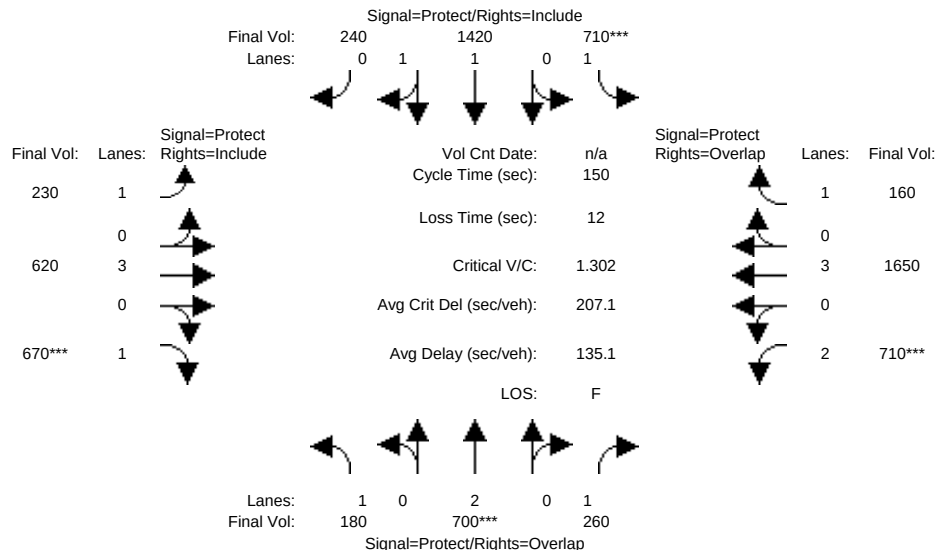


Street Name:	Arastradero Rd. Charleston						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	700	260	710	1420	240	230	620	670	710	1580	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:	180	700	260	710	1420	240	230	620	670	710	1580	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:	180	700	260	710	1420	240	230	620	670	710	1580	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:	180	700	260	710	1420	240	230	620	670	710	1580	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	700	260	710	1420	240	230	620	670	710	1580	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
Final Volume:	180	700	260	710	1420	240	230	620	670	710	1580	160
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3165	535	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.15	0.41	0.45	0.45	0.13	0.11	0.38	0.23	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.7	21.2	47.2	46.7	55.3	55.3	22.5	44.1	44.1	26.0	47.5	94.3
Volume/Cap:	1.22	1.30	0.47	1.30	1.22	1.22	0.87	0.37	1.30	1.30	0.87	0.15
Delay/Veh:	212.9	214	42.0	200.7	152	152.2	88.5	42.1	202.7	211.1	53.5	11.5
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:	212.9	214	42.0	200.7	152	152.2	88.5	42.1	202.7	211.1	53.5	11.5
LOS by Move:	F	F	D	F	F	F	F	D	F	F	D-	B+
HCM2k95thQ:	28	46	19	89	90	90	25	14	84	54	42	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 #65: Arastradero Rd. /Charleston Rd. & El Camino Real



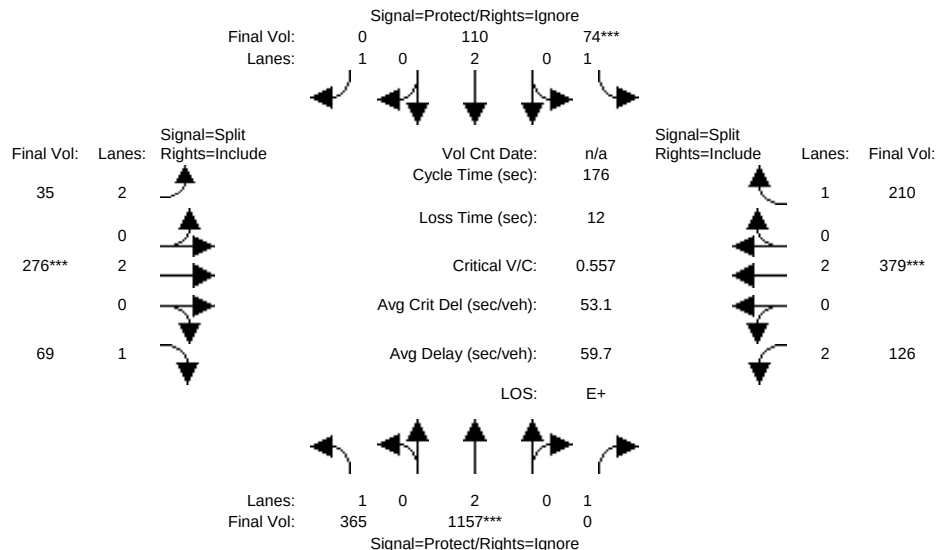
Street Name:	Arastradero Rd. Charleston						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	700	260	710	1420	240	230	620	670	710	1650	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:	180	700	260	710	1420	240	230	620	670	710	1650	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:	180	700	260	710	1420	240	230	620	670	710	1650	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:	180	700	260	710	1420	240	230	620	670	710	1650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	700	260	710	1420	240	230	620	670	710	1650	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
Final Volume:	180	700	260	710	1420	240	230	620	670	710	1650	160
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3165	535	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.15	0.41	0.45	0.45	0.13	0.11	0.38	0.23	0.29	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.7	21.2	47.2	46.7	55.3	55.3	21.9	44.1	44.1	26.0	48.2	94.9
Volume/Cap:	1.22	1.30	0.47	1.30	1.22	1.22	0.90	0.37	1.30	1.30	0.90	0.14
Delay/Veh:	212.9	214	42.0	200.7	152	152.2	94.6	42.1	202.7	211.1	55.2	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:	212.9	214	42.0	200.7	152	152.2	94.6	42.1	202.7	211.1	55.2	11.2
LOS by Move:	F	F	D	F	F	F	F	D	F	F	E+	B+
HCM2k95thQ:	28	46	19	89	90	90	25	14	84	54	44	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)
Existing AM

Intersection #66: Foothill Expwy. & Arastradero Rd

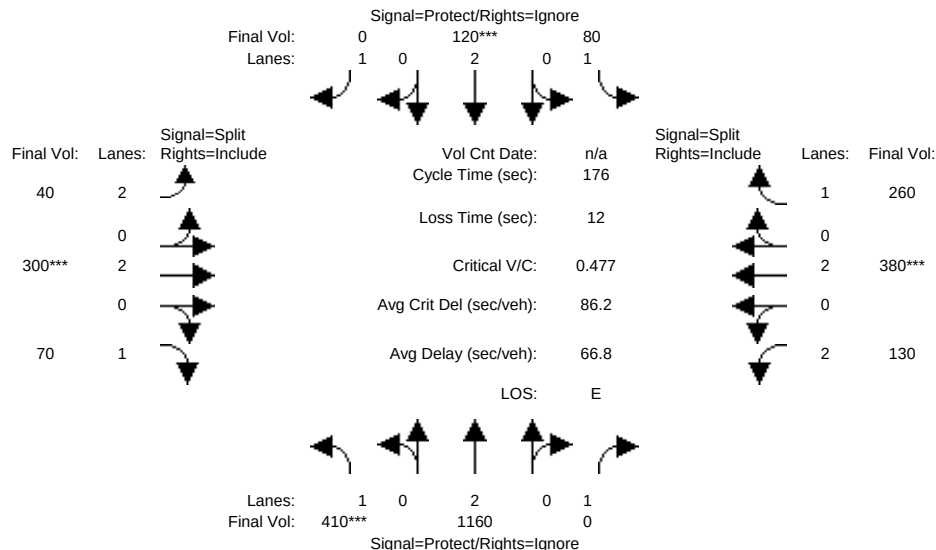


Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	365	1157	0	74	110	29	35	276	69	126	379	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:	365	1157	0	74	110	29	35	276	69	126	379	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:	365	1157	0	74	110	29	35	276	69	126	379	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	1157	0	74	110	0	35	276	69	126	379	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1157	0	74	110	0	35	276	69	126	379	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1157	0	74	110	0	35	276	69	126	379	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.04	0.03	0.00	0.01	0.07	0.04	0.04	0.10	0.12
Crit Moves:	****			****			****			****		
Green Time:	38.8	70.0	0.0	18.0	49.2	0.0	34.0	34.0	34.0	42.0	42.0	42.0
Volume/Cap:	0.95	0.77	0.00	0.41	0.10	0.00	0.06	0.38	0.20	0.17	0.42	0.50
Delay/Veh:	100.0	48.3	0.0	75.6	47.1	0.0	58.0	62.1	59.9	53.2	57.0	58.9
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:	100.0	48.3	0.0	75.6	47.1	0.0	58.0	62.1	59.9	53.2	57.0	58.9
LOS by Move:	F	D	A	E-	D	A	E+	E	E+	D-	E+	E+
HCM2k95thQ:	41	45	0	9	4	0	2	12	7	6	16	19
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 #66: Foothill Expwy. & Arastradero Rd

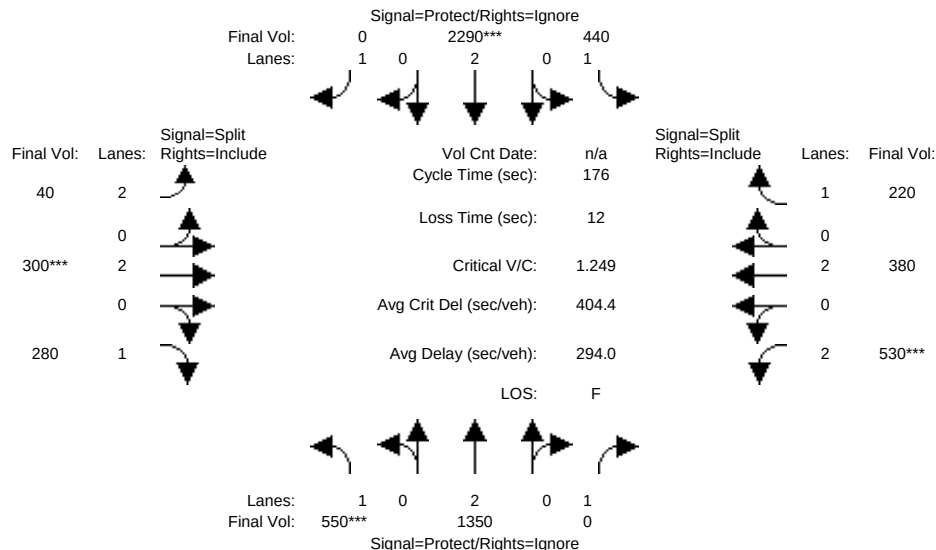


Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	1160	50	80	120	30	40	300	70	130	380	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1160	50	80	120	30	40	300	70	130	380	260
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:	410	1160	50	80	120	30	40	300	70	130	380	260
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1160	0	80	120	0	40	300	70	130	380	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1160	0	80	120	0	40	300	70	130	380	260
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	1160	0	80	120	0	40	300	70	130	380	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.00	0.05	0.03	0.00	0.01	0.08	0.04	0.04	0.10	0.15
Crit Moves:	***			***			***			***		
Green Time:	37.0	66.0	0.0	18.0	47.0	0.0	34.0	34.0	34.0	54.8	54.8	54.8
Volume/Cap:	1.11	0.81	0.00	0.45	0.12	0.00	0.07	0.41	0.21	0.13	0.32	0.48
Delay/Veh:	151.1	53.2	0.0	76.1	48.9	0.0	58.1	62.6	60.0	43.6	46.5	49.7
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:	151.1	53.2	0.0	76.1	48.9	0.0	58.1	62.6	60.0	43.6	46.5	49.7
LOS by Move:	F	D-	A	E-	D	A	E+	E	E+	D	D	D
HCM2k95thQ:	52	47	0	9	5	0	2	14	7	6	14	22
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 #66: Foothill Expwy. & Arastradero Rd

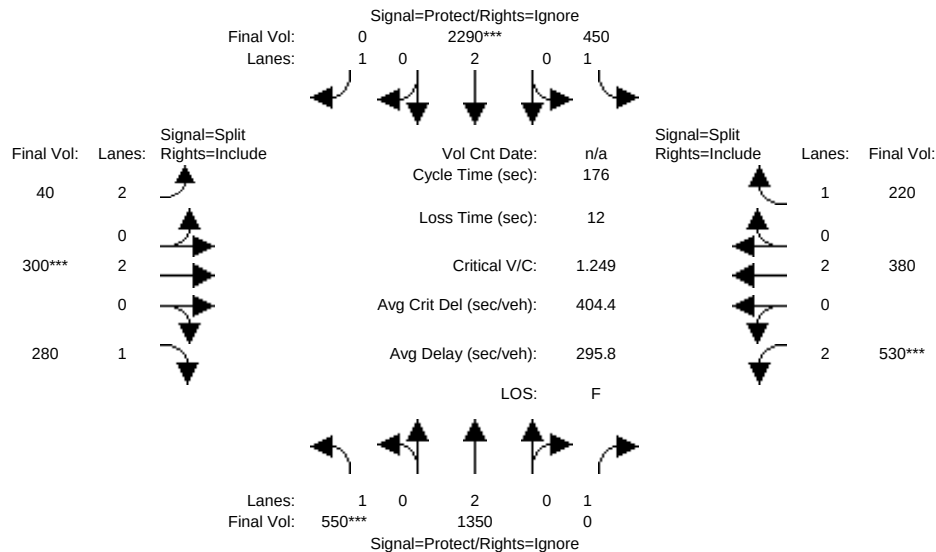


Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1350	90	440	2290	30	40	300	280	530	380	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:	550	1350	90	440	2290	30	40	300	280	530	380	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:	550	1350	90	440	2290	30	40	300	280	530	380	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1350	0	440	2290	0	40	300	280	530	380	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1350	0	440	2290	0	40	300	280	530	380	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	1350	0	440	2290	0	40	300	280	530	380	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.00	0.25	0.60	0.00	0.01	0.08	0.16	0.17	0.10	0.13
Crit Moves:	***			***			***			***		
Green Time:	37.0	66.0	0.0	22.0	51.0	0.0	34.0	34.0	34.0	42.0	42.0	42.0
Volume/Cap:	1.49	0.95	0.00	2.01	2.08	0.00	0.07	0.41	0.83	0.71	0.42	0.53
Delay/Veh:	306.1	66.6	0.0	548.0	551	0.0	58.1	62.6	83.7	64.4	57.0	59.6
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:	306.1	66.6	0.0	548.0	551	0.0	58.1	62.6	83.7	64.4	57.0	59.6
LOS by Move:	F	E	A	F	F	A	E+	E	F	E	E+	E+
HCM2k95thQ:	86	61	0	84	198	0	2	14	30	29	16	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+P AM

Intersection #66: Foothill Expwy. & Arastradero Rd

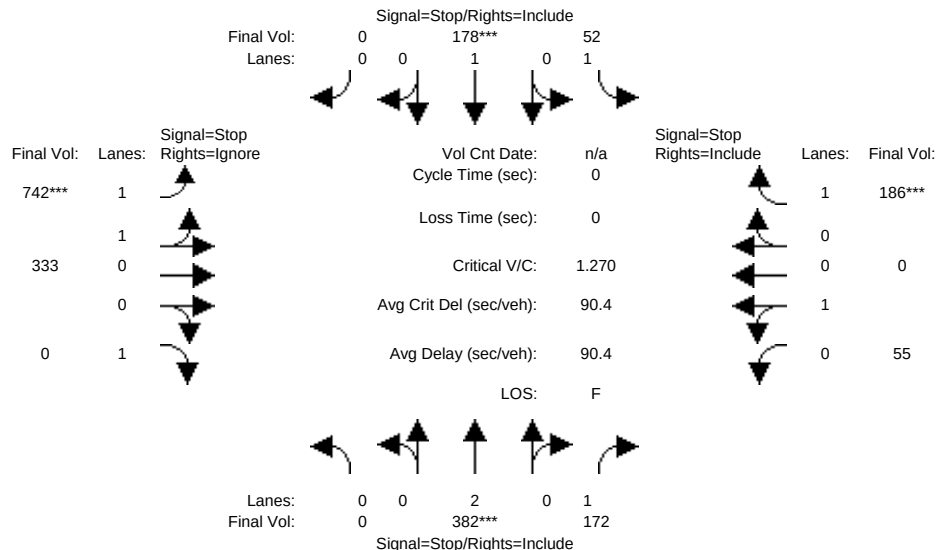


Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1350	90	450	2290	30	40	300	280	530	380	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:	550	1350	90	450	2290	30	40	300	280	530	380	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:	550	1350	90	450	2290	30	40	300	280	530	380	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1350	0	450	2290	0	40	300	280	530	380	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1350	0	450	2290	0	40	300	280	530	380	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	1350	0	450	2290	0	40	300	280	530	380	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.00	0.26	0.60	0.00	0.01	0.08	0.16	0.17	0.10	0.13
Crit Moves:	***			***			***			***		
Green Time:	37.0	66.0	0.0	22.0	51.0	0.0	34.0	34.0	34.0	42.0	42.0	42.0
Volume/Cap:	1.49	0.95	0.00	2.06	2.08	0.00	0.07	0.41	0.83	0.71	0.42	0.53
Delay/Veh:	306.1	66.6	0.0	568.2	551	0.0	58.1	62.6	83.7	64.4	57.0	59.6
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:	306.1	66.6	0.0	568.2	551	0.0	58.1	62.6	83.7	64.4	57.0	59.6
LOS by Move:	F	E	A	F	F	A	E+	E	F	E	E+	E+
HCM2k95thQ:	86	61	0	87	198	0	2	14	30	29	16	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 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	382	172	52	178	0	742	333	41	55	0	186
Growth Adj:	1.00	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	382	172	52	178	0	742	333	41	55	0	186
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	382	172	52	178	0	742	333	41	55	0	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	382	172	52	178	0	742	333	0	55	0	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	172	52	178	0	742	333	0	55	0	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	382	172	52	178	0	742	333	0	55	0	186

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.38	0.62	1.00	1.00	0.00	1.00
Final Sat.:	0	811	440	383	407	0	584	269	467	385	0	445

Capacity Analysis Module:

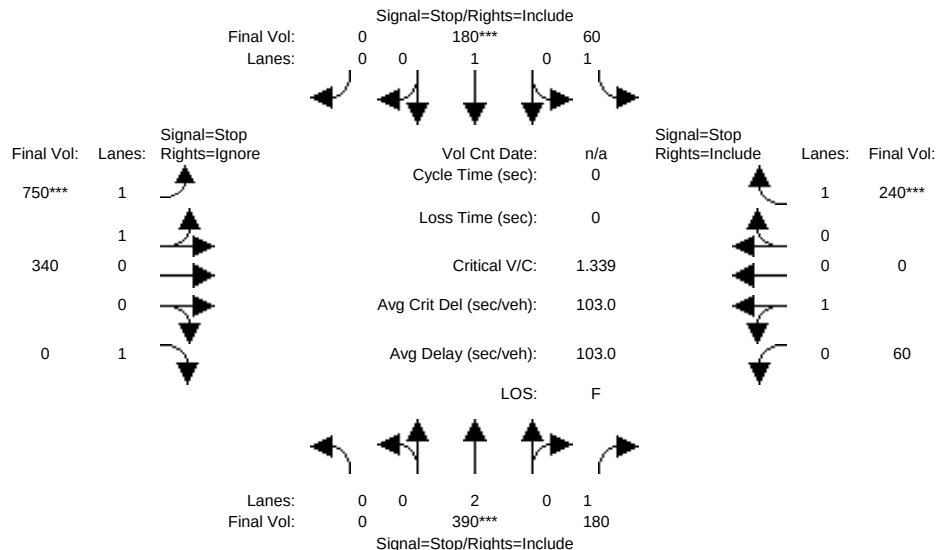
Vol/Sat:	xxxx	0.47	0.39	0.14	0.44	xxxx	1.27	1.24	0.00	0.14	xxxx	0.42
Crit Moves:	****				****		****					****
Delay/Veh:	0.0	18.9	15.7	13.2	17.7	0.0	164.8	151	0.0	13.2	0.0	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	15.7	13.2	17.7	0.0	164.8	151	0.0	13.2	0.0	15.9
LOS by Move:	*	C	C	B	C	*	F	F	*	B	*	C
ApproachDel:	17.9				16.7		160.4			15.3		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	17.9				16.7		160.4			15.3		
LOS by Appr:	C				C		F			C		
AllWayAvgQ:	0.0	0.8	0.6	0.1	0.7	0.0	16.9	16.9	0.0	0.2	0.2	0.7

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EX+P AM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	390	180	60	180	0	750	340	50	60	0	240
Growth Adj:	1.00	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	390	180	60	180	0	750	340	50	60	0	240
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	390	180	60	180	0	750	340	50	60	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	390	180	60	180	0	750	340	0	60	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	180	60	180	0	750	340	0	60	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	390	180	60	180	0	750	340	0	60	0	240

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.38	0.62	1.00	1.00	0.00	1.00
Final Sat.:	0	788	426	373	396	0	560	260	444	381	0	441

Capacity Analysis Module:

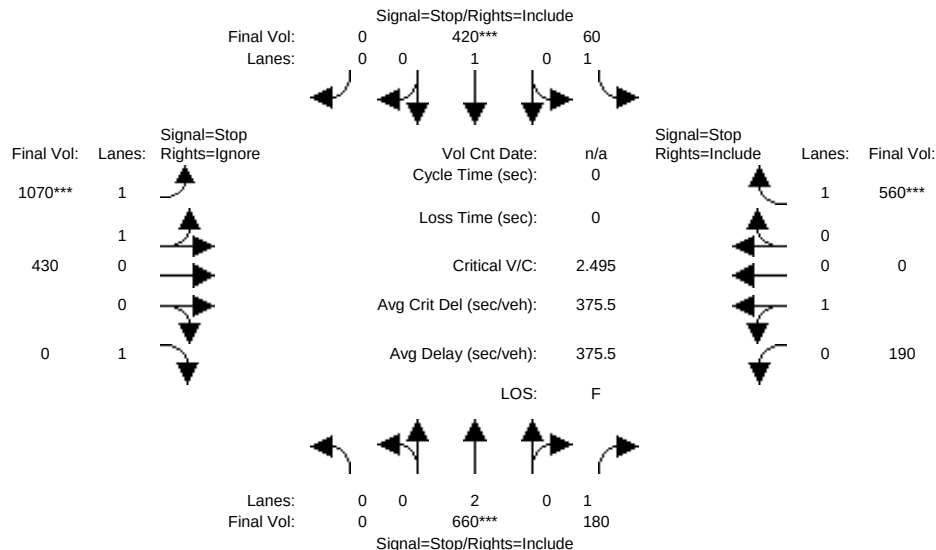
Vol/Sat:	xxxx	0.49	0.42	0.16	0.45	xxxx	1.34	1.31	0.00	0.16	xxxx	0.54
Crit Moves:	****					****	****					****
Delay/Veh:	0.0	20.1	16.8	13.8	18.5	0.0	193.7	179	0.0	13.6	0.0	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	16.8	13.8	18.5	0.0	193.7	179	0.0	13.6	0.0	19.5
LOS by Move:	*	C	C	B	C	*	F	F	*	B	*	C
ApproachDel:	19.0						189.1			18.3		
Delay Adj:	1.00						1.00			1.00		
ApprAdjDel:	19.0						189.1			18.3		
LOS by Appr:	C				C		F			C		
AllWayAvgQ:	0.0	0.9	0.7	0.2	0.8	0.0	19.4	19.4	0.0	0.2	0.2	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 4-Way Stop (Future Volume Alternative)
2030 AM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	660	180	60	420	0	1070	430	50	190	0	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:	0	660	180	60	420	0	1070	430	50	190	0	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:	0	660	180	60	420	0	1070	430	50	190	0	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	660	180	60	420	0	1070	430	0	190	0	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	660	180	60	420	0	1070	430	0	190	0	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	660	180	60	420	0	1070	430	0	190	0	560

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.43	0.57	1.00	1.00	0.00	1.00
Final Sat.:	0	656	350	319	335	0	429	175	328	328	0	369

Capacity Analysis Module:

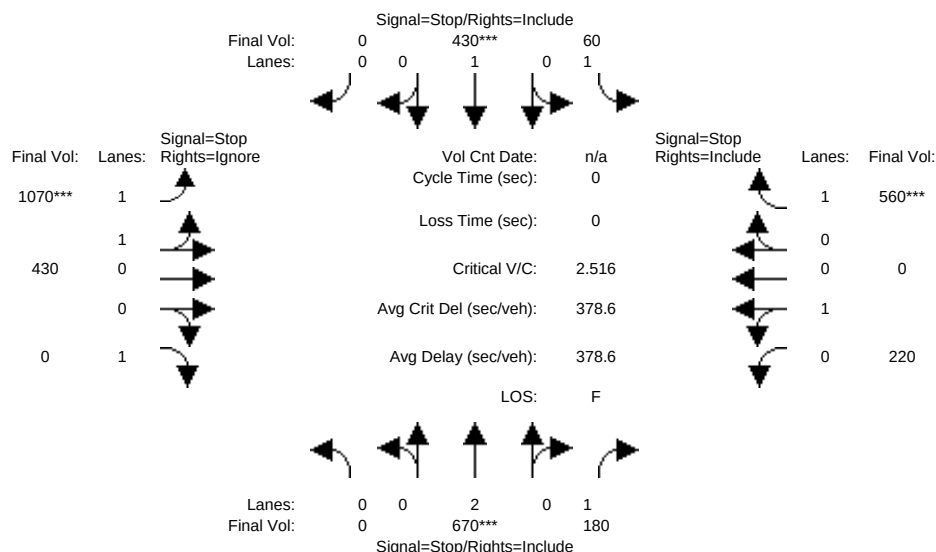
Vol/Sat:	xxxx	1.01	0.51	0.19	1.25	xxxx	2.49	2.45	0.00	0.58	xxxx	1.52
Crit Moves:	****				****		****				****	
Delay/Veh:	0.0	85.5	23.3	16.5	167	0.0	706.8	688	0.0	27.6	0.0	270.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	85.5	23.3	16.5	167	0.0	706.8	688	0.0	27.6	0.0	270.8
LOS by Move:	*	F	C	C	F	*	F	F	*	D	*	F
ApproachDel:	72.2			147.9			701.3			209.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	72.2			147.9			701.3			209.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	6.5	1.0	0.2	14.3	0.0	57.2	57.2	0.0	1.3	1.3	26.5

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030+P AM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr
Approach: North Bound South Bound East Bound West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:

Base Vol:	0	670	180	60	430	0	1070	430	50	220	0	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:	0	670	180	60	430	0	1070	430	50	220	0	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:	0	670	180	60	430	0	1070	430	50	220	0	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	670	180	60	430	0	1070	430	0	220	0	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	180	60	430	0	1070	430	0	220	0	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	670	180	60	430	0	1070	430	0	220	0	560

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.43	0.57	1.00	1.00	0.00	1.00
Final Sat.:	0	653	348	317	333	0	425	174	325	328	0	369

Capacity Analysis Module:

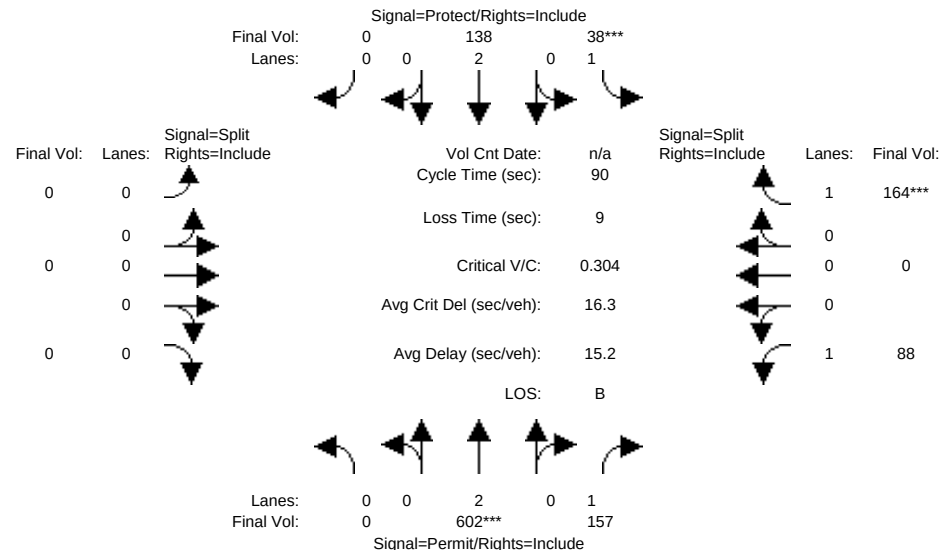
Vol/Sat:	xxxx	1.03	0.52	0.19	1.29	xxxx	2.52	2.47	0.00	0.67	xxxx	1.52
Crit Moves:		****			****		****					****
Delay/Veh:	0.0	91.3	23.6	16.6	182	0.0	716.7	698	0.0	33.3	0.0	271.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	91.3	23.6	16.6	182	0.0	716.7	698	0.0	33.3	0.0	271.1
LOS by Move:	*	F	C	C	F	*	F	F	*	D	*	F
ApproachDel:		76.9			161.4			711.2				204.0
Delay Adj:		1.00			1.00			1.00				1.00
ApprAdjDel:		76.9			161.4			711.2				204.0
LOS by Appr:		F			F			F				F
AllWayAvgQ:	0.0	7.0	1.0	0.2	15.6	0.0	57.5	57.5	0.0	1.8	1.8	26.5

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)
Existing AM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



Street Name:	Moffett Blvd						101 Northbound Off Ramp					
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:	0	602	157	38	138	0	0	0	0	88	0	164
Growth Adj:	1.00	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	602	157	38	138	0	0	0	0	88	0	164
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	602	157	38	138	0	0	0	0	88	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	602	157	38	138	0	0	0	0	88	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	602	157	38	138	0	0	0	0	88	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	602	157	38	138	0	0	0	0	88	0	164

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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

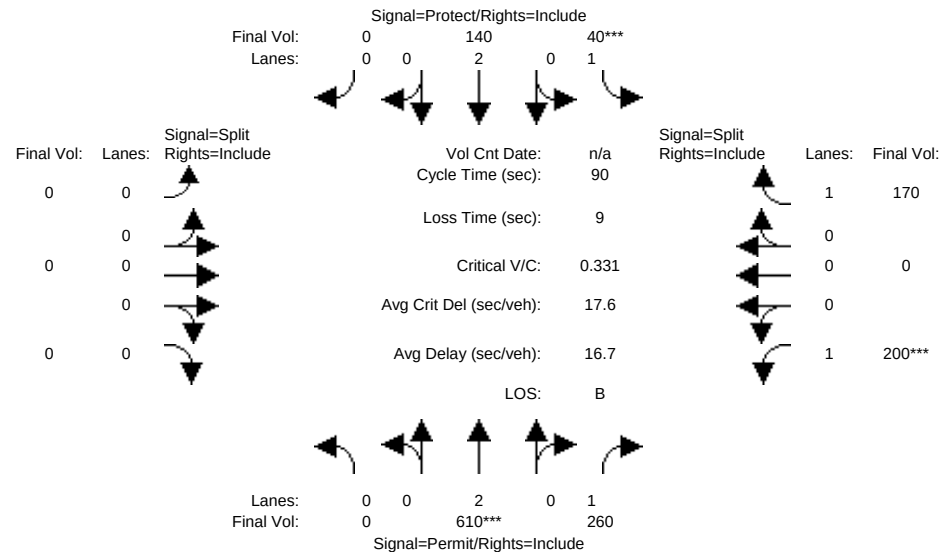
Vol/Sat:	0.00	0.16	0.09	0.02	0.04	0.00	0.00	0.00	0.00	0.05	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	46.5	46.5	7.0	53.5	0.0	0.0	0.0	0.0	27.5	0.0	27.5
Volume/Cap:	0.00	0.31	0.17	0.28	0.06	0.00	0.00	0.00	0.00	0.16	0.00	0.31
Delay/Veh:	0.0	12.6	11.6	40.2	7.7	0.0	0.0	0.0	0.0	23.0	0.0	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:	0.0	12.6	11.6	40.2	7.7	0.0	0.0	0.0	0.0	23.0	0.0	24.3
LOS by Move:	A	B	B+	D	A	A	A	A	A	C+	A	C
HCM2k95thQ:	0	9	5	3	2	0	0	0	0	4	0	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)
EX+P AM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



Street Name:	Moffett Blvd						101 Northbound Off Ramp					
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:	0	610	260	40	140	0	0	0	0	200	0	170
Growth Adj:	1.00	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	610	260	40	140	0	0	0	0	200	0	170
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	610	260	40	140	0	0	0	0	200	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	610	260	40	140	0	0	0	0	200	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	260	40	140	0	0	0	0	200	0	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	610	260	40	140	0	0	0	0	200	0	170

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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

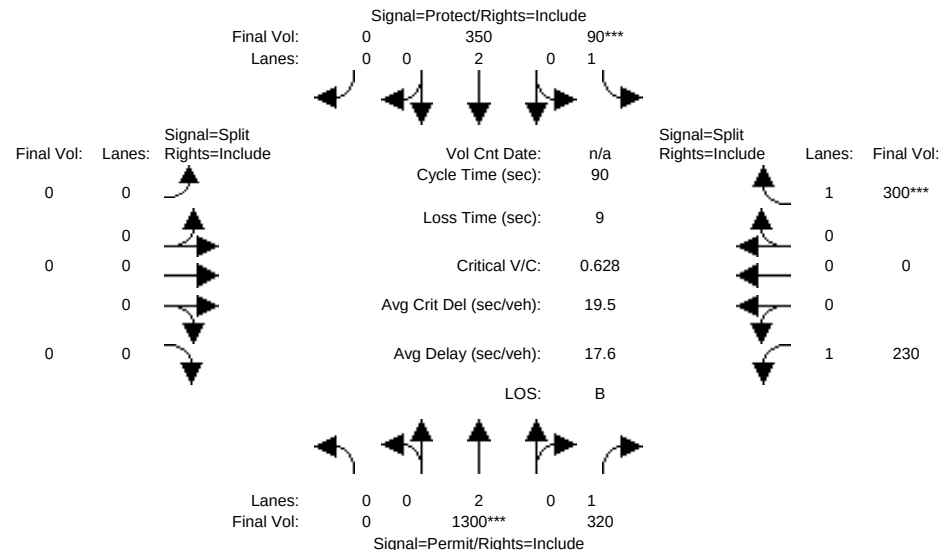
Vol/Sat:	0.00	0.16	0.15	0.02	0.04	0.00	0.00	0.00	0.00	0.11	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.2	43.2	7.0	50.2	0.0	0.0	0.0	0.0	30.8	0.0	30.8
Volume/Cap:	0.00	0.33	0.31	0.29	0.07	0.00	0.00	0.00	0.00	0.33	0.00	0.28
Delay/Veh:	0.0	14.6	14.5	40.4	9.1	0.0	0.0	0.0	0.0	22.3	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	14.5	40.4	9.1	0.0	0.0	0.0	0.0	22.3	0.0	21.8
LOS by Move:	A	B	B	D	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	10	9	3	2	0	0	0	0	9	0	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 #68: Moffett Blvd. & 101 Northbound Off Ramp

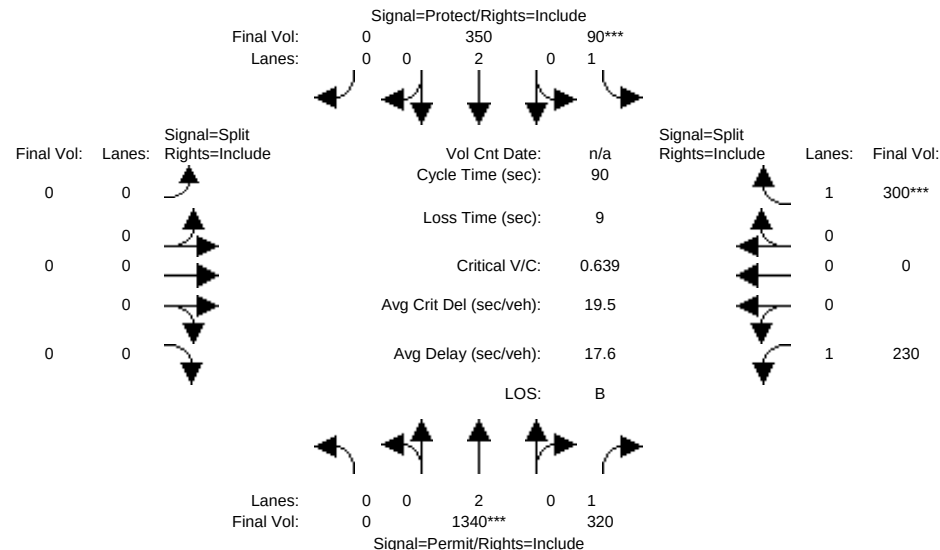


Street Name:	Moffett Blvd			101 Northbound Off Ramp		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:						
Base Vol:	0	1300	320	90	350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1300	320	90	350	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1300	320	90	350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1300	320	90	350	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1300	320	90	350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1300	320	90	350	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.34	0.18	0.05	0.09	0.00
Crit Moves:	****			****		
Green Time:	0.0	49.0	49.0	7.4	56.4	0.0
Volume/Cap:	0.00	0.63	0.34	0.63	0.15	0.00
Delay/Veh:	0.0	14.8	11.6	48.5	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	11.6	48.5	6.9	0.0
LOS by Move:	A	B	B+	D	A	A
HCM2k95thQ:	0	23	10	8	4	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 #68: Moffett Blvd. & 101 Northbound Off Ramp

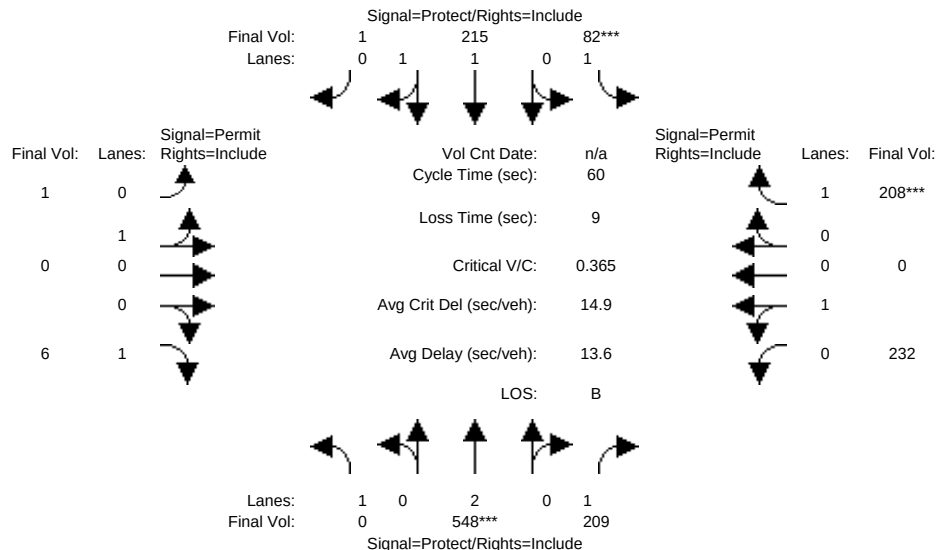


Street Name:	Moffett Blvd						101 Northbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	320	90	350	0	0	0	0	230	0	300
Growth Adj:	1.00	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	1340	320	90	350	0	0	0	0	230	0	300
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	1340	320	90	350	0	0	0	0	230	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1340	320	90	350	0	0	0	0	230	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1340	320	90	350	0	0	0	0	230	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1340	320	90	350	0	0	0	0	230	0	300
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.18	0.05	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.17
Crit Moves:	****			****						****		
Green Time:	0.0	49.6	49.6	7.2	56.9	0.0	0.0	0.0	0.0	24.1	0.0	24.1
Volume/Cap:	0.00	0.64	0.33	0.64	0.15	0.00	0.00	0.00	0.00	0.49	0.00	0.64
Delay/Veh:	0.0	14.7	11.3	49.6	6.7	0.0	0.0	0.0	0.0	28.6	0.0	32.1
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	14.7	11.3	49.6	6.7	0.0	0.0	0.0	0.0	28.6	0.0	32.1
LOS by Move:	A	B	B+	D	A	A	A	A	A	C	A	C-
HCM2k95thQ:	0	24	10	8	4	0	0	0	0	12	0	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)
Existing AM

Intersection #69: Moffett Blvd. & Leong Dr

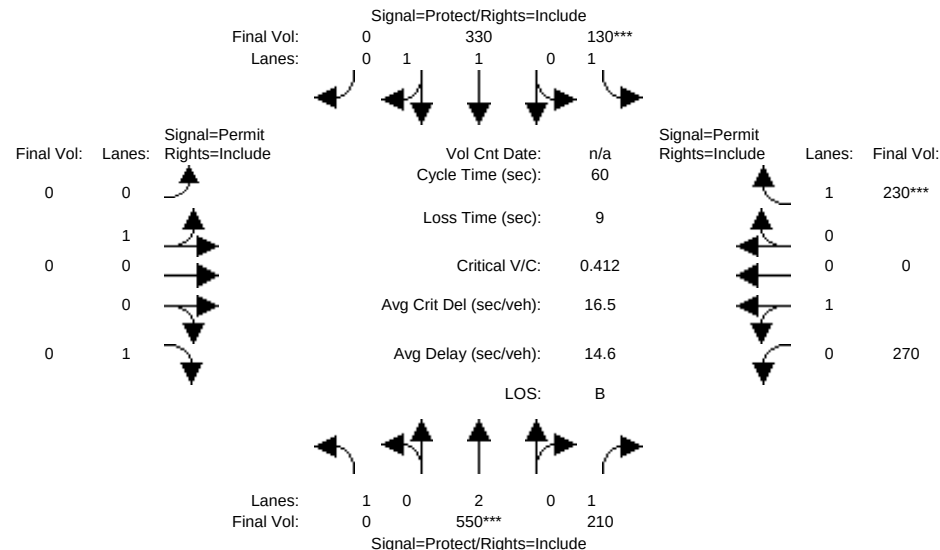


Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	548	209	82	215	1	1	0	6	232	0	208
Growth Adj:	1.00	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	548	209	82	215	1	1	0	6	232	0	208
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	548	209	82	215	1	1	0	6	232	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	548	209	82	215	1	1	0	6	232	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	209	82	215	1	1	0	6	232	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	548	209	82	215	1	1	0	6	232	0	208
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3683	17	1800	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.05	0.06	0.06	0.00	0.00	0.00	0.13	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	23.7	23.7	7.7	31.4	31.4	19.6	0.0	19.6	19.6	0.0	19.6
Volume/Cap:	0.00	0.36	0.30	0.36	0.11	0.11	0.00	0.00	0.01	0.40	0.00	0.36
Delay/Veh:	0.0	13.0	12.7	24.9	7.2	7.2	13.6	0.0	13.7	16.1	0.0	15.9
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	13.0	12.7	24.9	7.2	7.2	13.6	0.0	13.7	16.1	0.0	15.9
LOS by Move:	A	B	B	C	A	A	B	A	B	B	A	B
HCM2k95thQ:	0	8	6	4	2	2	0	0	0	8	0	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)
EX+P AM

Intersection #69: Moffett Blvd. & Leong Dr



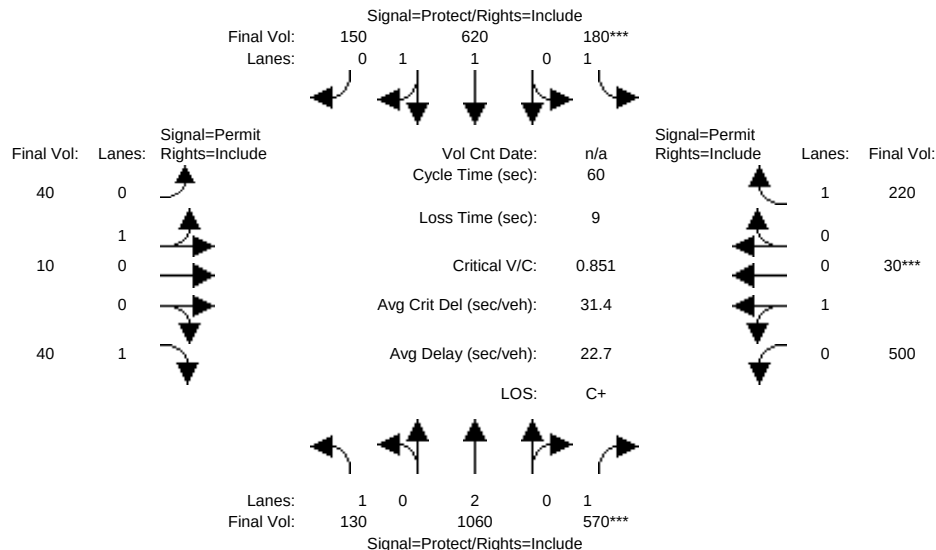
Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	550	210	130	330	0	0	0	0	270	0	230
Growth Adj:	1.00	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	550	210	130	330	0	0	0	0	270	0	230
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	550	210	130	330	0	0	0	0	270	0	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	210	130	330	0	0	0	0	270	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	210	130	330	0	0	0	0	270	0	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	550	210	130	330	0	0	0	0	270	0	230
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	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.07	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	21.1	21.1	10.8	31.9	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.00	0.41	0.34	0.41	0.17	0.00	0.00	0.00	0.00	0.47	0.00	0.41
Delay/Veh:	0.0	15.0	14.7	22.7	7.3	0.0	0.0	0.0	0.0	17.0	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	14.7	22.7	7.3	0.0	0.0	0.0	0.0	17.0	0.0	16.5
LOS by Move:	A	B	B	C+	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	8	7	6	3	0	0	0	0	9	0	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 #69: Moffett Blvd. & Leong Dr

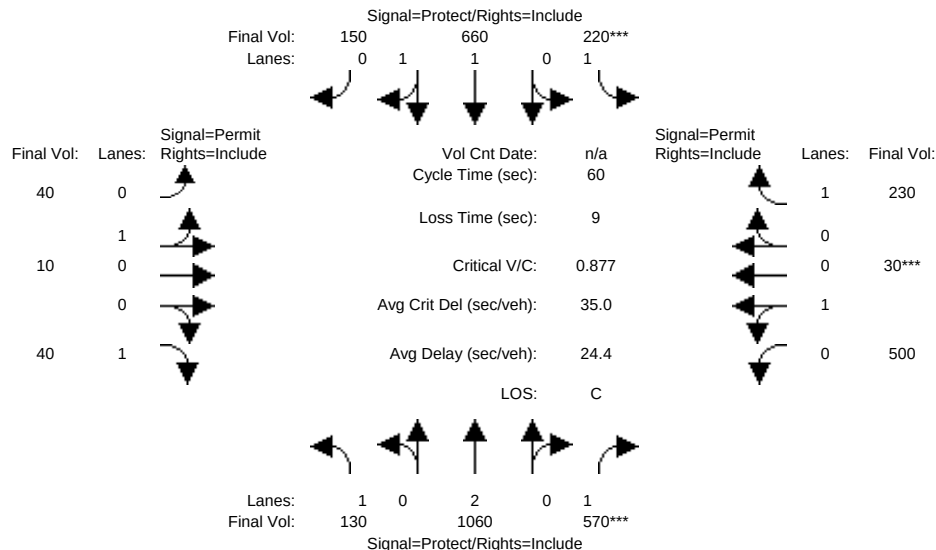


Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1060	570	180	620	150	40	10	40	500	30	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:	130	1060	570	180	620	150	40	10	40	500	30	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:	130	1060	570	180	620	150	40	10	40	500	30	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:	130	1060	570	180	620	150	40	10	40	500	30	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1060	570	180	620	150	40	10	40	500	30	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
Final Volume:	130	1060	570	180	620	150	40	10	40	500	30	220
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	0.80	0.20	1.00	0.94	0.06	1.00
Final Sat.:	1750	3800	1750	1750	2979	721	1440	360	1750	1698	102	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.33	0.10	0.21	0.21	0.03	0.03	0.02	0.29	0.29	0.13
Crit Moves:	****			****			****			****		
Green Time:	10.9	23.0	23.0	7.3	19.4	19.4	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.41	0.73	0.85	0.85	0.64	0.64	0.08	0.08	0.07	0.85	0.85	0.36
Delay/Veh:	22.6	17.7	27.1	52.3	18.6	18.6	13.2	13.2	13.2	29.0	29.0	15.0
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:	22.6	17.7	27.1	52.3	18.6	18.6	13.2	13.2	13.2	29.0	29.0	15.0
LOS by Move:	C+	B	C	D-	B-	B-	B	B	B	C	C	B
HCM2k95thQ:	6	18	24	12	14	14	1	1	1	23	23	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 #69: Moffett Blvd. & Leong Dr

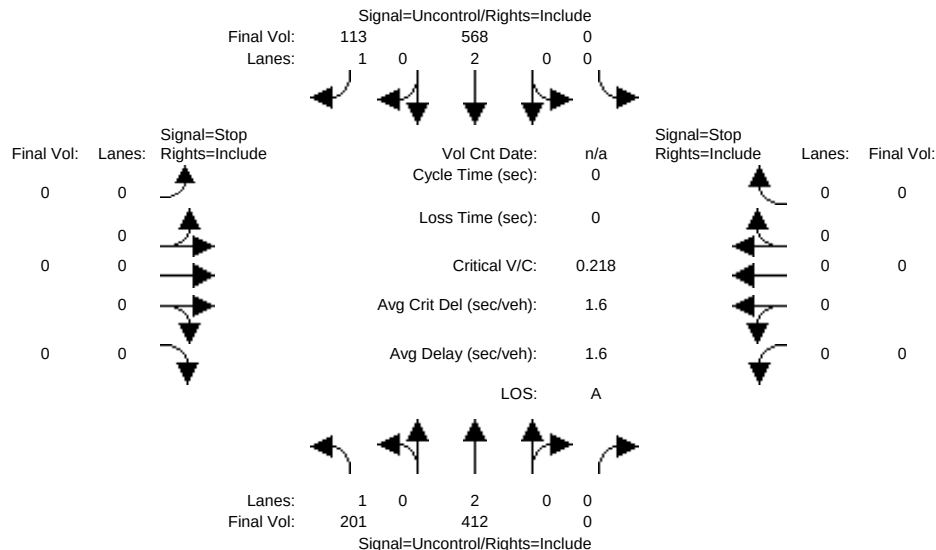


Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1060	570	220	660	150	40	10	40	500	30	230
Growth Adj:	1.00	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	1060	570	220	660	150	40	10	40	500	30	230
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	1060	570	220	660	150	40	10	40	500	30	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1060	570	220	660	150	40	10	40	500	30	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1060	570	220	660	150	40	10	40	500	30	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1060	570	220	660	150	40	10	40	500	30	230
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	0.80	0.20	1.00	0.94	0.06	1.00
Final Sat.:	1750	3800	1750	1750	3014	685	1440	360	1750	1698	102	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.33	0.13	0.22	0.22	0.03	0.03	0.02	0.29	0.29	0.13
Crit Moves:	****			****			****			****		
Green Time:	10.7	22.3	22.3	8.6	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1
Volume/Cap:	0.42	0.75	0.88	0.88	0.65	0.65	0.08	0.08	0.07	0.88	0.88	0.39
Delay/Veh:	22.7	18.8	30.5	52.8	18.2	18.2	13.7	13.7	13.6	32.5	32.5	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	18.8	30.5	52.8	18.2	18.2	13.7	13.7	13.6	32.5	32.5	15.7
LOS by Move:	C+	B-	C	D-	B-	B-	B	B	B	C-	C-	B
HCM2k95thQ:	6	19	26	15	14	14	1	1	1	24	24	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 #70: Moffett Blvd. & SR 85 Southbound Off Ramp



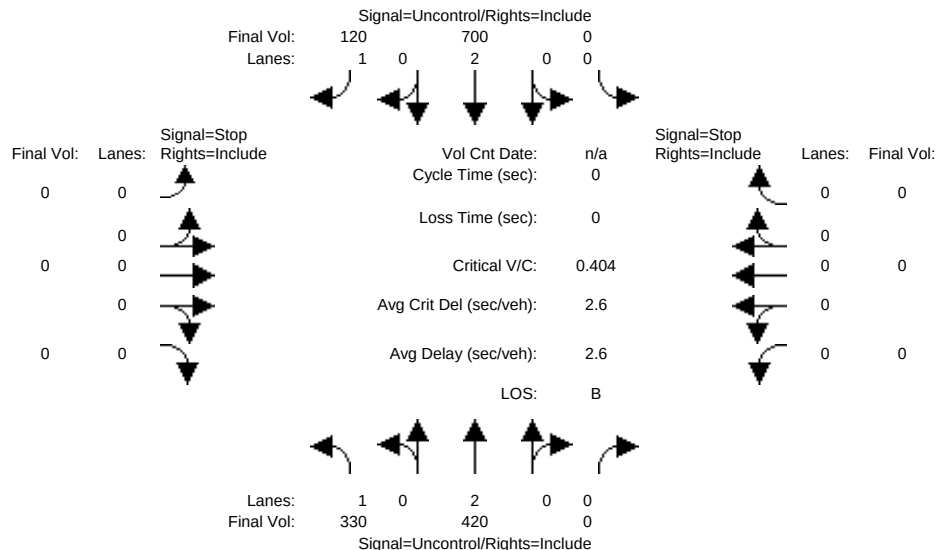
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	201	412		0	0	568	113	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	412		0	0	568	113	0	0	0	0	0	0	0	0
Added Vol:	0	0		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	0	0
Initial Fut:	201	412		0	0	568	113	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	412		0	0	568	113	0	0	0	0	0	0	0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	201	412		0	0	568	113	0	0	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	681	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	921	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	921	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*		*	*		*	*		*	*		*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*		*	*		*	*		*	*		*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:	*				*				*				*		
Note: Queue reported is the number of cars per lane.															

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 #70: Moffett Blvd. & SR 85 Southbound Off Ramp



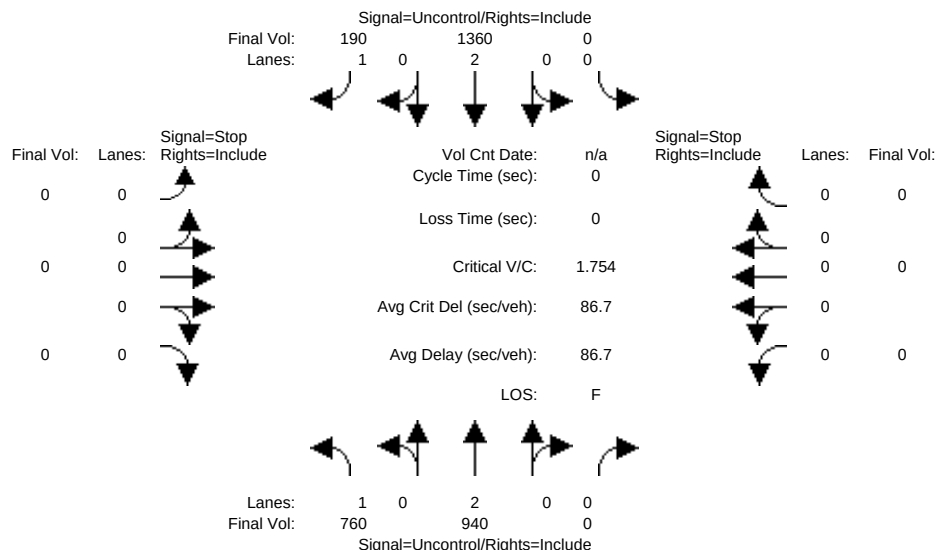
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Volume Module:																
Base Vol:	330	420		0	0	700	120	0	0	0	0	0	0	0	0	
Growth 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	1.00	1.00	
Initial Bse:	330	420		0	0	700	120	0	0	0	0	0	0	0	0	
Added Vol:	0	0		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	0	0	
Initial Fut:	330	420		0	0	700	120	0	0	0	0	0	0	0	0	
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	330	420		0	0	700	120	0	0	0	0	0	0	0	0	
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	330	420		0	0	700	120	0	0	0	0	0	0	0	0	
----- ----- ----- -----																
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
----- ----- ----- -----																
Capacity Module:																
Cnflct Vol:	820	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
Potent Cap.:	818	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
Move Cap.:	818	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
Volume/Cap:	0.40	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
----- ----- ----- -----																
Level Of Service Module:																
2Way95thQ:	2.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
Control Del:	12.3	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	
LOS by Move:	B	*		*	*		*	*		*	*		*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*	*		*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*		*	
Note: Queue reported is the number of cars per lane.																

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 #70: Moffett Blvd. & SR 85 Southbound Off Ramp



Street Name: Moffett Blvd SR 85 Southbound Off Ramp

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:	760	940	0	0	1360	190	0	0	0	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:	760	940	0	0	1360	190	0	0	0	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:	760	940	0	0	1360	190	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	760	940	0	0	1360	190	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	760	940	0	0	1360	190	0	0	0	0	0	0

Critical Gap Module:

Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 1550 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Potent Cap.: 433 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Move Cap.: 433 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Volume/Cap: 1.75 xxxx xxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: 46.9 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Control Del: 370.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

LOS by Move: F * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * *

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

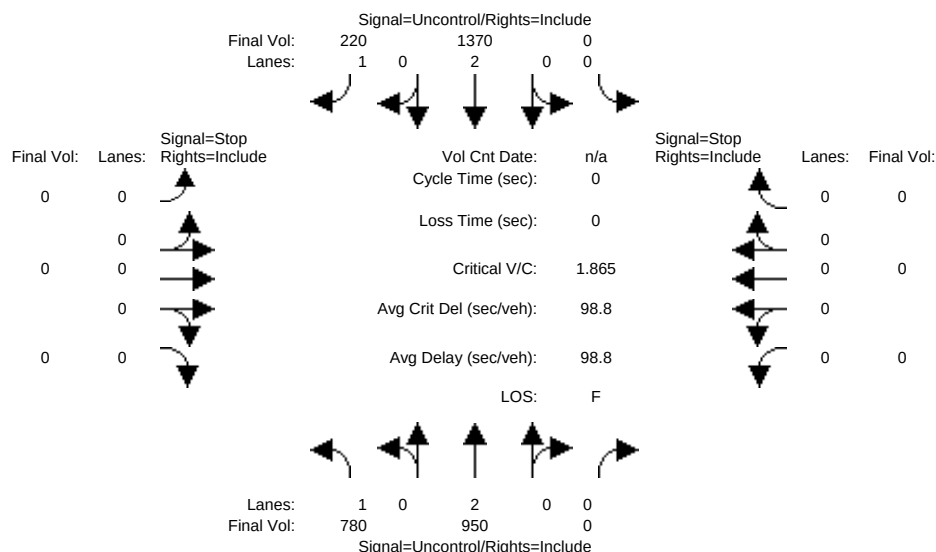
ApproachLOS: * * * *

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp

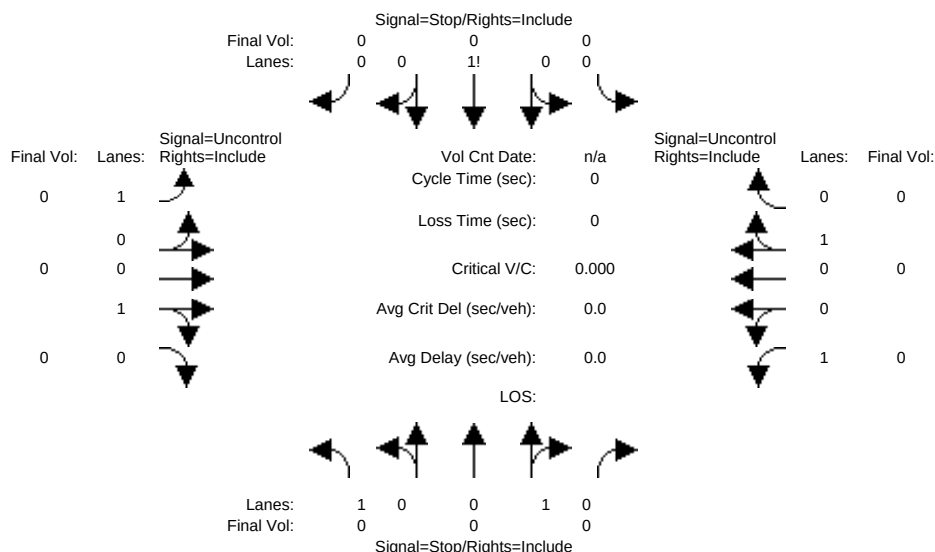


Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	780	950		0	0	1370	220	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	950		0	0	1370	220	0	0	0	0	0	0	0	0
Added Vol:	0	0		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	0	0
Initial Fut:	780	950		0	0	1370	220	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	780	950		0	0	1370	220	0	0	0	0	0	0	0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	780	950		0	0	1370	220	0	0	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1590	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	418	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	418	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	51.0	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	420.5	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*			*		
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 #71: New St & Charleston



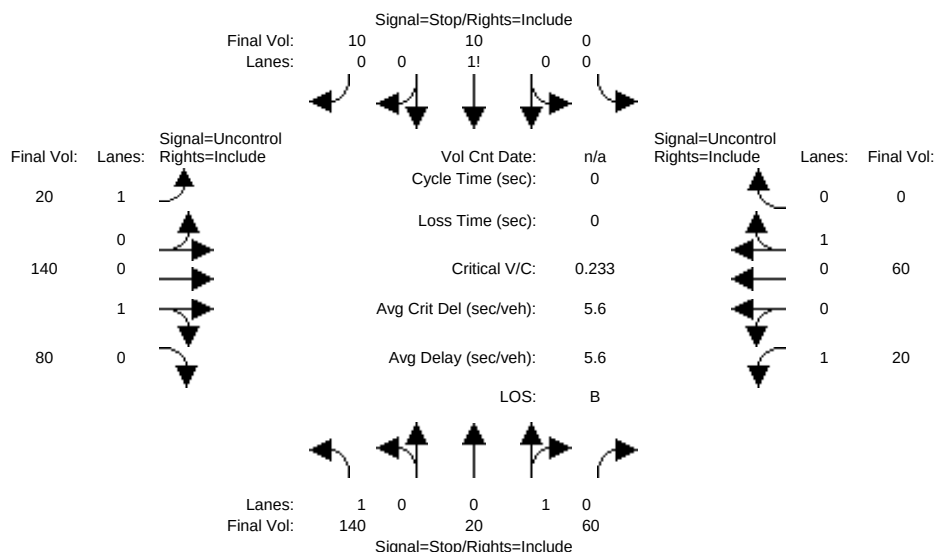
Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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 #71: New St & Charleston



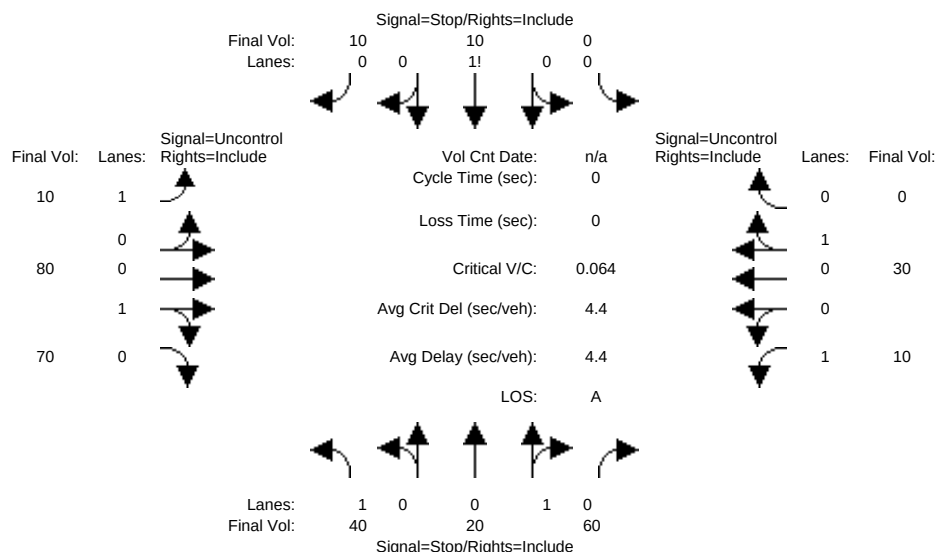
Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	140	20	60	0	10	10	20	140	80	20	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	60	0	10	10	20	140	80	20	60	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:	140	20	60	0	10	10	20	140	80	20	60	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:	140	20	60	0	10	10	20	140	80	20	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	20	60	0	10	10	20	140	80	20	60	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	330	320	180	xxxx	360	60	60	xxxx	xxxxx	220	xxxx	xxxxx
Potent Cap.:	627	600	868	xxxx	570	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	600	584	868	xxxx	554	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	0.23	0.03	0.07	xxxx	0.02	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	774	xxxx	xxxx	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.2	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	11.9			10.2			xxxxxx			xxxxxx		
ApproachLOS:	B			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 AM

Intersection #71: New St & Charleston



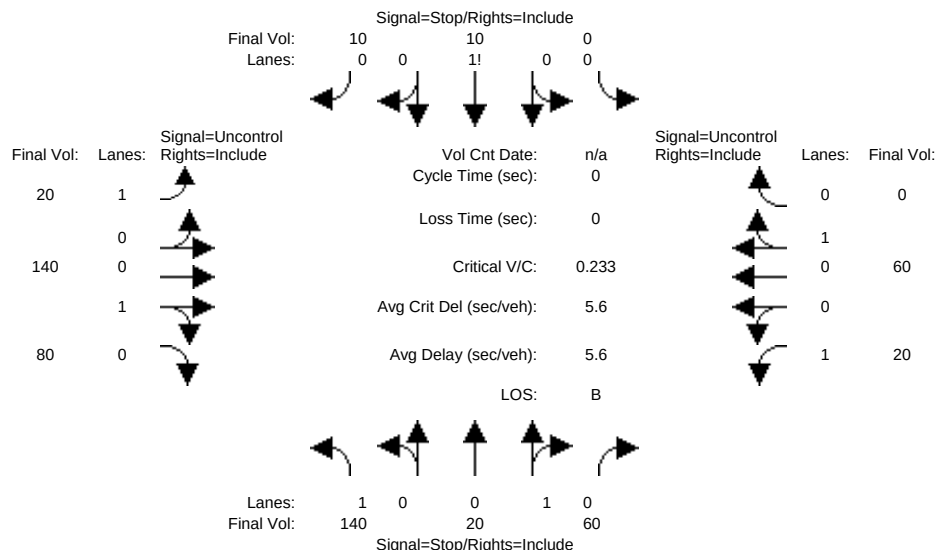
Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	20	60	0	10	10	10	80	70	10	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	60	0	10	10	10	80	70	10	30	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:	40	20	60	0	10	10	10	80	70	10	30	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:	40	20	60	0	10	10	10	80	70	10	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	40	20	60	0	10	10	10	80	70	10	30	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	195	185	115	xxxx	220	30	30	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	769	713	943	xxxx	682	1050	1596	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	745	704	943	xxxx	673	1050	1596	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.05	0.03	0.06	xxxx	0.01	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	869	xxxx	xxxx	820	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.6	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	*	*	A	*	*	*	*	*	*
ApproachDel:	9.7			9.5			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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 #71: New St & Charleston



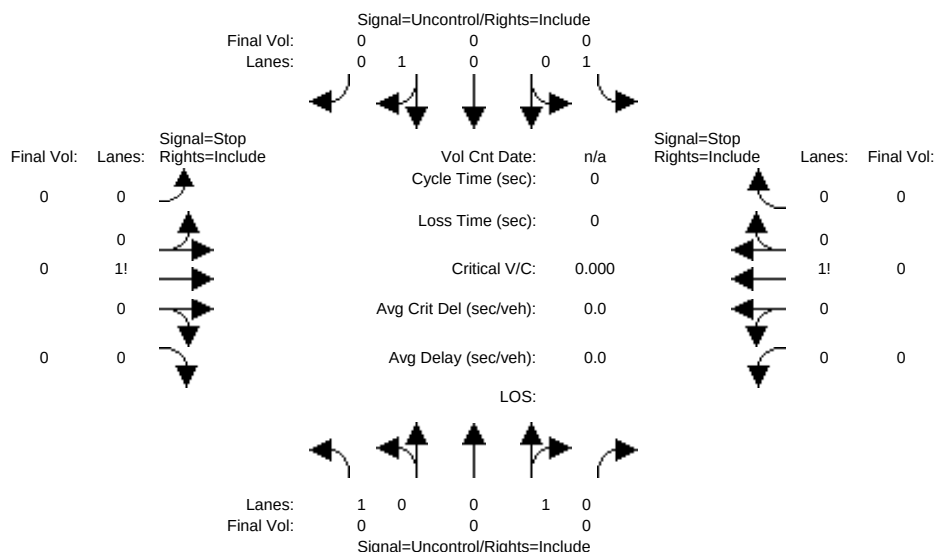
Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	140	20	60	0	10	10	20	140	80	20	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	60	0	10	10	20	140	80	20	60	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:	140	20	60	0	10	10	20	140	80	20	60	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:	140	20	60	0	10	10	20	140	80	20	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	140	20	60	0	10	10	20	140	80	20	60	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	330	320	180	xxxx	360	60	60	xxxx	xxxxx	220	xxxx	xxxxx
Potent Cap.:	627	600	868	xxxx	570	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	600	584	868	xxxx	554	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	0.23	0.03	0.07	xxxx	0.02	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	774	xxxx	xxxx	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.2	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	11.9				10.2		xxxxxxx			xxxxxxx		
ApproachLOS:	B				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)
Existing AM

Intersection #72: New St & Shorebird Way



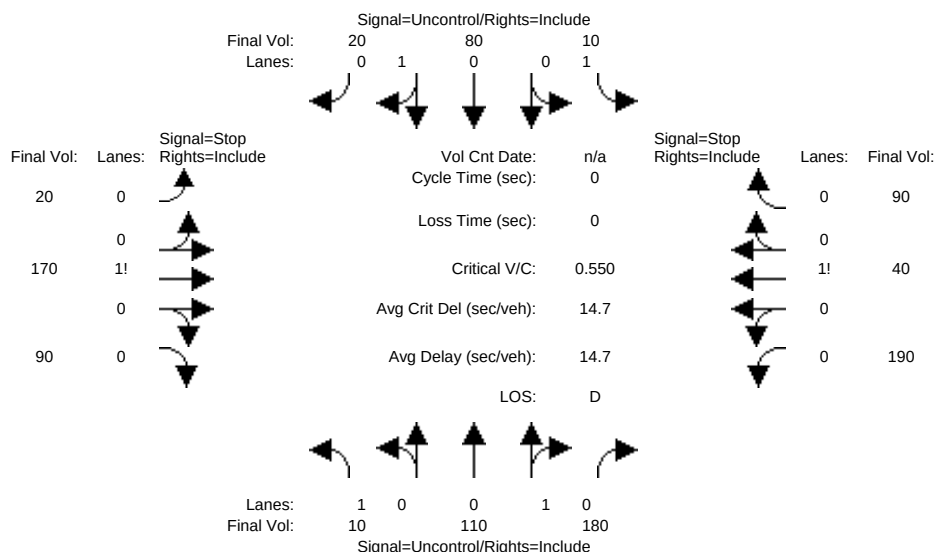
Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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 #72: New St & Shorebird Way



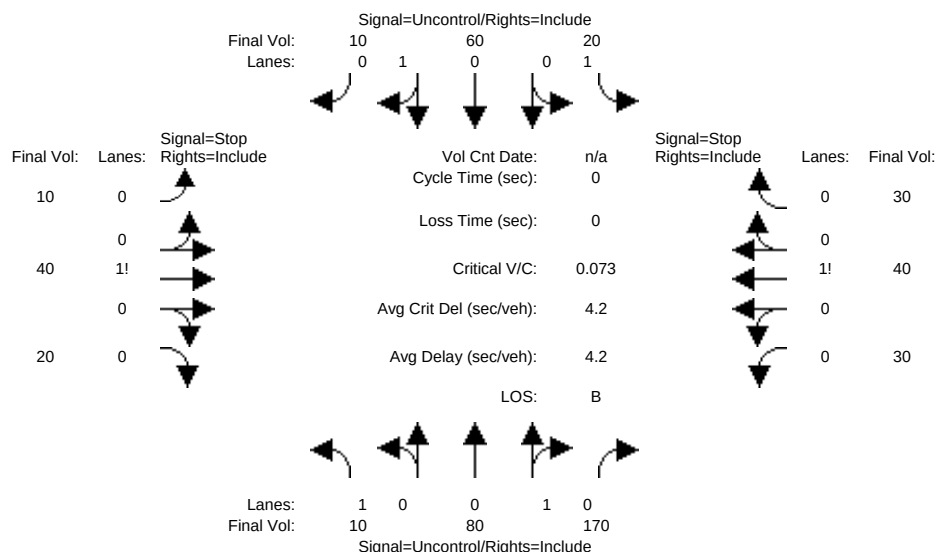
Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	110	180	10	80	20	20	170	90	190	40	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	110	180	10	80	20	20	170	90	190	40	90
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	100	xxxx	xxxxx	290	xxxx	xxxxx	395	420	90	460	340	200
Potent Cap.:	1505	xxxx	xxxxx	1283	xxxx	xxxxx	568	528	973	515	585	846
Move Cap.:	1505	xxxx	xxxxx	1283	xxxx	xxxxx	476	520	973	345	576	846
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.33	0.09	0.55	0.07	0.11
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	607	xxxxxx	xxxx	441	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.4	xxxxxx	xxxxxx	5.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.9	xxxxxx	xxxxxx	32.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx				15.9			32.0	
ApproachLOS:	*			*				C			D	

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 #72: New St & Shorebird Way



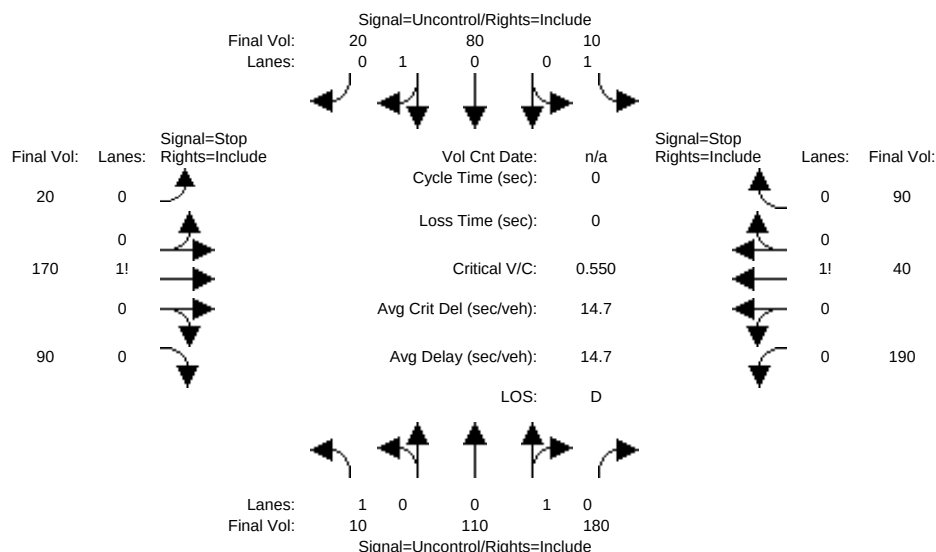
Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	80	170	20	60	10	10	40	20	30	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	80	170	20	60	10	10	40	20	30	40	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:	10	80	170	20	60	10	10	40	20	30	40	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:	10	80	170	20	60	10	10	40	20	30	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	10	80	170	20	60	10	10	40	20	30	40	30
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	70	xxxx	xxxxx	250	xxxx	xxxxx	325	375	65	320	295	165
Potent Cap.:	1544	xxxx	xxxxx	1327	xxxx	xxxxx	632	559	1005	637	620	885
Move Cap.:	1544	xxxx	xxxxx	1327	xxxx	xxxxx	570	547	1005	580	606	885
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.07	0.02	0.05	0.07	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	633	xxxxx	xxxx	659	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.4			11.4		
ApproachLOS:	*			*			B			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 #72: New St & Shorebird Way



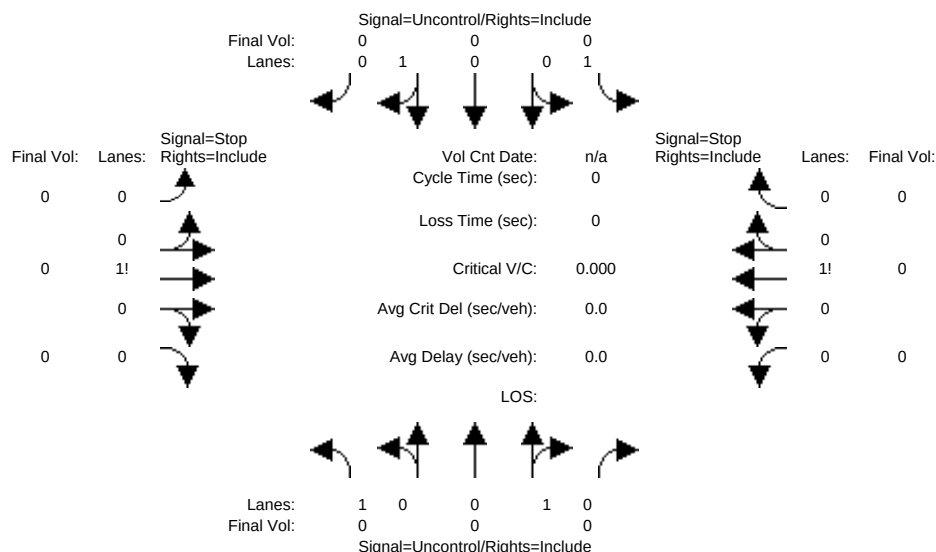
Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	110	180	10	80	20	20	170	90	190	40	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	10	110	180	10	80	20	20	170	90	190	40	90
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	100	xxxx	xxxxx	290	xxxx	xxxxx	395	420	90	460	340	200
Potent Cap.:	1505	xxxx	xxxxx	1283	xxxx	xxxxx	568	528	973	515	585	846
Move Cap.:	1505	xxxx	xxxxx	1283	xxxx	xxxxx	476	520	973	345	576	846
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.33	0.09	0.55	0.07	0.11
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	607	xxxxxx	xxxx	441	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.4	xxxxxx	xxxxxx	5.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.9	xxxxxx	xxxxxx	32.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx				15.9			32.0	
ApproachLOS:	*			*				C			D	

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 #73: New St & Space Parky



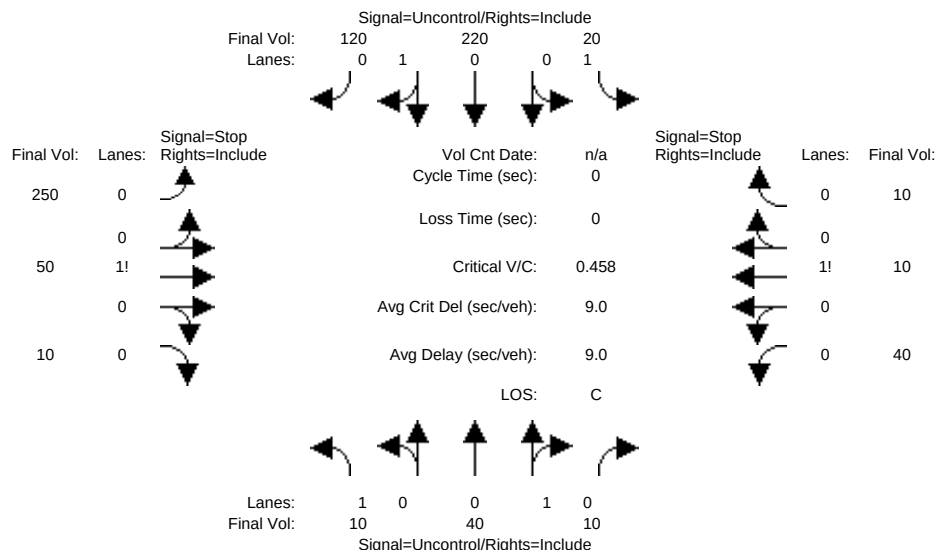
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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 #73: New St & Space Parky



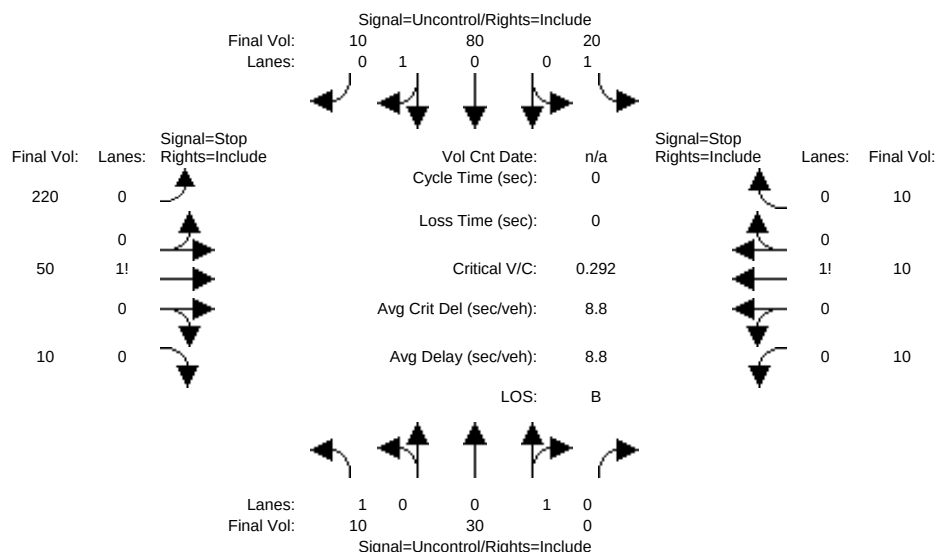
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	40	10	20	220	120	250	50	10	40	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	40	10	20	220	120	250	50	10	40	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	340	xxxx	xxxxx	50	xxxx	xxxxx	395	390	280	415	445	45
Potent Cap.:	1230	xxxx	xxxxx	1570	xxxx	xxxxx	568	548	764	551	511	1031
Move Cap.:	1230	xxxx	xxxxx	1570	xxxx	xxxxx	546	537	764	497	500	1031
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.46	0.09	0.01	0.08	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	549	xxxxx	xxxx	545	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	3.5	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	19.7	xxxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				19.7			12.4	
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)
2030 AM

Intersection #73: New St & Space Parky

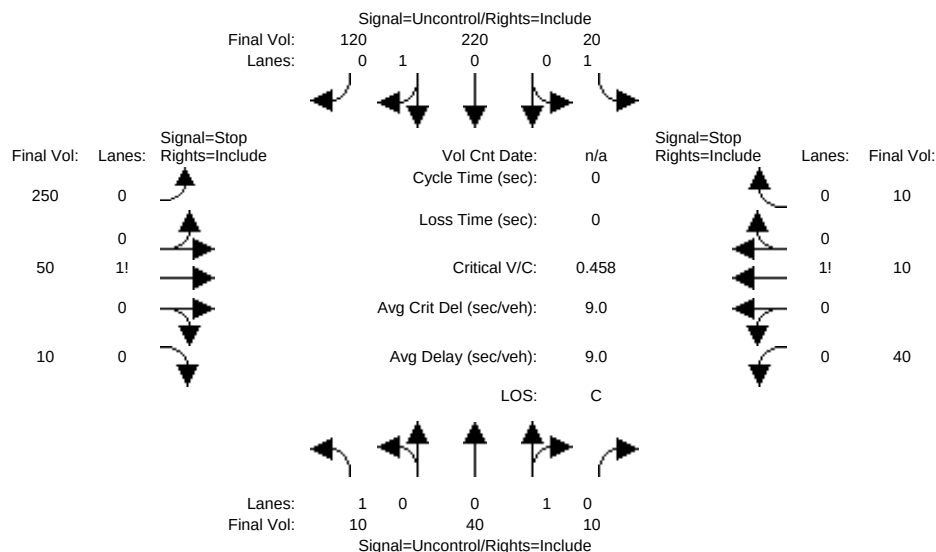


Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	30	0	20	80	10	220	50	10	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	0	20	80	10	220	50	10	10	10	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:	10	30	0	20	80	10	220	50	10	10	10	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:	10	30	0	20	80	10	220	50	10	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	10	30	0	20	80	10	220	50	10	10	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	90	xxxx	xxxxx	30	xxxx	xxxxx	185	175	85	205	180	30
Potent Cap.:	1518	xxxx	xxxxx	1596	xxxx	xxxxx	780	722	980	757	717	1050
Move Cap.:	1518	xxxx	xxxxx	1596	xxxx	xxxxx	753	708	980	699	704	1050
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.29	0.07	0.01	0.01	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	751	xxxxxx	xxxx	789	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.7	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.6	xxxxxx	xxxxxx	9.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				12.6			9.7	
ApproachLOS:	*			*				B			A	
Note: Queue reported												

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #73: New St & Space Parky



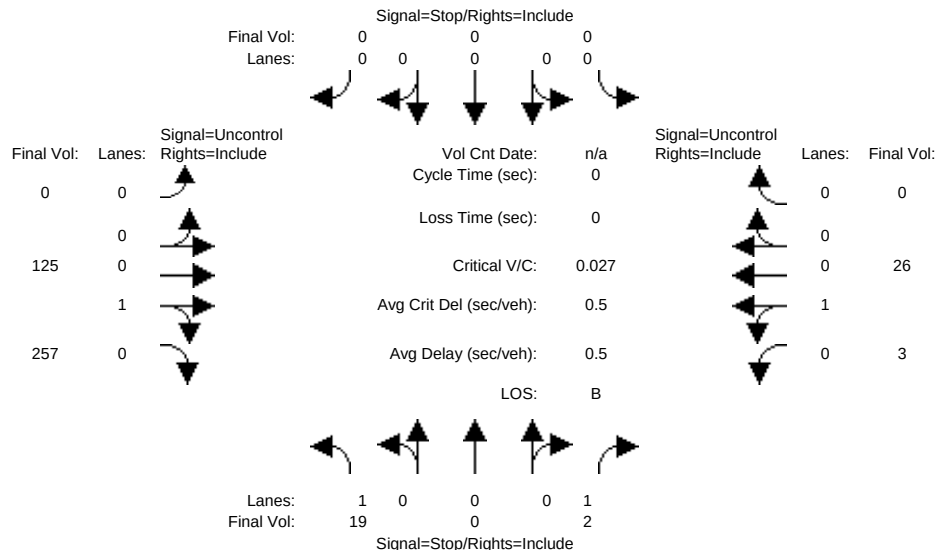
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	40	10	20	220	120	250	50	10	40	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	40	10	20	220	120	250	50	10	40	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	340	xxxx	xxxxx	50	xxxx	xxxxx	395	390	280	415	445	45
Potent Cap.:	1230	xxxx	xxxxx	1570	xxxx	xxxxx	568	548	764	551	511	1031
Move Cap.:	1230	xxxx	xxxxx	1570	xxxx	xxxxx	546	537	764	497	500	1031
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.46	0.09	0.01	0.08	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	549	xxxxx	xxxx	545	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.7	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			19.7			12.4		
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)
Existing AM

Intersection #74: Inigo Wy. & Pear Ave

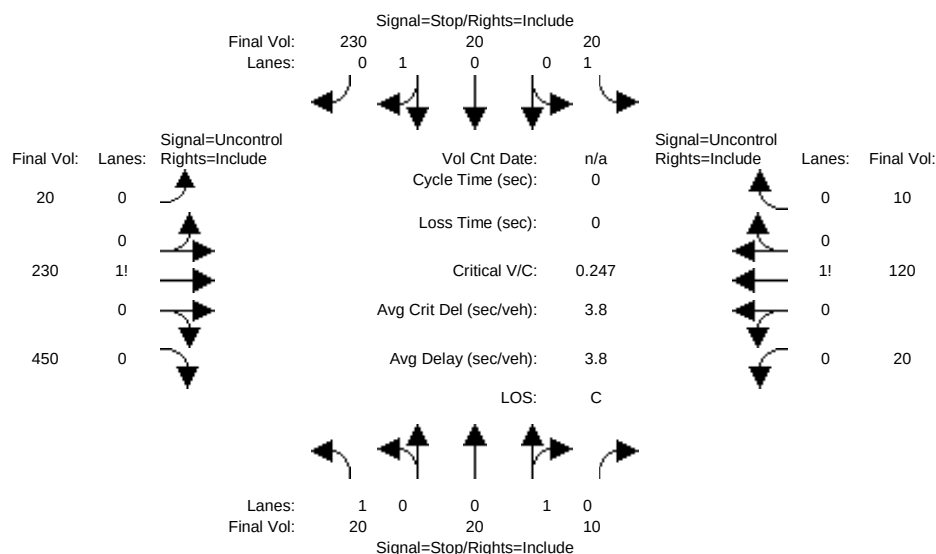


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	19	0	2	0	0	0	0	125	257	3	26	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	2	0	0	0	0	125	257	3	26	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:	19	0	2	0	0	0	0	125	257	3	26	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:	19	0	2	0	0	0	0	125	257	3	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	19	0	2	0	0	0	0	125	257	3	26	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	286	xxxx	254	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	xxxx	xxxxx
Potent Cap.:	709	xxxx	790	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1188	xxxx	xxxxx
Move Cap.:	708	xxxx	790	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1188	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	10.2	xxxx	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P AM

Intersection #74: Inigo Wy. & Pear Ave

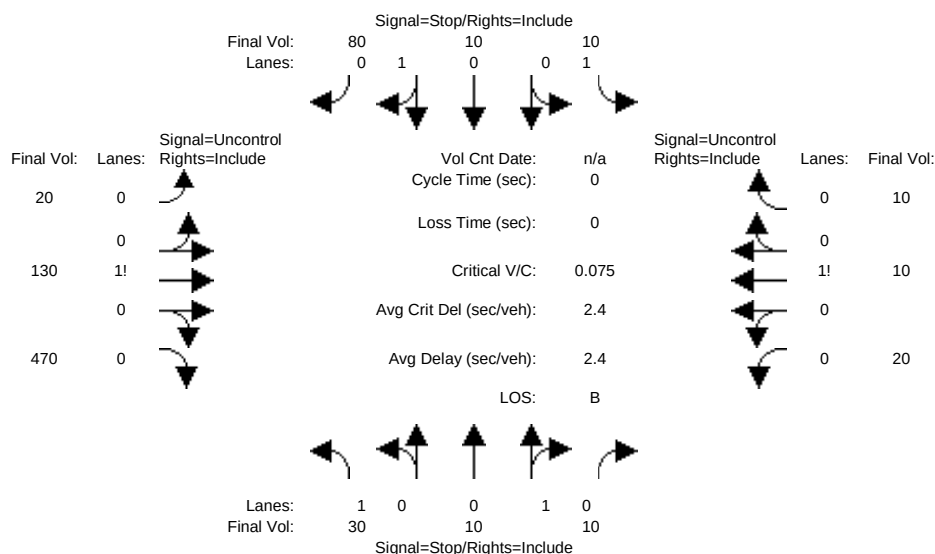


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	20	20	10	20	20	230	20	230	450	20	120	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	20	20	230	20	230	450	20	120	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:	20	20	10	20	20	230	20	230	450	20	120	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:	20	20	10	20	20	230	20	230	450	20	120	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	20	10	20	20	230	20	230	450	20	120	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	785	665	455	675	885	125	130	xxxx	xxxxxx	680	xxxx	xxxxxx
Potent Cap.:	313	383	609	371	286	931	1468	xxxx	xxxxxx	922	xxxx	xxxxxx
Move Cap.:	216	370	609	340	276	931	1468	xxxx	xxxxxx	922	xxxx	xxxxxx
Volume/Cap:	0.09	0.05	0.02	0.06	0.07	0.25	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	23.3	xxxx	xxxxxx	16.2	xxxx	xxxxxx	7.5	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	425	xxxx	xxxx	782	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	0.2	xxxxxx	xxxx	1.4	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	14.1	xxxxxx	xxxx	11.7	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	17.8			12.1			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #74: Inigo Wy. & Pear Ave

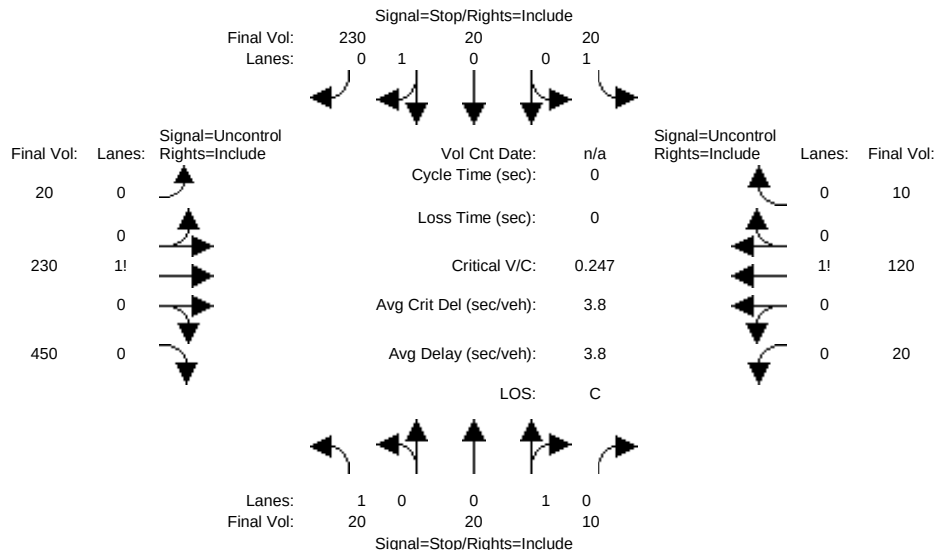


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	10	10	10	10	80	20	130	470	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	10	10	10	80	20	130	470	20	10	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:	30	10	10	10	10	80	20	130	470	20	10	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:	30	10	10	10	10	80	20	130	470	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	10	10	10	10	80	20	130	470	20	10	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	505	465	365	470	695	15	20	xxxx	xxxxxx	600	xxxx	xxxxxx
Potent Cap.:	481	498	685	507	368	1070	1609	xxxx	xxxxxx	987	xxxx	xxxxxx
Move Cap.:	424	481	685	480	356	1070	1609	xxxx	xxxxxx	987	xxxx	xxxxxx
Volume/Cap:	0.07	0.02	0.01	0.02	0.03	0.07	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	14.1	xxxx	xxxxxx	12.7	xxxx	xxxxxx	7.3	xxxx	xxxxxx	8.7	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	565	xxxx	xxxx	875	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	0.1	xxxxxx	xxxx	0.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	11.6	xxxxxx	xxxx	9.6	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	B	*	*	A	*	*	*	*	*	*
ApproachDel:	13.1			9.9			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #74: Inigo Wy. & Pear Ave



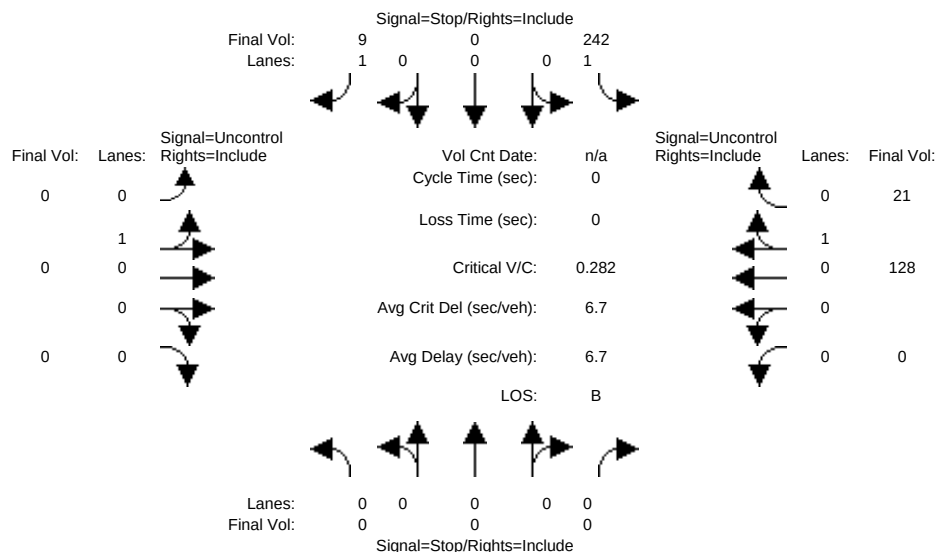
Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	20	10	20	20	230	20	230	450	20	120	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	20	20	230	20	230	450	20	120	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:	20	20	10	20	20	230	20	230	450	20	120	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:	20	20	10	20	20	230	20	230	450	20	120	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	20	10	20	20	230	20	230	450	20	120	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	785	665	455	675	885	125	130	xxxx	xxxxxx	680	xxxx	xxxxxx
Potent Cap.:	313	383	609	371	286	931	1468	xxxx	xxxxxx	922	xxxx	xxxxxx
Move Cap.:	216	370	609	340	276	931	1468	xxxx	xxxxxx	922	xxxx	xxxxxx
Volume/Cap:	0.09	0.05	0.02	0.06	0.07	0.25	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	23.3	xxxx	xxxxxx	16.2	xxxx	xxxxxx	7.5	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	425	xxxx	xxxx	782	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	0.2	xxxxxx	xxxx	1.4	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	14.1	xxxxxx	xxxx	11.7	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	17.8			12.1			xxxxxx			xxxxxx		
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)
Existing AM

Intersection #75: Inigo Wy. & La Avenida St

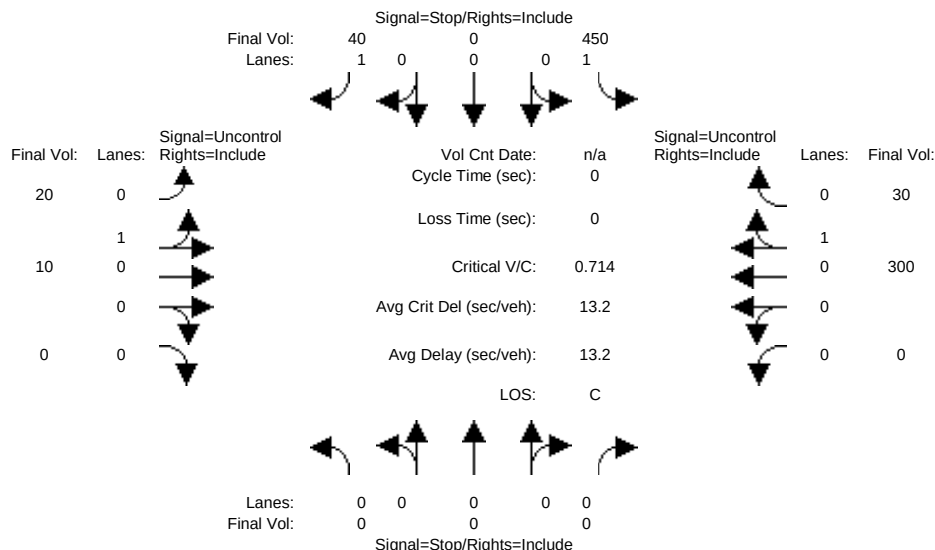


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	242	0	9	0	0	0	0	128	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	242	0	9	0	0	0	0	128	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	9	0	0	0	0	128	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	242	0	9	0	0	0	0	128	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	242	0	9	0	0	0	0	128	21
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	139	xxxx	139	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	859	xxxx	915	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	859	xxxx	915	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.28	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	1.2	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	10.8	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	B	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P AM

Intersection #75: Inigo Wy. & La Avenida St

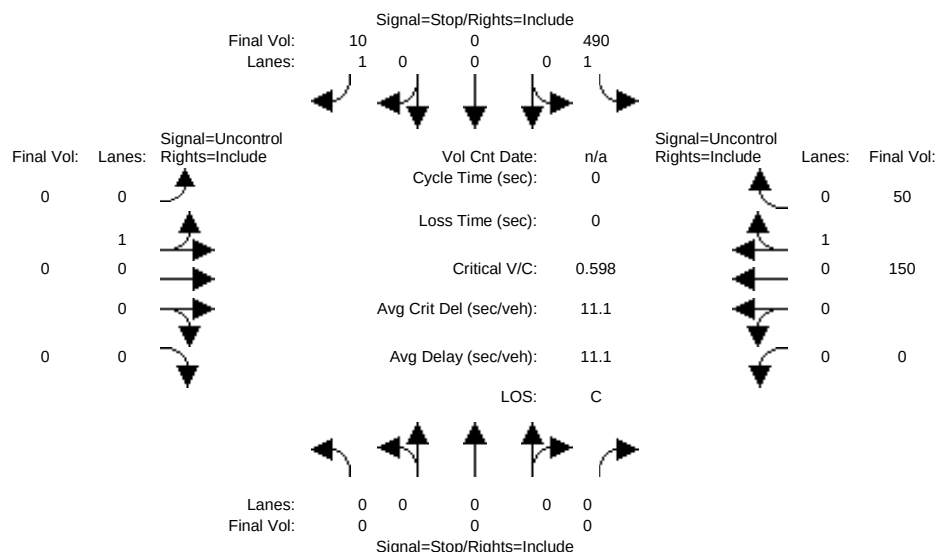


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	450	0	40	20	10	0	0	300	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	40	20	10	0	0	300	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	40	20	10	0	0	300	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	450	0	40	20	10	0	0	300	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	365	xxxx	315	330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	xxxx	730	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	631	xxxx	730	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.71	xxxx	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.9	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.6	xxxx	10.2	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			22.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #75: Inigo Wy. & La Avenida St

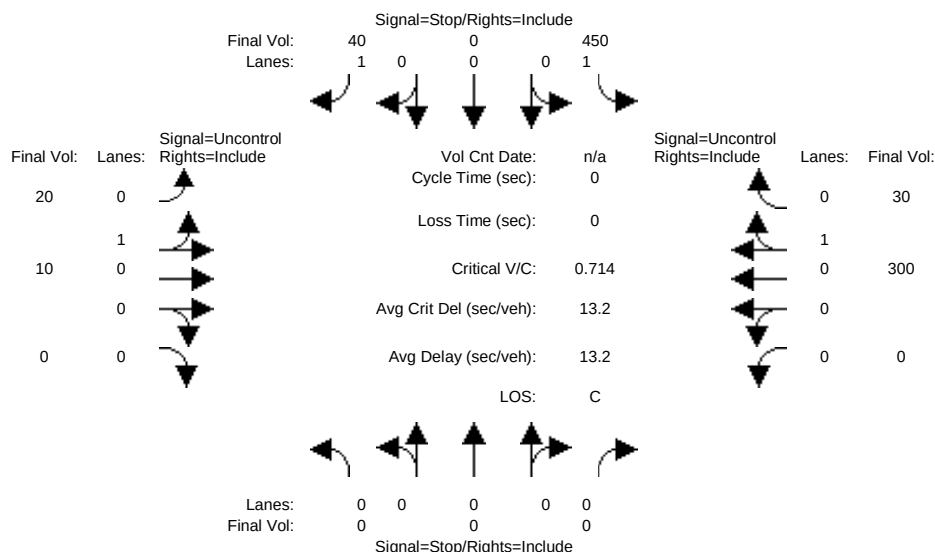


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	490	0	10	0	0	0	0	150	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	10	0	0	0	0	150	50
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	490	0	10	0	0	0	0	150	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	490	0	10	0	0	0	0	150	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	490	0	10	0	0	0	0	150	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	175	xxxx	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	819	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	819	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.60	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	4.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.7	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			15.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #75: Inigo Wy. & La Avenida St

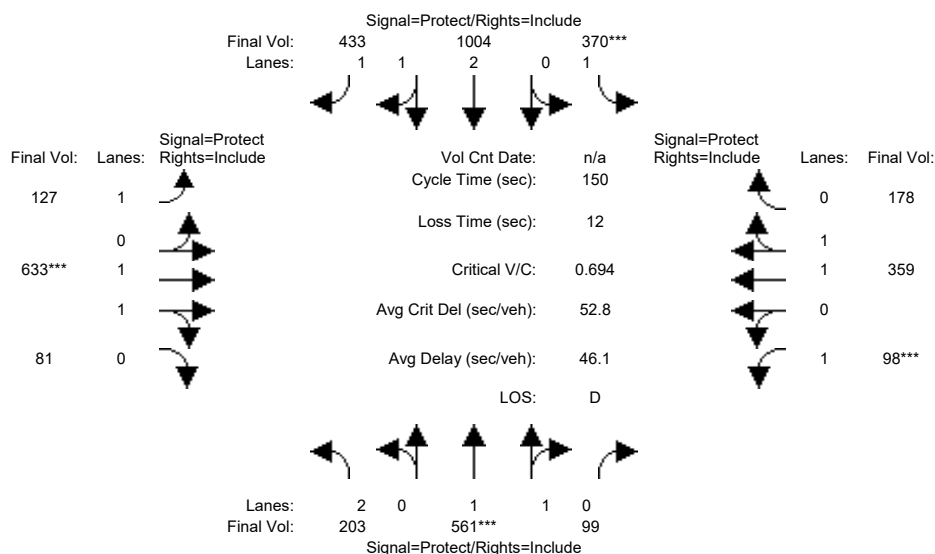


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	450	0	40	20	10	0	0	300	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	40	20	10	0	0	300	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	40	20	10	0	0	300	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	450	0	40	20	10	0	0	300	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	365	xxxx	315	330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	xxxx	730	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	631	xxxx	730	1241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.71	xxxx	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.9	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.6	xxxx	10.2	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			22.5			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 PM

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:	203	561	99	370	1004	433	127	633	81	98	359	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:	203	561	99	370	1004	433	127	633	81	98	359	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:	203	561	99	370	1004	433	127	633	81	98	359	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	561	99	370	1004	433	127	633	81	98	359	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	561	99	370	1004	433	127	633	81	98	359	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	561	99	370	1004	433	127	633	81	98	359	178

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	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.69	0.31	1.00	2.75	1.25	1.00	1.77	0.23	1.00	1.32	0.68
Final Sat.:	3150	3145	555	1750	5214	2249	1750	3280	420	1750	2473	1226

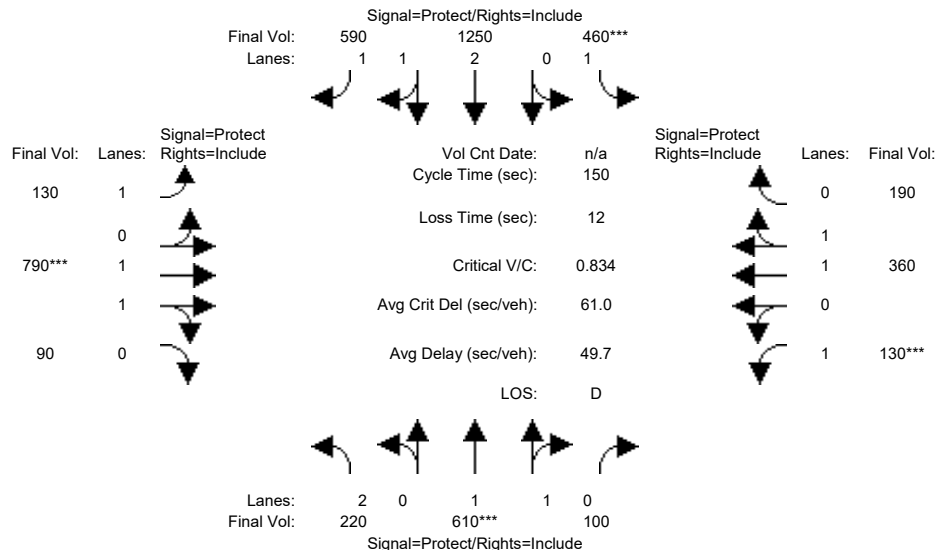
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.21	0.19	0.19	0.07	0.19	0.19	0.06	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	21.1	38.5	38.5	45.7	63.1	63.1	17.9	41.7	41.7	12.1	35.9	35.9
Volume/Cap:	0.46	0.69	0.69	0.69	0.46	0.46	0.61	0.69	0.69	0.69	0.61	0.61
Delay/Veh:	59.9	52.7	52.7	50.0	31.3	31.3	67.8	50.5	50.5	81.1	52.0	52.0
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:	59.9	52.7	52.7	50.0	31.3	31.3	67.8	50.5	50.5	81.1	52.0	52.0
LOS by Move:	E+	D-	D-	D	C	C	E	D	D	F	D-	D-
HCM2k95thQ:	9	23	23	29	21	21	11	26	26	12	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 PM

Intersection #3: San Antonio Rd. & Charleston Rd.

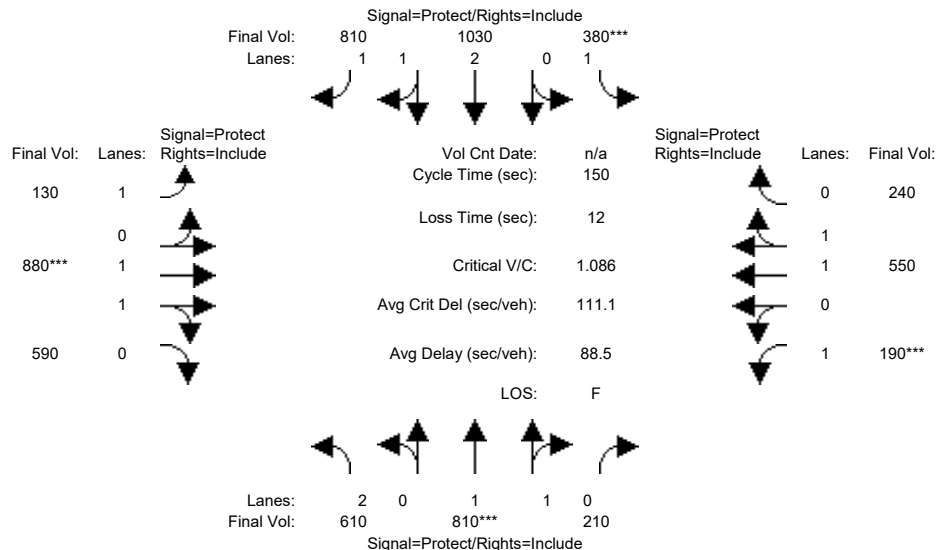


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	610	100	460	1250	590	130	790	90	130	360	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:	220	610	100	460	1250	590	130	790	90	130	360	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:	220	610	100	460	1250	590	130	790	90	130	360	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:	220	610	100	460	1250	590	130	790	90	130	360	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	610	100	460	1250	590	130	790	90	130	360	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
Final Volume:	220	610	100	460	1250	590	130	790	90	130	360	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	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.71	0.29	1.00	2.67	1.33	1.00	1.79	0.21	1.00	1.29	0.71
Final Sat.:	3150	3178	521	1750	5069	2393	1750	3321	378	1750	2421	1278
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.26	0.25	0.25	0.07	0.24	0.24	0.07	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	18.1	34.5	34.5	47.3	63.8	63.8	18.7	42.8	42.8	13.4	37.5	37.5
Volume/Cap:	0.58	0.83	0.83	0.83	0.58	0.58	0.60	0.83	0.83	0.83	0.60	0.60
Uniform Del:	62.4	55.0	55.0	47.7	32.9	32.9	62.1	50.3	50.3	67.2	49.6	49.6
IncrcmntDel:	2.3	7.1	7.1	10.5	0.3	0.3	4.4	5.8	5.8	30.2	1.1	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.6	62.1	62.1	58.2	33.2	33.2	66.5	56.1	56.1	97.4	50.7	50.7
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:	64.6	62.1	62.1	58.2	33.2	33.2	66.5	56.1	56.1	97.4	50.7	50.7
LOS by Move:	E	E	E	E+	C-	C-	E	E+	E+	F	D	D
HCM2k95thQ:	10	26	26	39	28	28	12	34	34	16	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)
2030 PM

Intersection #3: San Antonio Rd. & Charleston Rd.

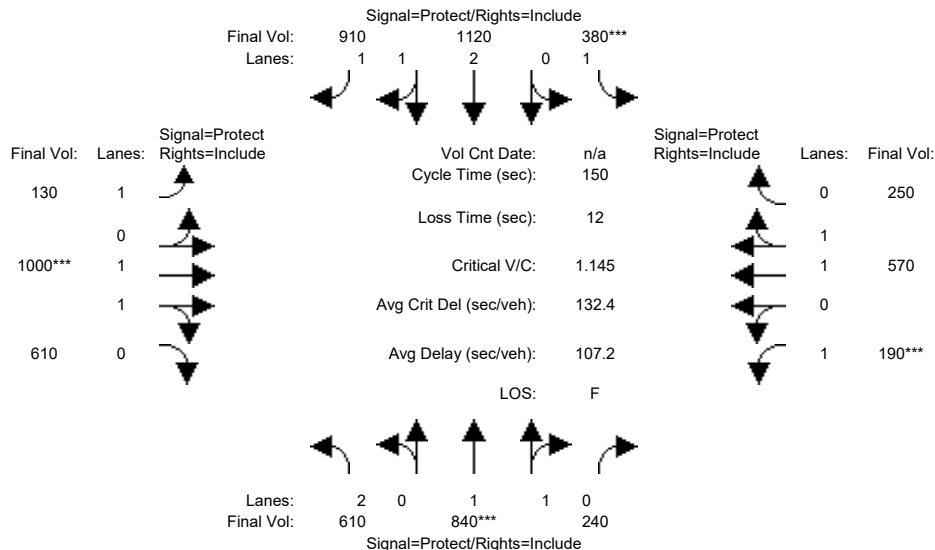


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	610	810	210	380	1030	810	130	880	590	190	550	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	810	210	380	1030	810	130	880	590	190	550	240
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:	610	810	210	380	1030	810	130	880	590	190	550	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	810	210	380	1030	810	130	880	590	190	550	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	810	210	380	1030	810	130	880	590	190	550	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	610	810	210	380	1030	810	130	880	590	190	550	240
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	0.99	0.95
Lanes:	2.00	1.58	0.42	1.00	2.16	1.84	1.00	1.18	0.82	1.00	1.38	0.62
Final Sat.:	3150	2938	762	1750	4100	3224	1750	2214	1484	1750	2575	1124
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.28	0.22	0.25	0.25	0.07	0.40	0.40	0.11	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	29.6	38.1	38.1	30.0	38.5	38.5	18.0	54.9	54.9	15.0	51.9	51.9
Volume/Cap:	0.98	1.09	1.09	1.09	0.98	0.98	0.62	1.09	1.09	1.09	0.62	0.62
Uniform Del:	59.9	56.0	56.0	60.0	55.4	55.4	62.7	47.5	47.5	67.5	40.8	40.8
IncrementDel:	30.9	55.5	55.5	73.0	16.2	16.2	5.5	51.3	51.3	92.8	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.8	111	111.4	133.0	71.6	71.6	68.2	98.8	98.8	160.3	41.7	41.7
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:	90.8	111	111.4	133.0	71.6	71.6	68.2	98.8	98.8	160.3	41.7	41.7
LOS by Move:	F	F	F	F	E	E	E	F	F	F	D	D
HCM2k95thQ:	34	50	50	44	44	44	11	66	66	26	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+P PM

Intersection #3: San Antonio Rd. & Charleston Rd.

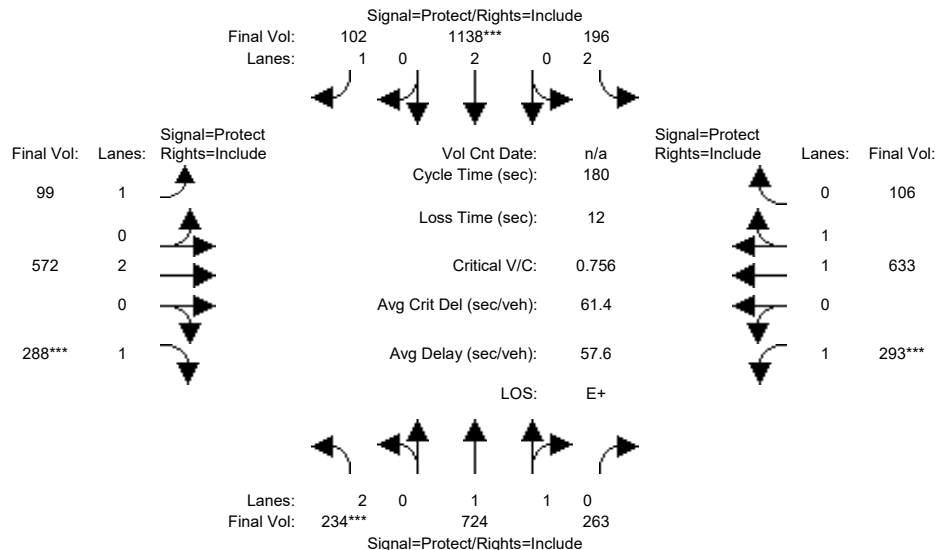


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	610	840	240	380	1120	910	130	1000	610	190	570	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	840	240	380	1120	910	130	1000	610	190	570	250
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:	610	840	240	380	1120	910	130	1000	610	190	570	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	840	240	380	1120	910	130	1000	610	190	570	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	840	240	380	1120	910	130	1000	610	190	570	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	610	840	240	380	1120	910	130	1000	610	190	570	250
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	0.99	0.95
Lanes:	2.00	1.54	0.46	1.00	2.13	1.87	1.00	1.22	0.78	1.00	1.37	0.63
Final Sat.:	3150	2877	822	1750	4038	3281	1750	2297	1401	1750	2571	1128
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.22	0.28	0.28	0.07	0.44	0.44	0.11	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.4	38.3	38.3	28.5	39.3	39.3	17.9	57.1	57.1	14.2	53.4	53.4
Volume/Cap:	1.06	1.14	1.14	1.14	1.06	1.06	0.62	1.14	1.14	1.14	0.62	0.62
Uniform Del:	61.3	55.9	55.9	60.8	55.4	55.4	62.8	46.5	46.5	67.9	40.0	40.0
IncrementDel:	54.1	77.7	77.7	94.6	38.2	38.2	5.7	74.0	74.0	114.0	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	115.4	134	133.6	155.4	93.6	93.6	68.6	120	120.4	181.9	40.9	40.9
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:	115.4	134	133.6	155.4	93.6	93.6	68.6	120	120.4	181.9	40.9	40.9
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	36	56	56	46	51	51	11	77	77	27	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)
Existing PM

Intersection #4: San Antonio Rd. & Middlefield Rd.

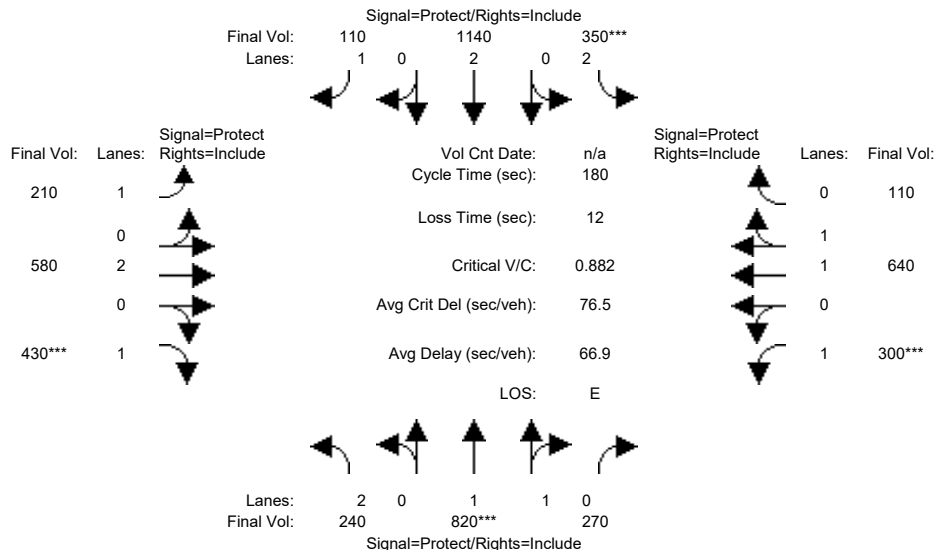


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	724	263	196	1138	102	99	572	288	293	633	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	724	263	196	1138	102	99	572	288	293	633	106
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:	234	724	263	196	1138	102	99	572	288	293	633	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	724	263	196	1138	102	99	572	288	293	633	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	724	263	196	1138	102	99	572	288	293	633	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	724	263	196	1138	102	99	572	288	293	633	106
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	1.45	0.55	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	3150	2713	986	3150	3800	1750	1750	3800	1750	1750	3169	531
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.06	0.30	0.06	0.06	0.15	0.16	0.17	0.20	0.20
Crit Moves:	***			***			***		***	***		
Green Time:	17.7	72.1	72.1	16.8	71.3	71.3	17.4	39.2	39.2	39.9	61.6	61.6
Volume/Cap:	0.76	0.67	0.67	0.67	0.76	0.15	0.58	0.69	0.76	0.76	0.58	0.58
Delay/Veh:	89.3	45.2	45.2	84.6	49.1	35.0	82.9	67.4	74.4	73.8	49.4	49.4
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:	89.3	45.2	45.2	84.6	49.1	35.0	82.9	67.4	74.4	73.8	49.4	49.4
LOS by Move:	F	D	D	F	D	C-	F	E	E	E	D	D
HCM2k95thQ:	15	37	37	11	41	7	12	27	30	28	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)
EX+P PM

Intersection #4: San Antonio Rd. & Middlefield Rd.



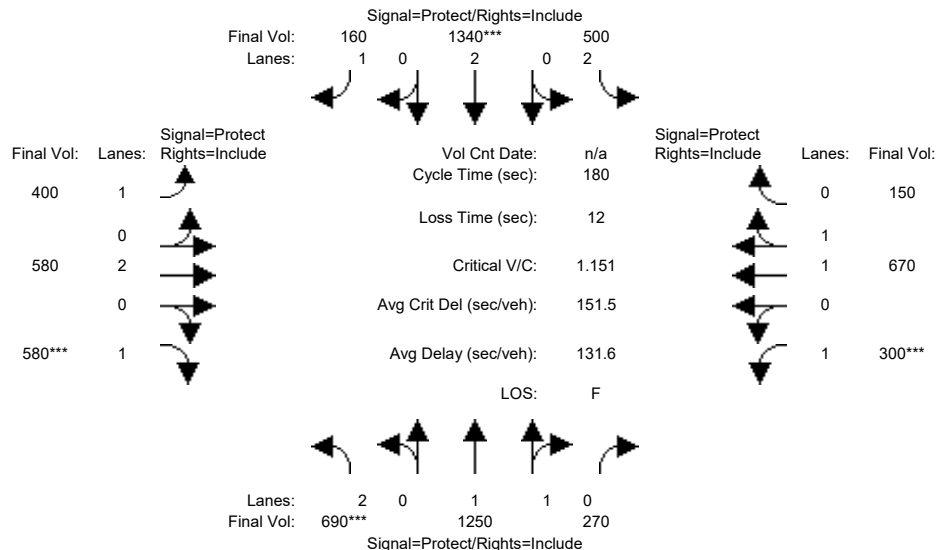
Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	820	270	350	1140	110	210	580	430	300	640	110
Growth Adj:	1.00	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	820	270	350	1140	110	210	580	430	300	640	110
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	820	270	350	1140	110	210	580	430	300	640	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	820	270	350	1140	110	210	580	430	300	640	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	820	270	350	1140	110	210	580	430	300	640	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	820	270	350	1140	110	210	580	430	300	640	110
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	1.49	0.51	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3150	2783	916	3150	3800	1750	1750	3800	1750	1750	3157	543
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.11	0.30	0.06	0.12	0.15	0.25	0.17	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	16.8	60.2	60.2	22.7	66.1	66.1	31.7	50.2	50.2	35.0	53.5	53.5
Volume/Cap:	0.82	0.88	0.88	0.88	0.82	0.17	0.68	0.55	0.88	0.88	0.68	0.68
Uniform Del:	80.1	56.6	56.6	77.3	51.5	38.5	69.5	55.3	62.1	70.5	55.8	55.8
IncrementDel:	16.2	7.7	7.7	19.9	3.9	0.1	6.2	0.6	16.9	22.5	1.8	1.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.3	64.3	64.3	97.3	55.4	38.6	75.6	55.9	79.0	93.0	57.5	57.5
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:	96.3	64.3	64.3	97.3	55.4	38.6	75.6	55.9	79.0	93.0	57.5	57.5
LOS by Move:	F	E	E	F	E+	D+	E-	E+	E-	F	E+	E+
HCM2k95thQ:	15	48	48	20	43	8	23	24	44	31	31	31

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 PM

Intersection #4: San Antonio Rd. & Middlefield Rd.

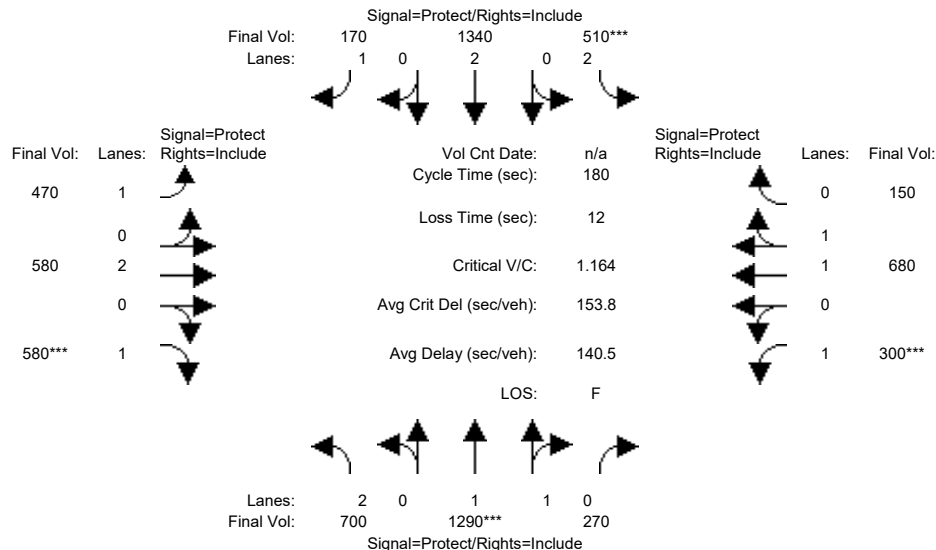


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	1250	270	500	1340	160	400	580	580	300	670	150
Growth Adj:	1.00	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	1250	270	500	1340	160	400	580	580	300	670	150
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	1250	270	500	1340	160	400	580	580	300	670	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1250	270	500	1340	160	400	580	580	300	670	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	1250	270	500	1340	160	400	580	580	300	670	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	690	1250	270	500	1340	160	400	580	580	300	670	150
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	1.62	0.38
Final Sat.:	3150	3042	657	3150	3800	1750	1750	3800	1750	1750	3023	677
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.16	0.35	0.09	0.23	0.15	0.33	0.17	0.22	0.22
Crit Moves:	****			****			****		****	****		
Green Time:	34.2	64.5	64.5	24.9	55.1	55.1	39.9	51.8	51.8	26.8	38.7	38.7
Volume/Cap:	1.15	1.15	1.15	1.15	1.15	0.30	1.03	0.53	1.15	1.15	1.03	1.03
Uniform Del:	72.9	57.8	57.8	77.5	62.4	47.7	70.0	53.9	64.1	76.6	70.6	70.6
IncrcmntDel:	86.1	75.5	75.5	89.9	78.3	0.3	53.8	0.5	88.9	102.9	40.1	40.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	159.0	133	133.3	167.5	141	48.0	123.9	54.4	153.0	179.5	111	110.7
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:	159.0	133	133.3	167.5	141	48.0	123.9	54.4	153.0	179.5	111	110.7
LOS by Move:	F	F	F	F	F	D	F	D-	F	F	F	F
HCM2k95thQ:	46	80	80	37	75	13	48	24	72	38	42	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)
2030+P PM

Intersection #4: San Antonio Rd. & Middlefield Rd.

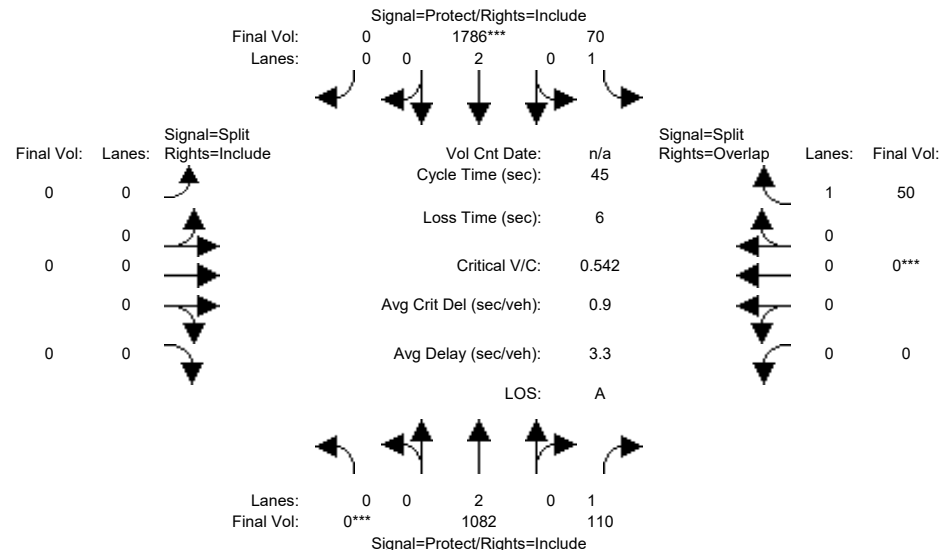


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	700	1290	270	510	1340	170	470	580	580	300	680	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	1290	270	510	1340	170	470	580	580	300	680	150
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:	700	1290	270	510	1340	170	470	580	580	300	680	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	1290	270	510	1340	170	470	580	580	300	680	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	1290	270	510	1340	170	470	580	580	300	680	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	700	1290	270	510	1340	170	470	580	580	300	680	150
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	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	3150	3059	640	3150	3800	1750	1750	3800	1750	1750	3031	669
Capacity Analysis Module:												
Vol/Sat:	0.22	0.42	0.42	0.16	0.35	0.10	0.27	0.15	0.33	0.17	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	34.9	65.2	65.2	25.0	55.4	55.4	42.4	51.2	51.2	26.5	35.4	35.4
Volume/Cap:	1.15	1.16	1.16	1.16	1.15	0.32	1.14	0.54	1.16	1.16	1.14	1.14
Uniform Del:	72.6	57.4	57.4	77.5	62.3	47.8	68.8	54.3	64.4	76.7	72.3	72.3
IncrementDel:	84.1	82.4	82.4	96.2	76.4	0.3	88.8	0.5	94.0	107.8	79.5	79.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	156.6	140	139.8	173.7	139	48.1	157.6	54.9	158.3	184.5	152	151.8
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:	156.6	140	139.8	173.7	139	48.1	157.6	54.9	158.3	184.5	152	151.8
LOS by Move:	F	F	F	F	F	D	F	D-	F	F	F	F
HCM2k95thQ:	46	84	84	39	75	14	60	24	73	38	47	47
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 PM

Intersection #5: San Antonio Rd. & Nita Ave.



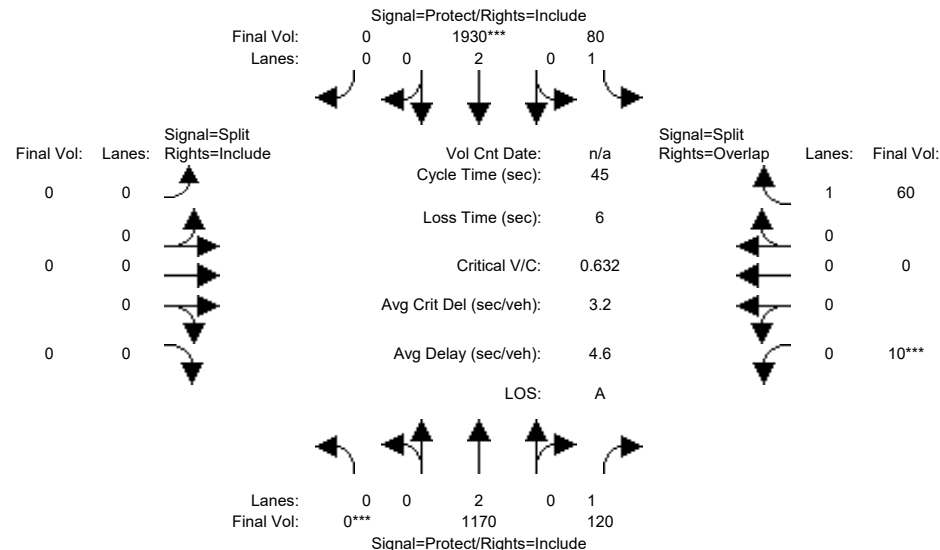
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1082	110	70	1786	0	0	0	0	0	0	50
Growth Adj:	1.00	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	1082	110	70	1786	0	0	0	0	0	0	50
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	1082	110	70	1786	0	0	0	0	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1082	110	70	1786	0	0	0	0	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1082	110	70	1786	0	0	0	0	0	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1082	110	70	1786	0	0	0	0	0	0	50
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	0.28	0.06	0.04	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Moves:	****				****						****	
Green Time:	0.0	25.2	25.2	13.8	39.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8
Volume/Cap:	0.00	0.51	0.11	0.13	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.09
Delay/Veh:	0.0	6.3	4.7	11.4	0.9	0.0	0.0	0.0	0.0	0.0	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	6.3	4.7	11.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	11.2
LOS by Move:	A	A	A	B+	A	A	A	A	A	A	A	B+
HCM2k95thQ:	0	10	2	1	6	0	0	0	0	0	0	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 PM

Intersection #5: San Antonio Rd. & Nita Ave.



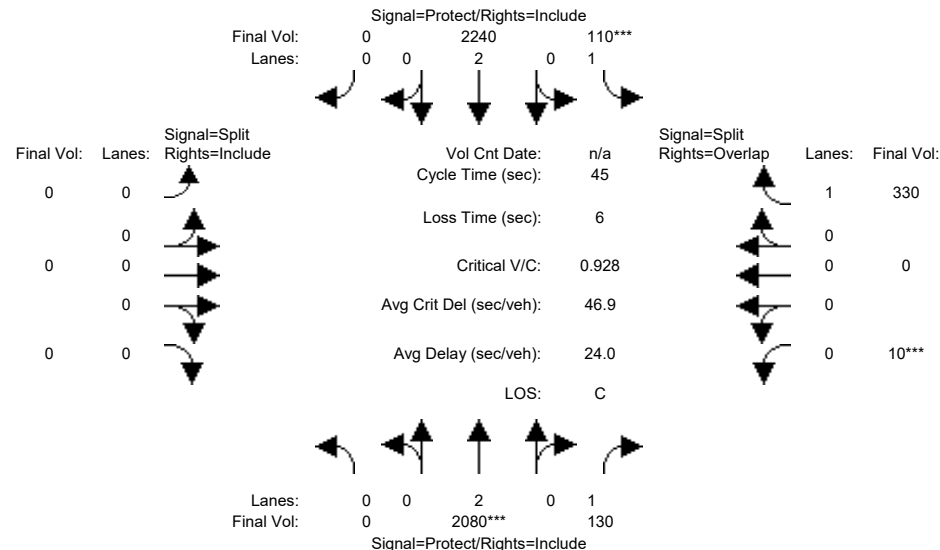
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1170	120	80	1930	0	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	1170	120	80	1930	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	1170	120	80	1930	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	1170	120	80	1930	0	0	0	0	10	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	120	80	1930	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
Final Volume:	0	1170	120	80	1930	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	0.31	0.07	0.05	0.51	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	0.0	24.0	24.0	12.1	36.2	0.0	0.0	0.0	0.0	2.8	0.0	15.0
Volume/Cap:	0.00	0.58	0.13	0.17	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.12
Uniform Del:	0.0	7.1	5.3	12.6	1.8	0.0	0.0	0.0	0.0	20.6	0.0	10.4
IncrementDel:	0.0	0.4	0.1	0.2	0.4	0.0	0.0	0.0	0.0	11.3	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	7.5	5.3	12.7	2.2	0.0	0.0	0.0	0.0	31.9	0.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	5.3	12.7	2.2	0.0	0.0	0.0	0.0	31.9	0.0	10.5
LOS by Move:	A	A	A	B	A	A	A	A	A	C	A	B+
HCM2k95thQ:	0	12	2	2	10	0	0	0	0	5	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 PM

Intersection #5: San Antonio Rd. & Nita Ave.



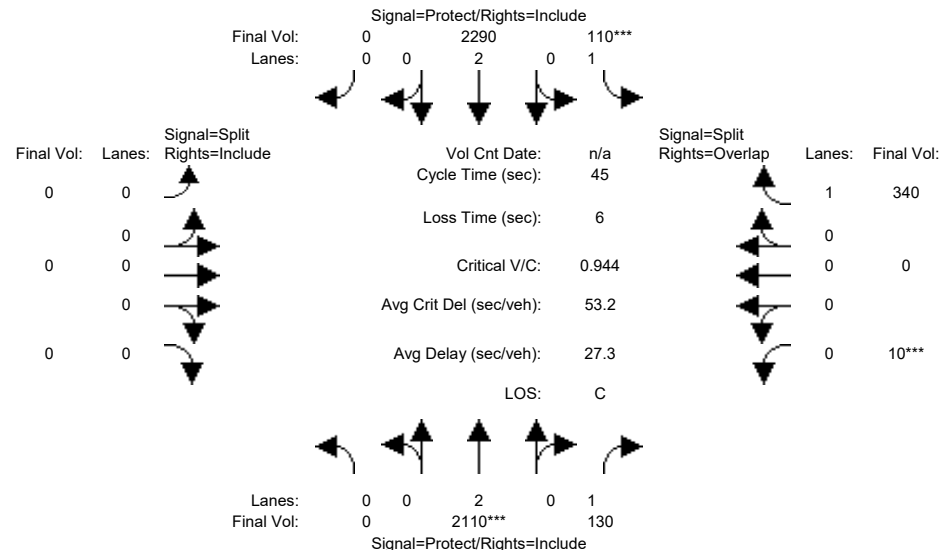
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2080	130	110	2240	0	0	0	0	10	0	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:	0	2080	130	110	2240	0	0	0	0	10	0	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:	0	2080	130	110	2240	0	0	0	0	10	0	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:	0	2080	130	110	2240	0	0	0	0	10	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2080	130	110	2240	0	0	0	0	10	0	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
Final Volume:	0	2080	130	110	2240	0	0	0	0	10	0	330
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	0.03	0.00	0.97
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	51	0	1699
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.07	0.06	0.59	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:	****			****			****			****		
Green Time:	0.0	23.6	23.6	7.0	30.6	0.0	0.0	0.0	0.0	8.4	0.0	15.4
Volume/Cap:	0.00	1.04	0.14	0.40	0.87	0.00	0.00	0.00	0.00	1.04	0.00	0.57
Uniform Del:	0.0	10.7	5.5	17.1	5.6	0.0	0.0	0.0	0.0	18.3	0.0	12.1
IncrcmntDel:	0.0	32.4	0.1	1.0	3.4	0.0	0.0	0.0	0.0	61.5	0.0	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	43.1	5.6	18.1	9.0	0.0	0.0	0.0	0.0	79.8	0.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.1	5.6	18.1	9.0	0.0	0.0	0.0	0.0	79.8	0.0	13.4
LOS by Move:	A	D	A	B-	A	A	A	A	A	E-	A	B
HCM2k95thQ:	0	45	2	3	20	0	0	0	0	22	0	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)
2030+P PM

Intersection #5: San Antonio Rd. & Nita Ave.



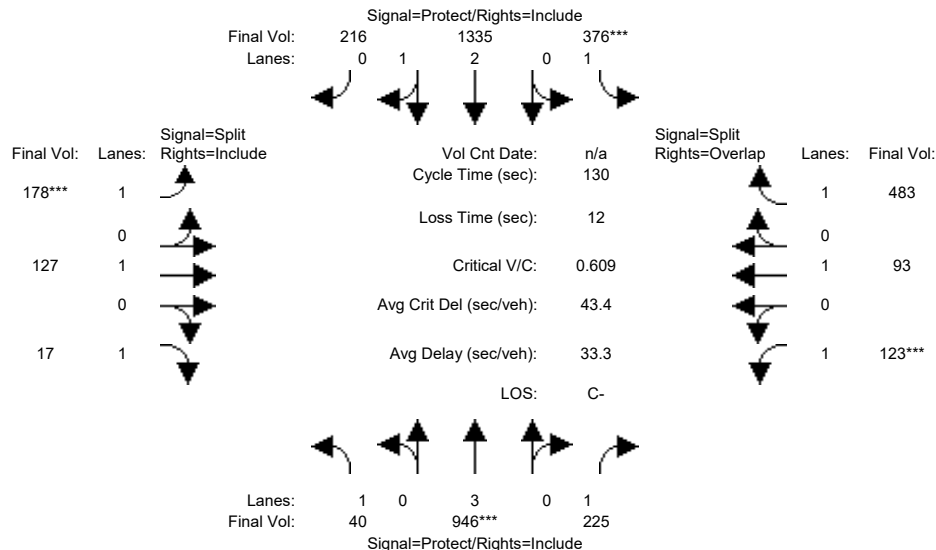
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2110	130	110	2290	0	0	0	0	10	0	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:	0	2110	130	110	2290	0	0	0	0	10	0	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:	0	2110	130	110	2290	0	0	0	0	10	0	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:	0	2110	130	110	2290	0	0	0	0	10	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	130	110	2290	0	0	0	0	10	0	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
Final Volume:	0	2110	130	110	2290	0	0	0	0	10	0	340
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	0.03	0.00	0.97
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	50	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.07	0.06	0.60	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:	****			****			****			****		
Green Time:	0.0	23.5	23.5	7.0	30.5	0.0	0.0	0.0	0.0	8.5	0.0	15.5
Volume/Cap:	0.00	1.06	0.14	0.40	0.89	0.00	0.00	0.00	0.00	1.06	0.00	0.58
Uniform Del:	0.0	10.7	5.5	17.1	5.9	0.0	0.0	0.0	0.0	18.3	0.0	12.1
IncrementDel:	0.0	39.0	0.1	1.0	4.2	0.0	0.0	0.0	0.0	66.9	0.0	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	49.8	5.6	18.1	10.1	0.0	0.0	0.0	0.0	85.2	0.0	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.8	5.6	18.1	10.1	0.0	0.0	0.0	0.0	85.2	0.0	13.6
LOS by Move:	A	D	A	B-	B+	A	A	A	A	F	A	B
HCM2k95thQ:	0	47	2	3	22	0	0	0	0	24	0	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)
Existing PM

Intersection #6: San Antonio Rd. & California St.

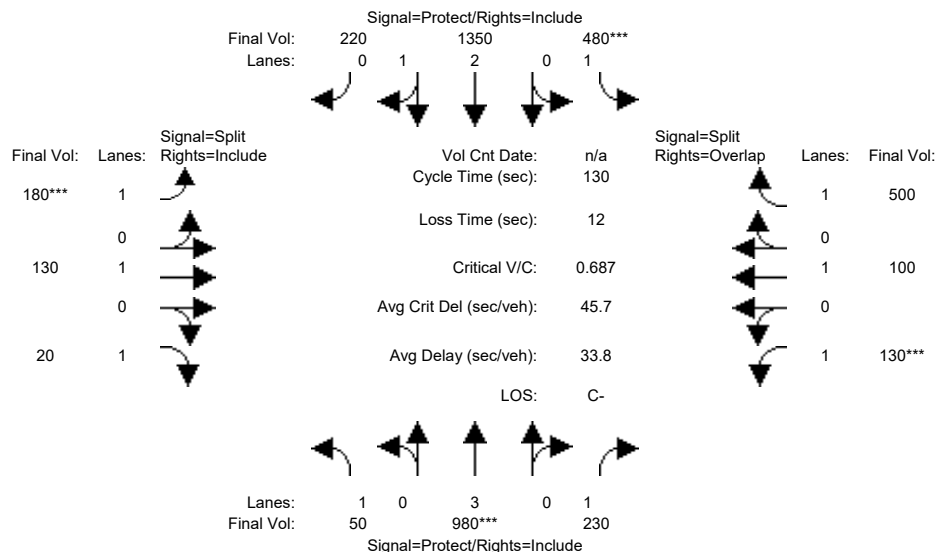


Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	946	225	376	1335	216	178	127	17	123	93	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	946	225	376	1335	216	178	127	17	123	93	483
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:	40	946	225	376	1335	216	178	127	17	123	93	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	946	225	376	1335	216	178	127	17	123	93	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	946	225	376	1335	216	178	127	17	123	93	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	946	225	376	1335	216	178	127	17	123	93	483
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	2.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4819	780	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.13	0.21	0.28	0.28	0.10	0.07	0.01	0.07	0.05	0.28
Crit Moves:	****			****			****			****		
Green Time:	13.2	35.4	35.4	45.9	68.1	68.1	21.7	21.7	21.7	15.0	15.0	60.9
Volume/Cap:	0.22	0.61	0.47	0.61	0.53	0.53	0.61	0.40	0.06	0.61	0.42	0.59
Delay/Veh:	54.3	42.0	40.2	36.5	20.6	20.6	53.9	49.2	45.6	60.0	54.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	42.0	40.2	36.5	20.6	20.6	53.9	49.2	45.6	60.0	54.8	26.5
LOS by Move:	D-	D	D	D+	C+	C+	D-	D	D	E	D-	C
HCM2k95thQ:	4	21	15	24	24	24	15	9	1	12	8	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)
EX+P PM

Intersection #6: San Antonio Rd. & California St.



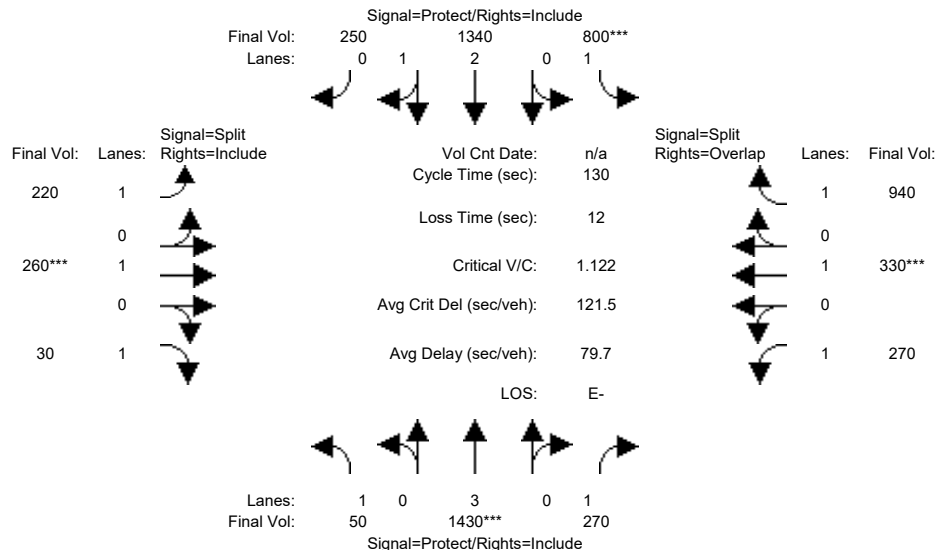
Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	980	230	480	1350	220	180	130	20	130	100	500
Growth Adj:	1.00	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	980	230	480	1350	220	180	130	20	130	100	500
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	980	230	480	1350	220	180	130	20	130	100	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	980	230	480	1350	220	180	130	20	130	100	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	980	230	480	1350	220	180	130	20	130	100	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	980	230	480	1350	220	180	130	20	130	100	500
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	2.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4814	785	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.13	0.27	0.28	0.28	0.10	0.07	0.01	0.07	0.05	0.29
Crit Moves:	****			****			****			****		
Green Time:	13.6	32.5	32.5	51.9	70.9	70.9	19.5	19.5	19.5	14.1	14.1	66.0
Volume/Cap:	0.27	0.69	0.52	0.69	0.51	0.51	0.69	0.46	0.08	0.69	0.49	0.56
Uniform Del:	53.6	44.1	42.1	32.3	18.7	18.7	52.4	50.4	47.5	55.8	54.6	22.1
IncrementDel:	0.8	1.4	1.2	2.9	0.2	0.2	7.4	1.2	0.1	10.1	1.8	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.4	45.5	43.2	35.2	18.8	18.8	59.8	51.6	47.7	65.9	56.4	22.9
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:	54.4	45.5	43.2	35.2	18.8	18.8	59.8	51.6	47.7	65.9	56.4	22.9
LOS by Move:	D-	D	D	D+	B-	B-	E+	D-	D	E	E+	C+
HCM2k95thQ:	4	23	17	30	24	24	16	10	2	13	8	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 PM

Intersection #6: San Antonio Rd. & California St.

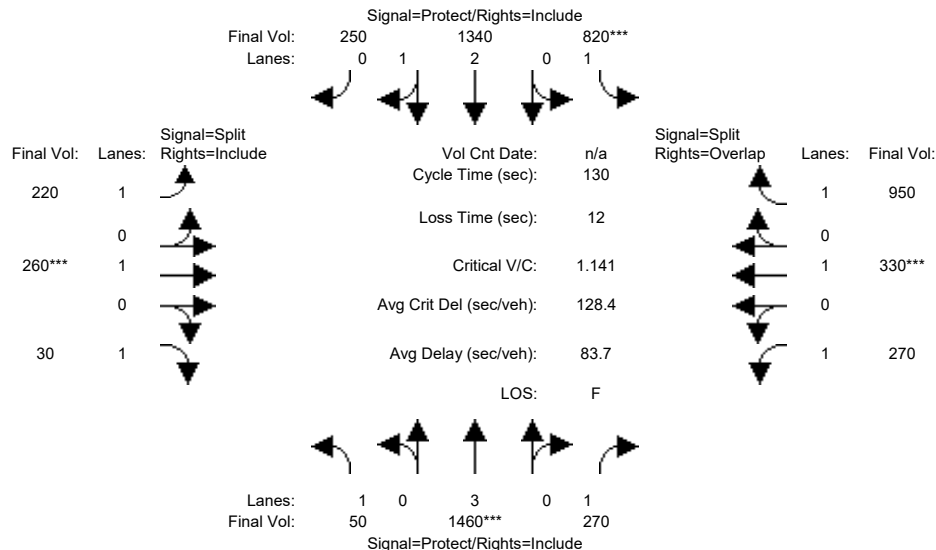


Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1430	270	800	1340	250	220	260	30	270	330	940
Growth Adj:	1.00	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	1430	270	800	1340	250	220	260	30	270	330	940
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	1430	270	800	1340	250	220	260	30	270	330	940
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1430	270	800	1340	250	220	260	30	270	330	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1430	270	800	1340	250	220	260	30	270	330	940
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1430	270	800	1340	250	220	260	30	270	330	940
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	2.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4718	880	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.15	0.46	0.28	0.28	0.13	0.14	0.02	0.15	0.17	0.54
Crit Moves:	****			****			****			****		
Green Time:	13.1	29.1	29.1	53.0	69.0	69.0	15.9	15.9	15.9	20.1	20.1	73.1
Volume/Cap:	0.28	1.12	0.69	1.12	0.54	0.54	1.03	1.12	0.14	1.00	1.12	0.96
Uniform Del:	54.1	50.5	46.3	38.5	20.0	20.0	57.1	57.1	51.0	54.9	54.9	26.9
IncramntDel:	0.9	65.8	5.2	72.5	0.2	0.2	69.9	95.9	0.3	53.7	89.5	18.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	116	51.5	111.1	20.2	20.2	127.0	153	51.3	108.6	144	45.7
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:	55.0	116	51.5	111.1	20.2	20.2	127.0	153	51.3	108.6	144	45.7
LOS by Move:	E+	F	D-	F	C+	C+	F	F	D-	F	F	D
HCM2k95thQ:	4	47	21	76	25	25	26	30	3	29	35	68
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 PM

Intersection #6: San Antonio Rd. & California St.

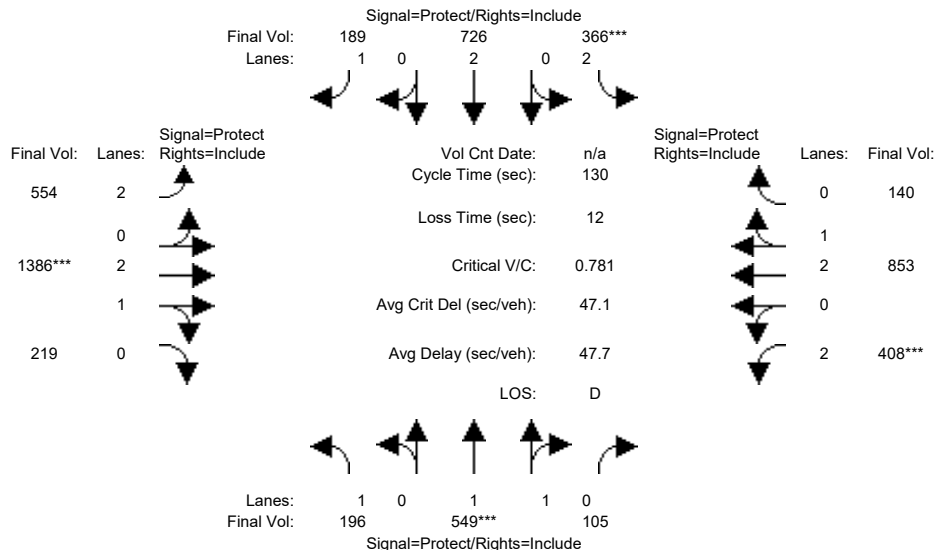


Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1460	270	820	1340	250	220	260	30	270	330	950
Growth Adj:	1.00	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	1460	270	820	1340	250	220	260	30	270	330	950
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	1460	270	820	1340	250	220	260	30	270	330	950
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1460	270	820	1340	250	220	260	30	270	330	950
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1460	270	820	1340	250	220	260	30	270	330	950
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1460	270	820	1340	250	220	260	30	270	330	950
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	2.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4718	880	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.15	0.47	0.28	0.28	0.13	0.14	0.02	0.15	0.17	0.54
Crit Moves:	****			****			****			****		
Green Time:	13.2	29.2	29.2	53.4	69.4	69.4	15.6	15.6	15.6	19.8	19.8	73.2
Volume/Cap:	0.28	1.14	0.69	1.14	0.53	0.53	1.05	1.14	0.14	1.01	1.14	0.96
Uniform Del:	54.0	50.4	46.2	38.3	19.7	19.7	57.2	57.2	51.2	55.1	55.1	27.1
IncramntDel:	0.9	73.1	5.0	79.4	0.2	0.2	75.2	103	0.3	58.5	96.4	20.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	124	51.3	117.7	19.9	19.9	132.4	160	51.5	113.6	151	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:	54.9	124	51.3	117.7	19.9	19.9	132.4	160	51.5	113.6	151	47.5
LOS by Move:	D-	F	D-	F	B-	B-	F	F	D-	F	F	D
HCM2k95thQ:	4	48	21	79	25	25	26	30	3	29	36	69
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 PM

Intersection #7: San Antonio Rd. & El Camino Real

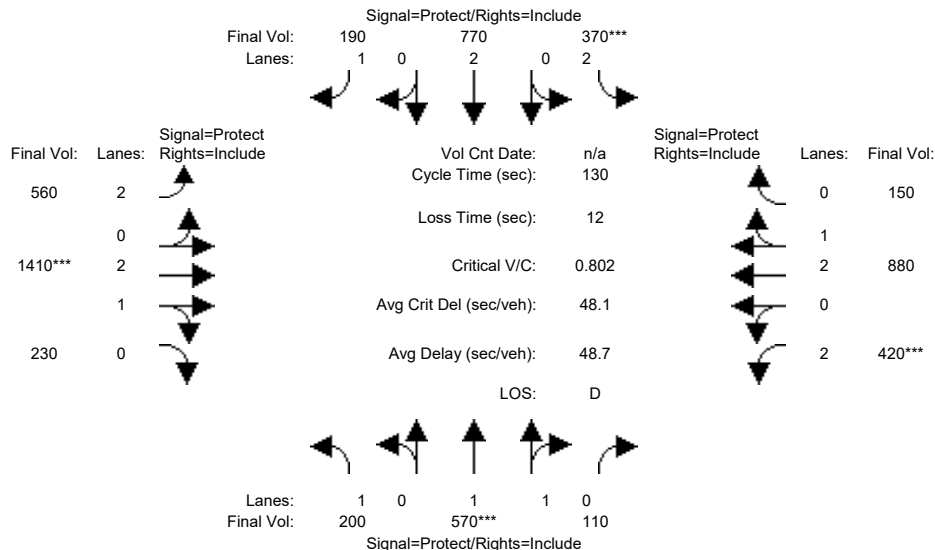


Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	549	105	366	726	189	554	1386	219	408	853	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	549	105	366	726	189	554	1386	219	408	853	140
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:	196	549	105	366	726	189	554	1386	219	408	853	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	549	105	366	726	189	554	1386	219	408	853	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	549	105	366	726	189	554	1386	219	408	853	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	549	105	366	726	189	554	1386	219	408	853	140
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	1.67	0.33	2.00	2.00	1.00	2.00	2.58	0.42	2.00	2.56	0.44
Final Sat.:	1750	3106	594	3150	3800	1750	3150	4835	764	3150	4809	789
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.12	0.19	0.11	0.18	0.29	0.29	0.13	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.1	30.0	30.0	19.2	33.1	33.1	30.9	47.4	47.4	21.4	37.9	37.9
Volume/Cap:	0.91	0.77	0.77	0.79	0.75	0.42	0.74	0.79	0.79	0.79	0.61	0.61
Delay/Veh:	92.7	50.9	50.9	62.1	47.9	41.1	49.7	38.9	38.9	59.9	40.4	40.4
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:	92.7	50.9	50.9	62.1	47.9	41.1	49.7	38.9	38.9	59.9	40.4	40.4
LOS by Move:	F	D	D	E	D	D	D	D+	D+	E+	D	D
HCM2k95thQ:	21	25	25	19	26	13	24	35	35	21	22	22
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 PM

Intersection #7: San Antonio Rd. & El Camino Real

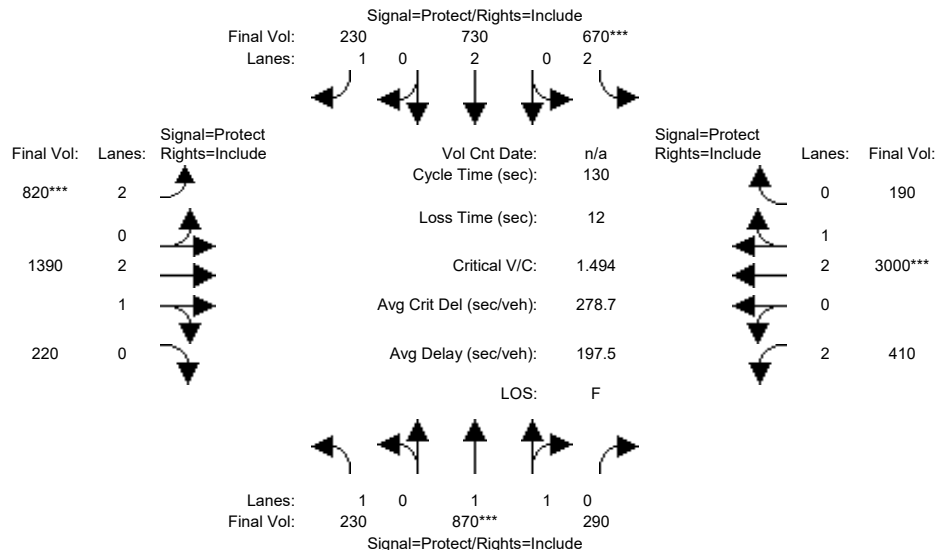


Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	570	110	370	770	190	560	1410	230	420	880	150
Growth Adj:	1.00	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	570	110	370	770	190	560	1410	230	420	880	150
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	570	110	370	770	190	560	1410	230	420	880	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	570	110	370	770	190	560	1410	230	420	880	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	570	110	370	770	190	560	1410	230	420	880	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	570	110	370	770	190	560	1410	230	420	880	150
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	1.67	0.33	2.00	2.00	1.00	2.00	2.56	0.44	2.00	2.55	0.45
Final Sat.:	1750	3101	598	3150	3800	1750	3150	4814	785	3150	4783	815
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.12	0.20	0.11	0.18	0.29	0.29	0.13	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.2	30.0	30.0	19.0	32.8	32.8	31.2	47.4	47.4	21.6	37.8	37.8
Volume/Cap:	0.92	0.80	0.80	0.80	0.80	0.43	0.74	0.80	0.80	0.80	0.63	0.63
Uniform Del:	56.2	47.1	47.1	53.7	45.6	40.8	45.7	37.1	37.1	52.2	40.1	40.1
IncrementDel:	38.3	5.3	5.3	9.8	5.0	0.7	3.9	2.4	2.4	8.8	0.8	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.5	52.4	52.4	63.5	50.6	41.5	49.6	39.5	39.5	60.9	40.9	40.9
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:	94.5	52.4	52.4	63.5	50.6	41.5	49.6	39.5	39.5	60.9	40.9	40.9
LOS by Move:	F	D-	D-	E	D	D	D	D	D	E	D	D
HCM2k95thQ:	21	26	26	20	28	13	24	36	36	21	23	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 PM

Intersection #7: San Antonio Rd. & El Camino Real

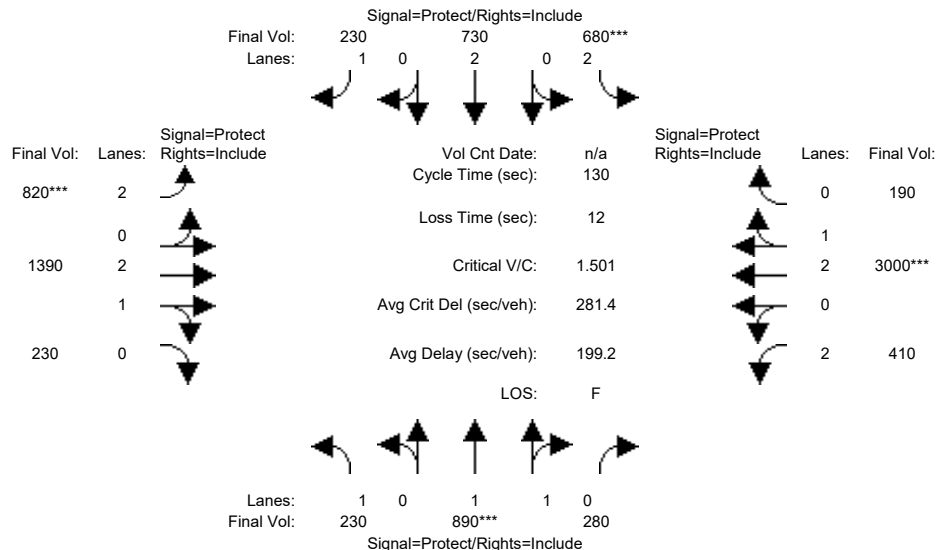


Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	870	290	670	730	230	820	1390	220	410	3000	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:	230	870	290	670	730	230	820	1390	220	410	3000	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:	230	870	290	670	730	230	820	1390	220	410	3000	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:	230	870	290	670	730	230	820	1390	220	410	3000	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	870	290	670	730	230	820	1390	220	410	3000	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
Final Volume:	230	870	290	670	730	230	820	1390	220	410	3000	190
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	0.98	0.95
Lanes:	1.00	1.49	0.51	2.00	2.00	1.00	2.00	2.57	0.43	2.00	2.81	0.19
Final Sat.:	1750	2774	925	3150	3800	1750	3150	4834	765	3150	5266	334
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.21	0.19	0.13	0.26	0.29	0.29	0.13	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	17.4	30.0	30.0	18.0	30.6	30.6	22.0	48.2	48.2	21.8	48.1	48.1
Volume/Cap:	0.98	1.36	1.36	1.54	0.82	0.56	1.54	0.78	0.78	0.78	1.54	1.54
Uniform Del:	56.1	50.0	50.0	56.0	47.1	43.8	54.0	36.1	36.1	51.7	41.0	41.0
IncrementDel:	53.5	169	169.1	254.4	6.0	1.7	252.4	1.9	1.9	7.1	246	245.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.7	219	219.1	310.5	53.0	45.5	306.5	38.0	38.0	58.8	287	286.6
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:	109.7	219	219.1	310.5	53.0	45.5	306.5	38.0	38.0	58.8	287	286.6
LOS by Move:	F	F	F	F	D-	D	F	D+	D+	E+	F	F
HCM2k95thQ:	25	69	69	55	28	17	66	35	35	20	134	134
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 PM

Intersection #7: San Antonio Rd. & El Camino Real

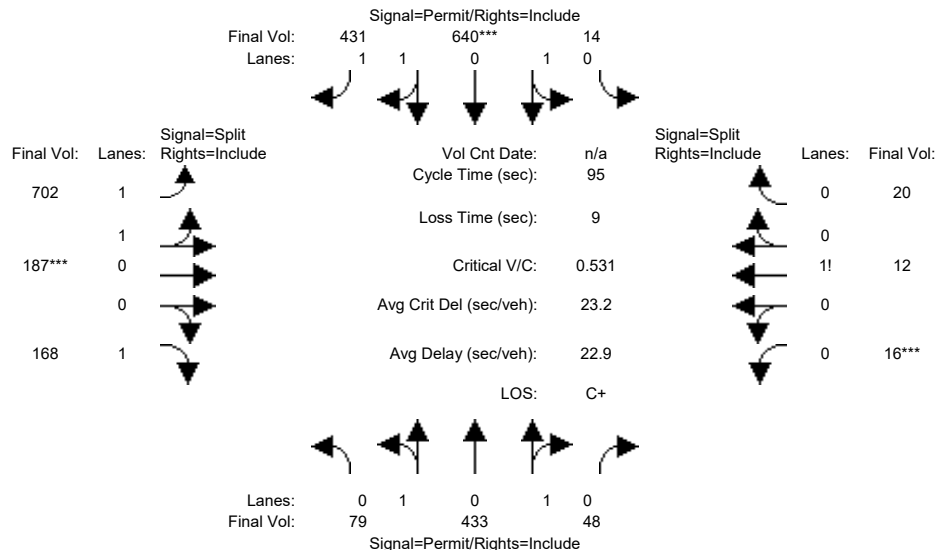


Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	890	280	680	730	230	820	1390	230	410	3000	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:	230	890	280	680	730	230	820	1390	230	410	3000	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:	230	890	280	680	730	230	820	1390	230	410	3000	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:	230	890	280	680	730	230	820	1390	230	410	3000	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	890	280	680	730	230	820	1390	230	410	3000	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
Final Volume:	230	890	280	680	730	230	820	1390	230	410	3000	190
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	0.98	0.95
Lanes:	1.00	1.51	0.49	2.00	2.00	1.00	2.00	2.56	0.44	2.00	2.81	0.19
Final Sat.:	1750	2814	885	3150	3800	1750	3150	4804	795	3150	5266	334
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.22	0.19	0.13	0.26	0.29	0.29	0.13	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	17.5	30.0	30.0	18.2	30.7	30.7	21.9	48.2	48.2	21.7	47.9	47.9
Volume/Cap:	0.98	1.37	1.37	1.55	0.81	0.56	1.55	0.78	0.78	0.78	1.55	1.55
Uniform Del:	56.1	50.0	50.0	55.9	47.0	43.7	54.0	36.2	36.2	51.9	41.0	41.0
IncrementDel:	52.2	174	174.2	256.4	5.8	1.7	254.5	2.0	2.0	7.4	248	247.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	108.2	224	224.2	312.3	52.7	45.4	308.6	38.2	38.2	59.3	289	288.8
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:	108.2	224	224.2	312.3	52.7	45.4	308.6	38.2	38.2	59.3	289	288.8
LOS by Move:	F	F	F	F	D-	D	F	D+	D+	E+	F	F
HCM2k95thQ:	25	70	70	56	28	17	66	35	35	21	135	135
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 PM

Intersection #8: Charleston Rd. & Fabian Wy.



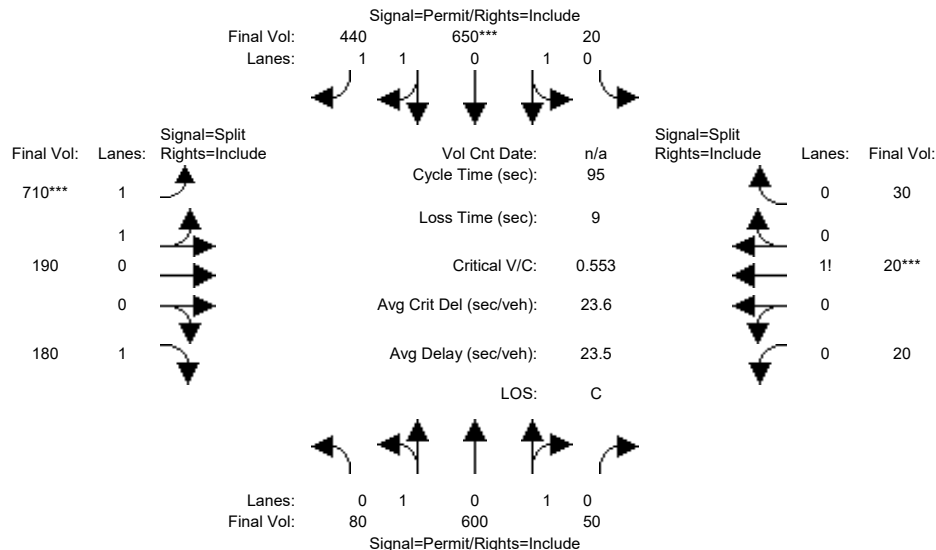
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	433	48	14	640	431	702	187	168	16	12	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:	79	433	48	14	640	431	702	187	168	16	12	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:	79	433	48	14	640	431	702	187	168	16	12	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:	79	433	48	14	640	431	702	187	168	16	12	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	433	48	14	640	431	702	187	168	16	12	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
Final Volume:	79	433	48	14	640	431	702	187	168	16	12	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:	0.28	1.55	0.17	0.04	1.75	1.21	1.59	0.41	1.00	0.33	0.25	0.42
Final Sat.:	508	2784	309	69	3155	2125	2803	747	1750	583	438	729
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.20	0.20	0.20	0.25	0.25	0.10	0.03	0.03	0.03
Crit Moves:					****			****		****		
Green Time:	34.0	34.0	34.0	34.0	34.0	34.0	42.0	42.0	42.0	10.0	10.0	10.0
Volume/Cap:	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.22	0.26	0.26	0.26
Delay/Veh:	23.4	23.4	23.4	25.0	25.0	25.0	20.2	20.2	16.5	39.9	39.9	39.9
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:	23.4	23.4	23.4	25.0	25.0	25.0	20.2	20.2	16.5	39.9	39.9	39.9
LOS by Move:	C	C	C	C	C	C	C+	C+	B	D	D	D
HCM2k95thQ:	13	13	13	18	18	18	18	18	6	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)
EX+P PM

Intersection #8: Charleston Rd. & Fabian Wy.

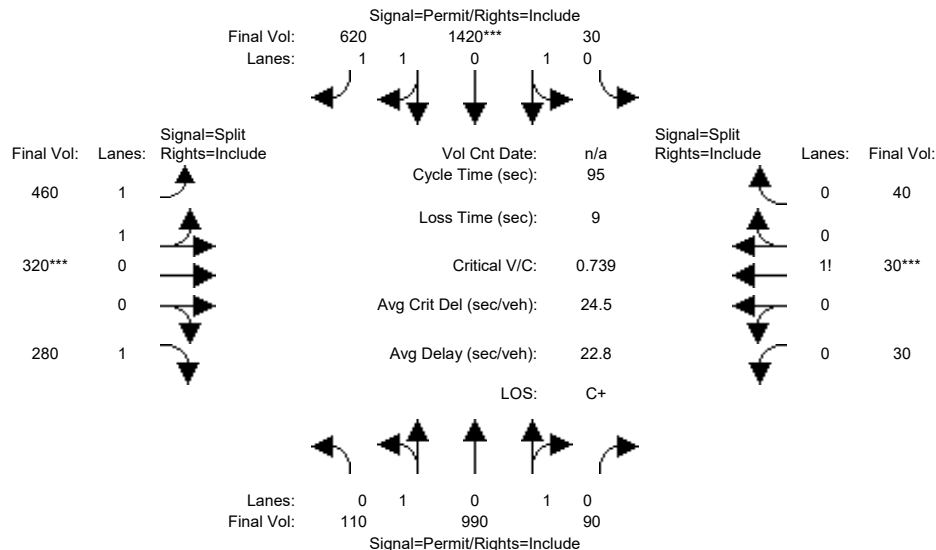


Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	600	50	20	650	440	710	190	180	20	20	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:	80	600	50	20	650	440	710	190	180	20	20	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:	80	600	50	20	650	440	710	190	180	20	20	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:	80	600	50	20	650	440	710	190	180	20	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	600	50	20	650	440	710	190	180	20	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	600	50	20	650	440	710	190	180	20	20	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:	0.22	1.64	0.14	0.05	1.74	1.21	1.58	0.42	1.00	0.28	0.29	0.43
Final Sat.:	395	2959	247	96	3132	2120	2800	749	1750	500	500	750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.21	0.21	0.21	0.25	0.25	0.10	0.04	0.04	0.04
Crit Moves:				****	****	****	****	****		****	****	****
Green Time:	34.2	34.2	34.2	34.2	34.2	34.2	41.8	41.8	41.8	10.0	10.0	10.0
Volume/Cap:	0.56	0.56	0.56	0.58	0.58	0.58	0.58	0.58	0.23	0.38	0.38	0.38
Uniform Del:	24.4	24.4	24.4	24.5	24.5	24.5	20.0	20.0	16.6	39.6	39.6	39.6
IncrcmntDel:	0.6	0.6	0.6	0.4	0.4	0.4	0.5	0.5	0.2	1.3	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.0	25.0	25.0	25.0	25.0	25.0	20.5	20.5	16.8	40.9	40.9	40.9
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:	25.0	25.0	25.0	25.0	25.0	25.0	20.5	20.5	16.8	40.9	40.9	40.9
LOS by Move:	C	C	C	C	C	C	C+	C+	B	D	D	D
HCM2k95thQ:	17	17	17	18	18	18	18	18	7	4	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)
2030 PM

Intersection #8: Charleston Rd. & Fabian Wy.

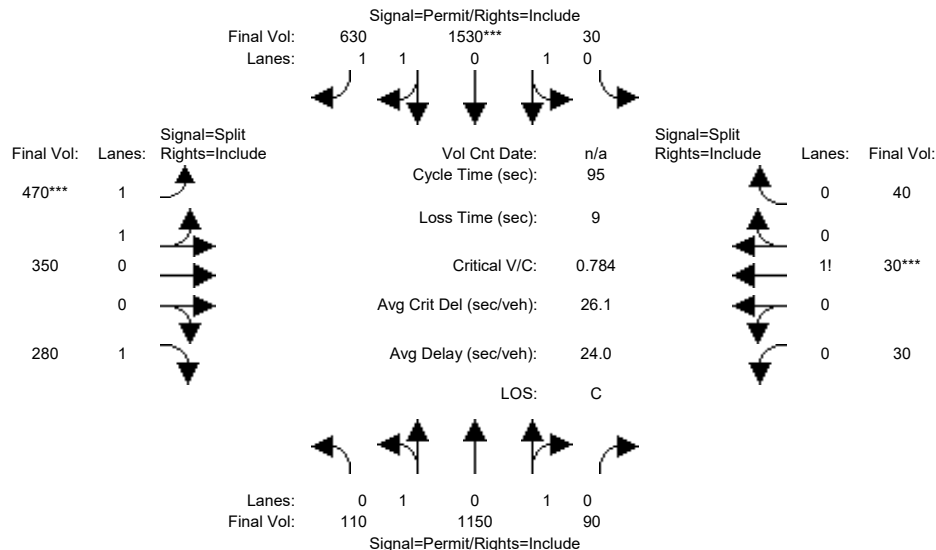


Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	990	90	30	1420	620	460	320	280	30	30	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	990	90	30	1420	620	460	320	280	30	30	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	990	90	30	1420	620	460	320	280	30	30	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	990	90	30	1420	620	460	320	280	30	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	990	90	30	1420	620	460	320	280	30	30	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
Final Volume:	110	990	90	30	1420	620	460	320	280	30	30	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	0.97	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.18	1.67	0.15	0.04	1.96	1.00	1.19	0.81	1.00	0.30	0.30	0.40
Final Sat.:	333	2995	272	77	3623	1750	2093	1456	1750	525	525	700
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.39	0.39	0.35	0.22	0.22	0.16	0.06	0.06	0.06
Crit Moves:					****			****			****	
Green Time:	48.7	48.7	48.7	48.7	48.7	48.7	27.3	27.3	27.3	10.0	10.0	10.0
Volume/Cap:	0.64	0.64	0.64	0.76	0.76	0.69	0.76	0.76	0.56	0.54	0.54	0.54
Uniform Del:	16.9	16.9	16.9	18.6	18.6	17.5	30.9	30.9	28.7	40.3	40.3	40.3
IncrcmntDel:	0.8	0.8	0.8	1.3	1.3	0.7	3.5	3.5	1.4	3.3	3.3	3.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.7	17.7	17.7	19.9	19.9	18.2	34.4	34.4	30.1	43.6	43.6	43.6
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:	17.7	17.7	17.7	19.9	19.9	18.2	34.4	34.4	30.1	43.6	43.6	43.6
LOS by Move:	B	B	B	B-	B-	B-	C-	C-	C	D	D	D
HCM2k95thQ:	25	25	25	32	32	27	19	19	13	6	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 PM

Intersection #8: Charleston Rd. & Fabian Wy.

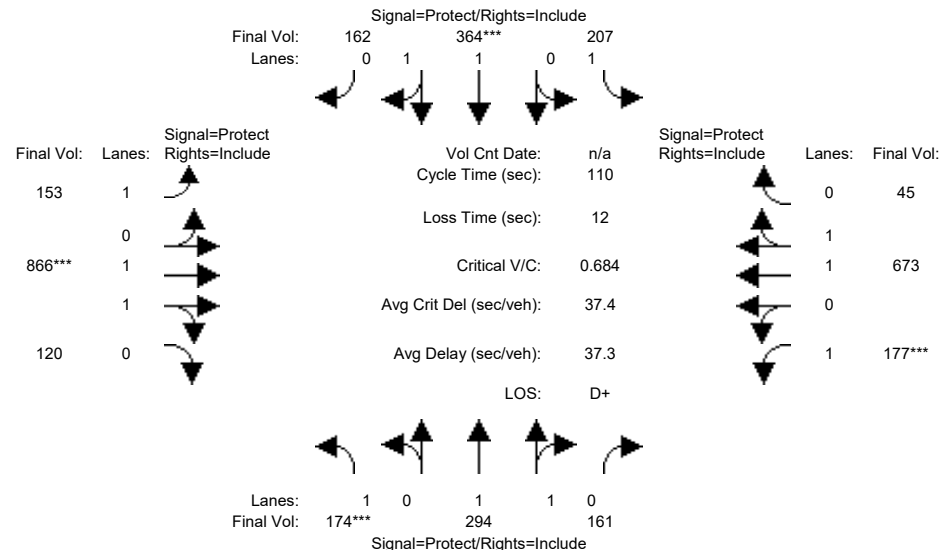


Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1150	90	30	1530	630	470	350	280	30	30	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
Final Volume:	110	1150	90	30	1530	630	470	350	280	30	30	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	0.97	0.92	0.92	0.95	0.92	0.92	0.92	0.92
Lanes:	0.16	1.71	0.13	0.04	1.96	1.00	1.16	0.84	1.00	0.30	0.30	0.40
Final Sat.:	293	3067	240	71	3629	1750	2034	1515	1750	525	525	700
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.42	0.42	0.36	0.23	0.23	0.16	0.06	0.06	0.06
Crit Moves:				****			****			****		
Green Time:	49.1	49.1	49.1	49.1	49.1	49.1	26.9	26.9	26.9	10.0	10.0	10.0
Volume/Cap:	0.73	0.73	0.73	0.82	0.82	0.70	0.82	0.82	0.57	0.54	0.54	0.54
Uniform Del:	17.7	17.7	17.7	19.2	19.2	17.3	31.7	31.7	29.1	40.3	40.3	40.3
IncrcmntDel:	1.5	1.5	1.5	2.0	2.0	0.7	5.3	5.3	1.5	3.3	3.3	3.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.2	19.2	19.2	21.2	21.2	18.0	37.0	37.0	30.6	43.6	43.6	43.6
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:	19.2	19.2	19.2	21.2	21.2	18.0	37.0	37.0	30.6	43.6	43.6	43.6
LOS by Move:	B-	B-	B-	C+	C+	B-	D+	D+	C	D	D	D
HCM2k95thQ:	29	29	29	36	36	28	20	20	13	6	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)
Existing PM

Intersection #9: Charleston Rd. & Middlefield Wy.

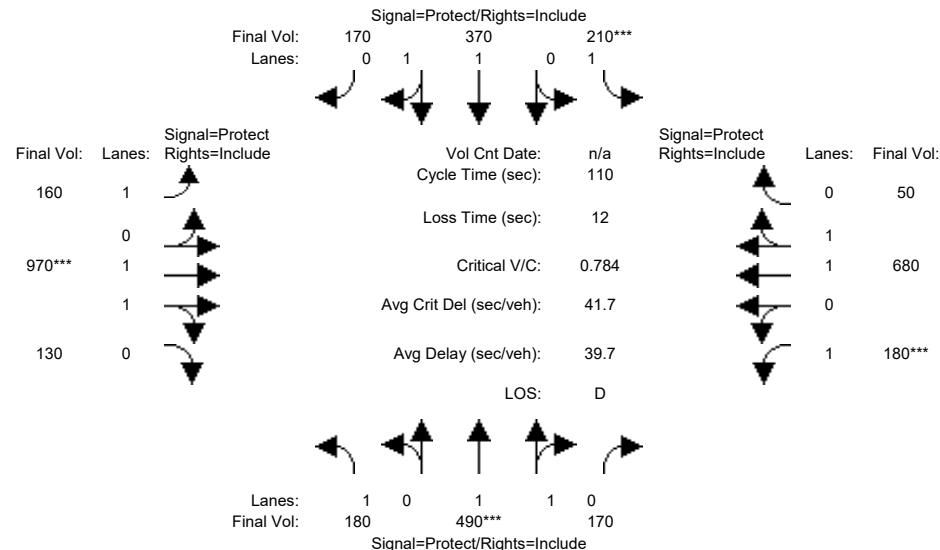


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	174	294	161	207	364	162	153	866	120	177	673	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	294	161	207	364	162	153	866	120	177	673	45
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:	174	294	161	207	364	162	153	866	120	177	673	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	294	161	207	364	162	153	866	120	177	673	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	294	161	207	364	162	153	866	120	177	673	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	294	161	207	364	162	153	866	120	177	673	45
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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.27	0.73	1.00	1.37	0.63	1.00	1.75	0.25	1.00	1.87	0.13
Final Sat.:	1750	2390	1309	1750	2560	1139	1750	3249	450	1750	3468	232
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.12	0.14	0.14	0.09	0.27	0.27	0.10	0.19	0.19
Crit Moves:	***				***		***			***		
Green Time:	16.0	19.8	19.8	19.1	22.9	22.9	18.4	42.9	42.9	16.3	40.8	40.8
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.52	0.68	0.68	0.68	0.52	0.52
Delay/Veh:	52.1	45.1	45.1	48.9	42.8	42.8	43.6	29.3	29.3	51.8	27.4	27.4
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:	52.1	45.1	45.1	48.9	42.8	42.8	43.6	29.3	29.3	51.8	27.4	27.4
LOS by Move:	D-	D	D	D	D	D	D	C	C	D-	C	C
HCM2k95thQ:	14	16	16	16	18	18	10	24	24	12	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)
EX+P PM

Intersection #9: Charleston Rd. & Middlefield Wy.

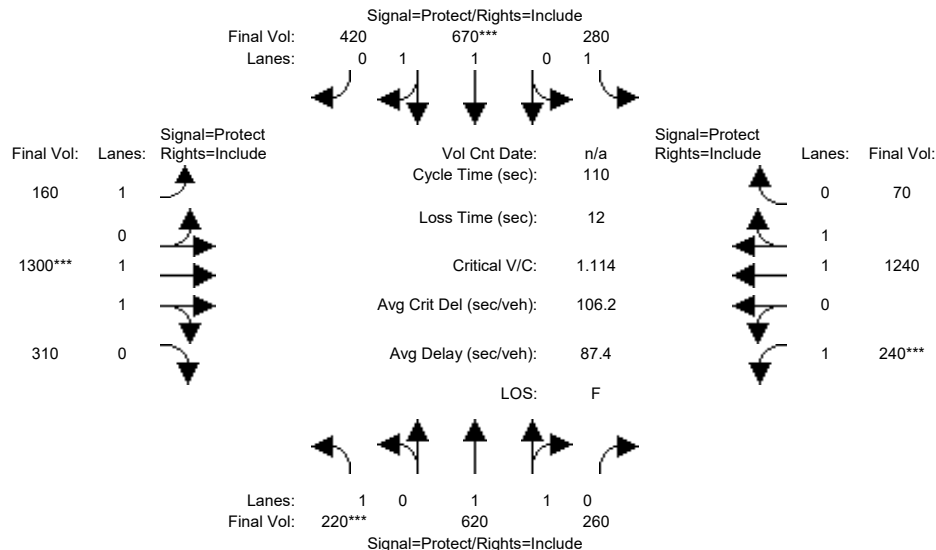


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	490	170	210	370	170	160	970	130	180	680	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	490	170	210	370	170	160	970	130	180	680	50
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:	180	490	170	210	370	170	160	970	130	180	680	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	490	170	210	370	170	160	970	130	180	680	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	490	170	210	370	170	160	970	130	180	680	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	490	170	210	370	170	160	970	130	180	680	50
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	0.98	0.95
Lanes:	1.00	1.47	0.53	1.00	1.35	0.65	1.00	1.76	0.24	1.00	1.86	0.14
Final Sat.:	1750	2746	953	1750	2534	1164	1750	3262	437	1750	3446	253
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.12	0.15	0.15	0.09	0.30	0.30	0.10	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	17.3	25.0	25.0	16.8	24.6	24.6	17.8	41.7	41.7	14.4	38.4	38.4
Volume/Cap:	0.65	0.78	0.78	0.78	0.65	0.65	0.57	0.78	0.78	0.78	0.57	0.57
Uniform Del:	43.5	39.9	39.9	44.8	38.9	38.9	42.6	30.2	30.2	46.3	29.1	29.1
IncrcmntDel:	5.6	4.9	4.9	14.0	1.9	1.9	2.7	3.0	3.0	16.1	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	44.8	44.8	58.9	40.8	40.8	45.2	33.1	33.1	62.4	29.7	29.7
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:	49.1	44.8	44.8	58.9	40.8	40.8	45.2	33.1	33.1	62.4	29.7	29.7
LOS by Move:	D	D	D	E+	D	D	D	C-	C-	E	C	C
HCM2k95thQ:	14	23	23	17	18	18	10	29	29	13	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 PM

Intersection #9: Charleston Rd. & Middlefield Wy.

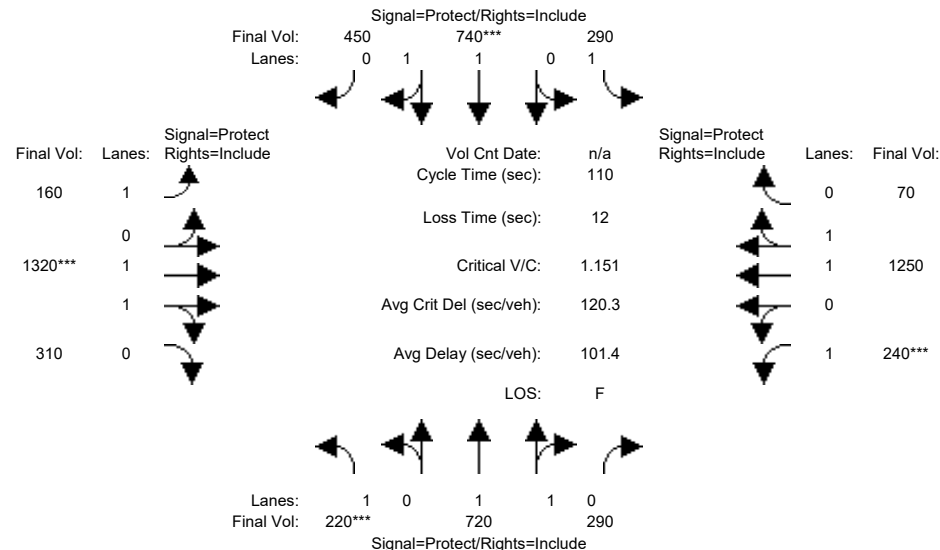


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	620	260	280	670	420	160	1300	310	240	1240	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:	220	620	260	280	670	420	160	1300	310	240	1240	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:	220	620	260	280	670	420	160	1300	310	240	1240	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:	220	620	260	280	670	420	160	1300	310	240	1240	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	620	260	280	670	420	160	1300	310	240	1240	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
Final Volume:	220	620	260	280	670	420	160	1300	310	240	1240	70
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	0.98	0.95
Lanes:	1.00	1.39	0.61	1.00	1.21	0.79	1.00	1.60	0.40	1.00	1.89	0.11
Final Sat.:	1750	2606	1093	1750	2273	1425	1750	2987	712	1750	3502	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.16	0.29	0.29	0.09	0.44	0.44	0.14	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	12.4	24.8	24.8	16.7	29.1	29.1	11.6	43.0	43.0	13.5	44.9	44.9
Volume/Cap:	1.11	1.05	1.05	1.05	1.11	1.11	0.87	1.11	1.11	1.11	0.87	0.87
Uniform Del:	48.8	42.6	42.6	46.7	40.5	40.5	48.4	33.5	33.5	48.2	29.8	29.8
IncrementDel:	98.1	46.6	46.6	70.3	65.5	65.5	32.5	61.6	61.6	95.4	5.6	5.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	146.9	89.2	89.2	117.0	106	106.0	81.0	95.1	95.1	143.6	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:	146.9	89.2	89.2	117.0	106	106.0	81.0	95.1	95.1	143.6	35.4	35.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	D+	D+
HCM2k95thQ:	26	38	38	29	48	48	10	58	58	23	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+P PM

Intersection #9: Charleston Rd. & Middlefield Wy.

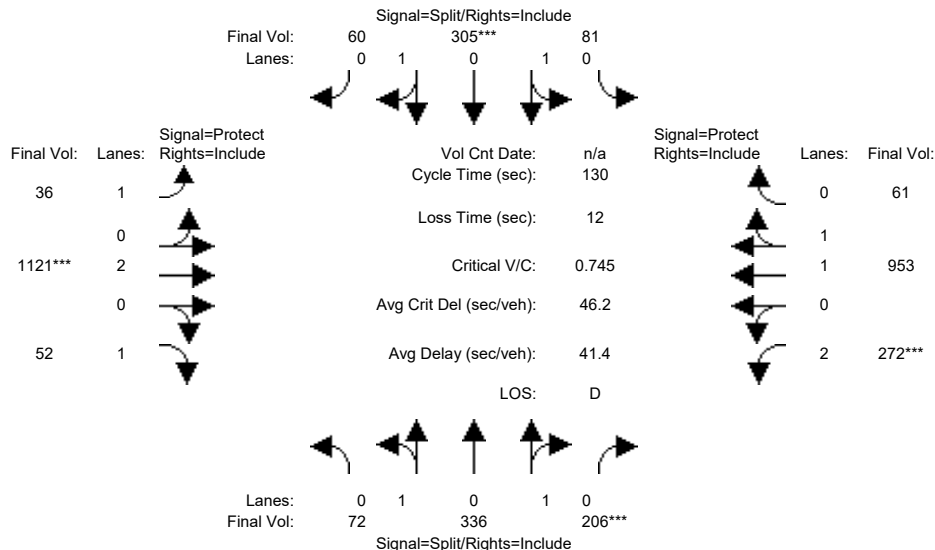


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	720	290	290	740	450	160	1320	310	240	1250	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
Final Volume:	220	720	290	290	740	450	160	1320	310	240	1250	70
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	0.98	0.95
Lanes:	1.00	1.41	0.59	1.00	1.22	0.78	1.00	1.61	0.39	1.00	1.89	0.11
Final Sat.:	1750	2637	1062	1750	2300	1399	1750	2996	704	1750	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.17	0.32	0.32	0.09	0.44	0.44	0.14	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	12.0	26.6	26.6	16.2	30.8	30.8	11.3	42.1	42.1	13.1	44.0	44.0
Volume/Cap:	1.15	1.13	1.13	1.13	1.15	1.15	0.89	1.15	1.15	1.15	0.89	0.89
Uniform Del:	49.0	41.7	41.7	46.9	39.6	39.6	48.8	33.9	33.9	48.4	30.8	30.8
IncrementDel:	111.6	72.0	72.0	95.1	79.2	79.2	38.5	76.5	76.5	108.9	7.3	7.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	160.5	114	113.7	142.1	119	118.9	87.3	110	110.4	157.3	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.5	114	113.7	142.1	119	118.9	87.3	110	110.4	157.3	38.1	38.1
LOS by Move:	F	F	F	F	F	F	F	F	F	F	D+	D+
HCM2k95thQ:	27	46	46	32	54	54	11	62	62	24	38	38
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 PM

Intersection #10: Charleston Rd. & Alma St.



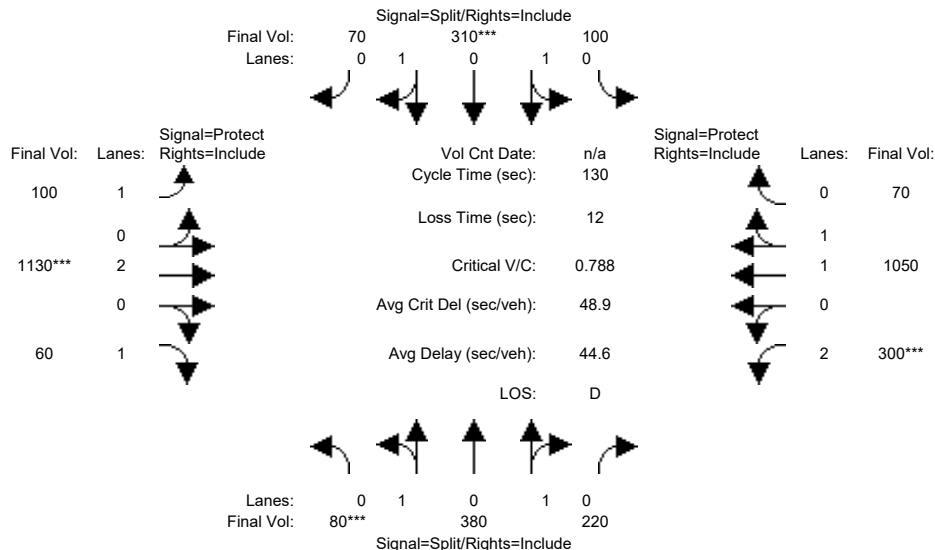
Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	336	206	81	305	60	36	1121	52	272	953	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	336	206	81	305	60	36	1121	52	272	953	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	336	206	81	305	60	36	1121	52	272	953	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	336	206	81	305	60	36	1121	52	272	953	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	336	206	81	305	60	36	1121	52	272	953	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	336	206	81	305	60	36	1121	52	272	953	61
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	0.98	0.95
Lanes:	0.23	1.10	0.67	0.36	1.37	0.27	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	422	1970	1208	654	2462	484	1750	3800	1750	3150	3477	223
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.12	0.12	0.12	0.02	0.30	0.03	0.09	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.8	29.8	21.6	21.6	21.6	10.9	51.5	51.5	15.1	55.7	55.7
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.24	0.74	0.07	0.74	0.64	0.64
Delay/Veh:	50.3	50.3	50.3	56.6	56.6	56.6	56.5	35.7	24.5	63.7	30.2	30.2
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:	50.3	50.3	50.3	56.6	56.6	56.6	56.5	35.7	24.5	63.7	30.2	30.2
LOS by Move:	D	D	D	E+	E+	E+	E+	D+	C	E	C	C
HCM2k95thQ:	24	24	24	19	19	19	3	34	3	12	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 PM

Intersection #10: Charleston Rd. & Alma St.

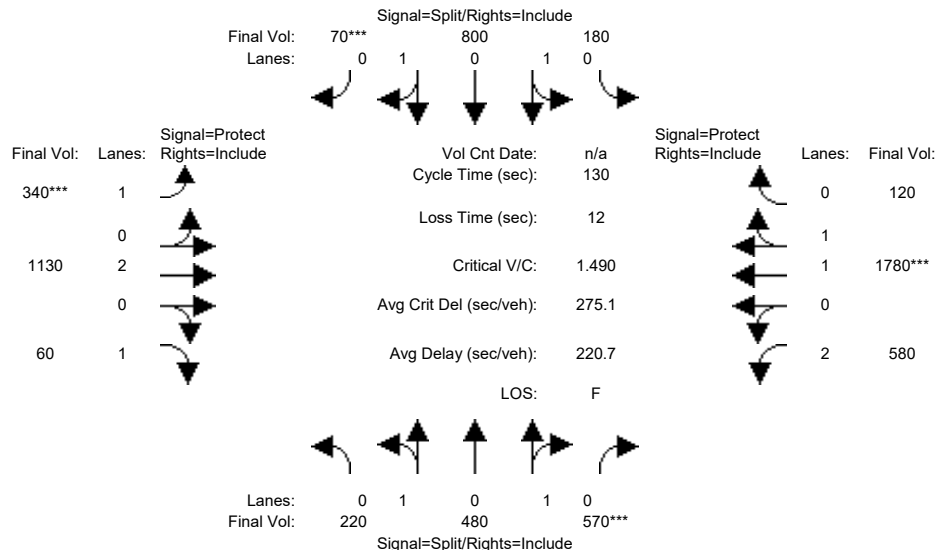


Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	380	220	100	310	70	100	1130	60	300	1050	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:	80	380	220	100	310	70	100	1130	60	300	1050	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:	80	380	220	100	310	70	100	1130	60	300	1050	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:	80	380	220	100	310	70	100	1130	60	300	1050	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	380	220	100	310	70	100	1130	60	300	1050	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
Final Volume:	80	380	220	100	310	70	100	1130	60	300	1050	70
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	0.98	0.95
Lanes:	0.23	1.12	0.65	0.42	1.29	0.29	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	424	2012	1165	750	2325	525	1750	3800	1750	3150	3469	231
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.13	0.13	0.13	0.06	0.30	0.03	0.10	0.30	0.30
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	31.2	31.2	31.2	22.0	22.0	22.0	10.3	49.1	49.1	15.7	54.5	54.5
Volume/Cap:	0.79	0.79	0.79	0.79	0.79	0.79	0.72	0.79	0.09	0.79	0.72	0.72
Uniform Del:	46.3	46.3	46.3	51.8	51.8	51.8	58.5	35.8	26.1	55.5	31.4	31.4
IncrcmntDel:	4.9	4.9	4.9	6.8	6.8	6.8	16.9	3.0	0.1	10.5	1.7	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	51.2	51.2	58.5	58.5	58.5	75.4	38.8	26.1	66.0	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:	51.2	51.2	51.2	58.5	58.5	58.5	75.4	38.8	26.1	66.0	33.1	33.1
LOS by Move:	D-	D-	D-	E+	E+	E+	E-	D+	C	E	C-	C-
HCM2k95thQ:	27	27	27	21	21	21	11	36	3	14	32	32
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 PM

Intersection #10: Charleston Rd. & Alma St.

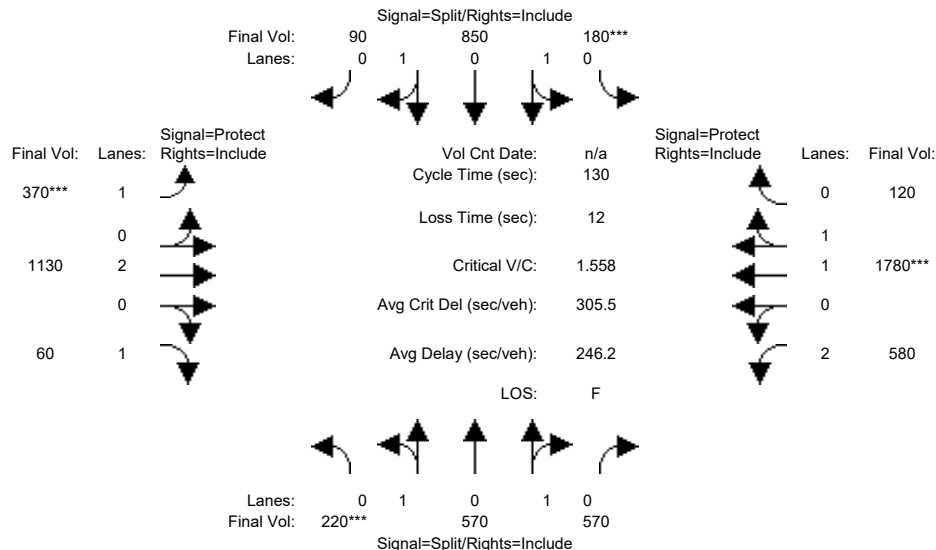


Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	480	570	180	800	70	340	1130	60	580	1780	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:	220	480	570	180	800	70	340	1130	60	580	1780	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:	220	480	570	180	800	70	340	1130	60	580	1780	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:	220	480	570	180	800	70	340	1130	60	580	1780	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	480	570	180	800	70	340	1130	60	580	1780	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	480	570	180	800	70	340	1130	60	580	1780	120
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	0.98	0.95
Lanes:	0.35	0.75	0.90	0.34	1.53	0.13	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	624	1361	1616	617	2743	240	1750	3800	1750	3150	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.29	0.29	0.29	0.19	0.30	0.03	0.18	0.51	0.51
Crit Moves:	****			****			****			****		
Green Time:	30.8	30.8	30.8	25.5	25.5	25.5	17.0	38.1	38.1	23.6	44.8	44.8
Volume/Cap:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.01	0.12	1.01	1.49	1.49
Uniform Del:	49.6	49.6	49.6	52.3	52.3	52.3	56.5	45.9	33.6	53.2	42.6	42.6
IncrementDel:	226.7	227	226.7	227.9	228	227.9	242.2	30.3	0.1	41.0	225	224.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	276.3	276	276.3	280.2	280	280.2	298.8	76.2	33.7	94.2	267	267.2
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:	276.3	276	276.3	280.2	280	280.2	298.8	76.2	33.7	94.2	267	267.2
LOS by Move:	F	F	F	F	F	F	F	E-	C-	F	F	F
HCM2k95thQ:	83	83	83	70	70	70	50	47	4	27	115	115
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 PM

Intersection #10: Charleston Rd. & Alma St.

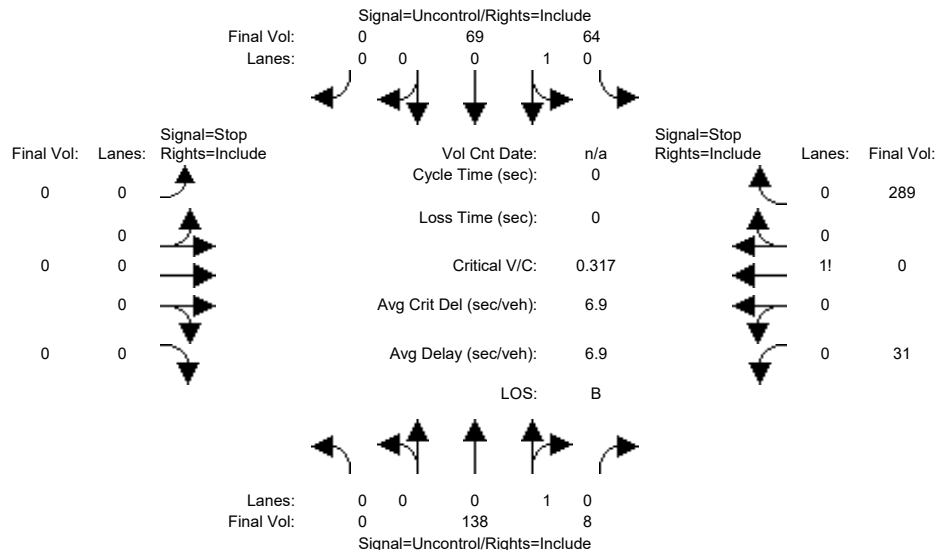


Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	570	570	180	850	90	370	1130	60	580	1780	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:	220	570	570	180	850	90	370	1130	60	580	1780	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:	220	570	570	180	850	90	370	1130	60	580	1780	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:	220	570	570	180	850	90	370	1130	60	580	1780	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	570	570	180	850	90	370	1130	60	580	1780	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	570	570	180	850	90	370	1130	60	580	1780	120
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	0.98	0.95
Lanes:	0.32	0.84	0.84	0.32	1.52	0.16	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	582	1509	1509	579	2732	289	1750	3800	1750	3150	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.31	0.31	0.31	0.21	0.30	0.03	0.18	0.51	0.51
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.5	31.5	31.5	26.0	26.0	26.0	17.6	37.4	37.4	23.1	42.9	42.9
Volume/Cap:	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.03	0.12	1.03	1.56	1.56
Uniform Del:	49.2	49.2	49.2	52.0	52.0	52.0	56.2	46.3	34.2	53.4	43.6	43.6
IncrcmntDel:	256.6	257	256.6	257.7	258	257.7	270.6	36.5	0.1	47.2	255	255.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	305.8	306	305.8	309.8	310	309.8	326.7	82.9	34.3	100.6	299	298.6
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:	305.8	306	305.8	309.8	310	309.8	326.7	82.9	34.3	100.6	299	298.6
LOS by Move:	F	F	F	F	F	F	F	F	C-	F	F	F
HCM2k95thQ:	92	92	92	77	77	77	55	48	4	28	120	120
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 PM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



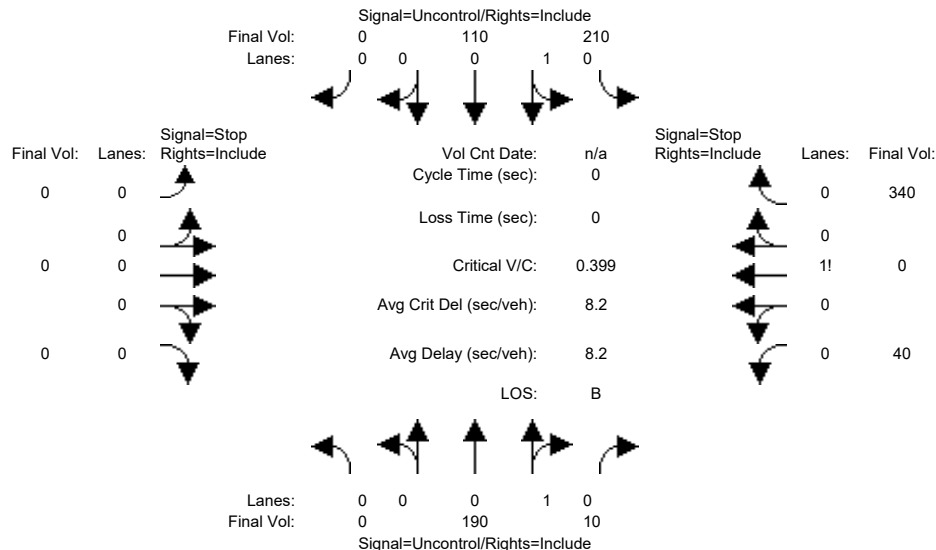
Street Name:			Bayshore Parkway			Garcia Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	138	8	64	69	0	0	0	0	31	0	289			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	138	8	64	69	0	0	0	0	31	0	289			
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	138	8	64	69	0	0	0	0	31	0	289			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	138	8	64	69	0	0	0	0	31	0	289			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	138	8	64	69	0	0	0	0	31	0	289			
----- ----- ----- -----															
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:															
Cnflct Vol:	xxxx	xxxx	xxxxx	146	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	339	142			
Potent Cap.:	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx	661	586	911			
Move Cap.:	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx	638	559	911			
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.32			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	875	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5					
ApproachLOS:	*			*			*			B					
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



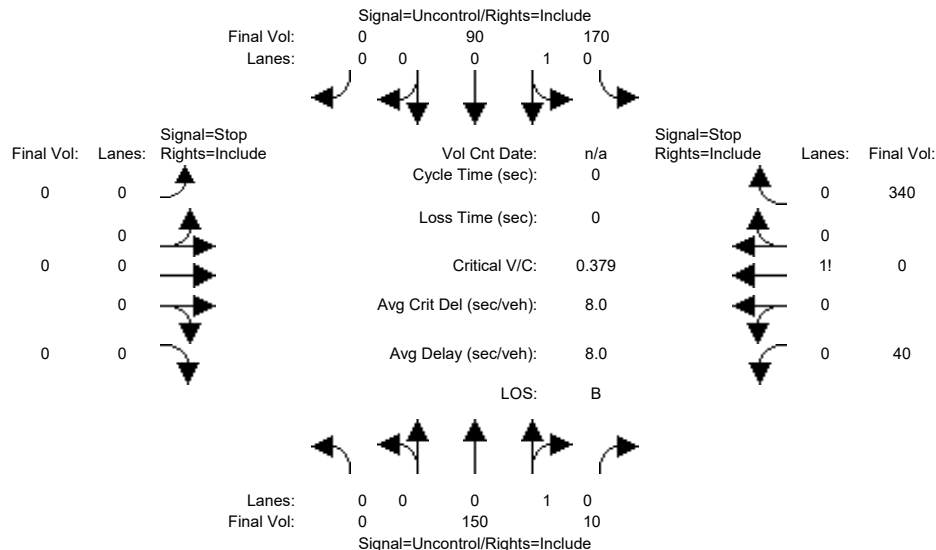
Street Name:				Bayshore Parkway			Garcia Avenue									
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Volume Module:																
Base Vol:	0	190		10	210	110	0	0	0	0	40	0	340			
Growth Adj:	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:	0	190		10	210	110	0	0	0	0	40	0	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:	0	190		10	210	110	0	0	0	0	40	0	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:	0	190		10	210	110	0	0	0	0	40	0	340			
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	190		10	210	110	0	0	0	0	40	0	340			
-----		-----			-----			-----			-----			-----		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2			
FollowUpTim:	xxxxxx	xxxx		xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3			
-----		-----			-----			-----			-----			-----		
Capacity Module:																
Cnflct Vol:	xxxx	xxxx		xxxxxx	200	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	725	725	195			
Potent Cap.:	xxxx	xxxx		xxxxxx	1384	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	395	354	851			
Move Cap.:	xxxx	xxxx		xxxxxx	1384	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	343	293	851			
Volume/Cap:	xxxx	xxxx		xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.40			
-----		-----			-----			-----			-----			-----		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxxx	0.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxx	xxxx		xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	*	*		*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-		LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	736	xxxxxx			
SharedQueue:	xxxxxx	xxxx		xxxxxx	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.0	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx		xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.0	xxxxxx			
Shared LOS:	*	*		*	A	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			15.0					
ApproachLOS:	*				*			*			B					
Note: Queue reported is the number of cars per lane.																

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 PM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



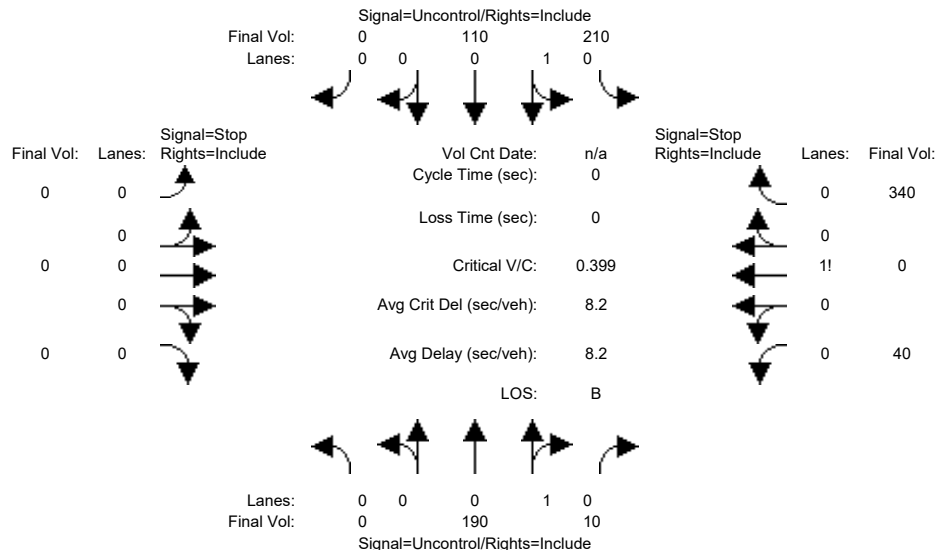
Street Name:	Bayshore Parkway						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	150	10	170	90	0	0	0	0	40	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	150	10	170	90	0	0	0	0	40	0	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:	0	150	10	170	90	0	0	0	0	40	0	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:	0	150	10	170	90	0	0	0	0	40	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	150	10	170	90	0	0	0	0	40	0	340
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	160	xxxx	xxxx	xxxx	xxxx	xxxx	585	585	155
Potent Cap.:	xxxx	xxxx	xxxx	1432	xxxx	xxxx	xxxx	xxxx	xxxx	477	426	896
Move Cap.:	xxxx	xxxx	xxxx	1432	xxxx	xxxx	xxxx	xxxx	xxxx	429	370	896
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.38
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	7.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	804	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	2.6	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	7.9	xxxx	xxxx	xxxx	xxxx	xxxx	13.4	xxxx	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	B	*	*
Approach Del:	xxxxxx			xxxxxx			xxxxxx			13.4		
Approach LOS:	*			*			*			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 PM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



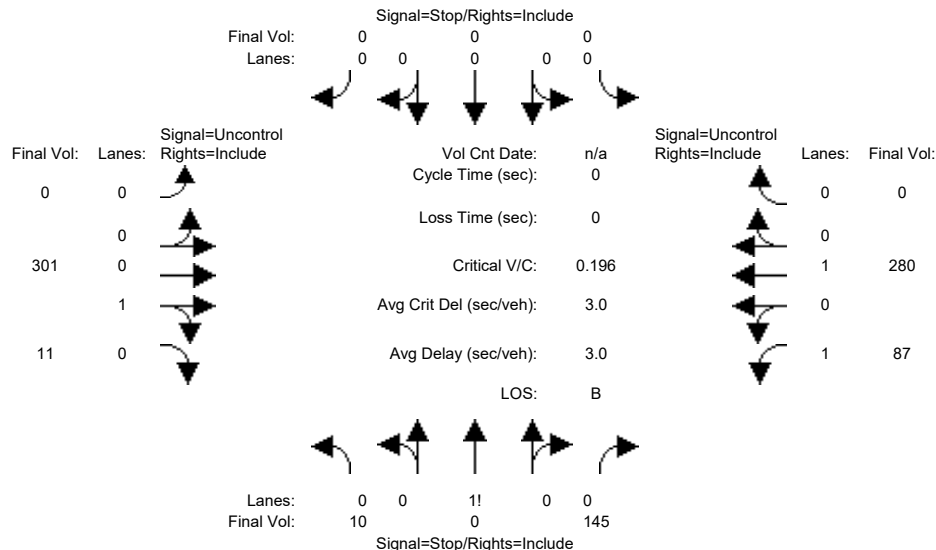
Street Name:				Bayshore Parkway			Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
----- ----- ----- -----												
Volume Module:												
Base Vol:	0	190	10	210	110	0	0	0	0	40	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	190	10	210	110	0	0	0	0	40	0	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:	0	190	10	210	110	0	0	0	0	40	0	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:	0	190	10	210	110	0	0	0	0	40	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	190	10	210	110	0	0	0	0	40	0	340
----- ----- ----- -----												
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:												
Cnflct Vol:	xxxx	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	725	195
Potent Cap.:	xxxx	xxxx	xxxxx	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	354	851
Move Cap.:	xxxx	xxxx	xxxxx	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	293	851
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.40
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	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	736	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.0		
ApproachLOS:	*			*			*			B		
Note: Queue reported is the number of cars per lane.												

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 PM

Intersection #12: Garcia Ave. & Salado Dr.



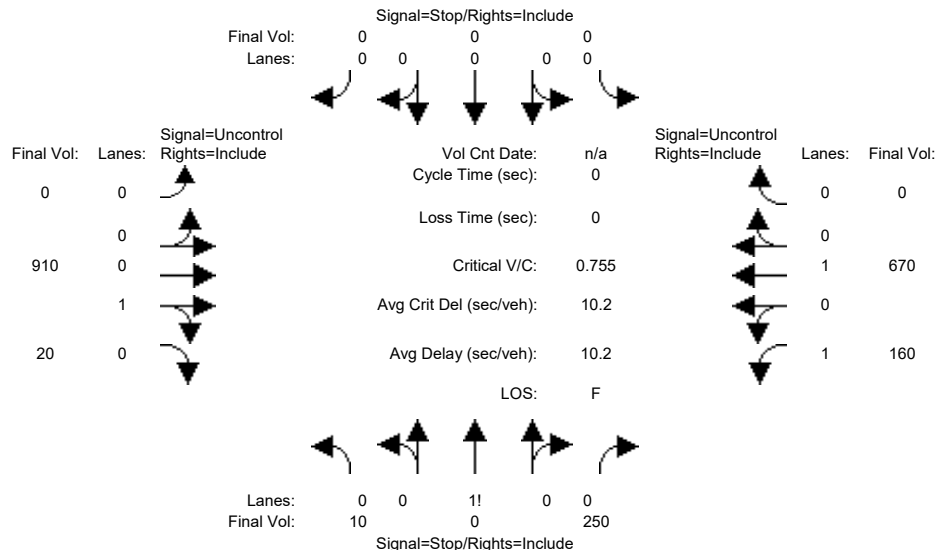
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	0	145	0	0	0	0	301	11	87	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	145	0	0	0	0	301	11	87	280	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	145	0	0	0	0	301	11	87	280	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	145	0	0	0	0	301	11	87	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	145	0	0	0	0	301	11	87	280	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:												
Cnflct Vol:	761	761	307	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	312	xxxx	xxxxx
Potent Cap.:	377	338	738	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx
Move Cap.:	357	314	738	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	690	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			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 PM

Intersection #12: Garcia Ave. & Salado Dr.



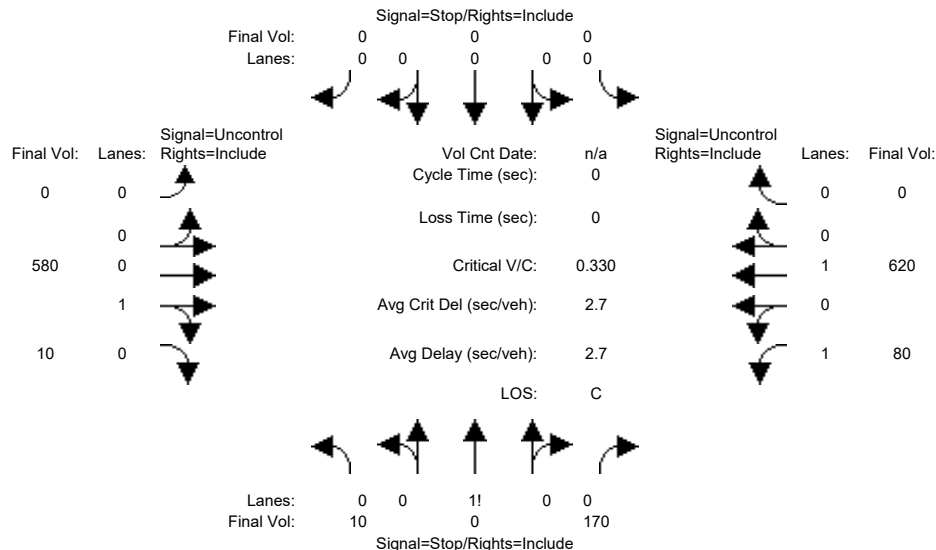
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	0	250	0	0	0	0	910	20	160	670	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	10	0	250	0	0	0	0	910	20	160	670	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:												
Cnflct Vol:	1910	1910	920	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	930	xxxx	xxxxx
Potent Cap.:	76	69	331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	xxxx	xxxxx
Move Cap.:	63	54	331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.75	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	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	11.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	285	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	72.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	72.7			xxxxxx			xxxxxx			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 PM

Intersection #12: Garcia Ave. & Salado Dr.



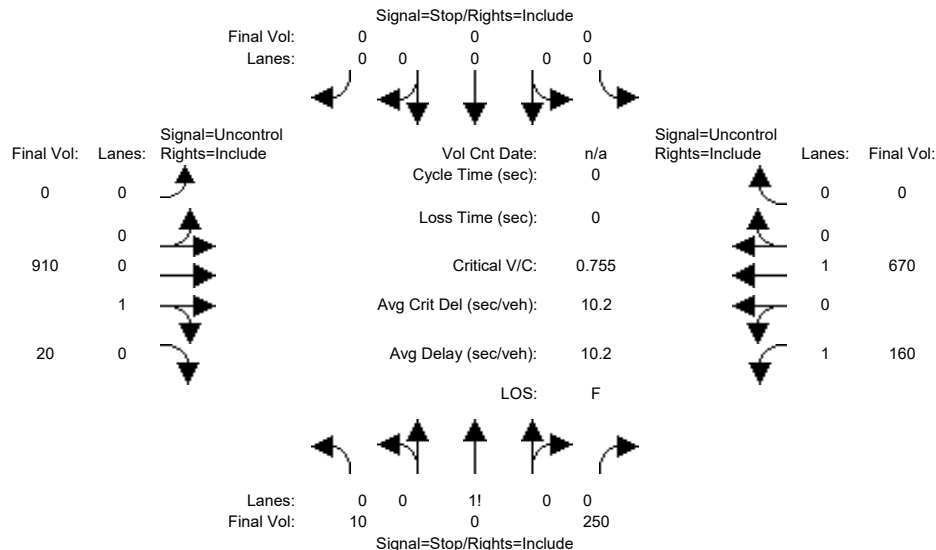
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	0	170	0	0	0	0	580	10	80	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	170	0	0	0	0	580	10	80	620	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	170	0	0	0	0	580	10	80	620	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	170	0	0	0	0	580	10	80	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	170	0	0	0	0	580	10	80	620	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:												
Cnflct Vol:	1365	1365	585	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	590	xxxx	xxxxx
Potent Cap.:	164	149	515	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	995	xxxx	xxxxx
Move Cap.:	154	137	515	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	995	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	455	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.0			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 PM

Intersection #12: Garcia Ave. & Salado Dr.



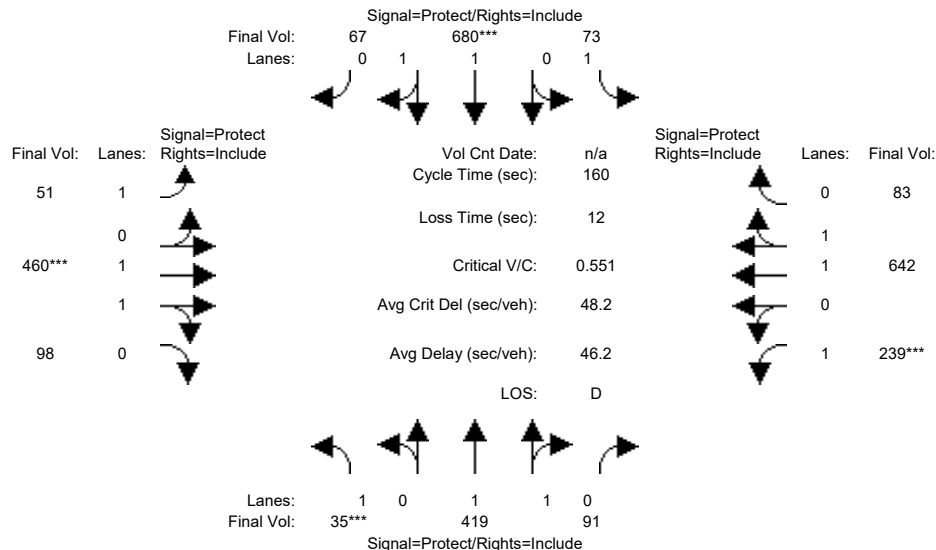
Street Name:	Salado Drive						Garcia Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	10		0		250	0	0	0	0	910	20	160	670		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10		0		250	0	0	0	0	910	20	160	670		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		250	0	0	0	0	910	20	160	670		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	1.00	1.00
PHF Adj:	1.00	1.00		1.00	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		250	0	0	0	0	910	20	160	670		0
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0		0
FinalVolume:	10		0		250	0	0	0	0	910	20	160	670		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:															
Cnflct Vol:	1910	1910		920	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		930	xxxx	xxxxx	
Potent Cap.:	76	69		331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		744	xxxx	xxxxx	
Move Cap.:	63	54		331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		744	xxxx	xxxxx	
Volume/Cap:	0.16	0.00		0.75	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.22	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		11.2	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*	*	*	*		B	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	285	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	8.4	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	72.7	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	*	*	*	*		*	*	*	*
ApproachDel:		72.7				xxxxxx			xxxxxx				xxxxxx		
ApproachLOS:		F				*			*				*		*
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

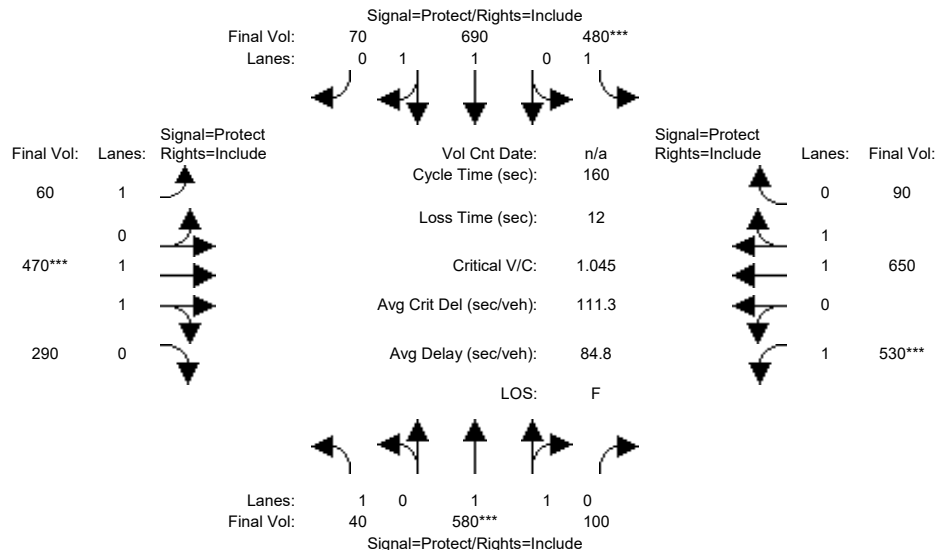


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	419	91	73	680	67	51	460	98	239	642	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	419	91	73	680	67	51	460	98	239	642	83
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:	35	419	91	73	680	67	51	460	98	239	642	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	419	91	73	680	67	51	460	98	239	642	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	419	91	73	680	67	51	460	98	239	642	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	419	91	73	680	67	51	460	98	239	642	83
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	1.63	0.37	1.00	1.82	0.18	1.00	1.64	0.36	1.00	1.76	0.24
Final Sat.:	1750	3039	660	1750	3368	332	1750	3050	650	1750	3276	424
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.04	0.20	0.20	0.03	0.15	0.15	0.14	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	10.0	46.1	46.1	20.9	56.9	56.9	19.6	42.5	42.5	38.5	61.5	61.5
Volume/Cap:	0.32	0.48	0.48	0.32	0.57	0.57	0.24	0.57	0.57	0.57	0.51	0.51
Delay/Veh:	73.4	47.4	47.4	63.9	42.2	42.2	64.0	51.6	51.6	55.2	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	47.4	47.4	63.9	42.2	42.2	64.0	51.6	51.6	55.2	38.1	38.1
LOS by Move:	E	D	D	E	D	D	E	D-	D-	E+	D+	D+
HCM2k95thQ:	4	19	19	7	26	26	5	21	21	21	24	24
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 PM

Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

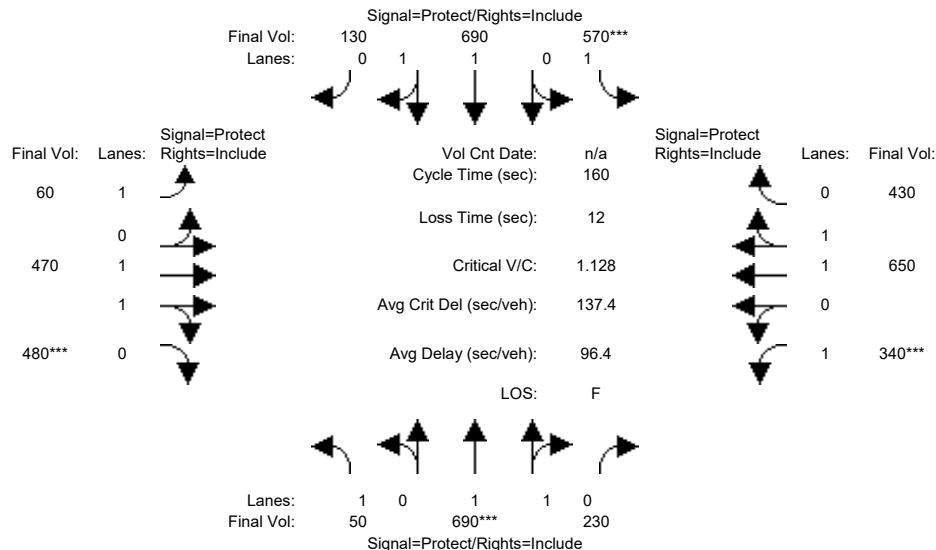


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	580	100	480	690	70	60	470	290	530	650	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:	40	580	100	480	690	70	60	470	290	530	650	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:	40	580	100	480	690	70	60	470	290	530	650	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:	40	580	100	480	690	70	60	470	290	530	650	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	580	100	480	690	70	60	470	290	530	650	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
Final Volume:	40	580	100	480	690	70	60	470	290	530	650	90
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	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.81	0.19	1.00	1.22	0.78	1.00	1.75	0.25
Final Sat.:	1750	3155	544	1750	3359	341	1750	2287	1411	1750	3250	450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.27	0.21	0.21	0.03	0.21	0.21	0.30	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	16.4	28.1	28.1	42.0	53.8	53.8	18.5	31.5	31.5	46.4	59.3	59.3
Volume/Cap:	0.22	1.04	1.04	1.04	0.61	0.61	0.30	1.04	1.04	1.04	0.54	0.54
Uniform Del:	66.0	65.9	65.9	59.0	44.4	44.4	64.8	64.3	64.3	56.8	39.6	39.6
IncrementDel:	0.6	47.5	47.5	54.2	0.9	0.9	0.8	45.7	45.7	52.2	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	113	113.5	113.2	45.3	45.3	65.6	110	109.9	109.0	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	113	113.5	113.2	45.3	45.3	65.6	110	109.9	109.0	40.0	40.0
LOS by Move:	E	F	F	F	D	D	E	F	F	F	D	D
HCM2k95thQ:	4	35	35	45	26	26	6	39	39	57	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)
2030 PM

Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

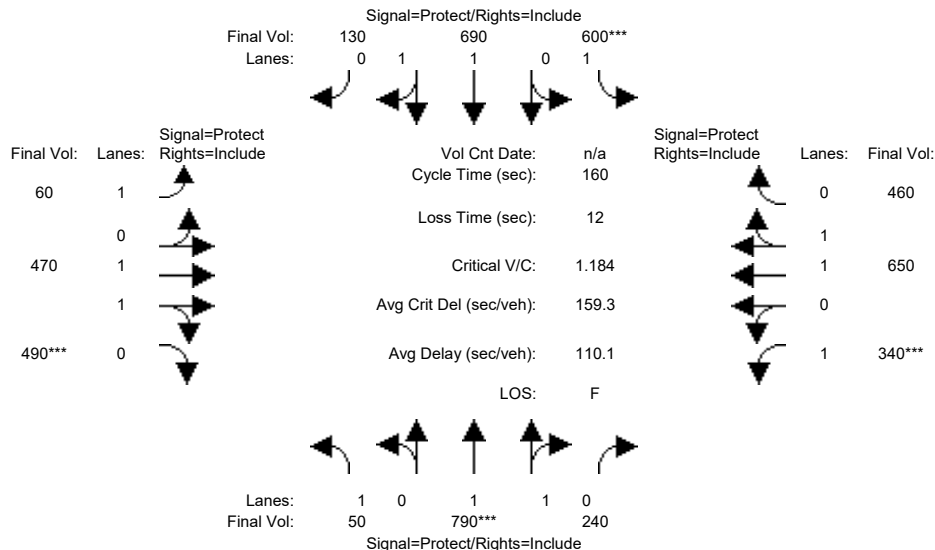


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	690	230	570	690	130	60	470	480	340	650	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:	50	690	230	570	690	130	60	470	480	340	650	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:	50	690	230	570	690	130	60	470	480	340	650	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:	50	690	230	570	690	130	60	470	480	340	650	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	690	230	570	690	130	60	470	480	340	650	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
Final Volume:	50	690	230	570	690	130	60	470	480	340	650	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	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.49	0.51	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1750	2774	925	1750	3113	587	1750	1900	1750	1750	2226	1472
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.33	0.22	0.22	0.03	0.25	0.27	0.19	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	17.9	35.3	35.3	46.2	63.6	63.6	11.7	38.9	38.9	27.6	54.8	54.8
Volume/Cap:	0.25	1.13	1.13	1.13	0.56	0.56	0.47	1.02	1.13	1.13	0.85	0.85
Uniform Del:	64.9	62.4	62.4	56.9	37.3	37.3	71.1	60.5	60.5	66.2	48.9	48.9
IncrementDel:	0.7	72.8	72.8	80.0	0.5	0.5	2.7	33.7	72.4	90.8	5.8	5.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.6	135	135.1	136.9	37.8	37.8	73.8	94.3	132.9	157.0	54.7	54.7
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:	65.6	135	135.1	136.9	37.8	37.8	73.8	94.3	132.9	157.0	54.7	54.7
LOS by Move:	E	F	F	F	D+	D+	E	F	F	F	D-	D-
HCM2k95thQ:	5	49	49	58	26	26	6	44	54	43	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 PM

Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

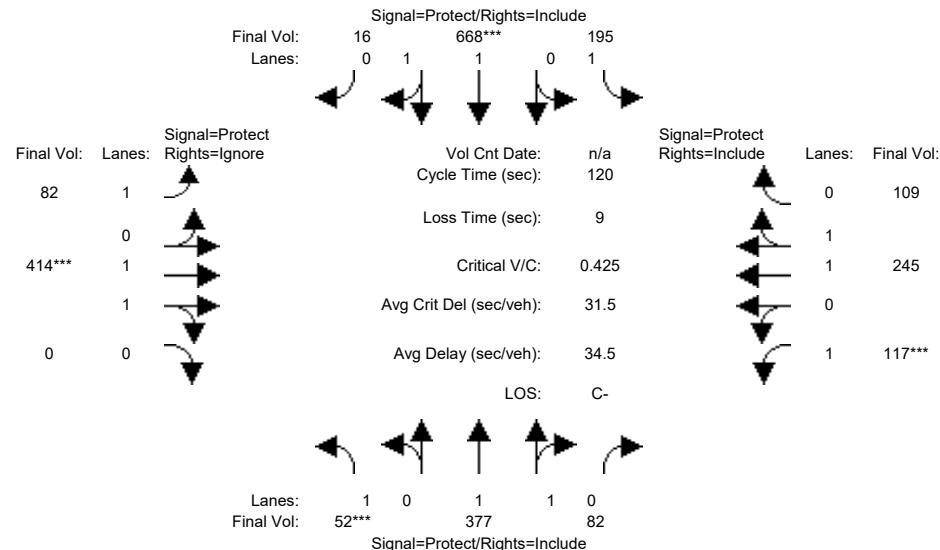


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	790	240	600	690	130	60	470	490	340	650	460
Growth Adj:	1.00	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	790	240	600	690	130	60	470	490	340	650	460
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	790	240	600	690	130	60	470	490	340	650	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	790	240	600	690	130	60	470	490	340	650	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	790	240	600	690	130	60	470	490	340	650	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	790	240	600	690	130	60	470	490	340	650	460
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	0.99	0.95
Lanes:	1.00	1.52	0.48	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.15	0.85
Final Sat.:	1750	2837	862	1750	3113	587	1750	1900	1750	1750	2166	1533
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.34	0.22	0.22	0.03	0.25	0.28	0.19	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.5	37.6	37.6	46.3	65.5	65.5	11.0	37.8	37.8	26.2	53.0	53.0
Volume/Cap:	0.25	1.18	1.18	1.18	0.54	0.54	0.50	1.05	1.18	1.18	0.91	0.91
Uniform Del:	64.4	61.2	61.2	56.8	35.9	35.9	71.8	61.1	61.1	66.9	51.1	51.1
IncrementDel:	0.6	94.6	94.6	101.6	0.4	0.4	3.2	42.6	95.4	112.7	9.7	9.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.1	156	155.8	158.5	36.3	36.3	75.0	104	156.5	179.5	60.8	60.8
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:	65.1	156	155.8	158.5	36.3	36.3	75.0	104	156.5	179.5	60.8	60.8
LOS by Move:	E	F	F	F	D+	D+	E	F	F	F	E	E
HCM2k95thQ:	5	57	57	65	25	25	6	45	58	45	48	48
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 PM

Intersection #18: Rengstorff Ave & Middlefield Rd

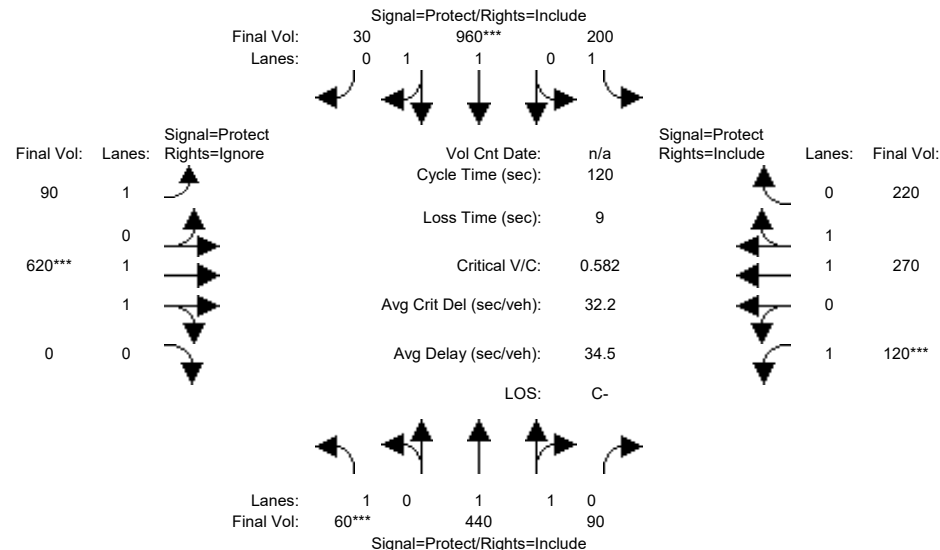


Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	377	82	195	668	16	82	414	110	117	245	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	377	82	195	668	16	82	414	110	117	245	109
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:	52	377	82	195	668	16	82	414	110	117	245	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	52	377	82	195	668	16	82	414	0	117	245	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	377	82	195	668	16	82	414	0	117	245	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	52	377	82	195	668	16	82	414	0	117	245	109
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	0.97	0.92	0.92	0.99	0.95
Lanes:	1.00	1.63	0.37	1.00	1.95	0.05	1.00	2.00	0.00	1.00	1.37	0.63
Final Sat.:	1750	3039	661	1750	3613	87	1750	3700	0	1750	2560	1139
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.18	0.18	0.05	0.11	0.00	0.07	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	8.4	31.9	31.9	28.7	52.2	52.2	19.1	31.6	0.0	18.9	31.3	31.3
Volume/Cap:	0.43	0.47	0.47	0.47	0.43	0.43	0.29	0.43	0.00	0.43	0.37	0.37
Delay/Veh:	55.9	37.3	37.3	40.0	23.7	23.7	45.1	37.0	0.0	46.7	36.5	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:	55.9	37.3	37.3	40.0	23.7	23.7	45.1	37.0	0.0	46.7	36.5	36.5
LOS by Move:	E+	D+	D+	D	C	C	D	D+	A	D	D+	D+
HCM2k95thQ:	5	14	14	12	16	16	6	13	0	9	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 PM

Intersection #18: Rengstorff Ave & Middlefield Rd



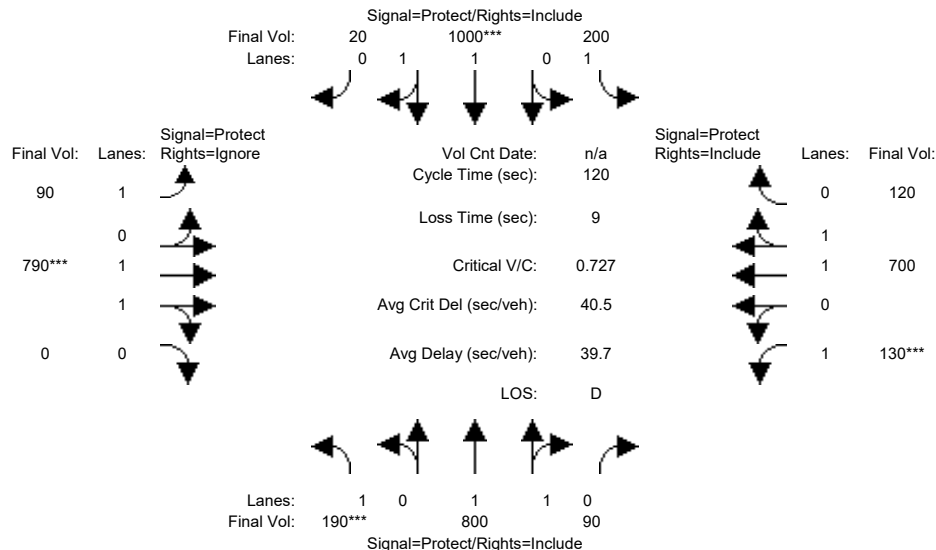
Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	440	90	200	960	30	90	620	130	120	270	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:	60	440	90	200	960	30	90	620	130	120	270	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:	60	440	90	200	960	30	90	620	130	120	270	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	440	90	200	960	30	90	620	0	120	270	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	440	90	200	960	30	90	620	0	120	270	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	60	440	90	200	960	30	90	620	0	120	270	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	0.97	0.95	0.92	0.97	0.92	0.92	1.00	0.95
Lanes:	1.00	1.65	0.35	1.00	1.94	0.06	1.00	2.00	0.00	1.00	1.08	0.92
Final Sat.:	1750	3071	628	1750	3588	112	1750	3700	0	1750	2038	1660
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.11	0.27	0.27	0.05	0.17	0.00	0.07	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.1	34.6	34.6	27.6	55.2	55.2	14.9	34.6	0.0	14.1	33.8	33.8
Volume/Cap:	0.58	0.50	0.50	0.50	0.58	0.58	0.41	0.58	0.00	0.58	0.47	0.47
Uniform Del:	55.0	35.4	35.4	40.1	23.9	23.9	48.5	36.5	0.0	50.1	35.7	35.7
IncramntDel:	8.2	0.4	0.4	1.0	0.5	0.5	1.3	0.8	0.0	4.2	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	63.2	35.8	35.8	41.1	24.4	24.4	49.8	37.3	0.0	54.3	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	35.8	35.8	41.1	24.4	24.4	49.8	37.3	0.0	54.3	36.0	36.0
LOS by Move:	E	D+	D+	D	C	C	D	D+	A	D-	D+	D+
HCM2k95thQ:	7	16	16	13	24	24	7	19	0	10	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)
2030 PM

Intersection #18: Rengstorff Ave & Middlefield Rd

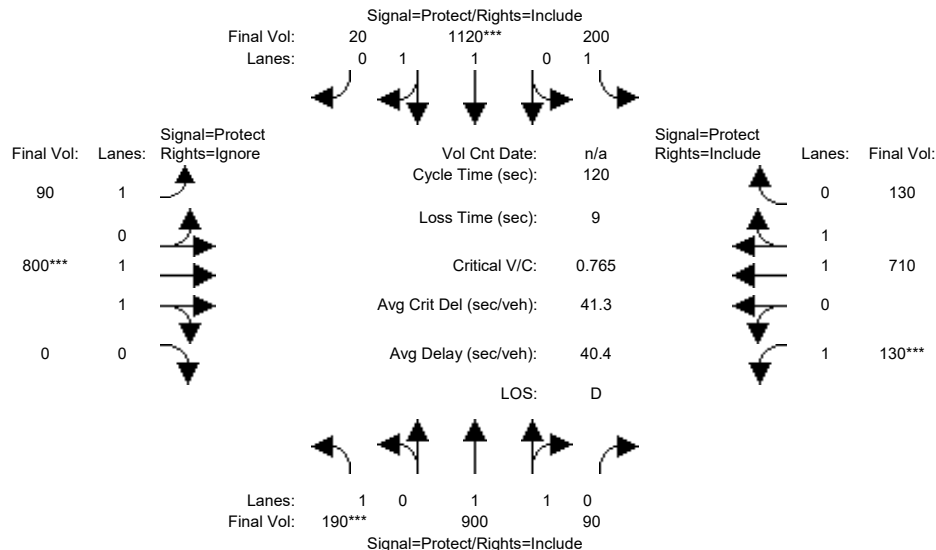


Street Name:	Rengstorff Ave						Middlefield Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----			-----		
Min. Green:	7		10		10	10		10		7	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
-----	-----			-----			-----			-----			-----		
Volume Module:															
Base Vol:	190		800		90	200		1000		20	90		790		330
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	190		800		90	200		1000		20	90		790		330
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	190		800		90	200		1000		20	90		790		330
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
PHF Volume:	190		800		90	200		1000		20	90		790		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	190		800		90	200		1000		20	90		790		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
FinalVolume:	190		800		90	200		1000		20	90		790		0
-----	-----			-----			-----			-----			-----		
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		0.97		0.95	0.92		0.97		0.92
Lanes:	1.00		1.79		0.21	1.00		1.96		0.04	1.00		2.00		0.00
Final Sat.:	1750		3326		374	1750		3627		73	1750		3700		0
-----	-----			-----			-----			-----			-----		
Capacity Analysis Module:															
Vol/Sat:	0.11		0.24		0.24	0.11		0.28		0.28	0.05		0.21		0.00
Crit Moves:	****					****					****				
Green Time:	17.9		43.0		43.0	20.4		45.5		45.5	9.9		35.3		0.0
Volume/Cap:	0.73		0.67		0.67	0.67		0.73		0.73	0.62		0.73		0.00
Uniform Del:	48.7		32.5		32.5	46.6		31.9		31.9	53.2		38.0		0.0
IncremntDel:	9.8		1.4		1.4	5.8		1.9		1.9	8.2		2.5		0.0
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	58.5		33.9		33.9	52.5		33.8		33.8	61.4		40.5		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	58.5		33.9		33.9	52.5		33.8		33.8	61.4		40.5		0.0
LOS by Move:	E+		C-		C-	D-		C-		C-	E		D		A
HCM2k95thQ:	16		26		26	14		28		28	9		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 PM

Intersection #18: Rengstorff Ave & Middlefield Rd

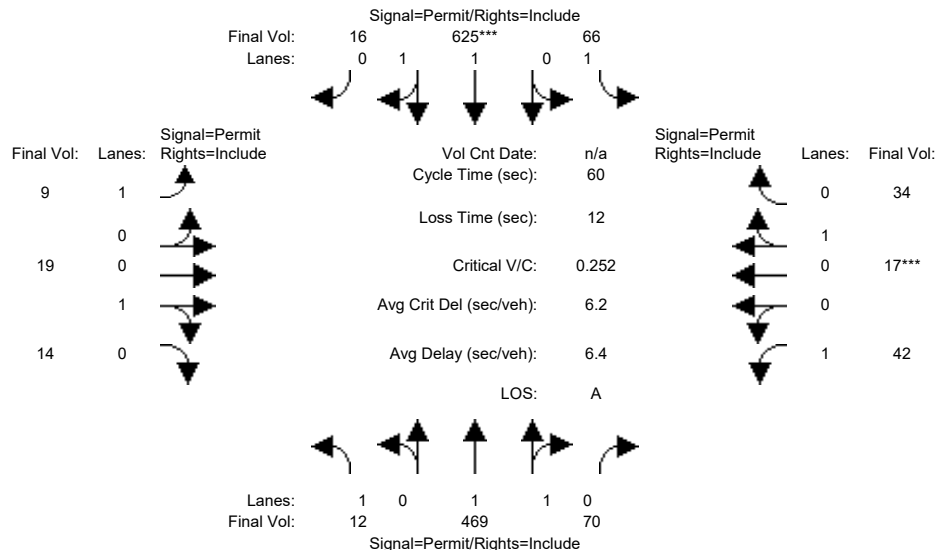


Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	900	90	200	1120	20	90	800	350	130	710	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:	190	900	90	200	1120	20	90	800	350	130	710	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:	190	900	90	200	1120	20	90	800	350	130	710	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	900	90	200	1120	20	90	800	0	130	710	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	900	90	200	1120	20	90	800	0	130	710	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	190	900	90	200	1120	20	90	800	0	130	710	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	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.81	0.19	1.00	1.96	0.04	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	1750	3363	336	1750	3635	65	1750	3700	0	1750	3127	573
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.11	0.31	0.31	0.05	0.22	0.00	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	17.0	45.8	45.8	19.6	48.4	48.4	9.3	33.9	0.0	11.7	36.3	36.3
Volume/Cap:	0.76	0.70	0.70	0.70	0.76	0.76	0.66	0.76	0.00	0.76	0.75	0.75
Uniform Del:	49.5	31.3	31.3	47.4	30.9	30.9	53.8	39.4	0.0	52.8	37.8	37.8
IncrementDel:	13.2	1.6	1.6	7.6	2.4	2.4	11.6	3.4	0.0	18.5	2.9	2.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	62.7	32.9	32.9	55.0	33.3	33.3	65.4	42.8	0.0	71.3	40.7	40.7
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:	62.7	32.9	32.9	55.0	33.3	33.3	65.4	42.8	0.0	71.3	40.7	40.7
LOS by Move:	E	C-	C-	E+	C-	C-	E	D	A	E	D	D
HCM2k95thQ:	17	29	29	14	32	32	9	27	0	13	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)
Existing PM

Intersection #19: Rengstorff Ave. & Montecito Ave.



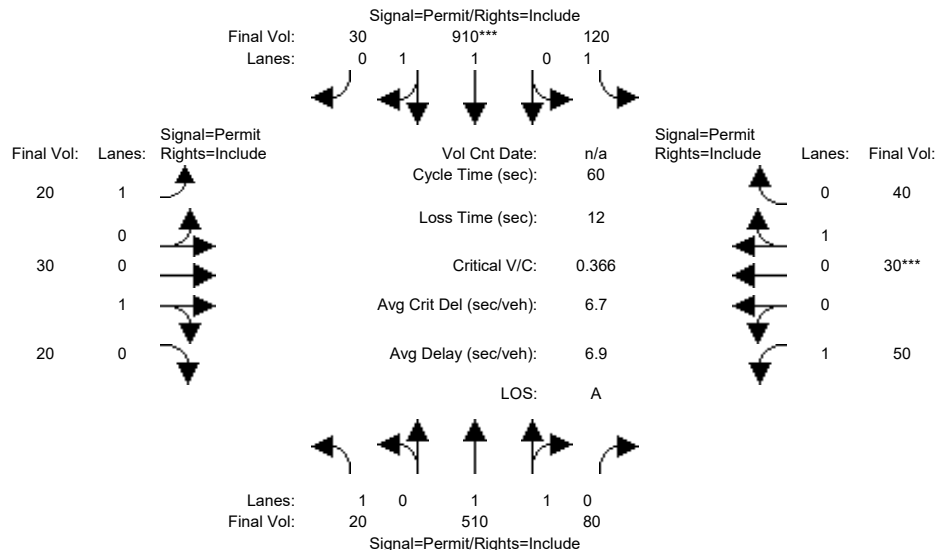
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	469	70	66	625	16	9	19	14	42	17	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	469	70	66	625	16	9	19	14	42	17	34
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:	12	469	70	66	625	16	9	19	14	42	17	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	469	70	66	625	16	9	19	14	42	17	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	469	70	66	625	16	9	19	14	42	17	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	469	70	66	625	16	9	19	14	42	17	34
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	1.73	0.27	1.00	1.95	0.05	1.00	0.58	0.42	1.00	0.33	0.67
Final Sat.:	1750	3219	480	1750	3608	92	1750	1036	764	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.04	0.17	0.17	0.01	0.02	0.02	0.02	0.03	0.03
Crit Moves:	*****											
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.23	0.23	0.06	0.27	0.27	0.03	0.11	0.11	0.14	0.17	0.17
Delay/Veh:	4.1	4.8	4.8	4.2	4.9	4.9	21.0	21.4	21.4	21.6	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:	4.1	4.8	4.8	4.2	4.9	4.9	21.0	21.4	21.4	21.6	21.7	21.7
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	0	5	5	1	6	6	0	1	1	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 PM

Intersection #19: Rengstorff Ave. & Montecito Ave.



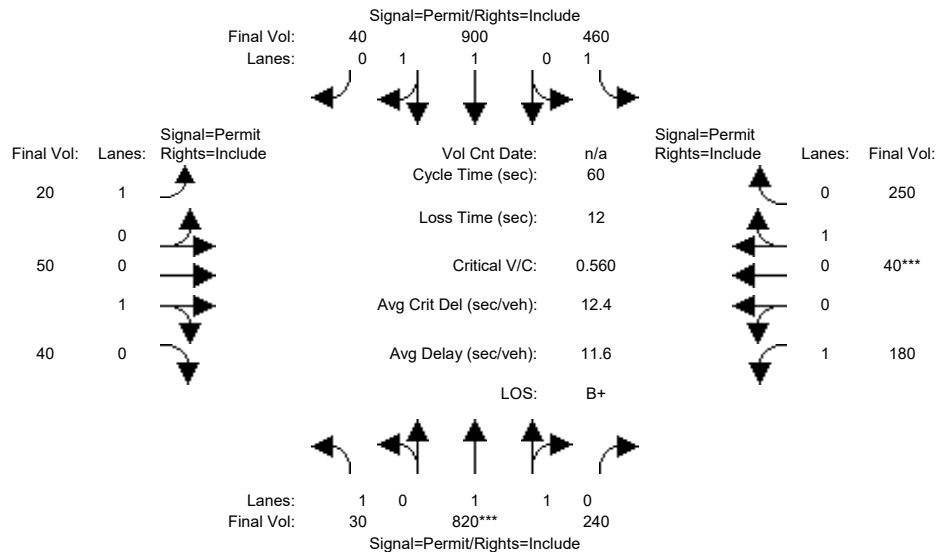
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	510	80	120	910	30	20	30	20	50	30	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:	20	510	80	120	910	30	20	30	20	50	30	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:	20	510	80	120	910	30	20	30	20	50	30	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:	20	510	80	120	910	30	20	30	20	50	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	510	80	120	910	30	20	30	20	50	30	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
Final Volume:	20	510	80	120	910	30	20	30	20	50	30	40
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	1.72	0.28	1.00	1.93	0.07	1.00	0.60	0.40	1.00	0.43	0.57
Final Sat.:	1750	3198	502	1750	3582	118	1750	1080	720	1750	771	1029
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.07	0.25	0.25	0.01	0.03	0.03	0.03	0.04	0.04
Crit Moves:	****											
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.25	0.25	0.11	0.40	0.40	0.07	0.17	0.17	0.17	0.23	0.23
Uniform Del:	4.1	4.8	4.8	4.3	5.4	5.4	21.1	21.4	21.4	21.4	21.7	21.7
IncramntDel:	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.1	4.9	4.9	4.4	5.5	5.5	21.2	21.7	21.7	21.7	22.1	22.1
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:	4.1	4.9	4.9	4.4	5.5	5.5	21.2	21.7	21.7	21.7	22.1	22.1
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	0	5	5	2	9	9	1	2	2	2	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 PM

Intersection #19: Rengstorff Ave. & Montecito Ave.



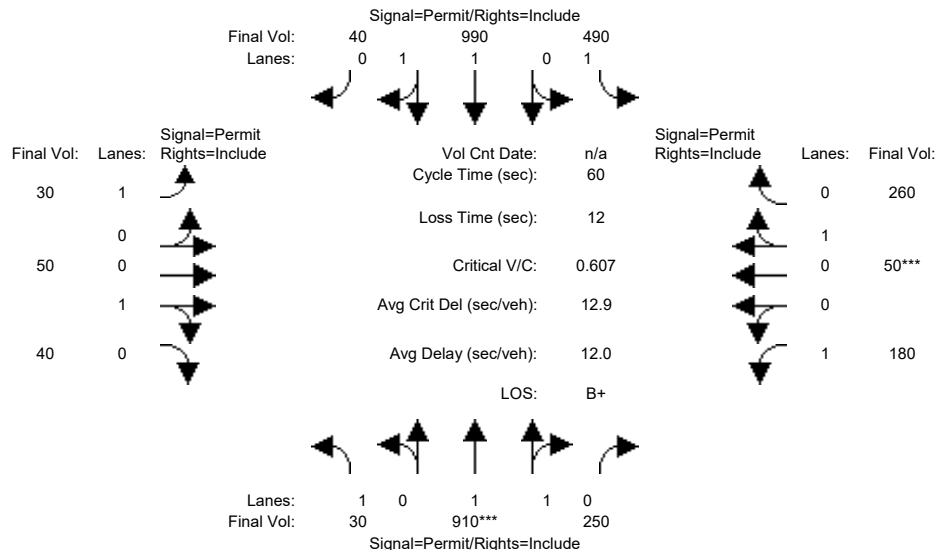
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	820	240	460	900	40	20	50	40	180	40	250
Growth Adj:	1.00	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	820	240	460	900	40	20	50	40	180	40	250
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	820	240	460	900	40	20	50	40	180	40	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	820	240	460	900	40	20	50	40	180	40	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	820	240	460	900	40	20	50	40	180	40	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	820	240	460	900	40	20	50	40	180	40	250
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	1.53	0.47	1.00	1.91	0.09	1.00	0.56	0.44	1.00	0.14	0.86
Final Sat.:	1750	2862	838	1750	3542	157	1750	1000	800	1750	248	1552
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.26	0.25	0.25	0.01	0.05	0.05	0.10	0.16	0.16
Crit Moves:												
Green Time:	30.7	30.7	30.7	30.7	30.7	30.7	17.3	17.3	17.3	17.3	17.3	17.3
Volume/Cap:	0.03	0.56	0.56	0.51	0.50	0.50	0.04	0.17	0.17	0.36	0.56	0.56
Uniform Del:	7.3	10.0	10.0	9.7	9.6	9.6	15.4	16.0	16.0	17.0	18.1	18.1
IncramntDel:	0.0	0.4	0.4	0.5	0.2	0.2	0.0	0.2	0.2	0.4	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.3	10.4	10.4	10.2	9.8	9.8	15.4	16.2	16.2	17.4	19.5	19.5
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:	7.3	10.4	10.4	10.2	9.8	9.8	15.4	16.2	16.2	17.4	19.5	19.5
LOS by Move:	A	B+	B+	B+	A	A	B	B	B	B	B-	B-
HCM2k95thQ:	1	14	14	13	12	12	1	3	3	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+P PM

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	910	250	490	990	40	30	50	40	180	50	260
Growth Adj:	1.00	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	910	250	490	990	40	30	50	40	180	50	260
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	910	250	490	990	40	30	50	40	180	50	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	910	250	490	990	40	30	50	40	180	50	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	910	250	490	990	40	30	50	40	180	50	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	910	250	490	990	40	30	50	40	180	50	260
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	1.56	0.44	1.00	1.92	0.08	1.00	0.56	0.44	1.00	0.16	0.84
Final Sat.:	1750	2902	797	1750	3556	144	1750	1000	800	1750	290	1510
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.28	0.28	0.28	0.02	0.05	0.05	0.10	0.17	0.17
Crit Moves:	****									****		
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.03	0.61	0.61	0.54	0.54	0.54	0.06	0.18	0.18	0.36	0.61	0.61
Uniform Del:	7.1	10.2	10.2	9.7	9.7	9.7	15.7	16.2	16.2	17.2	18.6	18.6
IncrcmntDel:	0.0	0.6	0.6	0.7	0.3	0.3	0.1	0.2	0.2	0.5	2.1	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.2	10.8	10.8	10.4	10.0	10.0	15.7	16.4	16.4	17.6	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	10.8	10.8	10.4	10.0	10.0	15.7	16.4	16.4	17.6	20.7	20.7
LOS by Move:	A	B+	B+	B+	B+	B+	B	B	B	B	C+	C+
HCM2k95thQ:	1	16	16	14	13	13	1	3	3	6	12	12

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

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

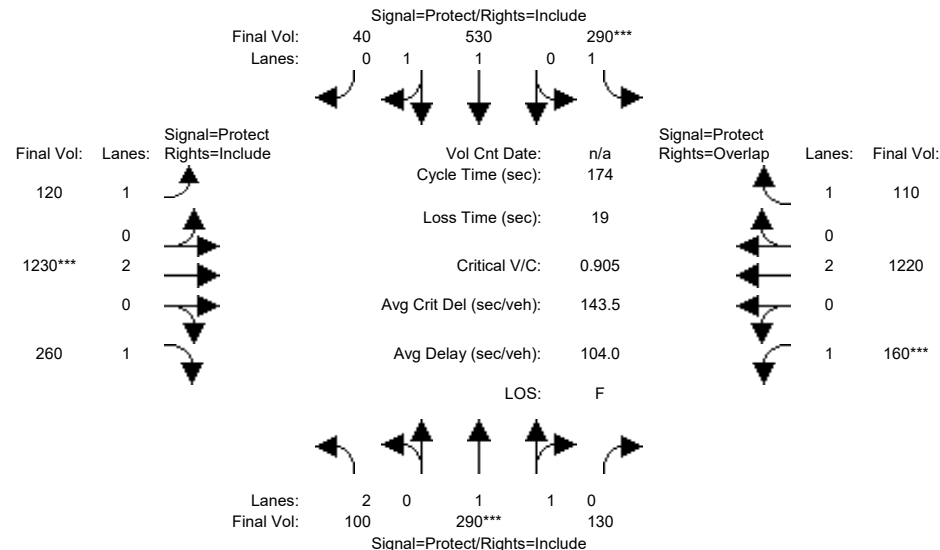
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Final Vol:	Lanes:	Signal=Protect Rights=Include	Vol Cnt Date:	n/a	Signal=Protect Rights=Overlap	Lanes:	Final Vol:	
114	1		Cycle Time (sec):	174		1	94	
	0		Loss Time (sec):	19		0		
1225***	2		Critical V/C:	0.743		2	1080	
	0		Avg Crit Del (sec/veh):	83.7		0		
127	1		Avg Delay (sec/veh):	70.9		1	155***	
			LOS:	E				
Signal=Protect/Rights=Include			Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:	Signal=Protect Rights=Include	Vol Cnt Date:	n/a	Signal=Protect Rights=Overlap	Lanes:	Final Vol:	
32	0		Cycle Time (sec):	174		2	82	
	1		Loss Time (sec):	19		0		
430	1		Critical V/C:	0.743		1	252	
	1		Avg Crit Del (sec/veh):	83.7		1		
100***	1		Avg Delay (sec/veh):	70.9		0	126***	
			LOS:	E				

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:	33	49	49	20	35	35	20	73	73	34	86	86
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:	82	252	126	100	430	32	114	1225	127	155	1080	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	252	126	100	430	32	114	1225	127	155	1080	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	252	126	100	430	32	114	1225	127	155	1080	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	252	126	100	430	32	114	1225	127	155	1080	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	252	126	100	430	32	114	1225	127	155	1080	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	252	126	100	430	32	114	1225	127	155	1080	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.84	0.81	0.78	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.32	0.68	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2096	1048	1488	2927	218	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.07	0.15	0.15	0.08	0.38	0.09	0.10	0.33	0.06
Crit Moves:			****	****				****		****		
Green Time:	29.9	43.7	43.7	17.8	31.7	31.7	18.0	65.1	65.1	30.3	77.5	95.3
Volume/Cap:	0.18	0.48	0.48	0.66	0.81	0.81	0.74	1.01	0.23	0.60	0.75	0.12
Delay/Veh:	69.2	62.6	62.6	94.1	84.7	84.7	102.2	90.2	41.9	78.0	47.4	21.4
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:	69.2	62.6	62.6	94.1	84.7	84.7	102.2	90.2	41.9	78.0	47.4	21.4
LOS by Move:	E	E	E	F	F	F	F	F	D	E-	D	C+
HCM2k95thQ:	5	20	19	13	27	26	15	66	12	18	49	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)
EX+P PM

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:	33	49	49	20	35	35	20	73	73	34	86	86
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:	100	290	130	290	530	40	120	1230	260	160	1220	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	130	290	530	40	120	1230	260	160	1220	110
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:	100	290	130	290	530	40	120	1230	260	160	1220	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	290	130	290	530	40	120	1230	260	160	1220	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	290	130	290	530	40	120	1230	260	160	1220	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	290	130	290	530	40	120	1230	260	160	1220	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.84	0.81	0.78	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.36	0.64	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2171	973	1488	2924	221	1488	3230	1488	1488	3230	1488

Capacity Analysis Module:

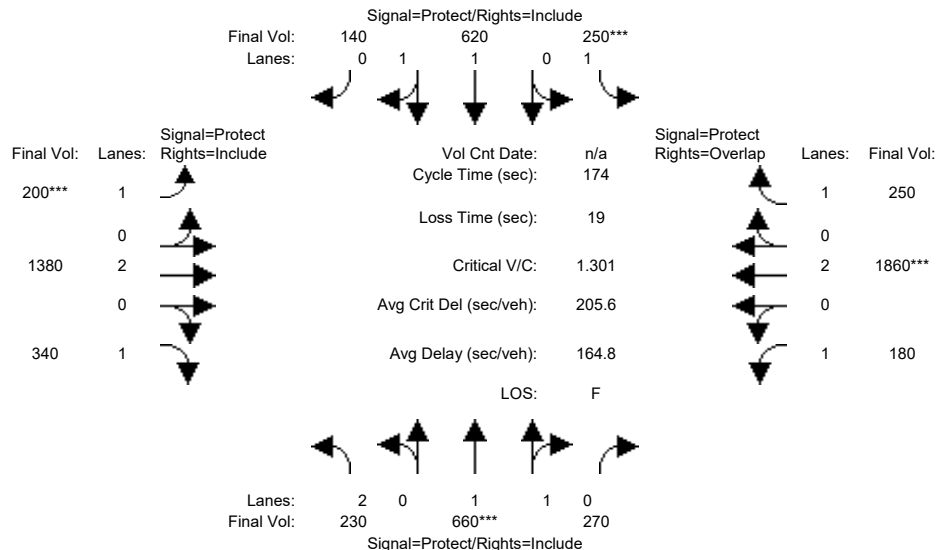
Vol/Sat:	0.04	0.13	0.13	0.19	0.18	0.18	0.08	0.38	0.17	0.11	0.38	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.7	43.7	43.7	17.8	31.8	31.8	18.0	65.1	65.1	30.3	77.5	95.3
Volume/Cap:	0.22	0.53	0.53	1.90	0.99	0.99	0.78	1.02	0.47	0.62	0.85	0.14
Uniform Del:	69.6	63.1	63.1	87.5	79.5	79.5	85.2	61.0	46.2	74.5	48.2	21.5
IncrementDel:	0.2	0.7	0.7	428.9	35.0	35.0	22.0	30.3	0.6	4.4	4.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.9	63.8	63.8	516.4	114	114.5	107.2	91.3	46.9	78.9	53.2	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	63.8	63.8	516.4	114	114.5	107.2	91.3	46.9	78.9	53.2	21.6
LOS by Move:	E	E	E	F	F	F	F	F	D	E-	D-	C+
HCM2k95thQ:	6	22	21	55	36	35	16	67	25	18	58	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)
2030 PM

Intersection #20: Rengstorff Ave. & Central Expy.

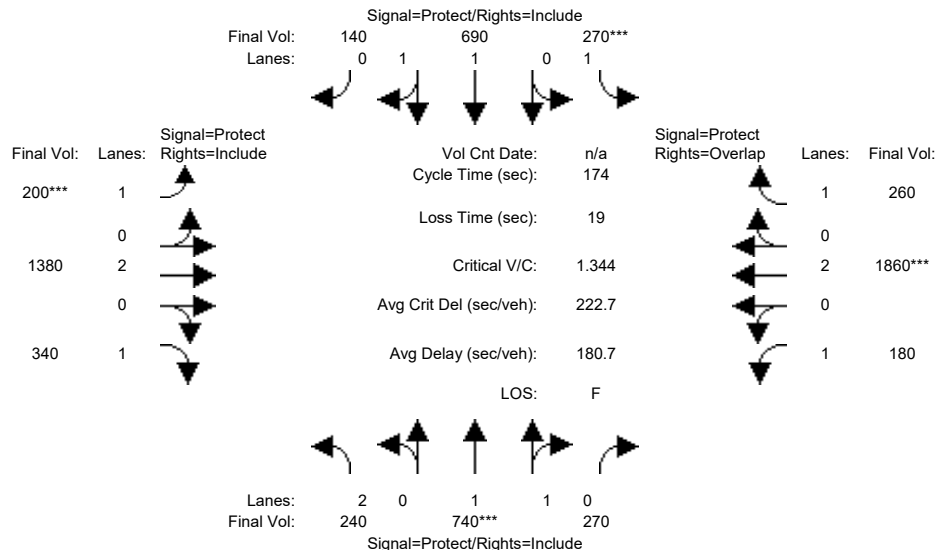


Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	49	49	20	35	35	20	73	73	34	86	86
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	660	270	250	620	140	200	1380	340	180	1860	250
Growth Adj:	1.00	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	660	270	250	620	140	200	1380	340	180	1860	250
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	660	270	250	620	140	200	1380	340	180	1860	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	660	270	250	620	140	200	1380	340	180	1860	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	660	270	250	620	140	200	1380	340	180	1860	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	660	270	250	620	140	200	1380	340	180	1860	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.84	0.81	0.78	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.40	0.60	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2231	913	1488	2565	579	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.17	0.24	0.24	0.13	0.43	0.23	0.12	0.58	0.17
Crit Moves:	****			****			****			****		
Green Time:	29.4	43.7	43.7	18.7	33.0	33.0	17.8	67.2	67.2	27.4	76.7	95.5
Volume/Cap:	0.51	1.18	1.18	1.56	1.27	1.27	1.31	1.11	0.59	0.77	1.31	0.31
Uniform Del:	73.6	73.0	73.0	87.0	79.0	79.0	87.5	59.9	47.6	78.7	54.5	23.9
IncrementDel:	0.9	92.7	92.7	280.4	136	135.9	178.8	60.0	1.7	14.2	143	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.6	166	165.7	367.4	215	214.9	266.3	120	49.3	92.9	197	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:	74.6	166	165.7	367.4	215	214.9	266.3	120	49.3	92.9	197	24.1
LOS by Move:	E	F	F	F	F	F	F	F	D	F	F	C
HCM2k95thQ:	13	61	59	44	55	53	33	79	32	22	123	22
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 PM

Intersection #20: Rengstorff Ave. & Central Expy.

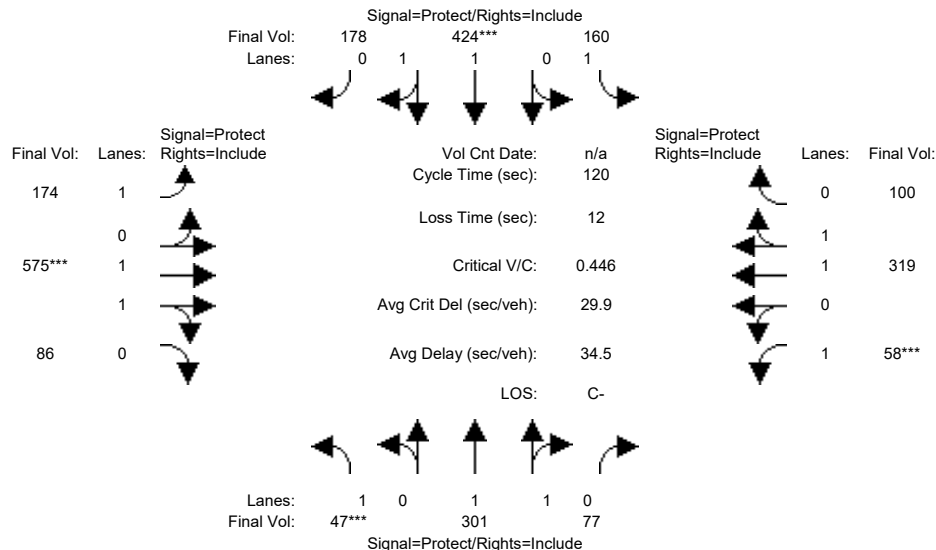


Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	49	49	20	35	35	20	73	73	34	86	86
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	740	270	270	690	140	200	1380	340	180	1860	260
Growth Adj:	1.00	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	740	270	270	690	140	200	1380	340	180	1860	260
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	740	270	270	690	140	200	1380	340	180	1860	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	740	270	270	690	140	200	1380	340	180	1860	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	740	270	270	690	140	200	1380	340	180	1860	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	740	270	270	690	140	200	1380	340	180	1860	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.84	0.81	0.78	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.45	0.55	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2304	841	1488	2614	530	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.18	0.26	0.26	0.13	0.43	0.23	0.12	0.58	0.17
Crit Moves:	****			****			****			****		
Green Time:	29.4	43.7	43.7	18.7	33.0	33.0	17.8	67.2	67.2	27.4	76.7	95.5
Volume/Cap:	0.53	1.28	1.28	1.69	1.39	1.39	1.31	1.11	0.59	0.77	1.31	0.32
Uniform Del:	73.9	73.0	73.0	87.0	79.0	79.0	87.5	59.9	47.6	78.7	54.5	24.1
IncrementDel:	1.2	135	135.0	334.0	186	186.1	178.8	60.0	1.7	14.2	143	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	208	208.0	421.0	265	265.1	266.3	120	49.3	92.9	197	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:	75.1	208	208.0	421.0	265	265.1	266.3	120	49.3	92.9	197	24.3
LOS by Move:	E-	F	F	F	F	F	F	F	D	F	F	C
HCM2k95thQ:	14	70	68	49	63	61	33	79	32	22	123	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)
Existing PM

Intersection #21: Rengstorff Ave. & California St.

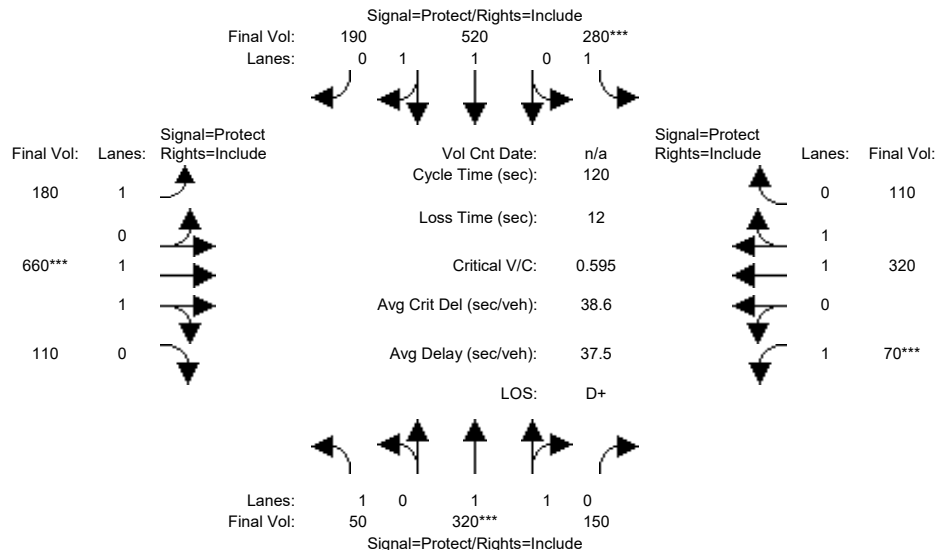


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	301	77	160	424	178	174	575	86	58	319	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:	47	301	77	160	424	178	174	575	86	58	319	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:	47	301	77	160	424	178	174	575	86	58	319	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:	47	301	77	160	424	178	174	575	86	58	319	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	301	77	160	424	178	174	575	86	58	319	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
Final Volume:	47	301	77	160	424	178	174	575	86	58	319	100
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	1.58	0.42	1.00	1.39	0.61	1.00	1.73	0.27	1.00	1.51	0.49
Final Sat.:	1750	2946	754	1750	2605	1094	1750	3218	481	1750	2816	883
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.09	0.16	0.16	0.10	0.18	0.18	0.03	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	7.2	26.9	26.9	24.1	43.8	43.8	26.6	48.1	48.1	8.9	30.3	30.3
Volume/Cap:	0.45	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	57.4	40.6	40.6	43.1	29.1	29.1	41.2	26.5	26.5	55.6	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	40.6	40.6	43.1	29.1	29.1	41.2	26.5	26.5	55.6	38.1	38.1
LOS by Move:	E+	D	D	D	C	C	D	C	C	E+	D+	D+
HCM2k95thQ:	5	12	12	11	16	16	12	17	17	6	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)
EX+P PM

Intersection #21: Rengstorff Ave. & California St.

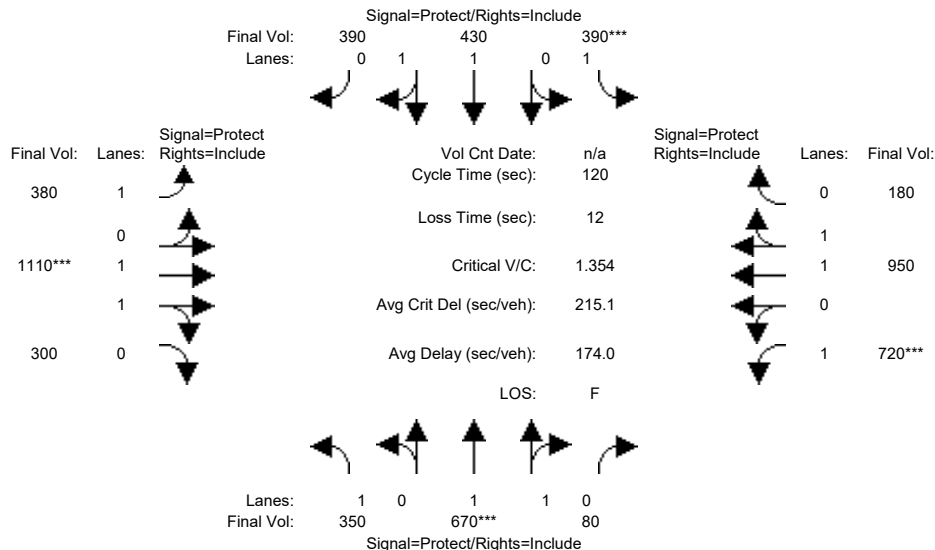


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	320	150	280	520	190	180	660	110	70	320	110
Growth Adj:	1.00	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	320	150	280	520	190	180	660	110	70	320	110
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	320	150	280	520	190	180	660	110	70	320	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	320	150	280	520	190	180	660	110	70	320	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	320	150	280	520	190	180	660	110	70	320	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	320	150	280	520	190	180	660	110	70	320	110
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	1.34	0.66	1.00	1.45	0.55	1.00	1.71	0.29	1.00	1.47	0.53
Final Sat.:	1750	2518	1180	1750	2709	990	1750	3171	529	1750	2753	946
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.16	0.19	0.19	0.10	0.21	0.21	0.04	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	13.5	25.6	25.6	32.3	44.4	44.4	23.5	42.0	42.0	8.1	26.6	26.6
Volume/Cap:	0.25	0.59	0.59	0.59	0.52	0.52	0.53	0.59	0.59	0.59	0.53	0.53
Uniform Del:	48.6	42.5	42.5	38.2	29.4	29.4	43.2	32.0	32.0	54.4	41.2	41.2
IncrcmntDel:	0.7	1.2	1.2	2.1	0.4	0.4	1.5	0.8	0.8	8.0	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.3	43.7	43.7	40.2	29.8	29.8	44.7	32.8	32.8	62.4	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:	49.3	43.7	43.7	40.2	29.8	29.8	44.7	32.8	32.8	62.4	41.8	41.8
LOS by Move:	D	D	D	D	C	C	D	C-	C-	E	D	D
HCM2k95thQ:	4	16	16	19	19	19	13	22	22	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)
2030 PM

Intersection #21: Rengstorff Ave. & California St.

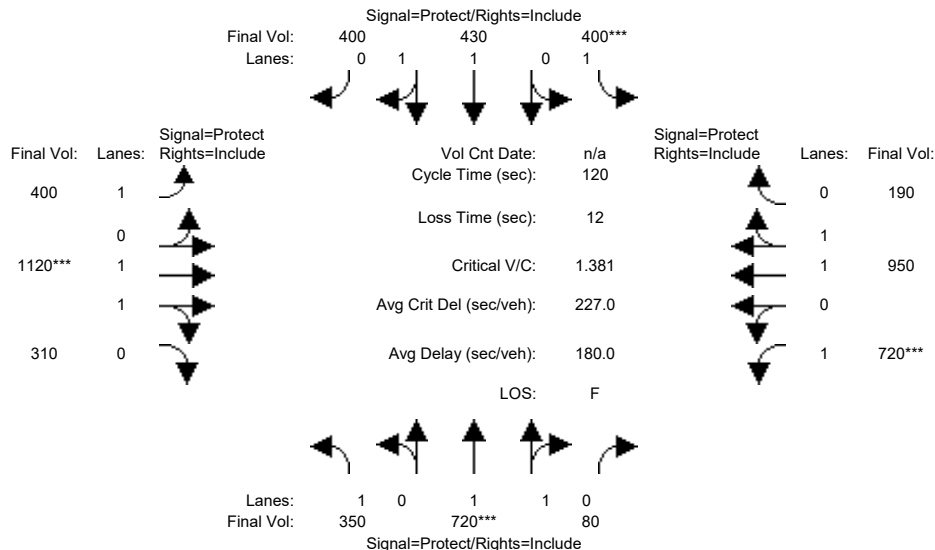


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	670	80	390	430	390	380	1110	300	720	950	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:	350	670	80	390	430	390	380	1110	300	720	950	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:	350	670	80	390	430	390	380	1110	300	720	950	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:	350	670	80	390	430	390	380	1110	300	720	950	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	670	80	390	430	390	380	1110	300	720	950	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
Final Volume:	350	670	80	390	430	390	380	1110	300	720	950	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	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.78	0.22	1.00	1.02	0.98	1.00	1.56	0.44	1.00	1.67	0.33
Final Sat.:	1750	3305	395	1750	1939	1759	1750	2912	787	1750	3110	589
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.22	0.22	0.22	0.22	0.38	0.38	0.41	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	17.9	18.0	18.0	19.8	19.8	19.8	29.2	33.8	33.8	36.5	41.1	41.1
Volume/Cap:	1.34	1.35	1.35	1.35	1.34	1.34	0.89	1.35	1.35	1.35	0.89	0.89
Uniform Del:	51.1	51.0	51.0	50.1	50.1	50.1	43.9	43.1	43.1	41.8	37.4	37.4
IncrementDel:	177.1	171	170.7	180.2	164	164.4	20.4	165	165.4	171.1	8.3	8.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	228.2	222	221.7	230.3	215	214.5	64.3	209	208.5	212.9	45.7	45.7
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:	228.2	222	221.7	230.3	215	214.5	64.3	209	208.5	212.9	45.7	45.7
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	45	46	46	50	49	49	31	78	78	84	39	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 PM

Intersection #21: Rengstorff Ave. & California St.

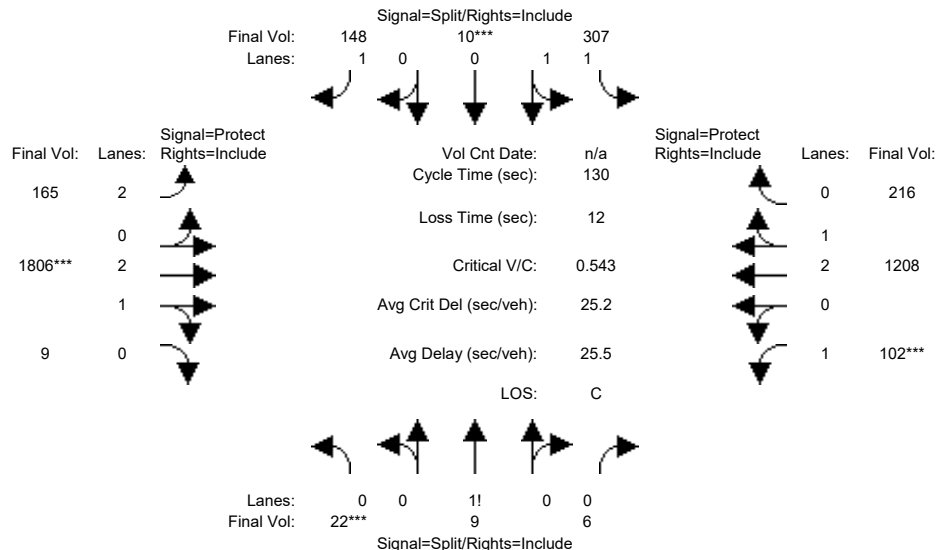


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	720	80	400	430	400	400	1120	310	720	950	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
Final Volume:	350	720	80	400	430	400	400	1120	310	720	950	190
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	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.79	0.21	1.00	1.01	0.99	1.00	1.55	0.45	1.00	1.66	0.34
Final Sat.:	1750	3330	370	1750	1916	1782	1750	2897	802	1750	3083	617
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.22	0.23	0.22	0.22	0.23	0.39	0.39	0.41	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.2	18.8	18.8	19.9	20.4	20.4	29.5	33.6	33.6	35.8	39.8	39.8
Volume/Cap:	1.32	1.38	1.38	1.38	1.32	1.32	0.93	1.38	1.38	1.38	0.93	0.93
Uniform Del:	50.9	50.6	50.6	50.1	49.8	49.8	44.2	43.2	43.2	42.1	38.7	38.7
IncrementDel:	167.1	182	182.0	191.6	154	154.0	26.5	177	177.5	183.1	12.3	12.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	218.0	233	232.6	241.6	204	203.8	70.7	221	220.7	225.2	51.0	51.0
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:	218.0	233	232.6	241.6	204	203.8	70.7	221	220.7	225.2	51.0	51.0
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	45	50	50	52	49	49	34	81	81	86	41	41
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 PM

Intersection #22: Rengstorff Ave. & El Camino Real

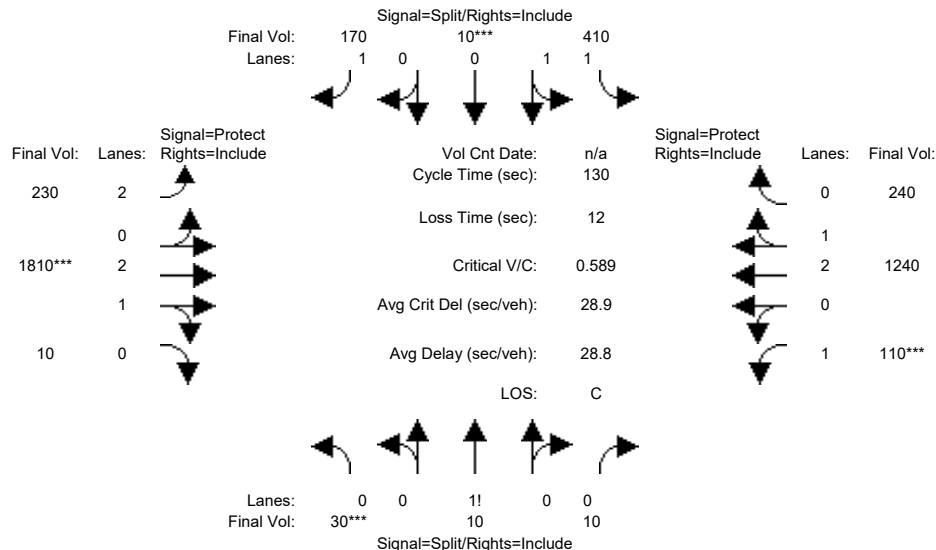


Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	9	6	307	10	148	165	1806	9	102	1208	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	9	6	307	10	148	165	1806	9	102	1208	216
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:	22	9	6	307	10	148	165	1806	9	102	1208	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	9	6	307	10	148	165	1806	9	102	1208	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	9	6	307	10	148	165	1806	9	102	1208	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	9	6	307	10	148	165	1806	9	102	1208	216
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:	0.60	0.24	0.16	1.94	0.06	1.00	2.00	2.98	0.02	1.00	2.53	0.47
Final Sat.:	1041	426	284	3438	112	1750	3150	5572	28	1750	4749	849
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.08	0.05	0.32	0.32	0.06	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	10.0	20.4	20.4	20.4	20.3	74.2	74.2	13.3	67.2	67.2
Volume/Cap:	0.27	0.27	0.27	0.57	0.57	0.54	0.33	0.57	0.57	0.57	0.49	0.49
Delay/Veh:	57.7	57.7	57.7	52.1	52.1	52.5	49.2	18.0	18.0	59.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	57.7	57.7	52.1	52.1	52.5	49.2	18.0	18.0	59.8	20.5	20.5
LOS by Move:	E+	E+	E+	D-	D-	D-	D	B	B	E+	C+	C+
HCM2k95thQ:	4	4	4	13	13	12	7	27	27	10	22	22
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 PM

Intersection #22: Rengstorff Ave. & El Camino Real

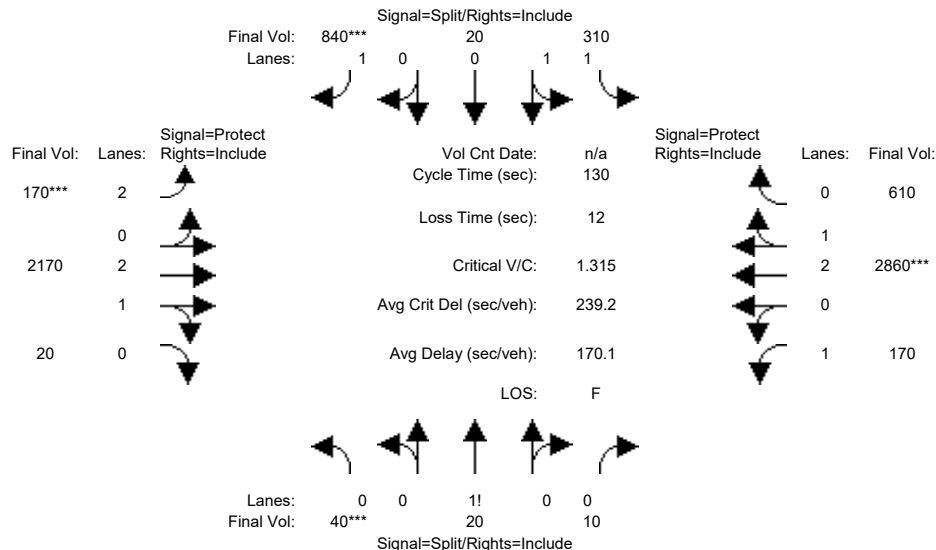


Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	10	10	410	10	170	230	1810	10	110	1240	240
Growth Adj:	1.00	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	10	10	410	10	170	230	1810	10	110	1240	240
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	10	10	410	10	170	230	1810	10	110	1240	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	10	410	10	170	230	1810	10	110	1240	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	10	410	10	170	230	1810	10	110	1240	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	10	10	410	10	170	230	1810	10	110	1240	240
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:	0.60	0.20	0.20	1.95	0.05	1.00	2.00	2.98	0.02	1.00	2.50	0.50
Final Sat.:	1050	350	350	3465	85	1750	3150	5569	31	1750	4691	908
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.10	0.07	0.33	0.33	0.06	0.26	0.26
Crit Moves:	***				***			***			***	
Green Time:	10.0	10.0	10.0	25.2	25.2	25.2	18.7	69.3	69.3	13.4	64.1	64.1
Volume/Cap:	0.37	0.37	0.37	0.61	0.61	0.50	0.51	0.61	0.61	0.61	0.54	0.54
Uniform Del:	57.0	57.0	57.0	47.9	47.9	46.7	51.4	21.0	21.0	55.8	22.7	22.7
IncrcmntDel:	1.7	1.7	1.7	1.6	1.6	1.2	1.0	0.4	0.4	5.9	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.7	58.7	58.7	49.5	49.5	47.9	52.4	21.3	21.3	61.7	22.9	22.9
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:	58.7	58.7	58.7	49.5	49.5	47.9	52.4	21.3	21.3	61.7	22.9	22.9
LOS by Move:	E+	E+	E+	D	D	D	D-	C+	C+	E	C+	C+
HCM2k95thQ:	5	5	5	17	17	13	11	29	29	11	24	24
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 PM

Intersection #22: Rengstorff Ave. & El Camino Real

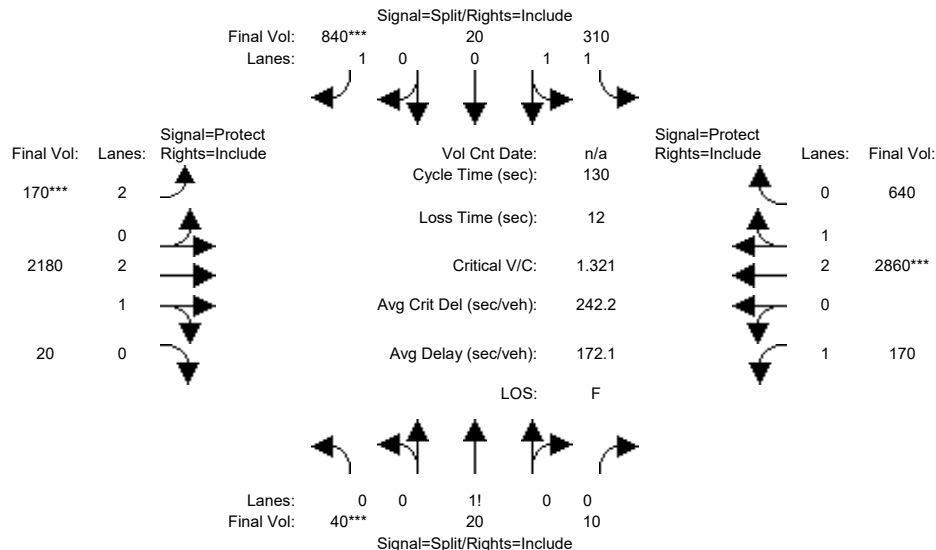


Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	20	10	310	20	840	170	2170	20	170	2860	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	10	310	20	840	170	2170	20	170	2860	610
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:	40	20	10	310	20	840	170	2170	20	170	2860	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	10	310	20	840	170	2170	20	170	2860	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	10	310	20	840	170	2170	20	170	2860	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	20	10	310	20	840	170	2170	20	170	2860	610
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:	0.57	0.29	0.14	1.88	0.12	1.00	2.00	2.97	0.03	1.00	2.45	0.55
Final Sat.:	1000	500	250	3335	215	1750	3150	5549	51	1750	4614	984
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.48	0.05	0.39	0.39	0.10	0.62	0.62
Crit Moves:	****					****	****			****		
Green Time:	10.0	10.0	10.0	42.8	42.8	42.8	10.0	52.3	52.3	13.0	55.2	55.2
Volume/Cap:	0.52	0.52	0.52	0.28	0.28	1.46	0.70	0.97	0.97	0.97	1.46	1.46
Uniform Del:	57.7	57.7	57.7	32.3	32.3	43.6	58.5	38.2	38.2	58.3	37.4	37.4
IncrementDel:	3.6	3.6	3.6	0.1	0.1	216.0	8.9	13.2	13.2	59.9	209	208.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	61.3	61.3	32.4	32.4	259.6	67.4	51.4	51.4	118.2	246	246.3
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:	61.3	61.3	61.3	32.4	32.4	259.6	67.4	51.4	51.4	118.2	246	246.3
LOS by Move:	E	E	E	C-	C-	F	E	D-	D-	F	F	F
HCM2k95thQ:	7	7	7	10	10	108	10	55	55	20	138	138
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 PM

Intersection #22: Rengstorff Ave. & El Camino Real

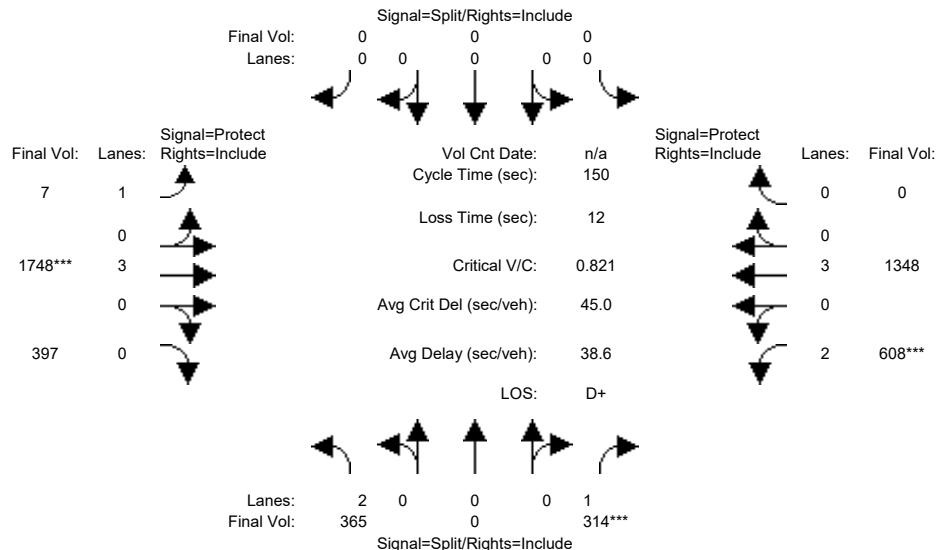


Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	20	10	310	20	840	170	2180	20	170	2860	640
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	10	310	20	840	170	2180	20	170	2860	640
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:	40	20	10	310	20	840	170	2180	20	170	2860	640
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	10	310	20	840	170	2180	20	170	2860	640
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	10	310	20	840	170	2180	20	170	2860	640
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	20	10	310	20	840	170	2180	20	170	2860	640
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:	0.57	0.29	0.14	1.88	0.12	1.00	2.00	2.97	0.03	1.00	2.43	0.57
Final Sat.:	1000	500	250	3335	215	1750	3150	5549	51	1750	4575	1024
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.48	0.05	0.39	0.39	0.10	0.63	0.63
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.0	10.0	10.0	42.6	42.6	42.6	10.0	52.5	52.5	13.0	55.4	55.4
Volume/Cap:	0.52	0.52	0.52	0.28	0.28	1.47	0.70	0.97	0.97	0.97	1.47	1.47
Uniform Del:	57.7	57.7	57.7	32.4	32.4	43.7	58.5	38.1	38.1	58.3	37.3	37.3
IncramntDel:	3.6	3.6	3.6	0.1	0.1	219.2	8.9	13.3	13.3	60.1	212	212.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	61.3	61.3	32.6	32.6	262.9	67.4	51.3	51.3	118.4	249	249.4
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:	61.3	61.3	61.3	32.6	32.6	262.9	67.4	51.3	51.3	118.4	249	249.4
LOS by Move:	E	E	E	C-	C-	F	E	D-	D-	F	F	F
HCM2k95thQ:	7	7	7	10	10	109	10	55	55	20	140	140
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 PM

Intersection #23: El Monte Ave/El Camino Real

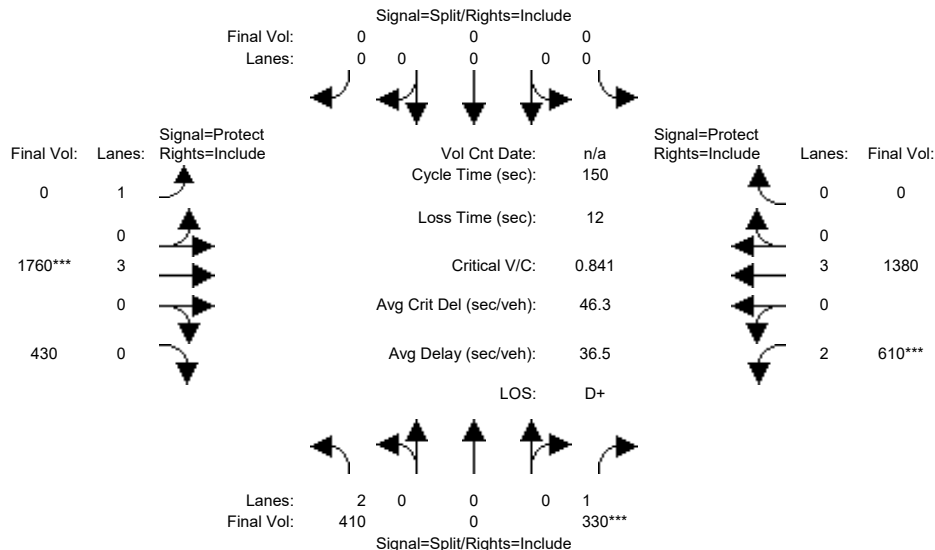


Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	365	0	314	0	0	0	7	1748	397	608	1348	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:	365	0	314	0	0	0	7	1748	397	608	1348	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:	365	0	314	0	0	0	7	1748	397	608	1348	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:	365	0	314	0	0	0	7	1748	397	608	1348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	314	0	0	0	7	1748	397	608	1348	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	0	314	0	0	0	7	1748	397	608	1348	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	2.42	0.58	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4562	1036	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.18	0.00	0.00	0.00	0.00	0.38	0.38	0.19	0.24	0.00
Crit Moves:	****			****			****			****		
Green Time:	32.8	0.0	32.8	0.0	0.0	0.0	23.1	70.0	70.0	35.3	82.1	0.0
Volume/Cap:	0.53	0.00	0.82	0.00	0.00	0.00	0.03	0.82	0.82	0.82	0.43	0.00
Delay/Veh:	52.6	0.0	69.1	0.0	0.0	0.0	53.9	36.8	36.8	61.7	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	69.1	0.0	0.0	0.0	53.9	36.8	36.8	61.7	20.2	0.0
LOS by Move:	D-	A	E	A	A	A	D-	D+	D+	E	C+	A
HCM2k95thQ:	17	0	29	0	0	0	1	49	49	31	21	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 PM

Intersection #23: El Monte Ave/El Camino Real



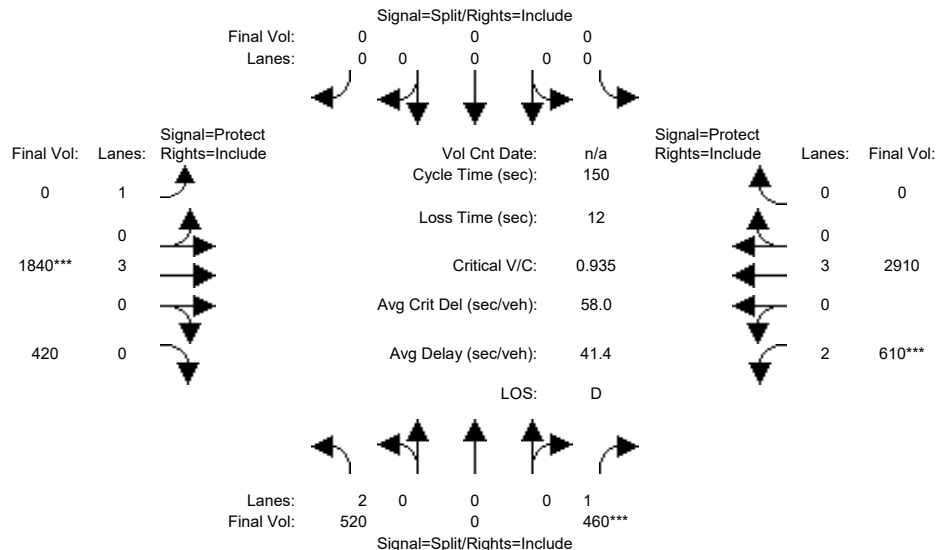
Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	0	330	0	0	0	0	1760	430	610	1380	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:	410	0	330	0	0	0	0	1760	430	610	1380	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:	410	0	330	0	0	0	0	1760	430	610	1380	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:	410	0	330	0	0	0	0	1760	430	610	1380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	0	330	0	0	0	0	1760	430	610	1380	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	0	330	0	0	0	0	1760	430	610	1380	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	2.39	0.61	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4499	1099	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.19	0.00	0.00	0.00	0.00	0.39	0.39	0.19	0.24	0.00
Crit Moves:	****			****			****			****		
Green Time:	33.6	0.0	33.6	0.0	0.0	0.0	0.0	69.8	69.8	34.6	104	0.0
Volume/Cap:	0.58	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.35	0.00
Uniform Del:	51.9	0.0	55.6	0.0	0.0	0.0	0.0	35.2	35.2	55.1	9.2	0.0
IncrementDel:	1.2	0.0	14.9	0.0	0.0	0.0	0.0	2.6	2.6	8.7	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	53.1	0.0	70.5	0.0	0.0	0.0	0.0	37.8	37.8	63.8	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.0	70.5	0.0	0.0	0.0	0.0	37.8	37.8	63.8	9.2	0.0
LOS by Move:	D-	A	E	A	A	A	A	D+	D+	E	A	A
HCM2k95thQ:	19	0	31	0	0	0	0	50	50	31	15	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 PM

Intersection #23: El Monte Ave/El Camino Real



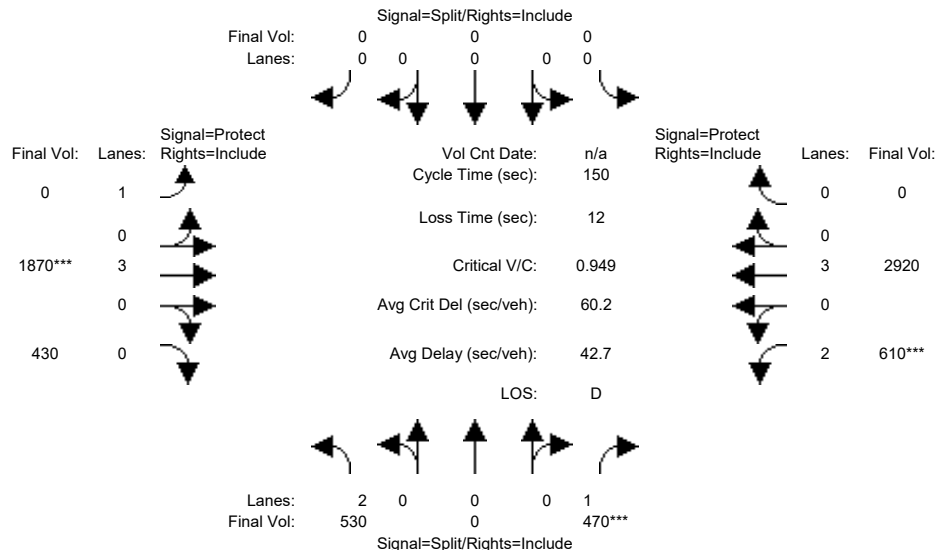
Street Name:	El Monte Ave						El Camino Real								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	10		0		0	0		0		0	10		30		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	520		0		460	0		0		0	0		1840		420
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	520		0		460	0		0		0	0		1840		420
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	520		0		460	0		0		0	0		1840		420
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	520		0		460	0		0		0	0		1840		420
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	520		0		460	0		0		0	0		1840		420
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	520		0		460	0		0		0	0		1840		420
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		1.00		0.92	0.99		0.95		0.83
Lanes:	2.00		0.00		1.00	0.00		0.00		0.00	1.00		2.42		0.58
Final Sat.:	3150		0		1750	0		0		0	1750		4558		1040
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.17		0.00		0.26	0.00		0.00		0.00	0.00		0.40		0.40
Crit Moves:					****								****		****
Green Time:	42.2		0.0		42.2	0.0		0.0		0.0	0.0		64.8		64.8
Volume/Cap:	0.59		0.00		0.94	0.00		0.00		0.00	0.94		0.94		0.80
Uniform Del:	46.4		0.0		52.6	0.0		0.0		0.0	40.6		40.6		58.5
IncremntDel:	1.0		0.0		25.3	0.0		0.0		0.0	7.6		7.6		20.8
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	1.00		0.00		1.00	0.00		0.00		0.00	1.00		1.00		1.00
Delay/Veh:	47.5		0.0		77.9	0.0		0.0		0.0	48.2		48.2		79.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	47.5		0.0		77.9	0.0		0.0		0.0	48.2		48.2		79.3
LOS by Move:	D		A		E-	A		A		A	D		D		E-
HCM2k95th0:	23		0		43	0		0		0	59		59		35

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 PM

Intersection #23: El Monte Ave/El Camino Real



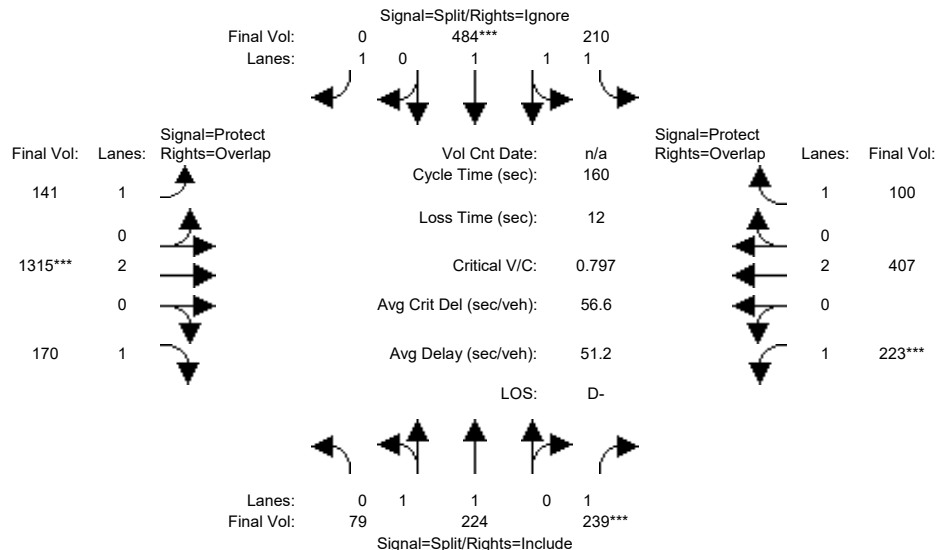
Street Name:				El Monte Ave				El Camino Real					
Approach:		North Bound		South Bound		East Bound			West Bound				
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
-----		-----		-----		-----			-----			-----	
Min. Green:		10	0	0	0	0	0	10	30	0	10	30	0
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----		-----		-----		-----			-----			-----	
Volume Module:													
Base Vol:		530	0	470	0	0	0	0	1870	430	610	2920	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	0	470	0	0	0	0	1870	430	610	2920	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	0	470	0	0	0	0	1870	430	610	2920	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	0	470	0	0	0	0	1870	430	610	2920	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		530	0	470	0	0	0	0	1870	430	610	2920	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:		530	0	470	0	0	0	0	1870	430	610	2920	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	2.42	0.58	2.00	3.00	0.00
Final Sat.:		3150	0	1750	0	0	0	1750	4552	1047	3150	5700	0
-----		-----		-----		-----			-----			-----	
Capacity Analysis Module:													
Vol/Sat:		0.17	0.00	0.27	0.00	0.00	0.00	0.00	0.41	0.41	0.19	0.51	0.00
Crit Moves:		****				****				****			
Green Time:		42.5	0.0	42.5	0.0	0.0	0.0	0.0	64.9	64.9	30.6	95.5	0.0
Volume/Cap:		0.59	0.00	0.95	0.00	0.00	0.00	0.00	0.95	0.95	0.95	0.80	0.00
Uniform Del:		46.4	0.0	52.7	0.0	0.0	0.0	0.0	40.9	40.9	58.9	20.3	0.0
IncrementDel:		1.1	0.0	28.0	0.0	0.0	0.0	0.0	9.1	9.1	23.6	1.4	0.0
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:		1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:		47.4	0.0	80.7	0.0	0.0	0.0	0.0	50.0	50.0	82.5	21.6	0.0
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		47.4	0.0	80.7	0.0	0.0	0.0	0.0	50.0	50.0	82.5	21.6	0.0
LOS by Move:		D	A	F	A	A	A	A	D	D	F	C+	A
HCM2k95thQ:		23	0	45	0	0	0	0	61	61	35	54	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 PM

Intersection #24: Springer Rd. & Foothill Expy.

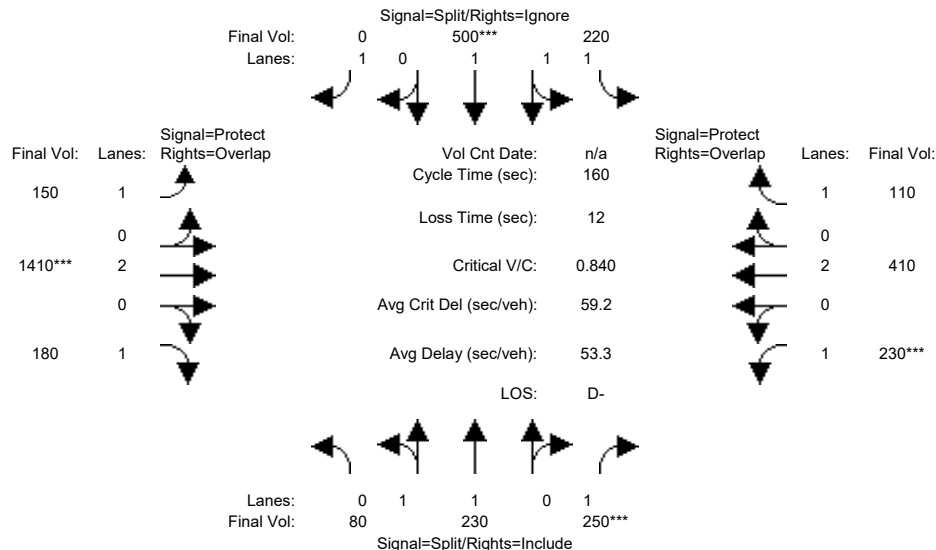


Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	65	10	14	70	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	224	239	210	484	97	141	1315	170	223	407	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:	79	224	239	210	484	97	141	1315	170	223	407	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:	79	224	239	210	484	97	141	1315	170	223	407	100
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:	79	224	239	210	484	0	141	1315	170	223	407	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	224	239	210	484	0	141	1315	170	223	407	100
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
Final Volume:	79	224	239	210	484	0	141	1315	170	223	407	100
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:	0.54	1.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	964	2735	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.12	0.13	0.00	0.08	0.35	0.10	0.13	0.11	0.06
Crit Moves:			****		****			****		****		
Green Time:	27.4	27.4	27.4	25.6	25.6	0.0	15.8	69.5	96.9	25.6	79.2	104.8
Volume/Cap:	0.48	0.48	0.80	0.75	0.80	0.00	0.81	0.80	0.16	0.80	0.22	0.09
Delay/Veh:	60.4	60.4	77.5	67.7	69.9	0.0	95.3	42.0	13.9	79.4	22.9	10.1
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:	60.4	60.4	77.5	67.7	69.9	0.0	95.3	42.0	13.9	79.4	22.9	10.1
LOS by Move:	E	E	E-	E	E	A	F	D	B	E-	C+	B+
HCM2k95thQ:	14	14	25	22	24	0	17	47	8	24	10	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 PM

Intersection #24: Springer Rd. & Foothill Expy.

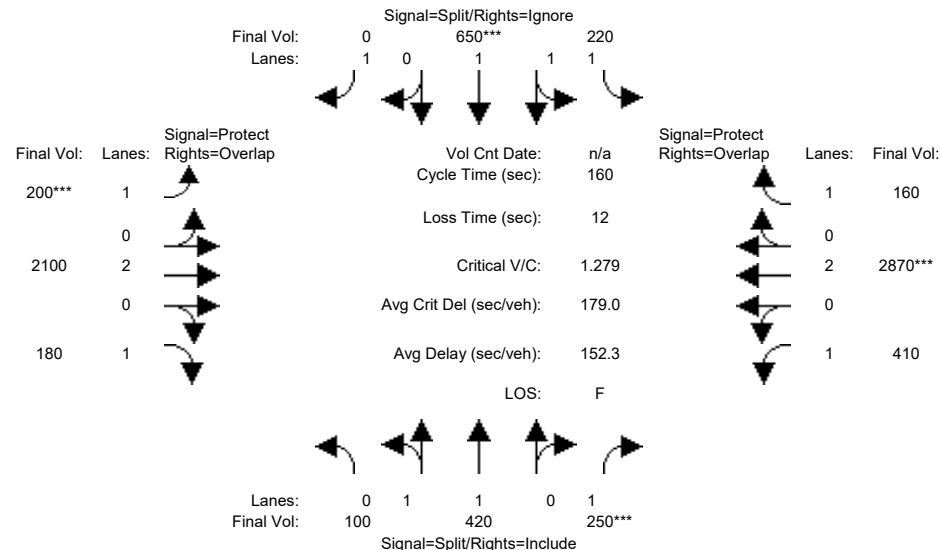


Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	65	10	14	70	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	230	250	220	500	100	150	1410	180	230	410	110
Growth Adj:	1.00	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	230	250	220	500	100	150	1410	180	230	410	110
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	230	250	220	500	100	150	1410	180	230	410	110
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:	80	230	250	220	500	0	150	1410	180	230	410	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	230	250	220	500	0	150	1410	180	230	410	110
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
Final Volume:	80	230	250	220	500	0	150	1410	180	230	410	110
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.:	955	2744	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.13	0.13	0.00	0.09	0.37	0.10	0.13	0.11	0.06
Crit Moves:	****			****			****			****		
Green Time:	27.2	27.2	27.2	25.1	25.1	0.0	16.0	70.7	97.9	25.0	79.8	104.8
Volume/Cap:	0.49	0.49	0.84	0.80	0.84	0.00	0.86	0.84	0.17	0.84	0.22	0.10
Uniform Del:	60.1	60.1	64.3	65.1	65.5	0.0	70.9	39.6	13.4	65.5	22.5	10.1
IncrcmntDel:	0.6	0.6	18.7	5.3	7.4	0.0	32.4	4.0	0.1	20.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.8	60.8	83.0	70.3	72.9	0.0	103.3	43.6	13.5	85.6	22.6	10.2
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:	60.8	60.8	83.0	70.3	72.9	0.0	103.3	43.6	13.5	85.6	22.6	10.2
LOS by Move:	E	E	F	E	E	A	F	D	B	F	C+	B+
HCM2k95thQ:	14	14	27	24	25	0	19	51	8	25	10	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)
2030 PM

Intersection #24: Springer Rd. & Foothill Expy.

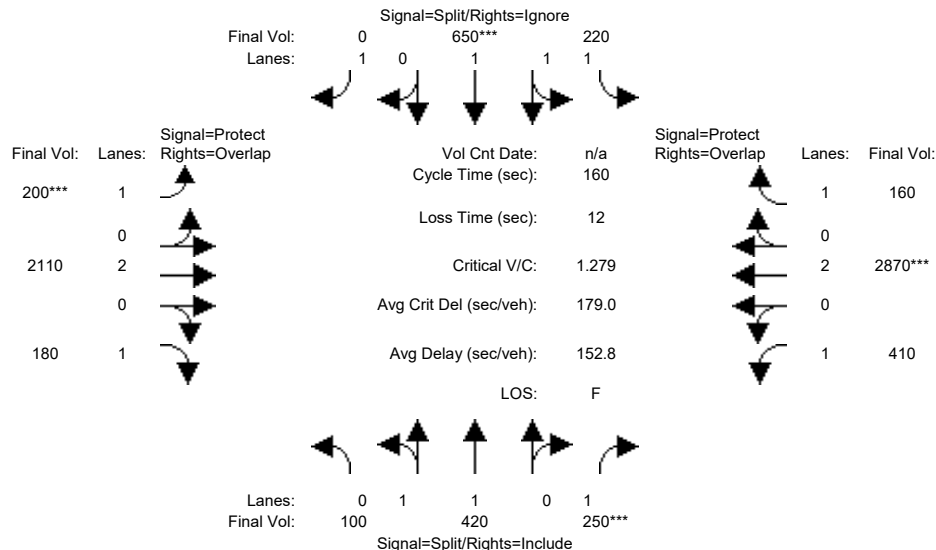


Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	65	10	14	70	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	420	250	220	650	160	200	2100	180	410	2870	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:	100	420	250	220	650	160	200	2100	180	410	2870	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:	100	420	250	220	650	160	200	2100	180	410	2870	160
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:	100	420	250	220	650	0	200	2100	180	410	2870	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	420	250	220	650	0	200	2100	180	410	2870	160
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
Final Volume:	100	420	250	220	650	0	200	2100	180	410	2870	160
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:	0.40	1.60	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	711	2988	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.17	0.00	0.11	0.55	0.10	0.23	0.76	0.09
Crit Moves:	****			****			****			****		
Green Time:	17.9	17.9	17.9	21.4	21.4	0.0	14.3	76.4	94.2	32.4	94.5	115.8
Volume/Cap:	1.26	1.26	1.28	0.94	1.28	0.00	1.28	1.16	0.17	1.16	1.28	0.13
Uniform Del:	71.1	71.1	71.1	68.7	69.3	0.0	72.9	41.8	15.1	63.8	32.8	6.7
IncrementDel:	134.8	135	159.1	17.0	137	0.0	165.7	77.7	0.1	98.0	129	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	205.9	206	230.1	85.7	206	0.0	238.6	119	15.1	161.9	162	6.8
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:	205.9	206	230.1	85.7	206	0.0	238.6	119	15.1	161.9	162	6.8
LOS by Move:	F	F	F	F	F	A	F	F	B	F	F	A
HCM2k95thQ:	37	37	38	27	44	0	32	106	8	51	161	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 PM

Intersection #24: Springer Rd. & Foothill Expy.

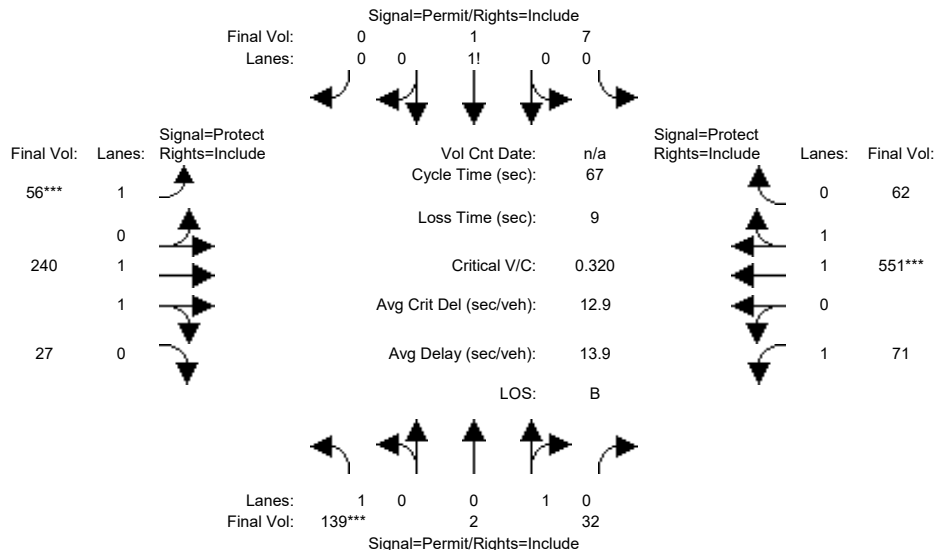


Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	65	10	14	70	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	420	250	220	650	160	200	2110	180	410	2870	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:	100	420	250	220	650	160	200	2110	180	410	2870	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:	100	420	250	220	650	160	200	2110	180	410	2870	160
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:	100	420	250	220	650	0	200	2110	180	410	2870	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	420	250	220	650	0	200	2110	180	410	2870	160
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
Final Volume:	100	420	250	220	650	0	200	2110	180	410	2870	160
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:	0.40	1.60	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	711	2988	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.17	0.00	0.11	0.56	0.10	0.23	0.76	0.09
Crit Moves:	****			****			****			****		
Green Time:	17.9	17.9	17.9	21.4	21.4	0.0	14.3	76.5	94.3	32.3	94.5	115.8
Volume/Cap:	1.26	1.26	1.28	0.94	1.28	0.00	1.28	1.16	0.17	1.16	1.28	0.13
Uniform Del:	71.1	71.1	71.1	68.7	69.3	0.0	72.9	41.8	15.0	63.9	32.8	6.7
IncrementDel:	134.8	135	159.1	17.0	137	0.0	165.7	79.3	0.1	99.6	129	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	205.9	206	230.1	85.7	206	0.0	238.6	121	15.1	163.4	162	6.8
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:	205.9	206	230.1	85.7	206	0.0	238.6	121	15.1	163.4	162	6.8
LOS by Move:	F	F	F	F	F	A	F	F	B	F	F	A
HCM2k95thQ:	37	37	38	27	44	0	32	107	8	51	161	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)
Existing PM

Intersection #25: Charleston Rd. & Landings Dr.

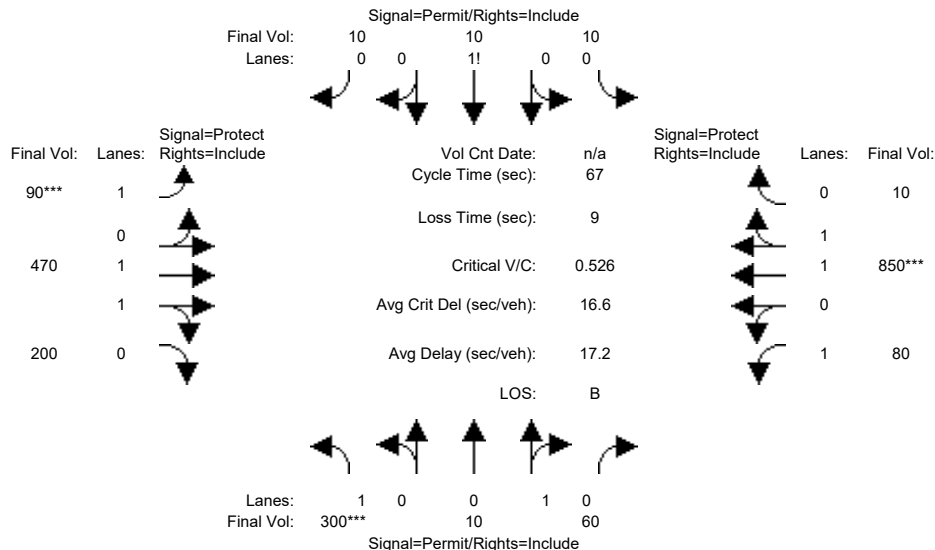


Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	2	32	7	1	0	56	240	27	71	551	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2	32	7	1	0	56	240	27	71	551	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2	32	7	1	0	56	240	27	71	551	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2	32	7	1	0	56	240	27	71	551	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2	32	7	1	0	56	240	27	71	551	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	2	32	7	1	0	56	240	27	71	551	62
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	0.06	0.94	0.87	0.13	0.00	1.00	1.79	0.21	1.00	1.79	0.21
Final Sat.:	1750	106	1694	1575	225	0	1750	3326	374	1750	3325	374
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.02	0.00	0.00	0.00	0.03	0.07	0.07	0.04	0.17	0.17
Crit Moves:	****						****				****	
Green Time:	16.5	16.5	16.5	16.5	16.5	0.0	7.0	24.4	24.4	17.1	34.5	34.5
Volume/Cap:	0.32	0.08	0.08	0.02	0.02	0.00	0.31	0.20	0.20	0.16	0.32	0.32
Delay/Veh:	21.1	19.5	19.5	19.1	19.1	0.0	28.7	14.7	14.7	19.6	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	19.5	19.5	19.1	19.1	0.0	28.7	14.7	14.7	19.6	9.6	9.6
LOS by Move:	C+	B-	B-	B-	B-	A	C	B	B	B-	A	A
HCM2k95thQ:	6	1	1	0	0	0	2	4	4	2	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)
EX+P PM

Intersection #25: Charleston Rd. & Landings Dr.

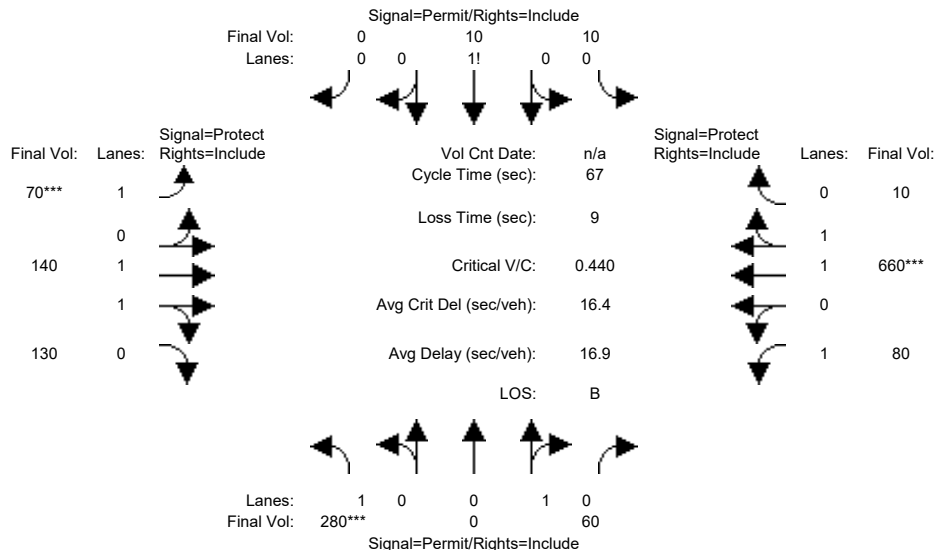


Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	10	60	10	10	10	90	470	200	80	850	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	10	60	10	10	10	90	470	200	80	850	10
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	0.97	0.95
Lanes:	1.00	0.14	0.86	0.34	0.33	0.33	1.00	1.39	0.61	1.00	1.98	0.02
Final Sat.:	1750	257	1543	583	583	583	1750	2595	1104	1750	3657	43
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.04	0.02	0.02	0.02	0.05	0.18	0.18	0.05	0.23	0.23
Crit Moves:	****						****				****	
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	7.0	23.1	23.1	13.3	29.4	29.4
Volume/Cap:	0.53	0.12	0.12	0.05	0.05	0.05	0.49	0.53	0.53	0.23	0.53	0.53
Uniform Del:	18.5	16.0	16.0	15.6	15.6	15.6	28.3	17.6	17.6	22.6	13.8	13.8
IncrcmntDel:	1.0	0.1	0.1	0.0	0.0	0.0	2.1	0.4	0.4	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.5	16.1	16.1	15.7	15.7	15.7	30.4	18.0	18.0	22.9	14.1	14.1
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:	19.5	16.1	16.1	15.7	15.7	15.7	30.4	18.0	18.0	22.9	14.1	14.1
LOS by Move:	B-	B	B	B	B	B	C	B-	B-	C+	B	B
HCM2k95thQ:	12	2	2	1	1	1	4	11	11	3	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)
2030 PM

Intersection #25: Charleston Rd. & Landings Dr.



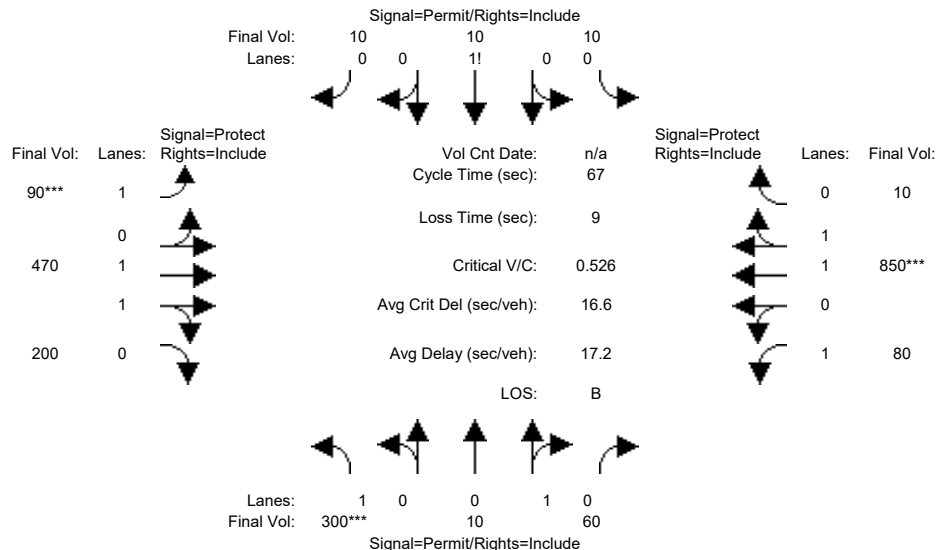
Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	0	60	10	10	0	70	140	130	80	660	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:	280	0	60	10	10	0	70	140	130	80	660	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:	280	0	60	10	10	0	70	140	130	80	660	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:	280	0	60	10	10	0	70	140	130	80	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	0	60	10	10	0	70	140	130	80	660	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	0	60	10	10	0	70	140	130	80	660	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.95	0.95	0.92	0.92	1.00	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.50	0.50	0.00	1.00	1.01	0.99	1.00	1.97	0.03
Final Sat.:	1750	0	1800	900	900	0	1750	1917	1780	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.03	0.01	0.01	0.00	0.04	0.07	0.07	0.05	0.18	0.18
Crit Moves:	****						****				****	
Green Time:	23.9	0.0	23.9	23.9	23.9	0.0	7.0	20.0	20.0	14.0	27.1	27.1
Volume/Cap:	0.45	0.00	0.09	0.03	0.03	0.00	0.38	0.24	0.24	0.22	0.45	0.45
Uniform Del:	16.5	0.0	14.3	14.0	14.0	0.0	28.0	17.7	17.7	21.9	14.5	14.5
IncrcmntDel:	0.5	0.0	0.1	0.0	0.0	0.0	1.3	0.1	0.1	0.3	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.0	0.0	14.4	14.0	14.0	0.0	29.3	17.9	17.9	22.2	14.7	14.7
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:	17.0	0.0	14.4	14.0	14.0	0.0	29.3	17.9	17.9	22.2	14.7	14.7
LOS by Move:	B	A	B	B	B	A	C	B	B	C+	B	B
HCM2k95thQ:	10	0	2	1	1	0	3	4	4	3	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)
2030+P PM

Intersection #25: Charleston Rd. & Landings Dr.

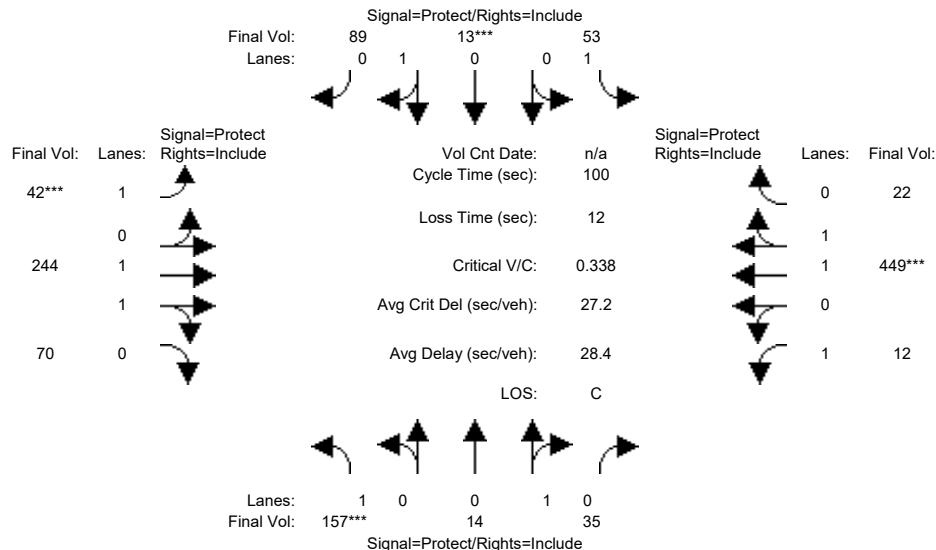


Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	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:	300	10	60	10	10	10	90	470	200	80	850	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	10	60	10	10	10	90	470	200	80	850	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	10	60	10	10	10	90	470	200	80	850	10
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	0.97	0.95
Lanes:	1.00	0.14	0.86	0.34	0.33	0.33	1.00	1.39	0.61	1.00	1.98	0.02
Final Sat.:	1750	257	1543	583	583	583	1750	2595	1104	1750	3657	43
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.04	0.02	0.02	0.02	0.05	0.18	0.18	0.05	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	7.0	23.1	23.1	13.3	29.4	29.4
Volume/Cap:	0.53	0.12	0.12	0.05	0.05	0.05	0.49	0.53	0.53	0.23	0.53	0.53
Uniform Del:	18.5	16.0	16.0	15.6	15.6	15.6	28.3	17.6	17.6	22.6	13.8	13.8
IncramntDel:	1.0	0.1	0.1	0.0	0.0	0.0	2.1	0.4	0.4	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.5	16.1	16.1	15.7	15.7	15.7	30.4	18.0	18.0	22.9	14.1	14.1
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:	19.5	16.1	16.1	15.7	15.7	15.7	30.4	18.0	18.0	22.9	14.1	14.1
LOS by Move:	B-	B	B	B	B	B	C	B-	B-	C+	B	B
HCM2k95thQ:	12	2	2	1	1	1	4	11	11	3	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 PM

Intersection #26: Charleston Rd. & Alta Ave.

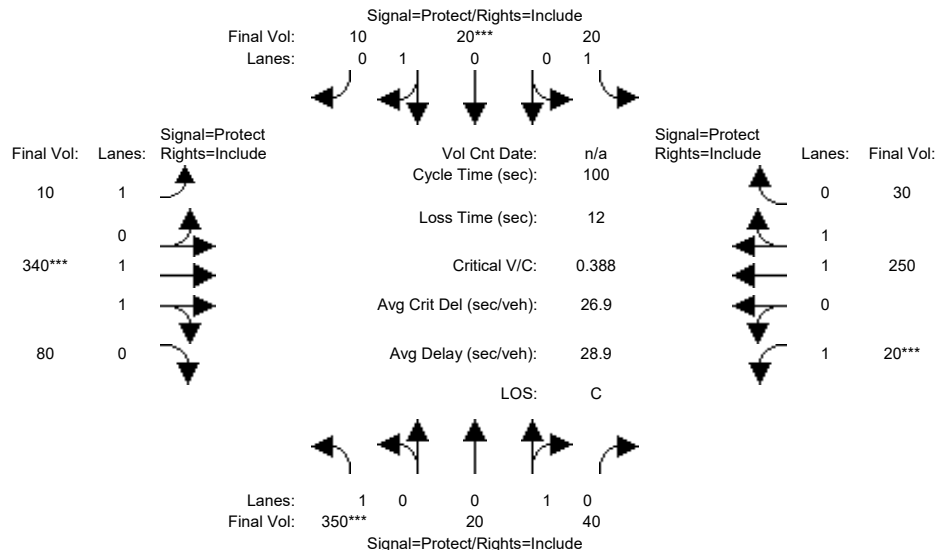


Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	14	35	53	13	89	42	244	70	12	449	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	14	35	53	13	89	42	244	70	12	449	22
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	14	35	53	13	89	42	244	70	12	449	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	14	35	53	13	89	42	244	70	12	449	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	14	35	53	13	89	42	244	70	12	449	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	14	35	53	13	89	42	244	70	12	449	22
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	0.97	0.95
Lanes:	1.00	0.29	0.71	1.00	0.13	0.87	1.00	1.54	0.46	1.00	1.90	0.10
Final Sat.:	1750	514	1286	1750	229	1571	1750	2875	825	1750	3527	173
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.03	0.06	0.06	0.02	0.08	0.08	0.01	0.13	0.13
Crit Moves:	***			***			***			***		
Green Time:	26.5	25.5	25.5	17.8	16.8	16.8	7.1	26.3	26.3	18.4	37.6	37.6
Volume/Cap:	0.34	0.11	0.11	0.17	0.34	0.34	0.34	0.32	0.32	0.04	0.34	0.34
Delay/Veh:	30.1	28.7	28.7	35.1	37.4	37.4	45.8	29.9	29.9	33.6	22.4	22.4
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:	30.1	28.7	28.7	35.1	37.4	37.4	45.8	29.9	29.9	33.6	22.4	22.4
LOS by Move:	C	C	C	D+	D+	D+	D	C	C	C-	C+	C+
HCM2k95thQ:	9	3	3	3	6	6	3	8	8	1	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 PM

Intersection #26: Charleston Rd. & Alta Ave.

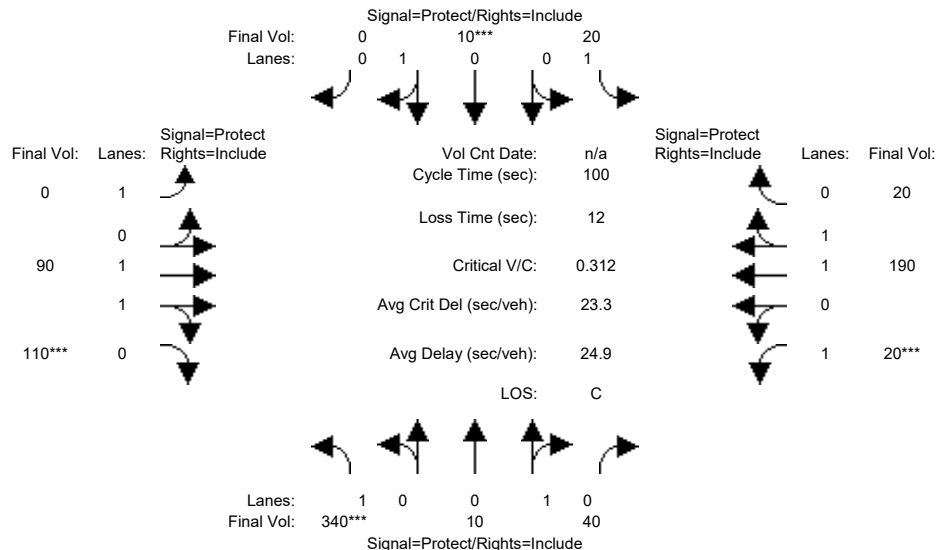


Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	20	40	20	20	10	10	340	80	20	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	20	40	20	20	10	10	340	80	20	250	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.33	0.67	1.00	0.67	0.33	1.00	1.61	0.39	1.00	1.78	0.22
Final Sat.:	1750	600	1200	1750	1200	600	1750	2995	705	1750	3303	396
Capacity Analysis Module:												
Vol/Sat:	0.20	0.03	0.03	0.01	0.02	0.02	0.01	0.11	0.11	0.01	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	45.3	32.5	32.5	22.8	10.0	10.0	13.5	25.7	25.7	7.0	19.2	19.2
Volume/Cap:	0.44	0.10	0.10	0.05	0.17	0.17	0.04	0.44	0.44	0.16	0.39	0.39
Uniform Del:	18.7	23.6	23.6	30.2	41.2	41.2	37.7	31.1	31.1	43.7	35.3	35.3
IncrcmntDel:	0.4	0.1	0.1	0.1	0.4	0.4	0.1	0.3	0.3	0.6	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.1	23.6	23.6	30.2	41.6	41.6	37.7	31.5	31.5	44.4	35.6	35.6
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:	19.1	23.6	23.6	30.2	41.6	41.6	37.7	31.5	31.5	44.4	35.6	35.6
LOS by Move:	B-	C	C	C	D	D	D+	C	C	D	D+	D+
HCM2k95thQ:	15	3	3	1	2	2	1	10	10	1	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 PM

Intersection #26: Charleston Rd. & Alta Ave.

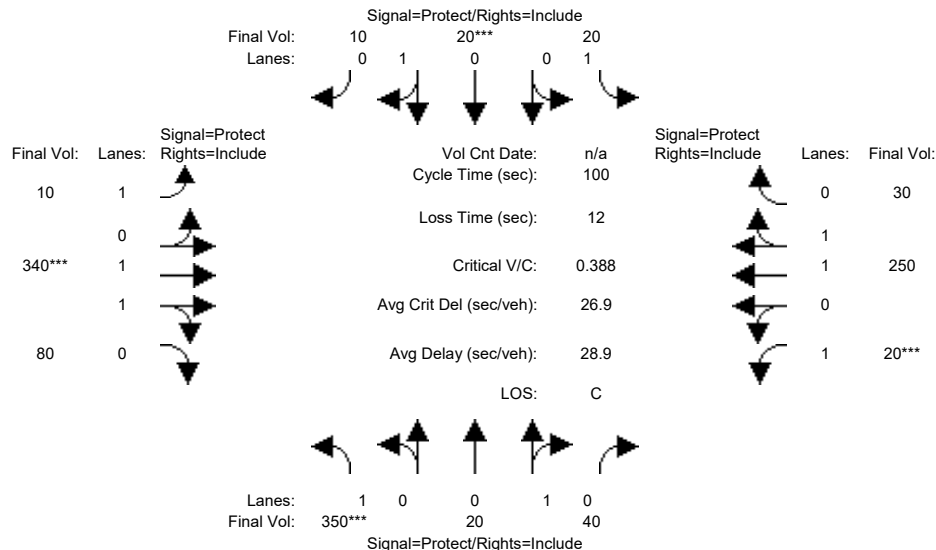


Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	10	40	20	10	0	0	90	110	20	190	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	10	40	20	10	0	0	90	110	20	190	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	10	40	20	10	0	0	90	110	20	190	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:	340	10	40	20	10	0	0	90	110	20	190	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	10	40	20	10	0	0	90	110	20	190	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
Final Volume:	340	10	40	20	10	0	0	90	110	20	190	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	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.20	0.80	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	360	1440	1750	1800	0	1750	1900	1750	1750	3347	352
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.03	0.01	0.01	0.00	0.00	0.05	0.06	0.01	0.06	0.06
Crit Moves:	***				***				***	***		
Green Time:	53.6	37.4	37.4	26.2	10.0	0.0	0.0	17.4	17.4	7.0	24.4	24.4
Volume/Cap:	0.36	0.07	0.07	0.04	0.06	0.00	0.00	0.27	0.36	0.16	0.23	0.23
Uniform Del:	13.3	20.1	20.1	27.5	40.7	0.0	0.0	35.8	36.4	43.7	30.3	30.3
IncramntDel:	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.4	0.6	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.6	20.2	20.2	27.6	40.9	0.0	0.0	36.1	36.8	44.4	30.5	30.5
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:	13.6	20.2	20.2	27.6	40.9	0.0	0.0	36.1	36.8	44.4	30.5	30.5
LOS by Move:	B	C+	C+	C	D	A	A	D+	D+	D	C	C
HCM2k95thQ:	12	2	2	1	1	0	0	5	6	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 PM

Intersection #26: Charleston Rd. & Alta Ave.

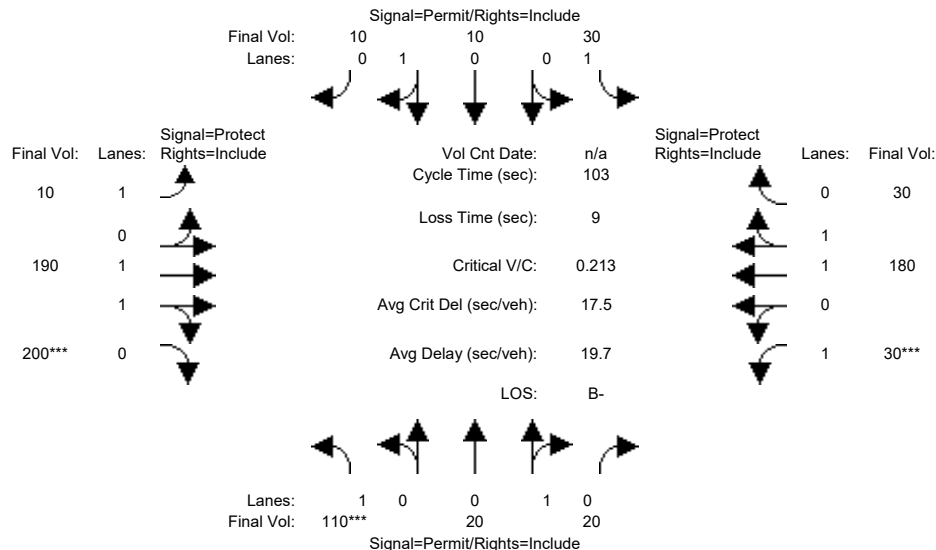


Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	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:	350	20	40	20	20	10	10	340	80	20	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	20	40	20	20	10	10	340	80	20	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	20	40	20	20	10	10	340	80	20	250	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.33	0.67	1.00	0.67	0.33	1.00	1.61	0.39	1.00	1.78	0.22
Final Sat.:	1750	600	1200	1750	1200	600	1750	2995	705	1750	3303	396
Capacity Analysis Module:												
Vol/Sat:	0.20	0.03	0.03	0.01	0.02	0.02	0.01	0.11	0.11	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	45.3	32.5	32.5	22.8	10.0	10.0	13.5	25.7	25.7	7.0	19.2	19.2
Volume/Cap:	0.44	0.10	0.10	0.05	0.17	0.17	0.04	0.44	0.44	0.16	0.39	0.39
Uniform Del:	18.7	23.6	23.6	30.2	41.2	41.2	37.7	31.1	31.1	43.7	35.3	35.3
IncramntDel:	0.4	0.1	0.1	0.1	0.4	0.4	0.1	0.3	0.3	0.6	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.1	23.6	23.6	30.2	41.6	41.6	37.7	31.5	31.5	44.4	35.6	35.6
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:	19.1	23.6	23.6	30.2	41.6	41.6	37.7	31.5	31.5	44.4	35.6	35.6
LOS by Move:	B-	C	C	C	D	D	D+	C	C	D	D+	D+
HCM2k95thQ:	15	3	3	1	2	2	1	10	10	1	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+P PM

Intersection #27: Charleston Rd. & Huff Ave.

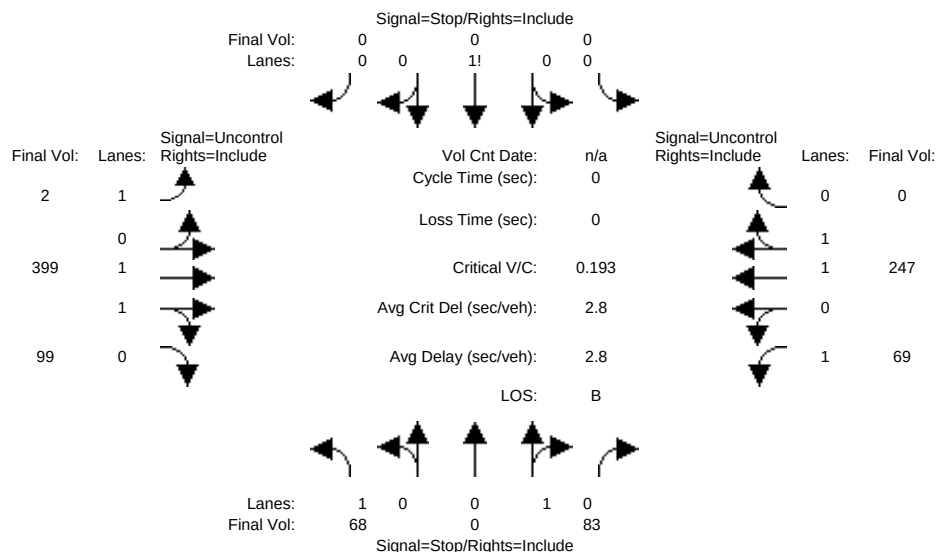


Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	20	20	30	10	10	10	190	200	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	20	20	30	10	10	10	190	200	30	180	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	1.71	0.29
Final Sat.:	1750	900	900	1750	900	900	1750	1900	1750	1750	3171	529
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.02	0.01	0.01	0.01	0.10	0.11	0.02	0.06	0.06
Crit Moves:	***								***	***		
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	26.2	55.3	55.3	8.3	37.4	37.4
Volume/Cap:	0.21	0.08	0.08	0.06	0.04	0.04	0.02	0.19	0.21	0.21	0.16	0.16
Uniform Del:	27.3	26.2	26.2	26.0	25.9	25.9	28.8	12.3	12.5	44.3	22.1	22.1
IncrcmntDel:	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.5	26.2	26.2	26.1	25.9	25.9	28.8	12.3	12.5	45.1	22.2	22.2
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:	27.5	26.2	26.2	26.1	25.9	25.9	28.8	12.3	12.5	45.1	22.2	22.2
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C+	C+
HCM2k95thQ:	6	2	2	2	1	1	1	6	7	2	4	4

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

North Bayshore Precise Plan EIR
SJ13-1450Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #28: Charleston Rd. & Joaquin Rd.

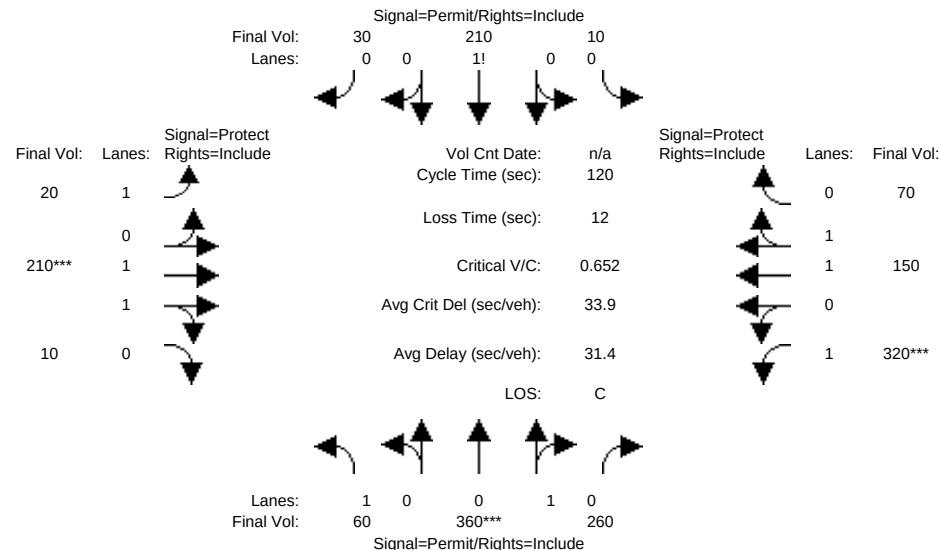


Street Name:	Joaquin Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	68	0	83	0	0	0	2	399	99	69	247	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	0	83	0	0	0	2	399	99	69	247	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:	68	0	83	0	0	0	2	399	99	69	247	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:	68	0	83	0	0	0	2	399	99	69	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	0	83	0	0	0	2	399	99	69	247	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	714	838	249	589	887	124	247	xxxx	xxxxxx	498	xxxx	xxxxxx
Potent Cap.:	370	305	757	396	285	911	1331	xxxx	xxxxxx	1076	xxxx	xxxxxx
Move Cap.:	352	285	757	335	267	911	1331	xxxx	xxxxxx	1076	xxxx	xxxxxx
Volume/Cap:	0.19	0.00	0.11	0.00	0.00	0.00	0.00	xxxx	xxxxxx	0.06	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	17.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	8.6	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	757	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	0.4	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	10.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	13.6			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 PM

Intersection #28: Joaquin Rd & Charleston Rd

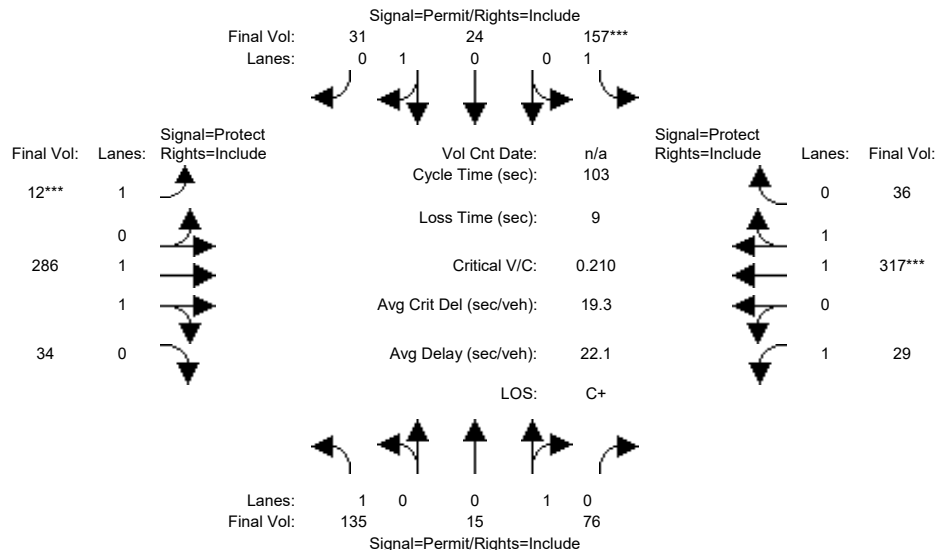


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	360	260	10	210	30	20	210	10	320	150	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	360	260	10	210	30	20	210	10	320	150	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:	60	360	260	10	210	30	20	210	10	320	150	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:	60	360	260	10	210	30	20	210	10	320	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	360	260	10	210	30	20	210	10	320	150	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
Final Volume:	60	360	260	10	210	30	20	210	10	320	150	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	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	0.58	0.42	0.04	0.84	0.12	1.00	1.91	0.09	1.00	1.35	0.65
Final Sat.:	1750	1045	755	70	1470	210	1750	3532	168	1750	2522	1177
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.14	0.14	0.14	0.01	0.06	0.06	0.18	0.06	0.06
Crit Moves:	***			***			***			***		
Green Time:	63.4	63.4	63.4	63.4	63.4	63.4	18.4	10.9	10.9	33.7	26.2	26.2
Volume/Cap:	0.06	0.65	0.65	0.27	0.27	0.27	0.07	0.65	0.65	0.65	0.27	0.27
Uniform Del:	13.8	20.4	20.4	15.6	15.6	15.6	43.5	52.7	52.7	38.0	38.9	38.9
IncrementDel:	0.0	1.6	1.6	0.2	0.2	0.2	0.1	4.5	4.5	3.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.9	22.0	22.0	15.7	15.7	15.7	43.7	57.2	57.2	41.1	39.1	39.1
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:	13.9	22.0	22.0	15.7	15.7	15.7	43.7	57.2	57.2	41.1	39.1	39.1
LOS by Move:	B	C+	C+	B	B	B	D	E+	E+	D	D	D
HCM2k95thQ:	2	30	30	10	10	10	1	10	10	22	7	7
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #27: Charleston Rd. & Huff Ave.

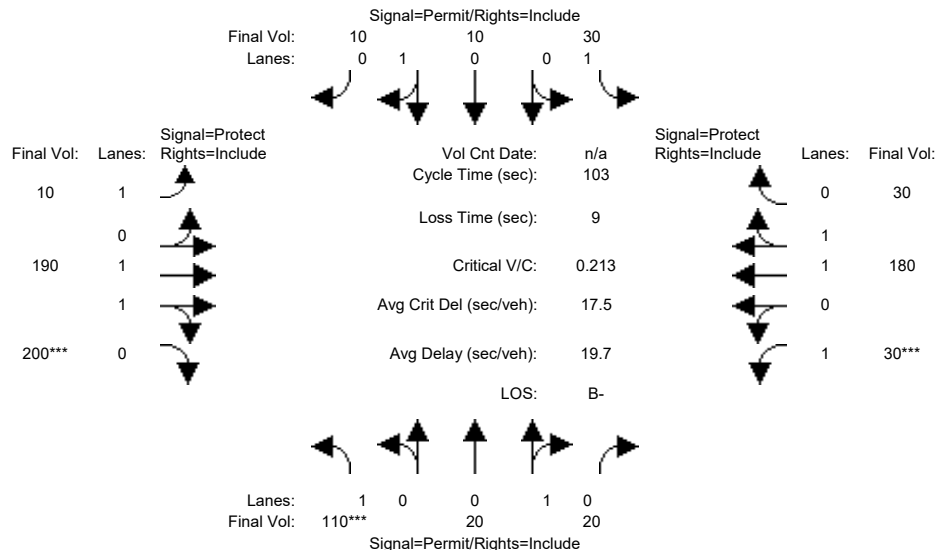


Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	15	76	157	24	31	12	286	34	29	317	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	15	76	157	24	31	12	286	34	29	317	36
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:	135	15	76	157	24	31	12	286	34	29	317	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	15	76	157	24	31	12	286	34	29	317	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	76	157	24	31	12	286	34	29	317	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	135	15	76	157	24	31	12	286	34	29	317	36
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	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	0.44	0.56	1.00	1.78	0.22	1.00	1.79	0.21
Final Sat.:	1750	297	1503	1750	785	1015	1750	3307	393	1750	3322	377
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.09	0.03	0.03	0.01	0.09	0.09	0.02	0.10	0.10
Crit Moves:				****			****			****		
Green Time:	42.2	42.2	42.2	42.2	42.2	42.2	7.0	30.5	30.5	21.3	44.8	44.8
Volume/Cap:	0.19	0.12	0.12	0.22	0.07	0.07	0.10	0.29	0.29	0.08	0.22	0.22
Delay/Veh:	19.6	19.0	19.0	19.9	18.6	18.6	45.4	28.1	28.1	33.0	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:	19.6	19.0	19.0	19.9	18.6	18.6	45.4	28.1	28.1	33.0	18.2	18.2
LOS by Move:	B-	B-	B-	B-	B-	B-	D	C	C	C-	B-	B-
HCM2k95thQ:	6	4	4	7	2	2	1	8	8	2	7	7
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM

Intersection #27: Charleston Rd. & Huff Ave.



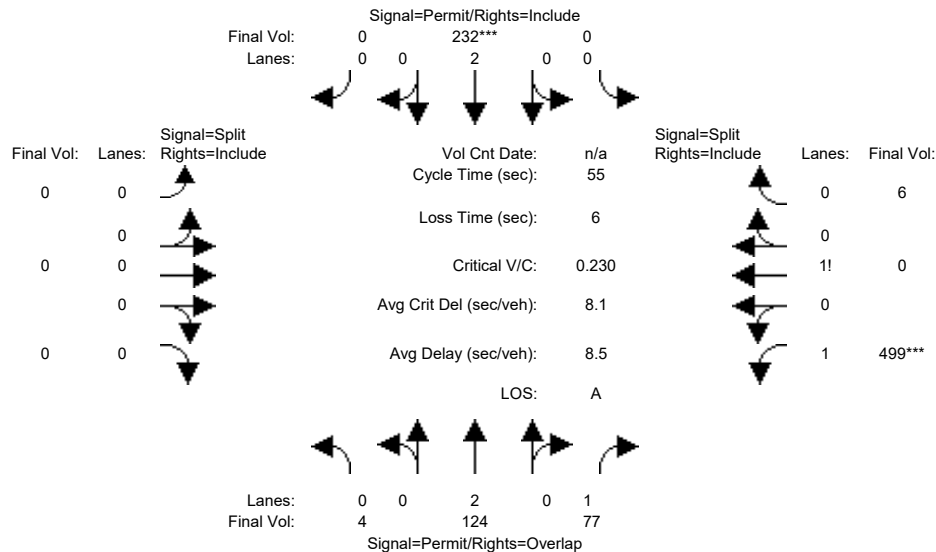
Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	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	20	20	30	10	10	10	190	200	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	20	20	30	10	10	10	190	200	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	20	20	30	10	10	10	190	200	30	180	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	1.71	0.29
Final Sat.:	1750	900	900	1750	900	900	1750	1900	1750	1750	3171	529
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.02	0.01	0.01	0.01	0.10	0.11	0.02	0.06	0.06
Crit Moves:	***								***	***		
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	26.2	55.3	55.3	8.3	37.4	37.4
Volume/Cap:	0.21	0.08	0.08	0.06	0.04	0.04	0.02	0.19	0.21	0.21	0.16	0.16
Uniform Del:	27.3	26.2	26.2	26.0	25.9	25.9	28.8	12.3	12.5	44.3	22.1	22.1
IncramntDel:	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.5	26.2	26.2	26.1	25.9	25.9	28.8	12.3	12.5	45.1	22.2	22.2
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:	27.5	26.2	26.2	26.1	25.9	25.9	28.8	12.3	12.5	45.1	22.2	22.2
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C+	C+
HCM2k95thQ:	6	2	2	2	1	1	1	6	7	2	4	4

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #29: Shoreline Blvd. & Crittenden Ln.

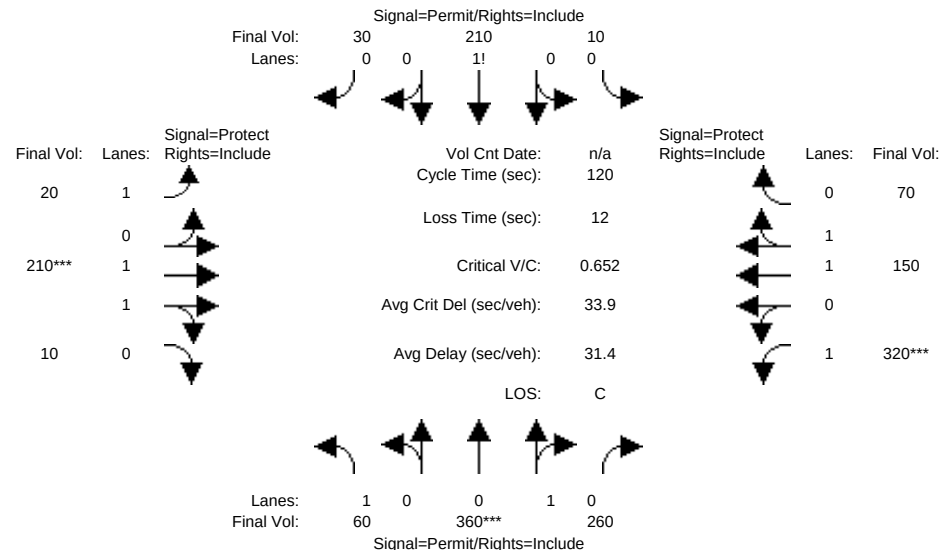


Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	124	77	0	232	0	0	0	0	499	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	124	77	0	232	0	0	0	0	499	0	6
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:	4	124	77	0	232	0	0	0	0	499	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	124	77	0	232	0	0	0	0	499	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	124	77	0	232	0	0	0	0	499	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	124	77	0	232	0	0	0	0	499	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.06	1.94	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.98	0.00	0.02
Final Sat.:	116	3584	1750	0	3800	0	0	0	0	3459	0	41
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.15
Crit Moves:					****					****		
Green Time:	14.4	14.4	49.0	0.0	14.4	0.0	0.0	0.0	0.0	34.6	0.0	34.6
Volume/Cap:	0.13	0.13	0.05	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Delay/Veh:	15.5	15.5	0.4	0.0	16.0	0.0	0.0	0.0	0.0	4.5	0.0	4.5
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:	15.5	15.5	0.4	0.0	16.0	0.0	0.0	0.0	0.0	4.5	0.0	4.5
LOS by Move:	B	B	A	A	B	A	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	0	0	0	0	4	0	4

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM

Intersection #28: Joaquin Rd & Charleston Rd

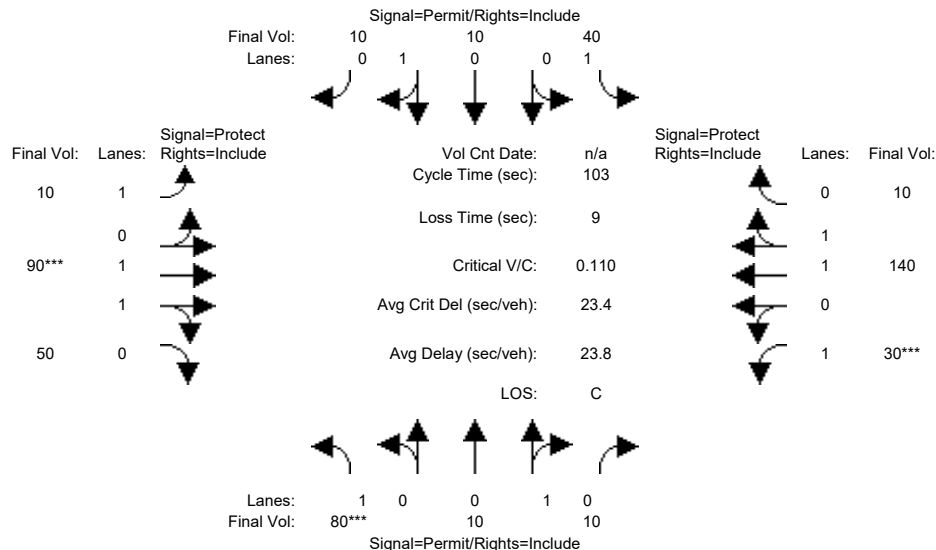


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	360	260	10	210	30	20	210	10	320	150	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	360	260	10	210	30	20	210	10	320	150	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:	60	360	260	10	210	30	20	210	10	320	150	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:	60	360	260	10	210	30	20	210	10	320	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	360	260	10	210	30	20	210	10	320	150	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
Final Volume:	60	360	260	10	210	30	20	210	10	320	150	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	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	0.58	0.42	0.04	0.84	0.12	1.00	1.91	0.09	1.00	1.35	0.65
Final Sat.:	1750	1045	755	70	1470	210	1750	3532	168	1750	2522	1177
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.14	0.14	0.14	0.01	0.06	0.06	0.18	0.06	0.06
Crit Moves:	***			***			***			***		
Green Time:	63.4	63.4	63.4	63.4	63.4	63.4	18.4	10.9	10.9	33.7	26.2	26.2
Volume/Cap:	0.06	0.65	0.65	0.27	0.27	0.27	0.07	0.65	0.65	0.65	0.27	0.27
Uniform Del:	13.8	20.4	20.4	15.6	15.6	15.6	43.5	52.7	52.7	38.0	38.9	38.9
IncrementDel:	0.0	1.6	1.6	0.2	0.2	0.2	0.1	4.5	4.5	3.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.9	22.0	22.0	15.7	15.7	15.7	43.7	57.2	57.2	41.1	39.1	39.1
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:	13.9	22.0	22.0	15.7	15.7	15.7	43.7	57.2	57.2	41.1	39.1	39.1
LOS by Move:	B	C+	C+	B	B	B	D	E+	E+	D	D	D
HCM2k95thQ:	2	30	30	10	10	10	1	10	10	22	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 PM

Intersection #27: Charleston Rd. & Huff Ave.

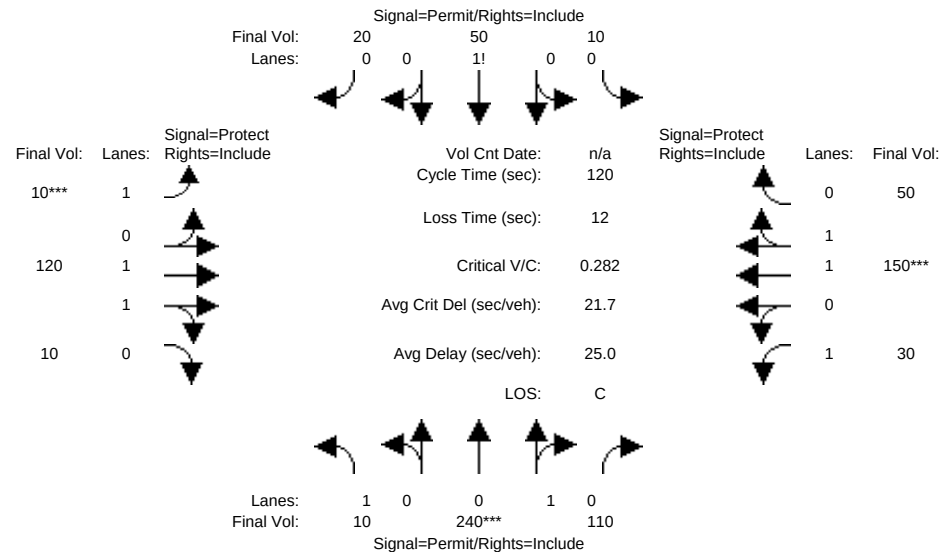


Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	10	10	40	10	10	10	90	50	30	140	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:	80	10	10	40	10	10	10	90	50	30	140	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:	80	10	10	40	10	10	10	90	50	30	140	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:	80	10	10	40	10	10	10	90	50	30	140	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	10	10	40	10	10	10	90	50	30	140	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:	80	10	10	40	10	10	10	90	50	30	140	10
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	0.50	0.50	1.00	0.50	0.50	1.00	1.27	0.73	1.00	1.86	0.14
Final Sat.:	1750	900	900	1750	900	900	1750	2378	1321	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.02	0.01	0.01	0.01	0.04	0.04	0.02	0.04	0.04
Crit Moves:	****						****			****		
Green Time:	42.7	42.7	42.7	42.7	42.7	42.7	21.1	35.3	35.3	16.0	30.2	30.2
Volume/Cap:	0.11	0.03	0.03	0.06	0.03	0.03	0.03	0.11	0.11	0.11	0.14	0.14
Uniform Del:	18.5	17.9	17.9	18.1	17.9	17.9	32.7	23.1	23.1	37.4	26.8	26.8
IncrcmntDel:	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	17.9	17.9	18.1	17.9	17.9	32.8	23.1	23.1	37.6	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	17.9	17.9	18.1	17.9	17.9	32.8	23.1	23.1	37.6	26.9	26.9
LOS by Move:	B-	B	B	B-	B	B	C-	C	C	D+	C	C
HCM2k95thQ:	3	1	1	2	1	1	1	3	3	2	3	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 PM

Intersection #28: Joaquin Rd & Charleston Rd

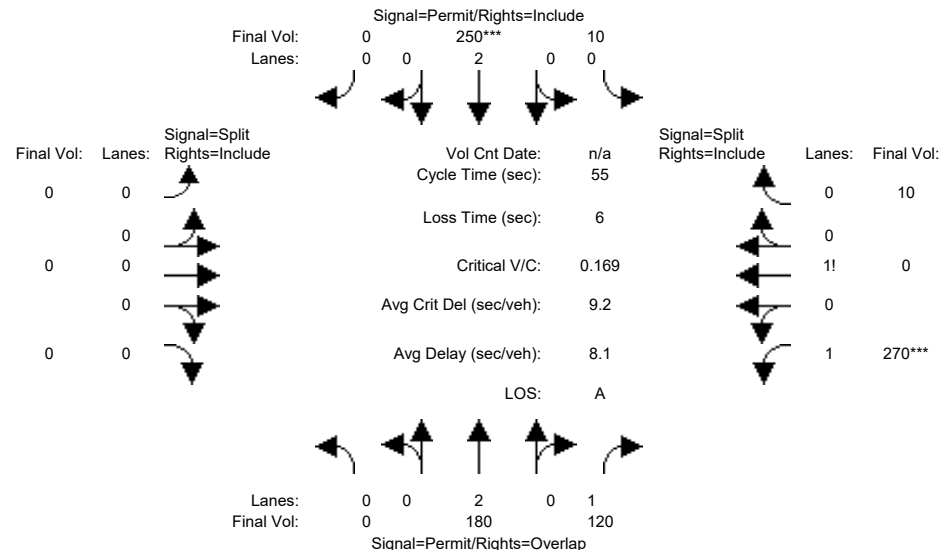


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	240	110	10	50	20	10	120	10	30	150	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	240	110	10	50	20	10	120	10	30	150	50
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	240	110	10	50	20	10	120	10	30	150	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	240	110	10	50	20	10	120	10	30	150	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	240	110	10	50	20	10	120	10	30	150	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	240	110	10	50	20	10	120	10	30	150	50
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	0.69	0.31	0.12	0.63	0.25	1.00	1.84	0.16	1.00	1.49	0.51
Final Sat.:	1750	1234	566	219	1094	438	1750	3415	285	1750	2774	925
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.05	0.05	0.05	0.01	0.04	0.04	0.02	0.05	0.05
Crit Moves:	****						****			****		
Green Time:	79.0	79.0	79.0	79.0	79.0	79.0	7.0	17.0	17.0	11.9	22.0	22.0
Volume/Cap:	0.01	0.30	0.30	0.07	0.07	0.07	0.10	0.25	0.25	0.17	0.30	0.30
Uniform Del:	7.0	8.7	8.7	7.3	7.3	7.3	53.5	45.8	45.8	49.5	42.3	42.3
IncrcmntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.2	0.2	0.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.0	8.8	8.8	7.4	7.4	7.4	53.9	46.0	46.0	50.0	42.6	42.6
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:	7.0	8.8	8.8	7.4	7.4	7.4	53.9	46.0	46.0	50.0	42.6	42.6
LOS by Move:	A	A	A	A	A	A	D-	D	D	D	D	D
HCM2k95thQ:	0	11	11	2	2	2	1	5	5	2	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)
EX+P PM

Intersection #29: Shoreline Blvd. & Crittenden Ln.



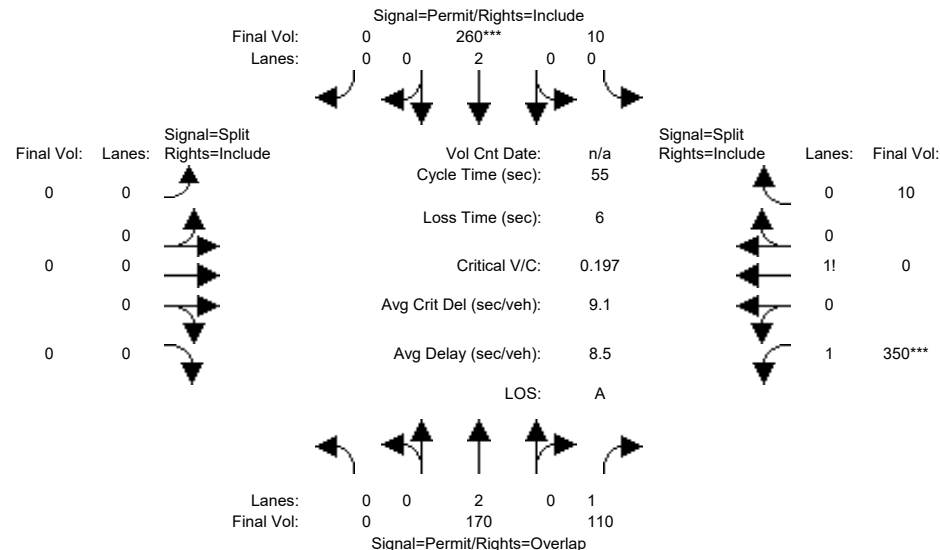
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	120	10	250	0	0	0	0	270	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
Final Volume:	0	180	120	10	250	0	0	0	0	270	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	1.93	0.00	0.07
Final Sat.:	0	3800	1750	142	3558	0	0	0	0	3379	0	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:					****					****		
Green Time:	0.0	22.5	49.0	22.5	22.5	0.0	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.00	0.12	0.08	0.17	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Uniform Del:	0.0	10.1	0.4	10.3	10.3	0.0	0.0	0.0	0.0	8.0	0.0	8.0
IncrementDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.1	0.4	10.4	10.4	0.0	0.0	0.0	0.0	8.1	0.0	8.1
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	10.1	0.4	10.4	10.4	0.0	0.0	0.0	0.0	8.1	0.0	8.1
LOS by Move:	A	B+	A	B+	B+	A	A	A	A	A	A	A
HCM2k95thQ:	0	2	1	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 PM

Intersection #29: Shoreline Blvd. & Crittenden Ln.



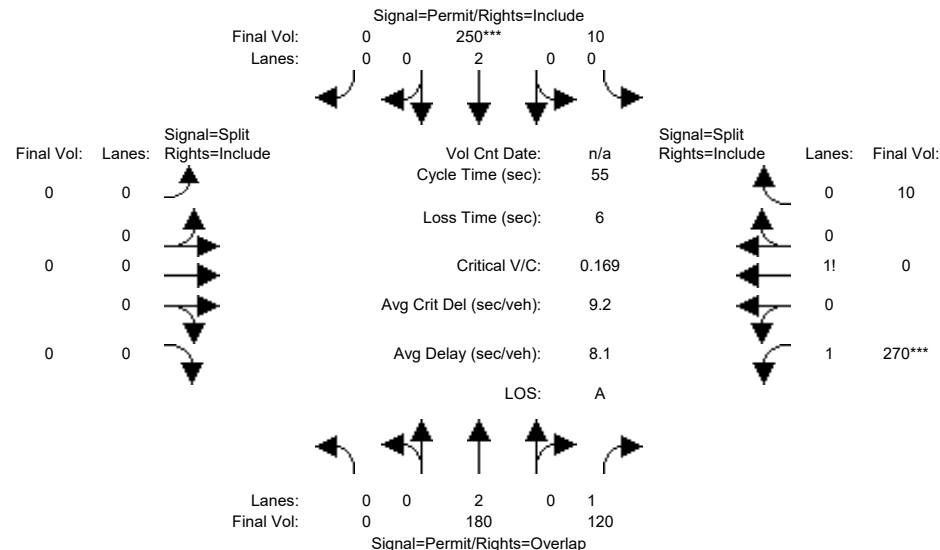
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	110	10	260	0	0	0	0	350	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	170	110	10	260	0	0	0	0	350	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	170	110	10	260	0	0	0	0	350	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	170	110	10	260	0	0	0	0	350	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	110	10	260	0	0	0	0	350	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
Final Volume:	0	170	110	10	260	0	0	0	0	350	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	1.95	0.00	0.05
Final Sat.:	0	3800	1750	137	3563	0	0	0	0	3405	0	95
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.06	0.07	0.07	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Crit Moves:	****											
Green Time:	0.0	20.0	49.0	20.0	20.0	0.0	0.0	0.0	0.0	29.0	0.0	29.0
Volume/Cap:	0.00	0.12	0.07	0.20	0.20	0.00	0.00	0.00	0.00	0.19	0.00	0.20
Uniform Del:	0.0	11.7	0.3	12.0	12.0	0.0	0.0	0.0	0.0	6.9	0.0	6.9
IncrementDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.7	0.4	12.1	12.1	0.0	0.0	0.0	0.0	6.9	0.0	6.9
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	11.7	0.4	12.1	12.1	0.0	0.0	0.0	0.0	6.9	0.0	6.9
LOS by Move:	A	B+	A	B	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	2	1	3	3	0	0	0	0	4	0	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)
2030+P PM

Intersection #29: Shoreline Blvd. & Crittenden Ln.



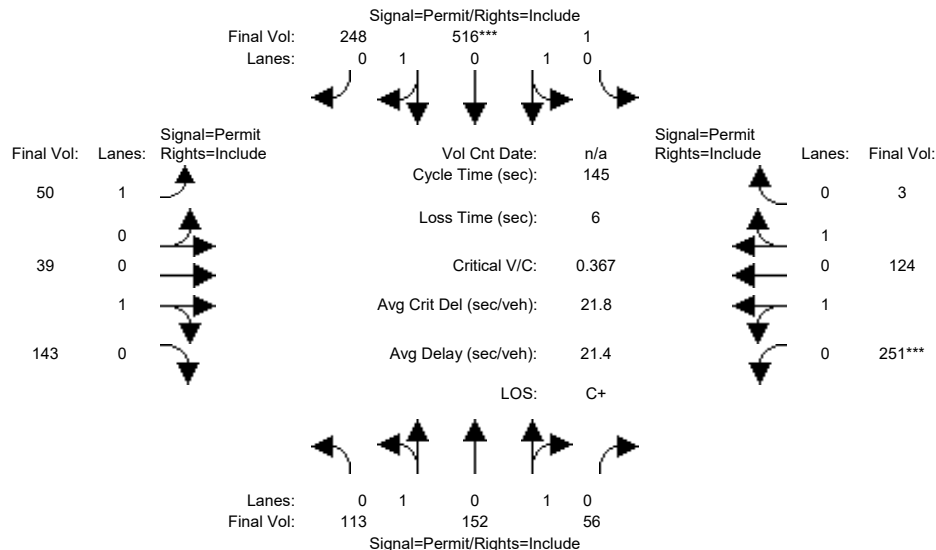
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	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	180	120	10	250	0	0	0	0	270	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	120	10	250	0	0	0	0	270	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
Final Volume:	0	180	120	10	250	0	0	0	0	270	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	1.93	0.00	0.07
Final Sat.:	0	3800	1750	142	3558	0	0	0	0	3379	0	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:					****					****		
Green Time:	0.0	22.5	49.0	22.5	22.5	0.0	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.00	0.12	0.08	0.17	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Uniform Del:	0.0	10.1	0.4	10.3	10.3	0.0	0.0	0.0	0.0	8.0	0.0	8.0
IncrementDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.1	0.4	10.4	10.4	0.0	0.0	0.0	0.0	8.1	0.0	8.1
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	10.1	0.4	10.4	10.4	0.0	0.0	0.0	0.0	8.1	0.0	8.1
LOS by Move:	A	B+	A	B+	B+	A	A	A	A	A	A	A
HCM2k95thQ:	0	2	1	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 PM

Intersection #30: Shoreline Blvd. & Sterlin Ct.

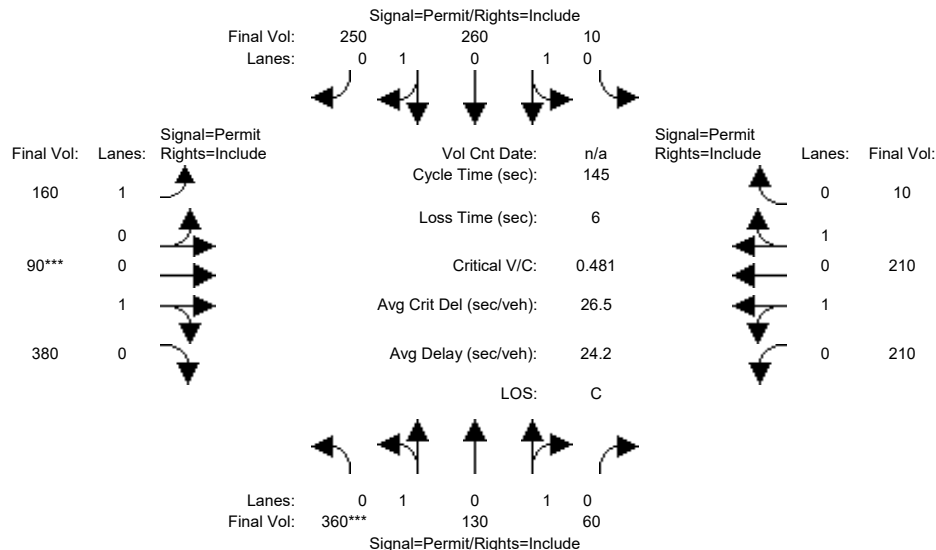


Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	152	56	1	516	248	50	39	143	251	124	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:	113	152	56	1	516	248	50	39	143	251	124	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:	113	152	56	1	516	248	50	39	143	251	124	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:	113	152	56	1	516	248	50	39	143	251	124	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	152	56	1	516	248	50	39	143	251	124	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
Final Volume:	113	152	56	1	516	248	50	39	143	251	124	3
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:	0.70	0.95	0.35	0.01	1.35	0.64	1.00	0.21	0.79	1.00	0.98	0.02
Final Sat.:	1267	1705	628	5	2428	1167	1750	386	1414	1800	1757	43
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.21	0.03	0.10	0.10	0.14	0.07	0.07
Crit Moves:					****					****		
Green Time:	83.9	83.9	83.9	83.9	83.9	83.9	55.1	55.1	55.1	55.1	55.1	55.1
Volume/Cap:	0.15	0.15	0.15	0.37	0.37	0.37	0.08	0.27	0.27	0.37	0.19	0.19
Delay/Veh:	14.2	14.2	14.2	16.4	16.4	16.4	28.8	31.2	31.2	32.6	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.4	16.4	16.4	28.8	31.2	31.2	32.6	30.0	30.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C-	C	C
HCM2k95thQ:	7	7	7	17	17	17	3	11	11	16	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)
EX+P PM

Intersection #30: Shoreline Blvd. & Sterlin Ct.

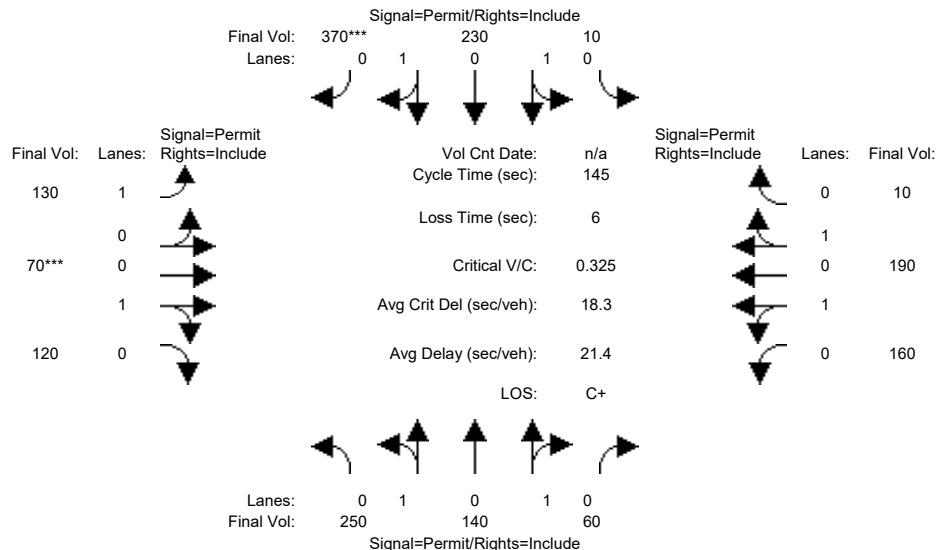


Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	130	60	10	260	250	160	90	380	210	210	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	130	60	10	260	250	160	90	380	210	210	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:	1.00	0.68	0.32	0.04	1.00	0.96	1.00	0.19	0.81	0.98	0.98	0.04
Final Sat.:	1800	1232	568	69	1800	1731	1750	345	1455	1758	1758	84
Capacity Analysis Module:												
Vol/Sat:	0.20	0.11	0.11	0.14	0.14	0.14	0.09	0.26	0.26	0.12	0.12	0.12
Crit Moves:	***						***					
Green Time:	60.3	60.3	60.3	60.3	60.3	60.3	78.7	78.7	78.7	78.7	78.7	78.7
Volume/Cap:	0.48	0.25	0.25	0.35	0.35	0.35	0.17	0.48	0.48	0.22	0.22	0.22
Uniform Del:	30.9	27.7	27.7	28.9	28.9	28.9	16.7	20.5	20.5	17.2	17.2	17.2
IncramntDel:	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.3	27.7	27.7	29.1	29.1	29.1	16.8	20.9	20.9	17.3	17.3	17.3
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:	31.3	27.7	27.7	29.1	29.1	29.1	16.8	20.9	20.9	17.3	17.3	17.3
LOS by Move:	C	C	C	C	C	C	B	C+	C+	B	B	B
HCM2k95thQ:	21	11	11	15	15	15	7	24	24	10	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)
2030 PM

Intersection #30: Shoreline Blvd. & Sterlin Ct.

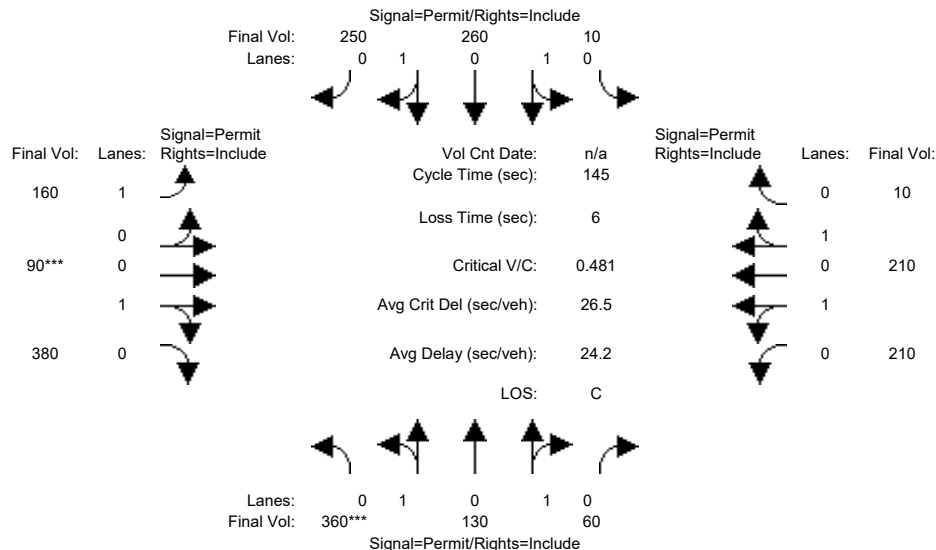


Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	140	60	10	230	370	130	70	120	160	190	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:	250	140	60	10	230	370	130	70	120	160	190	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:	250	140	60	10	230	370	130	70	120	160	190	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:	250	140	60	10	230	370	130	70	120	160	190	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	140	60	10	230	370	130	70	120	160	190	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	140	60	10	230	370	130	70	120	160	190	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:	1.00	0.70	0.30	0.04	0.96	1.00	1.00	0.37	0.63	0.89	1.06	0.05
Final Sat.:	1800	1260	540	75	1725	1800	1750	663	1137	1600	1900	100
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.13	0.13	0.21	0.07	0.11	0.11	0.10	0.10	0.10
Crit Moves:						****		****				
Green Time:	91.8	91.8	91.8	91.8	91.8	91.8	47.2	47.2	47.2	47.2	47.2	47.2
Volume/Cap:	0.22	0.18	0.18	0.21	0.21	0.32	0.23	0.32	0.32	0.31	0.31	0.31
Uniform Del:	11.3	11.0	11.0	11.2	11.2	12.3	35.7	36.9	36.9	36.7	36.7	36.7
IncrcmntDel:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.3	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	11.4	11.0	11.0	11.3	11.3	12.4	35.9	37.2	37.2	36.8	36.8	36.8
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:	11.4	11.0	11.0	11.3	11.3	12.4	35.9	37.2	37.2	36.8	36.8	36.8
LOS by Move:	B+	B+	B+	B+	B+	B	D+	D+	D+	D+	D+	D+
HCM2k95thQ:	9	7	7	9	9	15	9	12	12	12	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 PM

Intersection #30: Shoreline Blvd. & Sterlin Ct.

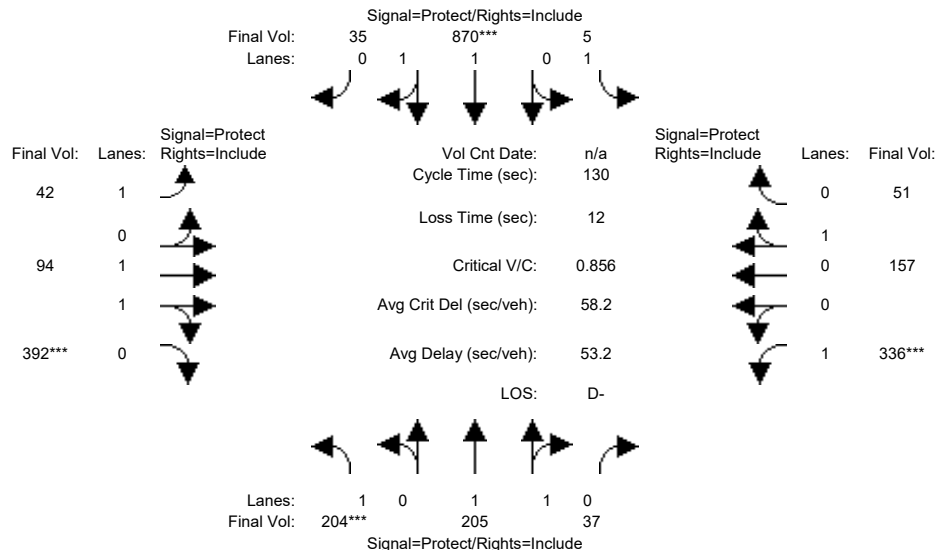


Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	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:	360	130	60	10	260	250	160	90	380	210	210	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	130	60	10	260	250	160	90	380	210	210	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	130	60	10	260	250	160	90	380	210	210	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:	1.00	0.68	0.32	0.04	1.00	0.96	1.00	0.19	0.81	0.98	0.98	0.04
Final Sat.:	1800	1232	568	69	1800	1731	1750	345	1455	1758	1758	84
Capacity Analysis Module:												
Vol/Sat:	0.20	0.11	0.11	0.14	0.14	0.14	0.09	0.26	0.26	0.12	0.12	0.12
Crit Moves:	***						***					
Green Time:	60.3	60.3	60.3	60.3	60.3	60.3	78.7	78.7	78.7	78.7	78.7	78.7
Volume/Cap:	0.48	0.25	0.25	0.35	0.35	0.35	0.17	0.48	0.48	0.22	0.22	0.22
Uniform Del:	30.9	27.7	27.7	28.9	28.9	28.9	16.7	20.5	20.5	17.2	17.2	17.2
IncramntDel:	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.3	27.7	27.7	29.1	29.1	29.1	16.8	20.9	20.9	17.3	17.3	17.3
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:	31.3	27.7	27.7	29.1	29.1	29.1	16.8	20.9	20.9	17.3	17.3	17.3
LOS by Move:	C	C	C	C	C	C	B	C+	C+	B	B	B
HCM2k95thQ:	21	11	11	15	15	15	7	24	24	10	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)
Existing PM

Intersection #31: Shoreline Blvd. & Charleston Rd.

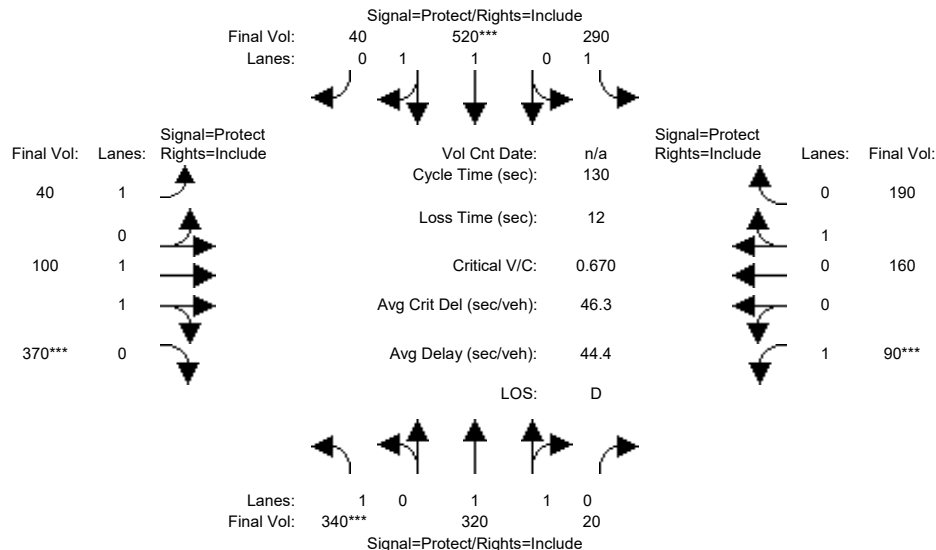


Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	205	37	5	870	35	42	94	392	336	157	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	205	37	5	870	35	42	94	392	336	157	51
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:	204	205	37	5	870	35	42	94	392	336	157	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	205	37	5	870	35	42	94	392	336	157	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	205	37	5	870	35	42	94	392	336	157	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	205	37	5	870	35	42	94	392	336	157	51
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	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.69	0.31	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3134	566	1750	3557	143	1750	1900	1750	1750	1359	441
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.00	0.24	0.24	0.02	0.05	0.22	0.19	0.12	0.12
Crit Moves:	***			***			***		***	***		
Green Time:	17.7	32.3	32.3	22.6	37.1	37.1	20.1	34.0	34.0	29.2	43.1	43.1
Volume/Cap:	0.86	0.26	0.26	0.02	0.86	0.86	0.16	0.19	0.86	0.86	0.35	0.35
Delay/Veh:	79.9	39.5	39.5	44.5	50.9	50.9	47.9	37.3	57.9	65.1	33.2	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:	79.9	39.5	39.5	44.5	50.9	50.9	47.9	37.3	57.9	65.1	33.2	33.2
LOS by Move:	E-	D	D	D	D	D	D	D+	E+	E	C-	C-
HCM2k95thQ:	18	8	8	0	32	32	3	6	30	29	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)
EX+P PM

Intersection #31: Shoreline Blvd. & Charleston Rd.

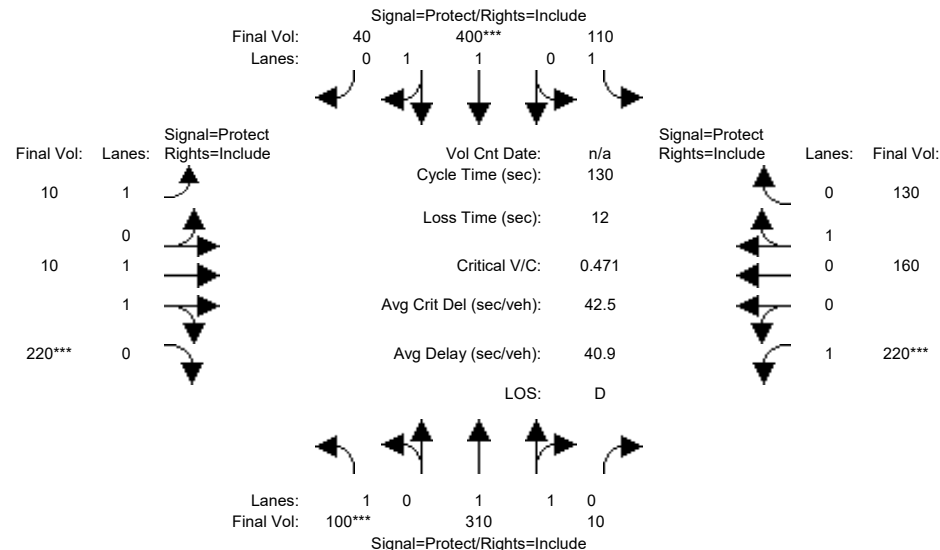


Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	320	20	290	520	40	40	100	370	90	160	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
Final Volume:	340	320	20	290	520	40	40	100	370	90	160	190
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	1.88	0.12	1.00	1.85	0.15	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	3482	218	1750	3436	264	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.17	0.15	0.15	0.02	0.05	0.21	0.05	0.19	0.19
Crit Moves:	***			***					***	***		
Green Time:	37.7	23.9	23.9	43.1	29.4	29.4	11.1	41.0	41.0	10.0	39.9	39.9
Volume/Cap:	0.67	0.50	0.50	0.50	0.67	0.67	0.27	0.17	0.67	0.67	0.63	0.63
Uniform Del:	40.7	47.7	47.7	34.8	45.9	45.9	55.7	32.2	38.6	58.4	38.7	38.7
IncrementDel:	3.5	0.6	0.6	0.7	2.1	2.1	1.0	0.0	2.5	12.4	2.4	2.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	48.2	48.2	35.5	48.0	48.0	56.7	32.2	41.2	70.8	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	48.2	48.2	35.5	48.0	48.0	56.7	32.2	41.2	70.8	41.1	41.1
LOS by Move:	D	D	D	D+	D	D	E+	C-	D	E	D	D
HCM2k95thQ:	23	12	12	18	19	19	3	6	25	10	23	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 PM

Intersection #31: Shoreline Blvd. & Charleston Rd.

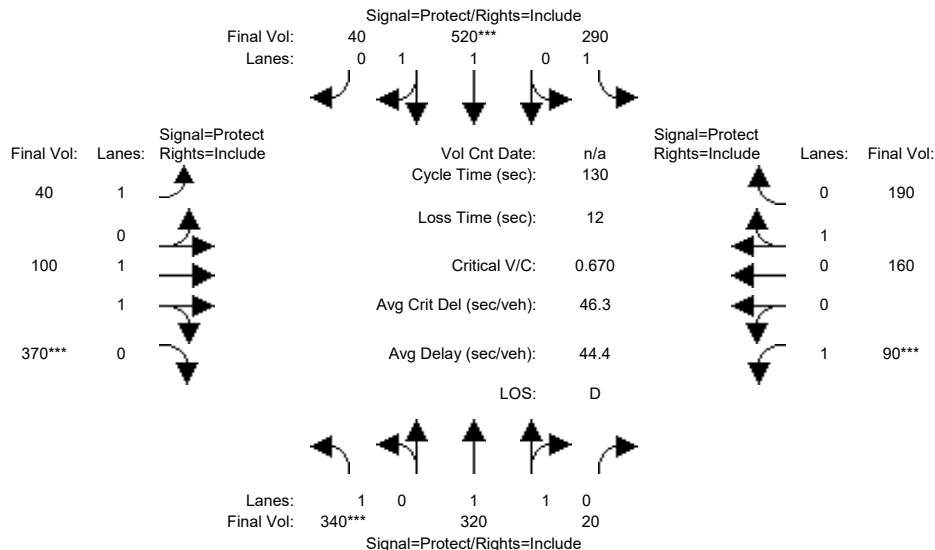


Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	310	10	110	400	40	10	10	220	220	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:	100	310	10	110	400	40	10	10	220	220	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:	100	310	10	110	400	40	10	10	220	220	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:	100	310	10	110	400	40	10	10	220	220	160	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	310	10	110	400	40	10	10	220	220	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
Final Volume:	100	310	10	110	400	40	10	10	220	220	160	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	1.81	0.19	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1750	3584	116	1750	3363	336	1750	1900	1750	1750	993	807
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.06	0.12	0.12	0.01	0.01	0.13	0.13	0.16	0.16
Crit Moves:	***			***					***	***		
Green Time:	15.8	28.1	28.1	20.5	32.8	32.8	17.4	34.7	34.7	34.7	52.0	52.0
Volume/Cap:	0.47	0.40	0.40	0.40	0.47	0.47	0.04	0.02	0.47	0.47	0.40	0.40
Uniform Del:	53.2	43.7	43.7	49.3	41.2	41.2	49.1	35.1	40.0	40.0	27.9	27.9
IncrcmntDel:	1.6	0.3	0.3	1.0	0.4	0.4	0.1	0.0	0.7	0.8	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	44.0	44.0	50.2	41.6	41.6	49.1	35.1	40.7	40.7	28.3	28.3
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:	54.9	44.0	44.0	50.2	41.6	41.6	49.1	35.1	40.7	40.7	28.3	28.3
LOS by Move:	D-	D	D	D	D	D	D	D+	D	D	C	C
HCM2k95thQ:	8	11	11	8	14	14	1	1	15	15	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)
2030+P PM

Intersection #31: Shoreline Blvd. & Charleston Rd.

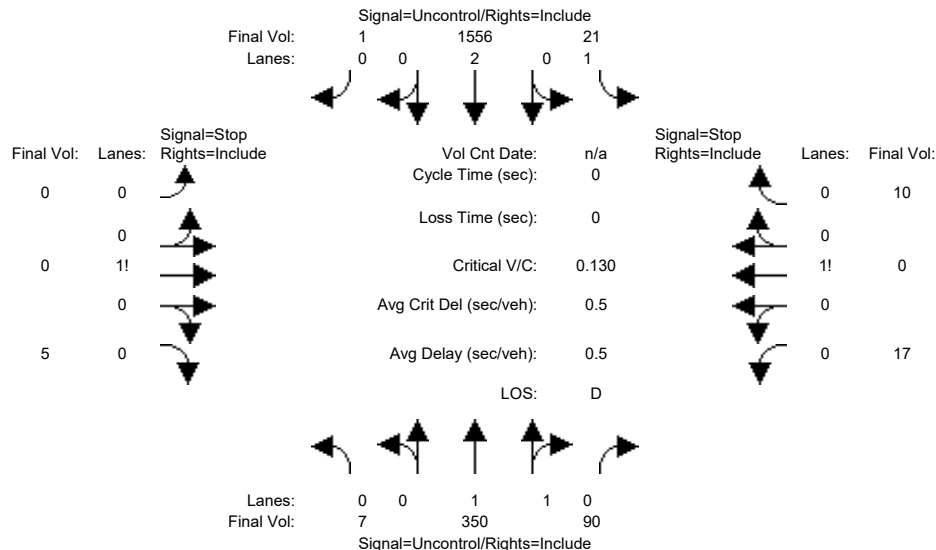


Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	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:	340	320	20	290	520	40	40	100	370	90	160	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	320	20	290	520	40	40	100	370	90	160	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
Final Volume:	340	320	20	290	520	40	40	100	370	90	160	190
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	1.88	0.12	1.00	1.85	0.15	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	3482	218	1750	3436	264	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.17	0.15	0.15	0.02	0.05	0.21	0.05	0.19	0.19
Crit Moves:	***			***					***	***		
Green Time:	37.7	23.9	23.9	43.1	29.4	29.4	11.1	41.0	41.0	10.0	39.9	39.9
Volume/Cap:	0.67	0.50	0.50	0.50	0.67	0.67	0.27	0.17	0.67	0.67	0.63	0.63
Uniform Del:	40.7	47.7	47.7	34.8	45.9	45.9	55.7	32.2	38.6	58.4	38.7	38.7
IncramntDel:	3.5	0.6	0.6	0.7	2.1	2.1	1.0	0.0	2.5	12.4	2.4	2.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	48.2	48.2	35.5	48.0	48.0	56.7	32.2	41.2	70.8	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	48.2	48.2	35.5	48.0	48.0	56.7	32.2	41.2	70.8	41.1	41.1
LOS by Move:	D	D	D	D+	D	D	E+	C-	D	E	D	D
HCM2k95thQ:	23	12	12	18	19	19	3	6	25	10	23	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 Unsignalized (Future Volume Alternative)
Existing PM

Intersection #32: Shoreline Blvd. & Space Park Wy.



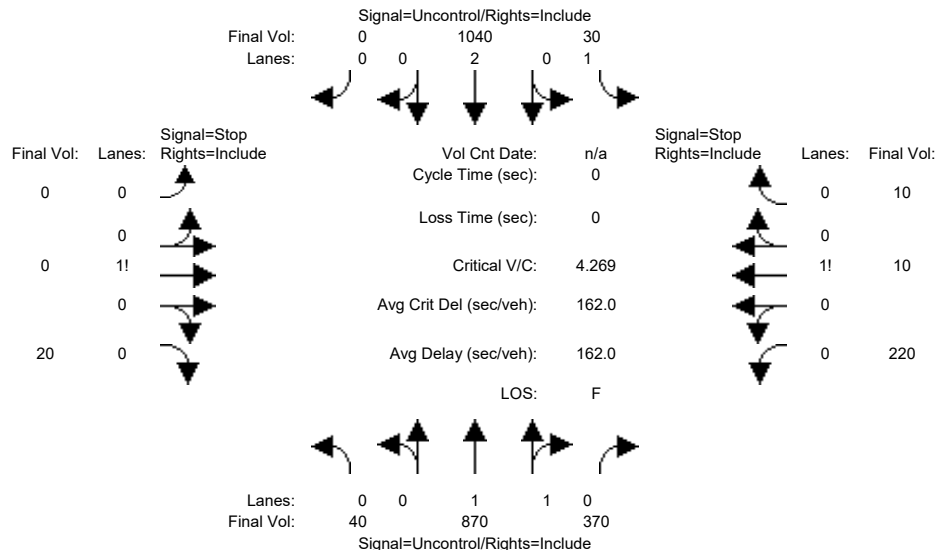
Street Name:	Shoreline Boulevard						Space Park Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	7	350		90	21	1556	1	0	0	5	17	0	10		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	7	350		90	21	1556	1	0	0	5	17	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:	7	350		90	21	1556	1	0	0	5	17	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:	7	350		90	21	1556	1	0	0	5	17	0	10		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	7	350		90	21	1556	1	0	0	5	17	0	10		
----- ----- ----- -----															
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:															
Cnflct Vol:	1557	xxxx	xxxxx		440	xxxx	xxxxx	xxxxx	xxxx	779	1229	2008	220		
Potent Cap.:	431	xxxx	xxxxx		1131	xxxx	xxxxx	xxxxx	xxxx	343	136	60	790		
Move Cap.:	431	xxxx	xxxxx		1131	xxxx	xxxxx	xxxxx	xxxx	343	131	58	790		
Volume/Cap:	0.02	xxxx	xxxxx		0.02	xxxx	xxxxx	xxxxx	xxxx	0.01	0.13	0.00	0.01		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxx	xxxx	xxxxx		
Control Del:	13.5	xxxx	xxxxx		8.2	xxxx	xxxxx	xxxxx	xxxx	15.6	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*		*	A	*		*	*	C	*	*		*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	189	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx		
Shrd ConDel:	13.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.2	xxxxx		
Shared LOS:	B	*		*	*	*		*	*	*	*		D	*	*
ApproachDel:	xxxxxx				xxxxxx				15.6			27.2			
ApproachLOS:	*				*				C			D			
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #32: Shoreline Blvd. & Space Park Wy.



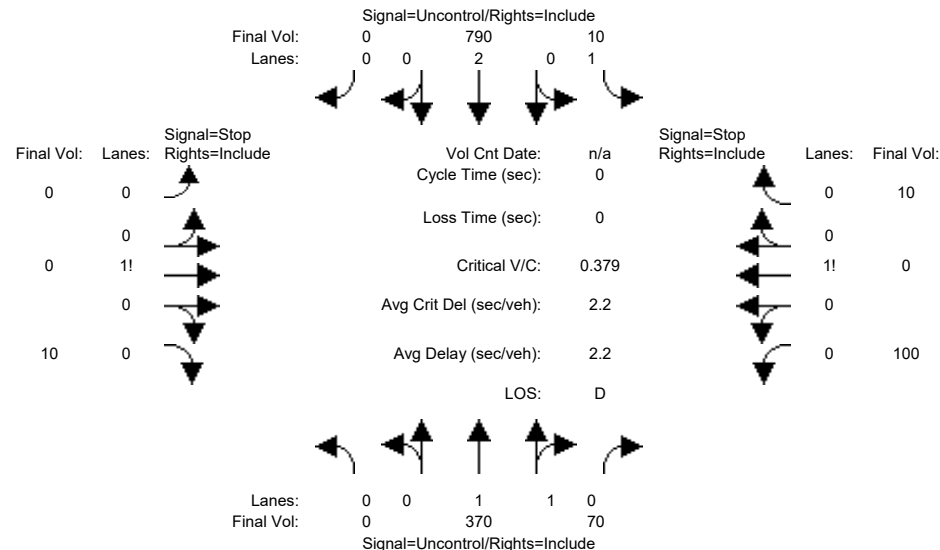
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	870	370	30	1040	0	0	0	20	220	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	870	370	30	1040	0	0	0	20	220	10	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:	40	870	370	30	1040	0	0	0	20	220	10	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:	40	870	370	30	1040	0	0	0	20	220	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	40	870	370	30	1040	0	0	0	20	220	10	10
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:												
Cnflct Vol:	1040	xxxx	xxxxx	1240	xxxx	xxxxx	xxxxx	xxxx	520	1715	2235	620
Potent Cap.:	676	xxxx	xxxxx	569	xxxx	xxxxx	xxxxx	xxxx	506	59	43	436
Move Cap.:	676	xxxx	xxxxx	569	xxxx	xxxxx	xxxxx	xxxx	506	52	38	436
Volume/Cap:	0.06	xxxx	xxxx	0.05	xxxx	xxxx	xxxxx	xxxx	0.04	4.27	0.27	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	53	xxxxx
Shared Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx
Shrd ConDel:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1758	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			12.4			1757.5		
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 PM

Intersection #32: Shoreline Blvd. & Space Park Wy.



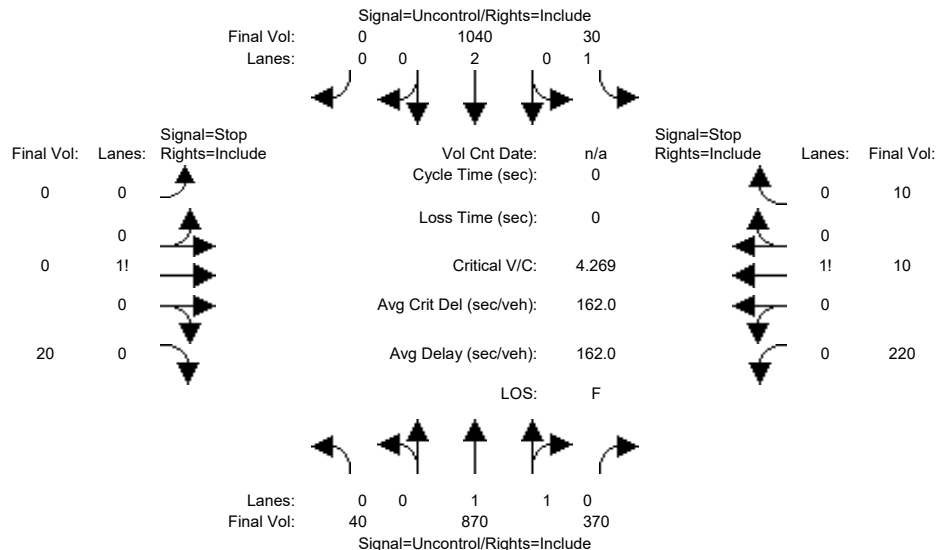
Street Name:	Shoreline Boulevard						Space Park Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	370	70	10	790	0	0	0	10	100	0	10			
Growth Adj:	1.00	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	70	10	790	0	0	0	10	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	70	10	790	0	0	0	10	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	70	10	790	0	0	0	10	100	0	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	370	70	10	790	0	0	0	10	100	0	10			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	6.5	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	440	xxxx	xxxxx	xxxx	xxxx	395	820	1215	220			
Potent Cap.:	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx	xxxx	xxxx	610	270	183	790			
Move Cap.:	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx	xxxx	xxxx	610	264	181	790			
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.02	0.38	0.00	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.8	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*			
ApproachDel:	xxxxxx			xxxxxx			11.0			25.8					
ApproachLOS:	*			*			B			D					
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #32: Shoreline Blvd. & Space Park Wy.



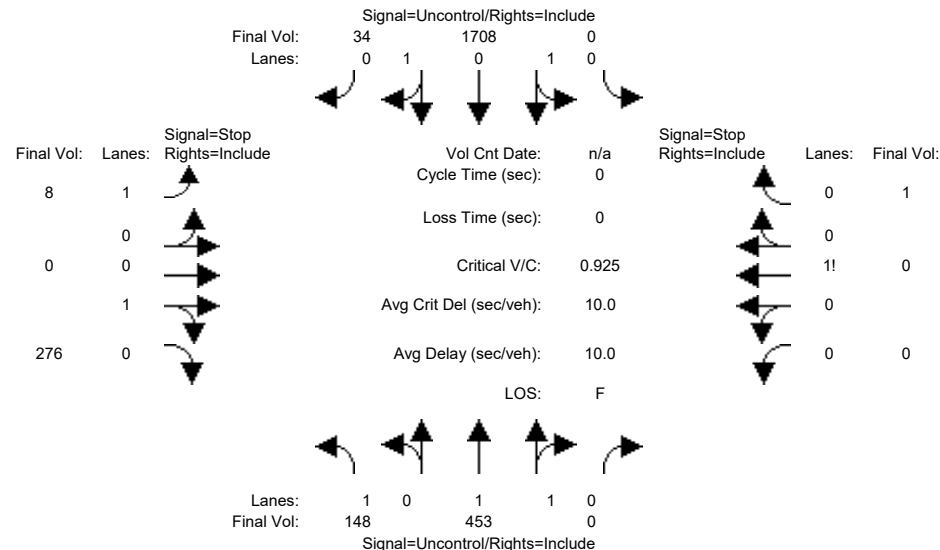
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	870	370	30	1040	0	0	0	20	220	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	870	370	30	1040	0	0	0	20	220	10	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:	40	870	370	30	1040	0	0	0	20	220	10	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:	40	870	370	30	1040	0	0	0	20	220	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	40	870	370	30	1040	0	0	0	20	220	10	10
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:												
Cnflct Vol:	1040	xxxx	xxxxx	1240	xxxx	xxxxx	xxxx	xxxx	520	1715	2235	620
Potent Cap.:	676	xxxx	xxxxx	569	xxxx	xxxxx	xxxx	xxxx	506	59	43	436
Move Cap.:	676	xxxx	xxxxx	569	xxxx	xxxxx	xxxx	xxxx	506	52	38	436
Volume/Cap:	0.06	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.04	4.27	0.27	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	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	53	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx
Shrd ConDel:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1758	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			12.4			1757.5		
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 PM

Intersection #33: Shoreline Blvd. & Plymouth St.



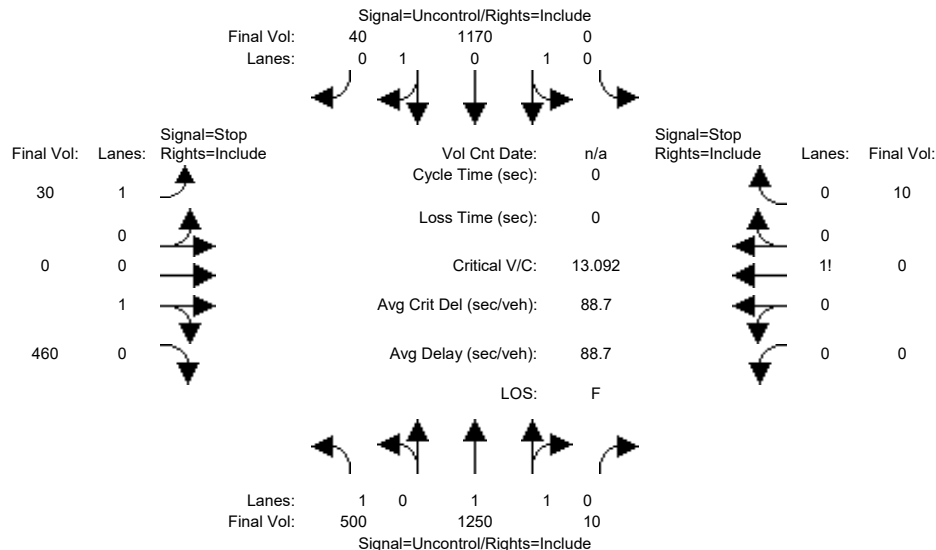
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	148	453	0	0	1708	34	8	0	276	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	453	0	0	1708	34	8	0	276	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	453	0	0	1708	34	8	0	276	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	453	0	0	1708	34	8	0	276	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	148	453	0	0	1708	34	8	0	276	0	0	1
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:												
Cnflct Vol:	1742	xxxx	xxxxx	xxxx	xxxx	xxxxx	2248	2474	871	xxxx	xxxx	227
Potent Cap.:	366	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	30	298	xxxx	xxxx	783
Move Cap.:	366	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	18	298	xxxx	xxxx	783
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	0.00	0.93	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	21.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	368.4	xxxx	xxxxx	xxxxx	xxxx	9.6
LOS by Move:	C	*	*	*	*	*	F	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	298	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	73.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			81.4			9.6		
ApproachLOS:	*			*			F			A		

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 PM

Intersection #33: Shoreline Blvd. & Plymouth St.



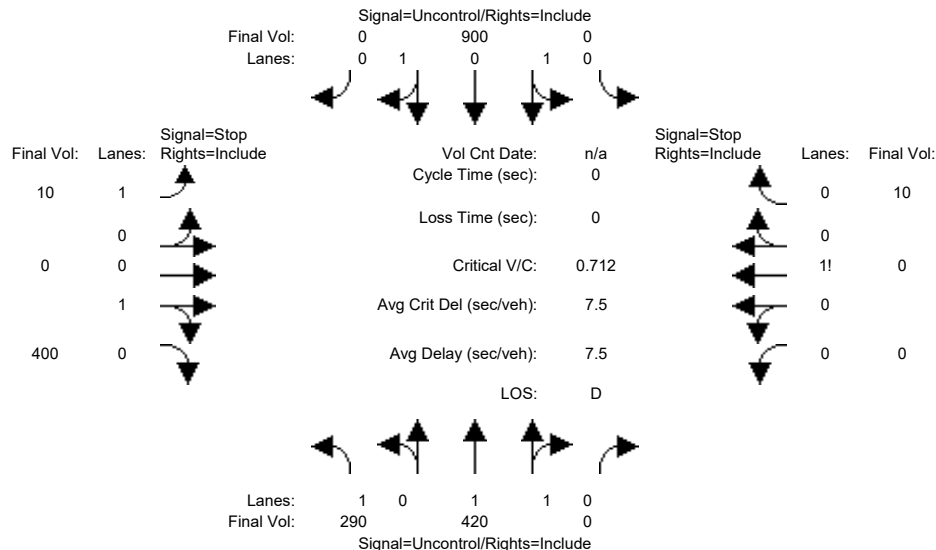
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	500	1250	10	0	1170	40	30	0	460	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1250	10	0	1170	40	30	0	460	0	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:	500	1250	10	0	1170	40	30	0	460	0	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:	500	1250	10	0	1170	40	30	0	460	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	500	1250	10	0	1170	40	30	0	460	0	0	10
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:												
Cnflct Vol:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	2815	3450	605	xxxx	xxxx	630
Potent Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	7	446	xxxx	xxxx	429
Move Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	1	446	xxxx	xxxx	429
Volume/Cap:	0.86	xxxx	xxxx	xxxx	xxxx	xxxx	13.09	0.00	1.03	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	9.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	37.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8378	xxxx	xxxxx	xxxxx	xxxx	13.6
LOS by Move:	E	*	*	*	*	*	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	446	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	82.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			589.9			13.6		
ApproachLOS:	*			*			F			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 PM

Intersection #33: Shoreline Blvd. & Plymouth St.



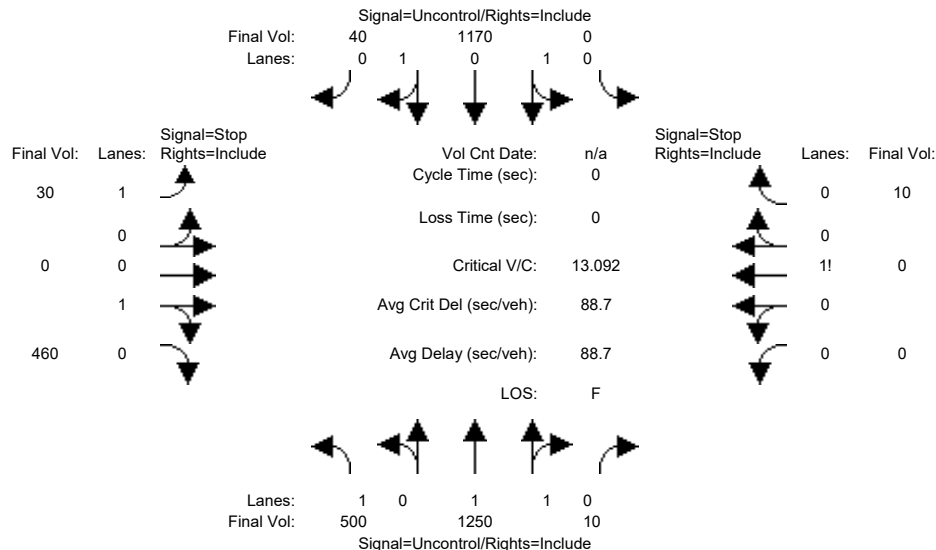
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:												
Base Vol:	290	420	0	0	900	0	10	0	400	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	420	0	0	900	0	10	0	400	0	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:	290	420	0	0	900	0	10	0	400	0	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:	290	420	0	0	900	0	10	0	400	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	290	420	0	0	900	0	10	0	400	0	0	10
----- ----- ----- -----												
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:												
Cnflct Vol:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	1690	1900	450	xxxx	xxxx	210
Potent Cap.:	763	xxxx	xxxxx	xxxx	xxxx	xxxxx	62	70	562	xxxx	xxxx	802
Move Cap.:	763	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	43	562	xxxx	xxxx	802
Volume/Cap:	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.71	xxxx	xxxx	0.01
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	112.2	xxxx	xxxxx	xxxxx	xxxx	9.5
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	A
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	562	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	5.8	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	25.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	D	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.8			9.5		
ApproachLOS:	*			*			D			A		
Note: Queue reported is the number of cars per lane.												

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 PM

Intersection #33: Shoreline Blvd. & Plymouth St.



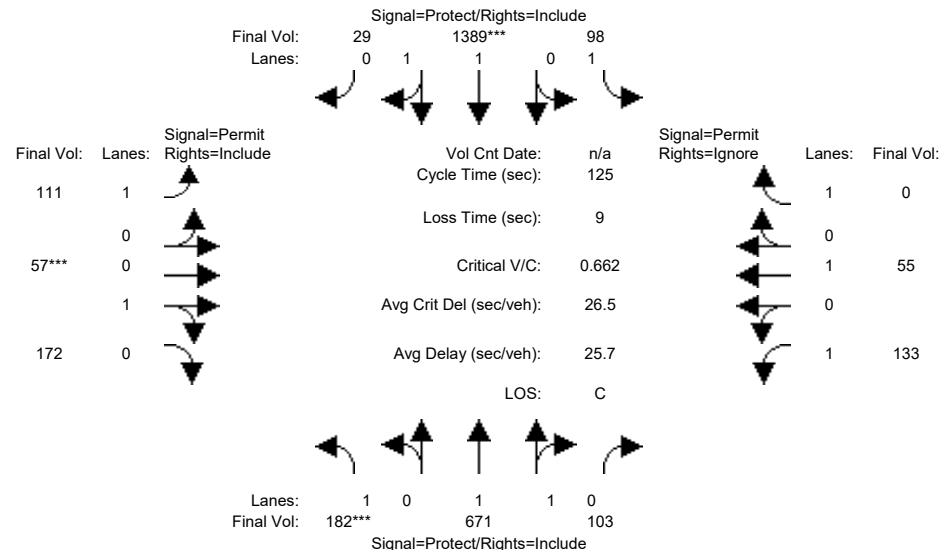
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	500	1250	10	0	1170	40	30	0	460	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1250	10	0	1170	40	30	0	460	0	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:	500	1250	10	0	1170	40	30	0	460	0	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:	500	1250	10	0	1170	40	30	0	460	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	500	1250	10	0	1170	40	30	0	460	0	0	10
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:												
Cnflct Vol:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	2815	3450	605	xxxx	xxxx	630
Potent Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	7	446	xxxx	xxxx	429
Move Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	1	446	xxxx	xxxx	429
Volume/Cap:	0.86	xxxx	xxxx	xxxx	xxxx	xxxx	13.09	0.00	1.03	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	9.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	37.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8378	xxxx	xxxxx	xxxxx	xxxx	13.6
LOS by Move:	E	*	*	*	*	*	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	446	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	82.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			589.9			13.6		
ApproachLOS:	*			*			F			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 Operations (Future Volume Alternative)
Existing PM

Intersection #39: Shoreline Blvd. & Montecito Ave.

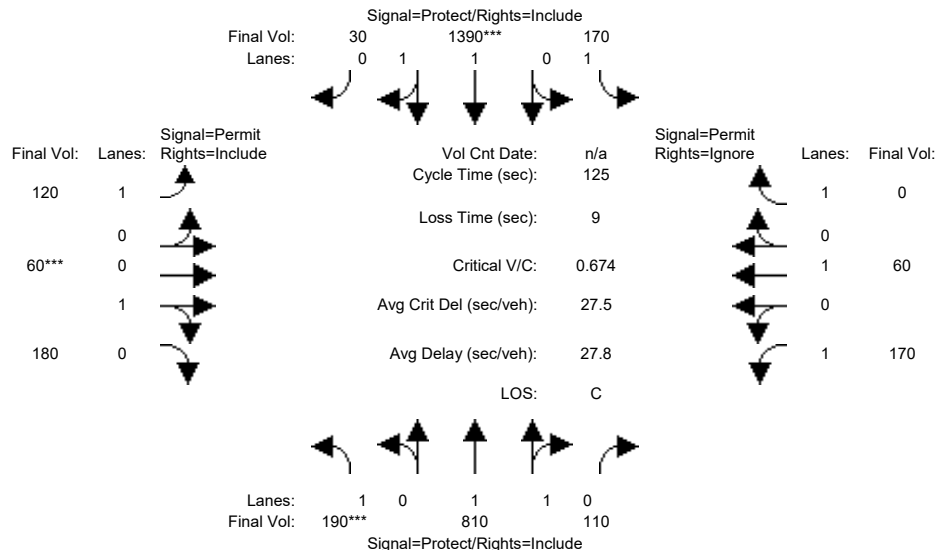


Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	182	671	103	98	1389	29	111	57	172	133	55	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:	182	671	103	98	1389	29	111	57	172	133	55	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:	182	671	103	98	1389	29	111	57	172	133	55	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:	182	671	103	98	1389	29	111	57	172	133	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	671	103	98	1389	29	111	57	172	133	55	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	182	671	103	98	1389	29	111	57	172	133	55	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	1.73	0.27	1.00	1.96	0.04	1.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1750	3207	492	1750	3624	76	1750	448	1352	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.06	0.38	0.38	0.06	0.13	0.13	0.08	0.03	0.00
Crit Moves:	****			****			****					
Green Time:	19.6	72.6	72.6	19.4	72.3	72.3	24.0	24.0	24.0	24.0	24.0	0.0
Volume/Cap:	0.66	0.36	0.36	0.36	0.66	0.66	0.33	0.66	0.66	0.40	0.15	0.00
Delay/Veh:	55.5	14.0	14.0	48.0	18.8	18.8	44.1	51.5	51.5	44.9	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	14.0	14.0	48.0	18.8	18.8	44.1	51.5	51.5	44.9	42.2	0.0
LOS by Move:	E+	B	B	D	B-	B-	D	D-	D-	D	D	A
HCM2k95thQ:	15	15	15	8	33	33	8	18	18	10	4	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 PM

Intersection #39: Shoreline Blvd. & Montecito Ave.

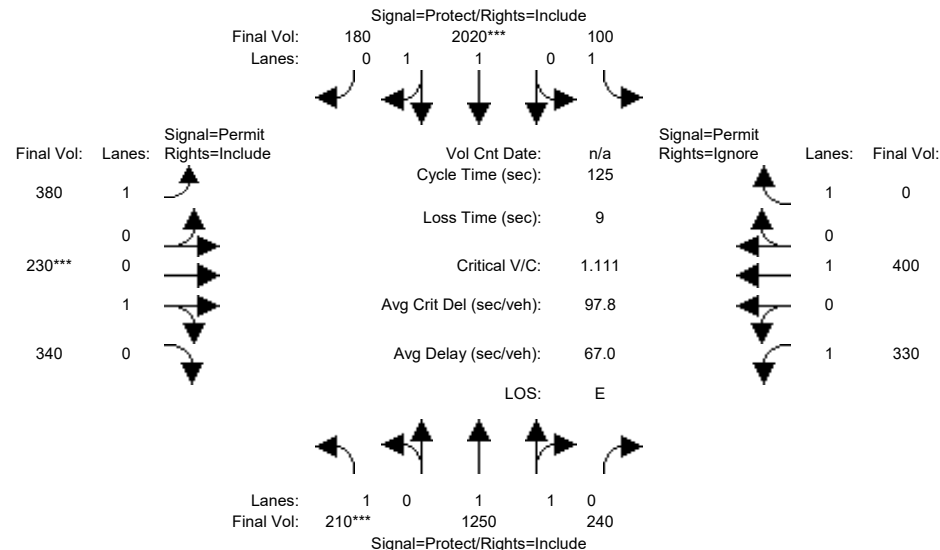


Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	810	110	170	1390	30	120	60	180	170	60	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:	190	810	110	170	1390	30	120	60	180	170	60	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:	190	810	110	170	1390	30	120	60	180	170	60	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:	190	810	110	170	1390	30	120	60	180	170	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	810	110	170	1390	30	120	60	180	170	60	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:	190	810	110	170	1390	30	120	60	180	170	60	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	1.75	0.25	1.00	1.96	0.04	1.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1750	3257	442	1750	3622	78	1750	450	1350	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.10	0.38	0.38	0.07	0.13	0.13	0.10	0.03	0.00
Crit Moves:	***			***			***					
Green Time:	20.1	65.6	65.6	25.6	71.2	71.2	24.7	24.7	24.7	24.7	24.7	0.0
Volume/Cap:	0.67	0.47	0.47	0.47	0.67	0.67	0.35	0.67	0.67	0.49	0.16	0.00
Uniform Del:	49.4	18.8	18.8	43.7	18.8	18.8	43.2	46.4	46.4	44.6	41.5	0.0
IncramntDel:	6.3	0.2	0.2	1.0	0.9	0.9	0.6	5.0	5.0	1.1	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	55.7	18.9	18.9	44.7	19.7	19.7	43.8	51.5	51.5	45.7	41.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	18.9	18.9	44.7	19.7	19.7	43.8	51.5	51.5	45.7	41.7	0.0
LOS by Move:	E+	B-	B-	D	B-	B-	D	D-	D-	D	D	A
HCM2k95thQ:	16	20	20	12	33	33	9	18	18	13	4	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 PM

Intersection #39: Shoreline Blvd. & Montecito Ave.

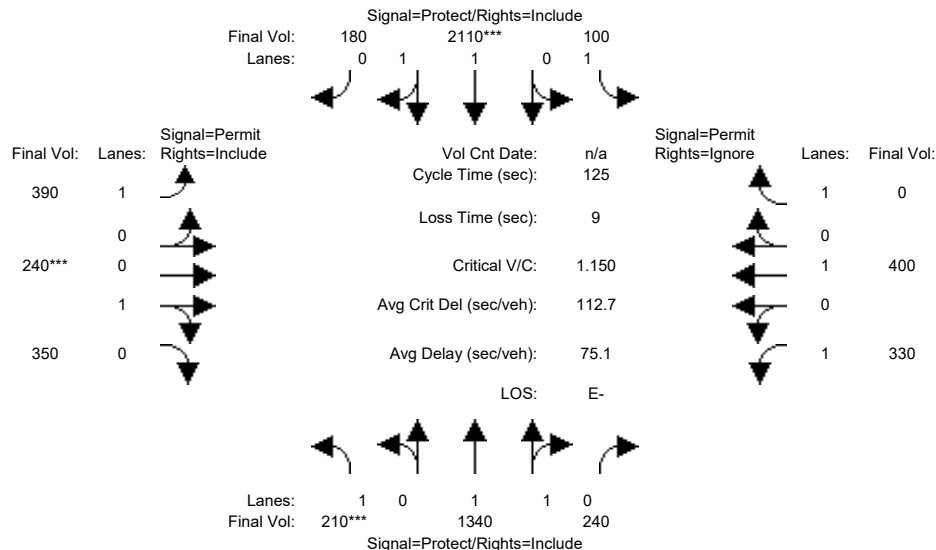


Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1250	240	100	2020	180	380	230	340	330	400	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:	210	1250	240	100	2020	180	380	230	340	330	400	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:	210	1250	240	100	2020	180	380	230	340	330	400	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	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:	210	1250	240	100	2020	180	380	230	340	330	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1250	240	100	2020	180	380	230	340	330	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	210	1250	240	100	2020	180	380	230	340	330	400	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	1.67	0.33	1.00	1.83	0.17	1.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1750	3104	596	1750	3397	303	1750	726	1074	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.06	0.59	0.59	0.22	0.32	0.32	0.19	0.21	0.00
Crit Moves:	****			****			****					
Green Time:	13.5	70.4	70.4	10.0	66.9	66.9	35.6	35.6	35.6	35.6	35.6	0.0
Volume/Cap:	1.11	0.72	0.72	0.72	1.11	1.11	0.76	1.11	1.11	0.66	0.74	0.00
Uniform Del:	55.8	20.0	20.0	56.1	29.1	29.1	40.8	44.7	44.7	39.4	40.5	0.0
IncrcmntDel:	98.5	1.2	1.2	16.1	57.9	57.9	6.8	73.9	73.9	3.3	5.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	154.2	21.2	21.2	72.2	87.0	87.0	47.6	119	118.5	42.7	45.8	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:	154.2	21.2	21.2	72.2	87.0	87.0	47.6	119	118.5	42.7	45.8	0.0
LOS by Move:	F	C+	C+	E	F	F	D	F	F	D	D	A
HCM2k95thQ:	26	37	37	11	91	91	28	54	54	23	27	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 PM

Intersection #39: Shoreline Blvd. & Montecito Ave.

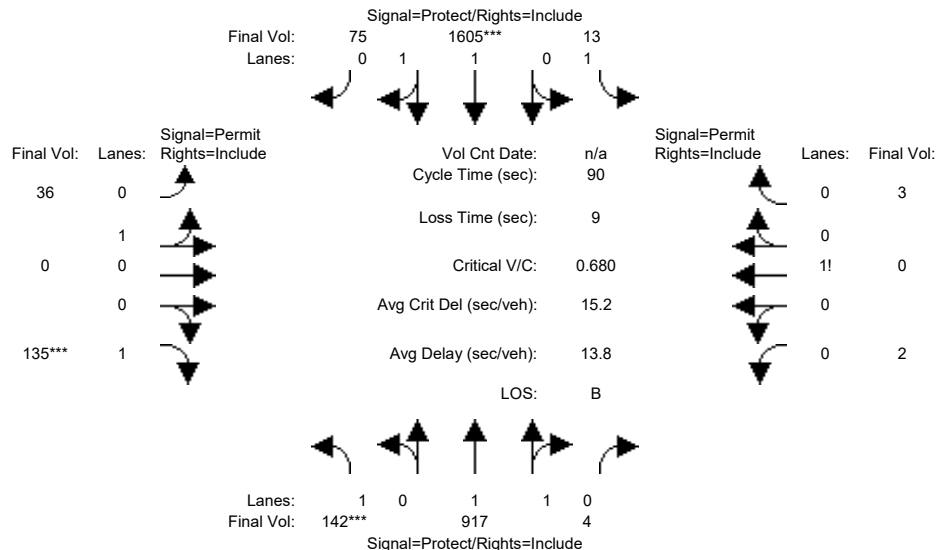


Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1340	240	100	2110	180	390	240	350	330	400	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:	210	1340	240	100	2110	180	390	240	350	330	400	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:	210	1340	240	100	2110	180	390	240	350	330	400	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	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:	210	1340	240	100	2110	180	390	240	350	330	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1340	240	100	2110	180	390	240	350	330	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	210	1340	240	100	2110	180	390	240	350	330	400	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	1.69	0.31	1.00	1.84	0.16	1.00	0.41	0.59	1.00	1.00	1.00
Final Sat.:	1750	3138	562	1750	3409	291	1750	732	1068	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.43	0.06	0.62	0.62	0.22	0.33	0.33	0.19	0.21	0.00
Crit Moves:	****			****			****					
Green Time:	13.0	70.9	70.9	9.5	67.3	67.3	35.6	35.6	35.6	35.6	35.6	0.0
Volume/Cap:	1.15	0.75	0.75	0.75	1.15	1.15	0.78	1.15	1.15	0.66	0.74	0.00
Uniform Del:	56.0	20.5	20.5	56.6	28.8	28.8	41.1	44.7	44.7	39.4	40.5	0.0
IncrementDel:	112.6	1.6	1.6	21.3	73.6	73.6	7.8	87.9	87.9	3.3	5.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	168.5	22.0	22.0	77.9	102	102.5	48.9	133	132.6	42.7	45.8	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:	168.5	22.0	22.0	77.9	102	102.5	48.9	133	132.6	42.7	45.8	0.0
LOS by Move:	F	C+	C+	E-	F	F	D	F	F	D	D	A
HCM2k95thQ:	27	40	40	11	100	100	29	58	58	23	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)
Existing PM

Intersection #40: Shoreline Blvd. & Wright Ave.



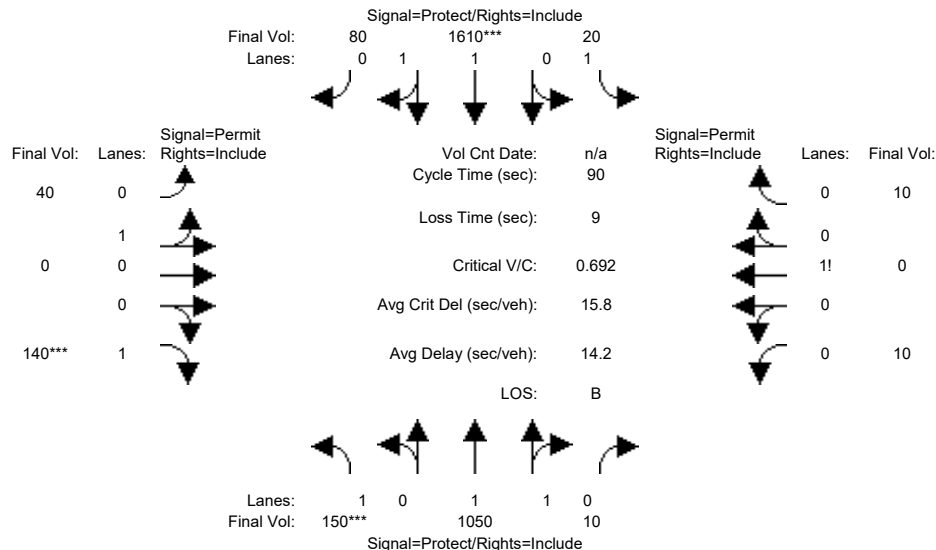
Street Name:	Shoreline Boulevard						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	917	4	13	1605	75	36	0	135	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:	142	917	4	13	1605	75	36	0	135	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:	142	917	4	13	1605	75	36	0	135	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:	142	917	4	13	1605	75	36	0	135	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	917	4	13	1605	75	36	0	135	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
Final Volume:	142	917	4	13	1605	75	36	0	135	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	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	0.00	1.00	0.40	0.00	0.60
Final Sat.:	1750	3684	16	1750	3535	165	1800	0	1750	700	0	1050
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.01	0.45	0.45	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	10.7	53.9	53.9	16.9	60.1	60.1	10.2	0.0	10.2	10.2	0.0	10.2
Volume/Cap:	0.68	0.42	0.42	0.04	0.68	0.68	0.18	0.00	0.68	0.03	0.00	0.03
Delay/Veh:	46.8	9.7	9.7	30.0	9.9	9.9	36.5	0.0	47.6	35.5	0.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	9.7	9.7	30.0	9.9	9.9	36.5	0.0	47.6	35.5	0.0	35.5
LOS by Move:	D	A	A	C	A	A	D+	A	D	D+	A	D+
HCM2k95thQ:	11	13	13	1	27	27	2	0	10	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 PM

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:	150	1050	10	20	1610	80	40	0	140	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:	150	1050	10	20	1610	80	40	0	140	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:	150	1050	10	20	1610	80	40	0	140	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:	150	1050	10	20	1610	80	40	0	140	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1050	10	20	1610	80	40	0	140	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
Final Volume:	150	1050	10	20	1610	80	40	0	140	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	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3665	35	1750	3525	175	1800	0	1750	875	0	875

Capacity Analysis Module:

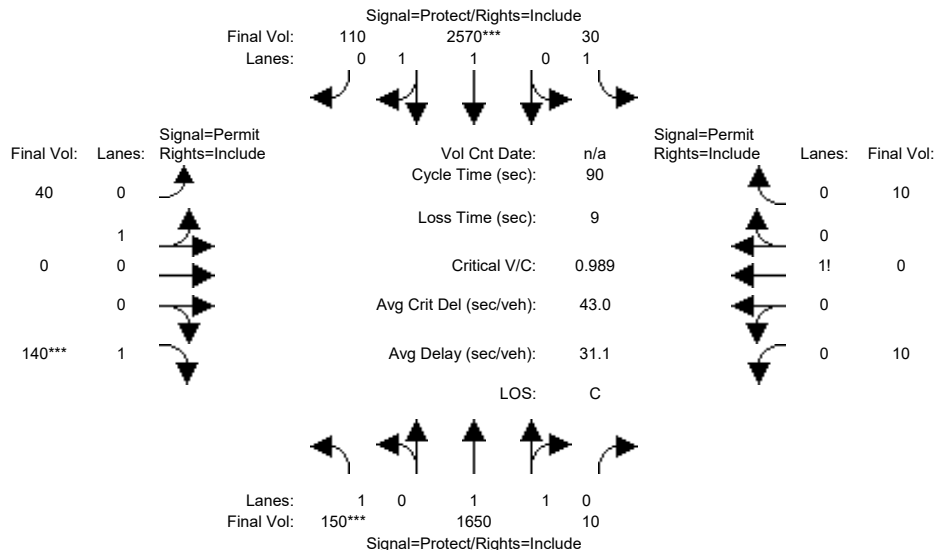
Vol/Sat:	0.09	0.29	0.29	0.01	0.46	0.46	0.02	0.00	0.08	0.01	0.00	0.01
Crit Moves:	***			***					***			
Green Time:	11.2	55.5	55.5	15.1	59.4	59.4	10.4	0.0	10.4	10.4	0.0	10.4
Volume/Cap:	0.69	0.46	0.46	0.07	0.69	0.69	0.19	0.00	0.69	0.10	0.00	0.10
Uniform Del:	37.8	9.3	9.3	31.6	9.6	9.6	36.0	0.0	38.3	35.6	0.0	35.6
IncrementDel:	9.2	0.2	0.2	0.1	0.9	0.9	0.5	0.0	9.8	0.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.0	9.4	9.4	31.6	10.4	10.4	36.4	0.0	48.1	35.8	0.0	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	9.4	9.4	31.6	10.4	10.4	36.4	0.0	48.1	35.8	0.0	35.8
LOS by Move:	D	A	A	C	B+	B+	D+	A	D	D+	A	D+
HCM2k95thQ:	11	15	15	1	28	28	2	0	11	1	0	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 PM

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:	150	1650	10	30	2570	110	40	0	140	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:	150	1650	10	30	2570	110	40	0	140	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:	150	1650	10	30	2570	110	40	0	140	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:	150	1650	10	30	2570	110	40	0	140	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1650	10	30	2570	110	40	0	140	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
Final Volume:	150	1650	10	30	2570	110	40	0	140	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	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3678	22	1750	3548	152	1800	0	1750	875	0	875

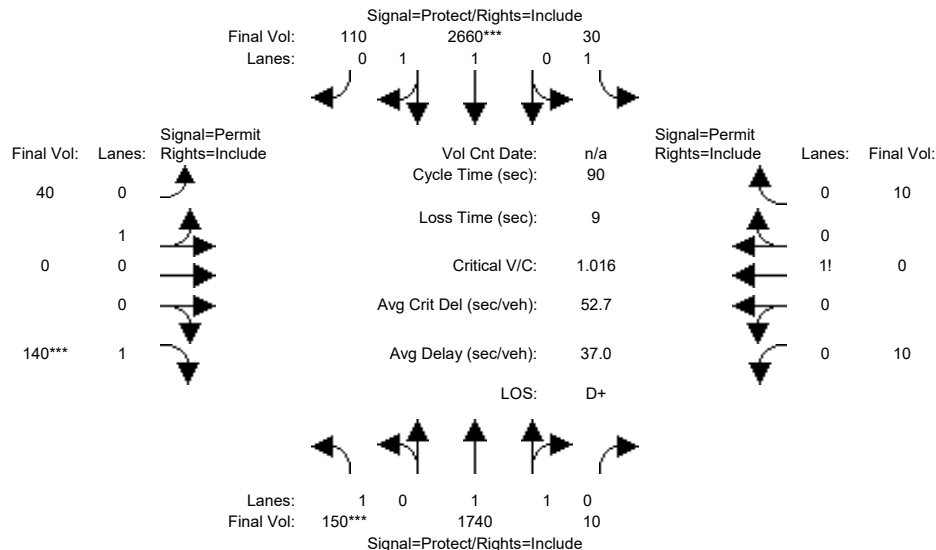
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.45	0.02	0.72	0.72	0.02	0.00	0.08	0.01	0.00	0.01
Crit Moves:	****			****					****			
Green Time:	7.5	60.5	60.5	10.5	63.5	63.5	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	1.03	0.67	0.67	0.15	1.03	1.03	0.20	0.00	0.72	0.10	0.00	0.10
Uniform Del:	41.2	8.8	8.8	35.7	13.3	13.3	36.4	0.0	38.6	36.0	0.0	36.0
IncrementDel:	81.7	0.7	0.7	0.3	24.9	24.9	0.5	0.0	12.3	0.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	123.0	9.5	9.5	36.1	38.1	38.1	36.9	0.0	51.0	36.2	0.0	36.2
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:	123.0	9.5	9.5	36.1	38.1	38.1	36.9	0.0	51.0	36.2	0.0	36.2
LOS by Move:	F	A	A	D+	D+	D+	D+	A	D	D+	A	D+
HCM2k95thQ:	17	26	26	2	77	77	2	0	11	1	0	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 PM

Intersection #40: Shoreline Blvd. & Wright Ave.

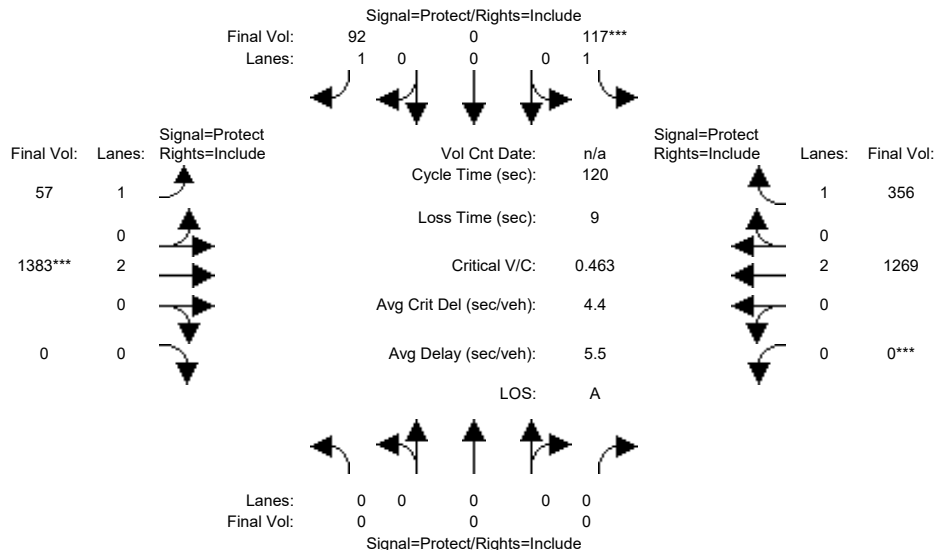


Street Name:	Shoreline Boulevard						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1740	10	30	2660	110	40	0	140	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:	150	1740	10	30	2660	110	40	0	140	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:	150	1740	10	30	2660	110	40	0	140	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:	150	1740	10	30	2660	110	40	0	140	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1740	10	30	2660	110	40	0	140	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
Final Volume:	150	1740	10	30	2660	110	40	0	140	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	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3679	21	1750	3553	147	1800	0	1750	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.02	0.75	0.75	0.02	0.00	0.08	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	7.3	61.0	61.0	10.0	63.7	63.7	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	1.06	0.70	0.70	0.15	1.06	1.06	0.20	0.00	0.72	0.10	0.00	0.10
Uniform Del:	41.4	8.9	8.9	36.2	13.1	13.1	36.4	0.0	38.6	36.0	0.0	36.0
IncramntDel:	91.8	0.9	0.9	0.4	35.2	35.2	0.5	0.0	12.3	0.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	133.1	9.8	9.8	36.5	48.4	48.4	36.9	0.0	51.0	36.2	0.0	36.2
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:	133.1	9.8	9.8	36.5	48.4	48.4	36.9	0.0	51.0	36.2	0.0	36.2
LOS by Move:	F	A	A	D+	D	D	D+	A	D	D+	A	D+
HCM2k95thQ:	17	28	28	2	83	83	2	0	11	1	0	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 PM

Intersection #41: Shoreline Blvd. & Central Expy. [West Intersection]

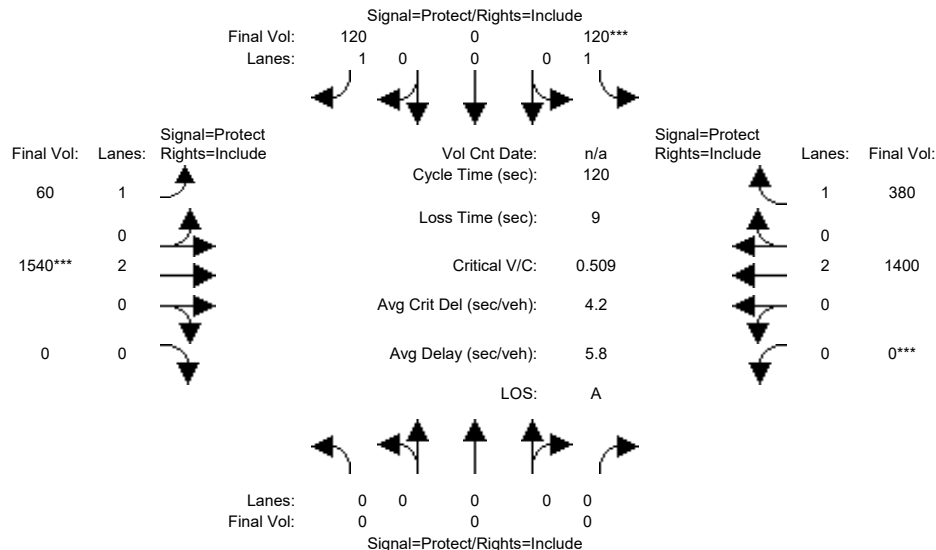


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	16	0	16	13	104	104	0	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	117	0	92	57	1383	0	0	1269	356
Growth Adj:	1.00	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	117	0	92	57	1383	0	0	1269	356
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	117	0	92	57	1383	0	0	1269	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	117	0	92	57	1383	0	0	1269	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	92	57	1383	0	0	1269	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	117	0	92	57	1383	0	0	1269	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.03	0.36	0.00	0.00	0.33	0.20
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	12.1	96.7	0.0	0.0	84.7	84.7
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.42	0.32	0.45	0.00	0.00	0.47	0.29
Delay/Veh:	0.0	0.0	0.0	55.7	0.0	53.6	55.0	0.1	0.0	0.0	2.1	1.8
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	0.0	0.0	55.7	0.0	53.6	55.0	0.1	0.0	0.0	2.1	1.8
LOS by Move:	A	A	A	E+	A	D-	D-	A	A	A	A	A
HCM2k95thQ:	0	0	0	10	0	8	5	2	0	0	7	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)
EX+P PM

Intersection #41: Shoreline Blvd. & Central Expy. [West Intersection]

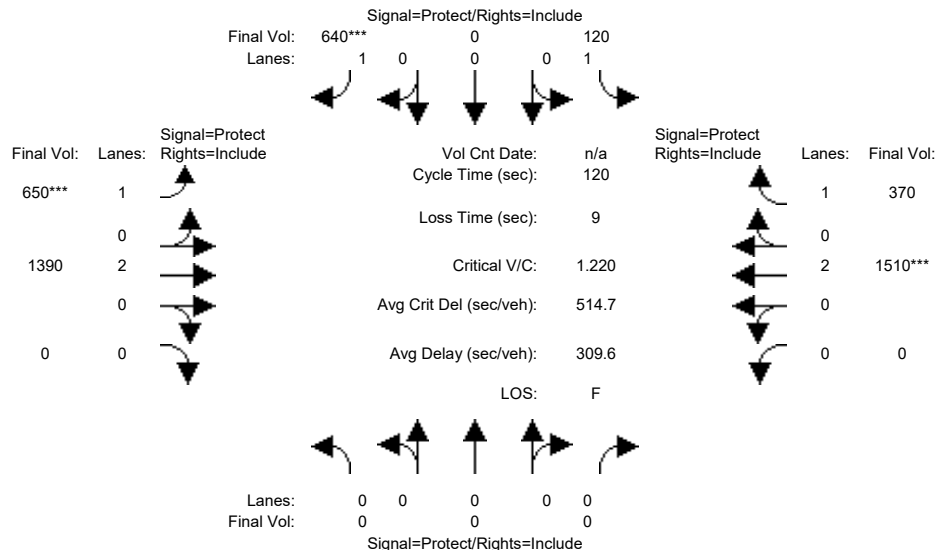


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	16	0	16	13	104	104	0	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	120	0	120	60	1540	0	0	1400	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	120	0	120	60	1540	0	0	1400	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	120	0	120	60	1540	0	0	1400	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	120	0	120	60	1540	0	0	1400	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	120	60	1540	0	0	1400	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
Final Volume:	0	0	0	120	0	120	60	1540	0	0	1400	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.03	0.41	0.00	0.00	0.37	0.22
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	12.1	96.7	0.0	0.0	84.7	84.7
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.55	0.34	0.50	0.00	0.00	0.52	0.31
Uniform Del:	0.0	0.0	0.0	53.1	0.0	53.1	54.0	4.1	0.0	0.0	8.9	7.1
IncramntDel:	0.0	0.0	0.0	3.1	0.0	3.1	1.2	0.1	0.0	0.0	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.23	0.23
Delay/Veh:	0.0	0.0	0.0	56.2	0.0	56.2	55.2	0.1	0.0	0.0	2.2	1.8
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	0.0	0.0	56.2	0.0	56.2	55.2	0.1	0.0	0.0	2.2	1.8
LOS by Move:	A	A	A	E+	A	E+	E+	A	A	A	A	A
HCM2k95thQ:	0	0	0	11	0	11	5	2	0	0	8	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 PM

Intersection #41: Shoreline Blvd. & Central Expy. [West Intersection]

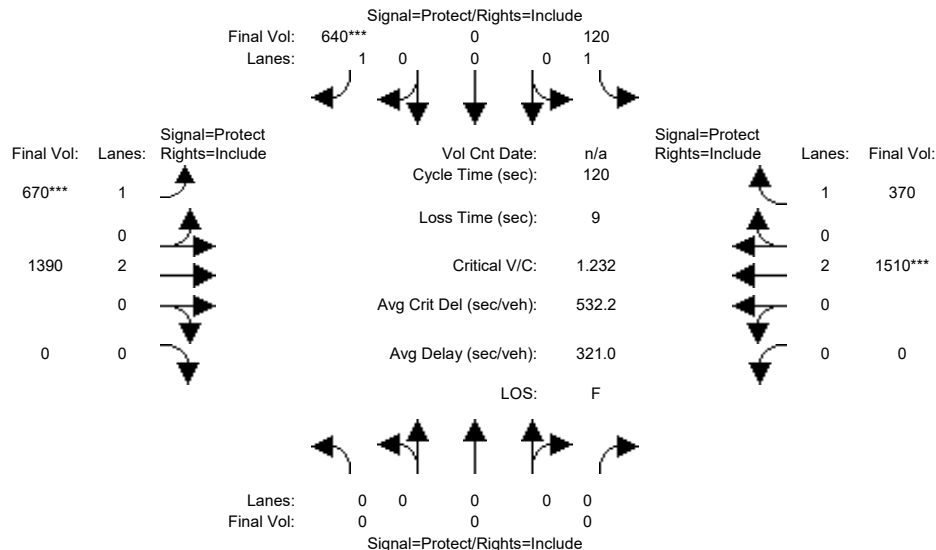


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	16	0	16	13	104	104	0	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	120	0	640	650	1390	0	0	1510	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	120	0	640	650	1390	0	0	1510	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	120	0	640	650	1390	0	0	1510	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	120	0	640	650	1390	0	0	1510	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	640	650	1390	0	0	1510	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
Final Volume:	0	0	0	120	0	640	650	1390	0	0	1510	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.37	0.37	0.37	0.00	0.00	0.40	0.21
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	12.1	96.7	0.0	0.0	84.7	84.7
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	2.95	3.69	0.45	0.00	0.00	0.56	0.30
Uniform Del:	0.0	0.0	0.0	53.1	0.0	56.5	58.0	3.8	0.0	0.0	9.3	7.1
IncrcmntDel:	0.0	0.0	0.0	3.1	0.0	889.2	1222	0.1	0.0	0.0	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.23	0.23
Delay/Veh:	0.0	0.0	0.0	56.2	0.0	945.7	1280	0.1	0.0	0.0	2.4	1.8
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	0.0	0.0	56.2	0.0	945.7	1280	0.1	0.0	0.0	2.4	1.8
LOS by Move:	A	A	A	E+	A	F	F	A	A	A	A	A
HCM2k95thQ:	0	0	0	11	0	126	137	2	0	0	9	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 PM

Intersection #41: Shoreline Blvd. & Central Expy. [West Intersection]

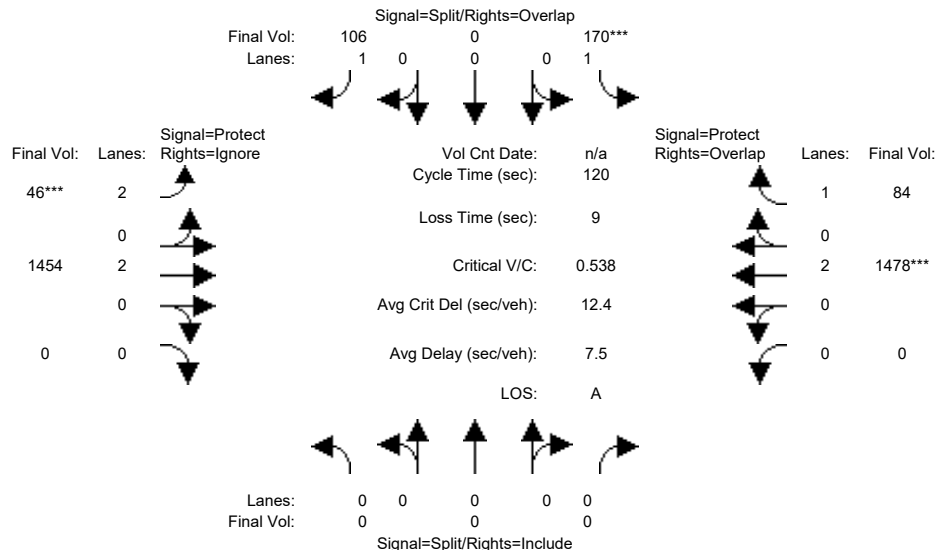


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	16	0	16	13	104	104	0	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	120	0	640	670	1390	0	0	1510	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	120	0	640	670	1390	0	0	1510	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	120	0	640	670	1390	0	0	1510	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	120	0	640	670	1390	0	0	1510	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	640	670	1390	0	0	1510	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
Final Volume:	0	0	0	120	0	640	670	1390	0	0	1510	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.37	0.38	0.37	0.00	0.00	0.40	0.21
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	12.1	96.7	0.0	0.0	84.7	84.7
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	2.95	3.80	0.45	0.00	0.00	0.56	0.30
Uniform Del:	0.0	0.0	0.0	53.1	0.0	56.5	58.0	3.8	0.0	0.0	9.3	7.1
IncrcmntDel:	0.0	0.0	0.0	3.1	0.0	889.2	1273	0.1	0.0	0.0	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.23	0.23
Delay/Veh:	0.0	0.0	0.0	56.2	0.0	945.7	1331	0.1	0.0	0.0	2.4	1.8
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	0.0	0.0	56.2	0.0	945.7	1331	0.1	0.0	0.0	2.4	1.8
LOS by Move:	A	A	A	E+	A	F	F	A	A	A	A	A
HCM2k95thQ:	0	0	0	11	0	126	142	2	0	0	9	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 PM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]

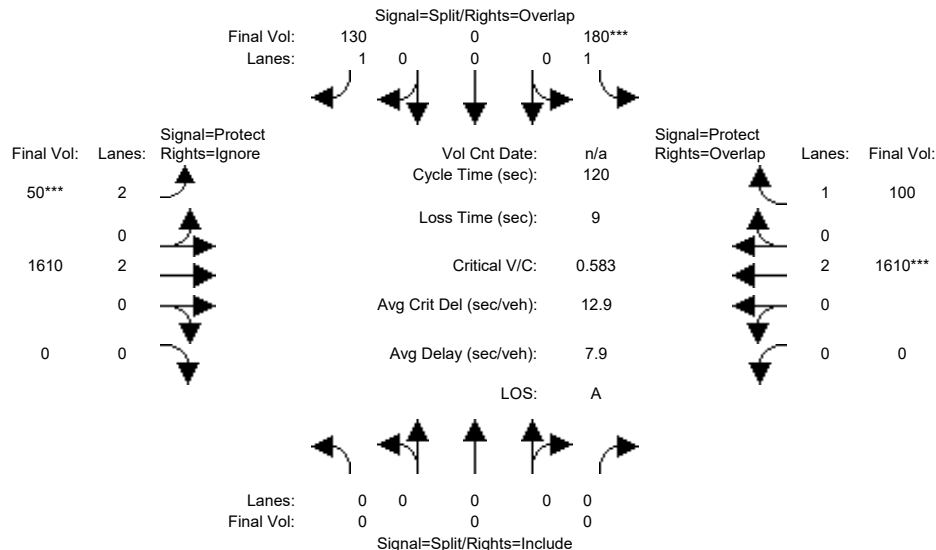


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	170	0	106	46	1454	0	0	1478	84
Growth Adj:	1.00	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	170	0	106	46	1454	0	0	1478	84
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	170	0	106	46	1454	0	0	1478	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	170	0	106	46	1454	0	0	1478	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	106	46	1454	0	0	1478	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	170	0	106	46	1454	0	0	1478	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.06	0.01	0.38	0.00	0.00	0.39	0.05
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	17.5	0.0	33.2	15.7	94.2	0.0	0.0	78.5	96.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.22	0.11	0.49	0.00	0.00	0.59	0.06
Delay/Veh:	0.0	0.0	0.0	59.0	0.0	36.4	50.0	0.1	0.0	0.0	5.8	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:	0.0	0.0	0.0	59.0	0.0	36.4	50.0	0.1	0.0	0.0	5.8	0.0
LOS by Move:	A	A	A	E+	A	D+	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	15	0	7	2	2	0	0	16	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 PM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]



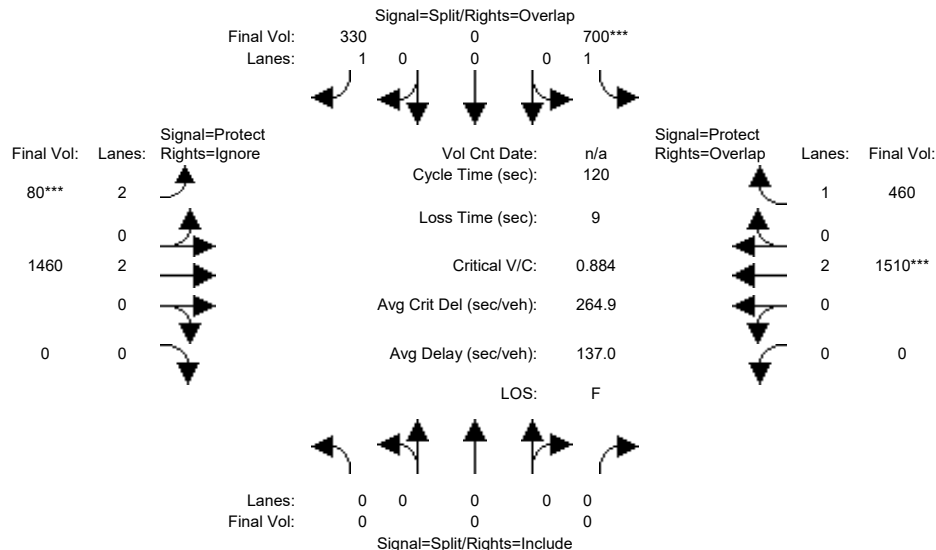
Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	180	0	130	50	1610	0	0	1610	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:	0	0	0	180	0	130	50	1610	0	0	1610	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:	0	0	0	180	0	130	50	1610	0	0	1610	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	130	50	1610	0	0	1610	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	130	50	1610	0	0	1610	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	180	0	130	50	1610	0	0	1610	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.02	0.42	0.00	0.00	0.42	0.06
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	17.5	0.0	33.2	15.7	94.2	0.0	0.0	78.5	96.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.27	0.12	0.54	0.00	0.00	0.65	0.07
Uniform Del:	0.0	0.0	0.0	52.8	0.0	36.7	49.9	5.2	0.0	0.0	13.5	2.8
IncrcmntDel:	0.0	0.0	0.0	8.6	0.0	0.3	0.1	0.2	0.0	0.0	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	61.4	0.0	37.0	50.0	0.2	0.0	0.0	6.4	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:	0.0	0.0	0.0	61.4	0.0	37.0	50.0	0.2	0.0	0.0	6.4	0.0
LOS by Move:	A	A	A	E	A	D+	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	16	0	9	2	2	0	0	19	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 PM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]



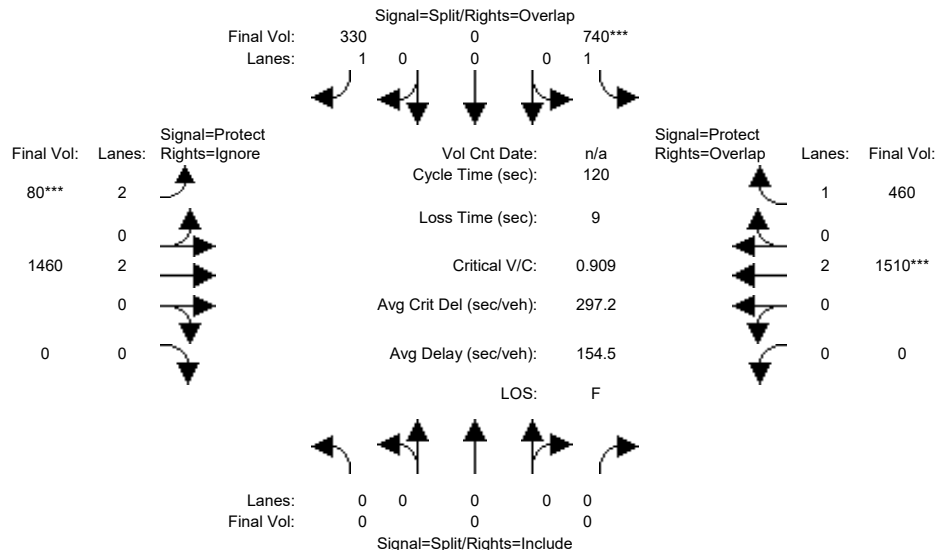
Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	700	0	330	80	1460	0	0	1510	460
Growth Adj:	1.00	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	700	0	330	80	1460	0	0	1510	460
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	700	0	330	80	1460	0	0	1510	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	700	0	330	80	1460	0	0	1510	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	700	0	330	80	1460	0	0	1510	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	700	0	330	80	1460	0	0	1510	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.19	0.03	0.38	0.00	0.00	0.40	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.5	0.0	33.2	15.7	94.2	0.0	0.0	78.5	96.0
Volume/Cap:	0.00	0.00	0.00	2.74	0.00	0.68	0.19	0.49	0.00	0.00	0.61	0.33
Uniform Del:	0.0	0.0	0.0	55.5	0.0	41.9	50.4	4.9	0.0	0.0	12.9	3.5
IncramntDel:	0.0	0.0	0.0	792.5	0.0	3.9	0.2	0.1	0.0	0.0	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	848.0	0.0	45.8	50.6	0.1	0.0	0.0	5.9	0.1
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	0.0	0.0	848.0	0.0	45.8	50.6	0.1	0.0	0.0	5.9	0.1
LOS by Move:	A	A	A	F	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	134	0	24	4	2	0	0	17	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 PM

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]



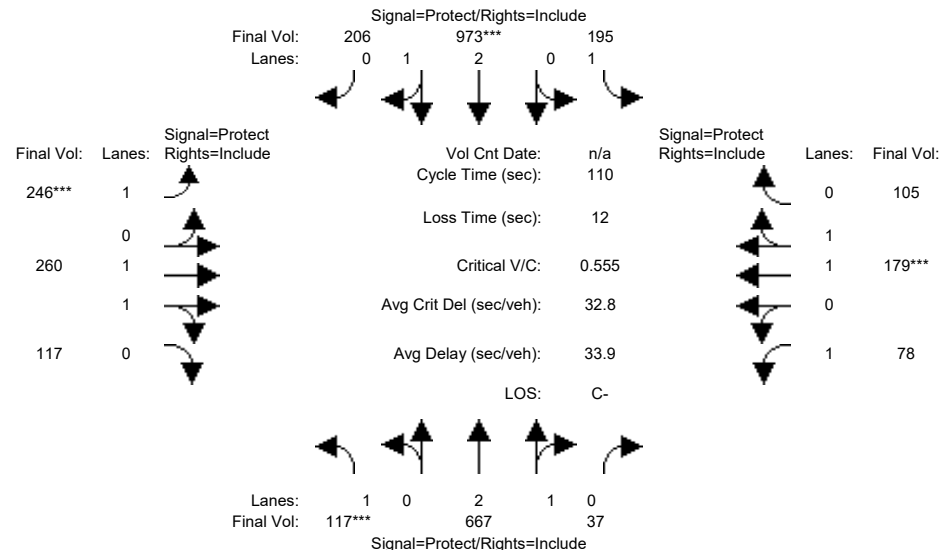
Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	740	0	330	80	1460	0	0	1510	460
Growth Adj:	1.00	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	740	0	330	80	1460	0	0	1510	460
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	740	0	330	80	1460	0	0	1510	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	740	0	330	80	1460	0	0	1510	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	740	0	330	80	1460	0	0	1510	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	740	0	330	80	1460	0	0	1510	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.19	0.03	0.38	0.00	0.00	0.40	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.5	0.0	33.2	15.7	94.2	0.0	0.0	78.5	96.0
Volume/Cap:	0.00	0.00	0.00	2.89	0.00	0.68	0.19	0.49	0.00	0.00	0.61	0.33
Uniform Del:	0.0	0.0	0.0	55.5	0.0	41.9	50.4	4.9	0.0	0.0	12.9	3.5
IncrcmntDel:	0.0	0.0	0.0	862.6	0.0	3.9	0.2	0.1	0.0	0.0	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	918.1	0.0	45.8	50.6	0.1	0.0	0.0	5.9	0.1
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	0.0	0.0	918.1	0.0	45.8	50.6	0.1	0.0	0.0	5.9	0.1
LOS by Move:	A	A	A	F	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	145	0	24	4	2	0	0	17	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 PM

Intersection #43: Shoreline Blvd. & California St.

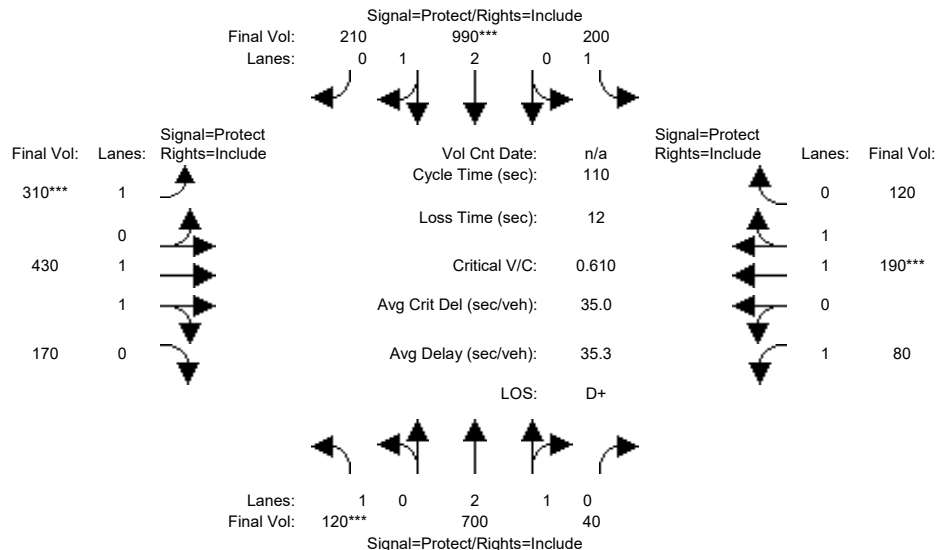


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	667	37	195	973	206	246	260	117	78	179	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	667	37	195	973	206	246	260	117	78	179	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	667	37	195	973	206	246	260	117	78	179	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	667	37	195	973	206	246	260	117	78	179	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	667	37	195	973	206	246	260	117	78	179	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	667	37	195	973	206	246	260	117	78	179	105
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.84	0.16	1.00	2.46	0.54	1.00	1.36	0.64	1.00	1.24	0.76
Final Sat.:	1750	5305	294	1750	4620	978	1750	2551	1148	1750	2331	1367
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.21	0.21	0.14	0.10	0.10	0.04	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	13.2	29.1	29.1	25.8	41.7	41.7	27.8	26.5	26.5	16.5	15.2	15.2
Volume/Cap:	0.56	0.47	0.47	0.47	0.56	0.56	0.56	0.42	0.42	0.30	0.56	0.56
Delay/Veh:	48.8	34.2	34.2	37.1	27.2	27.2	37.3	35.6	35.6	42.2	45.6	45.6
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:	48.8	34.2	34.2	37.1	27.2	27.2	37.3	35.6	35.6	42.2	45.6	45.6
LOS by Move:	D	C-	C-	D+	C	C	D+	D+	D+	D	D	D
HCM2k95thQ:	9	13	13	12	20	20	16	11	11	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 PM

Intersection #43: Shoreline Blvd. & California St.

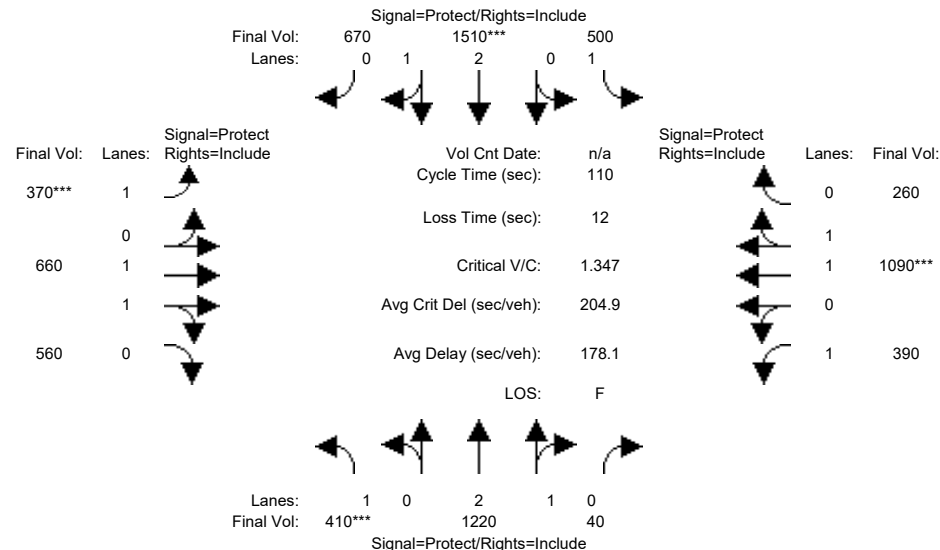


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	700	40	200	990	210	310	430	170	80	190	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:	120	700	40	200	990	210	310	430	170	80	190	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:	120	700	40	200	990	210	310	430	170	80	190	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:	120	700	40	200	990	210	310	430	170	80	190	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	700	40	200	990	210	310	430	170	80	190	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	700	40	200	990	210	310	430	170	80	190	120
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	2.83	0.17	1.00	2.46	0.54	1.00	1.42	0.58	1.00	1.20	0.80
Final Sat.:	1750	5297	303	1750	4619	980	1750	2651	1048	1750	2267	1432
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.21	0.21	0.18	0.16	0.16	0.05	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	12.4	27.3	27.3	23.6	38.6	38.6	31.9	33.8	33.8	13.2	15.1	15.1
Volume/Cap:	0.61	0.53	0.53	0.53	0.61	0.61	0.61	0.53	0.53	0.38	0.61	0.61
Uniform Del:	46.5	35.8	35.8	38.3	29.5	29.5	33.7	31.5	31.5	44.6	44.7	44.7
IncramntDel:	5.5	0.4	0.4	1.5	0.6	0.6	2.2	0.5	0.5	1.1	2.2	2.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	36.2	36.2	39.7	30.0	30.0	35.9	32.0	32.0	45.7	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	36.2	36.2	39.7	30.0	30.0	35.9	32.0	32.0	45.7	46.9	46.9
LOS by Move:	D-	D+	D+	D	C	C	D+	C	C	D	D	D
HCM2k95thQ:	10	15	15	13	21	21	19	17	17	6	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 PM

Intersection #43: Shoreline Blvd. & California St.

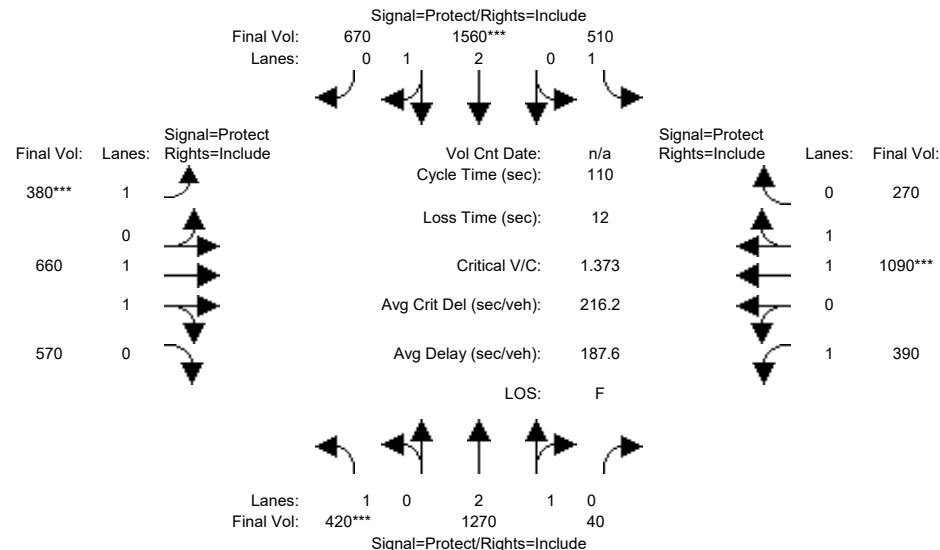


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	1220	40	500	1510	670	370	660	560	390	1090	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1220	40	500	1510	670	370	660	560	390	1090	260
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:	410	1220	40	500	1510	670	370	660	560	390	1090	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1220	40	500	1510	670	370	660	560	390	1090	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1220	40	500	1510	670	370	660	560	390	1090	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	1220	40	500	1510	670	370	660	560	390	1090	260
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	1.00	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.90	0.10	1.00	2.04	0.96	1.00	1.06	0.94	1.00	1.60	0.40
Final Sat.:	1750	5422	178	1750	3877	1720	1750	2000	1697	1750	2987	712
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.29	0.39	0.39	0.21	0.33	0.33	0.22	0.36	0.36
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	19.1	22.4	22.4	28.5	31.8	31.8	17.3	28.1	28.1	19.0	29.8	29.8
Volume/Cap:	1.35	1.10	1.10	1.10	1.35	1.35	1.35	1.29	1.29	1.29	1.35	1.35
Uniform Del:	45.4	43.8	43.8	40.8	39.1	39.1	46.4	41.0	41.0	45.5	40.1	40.1
IncrementDel:	176.5	59.5	59.5	73.2	160	160.4	178.5	139	139.4	153.9	163	162.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	221.9	103	103.2	114.0	200	199.5	224.8	180	180.3	199.5	203	203.0
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:	221.9	103	103.2	114.0	200	199.5	224.8	180	180.3	199.5	203	203.0
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	50	39	39	46	77	77	46	63	63	46	72	72
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 PM

Intersection #43: Shoreline Blvd. & California St.

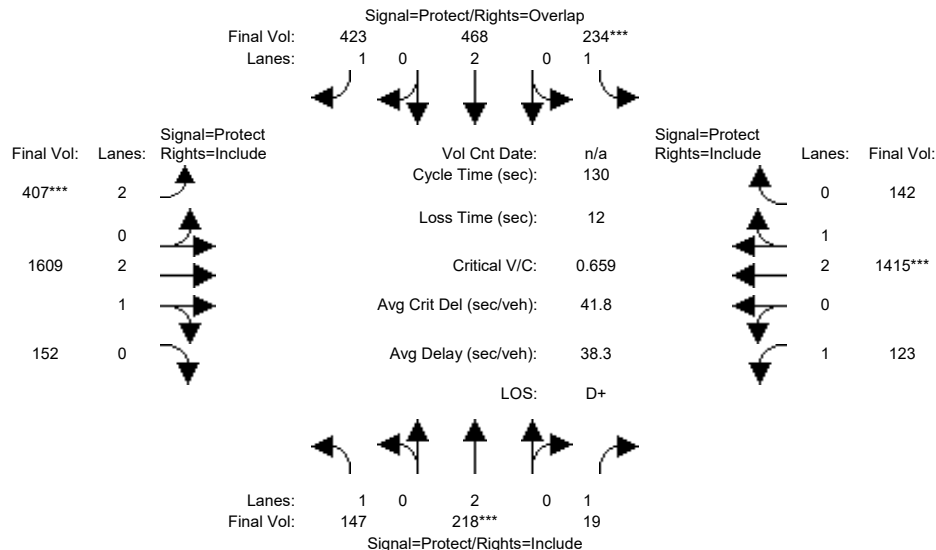


Street Name:	Shoreline Boulevard						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	1270	40	510	1560	670	380	660	570	390	1090	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:	420	1270	40	510	1560	670	380	660	570	390	1090	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:	420	1270	40	510	1560	670	380	660	570	390	1090	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:	420	1270	40	510	1560	670	380	660	570	390	1090	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	1270	40	510	1560	670	380	660	570	390	1090	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
Final Volume:	420	1270	40	510	1560	670	380	660	570	390	1090	270
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	1.00	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.91	0.09	1.00	2.07	0.93	1.00	1.05	0.95	1.00	1.59	0.41
Final Sat.:	1750	5429	171	1750	3915	1682	1750	1984	1714	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.23	0.29	0.40	0.40	0.22	0.33	0.33	0.22	0.37	0.37
Crit Moves:	***			***			***			***		
Green Time:	19.2	22.8	22.8	28.4	31.9	31.9	17.4	28.1	28.1	18.8	29.5	29.5
Volume/Cap:	1.37	1.13	1.13	1.13	1.37	1.37	1.37	1.30	1.30	1.30	1.37	1.37
Uniform Del:	45.4	43.6	43.6	40.8	39.0	39.0	46.3	41.0	41.0	45.6	40.3	40.3
IncrementDel:	187.3	69.7	69.7	82.9	172	171.8	189.1	145	144.7	159.1	174	174.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	232.6	113	113.4	123.7	211	210.9	235.4	186	185.6	204.7	215	214.6
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:	232.6	113	113.4	123.7	211	210.9	235.4	186	185.6	204.7	215	214.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	52	41	41	49	80	80	48	64	64	46	74	74
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 PM

Intersection #44: Shoreline Blvd. & El Camino Real

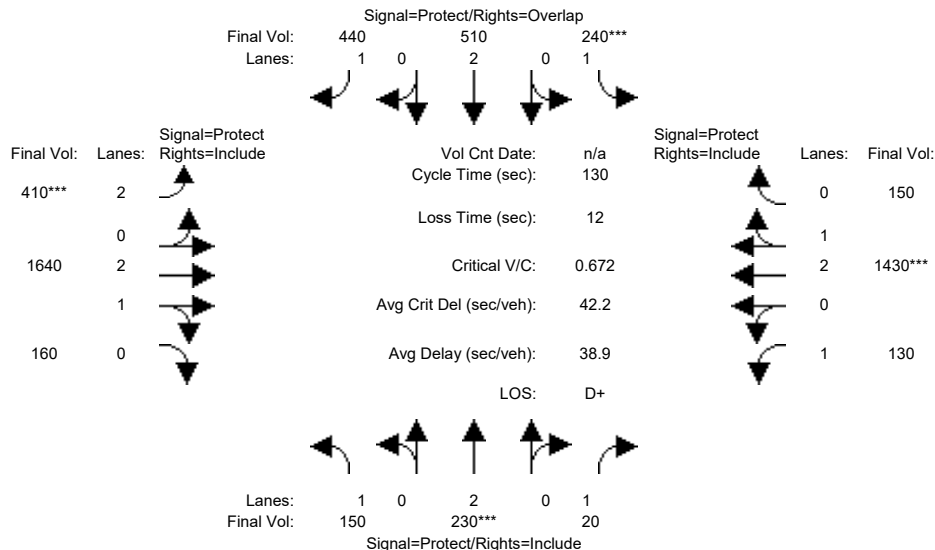


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	218	19	234	468	423	407	1609	152	123	1415	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	218	19	234	468	423	407	1609	152	123	1415	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	218	19	234	468	423	407	1609	152	123	1415	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	218	19	234	468	423	407	1609	152	123	1415	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	218	19	234	468	423	407	1609	152	123	1415	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	218	19	234	468	423	407	1609	152	123	1415	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.73	0.27	1.00	2.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5116	483	1750	5089	511
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.01	0.13	0.12	0.24	0.13	0.31	0.31	0.07	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	15.6	20.0	20.0	24.2	28.6	52.0	23.4	59.3	59.3	14.5	50.4	50.4
Volume/Cap:	0.70	0.37	0.07	0.72	0.56	0.60	0.72	0.69	0.69	0.63	0.72	0.72
Delay/Veh:	64.9	49.8	47.2	57.2	46.0	32.4	54.6	28.9	28.9	61.7	35.0	35.0
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:	64.9	49.8	47.2	57.2	46.0	32.4	54.6	28.9	28.9	61.7	35.0	35.0
LOS by Move:	E	D	D	E+	D	C-	D-	C	C	E	C-	C-
HCM2k95thQ:	14	8	1	20	16	26	19	33	33	12	32	32
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 PM

Intersection #44: Shoreline Blvd. & El Camino Real

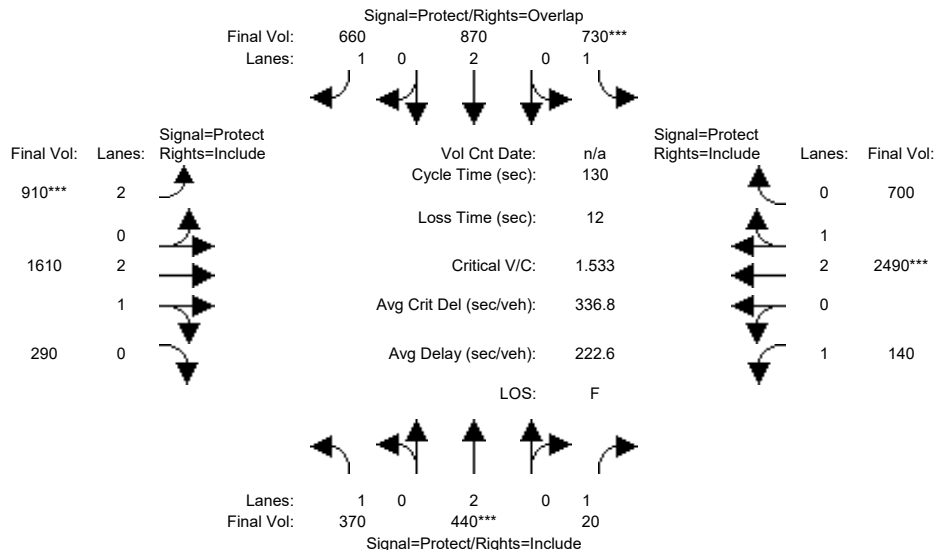


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	230	20	240	510	440	410	1640	160	130	1430	150
Growth Adj:	1.00	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	230	20	240	510	440	410	1640	160	130	1430	150
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	230	20	240	510	440	410	1640	160	130	1430	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	230	20	240	510	440	410	1640	160	130	1430	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	230	20	240	510	440	410	1640	160	130	1430	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	230	20	240	510	440	410	1640	160	130	1430	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.72	0.28	1.00	2.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5102	498	1750	5068	532
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.01	0.14	0.13	0.25	0.13	0.32	0.32	0.07	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	15.9	20.0	20.0	24.5	28.6	51.8	23.2	59.3	59.3	14.2	50.3	50.3
Volume/Cap:	0.70	0.39	0.07	0.73	0.61	0.63	0.73	0.70	0.70	0.68	0.73	0.73
Uniform Del:	54.8	49.5	47.1	49.7	45.7	31.4	50.4	28.3	28.3	55.7	34.0	34.0
IncrcmntDel:	9.9	0.4	0.1	8.0	1.3	1.9	4.8	0.9	0.9	9.5	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	50.0	47.2	57.7	47.1	33.3	55.2	29.2	29.2	65.3	35.3	35.3
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:	64.7	50.0	47.2	57.7	47.1	33.3	55.2	29.2	29.2	65.3	35.3	35.3
LOS by Move:	E	D	D	E+	D	C-	E+	C	C	E	D+	D+
HCM2k95thQ:	14	9	2	20	18	27	20	34	34	13	32	32
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 PM

Intersection #44: Shoreline Blvd. & El Camino Real

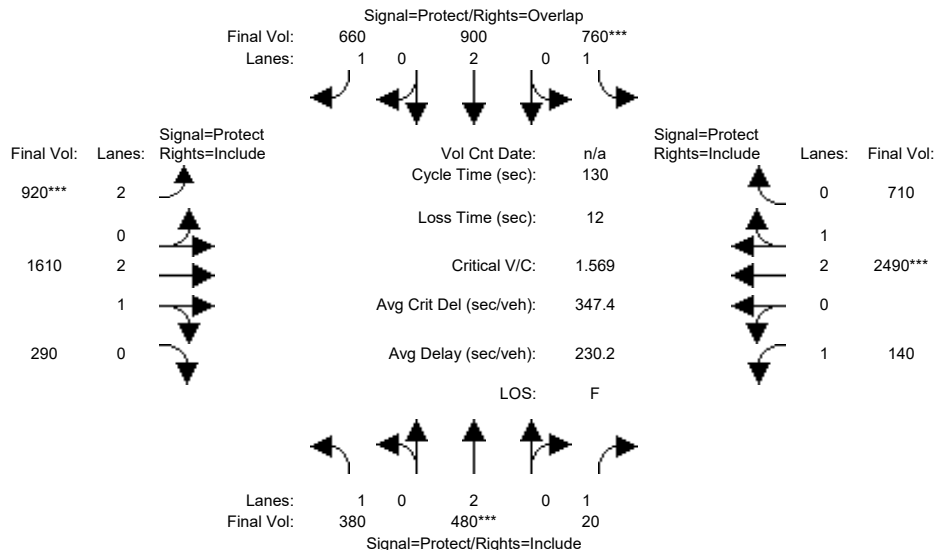


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	440	20	730	870	660	910	1610	290	140	2490	700
Growth Adj:	1.00	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	440	20	730	870	660	910	1610	290	140	2490	700
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	440	20	730	870	660	910	1610	290	140	2490	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	440	20	730	870	660	910	1610	290	140	2490	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	440	20	730	870	660	910	1610	290	140	2490	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	440	20	730	870	660	910	1610	290	140	2490	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.53	0.47	1.00	2.32	0.68
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4744	855	1750	4370	1228
Capacity Analysis Module:												
Vol/Sat:	0.21	0.12	0.01	0.42	0.23	0.38	0.29	0.34	0.34	0.08	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	25.0	20.0	20.0	32.0	27.1	49.2	22.2	53.4	53.4	12.6	43.8	43.8
Volume/Cap:	1.10	0.75	0.07	1.69	1.10	1.00	1.69	0.83	0.83	0.83	1.69	1.69
Uniform Del:	52.5	52.6	47.1	49.0	51.5	40.3	53.9	34.2	34.2	57.6	43.1	43.1
IncrementDel:	78.7	5.5	0.1	321.5	62.9	33.8	319.6	2.6	2.6	27.1	314	313.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	131.2	58.1	47.2	370.5	114	74.1	373.5	36.8	36.8	84.8	357	357.1
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:	131.2	58.1	47.2	370.5	114	74.1	373.5	36.8	36.8	84.8	357	357.1
LOS by Move:	F	E+	D	F	F	E	F	D+	D+	F	F	F
HCM2k95thQ:	40	18	2	108	43	56	77	41	41	15	145	145
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 PM

Intersection #44: Shoreline Blvd. & El Camino Real

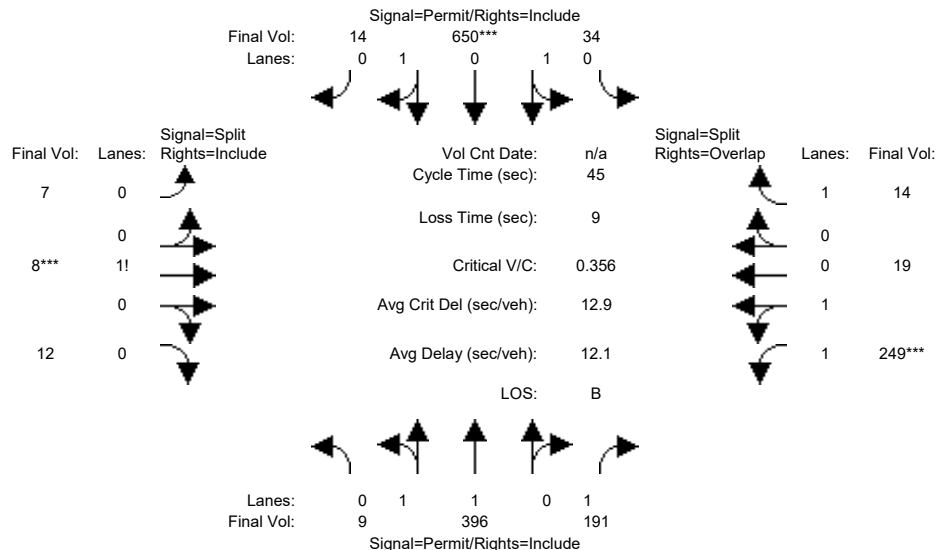


Street Name:	Shoreline Boulevard						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	20	0	10	20	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	480	20	760	900	660	920	1610	290	140	2490	710
Growth Adj:	1.00	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	480	20	760	900	660	920	1610	290	140	2490	710
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	480	20	760	900	660	920	1610	290	140	2490	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	20	760	900	660	920	1610	290	140	2490	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	480	20	760	900	660	920	1610	290	140	2490	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	380	480	20	760	900	660	920	1610	290	140	2490	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.53	0.47	1.00	2.31	0.69
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4744	855	1750	4356	1242
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.01	0.43	0.24	0.38	0.29	0.34	0.34	0.08	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	25.2	20.0	20.0	32.8	27.5	49.6	22.1	52.8	52.8	12.4	43.2	43.2
Volume/Cap:	1.12	0.82	0.07	1.72	1.12	0.99	1.72	0.84	0.84	0.84	1.72	1.72
Uniform Del:	52.4	53.3	47.1	48.6	51.2	39.9	54.0	34.7	34.7	57.8	43.4	43.4
IncrcmntDel:	84.6	9.1	0.1	334.3	69.3	31.9	332.7	2.9	2.9	29.0	327	327.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	137.0	62.3	47.2	382.9	121	71.8	386.6	37.6	37.6	86.8	371	370.5
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:	137.0	62.3	47.2	382.9	121	71.8	386.6	37.6	37.6	86.8	371	370.5
LOS by Move:	F	E	D	F	F	E	F	D+	D+	F	F	F
HCM2k95thQ:	42	21	2	114	45	55	79	41	41	16	148	148
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 PM

Intersection #45: Miramonte Ave. & Castro St.



Street Name:	Miramonte Avenue						Castro 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	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:	9	396	191	34	650	14	7	8	12	249	19	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	396	191	34	650	14	7	8	12	249	19	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	396	191	34	650	14	7	8	12	249	19	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	396	191	34	650	14	7	8	12	249	19	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	396	191	34	650	14	7	8	12	249	19	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	396	191	34	650	14	7	8	12	249	19	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.05	1.95	1.00	0.10	1.86	0.04	0.26	0.30	0.44	1.86	0.14	1.00
Final Sat.:	82	3618	1750	175	3352	72	454	519	778	3298	252	1750

Capacity Analysis Module:

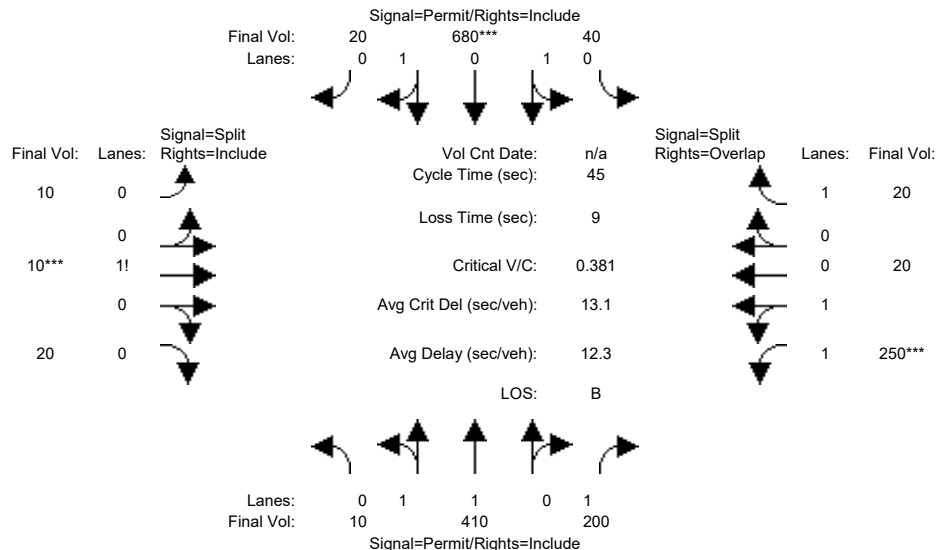
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.19	0.02	0.02	0.02	0.08	0.08	0.01
Crit Moves:				****			****			****		
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.31	0.31	0.31	0.55	0.55	0.55	0.07	0.07	0.07	0.34	0.34	0.04
Delay/Veh:	10.6	10.6	10.8	12.1	12.1	12.1	13.9	13.9	13.9	15.0	15.0	13.8
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:	10.6	10.6	10.8	12.1	12.1	12.1	13.9	13.9	13.9	15.0	15.0	13.8
LOS by Move:	B+	B+	B+	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	5	5	5	9	9	9	1	1	1	4	4	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 PM

Intersection #45: Miramonte Ave. & Castro St.



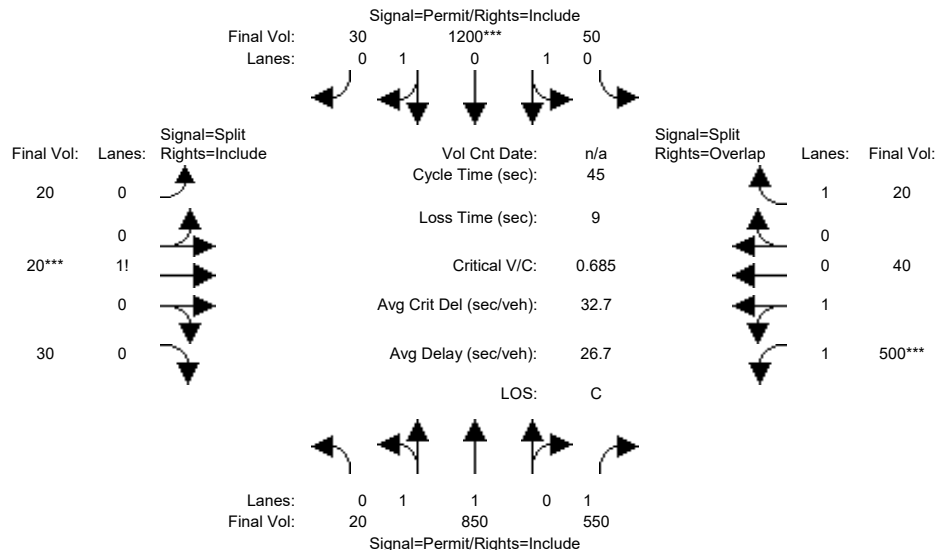
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	410	200	40	680	20	10	10	20	250	20	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	410	200	40	680	20	10	10	20	250	20	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	410	200	40	680	20	10	10	20	250	20	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	410	200	40	680	20	10	10	20	250	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	410	200	40	680	20	10	10	20	250	20	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
Final Volume:	10	410	200	40	680	20	10	10	20	250	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.05	1.95	1.00	0.11	1.84	0.05	0.25	0.25	0.50	1.85	0.15	1.00
Final Sat.:	88	3612	1750	195	3308	97	438	438	875	3287	263	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.21	0.21	0.21	0.02	0.02	0.02	0.08	0.08	0.01
Crit Moves:												
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.32	0.32	0.32	0.58	0.58	0.58	0.10	0.10	0.10	0.34	0.34	0.05
Uniform Del:	10.5	10.5	10.6	11.8	11.8	11.8	13.9	13.9	13.9	14.7	14.7	13.8
IncrementDel:	0.1	0.1	0.3	0.7	0.7	0.7	0.1	0.1	0.1	0.3	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.7	10.7	10.9	12.4	12.4	12.4	14.0	14.0	14.0	15.0	15.0	13.8
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:	10.7	10.7	10.9	12.4	12.4	12.4	14.0	14.0	14.0	15.0	15.0	13.8
LOS by Move:	B+	B+	B+	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	5	5	5	10	10	10	1	1	1	4	4	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 PM

Intersection #45: Miramonte Ave. & Castro St.



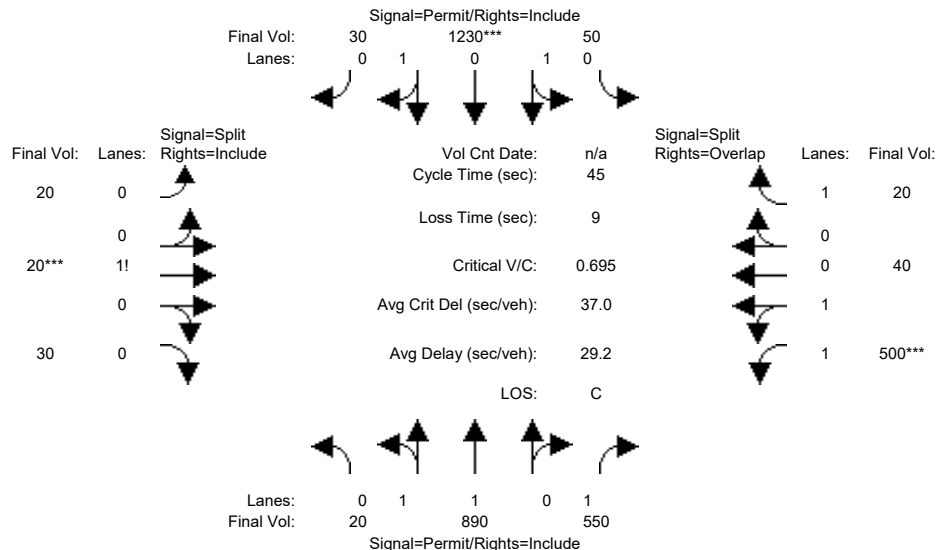
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	850	550	50	1200	30	20	20	30	500	40	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:	20	850	550	50	1200	30	20	20	30	500	40	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:	20	850	550	50	1200	30	20	20	30	500	40	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:	20	850	550	50	1200	30	20	20	30	500	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	850	550	50	1200	30	20	20	30	500	40	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
Final Volume:	20	850	550	50	1200	30	20	20	30	500	40	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.05	1.95	1.00	0.08	1.87	0.05	0.28	0.29	0.43	1.85	0.15	1.00
Final Sat.:	85	3615	1750	141	3375	84	500	500	750	3287	263	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.31	0.36	0.36	0.36	0.04	0.04	0.04	0.15	0.15	0.01
Crit Moves:					****			****			****	
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.66	0.66	0.88	1.00	1.00	1.00	0.18	0.18	0.18	0.68	0.68	0.05
Uniform Del:	12.2	12.2	13.6	14.5	14.5	14.5	14.2	14.2	14.2	16.1	16.1	13.8
IncrementDel:	1.3	1.3	14.1	25.2	25.2	25.2	0.2	0.2	0.2	2.5	2.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.5	13.5	27.7	39.7	39.7	39.7	14.4	14.4	14.4	18.6	18.6	13.8
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:	13.5	13.5	27.7	39.7	39.7	39.7	14.4	14.4	14.4	18.6	18.6	13.8
LOS by Move:	B	B	C	D	D	D	B	B	B	B-	B-	B
HCM2k95thQ:	13	13	22	30	30	30	2	2	2	10	10	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 PM

Intersection #45: Miramonte Ave. & Castro St.

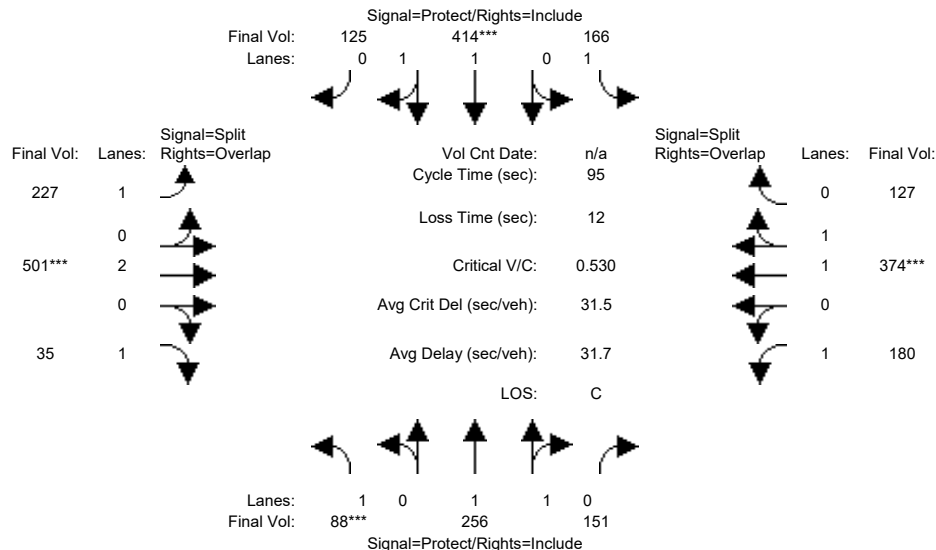


Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	890	550	50	1230	30	20	20	30	500	40	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
Final Volume:	20	890	550	50	1230	30	20	20	30	500	40	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	0.05	1.95	1.00	0.08	1.88	0.04	0.28	0.29	0.43	1.85	0.15	1.00
Final Sat.:	81	3619	1750	137	3380	82	500	500	750	3287	263	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.31	0.36	0.36	0.36	0.04	0.04	0.04	0.15	0.15	0.01
Crit Moves:					****			****			****	
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.69	0.88	1.02	1.02	1.02	0.18	0.18	0.18	0.68	0.68	0.05
Uniform Del:	12.4	12.4	13.6	14.5	14.5	14.5	14.2	14.2	14.2	16.1	16.1	13.8
IncrementDel:	1.6	1.6	14.1	31.3	31.3	31.3	0.2	0.2	0.2	2.5	2.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.0	14.0	27.7	45.8	45.8	45.8	14.4	14.4	14.4	18.6	18.6	13.8
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:	14.0	14.0	27.7	45.8	45.8	45.8	14.4	14.4	14.4	18.6	18.6	13.8
LOS by Move:	B	B	C	D	D	D	B	B	B	B-	B-	B
HCM2k95thQ:	13	13	22	32	32	32	2	2	2	10	10	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 PM

Intersection #46: Miramonte Ave. & Cuesta Dr.

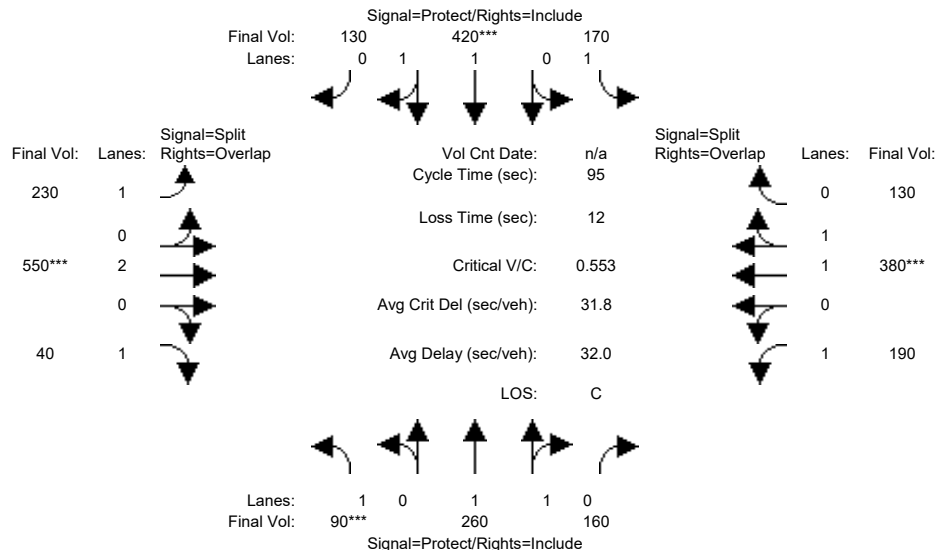


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	256	151	166	414	125	227	501	35	180	374	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	256	151	166	414	125	227	501	35	180	374	127
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:	88	256	151	166	414	125	227	501	35	180	374	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	256	151	166	414	125	227	501	35	180	374	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	256	151	166	414	125	227	501	35	180	374	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	256	151	166	414	125	227	501	35	180	374	127
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	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.24	0.76	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1750	2326	1372	1750	2841	858	1750	3800	1750	1750	2761	938
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.09	0.15	0.15	0.13	0.13	0.02	0.10	0.14	0.14
Crit Moves:	****				****		****			****		
Green Time:	9.0	18.9	18.9	16.3	26.1	26.1	23.6	23.6	32.6	24.3	24.3	40.5
Volume/Cap:	0.53	0.55	0.55	0.55	0.53	0.53	0.52	0.53	0.06	0.40	0.53	0.32
Delay/Veh:	44.2	35.2	35.2	38.3	29.8	29.8	32.0	31.5	20.9	29.9	31.0	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:	44.2	35.2	35.2	38.3	29.8	29.8	32.0	31.5	20.9	29.9	31.0	18.2
LOS by Move:	D	D+	D+	D+	C	C	C	C	C+	C	C	B-
HCM2k95thQ:	7	12	12	11	14	14	13	13	2	10	13	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 PM

Intersection #46: Miramonte Ave. & Cuesta Dr.

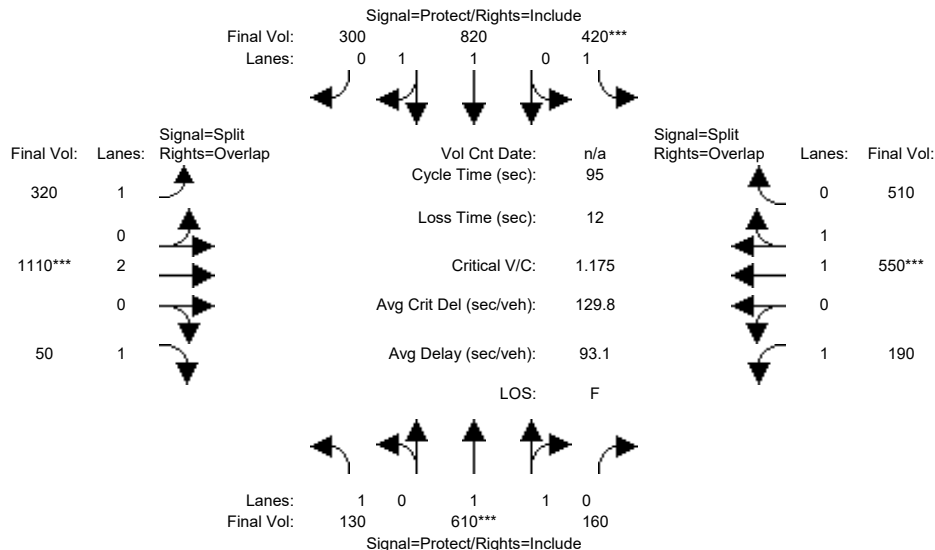


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	260	160	170	420	130	230	550	40	190	380	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:	90	260	160	170	420	130	230	550	40	190	380	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:	90	260	160	170	420	130	230	550	40	190	380	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:	90	260	160	170	420	130	230	550	40	190	380	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	260	160	170	420	130	230	550	40	190	380	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
Final Volume:	90	260	160	170	420	130	230	550	40	190	380	130
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	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.22	0.78	1.00	1.51	0.49	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1750	2289	1409	1750	2825	874	1750	3800	1750	1750	2756	943
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.10	0.15	0.15	0.13	0.14	0.02	0.11	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	8.8	18.5	18.5	15.9	25.6	25.6	24.9	24.9	33.7	23.7	23.7	39.6
Volume/Cap:	0.55	0.58	0.58	0.58	0.55	0.55	0.50	0.55	0.06	0.44	0.55	0.33
Uniform Del:	41.2	34.7	34.7	36.5	29.8	29.8	29.8	30.3	20.2	30.0	31.0	18.8
IncrcmntDel:	4.1	1.2	1.2	3.0	0.7	0.7	0.9	0.7	0.0	0.7	0.7	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.3	35.9	35.9	39.5	30.5	30.5	30.7	30.9	20.3	30.7	31.8	18.9
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:	45.3	35.9	35.9	39.5	30.5	30.5	30.7	30.9	20.3	30.7	31.8	18.9
LOS by Move:	D	D+	D+	D	C	C	C	C	C+	C	C	B-
HCM2k95thQ:	7	12	12	11	14	14	13	14	2	10	14	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)
2030 PM

Intersection #46: Miramonte Ave. & Cuesta Dr.

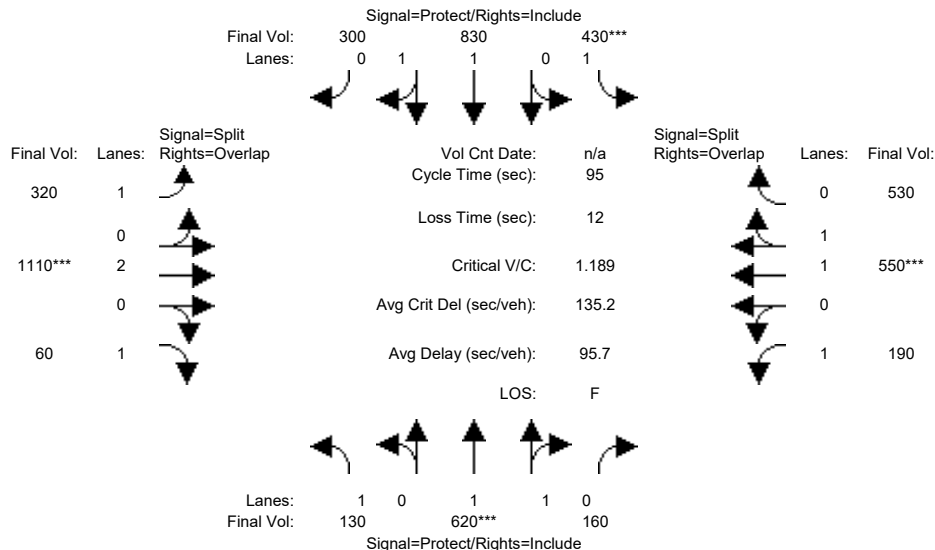


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	610	160	420	820	300	320	1110	50	190	550	510
Growth Adj:	1.00	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	160	420	820	300	320	1110	50	190	550	510
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	160	420	820	300	320	1110	50	190	550	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	160	420	820	300	320	1110	50	190	550	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	610	160	420	820	300	320	1110	50	190	550	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	610	160	420	820	300	320	1110	50	190	550	510
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	1.00	0.95
Lanes:	1.00	1.57	0.43	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.01	0.99
Final Sat.:	1750	2931	769	1750	2708	991	1750	3800	1750	1750	1919	1779
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.24	0.30	0.30	0.18	0.29	0.03	0.11	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.1	16.8	16.8	19.4	29.1	29.1	23.6	23.6	30.7	23.2	23.2	42.6
Volume/Cap:	0.99	1.18	1.18	1.18	0.99	0.99	0.74	1.18	0.09	0.45	1.18	0.64
Uniform Del:	43.9	39.1	39.1	37.8	32.8	32.8	32.8	35.7	22.4	30.5	35.9	20.3
IncrementDel:	74.9	94.3	94.3	104.4	24.0	24.0	6.5	90.1	0.1	0.7	90.6	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.8	133	133.4	142.2	56.8	56.8	39.3	126	22.4	31.2	127	21.1
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:	118.8	133	133.4	142.2	56.8	56.8	39.3	126	22.4	31.2	127	21.1
LOS by Move:	F	F	F	F	E+	E+	D	F	C+	C	F	C+
HCM2k95thQ:	15	37	37	41	39	39	20	48	2	11	47	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 PM

Intersection #46: Miramonte Ave. & Cuesta Dr.

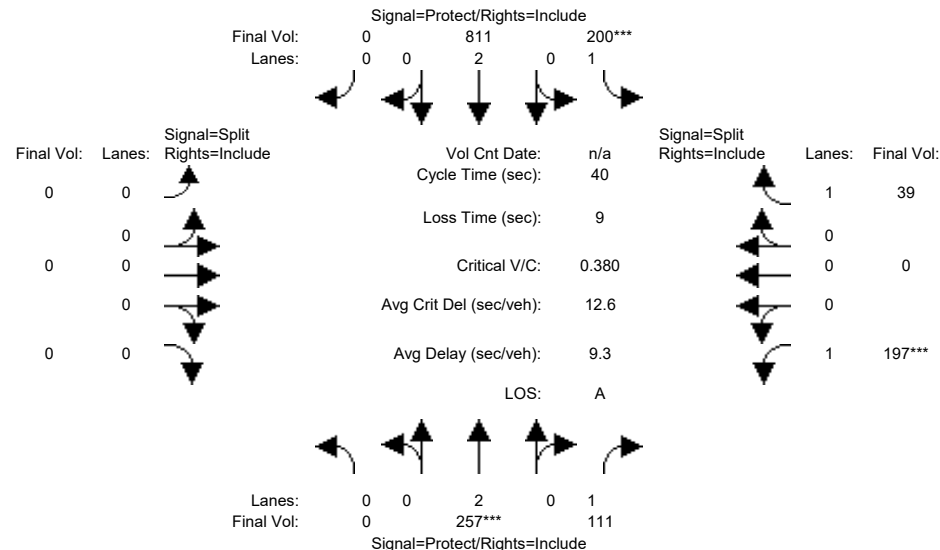


Street Name:	Miramonte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	620	160	430	830	300	320	1110	60	190	550	530
Growth Adj:	1.00	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	620	160	430	830	300	320	1110	60	190	550	530
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	620	160	430	830	300	320	1110	60	190	550	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	620	160	430	830	300	320	1110	60	190	550	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	620	160	430	830	300	320	1110	60	190	550	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	620	160	430	830	300	320	1110	60	190	550	530
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	1.00	0.95
Lanes:	1.00	1.58	0.42	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2940	759	1750	2717	982	1750	3800	1750	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.25	0.31	0.31	0.18	0.29	0.03	0.11	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.1	16.9	16.9	19.6	29.4	29.4	23.3	23.3	30.5	23.2	23.2	42.8
Volume/Cap:	0.99	1.19	1.19	1.19	0.99	0.99	0.74	1.19	0.11	0.45	1.19	0.65
Uniform Del:	43.9	39.1	39.1	37.7	32.7	32.7	33.1	35.8	22.7	30.5	35.9	20.3
IncrementDel:	74.8	99.6	99.6	109.2	23.8	23.8	6.9	95.6	0.1	0.7	95.9	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.7	139	138.7	146.9	56.5	56.5	40.0	131	22.8	31.2	132	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.7	139	138.7	146.9	56.5	56.5	40.0	131	22.8	31.2	132	21.3
LOS by Move:	F	F	F	F	E+	E+	D	F	C+	C	F	C+
HCM2k95thQ:	15	38	38	43	39	39	20	49	3	11	48	24
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 PM

Intersection #47: Moffett Blvd. & US-101 SB Ramps



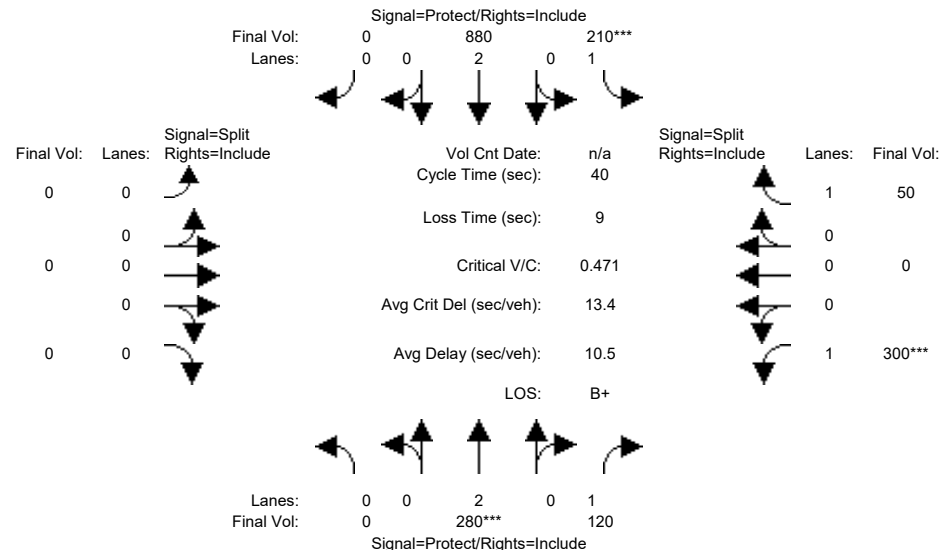
Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	257	111	200	811	0	0	0	0	197	0	39
Growth Adj:	1.00	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	257	111	200	811	0	0	0	0	197	0	39
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	257	111	200	811	0	0	0	0	197	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	257	111	200	811	0	0	0	0	197	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	111	200	811	0	0	0	0	197	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	257	111	200	811	0	0	0	0	197	0	39
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.06	0.11	0.21	0.00	0.00	0.00	0.00	0.11	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.6	20.6	0.0	0.0	0.0	0.0	10.4	0.0	10.4
Volume/Cap:	0.00	0.27	0.25	0.43	0.41	0.00	0.00	0.00	0.00	0.43	0.00	0.09
Delay/Veh:	0.0	12.2	12.3	12.9	6.1	0.0	0.0	0.0	0.0	13.0	0.0	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	12.3	12.9	6.1	0.0	0.0	0.0	0.0	13.0	0.0	11.3
LOS by Move:	A	B	B	B	A	A	A	A	A	B	A	B+
HCM2k95thQ:	0	3	3	6	7	0	0	0	0	5	0	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 PM

Intersection #47: Moffett Blvd. & US-101 SB Ramps



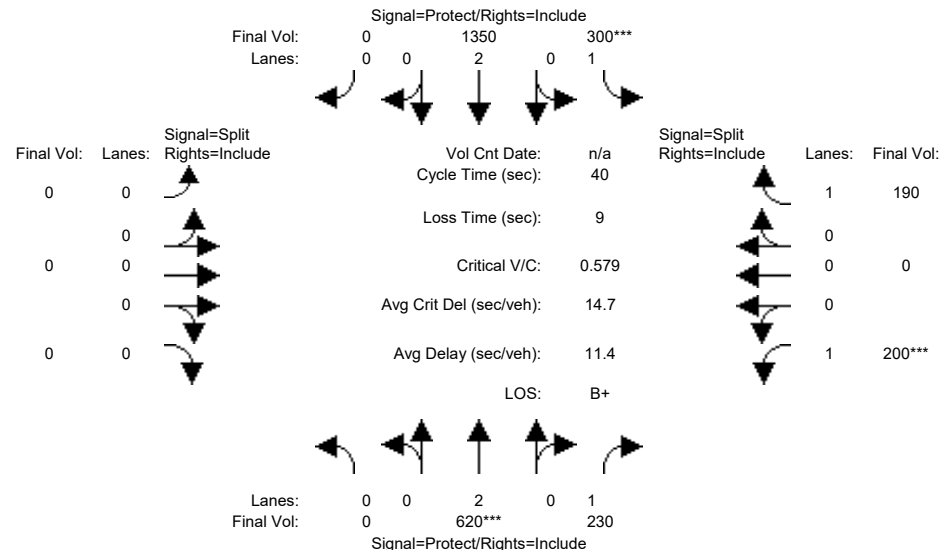
Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	280	120	210	880	0	0	0	0	300	0	50
Growth Adj:	1.00	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	280	120	210	880	0	0	0	0	300	0	50
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	280	120	210	880	0	0	0	0	300	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	280	120	210	880	0	0	0	0	300	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	120	210	880	0	0	0	0	300	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	280	120	210	880	0	0	0	0	300	0	50
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.12	0.23	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	10.0	10.0	8.6	18.6	0.0	0.0	0.0	0.0	12.4	0.0	12.4
Volume/Cap:	0.00	0.29	0.27	0.56	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.09
Uniform Del:	0.0	12.1	12.1	14.0	7.4	0.0	0.0	0.0	0.0	11.5	0.0	9.8
IncrementDel:	0.0	0.2	0.3	1.8	0.2	0.0	0.0	0.0	0.0	1.3	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	12.3	12.4	15.8	7.6	0.0	0.0	0.0	0.0	12.8	0.0	9.9
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	12.3	12.4	15.8	7.6	0.0	0.0	0.0	0.0	12.8	0.0	9.9
LOS by Move:	A	B	B	B	A	A	A	A	A	B	A	A
HCM2k95thQ:	0	3	3	7	9	0	0	0	0	8	0	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 PM

Intersection #47: Moffett Blvd. & US-101 SB Ramps



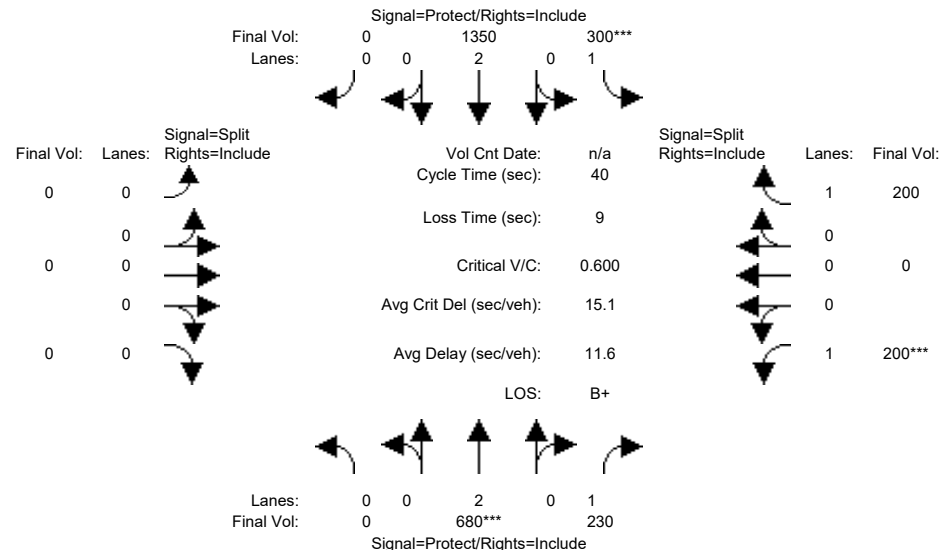
Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	620	230	300	1350	0	0	0	0	200	0	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:	0	620	230	300	1350	0	0	0	0	200	0	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:	0	620	230	300	1350	0	0	0	0	200	0	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:	0	620	230	300	1350	0	0	0	0	200	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	230	300	1350	0	0	0	0	200	0	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
Final Volume:	0	620	230	300	1350	0	0	0	0	200	0	190
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.13	0.17	0.36	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.2	10.2	10.8	21.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.64	0.51	0.64	0.68	0.00	0.00	0.00	0.00	0.46	0.00	0.43
Uniform Del:	0.0	13.2	12.7	12.9	7.0	0.0	0.0	0.0	0.0	12.7	0.0	12.6
IncrementDel:	0.0	1.4	1.0	2.9	0.9	0.0	0.0	0.0	0.0	0.8	0.0	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.6	13.8	15.8	7.9	0.0	0.0	0.0	0.0	13.5	0.0	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	13.8	15.8	7.9	0.0	0.0	0.0	0.0	13.5	0.0	13.3
LOS by Move:	A	B	B	B	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	9	7	9	14	0	0	0	0	6	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)
2030+P PM

Intersection #47: Moffett Blvd. & US-101 SB Ramps



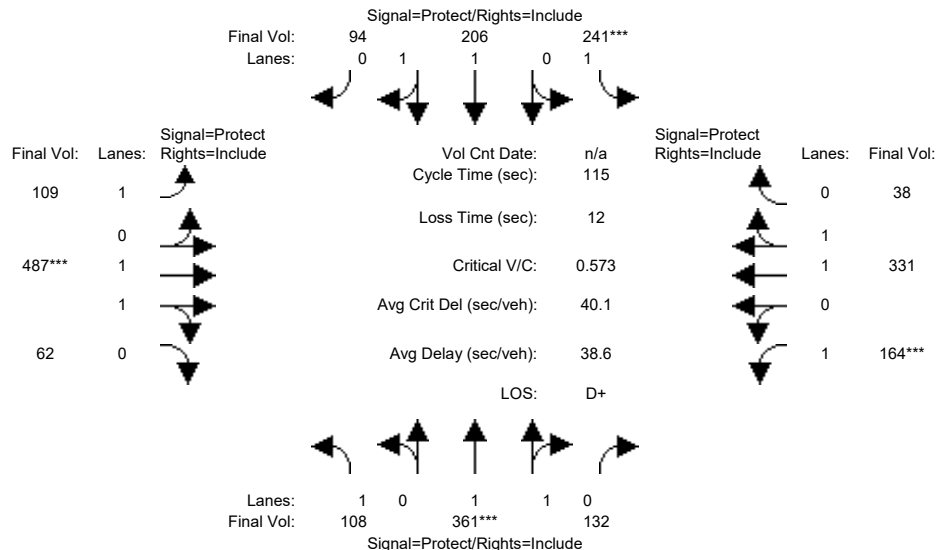
Street Name:	Moffett Boulevard						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	680	230	300	1350	0	0	0	0	200	0	200
Growth Adj:	1.00	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	680	230	300	1350	0	0	0	0	200	0	200
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	680	230	300	1350	0	0	0	0	200	0	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	680	230	300	1350	0	0	0	0	200	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	230	300	1350	0	0	0	0	200	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	680	230	300	1350	0	0	0	0	200	0	200
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.13	0.17	0.36	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	10.7	10.7	10.3	21.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.67	0.49	0.67	0.68	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Uniform Del:	0.0	13.0	12.3	13.3	7.0	0.0	0.0	0.0	0.0	12.7	0.0	12.7
IncrementDel:	0.0	1.7	0.8	3.8	0.9	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.8	13.1	17.2	7.9	0.0	0.0	0.0	0.0	13.5	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	13.1	17.2	7.9	0.0	0.0	0.0	0.0	13.5	0.0	13.5
LOS by Move:	A	B	B	B	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	10	7	10	14	0	0	0	0	6	0	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)
Existing PM

Intersection #48: Moffett Blvd. & Middlefield Rd.

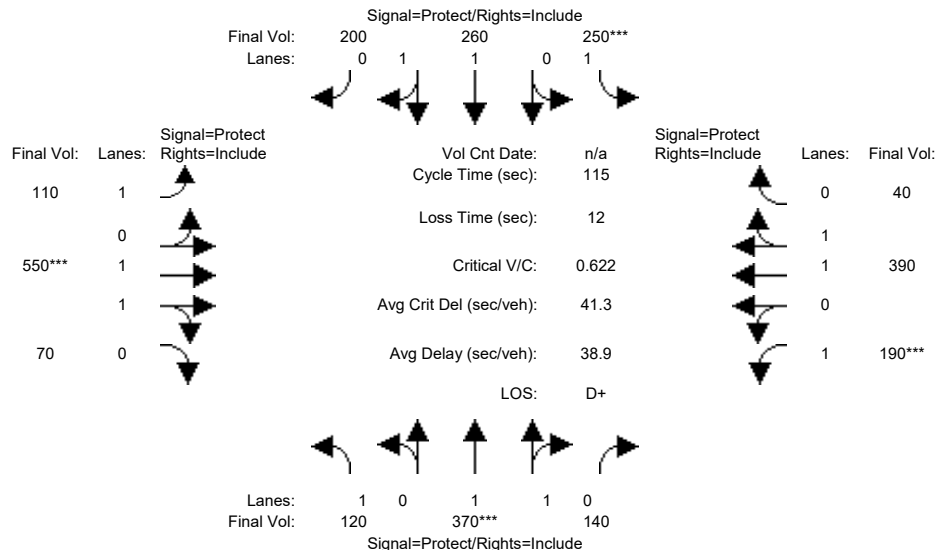


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	361	132	241	206	94	109	487	62	164	331	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	361	132	241	206	94	109	487	62	164	331	38
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:	108	361	132	241	206	94	109	487	62	164	331	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	361	132	241	206	94	109	487	62	164	331	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	361	132	241	206	94	109	487	62	164	331	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	361	132	241	206	94	109	487	62	164	331	38
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	0.98	0.95
Lanes:	1.00	1.45	0.55	1.00	1.36	0.64	1.00	1.77	0.23	1.00	1.79	0.21
Final Sat.:	1750	2709	990	1750	2540	1159	1750	3282	418	1750	3319	381
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.14	0.08	0.08	0.06	0.15	0.15	0.09	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	22.6	26.8	26.8	27.6	31.8	31.8	18.7	29.8	29.8	18.8	29.9	29.9
Volume/Cap:	0.31	0.57	0.57	0.57	0.29	0.29	0.38	0.57	0.57	0.57	0.38	0.38
Delay/Veh:	40.1	40.0	40.0	40.4	32.9	32.9	43.9	37.9	37.9	47.2	35.2	35.2
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:	40.1	40.0	40.0	40.4	32.9	32.9	43.9	37.9	37.9	47.2	35.2	35.2
LOS by Move:	D	D	D	D	C-	C-	D	D+	D+	D	D+	D+
HCM2k95thQ:	7	16	16	16	8	8	8	17	17	12	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 PM

Intersection #48: Moffett Blvd. & Middlefield Rd.



Street Name:	Moffett Boulevard						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:	120	370	140	250	260	200	110	550	70	190	390	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:	120	370	140	250	260	200	110	550	70	190	390	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:	120	370	140	250	260	200	110	550	70	190	390	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:	120	370	140	250	260	200	110	550	70	190	390	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	370	140	250	260	200	110	550	70	190	390	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
Final Volume:	120	370	140	250	260	200	110	550	70	190	390	40

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	0.98	0.95
Lanes:	1.00	1.44	0.56	1.00	1.11	0.89	1.00	1.77	0.23	1.00	1.81	0.19
Final Sat.:	1750	2684	1015	1750	2090	1608	1750	3282	418	1750	3356	344

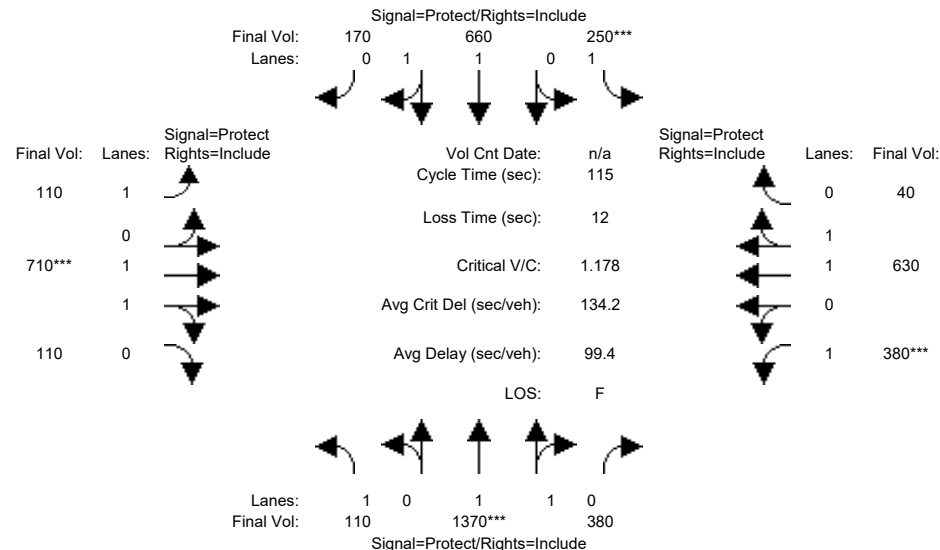
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.14	0.12	0.12	0.06	0.17	0.17	0.11	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	25.5	25.5	26.4	33.5	33.5	17.9	31.0	31.0	20.1	33.1	33.1
Volume/Cap:	0.43	0.62	0.62	0.62	0.43	0.43	0.40	0.62	0.62	0.62	0.40	0.40
Uniform Del:	43.5	40.4	40.4	39.8	33.0	33.0	43.7	36.9	36.9	43.9	33.0	33.0
IncrementDel:	1.0	1.5	1.5	3.0	0.3	0.3	1.0	1.2	1.2	3.9	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.6	41.9	41.9	42.8	33.3	33.3	44.7	38.1	38.1	47.9	33.2	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:	44.6	41.9	41.9	42.8	33.3	33.3	44.7	38.1	38.1	47.9	33.2	33.2
LOS by Move:	D	D	D	D	C-	C-	D	D+	D+	D	C-	C-
HCM2k95thQ:	9	17	17	17	13	13	8	19	19	14	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 PM

Intersection #48: Moffett Blvd. & Middlefield Rd.



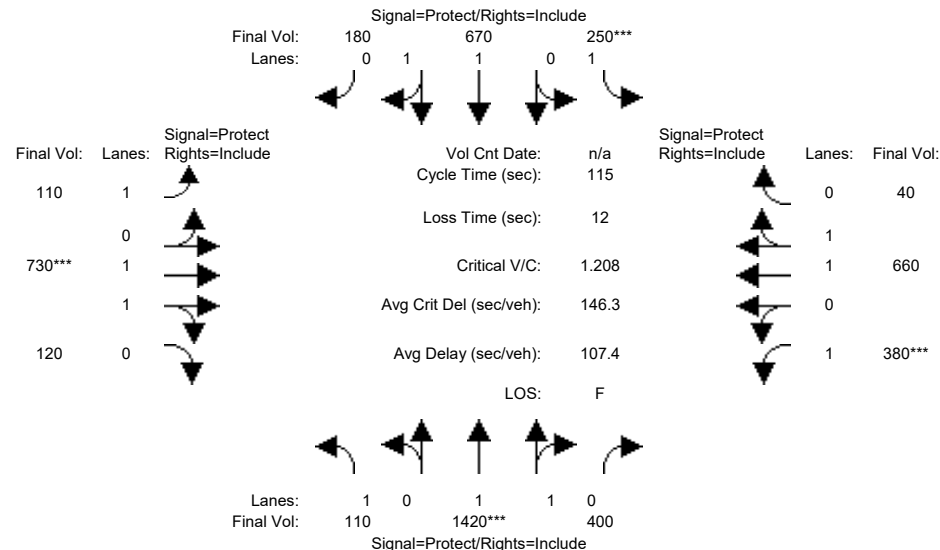
Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1370	380	250	660	170	110	710	110	380	630	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	1370	380	250	660	170	110	710	110	380	630	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	1370	380	250	660	170	110	710	110	380	630	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	1370	380	250	660	170	110	710	110	380	630	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1370	380	250	660	170	110	710	110	380	630	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
Final Volume:	110	1370	380	250	660	170	110	710	110	380	630	40
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	1.55	0.45	1.00	1.58	0.42	1.00	1.72	0.28	1.00	1.88	0.12
Final Sat.:	1750	2896	803	1750	2942	758	1750	3203	496	1750	3479	221
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.47	0.14	0.22	0.22	0.06	0.22	0.22	0.22	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.2	46.2	46.2	14.0	47.0	47.0	11.0	21.6	21.6	21.2	31.8	31.8
Volume/Cap:	0.55	1.18	1.18	1.18	0.55	0.55	0.65	1.18	1.18	1.18	0.65	0.65
Uniform Del:	48.1	34.4	34.4	50.5	25.9	25.9	50.1	46.7	46.7	46.9	36.7	36.7
IncrementDel:	3.2	87.3	87.3	118.0	0.4	0.4	9.0	94.4	94.4	107.4	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.3	122	121.7	168.5	26.4	26.4	59.1	141	141.1	154.3	38.3	38.3
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:	51.3	122	121.7	168.5	26.4	26.4	59.1	141	141.1	154.3	38.3	38.3
LOS by Move:	D-	F	F	F	C	C	E+	F	F	F	D+	D+
HCM2k95thQ:	9	78	78	30	21	21	10	42	42	42	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)
2030+P PM

Intersection #48: Moffett Blvd. & Middlefield Rd.

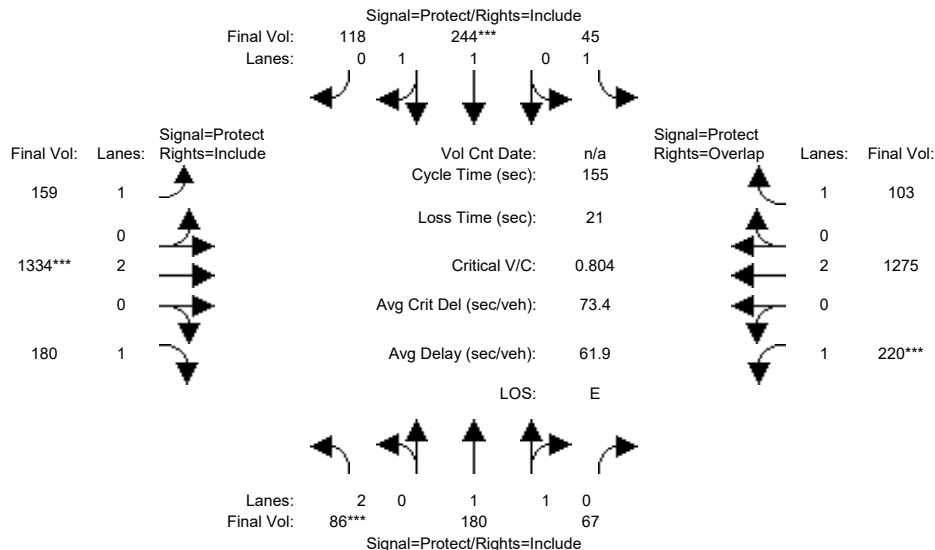


Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1420	400	250	670	180	110	730	120	380	660	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	1420	400	250	670	180	110	730	120	380	660	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	1420	400	250	670	180	110	730	120	380	660	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	1420	400	250	670	180	110	730	120	380	660	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1420	400	250	670	180	110	730	120	380	660	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
Final Volume:	110	1420	400	250	670	180	110	730	120	380	660	40
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	1.55	0.45	1.00	1.56	0.44	1.00	1.71	0.29	1.00	1.88	0.12
Final Sat.:	1750	2886	813	1750	2916	783	1750	3177	522	1750	3488	211
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.14	0.23	0.23	0.06	0.23	0.23	0.22	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	13.0	46.8	46.8	13.6	47.5	47.5	10.6	21.9	21.9	20.7	31.9	31.9
Volume/Cap:	0.56	1.21	1.21	1.21	0.56	0.56	0.68	1.21	1.21	1.21	0.68	0.68
Uniform Del:	48.3	34.1	34.1	50.7	25.7	25.7	50.6	46.6	46.6	47.2	37.0	37.0
IncrementDel:	3.5	xxxx	100.0	129.9	0.5	0.5	11.3	107	106.5	119.5	1.9	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.8	134	134.1	180.6	26.2	26.2	61.8	153	153.1	166.7	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	134	134.1	180.6	26.2	26.2	61.8	153	153.1	166.7	38.9	38.9
LOS by Move:	D-	F	F	F	C	C	E	F	F	F	D+	D+
HCM2k95thQ:	9	84	84	31	21	21	11	45	45	43	22	22
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 PM

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

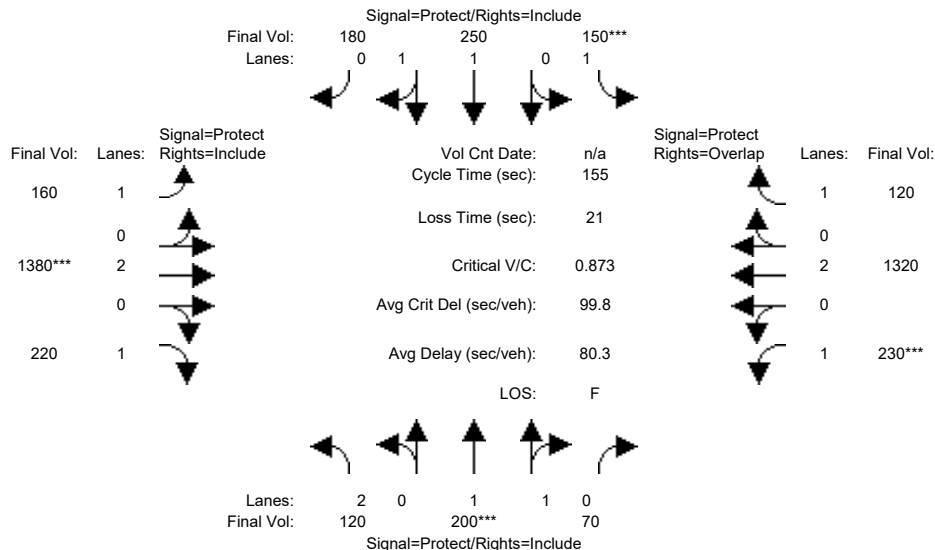


Street Name:Castro Street - Moffett Boulevard							Central Expressway								
Approach: North Bound			South Bound				East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	27		40		40	11		24		24	21		76		76
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:															
Base Vol:	86		180		67	45		244		118	159		1334		180
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	86		180		67	45		244		118	159		1334		180
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	86		180		67	45		244		118	159		1334		180
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	86		180		67	45		244		118	159		1334		180
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	86		180		67	45		244		118	159		1334		180
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	86		180		67	45		244		118	159		1334		180
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.70		0.84		0.81	0.78		0.84		0.81	0.78		0.85		0.78
Lanes:	2.00		1.44		0.56	1.00		1.33		0.67	1.00		2.00		1.00
Final Sat.:	2677		2291		853	1488		2119		1025	1488		3230		1488
Capacity Analysis Module:															
Vol/Sat:	0.03		0.08		0.08	0.03		0.12		0.12	0.11		0.41		0.12
Crit Moves:	****					****					****				
Green Time:	23.8		35.2		35.2	9.7		21.1		21.1	18.5		66.9		66.9
Volume/Cap:	0.21		0.35		0.35	0.48		0.84		0.84	0.90		0.96		0.28
Delay/Veh:	65.4		57.3		57.3	83.7		88.4		88.4	115.9		63.3		32.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	65.4		57.3		57.3	83.7		88.4		88.4	115.9		63.3		32.6
LOS by Move:	E		E+		E+	F		F		F	E		C-		F
HCM2k95thQ:	5		12		12	6		22		22	22		62		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)
EX+P PM

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

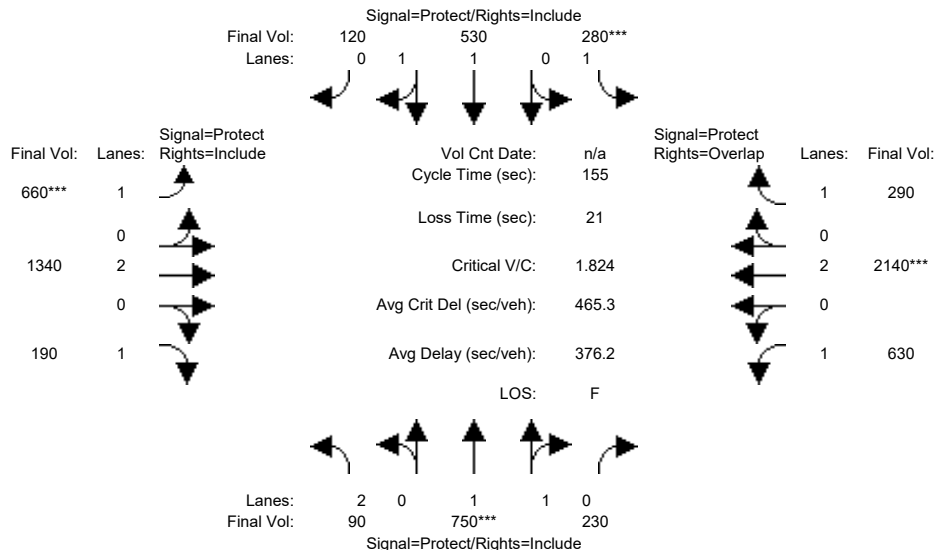


Street Name:Castro Street - Moffett Boulevard							Central Expressway											
Approach: North Bound				South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
Min. Green:	27		40		40	11	24		24	21	76		76	28	83	83		
Y+R:	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		200		70	150	250		180	160	1380		220	230	1320	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:	120		200		70	150	250		180	160	1380		220	230	1320	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:	120		200		70	150	250		180	160	1380		220	230	1320	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:	120		200		70	150	250		180	160	1380		220	230	1320	120		
Reduct Vol:	0		0		0	0	0		0	0	0		0	0	0	0		
Reduced Vol:	120		200		70	150	250		180	160	1380		220	230	1320	120		
PCE Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		
MLF Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		
FinalVolume:	120		200		70	150	250		180	160	1380		220	230	1320	120		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Saturation Flow Module:																		
Sat/Lane:	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	1900		
Adjustment:	0.70		0.84		0.81	0.78	0.84		0.81	0.78	0.85		0.78	0.78	0.85	0.78		
Lanes:	2.00		1.47		0.53	1.00	1.14		0.86	1.00	2.00		1.00	1.00	2.00	1.00		
Final Sat.:	2677		2329		815	1488	1828		1316	1488	3230		1488	1488	3230	1488		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Capacity Analysis Module:																		
Vol/Sat:	0.04		0.09		0.09	0.10	0.14		0.14	0.11	0.43		0.15	0.15	0.41	0.08		
Crit Moves:	****			****			****			****			****			****		
Green Time:	23.8		35.2		35.2	9.7	21.1		21.1	18.5	66.9		66.9	24.7	73.1	82.8		
Volume/Cap:	0.29		0.38		0.38	1.61	1.00		1.00	0.90	0.99		0.34	0.97	0.87	0.15		
Uniform Del:	66.0		57.5		57.5	82.5	76.0		76.0	76.5	49.6		33.3	73.6	41.6	20.8		
IncremntDel:	0.4		0.3		0.3	320.0	44.3		44.3	40.7	21.5		0.3	50.4	5.5	0.1		
InitQueueDel:	0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Delay Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		
Delay/Veh:	66.4		57.8		57.8	402.5	120		120.3	117.2	71.1		33.7	124.0	47.1	20.9		
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:	66.4		57.8		57.8	402.5	120		120.3	117.2	71.1		33.7	124.0	47.1	20.9		
LOS by Move:	E		E+		E+	F	F		F	F	E		C-	F	D	C+		
HCM2k95thQ:	8		13		13	31	28		28	22	66		20	30	57	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 PM

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

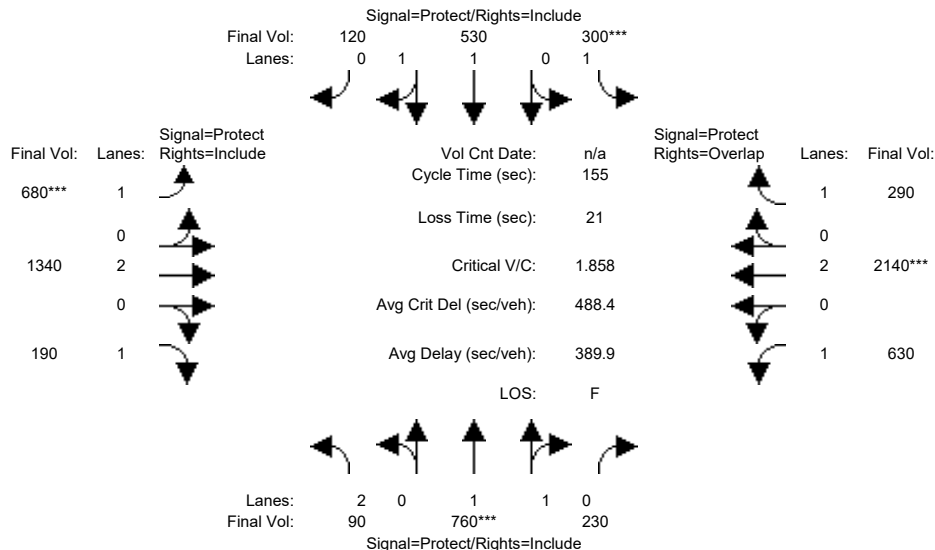


Street Name:Castro Street - Moffett Boulevard						Central Expressway					
Approach:			Approach:			Approach:			Approach:		
North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R
Min. Green:	27	40	40	Min. Green:	11	24	24	Min. Green:	21	76	76
Y+R:	4.0	4.0	4.0	Y+R:	4.0	4.0	4.0	Y+R:	4.0	4.0	4.0
Volume Module:											
Base Vol:	90	750	230	Base Vol:	280	530	120	Base Vol:	660	1340	190
Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00
Initial Bse:	90	750	230	Initial Bse:	280	530	120	Initial Bse:	660	1340	190
Added Vol:	0	0	0	Added Vol:	0	0	0	Added Vol:	0	0	0
PasserByVol:	0	0	0	PasserByVol:	0	0	0	PasserByVol:	0	0	0
Initial Fut:	90	750	230	Initial Fut:	280	530	120	Initial Fut:	660	1340	190
User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00
PHF Volume:	90	750	230	PHF Volume:	280	530	120	PHF Volume:	660	1340	190
Reduct Vol:	0	0	0	Reduct Vol:	0	0	0	Reduct Vol:	0	0	0
Reduced Vol:	90	750	230	Reduced Vol:	280	530	120	Reduced Vol:	660	1340	190
PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00
FinalVolume:	90	750	230	FinalVolume:	280	530	120	FinalVolume:	660	1340	190
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	Sat/Lane:	1900	1900	1900	Sat/Lane:	1900	1900	1900
Adjustment:	0.70	0.83	0.81	Adjustment:	0.78	0.83	0.81	Adjustment:	0.78	0.85	0.78
Lanes:	2.00	1.52	0.48	Lanes:	1.00	1.62	0.38	Lanes:	1.00	2.00	1.00
Final Sat.:	2677	2406	738	Final Sat.:	1488	2564	581	Final Sat.:	1488	3230	1488
Capacity Analysis Module:											
Vol/Sat:	0.03	0.31	0.31	Vol/Sat:	0.19	0.21	0.21	Vol/Sat:	0.44	0.41	0.13
Crit Moves:	****	****	****	Crit Moves:	****	****	****	Crit Moves:	****	****	****
Green Time:	23.8	35.2	35.2	Green Time:	9.7	21.1	21.1	Green Time:	18.5	66.9	66.9
Volume/Cap:	0.22	1.37	1.37	Volume/Cap:	3.01	1.52	1.52	Volume/Cap:	3.72	0.96	0.30
Uniform Del:	65.3	68.0	68.0	Uniform Del:	82.5	76.0	76.0	Uniform Del:	77.5	48.6	32.6
IncrcmntDel:	0.3	176	176.0	IncrcmntDel:	933.4	244	243.9	IncrcmntDel:	1237	15.7	0.3
InitQueueDel:	0.0	0.0	0.0	InitQueueDel:	0.0	0.0	0.0	InitQueueDel:	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	Delay Adj:	1.00	1.00	1.00	Delay Adj:	1.00	1.00	1.00
Delay/Veh:	65.5	244	244.0	Delay/Veh:	1016	320	319.9	Delay/Veh:	1315	64.2	32.8
User DelAdj:	1.00	1.00	1.00	User DelAdj:	1.00	1.00	1.00	User DelAdj:	1.00	1.00	1.00
AdjDel/Veh:	65.5	244	244.0	AdjDel/Veh:	1016	320	319.9	AdjDel/Veh:	1315	64.2	32.8
LOS by Move:	E	F	F	LOS by Move:	F	F	F	LOS by Move:	F	E	C-
HCM2k95thQ:	6	69	69	HCM2k95thQ:	65	53	53	HCM2k95thQ:	153	63	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+P PM

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

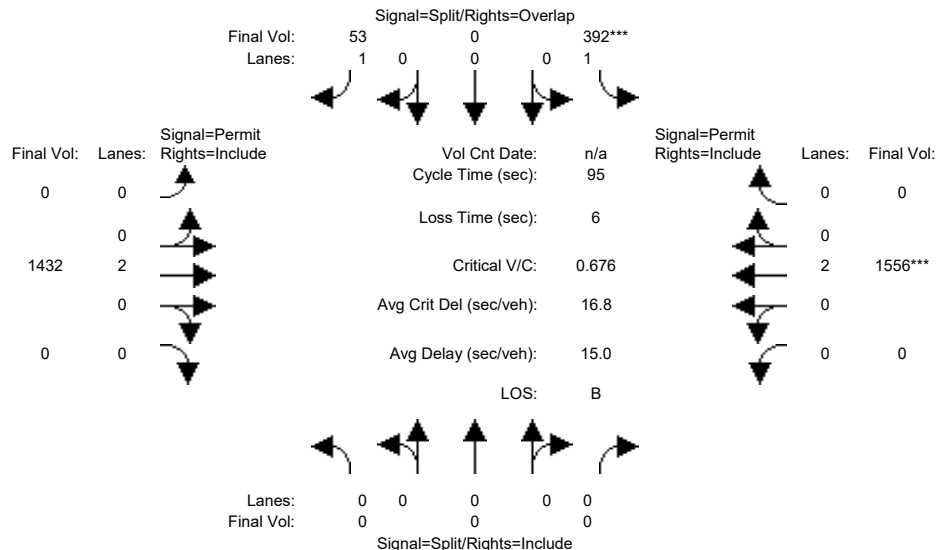


Street Name:Castro Street - Moffett Boulevard							Central Expressway					
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	27	40	40	11	24	24	21	76	76	28	83	83
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	760	230	300	530	120	680	1340	190	630	2140	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:	90	760	230	300	530	120	680	1340	190	630	2140	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:	90	760	230	300	530	120	680	1340	190	630	2140	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:	90	760	230	300	530	120	680	1340	190	630	2140	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	760	230	300	530	120	680	1340	190	630	2140	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:	90	760	230	300	530	120	680	1340	190	630	2140	290
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.83	0.81	0.78	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.52	0.48	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2414	730	1488	2564	581	1488	3230	1488	1488	3230	1488
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.20	0.21	0.21	0.46	0.41	0.13	0.42	0.66	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.8	35.2	35.2	9.7	21.1	21.1	18.5	66.9	66.9	24.7	73.1	82.8
Volume/Cap:	0.22	1.39	1.39	3.23	1.52	1.52	3.83	0.96	0.30	2.66	1.40	0.37
Uniform Del:	65.3	68.0	68.0	82.5	76.0	76.0	77.5	48.6	32.6	74.0	46.5	23.7
IncremntDel:	0.3	182	182.0	1029	244	243.9	1288	15.7	0.3	760.0	186	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.5	250	250.0	1112	320	319.9	1365	64.2	32.8	834.0	233	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	250	250.0	1112	320	319.9	1365	64.2	32.8	834.0	233	24.0
LOS by Move:	E	F	F	F	F	F	F	E	C-	F	F	C
HCM2k95thQ:	6	71	71	70	53	53	159	63	18	133	141	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 PM

Intersection #50: Central Expy. & SR-85 SB Ramps

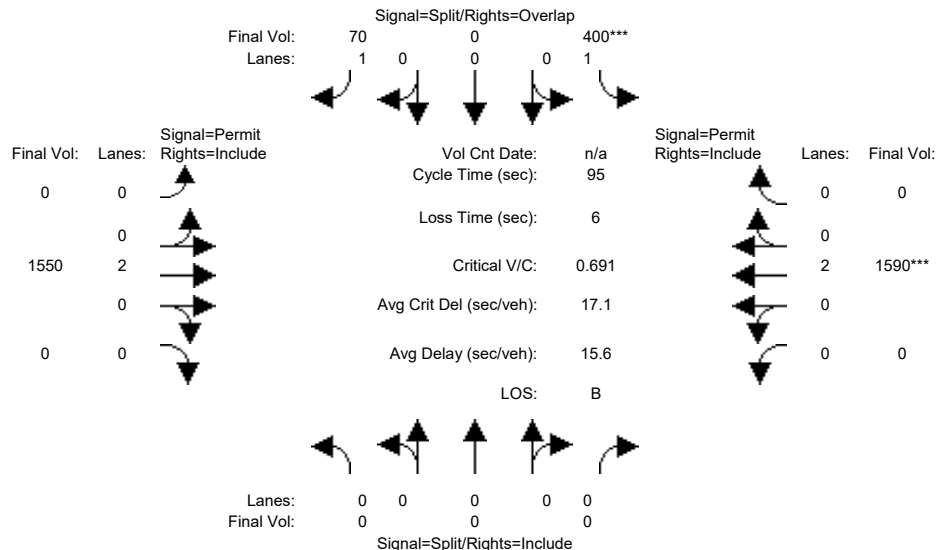


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	392	0	53	0	1432	0	0	1556	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	392	0	53	0	1432	0	0	1556	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	392	0	53	0	1432	0	0	1556	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	392	0	53	0	1432	0	0	1556	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	392	0	53	0	1432	0	0	1556	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	392	0	53	0	1432	0	0	1556	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.03	0.00	0.38	0.00	0.00	0.41	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	31.5	0.0	31.5	0.0	57.5	0.0	0.0	57.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.00	0.62	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	22.0	0.0	12.4	0.0	0.0	13.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	0.0	22.0	0.0	12.4	0.0	0.0	13.3	0.0
LOS by Move:	A	A	A	C	A	C+	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	21	0	2	0	24	0	0	28	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 PM

Intersection #50: Central Expy. & SR-85 SB Ramps



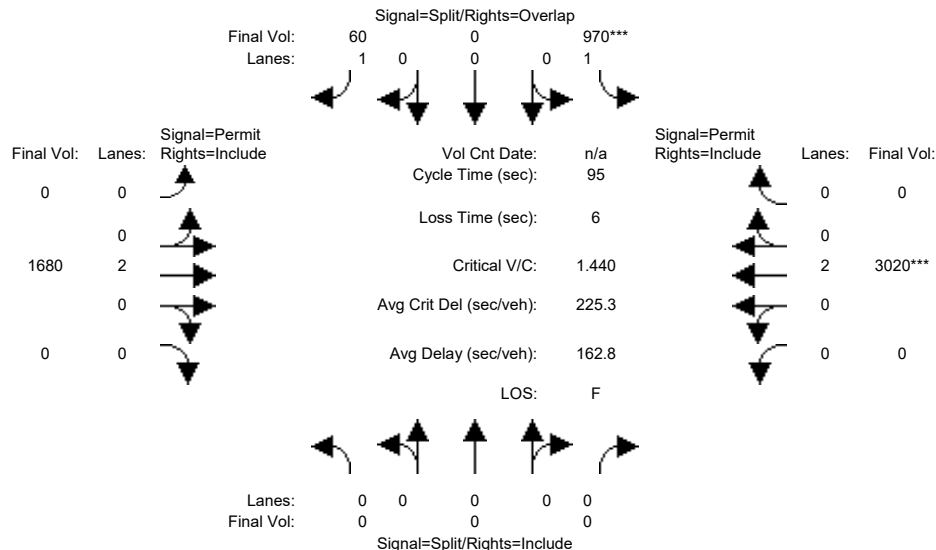
Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	400	0	70	0	1550	0	0	1590	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	400	0	70	0	1550	0	0	1590	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	400	0	70	0	1550	0	0	1590	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	400	0	70	0	1550	0	0	1590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	70	0	1550	0	0	1590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	400	0	70	0	1550	0	0	1590	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.04	0.00	0.41	0.00	0.00	0.42	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	31.4	0.0	31.4	0.0	57.6	0.0	0.0	57.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.12	0.00	0.67	0.00	0.00	0.69	0.00
Uniform Del:	0.0	0.0	0.0	27.6	0.0	22.1	0.0	12.5	0.0	0.0	12.7	0.0
IncrementDel:	0.0	0.0	0.0	3.6	0.0	0.1	0.0	0.8	0.0	0.0	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	0.0	22.2	0.0	13.3	0.0	0.0	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.1	0.0	22.2	0.0	13.3	0.0	0.0	13.6	0.0
LOS by Move:	A	A	A	C	A	C+	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	22	0	3	0	27	0	0	28	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 PM

Intersection #50: Central Expy. & SR-85 SB Ramps



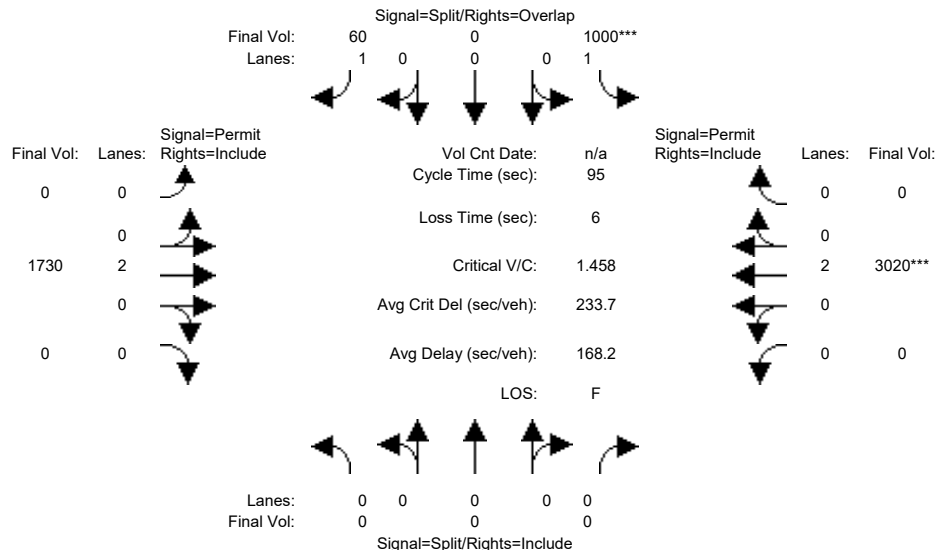
Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	970	0	60	0	1680	0	0	3020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	970	0	60	0	1680	0	0	3020	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	970	0	60	0	1680	0	0	3020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	970	0	60	0	1680	0	0	3020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	970	0	60	0	1680	0	0	3020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	970	0	60	0	1680	0	0	3020	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.03	0.00	0.44	0.00	0.00	0.79	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	36.6	0.0	36.6	0.0	52.4	0.0	0.0	52.4	0.0
Volume/Cap:	0.00	0.00	0.00	1.44	0.00	0.09	0.00	0.80	0.00	0.00	1.44	0.00
Uniform Del:	0.0	0.0	0.0	29.2	0.0	18.6	0.0	17.1	0.0	0.0	21.3	0.0
IncrcmntDel:	0.0	0.0	0.0	206.4	0.0	0.1	0.0	2.3	0.0	0.0	201	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	235.6	0.0	18.7	0.0	19.4	0.0	0.0	222	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	235.6	0.0	18.7	0.0	19.4	0.0	0.0	222	0.0
LOS by Move:	A	A	A	F	A	B-	A	B-	A	A	F	A
HCM2k95thQ:	0	0	0	107	0	2	0	36	0	0	151	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 PM

Intersection #50: Central Expy. & SR-85 SB Ramps



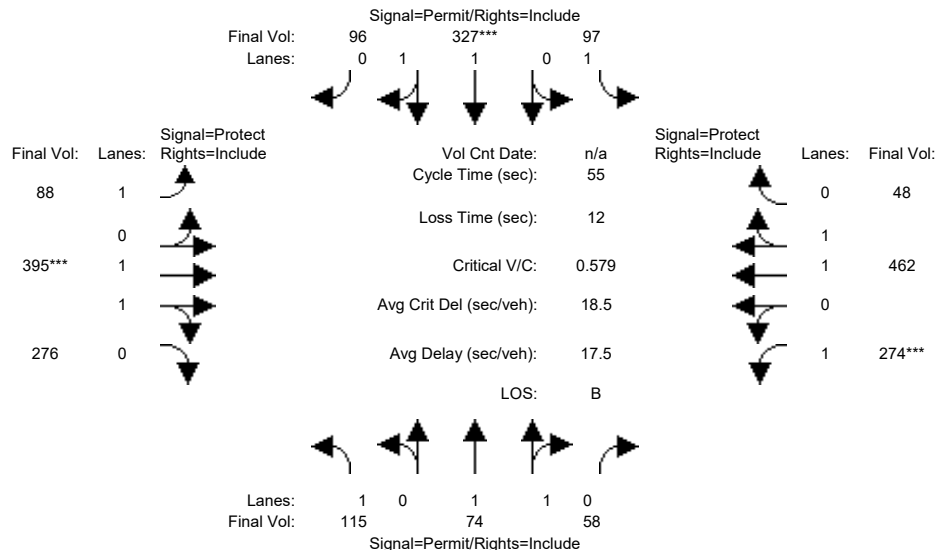
Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1000	0	60	0	1730	0	0	3020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1000	0	60	0	1730	0	0	3020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.57	0.00	0.03	0.00	0.46	0.00	0.00	0.79	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	51.8	0.0	0.0	51.8	0.0
Volume/Cap:	0.00	0.00	0.00	1.46	0.00	0.09	0.00	0.84	0.00	0.00	1.46	0.00
Uniform Del:	0.0	0.0	0.0	28.9	0.0	18.2	0.0	18.1	0.0	0.0	21.6	0.0
IncrementDel:	0.0	0.0	0.0	214.3	0.0	0.1	0.0	3.1	0.0	0.0	209	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	243.1	0.0	18.2	0.0	21.2	0.0	0.0	231	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	243.1	0.0	18.2	0.0	21.2	0.0	0.0	231	0.0
LOS by Move:	A	A	A	F	A	B-	A	C+	A	A	F	A
HCM2k95thQ:	0	0	0	112	0	2	0	39	0	0	153	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 PM

Intersection #51: Whisman Rd. & Middlefield Rd.



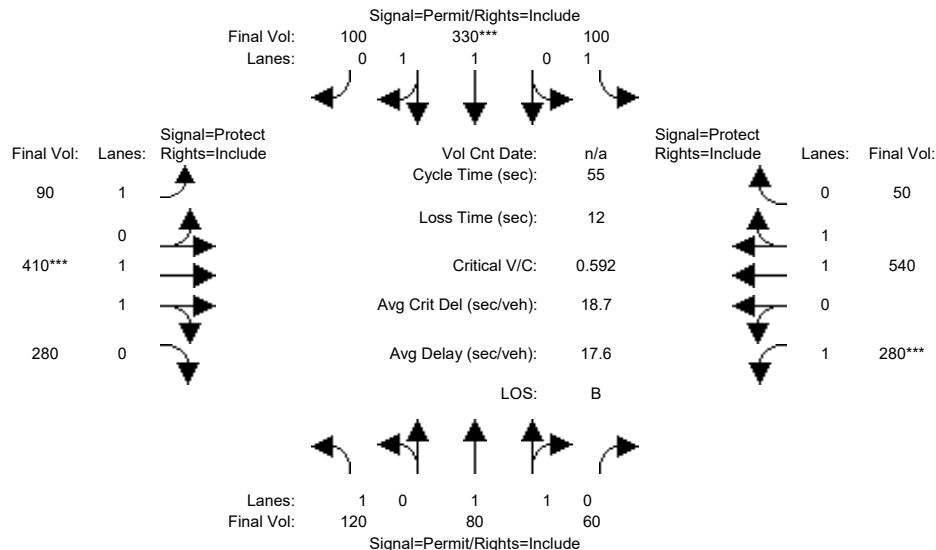
Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	74	58	97	327	96	88	395	276	274	462	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	74	58	97	327	96	88	395	276	274	462	48
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:	115	74	58	97	327	96	88	395	276	274	462	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	74	58	97	327	96	88	395	276	274	462	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	74	58	97	327	96	88	395	276	274	462	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	74	58	97	327	96	88	395	276	274	462	48
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.10	0.90	1.00	1.53	0.47	1.00	1.15	0.85	1.00	1.81	0.19
Final Sat.:	1750	2073	1625	1750	2860	840	1750	2177	1521	1750	3352	348
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.06	0.11	0.11	0.05	0.18	0.18	0.16	0.14	0.14
Crit Moves:												
Green Time:	10.9	10.9	10.9	10.9	10.9	10.9	13.2	17.2	17.2	14.9	18.9	18.9
Volume/Cap:	0.33	0.18	0.18	0.28	0.58	0.58	0.21	0.58	0.58	0.58	0.40	0.40
Delay/Veh:	19.5	18.5	18.5	19.2	21.2	21.2	16.9	16.6	16.6	19.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	18.5	18.5	19.2	21.2	21.2	16.9	16.6	16.6	19.1	13.9	13.9
LOS by Move:	B-	B-	B-	B-	C+	C+	B	B	B	B-	B	B
HCM2k95thQ:	4	2	2	4	8	8	3	11	11	10	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)
EX+P PM

Intersection #51: Whisman Rd. & Middlefield Rd.



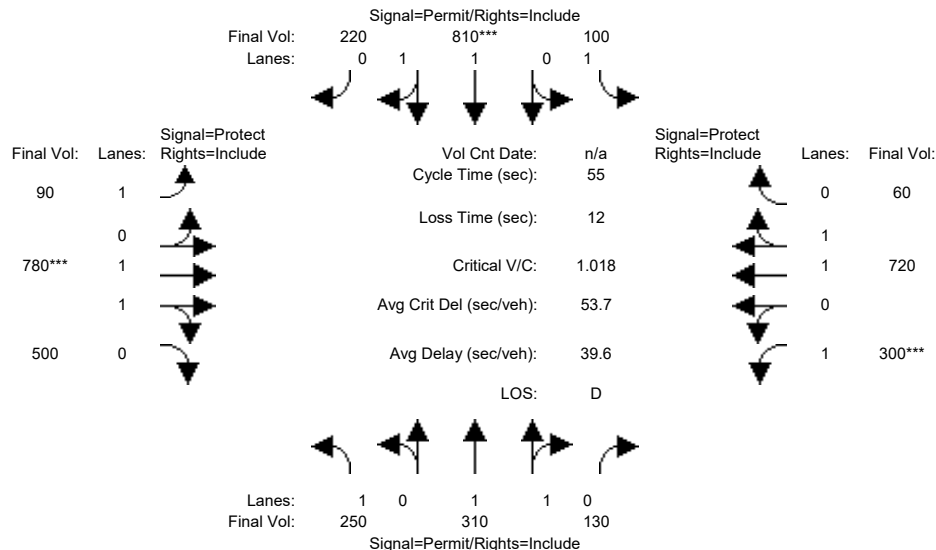
Whisman Road				Middlefield Road												
North Bound				South Bound			East Bound			West Bound						
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R				
Min. Green:	10		10	10		10	7		10	10		7	10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0		
Volume Module:																
Base Vol:	120		80	60		100	330		100	90		410	280	280	540	50
Growth Adj:	1.00		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		80	60		100	330		100	90		410	280	280	540	50
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		80	60		100	330		100	90		410	280	280	540	50
User Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00		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		80	60		100	330		100	90		410	280	280	540	50
Reduct Vol:	0		0	0		0	0		0	0		0	0	0	0	0
Reduced Vol:	120		80	60		100	330		100	90		410	280	280	540	50
PCE Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
MLF Adj:	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		80	60		100	330		100	90		410	280	280	540	50
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		0.99	0.95	0.92	0.98	0.95
Lanes:	1.00		1.12	0.88		1.00	1.52		0.48	1.00		1.17	0.83	1.00	1.83	0.17
Final Sat.:	1750		2113	1585		1750	2839		860	1750		2197	1501	1750	3386	314
Capacity Analysis Module:																
Vol/Sat:	0.07		0.04	0.04		0.06	0.12		0.12	0.05		0.19	0.19	0.16	0.16	0.16
Crit Moves:						****				****				****		
Green Time:	10.8		10.8	10.8		10.8	10.8		10.8	13.3		17.3	17.3	14.9	18.9	18.9
Volume/Cap:	0.35		0.19	0.19		0.29	0.59		0.59	0.21		0.59	0.59	0.59	0.46	0.46
Uniform Del:	19.1		18.5	18.5		18.8	20.1		20.1	16.7		15.9	15.9	17.4	14.1	14.1
IncremntDel:	0.6		0.1	0.1		0.5	1.3		1.3	0.3		0.8	0.8	2.0	0.3	0.3
InitQueuDel:	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.7		18.6	18.6		19.3	21.4		21.4	17.0		16.7	16.7	19.4	14.3	14.3
User DelAdj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7		18.6	18.6		19.3	21.4		21.4	17.0		16.7	16.7	19.4	14.3	14.3
LOS by Move:	B-		B-	B-		B-	C+		C+	B		B	B	B-	B	B
HCM2k95th0:	5		2	2		4	9		9	3		11	11	11	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 PM

Intersection #51: Whisman Rd. & Middlefield Rd.

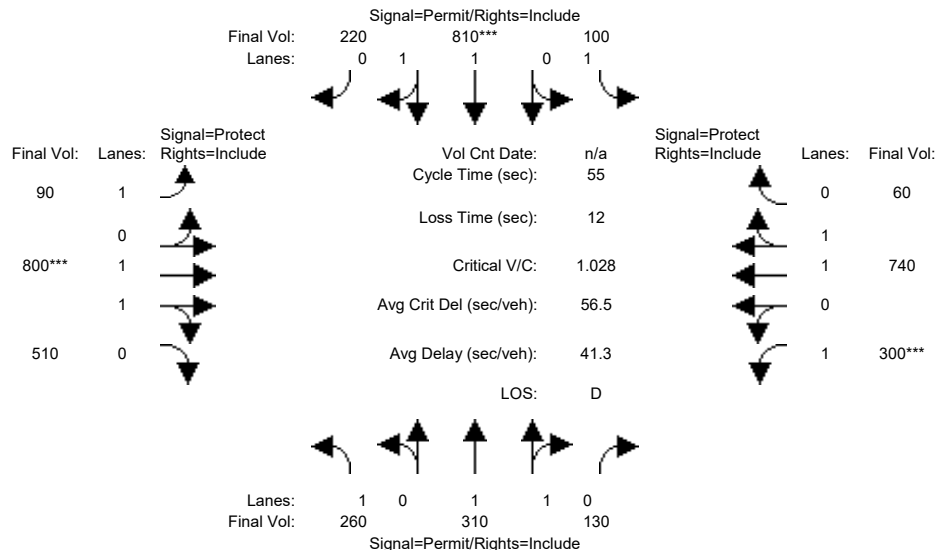


Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	310	130	100	810	220	90	780	500	300	720	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:	250	310	130	100	810	220	90	780	500	300	720	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:	250	310	130	100	810	220	90	780	500	300	720	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:	250	310	130	100	810	220	90	780	500	300	720	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	310	130	100	810	220	90	780	500	300	720	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
Final Volume:	250	310	130	100	810	220	90	780	500	300	720	60
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	0.98	0.95
Lanes:	1.00	1.39	0.61	1.00	1.56	0.44	1.00	1.20	0.80	1.00	1.84	0.16
Final Sat.:	1750	2606	1093	1750	2909	790	1750	2254	1445	1750	3415	285
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.06	0.28	0.28	0.05	0.35	0.35	0.17	0.21	0.21
Crit Moves:												
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	10.5	18.7	18.7	9.3	17.4	17.4
Volume/Cap:	0.52	0.43	0.43	0.21	1.02	1.02	0.27	1.02	1.02	1.02	0.67	0.67
Uniform Del:	16.9	16.5	16.5	15.4	20.0	20.0	19.0	18.2	18.2	22.9	16.3	16.3
IncramntDel:	1.0	0.3	0.3	0.2	32.9	32.9	0.4	30.0	30.0	57.1	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.0	16.8	16.8	15.6	52.9	52.9	19.4	48.2	48.2	80.0	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:	18.0	16.8	16.8	15.6	52.9	52.9	19.4	48.2	48.2	80.0	17.7	17.7
LOS by Move:	B	B	B	B	D-	D-	B-	D	D	F	B	B
HCM2k95thQ:	9	7	7	3	29	29	3	34	34	21	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 PM

Intersection #51: Whisman Rd. & Middlefield Rd.

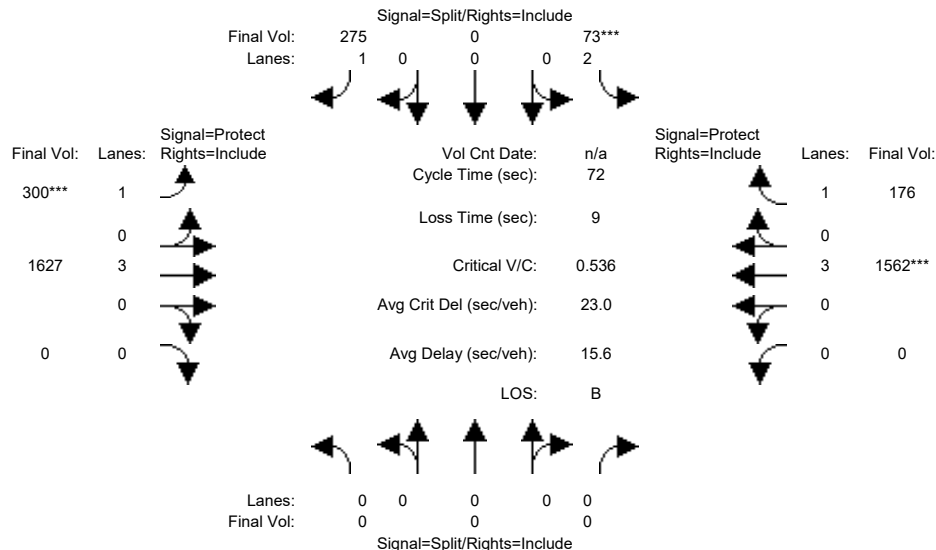


Street Name:	Whisman Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	310	130	100	810	220	90	800	510	300	740	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:	260	310	130	100	810	220	90	800	510	300	740	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:	260	310	130	100	810	220	90	800	510	300	740	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:	260	310	130	100	810	220	90	800	510	300	740	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	310	130	100	810	220	90	800	510	300	740	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
Final Volume:	260	310	130	100	810	220	90	800	510	300	740	60
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	0.98	0.95
Lanes:	1.00	1.39	0.61	1.00	1.56	0.44	1.00	1.20	0.80	1.00	1.85	0.15
Final Sat.:	1750	2606	1093	1750	2909	790	1750	2258	1440	1750	3422	277
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.06	0.28	0.28	0.05	0.35	0.35	0.17	0.22	0.22
Crit Moves:												
Green Time:	14.9	14.9	14.9	14.9	14.9	14.9	10.4	18.9	18.9	9.2	17.7	17.7
Volume/Cap:	0.55	0.44	0.44	0.21	1.03	1.03	0.27	1.03	1.03	1.03	0.67	0.67
Uniform Del:	17.2	16.6	16.6	15.5	20.1	20.1	19.1	18.0	18.0	22.9	16.1	16.1
IncramntDel:	1.4	0.3	0.3	0.2	36.0	36.0	0.4	32.8	32.8	60.2	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.5	16.9	16.9	15.7	56.0	56.0	19.5	50.8	50.8	83.1	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:	18.5	16.9	16.9	15.7	56.0	56.0	19.5	50.8	50.8	83.1	17.7	17.7
LOS by Move:	B-	B	B	B	E+	E+	B-	D	D	F	B	B
HCM2k95thQ:	10	7	7	3	30	30	3	35	35	22	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 PM

Intersection #52: Whisman Rd. & Central Expy.



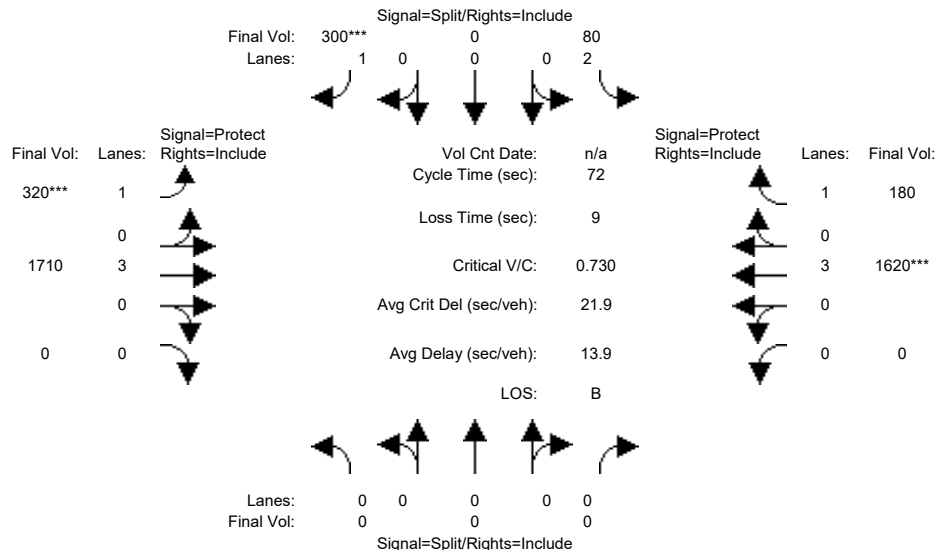
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	73	0	275	300	1627	0	0	1562	176
Growth Adj:	1.00	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	73	0	275	300	1627	0	0	1562	176
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	73	0	275	300	1627	0	0	1562	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	73	0	275	300	1627	0	0	1562	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	275	300	1627	0	0	1562	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	73	0	275	300	1627	0	0	1562	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.16	0.17	0.29	0.00	0.00	0.27	0.10
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	21.1	0.0	21.1	16.1	41.9	0.0	0.0	25.8	25.8
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.54	0.77	0.49	0.00	0.00	0.77	0.28
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	22.4	35.0	5.6	0.0	0.0	20.9	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	0.0	22.4	35.0	5.6	0.0	0.0	20.9	15.7
LOS by Move:	A	A	A	B-	A	C+	C-	A	A	A	C+	B
HCM2k95thQ:	0	0	0	2	0	12	16	10	0	0	21	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 PM

Intersection #52: Whisman Rd. & Central Expy.



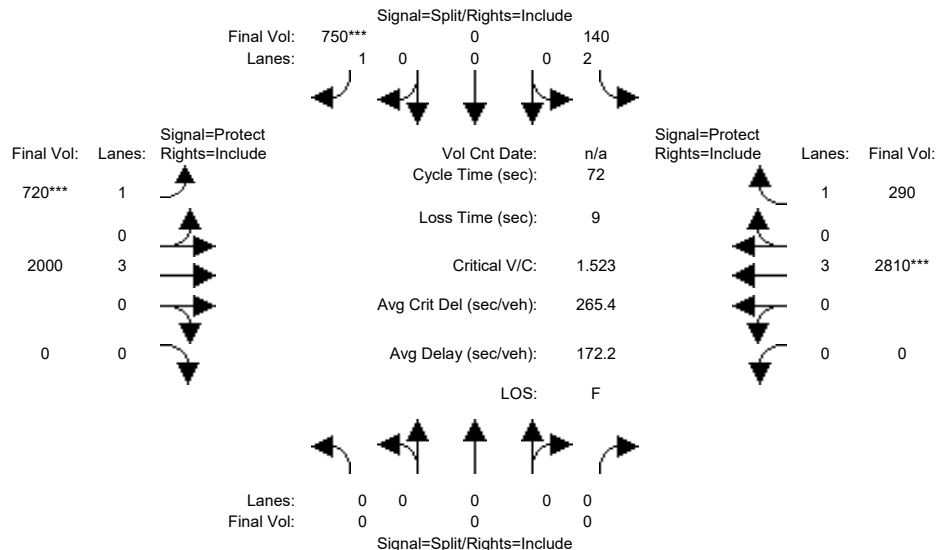
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	80	0	300	320	1710	0	0	1620	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:	0	0	0	80	0	300	320	1710	0	0	1620	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:	0	0	0	80	0	300	320	1710	0	0	1620	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:	0	0	0	80	0	300	320	1710	0	0	1620	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	300	320	1710	0	0	1620	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
Final Volume:	0	0	0	80	0	300	320	1710	0	0	1620	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.17	0.18	0.30	0.00	0.00	0.28	0.10
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	16.9	0.0	16.9	18.0	46.1	0.0	0.0	28.0	28.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.73	0.73	0.47	0.00	0.00	0.73	0.26
Uniform Del:	0.0	0.0	0.0	21.6	0.0	25.4	24.7	6.7	0.0	0.0	18.7	15.0
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	6.5	6.1	0.1	0.0	0.0	1.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.47	0.00	0.00	0.91	0.91
Delay/Veh:	0.0	0.0	0.0	21.7	0.0	32.0	30.9	3.2	0.0	0.0	18.2	13.8
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	0.0	0.0	21.7	0.0	32.0	30.9	3.2	0.0	0.0	18.2	13.8
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	B-	B
HCM2k95thQ:	0	0	0	2	0	16	16	7	0	0	20	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 PM

Intersection #52: Whisman Rd. & Central Expy.



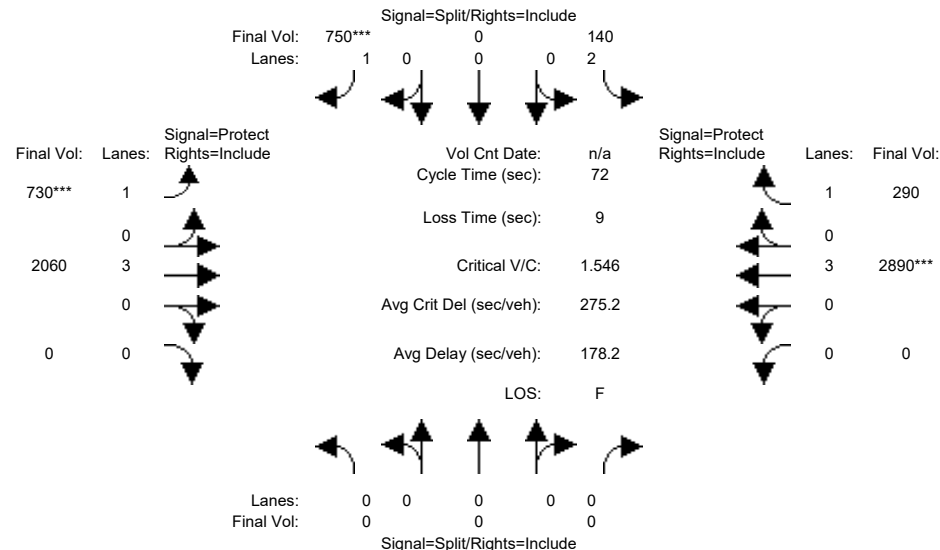
Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	140	0	750	720	2000	0	0	2810	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:	0	0	0	140	0	750	720	2000	0	0	2810	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:	0	0	0	140	0	750	720	2000	0	0	2810	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:	0	0	0	140	0	750	720	2000	0	0	2810	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	750	720	2000	0	0	2810	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
Final Volume:	0	0	0	140	0	750	720	2000	0	0	2810	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.43	0.41	0.35	0.00	0.00	0.49	0.17
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	19.4	42.7	0.0	0.0	23.3	23.3
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	1.52	1.52	0.59	0.00	0.00	1.52	0.51
Uniform Del:	0.0	0.0	0.0	19.5	0.0	25.9	26.3	9.2	0.0	0.0	24.4	19.7
IncrementDel:	0.0	0.0	0.0	0.1	0.0	245.7	246.1	0.3	0.0	0.0	238	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.59	0.00	0.00	0.97	0.97
Delay/Veh:	0.0	0.0	0.0	19.5	0.0	271.6	272.4	5.7	0.0	0.0	262	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.5	0.0	271.6	272.4	5.7	0.0	0.0	262	19.9
LOS by Move:	A	A	A	B-	A	F	F	A	A	A	F	B-
HCM2k95thQ:	0	0	0	3	0	83	80	13	0	0	94	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+P PM

Intersection #52: Whisman Rd. & Central Expy.

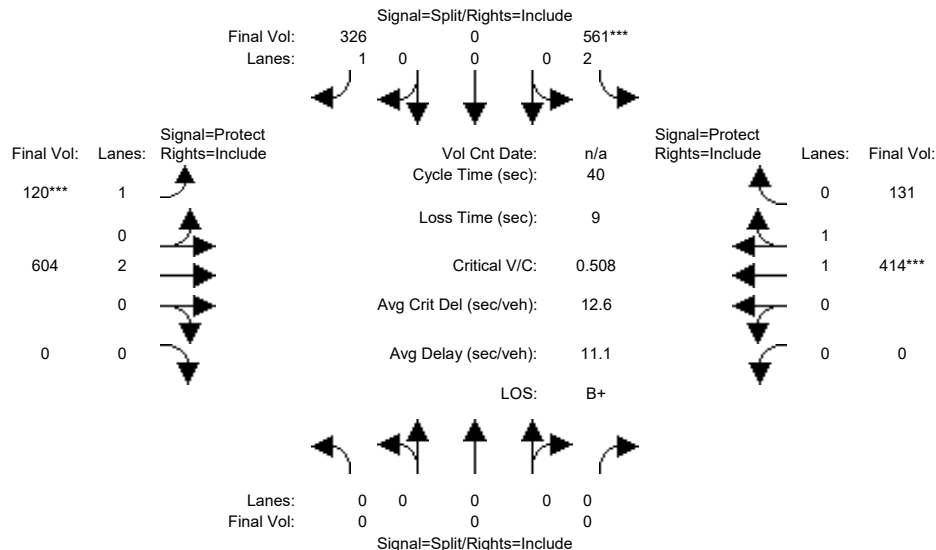


Street Name:	Whisman Road						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.6	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	140	0	750	730	2060	0	0	2890	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:	0	0	0	140	0	750	730	2060	0	0	2890	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:	0	0	0	140	0	750	730	2060	0	0	2890	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:	0	0	0	140	0	750	730	2060	0	0	2890	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	750	730	2060	0	0	2890	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
Final Volume:	0	0	0	140	0	750	730	2060	0	0	2890	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.43	0.42	0.36	0.00	0.00	0.51	0.17
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	19.4	43.0	0.0	0.0	23.6	23.6
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	1.55	1.55	0.60	0.00	0.00	1.55	0.51
Uniform Del:	0.0	0.0	0.0	19.7	0.0	26.0	26.3	9.1	0.0	0.0	24.2	19.5
IncramntDel:	0.0	0.0	0.0	0.1	0.0	255.8	256.0	0.3	0.0	0.0	248	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.58	0.00	0.00	0.96	0.96
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	281.8	282.3	5.6	0.0	0.0	272	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	281.8	282.3	5.6	0.0	0.0	272	19.5
LOS by Move:	A	A	A	B-	A	F	F	A	A	A	F	B-
HCM2k95thQ:	0	0	0	3	0	84	82	13	0	0	98	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)
Existing PM

Intersection #53: Ellis St. & Middlefield Rd.



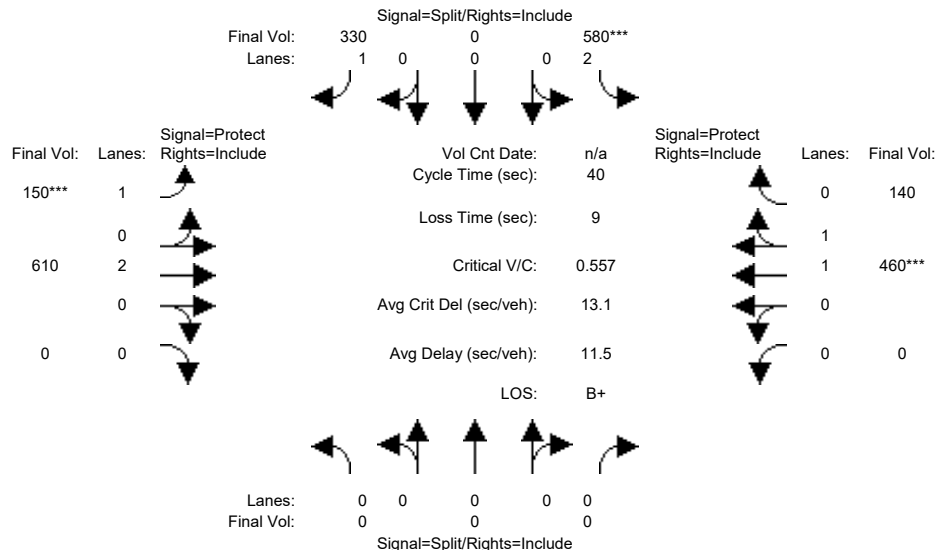
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	561	0	326	120	604	0	0	414	131
Growth Adj:	1.00	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	561	0	326	120	604	0	0	414	131
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	561	0	326	120	604	0	0	414	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	561	0	326	120	604	0	0	414	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	561	0	326	120	604	0	0	414	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	561	0	326	120	604	0	0	414	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.51	0.49
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2810	889
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.07	0.16	0.00	0.00	0.15	0.15
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.4	0.0	13.4	7.0	17.6	0.0	0.0	10.6	10.6
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.56	0.39	0.36	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	11.3	0.0	12.1	15.4	7.6	0.0	0.0	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.3	0.0	12.1	15.4	7.6	0.0	0.0	13.4	13.4
LOS by Move:	A	A	A	B+	A	B	B	A	A	A	B	B
HCM2k95thQ:	0	0	0	8	0	9	4	6	0	0	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)
EX+P PM

Intersection #53: Ellis St. & Middlefield Rd.



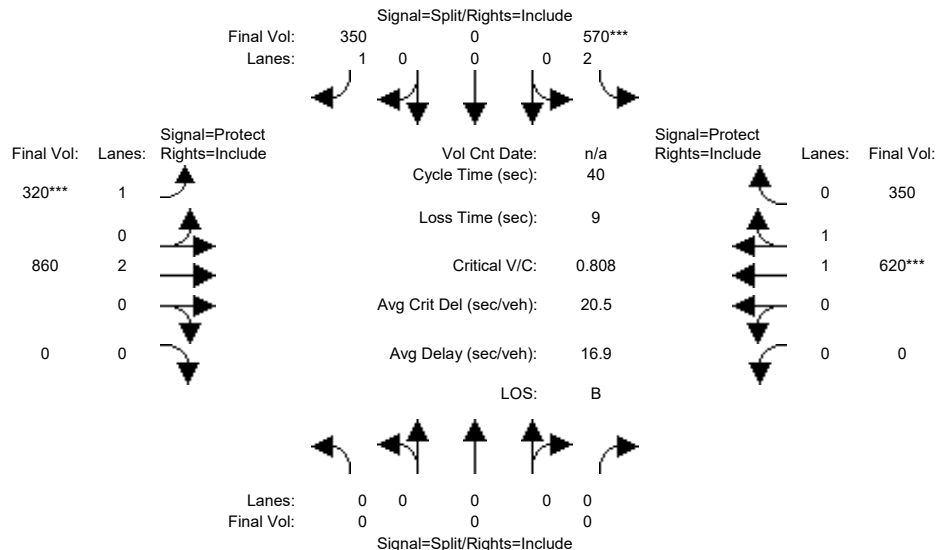
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	580	0	330	150	610	0	0	460	140
Growth Adj:	1.00	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	580	0	330	150	610	0	0	460	140
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	580	0	330	150	610	0	0	460	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	0	330	150	610	0	0	460	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	330	150	610	0	0	460	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	580	0	330	150	610	0	0	460	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2836	863
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.09	0.16	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	7.0	18.1	0.0	0.0	11.1	11.1
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.58	0.49	0.35	0.00	0.00	0.58	0.58
Uniform Del:	0.0	0.0	0.0	11.3	0.0	11.3	14.9	7.1	0.0	0.0	12.5	12.5
IncrementDel:	0.0	0.0	0.0	0.8	0.0	1.6	1.2	0.1	0.0	0.0	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	12.0	0.0	12.9	16.1	7.3	0.0	0.0	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	0.0	12.9	16.1	7.3	0.0	0.0	13.3	13.3
LOS by Move:	A	A	A	B	A	B	B	A	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	9	5	6	0	0	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 PM

Intersection #53: Ellis St. & Middlefield Rd.



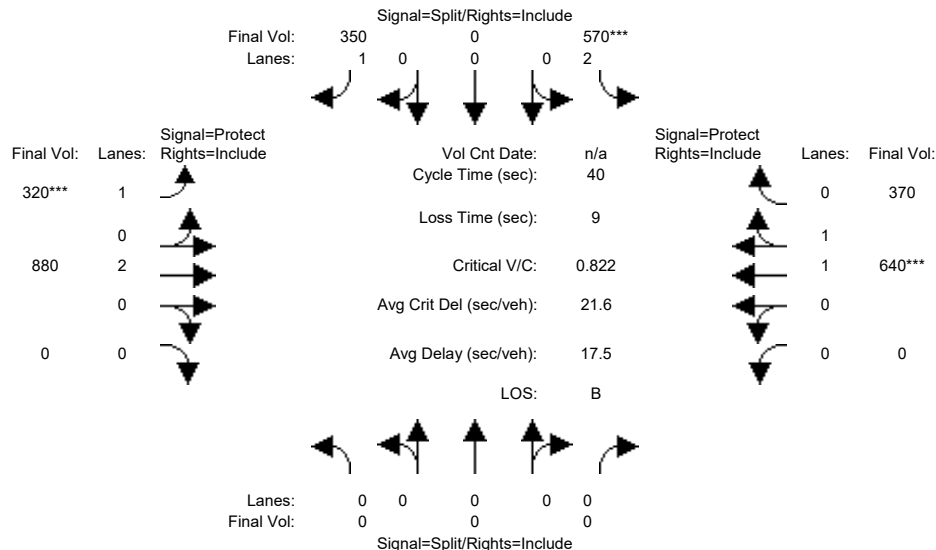
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	570	0	350	320	860	0	0	620	350
Growth Adj:	1.00	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	570	0	350	320	860	0	0	620	350
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	570	0	350	320	860	0	0	620	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	570	0	350	320	860	0	0	620	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	350	320	860	0	0	620	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	570	0	350	320	860	0	0	620	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.26	0.74
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2364	1334
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.20	0.18	0.23	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	8.6	21.0	0.0	0.0	12.4	12.4
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.80	0.85	0.43	0.00	0.00	0.85	0.85
Uniform Del:	0.0	0.0	0.0	13.7	0.0	14.1	15.1	5.8	0.0	0.0	12.9	12.9
IncrementDel:	0.0	0.0	0.0	3.3	0.0	10.1	16.3	0.2	0.0	0.0	6.1	6.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.1	0.0	24.1	31.3	6.0	0.0	0.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.1	0.0	24.1	31.3	6.0	0.0	0.0	19.0	19.0
LOS by Move:	A	A	A	B	A	C	C	A	A	A	B-	B-
HCM2k95thQ:	0	0	0	11	0	14	14	7	0	0	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+P PM

Intersection #53: Ellis St. & Middlefield Rd.



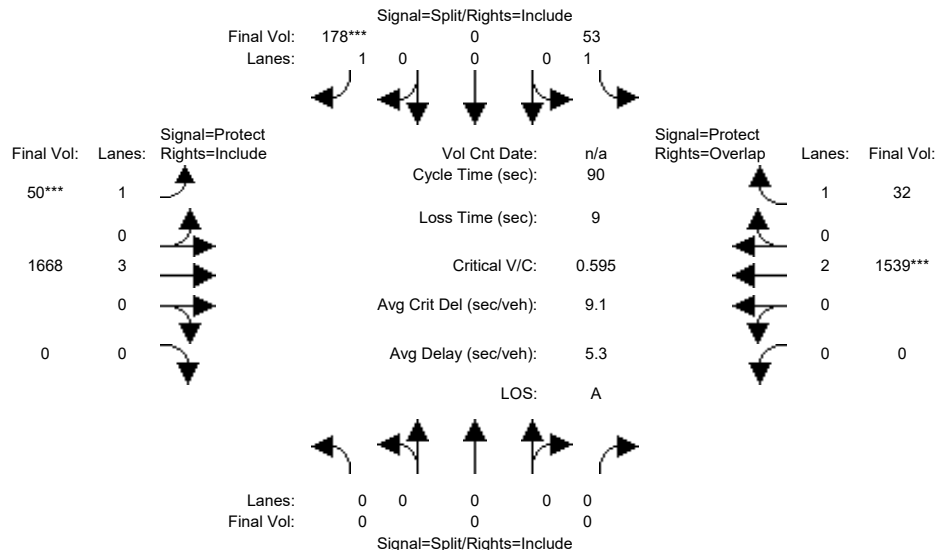
Street Name:	Ellis Street						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	570	0	350	320	880	0	0	640	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	570	0	350	320	880	0	0	640	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	570	0	350	320	880	0	0	640	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	570	0	350	320	880	0	0	640	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	350	320	880	0	0	640	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
Final Volume:	0	0	0	570	0	350	320	880	0	0	640	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.25	0.75
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2344	1355
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.20	0.18	0.23	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	8.4	21.0	0.0	0.0	12.6	12.6
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.80	0.87	0.44	0.00	0.00	0.87	0.87
Uniform Del:	0.0	0.0	0.0	13.7	0.0	14.1	15.3	5.9	0.0	0.0	12.9	12.9
IncrcmntDel:	0.0	0.0	0.0	3.3	0.0	10.1	19.2	0.2	0.0	0.0	7.2	7.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.1	0.0	24.1	34.5	6.0	0.0	0.0	20.1	20.1
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	0.0	0.0	17.1	0.0	24.1	34.5	6.0	0.0	0.0	20.1	20.1
LOS by Move:	A	A	A	B	A	C	C-	A	A	A	C+	C+
HCM2k95thQ:	0	0	0	11	0	14	15	8	0	0	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)
Existing PM

Intersection #54: Central Expy. & Ferguson Dr.



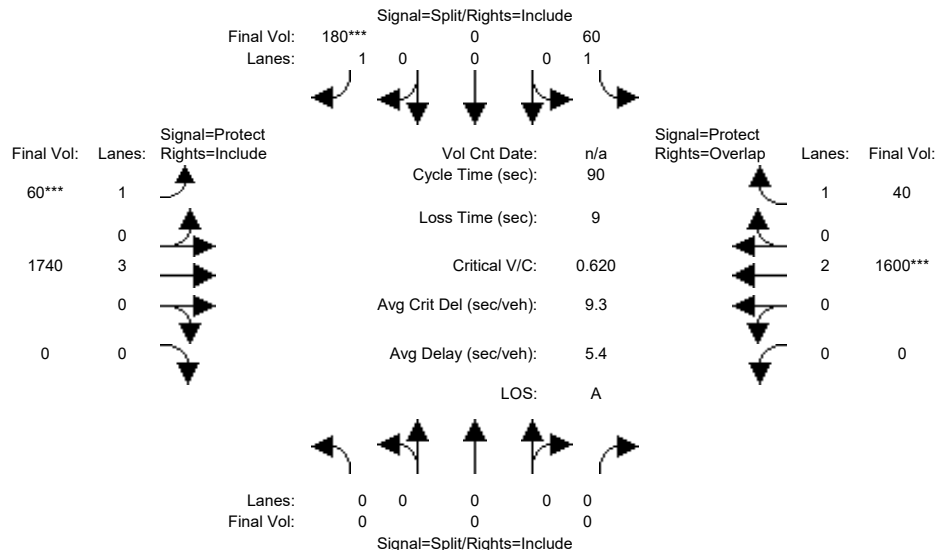
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	53	0	178	50	1668	0	0	1539	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	178	50	1668	0	0	1539	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	0	178	50	1668	0	0	1539	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	178	50	1668	0	0	1539	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	178	50	1668	0	0	1539	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	53	0	178	50	1668	0	0	1539	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.03	0.29	0.00	0.00	0.41	0.02
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.7	0.0	14.7	8.0	66.3	0.0	0.0	58.3	73.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.62	0.32	0.40	0.00	0.00	0.62	0.02
Delay/Veh:	0.0	0.0	0.0	32.8	0.0	39.4	39.7	0.4	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.8	0.0	39.4	39.7	0.4	0.0	0.0	4.7	0.0
LOS by Move:	A	A	A	C-	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	0	12	3	2	0	0	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)
EX+P PM

Intersection #54: Central Expy. & Ferguson Dr.



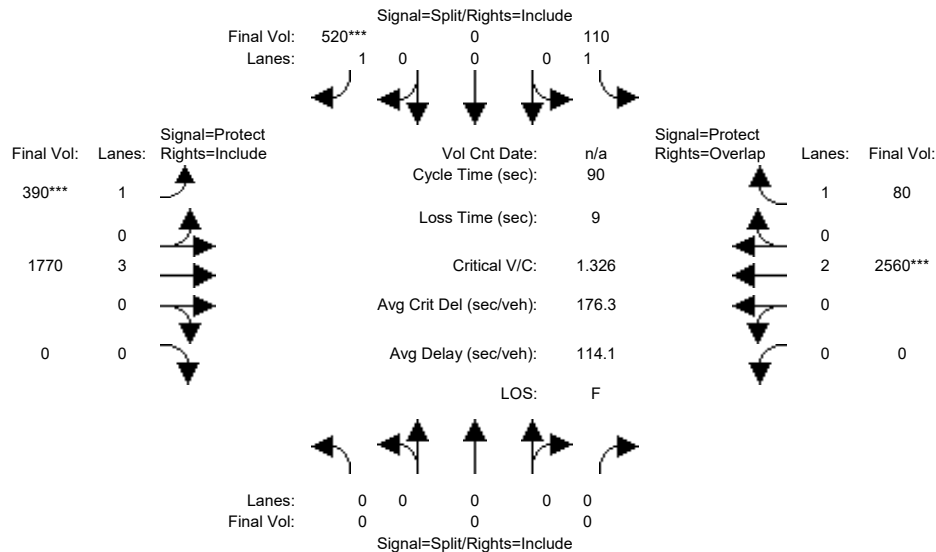
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	60	0	180	60	1740	0	0	1600	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:	0	0	0	60	0	180	60	1740	0	0	1600	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:	0	0	0	60	0	180	60	1740	0	0	1600	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:	0	0	0	60	0	180	60	1740	0	0	1600	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	180	60	1740	0	0	1600	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
Final Volume:	0	0	0	60	0	180	60	1740	0	0	1600	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.03	0.31	0.00	0.00	0.42	0.02
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	8.0	66.7	0.0	0.0	58.7	73.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.65	0.39	0.41	0.00	0.00	0.65	0.03
Uniform Del:	0.0	0.0	0.0	32.9	0.0	35.5	38.7	4.4	0.0	0.0	9.4	1.6
IncramntDel:	0.0	0.0	0.0	0.4	0.0	5.2	1.6	0.1	0.0	0.0	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.05	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	33.3	0.0	40.6	40.3	0.3	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	0.0	40.6	40.3	0.3	0.0	0.0	4.7	0.0
LOS by Move:	A	A	A	C-	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	0	12	4	2	0	0	15	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 PM

Intersection #54: Central Expy. & Ferguson Dr.



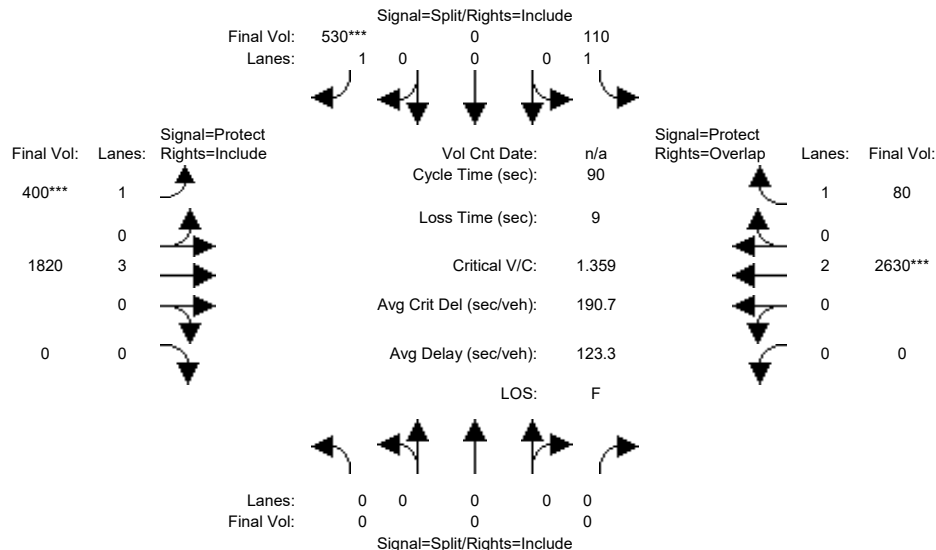
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	110	0	520	390	1770	0	0	2560	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:	0	0	0	110	0	520	390	1770	0	0	2560	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:	0	0	0	110	0	520	390	1770	0	0	2560	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:	0	0	0	110	0	520	390	1770	0	0	2560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	520	390	1770	0	0	2560	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
Final Volume:	0	0	0	110	0	520	390	1770	0	0	2560	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.30	0.22	0.31	0.00	0.00	0.67	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.2	0.0	20.2	15.1	60.8	0.0	0.0	45.7	65.9
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	1.33	1.33	0.46	0.00	0.00	1.33	0.06
Uniform Del:	0.0	0.0	0.0	28.9	0.0	34.9	37.4	6.9	0.0	0.0	22.1	3.4
IncramntDel:	0.0	0.0	0.0	0.4	0.0	163.6	168.5	0.1	0.0	0.0	151	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.35	0.00	0.00	0.75	0.10
Delay/Veh:	0.0	0.0	0.0	29.3	0.0	198.5	206.0	2.5	0.0	0.0	167	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.3	0.0	198.5	206.0	2.5	0.0	0.0	167	0.4
LOS by Move:	A	A	A	C	A	F	F	A	A	A	F	A
HCM2k95thQ:	0	0	0	6	0	55	44	7	0	0	113	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 PM

Intersection #54: Central Expy. & Ferguson Dr.



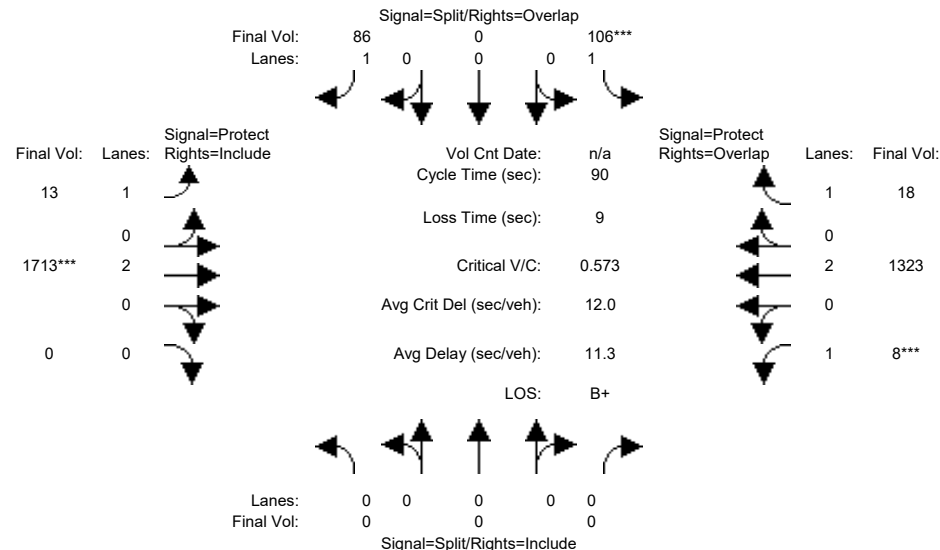
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	530	400	1820	0	0	2630	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
Final Volume:	0	0	0	110	0	530	400	1820	0	0	2630	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.30	0.23	0.32	0.00	0.00	0.69	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	15.1	61.0	0.0	0.0	45.8	65.9
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	1.36	1.36	0.47	0.00	0.00	1.36	0.06
Uniform Del:	0.0	0.0	0.0	29.0	0.0	35.0	37.4	6.9	0.0	0.0	22.1	3.4
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	177.7	182.3	0.1	0.0	0.0	165	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.35	0.00	0.00	0.75	0.10
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	212.6	219.7	2.5	0.0	0.0	182	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	0.0	212.6	219.7	2.5	0.0	0.0	182	0.4
LOS by Move:	A	A	A	C	A	F	F	A	A	A	F	A
HCM2k95thQ:	0	0	0	6	0	58	46	7	0	0	120	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 PM

Intersection #55: Central Expy. & Bernardo Ave.



Street Name:	Bernardo 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:	0	0	0	9	8	8	8	12	0	12	12	8
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	5.7	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	106	0	86	13	1713	0	8	1323	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:	0	0	0	106	0	86	13	1713	0	8	1323	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:	0	0	0	106	0	86	13	1713	0	8	1323	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:	0	0	0	106	0	86	13	1713	0	8	1323	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	86	13	1713	0	8	1323	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
Final Volume:	0	0	0	106	0	86	13	1713	0	8	1323	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.01	0.45	0.00	0.00	0.35	0.01
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.0	0.0	23.6	14.6	60.0	0.0	12.0	57.4	66.4
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.19	0.05	0.68	0.00	0.03	0.55	0.01
Delay/Veh:	0.0	0.0	0.0	44.7	0.0	25.9	31.9	9.8	0.0	34.0	9.3	3.1
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	0.0	0.0	44.7	0.0	25.9	31.9	9.8	0.0	34.0	9.3	3.1
LOS by Move:	A	A	A	D	A	C	C	A	A	C-	A	A
HCM2k95thQ:	0	0	0	8	0	4	1	26	0	0	19	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM

Left Side			Center			Right Side		
Final Vol:	Lanes:	Signal=Protect Rights=Include	Vol Cnt Date: Cycle Time (sec):	n/a 90	Signal=Split/Rights=Overlap	Lanes:	Final Vol:	
20	1		Loss Time (sec):	9		1	20	
1770***	0		Critical V/C:	0.587		0	1380	
	2					2		
	0					0		
0	0		Avg Crit Del (sec/veh):	6.2				
			Avg Delay (sec/veh):	8.3		1	0***	
			LOS:	A				

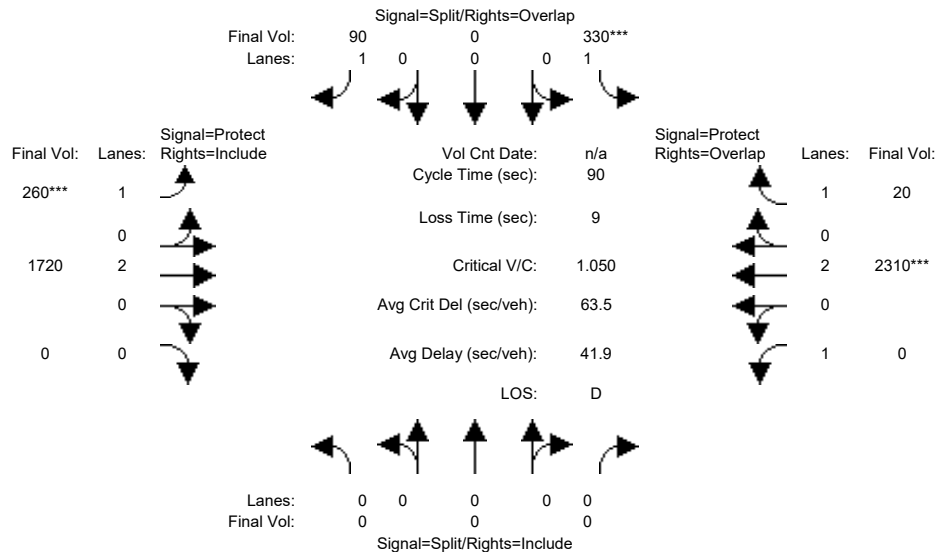
Street Name:				Bernardo Avenue			Central Expressway						
Approach:		North Bound		South Bound			East Bound			West Bound			
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R	
----- ----- ----- ----- -----													
Min. Green:	0		0	0	9	8	8	8	12	0	12	12	8
Y+R:	4.0		4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	5.7	5.7	4.0
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	0		0	0	110	0	90	20	1770	0	0	1380	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	1.00
Initial Bse:	0		0	0	110	0	90	20	1770	0	0	1380	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		0	0	110	0	90	20	1770	0	0	1380	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	1.00
PHF Adj:	1.00	1.00	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	110	0	90	20	1770	0	0	1380	20
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0		0	0	110	0	90	20	1770	0	0	1380	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	1.00
MLF Adj:	1.00	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	110	0	90	20	1770	0	0	1380	20
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	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	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00
Final Sat.:	0		0	0	1750	0	1750	1750	3800	0	1750	3800	1750
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.01	0.47	0.00	0.00	0.36	0.01	0.01
Crit Moves:				****				****			****		
Green Time:	0.0	0.0	0.0	9.6	0.0	23.7	14.0	71.4	0.0	0.0	57.3	67.0	67.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.20	0.07	0.59	0.00	0.00	0.57	0.02	0.02
Uniform Del:	0.0	0.0	0.0	38.3	0.0	25.8	32.4	3.6	0.0	0.0	9.3	3.0	3.0
IncremntDel:	0.0	0.0	0.0	4.8	0.0	0.2	0.1	0.3	0.0	0.0	0.3	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	43.1	0.0	26.0	32.5	3.9	0.0	0.0	9.6	3.0	3.0
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	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.1	0.0	26.0	32.5	3.9	0.0	0.0	9.6	3.0	3.0
LOS by Move:	A	A	A	D	A	C	C-	A	A	A	A	A	A
HCM2k95thQ:	0		0	8	0	4	1	18	0	0	20	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)
2030 PM

Intersection #55: Central Expy. & Bernardo Ave.

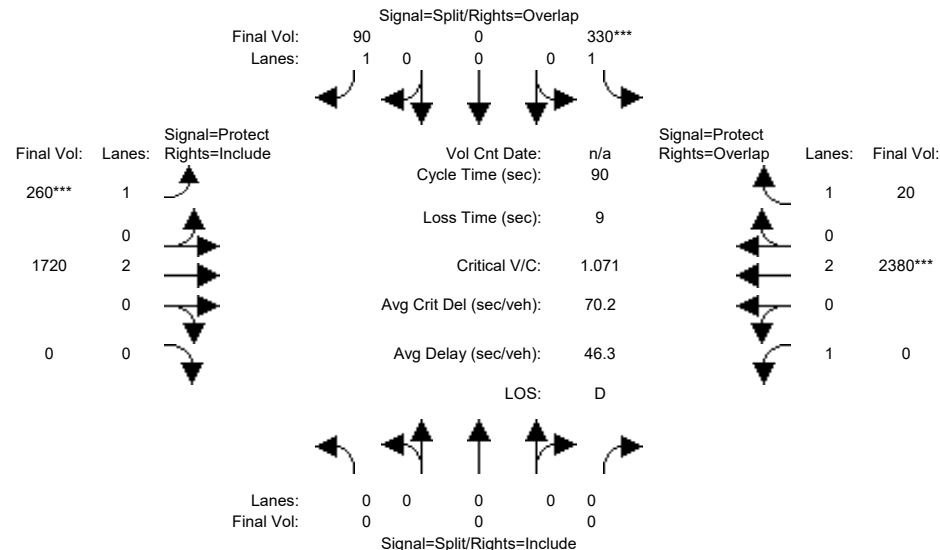


Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	8	8	8	12	0	12	12	8
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	5.7	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	330	0	90	260	1720	0	0	2310	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	0	0	330	0	90	260	1720	0	0	2310	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	0	0	330	0	90	260	1720	0	0	2310	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	0	0	330	0	90	260	1720	0	0	2310	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	90	260	1720	0	0	2310	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
Final Volume:	0	0	0	330	0	90	260	1720	0	0	2310	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.05	0.15	0.45	0.00	0.00	0.61	0.01
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.2	0.0	28.9	12.7	64.8	0.0	0.0	52.1	68.3
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.16	1.05	0.63	0.00	0.00	1.05	0.02
Uniform Del:	0.0	0.0	0.0	36.9	0.0	21.9	38.6	6.4	0.0	0.0	18.9	2.7
IncrementDel:	0.0	0.0	0.0	64.5	0.0	0.1	70.9	0.5	0.0	0.0	33.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	101.4	0.0	22.0	109.6	6.9	0.0	0.0	52.9	2.7
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:	0.0	0.0	0.0	101.4	0.0	22.0	109.6	6.9	0.0	0.0	52.9	2.7
LOS by Move:	A	A	A	F	A	C+	F	A	A	A	D-	A
HCM2k95thQ:	0	0	0	29	0	4	25	23	0	0	69	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 PM

Intersection #55: Central Expy. & Bernardo Ave.

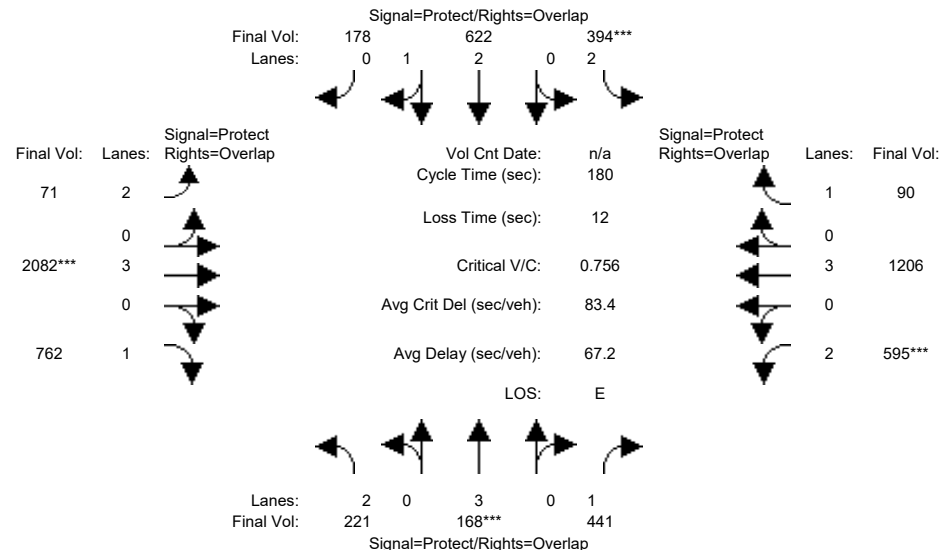


Street Name:	Bernardo Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	8	8	8	12	0	12	12	8
Y+R:	4.0	4.0	4.0	4.5	4.5	4.5	4.0	5.7	4.0	5.7	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	330	0	90	260	1720	0	0	2380	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	0	0	330	0	90	260	1720	0	0	2380	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	0	0	330	0	90	260	1720	0	0	2380	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	0	0	330	0	90	260	1720	0	0	2380	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	90	260	1720	0	0	2380	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
Final Volume:	0	0	0	330	0	90	260	1720	0	0	2380	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.05	0.15	0.45	0.00	0.00	0.63	0.01
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	15.9	0.0	28.3	12.5	65.1	0.0	0.0	52.7	68.5
Volume/Cap:	0.00	0.00	0.00	1.07	0.00	0.16	1.07	0.63	0.00	0.00	1.07	0.02
Uniform Del:	0.0	0.0	0.0	37.1	0.0	22.3	38.8	6.3	0.0	0.0	18.7	2.6
IncrementDel:	0.0	0.0	0.0	71.2	0.0	0.1	77.7	0.5	0.0	0.0	41.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	108.3	0.0	22.4	116.4	6.7	0.0	0.0	59.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	108.3	0.0	22.4	116.4	6.7	0.0	0.0	59.9	2.6
LOS by Move:	A	A	A	F	A	C+	F	A	A	A	E+	A
HCM2k95thQ:	0	0	0	30	0	4	25	22	0	0	74	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 PM

Intersection #56: Central Expy. & Mary Ave.

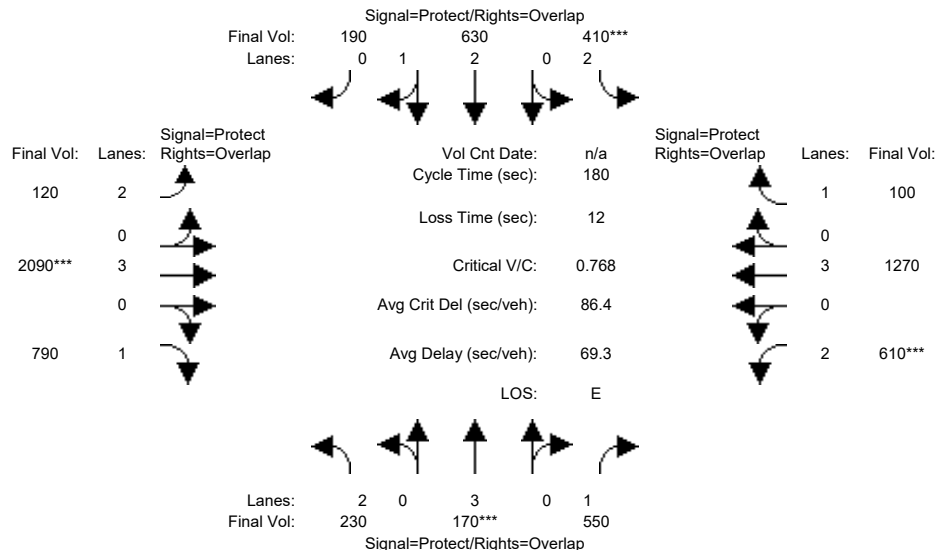


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	43	43	25	46	46	14	75	75	38	98	98
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	221	168	441	394	622	178	71	2082	762	595	1206	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:	221	168	441	394	622	178	71	2082	762	595	1206	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:	221	168	441	394	622	178	71	2082	762	595	1206	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:	221	168	441	394	622	178	71	2082	762	595	1206	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	168	441	394	622	178	71	2082	762	595	1206	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
Final Volume:	221	168	441	394	622	178	71	2082	762	595	1206	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.31	0.69	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4352	1246	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.25	0.13	0.14	0.14	0.02	0.37	0.44	0.19	0.21	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.9	40.1	75.5	23.3	43.5	56.7	13.2	69.9	89.8	35.4	92.2	115.5
Volume/Cap:	0.64	0.13	0.60	0.97	0.59	0.45	0.31	0.94	0.87	0.96	0.41	0.08
Delay/Veh:	86.0	60.1	44.8	119.1	65.4	53.0	85.6	72.7	62.8	103.5	36.6	19.4
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:	86.0	60.1	44.8	119.1	65.4	53.0	85.6	72.7	62.8	103.5	36.6	19.4
LOS by Move:	F	E	D	F	E	D-	F	E	E	F	D+	B-
HCM2k95thQ:	16	5	36	30	25	22	5	67	72	41	30	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 PM

Intersection #56: Central Expy. & Mary Ave.

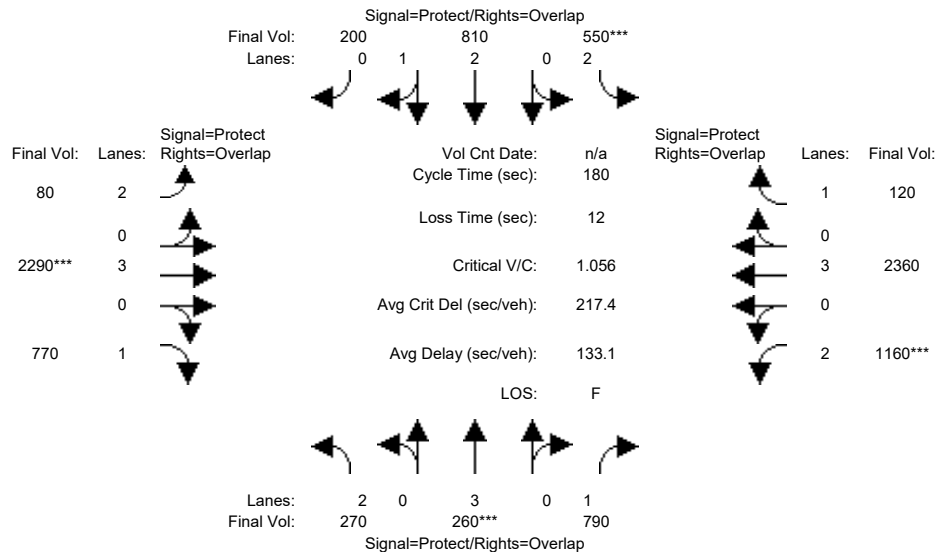


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	43	43	25	46	46	14	75	75	38	98	98
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	170	550	410	630	190	120	2090	790	610	1270	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:	230	170	550	410	630	190	120	2090	790	610	1270	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:	230	170	550	410	630	190	120	2090	790	610	1270	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:	230	170	550	410	630	190	120	2090	790	610	1270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	170	550	410	630	190	120	2090	790	610	1270	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
Final Volume:	230	170	550	410	630	190	120	2090	790	610	1270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4301	1297	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.31	0.13	0.15	0.15	0.04	0.37	0.45	0.19	0.22	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.9	40.1	75.5	23.3	43.5	56.7	13.2	69.9	89.8	35.4	92.2	115.5
Volume/Cap:	0.66	0.13	0.75	1.00	0.61	0.46	0.52	0.94	0.90	0.98	0.43	0.09
Uniform Del:	82.4	60.1	47.4	84.0	65.0	53.0	86.2	57.0	44.1	77.2	29.5	13.1
IncrcmntDel:	4.7	0.0	4.3	45.8	0.8	0.2	2.1	9.1	12.8	31.9	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.24	1.01	1.26	1.49
Delay/Veh:	87.1	60.1	51.7	129.8	65.8	53.2	88.3	73.3	67.5	109.5	37.2	19.5
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:	87.1	60.1	51.7	129.8	65.8	53.2	88.3	73.3	67.5	109.5	37.2	19.5
LOS by Move:	F	E	D-	F	E	D-	F	E	E	F	D+	B-
HCM2k95thQ:	16	5	48	32	26	23	9	68	77	43	31	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 PM

Intersection #56: Central Expy. & Mary Ave.

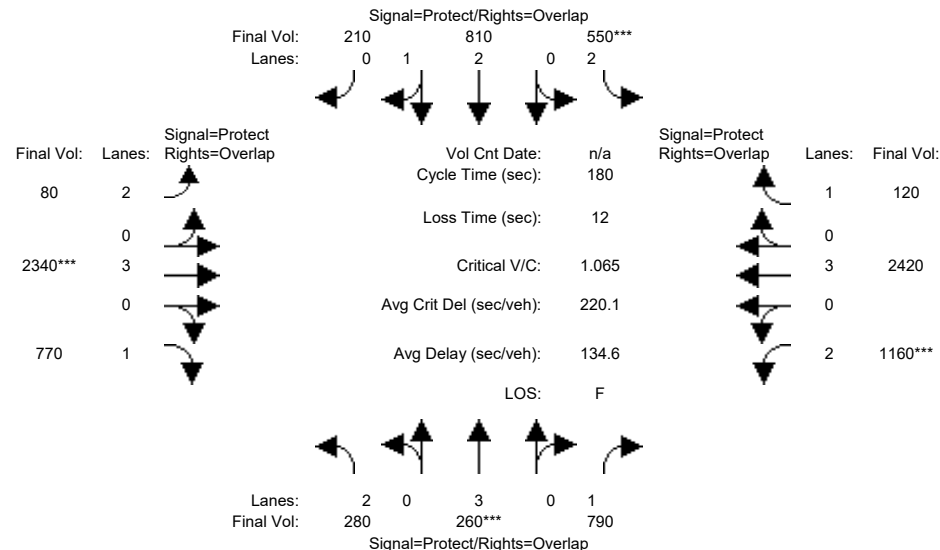


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	43	43	25	46	46	14	75	75	38	98	98
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	260	790	550	810	200	80	2290	770	1160	2360	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:	270	260	790	550	810	200	80	2290	770	1160	2360	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:	270	260	790	550	810	200	80	2290	770	1160	2360	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:	270	260	790	550	810	200	80	2290	770	1160	2360	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	260	790	550	810	200	80	2290	770	1160	2360	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	260	790	550	810	200	80	2290	770	1160	2360	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.38	0.62	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4490	1109	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.45	0.17	0.18	0.18	0.03	0.40	0.44	0.37	0.41	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.9	40.1	75.5	23.3	43.5	56.7	13.2	69.9	89.8	35.4	92.2	115.5
Volume/Cap:	0.78	0.20	1.08	1.35	0.75	0.57	0.35	1.03	0.88	1.87	0.81	0.11
Uniform Del:	83.5	61.1	56.0	84.0	67.7	55.2	85.1	59.0	43.2	77.5	39.2	13.3
IncrementDel:	10.5	0.1	55.4	172.1	2.3	0.5	0.9	28.5	10.4	397.8	1.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.24	1.01	1.26	1.49
Delay/Veh:	94.0	61.2	111.4	256.1	70.0	55.7	86.0	95.0	64.0	475.8	50.9	19.8
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:	94.0	61.2	111.4	256.1	70.0	55.7	86.0	95.0	64.0	475.8	50.9	19.8
LOS by Move:	F	E	F	F	E	E+	F	F	E	F	D	B-
HCM2k95thQ:	20	8	92	51	33	29	6	80	74	121	65	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 PM

Intersection #56: Central Expy. & Mary Ave.

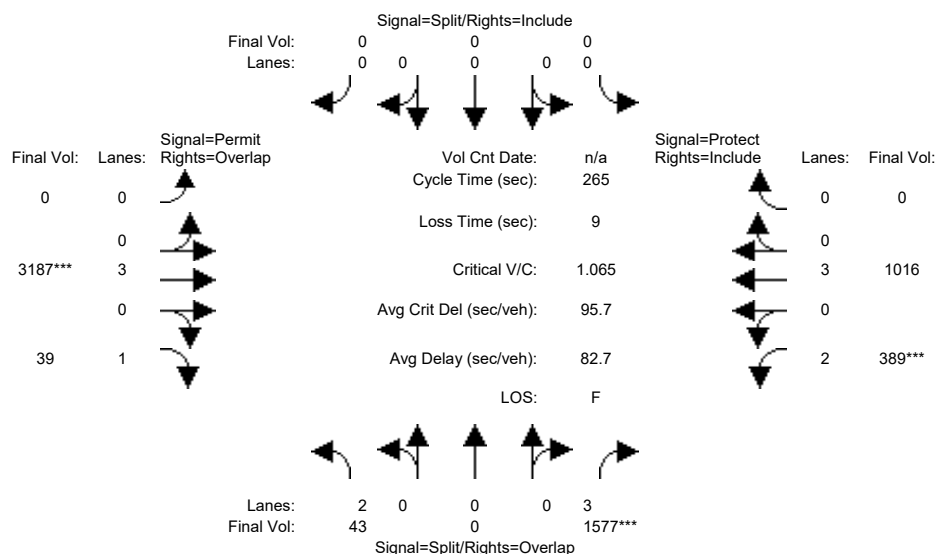


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	43	43	25	46	46	14	75	75	38	98	98
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	260	790	550	810	210	80	2340	770	1160	2420	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	260	790	550	810	210	80	2340	770	1160	2420	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4446	1153	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.45	0.17	0.18	0.18	0.03	0.41	0.44	0.37	0.42	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.9	40.1	75.5	23.3	43.5	56.7	13.2	69.9	89.8	35.4	92.2	115.5
Volume/Cap:	0.80	0.20	1.08	1.35	0.75	0.58	0.35	1.06	0.88	1.87	0.83	0.11
Uniform Del:	83.8	61.1	56.0	84.0	67.8	55.4	85.1	59.0	43.2	77.5	39.9	13.3
IncrementDel:	12.8	0.1	55.4	172.1	2.4	0.5	0.9	36.1	10.4	397.8	2.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.24	1.01	1.26	1.49
Delay/Veh:	96.6	61.2	111.4	256.1	70.3	55.8	86.0	103	64.0	475.8	52.2	19.8
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:	96.6	61.2	111.4	256.1	70.3	55.8	86.0	103	64.0	475.8	52.2	19.8
LOS by Move:	F	E	F	F	E	E+	F	F	E	F	D-	B-
HCM2k95thQ:	21	8	92	51	34	29	6	84	74	121	68	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)
Existing PM

Intersection #57: University Ave. & Bayfront Expressway (SR 84)



Street Name:	University Ave						Bayfront Expressway (SR 84)					
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	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	0	1577	0	0	0	0	3187	39	389	1016	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:	43	0	1577	0	0	0	0	3187	39	389	1016	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:	43	0	1577	0	0	0	0	3187	39	389	1016	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:	43	0	1577	0	0	0	0	3187	39	389	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	1577	0	0	0	0	3187	39	389	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	0	1577	0	0	0	0	3187	39	389	1016	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0

Capacity Analysis Module:

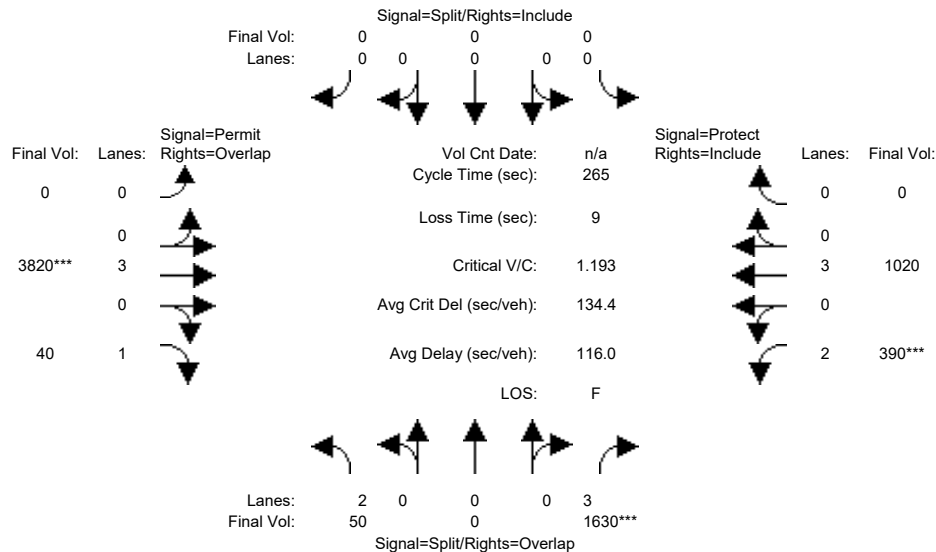
Vol/Sat:	0.01	0.00	0.35	0.00	0.00	0.00	0.00	0.56	0.02	0.12	0.18	0.00
Crit Moves:			****					****		****		
Green Time:	86.2	0.0	116.9	0.0	0.0	0.0	0.0	139	225.3	30.7	170	0.0
Volume/Cap:	0.04	0.00	0.79	0.00	0.00	0.00	0.00	1.07	0.03	1.07	0.28	0.00
Delay/Veh:	61.2	0.0	65.4	0.0	0.0	0.0	0.0	100	3.1	182.6	20.8	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:	61.2	0.0	65.4	0.0	0.0	0.0	0.0	100	3.1	182.6	20.8	0.0
LOS by Move:	E	A	E	A	A	A	A	F	A	F	C+	A
HCM2k95thQ:	3	0	69	0	0	0	0	142	1	39	21	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 PM

Intersection #57: University Ave. & Bayfront Expressway (SR 84)



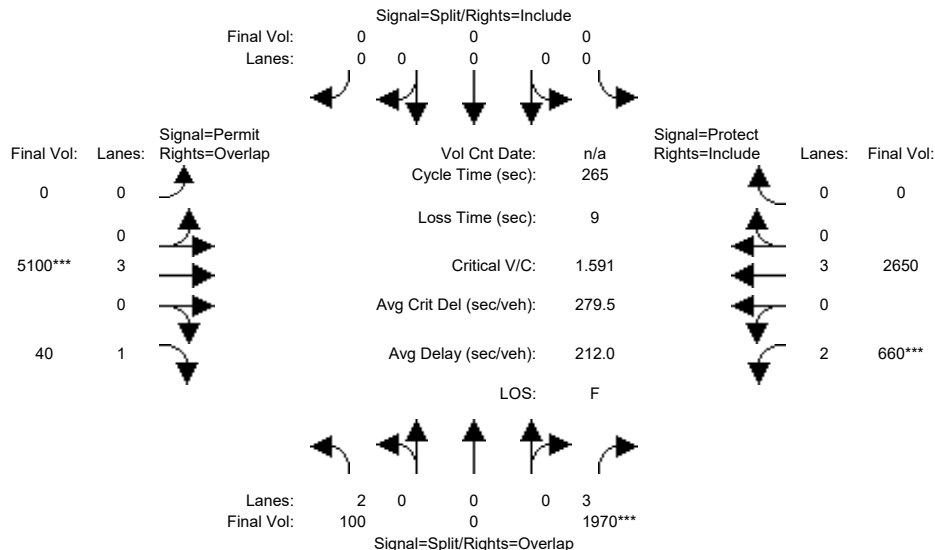
Street Name:	University Ave						Bayfront Expressway (SR 84)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1630	0	0	0	0	3820	40	390	1020	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:	50	0	1630	0	0	0	0	3820	40	390	1020	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:	50	0	1630	0	0	0	0	3820	40	390	1020	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:	50	0	1630	0	0	0	0	3820	40	390	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1630	0	0	0	0	3820	40	390	1020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	0	1630	0	0	0	0	3820	40	390	1020	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.67	0.02	0.12	0.18	0.00
Crit Moves:			****					****		****		
Green Time:	79.6	0.0	107.1	0.0	0.0	0.0	0.0	149	228.5	27.5	176	0.0
Volume/Cap:	0.05	0.00	0.89	0.00	0.00	0.00	0.00	1.19	0.03	1.19	0.27	0.00
Uniform Del:	65.9	0.0	73.3	0.0	0.0	0.0	0.0	58.0	2.6	118.7	18.0	0.0
IncramntDel:	0.0	0.0	5.6	0.0	0.0	0.0	0.0	90.0	0.0	112.9	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	65.9	0.0	78.9	0.0	0.0	0.0	0.0	148	2.6	231.6	18.1	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:	65.9	0.0	78.9	0.0	0.0	0.0	0.0	148	2.6	231.6	18.1	0.0
LOS by Move:	E	A	E-	A	A	A	A	F	A	F	B-	A
HCM2k95thQ:	3	0	79	0	0	0	0	187	1	42	19	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 PM

Intersection #57: University Ave. & Bayfront Expressway (SR 84)



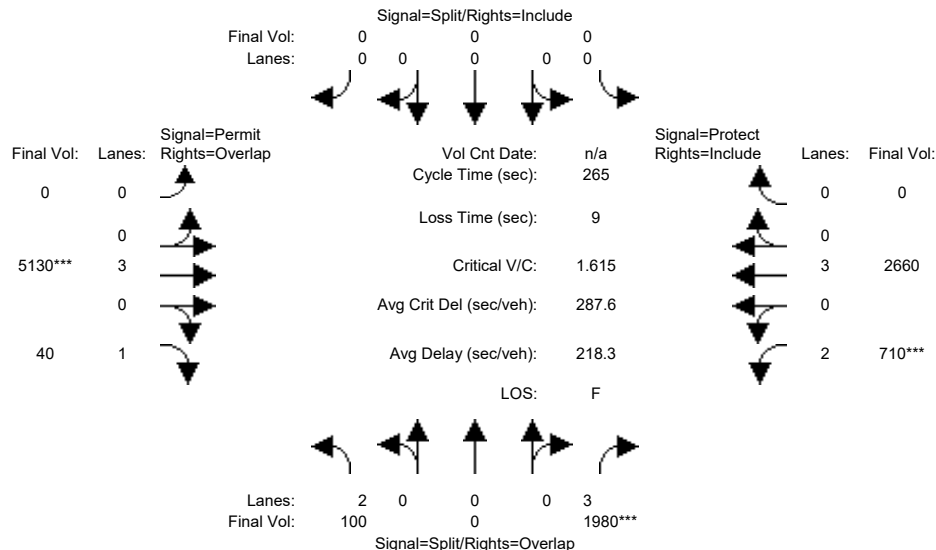
Street Name:	University Ave						Bayfront Expressway (SR 84)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	1970	0	0	0	0	5100	40	660	2650	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:	100	0	1970	0	0	0	0	5100	40	660	2650	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:	100	0	1970	0	0	0	0	5100	40	660	2650	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:	100	0	1970	0	0	0	0	5100	40	660	2650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	1970	0	0	0	0	5100	40	660	2650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	1970	0	0	0	0	5100	40	660	2650	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.43	0.00	0.00	0.00	0.00	0.89	0.02	0.21	0.46	0.00
Crit Moves:	****			****			****			****		
Green Time:	72.1	0.0	107.0	0.0	0.0	0.0	0.0	149	221.1	34.9	184	0.0
Volume/Cap:	0.12	0.00	1.07	0.00	0.00	0.00	0.00	1.59	0.03	1.59	0.67	0.00
Uniform Del:	72.5	0.0	79.0	0.0	0.0	0.0	0.0	58.0	3.7	115.1	23.2	0.0
IncrementDel:	0.1	0.0	43.4	0.0	0.0	0.0	0.0	268	0.0	277.2	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	72.6	0.0	122.4	0.0	0.0	0.0	0.0	326	3.7	392.3	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	0.0	122.4	0.0	0.0	0.0	0.0	326	3.7	392.3	23.6	0.0
LOS by Move:	E	A	F	A	A	A	A	F	A	F	C	A
HCM2k95thQ:	7	0	113	0	0	0	0	310	1	77	61	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 PM

Intersection #57: University Ave. & Bayfront Expressway (SR 84)

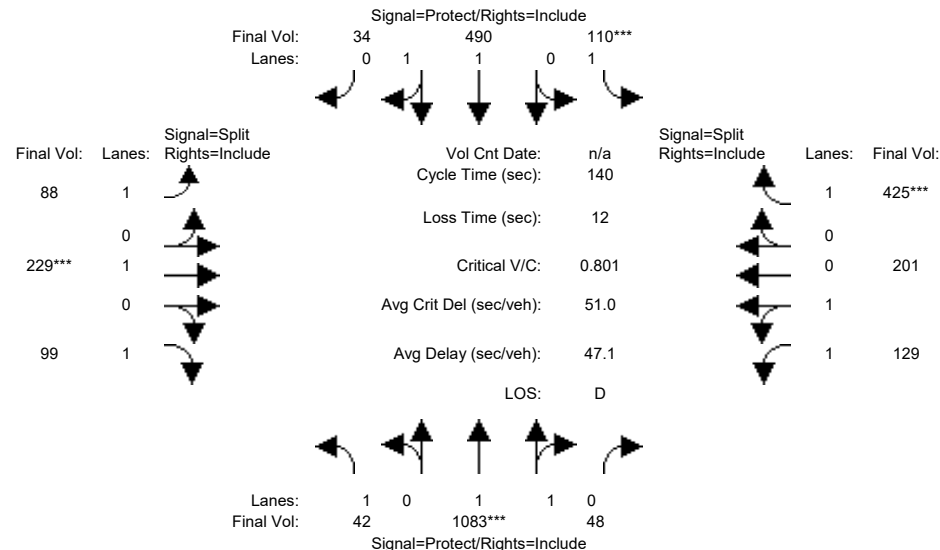


Street Name:	University Ave						Bayfront Expressway (SR 84)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	1980	0	0	0	0	5130	40	710	2660	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:	100	0	1980	0	0	0	0	5130	40	710	2660	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:	100	0	1980	0	0	0	0	5130	40	710	2660	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:	100	0	1980	0	0	0	0	5130	40	710	2660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	1980	0	0	0	0	5130	40	710	2660	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	0	1980	0	0	0	0	5130	40	710	2660	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.44	0.00	0.00	0.00	0.00	0.90	0.02	0.23	0.47	0.00
Crit Moves:	****			****			****			****		
Green Time:	71.4	0.0	108.4	0.0	0.0	0.0	0.0	148	219.0	37.0	185	0.0
Volume/Cap:	0.12	0.00	1.06	0.00	0.00	0.00	0.00	1.62	0.03	1.62	0.67	0.00
Uniform Del:	73.1	0.0	78.3	0.0	0.0	0.0	0.0	58.7	4.1	114.0	22.9	0.0
IncrementDel:	0.1	0.0	40.3	0.0	0.0	0.0	0.0	278	0.0	287.3	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	73.1	0.0	118.6	0.0	0.0	0.0	0.0	337	4.1	401.3	23.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	0.0	118.6	0.0	0.0	0.0	0.0	337	4.1	401.3	23.3	0.0
LOS by Move:	E	A	F	A	A	A	A	F	A	F	C	A
HCM2k95thQ:	7	0	113	0	0	0	0	315	1	83	61	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 PM

Intersection #58: University Ave. & Bay Rd

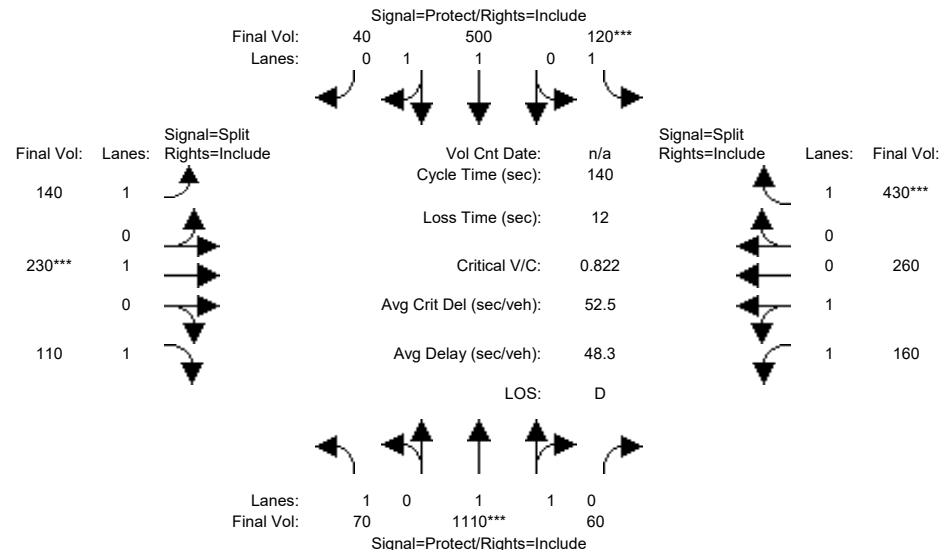


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	1083	48	110	490	34	88	229	99	129	201	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1083	48	110	490	34	88	229	99	129	201	425
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:	42	1083	48	110	490	34	88	229	99	129	201	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1083	48	110	490	34	88	229	99	129	201	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1083	48	110	490	34	88	229	99	129	201	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1083	48	110	490	34	88	229	99	129	201	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3543	157	1750	3460	240	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.06	0.14	0.14	0.05	0.12	0.06	0.07	0.11	0.24
Crit Moves:	****			****			****			****		
Green Time:	16.8	53.5	53.5	11.0	47.6	47.6	21.1	21.1	21.1	42.5	42.5	42.5
Volume/Cap:	0.20	0.80	0.80	0.80	0.42	0.42	0.33	0.80	0.38	0.24	0.35	0.80
Delay/Veh:	56.0	41.9	41.9	90.8	35.7	35.7	53.9	72.2	54.4	36.8	38.2	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	41.9	41.9	90.8	35.7	35.7	53.9	72.2	54.4	36.8	38.2	53.3
LOS by Move:	E+	D	D	F	D+	D+	D-	E	D-	D+	D+	D-
HCM2k95thQ:	4	39	39	13	16	16	8	21	9	9	13	34
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 PM

Intersection #58: University Ave. & Bay Rd

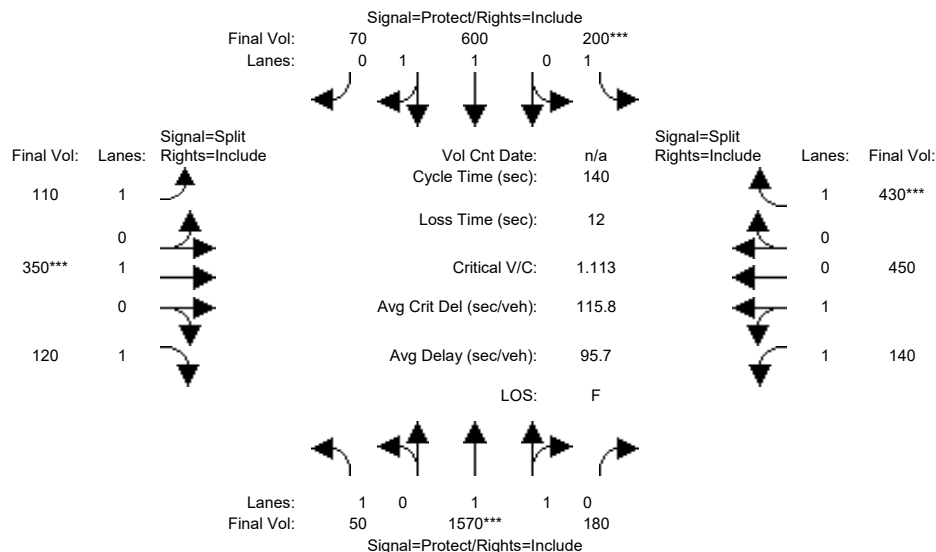


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1110	60	120	500	40	140	230	110	160	260	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:	70	1110	60	120	500	40	140	230	110	160	260	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:	70	1110	60	120	500	40	140	230	110	160	260	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:	70	1110	60	120	500	40	140	230	110	160	260	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1110	60	120	500	40	140	230	110	160	260	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
Final Volume:	70	1110	60	120	500	40	140	230	110	160	260	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3510	190	1750	3426	274	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.07	0.15	0.15	0.08	0.12	0.06	0.09	0.14	0.25
Crit Moves:	****			****			****			****		
Green Time:	16.7	53.9	53.9	11.7	48.8	48.8	20.6	20.6	20.6	41.8	41.8	41.8
Volume/Cap:	0.33	0.82	0.82	0.82	0.42	0.42	0.54	0.82	0.43	0.31	0.46	0.82
Uniform Del:	56.5	38.8	38.8	63.1	34.8	34.8	55.3	57.9	54.3	37.9	39.9	45.6
IncrementDel:	1.0	4.0	4.0	29.7	0.2	0.2	2.4	17.5	1.1	0.1	0.4	10.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	42.7	42.7	92.8	35.0	35.0	57.7	75.4	55.5	38.0	40.2	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	42.7	42.7	92.8	35.0	35.0	57.7	75.4	55.5	38.0	40.2	55.7
LOS by Move:	E+	D	D	F	C-	C-	E+	E-	E+	D+	D	E+
HCM2k95thQ:	6	41	41	14	17	17	13	21	10	11	17	35
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 PM

Intersection #58: University Ave. & Bay Rd

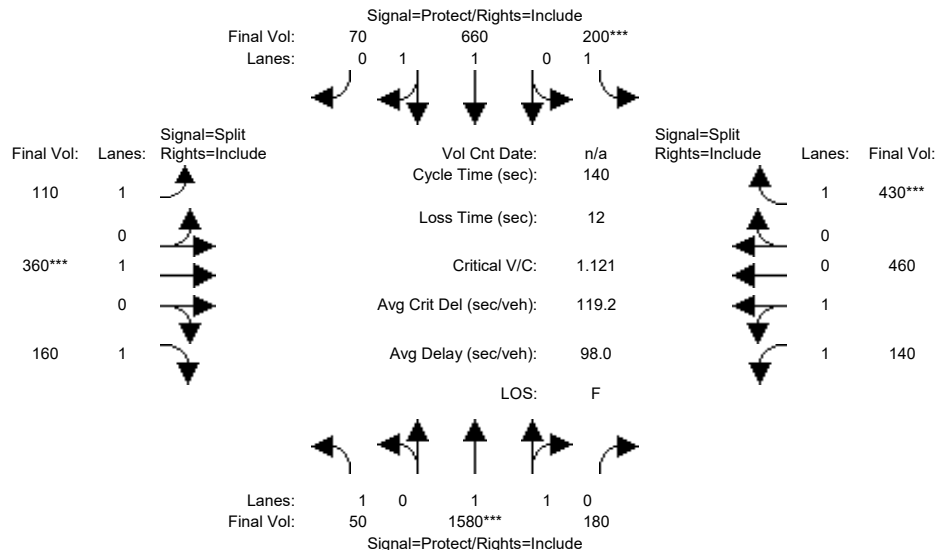


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1570	180	200	600	70	110	350	120	140	450	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:	50	1570	180	200	600	70	110	350	120	140	450	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:	50	1570	180	200	600	70	110	350	120	140	450	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:	50	1570	180	200	600	70	110	350	120	140	450	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1570	180	200	600	70	110	350	120	140	450	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
Final Volume:	50	1570	180	200	600	70	110	350	120	140	450	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3319	381	1750	3313	387	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.11	0.18	0.18	0.06	0.18	0.07	0.08	0.24	0.25
Crit Moves:	****			****			****			****		
Green Time:	16.0	59.5	59.5	14.4	57.9	57.9	23.2	23.2	23.2	30.9	30.9	30.9
Volume/Cap:	0.25	1.11	1.11	1.11	0.44	0.44	0.38	1.11	0.41	0.36	1.07	1.11
Uniform Del:	56.5	40.2	40.2	62.8	29.4	29.4	52.0	58.4	52.3	46.2	54.5	54.5
IncrcmntDel:	0.7	60.2	60.2	100.5	0.2	0.2	0.8	84.5	1.0	0.1	59.2	79.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.2	100	100.4	163.3	29.6	29.6	52.8	143	53.3	46.3	114	134.4
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:	57.2	100	100.4	163.3	29.6	29.6	52.8	143	53.3	46.3	114	134.4
LOS by Move:	E+	F	F	F	C	C	D-	F	D-	D	F	F
HCM2k95thQ:	5	81	81	27	19	19	9	38	10	11	44	47
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 PM

Intersection #58: University Ave. & Bay Rd

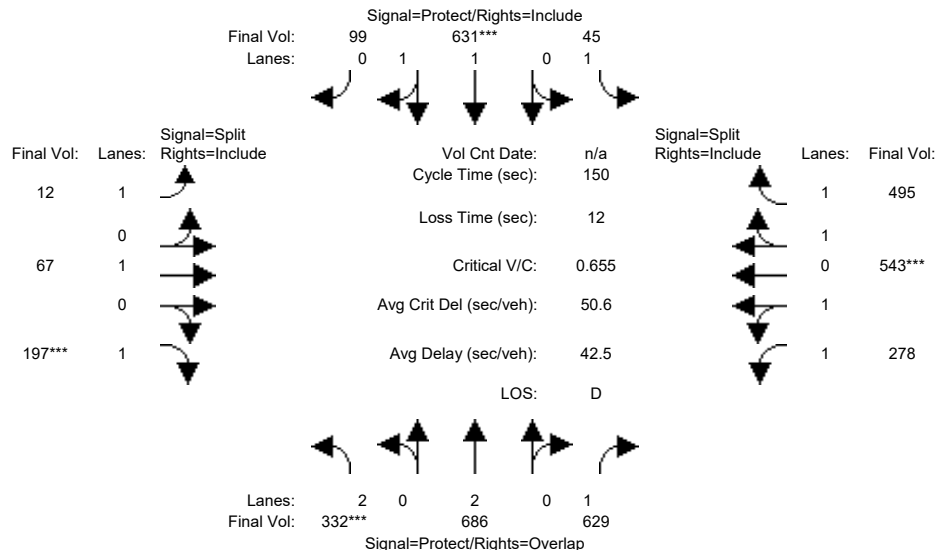


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1580	180	200	660	70	110	360	160	140	460	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
Final Volume:	50	1580	180	200	660	70	110	360	160	140	460	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3321	378	1750	3345	355	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.11	0.20	0.20	0.06	0.19	0.09	0.08	0.24	0.25
Crit Moves:	****			****			****			****		
Green Time:	14.9	59.4	59.4	14.3	58.8	58.8	23.7	23.7	23.7	30.7	30.7	30.7
Volume/Cap:	0.27	1.12	1.12	1.12	0.47	0.47	0.37	1.12	0.54	0.37	1.10	1.12
Uniform Del:	57.5	40.3	40.3	62.9	29.4	29.4	51.6	58.2	53.2	46.4	54.7	54.7
IncrementDel:	0.8	63.7	63.7	103.7	0.2	0.2	0.8	87.1	2.0	0.1	70.5	83.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	104	104.0	166.6	29.6	29.6	52.4	145	55.2	46.5	125	137.8
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:	58.3	104	104.0	166.6	29.6	29.6	52.4	145	55.2	46.5	125	137.8
LOS by Move:	E+	F	F	F	C	C	D-	F	E+	D	F	F
HCM2k95thQ:	5	82	82	27	21	21	9	39	14	11	47	48
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 PM

Intersection #59: University Ave. & Donohoe St

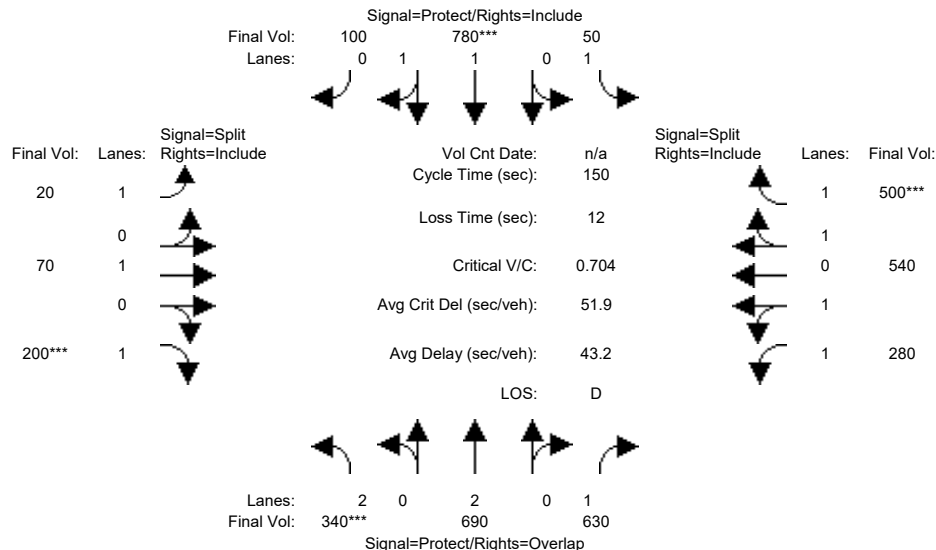


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	686	629	45	631	99	12	67	197	278	543	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	686	629	45	631	99	12	67	197	278	543	495
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:	332	686	629	45	631	99	12	67	197	278	543	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	686	629	45	631	99	12	67	197	278	543	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	686	629	45	631	99	12	67	197	278	543	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	332	686	629	45	631	99	12	67	197	278	543	495
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.53	1.47
Final Sat.:	3150	3800	1750	1750	3198	502	1750	1900	1750	1750	2901	2645
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.36	0.03	0.20	0.20	0.01	0.04	0.11	0.16	0.19	0.19
Crit Moves:	***			***					***		***	
Green Time:	24.1	56.3	99.1	13.1	45.2	45.2	25.8	25.8	25.8	42.9	42.9	42.9
Volume/Cap:	0.65	0.48	0.54	0.29	0.65	0.65	0.04	0.21	0.65	0.56	0.65	0.65
Delay/Veh:	62.1	36.0	14.0	65.2	47.0	47.0	51.8	53.6	63.1	45.8	47.9	47.9
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:	62.1	36.0	14.0	65.2	47.0	47.0	51.8	53.6	63.1	45.8	47.9	47.9
LOS by Move:	E	D+	B	E	D	D	D-	D-	E	D	D	D
HCM2k95thQ:	18	21	28	5	27	27	1	5	18	22	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 PM

Intersection #59: University Ave. & Donohoe St

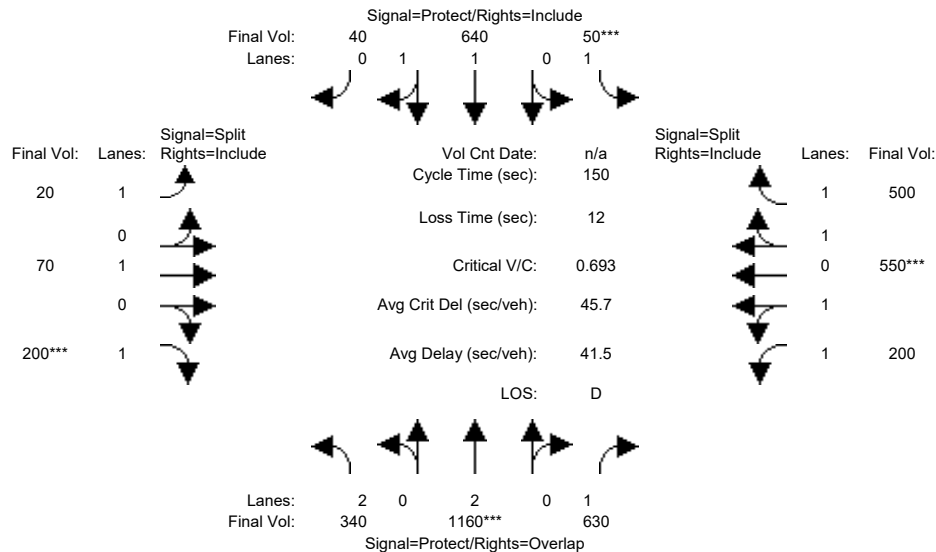


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	690	630	50	780	100	20	70	200	280	540	500
Growth Adj:	1.00	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	690	630	50	780	100	20	70	200	280	540	500
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	690	630	50	780	100	20	70	200	280	540	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	690	630	50	780	100	20	70	200	280	540	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	690	630	50	780	100	20	70	200	280	540	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	690	630	50	780	100	20	70	200	280	540	500
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.52	1.48
Final Sat.:	3150	3800	1750	1750	3279	420	1750	1900	1750	1750	2880	2666
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.36	0.03	0.24	0.24	0.01	0.04	0.11	0.16	0.19	0.19
Crit Moves:	***				***				***			***
Green Time:	23.0	59.7	99.7	13.9	50.7	50.7	24.4	24.4	24.4	40.0	40.0	40.0
Volume/Cap:	0.70	0.46	0.54	0.31	0.70	0.70	0.07	0.23	0.70	0.60	0.70	0.70
Uniform Del:	60.3	33.2	13.2	63.5	43.1	43.1	53.2	54.6	59.4	48.1	49.7	49.7
IncramntDel:	4.7	0.2	0.5	1.1	1.8	1.8	0.1	0.4	7.8	0.5	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.9	33.4	13.7	64.6	45.0	45.0	53.3	55.0	67.2	48.5	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	33.4	13.7	64.6	45.0	45.0	53.3	55.0	67.2	48.5	50.9	50.9
LOS by Move:	E	C-	B	E	D	D	D-	E+	E	D	D	D
HCM2k95thQ:	19	21	28	5	32	32	2	6	19	22	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 PM

Intersection #59: University Ave. & Donohoe St

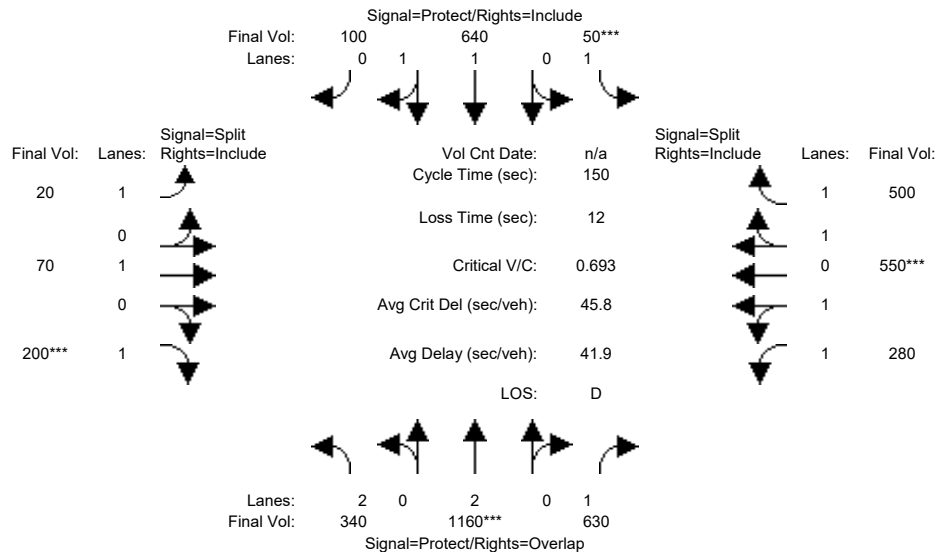


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	1160	630	50	640	40	20	70	200	200	550	500
Growth Adj:	1.00	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	1160	630	50	640	40	20	70	200	200	550	500
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	1160	630	50	640	40	20	70	200	200	550	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1160	630	50	640	40	20	70	200	200	550	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1160	630	50	640	40	20	70	200	200	550	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	1160	630	50	640	40	20	70	200	200	550	500
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.53	1.47
Final Sat.:	3150	3800	1750	1750	3482	218	1750	1900	1750	1750	2905	2641
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.36	0.03	0.18	0.18	0.01	0.04	0.11	0.11	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	26.9	65.7	106.4	7.0	45.8	45.8	24.6	24.6	24.6	40.7	40.7	40.7
Volume/Cap:	0.60	0.70	0.51	0.61	0.60	0.60	0.07	0.22	0.70	0.42	0.70	0.70
Uniform Del:	56.6	34.1	9.9	70.2	44.4	44.4	53.0	54.4	59.2	44.9	49.1	49.1
IncramntDel:	1.8	1.3	0.3	12.9	0.9	0.9	0.1	0.4	7.3	0.1	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	35.4	10.2	83.1	45.3	45.3	53.1	54.8	66.5	45.0	50.3	50.3
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:	58.5	35.4	10.2	83.1	45.3	45.3	53.1	54.8	66.5	45.0	50.3	50.3
LOS by Move:	E+	D+	B+	F	D	D	D-	D-	E	D	D	D
HCM2k95thQ:	17	36	25	7	25	25	2	6	19	15	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+P PM

Intersection #59: University Ave. & Donohoe St

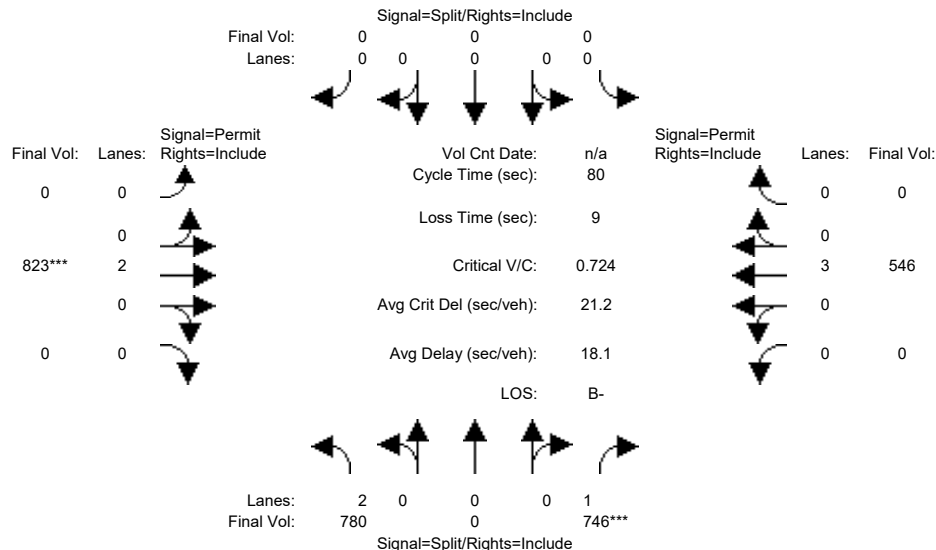


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	1160	630	50	640	100	20	70	200	280	550	500
Growth Adj:	1.00	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	1160	630	50	640	100	20	70	200	280	550	500
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	1160	630	50	640	100	20	70	200	280	550	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1160	630	50	640	100	20	70	200	280	550	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1160	630	50	640	100	20	70	200	280	550	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	1160	630	50	640	100	20	70	200	280	550	500
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.53	1.47
Final Sat.:	3150	3800	1750	1750	3200	500	1750	1900	1750	1750	2905	2641
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.36	0.03	0.20	0.20	0.01	0.04	0.11	0.16	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	25.5	65.7	106.4	7.0	47.2	47.2	24.6	24.6	24.6	40.7	40.7	40.7
Volume/Cap:	0.64	0.70	0.51	0.61	0.64	0.64	0.07	0.22	0.70	0.59	0.70	0.70
Uniform Del:	57.9	34.1	9.9	70.2	44.0	44.0	53.0	54.4	59.2	47.4	49.1	49.1
IncrcmntDel:	2.5	1.3	0.3	12.9	1.2	1.2	0.1	0.4	7.3	0.4	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.5	35.4	10.2	83.1	45.2	45.2	53.1	54.8	66.5	47.8	50.2	50.2
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:	60.5	35.4	10.2	83.1	45.2	45.2	53.1	54.8	66.5	47.8	50.2	50.2
LOS by Move:	E	D+	B+	F	D	D	D-	D-	E	D	D	D
HCM2k95thQ:	18	36	25	7	27	27	2	6	19	22	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)
Existing PM

Intersection #60: 101 Northbound Off-Ramp. & Donohoe St



Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	780	0	746	0	0	0	0	823	0	0	546	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:	780	0	746	0	0	0	0	823	0	0	546	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:	780	0	746	0	0	0	0	823	0	0	546	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:	780	0	746	0	0	0	0	823	0	0	546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	0	746	0	0	0	0	823	0	0	546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	780	0	746	0	0	0	0	823	0	0	546	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	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	5700	0

Capacity Analysis Module:

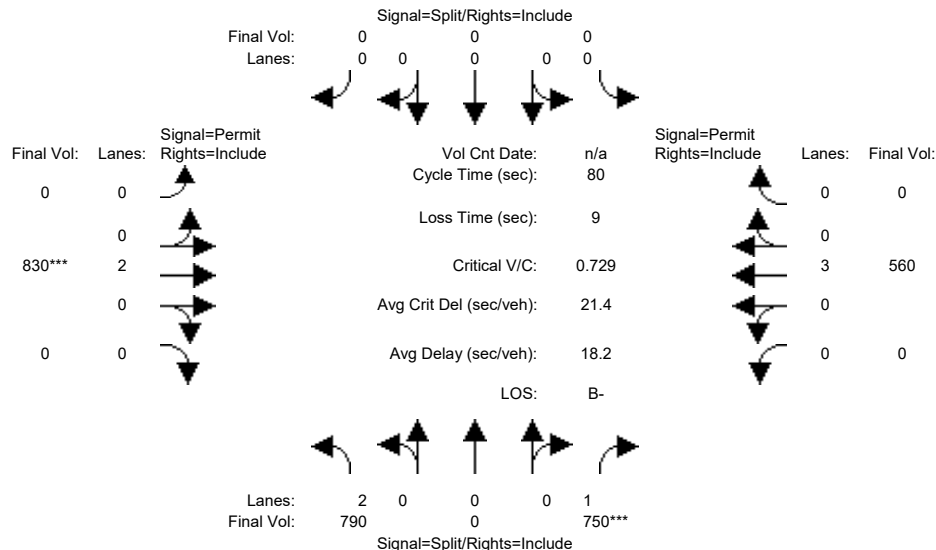
Vol/Sat:	0.25	0.00	0.43	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.10	0.00
Crit Moves:			****					****				
Green Time:	47.1	0.0	47.1	0.0	0.0	0.0	0.0	23.9	0.0	0.0	23.9	0.0
Volume/Cap:	0.42	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.32	0.00
Delay/Veh:	9.2	0.0	14.4	0.0	0.0	0.0	0.0	27.4	0.0	0.0	21.8	0.0
User 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:	9.2	0.0	14.4	0.0	0.0	0.0	0.0	27.4	0.0	0.0	21.8	0.0
LOS by Move:	A	A	B	A	A	A	A	C	A	A	C+	A
HCM2k95thQ:	12	0	27	0	0	0	0	19	0	0	7	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 PM

Intersection #60: 101 Northbound Off-Ramp. & Donohoe St



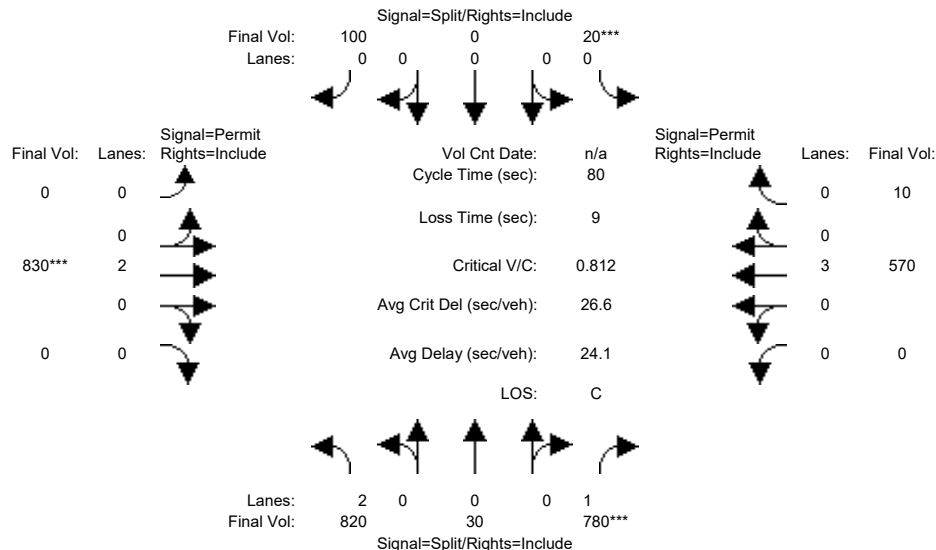
Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	790	0	750	0	0	0	0	830	0	0	560	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:	790	0	750	0	0	0	0	830	0	0	560	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:	790	0	750	0	0	0	0	830	0	0	560	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:	790	0	750	0	0	0	0	830	0	0	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	0	750	0	0	0	0	830	0	0	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	790	0	750	0	0	0	0	830	0	0	560	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	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.43	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.10	0.00
Crit Moves:	****											
Green Time:	47.0	0.0	47.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	24.0	0.0
Volume/Cap:	0.43	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.33	0.00
Uniform Del:	9.1	0.0	11.9	0.0	0.0	0.0	0.0	25.1	0.0	0.0	21.8	0.0
IncrementDel:	0.2	0.0	2.7	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	9.2	0.0	14.6	0.0	0.0	0.0	0.0	27.5	0.0	0.0	21.9	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:	9.2	0.0	14.6	0.0	0.0	0.0	0.0	27.5	0.0	0.0	21.9	0.0
LOS by Move:	A	A	B	A	A	A	A	C	A	A	C+	A
HCM2k95thQ:	13	0	27	0	0	0	0	20	0	0	7	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 PM

Intersection #60: 101 Northbound Off-Ramp. & Donohoe St

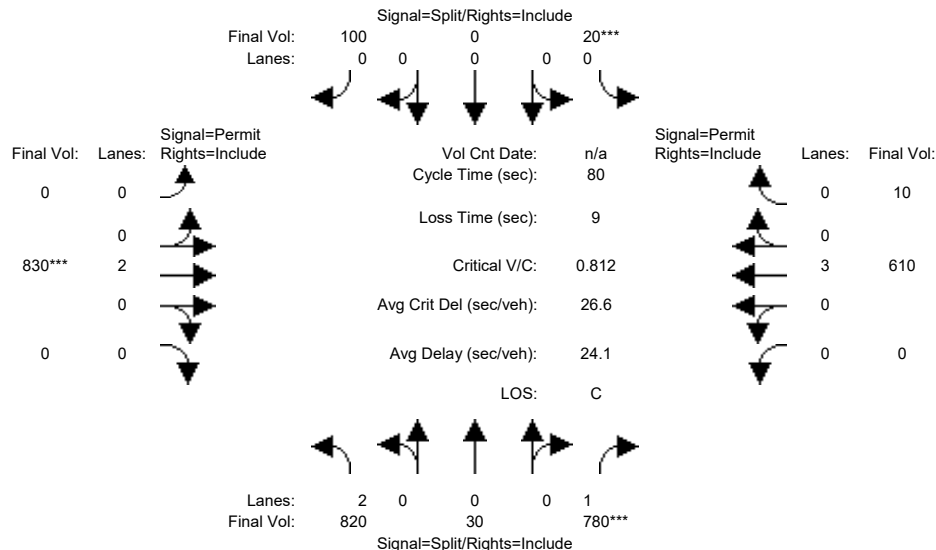


Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	820	30	780	20	0	100	0	830	0	0	570	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:	820	30	780	20	0	100	0	830	0	0	570	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:	820	30	780	20	0	100	0	830	0	0	570	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:	820	30	780	20	0	100	0	830	0	0	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	820	30	780	20	0	100	0	830	0	0	570	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	820	30	780	20	0	100	0	830	0	0	570	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.93	0.07	1.00	0.17	0.00	0.83	0.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	3411	125	1800	292	0	1458	0	3800	0	0	5503	97
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.43	0.07	0.00	0.07	0.00	0.22	0.00	0.00	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	40.6	40.6	40.6	10.0	0.0	10.0	0.0	20.4	0.0	0.0	20.4	20.4
Volume/Cap:	0.47	0.47	0.85	0.55	0.00	0.55	0.00	0.85	0.00	0.00	0.41	0.41
Uniform Del:	12.8	12.8	17.2	32.9	0.0	32.9	0.0	28.4	0.0	0.0	24.7	24.7
IncrementDel:	0.1	0.1	4.0	2.9	0.0	2.9	0.0	7.5	0.0	0.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	12.9	12.9	21.2	35.8	0.0	35.8	0.0	35.9	0.0	0.0	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:	12.9	12.9	21.2	35.8	0.0	35.8	0.0	35.9	0.0	0.0	24.9	24.9
LOS by Move:	B	B	C+	D+	A	D+	A	D+	A	A	C	C
HCM2k95thQ:	14	14	35	8	0	8	0	23	0	0	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 PM

Intersection #60: 101 Northbound Off-Ramp. & Donohoe St



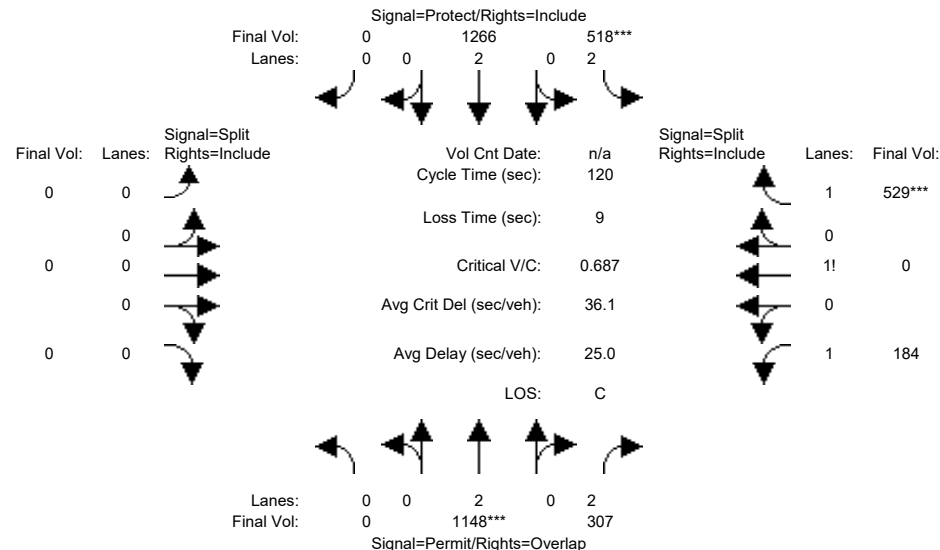
Street Name:	101 Northbound Off-Ramp						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	820	30	780	20	0	100	0	830	0	0	610	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:	820	30	780	20	0	100	0	830	0	0	610	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:	820	30	780	20	0	100	0	830	0	0	610	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:	820	30	780	20	0	100	0	830	0	0	610	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	820	30	780	20	0	100	0	830	0	0	610	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	820	30	780	20	0	100	0	830	0	0	610	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.93	0.07	1.00	0.17	0.00	0.83	0.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	3411	125	1800	292	0	1458	0	3800	0	0	5510	90
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.43	0.07	0.00	0.07	0.00	0.22	0.00	0.00	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	40.6	40.6	40.6	10.0	0.0	10.0	0.0	20.4	0.0	0.0	20.4	20.4
Volume/Cap:	0.47	0.47	0.85	0.55	0.00	0.55	0.00	0.85	0.00	0.00	0.43	0.43
Uniform Del:	12.8	12.8	17.2	32.9	0.0	32.9	0.0	28.4	0.0	0.0	24.9	24.9
IncrementDel:	0.1	0.1	4.0	2.9	0.0	2.9	0.0	7.5	0.0	0.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	12.9	12.9	21.2	35.8	0.0	35.8	0.0	35.9	0.0	0.0	25.1	25.1
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:	12.9	12.9	21.2	35.8	0.0	35.8	0.0	35.9	0.0	0.0	25.1	25.1
LOS by Move:	B	B	C+	D+	A	D+	A	D+	A	A	C	C
HCM2k95thQ:	14	14	35	8	0	8	0	23	0	0	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 PM

Intersection #61: University Ave. & 101 Southbound Off-Ramp



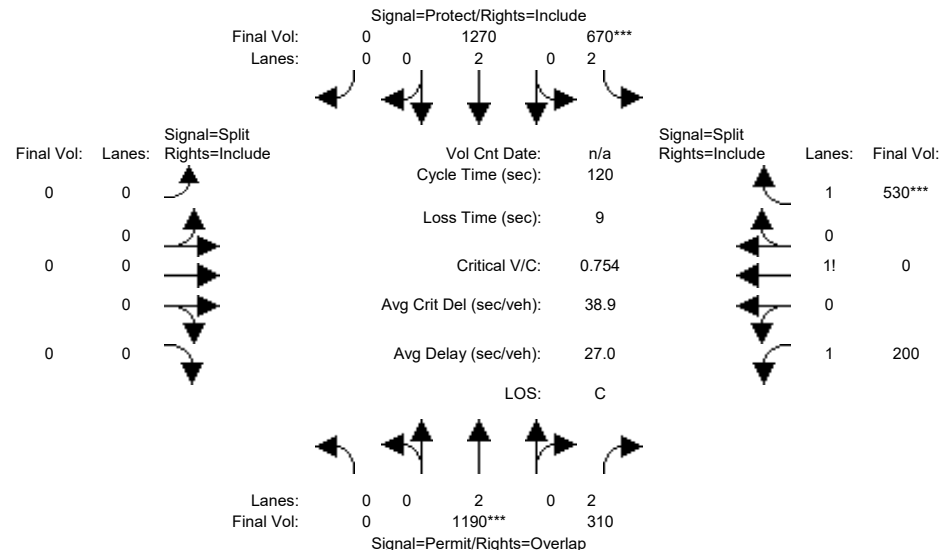
Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1148	307	518	1266	0	0	0	0	184	0	529
Growth Adj:	1.00	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	1148	307	518	1266	0	0	0	0	184	0	529
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	1148	307	518	1266	0	0	0	0	184	0	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1148	307	518	1266	0	0	0	0	184	0	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1148	307	518	1266	0	0	0	0	184	0	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1148	307	518	1266	0	0	0	0	184	0	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.26	0.00	1.74
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2211	0	3126
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.10	0.16	0.33	0.00	0.00	0.00	0.00	0.08	0.00	0.17
Crit Moves:	****			****						****		
Green Time:	0.0	52.7	82.3	28.7	81.5	0.0	0.0	0.0	0.0	29.5	0.0	29.5
Volume/Cap:	0.00	0.69	0.14	0.69	0.49	0.00	0.00	0.00	0.00	0.34	0.00	0.69
Delay/Veh:	0.0	28.2	6.6	44.2	9.4	0.0	0.0	0.0	0.0	37.3	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	6.6	44.2	9.4	0.0	0.0	0.0	0.0	37.3	0.0	43.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D+	A	D
HCM2k95thQ:	0	30	5	21	20	0	0	0	0	9	0	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 PM

Intersection #61: University Ave. & 101 Southbound Off-Ramp



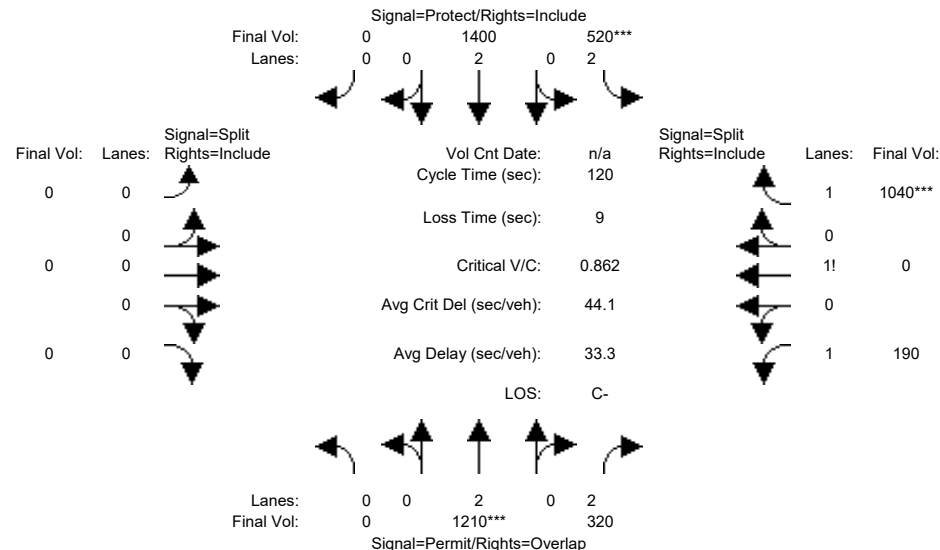
Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	310	670	1270	0	0	0	0	200	0	530
Growth Adj:	1.00	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	1190	310	670	1270	0	0	0	0	200	0	530
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	1190	310	670	1270	0	0	0	0	200	0	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1190	310	670	1270	0	0	0	0	200	0	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	310	670	1270	0	0	0	0	200	0	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1190	310	670	1270	0	0	0	0	200	0	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.28	0.00	1.72
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2239	0	3097
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.10	0.21	0.33	0.00	0.00	0.00	0.00	0.09	0.00	0.17
Crit Moves:	****			****						****		
Green Time:	0.0	49.9	77.1	33.9	83.7	0.0	0.0	0.0	0.0	27.3	0.0	27.3
Volume/Cap:	0.00	0.75	0.15	0.75	0.48	0.00	0.00	0.00	0.00	0.39	0.00	0.75
Uniform Del:	0.0	29.8	8.5	39.3	8.2	0.0	0.0	0.0	0.0	39.4	0.0	43.2
IncrementDel:	0.0	2.1	0.0	3.7	0.1	0.0	0.0	0.0	0.0	0.1	0.0	3.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	31.9	8.5	42.9	8.4	0.0	0.0	0.0	0.0	39.5	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	8.5	42.9	8.4	0.0	0.0	0.0	0.0	39.5	0.0	46.6
LOS by Move:	A	C	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	33	5	26	19	0	0	0	0	11	0	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 PM

Intersection #61: University Ave. & 101 Southbound Off-Ramp



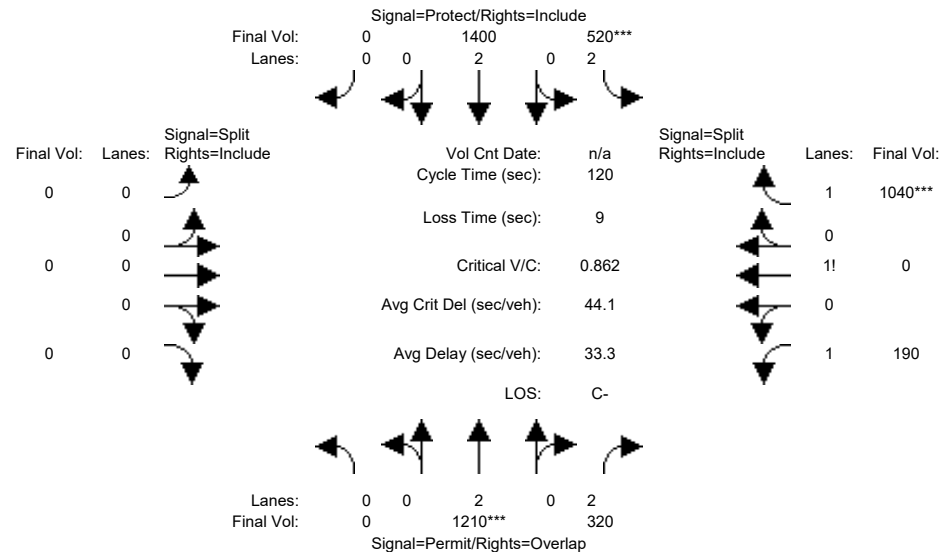
Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1210	320	520	1400	0	0	0	0	190	0	1040
Growth Adj:	1.00	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	1210	320	520	1400	0	0	0	0	190	0	1040
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	1210	320	520	1400	0	0	0	0	190	0	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	320	520	1400	0	0	0	0	190	0	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	320	520	1400	0	0	0	0	190	0	1040
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1210	320	520	1400	0	0	0	0	190	0	1040
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.16	0.00	1.84
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2027	0	3315
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.10	0.17	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.31
Crit Moves:	****			****						****		
Green Time:	0.0	44.3	88.0	23.0	67.3	0.0	0.0	0.0	0.0	43.7	0.0	43.7
Volume/Cap:	0.00	0.86	0.14	0.86	0.66	0.00	0.00	0.00	0.00	0.26	0.00	0.86
Uniform Del:	0.0	35.0	4.7	47.0	18.3	0.0	0.0	0.0	0.0	26.8	0.0	35.4
IncrementDel:	0.0	5.7	0.0	12.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	40.7	4.8	59.1	19.1	0.0	0.0	0.0	0.0	26.8	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.7	4.8	59.1	19.1	0.0	0.0	0.0	0.0	26.8	0.0	41.0
LOS by Move:	A	D	A	E+	B-	A	A	A	A	C	A	D
HCM2k95thQ:	0	39	4	25	31	0	0	0	0	9	0	38

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 PM

Intersection #61: University Ave. & 101 Southbound Off-Ramp



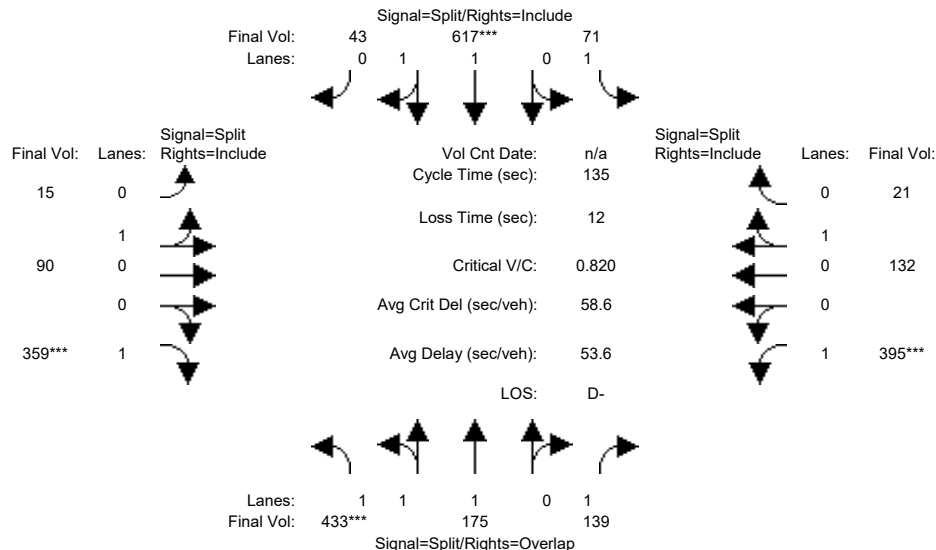
Street Name:	University Ave						101 Southbound Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1210	320	520	1400	0	0	0	0	190	0	1040
Growth Adj:	1.00	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	1210	320	520	1400	0	0	0	0	190	0	1040
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	1210	320	520	1400	0	0	0	0	190	0	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	320	520	1400	0	0	0	0	190	0	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	320	520	1400	0	0	0	0	190	0	1040
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1210	320	520	1400	0	0	0	0	190	0	1040
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	1.16	0.00	1.84
Final Sat.:	0	3800	3150	3150	3800	0	0	0	0	2027	0	3315
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.10	0.17	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.31
Crit Moves:	****			****						****		
Green Time:	0.0	44.3	88.0	23.0	67.3	0.0	0.0	0.0	0.0	43.7	0.0	43.7
Volume/Cap:	0.00	0.86	0.14	0.86	0.66	0.00	0.00	0.00	0.00	0.26	0.00	0.86
Uniform Del:	0.0	35.0	4.7	47.0	18.3	0.0	0.0	0.0	0.0	26.8	0.0	35.4
IncrementDel:	0.0	5.7	0.0	12.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	40.7	4.8	59.1	19.1	0.0	0.0	0.0	0.0	26.8	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.7	4.8	59.1	19.1	0.0	0.0	0.0	0.0	26.8	0.0	41.0
LOS by Move:	A	D	A	E+	B-	A	A	A	A	C	A	D
HCM2k95thQ:	0	39	4	25	31	0	0	0	0	9	0	38

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 PM

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.



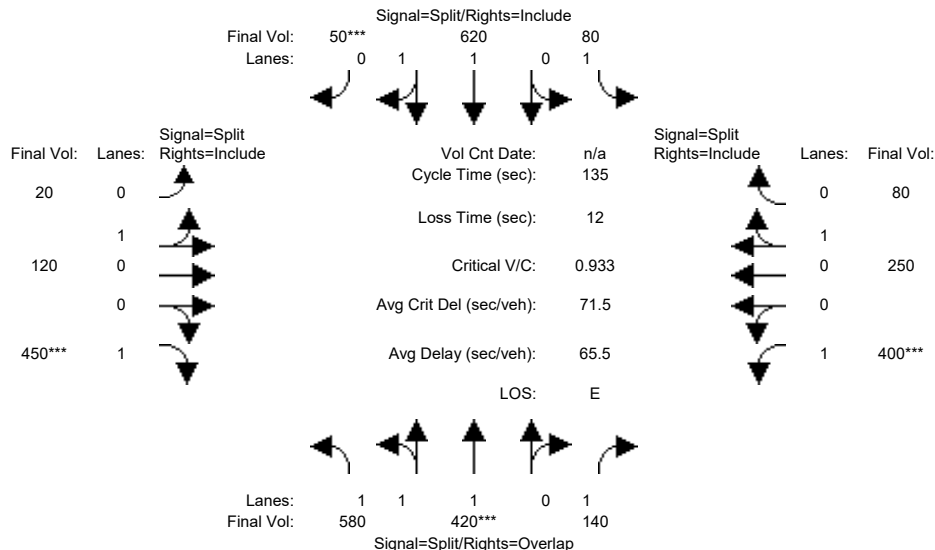
Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	433	175	139	71	617	43	15	90	359	395	132	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	175	139	71	617	43	15	90	359	395	132	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	175	139	71	617	43	15	90	359	395	132	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	175	139	71	617	43	15	90	359	395	132	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	175	139	71	617	43	15	90	359	395	132	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	433	175	139	71	617	43	15	90	359	395	132	21
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	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	2.00	1.00	1.00	1.00	1.87	0.13	0.14	0.86	1.00	1.00	0.86	0.14
Final Sat.:	3150	1900	1750	1750	3459	241	257	1543	1750	1750	1553	247
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.08	0.04	0.18	0.18	0.06	0.06	0.21	0.23	0.09	0.09
Crit Moves:	***				***				***	***		
Green Time:	22.6	22.6	59.8	29.4	29.4	29.4	33.8	33.8	33.8	37.2	37.2	37.2
Volume/Cap:	0.82	0.55	0.18	0.19	0.82	0.82	0.23	0.23	0.82	0.82	0.31	0.31
Delay/Veh:	61.4	52.1	22.8	43.3	57.0	57.0	40.6	40.6	59.3	56.4	39.1	39.1
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:	61.4	52.1	22.8	43.3	57.0	57.0	40.6	40.6	59.3	56.4	39.1	39.1
LOS by Move:	E	D-	C+	D	E+	E+	D	D	E+	E+	D	D
HCM2k95thQ:	23	14	7	5	27	27	7	7	30	32	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 PM

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.

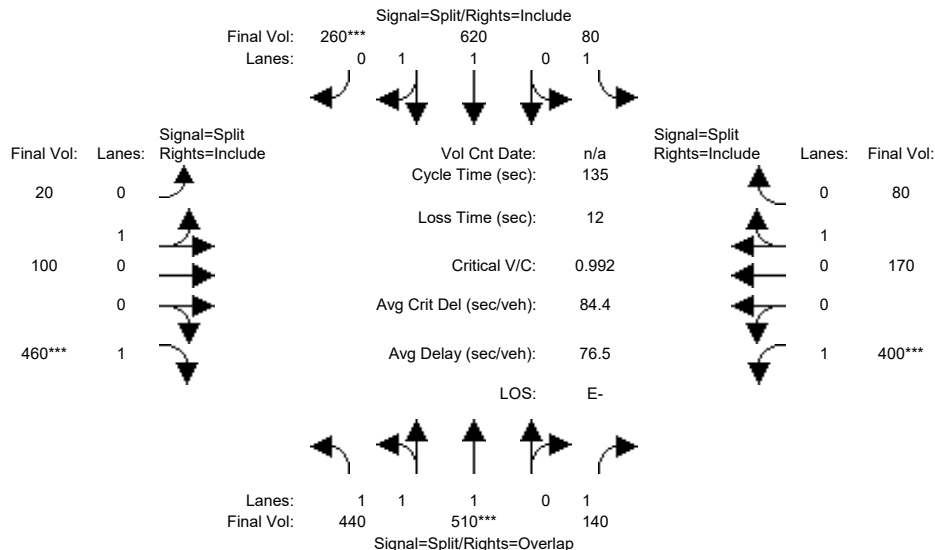


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	420	140	80	620	50	20	120	450	400	250	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
Final Volume:	580	420	140	80	620	50	20	120	450	400	250	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.78	1.22	1.00	1.00	1.85	0.15	0.14	0.86	1.00	1.00	0.76	0.24
Final Sat.:	3158	2287	1750	1750	3424	276	257	1543	1750	1750	1364	436
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.08	0.05	0.18	0.18	0.08	0.08	0.26	0.23	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	26.6	26.6	59.6	26.2	26.2	26.2	37.2	37.2	37.2	33.1	33.1	33.1
Volume/Cap:	0.93	0.93	0.18	0.24	0.93	0.93	0.28	0.28	0.93	0.93	0.75	0.75
Uniform Del:	53.3	53.3	22.9	45.9	53.5	53.5	38.4	38.4	47.7	49.9	47.1	47.1
IncrcmntDel:	14.3	14.3	0.1	0.4	19.2	19.2	0.3	0.3	25.3	27.5	7.0	7.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.6	67.6	23.0	46.3	72.7	72.7	38.7	38.7	73.0	77.3	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	67.6	23.0	46.3	72.7	72.7	38.7	38.7	73.0	77.3	54.1	54.1
LOS by Move:	E	E	C+	D	E	E	D+	D+	E	E-	D-	D-
HCM2k95thQ:	31	31	7	6	31	31	9	9	40	36	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)
2030 PM

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.



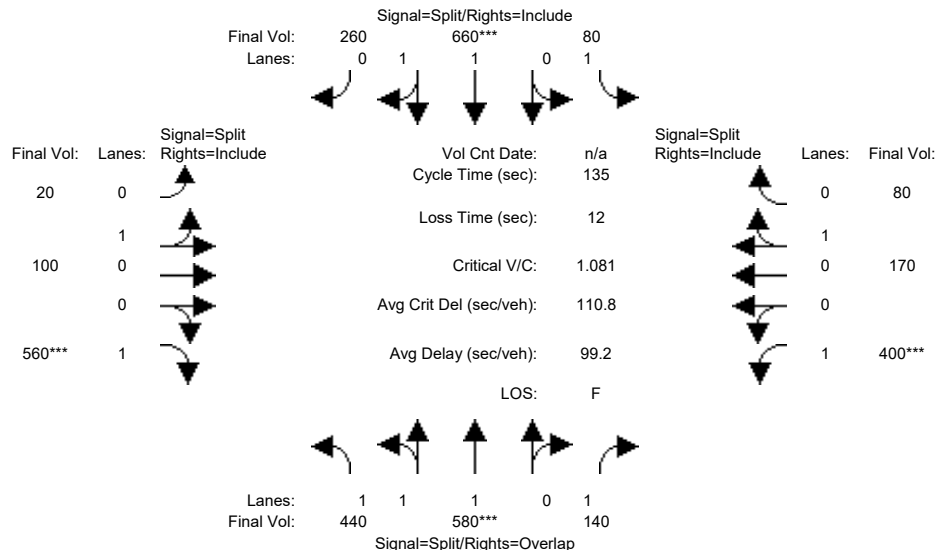
Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	510	140	80	620	260	20	100	460	400	170	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:	440	510	140	80	620	260	20	100	460	400	170	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:	440	510	140	80	620	260	20	100	460	400	170	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:	440	510	140	80	620	260	20	100	460	400	170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	510	140	80	620	260	20	100	460	400	170	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
Final Volume:	440	510	140	80	620	260	20	100	460	400	170	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.43	1.57	1.00	1.00	1.39	0.61	0.17	0.83	1.00	1.00	0.68	0.32
Final Sat.:	2522	2924	1750	1750	2606	1093	300	1500	1750	1750	1224	576
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.05	0.24	0.24	0.07	0.07	0.26	0.23	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.7	23.7	54.8	32.4	32.4	32.4	35.8	35.8	35.8	31.1	31.1	31.1
Volume/Cap:	0.99	0.99	0.20	0.19	0.99	0.99	0.25	0.25	0.99	0.99	0.60	0.60
Uniform Del:	55.5	55.5	25.9	40.9	51.2	51.2	39.1	39.1	49.5	51.8	46.4	46.4
IncrcmntDel:	27.0	27.0	0.1	0.2	28.1	28.1	0.3	0.3	39.6	42.6	2.5	2.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.6	82.6	26.0	41.1	79.3	79.3	39.3	39.3	89.1	94.4	48.9	48.9
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:	82.6	82.6	26.0	41.1	79.3	79.3	39.3	39.3	89.1	94.4	48.9	48.9
LOS by Move:	F	F	C	D	E-	E-	D	D	F	F	D	D
HCM2k95thQ:	32	32	8	6	40	40	8	8	43	39	19	19

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 PM

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.

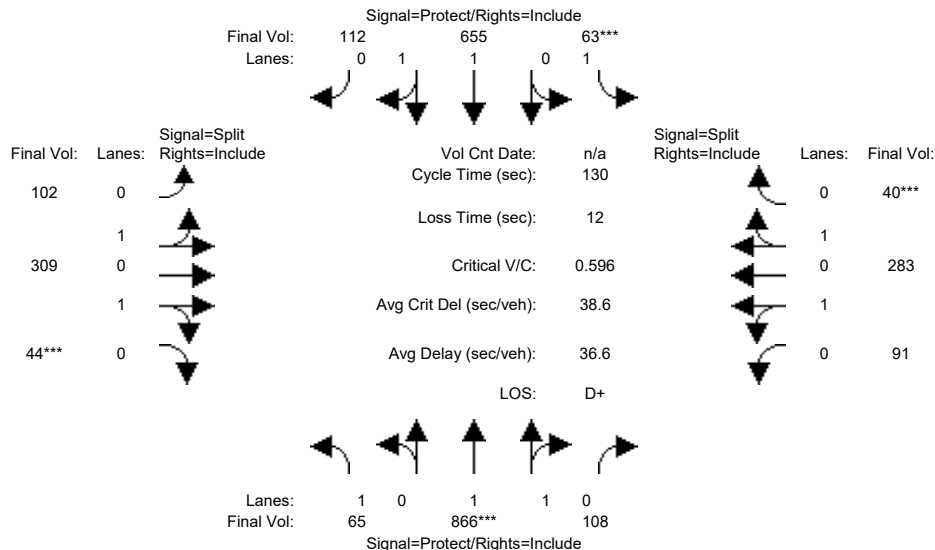


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	580	140	80	660	260	20	100	560	400	170	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
Final Volume:	440	580	140	80	660	260	20	100	560	400	170	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.33	1.67	1.00	1.00	1.42	0.58	0.17	0.83	1.00	1.00	0.68	0.32
Final Sat.:	2349	3097	1750	1750	2654	1045	300	1500	1750	1750	1224	576
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.08	0.05	0.25	0.25	0.07	0.07	0.32	0.23	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.4	23.4	52.0	31.1	31.1	31.1	40.0	40.0	40.0	28.6	28.6	28.6
Volume/Cap:	1.08	1.08	0.21	0.20	1.08	1.08	0.23	0.23	1.08	1.08	0.66	0.66
Uniform Del:	55.8	55.8	27.8	41.9	52.0	52.0	35.8	35.8	47.5	53.2	48.7	48.7
IncrementDel:	53.6	53.6	0.2	0.2	55.0	55.0	0.2	0.2	63.1	70.0	4.1	4.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.4	109	27.9	42.2	107	106.9	36.0	36.0	110.6	123.3	52.9	52.9
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:	109.4	109	27.9	42.2	107	106.9	36.0	36.0	110.6	123.3	52.9	52.9
LOS by Move:	F	F	C	D	F	F	D+	D+	F	F	D-	D-
HCM2k95thQ:	37	37	8	6	45	45	8	8	55	43	20	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)
Existing PM

Intersection #63: Middlefield Rd. & Embarcadero Rd

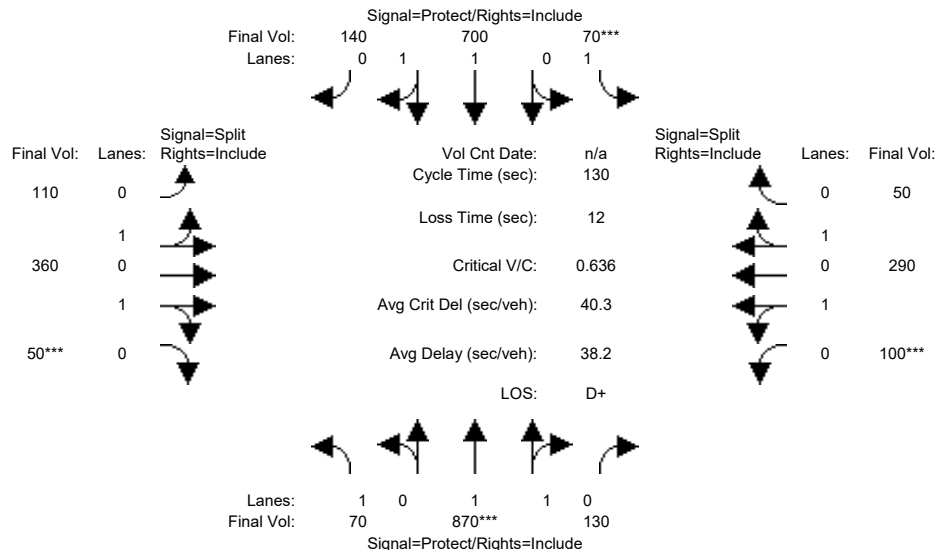


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	866	108	63	655	112	102	309	44	91	283	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:	65	866	108	63	655	112	102	309	44	91	283	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:	65	866	108	63	655	112	102	309	44	91	283	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:	65	866	108	63	655	112	102	309	44	91	283	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	866	108	63	655	112	102	309	44	91	283	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
Final Volume:	65	866	108	63	655	112	102	309	44	91	283	40
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.77	0.23	1.00	1.70	0.30	0.45	1.36	0.19	0.44	1.37	0.19
Final Sat.:	1750	3289	410	1750	3159	540	807	2445	348	791	2461	348
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.21	0.21	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	13.5	57.5	57.5	7.9	51.8	51.8	27.6	27.6	27.6	25.1	25.1	25.1
Volume/Cap:	0.36	0.60	0.60	0.60	0.52	0.52	0.60	0.60	0.60	0.60	0.60	0.60
Delay/Veh:	55.5	28.1	28.1	68.4	30.0	30.0	47.5	47.5	47.5	49.2	49.2	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:	55.5	28.1	28.1	68.4	30.0	30.0	47.5	47.5	47.5	49.2	49.2	49.2
LOS by Move:	E+	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	6	27	27	7	21	21	17	17	17	16	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 PM

Intersection #63: Middlefield Rd. & Embarcadero Rd



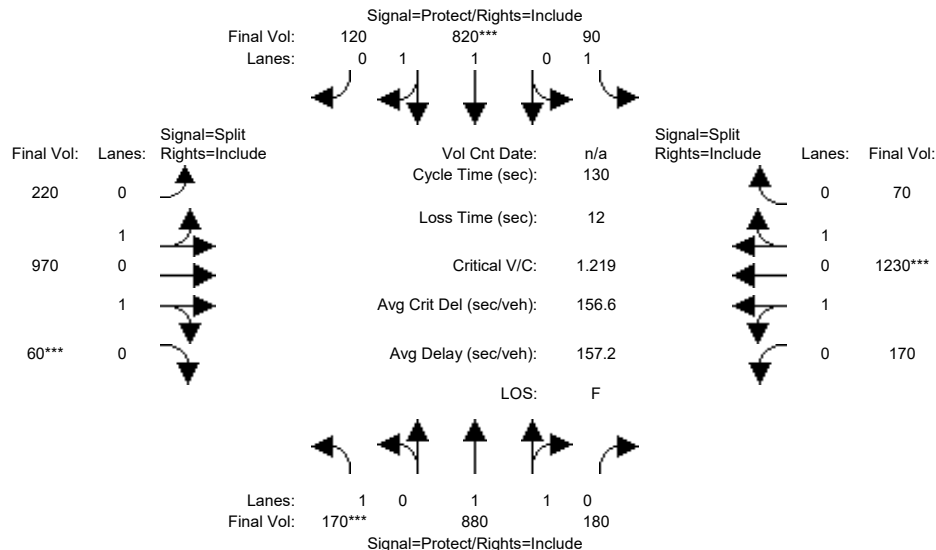
Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	870	130	70	700	140	110	360	50	100	290	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	870	130	70	700	140	110	360	50	100	290	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	870	130	70	700	140	110	360	50	100	290	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	870	130	70	700	140	110	360	50	100	290	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	870	130	70	700	140	110	360	50	100	290	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	870	130	70	700	140	110	360	50	100	290	50
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.66	0.34	0.42	1.39	0.19	0.45	1.32	0.23
Final Sat.:	1750	3219	481	1750	3083	617	762	2492	346	818	2373	409
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.04	0.23	0.23	0.14	0.14	0.14	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	12.2	55.3	55.3	8.2	51.3	51.3	29.5	29.5	29.5	25.0	25.0	25.0
Volume/Cap:	0.43	0.64	0.64	0.64	0.58	0.58	0.64	0.64	0.64	0.64	0.64	0.64
Uniform Del:	55.6	29.4	29.4	59.5	30.8	30.8	45.4	45.4	45.4	48.3	48.3	48.3
IncrcmntDel:	1.8	0.9	0.9	11.6	0.6	0.6	1.7	1.7	1.7	2.0	2.0	2.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	30.3	30.3	71.1	31.4	31.4	47.0	47.0	47.0	50.3	50.3	50.3
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:	57.4	30.3	30.3	71.1	31.4	31.4	47.0	47.0	47.0	50.3	50.3	50.3
LOS by Move:	E+	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	7	28	28	8	24	24	19	19	19	17	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 PM

Intersection #63: Middlefield Rd. & Embarcadero Rd

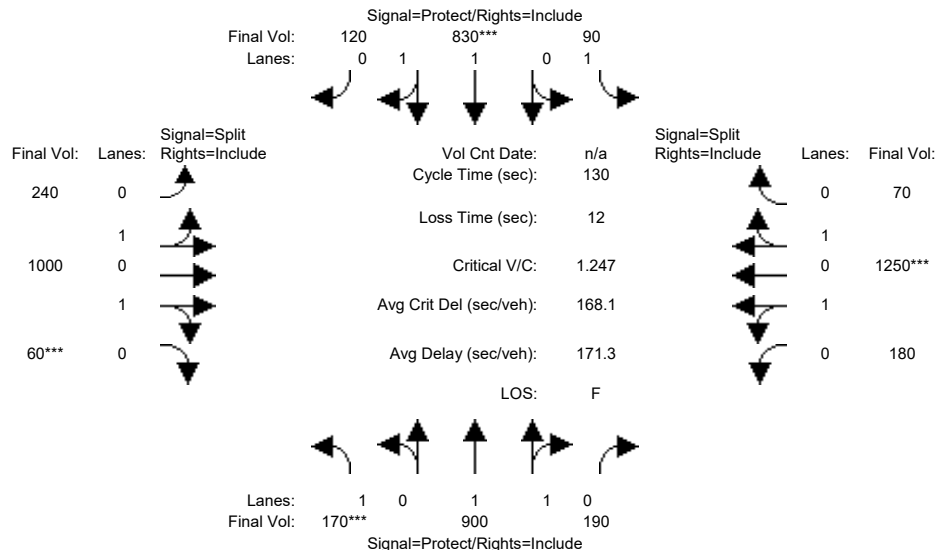


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	880	180	90	820	120	220	970	60	170	1230	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:	170	880	180	90	820	120	220	970	60	170	1230	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:	170	880	180	90	820	120	220	970	60	170	1230	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:	170	880	180	90	820	120	220	970	60	170	1230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	880	180	90	820	120	220	970	60	170	1230	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
Final Volume:	170	880	180	90	820	120	220	970	60	170	1230	70
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	1.74	0.26	0.35	1.55	0.10	0.23	1.67	0.10
Final Sat.:	1750	3071	628	1750	3227	472	634	2794	173	416	3012	171
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.05	0.25	0.25	0.35	0.35	0.35	0.41	0.41	0.41
Crit Moves:	***			***			***			***		
Green Time:	10.4	30.4	30.4	7.0	27.1	27.1	37.0	37.0	37.0	43.5	43.5	43.5
Volume/Cap:	1.22	1.22	1.22	0.96	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Uniform Del:	59.8	49.8	49.8	61.3	51.5	51.5	46.5	46.5	46.5	43.2	43.2	43.2
IncrementDel:	146.9	111	110.9	77.8	110	110.3	107.7	108	107.7	106.4	106	106.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	206.7	161	160.6	139.1	162	161.8	154.1	154	154.1	149.6	150	149.6
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:	206.7	161	160.6	139.1	162	161.8	154.1	154	154.1	149.6	150	149.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	25	57	57	13	52	52	67	67	67	77	77	77
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 PM

Intersection #63: Middlefield Rd. & Embarcadero Rd

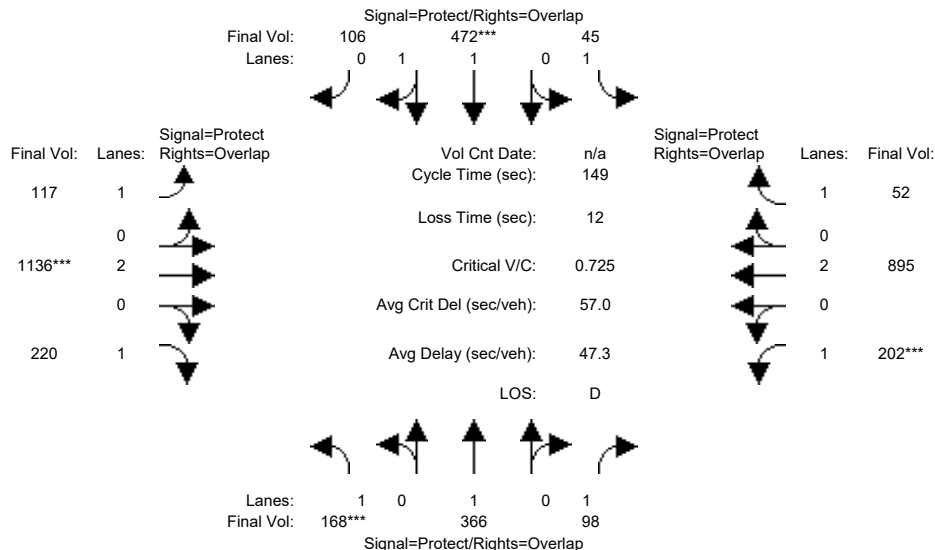


Street Name:	Embarcadero Rd						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	900	190	90	830	120	240	1000	60	180	1250	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:	170	900	190	90	830	120	240	1000	60	180	1250	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:	170	900	190	90	830	120	240	1000	60	180	1250	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:	170	900	190	90	830	120	240	1000	60	180	1250	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	190	90	830	120	240	1000	60	180	1250	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
Final Volume:	170	900	190	90	830	120	240	1000	60	180	1250	70
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	1.74	0.26	0.37	1.54	0.09	0.24	1.67	0.09
Final Sat.:	1750	3055	645	1750	3232	467	665	2769	166	432	3000	168
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.05	0.26	0.26	0.36	0.36	0.36	0.42	0.42	0.42
Crit Moves:	***			***			***			***		
Green Time:	10.1	29.9	29.9	7.0	26.8	26.8	37.7	37.7	37.7	43.4	43.4	43.4
Volume/Cap:	1.25	1.28	1.28	0.96	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Uniform Del:	59.9	50.0	50.0	61.3	51.6	51.6	46.2	46.2	46.2	43.3	43.3	43.3
IncrementDel:	158.0	135	135.4	77.8	122	121.9	119.2	119	119.2	118.2	118	118.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	217.9	185	185.5	139.1	174	173.5	165.4	165	165.4	161.4	161	161.4
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:	217.9	185	185.5	139.1	174	173.5	165.4	165	165.4	161.4	161	161.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	25	62	62	13	53	53	71	71	71	80	80	80
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 PM

Intersection #64: Oregon Expwy. Middlefield Rd

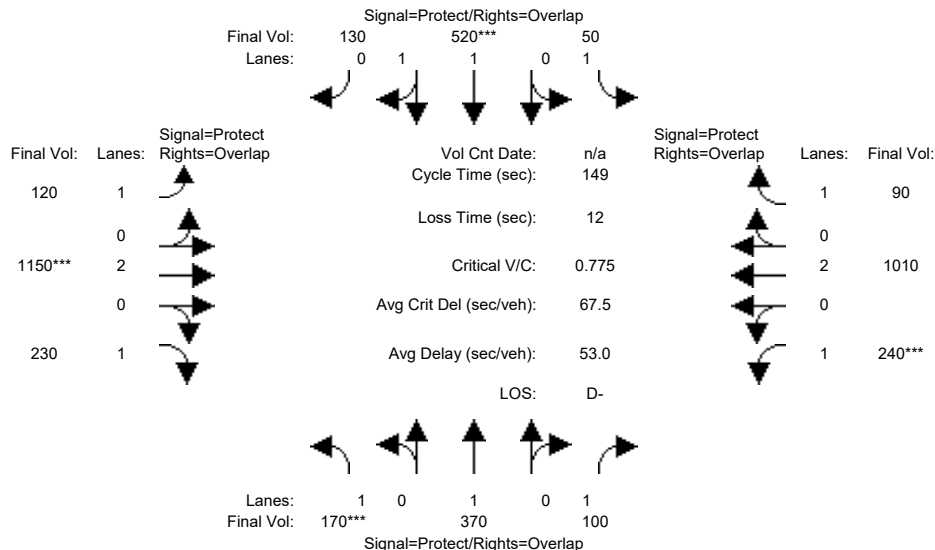


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	168	366	98	45	472	106	117	1136	220	202	895	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	366	98	45	472	106	117	1136	220	202	895	52
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:	168	366	98	45	472	106	117	1136	220	202	895	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	366	98	45	472	106	117	1136	220	202	895	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	366	98	45	472	106	117	1136	220	202	895	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	366	98	45	472	106	117	1136	220	202	895	52
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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3021	678	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.06	0.03	0.16	0.16	0.07	0.30	0.13	0.12	0.24	0.03
Crit Moves:	***			***			***			***		
Green Time:	28.0	51.5	67.5	10.5	34.0	52.2	18.2	59.0	87.0	16.0	56.8	67.3
Volume/Cap:	0.51	0.56	0.12	0.36	0.68	0.45	0.55	0.75	0.22	1.07	0.62	0.07
Delay/Veh:	55.7	40.6	23.7	67.9	54.9	37.5	64.4	41.0	14.9	153.5	38.2	23.1
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:	55.7	40.6	23.7	67.9	54.9	37.5	64.4	41.0	14.9	153.5	38.2	23.1
LOS by Move:	E+	D	C	E	D-	D+	E	D	B	F	D+	C
HCM2k95thQ:	15	24	5	5	24	19	12	38	10	27	29	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)
EX+P PM

Intersection #64: Oregon Expwy. Middlefield Rd

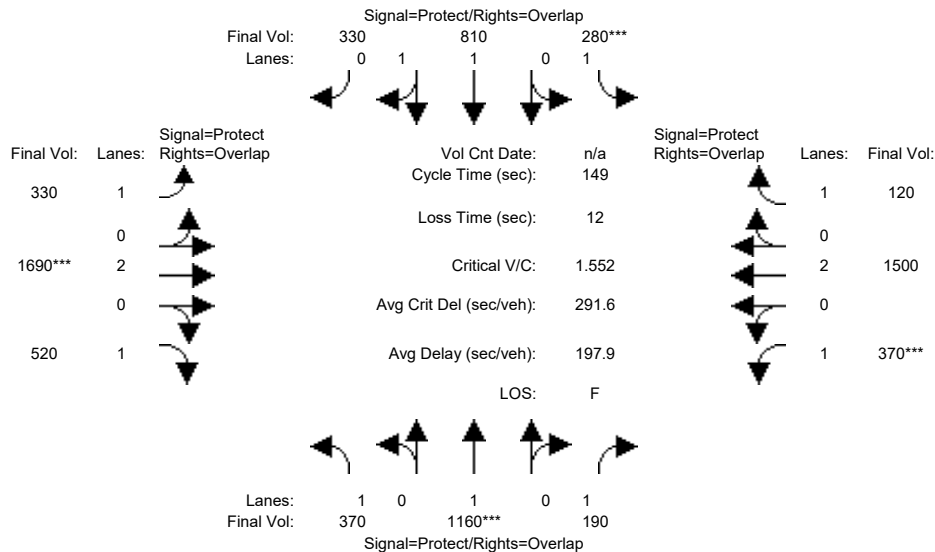


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	170	370	100	50	520	130	120	1150	230	240	1010	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:	170	370	100	50	520	130	120	1150	230	240	1010	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:	170	370	100	50	520	130	120	1150	230	240	1010	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:	170	370	100	50	520	130	120	1150	230	240	1010	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	370	100	50	520	130	120	1150	230	240	1010	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
Final Volume:	170	370	100	50	520	130	120	1150	230	240	1010	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2959	740	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.06	0.03	0.18	0.18	0.07	0.30	0.13	0.14	0.27	0.05
Crit Moves:	***				***			***			***	
Green Time:	28.0	51.5	67.5	10.5	34.0	52.2	18.2	59.0	87.0	16.0	56.8	67.3
Volume/Cap:	0.52	0.56	0.13	0.41	0.77	0.50	0.56	0.76	0.23	1.28	0.70	0.11
Uniform Del:	54.4	39.6	23.6	66.3	53.8	38.1	61.6	39.0	14.9	66.5	38.9	23.6
IncramntDel:	1.4	1.1	0.1	2.2	4.4	0.3	3.3	2.4	0.1	159.3	1.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	40.8	23.7	68.4	58.2	38.4	64.9	41.4	15.0	225.8	40.4	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	40.8	23.7	68.4	58.2	38.4	64.9	41.4	15.0	225.8	40.4	23.7
LOS by Move:	E+	D	C	E	E+	D+	E	D	B	F	D	C
HCM2k95thQ:	15	24	6	6	27	21	12	39	10	35	34	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 PM

Intersection #64: Oregon Expwy. Middlefield Rd

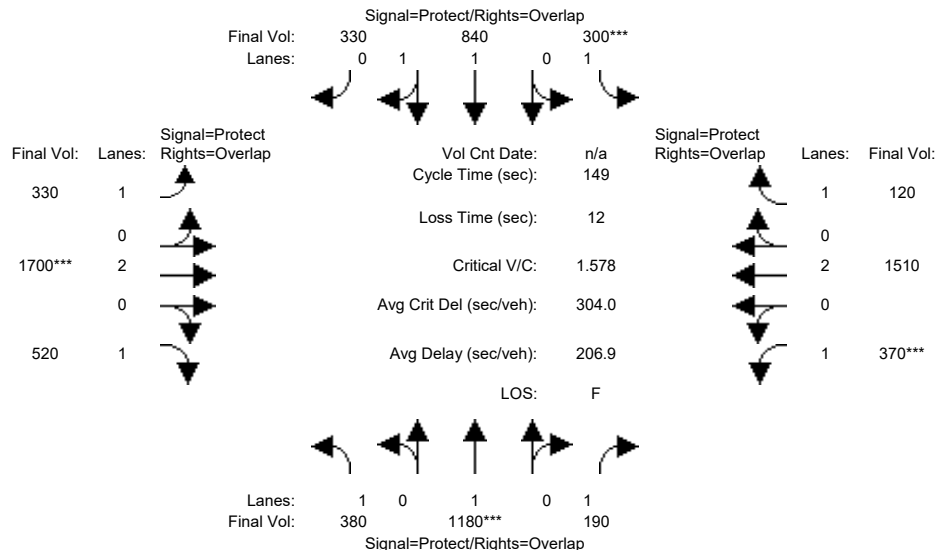


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	370	1160	190	280	810	330	330	1690	520	370	1500	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:	370	1160	190	280	810	330	330	1690	520	370	1500	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:	370	1160	190	280	810	330	330	1690	520	370	1500	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:	370	1160	190	280	810	330	330	1690	520	370	1500	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1160	190	280	810	330	330	1690	520	370	1500	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1160	190	280	810	330	330	1690	520	370	1500	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2628	1071	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.61	0.11	0.16	0.31	0.31	0.19	0.44	0.30	0.21	0.39	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.0	49.0	65.5	12.5	36.5	60.9	24.4	59.0	84.0	16.5	51.1	63.6
Volume/Cap:	1.26	1.86	0.25	1.91	1.26	0.75	1.15	1.12	0.53	1.91	1.15	0.16
Uniform Del:	62.0	50.0	26.2	68.3	56.3	37.7	62.3	45.0	20.2	66.2	49.0	26.3
IncrementDel:	141.2	392	0.2	433.1	126	2.2	100.4	64.8	0.5	427.4	77.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	203.2	442	26.4	501.3	182	39.9	162.7	110	20.7	493.7	126	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:	203.2	442	26.4	501.3	182	39.9	162.7	110	20.7	493.7	126	26.4
LOS by Move:	F	F	C	F	F	D	F	F	C+	F	F	C
HCM2k95thQ:	49	176	11	52	67	39	41	81	27	66	75	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 PM

Intersection #64: Oregon Expwy. Middlefield Rd

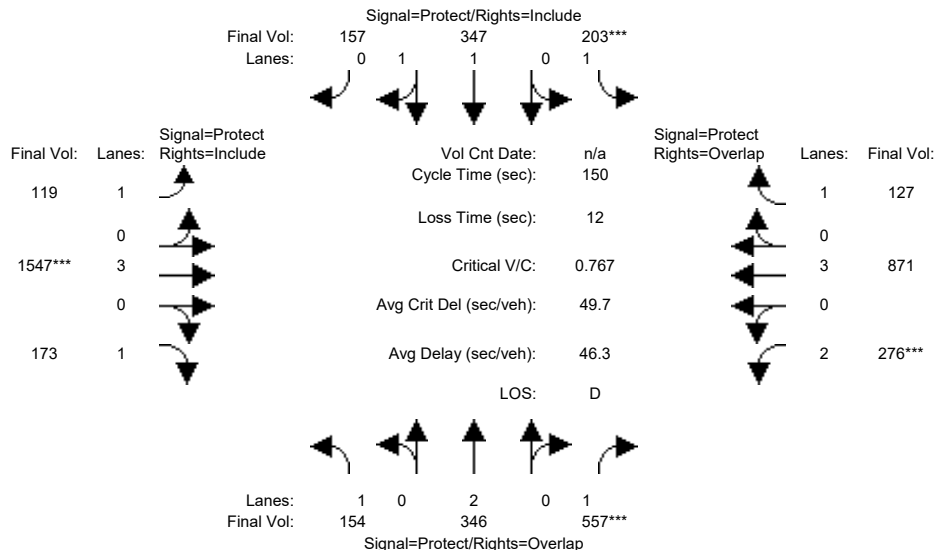


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1180	190	300	840	330	330	1700	520	370	1510	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	380	1180	190	300	840	330	330	1700	520	370	1510	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2656	1043	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.62	0.11	0.17	0.32	0.32	0.19	0.45	0.30	0.21	0.40	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.2	49.0	65.0	13.0	36.8	60.9	24.1	59.0	84.2	16.0	50.9	63.9
Volume/Cap:	1.28	1.89	0.25	1.97	1.28	0.77	1.16	1.13	0.53	1.97	1.16	0.16
Uniform Del:	61.9	50.0	26.6	68.0	56.1	38.1	62.4	45.0	20.0	66.5	49.1	26.1
IncrementDel:	150.4	406	0.2	458.0	135	2.6	105.3	67.4	0.5	453.9	82.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	212.2	456	26.7	526.0	192	40.7	167.7	112	20.6	520.3	132	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:	212.2	456	26.7	526.0	192	40.7	167.7	112	20.6	520.3	132	26.2
LOS by Move:	F	F	C	F	F	D	F	F	C+	F	F	C
HCM2k95thQ:	51	181	11	56	70	41	42	82	27	67	76	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 PM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real



Street Name:	Arastradero Rd.			Charleston			El Camino Real			West Bound		
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:	154	346	557	203	347	157	119	1547	173	276	871	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	346	557	203	347	157	119	1547	173	276	871	127
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:	154	346	557	203	347	157	119	1547	173	276	871	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	346	557	203	347	157	119	1547	173	276	871	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	346	557	203	347	157	119	1547	173	276	871	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	346	557	203	347	157	119	1547	173	276	871	127

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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.36	0.64	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2547	1152	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

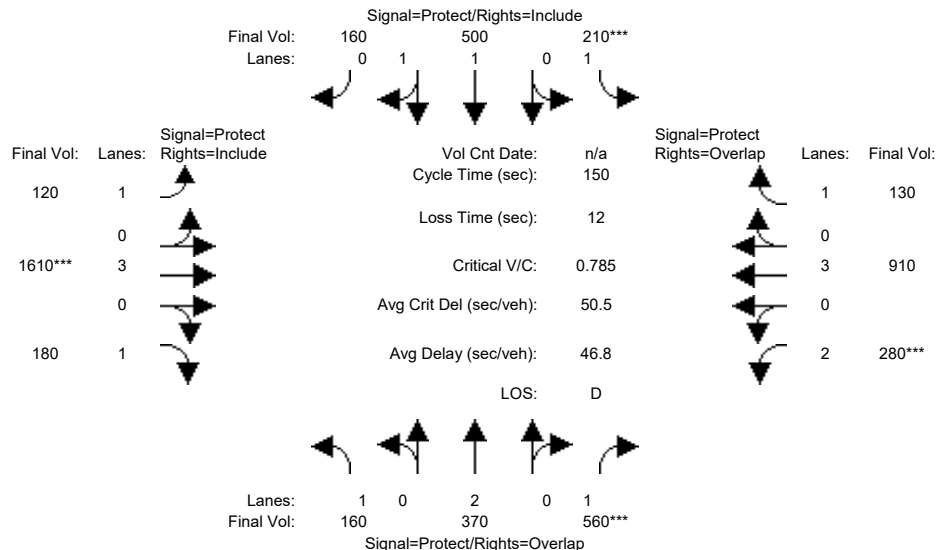
Vol/Sat:	0.09	0.09	0.32	0.12	0.14	0.14	0.07	0.27	0.10	0.09	0.15	0.07
Crit Moves:	****			****			****			****		
Green Time:	26.6	45.1	62.2	22.7	41.2	41.2	21.6	53.1	53.1	17.1	48.6	71.3
Volume/Cap:	0.50	0.30	0.77	0.77	0.50	0.50	0.47	0.77	0.28	0.77	0.47	0.15
Delay/Veh:	56.9	40.5	42.6	73.8	46.1	46.1	60.3	44.8	35.0	74.1	40.7	22.4
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:	56.9	40.5	42.6	73.8	46.1	46.1	60.3	44.8	35.0	74.1	40.7	22.4
LOS by Move:	E+	D	D	E	D	D	E	D	C-	E	D	C+
HCM2k95thQ:	14	12	41	21	18	18	11	37	12	17	19	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)
EX+P PM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real



Street Name:	Arastradero Rd. Charleston						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:	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:	160	370	560	210	500	160	120	1610	180	280	910	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:	160	370	560	210	500	160	120	1610	180	280	910	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:	160	370	560	210	500	160	120	1610	180	280	910	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:	160	370	560	210	500	160	120	1610	180	280	910	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	370	560	210	500	160	120	1610	180	280	910	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
Final Volume:	160	370	560	210	500	160	120	1610	180	280	910	130

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2802	897	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

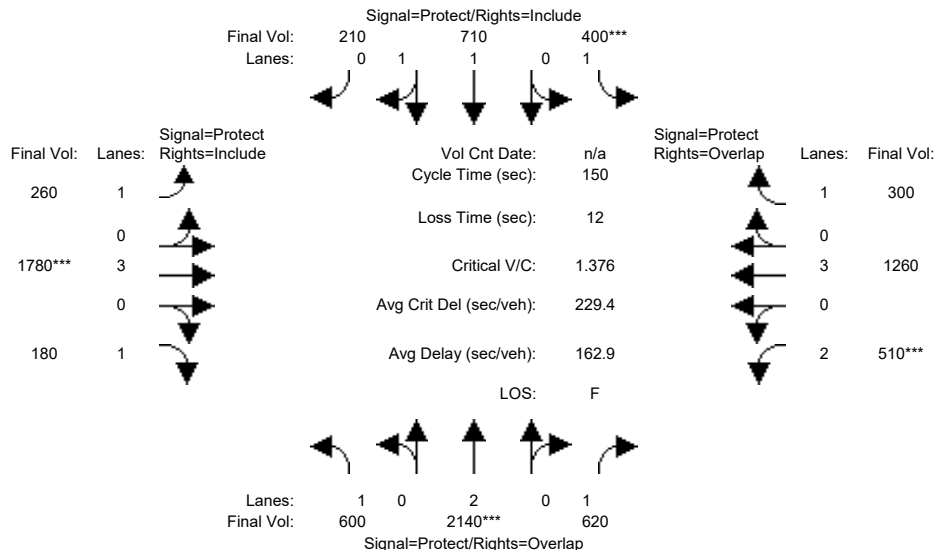
Vol/Sat:	0.09	0.10	0.32	0.12	0.18	0.18	0.07	0.28	0.10	0.09	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	22.7	44.1	61.1	22.9	44.3	44.3	21.3	54.0	54.0	17.0	49.6	72.5
Volume/Cap:	0.60	0.33	0.79	0.79	0.60	0.60	0.48	0.79	0.29	0.79	0.48	0.15
Uniform Del:	59.4	41.4	38.7	61.2	45.3	45.3	59.3	42.9	34.3	64.7	40.0	21.6
IncrementDel:	3.9	0.2	5.7	14.2	1.0	1.0	1.5	2.1	0.3	10.9	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	41.6	44.5	75.3	46.3	46.3	60.7	44.9	34.5	75.7	40.2	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:	63.3	41.6	44.5	75.3	46.3	46.3	60.7	44.9	34.5	75.7	40.2	21.7
LOS by Move:	E	D	D	E-	D	D	E	D	C-	E-	D	C+
HCM2k95thQ:	15	12	42	21	24	24	11	38	12	17	20	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 PM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real



Street Name:	Arastradero Rd. Charleston						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:	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:	600	2140	620	400	710	210	260	1780	180	510	1260	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	2140	620	400	710	210	260	1780	180	510	1260	300
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:	600	2140	620	400	710	210	260	1780	180	510	1260	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	2140	620	400	710	210	260	1780	180	510	1260	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	2140	620	400	710	210	260	1780	180	510	1260	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	2140	620	400	710	210	260	1780	180	510	1260	300

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2855	844	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

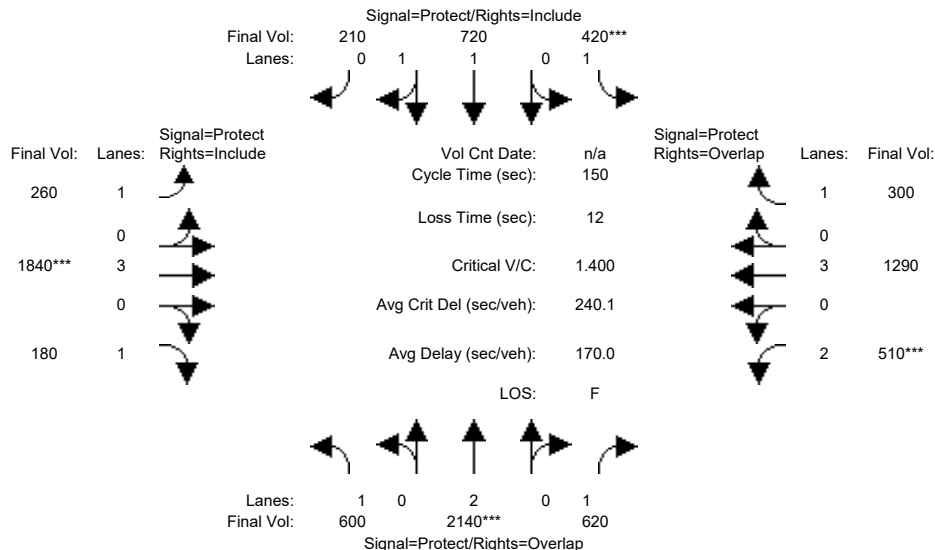
Vol/Sat:	0.34	0.56	0.35	0.23	0.25	0.25	0.15	0.31	0.10	0.16	0.22	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.0	61.4	79.0	24.9	36.3	36.3	20.8	34.0	34.0	17.6	30.9	55.8
Volume/Cap:	1.03	1.38	0.67	1.38	1.03	1.03	1.07	1.38	0.45	1.38	1.07	0.46
Uniform Del:	50.0	44.3	26.0	62.5	56.9	56.9	64.6	58.0	50.0	66.2	59.5	35.7
IncrcmntDel:	44.6	173	2.0	189.4	37.5	37.5	78.4	174	0.8	185.4	48.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.6	218	28.0	252.0	94.3	94.3	143.0	232	50.8	251.6	108	36.2
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:	94.6	218	28.0	252.0	94.3	94.3	143.0	232	50.8	251.6	108	36.2
LOS by Move:	F	F	C	F	F	F	F	F	D	F	F	D+
HCM2k95thQ:	59	127	38	57	46	46	32	74	15	43	44	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+P PM

Intersection #65: Arastradero Rd. /Charleston Rd. & El Camino Real



Street Name:	Arastradero Rd. Charleston						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:	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:	600	2140	620	420	720	210	260	1840	180	510	1290	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	2140	620	420	720	210	260	1840	180	510	1290	300
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:	600	2140	620	420	720	210	260	1840	180	510	1290	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	2140	620	420	720	210	260	1840	180	510	1290	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	2140	620	420	720	210	260	1840	180	510	1290	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	2140	620	420	720	210	260	1840	180	510	1290	300

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2864	835	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

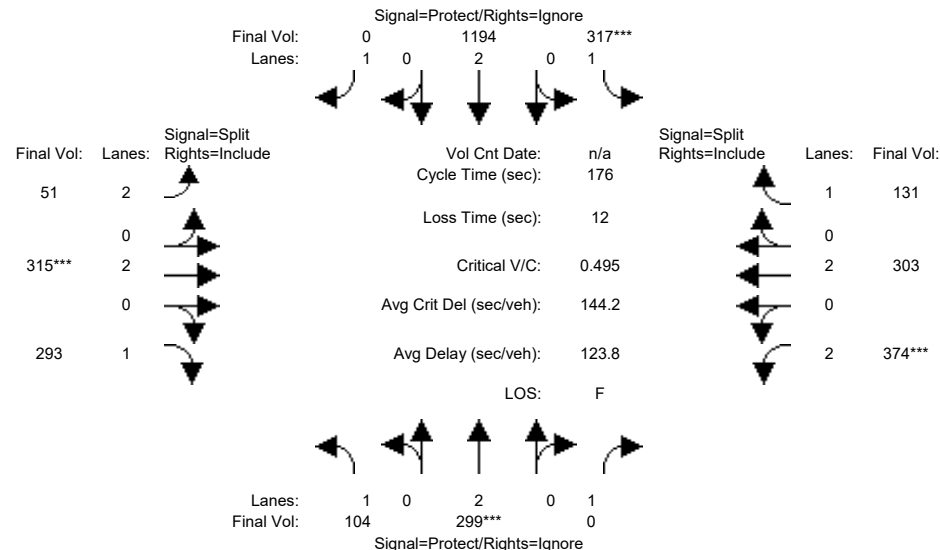
Vol/Sat:	0.34	0.56	0.35	0.24	0.25	0.25	0.15	0.32	0.10	0.16	0.23	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.7	60.3	77.7	25.7	36.4	36.4	20.6	34.6	34.6	17.3	31.4	57.1
Volume/Cap:	1.04	1.40	0.68	1.40	1.04	1.04	1.08	1.40	0.45	1.40	1.08	0.45
Uniform Del:	50.2	44.8	27.0	62.1	56.8	56.8	64.7	57.7	49.5	66.3	59.3	34.7
IncrementDel:	46.9	184	2.2	198.9	39.7	39.7	81.8	185	0.8	195.8	51.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	97.1	229	29.2	261.1	96.5	96.5	146.5	242	50.3	262.2	111	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.1	229	29.2	261.1	96.5	96.5	146.5	242	50.3	262.2	111	35.2
LOS by Move:	F	F	C	F	F	F	F	F	D	F	F	D+
HCM2k95thQ:	59	129	38	60	47	47	33	78	15	44	45	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)
Existing PM

Intersection #66: Foothill Expwy. & Arastradero Rd



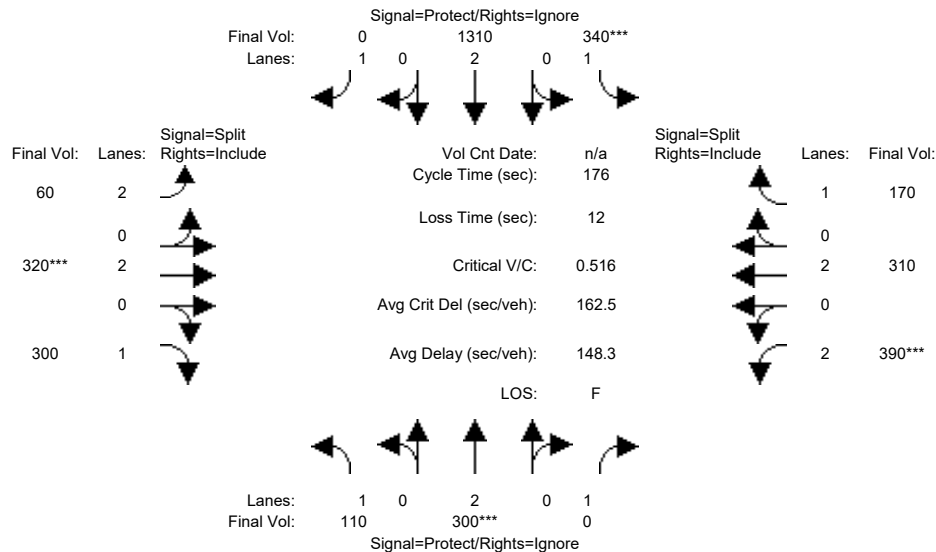
Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	299	176	317	1194	26	51	315	293	374	303	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	299	176	317	1194	26	51	315	293	374	303	131
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:	104	299	176	317	1194	26	51	315	293	374	303	131
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	299	0	317	1194	0	51	315	293	374	303	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	299	0	317	1194	0	51	315	293	374	303	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	299	0	317	1194	0	51	315	293	374	303	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.18	0.31	0.00	0.02	0.08	0.17	0.12	0.08	0.07
Crit Moves:	****			****			****			****		
Green Time:	37.0	66.0	0.0	18.0	47.0	0.0	59.5	59.5	59.5	42.0	42.0	42.0
Volume/Cap:	0.28	0.21	0.00	1.77	1.18	0.00	0.05	0.25	0.50	0.50	0.33	0.31
Delay/Veh:	58.8	37.4	0.0	447.8	154	0.0	39.2	42.1	47.0	58.4	55.7	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	37.4	0.0	447.8	154	0.0	39.2	42.1	47.0	58.4	55.7	55.6
LOS by Move:	E+	D+	A	F	F	A	D	D	D	E+	E+	E+
HCM2k95thQ:	10	10	0	59	70	0	2	11	24	19	13	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)
EX+P PM

Intersection #66: Foothill Expwy. & Arastradero Rd



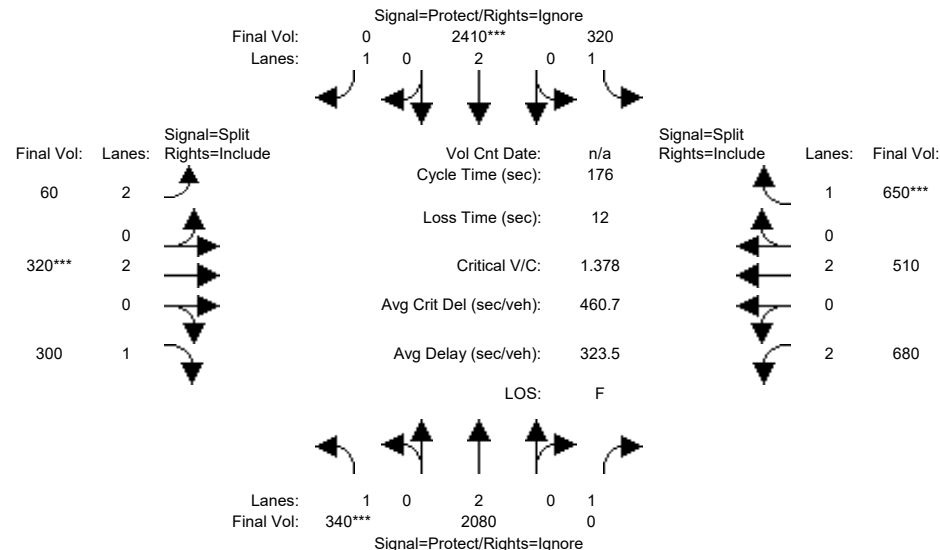
Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	300	180	340	1310	30	60	320	300	390	310	170
Growth Adj:	1.00	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	300	180	340	1310	30	60	320	300	390	310	170
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	300	180	340	1310	30	60	320	300	390	310	170
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	300	0	340	1310	0	60	320	300	390	310	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	300	0	340	1310	0	60	320	300	390	310	170
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	300	0	340	1310	0	60	320	300	390	310	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.19	0.34	0.00	0.02	0.08	0.17	0.12	0.08	0.10
Crit Moves:	****			****			****			****		
Green Time:	37.0	66.0	0.0	18.0	47.0	0.0	58.4	58.4	58.4	42.0	42.0	42.0
Volume/Cap:	0.30	0.21	0.00	1.90	1.29	0.00	0.06	0.25	0.52	0.52	0.34	0.41
Uniform Del:	58.6	37.3	0.0	79.0	64.5	0.0	40.0	42.9	47.4	58.2	55.5	56.5
IncramntDel:	0.5	0.1	0.0	425.1	138	0.0	0.0	0.1	0.8	0.6	0.2	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.0	37.4	0.0	504.1	203	0.0	40.1	43.0	48.2	58.9	55.8	57.1
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:	59.0	37.4	0.0	504.1	203	0.0	40.1	43.0	48.2	58.9	55.8	57.1
LOS by Move:	E+	D+	A	F	F	A	D	D	D	E+	E+	E+
HCM2k95thQ:	10	10	0	65	83	0	3	12	25	20	13	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 PM

Intersection #66: Foothill Expwy. & Arastradero Rd



Street Name:	Foothill Expwy						Arastradero 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:	37	66	66	18	47	47	34	34	34	42	42	42
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	2080	530	320	2410	30	60	320	300	680	510	650
Growth Adj:	1.00	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	2080	530	320	2410	30	60	320	300	680	510	650
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	2080	530	320	2410	30	60	320	300	680	510	650
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	2080	0	320	2410	0	60	320	300	680	510	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	2080	0	320	2410	0	60	320	300	680	510	650
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	2080	0	320	2410	0	60	320	300	680	510	650

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

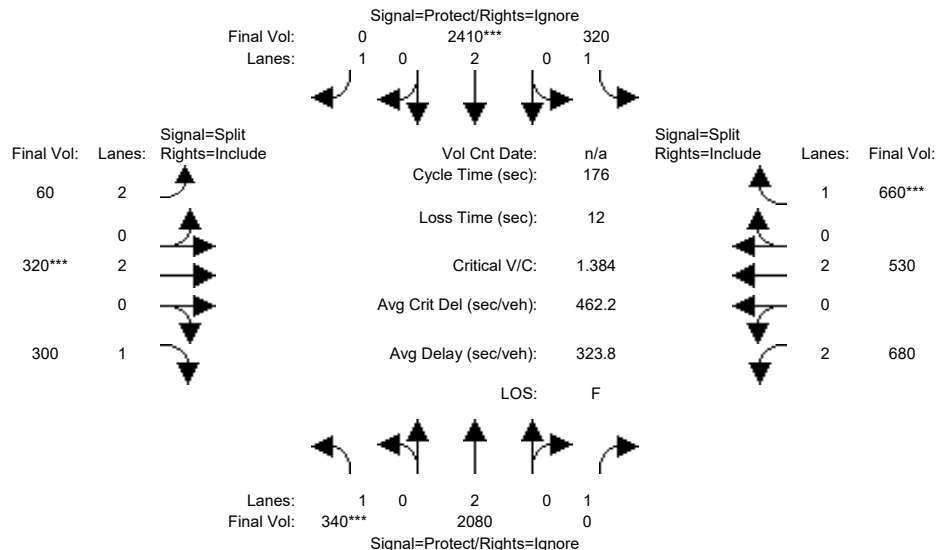
Vol/Sat:	0.19	0.55	0.00	0.18	0.63	0.00	0.02	0.08	0.17	0.22	0.13	0.37
Crit Moves:	****				****			****				****
Green Time:	37.0	66.0	0.0	22.0	51.0	0.0	34.0	34.0	34.0	42.0	42.0	42.0
Volume/Cap:	0.92	1.46	0.00	1.46	2.19	0.00	0.10	0.44	0.89	0.90	0.56	1.56
Uniform Del:	68.1	55.0	0.0	77.0	62.5	0.0	58.4	62.6	69.1	65.1	58.9	67.0
IncrementDel:	28.5	211	0.0	230.6	538	0.0	0.1	0.4	23.5	14.4	0.8	261.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.7	266	0.0	307.6	600	0.0	58.5	63.0	92.6	79.5	59.7	328.9
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:	96.7	266	0.0	307.6	600	0.0	58.5	63.0	92.6	79.5	59.7	328.9
LOS by Move:	F	F	A	F	F	A	E+	E	F	E-	E+	F
HCM2k95thQ:	38	142	0	53	214	0	3	14	34	40	22	104

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 PM

Intersection #66: Foothill Expwy. & Arastradero Rd

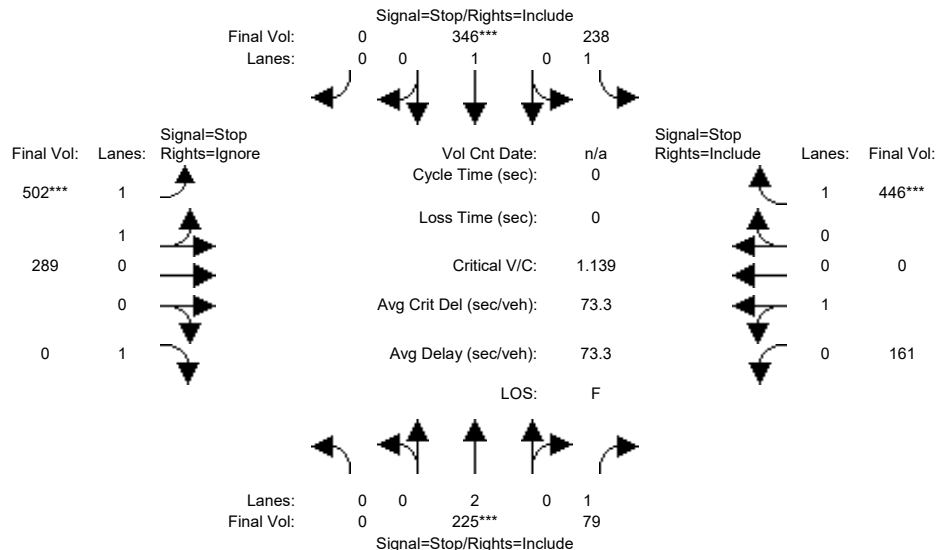


Street Name:	Foothill Expwy						Arastradero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	66	66	18	47	47	34	34	34	42	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	2080	530	320	2410	30	60	320	300	680	530	660
Growth Adj:	1.00	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	2080	530	320	2410	30	60	320	300	680	530	660
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	2080	530	320	2410	30	60	320	300	680	530	660
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	2080	0	320	2410	0	60	320	300	680	530	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	2080	0	320	2410	0	60	320	300	680	530	660
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	2080	0	320	2410	0	60	320	300	680	530	660
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.55	0.00	0.18	0.63	0.00	0.02	0.08	0.17	0.22	0.14	0.38
Crit Moves:	****				****			****				****
Green Time:	37.0	66.0	0.0	22.0	51.0	0.0	34.0	34.0	34.0	42.0	42.0	42.0
Volume/Cap:	0.92	1.46	0.00	1.46	2.19	0.00	0.10	0.44	0.89	0.90	0.58	1.58
Uniform Del:	68.1	55.0	0.0	77.0	62.5	0.0	58.4	62.6	69.1	65.1	59.3	67.0
IncramntDel:	28.5	211	0.0	230.6	538	0.0	0.1	0.4	23.5	14.4	1.0	272.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.7	266	0.0	307.6	600	0.0	58.5	63.0	92.6	79.5	60.3	339.4
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:	96.7	266	0.0	307.6	600	0.0	58.5	63.0	92.6	79.5	60.3	339.4
LOS by Move:	F	F	A	F	F	A	E+	E	F	E-	E	F
HCM2k95thQ:	38	142	0	53	214	0	3	14	34	40	23	107
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol: 0 225 79 238 346 0 502 289 44 161 0 446

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 225 79 238 346 0 502 289 44 161 0 446

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: 0 225 79 238 346 0 502 289 44 161 0 446

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Volume: 0 225 79 238 346 0 502 289 0 161 0 446

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 225 79 238 346 0 502 289 0 161 0 446

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 0 225 79 238 346 0 502 289 0 161 0 446

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 2.00 1.00 1.00 1.00 0.00 1.27 0.73 1.00 1.00 0.00 1.00

Final Sat.: 0 634 337 370 391 0 441 261 376 364 0 422

Capacity Analysis Module:

Vol/Sat: xxxx 0.36 0.23 0.64 0.88 xxxx 1.14 1.11 0.00 0.44 xxxx 1.06

Crit Moves: **** **** ****

Delay/Veh: 0.0 19.8 16.3 28.1 51.4 0.0 123.6 112 0.0 19.7 0.0 89.1

Delay Adj: 1.00 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 19.8 16.3 28.1 51.4 0.0 123.6 112 0.0 19.7 0.0 89.1

LOS by Move: * C C D F * F F * C * F

ApproachDel: 18.9 41.9 119.3 70.7

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 18.9 41.9 119.3 70.7

LOS by Appr: C E F F

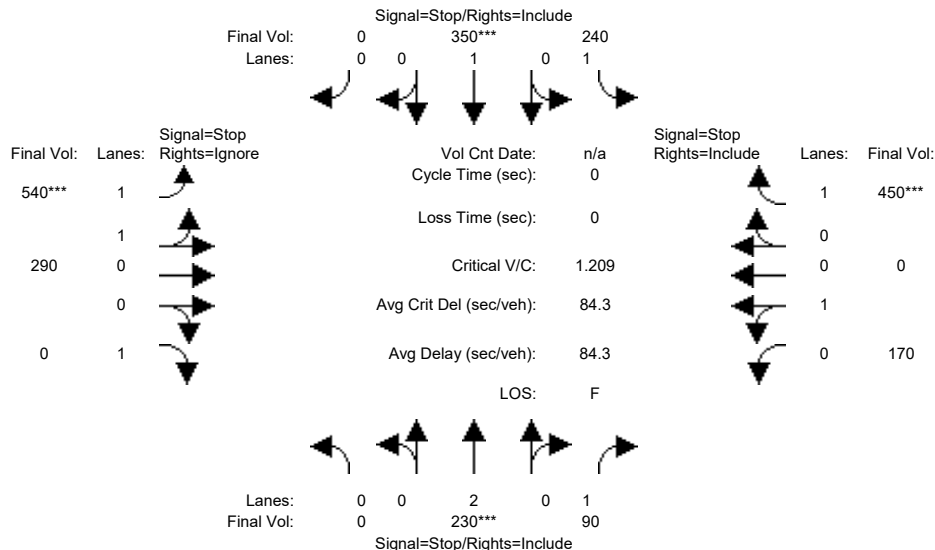
AllWayAvgQ: 0.0 0.5 0.3 1.6 4.3 0.0 9.8 9.8 0.0 0.7 0.7 9.1

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EX+P PM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	230	90	240	350	0	540	290	50	170	0	450
Growth Adj:	1.00	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	230	90	240	350	0	540	290	50	170	0	450
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	230	90	240	350	0	540	290	50	170	0	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	230	90	240	350	0	540	290	0	170	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	90	240	350	0	540	290	0	170	0	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	230	90	240	350	0	540	290	0	170	0	450

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.30	0.70	1.00	1.00	0.00	1.00
Final Sat.:	0	629	334	367	388	0	447	246	371	361	0	418

Capacity Analysis Module:

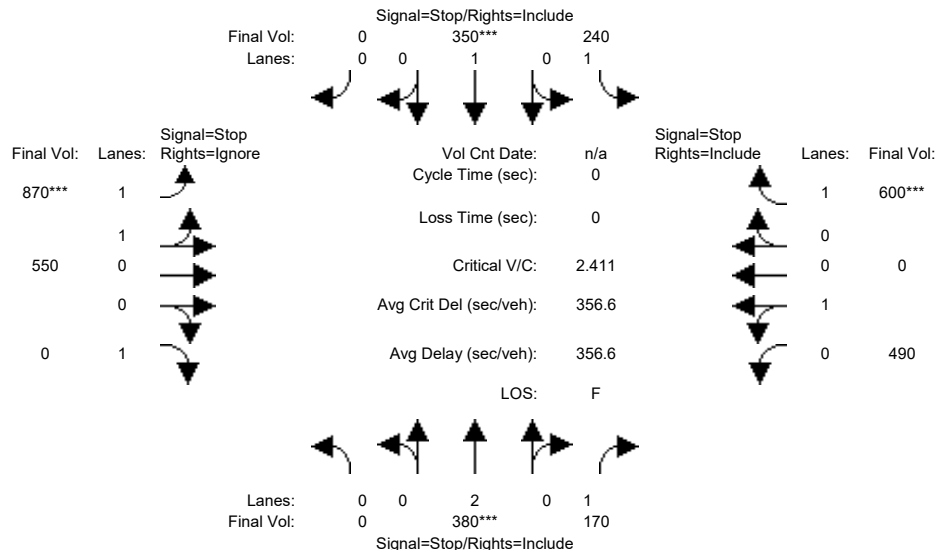
Vol/Sat:	xxxx	0.37	0.27	0.65	0.90	xxxx	1.21	1.18	0.00	0.47	xxxx	1.08
Crit Moves:	****					****	****					****
Delay/Veh:	0.0	20.1	17.0	28.9	54.8	0.0	149.2	137	0.0	20.7	0.0	95.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	17.0	28.9	54.8	0.0	149.2	137	0.0	20.7	0.0	95.5
LOS by Move:	*	C	C	D	F	*	F	F	*	C	*	F
ApproachDel:	19.3			44.3			144.8			75.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.3			44.3			144.8			75.0		
LOS by Appr:	C			E			F			F		
AllWayAvgQ:	0.0	0.5	0.3	1.7	4.6	0.0	12.1	12.1	0.0	0.8	0.8	9.8

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 PM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	380	170	240	350	0	870	550	50	490	0	600
Growth Adj:	1.00	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	380	170	240	350	0	870	550	50	490	0	600
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	380	170	240	350	0	870	550	50	490	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	380	170	240	350	0	870	550	0	490	0	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	170	240	350	0	870	550	0	490	0	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	380	170	240	350	0	870	550	0	490	0	600

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.23	0.77	1.00	1.00	0.00	1.00
Final Sat.:	0	585	310	325	343	0	361	234	321	334	0	375

Capacity Analysis Module:

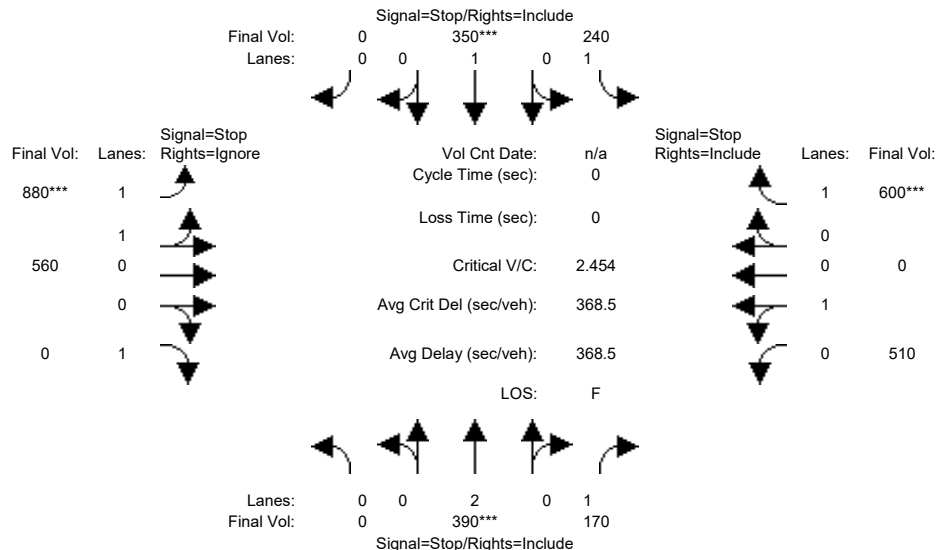
Vol/Sat:	xxxx	0.65	0.55	0.74	1.02	xxxx	2.41	2.35	0.00	1.47	xxxx	1.60
Crit Moves:		****			****		****					****
Delay/Veh:	0.0	35.0	27.3	38.8	87.7	0.0	670.4	642	0.0	254.1	0.0	305.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	27.3	38.8	87.7	0.0	670.4	642	0.0	254.1	0.0	305.2
LOS by Move:	*	D	D	E	F	*	F	F	*	F	*	F
ApproachDel:	32.6			67.8			659.3			282.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	32.6			67.8			659.3			282.2		
LOS by Appr:	D			F			F			F		
AllWayAvgQ:	0.0	1.6	1.1	2.3	7.1	0.0	52.7	52.7	0.0	22.3	22.3	30.5

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030+P PM

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	0	390	170	240	350	0	880	560	50	510	0	600
Growth Adj:	1.00	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	390	170	240	350	0	880	560	50	510	0	600
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	390	170	240	350	0	880	560	50	510	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	390	170	240	350	0	880	560	0	510	0	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	170	240	350	0	880	560	0	510	0	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	390	170	240	350	0	880	560	0	510	0	600

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.22	0.78	1.00	1.00	0.00	1.00
Final Sat.:	0	585	310	324	342	0	359	234	320	333	0	374

Capacity Analysis Module:

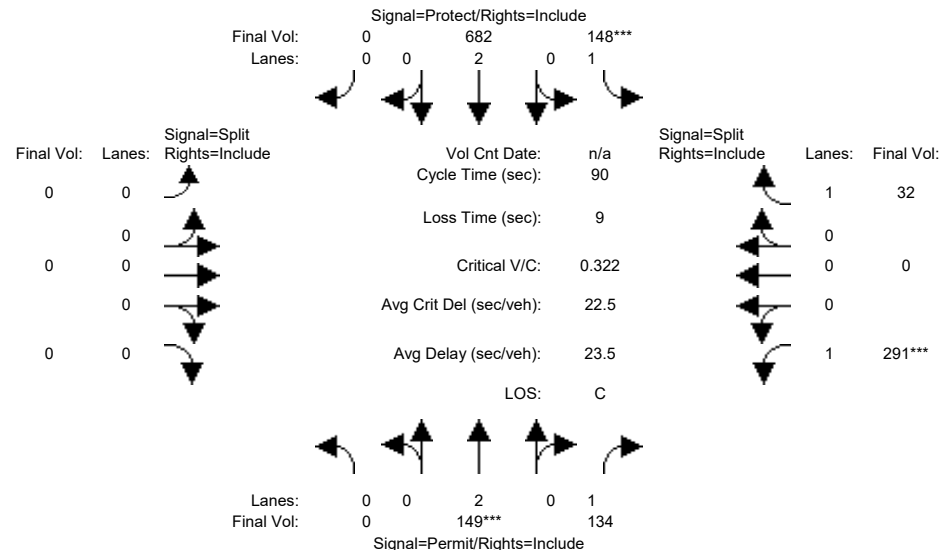
Vol/Sat:	xxxx	0.67	0.55	0.74	1.02	xxxx	2.45	2.39	0.00	1.53	xxxx	1.60
Crit Moves:		****			****		****					****
Delay/Veh:	0.0	36.3	27.4	39.1	88.6	0.0	689.4	660	0.0	281.3	0.0	307.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.3	27.4	39.1	88.6	0.0	689.4	660	0.0	281.3	0.0	307.5
LOS by Move:	*	E	D	E	F	*	F	F	*	F	*	F
ApproachDel:		33.6			68.4			678.0			295.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.6			68.4			678.0			295.5	
LOS by Appr:		D			F			F			F	
AllWayAvgQ:	0.0	1.7	1.1	2.3	7.2	0.0	54.0	54.0	0.0	24.7	24.7	30.7

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 PM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



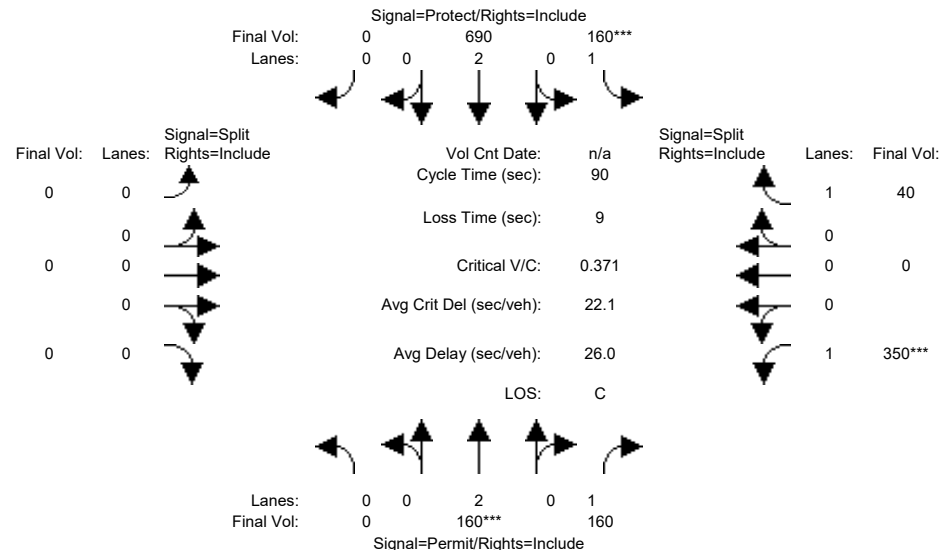
Street Name:	Moffett Blvd						101 Northbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	149	134	148	682	0	0	0	0	291	0	32
Growth Adj:	1.00	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	149	134	148	682	0	0	0	0	291	0	32
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	149	134	148	682	0	0	0	0	291	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	149	134	148	682	0	0	0	0	291	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	149	134	148	682	0	0	0	0	291	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	149	134	148	682	0	0	0	0	291	0	32
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.08	0.08	0.18	0.00	0.00	0.00	0.00	0.17	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.9	10.9	23.6	34.6	0.0	0.0	0.0	0.0	46.4	0.0	46.4
Volume/Cap:	0.00	0.32	0.63	0.32	0.47	0.00	0.00	0.00	0.00	0.32	0.00	0.04
Delay/Veh:	0.0	36.5	43.5	27.2	21.0	0.0	0.0	0.0	0.0	12.9	0.0	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.5	43.5	27.2	21.0	0.0	0.0	0.0	0.0	12.9	0.0	10.8
LOS by Move:	A	D+	D	C	C+	A	A	A	A	B	A	B+
HCM2k95thQ:	0	4	10	7	14	0	0	0	0	10	0	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 PM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



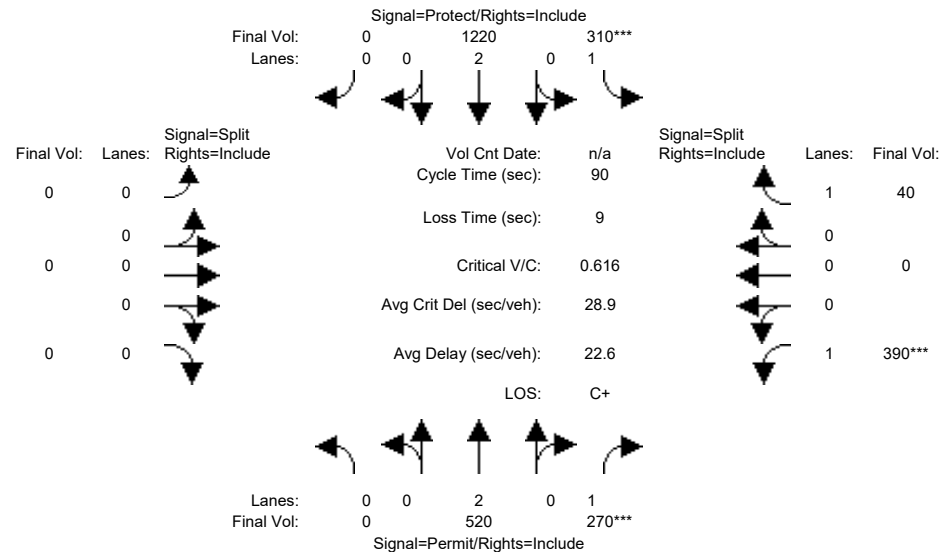
Street Name:	Moffett Blvd						101 Northbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	160	160	160	690	0	0	0	0	350	0	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:	0	160	160	160	690	0	0	0	0	350	0	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:	0	160	160	160	690	0	0	0	0	350	0	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:	0	160	160	160	690	0	0	0	0	350	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	160	160	160	690	0	0	0	0	350	0	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
Final Volume:	0	160	160	160	690	0	0	0	0	350	0	40
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.09	0.09	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.2	10.2	22.2	32.4	0.0	0.0	0.0	0.0	48.6	0.0	48.6
Volume/Cap:	0.00	0.37	0.80	0.37	0.50	0.00	0.00	0.00	0.00	0.37	0.00	0.04
Uniform Del:	0.0	36.9	38.9	28.1	22.5	0.0	0.0	0.0	0.0	11.9	0.0	9.8
IncrementDel:	0.0	0.5	20.7	0.5	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	37.4	59.7	28.6	22.8	0.0	0.0	0.0	0.0	12.2	0.0	9.8
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	37.4	59.7	28.6	22.8	0.0	0.0	0.0	0.0	12.2	0.0	9.8
LOS by Move:	A	D+	E+	C	C+	A	A	A	A	B	A	A
HCM2k95thQ:	0	5	13	8	15	0	0	0	0	12	0	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 PM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



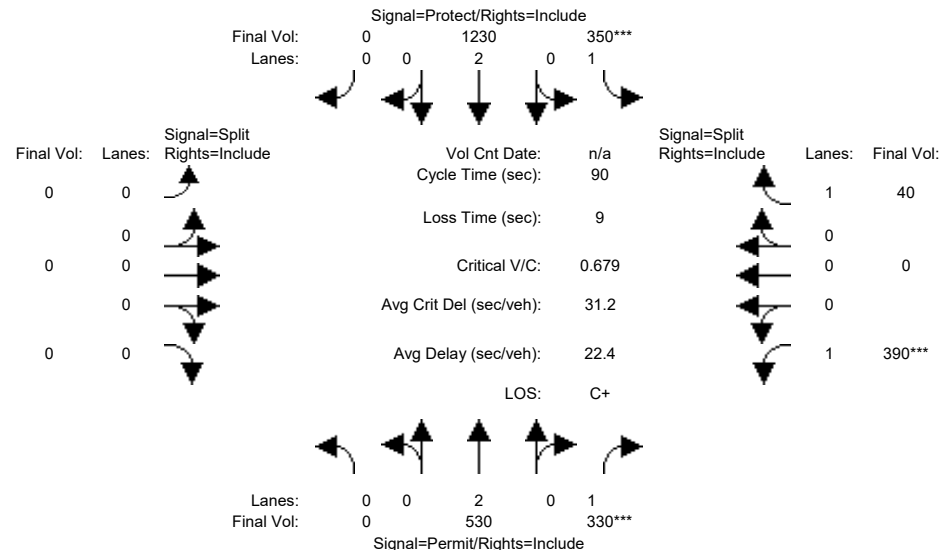
Street Name:	Moffett Blvd						101 Northbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	520	270	310	1220	0	0	0	0	390	0	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:	0	520	270	310	1220	0	0	0	0	390	0	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:	0	520	270	310	1220	0	0	0	0	390	0	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:	0	520	270	310	1220	0	0	0	0	390	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	270	310	1220	0	0	0	0	390	0	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
Final Volume:	0	520	270	310	1220	0	0	0	0	390	0	40
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.15	0.18	0.32	0.00	0.00	0.00	0.00	0.22	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	22.5	22.5	25.9	48.4	0.0	0.0	0.0	0.0	32.6	0.0	32.6
Volume/Cap:	0.00	0.55	0.62	0.62	0.60	0.00	0.00	0.00	0.00	0.62	0.00	0.06
Uniform Del:	0.0	29.3	29.9	27.8	14.1	0.0	0.0	0.0	0.0	23.6	0.0	18.8
IncrementDel:	0.0	0.7	2.6	2.3	0.5	0.0	0.0	0.0	0.0	1.8	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.0	32.5	30.0	14.6	0.0	0.0	0.0	0.0	25.4	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	30.0	32.5	30.0	14.6	0.0	0.0	0.0	0.0	25.4	0.0	18.8
LOS by Move:	A	C	C-	C	B	A	A	A	A	C	A	B-
HCM2k95thQ:	0	13	15	16	21	0	0	0	0	19	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+P PM

Intersection #68: Moffett Blvd. & 101 Northbound Off Ramp



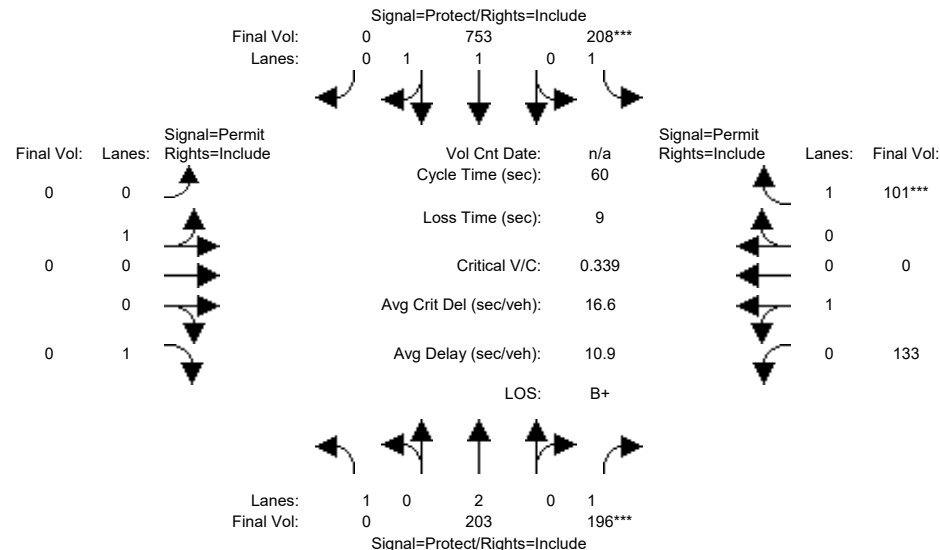
Street Name:	Moffett Blvd						101 Northbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	530	330	350	1230	0	0	0	0	390	0	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:	0	530	330	350	1230	0	0	0	0	390	0	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:	0	530	330	350	1230	0	0	0	0	390	0	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:	0	530	330	350	1230	0	0	0	0	390	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	330	350	1230	0	0	0	0	390	0	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
Final Volume:	0	530	330	350	1230	0	0	0	0	390	0	40
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	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.19	0.20	0.32	0.00	0.00	0.00	0.00	0.22	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	25.0	25.0	26.5	51.5	0.0	0.0	0.0	0.0	29.5	0.0	29.5
Volume/Cap:	0.00	0.50	0.68	0.68	0.57	0.00	0.00	0.00	0.00	0.68	0.00	0.07
Uniform Del:	0.0	27.3	28.9	28.0	12.2	0.0	0.0	0.0	0.0	26.1	0.0	20.8
IncrementDel:	0.0	0.4	3.9	3.7	0.4	0.0	0.0	0.0	0.0	3.3	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.7	32.8	31.7	12.5	0.0	0.0	0.0	0.0	29.4	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	32.8	31.7	12.5	0.0	0.0	0.0	0.0	29.4	0.0	20.8
LOS by Move:	A	C	C-	C	B	A	A	A	A	C	A	C+
HCM2k95thQ:	0	13	18	19	20	0	0	0	0	20	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)
Existing PM

Intersection #69: Moffett Blvd. & Leong Dr



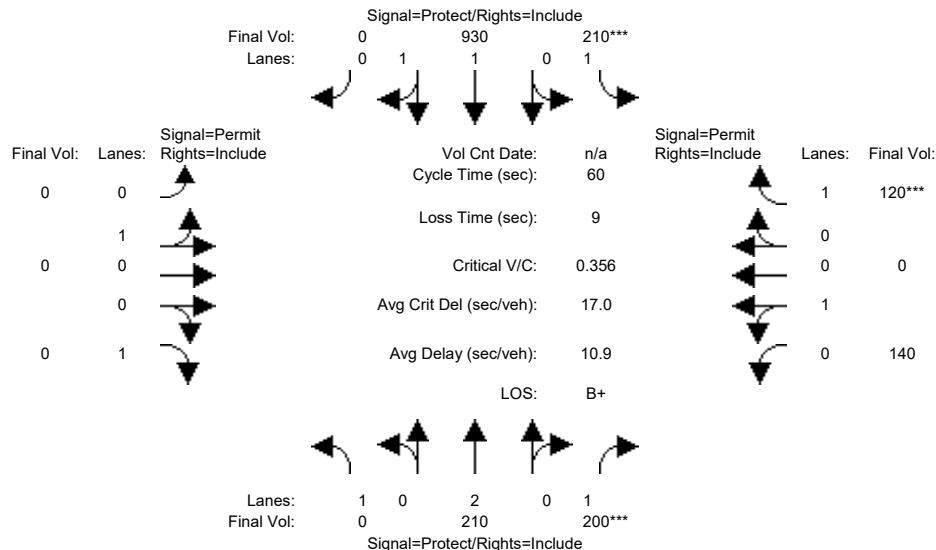
Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	203	196	208	753	0	0	0	0	133	0	101
Growth Adj:	1.00	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	203	196	208	753	0	0	0	0	133	0	101
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	203	196	208	753	0	0	0	0	133	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	203	196	208	753	0	0	0	0	133	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	196	208	753	0	0	0	0	133	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	203	196	208	753	0	0	0	0	133	0	101
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	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.11	0.12	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:			****	****								****
Green Time:	0.0	19.8	19.8	21.0	40.8	0.0	0.0	0.0	0.0	10.2	0.0	10.2
Volume/Cap:	0.00	0.16	0.34	0.34	0.30	0.00	0.00	0.00	0.00	0.43	0.00	0.34
Delay/Veh:	0.0	14.3	15.5	14.7	3.9	0.0	0.0	0.0	0.0	23.3	0.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	15.5	14.7	3.9	0.0	0.0	0.0	0.0	23.3	0.0	22.6
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C+
HCM2k95thQ:	0	3	6	7	6	0	0	0	0	6	0	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 PM

Intersection #69: Moffett Blvd. & Leong Dr



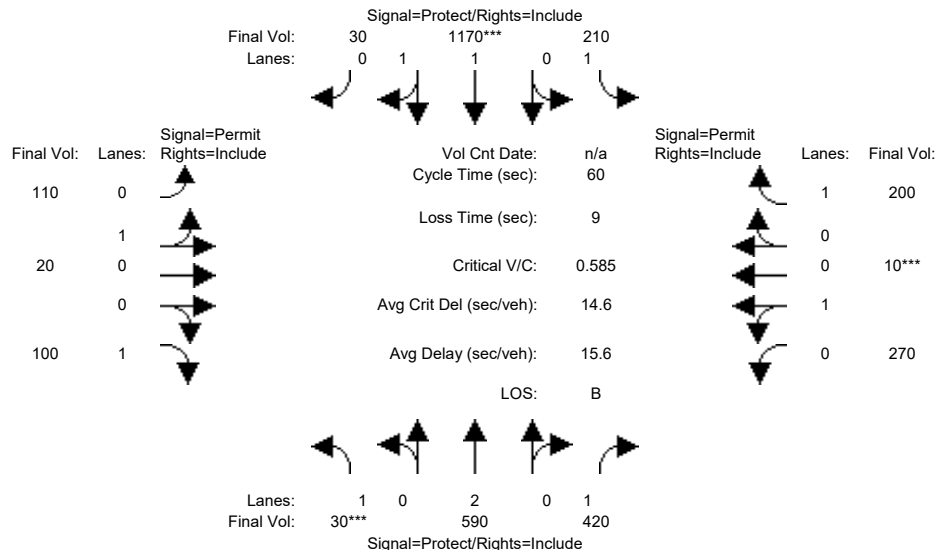
Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	210	200	210	930	0	0	0	0	140	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	210	200	210	930	0	0	0	0	140	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	210	200	210	930	0	0	0	0	140	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	210	200	210	930	0	0	0	0	140	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	210	200	210	930	0	0	0	0	140	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	210	200	210	930	0	0	0	0	140	0	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.11	0.12	0.25	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:			****	****								****
Green Time:	0.0	19.2	19.2	20.2	39.5	0.0	0.0	0.0	0.0	11.5	0.0	11.5
Volume/Cap:	0.00	0.17	0.36	0.36	0.38	0.00	0.00	0.00	0.00	0.40	0.00	0.36
Uniform Del:	0.0	14.7	15.6	15.0	4.7	0.0	0.0	0.0	0.0	21.2	0.0	21.0
IncrementDel:	0.0	0.1	0.4	0.4	0.1	0.0	0.0	0.0	0.0	0.8	0.0	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.7	16.0	15.4	4.8	0.0	0.0	0.0	0.0	22.0	0.0	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:	0.0	14.7	16.0	15.4	4.8	0.0	0.0	0.0	0.0	22.0	0.0	21.7
LOS by Move:	A	B	B	B	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	3	7	7	8	0	0	0	0	6	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)
2030 PM

Intersection #69: Moffett Blvd. & Leong Dr

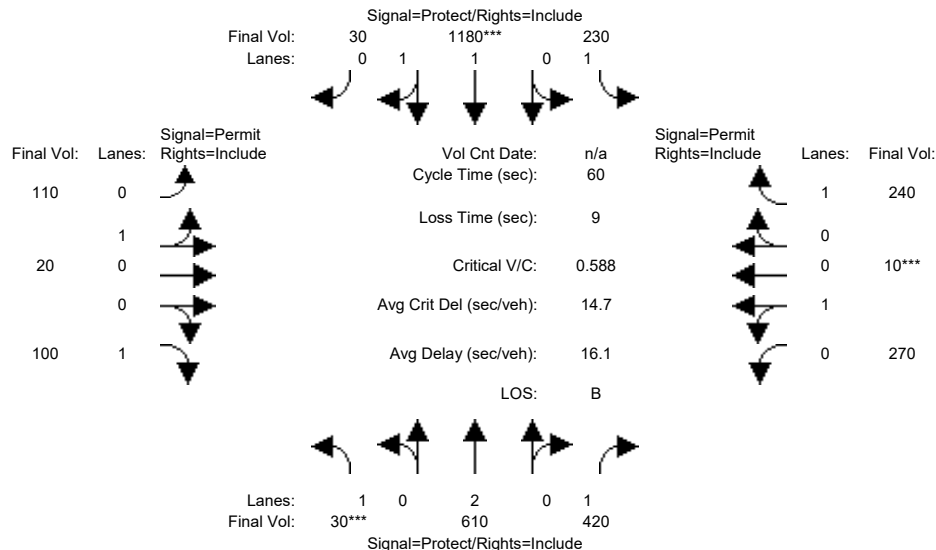


Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	590	420	210	1170	30	110	20	100	270	10	200
Growth Adj:	1.00	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	590	420	210	1170	30	110	20	100	270	10	200
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	590	420	210	1170	30	110	20	100	270	10	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	590	420	210	1170	30	110	20	100	270	10	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	590	420	210	1170	30	110	20	100	270	10	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	590	420	210	1170	30	110	20	100	270	10	200
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.85	0.15	1.00	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	3607	92	1523	277	1750	1736	64	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.24	0.12	0.32	0.32	0.07	0.07	0.06	0.16	0.16	0.11
Crit Moves:	****			****						****		
Green Time:	7.0	24.5	24.5	12.2	29.7	29.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.15	0.38	0.59	0.59	0.65	0.65	0.30	0.30	0.24	0.65	0.65	0.48
Uniform Del:	23.8	12.4	13.8	21.6	11.3	11.3	18.8	18.8	18.5	20.6	20.6	19.7
IncrementDel:	0.3	0.2	1.3	2.6	0.9	0.9	0.4	0.4	0.3	3.6	3.6	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	12.6	15.1	24.2	12.2	12.2	19.2	19.2	18.8	24.3	24.3	20.6
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:	24.2	12.6	15.1	24.2	12.2	12.2	19.2	19.2	18.8	24.3	24.3	20.6
LOS by Move:	C	B	B	C	B	B	B-	B-	B-	C	C	C+
HCM2k95thQ:	1	8	14	9	18	18	5	5	4	12	12	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 PM

Intersection #69: Moffett Blvd. & Leong Dr

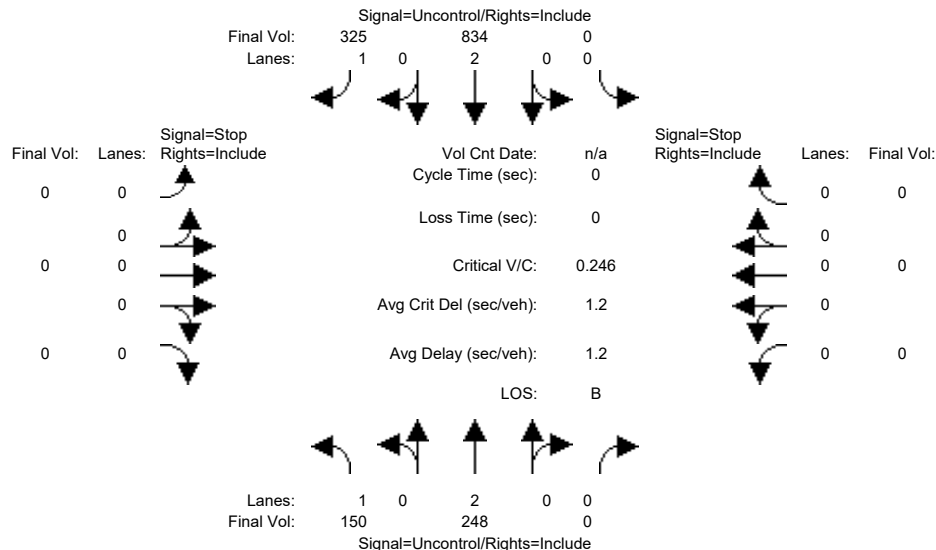


Street Name:	Moffett Blvd						Leong Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	610	420	230	1180	30	110	20	100	270	10	240
Growth Adj:	1.00	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	610	420	230	1180	30	110	20	100	270	10	240
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	610	420	230	1180	30	110	20	100	270	10	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	610	420	230	1180	30	110	20	100	270	10	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	610	420	230	1180	30	110	20	100	270	10	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	610	420	230	1180	30	110	20	100	270	10	240
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.85	0.15	1.00	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	3608	92	1523	277	1750	1736	64	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.24	0.13	0.33	0.33	0.07	0.07	0.06	0.16	0.16	0.14
Crit Moves:	****				****					****		
Green Time:	7.0	23.8	23.8	13.0	29.8	29.8	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.15	0.40	0.61	0.61	0.66	0.66	0.31	0.31	0.24	0.66	0.66	0.58
Uniform Del:	23.8	13.0	14.4	21.2	11.3	11.3	18.9	18.9	18.6	20.7	20.7	20.3
IncrcmntDel:	0.3	0.2	1.5	2.8	0.9	0.9	0.4	0.4	0.3	3.8	3.8	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	13.2	15.9	23.9	12.2	12.2	19.3	19.3	18.9	24.5	24.5	22.3
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:	24.2	13.2	15.9	23.9	12.2	12.2	19.3	19.3	18.9	24.5	24.5	22.3
LOS by Move:	C	B	B	C	B	B	B-	B-	B-	C	C	C+
HCM2k95thQ:	1	9	14	10	18	18	5	5	4	12	12	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 Unsignalized (Future Volume Alternative)
Existing PM

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp



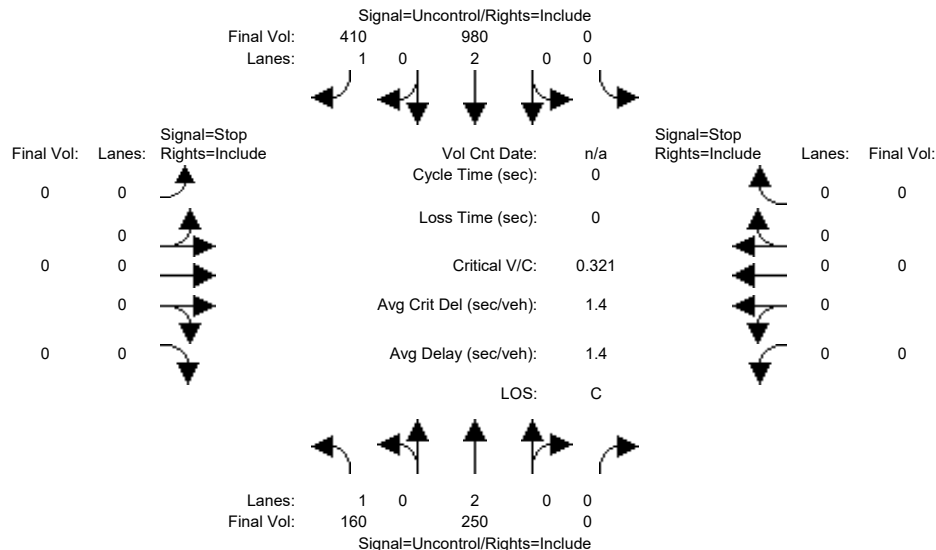
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Volume Module:															
Base Vol:	150	248		0	0	834	325	0	0	0	0	0	0		
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	150	248		0	0	834	325	0	0	0	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:	150	248		0	0	834	325	0	0	0	0	0	0		
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	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	248		0	0	834	325	0	0	0	0	0	0		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	150	248		0	0	834	325	0	0	0	0	0	0		
	-----			-----			-----			-----					
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
	-----			-----			-----			-----					
Capacity Module:															
Cnflct Vol:	1159	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Potent Cap.:	610	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Move Cap.:	610	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Volume/Cap:	0.25	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
	-----			-----			-----			-----					
Level Of Service Module:															
2Way95thQ:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Control Del:	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			*			*					
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp



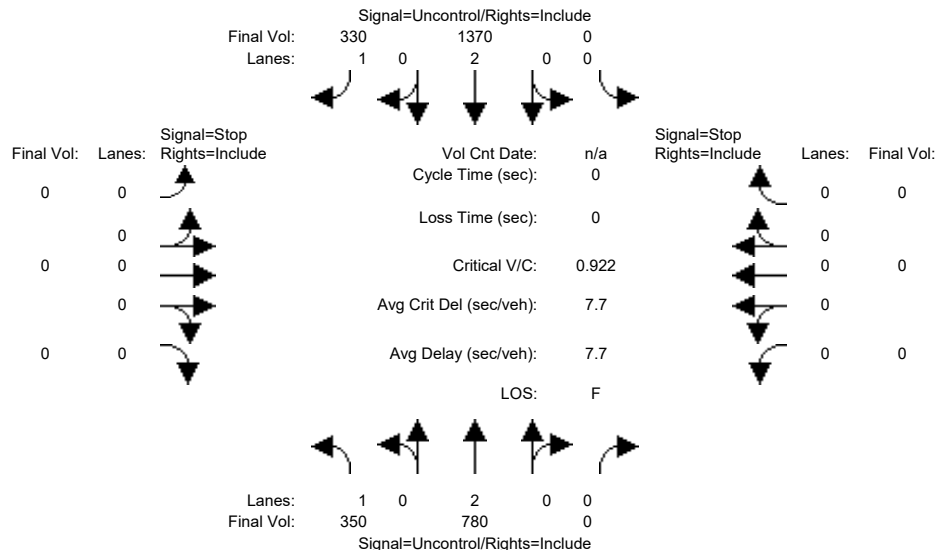
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	160	250		0	0	980	410	0	0	0	0	0	0		
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	160	250		0	0	980	410	0	0	0	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:	160	250		0	0	980	410	0	0	0	0	0	0		
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	160	250		0	0	980	410	0	0	0	0	0	0		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	160	250		0	0	980	410	0	0	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1390	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	499	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	499	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.32	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Control Del:	15.6	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	C	*		*	*		*	*		*	*		*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*		*	*		*	*		*	*		*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*				*			*			*			*	
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp



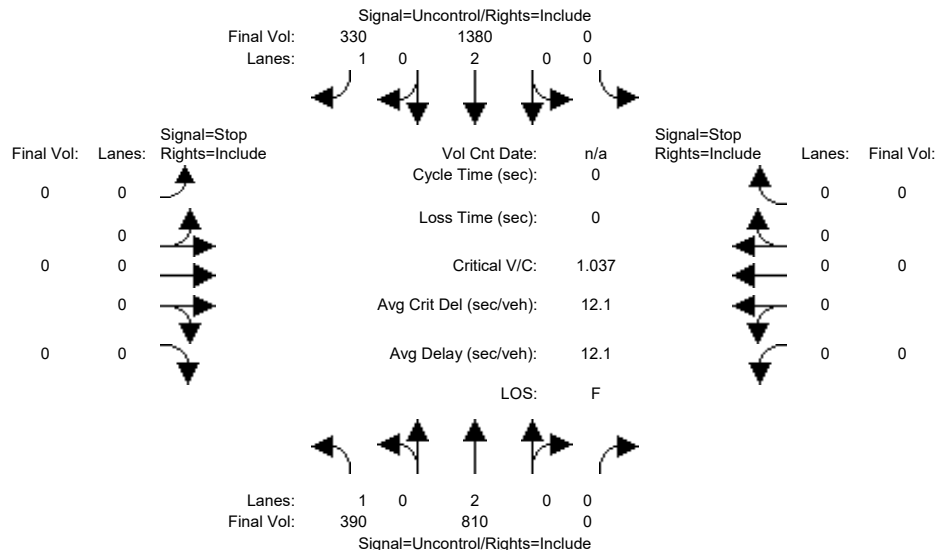
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	350	780		0	0	1370	330	0	0	0	0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	350	780		0	0	1370	330	0	0	0	0	0	0		0
Added Vol:	0	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		0
Initial Fut:	350	780		0	0	1370	330	0	0	0	0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	350	780		0	0	1370	330	0	0	0	0	0	0		0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		0
FinalVolume:	350	780		0	0	1370	330	0	0	0	0	0	0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1700	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	380	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	380	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.92	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Control Del:	62.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	F	*		*	*	*		*	*	*		*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*				*			*			*			*	
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp



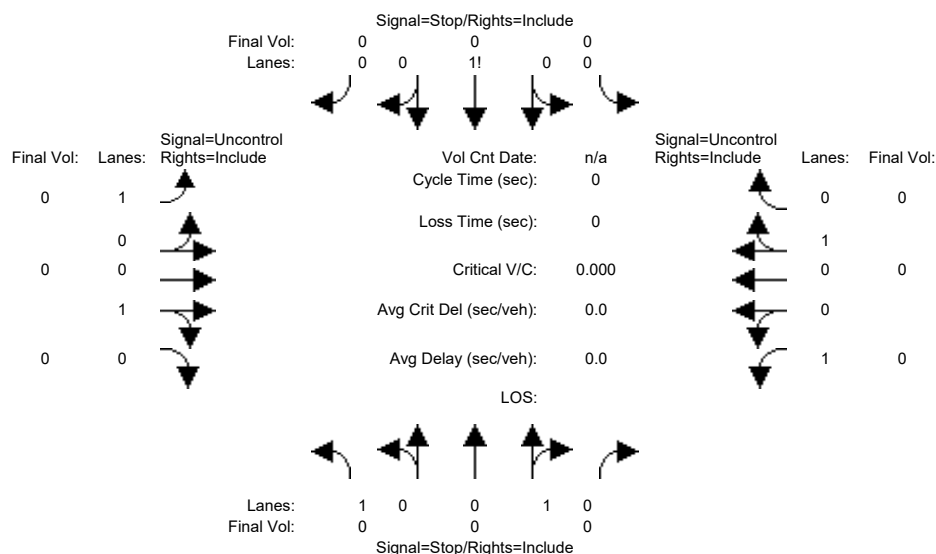
Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	390	810		0	0	1380	330	0	0	0	0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	390	810		0	0	1380	330	0	0	0	0	0	0		0
Added Vol:	0	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		0
Initial Fut:	390	810		0	0	1380	330	0	0	0	0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	390	810		0	0	1380	330	0	0	0	0	0	0		0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		0
FinalVolume:	390	810		0	0	1380	330	0	0	0	0	0	0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1710	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	376	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	376	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	1.04	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Control Del:	90.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	F	*		*	*	*		*	*	*		*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*				*			*			*			*	
Note: Queue reported is the number of cars per lane.															

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 PM

Intersection #71: New St & Charleston

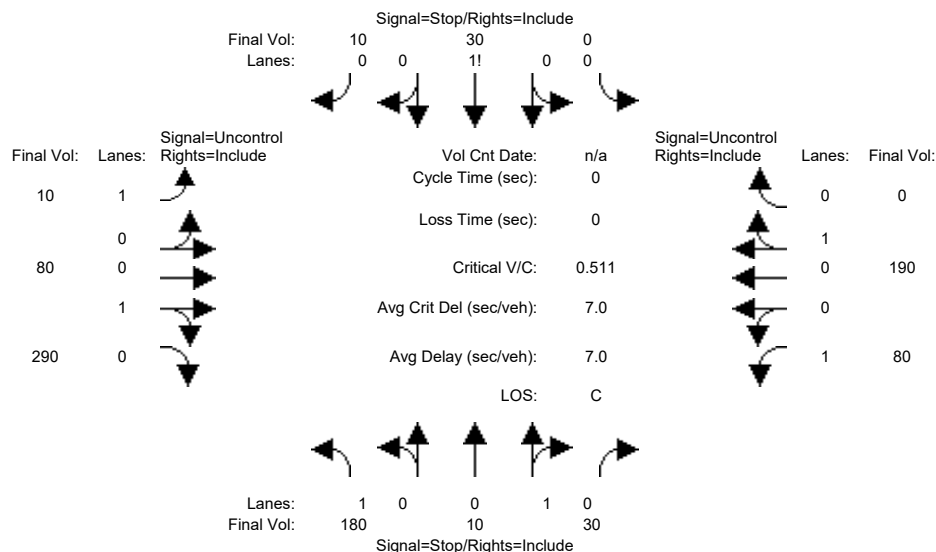


Street Name:				New St			Charleston														
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
		-----			-----			-----			-----										
Volume Module:																					
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Added Vol:	0	0	0	0	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	0	0	0	0					
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
		-----			-----			-----			-----										
Critical Gap Module:																					
Critical Gp:	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	0.0					
FollowUpTim:	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	0.0					
		-----			-----			-----			-----										
Capacity Module:																					
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
		-----			-----			-----			-----										
Level Of Service Module:																					
2Way95thQ:	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	0.0					
Control Del:	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	0.0					
LOS by Move:																					
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SharedQueue:	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	0.0	0.0	0.0	0.0	0.0	
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Shared LOS:																					
ApproachDel:	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
ApproachLOS:																					
Note: Queue reported is the number of cars per lane.																					

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

North Bayshore Precise Plan EIR
SJ13-1450Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P PM

Intersection #71: New St & Charleston



Street Name:	New St						Charleston					
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:	180	10	30	0	30	10	10	80	290	80	190	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:	180	10	30	0	30	10	10	80	290	80	190	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:	180	10	30	0	30	10	10	80	290	80	190	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:	180	10	30	0	30	10	10	80	290	80	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	10	30	0	30	10	10	80	290	80	190	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	615	595	225	xxxx	740	190	190	xxxx	xxxxx	370	xxxx	xxxxx
Potent Cap.:	406	420	819	xxxx	347	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Move Cap.:	352	389	819	xxxx	322	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Volume/Cap:	0.51	0.03	0.04	xxxx	0.09	0.01	0.01	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	25.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	642	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	11.0	xxxxx	xxxx	15.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*
ApproachDel:	22.8				15.6		xxxxxx			xxxxxx		
ApproachLOS:	C				C		*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 PM

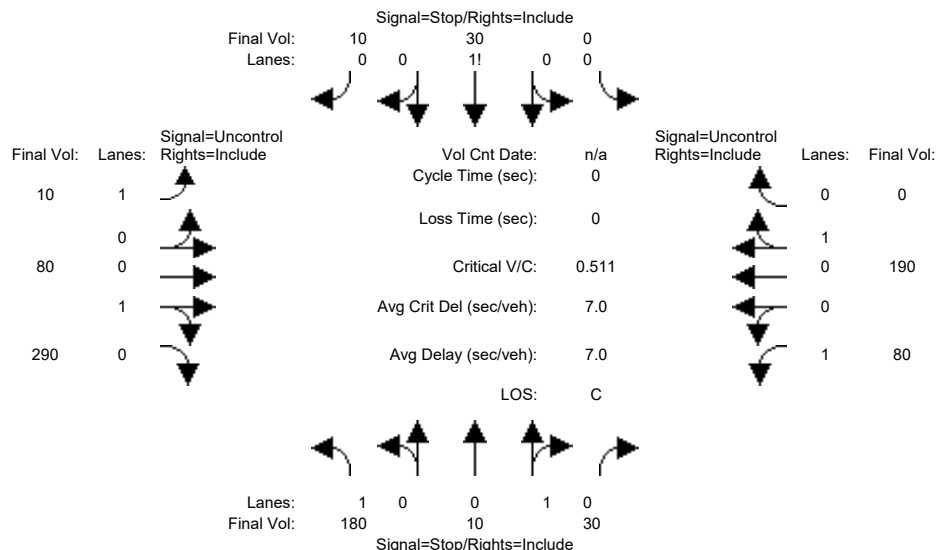
Left Side			Center			Right Side		
Final Vol:	Lanes:	Signal=Uncontrol Rights=Include	Signal=Stop/Rights=Include	Vol Cnt Date: Cycle Time (sec):	n/a	Signal=Uncontrol Rights=Include	Lanes:	Final Vol:
10	1			Loss Time (sec):	0		0	0
	0						1	
80	0			Critical V/C:	0.143		0	300
	1			Avg Crit Del (sec/veh):	3.8		0	
90	0			Avg Delay (sec/veh):	3.8		1	70
			LOS:	B				
			Signal=Stop/Rights=Include					
			Lanes: 1 0 0 1 0					
			Final Vol: 50 10 30					

Street Name:	New St						Charleston								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	50		10		30	0	30	30	10	80	90	70	300		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	1.00	1.00
Initial Bse:	50		10		30	0	30	30	10	80	90	70	300		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:	50		10		30	0	30	30	10	80	90	70	300		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	1.00	1.00
PHF Adj:	1.00	1.00		1.00	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	0	30	30	10	80	90	70	300		0
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0		0
FinalVolume:	50		10		30	0	30	30	10	80	90	70	300		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	7.1		6.5		6.2	xxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5		4.0		3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	615		585		125	xxxx	630	300	300	xxxx	xxxxx	170	xxxx	xxxxx	
Potent Cap.:	406		426		931	xxxx	401	744	1273	xxxx	xxxxx	1420	xxxx	xxxxx	
Move Cap.:	351		401		931	xxxx	378	744	1273	xxxx	xxxxx	1420	xxxx	xxxxx	
Volume/Cap:	0.14		0.02		0.03	xxxx	0.08	0.04	0.01	xxxx	xxxx	0.05	xxxx	xxxx	
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.2	xxxx	xxxxx
Control Del:	17.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		7.7	xxxx	xxxxx
LOS by Move:	C	*		*		*	*		A	*		*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		700	xxxx	xxxx		502	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx		0.2	xxxxx	xxxx		0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx		10.5	xxxxx	xxxx		13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		B	*	*		B	*	*	*	*	*	*	*
ApproachDel:		14.1				13.1				xxxxxx			xxxxxx		
ApproachLOS:		B				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 PM

Intersection #71: New St & Charleston



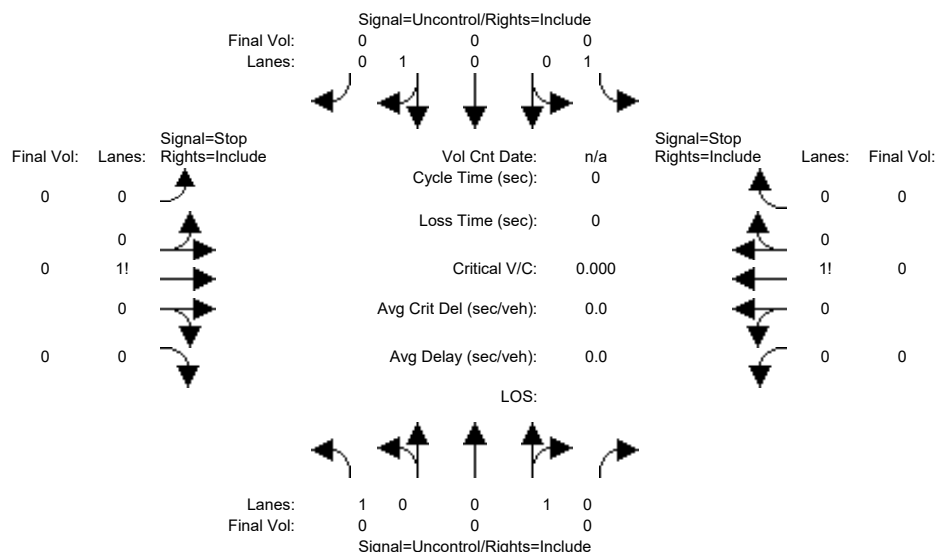
Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	180	10	30	0	30	10	10	80	290	80	190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	10	30	0	30	10	10	80	290	80	190	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:	180	10	30	0	30	10	10	80	290	80	190	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:	180	10	30	0	30	10	10	80	290	80	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	180	10	30	0	30	10	10	80	290	80	190	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	615	595	225	xxxx	740	190	190	xxxx	xxxxx	370	xxxx	xxxxx
Potent Cap.:	406	420	819	xxxx	347	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Move Cap.:	352	389	819	xxxx	322	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Volume/Cap:	0.51	0.03	0.04	xxxx	0.09	0.01	0.01	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	25.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	642	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	11.0	xxxxx	xxxx	15.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*
ApproachDel:	22.8				15.6		xxxxxx			xxxxxx		
ApproachLOS:	C				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 PM

Intersection #72: New St & Shorebird Way

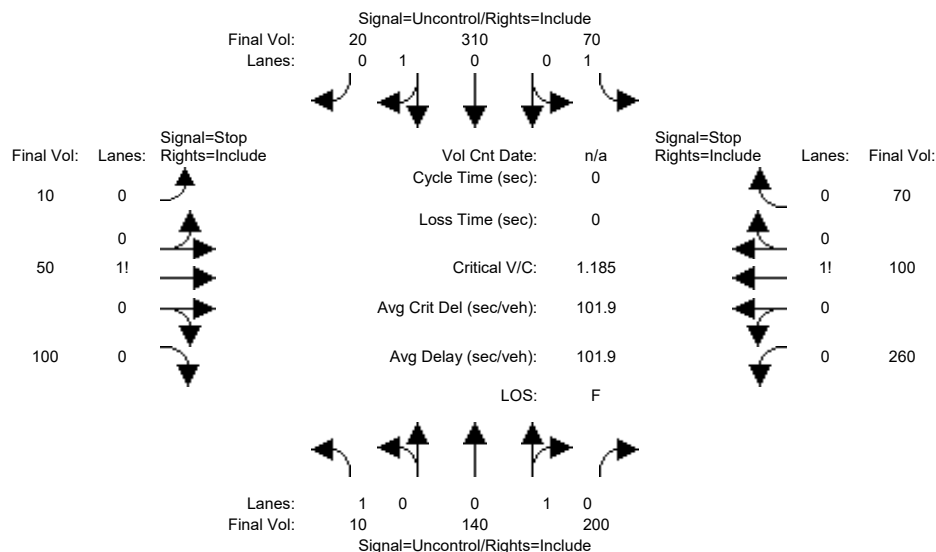


Street Name:	New St						Shorebird Way									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Volume Module:																
Base Vol:	0		0		0	0	0	0	0	0	0	0	0		0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	
Initial Bse:	0		0		0	0	0	0	0	0	0	0	0		0	
Added Vol:	0		0		0	0	0	0	0	0	0	0	0		0	
PasserByVol:	0		0		0	0	0	0	0	0	0	0	0		0	
Initial Fut:	0		0		0	0	0	0	0	0	0	0	0		0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	
PHF Volume:	0		0		0	0	0	0	0	0	0	0	0		0	
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0		0	
FinalVolume:	0		0		0	0	0	0	0	0	0	0	0		0	
----- ----- ----- -----																
Critical Gap Module:																
Critical Gp:	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	
FollowUpTim:	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	
----- ----- ----- -----																
Capacity Module:																
Cnflct Vol:	0		0		0	0	0	0	0	0	0	0	0		0	
Potent Cap.:	0		0		0	0	0	0	0	0	0	0	0		0	
Move Cap.:	1		1		1	1	1	1	1	1	1	1	1		1	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	
----- ----- ----- -----																
Level Of Service Module:																
2Way95thQ:	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	
Control Del:	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	
LOS by Move:																
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	0		0		0	0	0	0	0	0	0	0	0		0	
SharedQueue:	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	
Shrd ConDel:	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Shared LOS:																
ApproachDel:	0.0				0.0				0.0				0.0			
ApproachLOS:																
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 PM

Intersection #72: New St & Shorebird Way



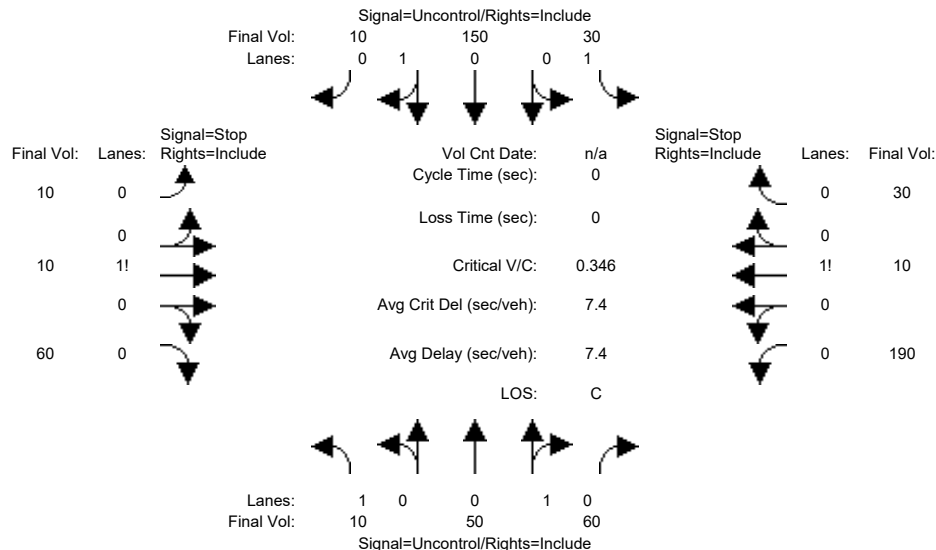
Street Name:	New St			Shorebird Way		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Volume Module:						
Base Vol:	10	140	200	70	310	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	200	70	310	20
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	10	140	200	70	310	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	140	200	70	310	20
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	10	140	200	70	310	20
Critical Gap Module:						
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:						
Cnflict Vol:	330	xxxx	xxxxx	340	xxxx	xxxxx
Potent Cap.:	1241	xxxx	xxxxx	1230	xxxx	xxxxx
Move Cap.:	1241	xxxx	xxxxx	1230	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:						
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx		
ApproachLOS:	*			*		

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 PM

Intersection #72: New St & Shorebird Way

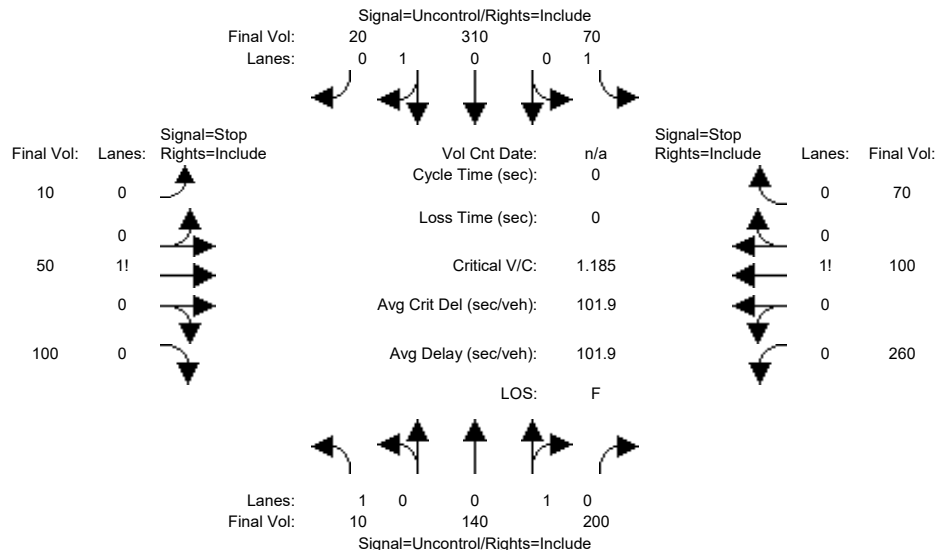


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	50	60	30	150	10	10	10	60	190	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	60	30	150	10	10	10	60	190	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:	10	50	60	30	150	10	10	10	60	190	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:	10	50	60	30	150	10	10	10	60	190	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	50	60	30	150	10	10	10	60	190	10	30
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	160	xxxx	xxxxx	110	xxxx	xxxxx	335	345	155	350	320	80
Potent Cap.:	1432	xxxx	xxxxx	1493	xxxx	xxxxx	622	581	896	608	600	986
Move Cap.:	1432	xxxx	xxxxx	1493	xxxx	xxxxx	583	566	896	549	584	986
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.02	0.07	0.35	0.02	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	786	xxxxx	xxxx	584	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.1			15.1		
ApproachLOS:	*			*			B			C		
Note: Queue reported												

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P PM

Intersection #72: New St & Shorebird Way

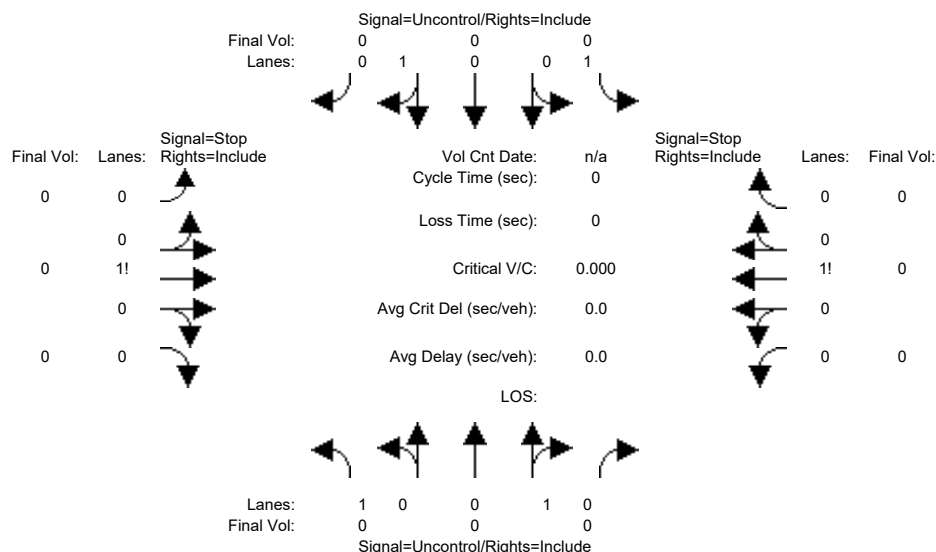


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	140	200	70	310	20	10	50	100	260	100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	140	200	70	310	20	10	50	100	260	100	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	330	xxxx	xxxxx	340	xxxx	xxxxx	805	820	320	795	730	240
Potent Cap.:	1241	xxxx	xxxxx	1230	xxxx	xxxxx	303	312	725	308	352	804
Move Cap.:	1241	xxxx	xxxxx	1230	xxxx	xxxxx	202	292	725	219	329	804
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.05	0.17	0.14	1.18	0.30	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	446	xxxxx	xxxx	273	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	25.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	309	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			17.5			309.4		
ApproachLOS:	*			*			C			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 PM

Intersection #73: New St & Space Parky

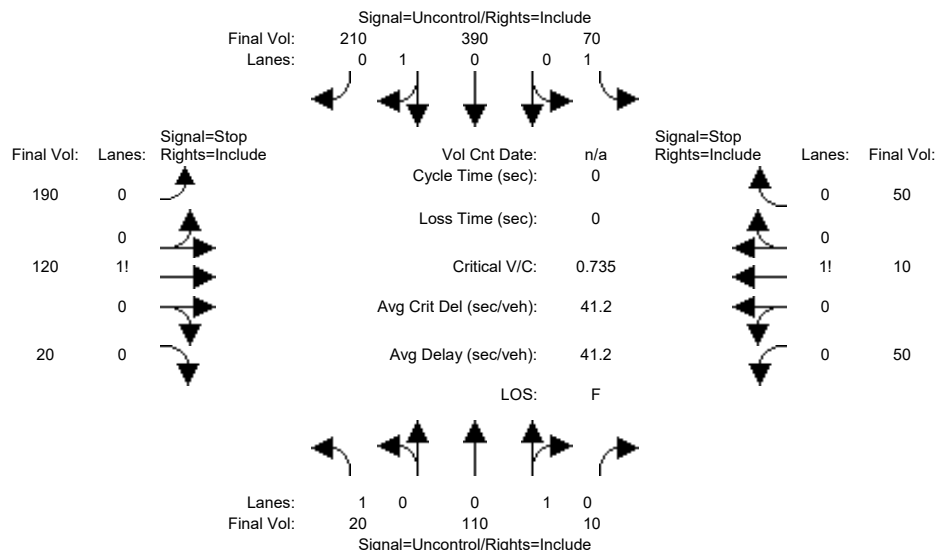


Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												
Note: Queue repor												

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P PM

Intersection #73: New St & Space Parky



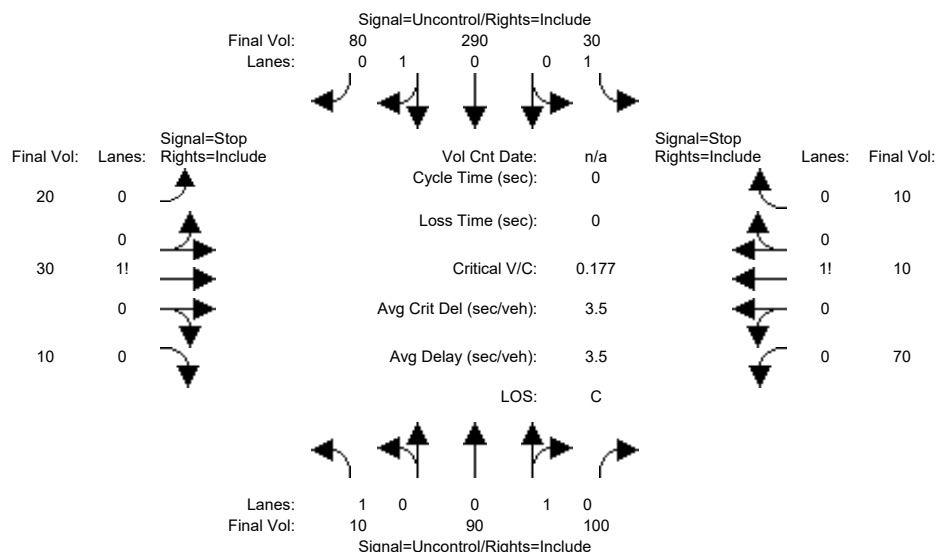
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	110	10	70	390	210	190	120	20	50	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	10	70	390	210	190	120	20	50	10	50
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	110	10	70	390	210	190	120	20	50	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	110	10	70	390	210	190	120	20	50	10	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	600	xxxx	xxxxx	120	xxxx	xxxxx	820	795	495	860	895	115
Potent Cap.:	987	xxxx	xxxxx	1480	xxxx	xxxxx	296	323	579	278	282	943
Move Cap.:	987	xxxx	xxxxx	1480	xxxx	xxxxx	259	301	579	177	263	943
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.73	0.40	0.03	0.28	0.04	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxxx	xxxx	294	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.5	xxxxxx	xxxxxx	1.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	146	xxxxxx	xxxxxx	24.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx			145.7			24.4		
ApproachLOS:	*			*			F			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 PM

Intersection #73: New St & Space Parky



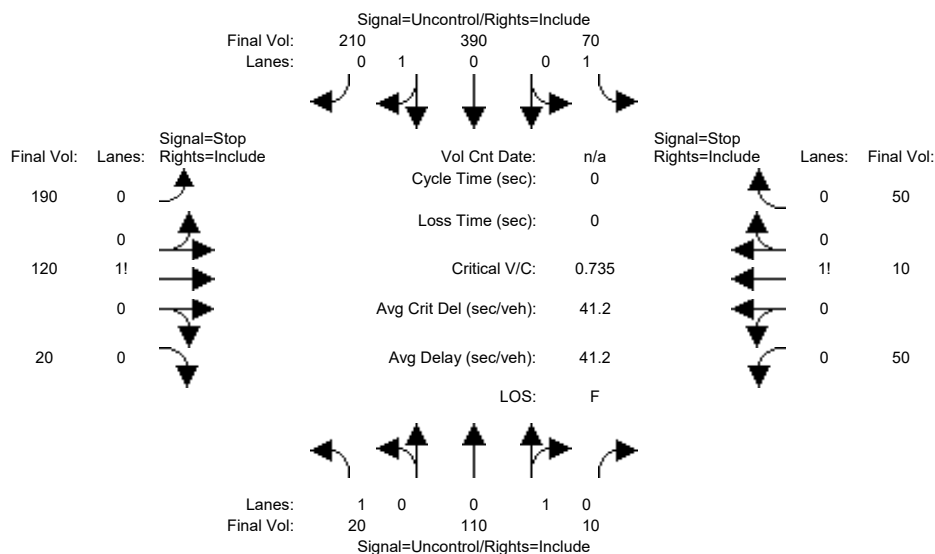
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	90	100	30	290	80	20	30	10	70	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	90	100	30	290	80	20	30	10	70	10	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:	10	90	100	30	290	80	20	30	10	70	10	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:	10	90	100	30	290	80	20	30	10	70	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	90	100	30	290	80	20	30	10	70	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	370	xxxx	xxxxx	190	xxxx	xxxxx	560	600	330	570	590	140
Potent Cap.:	1200	xxxx	xxxxx	1396	xxxx	xxxxx	442	417	716	435	423	913
Move Cap.:	1200	xxxx	xxxxx	1396	xxxx	xxxxx	419	405	716	396	410	913
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.05	0.07	0.01	0.18	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	442	xxxxx	xxxx	424	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	xxxxx	15.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx				14.4			15.8	
ApproachLOS:	*			*				B			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 PM

Intersection #73: New St & Space Parky



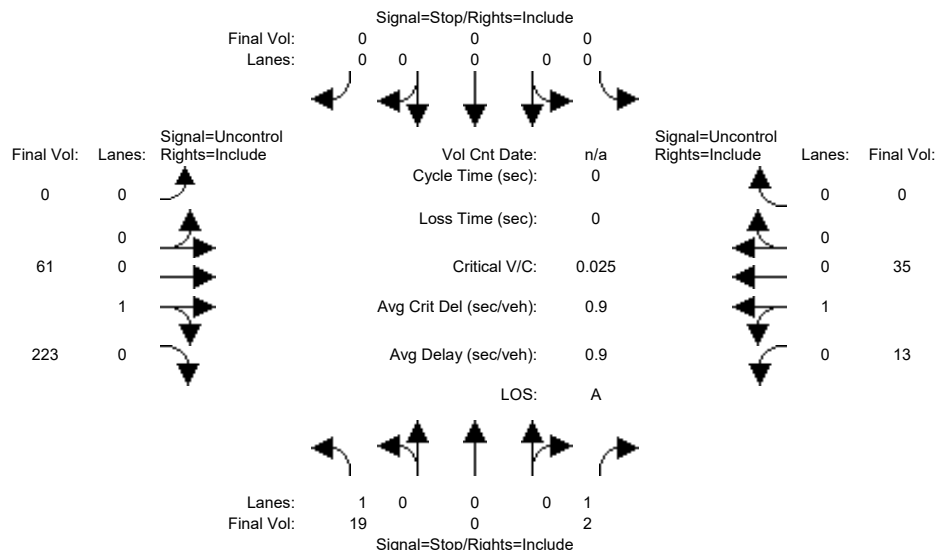
Street Name:				New St				Space Parky										
Approach:				North Bound		South Bound		East Bound				West Bound						
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																		
Volume Module:																		
Base Vol:	20	110	10	70	390	210	190	120	20	50	10	50						
Growth Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50						
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	110	10	70	390	210	190	120	20	50	10	50						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	20	110	10	70	390	210	190	120	20	50	10	50						
----- ----- ----- -----																		
Critical Gap Module:																		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2						
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3						
----- ----- ----- -----																		
Capacity Module:																		
Cnflct Vol:	600	xxxx	xxxxx	120	xxxx	xxxxx	820	795	495	860	895	115						
Potent Cap.:	987	xxxx	xxxxx	1480	xxxx	xxxxx	296	323	579	278	282	943						
Move Cap.:	987	xxxx	xxxxx	1480	xxxx	xxxxx	259	301	579	177	263	943						
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.73	0.40	0.03	0.28	0.04	0.05						
----- ----- ----- -----																		
Level Of Service Module:																		
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	8.7	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxx	xxxx	294	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	1.7	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	146	xxxxx	xxxxx	24.4	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*						
ApproachDel:	xxxxxx			xxxxxx			145.7			24.4								
ApproachLOS:	*			*			F			C								
Note: Queue reported is the number of cars per lane.																		

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 PM

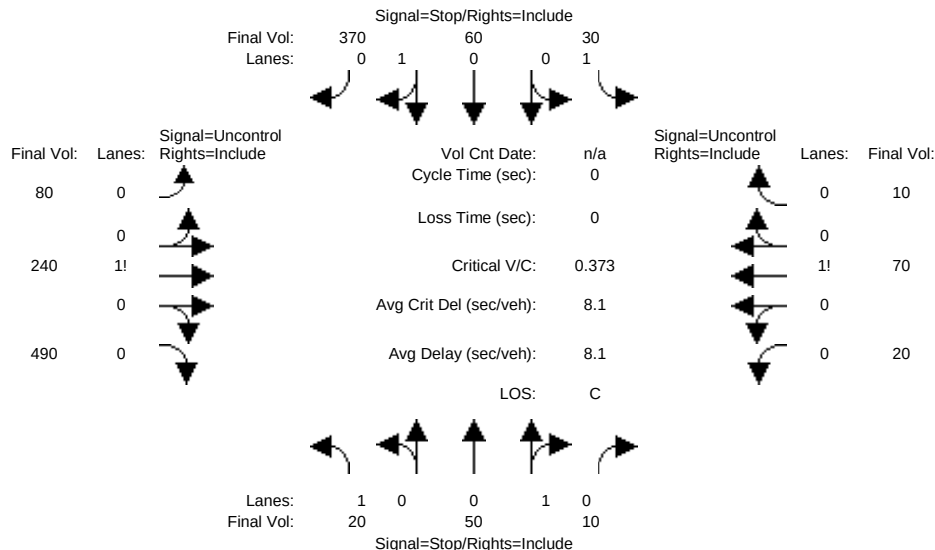
Intersection #74: Inigo Wy. & Pear Ave



Street Name:	Inigo Wy						Pear Ave					
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:	19	0	2	0	0	0	0	61	223	13	35	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:	19	0	2	0	0	0	0	61	223	13	35	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:	19	0	2	0	0	0	0	61	223	13	35	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:	19	0	2	0	0	0	0	61	223	13	35	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	2	0	0	0	0	61	223	13	35	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	234	xxxx	173	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	xxxxx
Potent Cap.:	759	xxxx	876	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx
Move Cap.:	753	xxxx	876	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.9	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	A	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P PM

Intersection #74: Inigo Wy. & Pear Ave

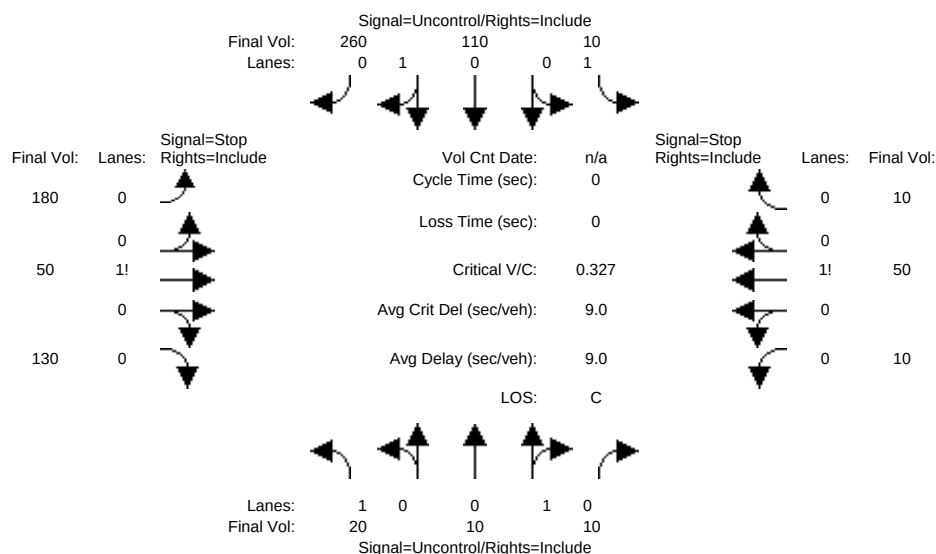


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	50	10	30	60	370	80	240	490	20	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	50	10	30	60	370	80	240	490	20	70	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:	20	50	10	30	60	370	80	240	490	20	70	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:	20	50	10	30	60	370	80	240	490	20	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	50	10	30	60	370	80	240	490	20	70	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:												
Cnflct Vol:	975	765	485	790	1005	75	80	XXXX	XXXXX	730	XXXX	XXXXX
Potent Cap.:	233	336	586	310	243	992	1531	XXXX	XXXXX	883	XXXX	XXXXX
Move Cap.:	109	310	586	252	225	992	1531	XXXX	XXXXX	883	XXXX	XXXXX
Volume/Cap:	0.18	0.16	0.02	0.12	0.27	0.37	0.05	XXXX	XXXXX	0.02	XXXX	XXXXX
Level Of Service Module:												
2Way95thQ:	0.6	XXXX	XXXXX	0.4	XXXX	XXXXX	0.2	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	45.1	XXXX	XXXXX	21.2	XXXX	XXXXX	7.5	XXXX	XXXXX	9.2	XXXX	XXXXX
LOS by Move:	E	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	XXXX	336	XXXX	XXXX	672	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	0.6	XXXXX	XXXX	4.6	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	XXXX	18.0	XXXXX	XXXX	19.4	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	C	*	*	C	*	*	*	*	*	*
ApproachDel:	24.8			19.5			XXXXXX			XXXXXX		
ApproachLOS:	C			C			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 PM

Intersection #74: Inigo Wy. & Pear Ave

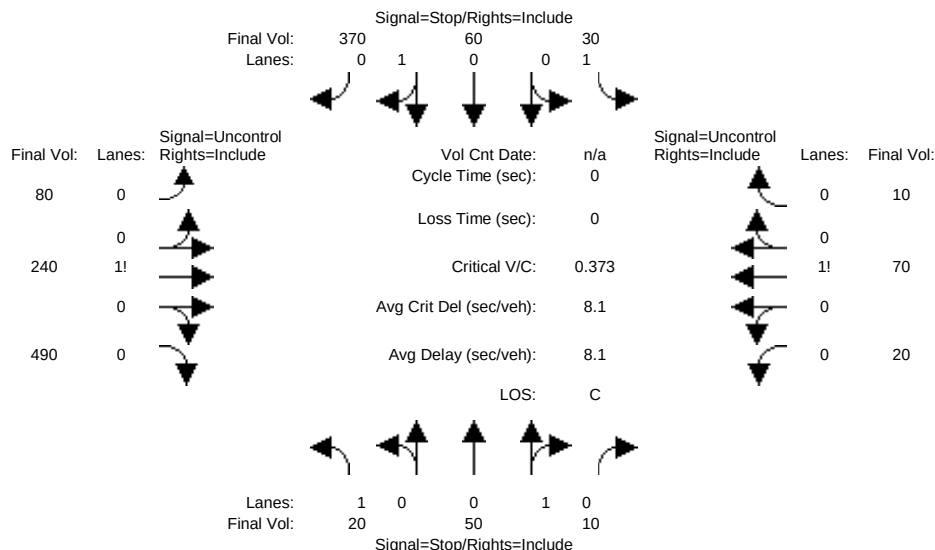


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	10	10	10	110	260	180	50	130	10	50	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	10	110	260	180	50	130	10	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:	20	10	10	10	110	260	180	50	130	10	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:	20	10	10	10	110	260	180	50	130	10	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	10	10	10	110	260	180	50	130	10	50	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	370	xxxx	xxxxx	20	xxxx	xxxxx	345	320	240	405	445	15
Potent Cap.:	1200	xxxx	xxxxx	1609	xxxx	xxxxx	613	600	804	560	511	1070
Move Cap.:	1200	xxxx	xxxxx	1609	xxxx	xxxxx	551	586	804	431	499	1070
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.33	0.09	0.16	0.02	0.10	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	628	xxxxx	xxxx	527	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			18.2			12.9		
ApproachLOS:	*			*			C			B		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P PM

Intersection #74: Inigo Wy. & Pear Ave



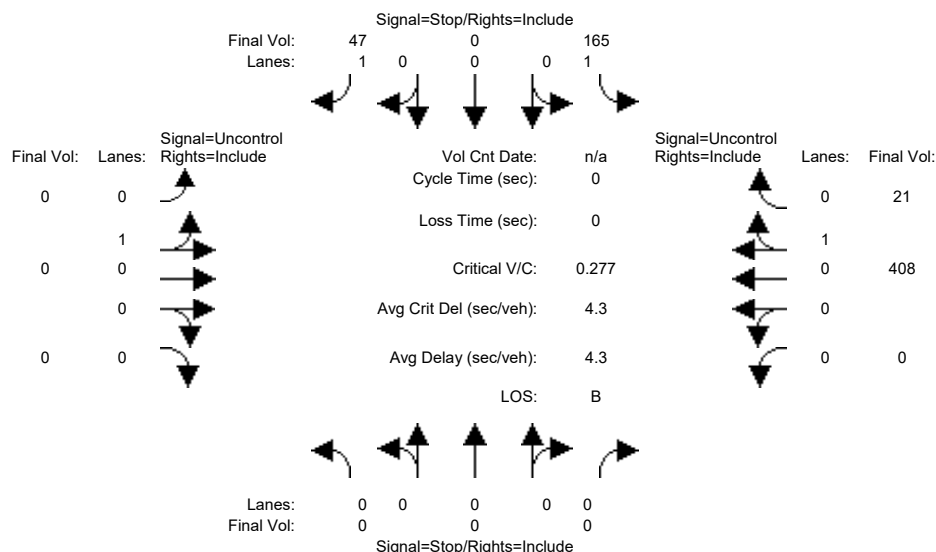
Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	50	10	30	60	370	80	240	490	20	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	50	10	30	60	370	80	240	490	20	70	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:	20	50	10	30	60	370	80	240	490	20	70	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:	20	50	10	30	60	370	80	240	490	20	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	50	10	30	60	370	80	240	490	20	70	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:												
Cnflct Vol:	975	765	485	790	1005	75	80	xxxx	xxxxx	730	xxxx	xxxxx
Potent Cap.:	233	336	586	310	243	992	1531	xxxx	xxxxx	883	xxxx	xxxxx
Move Cap.:	109	310	586	252	225	992	1531	xxxx	xxxxx	883	xxxx	xxxxx
Volume/Cap:	0.18	0.16	0.02	0.12	0.27	0.37	0.05	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	45.1	xxxx	xxxxx	21.2	xxxx	xxxxx	7.5	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	E	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	336	xxxx	xxxx	672	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.6	xxxxx	xxxx	4.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	18.0	xxxxx	xxxx	19.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	C	*	*	*	*	*	*
ApproachDel:	24.8			19.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #75: Inigo Wy. & La Avenida St

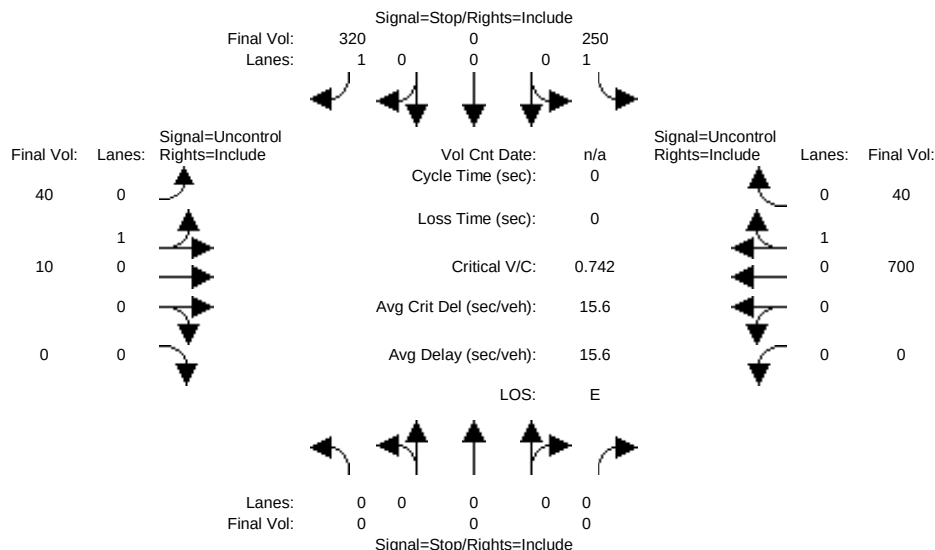


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	165	0	47	0	0	0	0	408	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	47	0	0	0	0	408	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	0	47	0	0	0	0	408	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	47	0	0	0	0	408	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	165	0	47	0	0	0	0	408	21
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	419	xxxx	419	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	595	xxxx	639	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	595	xxxx	639	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.28	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	1.1	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	13.4	xxxx	11.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	B	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX+P PM

Intersection #75: Inigo Wy. & La Avenida St

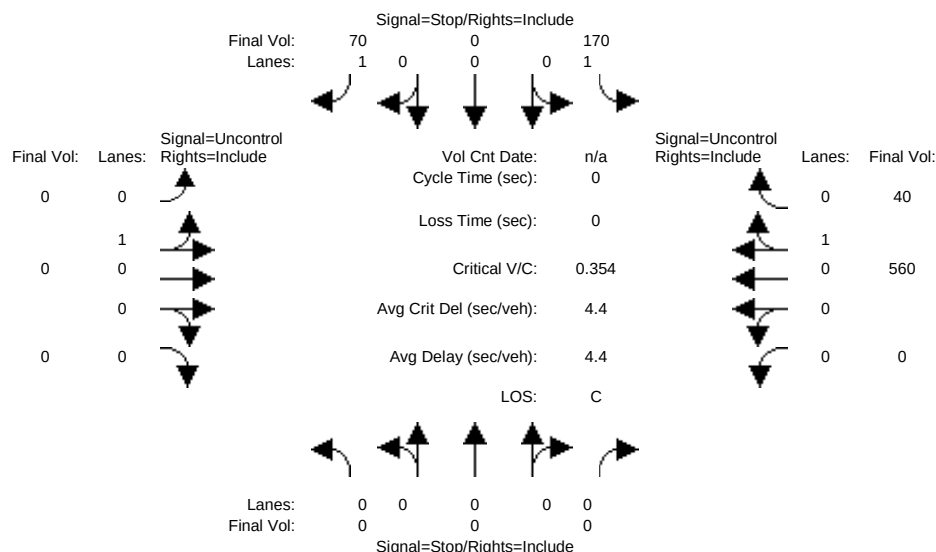


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	250	0	320	40	10	0	0	700	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	250	0	320	40	10	0	0	700	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	810	xxxx	720	740	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	352	xxxx	431	876	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	340	xxxx	431	876	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.74	xxxx	0.74	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.6	xxxx	6.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.1	xxxx	33.8	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	D	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			36.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 PM

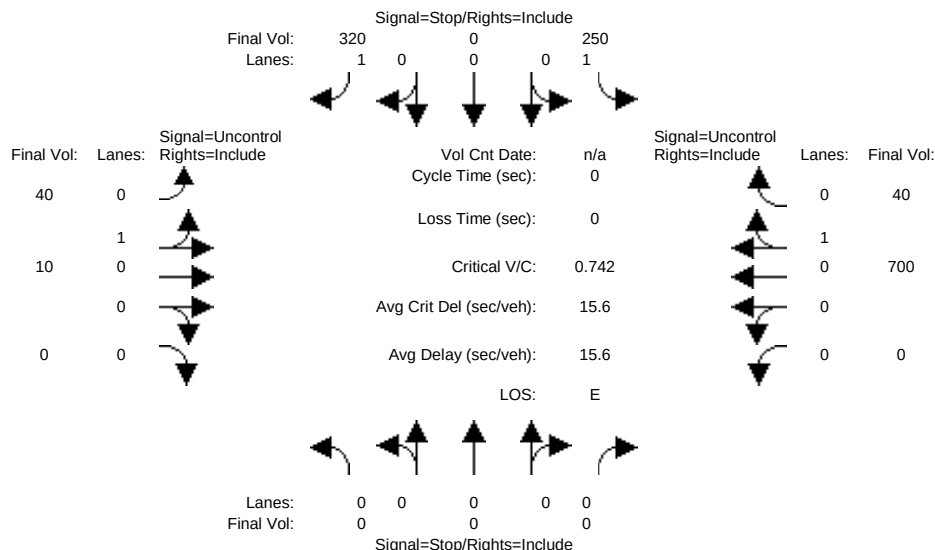
Intersection #75: Inigo Wy. & La Avenida St



Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	170	0	70	0	0	0	0	560	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:	0	0	0	170	0	70	0	0	0	0	560	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:	0	0	0	170	0	70	0	0	0	0	560	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:	0	0	0	170	0	70	0	0	0	0	560	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	170	0	70	0	0	0	0	560	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	580	xxxx	580	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	480	xxxx	518	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	480	xxxx	518	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.6	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			15.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P PM

Intersection #75: Inigo Wy. & La Avenida St



Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	250	0	320	40	10	0	0	700	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	810	xxxx	720	740	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	352	xxxx	431	876	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	340	xxxx	431	876	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.74	xxxx	0.74	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.6	xxxx	6.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.1	xxxx	33.8	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	D	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			36.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing AM Peak Hour

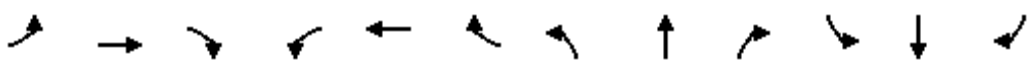
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	133	134	57	27	9	222	306	632	20	83	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1837	1492	1681	1694		1770	1863	1583	1770	3471	
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1837	1492	1681	1694		1770	1863	1583	1770	3471	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	29	136	137	58	28	9	227	312	645	20	85	10
RTOR Reduction (vph)	0	0	110	0	8	0	0	0	382	0	8	0
Lane Group Flow (vph)	0	165	27	48	39	0	227	312	263	20	87	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		10.8	10.8	5.7	5.7		12.8	22.7	22.7	0.5	10.4	
Effective Green, g (s)		10.8	10.8	5.7	5.7		12.8	22.7	22.7	0.5	10.4	
Actuated g/C Ratio		0.19	0.19	0.10	0.10		0.23	0.41	0.41	0.01	0.19	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		356	289	172	173		406	759	645	15	648	
v/s Ratio Prot		c0.09		c0.03	0.02		c0.13	c0.17		0.01	0.03	
v/s Ratio Perm			0.02						0.17			
v/c Ratio		0.46	0.09	0.28	0.22		0.56	0.41	0.41	1.33	0.13	
Uniform Delay, d1		19.9	18.4	23.1	23.0		19.0	11.7	11.7	27.6	18.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.1	0.3	0.2		1.0	0.4	0.4	353.6	0.0	
Delay (s)		20.2	18.5	23.4	23.2		19.9	12.1	12.1	381.2	18.9	
Level of Service		C	B	C	C		B	B	B	F	B	
Approach Delay (s)		19.4			23.3			13.6			81.9	
Approach LOS		B			C			B			F	
Intersection Summary												
HCM 2000 Control Delay			19.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			55.7				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			61.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	506	0	568	0	592	625	0	226	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.92			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3230			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3230			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	516	0	580	0	604	638	0	231	49
RTOR Reduction (vph)	0	0	0	0	0	104	0	291	0	0	0	0
Lane Group Flow (vph)	0	0	0	516	0	476	0	951	0	0	231	49
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				20.9		20.9		25.8			26.8	54.2
Effective Green, g (s)				20.9		20.9		25.8			26.8	54.2
Actuated g/C Ratio				0.39		0.39		0.48			0.49	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				682		610		1537			921	1547
v/s Ratio Prot								c0.29			0.12	
v/s Ratio Perm				0.29		c0.30						0.03
v/c Ratio				0.76		0.78		0.62			0.25	0.03
Uniform Delay, d1				14.4		14.6		10.5			7.9	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				4.8		6.4		1.9			0.7	0.0
Delay (s)				19.2		21.1		12.4			8.6	0.0
Level of Service				B		C		B			A	A
Approach Delay (s)		0.0			20.2			12.4			7.1	
Approach LOS		A			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			54.2			Sum of lost time (s)			7.5			
Intersection Capacity Utilization			78.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

Existing AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	233	98	87	94	8	314	916	800	13	89	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3346		3319	1837		1652	3355	1514	1652	4583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3346		3319	1837		1652	3355	1514	1652	4583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	134	238	100	89	96	8	320	935	816	13	91	26
RTOR Reduction (vph)	0	41	0	0	3	0	0	0	290	0	19	0
Lane Group Flow (vph)	134	297	0	89	101	0	320	935	526	13	98	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	10.7	31.6		6.3	27.2		23.8	53.3	53.3	1.6	31.1	
Effective Green, g (s)	10.7	31.6		6.3	27.2		23.8	53.3	53.3	1.6	31.1	
Actuated g/C Ratio	0.10	0.29		0.06	0.25		0.22	0.48	0.48	0.01	0.28	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	166	961		190	454		357	1625	733	24	1295	
v/s Ratio Prot	c0.08	c0.09		0.03	0.05		c0.19	0.28		0.01	0.02	
v/s Ratio Perm									c0.35			
v/c Ratio	0.81	0.31		0.47	0.22		0.90	0.58	0.72	0.54	0.08	
Uniform Delay, d1	48.6	30.7		50.2	33.0		41.9	20.3	22.4	53.8	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.07	1.09	1.28	1.00	1.00	
Incremental Delay, d2	24.2	0.2		1.8	1.1		22.3	1.4	5.5	22.7	0.1	
Delay (s)	72.8	30.9		52.1	34.1		66.9	23.4	34.1	76.5	29.0	
Level of Service	E	C		D	C		E	C	C	E	C	
Approach Delay (s)		42.8			42.4			34.3			33.8	
Approach LOS		D			D			C			C	

Intersection Summary

HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	325	0	0	868	281	1162	0	0	203	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	332	0	0	886	287	1186	0	0	207	72
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	332	0	0	886	287	1186	0	0	207	72
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	14.8	55.0			32.0	55.0
Effective Green, g (s)			55.0			55.0	14.8	55.0			32.0	55.0
Actuated g/C Ratio			1.00			1.00	0.27	1.00			0.58	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	444	3421			2196	1549
v/s Ratio Prot							0.17	0.35			0.05	
v/s Ratio Perm			0.21			0.56						0.05
v/c Ratio			0.21			0.56	0.65	0.35			0.09	0.05
Uniform Delay, d1			0.0			0.0	17.8	0.0			5.1	0.0
Progression Factor			1.00			1.00	0.84	1.00			0.90	1.00
Incremental Delay, d2			0.3			1.4	1.6	0.2			0.1	0.1
Delay (s)			0.3			1.4	16.6	0.2			4.6	0.1
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			1.4			3.4			3.5	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.5			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)					8.2	
Intersection Capacity Utilization			35.5%			ICU Level of Service					A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	26	15	152	23	625	35	681	138	107	202	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1530	1681	1706	1583	1770	3428		3433	3207	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1530	1681	1706	1583	1770	3428		3433	3207	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	140	27	15	155	23	638	36	695	141	109	206	223
RTOR Reduction (vph)	0	0	13	0	0	179	0	13	0	0	83	0
Lane Group Flow (vph)	140	27	2	88	90	459	36	823	0	109	346	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	13.9	13.9	13.9	10.1	10.1	23.8	2.4	57.2		13.7	69.0	
Effective Green, g (s)	13.9	13.9	13.9	10.1	10.1	23.8	2.4	57.2		13.7	69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.09	0.09	0.22	0.02	0.52		0.12	0.63	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	223	235	193	154	156	392	38	1782		427	2011	
v/s Ratio Prot	c0.08	0.01		0.05	0.05	c0.15	c0.02	c0.24		0.03	0.11	
v/s Ratio Perm			0.00			0.14						
v/c Ratio	0.63	0.11	0.01	0.57	0.58	1.17	0.95	0.46		0.26	0.17	
Uniform Delay, d1	45.6	42.6	42.0	47.9	47.9	43.1	53.7	16.7		43.5	8.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.17	0.71		1.20	2.04	
Incremental Delay, d2	3.9	0.1	0.0	3.2	3.2	101.2	121.4	0.8		0.1	0.2	
Delay (s)	49.5	42.7	42.0	51.0	51.1	144.3	184.2	12.7		52.5	17.6	
Level of Service	D	D	D	D	D	F	F	B		D	B	
Approach Delay (s)		47.9			124.0			19.7			24.7	
Approach LOS		D			F			B			C	
Intersection Summary												
HCM 2000 Control Delay			58.3			HCM 2000 Level of Service		E				
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			80.6%			ICU Level of Service		D				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	17	57	3	34	90	80	678	7	18	222	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.90		1.00	1.00		1.00	0.94	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1824	1587		1883		1652	3350		1652	2983	
Flt Permitted		0.49	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		939	1587		1874		1652	3350		1652	2983	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	88	17	58	3	35	92	82	692	7	18	227	132
RTOR Reduction (vph)	0	0	50	0	79	0	0	0	0	0	32	0
Lane Group Flow (vph)	0	105	8	0	51	0	82	699	0	18	327	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		15.1	15.1		15.1		8.8	79.6		2.8	73.6	
Effective Green, g (s)		15.1	15.1		15.1		8.8	79.6		2.8	73.6	
Actuated g/C Ratio		0.14	0.14		0.14		0.08	0.72		0.03	0.67	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		128	217		257		132	2424		42	1995	
v/s Ratio Prot							c0.05	c0.21		0.01	0.11	
v/s Ratio Perm		c0.11	0.01		0.03							
v/c Ratio		0.82	0.04		0.20		0.62	0.29		0.43	0.16	
Uniform Delay, d1		46.1	41.1		42.1		49.0	5.3		52.8	6.8	
Progression Factor		1.00	1.00		1.00		1.04	0.65		1.31	0.70	
Incremental Delay, d2		31.3	0.0		0.1		5.1	0.2		2.5	0.2	
Delay (s)		77.4	41.2		42.2		56.2	3.7		71.8	4.9	
Level of Service		E	D		D		E	A		E	A	
Approach Delay (s)		64.5			42.2			9.2			8.1	
Approach LOS		E			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			18.1				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			53.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	6	9	40	5	60	33	1812	426	71	485	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.92		1.00	0.97		1.00	1.00	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1706			1615		3433	3261		1770	5083	
Flt Permitted		0.96			0.87		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1654			1433		3433	3261		1770	5083	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	6	9	41	5	61	34	1849	435	72	495	1
RTOR Reduction (vph)	0	8	0	0	53	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	54	0	34	2272	0	72	496	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		15.1			14.6		6.0	71.4		7.0	72.4	
Effective Green, g (s)		15.1			14.6		6.0	71.4		7.0	72.4	
Actuated g/C Ratio		0.14			0.14		0.06	0.66		0.06	0.67	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		231			193		190	2155		114	3407	
v/s Ratio Prot							0.01	c0.70		c0.04	0.10	
v/s Ratio Perm		0.01			c0.04							
v/c Ratio		0.04			0.28		0.18	1.05		0.63	0.15	
Uniform Delay, d1		40.2			42.0		48.7	18.3		49.2	6.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.8		0.5	35.5		10.9	0.1	
Delay (s)		40.3			42.8		49.1	53.8		60.1	6.6	
Level of Service		D			D		D	D		E	A	
Approach Delay (s)		40.3			42.8			53.8			13.4	
Approach LOS		D			D			D			B	
Intersection Summary												
HCM 2000 Control Delay		45.7			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.90										
Actuated Cycle Length (s)		108.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		91.5%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	332	1254	965	306	427	65	111	31	6
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1721	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1721	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	339	1280	985	312	436	66	113	32	6
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	339	1280	985	312	436	66	71	74	6
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	61.6	140.0	62.8	140.0	8.7	8.7	8.7
Effective Green, g (s)	56.5	56.5	61.6	140.0	62.8	140.0	8.7	8.7	8.7
Actuated g/C Ratio	0.40	0.40	0.44	1.00	0.45	1.00	0.06	0.06	0.06
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1393	1583	2280	1560	104	106	97
v/s Ratio Prot	0.10	c0.53	c0.31		0.09		0.04	c0.04	
v/s Ratio Perm				0.20		0.04			0.00
v/c Ratio	0.26	1.32	0.71	0.20	0.19	0.04	0.68	0.70	0.06
Uniform Delay, d1	27.8	41.8	31.9	0.0	23.3	0.0	64.3	64.4	61.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	152.9	3.0	0.3	0.2	0.1	13.7	14.9	0.1
Delay (s)	27.8	194.7	34.9	0.3	23.5	0.1	78.0	79.3	61.9
Level of Service	C	F	C	A	C	A	E	E	E
Approach Delay (s)			26.6		20.4			78.0	
Approach LOS			C		C			E	
Intersection Summary									
HCM 2000 Control Delay			88.3		HCM 2000 Level of Service			F	
HCM 2000 Volume to Capacity ratio			0.98						
Actuated Cycle Length (s)			140.0		Sum of lost time (s)			13.2	
Intersection Capacity Utilization			101.0%		ICU Level of Service			G	
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	0	337	0	0	0	50	1077	200	2	552	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.98			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3448			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			0.95	1.00
Satd. Flow (perm)	3433		2787				1770	3448			3371	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	198	0	344	0	0	0	51	1099	204	2	563	322
RTOR Reduction (vph)	0	0	316	0	0	0	0	8	0	0	0	84
Lane Group Flow (vph)	198	0	28	0	0	0	51	1295	0	0	565	238
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA		Perm	NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases									6			6
Actuated Green, G (s)	9.6		9.6				11.2	102.9			88.7	88.7
Effective Green, g (s)	9.6		9.6				11.2	102.9			88.7	88.7
Actuated g/C Ratio	0.08		0.08				0.09	0.86			0.74	0.74
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	274		222				165	2956			2491	1137
v/s Ratio Prot	c0.06		0.01				0.03	c0.38				
v/s Ratio Perm											0.17	0.15
v/c Ratio	0.72		0.12				0.31	0.44			0.23	0.21
Uniform Delay, d1	53.9		51.3				50.8	2.0			4.9	4.8
Progression Factor	1.00		1.00				0.77	1.06			1.00	1.00
Incremental Delay, d2	7.7		0.1				0.9	0.4			0.2	0.4
Delay (s)	61.6		51.4				39.8	2.5			5.1	5.2
Level of Service	E		D				D	A			A	A
Approach Delay (s)		55.1			0.0			3.9			5.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			14.3				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			68.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	15	12	28	15	129	22	1153	24	154	577	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1788	1549		1796	1551	1770	3523		1770	3386	
Flt Permitted		0.77	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1430	1549		1500	1551	1770	3523		1770	3386	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	46	15	12	29	15	132	22	1177	24	157	589	161
RTOR Reduction (vph)	0	0	10	0	0	114	0	1	0	0	16	0
Lane Group Flow (vph)	0	61	2	0	44	18	22	1200	0	157	734	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		16.5	16.5		16.5	16.5	13.8	73.5		17.0	76.7	
Effective Green, g (s)		16.5	16.5		16.5	16.5	13.8	73.5		17.0	76.7	
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.12	0.61		0.14	0.64	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		196	212		206	213	203	2157		250	2164	
v/s Ratio Prot							0.01	c0.34		c0.09	0.22	
v/s Ratio Perm		c0.04	0.00		0.03	0.01						
v/c Ratio		0.31	0.01		0.21	0.09	0.11	0.56		0.63	0.34	
Uniform Delay, d1		46.6	44.7		46.0	45.2	47.6	13.7		48.5	10.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.16	0.97	
Incremental Delay, d2		0.9	0.0		0.5	0.2	0.2	1.0		4.7	0.4	
Delay (s)		47.5	44.7		46.5	45.3	47.8	14.7		60.9	10.1	
Level of Service		D	D		D	D	D	B		E	B	
Approach Delay (s)		47.1			45.6			15.3			18.9	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			13.0		
Intersection Capacity Utilization			63.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	229	101	124	322	240	148	845	92	106	480	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3327		1770	3239		1770	3475		1770	3501	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3327		1770	3239		1770	3475		1770	3501	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	116	234	103	127	329	245	151	862	94	108	490	32
RTOR Reduction (vph)	0	36	0	0	97	0	0	5	0	0	3	0
Lane Group Flow (vph)	116	301	0	127	477	0	151	951	0	108	519	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.7	25.8		14.2	26.3		15.1	75.6		13.4	73.9	
Effective Green, g (s)	13.7	25.8		14.2	26.3		15.1	75.6		13.4	73.9	
Actuated g/C Ratio	0.09	0.18		0.10	0.18		0.10	0.52		0.09	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	167	591		173	587		184	1811		163	1784	
v/s Ratio Prot	0.07	0.09		c0.07	c0.15		c0.09	c0.27		0.06	0.15	
v/s Ratio Perm												
v/c Ratio	0.69	0.51		0.73	0.81		0.82	0.53		0.66	0.29	
Uniform Delay, d1	63.6	53.9		63.6	57.0		63.6	22.9		63.6	20.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.8	0.7		14.9	8.4		24.5	1.1		9.7	0.4	
Delay (s)	75.5	54.6		78.4	65.4		88.1	24.0		73.3	20.9	
Level of Service	E	D		E	E		F	C		E	C	
Approach Delay (s)		59.9			67.7			32.7			29.9	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			44.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			82.3%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

North Bayshore Precise Plan

1: San Antonio Road & Bayshore Parkway

Existing AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	137	48	47	227	312	645	20	95
v/c Ratio	0.43	0.31	0.13	0.13	0.52	0.38	0.61	0.12	0.12
Control Delay	29.7	6.1	23.1	19.9	28.6	14.0	4.4	33.6	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	6.1	23.1	19.9	28.6	14.0	4.4	33.6	20.1
Queue Length 50th (ft)	48	0	14	11	65	62	0	6	12
Queue Length 95th (ft)	#174	34	49	44	#229	194	67	33	36
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	465	493	851	862	570	1253	1275	163	1763
Starvation Cap Reductn	0	0	0	0	0	111	20	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.28	0.06	0.05	0.40	0.27	0.51	0.12	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan

2: San Antonio Road & US-101 Ramps

Existing AM Peak Hour

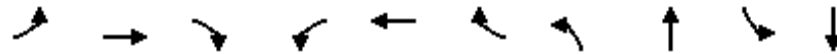


Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	516	580	1242	231	49
v/c Ratio	0.76	0.81	0.68	0.25	0.03
Control Delay	22.2	20.5	8.8	10.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	20.5	8.8	10.4	0.0
Queue Length 50th (ft)	137	111	76	42	0
Queue Length 95th (ft)	230	224	167	92	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	891	880	1826	920	1547
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.66	0.68	0.25	0.03
Intersection Summary					

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan

Existing AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	27	15	88	90	638	36	836	109	429
v/c Ratio	0.62	0.11	0.05	0.57	0.58	1.15	0.56	0.46	0.28	0.20
Control Delay	57.1	41.1	0.3	62.3	62.3	112.2	91.9	12.6	55.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Total Delay	57.1	41.1	0.3	62.3	62.3	112.2	91.9	13.5	55.9	10.1
Queue Length 50th (ft)	96	17	0	64	65	~400	24	119	39	52
Queue Length 95th (ft)	148	40	0	116	120	#611	#74	218	68	85
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	398	183	186	555	64	1831	390	2125
Starvation Cap Reductn	0	0	0	0	0	0	0	679	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.07	0.04	0.48	0.48	1.15	0.56	0.73	0.28	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan
Existing AM Peak Hour

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	105	58	130	82	699	18	359
v/c Ratio	0.82	0.20	0.39	0.55	0.28	0.21	0.18
Control Delay	86.4	4.9	17.0	60.4	4.4	70.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	86.4	4.9	17.0	60.4	4.4	70.1	5.1
Queue Length 50th (ft)	75	0	25	58	25	13	12
Queue Length 95th (ft)	118	18	68	m94	114	m33	106
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	389	707	831	411	2486	141	2045
Starvation Cap Reductn	0	0	0	0	0	0	1190
Spillback Cap Reductn	0	0	3	0	132	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.08	0.16	0.20	0.30	0.13	0.42
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

Existing AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	107	34	2284	72	496
v/c Ratio	0.08	0.43	0.11	1.04	0.51	0.14
Control Delay	24.3	23.9	45.9	51.4	60.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	23.9	45.9	51.4	60.7	8.1
Queue Length 50th (ft)	6	30	11	~881	48	40
Queue Length 95th (ft)	21	66	26	#1276	97	94
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	504	474	317	2190	147	3502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.11	1.04	0.49	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing AM Peak Hour



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	339	1280	985	312	436	66	71	74	6
v/c Ratio	0.26	1.32	0.71	0.20	0.19	0.04	0.68	0.70	0.06
Control Delay	28.5	187.8	35.7	0.3	23.9	0.0	94.5	95.5	61.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	187.8	35.7	0.3	23.9	0.0	94.5	95.5	61.5
Queue Length 50th (ft)	105	~854	378	0	86	0	67	70	5
Queue Length 95th (ft)	142	#1005	477	0	115	0	123	127	20
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	1316	967	1393	1583	2280	1560	138	141	128
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	1.32	0.71	0.20	0.19	0.04	0.51	0.52	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan

36: Shoreline Boulevard & US-101 SB Ramps

Existing AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	198	344	51	1303	565	322
v/c Ratio	0.72	0.64	0.28	0.44	0.23	0.26
Control Delay	68.7	11.1	40.8	2.6	5.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	11.1	40.8	2.6	5.8	1.2
Queue Length 50th (ft)	78	0	37	75	69	0
Queue Length 95th (ft)	115	48	m58	185	102	27
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	586	761	206	2965	2507	1227
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.45	0.25	0.44	0.23	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan
Existing AM Peak Hour



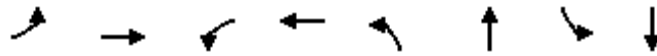
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	12	44	132	22	1201	157	750
v/c Ratio	0.31	0.05	0.21	0.40	0.08	0.54	0.73	0.33
Control Delay	48.0	0.3	45.1	10.4	37.2	15.1	77.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	0.3	45.1	10.4	37.2	15.1	77.2	14.4
Queue Length 50th (ft)	46	0	33	0	16	220	127	94
Queue Length 95th (ft)	79	0	61	52	34	405	190	295
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	310	378	325	439	354	2229	250	2443
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.03	0.14	0.30	0.06	0.54	0.63	0.31
Intersection Summary								

Queues

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan

Existing AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	337	127	574	151	956	108	522
v/c Ratio	0.69	0.54	0.73	0.84	0.82	0.53	0.66	0.29
Control Delay	84.7	49.4	87.2	56.3	95.0	25.5	82.5	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	49.4	87.2	56.3	95.0	25.5	82.5	22.0
Queue Length 50th (ft)	107	133	117	222	141	314	100	150
Queue Length 95th (ft)	175	177	#191	284	#253	418	165	206
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	195	746	195	787	195	1815	195	1786
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.45	0.65	0.73	0.77	0.53	0.55	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	25.5	46.7	0.17	12.8	E
Terra Bella Avenue	III	35	19.4	15.1	34.5	0.15	15.8	D
	III	35	19.5	2.6	22.1	0.15	24.9	B
US-101 NB Ramps	III	35	23.6	35.7	59.3	0.20	11.9	E
Pear Avenue	III	35	18.0	51.4	69.4	0.14	7.3	F
Shorebird Way	III	35	24.5	24.1	48.6	0.20	15.1	D
Total	III		126.2	154.4	280.6	1.01	13.0	E

Arterial Level of Service: SB Shoreline Boulevard

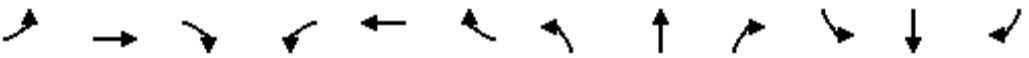
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	8.1	32.6	0.20	22.6	C
US-101 NB Ramps	III	35	18.0	23.9	41.9	0.14	12.1	E
US-101 SB Ramps	III	35	23.6	5.8	29.4	0.20	24.1	B
Terra Bella Avenue	III	35	19.5	14.4	33.9	0.15	16.2	D
Middlefield Road	III	35	19.4	22.0	41.4	0.15	13.2	E
Total	III		105.0	74.2	179.2	0.85	17.0	D

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↰↱		↰	↱	↱	↰	↰↱	
Volume (vph)	16	114	473	271	117	7	312	35	51	11	228	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.93	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1845	1469	1681	1727		1770	1863	1548	1770	3449	
Flt Permitted		0.99	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1845	1469	1681	1727		1770	1863	1548	1770	3449	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	120	498	285	123	7	328	37	54	12	240	39
RTOR Reduction (vph)	0	0	402	0	2	0	0	0	30	0	15	0
Lane Group Flow (vph)	0	137	96	205	208	0	328	37	24	12	264	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			38			3			3			6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		9.9	9.9	13.1	13.1		17.1	31.3	31.3	0.6	14.8	
Effective Green, g (s)		9.9	9.9	13.1	13.1		17.1	31.3	31.3	0.6	14.8	
Actuated g/C Ratio		0.14	0.14	0.18	0.18		0.24	0.44	0.44	0.01	0.21	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		257	205	310	319		426	822	683	14	719	
v/s Ratio Prot		c0.07		c0.12	0.12		c0.19	0.02		0.01	c0.08	
v/s Ratio Perm			0.07						0.02			
v/c Ratio		0.53	0.47	0.66	0.65		0.77	0.05	0.03	0.86	0.37	
Uniform Delay, d1		28.4	28.1	26.8	26.8		25.1	11.3	11.2	35.1	24.0	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1	0.6	4.1	3.6		7.4	0.0	0.0	160.8	0.1	
Delay (s)		29.4	28.7	30.9	30.4		32.5	11.3	11.3	195.9	24.2	
Level of Service		C	C	C	C		C	B	B	F	C	
Approach Delay (s)		28.9			30.7			27.9			31.2	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.4			HCM 2000 Level of Service					C	
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			70.9			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			58.8%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	312	0	159	0	239	573	0	687	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.98			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.89			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3117			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3117			1863	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	328	0	167	0	252	603	0	723	300
RTOR Reduction (vph)	0	0	0	0	0	118	0	273	0	0	0	0
Lane Group Flow (vph)	0	0	0	328	0	49	0	582	0	0	723	300
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				13.8		13.8		25.7			26.7	47.0
Effective Green, g (s)				13.8		13.8		25.7			26.7	47.0
Actuated g/C Ratio				0.29		0.29		0.55			0.57	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				519		464		1704			1058	1547
v/s Ratio Prot								0.19			c0.39	
v/s Ratio Perm				c0.19		0.03						0.19
v/c Ratio				0.63		0.11		0.34			0.68	0.19
Uniform Delay, d1				14.4		12.1		5.9			7.2	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				2.5		0.1		0.5			3.6	0.3
Delay (s)				16.9		12.2		6.5			10.7	0.3
Level of Service				B		B		A			B	A
Approach Delay (s)		0.0			15.3			6.5			7.7	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.8									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			47.0									
Intersection Capacity Utilization			60.1%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

Existing PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	135	483	681	189	15	100	96	128	19	614	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.88		1.00	0.99		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3053		3319	1828		1652	3355	1520	1652	4842	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3053		3319	1828		1652	3355	1520	1652	4842	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	142	508	717	199	16	105	101	135	20	646	58
RTOR Reduction (vph)	0	145	0	0	3	0	0	0	75	0	8	0
Lane Group Flow (vph)	48	505	0	717	212	0	105	101	60	20	696	0
Confl. Peds. (#/hr)			11			65			10			3
Confl. Bikes (#/hr)			4			13			32			31
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	12.7	26.1		15.0	28.4		8.0	48.6	48.6	3.1	43.7	
Effective Green, g (s)	12.7	26.1		15.0	28.4		8.0	48.6	48.6	3.1	43.7	
Actuated g/C Ratio	0.12	0.24		0.14	0.26		0.07	0.44	0.44	0.03	0.40	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	197	724		452	471		120	1482	671	46	1923	
v/s Ratio Prot	0.03	c0.17		c0.22	0.12		c0.06	0.03		0.01	c0.14	
v/s Ratio Perm									0.04			
v/c Ratio	0.24	1.03dr		1.59	0.45		0.88	0.07	0.09	0.43	0.36	
Uniform Delay, d1	44.3	38.3		47.5	34.2		50.5	17.7	17.8	52.6	23.3	
Progression Factor	1.00	1.00		1.00	1.00		1.18	0.74	0.28	1.00	1.00	
Incremental Delay, d2	0.6	3.1		274.2	0.8		45.8	0.1	0.3	6.5	0.5	
Delay (s)	44.9	41.4		321.7	35.1		105.4	13.2	5.2	59.0	23.9	
Level of Service	D	D		F	D		F	B	A	E	C	
Approach Delay (s)		41.6			255.6			38.4			24.8	
Approach LOS		D			F			D			C	

Intersection Summary

HCM 2000 Control Delay	110.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramps

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	296	0	0	159	236	165	0	0	1527	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	1652	3421			3775	1533
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	1652	3421			3775	1533
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	312	0	0	167	248	174	0	0	1607	264
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	312	0	0	167	248	174	0	0	1607	264
Confl. Peds. (#/hr)									6			
Confl. Bikes (#/hr)									6			32
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	12.1	55.0			34.7	55.0
Effective Green, g (s)			55.0			55.0	12.1	55.0			34.7	55.0
Actuated g/C Ratio			1.00			1.00	0.22	1.00			0.63	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1611	363	3421			2381	1533
v/s Ratio Prot							c0.15	0.05			c0.43	
v/s Ratio Perm			0.19			0.10						0.17
v/c Ratio			0.19			0.10	0.68	0.05			0.67	0.17
Uniform Delay, d1			0.0			0.0	19.7	0.0			6.5	0.0
Progression Factor			1.00			1.00	1.16	1.00			0.78	1.00
Incremental Delay, d2			0.3			0.1	4.1	0.0			0.7	0.1
Delay (s)			0.3			0.1	27.0	0.0			5.8	0.1
Level of Service			A			A	C	A			A	A
Approach Delay (s)		0.3			0.1			15.9			5.0	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			5.8				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			55.0				Sum of lost time (s)				8.2	
Intersection Capacity Utilization			62.1%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	112	146	114	48	73	81	259	153	824	598	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1560	1681	1734	1583	1770	3313		3433	3292	
Flt Permitted	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1560	1681	1734	1583	1770	3313		3433	3292	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	73	118	154	120	51	77	85	273	161	867	629	422
RTOR Reduction (vph)	0	0	136	0	0	55	0	63	0	0	76	0
Lane Group Flow (vph)	73	118	18	84	87	22	85	371	0	867	975	0
Confl. Peds. (#/hr)			2						7			1
Confl. Bikes (#/hr)									4			5
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	12.9	12.9	12.9	10.4	10.4	31.5	7.5	50.5		21.1	64.6	
Effective Green, g (s)	12.9	12.9	12.9	10.4	10.4	31.5	7.5	50.5		21.1	64.6	
Actuated g/C Ratio	0.12	0.12	0.12	0.09	0.09	0.29	0.07	0.46		0.19	0.59	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	207	218	182	158	163	503	120	1520		658	1933	
v/s Ratio Prot	0.04	c0.06		0.05	c0.05	0.01	c0.05	0.11		c0.25	c0.30	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.35	0.54	0.10	0.53	0.53	0.04	0.71	0.24		1.32	0.50	
Uniform Delay, d1	44.7	45.8	43.4	47.5	47.5	28.4	50.2	18.1		44.4	13.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.07		0.95	0.75	
Incremental Delay, d2	0.4	1.5	0.1	1.7	1.7	0.0	14.2	0.4		151.6	0.8	
Delay (s)	45.1	47.2	43.4	49.2	49.2	28.4	57.1	19.7		193.6	10.8	
Level of Service	D	D	D	D	D	C	E	B		F	B	
Approach Delay (s)		45.1			42.7			25.8			93.4	
Approach LOS		D			D			C			F	
Intersection Summary												
HCM 2000 Control Delay			72.2			HCM 2000 Level of Service		E				
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			63.9%			ICU Level of Service		B				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	16	171	5	50	22	162	317	1	14	602	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.96	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1818	1587		2014		1652	3354		1652	2973	
Flt Permitted		0.68	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1285	1587		1982		1652	3354		1652	2973	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	17	180	5	53	23	171	334	1	15	634	255
RTOR Reduction (vph)	0	0	148	0	15	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	179	32	0	66	0	171	335	0	15	860	0
Confl. Peds. (#/hr)						2			6			8
Confl. Bikes (#/hr)			4			3			4			23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		19.3	19.3		19.3		15.6	75.5		2.7	62.6	
Effective Green, g (s)		19.3	19.3		19.3		15.6	75.5		2.7	62.6	
Actuated g/C Ratio		0.18	0.18		0.18		0.14	0.69		0.02	0.57	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		225	278		347		234	2302		40	1691	
v/s Ratio Prot							c0.10	0.10		0.01	c0.29	
v/s Ratio Perm		c0.14	0.02		0.03							
v/c Ratio		0.80	0.11		0.19		0.73	0.15		0.38	0.51	
Uniform Delay, d1		43.5	38.2		38.7		45.2	6.0		52.8	14.4	
Progression Factor		1.00	1.00		1.00		1.24	0.49		0.96	0.88	
Incremental Delay, d2		16.4	0.1		0.1		8.9	0.1		1.9	1.0	
Delay (s)		59.8	38.2		38.8		64.7	3.1		52.5	13.6	
Level of Service		E	D		D		E	A		D	B	
Approach Delay (s)		49.0			38.8			23.9			14.2	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			24.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			60.5%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	10	226	90	2	51	76	536	227	82	1894	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	*0.56	
Frpb, ped/bikes		0.94			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.87			0.95		1.00	0.96		1.00	1.00	
Flt Protected		1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1530			1703		3433	3207		1770	3127	
Flt Permitted		1.00			0.32		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1526			563		3433	3207		1770	3127	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	11	238	95	2	54	80	564	239	86	1994	8
RTOR Reduction (vph)	0	177	0	0	18	0	0	27	0	0	0	0
Lane Group Flow (vph)	0	76	0	0	133	0	80	776	0	86	2002	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		24.1			23.6		8.1	83.4		8.0	83.3	
Effective Green, g (s)		24.1			23.6		8.1	83.4		8.0	83.3	
Actuated g/C Ratio		0.19			0.18		0.06	0.64		0.06	0.64	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		282			102		213	2057		108	2003	
v/s Ratio Prot							0.02	c0.24		0.05	c0.64	
v/s Ratio Perm		0.05			c0.24							
v/c Ratio		0.27			1.30		0.38	0.38		0.80	1.00	
Uniform Delay, d1		45.4			53.2		58.5	11.0		60.2	23.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			191.0		1.1	0.5		32.1	20.0	
Delay (s)		45.9			244.2		59.6	11.5		92.3	43.3	
Level of Service		D			F		E	B		F	D	
Approach Delay (s)		45.9			244.2			15.9			45.3	
Approach LOS		D			F			B			D	
Intersection Summary												
HCM 2000 Control Delay			46.6				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			95.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing PM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	453	453	325	359	1917	181	319	81	13
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	*0.50	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3261	2398	3167	1583	2794	1552	1681	1718	1560
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3261	2398	3167	1583	2794	1552	1681	1718	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	477	477	342	378	2018	191	336	85	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	477	477	342	378	2018	191	208	213	14
Confl. Peds. (#/hr)		2				10			2
Confl. Bikes (#/hr)						23			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	27.2	27.2	73.1	125.0	74.3	125.0	11.5	11.5	11.5
Effective Green, g (s)	27.2	27.2	73.1	125.0	74.3	125.0	11.5	11.5	11.5
Actuated g/C Ratio	0.22	0.22	0.58	1.00	0.59	1.00	0.09	0.09	0.09
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	709	521	1852	1583	1660	1552	154	158	143
v/s Ratio Prot	0.15	c0.20	0.11		c0.72		0.12	c0.12	
v/s Ratio Perm				0.24		0.12			0.01
v/c Ratio	0.67	0.92	0.18	0.24	1.22	0.12	1.35	1.35	0.10
Uniform Delay, d1	44.8	47.8	12.1	0.0	25.4	0.0	56.8	56.8	52.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	20.4	0.2	0.4	102.8	0.2	194.3	192.5	0.1
Delay (s)	46.8	68.2	12.3	0.4	128.2	0.2	251.1	249.3	52.1
Level of Service	D	E	B	A	F	A	F	F	D
Approach Delay (s)			6.0		117.1			243.8	
Approach LOS			A		F			F	
Intersection Summary									
HCM 2000 Control Delay			98.2		HCM 2000 Level of Service				F
HCM 2000 Volume to Capacity ratio			1.17						
Actuated Cycle Length (s)			125.0		Sum of lost time (s)				13.2
Intersection Capacity Utilization			72.7%		ICU Level of Service				C
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	0	245	0	0	0	123	589	280	0	1354	1335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.95			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3368			3539	1552
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3368			3539	1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	0	258	0	0	0	129	620	295	0	1425	1405
RTOR Reduction (vph)	0	0	240	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	100	0	18	0	0	0	129	885	0	0	1425	1405
Confl. Peds. (#/hr)												7
Confl. Bikes (#/hr)												27
Turn Type	Prot		Prot				Prot	NA			NA	Free
Protected Phases	4		4				5	2			6	
Permitted Phases												Free
Actuated Green, G (s)	9.0		9.0				14.0	109.5			92.5	126.0
Effective Green, g (s)	9.0		9.0				14.0	109.5			92.5	126.0
Actuated g/C Ratio	0.07		0.07				0.11	0.87			0.73	1.00
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	
Vehicle Extension (s)	3.0		3.0				5.0	5.0			5.0	
Lane Grp Cap (vph)	245		199				196	2926			2598	1552
v/s Ratio Prot	0.03		0.01				0.07	0.26			0.40	
v/s Ratio Perm												c0.91
v/c Ratio	0.41		0.09				0.66	0.30			0.55	0.91
Uniform Delay, d1	56.0		54.7				53.7	1.5			7.5	0.0
Progression Factor	1.00		1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2	1.1		0.2				10.3	0.3			0.8	9.1
Delay (s)	57.1		54.9				64.0	1.7			8.3	9.1
Level of Service	E		D				E	A			A	A
Approach Delay (s)		55.5			0.0			9.4			8.7	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			57.6%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	197	10	33	44	11	112	11	683	32	89	1425	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.95	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1778	1553		1792	1553	1770	3507		1770	3502	
Flt Permitted		0.69	1.00		0.50	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1294	1553		935	1553	1770	3507		1770	3502	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	207	11	35	46	12	118	12	719	34	94	1500	89
RTOR Reduction (vph)	0	0	28	0	0	96	0	2	0	0	3	0
Lane Group Flow (vph)	0	218	7	0	58	22	12	751	0	94	1586	0
Confl. Peds. (#/hr)			4			5			11			2
Confl. Bikes (#/hr)			1									25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		24.4	24.4		24.4	24.4	4.0	80.3		12.3	88.6	
Effective Green, g (s)		24.4	24.4		24.4	24.4	4.0	80.3		12.3	88.6	
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.03	0.62		0.09	0.68	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		242	291		175	291	54	2166		167	2386	
v/s Ratio Prot							0.01	c0.21		0.05	c0.45	
v/s Ratio Perm		c0.17	0.00		0.06	0.01						
v/c Ratio		0.90	0.02		0.33	0.08	0.22	0.35		0.56	0.66	
Uniform Delay, d1		51.6	43.1		45.7	43.5	61.5	12.1		56.3	12.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		32.7	0.0		1.1	0.1	2.1	0.4		4.3	1.5	
Delay (s)		84.4	43.1		46.9	43.6	63.6	12.5		60.6	13.5	
Level of Service		F	D		D	D	E	B		E	B	
Approach Delay (s)		78.6			44.7			13.3			16.2	
Approach LOS		E			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		22.6										
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		130.0								13.0		
Intersection Capacity Utilization		79.8%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	480	251	270	386	73	139	547	178	263	1163	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3293		1770	3435		1770	3388		1770	3500	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3293		1770	3435		1770	3388		1770	3500	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	112	505	264	284	406	77	146	576	187	277	1224	80
RTOR Reduction (vph)	0	48	0	0	11	0	0	22	0	0	4	0
Lane Group Flow (vph)	112	721	0	284	472	0	146	741	0	277	1300	0
Confl. Peds. (#/hr)			10			4			14			6
Confl. Bikes (#/hr)			28			22			1			27
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.4	31.0		21.0	38.6		14.8	51.0		21.0	57.2	
Effective Green, g (s)	13.4	31.0		21.0	38.6		14.8	51.0		21.0	57.2	
Actuated g/C Ratio	0.10	0.22		0.15	0.28		0.11	0.36		0.15	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	169	729		265	947		187	1234		265	1430	
v/s Ratio Prot	0.06	c0.22		c0.16	0.14		c0.08	0.22		c0.16	c0.37	
v/s Ratio Perm												
v/c Ratio	0.66	0.99		1.07	0.50		0.78	0.60		1.05	0.91	
Uniform Delay, d1	61.1	54.3		59.5	42.6		61.0	36.2		59.5	39.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.4	30.2		75.6	0.4		18.8	2.2		67.6	10.1	
Delay (s)	70.5	84.5		135.1	43.0		79.8	38.4		127.1	49.1	
Level of Service	E	F		F	D		E	D		F	D	
Approach Delay (s)		82.7			77.1			45.0			62.8	
Approach LOS		F			E			D			E	
Intersection Summary												
HCM 2000 Control Delay		65.8					HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio		0.95										
Actuated Cycle Length (s)		140.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		101.2%					ICU Level of Service		G			
Analysis Period (min)		15										
c Critical Lane Group												

Queues

North Bayshore Precise Plan EIR

1: San Antonio Road & Bayshore Parkway

Existing PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	137	498	205	210	328	37	54	12	279
v/c Ratio	0.51	0.82	0.63	0.63	0.74	0.04	0.07	0.11	0.47
Control Delay	37.3	17.1	35.8	35.0	38.1	13.1	0.5	39.0	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	17.1	35.8	35.0	38.1	13.1	0.5	39.0	27.5
Queue Length 50th (ft)	51	11	80	81	116	7	0	5	51
Queue Length 95th (ft)	133	#175	178	180	#343	32	3	24	99
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	336	648	562	578	484	1020	896	107	1166
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.77	0.36	0.36	0.68	0.04	0.06	0.11	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: San Antonio Road & US-101 Ramps

Existing PM Peak Hour



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	328	167	855	723	300
v/c Ratio	0.63	0.29	0.43	0.68	0.19
Control Delay	20.1	3.9	3.0	13.5	0.3
Queue Delay	0.0	0.0	0.0	0.7	0.0
Total Delay	20.1	3.9	3.0	14.2	0.3
Queue Length 50th (ft)	76	0	15	115	0
Queue Length 95th (ft)	136	29	50	#357	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	1023	985	1975	1057	1547
Starvation Cap Reductn	0	0	0	113	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.17	0.43	0.77	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road Existing PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	650	717	215	105	101	135	20	704
v/c Ratio	0.20	1.03dr	1.59	0.45	0.88	0.06	0.17	0.20	0.35
Control Delay	40.7	34.7	307.0	39.2	113.2	14.2	1.5	53.2	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	34.7	307.0	39.2	113.2	14.2	1.5	53.2	23.4
Queue Length 50th (ft)	29	164	~372	141	76	12	0	14	120
Queue Length 95th (ft)	62	211	#490	206	#182	36	19	39	173
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	253	1216	452	757	120	1601	792	120	1998
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.53	1.59	0.28	0.88	0.06	0.17	0.17	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramps

Existing PM Peak Hour



Lane Group	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	312	167	248	174	1607	264
v/c Ratio	0.19	0.10	0.68	0.05	0.67	0.17
Control Delay	0.3	0.1	32.0	0.0	6.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	0.1	32.0	0.0	6.3	0.1
Queue Length 50th (ft)	0	0	117	0	45	0
Queue Length 95th (ft)	0	0	169	0	m133	m0
Internal Link Dist (ft)				1081	557	
Turn Bay Length (ft)			210			
Base Capacity (vph)	1611	1611	477	3421	2381	1533
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.52	0.05	0.67	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing PM Peak Hour

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	118	154	84	87	77	85	434	867	1051
v/c Ratio	0.35	0.54	0.48	0.53	0.53	0.14	0.62	0.27	1.36	0.52
Control Delay	47.8	53.9	11.8	59.2	59.0	6.2	60.5	15.5	203.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	47.8	53.9	11.8	59.2	59.0	6.2	60.5	16.1	203.4	10.2
Queue Length 50th (ft)	49	81	0	61	63	0	54	73	~424	218
Queue Length 95th (ft)	86	127	55	110	113	32	84	77	#546	276
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	428	259	267	554	160	1601	639	2026
Starvation Cap Reductn	0	0	0	0	0	0	0	769	0	0
Spillback Cap Reductn	0	0	2	0	0	0	0	0	0	60
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.36	0.32	0.33	0.14	0.53	0.52	1.36	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing PM Peak Hour

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	180	81	171	335	15	889
v/c Ratio	0.80	0.42	0.22	0.73	0.14	0.18	0.52
Control Delay	66.8	8.2	29.6	71.8	3.5	51.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	66.8	8.2	29.6	71.8	3.5	51.7	15.0
Queue Length 50th (ft)	123	0	38	130	13	10	151
Queue Length 95th (ft)	185	53	74	m136	m28	m24	156
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	357	572	565	321	2365	126	1717
Starvation Cap Reductn	0	0	0	0	0	0	402
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.31	0.14	0.53	0.14	0.12	0.68
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

Existing PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	253	151	80	803	86	2002
v/c Ratio	0.55	1.26	0.30	0.39	0.80	0.99
Control Delay	12.8	204.4	59.7	11.6	104.3	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	204.4	59.7	11.6	104.3	42.1
Queue Length 50th (ft)	26	~143	33	142	73	~1067
Queue Length 95th (ft)	96	#244	59	231	#166	#1372
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	620	184	369	2084	108	2026
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.82	0.22	0.39	0.80	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

North Bayshore Precise Plan EIR

Existing PM Peak Hour



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	477	477	342	378	2018	191	208	213	14
v/c Ratio	0.67	0.92	0.18	0.24	1.21	0.12	1.35	1.35	0.10
Control Delay	49.4	70.7	13.0	0.4	128.4	0.2	236.9	235.2	53.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	70.7	13.0	0.4	128.4	0.2	236.9	235.2	53.8
Queue Length 50th (ft)	182	214	65	0	~1338	0	~231	~236	11
Queue Length 95th (ft)	229	275	99	0	#1572	0	#397	#405	32
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	847	623	1852	1583	1661	1552	154	158	143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.77	0.18	0.24	1.21	0.12	1.35	1.35	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

36: Shoreline Boulevard & US-101 SB Ramps

Existing PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	258	129	915	1425	1405
v/c Ratio	0.41	0.59	0.66	0.31	0.55	0.91
Control Delay	60.4	12.2	70.4	1.4	8.6	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	12.2	70.4	1.4	8.6	10.1
Queue Length 50th (ft)	40	0	102	33	240	0
Queue Length 95th (ft)	69	44	#183	53	313	#17
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	476	609	196	2956	2597	1552
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.42	0.66	0.31	0.55	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

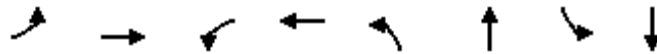
Existing PM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	218	35	58	118	12	753	94	1589
v/c Ratio	0.90	0.10	0.33	0.30	0.09	0.35	0.56	0.65
Control Delay	88.0	0.5	50.7	9.6	57.5	13.0	69.0	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	88.0	0.5	50.7	9.6	57.5	13.0	69.0	14.2
Queue Length 50th (ft)	178	0	42	0	10	156	77	306
Queue Length 95th (ft)	#318	0	87	52	31	208	133	541
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	259	384	187	405	136	2168	204	2455
Starvation Cap Reductn	0	0	0	0	0	0	0	437
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.09	0.31	0.29	0.09	0.35	0.46	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	769	284	483	146	763	277	1304
v/c Ratio	0.66	0.99	1.07	0.50	0.78	0.61	1.05	0.91
Control Delay	79.5	79.5	130.6	43.9	88.3	37.0	124.0	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	79.5	130.6	43.9	88.3	37.0	124.0	49.4
Queue Length 50th (ft)	100	345	~286	191	130	284	~273	590
Queue Length 95th (ft)	164	#485	#473	253	#228	353	#456	#737
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	202	777	265	958	202	1256	265	1434
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.99	1.07	0.50	0.72	0.61	1.05	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	37.0	58.2	0.17	10.3	E
Terra Bella Avenue	III	35	19.4	13.0	32.4	0.15	16.9	D
	III	35	19.5	1.4	20.9	0.15	26.3	B
US-101 NB Ramps	III	35	23.6	13.0	36.6	0.20	19.4	C
Pear Avenue	III	35	18.0	11.6	29.6	0.14	17.1	D
Total	III		101.7	76.0	177.7	0.81	16.4	D

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	42.1	66.6	0.20	11.0	E
US-101 NB Ramps	III	35	18.0	128.4	146.4	0.14	3.5	F
US-101 SB Ramps	III	35	23.6	8.6	32.2	0.20	22.0	C
Terra Bella Avenue	III	35	19.5	13.6	33.1	0.15	16.6	D
Middlefield Road	III	35	19.4	49.4	68.8	0.15	7.9	F
Total	III		105.0	242.1	347.1	0.85	8.8	F

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

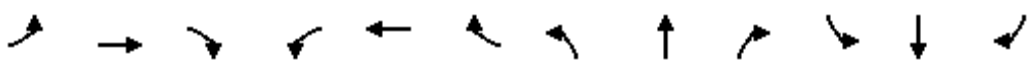
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	170	190	60	90	10	230	460	790	30	170	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	173	194	61	92	10	235	469	806	31	173	20
RTOR Reduction (vph)	0	0	137	0	5	0	0	0	437	0	11	0
Lane Group Flow (vph)	0	295	57	55	103	0	235	469	369	31	182	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Effective Green, g (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Actuated g/C Ratio		0.18	0.18	0.13	0.13		0.19	0.42	0.42	0.02	0.25	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		327	270	220	227		338	783	665	35	866	
v/s Ratio Prot		c0.16		0.03	c0.06		c0.13	c0.25		0.02	0.05	
v/s Ratio Perm			0.04						0.23			
v/c Ratio		0.90	0.21	0.25	0.45		0.70	0.60	0.55	0.89	0.21	
Uniform Delay, d1		26.0	22.6	25.3	26.1		24.5	14.6	14.2	31.7	19.3	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		26.1	0.1	0.2	0.5		4.9	1.2	1.0	103.6	0.0	
Delay (s)		52.1	22.7	25.6	26.6		29.4	15.8	15.2	135.4	19.3	
Level of Service		D	C	C	C		C	B	B	F	B	
Approach Delay (s)		40.5			26.2			17.6			35.4	
Approach LOS		D			C			B			D	
Intersection Summary												
HCM 2000 Control Delay			24.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			64.9				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			77.8%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

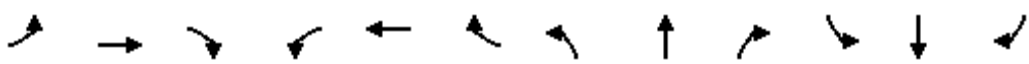
Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	600	0	630	0	850	640	0	320	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.94			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3280			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3280			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	612	0	643	0	867	653	0	327	102
RTOR Reduction (vph)	0	0	0	0	0	41	0	220	0	0	0	0
Lane Group Flow (vph)	0	0	0	612	0	602	0	1300	0	0	327	102
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				24.9		24.9		25.6			26.6	58.0
Effective Green, g (s)				24.9		24.9		25.6			26.6	58.0
Actuated g/C Ratio				0.43		0.43		0.44			0.46	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				759		679		1447			854	1547
v/s Ratio Prot								c0.40			0.18	
v/s Ratio Perm				0.35		c0.38						0.07
v/c Ratio				0.81		0.89		0.90			0.38	0.07
Uniform Delay, d1				14.4		15.2		15.0			10.3	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				6.3		13.3		9.2			1.3	0.1
Delay (s)				20.7		28.5		24.2			11.6	0.1
Level of Service				C		C		C			B	A
Approach Delay (s)		0.0			24.7			24.2			8.9	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			22.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			58.0			Sum of lost time (s)			7.5			
Intersection Capacity Utilization			90.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	240	160	350	210	10	320	1640	810	20	690	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3279		3319	1847		1652	3355	1514	1652	4648	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3279		3319	1847		1652	3355	1514	1652	4648	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	418	245	163	357	214	10	327	1673	827	20	704	153
RTOR Reduction (vph)	0	103	0	0	2	0	0	0	283	0	31	0
Lane Group Flow (vph)	418	305	0	357	222	0	327	1673	544	20	826	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.4		8.0	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.4		8.0	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	876		241	443		360	1589	717	49	1326	
v/s Ratio Prot	c0.24	c0.09		0.11	c0.12		c0.20	c0.50		0.01	0.18	
v/s Ratio Perm									0.36			
v/c Ratio	2.44	0.35		1.48	0.50		0.91	1.05	0.76	0.41	0.62	
Uniform Delay, d1	49.5	32.6		51.0	36.1		41.9	28.9	23.8	52.4	34.2	
Progression Factor	1.00	1.00		1.00	1.00		1.02	1.10	1.31	1.00	1.00	
Incremental Delay, d2	667.4	0.3		237.6	4.0		22.1	36.0	6.1	5.5	2.2	
Delay (s)	716.9	32.8		288.6	40.1		65.0	67.9	37.3	57.9	36.4	
Level of Service	F	C		F	D		E	E	D	E	D	
Approach Delay (s)		379.0			192.8			58.6			36.9	
Approach LOS		F			F			E			D	
Intersection Summary												
HCM 2000 Control Delay			121.9				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			108.2%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1120	290	1650	0	0	710	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1143	296	1684	0	0	724	500
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1143	296	1684	0	0	724	500
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.49			0.19	
v/s Ratio Perm			0.21			c0.72						0.32
v/c Ratio			0.21			0.72	0.65	0.49			0.33	0.32
Uniform Delay, d1			0.0			0.0	17.5	0.0			6.2	0.0
Progression Factor			1.00			1.00	0.83	1.00			0.76	1.00
Incremental Delay, d2			0.3			2.8	0.8	0.2			0.2	0.3
Delay (s)			0.3			2.8	15.3	0.2			4.9	0.3
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			2.8			2.4			3.0	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.5			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)					8.2	
Intersection Capacity Utilization			48.9%			ICU Level of Service					A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	30	30	160	30	680	40	1080	140	260	430	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3463		3433	3252	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3463		3433	3252	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	31	31	163	31	694	41	1102	143	265	439	357
RTOR Reduction (vph)	0	0	27	0	0	100	0	8	0	0	113	0
Lane Group Flow (vph)	184	31	4	96	98	594	41	1237	0	265	683	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.7	15.7	15.7	10.3	10.3	23.4	3.2	55.8		13.1	66.2	
Effective Green, g (s)	15.7	15.7	15.7	10.3	10.3	23.4	3.2	55.8		13.1	66.2	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.03	0.51		0.12	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	252	265	218	157	160	387	51	1756		408	1957	
v/s Ratio Prot	c0.10	0.02		0.06	0.06	c0.18	0.02	c0.36		0.08	0.21	
v/s Ratio Perm			0.00			0.19						
v/c Ratio	0.73	0.12	0.02	0.61	0.61	1.53	0.80	0.70		0.65	0.35	
Uniform Delay, d1	45.1	41.1	40.5	47.9	47.9	43.3	53.1	20.8		46.3	11.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.06	0.89		1.07	1.37	
Incremental Delay, d2	9.0	0.1	0.0	4.9	4.8	253.4	53.4	2.2		2.6	0.5	
Delay (s)	54.1	41.2	40.6	52.8	52.7	296.7	109.7	20.7		52.0	15.6	
Level of Service	D	D	D	D	D	F	F	C		D	B	
Approach Delay (s)		50.8			243.4			23.6			24.7	
Approach LOS		D			F			C			C	
Intersection Summary												
HCM 2000 Control Delay			81.9			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			97.3%			ICU Level of Service		F				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	20	60	5	30	80	130	1080	10	20	470	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.97	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1824	1588		1885		1652	3350		1652	3015	
Flt Permitted		0.55	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1048	1588		1867		1652	3350		1652	3015	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	102	20	61	5	31	82	133	1102	10	20	480	133
RTOR Reduction (vph)	0	0	52	0	70	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	122	9	0	48	0	133	1112	0	20	602	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		16.0	16.0		16.0		13.3	78.6		2.9	68.2	
Effective Green, g (s)		16.0	16.0		16.0		13.3	78.6		2.9	68.2	
Actuated g/C Ratio		0.15	0.15		0.15		0.12	0.71		0.03	0.62	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		152	230		271		199	2393		43	1869	
v/s Ratio Prot							c0.08	c0.33		0.01	0.20	
v/s Ratio Perm		c0.12	0.01		0.03							
v/c Ratio		0.80	0.04		0.18		0.67	0.46		0.47	0.32	
Uniform Delay, d1		45.5	40.4		41.2		46.2	6.7		52.8	9.9	
Progression Factor		1.00	1.00		1.00		1.08	0.67		1.05	1.25	
Incremental Delay, d2		24.2	0.0		0.1		5.8	0.6		2.7	0.4	
Delay (s)		69.7	40.4		41.3		55.6	5.1		58.3	12.8	
Level of Service		E	D		D		E	A		E	B	
Approach Delay (s)		59.9			41.3			10.5			14.3	
Approach LOS		E			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			58.6%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	90	290	20	60	590	1680	610	20	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.99		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.98		1.00	0.96		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1646			1740		3433	3199		1770	5076	
Flt Permitted		0.96			0.67		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1592			1208		3433	3199		1770	5076	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	92	296	20	61	602	1714	622	20	980	10
RTOR Reduction (vph)	0	64	0	0	6	0	0	31	0	0	1	0
Lane Group Flow (vph)	0	58	0	0	371	0	602	2305	0	20	989	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		32.5			32.0		10.0	57.7		3.3	51.0	
Effective Green, g (s)		32.5			32.0		10.0	57.7		3.3	51.0	
Actuated g/C Ratio		0.30			0.30		0.09	0.53		0.03	0.47	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		479			357		317	1709		54	2397	
v/s Ratio Prot							c0.18	c0.72		0.01	0.19	
v/s Ratio Perm		0.04			c0.31							
v/c Ratio		0.12			1.04		1.90	1.35		0.37	0.41	
Uniform Delay, d1		27.4			38.0		49.0	25.1		51.3	18.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			57.9		416.2	161.0		4.2	0.5	
Delay (s)		27.5			95.9		465.2	186.1		55.6	19.2	
Level of Service		C			F		F	F		E	B	
Approach Delay (s)		27.5			95.9			243.3			19.9	
Approach LOS		C			F			F			B	
Intersection Summary												
HCM 2000 Control Delay		174.2			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.34										
Actuated Cycle Length (s)		108.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		115.6%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing + Project AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations	 	 	 		  			 	
Volume (vph)	340	1900	970	360	1140	200	240	140	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1746	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1746	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1939	990	367	1163	204	245	143	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1939	990	367	1163	204	191	197	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	58.8	140.0	60.0	140.0	11.5	11.5	11.5
Effective Green, g (s)	56.5	56.5	58.8	140.0	60.0	140.0	11.5	11.5	11.5
Actuated g/C Ratio	0.40	0.40	0.42	1.00	0.43	1.00	0.08	0.08	0.08
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1330	1583	2179	1560	138	143	128
v/s Ratio Prot	0.11	c0.81	c0.31		0.23		c0.11	0.11	
v/s Ratio Perm				0.23		0.13			0.01
v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08
Uniform Delay, d1	27.9	41.8	34.3	0.0	29.6	0.0	64.2	64.2	59.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	456.0	3.8	0.3	0.9	0.2	211.3	207.5	0.1
Delay (s)	27.9	497.8	38.1	0.3	30.6	0.2	275.5	271.8	59.4
Level of Service	C	F	D	A	C	A	F	F	E
Approach Delay (s)			27.9		26.0			268.2	
Approach LOS			C		C			F	
Intersection Summary									
HCM 2000 Control Delay			213.6				HCM 2000 Level of Service		F
HCM 2000 Volume to Capacity ratio			1.36						
Actuated Cycle Length (s)			140.0				Sum of lost time (s)		13.2
Intersection Capacity Utilization			132.4%				ICU Level of Service		H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	270	0	390	0	0	0	70	1060	210	0	640	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.98			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3437			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3437			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	276	0	398	0	0	0	71	1082	214	0	653	1102
RTOR Reduction (vph)	0	0	357	0	0	0	0	10	0	0	0	244
Lane Group Flow (vph)	276	0	41	0	0	0	71	1286	0	0	653	858
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	12.3		12.3				11.2	100.2			86.0	86.0
Effective Green, g (s)	12.3		12.3				11.2	100.2			86.0	86.0
Actuated g/C Ratio	0.10		0.10				0.09	0.84			0.72	0.72
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	351		285				165	2869			2536	1102
v/s Ratio Prot	c0.08		0.01				0.04	c0.37			0.18	
v/s Ratio Perm												c0.56
v/c Ratio	0.79		0.14				0.43	0.45			0.26	0.78
Uniform Delay, d1	52.6		49.1				51.4	2.6			5.9	10.9
Progression Factor	1.00		1.00				0.77	1.02			1.00	1.00
Incremental Delay, d2	10.2		0.1				1.6	0.4			0.2	5.4
Delay (s)	62.8		49.1				41.1	3.1			6.2	16.3
Level of Service	E		D				D	A			A	B
Approach Delay (s)		54.7			0.0			5.1			12.6	
Approach LOS		D			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			78.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	20	20	30	20	130	30	1150	40	160	650	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1788	1549		1801	1551	1770	3512		1770	3359	
Flt Permitted		0.75	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1395	1549		1500	1551	1770	3512		1770	3359	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	61	20	20	31	20	133	31	1173	41	163	663	224
RTOR Reduction (vph)	0	0	17	0	0	114	0	2	0	0	20	0
Lane Group Flow (vph)	0	81	3	0	51	19	31	1212	0	163	867	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		16.8	16.8		16.8	16.8	10.8	72.9		17.3	79.4	
Effective Green, g (s)		16.8	16.8		16.8	16.8	10.8	72.9		17.3	79.4	
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.09	0.61		0.14	0.66	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		195	216		210	217	159	2133		255	2222	
v/s Ratio Prot							0.02	c0.35		c0.09	0.26	
v/s Ratio Perm		c0.06	0.00		0.03	0.01						
v/c Ratio		0.42	0.01		0.24	0.09	0.19	0.57		0.64	0.39	
Uniform Delay, d1		47.1	44.5		45.9	44.9	50.6	14.1		48.4	9.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.23	1.07	
Incremental Delay, d2		1.4	0.0		0.6	0.2	0.6	1.1		5.0	0.5	
Delay (s)		48.6	44.5		46.5	45.1	51.2	15.2		64.5	10.4	
Level of Service		D	D		D	D	D	B		E	B	
Approach Delay (s)		47.7			45.5			16.1			18.8	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		20.5										
HCM 2000 Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		120.0								13.0		
Intersection Capacity Utilization		65.5%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	320	110	150	410	250	230	850	100	250	410	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3364		1770	3277		1770	3470		1770	3484	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3364		1770	3277		1770	3470		1770	3484	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	327	112	153	418	255	235	867	102	255	418	41
RTOR Reduction (vph)	0	24	0	0	64	0	0	6	0	0	5	0
Lane Group Flow (vph)	122	415	0	153	609	0	235	963	0	255	454	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.9	28.6		15.2	29.9		16.0	69.2		16.0	69.2	
Effective Green, g (s)	13.9	28.6		15.2	29.9		16.0	69.2		16.0	69.2	
Actuated g/C Ratio	0.10	0.20		0.10	0.21		0.11	0.48		0.11	0.48	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	169	663		185	675		195	1656		195	1662	
v/s Ratio Prot	0.07	0.12		c0.09	c0.19		0.13	c0.28		c0.14	0.13	
v/s Ratio Perm												
v/c Ratio	0.72	0.63		0.83	0.90		1.21	0.58		1.31	0.27	
Uniform Delay, d1	63.7	53.3		63.6	56.1		64.5	27.4		64.5	22.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.1	1.9		25.1	15.3		130.6	1.5		170.3	0.4	
Delay (s)	77.8	55.2		88.7	71.4		195.1	28.9		234.8	23.2	
Level of Service	E	E		F	E		F	C		F	C	
Approach Delay (s)		60.1			74.6			61.4			98.8	
Approach LOS		E			E			E			F	
Intersection Summary												
HCM 2000 Control Delay			72.5			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			90.5%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

North Bayshore Precise Plan EIR

1: San Antonio Road & Bayshore Parkway

Existing + Project AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	295	194	55	108	235	469	806	31	193
v/c Ratio	0.86	0.47	0.18	0.34	0.67	0.57	0.72	0.25	0.26
Control Delay	56.1	12.5	26.4	27.4	37.8	18.9	6.6	39.7	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Total Delay	56.1	12.5	26.4	27.4	37.8	19.1	6.6	39.7	21.2
Queue Length 50th (ft)	101	8	17	34	72	111	9	11	30
Queue Length 95th (ft)	#354	76	54	89	#240	312	132	45	66
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	345	413	643	668	430	1037	1215	123	1337
Starvation Cap Reductn	0	0	0	0	0	135	29	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.09	0.16	0.55	0.52	0.68	0.25	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: San Antonio Road & US-101 Ramps

Existing + Project AM Peak Hour



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	643	796	1479	357	92
v/c Ratio	0.81	1.03	0.88	0.43	0.06
Control Delay	24.7	57.4	17.6	13.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	57.4	17.6	13.7	0.1
Queue Length 50th (ft)	190	~265	157	84	0
Queue Length 95th (ft)	#367	#489	#312	145	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	796	775	1687	822	1547
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	1.03	0.88	0.43	0.06

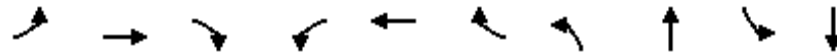
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	520	31	20	157	160	1194	41	1735	204	1684
v/c Ratio	1.51	0.09	0.05	0.88	0.89	2.59	0.64	1.11	0.52	1.09dr
Control Delay	275.7	37.1	0.2	91.1	92.0	741.1	83.9	84.4	47.2	10.3
Queue Delay	0.0	0.0	0.0	7.6	7.9	0.0	0.0	0.9	0.0	0.3
Total Delay	275.7	37.1	0.2	98.7	99.9	741.1	83.9	85.3	47.2	10.6
Queue Length 50th (ft)	~511	18	0	116	118	~1393	27	~753	73	196
Queue Length 95th (ft)	#720	45	0	#242	#245	#1653	m36	m#885	m93	283
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	398	183	185	461	64	1557	390	2050
Starvation Cap Reductn	0	0	0	0	0	0	0	336	0	0
Spillback Cap Reductn	0	0	46	12	12	0	0	0	0	74
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.09	0.06	0.92	0.92	2.59	0.64	1.42	0.52	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour

	→	↘	←	↙	↑	↗	↓
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	428	61	173	122	1255	20	612
v/c Ratio	0.97	0.09	0.22	0.65	0.78	0.22	0.50
Control Delay	68.5	2.5	7.6	72.3	22.7	33.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	50.5	0.0	2.4
Total Delay	68.5	2.5	7.6	72.3	73.3	33.2	26.5
Queue Length 50th (ft)	282	0	21	81	231	12	156
Queue Length 95th (ft)	#486	16	64	m146	#576	m15	m206
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	462	707	834	411	1615	141	1214
Starvation Cap Reductn	0	0	0	0	0	0	453
Spillback Cap Reductn	0	0	30	0	842	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.09	0.22	0.30	1.62	0.14	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

Existing + Project AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	377	602	2336	20	990
v/c Ratio	0.22	1.04	1.90	1.28	0.15	0.41
Control Delay	10.4	94.3	444.8	154.6	49.5	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	94.3	444.8	154.6	49.5	19.3
Queue Length 50th (ft)	15	~277	~329	~1019	13	159
Queue Length 95th (ft)	58	#466	#441	#1311	38	194
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	543	364	317	1824	147	2396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.04	1.90	1.28	0.14	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing + Project AM Peak Hour



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	347	1939	990	367	1163	204	191	197	10
v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08
Control Delay	28.5	481.4	38.5	0.3	30.8	0.2	256.6	253.1	61.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	481.4	38.5	0.3	30.8	0.2	256.6	253.1	61.0
Queue Length 50th (ft)	107	~1562	395	0	283	0	~242	~249	9
Queue Length 95th (ft)	145	#1708	481	0	329	0	#409	#420	28
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	1316	967	1330	1583	2179	1560	138	143	128
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

36: Shoreline Boulevard & US-101 SB Ramps

Existing + Project AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	500	469	51	1388	439	1337
v/c Ratio	0.92	0.56	0.28	0.52	0.19	1.01
Control Delay	72.5	6.7	43.2	5.7	8.8	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	6.7	43.2	5.7	8.8	35.4
Queue Length 50th (ft)	195	0	36	121	71	~822
Queue Length 95th (ft)	#280	50	m52	226	95	#1088
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	586	864	206	2648	2354	1328
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.54	0.25	0.52	0.19	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

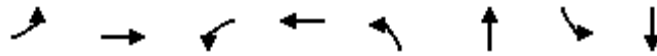
Existing + Project AM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	20	61	112	122	1337	173	735
v/c Ratio	0.18	0.08	0.30	0.36	0.23	0.61	0.77	0.47
Control Delay	44.3	0.6	47.7	10.4	32.5	16.6	80.6	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	0.6	47.7	10.4	32.5	16.6	80.6	22.4
Queue Length 50th (ft)	30	0	46	0	62	268	137	207
Queue Length 95th (ft)	56	0	78	47	127	476	#226	296
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	347	378	320	424	533	2208	250	1874
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.05	0.19	0.26	0.23	0.61	0.69	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	276	663	408	1153	153	918	367	326
v/c Ratio	1.42	0.89	2.09	1.46	0.83	0.59	1.88	0.20
Control Delay	258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4
Queue Length 50th (ft)	~349	316	~608	~733	143	318	~528	94
Queue Length 95th (ft)	#536	#422	#822	#874	#257	386	#733	127
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	195	744	195	790	195	1556	195	1616
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.42	0.89	2.09	1.46	0.78	0.59	1.88	0.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	29.6	50.8	0.17	11.8	E
Terra Bella Avenue	III	35	19.4	16.6	36.0	0.15	15.2	D
	III	35	19.5	5.7	25.2	0.15	21.8	C
US-101 NB Ramps	III	35	23.6	38.5	62.1	0.20	11.4	E
Pear Avenue	III	35	18.0	154.6	172.6	0.14	2.9	F
Total	III		101.7	245.0	346.7	0.81	8.4	F

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	19.3	43.8	0.20	16.8	D
US-101 NB Ramps	III	35	18.0	30.8	48.8	0.14	10.4	E
US-101 SB Ramps	III	35	23.6	8.8	32.4	0.20	21.9	C
Terra Bella Avenue	III	35	19.5	22.4	41.9	0.15	13.1	E
Middlefield Road	III	35	19.4	23.4	42.8	0.15	12.8	E
Total	III		105.0	104.7	209.7	0.85	14.5	D

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

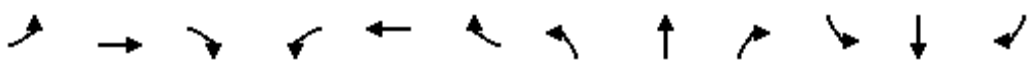
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↰↱		↰	↱	↱	↰	↰↱	
Volume (vph)	100	250	480	450	440	10	320	90	200	20	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.93	1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1821	1467	1681	1755		1770	1863	1547	1770	3302	
Flt Permitted		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1821	1467	1681	1755		1770	1863	1547	1770	3302	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	263	505	474	463	11	337	95	211	21	379	221
RTOR Reduction (vph)	0	0	208	0	1	0	0	0	125	0	96	0
Lane Group Flow (vph)	0	368	297	427	520	0	337	95	86	21	504	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			38			3			3			6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.0	12.0	22.1	22.1		17.7	35.6	35.6	1.5	19.4	
Effective Green, g (s)		12.0	12.0	22.1	22.1		17.7	35.6	35.6	1.5	19.4	
Actuated g/C Ratio		0.14	0.14	0.25	0.25		0.20	0.41	0.41	0.02	0.22	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		250	201	426	444		359	760	631	30	734	
v/s Ratio Prot		0.20		0.25	c0.30		c0.19	0.05		0.01	c0.15	
v/s Ratio Perm			c0.20						0.06			
v/c Ratio		1.47	1.48	1.00	1.17		0.94	0.12	0.14	0.70	0.69	
Uniform Delay, d1		37.6	37.6	32.5	32.5		34.2	16.1	16.2	42.6	31.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		232.9	240.1	44.2	98.9		31.4	0.1	0.1	44.4	2.1	
Delay (s)		270.5	277.7	76.7	131.4		65.6	16.2	16.3	87.1	33.3	
Level of Service		F	F	E	F		E	B	B	F	C	
Approach Delay (s)		274.7			106.8			42.1			35.1	
Approach LOS		F			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			126.4			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			87.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

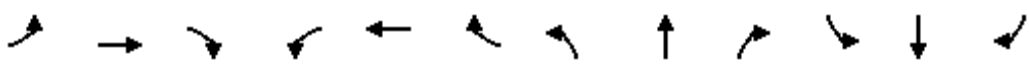
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰		↱		↕			↕	↱
Volume (vph)	0	0	0	500	0	170	0	440	610	0	1000	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.91			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3190			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3190			1863	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	526	0	179	0	463	642	0	1053	305
RTOR Reduction (vph)	0	0	0	0	0	111	0	332	0	0	0	0
Lane Group Flow (vph)	0	0	0	526	0	68	0	773	0	0	1053	305
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				20.2		20.2		25.8			26.8	53.5
Effective Green, g (s)				20.2		20.2		25.8			26.8	53.5
Actuated g/C Ratio				0.38		0.38		0.48			0.50	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				668		597		1538			933	1547
v/s Ratio Prot								0.24			c0.57	
v/s Ratio Perm				c0.30		0.04						0.20
v/c Ratio				0.79		0.11		0.50			1.13	0.20
Uniform Delay, d1				14.7		10.8		9.5			13.3	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				6.1		0.1		1.2			71.6	0.3
Delay (s)				20.9		10.9		10.6			84.9	0.3
Level of Service				C		B		B			F	A
Approach Delay (s)		0.0			18.3			10.6			65.9	
Approach LOS		A			B			B			E	
Intersection Summary												
HCM 2000 Control Delay			36.0									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			53.5									Sum of lost time (s) 7.5
Intersection Capacity Utilization			87.0%									ICU Level of Service E
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

First Road Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	320	350	490	940	240	20	140	280	430	20	1100	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.91		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3176		3319	1826		1652	3355	1515	1652	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3176		3319	1826		1652	3355	1515	1652	4653	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	368	516	989	253	21	147	295	453	21	1158	474
RTOR Reduction (vph)	0	115	0	0	4	0	0	0	283	0	62	0
Lane Group Flow (vph)	337	769	0	989	270	0	147	295	170	21	1570	0
Confl. Peds. (#/hr)			11			65			10			3
Confl. Bikes (#/hr)			4			13			32			31
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	26.1	33.4		15.0	22.3		8.0	41.3	41.3	3.1	36.4	
Effective Green, g (s)	26.1	33.4		15.0	22.3		8.0	41.3	41.3	3.1	36.4	
Actuated g/C Ratio	0.24	0.30		0.14	0.20		0.07	0.38	0.38	0.03	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	405	964		452	370		120	1259	568	46	1539	
v/s Ratio Prot	0.20	c0.24		c0.30	0.15		c0.09	0.09		0.01	c0.34	
v/s Ratio Perm									0.11			
v/c Ratio	0.83	0.88dr		2.19	0.73		1.23	0.23	0.30	0.46	1.02	
Uniform Delay, d1	39.9	35.2		47.5	41.0		51.0	23.5	24.2	52.6	36.8	
Progression Factor	1.00	1.00		1.00	1.00		1.19	0.66	0.22	1.00	1.00	
Incremental Delay, d2	13.6	4.8		541.9	7.3		154.4	0.4	1.3	7.0	28.1	
Delay (s)	53.5	40.0		589.4	48.3		214.9	15.9	6.7	59.6	64.9	
Level of Service	D	D		F	D		F	B	A	E	E	
Approach Delay (s)		43.7			472.0			43.9			64.8	
Approach LOS		D			F			D			E	

Intersection Summary

HCM 2000 Control Delay	158.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramps

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	300	0	0	230	240	620	0	0	1970	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	1652	3421			3775	1533
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	1652	3421			3775	1533
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	316	0	0	242	253	653	0	0	2074	589
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	316	0	0	242	253	653	0	0	2074	589
Confl. Peds. (#/hr)									6			
Confl. Bikes (#/hr)									6			32
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	12.2	55.0			34.6	55.0
Effective Green, g (s)			55.0			55.0	12.2	55.0			34.6	55.0
Actuated g/C Ratio			1.00			1.00	0.22	1.00			0.63	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1611	366	3421			2374	1533
v/s Ratio Prot							c0.15	0.19			c0.55	
v/s Ratio Perm			0.20			0.15						0.38
v/c Ratio			0.20			0.15	0.69	0.19			0.87	0.38
Uniform Delay, d1			0.0			0.0	19.7	0.0			8.4	0.0
Progression Factor			1.00			1.00	1.07	1.00			2.19	1.00
Incremental Delay, d2			0.3			0.2	4.1	0.1			0.5	0.1
Delay (s)			0.3			0.2	25.0	0.1			18.9	0.1
Level of Service			A			A	C	A			B	A
Approach Delay (s)		0.3			0.2			7.1			14.7	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			11.1				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			55.0				Sum of lost time (s)				8.2	
Intersection Capacity Utilization			74.6%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	120	370	120	150	270	90	480	250	800	1060	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1560	1681	1763	1583	1770	3330		3433	3366	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1560	1681	1763	1583	1770	3330		3433	3366	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	126	389	126	158	284	95	505	263	842	1116	432
RTOR Reduction (vph)	0	0	230	0	0	193	0	54	0	0	31	0
Lane Group Flow (vph)	116	126	159	113	171	91	95	714	0	842	1517	0
Confl. Peds. (#/hr)			2						7			1
Confl. Bikes (#/hr)									4			5
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	14.1	14.1	34.6	8.9	44.7		20.5	56.8	
Effective Green, g (s)	15.6	15.6	15.6	14.1	14.1	34.6	8.9	44.7		20.5	56.8	
Actuated g/C Ratio	0.14	0.14	0.14	0.13	0.13	0.31	0.08	0.41		0.19	0.52	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	221	215	225	548	143	1353		639	1738	
v/s Ratio Prot	0.07	0.07		0.07	c0.10	0.03	c0.05	0.21		c0.25	c0.45	
v/s Ratio Perm			c0.10			0.03						
v/c Ratio	0.46	0.48	0.72	0.53	0.76	0.17	0.66	0.53		1.32	0.87	
Uniform Delay, d1	43.3	43.4	45.1	44.8	46.3	27.3	49.1	24.7		44.8	23.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.82		0.95	0.86	
Incremental Delay, d2	0.5	0.5	9.0	1.1	12.7	0.1	5.7	1.0		149.6	4.0	
Delay (s)	43.8	43.9	54.1	45.9	59.0	27.3	45.4	21.2		192.0	24.2	
Level of Service	D	D	D	D	E	C	D	C		F	C	
Approach Delay (s)		50.2			40.6			23.8			83.3	
Approach LOS		D			D			C			F	
Intersection Summary												
HCM 2000 Control Delay			61.6			HCM 2000 Level of Service		E				
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			83.5%			ICU Level of Service		E				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	30	180	10	70	30	230	400	10	20	1180	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.97	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1816	1590		2014		1652	3341		1652	2988	
Flt Permitted		0.63	1.00		0.77		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1200	1590		1561		1652	3341		1652	2988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	411	32	189	11	74	32	242	421	11	21	1242	368
RTOR Reduction (vph)	0	0	136	0	12	0	0	2	0	0	24	0
Lane Group Flow (vph)	0	443	53	0	105	0	242	430	0	21	1586	0
Confl. Peds. (#/hr)						2			6			8
Confl. Bikes (#/hr)			4			3			4			23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		30.6	30.6		30.6		19.0	64.0		2.9	47.9	
Effective Green, g (s)		30.6	30.6		30.6		19.0	64.0		2.9	47.9	
Actuated g/C Ratio		0.28	0.28		0.28		0.17	0.58		0.03	0.44	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		333	442		434		285	1943		43	1301	
v/s Ratio Prot							c0.15	0.13		0.01	c0.53	
v/s Ratio Perm		c0.37	0.03		0.07							
v/c Ratio		1.33	0.12		0.24		0.85	0.22		0.49	1.22	
Uniform Delay, d1		39.7	29.6		30.7		44.1	11.0		52.8	31.1	
Progression Factor		1.00	1.00		1.00		1.10	0.82		1.05	0.72	
Incremental Delay, d2		167.9	0.0		0.1		18.7	0.2		1.8	102.6	
Delay (s)		207.6	29.7		30.8		67.1	9.3		57.2	125.1	
Level of Service		F	C		C		E	A		E	F	
Approach Delay (s)		154.4			30.8			30.1			124.3	
Approach LOS		F			C			C			F	
Intersection Summary												
HCM 2000 Control Delay			106.1				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.18									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			97.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	700	390	10	60	130	1690	700	90	1530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	*0.56	
Frpb, ped/bikes		0.95			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.87			0.98		1.00	0.96		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1545			1750		3433	3210		1770	3125	
Flt Permitted		0.99			0.09		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1536			173		3433	3210		1770	3125	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	737	411	11	63	137	1779	737	95	1611	11
RTOR Reduction (vph)	0	155	0	0	4	0	0	35	0	0	1	0
Lane Group Flow (vph)	0	614	0	0	481	0	137	2481	0	95	1621	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		39.5			39.0		14.0	68.0		8.0	62.0	
Effective Green, g (s)		39.5			39.0		14.0	68.0		8.0	62.0	
Actuated g/C Ratio		0.30			0.30		0.11	0.52		0.06	0.48	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		466			51		369	1679		108	1490	
v/s Ratio Prot							0.04	c0.77		0.05	c0.52	
v/s Ratio Perm		0.40			c2.78							
v/c Ratio		1.32			9.43		0.37	1.48		0.88	1.09	
Uniform Delay, d1		45.2			45.5		53.9	31.0		60.5	34.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		157.9			3831.4		0.6	218.3		50.1	51.3	
Delay (s)		203.1			3876.9		54.5	249.3		110.6	85.3	
Level of Service		F			F		D	F		F	F	
Approach Delay (s)		203.1			3876.9			239.2			86.7	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		501.4			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		4.11										
Actuated Cycle Length (s)		130.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		159.2%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing + Project PM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations	 	 	 		  			 	
Volume (vph)	460	1950	550	350	2030	590	470	210	20
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	*0.50	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	2794	1552	1681	1735	1560
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	2794	1552	1681	1735	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	484	2053	579	368	2137	621	495	221	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	484	2053	579	368	2137	621	351	365	21
Confl. Peds. (#/hr)		2				10			2
Confl. Bikes (#/hr)						23			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	32.5	32.5	67.8	125.0	69.0	125.0	11.5	11.5	11.5
Effective Green, g (s)	32.5	32.5	67.8	125.0	69.0	125.0	11.5	11.5	11.5
Actuated g/C Ratio	0.26	0.26	0.54	1.00	0.55	1.00	0.09	0.09	0.09
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	847	623	1717	1583	1542	1552	154	159	143
v/s Ratio Prot	0.15	c0.86	0.18		c0.76		0.21	c0.21	
v/s Ratio Perm				0.23		0.40			0.01
v/c Ratio	0.57	3.30	0.34	0.23	1.39	0.40	2.28	2.30	0.15
Uniform Delay, d1	40.2	46.2	16.0	0.0	28.0	0.0	56.8	56.8	52.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	1037.0	0.5	0.3	177.7	0.8	595.8	602.4	0.2
Delay (s)	40.8	1083.3	16.5	0.3	205.7	0.8	652.5	659.2	52.4
Level of Service	D	F	B	A	F	A	F	F	D
Approach Delay (s)			10.3		159.6			638.7	
Approach LOS			B		F			F	
Intersection Summary									
HCM 2000 Control Delay			453.4		HCM 2000 Level of Service				F
HCM 2000 Volume to Capacity ratio			2.05						
Actuated Cycle Length (s)			125.0		Sum of lost time (s)				13.2
Intersection Capacity Utilization			127.3%		ICU Level of Service				H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	0	310	0	0	0	140	740	450	0	1620	1340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3338			3539	1552
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3338			3539	1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	0	326	0	0	0	147	779	474	0	1705	1411
RTOR Reduction (vph)	0	0	280	0	0	0	0	56	0	0	0	0
Lane Group Flow (vph)	168	0	46	0	0	0	147	1197	0	0	1705	1411
Confl. Peds. (#/hr)												7
Confl. Bikes (#/hr)												27
Turn Type	Prot		Prot				Prot	NA			NA	Free
Protected Phases	4		4				5	2			6	
Permitted Phases												Free
Actuated Green, G (s)	11.5		11.5				14.0	107.0			90.0	126.0
Effective Green, g (s)	11.5		11.5				14.0	107.0			90.0	126.0
Actuated g/C Ratio	0.09		0.09				0.11	0.85			0.71	1.00
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	
Vehicle Extension (s)	3.0		3.0				5.0	5.0			5.0	
Lane Grp Cap (vph)	313		254				196	2834			2527	1552
v/s Ratio Prot	0.05		0.02				0.08	0.36			0.48	
v/s Ratio Perm												c0.91
v/c Ratio	0.54		0.18				0.75	0.42			0.67	0.91
Uniform Delay, d1	54.7		52.9				54.3	2.2			9.9	0.0
Progression Factor	1.00		1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2	1.8		0.3				17.4	0.5			1.5	9.4
Delay (s)	56.5		53.2				71.7	2.7			11.4	9.4
Level of Service	E		D				E	A			B	A
Approach Delay (s)		54.3			0.0			9.9			10.5	
Approach LOS		D			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			67.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	20	40	50	20	120	20	970	40	100	1740	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1781	1553		1798	1553	1770	3511		1770	3506	
Flt Permitted		0.68	1.00		0.39	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1261	1553		733	1553	1770	3511		1770	3506	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	253	21	42	53	21	126	21	1021	42	105	1832	95
RTOR Reduction (vph)	0	0	34	0	0	101	0	2	0	0	3	0
Lane Group Flow (vph)	0	274	8	0	74	25	21	1061	0	105	1924	0
Confl. Peds. (#/hr)			4			5			11			2
Confl. Bikes (#/hr)			1									25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		26.0	26.0		26.0	26.0	6.0	78.2		12.8	85.0	
Effective Green, g (s)		26.0	26.0		26.0	26.0	6.0	78.2		12.8	85.0	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.05	0.60		0.10	0.65	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		252	310		146	310	81	2112		174	2292	
v/s Ratio Prot							0.01	c0.30		0.06	c0.55	
v/s Ratio Perm		c0.22	0.01		0.10	0.02						
v/c Ratio		1.09	0.03		0.51	0.08	0.26	0.50		0.60	0.84	
Uniform Delay, d1		52.0	41.8		46.3	42.3	59.9	14.8		56.2	17.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		81.9	0.0		2.8	0.1	1.7	0.9		5.8	3.9	
Delay (s)		133.9	41.9		49.0	42.4	61.6	15.6		62.0	21.2	
Level of Service		F	D		D	D	E	B		E	C	
Approach Delay (s)		121.7			44.9			16.5			23.3	
Approach LOS		F			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			31.0				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			13.0		
Intersection Capacity Utilization			91.2%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	490	260	280	550	90	140	660	190	350	1400	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3291		1770	3446		1770	3401		1770	3505	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3291		1770	3446		1770	3401		1770	3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	516	274	295	579	95	147	695	200	368	1474	84
RTOR Reduction (vph)	0	50	0	0	10	0	0	19	0	0	3	0
Lane Group Flow (vph)	295	740	0	295	664	0	147	876	0	368	1555	0
Confl. Peds. (#/hr)			10			4			14			6
Confl. Bikes (#/hr)			28			22			1			27
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		21.0	36.0		14.8	51.0		21.0	57.2	
Effective Green, g (s)	16.0	31.0		21.0	36.0		14.8	51.0		21.0	57.2	
Actuated g/C Ratio	0.11	0.22		0.15	0.26		0.11	0.36		0.15	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	728		265	886		187	1238		265	1432	
v/s Ratio Prot	c0.17	c0.22		c0.17	0.19		c0.08	0.26		c0.21	c0.44	
v/s Ratio Perm												
v/c Ratio	1.46	1.02		1.11	0.75		0.79	0.71		1.39	1.09	
Uniform Delay, d1	62.0	54.5		59.5	47.9		61.1	38.1		59.5	41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	232.4	37.6		89.1	3.5		19.2	3.4		196.5	50.8	
Delay (s)	294.4	92.1		148.6	51.4		80.3	41.5		256.0	92.2	
Level of Service	F	F		F	D		F	D		F	F	
Approach Delay (s)		147.1			81.0			47.0			123.5	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM 2000 Control Delay		104.5					HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		140.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		107.1%					ICU Level of Service		G			
Analysis Period (min)		15										
c Critical Lane Group												

Queues

North Bayshore Precise Plan EIR

1: San Antonio Road & Bayshore Parkway

Existing + Project PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	505	427	521	337	95	211	21	600
v/c Ratio	1.43	1.22	0.98	1.14	0.91	0.12	0.27	0.25	0.79
Control Delay	243.9	138.5	71.9	117.5	64.3	16.5	3.7	48.4	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	243.9	138.5	71.9	117.5	64.3	16.5	3.7	48.4	33.8
Queue Length 50th (ft)	~269	~216	237	~348	176	28	0	11	128
Queue Length 95th (ft)	#466	#430	#468	#593	#356	65	41	36	187
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	258	414	437	458	377	808	791	83	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	1.22	0.98	1.14	0.89	0.12	0.27	0.25	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

2: San Antonio Road & US-101 Ramps

Existing + Project PM Peak Hour



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	147	389	1085	926	432
v/c Ratio	0.39	0.60	0.49	0.79	0.28
Control Delay	17.2	6.5	2.1	14.2	0.5
Queue Delay	0.0	0.0	0.0	1.3	0.0
Total Delay	17.2	6.5	2.1	15.5	0.5
Queue Length 50th (ft)	30	0	10	119	0
Queue Length 95th (ft)	65	48	38	#412	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	1139	1157	2198	1176	1547
Starvation Cap Reductn	0	0	0	100	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.34	0.49	0.86	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	379	189	158	608	613	432	95	726	779	1389
v/c Ratio	1.10	0.52	0.37	2.35	2.34	0.66	0.66	0.64	1.22	0.92dr
Control Delay	119.7	45.5	8.6	641.3	637.8	27.2	68.0	24.3	148.5	21.6
Queue Delay	0.0	0.0	75.0	19.5	19.3	0.0	0.0	3.4	0.0	20.3
Total Delay	119.7	45.5	83.6	660.8	657.1	27.2	68.0	27.7	148.5	42.0
Queue Length 50th (ft)	~304	120	0	~741	~746	195	52	207	~357	415
Queue Length 95th (ft)	#491	194	55	#970	#975	310	m#98	132	#480	301
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	432	259	262	657	160	1133	639	1640
Starvation Cap Reductn	0	0	0	0	0	0	0	303	0	0
Spillback Cap Reductn	0	0	317	168	170	0	0	0	0	292
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.52	1.37	6.68	6.66	0.66	0.59	0.87	1.22	1.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	243	189	85	179	611	74	1715
v/c Ratio	0.86	0.38	0.20	0.75	0.30	0.64	1.08
Control Delay	67.9	6.9	31.4	63.8	9.9	34.0	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	10.8
Total Delay	67.9	6.9	31.4	63.8	10.0	34.0	86.3
Queue Length 50th (ft)	165	0	45	108	111	56	~725
Queue Length 95th (ft)	244	53	82	m165	m143	m43	m432
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	365	578	552	321	2063	126	1590
Starvation Cap Reductn	0	0	0	0	0	0	587
Spillback Cap Reductn	0	0	0	0	222	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.33	0.15	0.56	0.33	0.59	1.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

Existing + Project PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	769	485	137	2516	95	1622
v/c Ratio	1.24	8.66	0.25	1.47	0.88	0.75
Control Delay	148.9	3490.0	51.2	241.0	118.9	33.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	148.9	3490.0	51.2	241.1	118.9	33.8
Queue Length 50th (ft)	~667	~766	53	~1523	81	412
Queue Length 95th (ft)	#914	#985	89	#1653	#187	429
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	621	56	549	1713	108	2422
Starvation Cap Reductn	0	0	0	43	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.24	8.66	0.25	1.51	0.88	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

Existing + Project PM Peak Hour



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	484	2053	579	368	2137	621	351	365	21
v/c Ratio	0.57	3.30	0.34	0.23	1.39	0.40	2.28	2.30	0.15
Control Delay	43.3	1054.0	16.7	0.3	204.4	0.8	621.5	627.9	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	1054.0	16.7	0.3	204.4	0.8	621.5	627.9	55.0
Queue Length 50th (ft)	176	~1663	132	0	~1530	0	~484	~504	16
Queue Length 95th (ft)	232	#1811	172	0	#1703	0	#684	#709	43
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	847	623	1717	1583	1542	1552	154	159	143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	3.30	0.34	0.23	1.39	0.40	2.28	2.30	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

36: Shoreline Boulevard & US-101 SB Ramps

Existing + Project PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	284	632	168	1010	1042	2074
v/c Ratio	0.67	0.84	0.86	0.36	0.43	1.34
Control Delay	60.7	25.3	90.9	2.5	9.9	167.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	25.3	90.9	2.5	9.9	167.1
Queue Length 50th (ft)	114	75	137	63	189	~885
Queue Length 95th (ft)	160	155	#264	85	236	#1144
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	476	785	196	2789	2412	1552
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.81	0.86	0.36	0.43	1.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

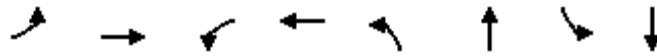
Existing + Project PM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	84	74	242	42	831	189	1485
v/c Ratio	0.81	0.26	0.45	0.54	0.31	0.38	0.93	0.62
Control Delay	80.5	9.2	57.1	10.0	63.2	13.0	103.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	80.5	9.2	57.1	10.0	63.2	13.0	103.3	14.3
Queue Length 50th (ft)	129	0	57	0	34	171	160	361
Queue Length 95th (ft)	203	39	104	72	73	234	#306	480
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	247	384	206	504	136	2193	204	2411
Starvation Cap Reductn	0	0	0	0	0	0	0	370
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.22	0.36	0.48	0.31	0.38	0.93	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	790	295	674	147	895	368	1558
v/c Ratio	1.46	1.02	1.11	0.75	0.79	0.71	1.39	1.09
Control Delay	274.3	85.2	142.2	53.1	88.5	40.6	239.4	89.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	274.3	85.2	142.2	53.1	88.5	40.6	239.4	89.9
Queue Length 50th (ft)	~366	~373	~307	294	131	355	~445	~851
Queue Length 95th (ft)	#553	#506	#494	367	#230	435	#647	#992
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	202	778	265	896	202	1257	265	1435
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.46	1.02	1.11	0.75	0.73	0.71	1.39	1.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	40.6	61.8	0.17	9.7	F
Terra Bella Avenue	III	35	19.4	16.0	35.4	0.15	15.4	D
	III	35	19.5	2.1	21.6	0.15	25.4	B
US-101 NB Ramps	III	35	23.6	16.7	40.3	0.20	17.6	D
Pear Avenue	III	35	18.0	241.0	259.0	0.14	2.0	F
Total	III		101.7	316.4	418.1	0.81	7.0	F

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	84.5	109.0	0.20	6.7	F
US-101 NB Ramps	III	35	18.0	204.4	222.4	0.14	2.3	F
US-101 SB Ramps	III	35	23.6	11.9	35.5	0.20	20.0	C
Terra Bella Avenue	III	35	19.5	21.3	40.8	0.15	13.5	E
Middlefield Road	III	35	19.4	89.9	109.3	0.15	5.0	F
Total	III		105.0	412.0	517.0	0.85	5.9	F

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	250	180	60	30	10	230	410	810	10	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	255	184	61	31	10	235	418	827	10	51	10
RTOR Reduction (vph)	0	0	132	0	9	0	0	0	476	0	9	0
Lane Group Flow (vph)	0	296	52	51	42	0	235	418	351	10	52	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Effective Green, g (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Actuated g/C Ratio		0.21	0.21	0.13	0.13		0.26	0.38	0.38	0.01	0.13	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		386	314	223	225		453	699	594	15	438	
v/s Ratio Prot		c0.16		c0.03	0.02		c0.13	c0.22		0.01	0.02	
v/s Ratio Perm			0.03						0.22			
v/c Ratio		0.77	0.17	0.23	0.19		0.52	0.60	0.59	0.67	0.12	
Uniform Delay, d1		21.8	19.0	22.7	22.6		18.7	14.7	14.7	29.0	22.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		8.0	0.1	0.2	0.1		0.4	1.4	1.6	62.4	0.0	
Delay (s)		29.8	19.0	22.9	22.7		19.1	16.1	16.3	91.3	22.7	
Level of Service		C	B	C	C		B	B	B	F	C	
Approach Delay (s)		25.7			22.8			16.7			32.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			58.6				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			78.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	910	0	650	0	800	680	0	180	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.93			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3262			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3262			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	929	0	663	0	816	694	0	184	112
RTOR Reduction (vph)	0	0	0	0	0	47	0	255	0	0	0	0
Lane Group Flow (vph)	0	0	0	929	0	616	0	1255	0	0	184	112
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1386			822	1547
v/s Ratio Prot								c0.38			0.10	
v/s Ratio Perm				c0.52		0.39						0.07
v/c Ratio				1.17		0.87		0.91			0.22	0.07
Uniform Delay, d1				16.5		14.9		16.1			10.4	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				88.6		10.7		10.0			0.6	0.1
Delay (s)				105.1		25.6		26.2			11.0	0.1
Level of Service				F		C		C			B	A
Approach Delay (s)		0.0			72.0			26.2			6.9	
Approach LOS		A			E			C			A	
Intersection Summary												
HCM 2000 Control Delay			46.0									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			60.0									Sum of lost time (s) 7.5
Intersection Capacity Utilization			101.4%									ICU Level of Service G
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road 2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	240	100	110	200	10	320	1830	810	20	120	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	398	245	102	112	204	10	327	1867	827	20	122	31
RTOR Reduction (vph)	0	41	0	0	2	0	0	0	276	0	22	0
Lane Group Flow (vph)	398	306	0	112	212	0	327	1867	551	20	131	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	903		232	443		360	1589	717	49	1316	
v/s Ratio Prot	c0.23	c0.09		0.03	c0.12		c0.20	c0.56		0.01	0.03	
v/s Ratio Perm									0.36			
v/c Ratio	2.33	0.34		0.48	0.48		0.91	1.17	0.77	0.41	0.10	
Uniform Delay, d1	49.5	32.3		49.2	35.9		41.9	28.9	24.0	52.4	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.08	1.19	1.00	1.00	
Incremental Delay, d2	615.3	0.3		1.6	3.7		21.3	84.2	6.1	5.5	0.2	
Delay (s)	664.8	32.5		50.8	39.6		63.1	115.4	34.6	57.9	29.1	
Level of Service	F	C		D	D		E	F	C	E	C	
Approach Delay (s)		370.3			43.4			87.6			32.4	
Approach LOS		F			D			F			C	
Intersection Summary												
HCM 2000 Control Delay			131.4				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			112.4%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1230	290	1730	0	0	210	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.52			0.06	
v/s Ratio Perm			0.21			c0.79						0.08
v/c Ratio			0.21			0.79	0.65	0.52			0.10	0.08
Uniform Delay, d1			0.0			0.0	17.5	0.0			5.3	0.0
Progression Factor			1.00			1.00	0.86	1.00			0.89	1.00
Incremental Delay, d2			0.3			4.1	0.2	0.1			0.1	0.1
Delay (s)			0.3			4.1	15.3	0.1			4.8	0.1
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			4.1			2.2			3.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.7			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)			8.2			
Intersection Capacity Utilization			51.2%			ICU Level of Service				A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	180	220	160	30	760	90	1120	380	140	200	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	184	224	163	31	776	92	1143	388	143	204	204
RTOR Reduction (vph)	0	0	192	0	0	124	0	27	0	0	83	0
Lane Group Flow (vph)	143	184	32	96	98	652	92	1504	0	143	325	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Effective Green, g (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.04	0.51		0.11	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	217	157	160	378	64	1732		390	1916	
v/s Ratio Prot	0.08	c0.10		0.06	0.06	c0.20	c0.05	c0.45		0.04	0.10	
v/s Ratio Perm			0.02			0.22						
v/c Ratio	0.57	0.70	0.15	0.61	0.61	1.72	1.44	0.87		0.37	0.17	
Uniform Delay, d1	44.1	44.9	41.4	47.9	47.9	43.6	53.0	23.5		45.1	10.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.92		1.19	1.90	
Incremental Delay, d2	1.8	6.3	0.1	4.9	4.8	336.6	241.0	3.8		0.2	0.2	
Delay (s)	45.8	51.3	41.5	52.8	52.7	380.2	300.1	25.4		53.7	19.2	
Level of Service	D	D	D	D	D	F	F	C		D	B	
Approach Delay (s)		45.9			314.7			40.9			28.1	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			111.6			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			110.6%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	20	60	5	50	130	420	960	10	30	420	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.96	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1813	1589		1888		1652	3350		1652	3009	
Flt Permitted		0.57	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1084	1589		1869		1652	3350		1652	3009	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	510	20	61	5	51	133	429	980	10	31	429	133
RTOR Reduction (vph)	0	0	36	0	78	0	0	1	0	0	26	0
Lane Group Flow (vph)	0	530	25	0	111	0	429	989	0	31	536	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Effective Green, g (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Actuated g/C Ratio		0.41	0.41		0.41		0.25	0.43		0.04	0.22	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		449	658		774		411	1437		70	670	
v/s Ratio Prot							c0.26	0.30		0.02	c0.18	
v/s Ratio Perm		c0.49	0.02		0.06							
v/c Ratio		1.18	0.04		0.14		1.04	0.69		0.44	0.80	
Uniform Delay, d1		32.2	19.2		20.0		41.3	25.4		51.4	40.4	
Progression Factor		1.00	1.00		1.00		0.97	0.74		0.84	1.00	
Incremental Delay, d2		102.0	0.0		0.0		54.8	2.5		1.5	9.1	
Delay (s)		134.2	19.2		20.1		94.7	21.4		44.7	49.4	
Level of Service		F	B		C		F	C		D	D	
Approach Delay (s)		122.4			20.1			43.6			49.2	
Approach LOS		F			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			59.9			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				12.5		
Intersection Capacity Utilization			95.6%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	120	80	20	60	540	1490	460	80	270	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.95		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1684		3433	3226		1770	5052	
Flt Permitted		0.98			0.61		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1604			1048		3433	3226		1770	5052	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	122	82	20	61	551	1520	469	82	276	10
RTOR Reduction (vph)	0	101	0	0	23	0	0	19	0	0	3	0
Lane Group Flow (vph)	0	51	0	0	140	0	551	1970	0	82	283	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Effective Green, g (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Actuated g/C Ratio		0.17			0.17		0.09	0.63		0.07	0.60	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		279			177		317	2019		116	3026	
v/s Ratio Prot							c0.16	c0.61		0.05	0.06	
v/s Ratio Perm		0.03			c0.13							
v/c Ratio		0.18			0.79		1.74	0.98		0.71	0.09	
Uniform Delay, d1		38.1			43.0		49.0	19.4		49.4	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			20.5		345.0	15.0		17.8	0.1	
Delay (s)		38.4			63.5		394.0	34.4		67.2	9.3	
Level of Service		D			E		F	C		E	A	
Approach Delay (s)		38.4			63.5			112.4			22.2	
Approach LOS		D			E			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			105.9%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	340	1510	970	360	400	70	100	40	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1541	990	367	408	71	102	41	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1541	990	367	408	71	70	73	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Effective Green, g (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Actuated g/C Ratio	0.40	0.40	0.44	1.00	0.45	1.00	0.06	0.06	0.06
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1395	1583	2284	1560	103	106	95
v/s Ratio Prot	0.11	c0.64	c0.31		0.08		0.04	c0.04	
v/s Ratio Perm				0.23		0.05			0.01
v/c Ratio	0.26	1.59	0.71	0.23	0.18	0.05	0.68	0.69	0.11
Uniform Delay, d1	27.9	41.8	31.9	0.0	23.1	0.0	64.4	64.4	62.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	272.0	3.1	0.3	0.2	0.1	13.1	13.8	0.2
Delay (s)	27.9	313.8	34.9	0.3	23.3	0.1	77.5	78.2	62.2
Level of Service	C	F	C	A	C	A	E	E	E
Approach Delay (s)			25.6		19.8			76.8	
Approach LOS			C		B			E	
Intersection Summary									
HCM 2000 Control Delay			141.6						F
HCM 2000 Volume to Capacity ratio			1.10						
Actuated Cycle Length (s)			140.0						13.2
Intersection Capacity Utilization			111.4%						H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	0	460	0	0	0	60	1110	820	0	520	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3278			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3278			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	224	0	469	0	0	0	61	1133	837	0	531	327
RTOR Reduction (vph)	0	0	428	0	0	0	0	71	0	0	0	88
Lane Group Flow (vph)	224	0	41	0	0	0	61	1899	0	0	531	239
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	10.5		10.5				11.2	102.0			87.8	87.8
Effective Green, g (s)	10.5		10.5				11.2	102.0			87.8	87.8
Actuated g/C Ratio	0.09		0.09				0.09	0.85			0.73	0.73
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	300		243				165	2786			2589	1126
v/s Ratio Prot	c0.07		0.01				0.03	c0.58			0.15	
v/s Ratio Perm												0.16
v/c Ratio	0.75		0.17				0.37	0.68			0.21	0.21
Uniform Delay, d1	53.5		50.7				51.1	3.2			5.1	5.1
Progression Factor	1.00		1.00				0.94	2.47			1.00	1.00
Incremental Delay, d2	8.6		0.1				0.7	0.7			0.2	0.4
Delay (s)	62.0		50.8				48.6	8.6			5.3	5.5
Level of Service	E		D				D	A			A	A
Approach Delay (s)		54.4			0.0			9.8			5.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			69.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↔		↖	↗	↗	↖	↗	
Volume (vph)	40	250	180	60	30	10	230	410	810	10	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	255	184	61	31	10	235	418	827	10	51	10
RTOR Reduction (vph)	0	0	132	0	9	0	0	0	476	0	9	0
Lane Group Flow (vph)	0	296	52	51	42	0	235	418	351	10	52	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Effective Green, g (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Actuated g/C Ratio		0.21	0.21	0.13	0.13		0.26	0.38	0.38	0.01	0.13	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		386	314	223	225		453	699	594	15	438	
v/s Ratio Prot		c0.16		c0.03	0.02		c0.13	c0.22		0.01	0.02	
v/s Ratio Perm			0.03						0.22			
v/c Ratio		0.77	0.17	0.23	0.19		0.52	0.60	0.59	0.67	0.12	
Uniform Delay, d1		21.8	19.0	22.7	22.6		18.7	14.7	14.7	29.0	22.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		8.0	0.1	0.2	0.1		0.4	1.4	1.6	62.4	0.0	
Delay (s)		29.8	19.0	22.9	22.7		19.1	16.1	16.3	91.3	22.7	
Level of Service		C	B	C	C		B	B	B	F	C	
Approach Delay (s)		25.7			22.8			16.7			32.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			58.6				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			78.9%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	910	0	650	0	800	680	0	180	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.93			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3262			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3262			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	929	0	663	0	816	694	0	184	112
RTOR Reduction (vph)	0	0	0	0	0	47	0	255	0	0	0	0
Lane Group Flow (vph)	0	0	0	929	0	616	0	1255	0	0	184	112
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1386			822	1547
v/s Ratio Prot								c0.38			0.10	
v/s Ratio Perm				c0.52		0.39						0.07
v/c Ratio				1.17		0.87		0.91			0.22	0.07
Uniform Delay, d1				16.5		14.9		16.1			10.4	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				88.6		10.7		10.0			0.6	0.1
Delay (s)				105.1		25.6		26.2			11.0	0.1
Level of Service				F		C		C			B	A
Approach Delay (s)		0.0			72.0			26.2			6.9	
Approach LOS		A			E			C			A	
Intersection Summary												
HCM 2000 Control Delay			46.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)		7.5			
Intersection Capacity Utilization			101.4%				ICU Level of Service		G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road 2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	240	100	110	200	10	320	1830	810	20	120	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	398	245	102	112	204	10	327	1867	827	20	122	31
RTOR Reduction (vph)	0	41	0	0	2	0	0	0	276	0	22	0
Lane Group Flow (vph)	398	306	0	112	212	0	327	1867	551	20	131	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	903		232	443		360	1589	717	49	1316	
v/s Ratio Prot	c0.23	c0.09		0.03	c0.12		c0.20	c0.56		0.01	0.03	
v/s Ratio Perm									0.36			
v/c Ratio	2.33	0.34		0.48	0.48		0.91	1.17	0.77	0.41	0.10	
Uniform Delay, d1	49.5	32.3		49.2	35.9		41.9	28.9	24.0	52.4	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.08	1.19	1.00	1.00	
Incremental Delay, d2	615.3	0.3		1.6	3.7		21.3	84.2	6.1	5.5	0.2	
Delay (s)	664.8	32.5		50.8	39.6		63.1	115.4	34.6	57.9	29.1	
Level of Service	F	C		D	D		E	F	C	E	C	
Approach Delay (s)		370.3			43.4			87.6			32.4	
Approach LOS		F			D			F			C	
Intersection Summary												
HCM 2000 Control Delay			131.4				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			112.4%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1230	290	1730	0	0	210	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.52			0.06	
v/s Ratio Perm			0.21			c0.79						0.08
v/c Ratio			0.21			0.79	0.65	0.52			0.10	0.08
Uniform Delay, d1			0.0			0.0	17.5	0.0			5.3	0.0
Progression Factor			1.00			1.00	0.86	1.00			0.89	1.00
Incremental Delay, d2			0.3			4.1	0.2	0.1			0.1	0.1
Delay (s)			0.3			4.1	15.3	0.1			4.8	0.1
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			4.1			2.2			3.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.7			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)					8.2	
Intersection Capacity Utilization			51.2%			ICU Level of Service					A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	180	220	160	30	760	90	1120	380	140	200	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	184	224	163	31	776	92	1143	388	143	204	204
RTOR Reduction (vph)	0	0	192	0	0	124	0	27	0	0	83	0
Lane Group Flow (vph)	143	184	32	96	98	652	92	1504	0	143	325	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Effective Green, g (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.04	0.51		0.11	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	217	157	160	378	64	1732		390	1916	
v/s Ratio Prot	0.08	c0.10		0.06	0.06	c0.20	c0.05	c0.45		0.04	0.10	
v/s Ratio Perm			0.02			0.22						
v/c Ratio	0.57	0.70	0.15	0.61	0.61	1.72	1.44	0.87		0.37	0.17	
Uniform Delay, d1	44.1	44.9	41.4	47.9	47.9	43.6	53.0	23.5		45.1	10.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.92		1.19	1.90	
Incremental Delay, d2	1.8	6.3	0.1	4.9	4.8	336.6	241.0	3.8		0.2	0.2	
Delay (s)	45.8	51.3	41.5	52.8	52.7	380.2	300.1	25.4		53.7	19.2	
Level of Service	D	D	D	D	D	F	F	C		D	B	
Approach Delay (s)		45.9			314.7			40.9			28.1	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			111.6			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			110.6%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

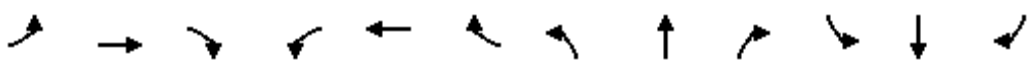
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	20	60	5	50	130	420	960	10	30	420	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.96	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1813	1589		1888		1652	3350		1652	3009	
Flt Permitted		0.57	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1084	1589		1869		1652	3350		1652	3009	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	510	20	61	5	51	133	429	980	10	31	429	133
RTOR Reduction (vph)	0	0	36	0	78	0	0	1	0	0	26	0
Lane Group Flow (vph)	0	530	25	0	111	0	429	989	0	31	536	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Effective Green, g (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Actuated g/C Ratio		0.41	0.41		0.41		0.25	0.43		0.04	0.22	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		449	658		774		411	1437		70	670	
v/s Ratio Prot							c0.26	0.30		0.02	c0.18	
v/s Ratio Perm		c0.49	0.02		0.06							
v/c Ratio		1.18	0.04		0.14		1.04	0.69		0.44	0.80	
Uniform Delay, d1		32.2	19.2		20.0		41.3	25.4		51.4	40.4	
Progression Factor		1.00	1.00		1.00		0.97	0.74		0.84	1.00	
Incremental Delay, d2		102.0	0.0		0.0		54.8	2.5		1.5	9.1	
Delay (s)		134.2	19.2		20.1		94.7	21.4		44.7	49.4	
Level of Service		F	B		C		F	C		D	D	
Approach Delay (s)		122.4			20.1			43.6			49.2	
Approach LOS		F			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			59.9				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			95.6%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷		↶	↷		↶	↷	
Volume (vph)	10	20	120	80	20	60	540	1490	460	80	270	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.95		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1684		3433	3226		1770	5052	
Flt Permitted		0.98			0.61		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1604			1048		3433	3226		1770	5052	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	122	82	20	61	551	1520	469	82	276	10
RTOR Reduction (vph)	0	101	0	0	23	0	0	19	0	0	3	0
Lane Group Flow (vph)	0	51	0	0	140	0	551	1970	0	82	283	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Effective Green, g (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Actuated g/C Ratio		0.17			0.17		0.09	0.63		0.07	0.60	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		279			177		317	2019		116	3026	
v/s Ratio Prot							c0.16	c0.61		0.05	0.06	
v/s Ratio Perm		0.03			c0.13							
v/c Ratio		0.18			0.79		1.74	0.98		0.71	0.09	
Uniform Delay, d1		38.1			43.0		49.0	19.4		49.4	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			20.5		345.0	15.0		17.8	0.1	
Delay (s)		38.4			63.5		394.0	34.4		67.2	9.3	
Level of Service		D			E		F	C		E	A	
Approach Delay (s)		38.4			63.5			112.4			22.2	
Approach LOS		D			E			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			105.9%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	340	1510	970	360	400	70	100	40	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1541	990	367	408	71	102	41	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1541	990	367	408	71	70	73	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Effective Green, g (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Actuated g/C Ratio	0.40	0.40	0.44	1.00	0.45	1.00	0.06	0.06	0.06
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1395	1583	2284	1560	103	106	95
v/s Ratio Prot	0.11	c0.64	c0.31		0.08		0.04	c0.04	
v/s Ratio Perm				0.23		0.05			0.01
v/c Ratio	0.26	1.59	0.71	0.23	0.18	0.05	0.68	0.69	0.11
Uniform Delay, d1	27.9	41.8	31.9	0.0	23.1	0.0	64.4	64.4	62.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	272.0	3.1	0.3	0.2	0.1	13.1	13.8	0.2
Delay (s)	27.9	313.8	34.9	0.3	23.3	0.1	77.5	78.2	62.2
Level of Service	C	F	C	A	C	A	E	E	E
Approach Delay (s)			25.6		19.8			76.8	
Approach LOS			C		B			E	
Intersection Summary									
HCM 2000 Control Delay			141.6						F
HCM 2000 Volume to Capacity ratio			1.10						
Actuated Cycle Length (s)			140.0						13.2
Intersection Capacity Utilization			111.4%						H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	0	460	0	0	0	60	1110	820	0	520	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3278			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3278			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	224	0	469	0	0	0	61	1133	837	0	531	327
RTOR Reduction (vph)	0	0	428	0	0	0	0	71	0	0	0	88
Lane Group Flow (vph)	224	0	41	0	0	0	61	1899	0	0	531	239
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	10.5		10.5				11.2	102.0			87.8	87.8
Effective Green, g (s)	10.5		10.5				11.2	102.0			87.8	87.8
Actuated g/C Ratio	0.09		0.09				0.09	0.85			0.73	0.73
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	300		243				165	2786			2589	1126
v/s Ratio Prot	c0.07		0.01				0.03	c0.58			0.15	
v/s Ratio Perm												0.16
v/c Ratio	0.75		0.17				0.37	0.68			0.21	0.21
Uniform Delay, d1	53.5		50.7				51.1	3.2			5.1	5.1
Progression Factor	1.00		1.00				0.94	2.47			1.00	1.00
Incremental Delay, d2	8.6		0.1				0.7	0.7			0.2	0.4
Delay (s)	62.0		50.8				48.6	8.6			5.3	5.5
Level of Service	E		D				D	A			A	A
Approach Delay (s)		54.4			0.0			9.8			5.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			69.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱		↰	↱	↰	↱	↰	↱
Volume (vph)	40	250	180	60	30	10	230	410	810	10	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	255	184	61	31	10	235	418	827	10	51	10
RTOR Reduction (vph)	0	0	132	0	9	0	0	0	476	0	9	0
Lane Group Flow (vph)	0	296	52	51	42	0	235	418	351	10	52	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Effective Green, g (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Actuated g/C Ratio		0.21	0.21	0.13	0.13		0.26	0.38	0.38	0.01	0.13	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		386	314	223	225		453	699	594	15	438	
v/s Ratio Prot		c0.16		c0.03	0.02		c0.13	c0.22		0.01	0.02	
v/s Ratio Perm			0.03						0.22			
v/c Ratio		0.77	0.17	0.23	0.19		0.52	0.60	0.59	0.67	0.12	
Uniform Delay, d1		21.8	19.0	22.7	22.6		18.7	14.7	14.7	29.0	22.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		8.0	0.1	0.2	0.1		0.4	1.4	1.6	62.4	0.0	
Delay (s)		29.8	19.0	22.9	22.7		19.1	16.1	16.3	91.3	22.7	
Level of Service		C	B	C	C		B	B	B	F	C	
Approach Delay (s)		25.7			22.8			16.7			32.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			58.6				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			78.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	910	0	650	0	800	680	0	180	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.93			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3262			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3262			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	929	0	663	0	816	694	0	184	112
RTOR Reduction (vph)	0	0	0	0	0	47	0	255	0	0	0	0
Lane Group Flow (vph)	0	0	0	929	0	616	0	1255	0	0	184	112
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1386			822	1547
v/s Ratio Prot								c0.38			0.10	
v/s Ratio Perm				c0.52		0.39						0.07
v/c Ratio				1.17		0.87		0.91			0.22	0.07
Uniform Delay, d1				16.5		14.9		16.1			10.4	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				88.6		10.7		10.0			0.6	0.1
Delay (s)				105.1		25.6		26.2			11.0	0.1
Level of Service				F		C		C			B	A
Approach Delay (s)		0.0			72.0			26.2			6.9	
Approach LOS		A			E			C			A	
Intersection Summary												
HCM 2000 Control Delay			46.0									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			60.0									Sum of lost time (s) 7.5
Intersection Capacity Utilization			101.4%									ICU Level of Service G
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road 2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	240	100	110	200	10	320	1830	810	20	120	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	398	245	102	112	204	10	327	1867	827	20	122	31
RTOR Reduction (vph)	0	41	0	0	2	0	0	0	276	0	22	0
Lane Group Flow (vph)	398	306	0	112	212	0	327	1867	551	20	131	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	903		232	443		360	1589	717	49	1316	
v/s Ratio Prot	c0.23	c0.09		0.03	c0.12		c0.20	c0.56		0.01	0.03	
v/s Ratio Perm									0.36			
v/c Ratio	2.33	0.34		0.48	0.48		0.91	1.17	0.77	0.41	0.10	
Uniform Delay, d1	49.5	32.3		49.2	35.9		41.9	28.9	24.0	52.4	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.08	1.19	1.00	1.00	
Incremental Delay, d2	615.3	0.3		1.6	3.7		21.3	84.2	6.1	5.5	0.2	
Delay (s)	664.8	32.5		50.8	39.6		63.1	115.4	34.6	57.9	29.1	
Level of Service	F	C		D	D		E	F	C	E	C	
Approach Delay (s)		370.3			43.4			87.6			32.4	
Approach LOS		F			D			F			C	
Intersection Summary												
HCM 2000 Control Delay			131.4				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			112.4%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1230	290	1730	0	0	210	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frbp, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.52			0.06	
v/s Ratio Perm			0.21			c0.79						0.08
v/c Ratio			0.21			0.79	0.65	0.52			0.10	0.08
Uniform Delay, d1			0.0			0.0	17.5	0.0			5.3	0.0
Progression Factor			1.00			1.00	0.86	1.00			0.89	1.00
Incremental Delay, d2			0.3			4.1	0.2	0.1			0.1	0.1
Delay (s)			0.3			4.1	15.3	0.1			4.8	0.1
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			4.1			2.2			3.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.7		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			55.0		Sum of lost time (s)					8.2		
Intersection Capacity Utilization			51.2%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	180	220	160	30	760	90	1120	380	140	200	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	184	224	163	31	776	92	1143	388	143	204	204
RTOR Reduction (vph)	0	0	192	0	0	124	0	27	0	0	83	0
Lane Group Flow (vph)	143	184	32	96	98	652	92	1504	0	143	325	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Effective Green, g (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.04	0.51		0.11	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	217	157	160	378	64	1732		390	1916	
v/s Ratio Prot	0.08	c0.10		0.06	0.06	c0.20	c0.05	c0.45		0.04	0.10	
v/s Ratio Perm			0.02			0.22						
v/c Ratio	0.57	0.70	0.15	0.61	0.61	1.72	1.44	0.87		0.37	0.17	
Uniform Delay, d1	44.1	44.9	41.4	47.9	47.9	43.6	53.0	23.5		45.1	10.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.92		1.19	1.90	
Incremental Delay, d2	1.8	6.3	0.1	4.9	4.8	336.6	241.0	3.8		0.2	0.2	
Delay (s)	45.8	51.3	41.5	52.8	52.7	380.2	300.1	25.4		53.7	19.2	
Level of Service	D	D	D	D	D	F	F	C		D	B	
Approach Delay (s)		45.9			314.7			40.9			28.1	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			111.6			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			110.6%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	20	60	5	50	130	420	960	10	30	420	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.96	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1813	1589		1888		1652	3350		1652	3009	
Flt Permitted		0.57	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1084	1589		1869		1652	3350		1652	3009	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	510	20	61	5	51	133	429	980	10	31	429	133
RTOR Reduction (vph)	0	0	36	0	78	0	0	1	0	0	26	0
Lane Group Flow (vph)	0	530	25	0	111	0	429	989	0	31	536	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Effective Green, g (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Actuated g/C Ratio		0.41	0.41		0.41		0.25	0.43		0.04	0.22	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		449	658		774		411	1437		70	670	
v/s Ratio Prot							c0.26	0.30		0.02	c0.18	
v/s Ratio Perm		c0.49	0.02		0.06							
v/c Ratio		1.18	0.04		0.14		1.04	0.69		0.44	0.80	
Uniform Delay, d1		32.2	19.2		20.0		41.3	25.4		51.4	40.4	
Progression Factor		1.00	1.00		1.00		0.97	0.74		0.84	1.00	
Incremental Delay, d2		102.0	0.0		0.0		54.8	2.5		1.5	9.1	
Delay (s)		134.2	19.2		20.1		94.7	21.4		44.7	49.4	
Level of Service		F	B		C		F	C		D	D	
Approach Delay (s)		122.4			20.1			43.6			49.2	
Approach LOS		F			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			59.9			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				12.5		
Intersection Capacity Utilization			95.6%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	120	80	20	60	540	1490	460	80	270	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.95		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1684		3433	3226		1770	5052	
Flt Permitted		0.98			0.61		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1604			1048		3433	3226		1770	5052	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	122	82	20	61	551	1520	469	82	276	10
RTOR Reduction (vph)	0	101	0	0	23	0	0	19	0	0	3	0
Lane Group Flow (vph)	0	51	0	0	140	0	551	1970	0	82	283	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Effective Green, g (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Actuated g/C Ratio		0.17			0.17		0.09	0.63		0.07	0.60	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		279			177		317	2019		116	3026	
v/s Ratio Prot							c0.16	c0.61		0.05	0.06	
v/s Ratio Perm		0.03			c0.13							
v/c Ratio		0.18			0.79		1.74	0.98		0.71	0.09	
Uniform Delay, d1		38.1			43.0		49.0	19.4		49.4	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			20.5		345.0	15.0		17.8	0.1	
Delay (s)		38.4			63.5		394.0	34.4		67.2	9.3	
Level of Service		D			E		F	C		E	A	
Approach Delay (s)		38.4			63.5			112.4			22.2	
Approach LOS		D			E			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			105.9%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	340	1510	970	360	400	70	100	40	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1541	990	367	408	71	102	41	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1541	990	367	408	71	70	73	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Effective Green, g (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Actuated g/C Ratio	0.40	0.40	0.44	1.00	0.45	1.00	0.06	0.06	0.06
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1395	1583	2284	1560	103	106	95
v/s Ratio Prot	0.11	c0.64	c0.31		0.08		0.04	c0.04	
v/s Ratio Perm				0.23		0.05			0.01
v/c Ratio	0.26	1.59	0.71	0.23	0.18	0.05	0.68	0.69	0.11
Uniform Delay, d1	27.9	41.8	31.9	0.0	23.1	0.0	64.4	64.4	62.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	272.0	3.1	0.3	0.2	0.1	13.1	13.8	0.2
Delay (s)	27.9	313.8	34.9	0.3	23.3	0.1	77.5	78.2	62.2
Level of Service	C	F	C	A	C	A	E	E	E
Approach Delay (s)			25.6		19.8			76.8	
Approach LOS			C		B			E	
Intersection Summary									
HCM 2000 Control Delay			141.6						F
HCM 2000 Volume to Capacity ratio			1.10						
Actuated Cycle Length (s)			140.0						13.2
Intersection Capacity Utilization			111.4%						H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	0	460	0	0	0	60	1110	820	0	520	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3278			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3278			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	224	0	469	0	0	0	61	1133	837	0	531	327
RTOR Reduction (vph)	0	0	428	0	0	0	0	71	0	0	0	88
Lane Group Flow (vph)	224	0	41	0	0	0	61	1899	0	0	531	239
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	10.5		10.5				11.2	102.0			87.8	87.8
Effective Green, g (s)	10.5		10.5				11.2	102.0			87.8	87.8
Actuated g/C Ratio	0.09		0.09				0.09	0.85			0.73	0.73
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	300		243				165	2786			2589	1126
v/s Ratio Prot	c0.07		0.01				0.03	c0.58			0.15	
v/s Ratio Perm												0.16
v/c Ratio	0.75		0.17				0.37	0.68			0.21	0.21
Uniform Delay, d1	53.5		50.7				51.1	3.2			5.1	5.1
Progression Factor	1.00		1.00				0.94	2.47			1.00	1.00
Incremental Delay, d2	8.6		0.1				0.7	0.7			0.2	0.4
Delay (s)	62.0		50.8				48.6	8.6			5.3	5.5
Level of Service	E		D				D	A			A	A
Approach Delay (s)		54.4			0.0			9.8			5.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			69.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	20	20	40	20	130	30	1630	80	160	570	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1772	1550		1798	1552	1770	3501		1770	3323	
Flt Permitted		0.70	1.00		0.54	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1295	1550		1012	1552	1770	3501		1770	3323	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	235	20	20	41	20	133	31	1663	82	163	582	255
RTOR Reduction (vph)	0	0	16	0	0	105	0	3	0	0	37	0
Lane Group Flow (vph)	0	255	4	0	61	28	31	1742	0	163	800	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		25.3	25.3		25.3	25.3	12.1	64.4		17.3	69.6	
Effective Green, g (s)		25.3	25.3		25.3	25.3	12.1	64.4		17.3	69.6	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.10	0.54		0.14	0.58	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		273	326		213	327	178	1878		255	1927	
v/s Ratio Prot							0.02	c0.50		c0.09	0.24	
v/s Ratio Perm		c0.20	0.00		0.06	0.02						
v/c Ratio		0.93	0.01		0.29	0.09	0.17	0.93		0.64	0.42	
Uniform Delay, d1		46.5	37.5		39.8	38.1	49.4	25.7		48.4	13.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.14	1.17	
Incremental Delay, d2		36.9	0.0		0.7	0.1	0.5	9.5		4.9	0.6	
Delay (s)		83.5	37.5		40.5	38.2	49.8	35.2		59.9	17.0	
Level of Service		F	D		D	D	D	D		E	B	
Approach Delay (s)		80.1			38.9			35.4			24.0	
Approach LOS		F			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.9				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			13.0		
Intersection Capacity Utilization			88.0%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	330	170	240	460	250	220	1310	440	130	460	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3309		1770	3296		1770	3374		1770	3490	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3309		1770	3296		1770	3374		1770	3490	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	337	173	245	469	255	224	1337	449	133	469	41
RTOR Reduction (vph)	0	46	0	0	50	0	0	22	0	0	4	0
Lane Group Flow (vph)	184	464	0	245	674	0	224	1764	0	133	506	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		16.0	31.0		16.0	67.5		14.5	66.0	
Effective Green, g (s)	16.0	31.0		16.0	31.0		16.0	67.5		14.5	66.0	
Actuated g/C Ratio	0.11	0.21		0.11	0.21		0.11	0.47		0.10	0.46	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	707		195	704		195	1570		177	1588	
v/s Ratio Prot	0.10	0.14		c0.14	c0.20		c0.13	c0.52		0.08	0.14	
v/s Ratio Perm												
v/c Ratio	0.94	0.66		1.26	0.96		1.15	1.12		0.75	0.32	
Uniform Delay, d1	64.1	52.1		64.5	56.3		64.5	38.8		63.5	25.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	48.2	2.2		150.1	23.6		110.2	64.5		16.4	0.5	
Delay (s)	112.2	54.3		214.6	79.9		174.7	103.2		79.9	25.7	
Level of Service	F	D		F	E		F	F		E	C	
Approach Delay (s)		69.7			114.0			111.2			36.9	
Approach LOS		E			F			F			D	
Intersection Summary												
HCM 2000 Control Delay			94.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.12									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			102.0%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱		↰	↱	↱	↰	↱	
Volume (vph)	40	250	180	60	30	10	230	410	810	10	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1842	1497	1681	1695		1770	1863	1583	1770	3430	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	255	184	61	31	10	235	418	827	10	51	10
RTOR Reduction (vph)	0	0	132	0	9	0	0	0	476	0	9	0
Lane Group Flow (vph)	0	296	52	51	42	0	235	418	351	10	52	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Effective Green, g (s)		12.3	12.3	7.8	7.8		15.0	22.0	22.0	0.5	7.5	
Actuated g/C Ratio		0.21	0.21	0.13	0.13		0.26	0.38	0.38	0.01	0.13	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		386	314	223	225		453	699	594	15	438	
v/s Ratio Prot		c0.16		c0.03	0.02		c0.13	c0.22		0.01	0.02	
v/s Ratio Perm			0.03						0.22			
v/c Ratio		0.77	0.17	0.23	0.19		0.52	0.60	0.59	0.67	0.12	
Uniform Delay, d1		21.8	19.0	22.7	22.6		18.7	14.7	14.7	29.0	22.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		8.0	0.1	0.2	0.1		0.4	1.4	1.6	62.4	0.0	
Delay (s)		29.8	19.0	22.9	22.7		19.1	16.1	16.3	91.3	22.7	
Level of Service		C	B	C	C		B	B	B	F	C	
Approach Delay (s)		25.7			22.8			16.7			32.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			58.6				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			78.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	910	0	650	0	800	680	0	180	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.93			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3262			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3262			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	929	0	663	0	816	694	0	184	112
RTOR Reduction (vph)	0	0	0	0	0	47	0	255	0	0	0	0
Lane Group Flow (vph)	0	0	0	929	0	616	0	1255	0	0	184	112
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1386			822	1547
v/s Ratio Prot								c0.38			0.10	
v/s Ratio Perm				c0.52		0.39						0.07
v/c Ratio				1.17		0.87		0.91			0.22	0.07
Uniform Delay, d1				16.5		14.9		16.1			10.4	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				88.6		10.7		10.0			0.6	0.1
Delay (s)				105.1		25.6		26.2			11.0	0.1
Level of Service				F		C		C			B	A
Approach Delay (s)		0.0			72.0			26.2			6.9	
Approach LOS		A			E			C			A	
Intersection Summary												
HCM 2000 Control Delay			46.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)		7.5			
Intersection Capacity Utilization			101.4%				ICU Level of Service		G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road 2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	240	100	110	200	10	320	1830	810	20	120	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3347		3319	1847		1652	3355	1514	1652	4613	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	398	245	102	112	204	10	327	1867	827	20	122	31
RTOR Reduction (vph)	0	41	0	0	2	0	0	0	276	0	22	0
Lane Group Flow (vph)	398	306	0	112	212	0	327	1867	551	20	131	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.7		7.7	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	903		232	443		360	1589	717	49	1316	
v/s Ratio Prot	c0.23	c0.09		0.03	c0.12		c0.20	c0.56		0.01	0.03	
v/s Ratio Perm									0.36			
v/c Ratio	2.33	0.34		0.48	0.48		0.91	1.17	0.77	0.41	0.10	
Uniform Delay, d1	49.5	32.3		49.2	35.9		41.9	28.9	24.0	52.4	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.08	1.19	1.00	1.00	
Incremental Delay, d2	615.3	0.3		1.6	3.7		21.3	84.2	6.1	5.5	0.2	
Delay (s)	664.8	32.5		50.8	39.6		63.1	115.4	34.6	57.9	29.1	
Level of Service	F	C		D	D		E	F	C	E	C	
Approach Delay (s)		370.3			43.4			87.6			32.4	
Approach LOS		F			D			F			C	
Intersection Summary												
HCM 2000 Control Delay			131.4				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			112.4%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1230	290	1730	0	0	210	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1255	296	1765	0	0	214	122
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.52			0.06	
v/s Ratio Perm			0.21			c0.79						0.08
v/c Ratio			0.21			0.79	0.65	0.52			0.10	0.08
Uniform Delay, d1			0.0			0.0	17.5	0.0			5.3	0.0
Progression Factor			1.00			1.00	0.86	1.00			0.89	1.00
Incremental Delay, d2			0.3			4.1	0.2	0.1			0.1	0.1
Delay (s)			0.3			4.1	15.3	0.1			4.8	0.1
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			4.1			2.2			3.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.7			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)				8.2		
Intersection Capacity Utilization			51.2%			ICU Level of Service				A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	180	220	160	30	760	90	1120	380	140	200	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3373		3433	3219	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	184	224	163	31	776	92	1143	388	143	204	204
RTOR Reduction (vph)	0	0	192	0	0	124	0	27	0	0	83	0
Lane Group Flow (vph)	143	184	32	96	98	652	92	1504	0	143	325	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Effective Green, g (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.04	0.51		0.11	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	217	157	160	378	64	1732		390	1916	
v/s Ratio Prot	0.08	c0.10		0.06	0.06	c0.20	c0.05	c0.45		0.04	0.10	
v/s Ratio Perm			0.02			0.22						
v/c Ratio	0.57	0.70	0.15	0.61	0.61	1.72	1.44	0.87		0.37	0.17	
Uniform Delay, d1	44.1	44.9	41.4	47.9	47.9	43.6	53.0	23.5		45.1	10.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.92		1.19	1.90	
Incremental Delay, d2	1.8	6.3	0.1	4.9	4.8	336.6	241.0	3.8		0.2	0.2	
Delay (s)	45.8	51.3	41.5	52.8	52.7	380.2	300.1	25.4		53.7	19.2	
Level of Service	D	D	D	D	D	F	F	C		D	B	
Approach Delay (s)		45.9			314.7			40.9			28.1	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			111.6			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			110.6%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	20	60	5	50	130	420	960	10	30	420	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.96	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1813	1589		1888		1652	3350		1652	3009	
Flt Permitted		0.57	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1084	1589		1869		1652	3350		1652	3009	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	510	20	61	5	51	133	429	980	10	31	429	133
RTOR Reduction (vph)	0	0	36	0	78	0	0	1	0	0	26	0
Lane Group Flow (vph)	0	530	25	0	111	0	429	989	0	31	536	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Effective Green, g (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Actuated g/C Ratio		0.41	0.41		0.41		0.25	0.43		0.04	0.22	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		449	658		774		411	1437		70	670	
v/s Ratio Prot							c0.26	0.30		0.02	c0.18	
v/s Ratio Perm		c0.49	0.02		0.06							
v/c Ratio		1.18	0.04		0.14		1.04	0.69		0.44	0.80	
Uniform Delay, d1		32.2	19.2		20.0		41.3	25.4		51.4	40.4	
Progression Factor		1.00	1.00		1.00		0.97	0.74		0.84	1.00	
Incremental Delay, d2		102.0	0.0		0.0		54.8	2.5		1.5	9.1	
Delay (s)		134.2	19.2		20.1		94.7	21.4		44.7	49.4	
Level of Service		F	B		C		F	C		D	D	
Approach Delay (s)		122.4			20.1			43.6			49.2	
Approach LOS		F			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			59.9			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				12.5		
Intersection Capacity Utilization			95.6%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	120	80	20	60	540	1490	460	80	270	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.95		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1684		3433	3226		1770	5052	
Flt Permitted		0.98			0.61		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1604			1048		3433	3226		1770	5052	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	122	82	20	61	551	1520	469	82	276	10
RTOR Reduction (vph)	0	101	0	0	23	0	0	19	0	0	3	0
Lane Group Flow (vph)	0	51	0	0	140	0	551	1970	0	82	283	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Effective Green, g (s)		18.8			18.3		10.0	67.6		7.1	64.7	
Actuated g/C Ratio		0.17			0.17		0.09	0.63		0.07	0.60	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		279			177		317	2019		116	3026	
v/s Ratio Prot							c0.16	c0.61		0.05	0.06	
v/s Ratio Perm		0.03			c0.13							
v/c Ratio		0.18			0.79		1.74	0.98		0.71	0.09	
Uniform Delay, d1		38.1			43.0		49.0	19.4		49.4	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			20.5		345.0	15.0		17.8	0.1	
Delay (s)		38.4			63.5		394.0	34.4		67.2	9.3	
Level of Service		D			E		F	C		E	A	
Approach Delay (s)		38.4			63.5			112.4			22.2	
Approach LOS		D			E			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			105.9%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

North Bayshore Precise Plan EIR

2030 AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	340	1510	970	360	400	70	100	40	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1732	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1541	990	367	408	71	102	41	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1541	990	367	408	71	70	73	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Effective Green, g (s)	56.5	56.5	61.7	140.0	62.9	140.0	8.6	8.6	8.6
Actuated g/C Ratio	0.40	0.40	0.44	1.00	0.45	1.00	0.06	0.06	0.06
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1395	1583	2284	1560	103	106	95
v/s Ratio Prot	0.11	c0.64	c0.31		0.08		0.04	c0.04	
v/s Ratio Perm				0.23		0.05			0.01
v/c Ratio	0.26	1.59	0.71	0.23	0.18	0.05	0.68	0.69	0.11
Uniform Delay, d1	27.9	41.8	31.9	0.0	23.1	0.0	64.4	64.4	62.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	272.0	3.1	0.3	0.2	0.1	13.1	13.8	0.2
Delay (s)	27.9	313.8	34.9	0.3	23.3	0.1	77.5	78.2	62.2
Level of Service	C	F	C	A	C	A	E	E	E
Approach Delay (s)			25.6		19.8			76.8	
Approach LOS			C		B			E	
Intersection Summary									
HCM 2000 Control Delay			141.6						F
HCM 2000 Volume to Capacity ratio			1.10						
Actuated Cycle Length (s)			140.0						13.2
Intersection Capacity Utilization			111.4%						H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	0	460	0	0	0	60	1110	820	0	520	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3278			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3278			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	224	0	469	0	0	0	61	1133	837	0	531	327
RTOR Reduction (vph)	0	0	428	0	0	0	0	71	0	0	0	88
Lane Group Flow (vph)	224	0	41	0	0	0	61	1899	0	0	531	239
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	10.5		10.5				11.2	102.0			87.8	87.8
Effective Green, g (s)	10.5		10.5				11.2	102.0			87.8	87.8
Actuated g/C Ratio	0.09		0.09				0.09	0.85			0.73	0.73
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	300		243				165	2786			2589	1126
v/s Ratio Prot	c0.07		0.01				0.03	c0.58			0.15	
v/s Ratio Perm												0.16
v/c Ratio	0.75		0.17				0.37	0.68			0.21	0.21
Uniform Delay, d1	53.5		50.7				51.1	3.2			5.1	5.1
Progression Factor	1.00		1.00				0.94	2.47			1.00	1.00
Incremental Delay, d2	8.6		0.1				0.7	0.7			0.2	0.4
Delay (s)	62.0		50.8				48.6	8.6			5.3	5.5
Level of Service	E		D				D	A			A	A
Approach Delay (s)		54.4			0.0			9.8			5.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			69.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	20	20	40	20	130	30	1630	80	160	570	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1772	1550		1798	1552	1770	3501		1770	3323	
Flt Permitted		0.70	1.00		0.54	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1295	1550		1012	1552	1770	3501		1770	3323	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	235	20	20	41	20	133	31	1663	82	163	582	255
RTOR Reduction (vph)	0	0	16	0	0	105	0	3	0	0	37	0
Lane Group Flow (vph)	0	255	4	0	61	28	31	1742	0	163	800	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		25.3	25.3		25.3	25.3	12.1	64.4		17.3	69.6	
Effective Green, g (s)		25.3	25.3		25.3	25.3	12.1	64.4		17.3	69.6	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.10	0.54		0.14	0.58	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		273	326		213	327	178	1878		255	1927	
v/s Ratio Prot							0.02	c0.50		c0.09	0.24	
v/s Ratio Perm		c0.20	0.00		0.06	0.02						
v/c Ratio		0.93	0.01		0.29	0.09	0.17	0.93		0.64	0.42	
Uniform Delay, d1		46.5	37.5		39.8	38.1	49.4	25.7		48.4	13.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.14	1.17	
Incremental Delay, d2		36.9	0.0		0.7	0.1	0.5	9.5		4.9	0.6	
Delay (s)		83.5	37.5		40.5	38.2	49.8	35.2		59.9	17.0	
Level of Service		F	D		D	D	D	D		E	B	
Approach Delay (s)		80.1			38.9			35.4			24.0	
Approach LOS		F			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.9		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					13.0		
Intersection Capacity Utilization			88.0%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

2030 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	330	170	240	460	250	220	1310	440	130	460	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3309		1770	3296		1770	3374		1770	3490	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3309		1770	3296		1770	3374		1770	3490	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	337	173	245	469	255	224	1337	449	133	469	41
RTOR Reduction (vph)	0	46	0	0	50	0	0	22	0	0	4	0
Lane Group Flow (vph)	184	464	0	245	674	0	224	1764	0	133	506	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		16.0	31.0		16.0	67.5		14.5	66.0	
Effective Green, g (s)	16.0	31.0		16.0	31.0		16.0	67.5		14.5	66.0	
Actuated g/C Ratio	0.11	0.21		0.11	0.21		0.11	0.47		0.10	0.46	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	707		195	704		195	1570		177	1588	
v/s Ratio Prot	0.10	0.14		c0.14	c0.20		c0.13	c0.52		0.08	0.14	
v/s Ratio Perm												
v/c Ratio	0.94	0.66		1.26	0.96		1.15	1.12		0.75	0.32	
Uniform Delay, d1	64.1	52.1		64.5	56.3		64.5	38.8		63.5	25.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	48.2	2.2		150.1	23.6		110.2	64.5		16.4	0.5	
Delay (s)	112.2	54.3		214.6	79.9		174.7	103.2		79.9	25.7	
Level of Service	F	D		F	E		F	F		E	C	
Approach Delay (s)		69.7			114.0			111.2			36.9	
Approach LOS		E			F			F			D	
Intersection Summary												
HCM 2000 Control Delay			94.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.12									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			102.0%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	99.2	120.4	0.17	5.0	F
Terra Bella Avenue	III	35	19.4	31.4	50.8	0.15	10.8	E
	III	35	19.5	7.0	26.5	0.15	20.7	C
US-101 NB Ramps	III	35	23.6	35.8	59.4	0.20	11.9	E
Pear Avenue	III	35	18.0	34.2	52.2	0.14	9.7	F
Total	III		101.7	207.6	309.3	0.81	9.4	F

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	10.4	34.9	0.20	21.1	C
US-101 NB Ramps	III	35	18.0	23.7	41.7	0.14	12.2	E
US-101 SB Ramps	III	35	23.6	6.0	29.6	0.20	23.9	C
Terra Bella Avenue	III	35	19.5	17.7	37.2	0.15	14.8	D
Middlefield Road	III	35	19.4	25.5	44.9	0.15	12.2	E
Total	III		105.0	83.3	188.3	0.85	16.2	D

Queues

North Bayshore Precise Plan EIR

1: San Antonio Road & Bayshore Parkway

2030 PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	505	398	508	337	95	105	21	484
v/c Ratio	0.71	0.94	0.88	1.07	0.88	0.13	0.15	0.24	0.72
Control Delay	51.0	37.7	52.5	93.8	58.1	17.0	4.2	46.7	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	37.7	52.5	93.8	58.1	17.0	4.2	46.7	30.1
Queue Length 50th (ft)	93	60	204	~306	166	28	0	11	92
Queue Length 95th (ft)	#213	#279	#427	#575	#356	65	29	36	142
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	267	539	453	474	390	822	743	86	982
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.94	0.88	1.07	0.86	0.12	0.14	0.24	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2: San Antonio Road & US-101 Ramps

2030 PM Peak Hour



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	916	179	1169	947	305
v/c Ratio	1.15	0.22	0.65	1.15	0.20
Control Delay	102.6	2.7	5.8	102.9	0.3
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	102.6	2.7	5.8	103.4	0.3
Queue Length 50th (ft)	~403	0	42	~417	0
Queue Length 95th (ft)	#602	28	90	#618	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	796	810	1793	822	1547
Starvation Cap Reductn	0	0	0	70	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.15	0.22	0.65	1.26	0.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road 2030 PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	253	642	726	221	116	116	137	21	1484
v/c Ratio	0.78	1.07dr	1.61	0.69	0.97	0.07	0.17	0.21	0.76
Control Delay	60.0	35.7	315.5	52.1	130.1	14.9	1.9	53.5	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	35.7	315.5	52.1	130.1	14.9	1.9	53.5	29.8
Queue Length 50th (ft)	172	168	~379	144	84	14	0	14	299
Queue Length 95th (ft)	#287	214	#497	210	#204	40	18	40	#419
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	324	1197	452	754	120	1587	786	120	1942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.54	1.61	0.29	0.97	0.07	0.17	0.17	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	221	421	147	1716	484
v/c Ratio	0.20	0.14	0.91	0.04	0.80	0.32
Control Delay	0.3	0.2	56.2	0.0	13.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	0.2	56.2	0.0	13.1	0.2
Queue Length 50th (ft)	0	0	237	0	174	0
Queue Length 95th (ft)	0	0	#396	0	m454	m0
Internal Link Dist (ft)				1081	557	
Turn Bay Length (ft)			210			
Base Capacity (vph)	1611	1611	477	3421	2154	1533
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.88	0.04	0.80	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

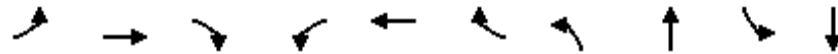
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	495	158	88	91	84	326	643	874	1158
v/c Ratio	0.21	1.36	0.39	0.54	0.54	0.15	2.04	0.48	1.37	0.69
Control Delay	39.1	214.5	14.5	59.5	59.1	6.0	512.7	16.6	205.6	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.5
Total Delay	39.1	214.5	14.6	59.5	59.1	6.0	512.7	17.6	205.6	18.5
Queue Length 50th (ft)	44	~461	22	64	66	0	~345	91	~420	295
Queue Length 95th (ft)	87	#666	81	113	117	33	m#472	m113	#540	303
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	402	259	267	562	160	1341	639	1673
Starvation Cap Reductn	0	0	0	0	0	0	0	428	0	0
Spillback Cap Reductn	0	0	6	0	0	0	0	0	0	176
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	1.36	0.40	0.34	0.34	0.15	2.04	0.70	1.37	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
2030 PM Peak Hour



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	316	621	148	284	653	32	979
v/c Ratio	1.02	0.85	0.27	0.92	0.34	0.33	0.75
Control Delay	97.5	25.0	28.6	81.9	11.2	58.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Total Delay	97.5	25.0	28.6	81.9	11.2	58.2	24.3
Queue Length 50th (ft)	~237	154	71	210	126	24	132
Queue Length 95th (ft)	#413	#372	126	m#348	m155	m40	230
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	309	733	557	321	1939	126	1303
Starvation Cap Reductn	0	0	0	0	0	0	218
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.85	0.27	0.88	0.34	0.25	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

2030 PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	811	400	105	979	95	1274
v/c Ratio	1.29	7.27	0.38	0.57	0.88	0.50
Control Delay	168.5	2868.0	60.7	20.6	118.9	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	168.5	2868.0	60.7	20.6	118.9	22.2
Queue Length 50th (ft)	~725	~616	44	261	81	250
Queue Length 95th (ft)	#975	#822	74	326	#187	301
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	630	55	369	1712	108	2560
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.29	7.27	0.28	0.57	0.88	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	484	684	379	368	2105	263	239	245	21
v/c Ratio	0.57	1.10	0.22	0.23	1.37	0.17	1.55	1.55	0.15
Control Delay	43.3	109.0	15.3	0.3	195.3	0.2	315.0	313.8	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	109.0	15.3	0.3	195.3	0.2	315.0	313.8	55.0
Queue Length 50th (ft)	176	~355	80	0	~1495	0	~286	~293	16
Queue Length 95th (ft)	232	#489	110	0	#1667	0	#461	#470	43
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	847	623	1717	1583	1542	1552	154	158	143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	1.10	0.22	0.23	1.37	0.17	1.55	1.55	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	126	653	168	1747	1558	1411
v/c Ratio	0.26	0.98	0.86	0.63	0.66	0.91
Control Delay	50.2	56.8	90.9	2.5	14.2	10.4
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	50.2	56.8	90.9	2.8	14.2	10.4
Queue Length 50th (ft)	47	161	137	57	366	0
Queue Length 95th (ft)	79	#300	#264	81	437	#25
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	476	668	196	2778	2359	1552
Starvation Cap Reductn	0	0	0	384	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.98	0.86	0.73	0.66	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

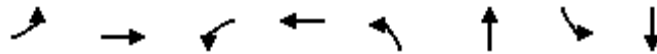
North Bayshore Precise Plan EIR
2030 PM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	326	84	95	126	74	1526	95	2116
v/c Ratio	1.40	0.22	0.86	0.32	0.54	0.72	0.57	0.94
Control Delay	242.3	8.6	104.5	14.9	73.3	20.6	69.1	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	17.7
Total Delay	242.3	8.6	104.5	14.9	73.3	21.4	69.1	49.0
Queue Length 50th (ft)	~367	0	78	17	61	445	78	839
Queue Length 95th (ft)	#556	39	#185	73	114	560	134	#1080
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	233	384	111	391	136	2130	204	2254
Starvation Cap Reductn	0	0	0	0	0	302	0	207
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.22	0.86	0.32	0.54	0.83	0.47	1.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	379	790	505	663	474	1295	284	1810
v/c Ratio	1.88	1.02	1.91	0.74	2.35	1.02	1.07	1.29
Control Delay	445.1	85.2	452.7	52.1	647.0	74.7	130.6	170.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	445.1	85.2	452.7	52.1	647.0	74.7	130.6	170.5
Queue Length 50th (ft)	~525	~373	~703	284	~705	~653	~286	~1105
Queue Length 95th (ft)	#729	#506	#926	357	#924	#795	#473	#1245
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	202	778	265	891	202	1264	265	1406
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.88	1.02	1.91	0.74	2.35	1.02	1.07	1.29

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	74.7	95.9	0.17	6.2	F
Terra Bella Avenue	III	35	19.4	20.6	40.0	0.15	13.7	E
	III	35	19.5	2.5	22.0	0.15	25.0	B
US-101 NB Ramps	III	35	23.6	15.3	38.9	0.20	18.2	C
Pear Avenue	III	35	18.0	20.6	38.6	0.14	13.1	E
Total	III		101.7	133.7	235.4	0.81	12.4	E

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	32.2	56.7	0.20	13.0	E
US-101 NB Ramps	III	35	18.0	195.3	213.3	0.14	2.4	F
US-101 SB Ramps	III	35	23.6	14.2	37.8	0.20	18.7	C
Terra Bella Avenue	III	35	19.5	31.3	50.8	0.15	10.8	E
Middlefield Road	III	35	19.4	170.5	189.9	0.15	2.9	F
Total	III		105.0	443.5	548.5	0.85	5.6	F

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	170	190	60	90	10	230	460	790	30	170	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	173	194	61	92	10	235	469	806	31	173	20
RTOR Reduction (vph)	0	0	137	0	5	0	0	0	437	0	11	0
Lane Group Flow (vph)	0	295	57	55	103	0	235	469	369	31	182	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Effective Green, g (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Actuated g/C Ratio		0.18	0.18	0.13	0.13		0.19	0.42	0.42	0.02	0.25	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		327	270	220	227		338	783	665	35	866	
v/s Ratio Prot		c0.16		0.03	c0.06		c0.13	c0.25		0.02	0.05	
v/s Ratio Perm			0.04						0.23			
v/c Ratio		0.90	0.21	0.25	0.45		0.70	0.60	0.55	0.89	0.21	
Uniform Delay, d1		26.0	22.6	25.3	26.1		24.5	14.6	14.2	31.7	19.3	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		26.1	0.1	0.2	0.5		4.9	1.2	1.0	103.6	0.0	
Delay (s)		52.1	22.7	25.6	26.6		29.4	15.8	15.2	135.4	19.3	
Level of Service		D	C	C	C		C	B	B	F	B	
Approach Delay (s)		40.5			26.2			17.6			35.4	
Approach LOS		D			C			B			D	
Intersection Summary												
HCM 2000 Control Delay			24.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			64.9				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			77.8%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	1030	0	660	0	820	680	0	280	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.93			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3266			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3266			1863	1547
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	1051	0	673	0	837	694	0	286	143
RTOR Reduction (vph)	0	0	0	0	0	43	0	250	0	0	0	0
Lane Group Flow (vph)	0	0	0	1051	0	630	0	1281	0	0	286	143
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1388			822	1547
v/s Ratio Prot								c0.39			0.15	
v/s Ratio Perm				c0.59		0.40						0.09
v/c Ratio				1.32		0.88		0.92			0.35	0.09
Uniform Delay, d1				16.5		15.1		16.3			11.1	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				152.9		12.6		11.7			1.2	0.1
Delay (s)				169.4		27.6		28.0			12.2	0.1
Level of Service				F		C		C			B	A
Approach Delay (s)		0.0			114.1			28.0			8.2	
Approach LOS		A			F			C			A	
Intersection Summary												
HCM 2000 Control Delay			66.0									
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			60.0									
Intersection Capacity Utilization			108.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	240	160	350	210	10	320	1640	810	20	690	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3279		3319	1847		1652	3355	1514	1652	4648	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3279		3319	1847		1652	3355	1514	1652	4648	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	418	245	163	357	214	10	327	1673	827	20	704	153
RTOR Reduction (vph)	0	103	0	0	2	0	0	0	283	0	31	0
Lane Group Flow (vph)	418	305	0	357	222	0	327	1673	544	20	826	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	29.4		8.0	26.4		24.0	52.1	52.1	3.3	31.4	
Effective Green, g (s)	11.0	29.4		8.0	26.4		24.0	52.1	52.1	3.3	31.4	
Actuated g/C Ratio	0.10	0.27		0.07	0.24		0.22	0.47	0.47	0.03	0.29	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	171	876		241	443		360	1589	717	49	1326	
v/s Ratio Prot	c0.24	c0.09		0.11	c0.12		c0.20	c0.50		0.01	0.18	
v/s Ratio Perm									0.36			
v/c Ratio	2.44	0.35		1.48	0.50		0.91	1.05	0.76	0.41	0.62	
Uniform Delay, d1	49.5	32.6		51.0	36.1		41.9	28.9	23.8	52.4	34.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.07	1.20	1.00	1.00	
Incremental Delay, d2	667.4	0.3		237.6	4.0		22.2	36.0	6.2	5.5	2.2	
Delay (s)	716.9	32.8		288.6	40.1		64.4	66.9	34.6	57.9	36.4	
Level of Service	F	C		F	D		E	E	C	E	D	
Approach Delay (s)		379.0			192.8			57.1			36.9	
Approach LOS		F			F			E			D	
Intersection Summary												
HCM 2000 Control Delay			121.1				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			108.2%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramp

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	330	0	0	1070	290	1700	0	0	690	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			0.99	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1589	1652	3421			3775	1549
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1589	1652	3421			3775	1549
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	337	0	0	1092	296	1735	0	0	704	520
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	337	0	0	1092	296	1735	0	0	704	520
Confl. Peds. (#/hr)						7						1
Confl. Bikes (#/hr)									45			3
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.2	55.0			31.6	55.0
Effective Green, g (s)			55.0			55.0	15.2	55.0			31.6	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1589	456	3421			2168	1549
v/s Ratio Prot							0.18	0.51			0.19	
v/s Ratio Perm			0.21			c0.69						0.34
v/c Ratio			0.21			0.69	0.65	0.51			0.32	0.34
Uniform Delay, d1			0.0			0.0	17.5	0.0			6.1	0.0
Progression Factor			1.00			1.00	0.85	1.00			0.75	1.00
Incremental Delay, d2			0.3			2.4	0.2	0.0			0.2	0.3
Delay (s)			0.3			2.4	15.2	0.0			4.8	0.3
Level of Service			A			A	B	A			A	A
Approach Delay (s)		0.3			2.4			2.3			2.9	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.3			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)					8.2	
Intersection Capacity Utilization			50.3%			ICU Level of Service					A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	180	220	160	30	780	90	1070	380	340	460	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1533	1681	1711	1583	1770	3367		3433	3331	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1533	1681	1711	1583	1770	3367		3433	3331	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	184	224	163	31	796	92	1092	388	347	469	224
RTOR Reduction (vph)	0	0	192	0	0	128	0	28	0	0	45	0
Lane Group Flow (vph)	143	184	32	96	98	668	92	1452	0	347	649	0
Confl. Peds. (#/hr)			2						7			4
Confl. Bikes (#/hr)			11						36			4
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Effective Green, g (s)	15.6	15.6	15.6	10.3	10.3	22.8	4.0	56.5		12.5	65.5	
Actuated g/C Ratio	0.14	0.14	0.14	0.09	0.09	0.21	0.04	0.51		0.11	0.60	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	251	264	217	157	160	378	64	1729		390	1983	
v/s Ratio Prot	0.08	c0.10		0.06	0.06	c0.20	c0.05	c0.43		0.10	0.19	
v/s Ratio Perm			0.02			0.22						
v/c Ratio	0.57	0.70	0.15	0.61	0.61	1.77	1.44	0.84		0.89	0.33	
Uniform Delay, d1	44.1	44.9	41.4	47.9	47.9	43.6	53.0	22.9		48.1	11.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.12	0.90		1.07	1.28	
Incremental Delay, d2	1.8	6.3	0.1	4.9	4.8	356.3	243.4	3.2		20.2	0.4	
Delay (s)	45.8	51.3	41.5	52.8	52.7	399.9	302.6	23.8		71.9	14.7	
Level of Service	D	D	D	D	D	F	F	C		E	B	
Approach Delay (s)		45.9			331.9			40.1			33.8	
Approach LOS		D			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			108.8			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			1.12									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)		15.1				
Intersection Capacity Utilization			110.5%			ICU Level of Service		H				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	460	30	60	5	60	150	430	930	10	30	680	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.91		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1815	1589		1890		1652	3349		1652	3026	
Flt Permitted		0.55	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1036	1589		1874		1652	3349		1652	3026	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	469	31	61	5	61	153	439	949	10	31	694	133
RTOR Reduction (vph)	0	0	36	0	76	0	0	1	0	0	15	0
Lane Group Flow (vph)	0	500	25	0	143	0	439	958	0	31	812	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Effective Green, g (s)		45.6	45.6		45.6		27.4	47.2		4.7	24.5	
Actuated g/C Ratio		0.41	0.41		0.41		0.25	0.43		0.04	0.22	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		429	658		776		411	1437		70	673	
v/s Ratio Prot							c0.27	0.29		0.02	c0.27	
v/s Ratio Perm		c0.48	0.02		0.08							
v/c Ratio		1.17	0.04		0.18		1.07	0.67		0.44	1.21	
Uniform Delay, d1		32.2	19.2		20.4		41.3	25.1		51.4	42.8	
Progression Factor		1.00	1.00		1.00		0.97	0.73		0.93	1.05	
Incremental Delay, d2		97.1	0.0		0.0		62.2	2.3		1.5	105.9	
Delay (s)		129.3	19.2		20.5		102.1	20.7		49.4	150.8	
Level of Service		F	B		C		F	C		D	F	
Approach Delay (s)		117.4			20.5			46.3			147.2	
Approach LOS		F			C			D			F	
Intersection Summary												
HCM 2000 Control Delay			86.1				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			101.6%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	90	290	20	60	590	1680	610	20	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			0.99		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.98		1.00	0.96		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1646			1740		3433	3199		1770	5076	
Flt Permitted		0.96			0.67		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1592			1208		3433	3199		1770	5076	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	92	296	20	61	602	1714	622	20	980	10
RTOR Reduction (vph)	0	64	0	0	6	0	0	31	0	0	1	0
Lane Group Flow (vph)	0	58	0	0	371	0	602	2305	0	20	989	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		32.5			32.0		10.0	57.7		3.3	51.0	
Effective Green, g (s)		32.5			32.0		10.0	57.7		3.3	51.0	
Actuated g/C Ratio		0.30			0.30		0.09	0.53		0.03	0.47	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		479			357		317	1709		54	2397	
v/s Ratio Prot							c0.18	c0.72		0.01	0.19	
v/s Ratio Perm		0.04			c0.31							
v/c Ratio		0.12			1.04		1.90	1.35		0.37	0.41	
Uniform Delay, d1		27.4			38.0		49.0	25.1		51.3	18.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			57.9		416.2	161.0		4.2	0.5	
Delay (s)		27.5			95.9		465.2	186.1		55.6	19.2	
Level of Service		C			F		F	F		E	B	
Approach Delay (s)		27.5			95.9			243.3			19.9	
Approach LOS		C			F			F			B	
Intersection Summary												
HCM 2000 Control Delay		174.2			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.34										
Actuated Cycle Length (s)		108.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		115.6%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

2030 + Project AM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations	 	 	 		  			 	
Volume (vph)	340	1900	970	360	1140	200	240	140	10
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	0.91	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	3261	2398	3167	1583	5085	1560	1681	1746	1562
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	3261	2398	3167	1583	5085	1560	1681	1746	1562
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	347	1939	990	367	1163	204	245	143	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	347	1939	990	367	1163	204	191	197	10
Confl. Peds. (#/hr)						8			1
Confl. Bikes (#/hr)						2			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	56.5	56.5	58.8	140.0	60.0	140.0	11.5	11.5	11.5
Effective Green, g (s)	56.5	56.5	58.8	140.0	60.0	140.0	11.5	11.5	11.5
Actuated g/C Ratio	0.40	0.40	0.42	1.00	0.43	1.00	0.08	0.08	0.08
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	1316	967	1330	1583	2179	1560	138	143	128
v/s Ratio Prot	0.11	c0.81	c0.31		0.23		c0.11	0.11	
v/s Ratio Perm				0.23		0.13			0.01
v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08
Uniform Delay, d1	27.9	41.8	34.3	0.0	29.6	0.0	64.2	64.2	59.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	456.0	3.8	0.3	0.9	0.2	211.3	207.5	0.1
Delay (s)	27.9	497.8	38.1	0.3	30.6	0.2	275.5	271.8	59.4
Level of Service	C	F	D	A	C	A	F	F	E
Approach Delay (s)			27.9		26.0			268.2	
Approach LOS			C		C			F	
Intersection Summary									
HCM 2000 Control Delay			213.6				HCM 2000 Level of Service		F
HCM 2000 Volume to Capacity ratio			1.36						
Actuated Cycle Length (s)			140.0				Sum of lost time (s)		13.2
Intersection Capacity Utilization			132.4%				ICU Level of Service		H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	0	480	0	0	0	80	1110	820	0	530	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.94			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3278			3539	1539
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3278			3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	224	0	490	0	0	0	82	1133	837	0	541	1214
RTOR Reduction (vph)	0	0	447	0	0	0	0	71	0	0	0	225
Lane Group Flow (vph)	224	0	43	0	0	0	82	1899	0	0	541	989
Confl. Peds. (#/hr)												13
Confl. Bikes (#/hr)									12			4
Turn Type	Prot		Prot				Prot	NA			NA	Perm
Protected Phases	4		4				5	2			6	
Permitted Phases												6
Actuated Green, G (s)	10.5		10.5				11.2	102.0			87.8	87.8
Effective Green, g (s)	10.5		10.5				11.2	102.0			87.8	87.8
Actuated g/C Ratio	0.09		0.09				0.09	0.85			0.73	0.73
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Vehicle Extension (s)	0.2		0.2				3.0	0.2			0.2	0.2
Lane Grp Cap (vph)	300		243				165	2786			2589	1126
v/s Ratio Prot	c0.07		0.02				0.05	c0.58			0.15	
v/s Ratio Perm												c0.64
v/c Ratio	0.75		0.18				0.50	0.68			0.21	0.88
Uniform Delay, d1	53.5		50.7				51.7	3.2			5.1	12.1
Progression Factor	1.00		1.00				0.93	2.45			1.00	1.00
Incremental Delay, d2	8.6		0.1				1.1	0.7			0.2	9.8
Delay (s)	62.0		50.9				49.3	8.5			5.3	21.9
Level of Service	E		D				D	A			A	C
Approach Delay (s)		54.4			0.0			10.1			16.8	
Approach LOS		D			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			86.1%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	20	20	40	20	130	30	1650	80	160	590	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1772	1550		1798	1552	1770	3502		1770	3322	
Flt Permitted		0.70	1.00		0.54	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1295	1550		1012	1552	1770	3502		1770	3322	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	235	20	20	41	20	133	31	1684	82	163	602	265
RTOR Reduction (vph)	0	0	16	0	0	105	0	3	0	0	37	0
Lane Group Flow (vph)	0	255	4	0	61	28	31	1763	0	163	830	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		25.3	25.3		25.3	25.3	11.4	64.4		17.3	70.3	
Effective Green, g (s)		25.3	25.3		25.3	25.3	11.4	64.4		17.3	70.3	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.10	0.54		0.14	0.59	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		273	326		213	327	168	1879		255	1946	
v/s Ratio Prot							0.02	c0.50		c0.09	0.25	
v/s Ratio Perm		c0.20	0.00		0.06	0.02						
v/c Ratio		0.93	0.01		0.29	0.09	0.18	0.94		0.64	0.43	
Uniform Delay, d1		46.5	37.5		39.8	38.1	50.0	25.9		48.4	13.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.13	1.21	
Incremental Delay, d2		36.9	0.0		0.7	0.1	0.5	10.6		4.9	0.6	
Delay (s)		83.5	37.5		40.5	38.2	50.6	36.5		59.8	17.2	
Level of Service		F	D		D	D	D	D		E	B	
Approach Delay (s)		80.1			38.9			36.8			24.0	
Approach LOS		F			D			D			C	
Intersection Summary												
HCM 2000 Control Delay		36.5										
HCM 2000 Volume to Capacity ratio		0.89										
Actuated Cycle Length (s)		120.0								13.0		
Intersection Capacity Utilization		88.6%								E		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	340	170	240	460	250	230	1320	440	170	440	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3313		1770	3296		1770	3375		1770	3488	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3313		1770	3296		1770	3375		1770	3488	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	194	347	173	245	469	255	235	1347	449	173	449	41
RTOR Reduction (vph)	0	42	0	0	50	0	0	22	0	0	5	0
Lane Group Flow (vph)	194	478	0	245	674	0	235	1774	0	173	485	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		16.0	31.0		16.0	66.3		15.7	66.0	
Effective Green, g (s)	16.0	31.0		16.0	31.0		16.0	66.3		15.7	66.0	
Actuated g/C Ratio	0.11	0.21		0.11	0.21		0.11	0.46		0.11	0.46	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	708		195	704		195	1543		191	1587	
v/s Ratio Prot	0.11	0.14		c0.14	c0.20		c0.13	c0.53		0.10	0.14	
v/s Ratio Perm												
v/c Ratio	0.99	0.67		1.26	0.96		1.21	1.15		0.91	0.31	
Uniform Delay, d1	64.5	52.4		64.5	56.3		64.5	39.4		63.9	25.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	62.6	2.5		150.1	23.6		130.6	75.3		39.4	0.5	
Delay (s)	127.1	54.9		214.6	79.9		195.1	114.7		103.3	25.5	
Level of Service	F	D		F	E		F	F		F	C	
Approach Delay (s)		74.5			114.0			124.0			45.8	
Approach LOS		E			F			F			D	
Intersection Summary												
HCM 2000 Control Delay		101.9			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.13										
Actuated Cycle Length (s)		145.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		105.1%			ICU Level of Service			G				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

North Bayshore Precise Plan EIR

1: San Antonio Road & Bayshore Parkway

2030 + Project AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	295	194	55	108	235	469	806	31	193
v/c Ratio	0.86	0.47	0.18	0.34	0.67	0.57	0.72	0.25	0.26
Control Delay	56.1	12.5	26.4	27.4	37.8	18.9	6.6	39.7	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Total Delay	56.1	12.5	26.4	27.4	37.8	19.1	6.6	39.7	21.2
Queue Length 50th (ft)	101	8	17	34	72	111	9	11	30
Queue Length 95th (ft)	#354	76	54	89	#240	312	132	45	66
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	345	413	643	668	430	1037	1215	123	1337
Starvation Cap Reductn	0	0	0	0	0	135	29	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.09	0.16	0.55	0.52	0.68	0.25	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	643	796	1479	357	92
v/c Ratio	0.81	1.03	0.88	0.43	0.06
Control Delay	24.7	57.4	17.6	13.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	57.4	17.6	13.7	0.1
Queue Length 50th (ft)	190	~265	157	84	0
Queue Length 95th (ft)	#367	#489	#312	145	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	796	775	1687	822	1547
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	1.03	0.88	0.43	0.06

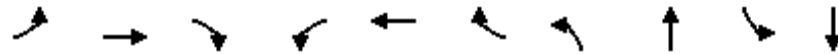
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	520	31	20	157	160	1194	41	1735	204	1684
v/c Ratio	1.51	0.09	0.05	0.88	0.89	2.59	0.64	1.11	0.52	1.09dr
Control Delay	275.7	37.1	0.2	91.1	92.0	741.1	83.9	84.4	47.2	10.3
Queue Delay	0.0	0.0	0.0	7.6	7.9	0.0	0.0	0.9	0.0	0.3
Total Delay	275.7	37.1	0.2	98.7	99.9	741.1	83.9	85.3	47.2	10.6
Queue Length 50th (ft)	~511	18	0	116	118	~1393	27	~753	73	196
Queue Length 95th (ft)	#720	45	0	#242	#245	#1653	m36	m#885	m93	283
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	398	183	185	461	64	1557	390	2050
Starvation Cap Reductn	0	0	0	0	0	0	0	336	0	0
Spillback Cap Reductn	0	0	46	12	12	0	0	0	0	74
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.09	0.06	0.92	0.92	2.59	0.64	1.42	0.52	0.85

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	428	61	173	122	1255	20	612
v/c Ratio	0.97	0.09	0.22	0.65	0.78	0.22	0.50
Control Delay	68.5	2.5	7.6	72.3	22.7	33.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	50.5	0.0	2.4
Total Delay	68.5	2.5	7.6	72.3	73.3	33.2	26.5
Queue Length 50th (ft)	282	0	21	81	231	12	156
Queue Length 95th (ft)	#486	16	64	m146	#576	m15	m206
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	462	707	834	411	1615	141	1214
Starvation Cap Reductn	0	0	0	0	0	0	453
Spillback Cap Reductn	0	0	30	0	842	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.09	0.22	0.30	1.62	0.14	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	377	602	2336	20	990
v/c Ratio	0.22	1.04	1.90	1.28	0.15	0.41
Control Delay	10.4	94.3	444.8	154.6	49.5	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	94.3	444.8	154.6	49.5	19.3
Queue Length 50th (ft)	15	~277	~329	~1019	13	159
Queue Length 95th (ft)	58	#466	#441	#1311	38	194
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	543	364	317	1824	147	2396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.04	1.90	1.28	0.14	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

2030 + Project AM Peak Hour



Lane Group	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Group Flow (vph)	347	1939	990	367	1163	204	191	197	10
v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08
Control Delay	28.5	481.4	38.5	0.3	30.8	0.2	256.6	253.1	61.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	481.4	38.5	0.3	30.8	0.2	256.6	253.1	61.0
Queue Length 50th (ft)	107	~1562	395	0	283	0	~242	~249	9
Queue Length 95th (ft)	145	#1708	481	0	329	0	#409	#420	28
Internal Link Dist (ft)			959		664			643	
Turn Bay Length (ft)						95	550		155
Base Capacity (vph)	1316	967	1330	1583	2179	1560	138	143	128
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	2.01	0.74	0.23	0.53	0.13	1.38	1.38	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

36: Shoreline Boulevard & US-101 SB Ramps

2030 + Project AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	500	469	51	1388	439	1337
v/c Ratio	0.92	0.56	0.28	0.52	0.19	1.01
Control Delay	72.5	6.7	43.2	5.7	8.8	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	6.7	43.2	5.7	8.8	35.4
Queue Length 50th (ft)	195	0	36	121	71	~822
Queue Length 95th (ft)	#280	50	m52	226	95	#1088
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	586	864	206	2648	2354	1328
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.54	0.25	0.52	0.19	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

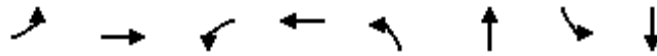
2030 + Project AM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	20	61	112	122	1337	173	735
v/c Ratio	0.18	0.08	0.30	0.36	0.23	0.61	0.77	0.47
Control Delay	44.3	0.6	47.7	10.4	32.5	16.6	80.6	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	0.6	47.7	10.4	32.5	16.6	80.6	22.4
Queue Length 50th (ft)	30	0	46	0	62	268	137	207
Queue Length 95th (ft)	56	0	78	47	127	476	#226	296
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	347	378	320	424	533	2208	250	1874
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.05	0.19	0.26	0.23	0.61	0.69	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	276	663	408	1153	153	918	367	326
v/c Ratio	1.42	0.89	2.09	1.46	0.83	0.59	1.88	0.20
Control Delay	258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4
Queue Length 50th (ft)	~349	316	~608	~733	143	318	~528	94
Queue Length 95th (ft)	#536	#422	#822	#874	#257	386	#733	127
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	195	744	195	790	195	1556	195	1616
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.42	0.89	2.09	1.46	0.78	0.59	1.88	0.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	110.7	131.9	0.17	4.5	F
Terra Bella Avenue	III	35	19.4	32.3	51.7	0.15	10.6	E
	III	35	19.5	6.9	26.4	0.15	20.8	C
US-101 NB Ramps	III	35	23.6	38.5	62.1	0.20	11.4	E
Pear Avenue	III	35	18.0	154.6	172.6	0.14	2.9	F
Shorebird Way	III	35	24.5	24.1	48.6	0.20	15.1	D
Total	III		126.2	367.1	493.3	1.01	7.4	F

Arterial Level of Service: SB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	19.3	43.8	0.20	16.8	D
US-101 NB Ramps	III	35	18.0	30.8	48.8	0.14	10.4	E
US-101 SB Ramps	III	35	23.6	6.0	29.6	0.20	23.9	C
Terra Bella Avenue	III	35	19.5	17.8	37.3	0.15	14.7	D
Middlefield Road	III	35	19.4	25.2	44.6	0.15	12.3	E
Total	III		105.0	99.1	204.1	0.85	14.9	D

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	250	480	450	440	10	320	90	200	20	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.93	1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1821	1467	1681	1755		1770	1863	1547	1770	3302	
Flt Permitted		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1821	1467	1681	1755		1770	1863	1547	1770	3302	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	263	505	474	463	11	337	95	211	21	379	221
RTOR Reduction (vph)	0	0	208	0	1	0	0	0	125	0	96	0
Lane Group Flow (vph)	0	368	297	427	520	0	337	95	86	21	504	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			38			3			3			6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		12.0	12.0	22.1	22.1		17.7	35.6	35.6	1.5	19.4	
Effective Green, g (s)		12.0	12.0	22.1	22.1		17.7	35.6	35.6	1.5	19.4	
Actuated g/C Ratio		0.14	0.14	0.25	0.25		0.20	0.41	0.41	0.02	0.22	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		250	201	426	444		359	760	631	30	734	
v/s Ratio Prot		0.20		0.25	c0.30		c0.19	0.05		0.01	c0.15	
v/s Ratio Perm			c0.20						0.06			
v/c Ratio		1.47	1.48	1.00	1.17		0.94	0.12	0.14	0.70	0.69	
Uniform Delay, d1		37.6	37.6	32.5	32.5		34.2	16.1	16.2	42.6	31.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		232.9	240.1	44.2	98.9		31.4	0.1	0.1	44.4	2.1	
Delay (s)		270.5	277.7	76.7	131.4		65.6	16.2	16.3	87.1	33.3	
Level of Service		F	F	E	F		E	B	B	F	C	
Approach Delay (s)		274.7			106.8			42.1			35.1	
Approach LOS		F			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			126.4			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			87.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: San Antonio Road & US-101 Ramps

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Volume (vph)	0	0	0	970	0	180	0	430	770	0	1000	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0		3.0		4.5			3.5	4.0
Lane Util. Factor				1.00		1.00		0.95			1.00	1.00
Frpb, ped/bikes				1.00		1.00		0.99			1.00	0.98
Flpb, ped/bikes				1.00		1.00		1.00			1.00	1.00
Frt				1.00		0.85		0.90			1.00	0.85
Flt Protected				0.95		1.00		1.00			1.00	1.00
Satd. Flow (prot)				1770		1583		3154			1863	1547
Flt Permitted				0.95		1.00		1.00			1.00	1.00
Satd. Flow (perm)				1770		1583		3154			1863	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1021	0	189	0	453	811	0	1053	305
RTOR Reduction (vph)	0	0	0	0	0	104	0	466	0	0	0	0
Lane Group Flow (vph)	0	0	0	1021	0	85	0	798	0	0	1053	305
Confl. Peds. (#/hr)												6
Confl. Bikes (#/hr)									2			
Turn Type				Perm		Perm		NA			NA	Free
Protected Phases								2			6	
Permitted Phases				4		4						Free
Actuated Green, G (s)				27.0		27.0		25.5			26.5	60.0
Effective Green, g (s)				27.0		27.0		25.5			26.5	60.0
Actuated g/C Ratio				0.45		0.45		0.42			0.44	1.00
Clearance Time (s)				3.0		3.0		4.5			3.5	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				796		712		1340			822	1547
v/s Ratio Prot								0.25			c0.57	
v/s Ratio Perm				c0.58		0.05						0.20
v/c Ratio				1.28		0.12		0.60			1.28	0.20
Uniform Delay, d1				16.5		9.6		13.3			16.8	0.0
Progression Factor				1.00		1.00		1.00			1.00	1.00
Incremental Delay, d2				136.7		0.1		2.0			135.8	0.3
Delay (s)				153.2		9.7		15.2			152.5	0.3
Level of Service				F		A		B			F	A
Approach Delay (s)		0.0			130.8			15.2			118.3	
Approach LOS		A			F			B			F	
Intersection Summary												
HCM 2000 Control Delay			88.3		HCM 2000 Level of Service					F		
HCM 2000 Volume to Capacity ratio			1.31									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)					7.5		
Intersection Capacity Utilization			113.0%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

2030 PM Peak Hour

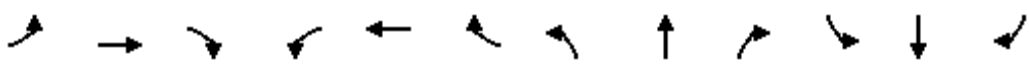
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	320	350	490	940	240	20	140	280	430	20	1100	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.91		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3176		3319	1826		1652	3355	1515	1652	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3176		3319	1826		1652	3355	1515	1652	4653	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	368	516	989	253	21	147	295	453	21	1158	474
RTOR Reduction (vph)	0	115	0	0	4	0	0	0	283	0	62	0
Lane Group Flow (vph)	337	769	0	989	270	0	147	295	170	21	1570	0
Confl. Peds. (#/hr)			11			65			10			3
Confl. Bikes (#/hr)			4			13			32			31
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	26.1	33.4		15.0	22.3		8.0	41.3	41.3	3.1	36.4	
Effective Green, g (s)	26.1	33.4		15.0	22.3		8.0	41.3	41.3	3.1	36.4	
Actuated g/C Ratio	0.24	0.30		0.14	0.20		0.07	0.38	0.38	0.03	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.6	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.5	3.0	3.5	
Lane Grp Cap (vph)	405	964		452	370		120	1259	568	46	1539	
v/s Ratio Prot	0.20	c0.24		c0.30	0.15		c0.09	0.09		0.01	c0.34	
v/s Ratio Perm									0.11			
v/c Ratio	0.83	0.88dr		2.19	0.73		1.23	0.23	0.30	0.46	1.02	
Uniform Delay, d1	39.9	35.2		47.5	41.0		51.0	23.5	24.2	52.6	36.8	
Progression Factor	1.00	1.00		1.00	1.00		1.24	0.64	0.29	1.00	1.00	
Incremental Delay, d2	13.6	4.8		541.9	7.3		154.4	0.4	1.3	7.0	28.1	
Delay (s)	53.5	40.0		589.4	48.3		217.9	15.5	8.4	59.6	64.9	
Level of Service	D	D		F	D		F	B	A	E	E	
Approach Delay (s)		43.7			472.0			45.1			64.8	
Approach LOS		D			F			D			E	
Intersection Summary												
HCM 2000 Control Delay	158.4			HCM 2000 Level of Service					F			
HCM 2000 Volume to Capacity ratio	1.15											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)					17.2			
Intersection Capacity Utilization	106.4%			ICU Level of Service					G			
Analysis Period (min)	15											
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramps

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗			↗↗	↗
Volume (vph)	0	0	300	0	0	280	400	570	0	0	1950	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	11	12	12	14	12
Total Lost time (s)			4.0			4.0	4.1	4.0			4.1	4.0
Lane Util. Factor			1.00			1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00			1.00	1.00	1.00			1.00	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	1652	3421			3775	1533
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	1652	3421			3775	1533
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	316	0	0	295	421	600	0	0	2053	611
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	316	0	0	295	421	600	0	0	2053	611
Confl. Peds. (#/hr)									6			
Confl. Bikes (#/hr)									6			32
Turn Type			Free			Free	Prot	NA			NA	Free
Protected Phases							5	Free			6	
Permitted Phases			Free			Free						Free
Actuated Green, G (s)			55.0			55.0	15.4	55.0			31.4	55.0
Effective Green, g (s)			55.0			55.0	15.4	55.0			31.4	55.0
Actuated g/C Ratio			1.00			1.00	0.28	1.00			0.57	1.00
Clearance Time (s)							4.1				4.1	
Vehicle Extension (s)							2.0				4.0	
Lane Grp Cap (vph)			1611			1611	462	3421			2155	1533
v/s Ratio Prot							c0.25	0.18			c0.54	
v/s Ratio Perm			0.20			0.18						0.40
v/c Ratio			0.20			0.18	0.91	0.18			0.95	0.40
Uniform Delay, d1			0.0			0.0	19.1	0.0			11.1	0.0
Progression Factor			1.00			1.00	1.69	1.00			2.04	1.00
Incremental Delay, d2			0.3			0.3	18.3	0.1			1.4	0.1
Delay (s)			0.3			0.3	50.5	0.1			24.1	0.1
Level of Service			A			A	D	A			C	A
Approach Delay (s)		0.3			0.3			20.9			18.6	
Approach LOS		A			A			C			B	
Intersection Summary												
HCM 2000 Control Delay			16.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			55.0				Sum of lost time (s)				8.2	
Intersection Capacity Utilization			82.8%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	480	150	120	50	80	310	720	220	830	1010	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1560	1681	1733	1583	1770	3396		3433	3360	
Flt Permitted	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1560	1681	1733	1583	1770	3396		3433	3360	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	505	158	126	53	84	326	758	232	874	1063	432
RTOR Reduction (vph)	0	0	97	0	0	60	0	24	0	0	36	0
Lane Group Flow (vph)	126	505	61	88	91	24	326	966	0	874	1459	0
Confl. Peds. (#/hr)			2						7			1
Confl. Bikes (#/hr)									4			5
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	1	5	2		1	6	
Permitted Phases			7			8						
Actuated Green, G (s)	21.5	21.5	21.5	10.6	10.6	31.1	10.0	42.3		20.5	53.3	
Effective Green, g (s)	21.5	21.5	21.5	10.6	10.6	31.1	10.0	42.3		20.5	53.3	
Actuated g/C Ratio	0.20	0.20	0.20	0.10	0.10	0.28	0.09	0.38		0.19	0.48	
Clearance Time (s)	3.5	3.5	3.5	4.0	4.0	3.5	3.0	4.1		3.5	4.1	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	345	364	304	161	166	497	160	1305		639	1628	
v/s Ratio Prot	0.07	c0.27		0.05	c0.05	0.01	c0.18	0.28		c0.25	c0.43	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.37	1.39	0.20	0.55	0.55	0.05	2.04	0.74		1.37	0.90	
Uniform Delay, d1	38.3	44.2	37.0	47.4	47.4	28.7	50.0	29.1		44.8	25.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.03	0.72		0.89	0.81	
Incremental Delay, d2	0.2	190.5	0.1	2.0	2.0	0.0	479.5	2.3		170.5	4.3	
Delay (s)	38.6	234.8	37.2	49.4	49.4	28.7	531.1	23.3		210.3	25.3	
Level of Service	D	F	D	D	D	C	F	C		F	C	
Approach Delay (s)		163.9			42.8			149.1			93.6	
Approach LOS		F			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			117.9				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.18									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			103.6%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	40	600	10	100	50	270	810	10	30	750	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.94	
Flt Protected		0.96	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1818	1590		2005		1652	3348		1652	2931	
Flt Permitted		0.55	1.00		0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1046	1590		1520		1652	3348		1652	2931	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	411	42	632	11	105	53	284	853	11	32	789	526
RTOR Reduction (vph)	0	0	265	0	15	0	0	1	0	0	102	0
Lane Group Flow (vph)	0	453	367	0	154	0	284	863	0	32	1213	0
Confl. Peds. (#/hr)						2			6			8
Confl. Bikes (#/hr)			4			3			4			23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		30.6	30.6		30.6		20.6	62.4		4.5	46.3	
Effective Green, g (s)		30.6	30.6		30.6		20.6	62.4		4.5	46.3	
Actuated g/C Ratio		0.28	0.28		0.28		0.19	0.57		0.04	0.42	
Clearance Time (s)		4.6	4.6		4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)		290	442		422		309	1899		67	1233	
v/s Ratio Prot							c0.17	0.26		0.02	c0.41	
v/s Ratio Perm		c0.43	0.23		0.10							
v/c Ratio		1.56	0.83		0.36		0.92	0.45		0.48	0.98	
Uniform Delay, d1		39.7	37.3		31.9		43.9	13.9		51.6	31.5	
Progression Factor		1.00	1.00		1.00		1.03	0.91		1.08	0.59	
Incremental Delay, d2		269.1	12.0		0.2		30.0	0.8		1.2	16.2	
Delay (s)		308.8	49.2		32.1		75.3	13.3		56.6	34.6	
Level of Service		F	D		C		E	B		E	C	
Approach Delay (s)		157.6			32.1			28.7			35.2	
Approach LOS		F			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			68.5				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			100.3%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	700	390	10	60	130	1690	700	90	1530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	*0.56	
Frpb, ped/bikes		0.95			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.87			0.98		1.00	0.96		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1545			1750		3433	3210		1770	3125	
Flt Permitted		0.99			0.09		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1536			173		3433	3210		1770	3125	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	737	411	11	63	137	1779	737	95	1611	11
RTOR Reduction (vph)	0	155	0	0	4	0	0	35	0	0	1	0
Lane Group Flow (vph)	0	614	0	0	481	0	137	2481	0	95	1621	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		39.5			39.0		14.0	68.0		8.0	62.0	
Effective Green, g (s)		39.5			39.0		14.0	68.0		8.0	62.0	
Actuated g/C Ratio		0.30			0.30		0.11	0.52		0.06	0.48	
Clearance Time (s)		4.5			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		466			51		369	1679		108	1490	
v/s Ratio Prot							0.04	c0.77		0.05	c0.52	
v/s Ratio Perm		0.40			c2.78							
v/c Ratio		1.32			9.43		0.37	1.48		0.88	1.09	
Uniform Delay, d1		45.2			45.5		53.9	31.0		60.5	34.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		157.9			3831.4		0.6	218.3		50.1	51.3	
Delay (s)		203.1			3876.9		54.5	249.3		110.6	85.3	
Level of Service		F			F		D	F		F	F	
Approach Delay (s)		203.1			3876.9			239.2			86.7	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		501.4			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		4.11										
Actuated Cycle Length (s)		130.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		159.2%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

35: US-101 NB Ramps & Shoreline Boulevard & La Avenida Street

2030 + Project PM Peak Hour

									
Movement	WBL2	WBR	NBT	NBR2	SBT	SBR	SWL	SWT	SWR
Lane Configurations									
Volume (vph)	460	1950	550	350	2030	590	470	210	20
Ideal Flow (vphpl)	1900	1635	1700	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5	6.2	4.0	5.0	4.0	3.5	3.5	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	*0.50	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3261	2398	3167	1583	2794	1552	1681	1735	1560
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3261	2398	3167	1583	2794	1552	1681	1735	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	484	2053	579	368	2137	621	495	221	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	484	2053	579	368	2137	621	351	365	21
Confl. Peds. (#/hr)		2				10			2
Confl. Bikes (#/hr)						23			
Parking (#/hr)	0								
Turn Type	Prot	Prot	NA	Free	NA	Free	Split	NA	Perm
Protected Phases	8	8	2		6		7	7	
Permitted Phases				Free		Free			7
Actuated Green, G (s)	32.5	32.5	67.8	125.0	69.0	125.0	11.5	11.5	11.5
Effective Green, g (s)	32.5	32.5	67.8	125.0	69.0	125.0	11.5	11.5	11.5
Actuated g/C Ratio	0.26	0.26	0.54	1.00	0.55	1.00	0.09	0.09	0.09
Clearance Time (s)	3.5	3.5	6.2		5.0		3.5	3.5	3.5
Vehicle Extension (s)	0.2	0.2	0.2		0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	847	623	1717	1583	1542	1552	154	159	143
v/s Ratio Prot	0.15	c0.86	0.18		c0.76		0.21	c0.21	
v/s Ratio Perm				0.23		0.40			0.01
v/c Ratio	0.57	3.30	0.34	0.23	1.39	0.40	2.28	2.30	0.15
Uniform Delay, d1	40.2	46.2	16.0	0.0	28.0	0.0	56.8	56.8	52.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	1037.0	0.5	0.3	177.7	0.8	595.8	602.4	0.2
Delay (s)	40.8	1083.3	16.5	0.3	205.7	0.8	652.5	659.2	52.4
Level of Service	D	F	B	A	F	A	F	F	D
Approach Delay (s)			10.3		159.6			638.7	
Approach LOS			B		F			F	
Intersection Summary									
HCM 2000 Control Delay			453.4		HCM 2000 Level of Service				F
HCM 2000 Volume to Capacity ratio			2.05						
Actuated Cycle Length (s)			125.0		Sum of lost time (s)				13.2
Intersection Capacity Utilization			127.3%		ICU Level of Service				H
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

36: Shoreline Boulevard & US-101 SB Ramps

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	0	650	0	0	0	180	710	1170	0	1620	1340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5		3.5				3.0	4.0			4.0	4.0
Lane Util. Factor	0.97		0.88				1.00	0.95			0.95	1.00
Frpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00		1.00				1.00	1.00			1.00	1.00
Frt	1.00		0.85				1.00	0.91			1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		2787				1770	3209			3539	1552
Flt Permitted	0.95		1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	3433		2787				1770	3209			3539	1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	0	684	0	0	0	189	747	1232	0	1705	1411
RTOR Reduction (vph)	0	0	265	0	0	0	0	216	0	0	0	0
Lane Group Flow (vph)	200	0	419	0	0	0	189	1763	0	0	1705	1411
Confl. Peds. (#/hr)												7
Confl. Bikes (#/hr)												27
Turn Type	Prot		Prot				Prot	NA			NA	Free
Protected Phases	4		4				5	2			6	
Permitted Phases												Free
Actuated Green, G (s)	17.5		17.5				14.0	101.0			84.0	126.0
Effective Green, g (s)	17.5		17.5				14.0	101.0			84.0	126.0
Actuated g/C Ratio	0.14		0.14				0.11	0.80			0.67	1.00
Clearance Time (s)	3.5		3.5				3.0	4.0			4.0	
Vehicle Extension (s)	3.0		3.0				5.0	5.0			5.0	
Lane Grp Cap (vph)	476		387				196	2572			2359	1552
v/s Ratio Prot	0.06		0.15				0.11	0.55			0.48	
v/s Ratio Perm												c0.91
v/c Ratio	0.42		1.08				0.96	0.69			0.72	0.91
Uniform Delay, d1	49.6		54.2				55.8	5.5			13.5	0.0
Progression Factor	1.00		1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6		69.5				54.3	1.5			2.0	9.4
Delay (s)	50.2		123.8				110.1	7.0			15.5	9.4
Level of Service	D		F				F	A			B	A
Approach Delay (s)		107.1			0.0			16.0			12.7	
Approach LOS		F			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			27.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)			10.5		
Intersection Capacity Utilization			74.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	310	20	80	50	40	120	70	1630	40	90	2030	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1779	1553		1812	1553	1770	3522		1770	3493	
Flt Permitted		0.62	1.00		0.25	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1164	1553		464	1553	1770	3522		1770	3493	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	326	21	84	53	42	126	74	1716	42	95	2137	158
RTOR Reduction (vph)	0	0	67	0	0	81	0	1	0	0	4	0
Lane Group Flow (vph)	0	347	17	0	95	45	74	1757	0	95	2291	0
Confl. Peds. (#/hr)			4			5			11			2
Confl. Bikes (#/hr)			1									25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		26.0	26.0		26.0	26.0	8.0	78.6		12.4	83.0	
Effective Green, g (s)		26.0	26.0		26.0	26.0	8.0	78.6		12.4	83.0	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.06	0.60		0.10	0.64	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		232	310		92	310	108	2129		168	2230	
v/s Ratio Prot							0.04	c0.50		0.05	c0.66	
v/s Ratio Perm		c0.30	0.01		0.20	0.03						
v/c Ratio		1.50	0.05		1.03	0.15	0.69	0.83		0.57	1.03	
Uniform Delay, d1		52.0	42.1		52.0	42.8	59.8	20.3		56.2	23.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		244.4	0.1		103.0	0.2	16.5	3.8		4.3	26.4	
Delay (s)		296.4	42.1		155.0	43.1	76.3	24.1		60.5	49.9	
Level of Service		F	D		F	D	E	C		E	D	
Approach Delay (s)		246.9			91.2			26.2			50.4	
Approach LOS		F			F			C			D	
Intersection Summary												
HCM 2000 Control Delay			60.5				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			13.0		
Intersection Capacity Utilization			105.0%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	490	260	480	510	150	450	1210	200	320	1760	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3291		1770	3390		1770	3451		1770	3511	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3291		1770	3390		1770	3451		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	400	516	274	505	537	158	474	1274	211	337	1853	84
RTOR Reduction (vph)	0	50	0	0	19	0	0	10	0	0	2	0
Lane Group Flow (vph)	400	740	0	505	676	0	474	1475	0	337	1935	0
Confl. Peds. (#/hr)			10			4			14			6
Confl. Bikes (#/hr)			28			22			1			27
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		21.0	36.0		16.0	51.0		21.0	56.0	
Effective Green, g (s)	16.0	31.0		21.0	36.0		16.0	51.0		21.0	56.0	
Actuated g/C Ratio	0.11	0.22		0.15	0.26		0.11	0.36		0.15	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	728		265	871		202	1257		265	1404	
v/s Ratio Prot	0.23	c0.22		c0.29	0.20		c0.27	0.43		0.19	c0.55	
v/s Ratio Perm												
v/c Ratio	1.98	1.02		1.91	0.78		2.35	1.17		1.27	1.38	
Uniform Delay, d1	62.0	54.5		59.5	48.3		62.0	44.5		59.5	42.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	458.4	37.6		421.4	4.4		621.1	86.9		148.4	174.6	
Delay (s)	520.4	92.1		480.9	52.6		683.1	131.4		207.9	216.6	
Level of Service	F	F		F	D		F	F		F	F	
Approach Delay (s)		236.1			232.8			264.9			215.3	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		236.9					HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio		1.50										
Actuated Cycle Length (s)		140.0					Sum of lost time (s)			16.0		
Intersection Capacity Utilization		138.3%					ICU Level of Service			H		
Analysis Period (min)		15										
c Critical Lane Group												

1: San Antonio Road & Bayshore Parkway

2030 + Project PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	505	427	521	337	95	211	21	600
v/c Ratio	1.43	1.22	0.98	1.14	0.91	0.12	0.27	0.25	0.79
Control Delay	243.9	138.5	71.9	117.5	64.3	16.5	3.7	48.4	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	243.9	138.5	71.9	117.5	64.3	16.5	3.7	48.4	33.8
Queue Length 50th (ft)	~269	~216	237	~348	176	28	0	11	128
Queue Length 95th (ft)	#466	#430	#468	#593	#356	65	41	36	187
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	258	414	437	458	377	808	791	83	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	1.22	0.98	1.14	0.89	0.12	0.27	0.25	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2: San Antonio Road & US-101 Ramps

2030 + Project PM Peak Hour



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	1021	189	1264	1053	305
v/c Ratio	1.28	0.23	0.70	1.28	0.20
Control Delay	157.5	2.7	7.1	156.7	0.3
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay	157.5	2.7	7.1	157.1	0.3
Queue Length 50th (ft)	~485	0	55	~500	0
Queue Length 95th (ft)	#690	29	115	#707	0
Internal Link Dist (ft)			854	286	
Turn Bay Length (ft)	270				
Base Capacity (vph)	796	816	1807	822	1547
Starvation Cap Reductn	0	0	0	60	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.28	0.23	0.70	1.38	0.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	337	884	989	274	147	295	453	21	1632
v/c Ratio	0.83	0.88dr	2.19	0.73	1.23	0.22	0.52	0.21	1.02
Control Delay	58.5	35.1	566.7	51.5	205.2	16.2	3.1	53.5	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	35.1	566.7	51.5	205.2	16.2	3.1	53.5	63.1
Queue Length 50th (ft)	225	248	~578	179	~130	39	2	14	~441
Queue Length 95th (ft)	#391	306	#706	251	#263	86	21	40	#598
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	406	1243	452	757	120	1332	870	120	1600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.71	2.19	0.36	1.23	0.22	0.52	0.17	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

14: Rengstorff Avenue & US-101 NB Ramps/US-101 NB Off Ramps

2030 + Project PM Peak Hour



Lane Group	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	295	421	600	2053	611
v/c Ratio	0.20	0.18	0.91	0.18	0.95	0.40
Control Delay	0.3	0.2	54.1	0.1	25.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	0.2	54.1	0.1	25.0	0.6
Queue Length 50th (ft)	0	0	257	0	701	12
Queue Length 95th (ft)	0	0	#412	0	m551	m0
Internal Link Dist (ft)				1081	557	
Turn Bay Length (ft)			210			
Base Capacity (vph)	1611	1611	477	3421	2154	1533
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.18	0.88	0.18	0.95	0.40

Intersection Summary

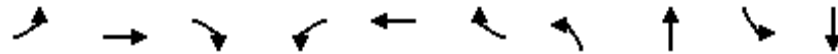
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

15: Rengstorff Avenue & US-101 SB Ramps

2030 + Project PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	505	158	88	91	84	326	990	874	1495
v/c Ratio	0.37	1.39	0.39	0.54	0.54	0.15	2.04	0.74	1.37	0.90
Control Delay	41.9	225.6	14.5	59.5	59.1	6.0	506.9	23.2	203.6	25.5
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	3.9	0.0	0.2
Total Delay	41.9	225.6	14.7	59.5	59.1	6.0	506.9	27.1	203.6	25.7
Queue Length 50th (ft)	78	~476	22	64	66	0	~362	180	~415	352
Queue Length 95th (ft)	136	#680	81	113	117	33	m#425	m181	m#460	m#478
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	402	259	267	562	160	1330	639	1664
Starvation Cap Reductn	0	0	0	0	0	0	0	255	0	0
Spillback Cap Reductn	0	0	27	0	0	0	0	0	0	10
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.39	0.42	0.34	0.34	0.15	2.04	0.92	1.37	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

16: Rengstorff Avenue & Leghorn Street

2030 + Project PM Peak Hour



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	453	632	169	284	864	32	1315
v/c Ratio	1.56	0.89	0.39	0.92	0.44	0.33	0.98
Control Delay	296.9	32.6	31.0	80.0	13.4	58.2	33.3
Queue Delay	1.1	0.0	0.2	0.0	0.0	0.0	38.0
Total Delay	298.0	32.6	31.2	80.0	13.4	58.2	71.3
Queue Length 50th (ft)	~453	199	84	207	171	24	~124
Queue Length 95th (ft)	#652	#431	147	m#350	m211	m33	m#236
Internal Link Dist (ft)	542		587		1506		185
Turn Bay Length (ft)				127		50	
Base Capacity (vph)	291	707	438	321	1942	126	1337
Starvation Cap Reductn	0	0	0	0	0	0	138
Spillback Cap Reductn	24	0	36	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.70	0.89	0.42	0.88	0.44	0.25	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

34: Shoreline Boulevard & Joaquin Road/Pear Avenue

2030 + Project PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	769	485	137	2516	95	1622
v/c Ratio	1.24	8.66	0.25	1.47	0.88	0.75
Control Delay	148.9	3490.0	51.2	241.0	118.9	33.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	148.9	3490.0	51.2	241.1	118.9	33.8
Queue Length 50th (ft)	~667	~766	53	~1523	81	412
Queue Length 95th (ft)	#914	#985	89	#1653	#187	429
Internal Link Dist (ft)	600	629		664		248
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	621	56	549	1713	108	2422
Starvation Cap Reductn	0	0	0	43	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.24	8.66	0.25	1.51	0.88	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	484	2053	947	2137	621
v/c Ratio	no cap	3.30	0.50	1.18	0.40
Control Delay		1054.0	13.9	110.7	0.8
Queue Delay		0.0	0.0	0.0	0.0
Total Delay	Error	1054.0	13.9	110.7	0.8
Queue Length 50th (ft)	0	~1663	184	~1343	0
Queue Length 95th (ft)	0	#1811	324	#1703	0
Internal Link Dist (ft)	1696		959	664	
Turn Bay Length (ft)					95
Base Capacity (vph)	1	623	1903	1810	1552
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	484.00	3.30	0.50	1.18	0.40

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

36: Shoreline Boulevard & US-101 SB Ramps

2030 + Project PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	200	684	189	1979	1705	1411
v/c Ratio	0.42	1.05	0.96	0.71	0.72	0.91
Control Delay	52.7	77.5	111.4	3.6	15.8	10.4
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	52.7	77.5	111.4	4.0	15.8	10.4
Queue Length 50th (ft)	77	~213	156	99	433	0
Queue Length 95th (ft)	117	#349	#306	144	516	#25
Internal Link Dist (ft)				726	959	
Turn Bay Length (ft)	105	105	160			
Base Capacity (vph)	476	652	196	2789	2359	1552
Starvation Cap Reductn	0	0	0	322	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	1.05	0.96	0.80	0.72	0.91

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

37: Shoreline Boulevard & Terra Bella Avenue

2030 + Project PM Peak Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	347	84	95	126	74	1758	95	2295
v/c Ratio	1.50	0.22	1.03	0.32	0.54	0.83	0.57	1.02
Control Delay	280.9	8.6	154.0	14.9	73.3	24.9	69.1	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.9	0.0	32.6
Total Delay	280.9	8.6	154.0	14.9	73.3	27.8	69.1	80.0
Queue Length 50th (ft)	~404	0	~85	17	61	580	78	~1109
Queue Length 95th (ft)	#596	39	#201	73	114	731	134	#1244
Internal Link Dist (ft)	785		609			722		726
Turn Bay Length (ft)		30		30	75		150	
Base Capacity (vph)	232	384	92	391	136	2130	204	2256
Starvation Cap Reductn	0	0	0	0	0	264	0	177
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.50	0.22	1.03	0.32	0.54	0.94	0.47	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

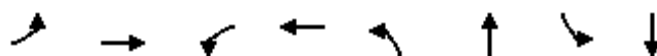
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

38: Shoreline Boulevard & Middlefield Road

2030 + Project PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	400	790	505	695	474	1485	337	1937
v/c Ratio	1.98	1.02	1.91	0.78	2.35	1.17	1.27	1.38
Control Delay	489.2	85.2	452.7	53.5	647.0	125.6	195.1	208.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	489.2	85.2	452.7	53.5	647.0	125.6	195.1	208.5
Queue Length 50th (ft)	~565	~373	~703	301	~705	~845	~386	~1233
Queue Length 95th (ft)	#773	#506	#926	376	#924	#986	#582	#1372
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	202	778	265	891	202	1267	265	1406
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.98	1.02	1.91	0.78	2.35	1.17	1.27	1.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

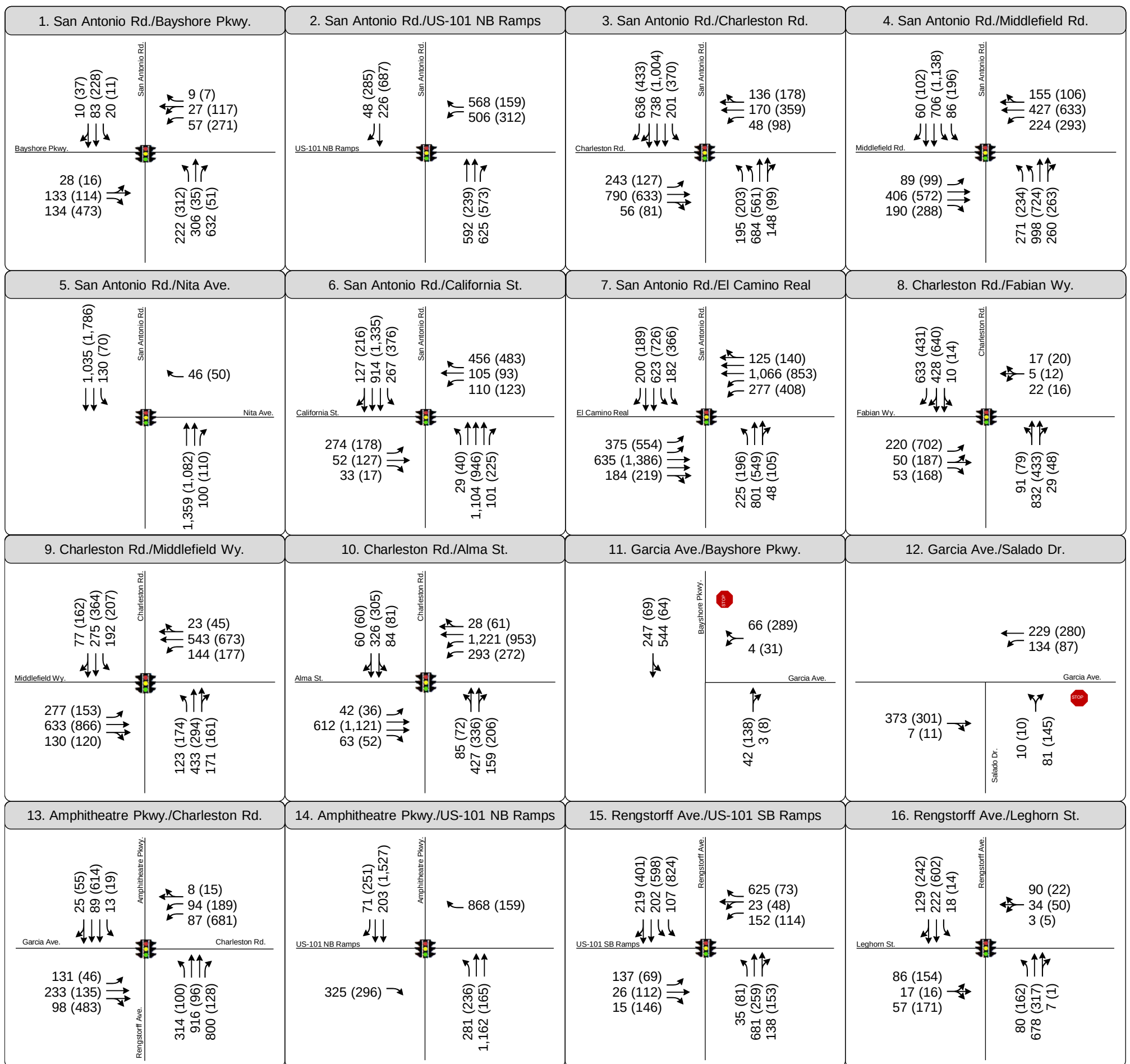
Arterial Level of Service: NB Shoreline Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Middlefield Road	III	35	21.2	125.6	146.8	0.17	4.1	F
Terra Bella Avenue	III	35	19.4	24.9	44.3	0.15	12.3	E
	III	35	19.5	3.6	23.1	0.15	23.8	C
US-101 NB Ramps	III	35	23.6	16.7	40.3	0.20	17.6	D
Pear Avenue	III	35	18.0	241.0	259.0	0.14	2.0	F
Total	III		101.7	411.8	513.5	0.81	5.7	F

Arterial Level of Service: SB Shoreline Boulevard

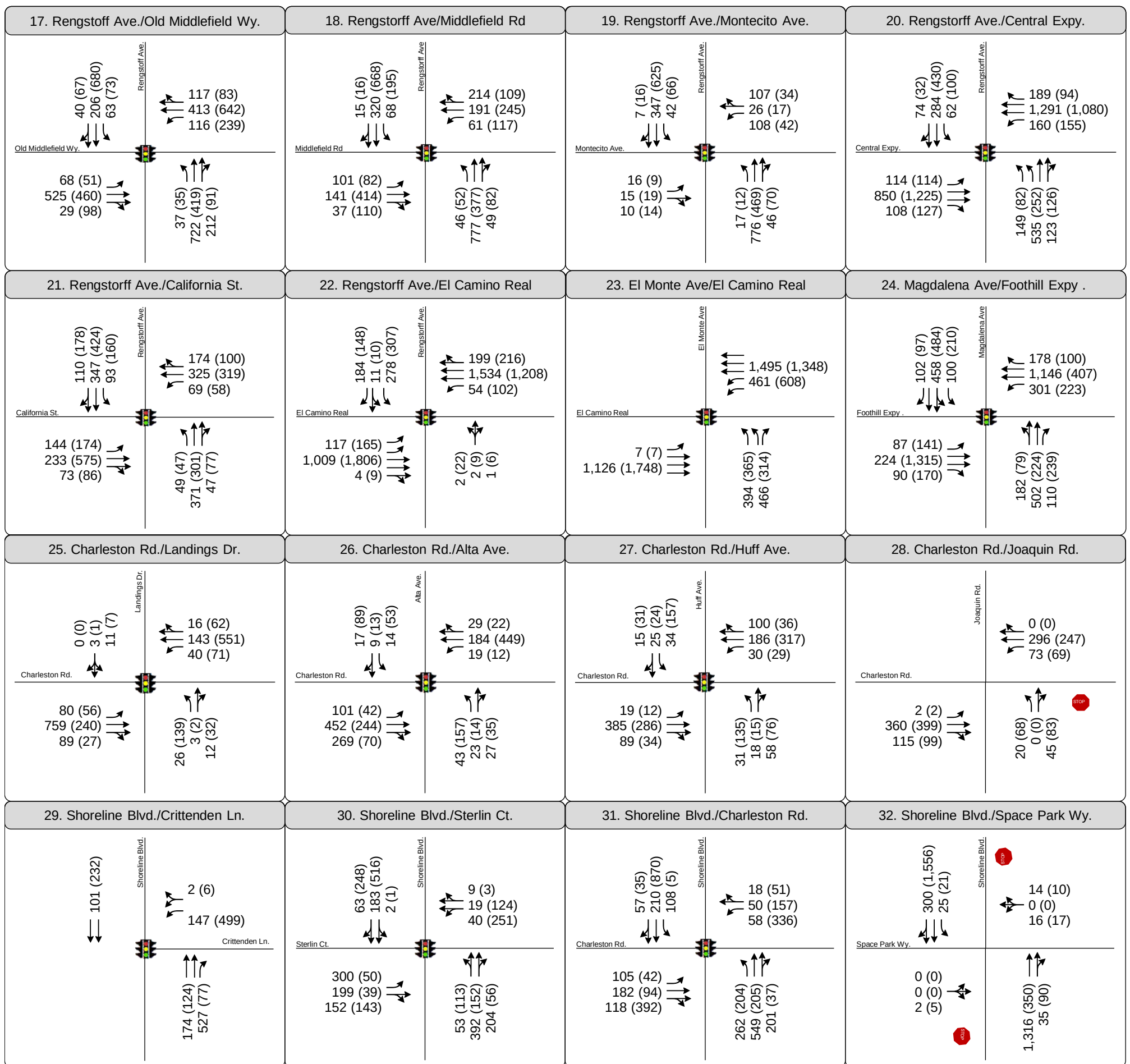
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Joaquin Road	III	35	24.5	84.5	109.0	0.20	6.7	F
US-101 NB Ramps	III	35	18.0	204.4	222.4	0.14	2.3	F
US-101 SB Ramps	III	35	23.6	15.8	39.4	0.20	18.0	D
Terra Bella Avenue	III	35	19.5	47.4	66.9	0.15	8.2	F
Middlefield Road	III	35	19.4	208.5	227.9	0.15	2.4	F
Total	III		105.0	560.6	665.6	0.85	4.6	F

**APPENDIX D:
INTERSECTION VOLUME FIGURES**



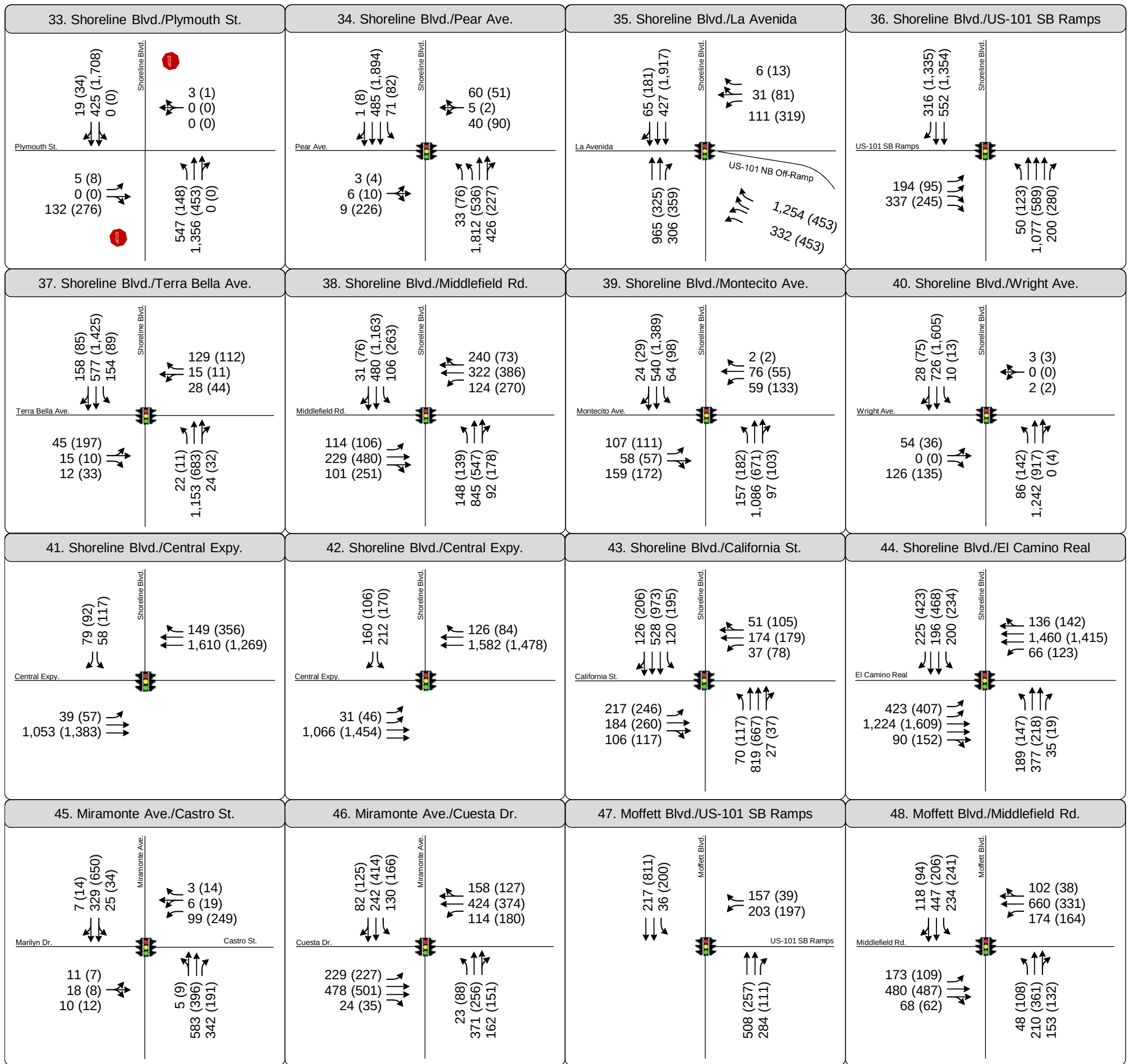
North Bayshore Precise Plan EIR
Existing Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-1





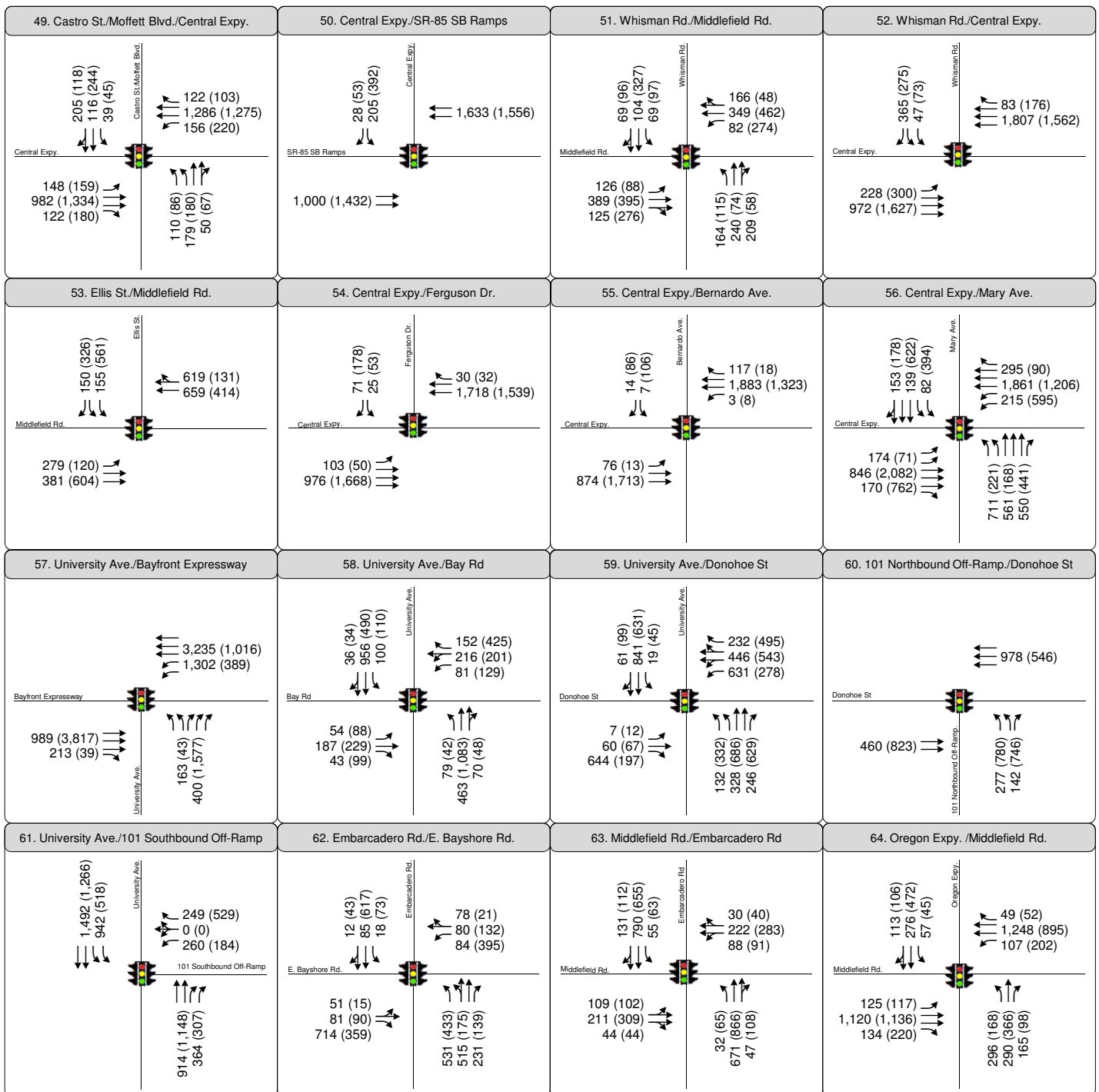
North Bayshore Precise Plan EIR
Existing Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-1





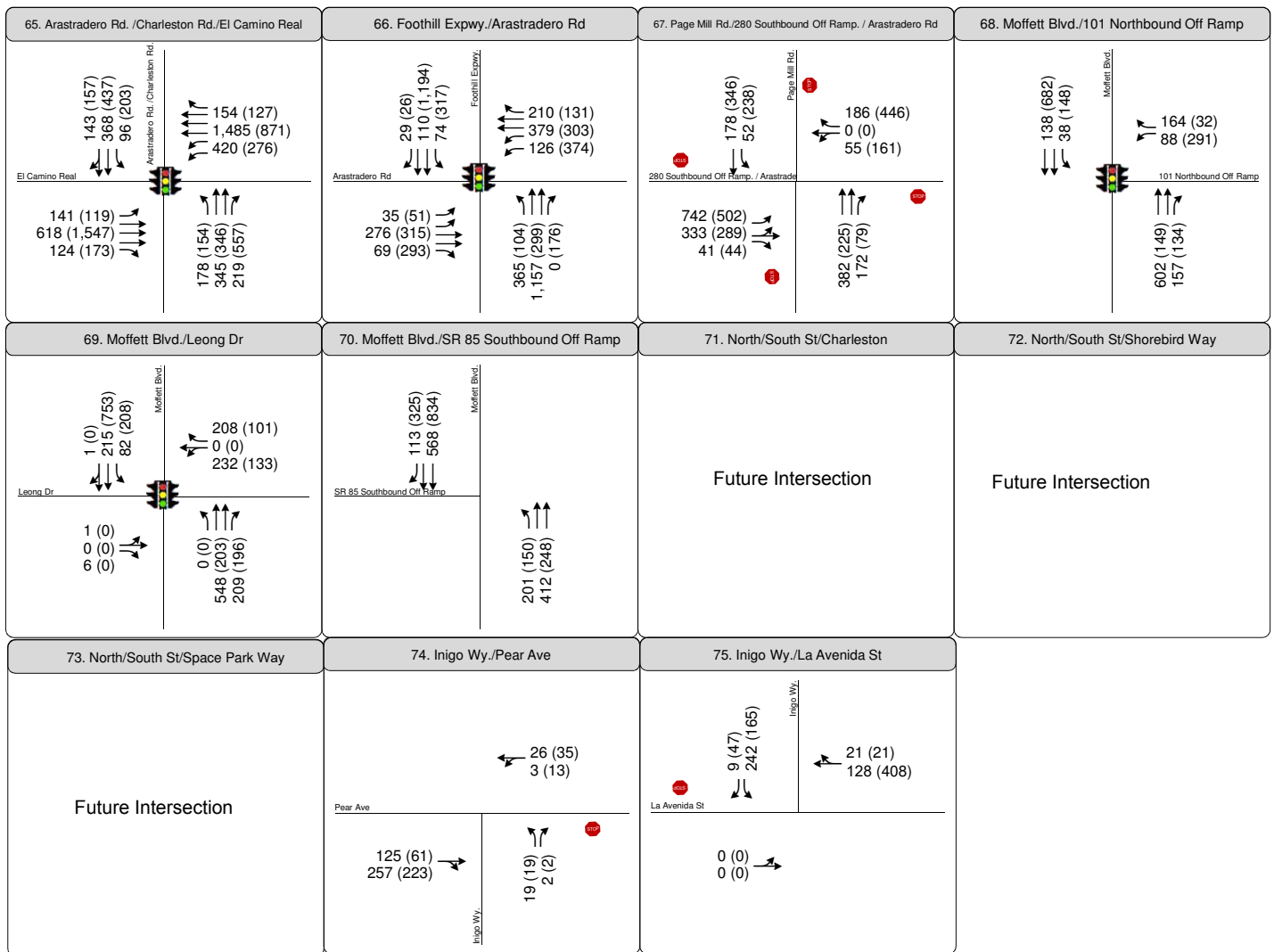
North Bayshore Precise Plan EIR
Existing Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-1





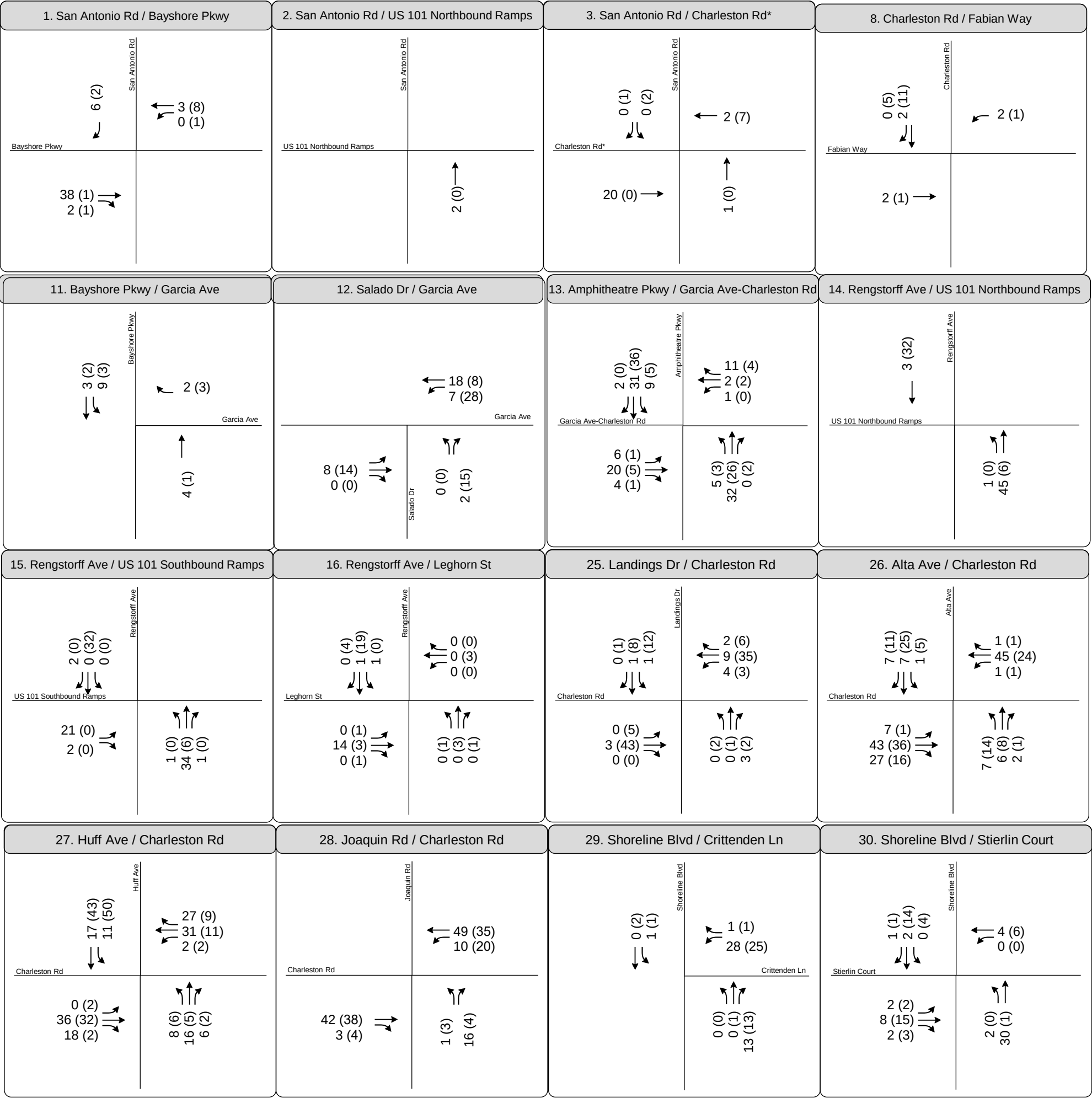
North Bayshore Precise Plan EIR
Existing Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-1





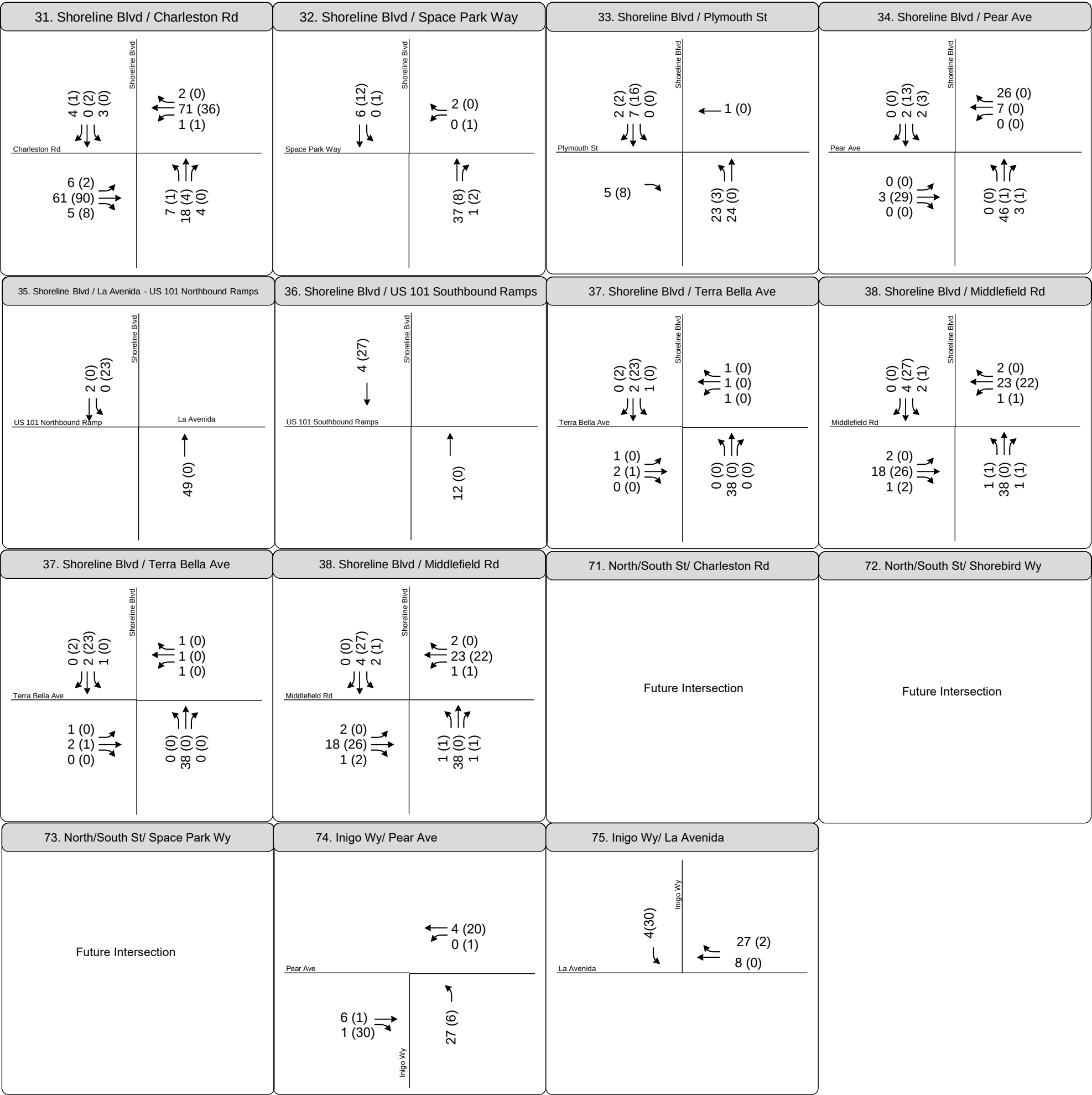
North Bayshore Precise Plan EIR
Existing Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-1



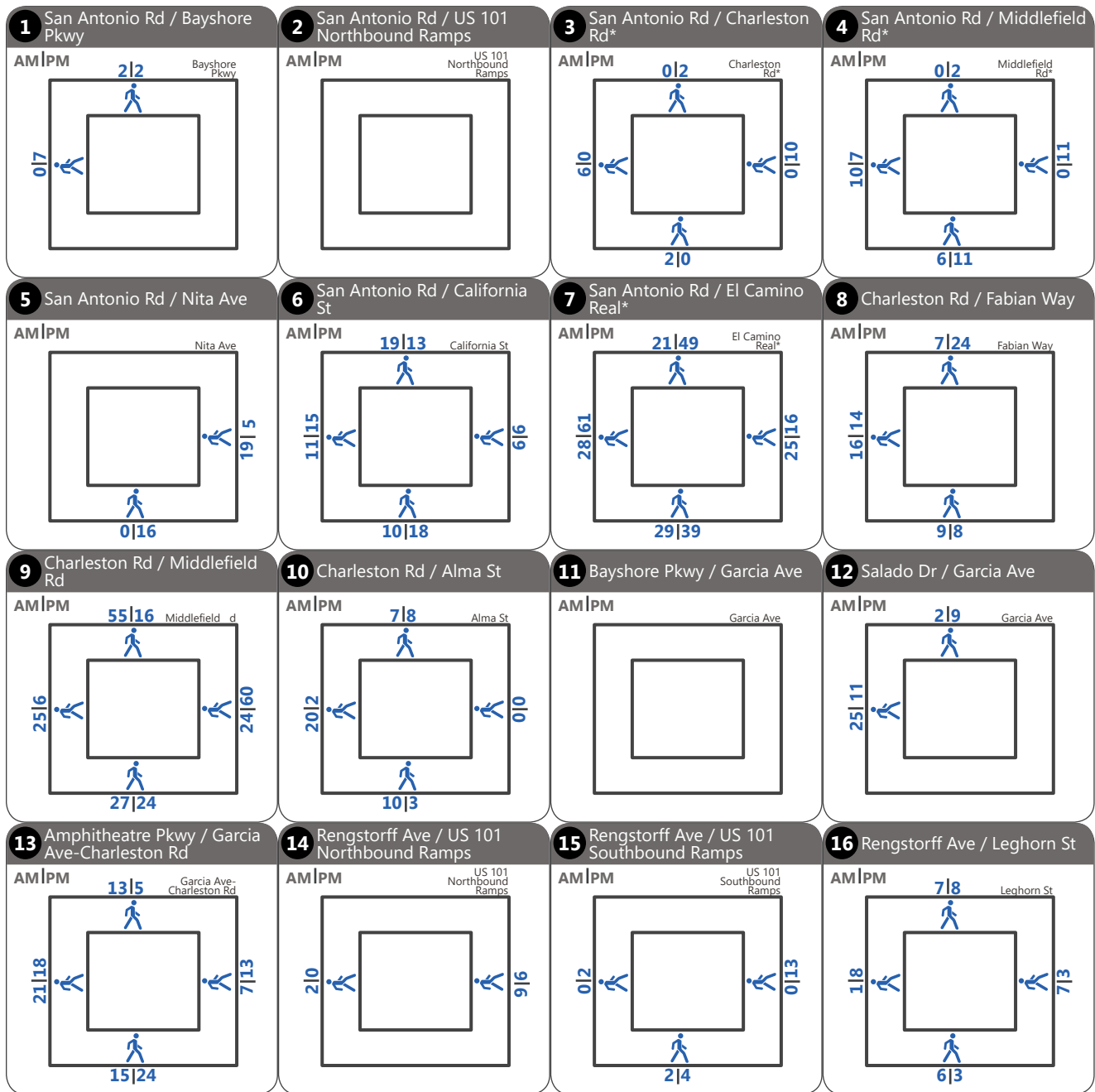


North Bayshore Precise Plan EIR
Existing Bicycle Volumes
Inside North Bayshore

Figure D-2

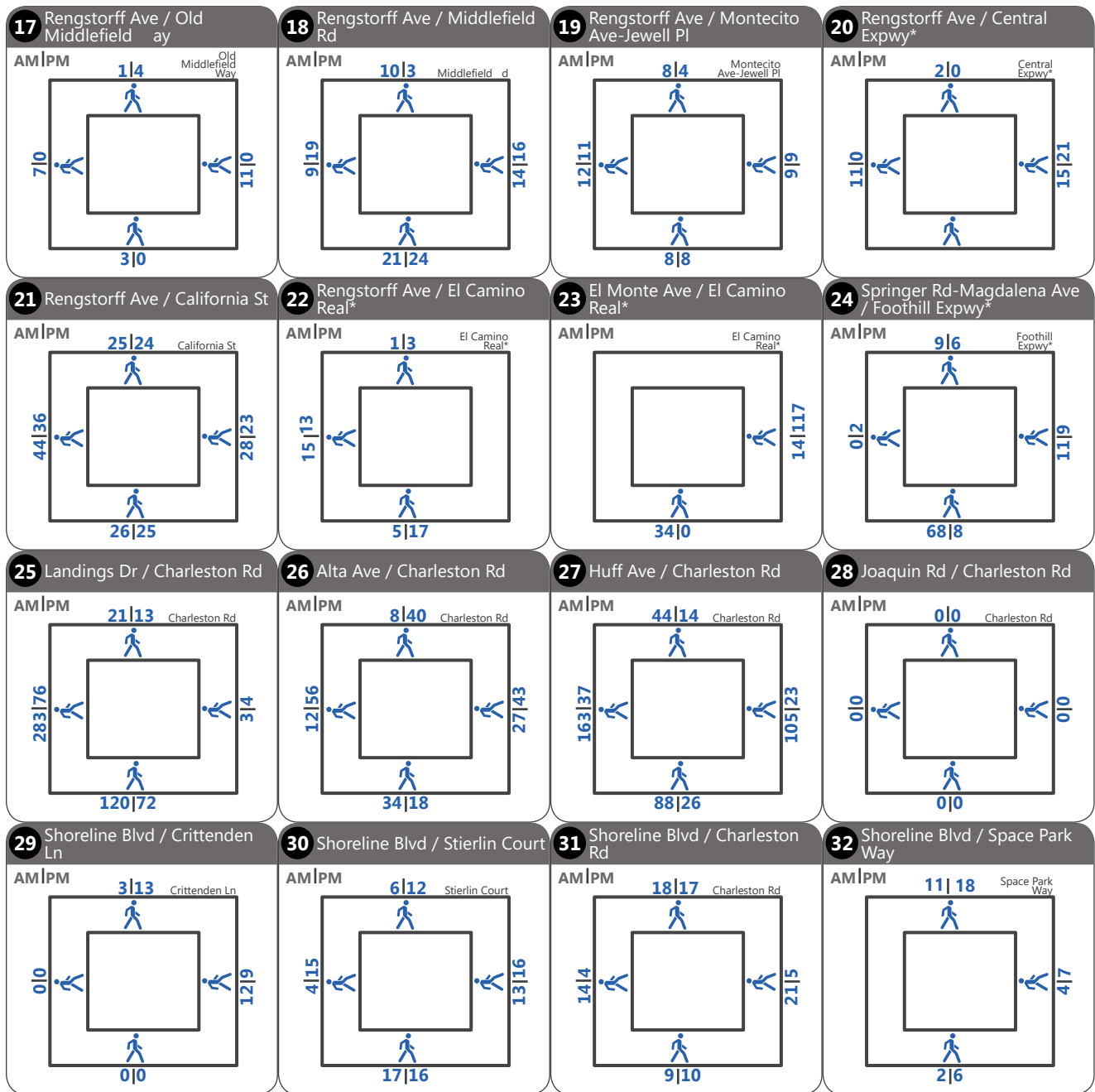


North Bayshore Precise Plan EIR
Existing Bicycle Volumes
Inside North Bayshore
Figure D-2

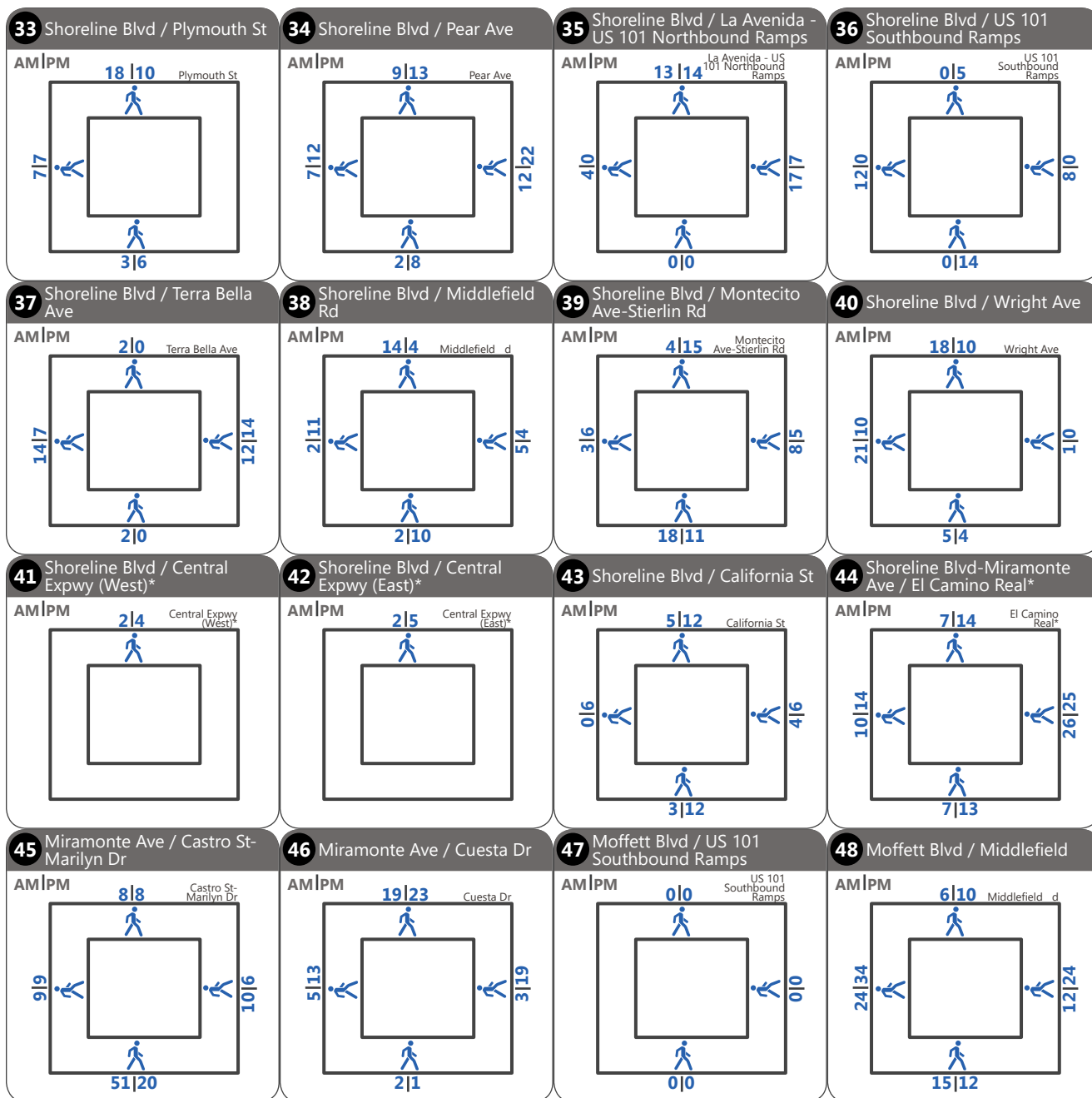


North Bayshore Precise Plan EIR
Existing Pedestrian Volumes
Figure D-3



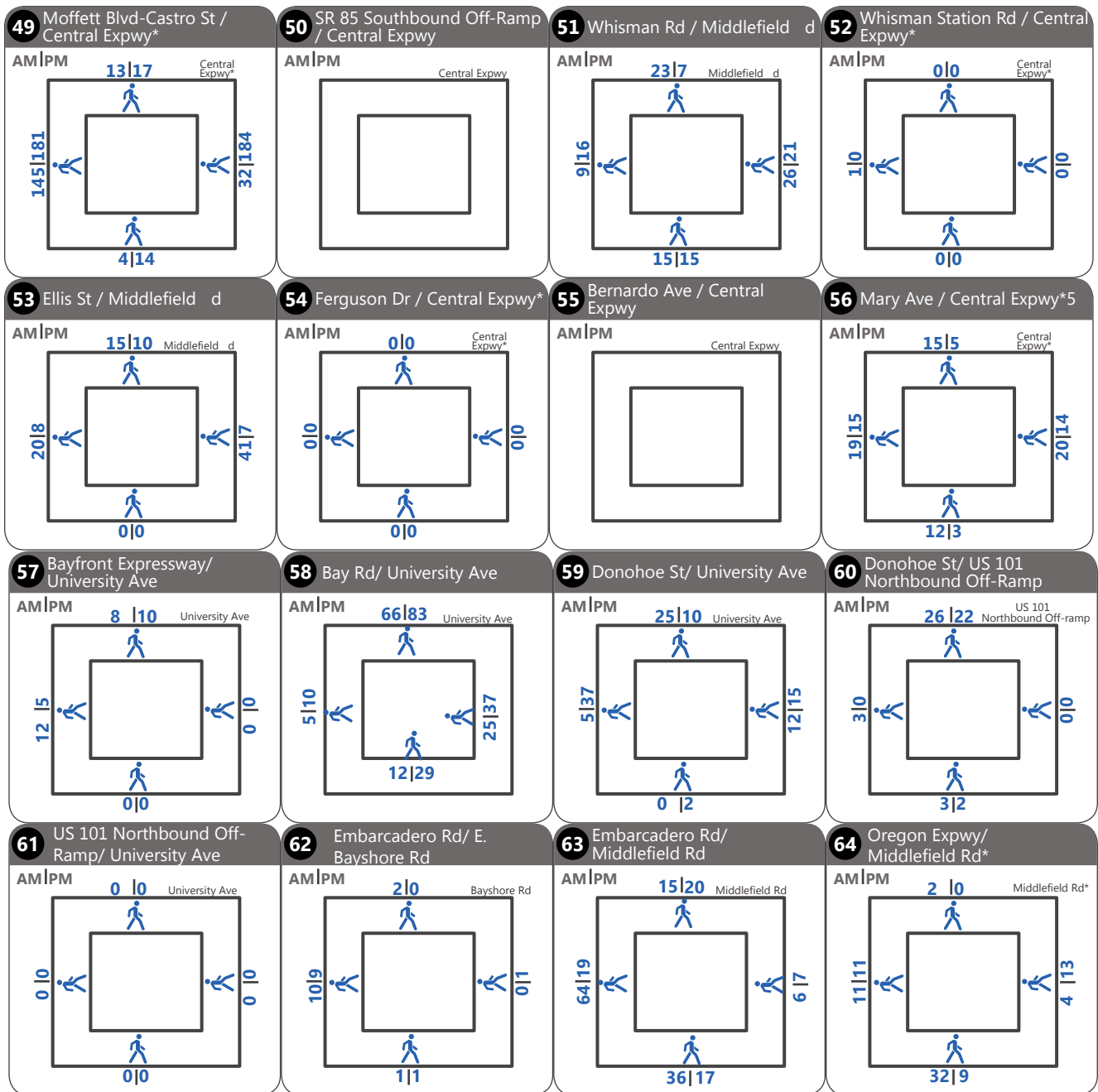


North Bayshore Precise Plan EIR
Existing Pedestrian Volumes
Figure D-3



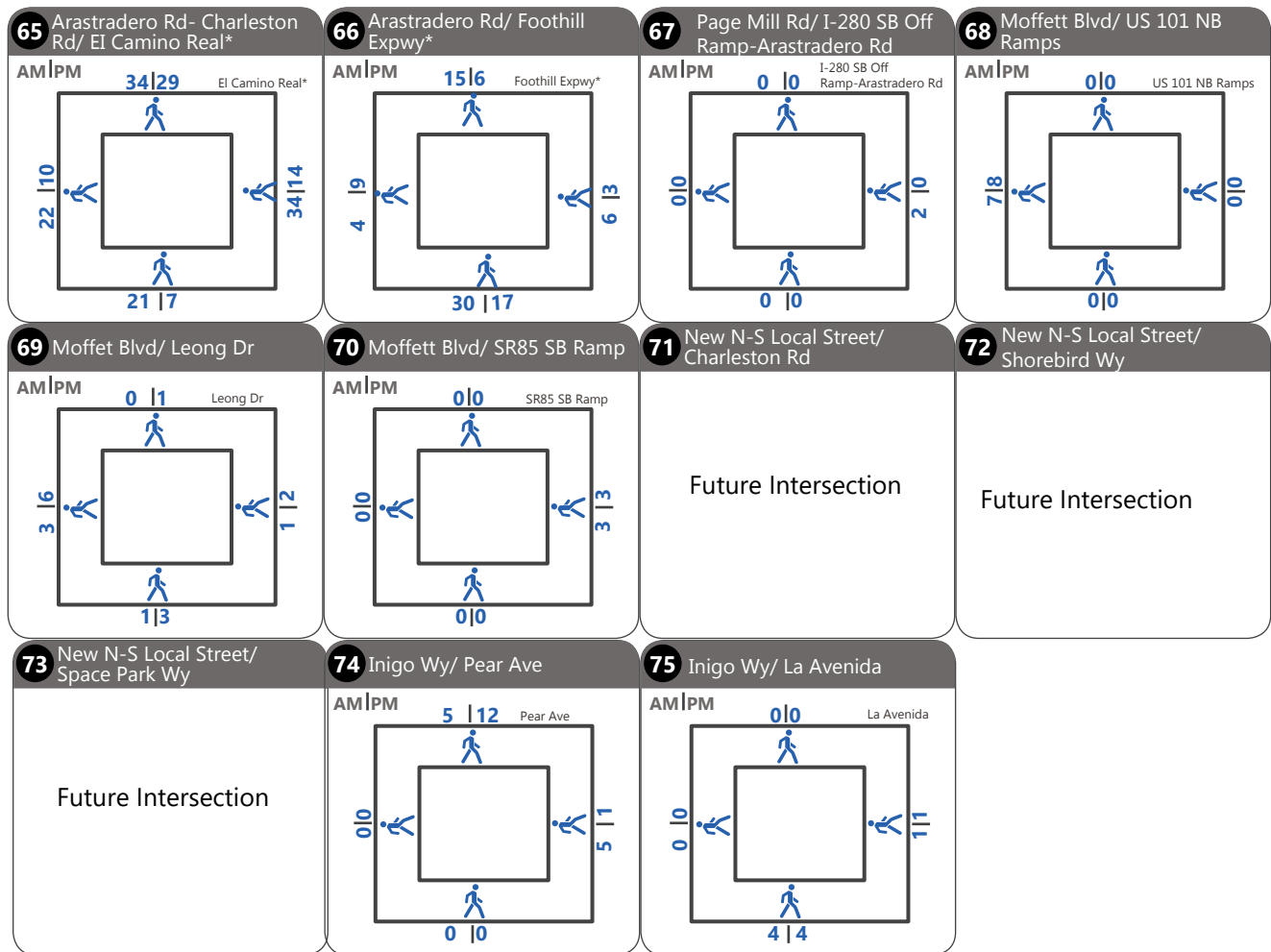
North Bayshore Precise Plan EIR
Existing Pedestrian Volumes
Figure D-3



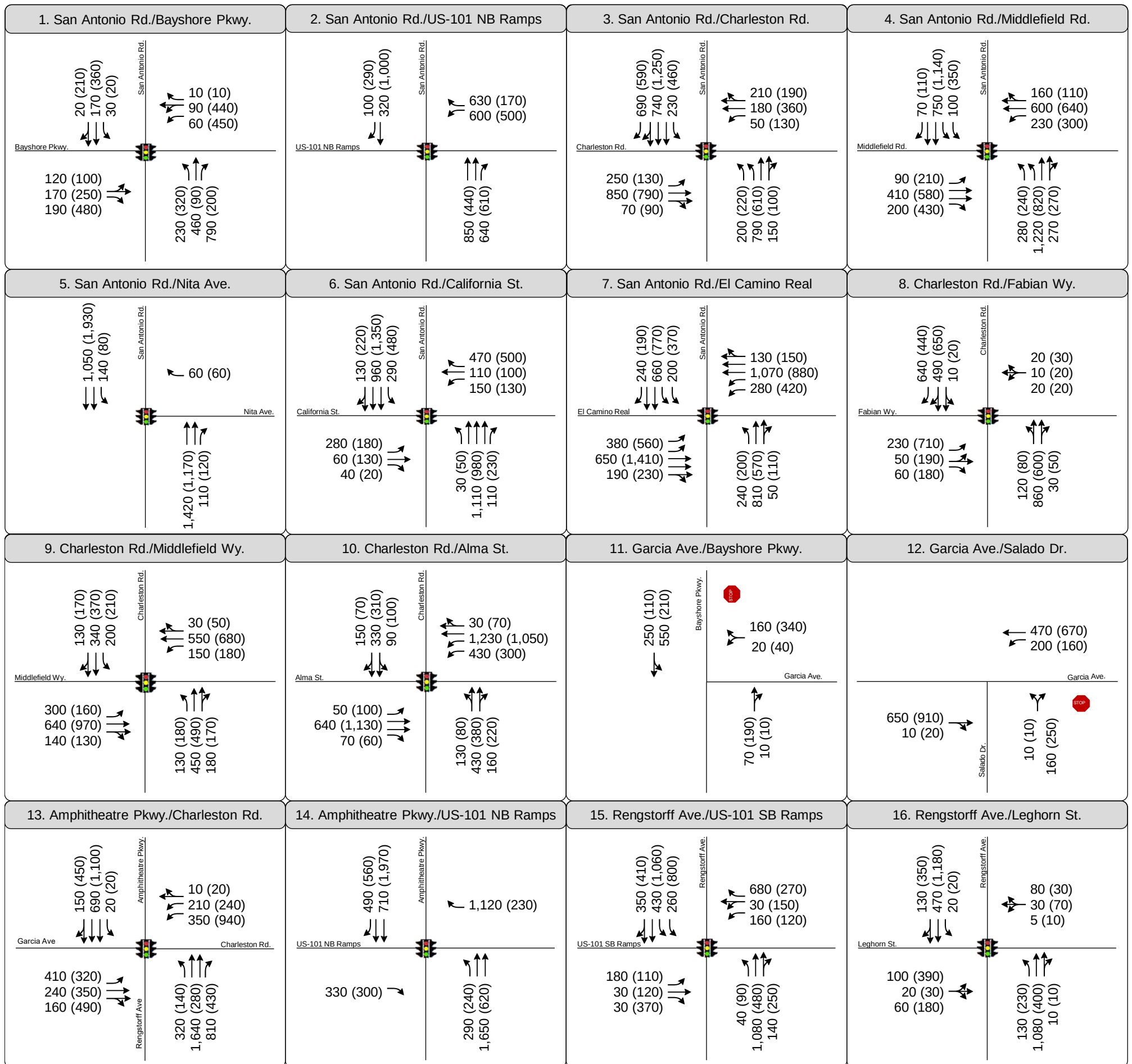


North Bayshore Precise Plan EIR
Existing Pedestrian Volumes
Figure D-3



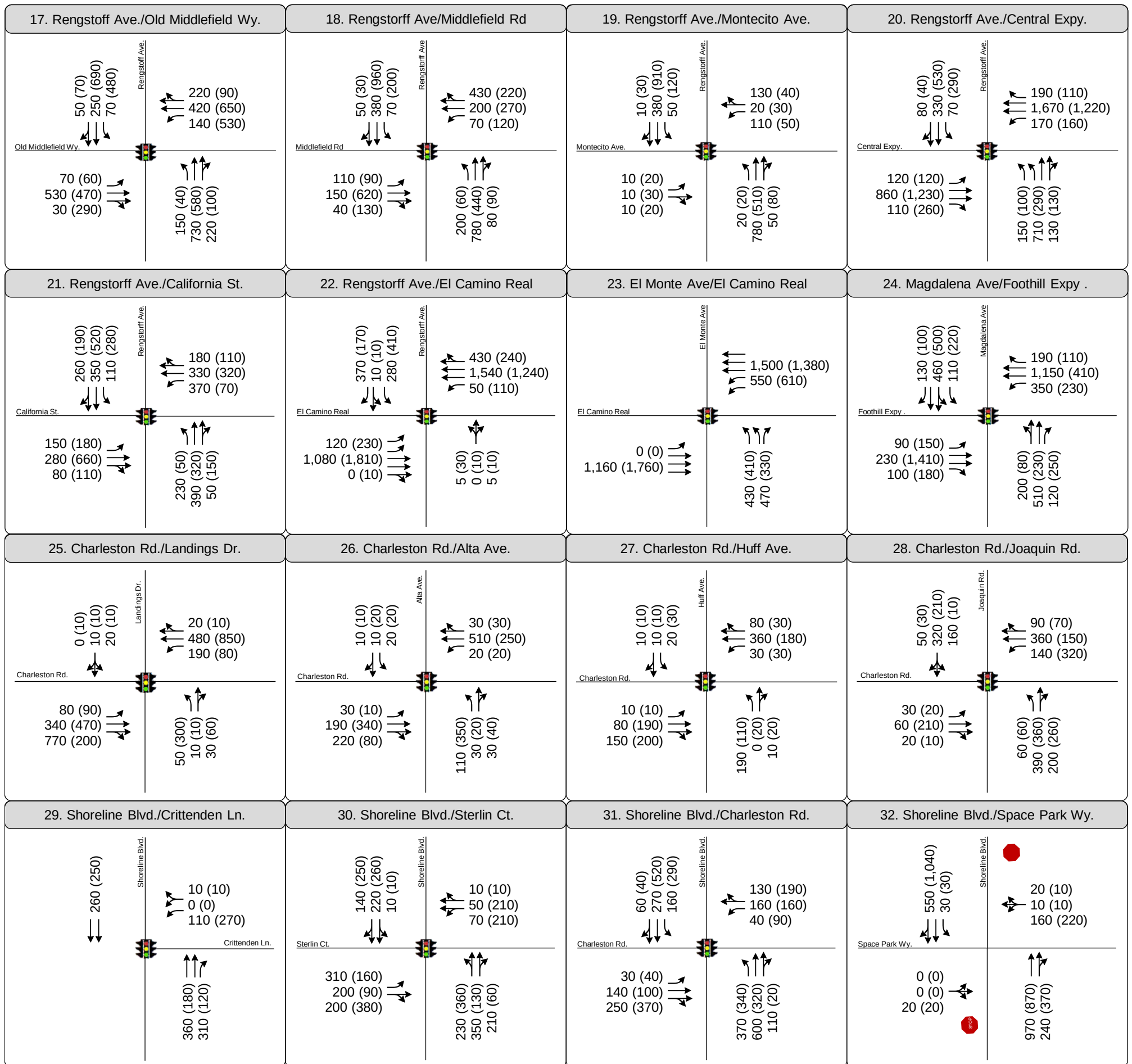


North Bayshore Precise Plan EIR
 Existing Pedestrian Volumes
 Figure D-3

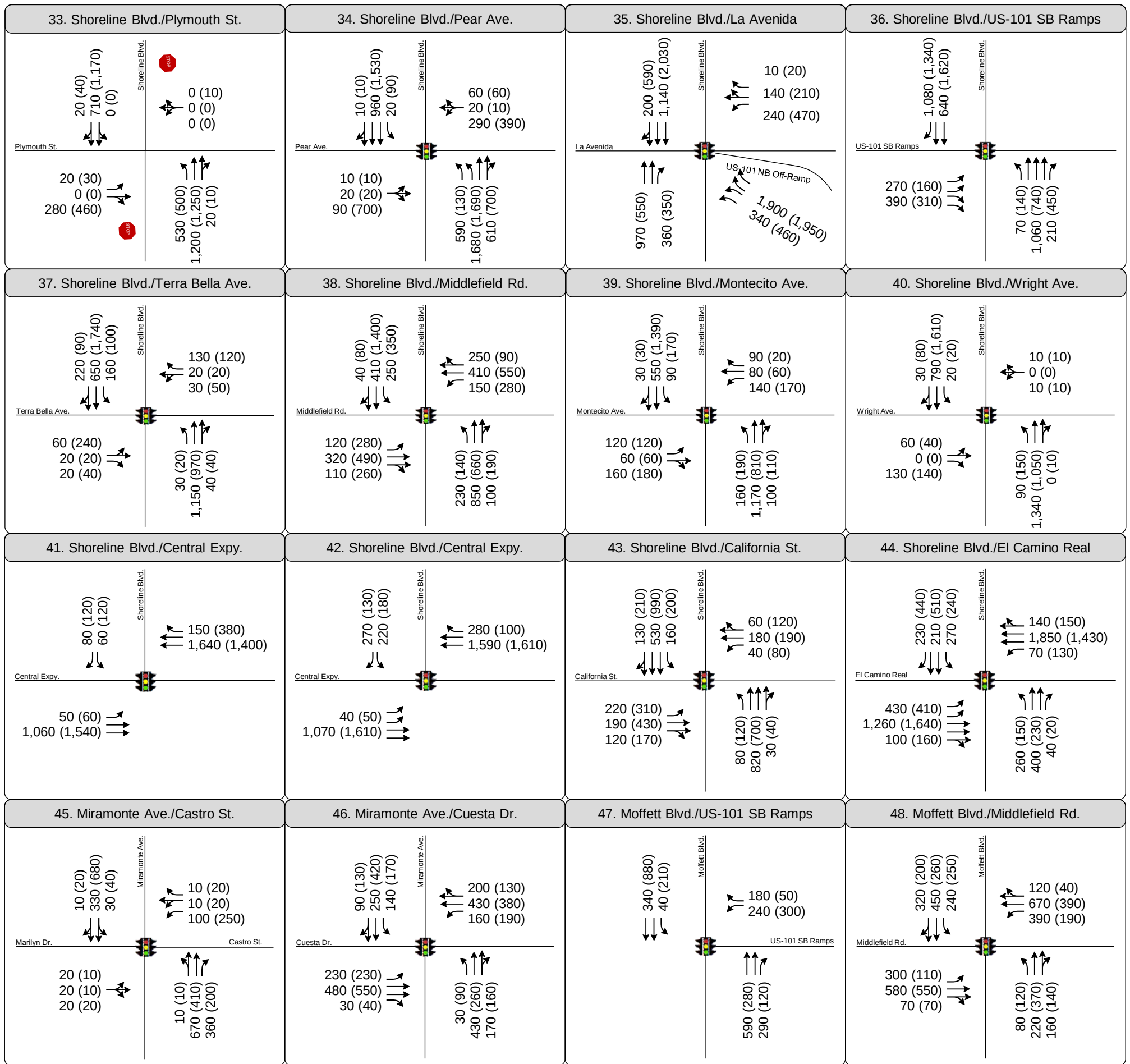


North Bayshore Precise Plan EIR
Existing with Project Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-4

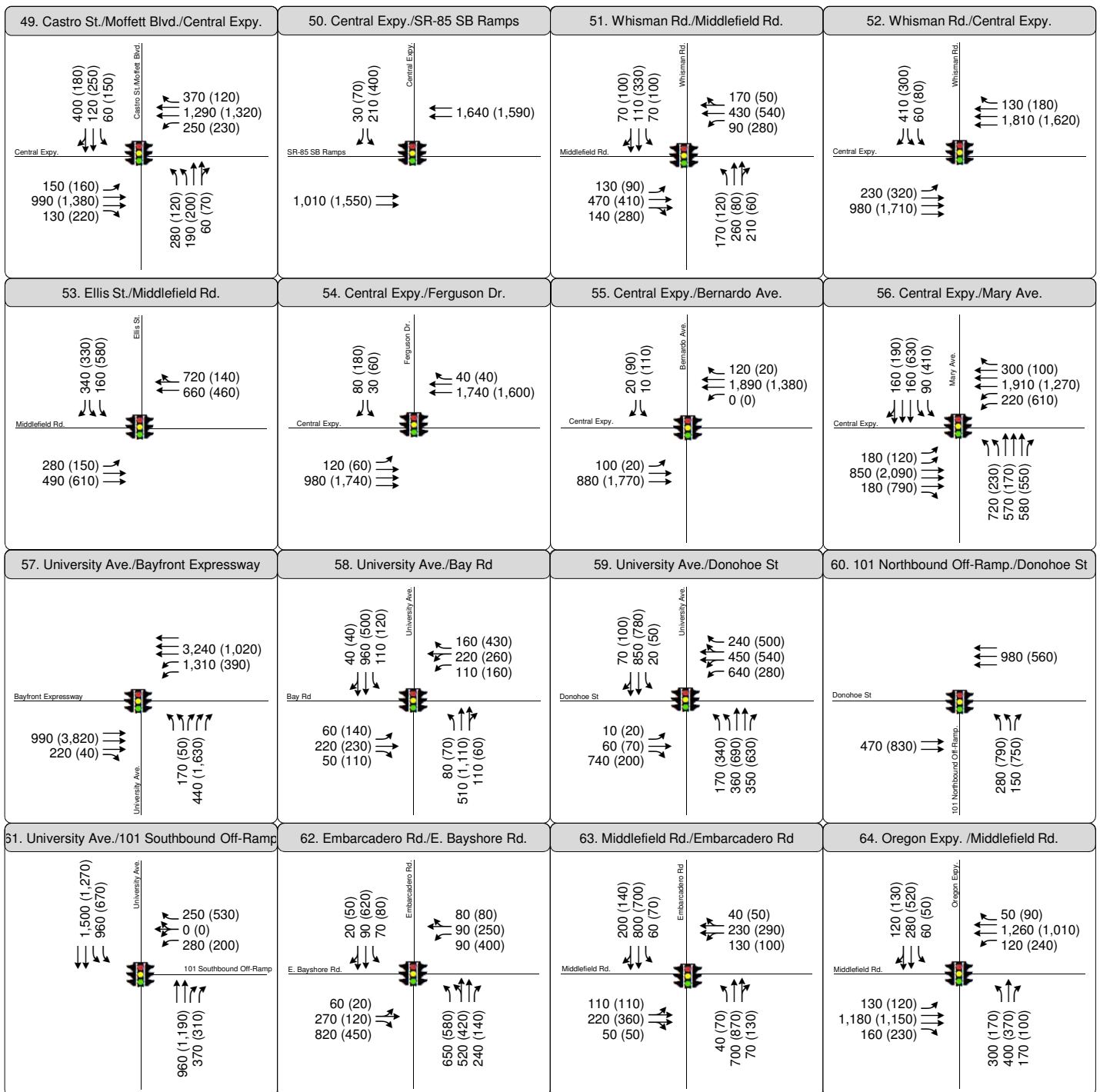




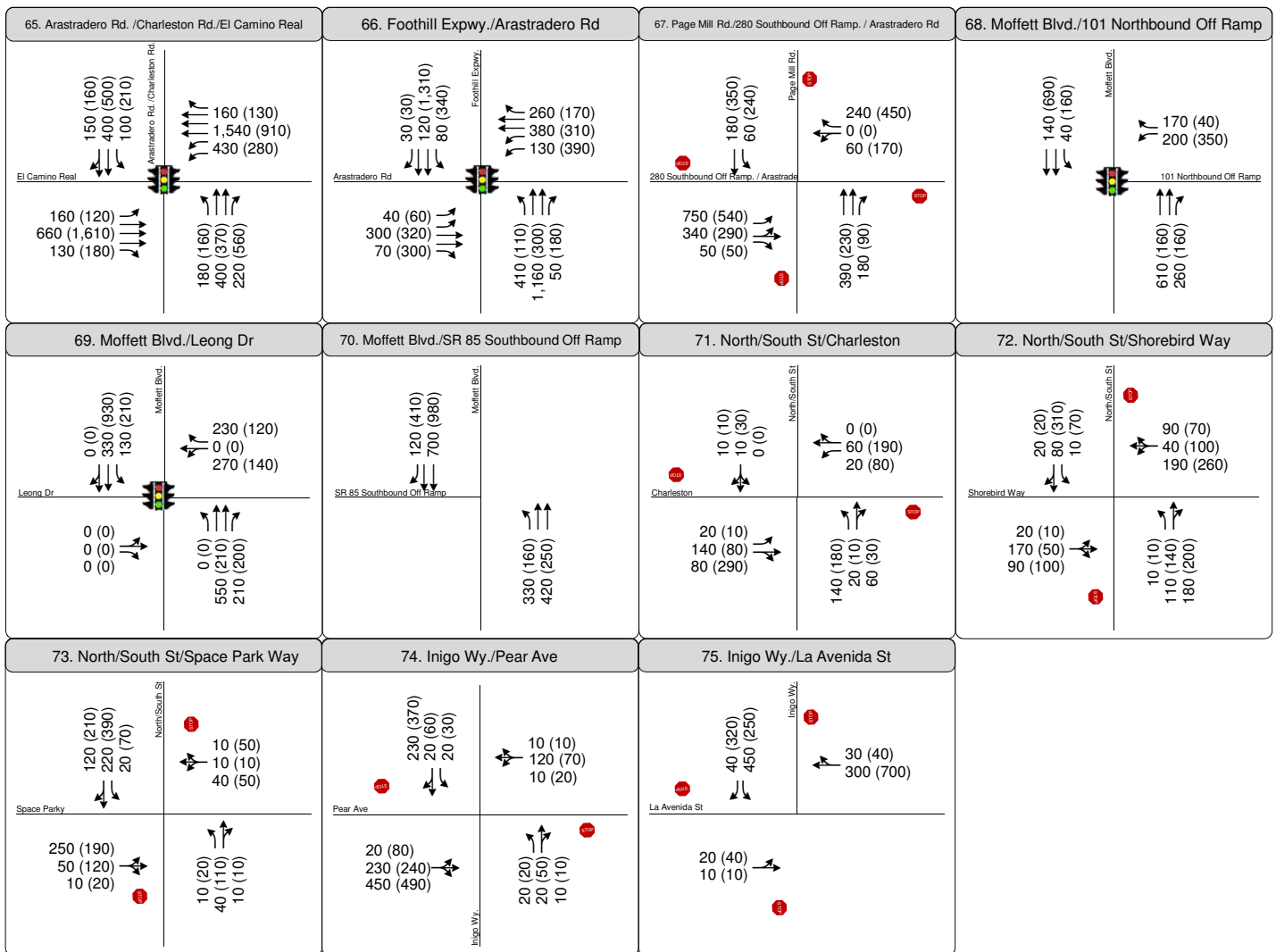
North Bayshore Precise Plan EIR
Existing with Project Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-4



North Bayshore Precise Plan EIR
Existing with Project Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-4

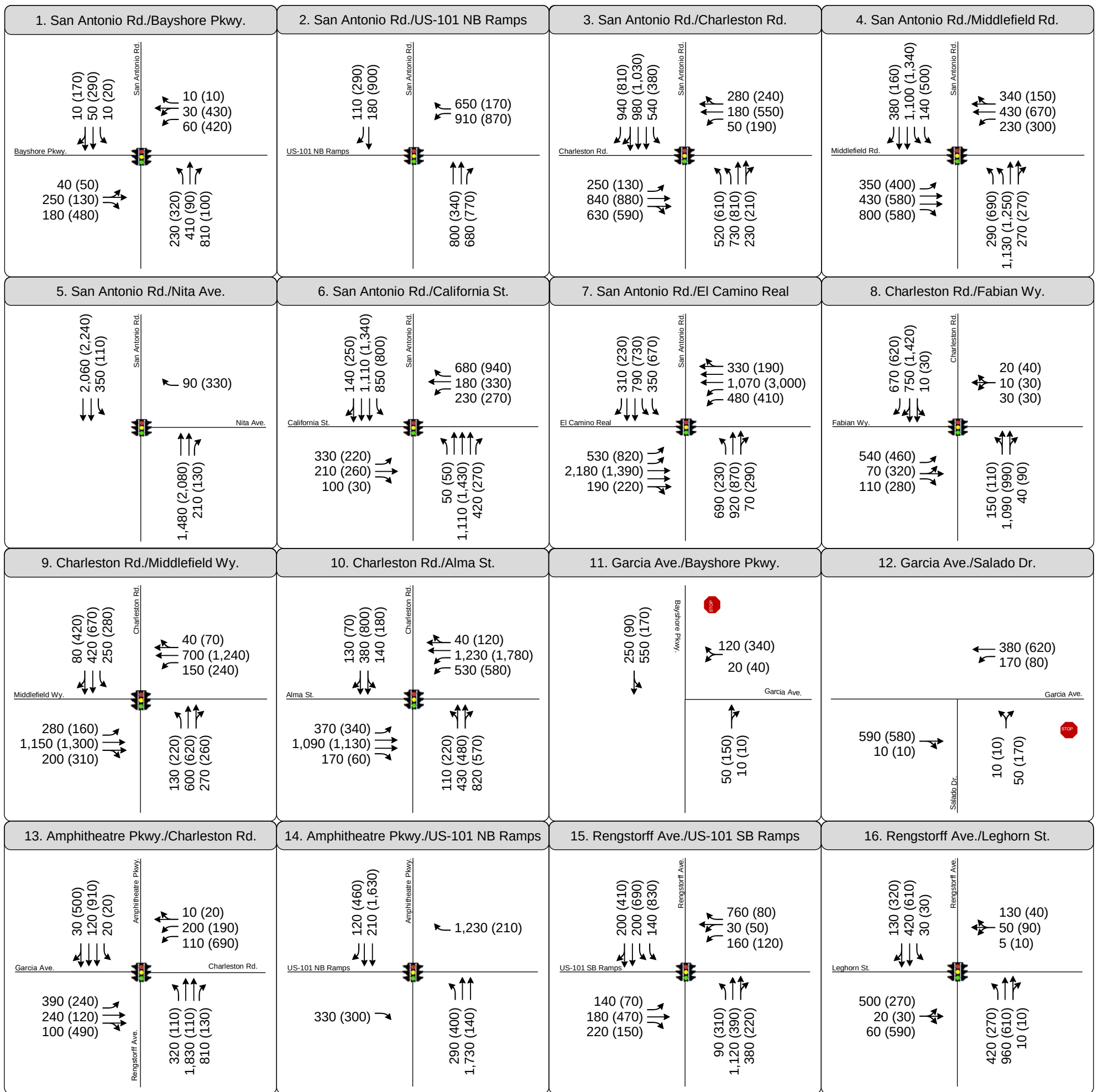


North Bayshore Precise Plan EIR
 Existing with Project Lane Configurations, Traffic Controls,
 and Peak-Hour Intersection Volumes
 Figure D-4



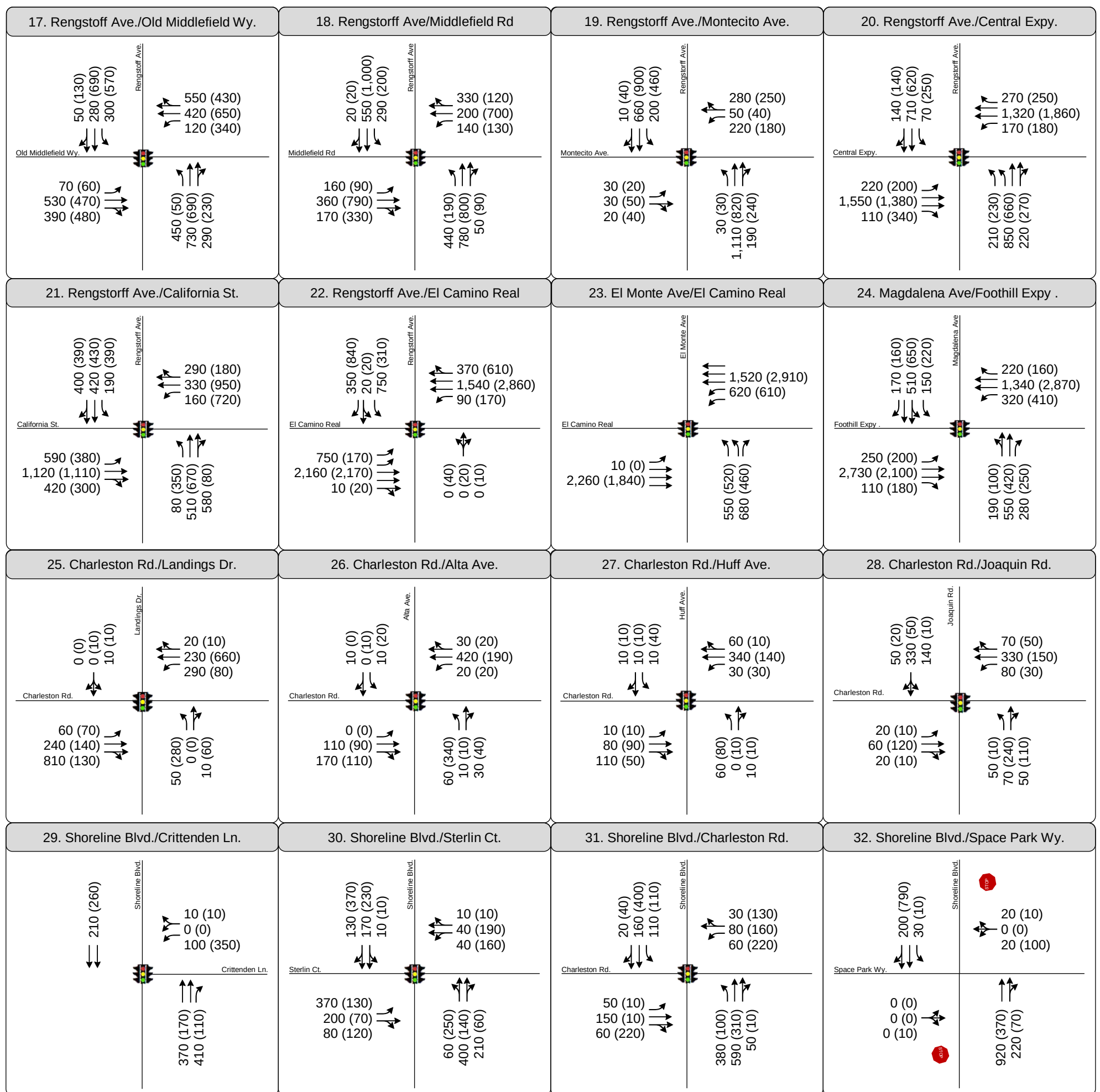
North Bayshore Precise Plan EIR
Existing with Project Lane Configurations, Traffic
Controls, and Peak-Hour Intersection Volumes
Figure D-4





North Bayshore Precise Plan EIR
Year 2030 Cumulative Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-5

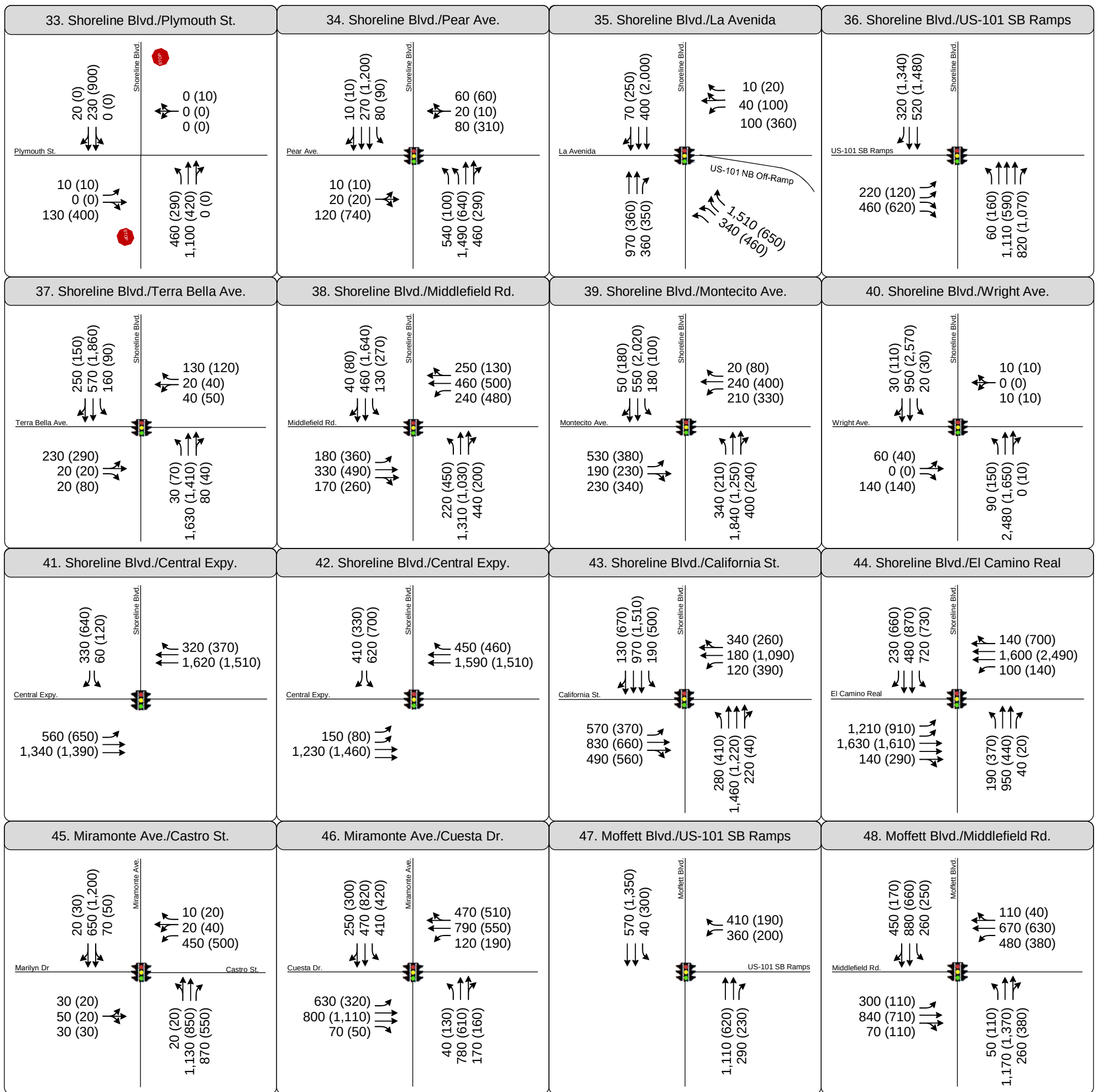




North Bayshore Precise Plan EIR

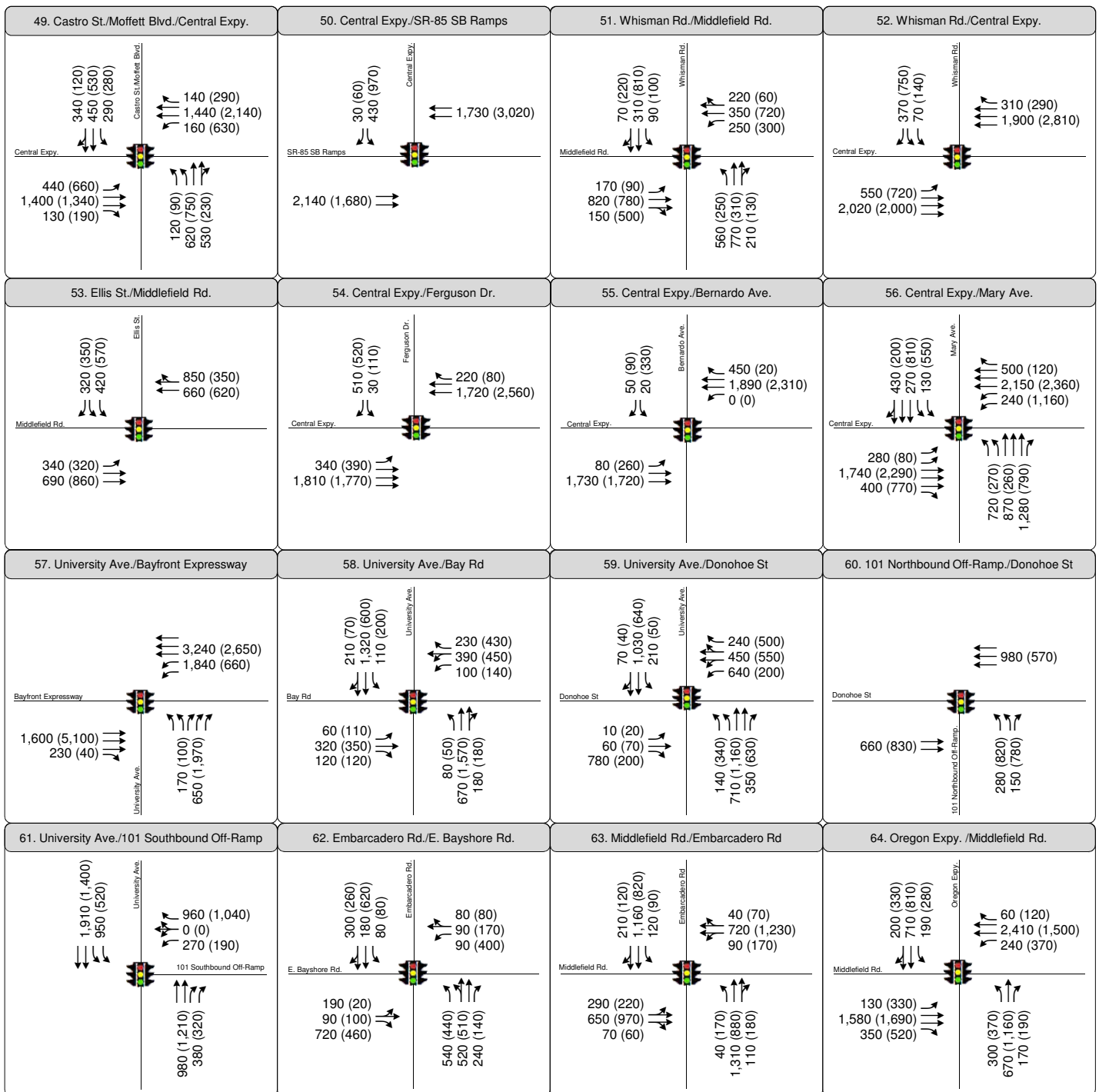
Year 2030 Cumulative Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-5





North Bayshore Precise Plan EIR
Year 2030 Cumulative Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
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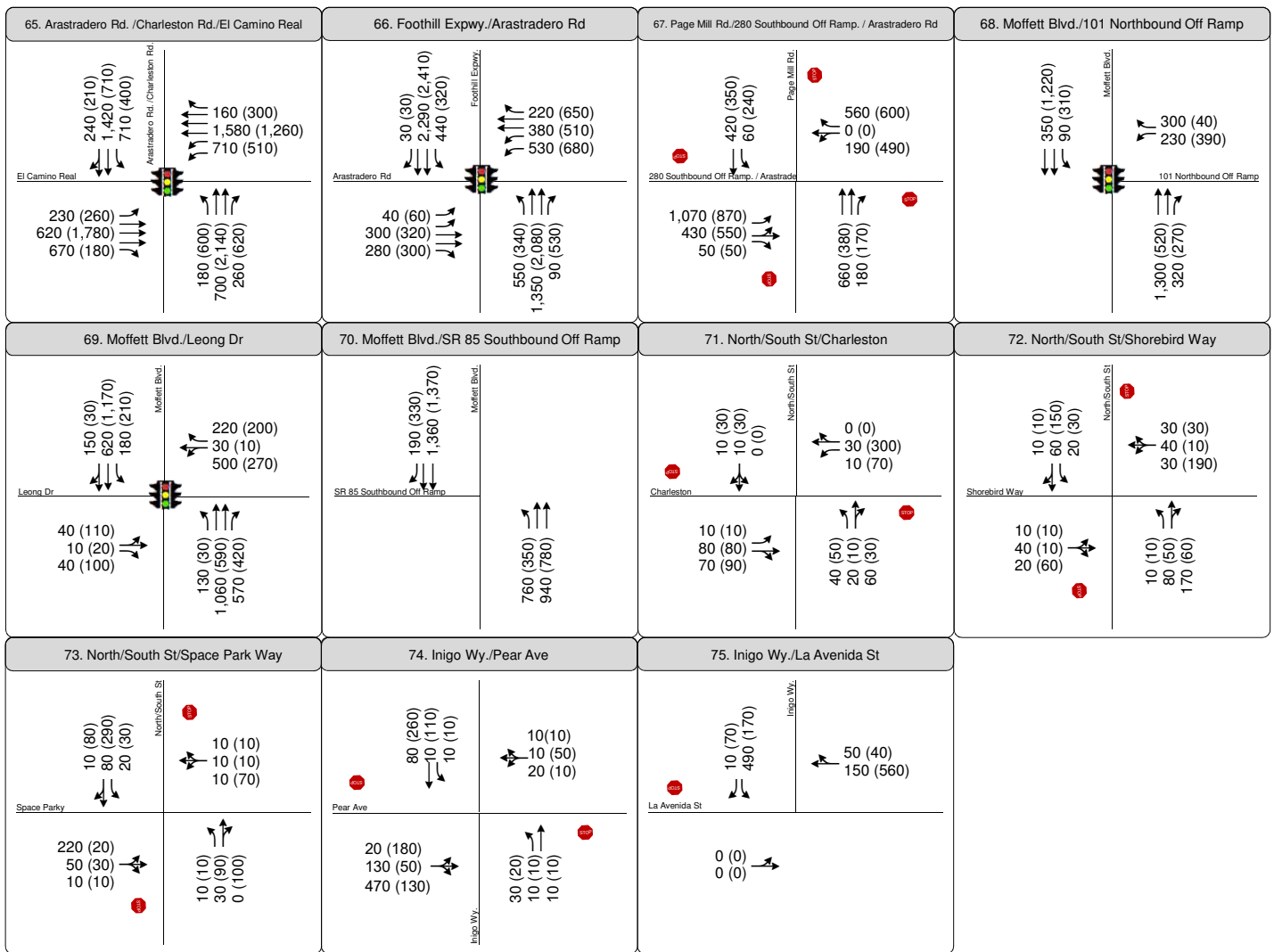




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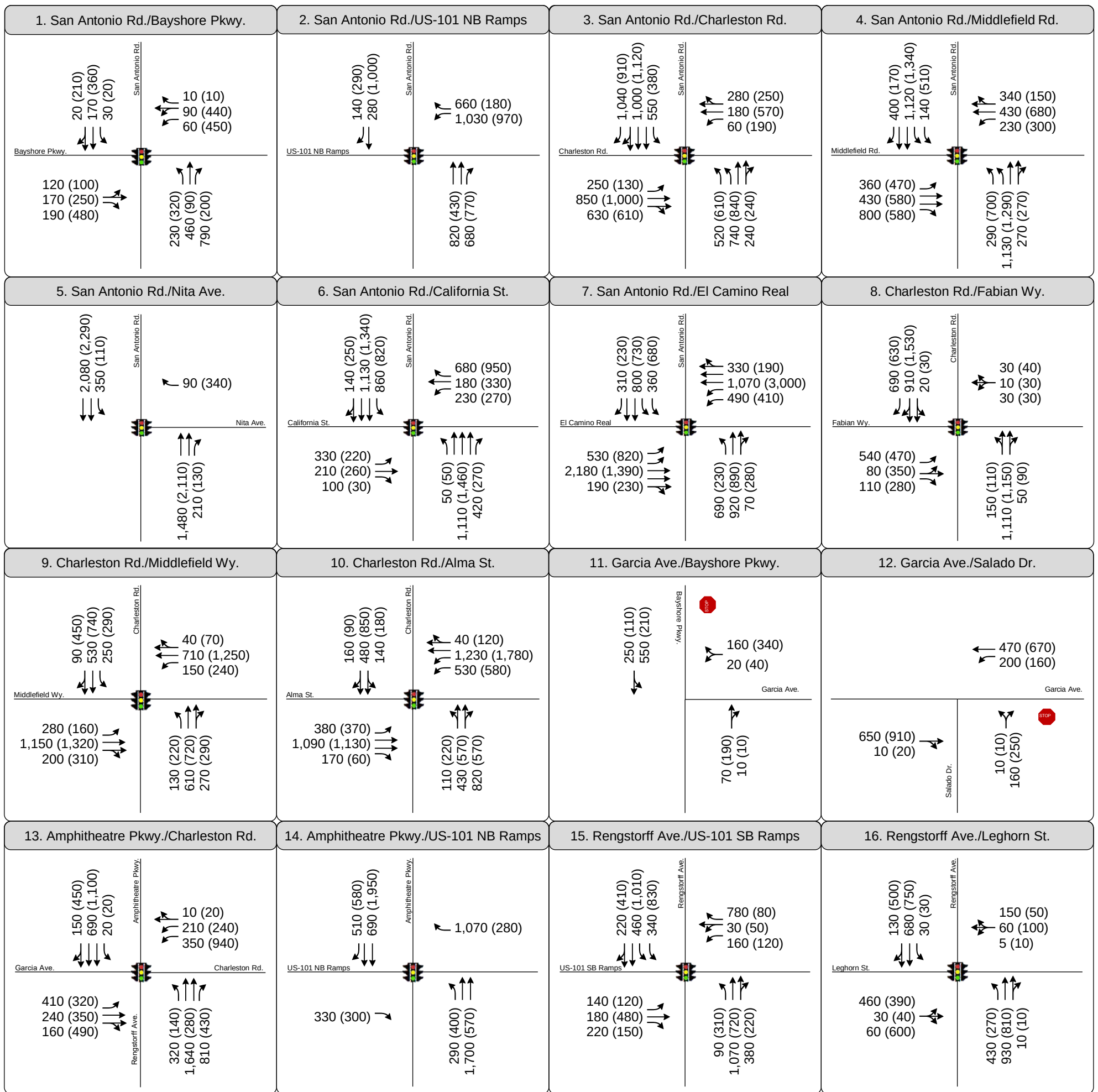
Year 2030 Cumulative Lane Configurations, Traffic Controls,
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Figure D-5





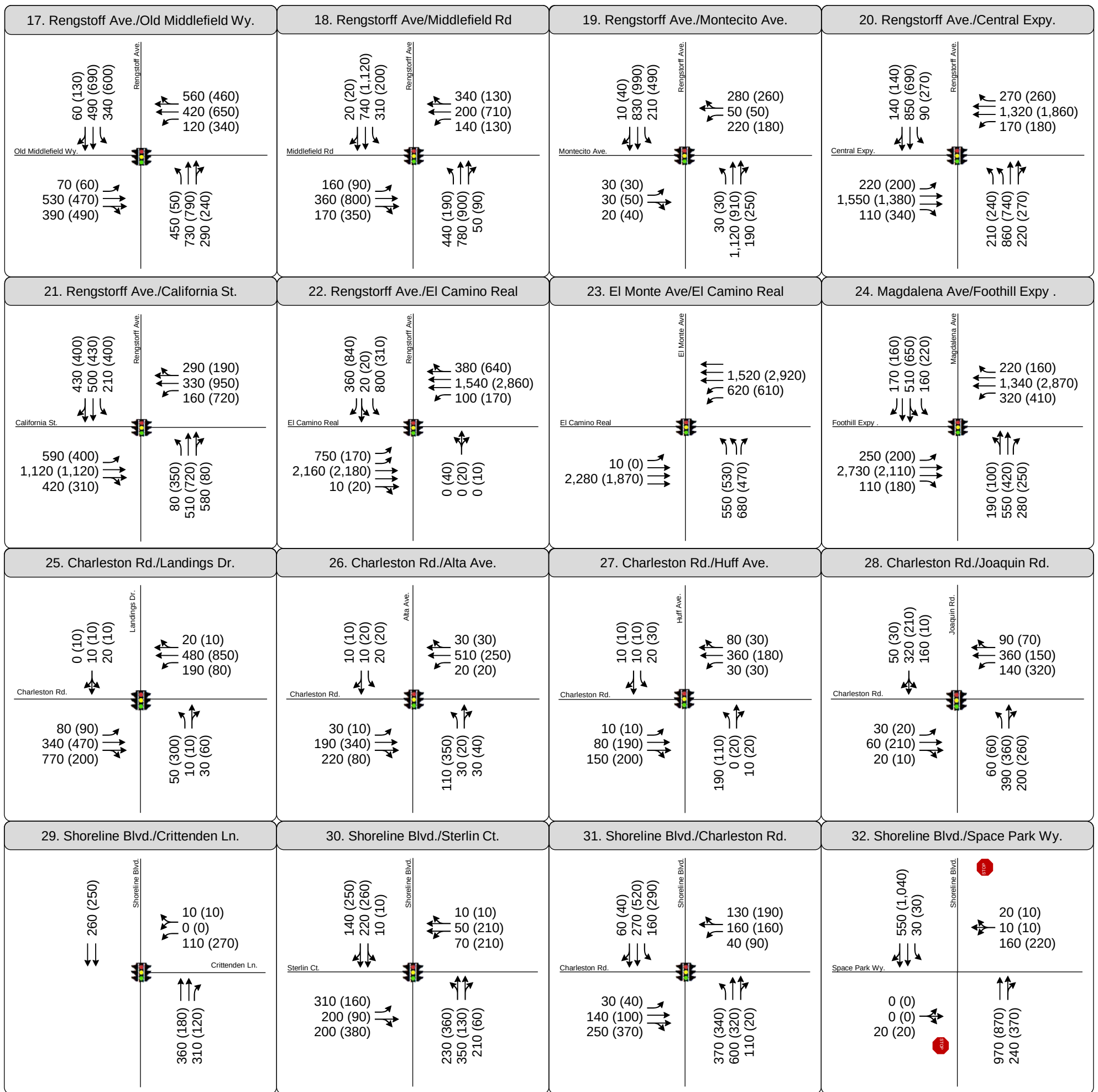
North Bayshore Precise Plan EIR
Year 2030 Cumulative Lane Configurations, Traffic Controls,
and Peak-Hour Intersection Volumes
Figure D-5





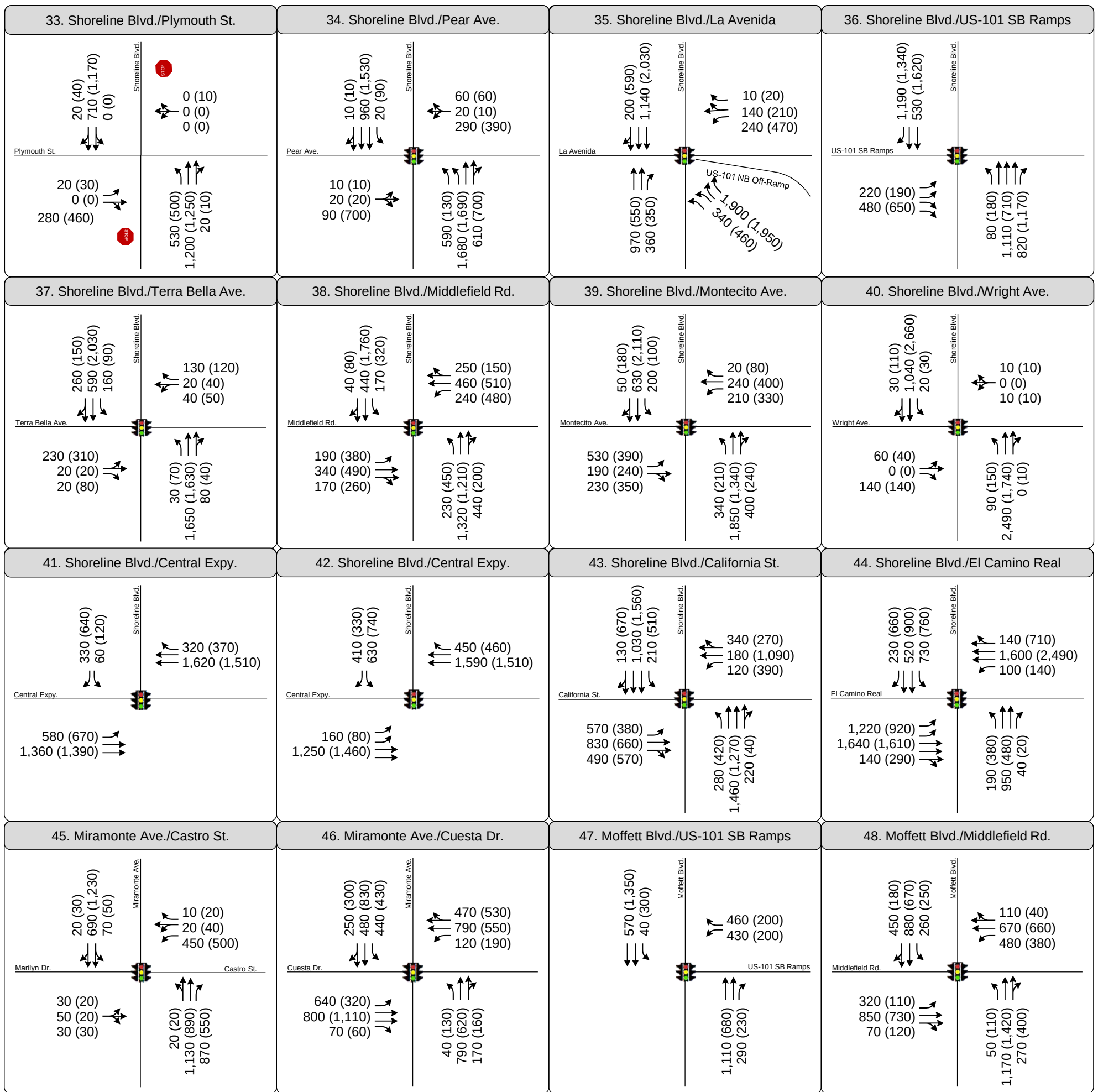
North Bayshore Precise Plan EIR
Year 2030 Cumulative with Project
Lane Configurations, Traffic Controls, and Peak-Hour Intersection Volumes
Figure D-6





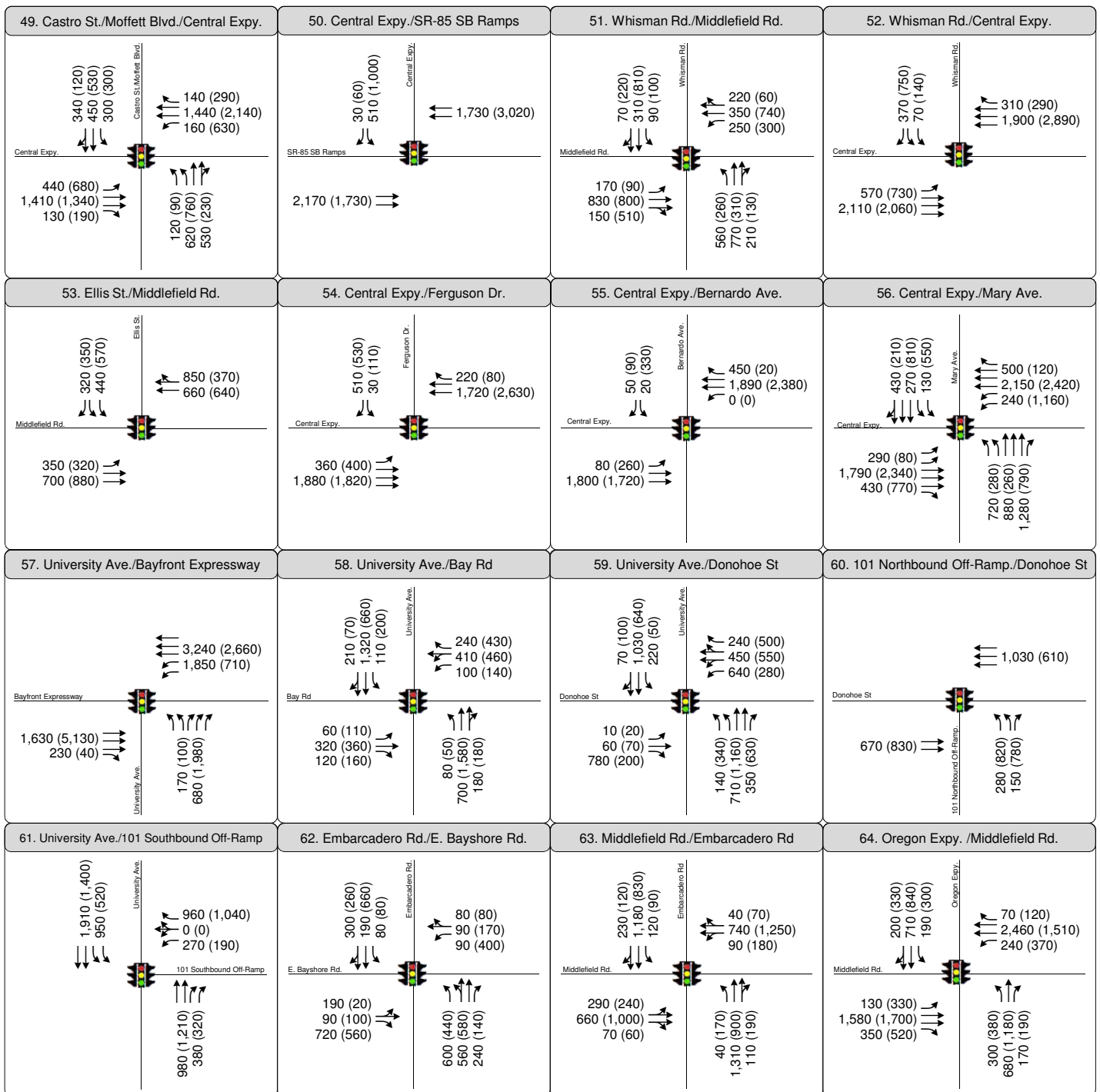
North Bayshore Precise Plan EIR
Year 2030 Cumulative with Project
Lane Configurations, Traffic Controls, and Peak-Hour Intersection Volumes
Figure D-6





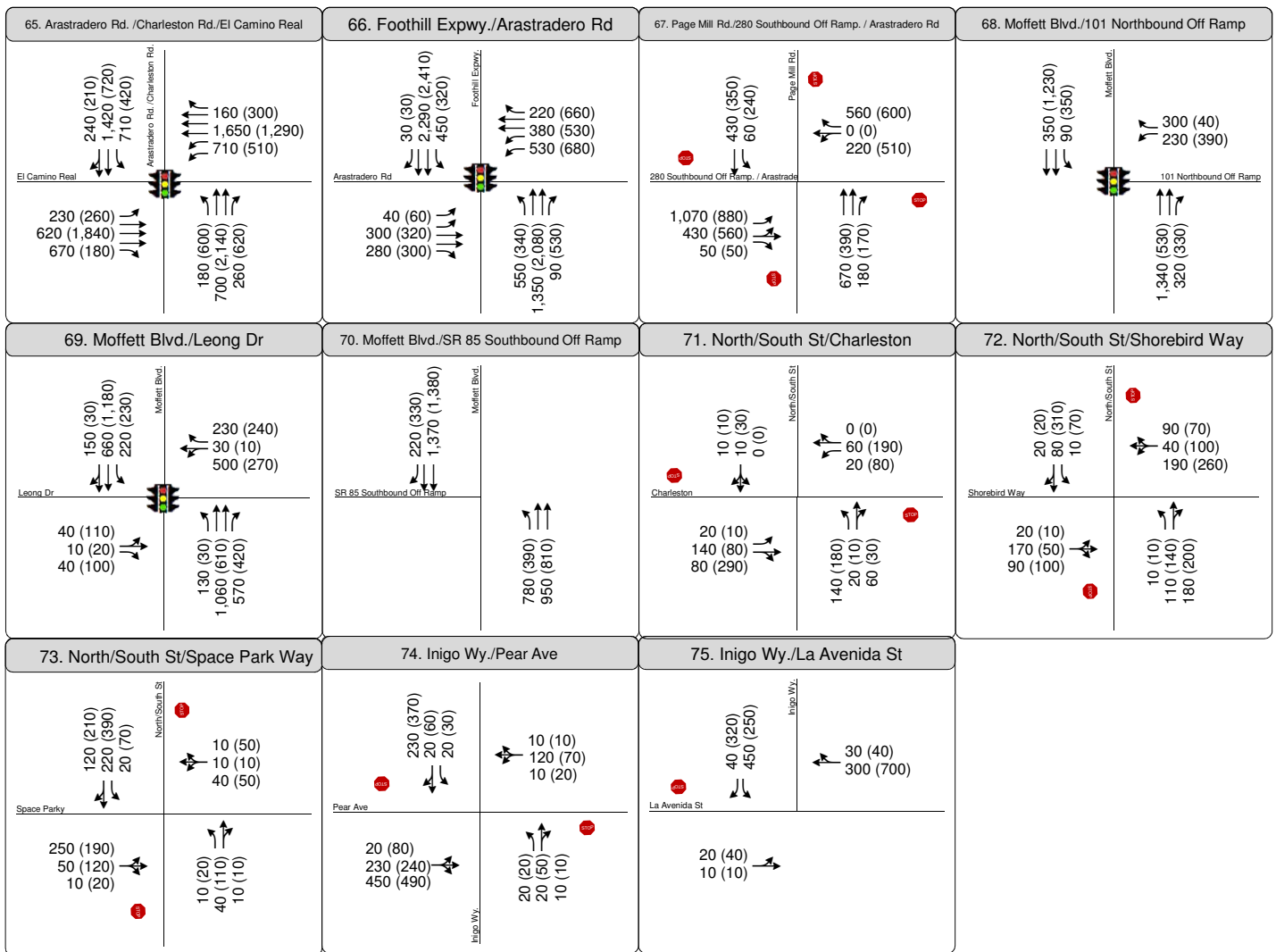
North Bayshore Precise Plan EIR
Year 2030 Cumulative with Project
Lane Configurations, Traffic Controls, and Peak-Hour Intersection Volumes
Figure D-6





North Bayshore Precise Plan EIR
 Year 2030 Cumulative with Project
 Lane Configurations, Traffic Controls, and Peak-Hour Intersection Volumes
 Figure D-6





North Bayshore Precise Plan EIR
Year 2030 Cumulative with Project
Lane Configurations, Traffic Controls, and Peak-Hour Intersection Volumes
Figure D-6



APPENDIX E:
NORTH BAYSHORE PRECISE PLAN EIR: ESTABLISHING EXISTING
TRAVEL CHARACTERISTICS FOR NORTH BAYSHORE



MEMORANDUM

Date: May 13, 2014

To: Matt Raimi and Eric Yurkovich, Raimi + Associates
Martin Alkire, City of Mountain View
Judy Fenerty and John Schwarz, David J. Powers & Associates
Jim Lightbody, AECOM

From: Daniel Rubins and Julie Morgan

Subject: North Bayshore Precise Plan EIR – Establishing Existing Travel Characteristics for North Bayshore

SJ13-1450

This memorandum summarizes the existing travel characteristics for the entry/exit points of the North Bayshore area of Mountain View, California. The North Bayshore area is bounded by US Route 101 to the south, Stevens Creek to the east (including Santiago Villa Mobile Home Park), San Francisco Bay and the Shoreline Recreation area to the north, and San Antonio Road to the west.

Given that Silicon Valley is a very dynamic region, it is important to establish the current travel characteristics of the North Bayshore area based on very recent data. As such, new transportation data was collected in February 2014 and the initial analysis of that data is presented here. The following analysis shows the observed number of inbound and outbound vehicle trips for selected time periods, and calculates vehicle trip rates in terms of selected independent variables (e.g., by building size and by number of employees). This memo summarizes the following information for the North Bayshore area at the entry/exit points:

- Vehicle trip generation: Daily, peak period, and peak hour
- Person mode split: Peak period, and peak hour

In addition to establishing current trip-making patterns, this analysis can also serve as the first data point for the on-going monitoring of TDM effectiveness and trip making behavior as future



development occurs in the North Bayshore area. Thus, we have described the count locations and data collected in some detail to ensure that future monitoring efforts can use a similar approach.

TRIP GENERATION SURVEY

In February 2014 we collected daily roadway segment counts at the five street locations that allow vehicular access to the North Bayshore area; we also collected data during the peak period to observe pedestrian and bicycle trips at the two pedestrian/bicycle crossing locations (see **Figure 1**) and five street locations. The five street locations include:

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

And the additional bicycle/pedestrian locations include:

6. Permanente Creek Trail between Old Middlefield Way and Charleston Road
7. Stevens Creek Trail between Moffett Boulevard and La Avenida

One purpose of this data is to determine the number of vehicle trips entering and exiting the North Bayshore area on a typical mid-week work day.

The vehicle volume and classification counts were conducted on the days listed below. A “typical mid-week day” is defined as a work day while school is in session and it is not raining.

- Tuesday, February 4, 2014
- Wednesday, February 5, 2014
- Thursday, February 6, 2014
- Wednesday, February 12, 2014

Daily machine counts were conducted on each day. The peak period classification counts are a compilation of counts conducted on Wednesday February 5, 2014 and Wednesday February 12, 2014. A similar number of vehicles were observed between the two data collection weeks.



TRIP GENERATION SURVEY RESULTS

The attached tables summarize the number of inbound and outbound vehicle trips for the selected peak travel periods, and calculate the trip rates for the North Bayshore area by dividing the results by the associated building sizes (occupied space) and the current number of employees (headcount) assigned to the buildings. **Tables 1** through **3** present vehicle volume summaries for inbound/outbound and total vehicles at each entry/exit point. The daily profile across the vehicle entry/exit points is presented in **Figure 2**.

Vehicle Trips

As shown in **Table 1**, the North Bayshore area generates approximately 73,450 vehicle trips per day. During the morning peak period (7:00 to 10:00 AM) North Bayshore generates 16,690 vehicles (13,940 inbound and 2,750 outbound) and during the evening peak period (4:00 to 7:00 PM) there are 17,720 vehicles (4,250 inbound and 13,470 outbound) (see **Table 2**). Finally, as shown in **Table 3**, North Bayshore generates 7,090 AM peak hour vehicles (6,100 inbound and 990 outbound) and 6,690 PM peak hour vehicles (1,430 inbound and 5,260 outbound). The morning peak hour occurs between 8:45 AM and 9:45 AM while the evening peak hour occurs between 5:15 PM and 6:15 PM.

Gateway Distribution

Table 4 shows how those vehicle trips are spread across the five observed locations. Shoreline Boulevard is clearly the most heavily-used access route and carries between 41 and 52 percent of all North Bayshore traffic, depending on the time period. Rengstorff Avenue is also heavily-used, carrying between 30 and 41 percent of the area's traffic. The greatest spread of traffic across the gateways occurs during the evening peak hour. This likely reflects behavioral shifts in how drivers choose between alternate routes during times of heavy congestion; while Shoreline Boulevard may be the closest route for many drivers, some of them will choose to use a different gateway during the time period when Shoreline Boulevard is most congested.

Trip Generation Rates

Vehicle trip rates are typically expressed in relation to either the size of the buildings on the site or the number of employees who occupy those buildings. **Table 5** lists the current occupied building sizes and employee headcounts in the North Bayshore area. The building sizes are



known; the number of employees occupying the buildings have been estimated using employee density assumptions, as discussed with City staff and footnoted in the table.

Table 6 shows the trip rates that have been calculated based on the observed vehicle counts and the building sizes and numbers of employees described above. Specifically, trip rates are presented for the following time periods:

- Daily (average 24-hour period)
- AM Peak Period (7:00 AM to 10:00 AM)
- AM Peak Hour (8:45 AM to 9:45 AM)
- PM Peak Period (4:00 PM to 7:00 PM)
- PM Peak Hour (5:15 PM to 6:15 PM)

These vehicle trip rates are similar to local driveway trip generation surveys that we have done or are familiar with from Silicon Valley technology firms located elsewhere in the region.

PERSON MODE SPLIT

During the morning and evening peak periods, vehicle classification counts were collected at each of the entry/exit points to capture the number of single occupant vehicles, carpool vehicles, trucks, transit vehicles, bicyclists and pedestrians using that gateway. The results are presented in **Table 7**.

The number of transit vehicles using each gateway varies because each transit provider has different routing. **Table 8** lists the transit providers that are active in this area and shows how many of their buses use each gateway. The person capacity and average transit vehicle/carpool occupancy is presented in **Table 9**. During the peak direction (inbound in the morning and outbound in the evening), there is an assumption that transit ridership peaks during a one-hour period. The remaining time during the peak period has a lower transit rider occupancy. It is assumed that the non-peak direction occupancy is nearly empty for non-VTA routes (e.g., Google bus, Microsoft shuttle, other shuttle, and Caltrain shuttle).

The person mode by time period is presented in **Table 10**. The vehicle classification is known; the person mode share is estimated based on bus types at each gateway and vehicle occupancy from qualitative data collected in the *City of Mountain View Shoreline Transportation Study* (June 2013).



Specifically, this estimate uses the vehicle classification observations, gateway transit vehicle distribution, and average transit vehicle and carpool occupancies in order to calculate a mode share for each person traveling into and out of the North Bayshore area. The percentage of people who drive-alone and trucks ranges between 51 percent and 63.5 percent, depending on the time period; the lowest drive-alone and trucks rate occurs during the morning peak hour. The drive-alone percentage at the gateways for the three-hour peak period is greater than the peak hour because the average transit occupancy is lower during the hours outside of the 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.

ATTACHMENTS

Tables

Table 1:	Daily Vehicle Volumes
Table 2:	Peak Period Vehicle Volumes
Table 3:	Peak Hour Vehicle Volumes
Table 4:	Gateway Distribution by Time Period
Table 5:	Existing Land Use in North Bayshore
Table 6:	Vehicle Trip Generation by Time Period
Table 7:	Vehicle Classification by Time Period
Table 8:	Gateway Distribution of Transit Vehicles
Table 9:	Transit Vehicle Average Occupancy Estimate
Table 10:	Person Mode Split by Time Period

Figures

Figure 1:	North Bayshore Area Entry/Exit Points
Figure 2:	North Bayshore Area Hourly Moving Average Chart

TABLES

TABLE 1 DAILY VEHICLE VOLUMES

Gateway	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,930	1,930	3,860
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	3,430	2,450	5,880
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	11,210	10,780	21,990
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	20,510	17,460	37,970
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	3,750	3,750
Gateway Total	37,080	36,370	73,450

Notes:

1. Daily (24-hour) volumes rounded to nearest 10 vehicles.

Source: Fehr & Peers, May 2014.

TABLE 2 PEAK PERIOD VEHICLE VOLUMES

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	620	160	780	290	780	1,070
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	1,430	260	1,690	560	1,100	1,660
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	5,240	660	5,900	940	4,630	5,570
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	6,650	1,250	7,900	2,460	5,760	8,220
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	420	420	N/A	1,200	1,200
Gateway Total	13,940	2,750	16,690	4,250	13,470	17,720

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, May 2014.

TABLE 3 PEAK HOUR VEHICLE VOLUMES

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	300	60	360	110	350	460
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	690	70	760	160	440	600
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,680	260	2,940	300	1,900	2,200
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	2,430	470	2,900	860	2,120	2,980
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	130	130	N/A	450	450
Gateway Total	6,100	990	7,090	1,430	5,260	6,690

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, May 2014.

TABLE 4 VEHICLE DISTRIBUTION AT THE GATEWAYS BY TIME PERIOD

Gateway	Daily	Morning		Evening	
		Peak Period	Peak Hour	Peak Period	Peak Hour
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	5%	5%	5%	6%	7%
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	8%	10%	11%	9%	9%
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	30%	35%	41%	32%	33%
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	52%	47%	41%	46%	44%
5. La Avenida between Shoreline Blvd and Inigo Wy	5%	3%	2%	7%	7%
Gateway Total	100%	100%	100%	100%	100%

Notes:

1. Percent rounded to nearest 1 percent. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, May 2014.

TABLE 5 EXISTING LAND USE IN NORTH BAYSHORE

Land Use	Existing Occupied Building Size		Existing Person Estimates	
	Units	Occupied Building Size	Units	Employee Density
Single Family	Dwelling Units	3	Population	8
Multi-Family	Dwelling Units	348	Population	749
Subtotal (Residential) [A]	Dwelling Units	351	Population	757
Office	Square Feet	265,464	Employees	1,061
Research & Development	Square Feet	6,026,591	Employees	21,093
Subtotal (Office and R&D) [B]	Square Feet	6,292,055	Employees	22,154
Retail	Square Feet	0	Employees	0
Industrial	Square Feet	335,904	Employees	400
Restaurant	Square Feet	10,282	Employees	68
Service Commercial	Square Feet	128,978	Employees	387
Subtotal (Supporting Uses) [C]	Square Feet	475,164	Employees	855
Motel	Rooms	0	Employees	0
Church	Building	1	Employees	10
Institutional/Recreation	Trips	7,400	Employees	740
Subtotal (Other Uses)	(Various)	(Various)	Employees	(Various)
Total Residential [A]	Dwelling Units	351	Population	757
Total Employment Uses [B+C]	Square Feet	6,767,219	Employees	23,009

Notes:

1. Land use summarized from the City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133.
 2. The densities for Office and R&D land uses are 4.00 and 3.5 employees per 1,000 square feet, respectively.
 3. Employee estimates without vacancy: Existing Conditions = 7,276,578 employees and 24,744 square feet.
- Sources: 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 EIR Capacity – by TAZ, June 2013. City of Mountain View Travel Model. May 2014.

TABLE 6 VEHICLE TRIP GENERATION BY TIME PERIOD

Gateway	Daily	Morning		Evening	
		Peak Period	Peak Hour	Peak Period	Peak Hour
Total Trips	73,450	16,690	7,090	17,720	6,690
% Inbound	50%	84%	86%	24%	21%
% Outbound	50%	16%	14%	76%	79%
Trip Rate per 1,000 square feet	10.85	2.47	1.05	2.62	0.99
Trip Rate per employee	3.19	0.73	0.31	0.77	0.29

Notes:

1. Percent rounded to nearest 1 percent. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.
2. Total occupied building size is 6,767,200 square feet. Number of employees is 23,000. See Table 5 for the source of these figures.

Source: Fehr & Peers, April 2014.

TABLE 7 VEHICLE CLASSIFICATION BY TIME PERIOD

Classification	Morning		Evening	
	Peak Period	Peak Hour	Peak Period	Peak Hour
Drive Alone	80%	81%	83%	82.5%
Carpool	9%	9%	9%	9%
Trucks	2%	2%	0.5%	0.5%
Transit/Shuttle	3%	2%	2%	2%
Bicycle	4%	5%	4%	4%
Walking	2%	1%	1.5%	2%

Notes:

1. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.
2. Vehicle classification percentage across all gateways. These percentages assign equal weight to bicycle and pedestrians as vehicles. This percent does not account for person occupancy; therefore, vehicle classification is not considered a person mode share.

Source: Fehr & Peers, April 2014.

TABLE 8 GATEWAY DISTRIBUTION OF TRANSIT VEHICLES

Gateway	Google Bus	Microsoft Shuttle	Other Shuttle	VTA 40	VTA 120	Caltrain Shuttle
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	73%	0%	24%	3%	0%	0%
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	50%	0%	50%	0%	0%	0%
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	73%	0%	21%	3%	0%	3%
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	59%	19%	19%	2%	1%	0%
5. La Avenida between Shoreline Blvd and Inigo Wy	0%	47%	47%	6%	0%	0%

Notes:

1. Bus distribution based on observations and existing fixed routes from VTA bus, ACE shuttle, and Caltrain shuttle routes.

Source: Fehr & Peers, April 2014.

TABLE 9 TRANSIT VEHICLE AVERAGE OCCUPANCY ESTIMATE

Transit/Carpool Type	Person Capacity	Peak Direction Average Occupancy		Non-Peak Direction Average Occupancy	
		Peak Hour	Non-Peak Hour	Peak Hour	Non-Peak Hour
Google Bus	51	75%	30%	5%	5%
Microsoft Shuttle	39	55%	30%	5%	5%
Other Shuttle	51	50%	25%	5%	5%
VTA 40	50	22%	14%	22%	14%
VTA 120	50	2%	4%	2%	4%
Caltrain Shuttle	39	50%	25%	5%	5%
Carpool	4	55%	50%	50%	50%

Source: Fehr & Peers, April 2014.

TABLE 10 PERSON MODE SHARE BY TIME PERIOD

Vehicle Classification	Morning		Evening	
	Peak Period	Peak Hour	Peak Period	Peak Hour
Drive-Alone	57%	50%	63%	59%
Carpool	13%	12%	15%	14%
Trucks	1%	1%	0.5%	0.5%
Transit/Shuttle	25%	33%	20%	25%
Bicycle	3%	3%	1%	1%
Walking	1%	1%	0.5%	0.5%

Notes:

1. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, April 2014.

FIGURES

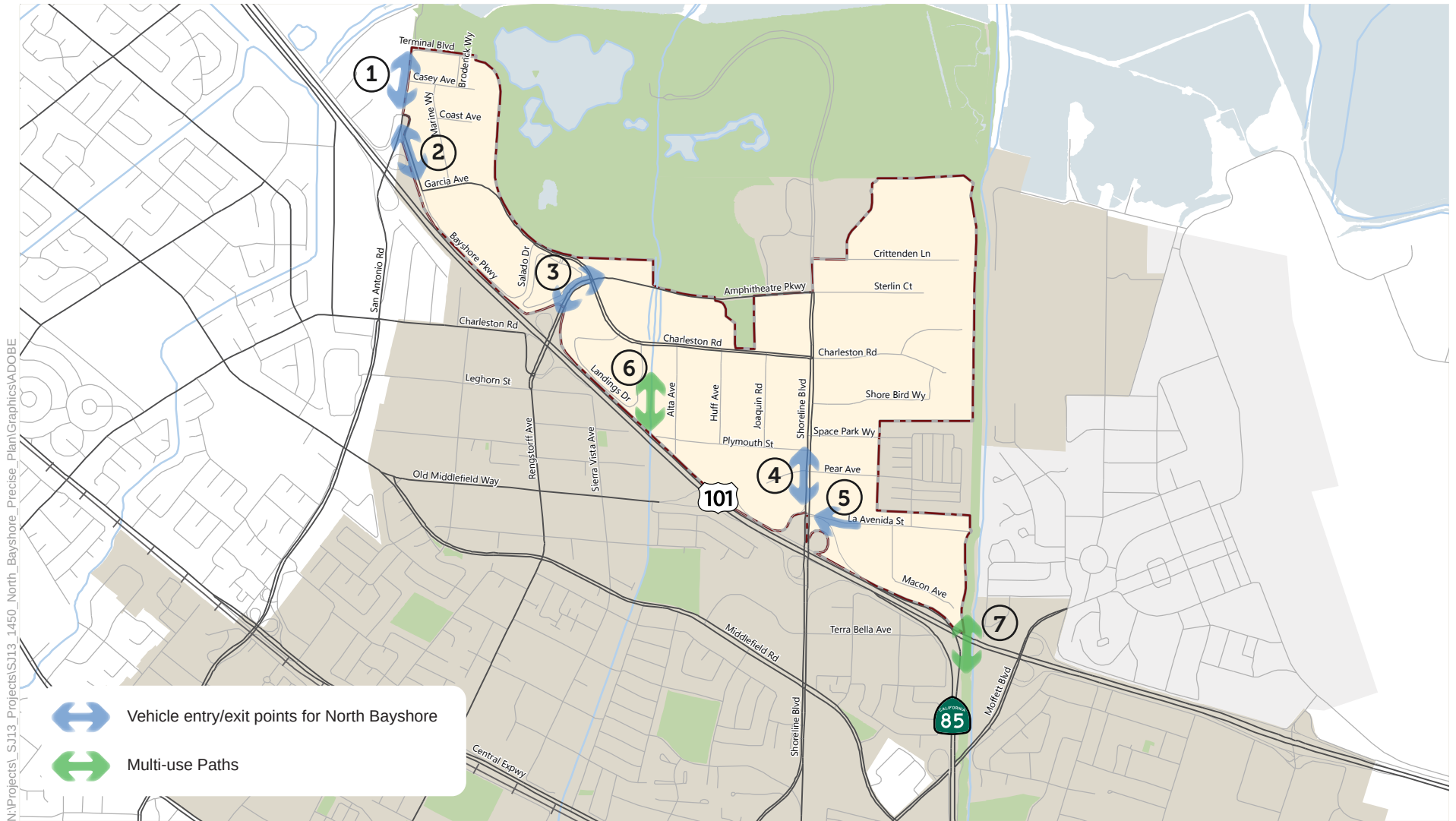


Figure 1

North Bayshore Entry/Exit Points

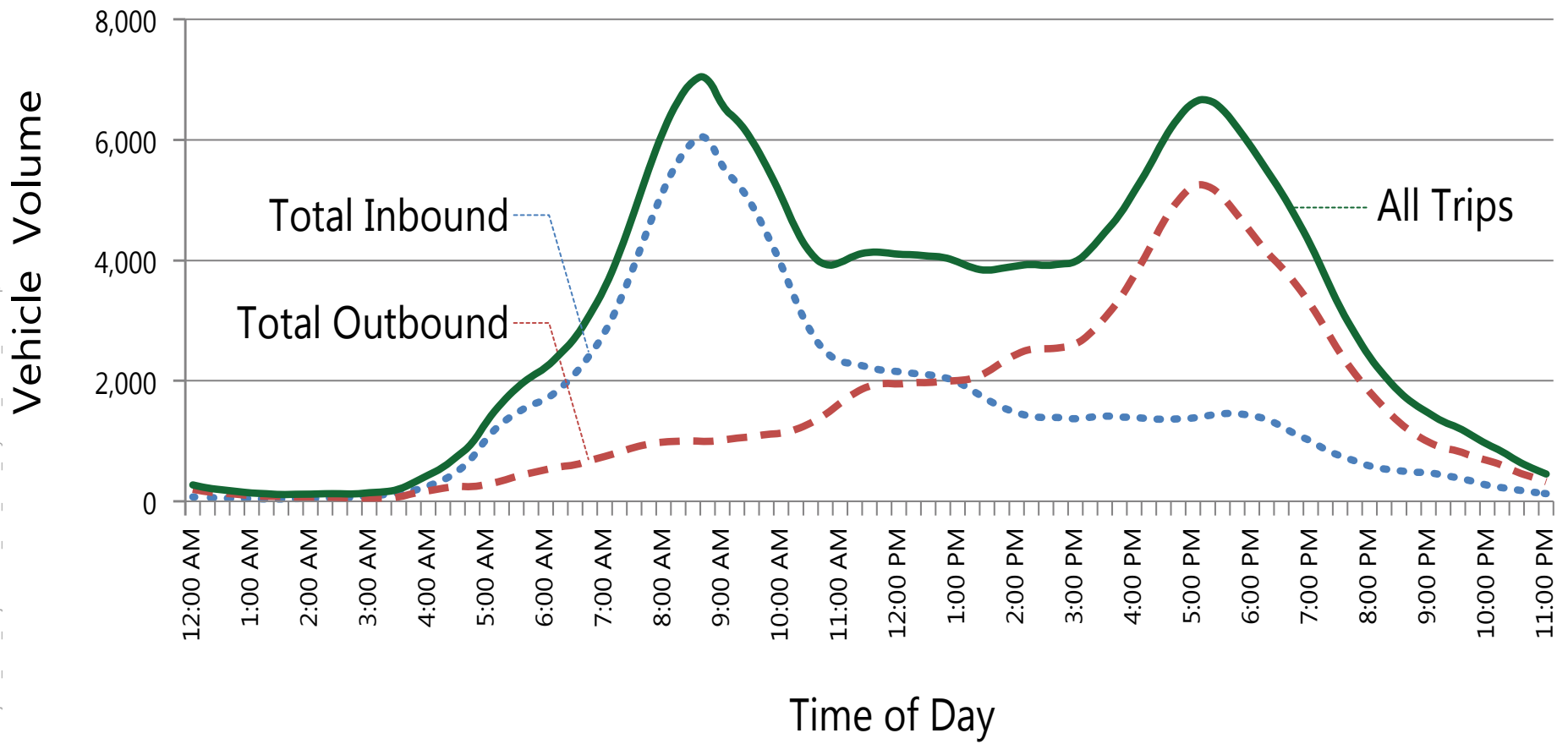


Figure 2

North Bayshore Area Hourly Moving Average Chart

APPENDIX F:
NORTH BAYSHORE PRECISE PLAN EIR:
ESTABLISHING VEHICLE CAPACITY



MEMORANDUM

Date: July 2, 2014

To: Matt Raimi and Eric Yurkovich, Raimi + Associates
Martin Alkire, City of Mountain View
Judy Fenerty and John Schwarz, David J. Powers & Associates
Jim Lightbody, AECOM

From: Daniel Rubins and Julie Morgan

Subject: North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth

SJ13-1450

This memorandum summarizes the vehicle capacity at the gateways to the North Bayshore area as well as sensitivity tests related to accommodating new growth in that area. The North Bayshore area is bounded by US Route 101 to the south, Stevens Creek to the east (including Santiago Villa Mobile Home Park), San Francisco Bay and the Shoreline Recreation area to the north, and San Antonio Road to the west.

Observations of traffic flow were conducted at the five roadway segments listed below; in combination, these roadway segments carry all of the traffic that flows into or out of the North Bayshore area.

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

Understanding the vehicle capacity constraints that exist along these roadways will help define the number of peak hour vehicle trips that can be accommodated into and out of North Bayshore. Several sensitivity tests were also conducted to determine the order-of-magnitude effectiveness



of a variety of transportation and planning strategies that would be needed to accommodate the future travel demand expected from the projected growth in the North Bayshore area. This gateway capacity analysis and sensitivity tests will assist the project team in defining the range of potential land use and employment that could be accommodated in the North Bayshore area.

METHODS

The vehicle gateway capacity estimates¹ are based on existing street configurations and observed vehicle demand during the morning peak hour and evening peak hour. The peak period estimates are based on the ratio between existing peak period and peak hour counts for Shoreline Boulevard and across the gateways. These vehicle capacity estimates refine the planning level capacity estimates prepared during the *City of Mountain View Shoreline Transportation Study* (June 2013).

Shoreline Boulevard: Peak Hour Vehicle Saturation Flow Rate

For Shoreline Boulevard, the saturation flow rates were directly observed; the level of existing peak hour congestion means that this gateway is already operating at capacity. The vehicle saturation flow rate is defined as the maximum rate of vehicle traffic per lane per hour under ideal conditions (dry weather, few large vehicles, wide travel lanes, flat grade, etc.). In order to determine the saturation flow rate at the Shoreline Boulevard gateway, field observations were collected for four movements at two intersections:

- Shoreline Boulevard and US 101 Northbound Ramps-La Avenida
 - o Northbound through movement (on Shoreline Boulevard)
 - o Westbound right turn (US 101 Northbound off-ramp to Shoreline Boulevard)
- Shoreline Boulevard and Pear Avenue
 - o Northbound through movement (on Shoreline Boulevard)
 - o Northbound through-right turn movement (on Shoreline Boulevard)

The capacity for inbound trips during the morning peak hour capacity is defined by the number of vehicles that can use Shoreline Boulevard just north of US 101 (between La Avenida and Pear

¹ Vehicle gateway capacity is the maximum number of vehicles that can be served in a peak hour or peak period while maintaining freedom of vehicle movement through the gateways.



Avenue). The evening peak hour outbound flow is constrained by the operations of the Shoreline Boulevard and US 101 northbound ramps-La Avenida intersection.

Other Locations: Peak Hour Vehicle Capacity

The Rengstorff Avenue, San Antonio Road and Bayshore Parkway gateway locations are less congested than Shoreline Boulevard; thus, field observations and intersection operations sensitivity analysis were completed to determine the capacity at these locations by estimating the point at which future queuing would spill out of the existing storage pockets at two intersections:

- San Antonio Road and Bayshore Parkway intersection (controls the Bayshore and San Antonio gateways).
- Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road intersection (controls the Rengstorff Avenue gateway).

Because vehicle queuing directly affects gateway capacity, the capacity was estimated by incrementally increasing the intersection vehicle volumes² until the 95th percentile queues began to exceed the existing storage pockets (generally to the US 101 Northbound Ramps). The overall intersection delay was also considered; however, given the directional nature of North Bayshore area traffic, we found that relying on average intersection delay did not capture the weaving and queuing delay entering the North Bayshore area during the morning and leaving during the evening. The queuing sensitivity results with the Year 2030 Cumulative with Project Conditions forecasts from the North Bayshore Precise Plan Transportation Impact Analysis report for key turn movements are shown in **Table 1** for the morning peak hour and **Table 2** for the evening peak hour.

A review of the City of Mountain View Travel Demand Forecasting Model³ under Year 2030 conditions confirms that the directional travel patterns of inbound in the morning and outbound in the evening are expected to persist into the future, and that the majority of vehicle growth is

² Vehicle counts and intersection operations from the technical memorandum *North Bayshore Precise Plan: Existing Transportation Conditions* (Fehr & Peers, August 2012) were used for this analysis.

³ A description of the model, trip adjustments for land use strategies, trip adjustments for transportation demand management (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*.



expected to occur at San Antonio Road, Bayshore Parkway, and Rengstorff Avenue (because there is very little available capacity at Shoreline Boulevard).

PEAK HOUR VEHICLE CAPACITY RESULTS

Under Existing Conditions, Shoreline Boulevard is at capacity during the morning and evening peak hours. When considering all of the North Bayshore Area gateway points together, we find that the combined volume could increase by approximately 15 percent during the morning and evening peak hours before reaching capacity. The San Antonio Road, Bayshore Parkway and Rengstorff Avenue entry/exit points will likely see the greatest increase in vehicle traffic because that is where the available capacity exists; the Shoreline Boulevard/La Avenida entry/exit points will not be able to accommodate much additional traffic because of existing capacity constraints. **Table 3** shows the existing (as of February 2014) morning and evening peak hour volumes and the peak hour vehicle capacities for all of the North Bayshore area gateways combined. **Table 4** shows the capacities for each gateway separately.

The North Bayshore area traffic is 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 level 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 existing and future vehicle storage.

The combined total capacity of all the gateways is calculated as:

- Morning Peak Hour = 8,100 peak hour vehicles
- Evening Peak Hour = 7,940 peak hour vehicles

PEAK PERIOD VEHICLE CAPACITY RESULTS

Table 5 shows the existing relationship between the peak hour and the peak period for Shoreline Boulevard separately, and across all gateways combined. Based on observations, the Shoreline Boulevard gateway is at capacity and experiences conditions where vehicle demand is equal to or exceeds capacity for 2 ½ hours to three hours each morning. The factor calculated from the counts is 2.7; that means that the total volume at Shoreline Boulevard across the three-hour peak period is 2.7 times the volume in the single peak hour. This factor is higher at Shoreline Boulevard



in the peak direction (inbound during the morning and outbound during the evening) than at the other North Bayshore gateways, because Shoreline is the gateway that experiences the most sustained level of demand over multiple hours. This factor of 2.7 has then been applied to all of the gateways combined to estimate the maximum peak period capacity; this result therefore reflects the total peak period capacity if all of the gateways were as fully-utilized as Shoreline Boulevard is today. The results for all gateways combined are shown in **Table 6**, while **Table 7** shows the peak period vehicle capacities for each gateway individually.

SENSITIVITY TESTS FOR ACCOMMODATING FUTURE GROWTH

Typically the evaluation of a land use project begins by estimating its trip generation using an independent land use variable such as building size or number of employees. The surrounding transportation network is then sized to accommodate the estimated vehicle demand resulting from the trip generation calculations. This approach may not account for changes in mode split that could be achieved with an extensive TDM program, or the effects of a constrained roadway network on local travel choices. In order to understand the interrelated effects of the proposed land use program in North Bayshore and the vehicle capacity constraints on the access points into the area, we conducted several sensitivity tests with different planning and transportation strategies to determine how the future growth could be accommodated. The tests focused on the morning period, because that is the time when travelers typically decide which mode of travel to use for that day.

The purpose of a vehicular trip generation estimate is to determine the number of new vehicle trips entering and exiting the North Bayshore Area for various purposes (e.g., employee trips, visitor trips, and shopping trips) during a selected time period. The proposed project includes approximately 3,400,000 square feet of office and R&D space with supporting land uses (see **Tables 8** and **9** for more details on land use allocation).

Future Demand with Existing Travel Characteristics

If the current travel characteristics of North Bayshore tenants remain the same and the effectiveness of current TDM programs in the area remains constant,⁴ we estimate that the

⁴ Vehicle trip rates summarized in *North Bayshore Precise Plan EIR – Establishing Existing Travel Characteristics for North Bayshore* (March 2014).



proposed project would generate between 10,430 and 11,200 vehicle trips during the morning peak hour, and 9,840 and 10,580 vehicle trips during the evening peak hour. Please refer to **Table 10** for a summary of the vehicle trip estimates based on building size and employees. This level of traffic demand would exceed the available vehicular capacity at the North Bayshore gateways that was described in the previous section (i.e., 8,100 vehicles in the morning and 7,940 vehicles in the evening).

Gateway Capacity Improvements

Per the City's policy direction, the environmental analysis assumes no major infrastructure projects that would add significant roadway capacity for automobiles. There may be opportunities to construct a few localized improvements at certain gateway intersections that could marginally improve intersection operations and increase the gateway vehicle capacity. Examples of these types of improvements would include extending turn pockets to provide more storage for turning vehicles, re-aligning the US 101 off-ramp at Shoreline Boulevard, and/or HOV/transit queue jump lanes. The transportation analysis for the environmental impact analysis report will identify what localized improvements, if any, would be feasible and beneficial as mitigations. For the purposes of the sensitivity tests described here, we have made a basic assumption that localized improvements could achieve a 5 percent increase in vehicle capacity, which would allow an additional 400 morning peak hour vehicles to be accommodated.

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 land development project in 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 *Shoreline Regional Park Community Transportation Study* (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.

A 45 percent single occupancy (drive-alone) mode choice goal was identified as a potential North Bayshore performance measure. As described in the *North Bayshore Precise Plan EIR – Establishing Travel Characteristics for North Bayshore* (April 2014) the percentage of people who drive alone currently ranges between 50 percent and 63 percent, depending on the time period; the lowest drive-alone rate occurs during the morning peak hour.

In order to achieve a 45 percent SOV rate, people traveling to and from the North Bayshore area would need to use a variety of other modes. For example, the proposed project is estimated to generate up to approximately 6,800 peak hour transit passengers inbound during the morning peak hour. The addition of passengers from the project will increase demand on the private shuttle and public transit systems. In addition, some current drive-alone users would switch to carpooling and some carpool vehicles would add more occupants; thus, the proposed project is estimated to generate approximately 4,300 carpoolers inbound during the morning peak hour.

Sensitivity Test Results

Several sensitivity tests were conducted to determine how the proposed Precise Plan land use program could be accommodated within the available gateway capacities. Sensitivity tests looked at the effectiveness of TDM programs, the potential for spreading the vehicle demand over all gateways and over multiple hours, and the effects of making localized improvements to marginally increase vehicle capacity. The sensitivity results are shown in **Table 11**. These results indicate that the full project (an additional 3.4 million square feet) could be accommodated within the available gateway capacities under the following conditions:

- All of the gateways were fully utilized for all three hours of the morning peak period.
- Operational improvements at the gateways were implemented such that vehicle capacity was increased by at least 5 percent.
- The entire North Bayshore area were to achieve the 45 percent SOV goal.



A combination of transportation management association, City and regional funding sources would be needed to implement area-wide transportation infrastructure and the robust TDM programs that would be needed to achieve the City's goals. The North Bayshore precise plan is expected to provide additional detail regarding the transportation system and programs needed to implement the community vision expressed by members of the public and City Council.

ATTACHMENTS

Tables

Table 1:	Intersection Sensitivity Results: Morning Peak Hour
Table 2:	Intersection Sensitivity Results: Evening Peak Hour
Table 3:	Peak Hour Vehicle Counts and Capacity: All Gateways Combined
Table 4:	Peak Hour Vehicle Capacity by Gateway
Table 5:	Peak Period to Peak Hour Ratios
Table 6:	Peak Period Vehicle Count and Capacity: All Gateways Combined
Table 7:	Peak Period Vehicle Capacity by Gateway
Table 8:	Land Use in the North Bayshore Area: Occupied Building Size
Table 9:	Land Use in the North Bayshore Area: Employee and Population Estimates
Table 10:	Trip Generation Estimates: Existing Travel Behavior
Table 11:	Sensitivity Test Results

TABLES

TABLE 1 INTERSECTION SENSITIVITY RESULTS: MORNING PEAK HOUR

Movement	Volume¹	Average Delay²	LOS³	Storage Pocket (feet)	Queue Length (feet)

San Antonio Road and Bayshore Parkway⁴

Eastbound Left-Through	530	167.7	F	70	1100+
Eastbound Right	260	21.6	C	70	230+
Northbound Left Turn	340	34.9	C	300	340
Northbound Through	300	18.5	B	300	230
Northbound Right Turn	530	17.8	B	150	60

Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road⁵

Northbound Left Turn	600	39.9	D	200	875
Northbound Through	1,570	38.2	D	400	1,100
Northbound Right Turn	790	70.9	E	400	1,375

Notes:

1. Vehicle volume based on intersection forecasts under Year 2030 Cumulative with Project Conditions within the *North Bayshore Precise Plan TIA*.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.

Source: Fehr & Peers, July 2014.

TABLE 2 INTERSECTION SENSITIVITY RESULTS: EVENING PEAK HOUR

Movement	Volume¹	Average Delay²	LOS³	Storage Pocket (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway⁴					
Westbound Left Turn	480	>180	F	80	740+
Westbound Through-Right	370	87.1	F	80	550+
Southbound Left Turn	10	112.0	F	90	30
Southbound Through Right	350	38.7	D	90	240
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road⁵					
Westbound Left Turn	650	55.9	E	190	700
Southbound Through	870	48.5	D	190	725
Eastbound Right Turn	570	45.0	D	400	950

Notes:

1. Vehicle volume based on intersection forecasts under Year 2030 Cumulative with Project Conditions within the *North Bayshore Precise Plan TIA*.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.

Source: Fehr & Peers, July 2014.

TABLE 3 PEAK HOUR VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Counts (2014)	6,100	990	7,090	1,430	5,260	6,690
Existing Gateway Capacity	6,980	1,120	8,100	1,780	6,160	7,940
<i>Percent Difference between Capacity and Counts</i>	+14.4%	+13.1%	+14.2%	+24.5%	+17.1%	+18.7%

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 4 PEAK HOUR VEHICLE CAPACITY BY GATEWAY

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	460	70	530	150	480	630
2. Bayshore Prkwy 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 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. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 5 PEAK PERIOD TO PEAK HOUR RATIOS

Gateway	Morning			Evening		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue						
Peak Period	6,650	1,250	7,900	2,460	5,760	8,220
Peak Hour	2,430	470	2,900	860	2,120	2,980
Perk Period to Peak Hour Ratio	2.73	2.65	2.72	2.87	2.71	2.76
All Gateways Combined						
Peak Period	13,940	2,750	16,690	4,250	13,470	17,720
Peak Hour	6,100	990	7,090	1,430	5,260	6,690
Perk Period to Peak Hour Ratio	2.29	2.78	2.35	2.97	2.56	2.65

Notes:

1. Rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 6 PEAK PERIOD VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Counts (2014)	13,940	2,750	16,690	4,250	13,470	17,720
Existing Gateway Capacity	18,850	3,020	21,870	4,810	16,630	21,440
<i>Percent Difference between Capacity and Counts</i>	+35.2%	+9.8%	+30.6%	+13.2%	+23.5%	+21.0%

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, July 2014.

TABLE 7 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,240	190	1,430	410	1,300	1,710
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,900	270	3,170	690	2,320	3,010
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,990	880	8,870	950	5,630	6,580
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	6,720	1,260	7,980	2,780	6,070	8,850
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	420	420	N/A	1,310	1,310
Total	18,850	3,020	21,870	4,810	16,630	21,440

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, July 2014.

TABLE 8
LAND USE IN THE NORTH BAYSHORE AREA: OCCUPIED BUILDING SIZE

Land Use	Units	General Plan		
		Existing	2030 General Plan	2030 North Bayshore Precise Plan
Single Family	Dwelling Units	3	1	1
Multi-Family	Dwelling Units	348	344	344
Subtotal (Residential) [A]	Dwelling Units	351	345	345
Office	Square Feet	265,464	4,674,674	3,931,569
Research & Development	Square Feet	6,026,591	4,820,170	5,671,855
Subtotal (Office and R&D) [B]	Square Feet	6,292,055	9,494,844	9,603,424
Retail	Square Feet	0	153,697	68,425
Industrial	Square Feet	335,904	189,584	153,575
Restaurant	Square Feet	10,282	10,282	10,282
Service Commercial	Square Feet	128,978	99,276	114,574
Subtotal (Supporting Uses) [C]	Square Feet	475,164	452,839	346,856
Motel	Rooms	0	293	290
Church	Building	1	1	1
Institutional/Recreation	Trips	7,400	7,257	8,257
Subtotal (Other Uses)	(Various)	(Various)	(Various)	(Various)
Total Residential [A]	Dwelling Units	351	345	345
Total Employment Uses [B+C]	Square Feet	6,767,219	9,947,683	9,950,280

Notes:

- Land use summarized from the City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133. "Occupied" building square footage accounts for a 7 percent vacancy rate off the total building square footage. The total building square footage is: Existing Conditions = 7,276,578 square feet, Year 2030 General Plan = 10,696,434 square feet, and 2030 North Bayshore Precise Plan = 10,699,226 square feet.

Source: City of Mountain View Travel Model. July 2014.

TABLE 9
LAND USE IN THE NORTH BAYSHORE AREA: EMPLOYEE AND POPULATION ESTIMATES

Land Use	Units	General Plan		
		Existing	2030 General Plan	2030 North Bayshore Precise Plan Project
Single Family	Population	8	2	2
Multi-Family	Population	749	722	722
Subtotal (Residential) [A]	Population	757	724	724
Office	Employees	1,061	14,164	15,726
Research & Development	Employees	21,093	12,050	19,851
Subtotal (Office and R&D) [B]	Employees	22,154	26,214	35,577
Retail	Employees	0	410	183
Industrial	Employees	400	228	184
Restaurant	Employees	68	67	67
Service Commercial	Employees	387	298	344
Subtotal (Supporting Uses) [C]	Employees	855	1,003	778
Motel	Employees	0	117	116
Church	Employees	10	10	10
Institutional/Recreation	Employees	740	726	826
Subtotal (Other Uses)	Employees	(Various)	(Various)	(Various)
Total Residential [A]	Dwelling Units	757	724	724
Total Employment Uses [B+C]	Employees	23,009	27,217	36,355

Notes:

1. Land use summarized from the City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133.
2. For Existing and 2030 General Plan, the assumed densities for Office and R&D land uses are 3.03 and 2.50 employees per 1,000 square feet, respectively.
3. For 2030 Precise Plan project, the assumed densities for Office and R&D land uses are 4.00 and 3.5 employees per 1,000 square feet, respectively.
4. For informational purposes, if there were a zero vacancy rate and employee estimates would include : Existing Conditions = 24,744 employees, Year 2030 General Plan = 26,266 employees, and 2030 North Bayshore Precise Plan = 39,092 employees.

Source: City of Mountain View Travel Model. July 2014.

TABLE 10 TRIP GENERATION ESTIMATES: EXISTING TRAVEL BEHAVIOR

North Bayshore Land Use	Morning Peak Hour Trips			Evening Peak Hour Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Future Demand with Existing Trip Making (9,950,280 s.f.)	8,970	1,460	10,430	2,070	7,770	9,840
Future Demand with Increased Employee Density and Existing TDM Program (~36,360 employees)	9,630	1,570	11,200	2,220	8,360	10,580

Notes:

1. Trip generation estimates based on existing travel surveys based on building size, and employee density.
Source: Fehr & Peers, July 2014.

TABLE 11 SENSITIVITY TEST RESULTS

Sensitivity Test	Additional Building Area Accommodated (square feet)	Total Building Size (square feet)	Total Employees
Peak Hour			
1. Existing gateway capacity and existing TDM effectiveness.	+957,000	8,233,600	26,000
2. Existing gateway capacity with increased vehicle occupancy (meeting 45% SOV goal).	+1,625,900	8,902,500	30,300
3. Localized improvements at gateways and existing TDM effectiveness.	+1,397,800	8,674,400	27,400
4. Localized improvements at gateways with increased vehicle occupancy (meeting 45% SOV goal).	+2,102,600	9,379,200	31,900
Peak Period			
5. Existing gateway capacity and existing TDM effectiveness.	+957,000	8,233,600	26,000
6. Existing gateway capacity with increased vehicle occupancy (meeting 45% SOV goal).	+2,943,700	10,220,300	34,700
7. Localized improvements at gateways and existing TDM effectiveness.	+1,397,800	8,674,400	27,400
8. Localized improvements at gateways with increased vehicle occupancy (meeting 45% SOV goal).	+3,422,600	10,699,200	36,400

Notes: Land use summary of within North Bayshore Area (City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133) except motel, church, and institutional recreation.
Source: Fehr & Peers, July 2014.



MEMORANDUM

Date: December 2, 2016

To: Martin Alkire, City of Mountain View
Judy Shanley and Judy Fenerty, David J. Powers & Associates

From: Daniel Rubins and Julie Morgan

Subject: North Bayshore Precise Plan with Residential EIR – Vehicle Gateway Capacity with Residential

SJ13-1450.02

This memorandum summarizes the vehicle capacity at the gateways to the North Bayshore area and how that capacity would be affected by the addition of residential land use in North Bayshore. The North Bayshore area is bounded by US Route 101 to the south, Stevens Creek to the east (including Santiago Villa Mobile Home Park), San Francisco Bay and the Shoreline Recreation area to the north, and San Antonio Road to the west.

METHODS

The vehicle gateway capacity estimates¹ are based on existing street configurations and observed vehicle demand during the morning peak hour and evening peak hour. The five roadway segments listed below carry all of the traffic that enters or exits the North Bayshore area:

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road

¹ 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.



4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

The sum of these flows is the peak hour vehicle gateway capacity.

The peak period capacity estimates are based on the ratio between existing peak hour and peak period counts for Shoreline Boulevard and across the gateways.

Note that planning-level estimates of gateway capacity were prepared during the *City of Mountain View Shoreline Transportation Study* (June 2013), and were adopted as part of the North Bayshore Precise Plan (December 2014) (see Appendix F of the *North Bayshore Precise Plan: Final Transportation Analysis*, October 2016). The analysis presented in this memorandum is a more detailed operational analysis of the key gateway locations than has been conducted previously, intended to refine the earlier estimates and evaluate how the addition of varying levels of residential development would affect the vehicle capacity.

Peak Hour Vehicle Gateway Capacity Analysis

A vehicle gateway capacity analysis was performed during the morning and evening peak hours at three intersections most commonly referred to as the North Bayshore Gateways:

- San Antonio Road and Bayshore Parkway (controls the Bayshore and San Antonio gateways).
- Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road (controls the Rengstorff Avenue gateway).
- Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (controls the Shoreline Boulevard and La Avenida gateways).

The vehicle gateway capacity was tested using the forecasted volumes for the following scenarios:

- Existing Conditions
- Adopted North Bayshore Precise Plan
- North Bayshore Precise Plan with 1,500 additional dwelling units
- North Bayshore Precise Plan with 4,000 additional dwelling units
- North Bayshore Precise Plan with 7,000 additional dwelling units
- North Bayshore Precise Plan with 9,850 additional dwelling units



Upon review of the results, an additional scenario was created called North Bayshore Precise Plan with Residential Gateway Capacity. This final scenario represents the maximum vehicle capacity at the gateways assuming all vehicles would be distributed across all gateways.

For this analysis, the overall intersection delay and the 95th percentile queues were reviewed to determine at what point the vehicle demand would likely exceed capacity. Overall intersection vehicle delay provides a general indication of the efficiency with which an intersection operates; however, because traffic patterns at the North Bayshore gateways are highly directional, with most vehicles traveling inbound in the morning and outbound in the evening, and because the traffic flow are sometimes constrain by the local street configuration, it is important to also look at the 95th percentile queues. For example, inbound vehicles encounter very short spacing between the US 101 northbound ramps and the next local street intersections, which limits the number of vehicles that can be stored without backing up into adjacent intersections and causing gridlock. For inbound vehicles we analyzed the 95th percentile queues that extend between the local streets and the US 101 interchanges, and for outbound traffic, we analyzed the 95th percentile queue relative to the left turn storage pocket and the adjacent intersection upstream of the gateway.

PEAK HOUR VEHICLE CAPACITY RESULTS

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 be somewhat complicated.



The results of the delay and queuing analyses for all of the scenarios described above are presented in **Attachment A**. Each table in **Attachment A** shows the detailed level of service and queuing results, but the most important information is the pattern revealed by this summary. Specifically, as the vehicle volume increases the overall intersection and approach delay is incrementally reduced and the approach queues grow in length. The intersection operations is color coded to highlight this pattern. While bold text is used to indicate approaches that exceed available storage. The results at each gateway differ depending on the number of residential units tested. At the San Antonio Road gateway, particularly in the evening peak hour, the addition of vehicle volume leads to an incremental degradation of intersection level of service and queuing. At the Rengstorff Avenue gateway, the adopted NBPP already results in high levels of delay and long queues; the addition of residential units results in modest improvements, although the overall intersection still operates at LOS F and queue lengths often exceed available storage. At the Shoreline Boulevard gateway, the addition of residential units would generally increase the peak direction queue lengths and the level of delay as compared to the adopted NBPP.

As described above, the final scenario shown in all the tables in **Attachment A** is the Residential Gateway Capacity. 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. For reference, the Residential Gateway Capacity volumes for the critical inbound and outbound turn movements at each gateway intersection are presented in **Tables 1** and **2**. The movements shown in this table are those that influence the gateway vehicle capacity.

Table 3 shows the morning and evening peak hour volumes and the peak hour vehicle capacities for all of the North Bayshore area gateways combined for existing (as of June 2015), the adopted North Bayshore Precise Plan, and the North Bayshore Precise Plan with Residential Gateway Capacity. **Tables 4** and **5** show the capacities for each gateway separately for the Adopted NBPP and the NBPP with Residential, respectively. As shown, the addition of approximately 1,500 to 3,000 residential units could be accommodated within the gateway capacity.

The combined total capacity of all the gateways under the adopted North Bayshore Precise Plan is calculated as:

- Morning Peak Hour = 8,100 peak hour vehicles
- Evening Peak Hour = 7,940 peak hour vehicles



With the addition of the residential units described above, 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 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. For example, during the morning peak hour, the additional outbound traffic generated by the residential units would reduce the amount of green time that can be allocated to inbound traffic at the following locations:

- Rengstorff Avenue Gateway:
 - o Westbound through and left turn from Charleston Road and the northbound through movements.
- Shoreline Boulevard/La Avenida Gateways:
 - o Westbound movements from La Avenida and the northbound/southbound through movements.
 - o Westbound movements from US 101 Off-Ramps and the northbound/southbound through movements.

During the evening peak hour, the additional inbound traffic would reduce the amount of green time that can be allocated to the outbound traffic at these same locations.

PEAK PERIOD VEHICLE CAPACITY RESULTS

The peak period volume is determined using the peak hour-to-peak period factor of 2.7 from the gateway counts; that means that the total volume at Shoreline Boulevard across the three-hour peak period is 2.7 times the volume in the single peak hour (Appendix F of the *North Bayshore Precise Plan: Final Transportation Analysis*, October 2016). This factor is higher at Shoreline Boulevard than at the other North Bayshore gateways, because Shoreline is the gateway that experiences the most sustained level of demand over multiple hours. This factor of 2.7 has been applied uniformly to all of the gateways to estimate the maximum peak period capacity; this



result therefore reflects the total peak period capacity if all of the gateways were as fully-utilized as Shoreline Boulevard is today. The results for all gateways combined are shown in **Table 6**, while **Tables 7** and **8** shows the peak period vehicle capacities for each gateway individually for the adopted North Bayshore Precise Plan and the North Bayshore Precise Plan with Residential, respectively.

ATTACHMENTS

Tables

Table 1:	Maximum Critical Volumes at Gateway Intersections: Morning Peak Hour
Table 2:	Maximum Critical Volumes at Gateway Intersections: Evening Peak Hour
Table 3:	Peak Hour Vehicle Counts and Capacity: All Gateways Combined
Table 4:	Peak Hour Vehicle Capacity by Gateway: Adopted NBPP
Table 5:	Peak Hour Vehicle Capacity by Gateway: NBPP with Residential
Table 6:	Peak Period Vehicle Count and Capacity: All Gateways Combined
Table 7:	Peak Period Vehicle Capacity by Gateway: Adopted NBPP
Table 8:	Peak Period Vehicle Capacity by Gateway: NBPP with Residential

Attachment A: Intersection Level of Service and Queuing Summary

TABLES

**TABLE 1 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS:
MORNING PEAK HOUR**

Movement	Volume¹	Average Delay²	LOS³	Storage (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway⁴					
<i>Inbound</i>					
Eastbound Left-Through	270	50.6	D	70	330+
Eastbound Right	190	23.8	C	70	80
Northbound Left Turn	230	30.9	C	300	240+
Northbound Through	400	16.5	B	300	260
Northbound Right Turn	750	15.7	B	150	90
<i>Outbound</i>					
Westbound Left Turn	110	24.4	C	80	90
Westbound Through-Right	130	25.0	C	80	120
Southbound Left Turn	30	149.0	F	90	50
Southbound Through Right	160	20.8	C	90	60
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road⁵					
<i>Inbound</i>					
Northbound Left Turn	300	63.4	E	200	350+
Northbound Through	1,550	52.4	D	400	820+
Northbound Right Turn	770	36.0	D	400	340
<i>Outbound</i>					
Westbound Left Turn	180	63.4	E	190	120+
Southbound Through	390	31.7	C	190	130
Eastbound Through-Right Turn	340	32.8	C	400	130

**TABLE 1 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS:
MORNING PEAK HOUR**

Shoreline Boulevard and La Avenida – Northbound US 101 Ramps

Inbound

Westbound Right Turn (US 101 Off Ramp)	1,300	215.9	F	1,800	1,060+
Northbound Through	910	36.3	D	920	440

Outbound

Southbound Through	500	25.6	C	600	130
Westbound Left-Through (La Avenida)	260	126.8	F	600	270+

Notes:

1. Vehicle volume based on intersection forecasts under Gateway Capacity with residential.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp) allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp) allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.
7. Bold text indicates estimated vehicle queue is greater than available storage.
8. '+' indicates the queue may be longer because volume exceeds capacity. Queue shown is the maximum after two cycles.

Source: Fehr & Peers, December 2016.

**TABLE 2 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS:
EVENING PEAK HOUR**

Movement	Volume¹	Average Delay²	LOS³	Storage (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway⁴					
<i>Inbound</i>					
Eastbound Left-Through	220	71.2	E	70	270+
Eastbound Right	480	84.4	F	70	300+
Northbound Left Turn	320	64.3	E	300	360+
Northbound Through	90	16.3	B	300	70
Northbound Right Turn	150	16.1	B	150	40
<i>Outbound</i>					
Westbound Left Turn	380	44.0	D	80	370+
Westbound Through-Right	410	89.9	F	80	520+
Southbound Left Turn	20	86.8	F	90	40
Southbound Through Right	530	33.2	C	90	180
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road⁵					
<i>Inbound</i>					
Northbound Left Turn	110	126.8	F	200	200+
Northbound Through	230	17.8	B	400	90
Northbound Right Turn	310	9.5	A	400	30
<i>Outbound</i>					
Westbound Left Turn	630	269.4	F	190	450+
Southbound Through	740	33.3	C	190	370+
Eastbound Through-Right	770	40.6	D	400	270

**TABLE 2 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS:
EVENING PEAK HOUR**

Shoreline Boulevard and La Avenida – Northbound US 101 Ramps

Inbound

Westbound Right Turn (US 101 Off Ramp)	790	208.0	F	1,800	640+
Northbound Through	370	15.2	B	920	110

Outbound

Southbound Through	1,550	68.1	E	600	1,140+
Westbound Left-Through (La Avenida)	570	494.8	F	600	590+

Notes:

1. Vehicle volume based on intersection forecasts under Gateway Capacity with residential.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp) allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp) allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.
7. Bold text indicates estimated vehicle queue is greater than available storage.
8. '+' indicates the queue may be longer because volume exceeds capacity. Queue shown is the maximum after two cycles.

Source: Fehr & Peers, December 2016.

TABLE 3 PEAK HOUR VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Conditions						
Existing Counts (2015) ¹	5,390	1,110	6,500	1,350	4,970	6,320
2014 North Bayshore Precise Plan						
Adopted Gateway Capacity ²	6,980	1,120	8,100	1,780	6,160	7,940
Percent Difference between Capacity and Counts	+29.5%	+0.90%	+24.6%	+31.9%	+23.9%	+25.6%
North Bayshore Precise Plan with Residential Gateway Capacity						
Gateway Capacity with Residential	6,300	1,990	8,290	2,310	5,720	8,030
Percent Difference between Capacity and Counts	+16.9%	+79.3%	+27.5%	+71.1%	+15.1%	+27.1%

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles and includes internal gateway trips at the San Antonio and Shoreline gateways.
2. Gateway capacity defined in the 2014 North Bayshore Precise Plan.

Source: Fehr & Peers, December 2016.

TABLE 4 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 Prkwy and Casey Ave	460	70	530	150	480	630
2. Bayshore Prkwy 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 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: Fehr & Peers, *North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, July 2014.

**TABLE 5 PEAK HOUR VEHICLE CAPACITY BY GATEWAY: NBPP WITH RESIDENTIAL
GATEWAY CAPACITY**

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	510	190	700	150	550	700
2. Bayshore Prkwy 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	2,620	670	3,290	650	1,790	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida 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: Fehr & Peers, December 2016.

TABLE 6 PEAK PERIOD VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Conditions						
Existing Counts (2015)	13,080	2,680	15,760	4,120	13,030	17,150
2014 North Bayshore Precise Plan						
Adopted Gateway Capacity	18,850	3,020	21,870	4,810	16,630	21,440
Percent Difference between Capacity and Counts	+44.1%	+12.7%	+38.8%	+16.7%	+27.6%	+25.0%
North Bayshore Precise Plan with Residential Gateway Capacity						
Gateway Capacity with Residential	17,010	5,370	22,380	6,250	15,450	21,700
Percent Difference between Capacity and Counts	+30.0%	+100.4%	+42.0%	+51.7%	+18.5%	+26.5%

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, December 2016.

TABLE 7 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY: ADOPTED NBPP

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,240	190	1,430	410	1,300	1,710
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,900	270	3,170	690	2,320	3,010
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,990	880	8,870	950	5,630	6,580
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	6,720	1,260	7,980	2,780	6,070	8,850
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	420	420	N/A	1,310	1,310
Total	18,850	3,020	21,870	4,810	16,630	21,440

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

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

**TABLE 8 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY: NBPP WITH RESIDENTIAL
GATEWAY CAPACITY**

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,380	510	1,890	410	1,490	1,900
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,570	650	3,220	920	2,130	3,050
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,070	1,810	8,880	1,760	4,830	6,590
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	5,990	1,670	7,670	3,160	5,430	8,590
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	730	730	N/A	1,570	1,570
Total	17,010	5,370	22,390	6,250	15,450	21,700

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, December 2016.

ATTACHMENT A

Table A-1: San Antonio Road and Bayshore Parkway during the AM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		Bayshore Parkway (EB Approach)		Bayshore Parkway (WB Approach)		San Antonio Road (NB Approach)		San Antonio Road (SB Approach)		Bayshore Parkway (EB Approach)	Bayshore Parkway (WB Approach)	San Antonio Road (NB Approach)	San Antonio Road (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	B	19.8	B	19.4	C	23.3	B	13.6	F	81.9	#174	49	#229	36
Adopted NBPP	B	19.7	C	25.3	C	22.8	B	16.7	C	32.3	#352	50	270	26
NBPP with 1,500 Dwelling Units	C	21.2	C	26.6	C	24.4	B	16.4	E	55.7	#328	54	287	45
NBPP with 4,000 Dwelling Units	C	21.2	C	26.7	C	24.5	B	16.5	D	48.3	#328	58	294	45
NBPP with 7,000 Dwelling Units	C	21.8	C	28.7	C	24.8	B	16.7	D	41.5	#341	73	294	56
NBPP with 9,850 Dwelling Units	C	24.5	D	40.5	C	26.2	B	17.6	D	35.4	#354	89	#240	66
Residential Gateway Capacity	C	25.3	D	39.5	C	24.8	B	18.5	D	41.3	#328	115	#240	56

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 70 feet; WB approach storage of 80 feet; NB approach storage of 150 feet; SB approach of 90 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-2: San Antonio Road and Bayshore Parkway during the PM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		Bayshore Parkway (EB Approach)		Bayshore Parkway (WB Approach)		San Antonio Road (NB Approach)		San Antonio Road (SB Approach)		Bayshore Parkway (EB Approach)	Bayshore Parkway (WB Approach)	San Antonio Road (NB Approach)	San Antonio Road (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	C	29.4	C	28.9	C	30.7	C	27.9	C	31.2	#175	180	#343	99
Adopted NBPP	E	75.8	F	>120	F	80.9	D	42.0	C	33.8	#364	#575	#356	142
NBPP with 1,500 Dwelling Units	D	49.3	E	56.4	D	54.5	D	46.3	C	34.4	#274	#478	#356	148
NBPP with 4,000 Dwelling Units	E	66.6	F	97.4	E	73.3	D	45.1	C	34.6	#312	#530	#356	161
NBPP with 7,000 Dwelling Units	F	102.6	F	>120	F	87.5	D	42.8	C	34.7	#409	#562	#356	173
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	106.8	D	42.1	D	35.1	#466	#593	#356	187
Residential Gateway Capacity	E	59.7	F	80.2	E	70.0	D	43.6	D	35.2	#298	#524	#356	183

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight. Bold text indicates queue length greater than available approach storage.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 70 feet; WB approach storage of 80 feet; NB approach storage of 150 feet; SB approach of 90 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-3: Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road during the AM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		Garcia Avenue (EB Approach)		Charleston Road (WB Approach)		Rengstorff Avenue (NB Approach)		Amphitheatre Parkway (SB Approach)		Garcia Avenue (EB Approach)	Charleston Road (WB Approach)	Rengstorff Avenue (NB Approach)	Amphitheatre Parkway (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	D	37.5	D	42.8	D	42.4	D	36	C	33.8	#197	105	#392	33
Adopted NBPP	F	>120	F	>120	D	44.0	F	88.6	C	32.4	#650	205	#1050	41
NBPP with 1,500 Dwelling Units	F	111.8	F	>120	D	44.1	D	47.8	C	31.5	#683	214	#817	87
NBPP with 4,000 Dwelling Units	F	110.7	F	>120	D	50.7	D	48.8	C	31.7	#683	214	#823	98
NBPP with 7,000 Dwelling Units	F	113.7	F	>120	F	>120	D	52.0	C	34.6	#683	#221	#849	185
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	E	58.6	D	36.9	#683	#274	#896	233
Residential Gateway Capacity	F	108.8	F	>120	D	50.7	D	48.8	C	32.6	#683	214	#823	132

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 400 feet; WB approach storage of 190 feet; NB approach storage of 200 feet; SB approach of 190 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-4: Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road during the PM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		Garcia Avenue (EB Approach)		Charleston Road (WB Approach)		Rengstorff Avenue (NB Approach)		Amphitheatre Parkway (SB Approach)		Garcia Avenue (EB Approach)	Charleston Road (WB Approach)	Rengstorff Avenue (NB Approach)	Amphitheatre Parkway (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	110.6	D	41.6	F	>120	D	37.8	C	24.8	211	#490	#182	173
Adopted NBPP	F	97.4	D	39.8	F	>120	D	48.4	D	39.2	#287	#497	#202	#419
NBPP with 1,500 Dwelling Units	F	117.6	D	39.7	F	>120	C	23.8	D	40.2	312	#581	#121	#488
NBPP with 4,000 Dwelling Units	F	118.7	D	44.5	F	>120	C	24.4	D	47.0	#391	#590	#160	#531
NBPP with 7,000 Dwelling Units	F	>120	D	43.7	F	>120	D	37.3	E	56.4	#391	#648	#222	#568
NBPP with 9,850 Dwelling Units	F	>120	D	39.5	F	>120	D	47.8	F	92.9	360	#706	#261	#598
Residential Gateway Capacity	E	77.5	D	50.0	F	>120	D	36.2	C	33.7	#400	#446	#203	#366

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 400 feet; WB approach storage of 190 feet; NB approach storage of 200 feet; SB approach of 190 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-5: Shoreline Boulevard and La Avenida - Northbound US 101 Ramps during the AM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		NB US 101 Ramp (WB Approach)		La Avenida (WB Approach)		Shoreline Boulevard (NB Approach)		Shoreline Boulevard (SB Approach)		NB US 101 Ramp (WB Approach)	La Avenida (WB Approach)	Shoreline Boulevard (NB Approach)	Shoreline Boulevard (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	88.3	F	>120	E	78.0	C	26.6	C	20.4	#1005	127	477	115
Adopted NBPP	F	>120	F	>120	E	76.8	C	25.5	C	20.9	#1285	126	481	108
NBPP with 1,500 Dwelling Units	F	>120	F	>120	F	82.3	D	24.2	B	19.9	#1578	140	434	114
NBPP with 4,000 Dwelling Units	F	>120	F	>120	F	105.9	C	25.5	C	22.1	#1602	#223	441	178
NBPP with 7,000 Dwelling Units	F	>120	F	>120	F	>120	C	27.0	C	24.5	#1631	#334	460	259
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	C	27.9	C	26.0	#1708	#420	481	329
Residential Gateway Capacity	F	97.3	F	>120	F	>120	C	26.1	C	20.7	#1056	#273	441	134

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. WB approach (Shoreline) storage of 1,800 feet (highlighted >1000 feet); WB approach (La Avenida) storage of 600 feet; NB approach storage of 920 feet; SB approach of 600 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-6: Shoreline Boulevard and La Avenida - Northbound US 101 Ramps during the PM Peak Hour

Scenario	Level of Service Summary										Queue Summary			
	Intersection		NB US 101 Ramp (WB Approach)		La Avenida (WB Approach)		Shoreline Boulevard (NB Approach)		Shoreline Boulevard (SB Approach)		NB US 101 Ramp (WB Approach)	La Avenida (WB Approach)	Shoreline Boulevard (NB Approach)	Shoreline Boulevard (SB Approach)
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	98.2	E	57.5	F	>120	A	6	F	117.1	275	#405	99	#1572
Adopted NBPP	F	107	F	82.5	F	>120	A	7.5	F	109.6	#489	#470	110	#1667
NBPP with 1,500 Dwelling Units	F	>120	F	>120	F	>120	A	6.7	F	88.2	#801	#607	86	#1341
NBPP with 4,000 Dwelling Units	F	>120	F	>120	F	>120	A	8.0	F	113.1	#1159	#621	113	#1469
NBPP with 7,000 Dwelling Units	F	>120	F	>120	F	>120	A	9.2	F	>120	#1521	#676	141	#1586
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	B	10.3	F	>120	#1811	#709	172	#1703
Residential Gateway Capacity	F	>120	F	>120	F	>120	A	8.0	D	52.7	#636	#587	113	#1142

Notes:

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. WB approach (Shoreline) storage of 1,800 feet (highlighted >1000 feet); WB approach (La Avenida) storage of 600 feet; NB approach storage of 920 feet; SB approach of 600 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

APPENDIX G:
NORTH BAYSHORE PRECISE PLAN WITH RESIDENTIAL:
PROJECT TRIP GENERATION ESTIMATES



MEMORANDUM

Date: February 8, 2017

To: Judy Fenerty and Judy Shanley, David J. Powers
Martin Alkire, City of Mountain View

From: Daniel Rubins, Mackenzie Watten, Sebastian Arias, and Julie Morgan, Fehr & Peers

Subject: North Bayshore Precise Plan with Residential – Project Trip Generation Estimates

SJ13-1450.02

The addition of residential uses into the North Bayshore Precise Plan (NBPP) area has the potential to change vehicle demand and vehicle miles traveled compared to the land uses envisioned in the adopted NBPP (2014). The addition of residential uses in North Bayshore would have an effect on several important transportation characteristics, such as:

- Total vehicle trip generation
- Likelihood of trips staying internal to the project area
- Likelihood of trips shifting to other modes (walking, bicycling, and transit)
- Trip lengths and vehicle miles traveled (analysis presented in a separate memo)

This memorandum presents the trip generation estimates for the draft project description that includes 9,850 residential dwelling units within the North Bayshore Precise Plan, which incorporates the following approved and potential projects (~3.6 million square feet total):

- Approved development: the Sobrato development at 1255 Pear Avenue, and the Intuit Marine Way and Bayshore buildings;
- Potential development: Broadreach (1625 Plymouth), Microsoft, Sobrato Mixed-Use, Shashi Hotel, Charleston East, Shoreline Commons, Landings, Huff rebuild, and Rees.

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 new 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 athletic club
- 88,500 square foot theater

The proposed residential development will include the following mix of residential unit sizes:

• Micro/Studio – 40%	• 2-Bedroom – 20%
• 1-Bedroom – 30%	• 3-Bedroom – 10%

In this analysis, this scenario is referred to as “North Bayshore Precise Plan with Smaller Residential Units”. As a point of comparison, a second scenario has been developed that has a higher proportion of larger (2-bedroom and 3-bedroom) units, which is more similar to nearby residential areas. This scenario is referred to as “North Bayshore Precise Plan with Standard Residential Units”.

It should be noted that the addition of residential uses to the NBPP may be accompanied by the addition of a new Precise Plan policy that would establish preferential occupancy of North Bayshore dwelling units by local employees. While such a policy could have an effect on the amount of traffic generated by the NBPP residential areas, the magnitude of that effect would depend on the specific policy requirements, which are not defined at this time. Therefore, this analysis does not estimate the effects of a preferential occupancy policy.

This analysis does account for the effects of residential parking supply on vehicle trip generation. The analysis compares estimated trip generation for residential units with a “standard” parking ratio, approximately 1.20 spaces per unit, and a “reduced” parking ratio, approximately 0.60 spaces per unit. The standard parking ratio is similar to ratios found in typical multi-family housing complexes in nearby residential areas. The reduced parking ratio may be adopted as a Precise Plan policy. These ratios are explored in greater detail in *Trip and Parking Reduction Potential from the Proposed Residential Transportation Demand Management Program for North Bayshore* (Nelson Nygaard, February 2016).



ACCOMMODATING FUTURE GROWTH

Historically, whenever new developments were constructed, the nearby street system would often be expanded to accommodate the increase in vehicle traffic associated with the increased land use density and intensity. 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 from non-residential development) through application of extensive TDM programs; and,
- Manage the timing of arrivals and departures by imposing a trip cap on the number of vehicle trips that occur during the AM peak period.

The adopted NBPP (2014) includes a combination of land use, transportation infrastructure, and transportation demand management program improvements. To accommodate further growth in the North Bayshore area, such as the addition of residential units, more TDM programs and policy requirements might be needed in order to manage the additional travel demand. Potential options might be preferential housing policies or other methods to encourage local workers to live in the new housing units. Before considering the nature or magnitude of such policy options, it is useful to understand the transportation implications of the various scenarios being investigated.

TECHNICAL METHODS

The trip generation effects of each scenario have been estimated using a combination of: 1) trip generation rates observed from existing non-residential developments in the North Bayshore area; 2) the assumed achievement of the NBPP trip cap, which imposes a limit of 45% SOV mode share on non-residential developments; 3) trip generation rates and travel behavior observed from similar residential sites elsewhere in Silicon Valley and the San Francisco Bay Area; and 4) the potential for trip reductions as a result of the mixture of land uses (i.e., person trips shifting to transit and active modes) that could occur with the addition of residential units in a jobs-rich area. These are described in more detail in the rest of this memo and attachments.



LOCAL NORTH BAYSHORE NON-RESIDENTIAL TRIP GENERATION SURVEYS

Based on recent gateway counts, trip generation rates have been directly observed for the existing non-residential developments within North Bayshore. This local empirical data represents the most accurate forecast of likely trip-making behavior for new developments in North Bayshore that would be similar to the current mix of high technology firms that sponsor extensive TDM programs. The trip surveys were collected over the past two years via counts taken at each gateway. As compared with conventional office buildings, the observations indicate that these employers tend to have lower vehicle trip generation during the AM and PM peak hours, but similar total vehicle trip generation over the entire day (see **Table 1**). These results are likely due to several factors:

- **Employee density:** Large technology companies tend to have higher employee densities than are typical for non-technology office uses, with up to five employees per thousand square feet of gross floor area as compared to more typical densities of about three employees per thousand square feet.
- **Flexible working hours:** Technology companies tend to have later start and end times and greater flexibility in arrival and departure times than traditional office space, partly in response to congestion on nearby roadways and also in response to employee expectations.
- **Travel Demand Management:** Many technology companies in Silicon Valley have extensive TDM programs that provide employees with alternatives to solo driving, including carpooling, vanpooling and long-distance private commute shuttles.

The local vehicle trip generation rates for office employees during the AM and PM peak hours is approximately 30 to 35 percent less than average office vehicle trip rates from the standard ITE *Trip Generation Manual* (expressed as vehicle trips per employee). On a daily basis, the local vehicle trip generation rates are approximately the same as average ITE rates.

While local surveys are extremely useful in estimating the trip-making characteristics of new development that would be similar to existing uses in that same area, they are less useful when estimating trip generation for new development that is substantively different. In the case of the scenarios investigated here, the addition of a significant number of residential units would be a major change for the North Bayshore area, so different techniques are needed to estimate the resulting travel effects. This is discussed later in the memo.



NON-RESIDENTIAL TRAVEL BEHAVIOR CHARACTERISTICS

The *Mountain View 2030 General Plan* (July 2012) includes policies to develop, adopt and monitor TDM strategies for land development projects in 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 *Shoreline Regional Park Community Transportation Study* (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.

A 45 percent single occupancy (drive-alone) mode choice goal was identified as a potential North Bayshore performance measure. As described in the *North Bayshore Precise Plan EIR – Establishing Travel Characteristics for North Bayshore* (Fehr & Peers, April 2014) the percentage of people who drive alone currently ranges between 50 percent and 63 percent, depending on the time period; the lowest drive-alone rate occurs during the morning peak hour. The on-going morning peak period gateway monitoring by City staff shows similar vehicle and person mix at the gateway.

This analysis assumes that the NBPP policy of a 45 percent SOV rate for non-residential developments is achieved in all future scenarios.

LOCAL RESIDENTIAL TRIP GENERATION SURVEYS

To develop a more refined understanding of residential trip generation in Silicon Valley, local trip generation surveys were conducted at two sites: 1) The Oaks (South) at North Park Apartments Community in north San José, and 2) Stanford West on the Stanford University campus. The Oaks (South) is a community with high technology employees living near high technology firms, and



served by employer shuttles. The Stanford West site is an example of housing where preference is given to Stanford students, staff and employees. The surveys were conducted on March 8, 2016.

In addition, Fehr & Peers summarized trip generation data from the California Household Travel Survey (CHTS) for households that fit the profile of the proposed North Bayshore residential units. Survey records were filtered to match the household size, household income, residential type, and potential parking supply expected in North Bayshore, and were restricted geographically to similar nearby jurisdictions (Cities along the San Francisco Peninsula: Foster City, Redwood City, Menlo Park, Palo Alto, Mountain View, San José, Santa Clara, and Cupertino).

The data sets described above were combined to estimate trip rates for residential units with different household sizes, parking supplies, and combinations of the two. **Attachment A** summarizes the trip generation surveys, the CHTS data, and the final residential unit trip rates that were calculated based on those sources and used in the subsequent analyses described below. Please refer to that attachment for a more detailed discussion on how the final residential unit rates were calculated. As noted in that attachment, the estimates vary in their reliability depending on the sources of data available.

This summary process calculates person trip generation rates that are approximately 20-50 percent less than average ITE person trip rates for typical apartments, depending on the household size and parking supply. As shown in the later analysis, this process resulted in vehicle trip generation rates approximately 30-50 percent less than average ITE apartment unit vehicle trip rates. The household characteristics sensitivity testing scenarios include trip rates up to 70% lower than ITE trip rates.

MIXED-USE TRIP REDUCTION

With the addition of residential units and more retail opportunities, the North Bayshore area would have a more diverse mix of land uses and therefore a greater potential to reduce vehicle trips due to internalized person trips (meaning that some people could accomplish many or all of their daily needs by remaining within North Bayshore and traveling using transit and/or active modes). Fehr & Peers used the MainStreet¹ web-based transportation analysis tool for this analysis. MainStreet

¹ Mixed-use developments (MXDs) generate fewer vehicle trips than similarly-sized developments where the land uses are segregated. There has been a lot of research in recent years by the Institute of Transportation Engineers, the Urban Land Institute, the Environmental Protection Agency, the San Diego Association of Governments and others to quantify these reductions. Fehr & Peers has developed the MainStreet web app to conduct an MXD analysis at any location in the United States. MainStreet allows for more accurate estimates of a site's trip generation characteristics than traditional industry standards.



addresses concerns with typical trip generation rates, such as those published in the ITE *Trip Generation Manual* and *Handbook*, which are based on single-use sites and have been shown to overestimate peak traffic generation for mixed-use developments (MXDs) by an average of 35 percent. This empirical evidence is based on similar mixed-use developments throughout the United States. Unlike the ITE method, MainStreet takes into account development density, scale, design, accessibility, transit proximity, demographics and mix of uses, all of which affect traffic generation. MainStreet applies a mixed-use reduction to other trip generation rates, such as those from the ITE *Trip Generation Manual*, based on these site characteristics.

MainStreet Input Variables

The MainStreet model begins with a basic trip generation rate and then requires a series of input parameters that are specific to the location of the project to estimate how the basic trip rate would change for that particular project. For the purposes of this analysis, the basic trip generation rate used as a starting point is the residential unit person trip rate calculated from local observations; as described in the section above, this locally-based rate is roughly 20 percent lower than the standard ITE trip rate for typical apartments. The MainStreet inputs have been drawn from the North Bayshore gateway monitoring, the California Household Travel Survey (CHTS), and the local travel demand model, as well as national research values for those situations where local data is not available. These input variables include attributes of the surrounding area (e.g., employment within 1 mile, average household size, intersection density, etc.), as well as demographic characteristics of the project site itself (e.g., household size and vehicle ownership). These parameters are summarized in **Attachment B**. A summary of the building sizes and occupied building area are provided in **Table 2** and **Table 3**, respectively, while **Tables 4** and **5** show the estimated numbers of employees and residents, both for the total building size (i.e., at full occupancy with no vacancies) and for the estimated occupied building areas. Additional land use scenarios are presented in **Attachment C**.



RESULTS

STUDY SCENARIOS

The trip generation analysis was completed for the following base land use scenarios:

- Existing Conditions – Existing volumes at the North Bayshore Gateway.
- 2014 North Bayshore Precise Plan – Adopted 2014 North Bayshore Precise Plan, which includes the approved projects and pipeline projects except the Sobrato Mixed-Use development.
- North Bayshore Precise Plan with Standard Residential Units and Standard Parking – NBPP with 9,850 standard residential units and standard residential parking supply (1.2 spaces per unit).
- North Bayshore Precise Plan with Standard Residential Units and Reduced Parking – NBPP with 9,850 standard residential units and reduced residential parking supply (0.6 spaces per unit).
- North Bayshore Precise Plan with Smaller Residential Units and Standard Parking – NBPP with 9,850 smaller residential units and standard residential parking supply. (Scenario studied in the transportation impact analysis)
- North Bayshore Precise Plan with Smaller Residential Units and Reduced Parking – NBPP with 9,850 standard residential units and reduced residential parking supply.

Sensitivity Test Scenarios

In addition to the scenarios described above, several sensitivity tests were conducted to estimate how variations in the number of residential units, the size of those units, or even lower parking supply ratios would affect the trip generation results.

The first set of sensitivity test scenarios, called Land Use tests, involved adjusting the number of residential units such that the resulting trip generation would remain within the gateway capacity adopted in the 2014 NBPP. It was found that the following four scenarios had trip generation results that remained within the established gateway capacity. In particular, these scenarios had numbers of trips in the peak direction (inbound in the morning and outbound in the evening) that were very close to the established capacity for that movement

1. North Bayshore Precise Plan with Standard Residential Units and Standard Parking, within Gateway Capacity – NBPP plus 500 residential units.



2. North Bayshore Precise Plan with Standard Residential Units and Reduced Parking, within Gateway Capacity – NBPP plus 2,000 residential units.
3. North Bayshore Precise Plan with Smaller Residential Units and Standard Parking, within Gateway Capacity – NBPP plus 1,500 residential units.
4. North Bayshore Precise Plan with Smaller Residential Units and Reduced Parking, within Gateway Capacity – NBPP plus 3,000 residential units.

The next set of sensitivity test scenarios, called Household Characteristic tests, involved assuming the full 9,850 residential units, and adjusting household size and parking supply characteristics to more extreme levels than have been used in other scenarios. These tests involved things like limiting the unit size only to studio (i.e., one-person) apartments, or significantly restricting parking to only one space per three or four units. It is very important to note that these particular sensitivity tests involve characteristics that are not found elsewhere in the Bay Area; therefore, there is essentially no data available on which to base an estimate of how these characteristics would affect trip generation rates. These Household Characteristic sensitivity test scenarios are presented for informational purposes, but caution should be applied when considering the reliability of these results:

1. North Bayshore Precise Plan with 9,850 Studio Residential Units and Reduced Parking (0.60 spaces per unit)
2. North Bayshore Precise Plan with 9,850 Smaller Residential Units (average of 1.75 persons per unit) and 0.33 Parking Spaces Per Unit
3. North Bayshore Precise Plan with 9,850 Smaller Residential Units (average of 1.75 persons per unit) and 0.25 Parking Spaces Per Unit
4. North Bayshore Precise Plan with 9,850 Studio Residential Units and 0.33 Parking Spaces Per Unit
5. North Bayshore Precise Plan with 9,850 Studio Residential Units and 0.25 Parking Spaces Per Unit

GATEWAY TRIP GENERATION COMPARISON

The trip generation results for the Base and Land Use scenarios are presented in **Table 6-A**, and **Table 7-A** provides context for the change in trips compared to the growth anticipated in the future scenarios. As shown in these tables, the future scenarios would result in growth in service population (the sum of residents and employees) of approximately 120% to 140%; that is, the number of people in the North Bayshore area would more than double as compared to Existing Conditions. In the Smaller Residential Units scenarios, total vehicle trips would increase by about 40% to 60% in the AM peak and about 60% to 70% in the PM peak. This growth in vehicle trips is



substantially lower than the 120% growth in service population that would occur under this scenario; this is due to the trip-reducing benefits of having housing and jobs in close proximity, the small size of the residential units, and the likelihood of reduced vehicle ownership as a result of transit availability and proximity to goods and services. The results for the Standard Residential Units scenario are somewhat higher, reflecting the effects of more typical housing unit sizes and vehicle ownership levels. However, even in the Standard Residential Units scenario, the growth in vehicle trips is much less than the growth in service population, due to the effects of locating housing close to jobs and services. It should also be noted that, under either scenario, the peak hour trip generation is estimated to exceed the gateway capacity.

The results for the land use sensitivity tests show that restricting the number of residential units in the land use program can result in scenarios that fit within the gateway capacity.

Tables 6-B and **7-B** present the same results for the Household Characteristic sensitivity tests. As described above, these particular sensitivity tests are being presented for informational purposes, but the reliability of these results is affected by the lack of data available to support these estimates. Based on these figures, the proposed land use program of 9,850 dwelling units could fit within the established gateway capacity if all of the households were one-person households and the parking ratio was in the range of 0.25-0.33 spaces per unit.

Detailed trip generation results for each alternative can be found in **Attachment D**

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. **Tables 8-A and 8-B** show the mixed-use reduction results. 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 Smaller Residential Units scenarios, the mixed-use reduction percentage doubles or triples to between 18% and 25%; more importantly, because the total number of person trips increases, the number of person trips reduced almost quadruples, from 1,680 to 6,160. The results in the Standard Residential Units scenarios are less dramatic, but still the number of person trips reduced doubles or triples. 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 substantially higher, ranging between 20% and 40%.

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. It would be unrealistic to expect that all person trips 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.

OVERALL SUMMARY

As an overall summary, **Tables 9-A and 9-B** summarize the number of external vehicle trips for each scenario, and separate those trips into those associated with residential uses and with employment uses. These results show how the reduction in trips caused by the mixture of land uses within North Bayshore can influence external trips by land use type. An interesting finding of looking at the data this way is that the growth in vehicle trips associated with the new employment uses is quite limited considering the substantial amount of employment growth (i.e., an additional 3.6 million square feet of office and research and development (R&D) building space). This is indicative of the efficiency of the land use program in linking residential and employment uses within North Bayshore.

ATTACHMENTS

Tables

Table 1:	Comparison of Trip Generation Rates
Table 2:	Land Use in the North Bayshore Area: Total Building Size
Table 3:	Land Use in the North Bayshore Area: Occupied Building Area
Table 4:	Land Use in the North Bayshore Area: Maximum Number of Employees and Residents
Table 5:	Land Use in the North Bayshore Area: Estimated Number of Employees and Residents
Table 6-A:	Trip Generation Estimates and Gateway Capacity: Base and Land Use Sensitivity Tests



Table 6-B:	Trip Generation Estimates and Gateway Capacity: Household Characteristics Sensitivity Tests
Table 7-A:	Percentage Change Compared to Existing Conditions: Base Scenarios and Land Use Sensitivity Tests
Table 7-B:	Percentage Change Compared to Existing Conditions: Household Characteristics Sensitivity Tests
Table 8-A:	Mixed-Use Reduction of Person Trips: Base Scenarios and Land Use Sensitivity Tests
Table 8-B:	Mixed-Use Reduction of Person Trips: Household Characteristics Sensitivity Tests
Table 9-A:	External Vehicle Trip Growth Over Existing: Base Scenarios and Land Use Sensitivity Tests
Table 9-B:	External Vehicle Trip Growth Over Existing: Household Characteristics Sensitivity Tests

Attachments

Attachment A:	Person Trip Summaries for The Oaks (South) at the North Park Community and the Stanford West Sites
Attachment B:	Summary of MainStreet Input Variables
Attachment C:	Scenario Land Use Summary
Attachment D:	Detailed Results for each Alternative

TABLES

TABLE 1
COMPARISON OF TRIP GENERATION RATES

Source	Daily	AM Peak Hour	PM Peak Hour
Vehicle Trip Rates per Employee			
ITE: Single Tenant Office ¹	3.70	0.53	0.51
ITE: General Office ²	3.32	0.48	0.46
North Bayshore ³	2.96	0.26	0.25

Notes:

1. Average trip rates of Institute of Transportation Engineers (ITE) single tenant office building (ITE land use code 715) during the morning and evening peak hours.
2. Average trip rates of Institute of Transportation Engineers (ITE) general office building (ITE land use code 710) during the morning and evening peak hours.
3. Average trip rates for North Bayshore based on gateway counts conducted in 2015 divided by the number of existing employees (24,843).

Source: Fehr & Peers, February 2017.

TABLE 2
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 3
LAND USE IN THE NORTH BAYSHORE AREA: OCCUPIED³ 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 4
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 5
LAND USE IN THE NORTH BAYSHORE AREA:
ESTIMATED NUMBER OF EMPLOYEES AND RESIDENTS¹

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 Typical 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 6-A
TRIP GENERATION ESTIMATES:
BASE SCENARIOS AND LAND USE SENSITIVITY TESTS

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Base Scenarios							
Existing Conditions	73,450	5,380	1,120	6,500	1,350	4,960	6,310
2014 North Bayshore Precise Plan	92,210	6,980	1,120	8,100	1,780	6,160	7,940
North Bayshore Precise Plan with Standard Residential Units, Standard Parking	147,640	7,680	3,930	11,610	4,550	7,860	12,410
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking	133,090	7,140	2,900	10,040	3,720	7,320	11,040
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking	132,820	7,230	3,310	10,540	4,040	7,340	11,380
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking	119,940	6,670	2,470	9,140	3,290	6,830	10,120
Land Use Sensitivity Tests							
North Bayshore Precise Plan with 500 Standard Residential Units, Standard Parking, within Gateway Capacity	95,160	7,020	1,230	8,250	1,900	6,230	8,130
North Bayshore Precise Plan with 2,000 Standard Residential Units, Reduced Parking, within Gateway Capacity	96,710	6,660	1,290	7,950	2,030	6,100	8,130
North Bayshore Precise Plan with 1,500 Smaller Residential Units, Standard Parking, within Gateway Capacity	96,230	6,760	1,330	8,090	2,020	6,190	8,210
North Bayshore Precise Plan with 3,000 Smaller Residential Units, Reduced Parking, within Gateway Capacity	95,970	6,390	1,270	7,660	1,980	5,980	7,960
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

Note:

- Existing Conditions is based on the most recent daily count collected in February 2014 and peak hour counts from June 2015. Source: MainStreet, Fehr & Peers, February 2017.

TABLE 6-B
TRIP GENERATION ESTIMATES:
HOUSEHOLD CHARACTERISTICS SENSITIVITY TESTS

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Base Scenarios							
Existing Conditions	73,450	5,380	1,120	6,500	1,350	4,960	6,310
2014 North Bayshore Precise Plan	92,210	6,980	1,120	8,100	1,780	6,160	7,940
Household Characteristic Sensitivity Tests							
North Bayshore Precise Plan with Studio Residential Units, Reduced Parking	101,620	6,240	1,580	7,820	2,430	6,250	8,680
North Bayshore Precise Plan with Smaller Residential Units, 0.33 Parking Spaces Per Unit	112,270	6,280	1,870	8,150	2,940	6,570	9,510
North Bayshore Precise Plan with Smaller Residential Units, 0.25 Parking Spaces Per Unit	106,480	6,030	1,510	7,540	2,600	6,270	8,870
North Bayshore Precise Plan with Studio Residential Units, 0.33 Parking Spaces Per Unit	95,570	5,940	1,320	7,260	2,200	5,810	8,010
North Bayshore Precise Plan with Studio Residential Units, 0.25 Parking Spaces Per Unit	91,140	5,590	1,090	6,680	2,010	5,620	7,630
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

Note:

- Existing Conditions is based on the most recent daily count collected in February 2014 and peak hour counts from June 2015. Source: MainStreet, Fehr & Peers, February 2017.

TABLE 7-A
PERCENTAGE CHANGE COMPARED TO EXISTING CONDITIONS¹:
BASE SCENARIOS AND LAND USE SENSITIVITY TESTS

Scenario	Service Population	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Base Scenarios				
2014 North Bayshore Precise Plan	50.9%	25.5%	24.6%	25.8%
North Bayshore Precise Plan with Standard Residential Units, Standard Parking	135.5%	101.0%	78.6%	96.7%
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking	135.5%	81.2%	54.5%	75.0%
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking	122.3%	80.8%	62.2%	80.3%
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking	122.3%	63.3%	40.6%	60.4%
Land Use Sensitivity Tests				
North Bayshore Precise Plan with Standard Residential Units, Standard Parking, within Gateway Capacity	59.0%	29.6%	26.9%	28.8%
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking, within Gateway Capacity	71.5%	31.7%	22.3%	28.8%
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking, within Gateway Capacity	65.2%	31.0%	24.5%	30.1%
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking, within Gateway Capacity	75.4%	30.7%	17.8%	26.1%

Note:

- Existing Conditions is based on the most recent daily count collected in February 2014 and peak hour counts from June 2015. Source: MainStreet, Fehr & Peers, February 2017.

TABLE 7-B
PERCENTAGE CHANGE COMPARED TO EXISTING CONDITIONS¹:
HOUSEHOLD CHARACTERISTICS SENSITIVITY TESTS

Scenario	Service Population	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Base Scenario				
2014 North Bayshore Precise Plan	50.9%	25.5%	24.6%	25.8%
Household Characteristic Sensitivity Tests				
North Bayshore Precise Plan with Studio Residential Units, Reduced Parking	93.4%	38.4%	20.3%	37.6%
North Bayshore Precise Plan with Smaller Residential Units, 0.33 Parking Spaces Per Unit	122.3%	52.9%	25.4%	50.7%
North Bayshore Precise Plan with Smaller Residential Units, 0.25 Parking Spaces Per Unit	122.3%	45.0%	16.0%	40.6%
North Bayshore Precise Plan with Studio Residential Units, 0.33 Parking Spaces Per Unit	93.4%	30.1%	11.7%	26.9%
North Bayshore Precise Plan with Studio Residential Units, 0.25 Parking Spaces Per Unit	93.4%	24.1%	2.8%	20.9%

Note:

- Existing Conditions is based on the most recent daily count collected in February 2014 and peak hour counts from June 2015.
Source: MainStreet, Fehr & Peers, February 2017.

TABLE 8-A
MIXED-USE REDUCTION OF PERSON TRIPS¹:
BASE SCENARIOS AND LAND USE SENSITIVITY TESTS

Scenario	Daily	AM Peak Hour Total	PM Peak Hour Total
Base Scenarios			
2014 North Bayshore Precise Plan	5.4% (8,360)	8.7% (1,680)	8.9% (1,460)
North Bayshore Precise Plan with Standard Residential Units, Standard Parking	10.1% (23,520)	13.7% (3,440)	12.9% (2,980)
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking	15.4% (35,860)	20.7% (5,200)	18.6% (4,290)
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking	13.3% (29,490)	18.0% (4,440)	16.5% (3,730)
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking	18.6% (41,240)	25.0% (6,160)	22.2% (5,020)
Land Use Sensitivity Tests			
North Bayshore Precise Plan with 500 Standard Residential Units, Standard Parking, within Gateway Capacity	7.8% (12,690)	11.3% (2,270)	11.6% (1,980)
North Bayshore Precise Plan with 2,000 Standard Residential Units, Reduced Parking, within Gateway Capacity	13.1% (22,780)	18.3% (3,820)	17.3% (3,120)
North Bayshore Precise Plan with 1,500 Smaller Residential Units, Standard Parking, within Gateway Capacity	10.8% (18,190)	15.8% (3,250)	14.5% (2,560)
North Bayshore Precise Plan with 3,000 Smaller Residential Units, Reduced Parking, within Gateway Capacity	15.8% (28,130)	22.8% (4,850)	20.9% (3,880)

Note:

1. Table shows the mixed-use reduction of person trips, both as a percentage of total person trips and as the number of trips reduced. Because the total number of person trips for each alternative differs, there will be cases where the percentages are similar, but the absolute number of trips reduced may vary greatly.

Source: MainStreet, Fehr & Peers, February 2017.

TABLE 8-B
MIXED-USE REDUCTION OF PERSON TRIPS¹:
HOUSEHOLD CHARACTERISTICS SENSITIVITY TESTS

Scenario	Daily	AM Peak Hour Total	PM Peak Hour Total
Base Scenarios			
2014 North Bayshore Precise Plan	5.4% (8,360)	8.7% (1,680)	8.9% (1,460)
Household Characteristic Sensitivity Tests			
North Bayshore Precise Plan with Studio Residential Units, Reduced Parking	19.1% (37,290)	26.8% (6,050)	21.9% (4,410)
North Bayshore Precise Plan with Smaller Residential Units, 0.33 Parking Spaces Per Unit	23.1% (51,310)	31.3% (7,710)	25.8% (5,820)
North Bayshore Precise Plan with Smaller Residential Units, 0.25 Parking Spaces Per Unit	26.0% (57,710)	35.1% (8,660)	29.4% (6,630)
North Bayshore Precise Plan with Studio Residential Units, 0.33 Parking Spaces Per Unit	24.2% (47,090)	31.5% (7,110)	27.9% (5,600)
North Bayshore Precise Plan with Studio Residential Units, 0.25 Parking Spaces Per Unit	27.0% (52,530)	36.2% (8,180)	30.4% (6,120)

Note:

1. Table shows the mixed-use reduction of person trips, both as a percentage of total person trips and as the number of trips reduced. Because the total number of person trips for each alternative differs, there will be cases where the percentages are similar, but the absolute number of trips reduced may vary greatly.

Source: MainStreet, Fehr & Peers, February 2017.

TABLE 9-A
CHANGE IN EXTERNAL VEHICLE TRIPS COMPARED TO EXISTING CONDITIONS:
BASE SCENARIOS AND LAND USE SENSITIVITY TESTS

Alternative	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2014 North Bayshore Precise Plan							
Residential [A]	-120	0	-10	-10	-10	0	-10
Employment ¹ [B]	18,880	1,600	10	1,610	440	1,200	1,640
Total [A+B]	18,760	1,600	0	1,600	430	1,200	1,630
NBPP with Standard Residential Units, Standard Parking							
Residential [A]	56,780	810	2,770	3,580	2,730	1,780	4,510
Employment ¹ [B]	17,400	1,490	40	1,530	470	1,120	1,590
Total [A+B]	74,180	2,300	2,810	5,110	3,200	2,900	6,100
NBPP with Standard Residential Units, Reduced Parking							
Residential [A]	45,970	630	1,770	2,400	1,940	1,510	3,450
Employment ¹ [B]	13,670	1,130	10	1,140	430	850	1,280
Total [A+B]	59,640	1,760	1,780	3,540	2,370	2,360	4,730
NBPP with Smaller Residential Units, Standard Parking							
Residential [A]	44,750	640	2,200	2,840	2,270	1,400	3,670
Employment ¹ [B]	14,620	1,210	-10	1,200	420	980	1,400
Total [A+B]	59,370	1,850	2,190	4,040	2,690	2,380	5,070
NBPP with Smaller Residential Units, Reduced Parking							
Residential [A]	35,660	500	1,400	1,900	1,560	1,160	2,720
Employment ¹ [B]	10,830	790	-50	740	380	720	1,100
Total [A+B]	46,490	1,290	1,350	2,640	1,940	1,880	3,820
NBPP with 500 Standard Residential Units, Reduced Parking, within Gateway Capacity							
Residential [A]	2,500	30	90	120	110	70	180
Employment ¹ [B]	19,210	1,610	10	1,620	440	1,200	1,640
Total [A+B]	21,710	1,640	100	1,740	550	1,270	1,820
NBPP with 2,000 Standard Residential Units, Reduced Parking, within Gateway Capacity							
Residential [A]	8,220	80	220	300	310	250	560
Employment ¹ [B]	15,030	1,200	-40	1,160	370	890	1,260
Total [A+B]	23,250	1,280	180	1,460	680	1,140	1,820
NBPP with 1,500 Smaller Residential Units, Reduced Parking, within Gateway Capacity							
Residential [A]	6,060	70	250	320	260	160	420
Employment ¹ [B]	16,730	1,310	-30	1,280	410	1,070	1,480
Total [A+B]	22,790	1,380	220	1,600	670	1,230	1,900

TABLE 9-A
CHANGE IN EXTERNAL VEHICLE TRIPS COMPARED TO EXISTING CONDITIONS:
BASE SCENARIOS AND LAND USE SENSITIVITY TESTS

Alternative	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
NBPP with 3,000 Smaller Residential Units, Reduced Parking, within Gateway Capacity							
Residential [A]	9,440	90	240	330	290	220	510
Employment ¹ [B]	13,080	920	-80	840	340	800	1,140
Total [A+B]	22,520	1,010	160	1,170	630	1,020	1,650

Note:

1. Includes transit/commuter shuttles.

Source: Fehr & Peers, February 2017.

TABLE 9-B
CHANGE IN EXTERNAL VEHICLE TRIPS COMPARED TO EXISTING CONDITIONS:
HOUSEHOLD CHARACTERISTICS SENSITIVITY TESTS

Alternative	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2014 North Bayshore Precise Plan							
Residential [A]	-120	0	-10	-10	-10	0	-10
Employment ¹ [B]	18,880	1,600	10	1,610	440	1,200	1,640
Total [A+B]	18,760	1,600	0	1,600	430	1,200	1,630
NBPP with Studio Residential Units, Reduced Parking							
Residential [A]	18,360	220	560	780	730	610	1,340
Employment ¹ [B]	9,810	640	-100	540	350	680	1,030
Total [A+B]	28,170	860	460	1,320	1,080	1,290	2,370
NBPP with Smaller Residential Units, 0.33 Parking Spaces Per Unit							
Residential [A]	30,940	320	850	1,170	1,230	970	2,200
Employment ¹ [B]	7,870	580	-90	490	360	640	1,000
Total [A+B]	38,810	900	760	1,660	1,590	1,610	3,200
NBPP with Smaller Residential Units, 0.25 Parking Spaces Per Unit							
Residential [A]	27,090	220	520	740	930	810	1,740
Employment ¹ [B]	5,940	430	-120	310	330	500	830
Total [A+B]	33,030	650	400	1,050	1,260	1,310	2,570
NBPP with Studio Residential Units, 0.33 Parking Spaces Per Unit							
Residential [A]	16,300	130	350	480	610	480	1,090
Employment ¹ [B]	5,830	430	-150	280	250	360	610
Total [A+B]	22,130	560	200	760	860	840	1,700
NBPP with Studio Residential Units, 0.25 Parking Spaces Per Unit							
Residential [A]	13,810	80	170	250	440	390	830
Employment ¹ [B]	3,880	130	-200	-70	220	270	490
Total [A+B]	17,690	210	-30	180	660	660	1,320

Note:

1. Includes transit/commuter shuttles.

Source: Fehr & Peers, February 2017.

ATTACHMENT A

To develop a more refined understanding of residential trip generation in Silicon Valley, local trip generation surveys were conducted at two residential sites: 1) The Oaks (South) at North Park Apartments Community in north San José, and 2) Stanford West on the Stanford University campus. The North Park Apartments is a community located near high technology firms that houses many high technology employees and which is served by several employer shuttles. The Stanford West site is an example of preferential housing for Stanford students, staff and employees. These sites were selected as examples of residential trip generation with a similar household mix as the proposed North Bayshore area.

From our experience and shown in the tables below, the trip generation results are mixed depending on the type and size of housing provided and the occupancy of the units. Person trip surveys were conducted on March 8, 2016 to determine the number of persons and vehicles entering and exiting each site during a selected time period; this captures all travel associated with the site, whether made by residents or visitors. We collected data during a 24-hour daily period, morning peak period (7:00 AM to 10:00 AM), and evening peak period (4:00 to 7:00 PM).

THE OAKS (SOUTH)

Fehr & Peers conducted a person trip generation survey at The Oaks (South) at the North Park Community in San José, California on March 8, 2016. The existing residential building of Oaks (south) at North Park Community in San José has 261 dwelling units with a clubhouse (965 square feet), an outdoor pool, and a fitness center (665 square feet). The residential units are divided into the sub-categories described in **Table A-1**. Additional information is summarized below for parking supply rates and policies, residential TDM program, and transit access.

The monthly rental cost for the 261 dwelling units ranges from \$2,337 for a studio to \$4,347 for a three bedroom. Of the 261 dwelling units, 223 are market rate, and 38 are below market rate. Eight of the apartments are leased by a corporation.

There are a total of 345 parking spaces, with 226 single parking spaces, 75 tandem parking spaces (parked back to back), 35 visitor spaces, and 9 accessible spaces. As shown in **Table A-1**, studio, one-bedroom and two-bedroom apartments receive one parking space with the base rent, and a three bedroom receives two parking spaces. There are a total of 30 spaces that are available for \$75 per month. On-street parking is allowed adjacent to the building.

**TABLE A-1:
THE OAKS (SOUTH): SITE SUMMARY**

	Studios	1-Bedroom	2-Bedroom	3-Bedroom
Residential Unit Type				
Market	21	103	86	13
Below Market: Moderate Income	5	12	5	1
Below Market: Very Low Income	4	4	6	1
Total¹	30	119	97	15
Parking Supply and Rental Cost				
Assigned Parking Spaces ²	1	1	1	2
Monthly Rent	\$2,337	\$2,659	\$3,111	\$4,347

Notes:

1. Of the 261 dwelling units, 223 are market rate, and 38 are below market rate (both moderate and very low income). Eight of the apartments are leased by a corporation.
2. There are a total of 345 parking spaces, with 226 single parking spaces, 75 tandem parking spaces (parked back to back), 35 visitor spaces, and 9 accessible spaces. There are a total of 30 spaces that are available for \$75 per month. On-street parking is allowed adjacent to the building.

Source: Irvine Company, December 2016.

The residential trip generation survey site is within 1,400 feet walking distance of the nearest Valley Transportation Authority (VTA) light rail station. A Zip Car is parked within 1,800 feet of the site. The Irvine Company also provides information to its residents about the Zip Car program (including available promotions) and VTA FLEX services (a dynamic transit service with on-demand service at transit stops in North San José). This community is also served by several employer shuttles.

STANFORD WEST

Stanford provided a summary of the residential building type, building amenities, parking policies, TDM programs and demographic data. Stanford West Apartments caters primarily to three types of tenants: short-term visiting scholars who stay for three months to two years, tenants who sign a short-term lease while house-hunting, and longer-term tenants with five to seven year residencies. The 628-unit community has high-end amenities such as a business center, fitness center, an outdoor pool, walking and bicycling trails, mini-parks with playgrounds, clubhouse, and corner store. The residential units are divided into the sub-categories described in **Table A-2**.

**TABLE A-2:
STANFORD WEST: SITE SUMMARY**

	1-Bedroom	2-Bedroom	3-Bedroom
Residential Unit Type			
Total ¹	273	293	62
Parking Supply and Rental Cost			
Assigned Parking Spaces ²	1 covered	1 covered 1 uncovered	1 covered 1 uncovered
Monthly Rent	\$2,226 to \$2,871	\$3,289 to \$3,932	\$3,804 to \$4,257

Notes:

1. Of the 628 dwelling units, twenty-five percent of the units are below market rate.
2. A limited number of additional uncovered and covered parking spaces are available for rent.

Source: Stanford, December 2016.

Stanford has implemented a rental eligibility priority system for the Stanford West site. This system ranks in order of priority:

- Faculty and eligible staff
- Employees and staff of Stanford Hospital and Clinic, visiting fellows, and employees on Stanford lands (e.g., Stanford Shopping Center, Welch Road and Research Park)
- Employees within Palo Alto or Menlo Park, or individuals age 62 and older living in either city.
- All other household types.

The monthly rental cost for the 628 dwelling units ranges from approximately \$2,230 for a one-bedroom to \$4,260 for a three-bedroom. Of the 628 dwelling units, twenty-five percent are below market rate.

As shown in **Table A-2**, a one-bedroom unit is assigned one covered parking space with the base rent, while two- and three-bedroom dwelling units are assigned a covered space and one uncovered space. There are a limited number of additional parking spaces available for rent.

Given that the residential units are located adjacent to the Stanford campus and Medical Center, there is not a TDM program specific to this site; however, Marguerite, Stanford's free shuttle, provides transit service to campus and to the Palo Alto Caltrain station.

SURVEY RESULTS

The residential trip generation rates of the Oaks (South) and the Stanford West sites are presented below and compared to the average ITE trip generation rates for land uses with similar characteristics – apartments (ITE land use code 220), and residential condominium/townhome (ITE

land use code 230). These ITE land use categories are most frequently approved by Mountain View staff for transportation impact studies. The apartment category includes rental dwelling units in low-rise, mid-rise, or high-rise buildings. The residential condominium/townhome category includes ownership units with more than one unit within the same building. As described in the *ITE Trip Generation Manual* 9th Edition (2012), the sources of data for that manual were surveys collected at suburban locations having little or no transit service, nearby pedestrian amenities, or transportation demand management (TDM) programs. When possible, the national database should be supplemented with local empirical surveys.

The surveys collected both vehicle trip data and person trip data. A vehicle trip is counted each time a vehicle enters or exits the site, whereas a person trip is counted each time a person enters or exits the site (regardless of whether they are in a vehicle, walking, or bicycling). Thus, the total number of person trips is always larger than the number of vehicle trips, and the person trip rate is higher than the vehicle trip rate. Because person trips must be observed and recorded manually, that data collection was done only during the morning and evening peak periods. Vehicle trip counts can be collected by machine, so that data was collected for a full 24-hour period. To allow for more direct comparisons with ITE rates, we have calculated peak hour trip rates both for the peak hour of the adjacent streets and for the peak hour of the building itself. This comparison of the peak hour of the adjacent street and peak hour of the building was developed to see how different (if at all) these rates were and assess the potential change to the local street peak hour.

VEHICLE TRIP RATES

Table A-3 below summarizes the number of inbound and outbound vehicle trips, and divides the results by the number of residential dwelling units to develop trip generation rates per unit.

TABLE A-3 TRIP GENERATION SUMMARY: VEHICLES

Location	Trip Information	Daily	Peak Hour of Adjacent Street ¹		Peak Hour of Generator ²	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Oaks (South)	Total Trips	752	66	63	74	85
	Trip Rate per Unit	2.88	0.25	0.24	0.28	0.33
	% Inbound	49%	14%	74%	14%	73%
	% Outbound	51%	86%	26%	86%	27%
Stanford West	Total Trips	4,282	505	419	535	420
	Trip Rate per Unit	6.82	0.80	0.67	0.85	0.67
	% Inbound	49%	38%	65%	35%	68%
	% Outbound	51%	62%	35%	65%	32%

Notes:

1. Peak hour of adjacent roadways based on local vehicle counts of adjacent streets. For the Oaks (South), the morning peak hour was found to be 7:45 to 8:45 AM and the evening peak hour was 4:45 to 5:45 PM. For Stanford West, the morning peak hour was found to be 8:00 to 9:00 AM and the evening peak hour was 5:00 to 6:00 PM.
2. Peak hour of generator is the single hour when that particular site generated the most trips. For the Oaks (South), the morning peak hour was found to be 8:15 to 9:15 AM and the evening peak hour was 7:00 to 8:00 PM, while for Stanford West, the morning peak hour was found to be 7:45 to 8:45 AM and the evening peak hour was 5:15 to 6:15 PM.

Source: Fehr & Peers, December 2016.

The most significant difference in this data is that the vehicle trip rates for Stanford West are much higher than the rates from the Oaks (South). Stanford West also has a more balanced directional split, with about two-thirds of traffic moving in the peak direction (outbound in the morning and inbound in the evening) and the other one-third in the off-peak direction, while the Oaks (South) has more skewed directional splits.

PERSON TRIP RATES

Table A-4 shows the person trip survey results for the two sites. As a reminder, the person trip data was only collected during the peak periods, so it is not possible to calculate a daily trip rate. The patterns are similar to that found from the vehicle trip results shown above, with Stanford West having higher trip rates and a more balanced directional split than the Oaks (South). Of particular

interest is the fact that the Stanford West person trip generation rates are very high – approximately two to three times higher than Oaks (South).

TABLE A-4 TRIP GENERATION SUMMARY: PERSONS

Location	Trip Information	Peak Hour of Adjacent Street ¹		Peak Hour of Generator ²	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Oaks (South)	Total Trips	115	130	117	N/A ³
	Trip Rate per Unit	0.44	0.50	0.45	N/A ³
	% Inbound	19%	67%	17%	N/A ³
	% Outbound	81%	33%	83%	N/A ³
Stanford West	Total Trips	875	729	891	737
	Trip Rate per Unit	1.39	1.16	1.42	1.17
	% Inbound	31%	71%	31%	73%
	% Outbound	69%	29%	69%	27%

Notes:

1. Peak hour of adjacent roadways based on local vehicle counts of adjacent streets. For the Oaks (South), the morning peak hour was found to be 7:45 to 8:45 AM and the evening peak hour was 4:45 to 5:45 PM, while for Stanford West, the morning peak hour was found to be 8:00 to 9:00 AM and the evening peak hour was 5:00 to 6:00 PM.
2. Peak hour of generator is the single hour when that particular site generated the most trips. For the Oaks (south), the morning peak hour was found to be 8:15 to 9:15 AM and the evening peak hour was 7:00 to 8:00 PM, while for Stanford West, the morning peak hour was found to be 7:45 to 8:45 AM and the evening peak hour was 5:15 to 6:15 PM.
3. Based on the vehicle trip surveys described in Table A-3, the evening peak hour for the Oaks (south) was 7:00 to 8:00 PM. However, person trip data was only collected for the peak period of 4:00 to 7:00 PM, so in this instance we do not have person trip data for the PM peak hour of the generator. However, all indications are that the results for the peak hour of the generator would be very similar to the results for the peak hour of the adjacent streets.

Source: Fehr & Peers, December 2016.

COMPARISON TO ITE RATES

Table A-5 provides a summary of the trip generation rates available from the ITE Trip Generation Manual for two relevant land use categories: apartments and residential condominiums/townhomes. The comparison of the local surveys to the ITE rates indicates very different results. Stanford West has vehicle trip rates that are similar to or higher than ITE rates for

either of the land use categories selected as reasonable comparisons. By contrast, The Oaks (South) has trip rates that are much lower than the ITE rates. As indicated above, the Stanford West person trip rates were observed to be very high compared to the Oaks (south) rates and published residential rates from ITE.

Each site has its own unique context, reflecting the demographic and socioeconomic characteristics of its residents, the nature of its nearby land uses, the types of transportation options available, etc. There are many potential reasons why the results from these two sites differ substantially. For example, the average unit size at Stanford West is somewhat higher than at The Oaks (South), and given its proximity to the university campus and relatively high rental prices, it could be that the number of people living in each unit at Stanford West is higher than at The Oaks. That being said the observation that Stanford West's person trip generation rates are nearly two to three times higher than Oaks (South) is not easily explained. These are simply two different sites with a wide range in the person trip rates.

Overall, these widely varying results underscore the challenges of estimating the trip generation of any individual project, particularly in a complex and dynamic setting such as Silicon Valley. To try to shed more light on this question and enhance our understanding of the Silicon Valley travel behavior, we also investigated the data available from the California Household Travel Survey, as described below.

TABLE A-5 VEHICLE TRIP GENERATION RATE COMPARISON

	Daily	AM Peak Hour	PM Peak Hour
Peak Hour of Adjacent Street			
ITE: Apartments ¹	6.65	0.51	0.62
ITE: Residential Condominium/Townhouse ¹	5.81	0.44	0.52
Oaks (South)	2.88	0.25	0.24
Stanford West	6.82	0.80	0.67
Peak Hour of Generator			
ITE: Apartments ²	N/A	0.55	0.67
ITE: Residential Condominium/Townhouse ²	N/A	0.44	0.52
Oaks (South)	N/A	0.28	0.33
Stanford West	N/A	0.85	0.67

Notes:

1. Average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual 9th Edition, based on the peak hour of the adjacent street. Apartment based on over 78 surveys, Residential Condominium/Townhouse based on over 59 studies. All surveys conducted between 1960s and 2000s throughout the United States.
2. Average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual 9th Edition, based on the peak hour of the generator. Apartment based on over 83 surveys, Residential Condominium/Townhouse based on over 52 studies. All surveys conducted between 1960s and 2000s throughout the United States.

Source: Fehr & Peers, December 2016.

CALIFORNIA HOUSEHOLD TRAVEL SURVEY (CHTS) SUMMARIES

To supplement the locally observed data, Fehr & Peers summarized trip generation data from the California Household Travel Survey (CHTS) for households that fit the profile of the proposed residential units for various combinations of household characteristics including household size, household income, and vehicle ownership. These summaries were compared with the observed travel behavior as described above and used together to create residential trip generation rates for North Bayshore. The observed trip generation counts (with caveats noted below) were given the highest weight in determining the North Bayshore residential trip generation rates, followed by CHTS summaries with large sample sizes. Where CHTS summaries with small sample sizes were necessary to determine a trip generation count it is clearly defined and disclaimed. See discussion below for additional details.

SMALLER RESIDENTIAL CHTS SUMMARIES

To supplement the locally observed data, Fehr & Peers summarized trip generation data from the California Household Travel Survey (CHTS) for households that fit the profile of the proposed residential units. Survey records were filtered to match the household size, household income, and residential type of the survey sites, and were restricted geographically to similar nearby jurisdictions.

Table A-6 details the filters applied to the CHTS. Two data queries were conducted, one in which the household size could be 1 or 2 persons, and the other where it was limited to only single-person households. Note that the CHTS data reports person trips rather than vehicle trips, so the CHTS data will be compared to the person trip rates calculated as shown above in **Table A-4**.

TABLE A-6
CHTS FILTERS

Variable	Filter A	Filter B
Household Size	<= 2 Persons	1 Person
Household Income	>= \$75,000	>= \$75,000
Residential Type	Multi-Family	Multi-Family
Geography	Foster City, Redwood City, Menlo Park, Palo Alto, Mountain View, San José, Santa Clara, and Cupertino	

Source: Fehr & Peers, December 2016.

Table A-7 arrays the person trip generation rates from the locally observed sites and from the CHTS data queries. The CHTS data does indicate that local multi-family development generates person trips at lower rates than ITE, and the peak hour rates calculated from the CHTS data are similar to the peak hour rates observed at The Oaks (South). Note that Stanford West's observed person trip rates appear to be an outlier compared to the other person trip rates in **Table A-7**; again, it may be that there are more people living in each unit at Stanford West than there are at The Oaks (South), though we do not have the data necessary to confirm that.

TABLE A-7
PERSON TRIP GENERATION RATE COMPARISON

Source	Daily	AM Peak Hour	PM Peak Hour
ITE (Apartment)	7.98	0.61	0.73
Stanford West	N/A	1.39	1.16
Oaks (South)	N/A	0.44	0.50
CHTS Filter A (<=2 Persons)	6.38	0.51	0.57
CHTS Filter B (1 Person)	5.36	0.43	0.48

Source: Fehr & Peers, December 2016.

Smaller Residential Trip Rate Calculation

The proposed residential areas of the NBPP will include the following mix of residential units:

- Micro/Studio – 40%
- 1-Bedroom – 30%
- 2-Bedroom – 20%
- 3-Bedroom – 10%

The North Bayshore Precise Plan residential person trip rate is a combination of two person trip rates based on the mix of the residential units (70% for the micro/studio and 1-bedroom units and 30% for 2- and 3-bedroom units). The micro/studio and 1-bedroom units uses a person trip generation rate that is 20 percent¹ lower than the ITE (Apartment) person trip rate in **Table A-7**. While the 2-bedroom and 3-bedroom units uses the ITE (Apartment) person trip rate in **Table A-7**.

This person trip rate was used as the base rate for the subsequent analysis that included internalization, mode choice, and conversion to vehicle trips, which is further described in the main technical memo. The final residential vehicle trip rate is approximately 40% less than ITE.

Table A-8 presents the person and vehicle trip rates used for NBPP, and compares those to the sources described in this memo.

¹ Several combinations of the Oaks South, CHTS Filter A, and CHTS Filter B were tested for the micro/studio and 1-bedroom units, which produced a combined person trip rate 10 to 25 percent lower than the ITE (Apartment) person trip rate.

TABLE A-8
TRIP GENERATION COMPARISON (TRIP RATES PER DWELLING UNIT)

Source	Daily		AM Peak Hour		PM Peak Hour	
	Vehicle	Person	Vehicle	Person	Vehicle	Person
ITE (Apartment)	6.65	7.98	0.51	0.61	0.61	0.73
Stanford West	6.82	N/A	0.80	1.39	0.67	1.16
Oaks (South)	2.88	N/A	0.25	0.44	0.24	0.50
CHTS Filter A (<=2 Persons)	4.61	6.38	0.37	0.51	0.41	0.57
CHTS Filter B (1 Persons)	4.04	5.36	0.32	0.43	0.36	0.48
<i>NBPP - Smaller Residential Units</i>	<i>4.57</i>	<i>6.38</i>	<i>0.29</i>	<i>0.49</i>	<i>0.37</i>	<i>0.59</i>

Note: *Italicized* text indicates the trip rates used in the trip generation analysis.

Source: Fehr & Peers, December 2016.

Household Size Observations

The NBPP analysis includes use of service population, the sum of population and employment, for certain metrics. **Table A-9** displays the household sizes for existing residential in North Bayshore, the City of Mountain View, and with the two filters described above. These household sizes were used for the various scenarios to develop population and therefore service population.

TABLE A-9
HOUSEHOLD SIZE COMPARISON

Variable	Filter A	Filter B	North Bayshore	City of Mountain View
Average Household Size	1.75	1	2.10	2.31
Geography	Foster City, Redwood City, Menlo Park, Palo Alto, Mountain View, San José, Santa Clara, and Cupertino		North Bayshore	Mountain View

Source: Fehr & Peers, December 2016.

REDUCED PARKING AND HOUSEHOLD SIZE RESIDENTIAL CHTS SUMMARIES

To supplement the locally observed data, Fehr & Peers summarized trip generation data from the California Household Travel Survey (CHTS) for households that fit the profile of the proposed residential units with reduced parking. Survey records were filtered to match the household size, household income, residential type, and parking profiles of the proposed residential, and were restricted geographically to similar nearby jurisdictions. Due to lack of available records for these types of residential units, the geography surveyed was expanded to include a larger portion of the southern Bay Area, as well as filters with the entire Bay Area. Even with the expanded geography,

not all filters had a large enough sample size to be statistically significant. These issues are described further below. **Table A-10** details the filters applied to the CHTS. Four data queries were conducted that matched household size with 1 or less and 1 or less vehicles.

**TABLE A-10
CHTS FILTERS**

Variable	Filter C	Filter D	Filter E	Filter F
Household Size	<= 2 Persons	1 Person	<= 2 Persons	1 Person
Household Income	>= \$75,000	>= \$75,000	>= \$75,000	>= \$75,000
Residential Type	Multi-Family	Multi-Family	Multi-Family	Multi-Family
Vehicle Ownership	<= 1 Vehicle	0 Vehicles	<= 1 Vehicle	0 Vehicles
Geography	San Mateo County; Santa Clara County; Southern Alameda County (Union City, Fremont, Hayward, Newark)		Entire Bay Area	

Source: Fehr & Peers, December 2016.

Table A-11 arrays the person trip generation rates from the locally observed sites and from the CHTS data queries. The CHTS data does indicate that local multi-family development generates person trips at lower rates than ITE.

**TABLE A-11
PERSON TRIP GENERATION RATE COMPARISON**

Source	Daily	AM Peak Hour	PM Peak Hour
ITE (Apartment)	7.98	0.61	0.73
Stanford West	N/A	1.39	1.16
Oaks (South)	N/A	0.44	0.50
CHTS Filter A (<=2 Persons)	6.38	0.51	0.57
CHTS Filter B (1 Person)	5.36	0.43	0.48
CHTS Filter C (<=2 Persons, <=1 Veh, South Bay)	7.63	0.58	0.69
CHTS Filter D (1 Person, 0 Veh, South Bay)	4.22	0.32	0.38
CHTS Filter E (<=2 Persons, <=1 Veh, Bay Area)	7.66	0.59	0.71
CHTS Filter F (1 Person, 0 Veh, Bay Area)	5.28	0.40	0.48

Source: Fehr & Peers, December 2016.

Reduced Parking and Household Size Residential Trip Rate Calculation

The proposed reduced parking scenarios analyzed do not neatly follow any of the survey results. The scenarios include effective parking ratios of approximately 1.20 (standard parking rates), 0.60 (reduced parking rates), 0.33 (parking sensitivity test A), and 0.25 (parking sensitivity test B) spaces per unit. Similarly, the scenarios include smaller households at household size 1.75 and single person households. Based on the surveys summarized above, Fehr & Peers interpolated vehicle and person trip generation for these residential types based on the data available.

It is extremely important to recognize that the sensitivity tests involving very small household sizes and very low parking ratios (such as 0.33 or 0.25 spaces per unit) are quite difficult to analyze because there is essentially no applicable survey data available. The CHTS dataset does not contain examples of residential areas that exhibit the very low parking ratios that are defined in some of the sensitivity tests, nor are there many examples of residential areas with extremely small household sizes. Therefore, the trip rate estimates for those sensitivity tests should be treated with caution; these estimates are less reliable than the estimates for other scenarios that are based on data actually present in the CHTS dataset.

Table A-12 presents the person and vehicle trip rates used for NBPP base and land use sensitivity test scenarios, and compares those to the sources described in this memo.

**TABLE A-12
TRIP GENERATION COMPARISON (TRIP RATES PER DWELLING UNIT)
BASE AND LAND USE SENSITIVITY TEST SCENARIOS**

Source	Daily		AM Peak Hour		PM Peak Hour	
	Vehicle	Person	Vehicle	Person	Vehicle	Person
ITE (Apartment)	6.65	7.98	0.51	0.61	0.61	0.73
Stanford West	6.82	N/A	0.80	1.39	0.67	1.16
Oaks (South)	2.88	N/A	0.25	0.44	0.24	0.50
CHTS Filter A (≤2 Persons, Any Veh)	4.61	6.38	0.37	0.51	0.41	0.57
CHTS Filter B (1 Persons, Any Veh)	4.04	5.36	0.32	0.43	0.36	0.48
CHTS Filter C (≤2 Persons, ≤1 Veh, South Bay)	3.24	7.63	0.25	0.58	0.30	0.69
CHTS Filter D (1 Person, 0 Veh, South Bay)	0.60	4.22	0.05	0.32	0.06	0.38

TABLE A-12
TRIP GENERATION COMPARISON (TRIP RATES PER DWELLING UNIT)
BASE AND LAND USE SENSITIVITY TEST SCENARIOS

Source	Daily		AM Peak Hour		PM Peak Hour	
	Vehicle	Person	Vehicle	Person	Vehicle	Person
CHTS Filter E (≤2 Persons, ≤1 Veh, Bay Area)	1.70	7.66	0.13	0.59	0.16	0.71
CHTS Filter F (1 Person, 0 Veh, Bay Area)	0.30	5.28	0.02	0.40	0.02	0.48
<i>NBPP - Smaller Residential Units (1.75 Persons), Standard Parking</i>	<i>4.57</i>	<i>6.38</i>	<i>0.29</i>	<i>0.49</i>	<i>0.37</i>	<i>0.59</i>
<i>NBPP - Smaller Residential Units (1.75 Persons), Reduced Parking</i>	<i>3.68</i>	<i>6.38</i>	<i>0.19</i>	<i>0.49</i>	<i>0.28</i>	<i>0.59</i>

Note: *Italicized* text indicates the trip rates used in the trip generation analysis.
Source: Fehr & Peers, December 2016.

Table A-13 presents the person and vehicle trip rates used for NBPP household characteristic sensitivity test scenarios, and compares those to the sources described in this memo. **As a reminder, the CHTS dataset does not contain examples of residential areas that exhibit the very low parking ratios that are defined in the household characteristics sensitivity tests, nor are there many examples of residential areas with extremely small household sizes. Therefore, the trip rate estimates for the household characteristic sensitivity tests should be treated with caution; these estimates are less reliable than the estimates for other scenarios that are based on data actually present in the CHTS dataset.**

TABLE A-13
TRIP GENERATION COMPARISON (TRIP RATES PER DWELLING UNIT)
HOUSEHOLD CHARACTERISTIC SENSITIVITY TEST SCENARIOS

Source	Daily		AM Peak Hour		PM Peak Hour	
	Vehicle	Person	Vehicle	Person	Vehicle	Person
ITE (Apartment)	6.65	7.98	0.51	0.61	0.61	0.73
Stanford West	6.82	N/A	0.80	1.39	0.67	1.16
Oaks (South)	2.88	N/A	0.25	0.44	0.24	0.50
CHTS Filter A (≤2 Persons, Any Veh)	4.61	6.38	0.37	0.51	0.41	0.57

TABLE A-13
TRIP GENERATION COMPARISON (TRIP RATES PER DWELLING UNIT)
HOUSEHOLD CHARACTERISTIC SENSITIVITY TEST SCENARIOS

Source	Daily		AM Peak Hour		PM Peak Hour	
	Vehicle	Person	Vehicle	Person	Vehicle	Person
CHTS Filter B (1 Persons, Any Veh)	4.04	5.36	0.32	0.43	0.36	0.48
CHTS Filter C (<=2 Persons, <=1 Veh, South Bay)	3.24	7.63	0.25	0.58	0.30	0.69
CHTS Filter D (1 Person, 0 Veh, South Bay)	0.60	4.22	0.05	0.32	0.06	0.38
CHTS Filter E (<=2 Persons, <=1 Veh, Bay Area)	1.70	7.66	0.13	0.59	0.16	0.71
CHTS Filter F (1 Person, 0 Veh, Bay Area)	0.30	5.28	0.02	0.40	0.02	0.48
NBPP – 1 Person Residential Units, Reduced Parking	1.98	3.65	0.09	0.28	0.14	0.34
NBPP - Smaller Residential Units (1.75 Persons), 0.33 Parking Spaces Per Unit	3.21	6.38	0.12	0.49	0.23	0.59
NBPP Smaller Residential Units (1.75 Persons), 0.25 Parking Spaces Per Unit	2.84	6.38	0.08	0.49	0.18	0.59
NBPP – 1 Person Residential Units, 0.33 Parking Spaces Per Unit	1.78	3.65	0.06	0.28	0.12	0.34
NBPP – 1 Person Residential Units, 0.25 Parking Spaces Per Unit	1.54	3.65	0.03	0.28	0.09	0.34

Note: **Bold** text indicates the trip rates used in the trip generation analysis that were generated with a small sample of supporting data. Results using this data are less reliable than other results presented.
Source: Fehr & Peers, December 2016.

**THE OAKS (SOUTH) RESIDENTIAL TRIP GENERATION SURVEY
SUMMARY**

SURVEYED ON 03/08/2016

Vehicles (SOV & HOV) (Vehicles)			
	Trip Rate (Vehicle Trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator (8:15-9:15)	0.28	14%	86%
PM PH of Generator (7:00-8:00)	0.33	73%	27%
AM PH of Adjacent Streets (7:45-8:45)	0.25	14%	86%
PM PH of Adjacent Streets (4:45-5:45)	0.24	74%	26%
Daily	2.88	49%	51%

All Modes (Persons)			
	Trip Rate (Person trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator (8:15-9:15)	0.45	17%	83%
PM PH of Generator (7:00-8:00)	N/A	N/A	N/A
AM PH of Adjacent Streets (7:45-8:45)	0.44	19%	81%
PM PH of Adjacent Streets (4:45-5:45)	0.50	67%	33%
Daily	N/A	N/A	N/A

ITE average Vehicle Rates (Land Use: Apartments, 220)			
	Trip Rate (Vehicle Trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator	0.55	29%	71%
PM PH of Generator	0.67	61%	39%
AM PH of Adjacent Streets	0.51	20%	80%
PM PH of Adjacent Streets	0.62	65%	35%
Daily	6.65	50%	50%

1: The Oaks (South)

■ 1 Tube

● 7 Non-Vehicular

● 8 Non-Vehicular

● 9 Non-Vehicular

● 10 Non-Vehicular

● 11 Non-Vehicular

◆ 32 TMC



Traffic Data Service Vehicle Counts

Datasets:

Site: [1] DW W OF MIRADA DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Mountain View
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 08, 2016 - Total=384, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	1	4	17	38	57	51	28	25	16	21	11	19	10	13	17	23	14	7	7	4	
0	1	0	0	0	2	5	5	14	17	6	4	6	2	4	3	5	4	2	7	7	4	1	0	0
0	0	0	0	1	0	3	9	15	9	7	5	4	4	2	6	1	1	9	5	4	0	3	3	1
0	0	0	0	0	0	6	14	14	11	11	10	1	8	4	8	1	7	2	7	1	2	1	1	0
0	0	0	0	0	2	3	10	14	14	4	6	5	7	1	2	3	1	4	4	2	1	2	0	0

AM Peak 0815 - 0915 (60), AM PHF=0.88 PM Peak 1315 - 1415 (23), PM PHF=0.72

Traffic Data Service Vehicle Counts

Datasets:

Site: [1] DW W OF MIRADA DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Mountain View
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 08, 2016 - Total=368, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	0	0	0	0	1	5	9	11	5	13	21	13	13	23	27	41	36	62	33	24	16	11	
1	0	0	0	0	0	1	1	1	2	1	3	6	5	5	5	6	7	13	16	14	12	5	3	1
1	0	0	0	0	0	0	0	3	2	1	3	5	2	2	9	8	10	10	11	9	5	3	3	4
1	1	0	0	0	0	0	1	2	4	1	4	4	3	4	3	7	18	8	24	6	1	4	1	1
0	0	0	0	0	0	0	3	3	3	2	3	6	3	2	6	6	6	5	11	4	6	4	4	0

AM Peak 1130 - 1230 (18), AM PHF=0.75 PM Peak 1900 - 2000 (62), PM PHF=0.65

Study Name	32 Mirada Dr
Start Date	03/08/2016
Start Time	7:00 AM
Site Code	32

Vehicle SOV/HOV Parking Garage Count

Direction	Westbound	Westbound	Eastbound	Eastbound
	1	2+	1	2+
7:00 AM	1	0	4	1
7:15 AM	0	0	7	2
7:30 AM	0	1	13	2
7:45 AM	2	0	8	2
8:00 AM	1	0	12	3
8:15 AM	2	1	13	3
8:30 AM	1	1	9	4
8:45 AM	3	0	14	1
9:00 AM	2	0	16	1
9:15 AM	2	0	8	1
9:30 AM	3	0	11	1
9:45 AM	2	0	12	3
4:00 PM	7	1	3	1
4:15 PM	6	1	1	0
4:30 PM	7	0	1	0
4:45 PM	5	1	3	0
5:00 PM	7	0	4	0
5:15 PM	11	0	1	0
5:30 PM	13	6	5	1
5:45 PM	4	2	1	0
6:00 PM	12	1	1	2
6:15 PM	10	1	6	2
6:30 PM	8	0	2	0
6:45 PM	6	0	4	0
	115	16	159	30

Study Name 1st St
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 7
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	2	1
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	1	1
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	2	2
9:00 AM	1	0
9:15 AM	1	0
9:30 AM	0	0
9:45 AM	1	0
4:00 PM	0	2
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	2	1
5:00 PM	4	2
5:15 PM	0	1
5:30 PM	2	1
5:45 PM	0	1
6:00 PM	0	0
6:15 PM	0	2
6:30 PM	1	1
6:45 PM	0	2

Study Name 1st St
Start Date 03/08/2016
Start Time 7:00 AM
Site Code 7
Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name Descanso Dr
Start Date 03/08/2016
Start Time 7:00 AM
Site Code 8
Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	2	6
7:15 AM	3	0
7:30 AM	1	0
7:45 AM	2	4
8:00 AM	2	1
8:15 AM	0	2
8:30 AM	1	1
8:45 AM	0	2
9:00 AM	0	1
9:15 AM	2	2
9:30 AM	0	2
9:45 AM	2	2
4:00 PM	2	1
4:15 PM	1	0
4:30 PM	3	2
4:45 PM	2	0
5:00 PM	4	2
5:15 PM	0	3
5:30 PM	8	0
5:45 PM	3	3
6:00 PM	4	1
6:15 PM	5	2
6:30 PM	5	0
6:45 PM	4	1

Study Name Descanso Dr
Start Date 03/08/2016
Start Time 7:00 AM
Site Code 8
Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name Mirada Dr
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 9
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	1	2
7:15 AM	0	1
7:30 AM	0	3
7:45 AM	0	3
8:00 AM	1	1
8:15 AM	1	4
8:30 AM	1	2
8:45 AM	1	2
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	2
4:15 PM	3	2
4:30 PM	4	0
4:45 PM	2	3
5:00 PM	3	3
5:15 PM	3	2
5:30 PM	7	3
5:45 PM	2	4
6:00 PM	3	3
6:15 PM	4	4
6:30 PM	2	1
6:45 PM	9	0

Study Name Mirada Dr
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 9
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name Pedestrian & Bicycle Pathway
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 10
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	1
7:15 AM	1	0
7:30 AM	0	0
7:45 AM	1	1
8:00 AM	1	0
8:15 AM	3	1
8:30 AM	1	0
8:45 AM	2	0
9:00 AM	3	0
9:15 AM	1	1
9:30 AM	1	0
9:45 AM	4	2
4:00 PM	2	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	2	1
5:00 PM	0	0
5:15 PM	1	1
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	2	0
6:15 PM	2	1
6:30 PM	0	1
6:45 PM	1	1

Study Name Pedestrian & Bicycle Pathv
Start Date 03/08/2016
Start Time 7:00 AM
Site Code 10
Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name Mirada Dr
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 11
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name Mirada Dr
Start Date 03/08/2016
Start Time 7:00 AM
Site Code 11
Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

**STANFORD WEST RESIDENTIAL TRIP GENERATION SURVEY
SUMMARY**

SURVEYED ON 03/08/2016

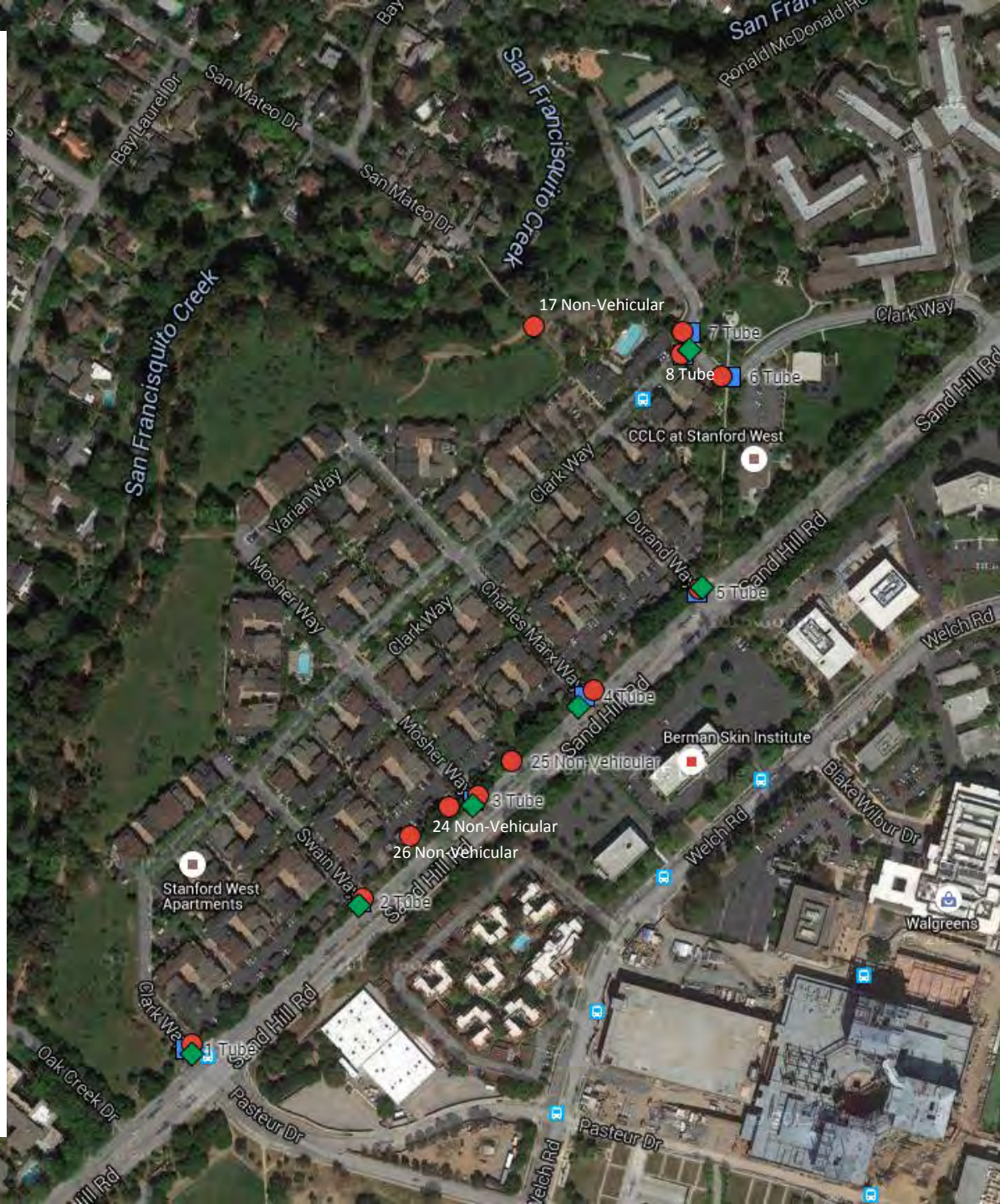
Vehicles (SOV&HOV)			
	Trip Rate (Vehicle Trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator (7:45-8:45)	0.85	35%	65%
PM PH of Generator (5:15-6:15)	0.67	68%	32%
AM PH of Adjacent Streets (8:00-9:00)	0.80	38%	62%
PM PH of Adjacent Streets (5:00-6:00)	0.67	65%	35%
Daily	6.82	49%	51%

All Modes (Persons)			
	Trip Rate (Person trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator (7:45-8:45)	1.42	31%	69%
PM PH of Generator (5:15-6:15)	1.17	73%	27%
AM PH of Adjacent Streets (8:00-9:00)	1.39	31%	69%
PM PH of Adjacent Streets (5:00-6:00)	1.16	71%	29%
Daily	N/A	N/A	N/A

ITE average Vehicle Rates (Land Use: Apartments, 220)			
	Trip Rate (Vehicle Trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator	0.55	29%	71%
PM PH of Generator	0.67	61%	39%
AM PH of Adjacent Streets	0.51	20%	80%
PM PH of Adjacent Streets	0.62	65%	35%
Daily	6.65	50%	50%

ITE average Vehicle Rates (Land Use: Residential Condominium/Townhouse, 230)			
	Trip Rate (Vehicle Trips/Dwelling Unit)	Inbound Split	Outbound Split
AM PH of Generator	0.44	19%	81%
PM PH of Generator	0.52	64%	36%
AM PH of Adjacent Streets	0.44	17%	83%
PM PH of Adjacent Streets	0.52	67%	33%
Daily	5.81	50%	50%

- 1 Tube
- 2 Tube
- 3 Tube
- 4 Tube
- 5 Tube
- 6 Tube
- 7 Tube
- 8 Tube
- 9 Non-Vehicular
- 10 Non-Vehicular
- 11 Non-Vehicular
- 12 Non-Vehicular
- 13 Non-Vehicular
- 14 Non-Vehicular
- 15 Non-Vehicular
- 16 Non-Vehicular
- 17 Non-Vehicular (TMC)
- 24 Non-Vehicular
- 25 Non-Vehicular
- 26 Non-Vehicular
- ◆ 18 TMC
- ◆ 19 TMC
- ◆ 20 TMC
- ◆ 21 TMC
- ◆ 22 TMC
- ◆ 23 TMC



Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10440 -- English (ENU)

Datasets:

Site: [2] SWAIN WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=106, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	2	4	17	10	8	6	3	1	8	5	6	7	5	4	10	4	0	4	1	0
1	0	0	0	0	0	2	1	4	3	0	1	0	2	1	1	3	1	1	2	0	0	4	1	0
0	0	0	0	0	1	1	0	1	1	4	1	0	1	2	1	2	1	2	3	2	0	0	0	0
0	0	0	0	0	0	0	7	2	3	1	0	0	2	2	2	2	2	1	4	1	0	0	0	0
0	0	0	0	0	1	1	9	3	1	1	1	1	3	0	2	0	1	0	1	1	0	0	0	0

AM Peak 0730 - 0830 (21), AM PHF=0.58 PM Peak 1900 - 2000 (10), PM PHF=0.63

* Wednesday, March 09, 2016 - Total=121, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	2	5	17	16	8	8	4	11	4	9	3	1	6	6	6	9	2	4	0	0
0	0	0	0	0	0	1	2	6	2	3	0	4	1	1	1	0	2	2	2	3	1	0	0	0
0	0	0	0	0	0	2	2	3	2	2	1	0	3	1	1	1	3	0	2	4	0	3	0	0
0	0	0	0	0	1	0	7	2	2	1	2	2	0	5	1	0	1	2	1	2	1	0	0	0
0	0	0	0	0	1	2	6	5	2	2	1	5	0	2	0	0	0	2	1	0	0	1	0	0

AM Peak 0730 - 0830 (22), AM PHF=0.79 PM Peak 1200 - 1300 (11), PM PHF=0.55

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10437 -- English (ENU)

Datasets:

Site: [2] SWAIN WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=141, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	0	0	1	0	4	7	10	7	7	5	4	8	5	9	17	19	12	14	8	1	2
0	0	0	0	0	0	0	0	0	4	0	1	0	1	2	0	3	3	4	3	1	2	0	2
1	0	0	0	0	1	0	2	2	3	3	1	0	3	1	4	3	3	6	2	2	3	1	0
0	0	0	0	0	0	0	2	1	2	3	1	1	0	4	0	2	7	6	5	6	1	0	0
0	0	0	0	0	0	0	0	4	1	1	4	4	0	1	1	1	4	3	2	5	2	0	0

AM Peak 0845 - 0945 (13), AM PHF=0.81 PM Peak 1730 - 1830 (21), PM PHF=0.75

* Wednesday, March 09, 2016 - Total=157, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	1	0	0	0	2	2	4	7	8	5	9	8	5	12	12	9	19	9	23	5	8	6	2
0	1	0	0	0	0	1	1	1	5	1	2	4	1	5	3	1	4	5	6	1	3	1	1
0	0	0	0	0	1	0	0	2	0	1	0	0	1	2	3	1	6	1	3	2	2	4	1
0	0	0	0	0	0	1	1	0	1	1	5	1	0	5	4	2	4	2	9	2	2	0	0
1	0	0	0	0	1	0	2	4	2	2	2	3	3	0	2	5	5	1	5	0	1	1	0

AM Peak 0815 - 0915 (11), AM PHF=0.55 PM Peak 1900 - 2000 (23), PM PHF=0.64

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10451 -- English (ENU)

Datasets:

Site: [3] MOSHER WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=116, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	6	20	10	6	5	3	7	5	7	6	11	10	4	7	3	6	0	0	0
0	0	0	0	0	0	2	2	5	3	0	0	2	1	2	0	3	2	1	3	1	0	0	0	0
0	0	0	0	0	0	1	5	4	1	1	0	3	2	1	1	2	1	1	1	1	3	0	0	0
0	0	0	0	0	0	0	8	0	2	3	1	0	1	3	2	5	3	2	1	1	2	0	0	1
0	0	0	0	0	0	3	5	1	0	1	2	2	1	1	3	1	4	0	2	0	1	0	0	0

AM Peak 0715 - 0815 (23), AM PHF=0.72 PM Peak 1545 - 1645 (13), PM PHF=0.65

* Wednesday, March 09, 2016 - Total=126, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	0	1	2	8	23	14	5	3	6	9	5	8	3	6	3	12	8	2	4	1	1	0
0	0	1	0	0	0	0	1	5	2	0	1	3	1	1	0	0	0	6	2	0	1	0	0	0
0	0	0	0	1	0	1	7	3	2	2	0	1	2	0	0	3	1	3	2	0	1	0	1	0
1	0	0	0	0	1	2	7	2	1	0	3	2	1	3	1	1	1	3	4	1	1	1	0	0
0	0	0	0	0	1	5	8	4	0	1	2	3	1	4	2	2	1	0	0	1	1	0	0	0

AM Peak 0715 - 0815 (27), AM PHF=0.84 PM Peak 1745 - 1845 (13), PM PHF=0.54

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10448 -- English (ENU)

Datasets:

Site: [3] MOSHER WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=181, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	4	3	10	12	3	6	12	10	9	7	14	26	16	21	15	7	2	3	1
0	0	0	0	0	0	2	0	0	1	1	1	5	3	1	2	2	6	6	9	5	1	0	1	1
0	1	0	0	0	0	1	2	2	2	0	0	2	4	1	2	4	5	4	7	4	3	1	0	0
0	0	0	0	0	0	1	0	2	6	1	0	3	1	4	1	4	11	5	5	2	2	1	2	0
0	0	0	0	0	0	0	1	6	3	1	5	2	2	3	2	4	4	1	0	4	1	0	0	0

AM Peak 0845 - 0945 (15), AM PHF=0.63 PM Peak 1645 - 1745 (26), PM PHF=0.59

* Wednesday, March 09, 2016 - Total=163, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	1	0	10	9	9	3	13	8	3	11	5	7	12	20	21	16	9	4	1	0
1	0	0	0	0	0	0	3	2	3	0	7	2	1	2	1	1	1	6	8	4	4	1	0	0
0	0	0	0	0	0	0	0	2	2	1	0	2	2	3	0	3	4	3	4	4	2	2	1	0
0	0	0	0	0	0	0	6	5	2	1	5	2	0	3	2	1	5	8	8	1	2	1	0	1
0	0	0	0	0	1	0	1	0	2	1	1	2	0	3	2	2	2	3	1	7	1	0	0	0

AM Peak 1045 - 1145 (13), AM PHF=0.46 PM Peak 1830 - 1930 (23), PM PHF=0.72

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10461 -- English (ENU)

Datasets:

Site: [5] DURAND WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=577, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	0	9	21	49	77	41	24	28	21	21	61	50	36	40	39	31	14	6	7	0	
1	0	0	0	0	0	4	5	29	13	5	9	5	5	7	12	7	13	10	7	4	1	2	0	0
0	0	0	0	0	2	2	6	21	6	5	5	4	3	16	14	9	8	6	6	6	1	1	0	0
0	1	0	0	0	2	3	16	16	8	6	11	7	3	25	17	9	12	16	10	1	2	4	0	0
0	0	0	0	0	5	12	22	11	14	8	3	5	10	13	7	11	7	7	8	3	2	0	0	2

AM Peak 0730 - 0830 (88), AM PHF=0.76 PM Peak 1415 - 1515 (66), PM PHF=0.66

* Wednesday, March 09, 2016 - Total=567, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	1	7	21	53	78	38	27	31	62	28	29	42	30	33	40	19	15	7	4	0	
0	0	0	0	0	1	7	5	28	9	7	6	7	9	9	9	11	5	17	3	4	3	0	0	1
0	0	0	0	0	0	3	3	22	12	5	14	34	9	6	11	3	8	8	7	4	1	2	0	0
0	0	0	0	0	3	6	18	14	7	9	5	10	5	9	10	9	10	8	6	6	2	2	0	0
2	0	0	0	1	3	5	27	14	10	6	6	11	5	5	12	7	10	7	3	1	1	0	0	0

AM Peak 0730 - 0830 (95), AM PHF=0.85 PM Peak 1215 - 1315 (64), PM PHF=0.47

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10457 -- English (ENU)

Datasets:

Site: [5] DURAND WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=378, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	1	0	1	11	23	44	16	15	15	17	15	42	29	26	46	19	30	13	9	2	3	0
0	0	0	0	0	0	2	1	17	7	5	1	5	3	7	7	5	8	5	8	3	3	1	2	0
0	0	0	1	0	0	2	7	12	4	4	8	7	5	11	7	6	9	3	8	3	3	0	1	0
0	1	0	0	0	1	4	3	10	2	3	3	4	2	14	6	5	10	10	6	3	2	1	0	0
0	0	0	0	0	0	3	12	5	3	3	3	1	5	10	9	10	19	1	8	4	1	0	0	1

AM Peak 0745 - 0845 (51), AM PHF=0.75 PM Peak 1700 - 1800 (46), PM PHF=0.61

* Wednesday, March 09, 2016 - Total=409, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	0	1	9	36	57	17	24	23	34	17	15	20	30	35	27	27	15	14	4	2	1
0	1	0	0	0	0	1	6	22	6	6	2	12	3	6	3	7	5	10	6	5	4	0	1	1
0	0	0	0	0	0	2	10	20	6	6	12	11	4	4	11	6	9	6	9	4	4	2	0	0
0	0	0	0	0	1	5	8	9	2	7	5	6	4	4	1	8	11	6	4	3	6	0	0	0
1	0	0	0	0	0	1	12	6	3	5	4	5	6	1	5	9	10	5	8	3	0	2	1	1

AM Peak 0745 - 0845 (63), AM PHF=0.72 PM Peak 1715 - 1815 (40), PM PHF=0.91

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10470 -- English (ENU)

Datasets:

Site: [8] CLARK WAY W OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=449, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	3	5	8	52	18	17	16	18	25	61	52	37	46	39	24	13	5	6	2	
1	0	0	0	0	1	2	2	22	6	3	4	7	8	3	12	13	8	14	7	2	2	4	0	1
0	0	0	0	0	1	1	2	16	1	5	2	4	5	14	18	8	15	12	6	4	1	1	1	1
0	0	0	0	1	0	1	2	7	5	5	6	4	5	23	16	8	15	7	7	4	1	0	0	1
0	0	0	0	0	1	1	2	7	6	4	4	3	7	21	6	8	8	6	4	3	1	1	1	0

AM Peak 0800 - 0900 (52), AM PHF=0.59 PM Peak 1430 - 1530 (74), PM PHF=0.80

* Wednesday, March 09, 2016 - Total=459, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	1	5	3	8	49	19	18	16	73	26	26	38	32	47	34	21	17	8	13	2	
1	0	0	0	0	2	0	1	21	5	3	5	7	8	7	12	13	17	19	3	3	2	4	1	0
1	0	0	0	0	0	0	3	19	4	7	6	50	6	6	8	2	12	7	6	3	2	4	0	0
1	0	0	0	0	0	2	0	5	5	4	2	7	3	8	7	8	8	4	7	4	3	3	0	1
0	0	0	0	1	3	1	4	4	5	4	3	9	9	5	11	9	10	4	5	7	1	2	1	1

AM Peak 1145 - 1245 (67), AM PHF=0.34 PM Peak 1215 - 1315 (74), PM PHF=0.37

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10472 -- English (ENU)

Datasets:

Site: [8] CLARK WAY W OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=525, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	1	3	4	18	53	82	35	30	26	21	30	46	35	32	42	25	19	11	5	4	3	
0	0	0	0	0	1	2	8	29	8	7	6	7	5	10	8	10	12	5	5	3	2	2	0	1
0	0	0	1	0	1	4	10	26	10	9	5	5	7	13	5	5	17	10	6	3	2	1	3	0
0	0	0	0	3	0	4	4	11	5	6	7	6	9	14	5	6	6	7	3	4	0	1	0	0
0	0	0	0	0	2	8	31	16	12	8	8	3	9	9	17	11	7	3	5	1	1	0	0	0

AM Peak 0745 - 0845 (97), AM PHF=0.78 PM Peak 1345 - 1445 (46), PM PHF=0.82

* Wednesday, March 09, 2016 - Total=521, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	4	10	45	94	35	31	22	52	21	27	32	32	42	35	12	13	7	4	1	
1	0	0	0	0	0	2	3	33	6	10	4	15	1	4	4	12	6	10	3	4	0	1	1	0
0	0	0	0	1	1	4	8	33	16	10	5	21	10	7	10	5	14	12	4	3	2	1	0	0
0	0	0	0	0	2	3	11	15	8	4	5	8	1	6	9	8	14	8	2	3	2	0	0	0
0	0	0	0	0	1	1	23	13	5	7	8	8	9	10	9	7	8	5	3	3	3	2	0	1

AM Peak 0745 - 0845 (104), AM PHF=0.79 PM Peak 1200 - 1300 (52), PM PHF=0.62

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10464 -- English (ENU)

Datasets:

Site: [6] CLARK WAY SE OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=726, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
0	0	0	0	1	4	18	49	125	50	43	42	33	44	58	68	58	58	29	21	13	6	4	2	0	0
0	0	0	0	0	1	1	7	56	14	12	9	9	11	8	15	21	16	8	6	4	2	2	0	0	
0	0	0	0	0	1	3	13	24	16	9	5	6	8	10	13	9	20	11	9	3	2	1	2	0	
0	0	0	0	1	0	4	7	20	5	7	16	13	12	22	16	11	12	8	2	4	1	1	0	0	
0	0	0	0	0	2	10	22	25	15	15	12	5	13	18	24	17	10	2	4	2	1	0	0	0	

AM Peak 0800 - 0900 (125), AM PHF=0.56 PM Peak 1515 - 1615 (74), PM PHF=0.77

* Wednesday, March 09, 2016 - Total=726, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	2	6	11	45	115	48	44	34	77	34	49	55	56	48	42	18	30	9	3	0	0
0	0	0	0	0	0	2	2	49	9	17	11	11	9	6	14	18	9	13	5	9	1	1	0	0
0	0	0	0	1	2	4	10	32	16	11	9	40	12	12	16	15	15	10	6	7	2	0	0	0
0	0	0	0	1	2	2	13	18	17	6	7	10	4	13	16	8	16	11	2	11	4	0	0	0
0	0	0	0	0	2	3	20	16	6	10	7	16	9	18	9	15	8	8	5	3	2	2	0	0

AM Peak 0745 - 0845 (119), AM PHF=0.61 PM Peak 1200 - 1300 (77), PM PHF=0.48

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10462 -- English (ENU)

Datasets:

Site: [6] CLARK WAY SE OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=632, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	1	7	10	63	71	27	34	32	38	47	58	42	44	60	38	27	15	7	8	1	
1	1	0	0	0	1	1	8	34	10	11	7	10	11	10	9	13	13	8	9	4	2	4	0	0
0	0	0	0	0	1	3	14	17	3	14	6	12	11	16	16	10	19	16	7	4	2	2	0	1
0	0	0	0	1	1	4	17	17	7	2	9	11	13	13	10	9	17	6	7	2	2	1	0	2
0	0	0	0	0	4	2	24	3	7	7	10	5	12	19	7	12	11	8	4	5	1	1	1	0

AM Peak 0730 - 0830 (92), AM PHF=0.68 PM Peak 1645 - 1745 (61), PM PHF=0.80

* Wednesday, March 09, 2016 - Total=657, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	2	6	9	52	71	38	35	50	59	32	30	35	38	58	60	33	21	10	14	1	
0	0	0	0	0	2	1	5	33	17	9	9	24	8	7	7	11	17	23	5	4	2	4	0	1
1	0	0	0	0	0	1	20	16	7	9	11	20	9	12	10	9	16	14	8	5	4	3	0	0
2	0	0	0	1	1	3	14	9	7	10	11	5	3	6	7	8	13	17	11	5	3	5	0	1
0	0	0	0	1	3	4	13	13	7	7	19	10	12	5	11	10	12	6	9	7	1	2	1	0

AM Peak 0715 - 0815 (80), AM PHF=0.61 PM Peak 1745 - 1845 (66), PM PHF=0.72

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10446 -- English (ENU)

Datasets:

Site: [1] CLARK WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=685, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	2	3	16	64	101	96	67	54	34	26	34	41	41	37	30	16	10	6	4	3	0
0	0	0	0	1	0	2	2	22	25	23	16	11	7	10	7	7	13	9	6	3	0	3	3	0
0	0	0	0	0	2	2	11	23	21	21	13	9	7	9	14	14	11	6	2	6	1	0	0	1
0	0	0	0	0	0	2	28	24	24	11	13	6	6	8	9	14	5	6	8	0	4	0	0	0
0	0	0	0	1	1	10	23	32	26	12	12	8	6	7	11	6	8	9	0	1	1	1	0	1

AM Peak 0815 - 0915 (104), AM PHF=0.81 PM Peak 1615 - 1715 (47), PM PHF=0.84

* Wednesday, March 09, 2016 - Total=647, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	0	0	2	5	15	67	68	99	52	42	33	25	40	33	26	34	38	38	10	8	7	1	1
0	1	0	0	1	1	3	6	11	23	12	14	9	10	15	12	9	5	11	14	3	3	3	1	1
1	1	0	0	0	2	2	12	18	25	13	10	9	5	6	3	4	6	12	10	6	1	2	0	0
0	0	0	0	1	1	5	29	15	22	13	11	6	5	10	8	5	10	10	9	1	2	1	0	0
1	0	0	0	0	1	5	20	24	29	14	7	9	5	9	10	8	13	5	5	0	2	1	0	0

AM Peak 0900 - 1000 (99), AM PHF=0.85 PM Peak 1730 - 1830 (46), PM PHF=0.88

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10447 -- English (ENU)

Datasets:

Site: [1] CLARK WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=804, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	0	0	3	2	19	30	69	22	36	20	43	28	43	52	67	122	100	48	31	35	18	8	
3	0	0	0	0	1	3	3	24	8	12	2	13	6	10	9	16	31	35	19	16	8	6	3	3
0	1	0	0	0	0	4	7	24	5	8	4	12	8	11	13	12	28	28	12	3	12	3	2	1
3	0	0	0	0	0	7	7	12	6	9	6	3	9	10	16	19	26	17	7	3	9	6	3	1
0	1	0	0	3	1	5	13	9	3	7	8	15	5	12	14	20	37	20	10	9	6	3	0	1

AM Peak 0745 - 0845 (73), AM PHF=0.76 PM Peak 1715 - 1815 (126), PM PHF=0.85

* Wednesday, March 09, 2016 - Total=804, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	4	1	2	1	1	12	21	61	26	20	25	47	39	48	40	66	129	93	66	36	36	18	6	
3	2	1	1	0	1	1	3	17	5	5	5	9	5	13	10	13	25	20	19	12	9	4	1	1
1	0	0	0	0	0	4	8	23	11	6	5	10	7	10	12	11	33	29	17	10	10	1	2	1
1	0	0	0	0	0	6	2	12	6	6	8	19	16	11	11	16	31	23	12	5	10	5	2	0
1	2	0	1	1	0	1	8	9	4	3	7	9	11	14	7	26	40	21	18	9	7	8	1	0

AM Peak 0800 - 0900 (61), AM PHF=0.66 PM Peak 1700 - 1800 (129), PM PHF=0.81

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10468 -- English (ENU)

Datasets:

Site: [7] CLARK WAY N OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=492, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	3	12	115	20	28	21	15	22	88	73	43	25	16	8	1	2	0	0	0
0	0	0	0	0	0	0	1	65	8	12	4	5	7	3	20	20	6	11	1	0	1	0	0	0
0	0	0	0	0	0	1	3	26	4	3	1	2	3	19	19	11	6	3	5	0	0	0	0	0
0	0	0	0	0	0	1	3	14	3	5	12	6	4	39	21	5	9	2	2	1	1	0	0	0
0	0	0	0	0	0	1	5	10	5	8	4	2	8	27	13	7	4	0	0	0	0	0	0	0

AM Peak 0800 - 0900 (115), AM PHF=0.44 PM Peak 1415 - 1515 (105), PM PHF=0.67

* Wednesday, March 09, 2016 - Total=464, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	1	0	5	90	18	24	19	99	22	35	49	37	20	14	3	22	4	1	0	0
0	0	0	0	0	0	0	1	53	1	6	4	8	9	3	16	12	5	8	0	5	1	0	0	0
0	0	0	0	0	1	0	1	24	5	6	6	71	6	8	13	11	4	1	2	4	0	1	0	0
0	0	0	0	1	0	0	2	7	10	5	5	8	3	13	11	6	7	3	1	10	3	0	0	0
0	0	0	0	0	0	0	1	6	2	7	4	12	4	11	9	8	4	2	0	3	0	0	0	0

AM Peak 1145 - 1245 (91), AM PHF=0.32 PM Peak 1215 - 1315 (100), PM PHF=0.35

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10469 -- English (ENU)

Datasets:

Site: [7] CLARK WAY N OF CLARK WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=460, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	1	11	77	97	18	27	21	20	30	66	32	21	24	7	4	1	2	1	0
0	0	0	0	0	0	1	5	53	8	8	4	3	6	15	11	7	8	1	1	0	0	0	0
0	0	0	0	0	0	3	16	27	2	10	6	6	7	21	11	7	6	4	2	1	1	0	0
0	0	0	0	0	0	4	19	14	4	4	6	7	7	17	5	3	5	1	1	0	1	1	0
0	0	0	0	0	1	3	37	3	4	5	5	4	10	13	5	4	5	1	0	0	0	0	0

AM Peak 0730 - 0830 (136), AM PHF=0.64 PM Peak 1400 - 1500 (66), PM PHF=0.79

* Wednesday, March 09, 2016 - Total=468, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	2	7	61	95	26	28	44	62	17	13	24	20	21	26	6	6	5	2	2
0	0	0	0	0	0	0	5	51	10	5	5	25	3	3	5	6	4	6	0	1	0	0	1
0	0	0	0	0	0	2	19	26	9	8	6	25	6	5	8	7	6	4	2	1	1	0	1
0	0	0	0	1	1	2	16	8	3	11	13	7	1	2	2	5	4	13	2	1	1	2	0
0	0	0	0	0	1	3	21	10	4	4	20	5	7	3	9	2	7	3	2	3	3	0	0

AM Peak 0730 - 0830 (114), AM PHF=0.56 PM Peak 1200 - 1300 (62), PM PHF=0.62

Traffic Data Service -- San Jose, CA Vehicle Counts

VehicleCount-10456 -- English (ENU)

Datasets:

Site: [4] CHARLES MARX WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=175, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	0	11	30	26	9	7	4	12	5	21	11	6	9	8	5	3	6	1	0	0
0	0	0	0	1	0	3	1	11	1	0	1	0	1	5	4	2	1	4	0	2	0	1	0	0
0	0	0	0	0	0	3	6	7	1	4	0	6	2	3	2	2	4	1	3	1	2	0	0	0
0	0	0	0	0	0	1	13	5	5	2	2	3	0	7	1	1	3	2	1	0	2	0	0	0
0	0	0	0	0	0	4	10	3	2	1	1	3	2	6	4	1	1	1	1	0	2	0	0	0

AM Peak 0730 - 0830 (41), AM PHF=0.79 PM Peak 1400 - 1500 (21), PM PHF=0.75

* Wednesday, March 09, 2016 - Total=165, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	3	8	31	18	9	10	12	12	5	8	6	3	11	11	8	2	2	5	0	0
0	1	0	0	0	1	0	2	6	2	2	2	0	1	1	2	2	4	2	2	0	1	2	0	0
0	0	0	0	0	0	3	5	4	4	2	3	4	0	1	2	0	1	4	3	1	0	0	0	0
0	0	0	0	0	0	2	13	6	2	5	6	3	1	1	1	0	4	4	2	1	1	3	0	0
0	0	0	0	0	2	3	11	2	1	1	1	5	3	5	1	1	2	1	1	0	0	0	0	1

AM Peak 0715 - 0815 (35), AM PHF=0.67 PM Peak 1215 - 1315 (13), PM PHF=0.65

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-10452 -- English (ENU)

Datasets:

Site: [4] CHARLES MARX WAY N OF SAND HILL RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 08, 2016 - Total=145, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	1	0	0	2	3	8	4	5	6	7	5	13	11	10	11	19	12	15	5	3	2	
0	0	0	0	0	0	0	1	1	1	0	2	0	2	4	3	1	2	7	2	2	0	1	1	0
1	1	1	0	0	0	1	1	5	1	3	0	2	1	1	3	4	5	4	4	5	2	1	1	0
0	0	0	0	0	0	0	0	1	1	1	1	4	2	5	4	1	2	5	4	5	0	0	0	0
0	0	0	1	0	0	1	1	1	1	1	3	1	0	3	1	4	2	3	2	3	3	1	0	0

AM Peak 1145 - 1245 (9), AM PHF=0.56 PM Peak 1800 - 1900 (19), PM PHF=0.68

* Wednesday, March 09, 2016 - Total=131, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	1	0	1	0	1	7	5	9	4	6	6	6	8	5	8	19	12	14	8	5	4	1	
0	1	0	0	0	0	0	2	0	2	2	0	0	1	1	1	5	5	3	4	1	2	1	0	0
0	0	0	0	0	0	0	2	2	3	0	3	3	1	2	0	1	1	6	5	2	1	1	0	0
0	0	1	0	1	0	0	0	2	2	1	2	1	0	2	2	0	6	1	2	3	1	2	1	0
0	0	0	0	0	0	1	3	1	2	1	1	2	4	3	2	2	7	2	3	2	1	0	0	0

AM Peak 0900 - 1000 (9), AM PHF=0.75 PM Peak 1730 - 1830 (22), PM PHF=0.79

Study Name 9 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 9
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	5	1
7:15 AM	7	0
7:30 AM	10	0
7:45 AM	7	0
8:00 AM	4	1
8:15 AM	4	2
8:30 AM	8	4
8:45 AM	12	2
9:00 AM	0	1
9:15 AM	3	2
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	1	5
4:15 PM	2	3
4:30 PM	1	6
4:45 PM	0	13
5:00 PM	0	12
5:15 PM	0	6
5:30 PM	2	4
5:45 PM	1	17
6:00 PM	0	7
6:15 PM	0	11
6:30 PM	0	5
6:45 PM	0	6

Study Name 9 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 9
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	4	2
7:15 AM	6	3
7:30 AM	18	2
7:45 AM	26	5
8:00 AM	25	0
8:15 AM	32	2
8:30 AM	25	2
8:45 AM	43	1
9:00 AM	25	2
9:15 AM	24	3
9:30 AM	23	2
9:45 AM	26	2
4:00 PM	1	10
4:15 PM	2	14
4:30 PM	3	12
4:45 PM	1	14
5:00 PM	0	29
5:15 PM	1	26
5:30 PM	4	19
5:45 PM	1	29
6:00 PM	3	32
6:15 PM	0	28
6:30 PM	1	15
6:45 PM	0	17

Study Name 10 Swain Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 10
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	0	1
7:30 AM	2	1
7:45 AM	0	0
8:00 AM	1	0
8:15 AM	3	0
8:30 AM	6	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	1	0
9:30 AM	1	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	1	0
4:30 PM	0	1
4:45 PM	0	0
5:00 PM	0	2
5:15 PM	0	0
5:30 PM	4	1
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	2
6:45 PM	0	0

Study Name 10 Swain Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 10
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	1	0
7:45 AM	3	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	0	0
8:45 AM	1	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	2	2
4:45 PM	0	0
5:00 PM	0	1
5:15 PM	0	1
5:30 PM	0	2
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 11 Mosher Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 11
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	1
7:15 AM	0	0
7:30 AM	4	0
7:45 AM	1	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	1	1
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	2	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	1	0
4:45 PM	2	0
5:00 PM	1	1
5:15 PM	0	0
5:30 PM	0	4
5:45 PM	1	1
6:00 PM	0	2
6:15 PM	0	1
6:30 PM	0	0
6:45 PM	0	0

Study Name 11 Mosher Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 11
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	1	1
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	1	3
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 12 Charles Marx Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 12
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	0	1
7:30 AM	1	1
7:45 AM	1	0
8:00 AM	1	0
8:15 AM	2	0
8:30 AM	1	0
8:45 AM	0	0
9:00 AM	2	0
9:15 AM	0	1
9:30 AM	2	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	1	0
6:00 PM	0	0
6:15 PM	1	0
6:30 PM	1	1
6:45 PM	0	0

Study Name 12 Charles Marx Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 12
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	1	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	2	0
8:45 AM	0	0
9:00 AM	1	0
9:15 AM	0	0
9:30 AM	1	0
9:45 AM	1	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 13 Durand Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 13
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	2	0
7:30 AM	3	0
7:45 AM	1	2
8:00 AM	2	0
8:15 AM	3	0
8:30 AM	4	0
8:45 AM	0	0
9:00 AM	1	0
9:15 AM	2	0
9:30 AM	0	0
9:45 AM	1	0
4:00 PM	0	1
4:15 PM	2	2
4:30 PM	1	3
4:45 PM	0	4
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	3
6:15 PM	0	1
6:30 PM	1	3
6:45 PM	0	0

Study Name 13 Durand Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 13
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	0	0
7:30 AM	2	1
7:45 AM	2	0
8:00 AM	2	0
8:15 AM	0	0
8:30 AM	4	1
8:45 AM	1	0
9:00 AM	3	0
9:15 AM	2	1
9:30 AM	1	0
9:45 AM	5	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	1	1
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 14 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 14
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	1
7:15 AM	2	1
7:30 AM	0	4
7:45 AM	5	3
8:00 AM	3	5
8:15 AM	4	3
8:30 AM	1	3
8:45 AM	2	3
9:00 AM	0	4
9:15 AM	1	1
9:30 AM	2	5
9:45 AM	6	4
4:00 PM	11	3
4:15 PM	1	5
4:30 PM	4	5
4:45 PM	2	5
5:00 PM	1	10
5:15 PM	3	3
5:30 PM	0	5
5:45 PM	6	4
6:00 PM	1	0
6:15 PM	3	2
6:30 PM	0	2
6:45 PM	0	1

Study Name 14 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 14
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	4	0
7:15 AM	5	0
7:30 AM	5	0
7:45 AM	12	0
8:00 AM	5	0
8:15 AM	7	0
8:30 AM	8	2
8:45 AM	12	1
9:00 AM	9	4
9:15 AM	8	1
9:30 AM	6	1
9:45 AM	6	0
4:00 PM	2	2
4:15 PM	1	2
4:30 PM	0	9
4:45 PM	2	8
5:00 PM	2	8
5:15 PM	1	6
5:30 PM	0	11
5:45 PM	0	7
6:00 PM	0	4
6:15 PM	0	12
6:30 PM	0	11
6:45 PM	0	4

Study Name 15 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 15
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	3
7:15 AM	0	0
7:30 AM	1	3
7:45 AM	1	2
8:00 AM	2	3
8:15 AM	1	3
8:30 AM	1	1
8:45 AM	2	4
9:00 AM	1	2
9:15 AM	2	4
9:30 AM	5	3
9:45 AM	2	5
4:00 PM	3	2
4:15 PM	1	1
4:30 PM	3	3
4:45 PM	3	2
5:00 PM	3	2
5:15 PM	1	2
5:30 PM	1	7
5:45 PM	3	4
6:00 PM	1	1
6:15 PM	2	1
6:30 PM	0	0
6:45 PM	0	0

Study Name 15 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 15
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	1	0
7:15 AM	5	0
7:30 AM	4	0
7:45 AM	9	0
8:00 AM	6	0
8:15 AM	5	1
8:30 AM	8	0
8:45 AM	12	1
9:00 AM	8	3
9:15 AM	6	1
9:30 AM	5	1
9:45 AM	2	0
4:00 PM	0	1
4:15 PM	1	3
4:30 PM	0	4
4:45 PM	1	7
5:00 PM	1	8
5:15 PM	1	5
5:30 PM	0	8
5:45 PM	0	6
6:00 PM	0	3
6:15 PM	1	7
6:30 PM	1	8
6:45 PM	0	6

Study Name 16 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 16
 Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	1	3
7:15 AM	2	1
7:30 AM	5	2
7:45 AM	4	2
8:00 AM	2	1
8:15 AM	3	5
8:30 AM	1	1
8:45 AM	5	5
9:00 AM	2	0
9:15 AM	3	0
9:30 AM	6	2
9:45 AM	2	6
4:00 PM	4	8
4:15 PM	5	1
4:30 PM	4	1
4:45 PM	5	2
5:00 PM	3	0
5:15 PM	2	1
5:30 PM	4	5
5:45 PM	4	1
6:00 PM	2	3
6:15 PM	3	1
6:30 PM	2	0
6:45 PM	0	0

Study Name 16 Clark Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 16
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Westbound	Eastbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	1	0
8:15 AM	0	3
8:30 AM	1	1
8:45 AM	1	1
9:00 AM	1	0
9:15 AM	0	2
9:30 AM	0	0
9:45 AM	0	3
4:00 PM	0	0
4:15 PM	0	1
4:30 PM	3	1
4:45 PM	3	2
5:00 PM	0	0
5:15 PM	1	0
5:30 PM	2	0
5:45 PM	1	0
6:00 PM	2	0
6:15 PM	2	0
6:30 PM	3	0
6:45 PM	1	0

24 Sand Hill Rd - Pathway between Swain

Study Name Way & Mosher Way

Start Date 03/08/2016

Start Time 7:00 AM

Site Code 24

Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	1	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	1	1
8:45 AM	1	0
9:00 AM	0	0
9:15 AM	1	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	1
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

24 Sand Hill Rd - Pathway between Swain

Study Name Way & Mosher Way

Start Date 03/08/2016

Start Time 7:00 AM

Site Code 24

Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 25 Sand Hill Rd - Pathway West of Mosher

Start Date 03/08/2016

Start Time 7:00 AM

Site Code 25

Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	1	0
7:45 AM	0	0
8:00 AM	1	0
8:15 AM	0	0
8:30 AM	1	0
8:45 AM	1	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	1
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	2	0
5:15 PM	0	1
5:30 PM	0	1
5:45 PM	0	0
6:00 PM	0	1
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 25 Sand Hill Rd - Pathway West of Mosher Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 25
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	0	0
8:45 AM	0	1
9:00 AM	1	0
9:15 AM	0	0
9:30 AM	1	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	0	2
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	1	1
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	1
6:45 PM	0	0

Study Name 26 Sand Hill Rd - Pathway East of Mosher Way

Start Date 03/08/2016

Start Time 7:00 AM

Site Code 26

Pedestrian Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	2	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	1	0
9:00 AM	1	0
9:15 AM	1	1
9:30 AM	0	1
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

Study Name 26 Sand Hill Rd - Pathway East of Mosher Way
 Start Date 03/08/2016
 Start Time 7:00 AM
 Site Code 26
 Bicycle Count

Channel Direction	Pathway 1	Pathway 1
	Southbound	Northbound
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\17AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: 00000017

Comment 1: **Pedestrian Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	BICYCLE PATH Southbound				BICYCLE PATH Westbound				BICYCLE PATH Northbound				BICYCLE PATH Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
07:00 AM	0	5	0	0	1	0	1	0	0	3	0	0	0	0	5	0
07:15 AM	1	3	1	0	3	0	0	0	0	1	0	0	2	0	0	0
07:30 AM	0	3	0	0	2	1	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	4	5	0	0	0	0	0	0	2	0	0	2	1	3	0
08:00 AM	3	3	1	0	2	0	0	0	2	2	0	0	0	0	2	0
08:15 AM	1	5	1	0	1	1	1	0	0	2	0	0	0	2	0	0
08:30 AM	7	9	1	0	2	0	0	0	0	2	1	0	2	0	4	0
08:45 AM	5	5	2	0	0	1	0	0	0	2	0	0	0	2	3	0
09:00 AM	5	3	4	0	2	1	0	0	0	3	1	0	0	0	0	1
09:15 AM	3	4	1	0	1	0	0	0	0	2	0	0	0	1	7	0
09:30 AM	3	6	0	0	3	0	0	0	0	5	1	0	1	0	3	0
09:45 AM	1	12	3	0	4	0	1	0	0	0	1	0	1	0	1	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\17AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: 00000017

Comment 1: **Bicycle turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	BICYCLE PATH Southbound				BICYCLE PATH Westbound				BICYCLE PATH Northbound				BICYCLE PATH Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
07:00 AM	0	4	2	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	9	5	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 AM	1	13	4	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	1	16	11	0	0	0	0	0	0	2	0	0	0	0	0	0
08:00 AM	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	22	5	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	2	20	9	0	0	0	0	0	0	1	1	0	0	0	0	0
08:45 AM	1	27	13	0	1	0	0	0	0	3	0	0	0	0	0	0
09:00 AM	1	21	7	0	2	0	0	0	0	2	0	0	0	0	0	0
09:15 AM	0	17	6	0	2	0	0	0	0	1	1	0	0	0	0	0
09:30 AM	0	20	5	0	1	0	0	0	0	2	0	0	0	0	0	0
09:45 AM	0	25	3	0	1	0	0	0	0	0	0	0	1	0	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\17PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000017

Comment 1: **Pedestrian Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	BICYCLE PATH Southbound				BICYCLE PATH Westbound				BICYCLE PATH Northbound				BICYCLE PATH Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
04:00 PM	3	1	2	0	7	1	0	0	0	2	0	0	0	2	1	0
04:15 PM	5	4	1	1	0	1	0	0	1	1	1	0	1	1	2	1
04:30 PM	4	3	0	0	1	5	0	0	0	2	0	0	0	1	0	1
04:45 PM	5	0	3	0	2	0	0	0	0	6	2	0	0	1	4	0
05:00 PM	4	0	0	0	0	0	0	0	1	1	0	0	0	0	13	0
05:15 PM	4	2	0	0	2	2	0	0	0	1	0	0	0	0	3	0
05:30 PM	3	5	0	0	0	0	0	0	1	3	0	0	0	0	2	0
05:45 PM	2	0	1	0	2	0	0	0	0	5	0	0	1	0	5	0
06:00 PM	3	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0
06:30 PM	0	0	3	0	2	0	0	0	0	1	0	0	0	0	0	0
06:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\17PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000017

Comment 1: **Bicycle Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	BICYCLE PATH Southbound				BICYCLE PATH Westbound				BICYCLE PATH Northbound				BICYCLE PATH Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
04:00 PM	0	1	0	0	2	0	0	0	0	9	0	0	0	1	0	0
04:15 PM	0	0	1	0	3	0	0	0	0	7	0	0	0	0	0	0
04:30 PM	0	2	0	0	4	0	0	0	0	12	0	0	0	0	0	0
04:45 PM	0	2	3	0	8	0	0	0	0	9	0	0	0	0	0	0
05:00 PM	0	0	2	0	9	0	0	0	0	19	0	0	0	0	0	0
05:15 PM	0	3	0	0	3	0	0	0	0	17	0	0	0	0	0	0
05:30 PM	0	3	0	0	8	0	0	0	0	15	0	0	0	0	0	0
05:45 PM	0	2	0	0	7	0	0	0	0	19	0	0	0	0	0	0
06:00 PM	0	3	1	0	7	0	0	0	0	19	0	0	0	0	0	0
06:15 PM	0	1	0	0	9	0	0	0	0	20	0	0	0	0	0	0
06:30 PM	0	3	0	0	6	0	0	0	0	14	0	0	0	0	0	0
06:45 PM	0	0	0	0	7	0	0	0	0	14	0	0	0	0	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\18AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: Vehicular Turning Movement Count

Comment 1: 0

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				SAND HILL RD Westbound				PASTEUR DR Northbound				SAND HILL RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	1	1	7	0	84	25	1	12	0	12	0	60	177	3	7
07:15 AM	4	1	3	8	1	99	21	1	28	0	39	1	68	232	5	11
07:30 AM	11	5	0	7	1	135	29	3	34	2	58	0	58	233	4	16
07:45 AM	7	4	4	7	0	121	26	0	23	4	33	2	57	285	9	16
08:00 AM	4	1	3	5	0	169	24	2	18	3	17	2	62	299	20	9
08:15 AM	5	1	3	6	2	160	21	0	16	1	20	0	56	323	19	14
08:30 AM	5	2	3	4	2	128	33	2	17	1	14	1	72	297	7	26
08:45 AM	6	2	2	14	0	132	24	0	23	2	20	1	69	263	5	33
09:00 AM	6	0	5	7	0	128	31	1	15	3	21	1	68	299	5	14
09:15 AM	5	2	0	11	1	110	28	4	23	2	20	1	74	284	4	18
09:30 AM	1	1	5	4	1	135	40	0	27	0	30	0	69	289	5	11
09:45 AM	4	0	1	3	1	120	47	0	22	2	34	1	65	253	2	12

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\18AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: 00000018

Comment 1: **Bicycle Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				SAND HILL RD Westbound				PASTEUR DR Northbound				SAND HILL RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	3	0	0	0	1	1	0	0	1	0	0	1	0	0	0
07:15 AM	0	7	1	0	1	3	1	0	0	0	0	0	1	9	0	0
07:30 AM	0	10	0	0	0	2	1	0	0	2	0	0	2	4	0	0
07:45 AM	0	34	1	0	2	2	1	0	0	1	0	0	0	9	0	0
08:00 AM	2	23	0	0	1	1	1	0	1	0	0	0	0	5	0	0
08:15 AM	0	33	0	0	0	1	0	0	0	1	0	0	0	6	1	0
08:30 AM	0	28	0	0	0	0	0	0	1	2	0	0	1	1	0	0
08:45 AM	1	47	1	0	0	1	2	0	0	1	0	0	1	5	0	0
09:00 AM	1	25	0	0	0	1	1	0	0	1	0	0	0	7	1	0
09:15 AM	0	30	0	0	2	2	2	0	0	1	0	0	0	2	0	0
09:30 AM	1	25	0	0	0	1	2	0	0	1	0	0	1	1	0	0
09:45 AM	0	34	0	0	1	6	2	0	0	1	1	0	0	3	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\18PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000018

Comment 1: **Vehicular Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				SAND HILL RD Westbound				PASTEUR DR Northbound				SAND HILL RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	5	1	2	6	0	223	16	1	39	2	90	2	20	178	9	5
04:15 PM	7	1	2	4	1	279	18	4	47	1	80	0	19	187	3	8
04:30 PM	5	0	3	6	2	263	14	3	39	2	79	1	14	176	11	6
04:45 PM	4	1	1	2	0	236	17	3	43	3	92	3	22	214	10	14
05:00 PM	4	2	5	6	1	231	8	9	38	1	72	3	17	183	11	9
05:15 PM	3	3	2	3	1	235	14	6	37	3	76	6	16	204	12	8
05:30 PM	1	2	0	6	3	280	13	8	32	2	46	6	12	188	9	12
05:45 PM	5	2	1	11	2	237	14	7	31	4	42	3	21	187	15	13
06:00 PM	5	2	0	5	1	288	13	3	12	7	42	1	34	169	13	11
06:15 PM	2	2	0	8	5	261	22	5	28	5	52	1	59	187	10	11
06:30 PM	1	2	1	3	2	220	12	5	20	2	45	2	54	172	9	6
06:45 PM	4	1	1	1	1	215	11	2	22	3	39	1	29	153	10	4

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\18PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000018

Comment 1: **Bicycle Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				SAND HILL RD Westbound				PASTEUR DR Northbound				SAND HILL RD Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	1	0	0	1	10	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	2	0	0	5	12	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	11	1	0	2	1	0
04:45 PM	0	0	0	0	0	0	2	0	0	0	9	0	0	0	2	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	30	2	0	1	3	0
05:15 PM	0	0	0	0	0	0	1	0	0	2	22	0	0	0	9	0
05:30 PM	0	0	0	0	0	0	0	0	0	4	17	0	0	0	3	0
05:45 PM	0	0	0	0	0	0	1	0	0	5	21	0	0	0	0	0
06:00 PM	0	2	0	0	0	0	0	0	0	8	29	1	0	0	2	0
06:15 PM	0	0	0	0	0	0	4	0	0	1	25	0	0	0	5	0
06:30 PM	0	0	0	0	0	0	0	0	0	3	15	2	0	0	2	0
06:45 PM	0	1	0	0	0	0	0	0	0	0	17	1	0	0	0	1

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

	MOSHER WAY Southbound					SAND HILL RD Westbound					Northbound					SAND HILL RD Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
07:00 AM	3	0	0	3		0	117	0	0		0	0	0	0		0	176	0	0	
07:15 AM	4	0	0	3		2	121	0	0		0	0	0	0		0	254	0	0	
07:30 AM	8	0	0	12		0	170	0	0		0	0	0	0		0	253	0	0	
07:45 AM	6	0	0	9		1	132	0	0		0	0	0	0		0	305	0	0	
08:00 AM	4	0	0	3		0	182	0	0		0	0	0	0		0	309	0	0	
08:15 AM	4	0	0	3		2	157	0	0		0	0	0	0		0	331	0	0	
08:30 AM	0	0	0	3		3	165	0	0		0	0	0	0		0	309	0	0	
08:45 AM	1	0	1	2		5	162	0	0		0	0	0	0		0	277	0	0	
09:00 AM	3	0	0	4		1	139	0	0		0	0	0	0		0	306	0	0	
09:15 AM	1	0	0	4		2	149	0	0		0	0	0	0		0	311	0	0	
09:30 AM	0	0	0	3		6	172	0	0		0	0	0	0		0	309	0	0	
09:45 AM	0	0	0	2		4	154	0	0		0	0	0	0		0	285	0	0	

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

	CHARLES MARX WAY Southbound					SAND HILL RD Westbound					Northbound					SAND HILL RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
07:00 AM	1	0	0	3	1	114	0	0		0	0	0	0		0	182	0	0		
07:15 AM	5	0	0	1	1	111	0	0		0	0	0	0		0	243	0	0		
07:30 AM	14	0	0	6	0	149	0	0		0	0	0	0		0	258	0	0		
07:45 AM	10	0	0	5	1	138	0	0		0	0	0	0		0	311	0	0		
08:00 AM	9	0	0	3	1	169	0	0		0	0	0	0		0	299	0	0		
08:15 AM	6	0	0	2	5	170	0	0		0	0	0	0		0	326	0	0		
08:30 AM	3	0	0	5	1	149	0	0		0	0	0	0		0	303	0	0		
08:45 AM	4	0	0	0	1	159	0	0		0	0	0	0		0	273	0	0		
09:00 AM	0	0	0	3	1	149	0	0		0	0	0	0		0	303	0	2		
09:15 AM	1	0	0	3	1	147	0	0		0	0	0	0		0	305	0	0		
09:30 AM	4	0	0	4	1	177	0	0		0	0	0	0		0	306	0	0		
09:45 AM	1	0	0	2	1	167	0	0		0	0	0	0		0	280	0	0		

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

[illegible]

Comment 4: 0

	DURAND WAY Southbound					SAND HILL RD Westbound					Northbound					SAND HILL RD Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
07:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	2	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 AM	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM	3	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	
09:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\22PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000022

Comment 1: **Vehicular Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	DURAND WAY Southbound					SAND HILL RD Westbound					Northbound					SAND HILL RD Eastbound				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
04:00 PM	3	0	2	4		1	269	0	0		0	0	0	0		0	210	4	0	
04:15 PM	5	0	8	3		1	277	0	1		0	0	0	0		0	211	6	0	
04:30 PM	2	0	5	6		1	277	0	1		0	0	0	0		0	218	2	3	
04:45 PM	1	0	9	4		6	234	0	3		0	0	0	0		0	243	3	0	
05:00 PM	4	0	11	4		6	291	0	0		0	0	0	0		0	219	3	0	
05:15 PM	1	0	7	2		3	239	0	0		0	0	0	0		0	230	5	0	
05:30 PM	5	0	6	1		10	288	0	0		0	0	0	0		0	215	4	0	
05:45 PM	2	0	4	6		10	268	0	0		0	0	0	0		0	210	5	0	
06:00 PM	6	0	3	2		2	320	1	1		0	0	0	0		0	165	3	0	
06:15 PM	2	0	4	2		1	280	0	2		0	0	0	0		0	207	2	0	
06:30 PM	0	0	13	2		5	247	0	1		0	0	0	0		0	188	5	0	
06:45 PM	2	0	4	2		0	245	0	0		0	0	0	0		0	159	1	0	

Comment 4: 0

[illegible]

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\23AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: 00000023

Comment 1: **Vehicular Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				Westbound				CLARK WAY Northbound				CLARK WAY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	1	0	1	0	0	0	0	0	6	2	0	4	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	13	2	0	7	0	4	2
07:30 AM	0	1	0	0	0	0	0	0	0	18	1	2	2	0	2	6
07:45 AM	1	1	0	0	0	0	0	0	0	24	0	0	15	0	13	3
08:00 AM	20	42	0	0	0	0	0	0	0	34	5	6	8	0	20	0
08:15 AM	12	11	0	0	0	0	0	0	0	9	7	4	9	0	16	3
08:30 AM	2	5	0	0	0	0	0	0	0	9	8	0	6	0	4	1
08:45 AM	3	1	0	0	0	0	0	0	0	1	2	1	13	0	2	2
09:00 AM	1	3	0	4	0	0	0	0	0	4	5	0	5	0	3	1
09:15 AM	0	2	0	0	0	0	0	0	0	0	2	0	8	0	1	1
09:30 AM	0	1	0	4	0	0	0	0	0	2	4	2	3	0	1	0
09:45 AM	1	2	0	2	0	0	0	0	0	3	5	1	8	0	3	6

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\23AM FINAL.ppd

Start Date: 3/8/2016

Start Time: 7:00:00 AM

Site Code: 00000023

Comment 1: **Bicycle Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				Westbound				CLARK WAY Northbound				CLARK WAY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	2	0	1	0
08:30 AM	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	12	0	0	0	0	0	0	0	1	1	0	2	0	0	0
09:00 AM	0	7	0	0	0	0	0	0	0	3	1	0	1	0	0	0
09:15 AM	0	6	0	0	0	0	0	0	0	1	1	0	2	0	0	0
09:30 AM	0	5	0	0	0	0	0	0	0	1	0	0	1	0	0	0
09:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\23PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000023

Comment 1: **Vehicular Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				Westbound				CLARK WAY Northbound				CLARK WAY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	5	14	0	0	0	0	0	0	0	2	10	1	7	0	3	12
04:15 PM	4	6	0	0	0	0	0	0	0	4	4	5	2	0	1	4
04:30 PM	2	3	0	0	0	0	0	0	0	1	5	0	8	0	0	1
04:45 PM	0	7	0	0	0	0	0	0	0	3	6	0	9	0	0	2
05:00 PM	1	5	0	1	0	0	0	0	0	3	7	5	10	0	1	6
05:15 PM	0	6	0	2	0	0	0	0	0	4	13	2	12	0	2	0
05:30 PM	4	5	0	1	0	0	0	0	0	1	10	3	7	0	1	6
05:45 PM	2	2	0	0	0	0	0	0	0	1	6	2	7	0	1	5
06:00 PM	4	7	0	0	0	0	0	0	0	0	5	0	1	0	0	1
06:15 PM	2	1	0	0	0	0	0	0	0	2	8	4	7	0	0	0
06:30 PM	0	1	0	0	0	0	0	0	0	0	4	2	8	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0

File Name: I:\DATA 2016\FP Stanford 3-16\TMC\23PM FINAL.ppd

Start Date: 3/8/2016

Start Time: 4:00:00 PM

Site Code: 00000023

Comment 1: **Bicycle Turning Movement Count**

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	CLARK WAY Southbound				Westbound				CLARK WAY Northbound				CLARK WAY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	6	3	0	1	0	1	0
05:00 PM	0	2	0	0	0	0	0	0	0	8	0	0	1	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	4	2	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	7	4	0	2	0	0	0
06:30 PM	1	0	0	0	0	0	0	0	0	9	3	0	0	0	1	0
06:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0

ATTACHMENT B

**TABLE B-1:
SUMMARY OF MAINSTREET INPUT VARIABLES (EXISTING CONDITIONS)**

MainStreet Variable	Units	Input Value	Source
Developed area	acres	520	
Proportion of households within ¼ mile of transit	percentage	0	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	11,101	Mountain View Model (2015)
Employment within 30 minutes by transit	percentage of regional employment	1%	Mountain View Model (2015)
Household size	people/household	2.31	American Community Survey 2012
Vehicle ownership	vehicles/household	1.62	American Community Survey 2012
Intersection density	intersection/square mile	16.48	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, December 2016.

**TABLE B-2:
SUMMARY OF MAINSTREET INPUT VARIABLES
2030 NORTH BAYSHORE PRECISE PLAN PROJECT WITH SMALLER RESIDENTIAL UNITS**

MainStreet Variable	Units	Input Value	Source
Developed area	acres	520	
Proportion of households within ¼ mile of transit	percentage	100	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	16,885	Mountain View Model (2030)
Employment within 30 minutes by transit	percentage of regional employment	1%	Mountain View Model (2030)
Household size	people/household	1.75	American Community Survey 2012
Vehicle ownership	vehicles/household	1.25	American Community Survey 2012
Intersection density	intersection/square mile	16.48	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, December 2016.

**TABLE B-3:
SUMMARY OF MAINSTREET INPUT VARIABLES
2030 NORTH BAYSHORE PRECISE PLAN PROJECT WITH STANDARD RESIDENTIAL UNITS**

MainStreet Variable	Units	Input Value	Source
Developed area	acres	520	
Proportion of households within ¼ mile of transit	percentage	100	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	16,885	Mountain View Model (2030)
Employment within 30 minutes by transit	percentage of regional employment	1%	Mountain View Model (2030)
Household size	people/household	2.31	American Community Survey 2012
Vehicle ownership	vehicles/household	1.62	American Community Survey 2012
Intersection density	intersection/square mile	16.48	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, December 2016.

ATTACHMENT C

**TABLE C-1
SCENARIO LAND USE SUMMARY**

Scenario	Households	Residents	Employment	Service Population
Base Scenarios				
2014 North Bayshore Precise Plan	363	762	37,887	38,649
North Bayshore Precise Plan with Standard Residential Units, Standard Parking	10,213	21,447	38,910	60,357
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking	10,213	21,447	38,910	60,357
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking	10,213	18,000	38,910	56,910
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking	10,213	18,000	38,910	56,910
Land Use Sensitivity Tests				
North Bayshore Precise Plan with Standard Residential Units, Standard Parking, within Gateway Capacity	863	1,800	38,910	40,710
North Bayshore Precise Plan with Standard Residential Units, Reduced Parking, within Gateway Capacity	2,363	5,000	38,910	43,910
North Bayshore Precise Plan with Smaller Residential Units, Standard Parking, within Gateway Capacity	1,863	3,400	38,910	42,310
North Bayshore Precise Plan with Smaller Residential Units, Reduced Parking, within Gateway Capacity	3,363	6,000	38,910	44,910
Household Characteristic Sensitivity Tests				
North Bayshore Precise Plan with Studio Residential Units, Reduced Parking	10,213	10,600	38,910	49,510
North Bayshore Precise Plan with Smaller Residential Units, 0.33 Parking Spaces Per Unit	10,213	18,000	38,910	56,910
North Bayshore Precise Plan with Smaller Residential Units, 0.25 Parking Spaces Per Unit	10,213	18,000	38,910	56,910
North Bayshore Precise Plan with Studio Residential Units, 0.33 Parking Spaces Per Unit	10,213	10,600	38,910	49,510
North Bayshore Precise Plan with Studio Residential Units, 0.25 Parking Spaces Per Unit	10,213	10,600	38,910	49,510

Source: MainStreet, Fehr & Peers, December 2016.

ATTACHMENT D

Table D-1: Existing							
Table D-1: Existing							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (0,000 DUs)	0	0	0	0	0	0	0
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (0,000 Employees)	0	0	0	0	0	0	0
Total Person Trips	102,425	11,181	1,539	12,720	1,982	8,815	10,797
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 5.5%, AM: 8.9%, PM: 10.3%)							
Residential (Daily: 21.2%, AM: 49.1%, PM: 33.9%)	-578	-20	-76	-96	-49	-30	-79
Employment (Daily: 5.1%, AM: 8.3%, PM: 9.8%)	-5,055	-921	-115	-1,036	-180	-853	-1,033
External Person Trips							
External Residential Person Trips	2,148	21	78	99	96	57	153
External Employment Person Trips	94,644	10,219	1,270	11,489	1,657	7,875	9,532
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 80.6%, AM: 75.8%, PM: 76.5%)	1,732	17	58	75	72	45	117
HOV (Daily: 15.4%, AM: 18.2%, PM: 18.3%)	330	4	14	18	17	11	28
Transit/Shuttle (Daily: 2.2%, AM: 4.0%, PM: 3.9%)	47	0	4	4	5	1	6
Active (Daily: 1.8%, AM: 2.0%, PM: 1.3%)	39	0	2	2	2	0	2
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	1,732	17	58	75	72	45	117
HOV Occupancy (Daily: 2.00, AM: 2.00, PM: 2.00)	165	2	7	9	9	5	14
External Residential Vehicle Trips [A]	1,897	19	65	84	81	50	131
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 68.0%, AM: 48.3%, PM: 55.0%)	64,374	4,611	933	5,544	969	4,276	5,245
HOV (Daily: 12.9%, AM: 12.4%, PM: 16.6%)	12,193	1,344	79	1,423	421	1,166	1,587
Transit/Shuttle (Daily: 17.1%, AM: 34.6%, PM: 26.4%)	16,184	3,771	207	3,978	207	2,307	2,514
Active (Daily: 2.0%, AM: 4.7%, PM: 2.0%)	1,893	493	51	544	60	126	186
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	64,374	4,611	933	5,544	969	4,276	5,245
HOV Occupancy (Daily: 2.00, AM: 2.19, PM: 2.14)	6,097	611	40	651	211	530	741
External Employment Vehicle Trips [B]	70,471	5,222	973	6,195	1,180	4,806	5,986
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 15.0, AM: 17.8, PM: 13.1)							
External Transit Vehicles [C]	1,082	142	82	224	88	104	192
Gateway Total Vehicles [A+B+C]	73,450	5,383	1,120	6,503	1,349	4,960	6,309
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-1,597	0	-1,597	-431	-1,200	-1,631
Percent Over Capacity (%)	N/A	-23%	0%	-20%	-24%	-19%	-21%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	0	0	0	0	0	0	0
External Employment Vehicle Trips Growth	0	0	0	0	0	0	0
External Transit Vehicle Growth	0	0	0	0	0	0	0
All Vehicle Growth	0	0	0	0	0	0	0

Bold values indicate units of **VEHICLE** trips

Table D-2: NBPP (Pipeline) / No Project							
Table D-2: NBPP (Pipeline) / No Project							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (0,000 DUs)	0	0	0	0	0	0	0
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (13,044 Employees)	52,348	5,849	727	6,576	965	4,583	5,548
Total Person Trips	154,773	17,030	2,266	19,296	2,947	13,398	16,345
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 5.4%, AM: 8.7%, PM: 8.9%)							
Residential (Daily: 25.2%, AM: 55.6%, PM: 37.8%)	-687	-23	-85	-108	-55	-33	-88
Employment (Daily: 5.0%, AM: 8.2%, PM: 8.5%)	-7,671	-1,397	-174	-1,571	-238	-1,129	-1,367
External Person Trips							
External Residential Person Trips	2,039	18	69	87	90	54	144
External Employment Person Trips	144,376	15,592	1,938	17,530	2,564	12,182	14,746
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 79.4%, AM: 73.6%, PM: 75.0%)	1,619	14	50	64	65	43	108
HOV (Daily: 15.1%, AM: 18.4%, PM: 18.1%)	308	4	12	16	16	10	26
Transit/Shuttle (Daily: 3.0%, AM: 5.7%, PM: 4.9%)	61	0	5	5	6	1	7
Active (Daily: 2.5%, AM: 2.3%, PM: 2.1%)	51	0	2	2	3	0	3
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	1,619	14	50	64	65	43	108
HOV Occupancy (Daily: 2.00, AM: 2.00, PM: 2.00)	154	2	6	8	8	5	13
External Residential Vehicle Trips [A]	1,773	16	56	72	73	48	121
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	78,619	5,973	849	6,822	1,313	5,180	6,493
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	24,321	2,304	273	2,577	813	2,251	3,064
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	37,538	6,489	523	7,012	341	4,483	4,824
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,898	826	293	1,119	97	268	365
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	78,619	5,973	849	6,822	1,313	5,180	6,493
HOV Occupancy (Daily: 2.50, AM: 2.77, PM: 2.71)	9,728	823	109	932	325	804	1,129
External Employment Vehicle Trips [B]	88,347	6,796	958	7,754	1,638	5,984	7,622
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 25.6, PM: 24.5)							
External Transit Vehicles [C]	2,089	168	106	274	69	128	197
Gateway Total Vehicles [A+B+C]	92,209	6,980	1,120	8,100	1,780	6,160	7,940
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	0	0	0	0	0	0
Percent Over Capacity (%)	N/A	0%	0%	0%	0%	0%	0%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	-124	-3	-9	-12	-8	-2	-10
External Employment Vehicle Trips Growth	17,876	1,574	-15	1,559	458	1,178	1,636
External Transit Vehicle Growth	1,007	26	24	50	-19	24	5
All Vehicle Growth	18,759	1,597	0	1,597	431	1,200	1,631

Bold values indicate units of VEHICLE trips

Table D-3: NBPP with Res (Standard HH Size, Standard Parking Rates)**Table D-3: NBPP with Res (Standard HH Size, Standard Parking Rates)**

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	73,974	1,123	4,186	5,309	3,940	2,364	6,304
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	232,852	18,612	6,509	25,121	6,962	16,121	23,083
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 10.1%, AM: 13.7%, PM: 12.9%)							
Residential (Daily: 12.0%, AM: 19.5%, PM: 14.9%)	-9,204	-227	-846	-1,073	-610	-366	-976
Employment (Daily: 9.2%, AM: 12.1%, PM: 12.1%)	-14,314	-2,107	-262	-2,369	-348	-1,654	-2,002
External Person Trips							
External Residential Person Trips	67,496	937	3,494	4,431	3,475	2,085	5,560
External Employment Person Trips	141,838	15,341	1,907	17,248	2,529	12,016	14,545
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 79.4%, AM: 74.2%, PM: 75.1%)	53,578	745	2,541	3,286	2,519	1,655	4,174
HOV (Daily: 15.1%, AM: 17.4%, PM: 17.6%)	10,206	175	596	771	591	388	979
Transit/Shuttle (Daily: 3.0%, AM: 5.5%, PM: 5.0%)	2,025	11	231	242	250	27	277
Active (Daily: 2.5%, AM: 3.0%, PM: 2.3%)	1,687	6	126	132	115	15	130
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	53,578	745	2,541	3,286	2,519	1,655	4,174
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.07)	5,103	80	298	378	296	176	472
External Residential Vehicle Trips [A]	58,681	825	2,839	3,664	2,815	1,831	4,646
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	77,236	5,877	835	6,712	1,295	5,109	6,404
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	23,894	2,266	269	2,535	802	2,221	3,023
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	36,878	6,385	515	6,900	336	4,422	4,758
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,830	813	288	1,101	96	264	360
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	77,236	5,877	835	6,712	1,295	5,109	6,404
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	9,558	809	108	917	321	793	1,114
External Employment Vehicle Trips [B]	86,794	6,686	943	7,629	1,616	5,902	7,518
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 22.7, PM: 20.6)							
External Transit Vehicles [C]	2,161	166	149	315	117	127	244
Gateway Total Vehicles [A+B+C]	147,636	7,677	3,931	11,608	4,548	7,860	12,408
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	697	2,811	3,508	2,768	1,700	4,468
Percent Over Capacity (%)	N/A	10%	251%	43%	156%	28%	56%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	56,784	806	2,774	3,580	2,734	1,781	4,515
External Employment Vehicle Trips Growth	16,323	1,464	-30	1,434	436	1,096	1,532
External Transit Vehicle Growth	1,079	24	67	91	29	23	52
All Vehicle Growth	74,186	2,294	2,811	5,105	3,199	2,900	6,099

Bold values indicate units of VEHICLE trips

Table D-4: NBPP with Res (Standard HH Size, Reduced Parking Rates)
Table D-4: NBPP with Res (Standard HH Size, Reduced Parking Rates)

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	73,974	1,123	4,186	5,309	3,940	2,364	6,304
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	232,852	18,612	6,509	25,121	6,962	16,121	23,083
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 15.4%, AM: 20.7%, PM: 18.6%)							
Residential (Daily: 20.1%, AM: 35.1%, PM: 25.1%)	-15,417	-409	-1,523	-1,932	-1,025	-616	-1,641
Employment (Daily: 13.1%, AM: 16.7%, PM: 16.0%)	-20,442	-2,907	-361	-3,268	-461	-2,191	-2,652
External Person Trips							
External Residential Person Trips	61,283	755	2,817	3,572	3,060	1,835	4,895
External Employment Person Trips	135,710	14,541	1,808	16,349	2,416	11,479	13,895
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 71.3%, AM: 62.3%, PM: 65.8%)	43,705	582	1,643	2,225	1,812	1,411	3,223
HOV (Daily: 13.6%, AM: 14.6%, PM: 15.4%)	8,324	136	385	521	425	330	755
Transit/Shuttle (Daily: 6.3%, AM: 11.3%, PM: 10.2%)	3,861	19	383	402	450	48	498
Active (Daily: 8.8%, AM: 11.9%, PM: 8.6%)	5,393	18	406	424	373	46	419
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	43,705	582	1,643	2,225	1,812	1,411	3,223
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.08)	4,162	62	193	255	213	150	363
External Residential Vehicle Trips [A]	47,867	644	1,836	2,480	2,025	1,561	3,586
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	73,900	5,571	792	6,363	1,237	4,881	6,118
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	22,861	2,147	255	2,402	766	2,121	2,887
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	35,285	6,052	488	6,540	321	4,224	4,545
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,664	771	273	1,044	92	253	345
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	73,900	5,571	792	6,363	1,237	4,881	6,118
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	9,144	767	102	869	306	758	1,064
External Employment Vehicle Trips [B]	83,044	6,338	894	7,232	1,543	5,639	7,182
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 21.0, PM: 18.3)							
External Transit Vehicles [C]	2,175	157	174	331	154	122	276
Gateway Total Vehicles [A+B+C]	133,086	7,139	2,904	10,043	3,722	7,322	11,044
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	159	1,784	1,943	1,942	1,162	3,104
Percent Over Capacity (%)	N/A	2%	159%	24%	109%	19%	39%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	45,970	625	1,771	2,396	1,944	1,511	3,455
External Employment Vehicle Trips Growth	12,573	1,116	-79	1,037	363	833	1,196
External Transit Vehicle Growth	1,093	15	92	107	66	18	84
All Vehicle Growth	59,636	1,756	1,784	3,540	2,373	2,362	4,735

Bold values indicate units of **VEHICLE** trips

Table D-5: NBPP with Res (Smaller HH Size, Standard Parking Rates)							
Table D-5: NBPP with Res (Smaller HH Size, Standard Parking Rates)							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	62,843	985	3,842	4,827	3,743	2,069	5,812
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	221,721	18,474	6,165	24,639	6,765	15,826	22,591
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 13.3%, AM: 18.0%, PM: 16.5%)							
Residential (Daily: 16.4%, AM: 27.0%, PM: 23.0%)	-10,751	-277	-1,079	-1,356	-894	-496	-1,390
Employment (Daily: 12.0%, AM: 15.7%, PM: 14.1%)	-18,738	-2,738	-341	-3,079	-407	-1,931	-2,338
External Person Trips							
External Residential Person Trips	54,818	749	2,917	3,666	2,994	1,660	4,654
External Employment Person Trips	137,414	14,710	1,828	16,538	2,470	11,739	14,209
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 77.7%, AM: 71.4%, PM: 73.3%)	42,594	592	2,027	2,619	2,100	1,311	3,411
HOV (Daily: 14.8%, AM: 16.7%, PM: 17.2%)	8,113	138	476	614	492	307	799
Transit/Shuttle (Daily: 3.3%, AM: 5.8%, PM: 5.3%)	1,809	10	204	214	225	22	247
Active (Daily: 4.2%, AM: 6.0%, PM: 4.2%)	2,302	9	210	219	177	20	197
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	42,594	592	2,027	2,619	2,100	1,311	3,411
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.07)	4,057	63	238	301	246	140	386
External Residential Vehicle Trips [A]	46,651	655	2,265	2,920	2,346	1,451	3,797
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	74,827	5,635	801	6,436	1,265	4,991	6,256
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	23,149	2,173	257	2,430	782	2,170	2,952
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	35,728	6,122	494	6,616	329	4,320	4,649
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,710	780	276	1,056	94	258	352
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	74,827	5,635	801	6,436	1,265	4,991	6,256
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	9,260	776	103	879	313	775	1,088
External Employment Vehicle Trips [B]	84,087	6,411	904	7,315	1,578	5,766	7,344
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 22.8, PM: 20.8)							
External Transit Vehicles [C]	2,085	159	140	299	111	124	235
Gateway Total Vehicles [A+B+C]	132,823	7,225	3,309	10,534	4,035	7,341	11,376
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	245	2,189	2,434	2,255	1,181	3,436
Percent Over Capacity (%)	N/A	4%	195%	30%	127%	19%	43%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	44,754	636	2,200	2,836	2,265	1,401	3,666
External Employment Vehicle Trips Growth	13,616	1,189	-69	1,120	398	960	1,358
External Transit Vehicle Growth	1,003	17	58	75	23	20	43
All Vehicle Growth	59,373	1,842	2,189	4,031	2,686	2,381	5,067

Bold values indicate units of **VEHICLE** trips

Table D-6: NBPP with Res (Smaller HH Size, Reduced Parking Rates)**Table D-6: NBPP with Res (Smaller HH Size, Reduced Parking Rates)**

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	62,843	985	3,842	4,827	3,743	2,069	5,812
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	221,721	18,474	6,165	24,639	6,765	15,826	22,591
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 18.6%, AM: 25.0%, PM: 22.2%)							
Residential (Daily: 24.9%, AM: 40.6%, PM: 33.7%)	-16,327	-417	-1,623	-2,040	-1,310	-727	-2,037
Employment (Daily: 16.0%, AM: 21.0%, PM: 18.0%)	-24,913	-3,664	-456	-4,120	-518	-2,460	-2,978
External Person Trips							
External Residential Person Trips	49,242	609	2,373	2,982	2,578	1,429	4,007
External Employment Person Trips	131,239	13,784	1,713	15,497	2,359	11,210	13,569
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 69.6%, AM: 59.5%, PM: 63.9%)	34,290	466	1,307	1,773	1,466	1,093	2,559
HOV (Daily: 13.3%, AM: 14.0%, PM: 14.9%)	6,532	109	307	416	343	256	599
Transit/Shuttle (Daily: 6.6%, AM: 11.7%, PM: 10.6%)	3,250	16	332	348	387	37	424
Active (Daily: 10.5%, AM: 14.9%, PM: 10.6%)	5,170	18	427	445	382	43	425
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	34,290	466	1,307	1,773	1,466	1,093	2,559
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.08)	3,266	50	154	204	172	116	288
External Residential Vehicle Trips [A]	37,556	516	1,461	1,977	1,638	1,209	2,847
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	71,465	5,281	750	6,031	1,208	4,766	5,974
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	22,109	2,035	241	2,276	747	2,072	2,819
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	34,122	5,737	463	6,200	314	4,125	4,439
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,543	731	259	990	90	247	337
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	71,465	5,281	750	6,031	1,208	4,766	5,974
HOV Occupancy (Daily: 2.50, AM: 2.77, PM: 2.71)	8,844	727	96	823	299	740	1,039
External Employment Vehicle Trips [B]	80,309	6,008	846	6,854	1,507	5,506	7,013
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 21.3, PM: 18.8)							
External Transit Vehicles [C]	2,076	149	159	308	140	119	259
Gateway Total Vehicles [A+B+C]	119,941	6,673	2,466	9,139	3,285	6,834	10,119
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-307	1,346	1,039	1,505	674	2,179
Percent Over Capacity (%)	N/A	-4%	120%	13%	85%	11%	27%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	35,659	497	1,396	1,893	1,557	1,159	2,716
External Employment Vehicle Trips Growth	9,838	786	-127	659	327	700	1,027
External Transit Vehicle Growth	994	7	77	84	52	15	67
All Vehicle Growth	46,491	1,290	1,346	2,636	1,936	1,874	3,810

Bold values indicate units of **VEHICLE** trips

Table D-7: NBPP with Res (Standard HH Size, Standard Parking Rates) - Gateway Capacity							
Table D-7: NBPP with Res (Standard HH Size, Standard Parking Rates) - Gateway Capacity							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (0,500 DUs)	3,755	57	213	270	200	120	320
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	162,633	17,546	2,536	20,082	3,222	13,877	17,099
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 7.8%, AM: 11.3%, PM: 11.6%)							
Residential (Daily: 22.0%, AM: 47.0%, PM: 33.0%)	-1,426	-46	-173	-219	-114	-68	-182
Employment (Daily: 7.2%, AM: 10.5%, PM: 10.9%)	-11,259	-1,823	-227	-2,050	-313	-1,488	-1,801
External Person Trips							
External Residential Person Trips	5,055	52	194	246	231	139	370
External Employment Person Trips	144,893	15,625	1,942	17,567	2,564	12,182	14,746
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 79.4%, AM: 74.0%, PM: 74.9%)	4,013	41	141	182	167	110	277
HOV (Daily: 15.1%, AM: 17.5%, PM: 17.6%)	764	10	33	43	39	26	65
Transit/Shuttle (Daily: 3.0%, AM: 5.7%, PM: 5.1%)	152	1	13	14	17	2	19
Active (Daily: 2.5%, AM: 2.8%, PM: 2.4%)	126	0	7	7	8	1	9
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	4,013	41	141	182	167	110	277
HOV Occupancy (Daily: 2.00, AM: 1.95, PM: 2.03)	382	5	17	22	20	12	32
External Residential Vehicle Trips [A]	4,395	46	158	204	187	122	309
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	78,900	5,986	851	6,837	1,313	5,180	6,493
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	24,409	2,308	274	2,582	813	2,251	3,064
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	37,672	6,503	524	7,027	341	4,483	4,824
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,912	828	293	1,121	97	268	365
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	78,900	5,986	851	6,837	1,313	5,180	6,493
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	9,764	824	110	934	325	804	1,129
External Employment Vehicle Trips [B]	88,664	6,810	961	7,771	1,638	5,984	7,622
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 25.6, PM: 24.2)							
External Transit Vehicles [C]	2,101	168	107	275	72	128	200
Gateway Total Vehicles [A+B+C]	95,160	7,024	1,226	8,250	1,897	6,234	8,131
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	44	106	150	117	74	191
Percent Over Capacity (%)	N/A	1%	9%	2%	7%	1%	2%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	2,498	27	93	120	106	72	178
External Employment Vehicle Trips Growth	18,193	1,588	-12	1,576	458	1,178	1,636
External Transit Vehicle Growth	1,019	26	25	51	-16	24	8
All Vehicle Growth	21,710	1,641	106	1,747	548	1,274	1,822

Bold values indicate units of **VEHICLE** trips

Table D-8: NBPP with Res (Standard HH Size, Reduced Parking Rates) - Gateway Capacity							
Table D-8: NBPP with Res (Standard HH Size, Reduced Parking Rates) - Gateway Capacity							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (2,000 DUs)	15,020	228	850	1,078	800	480	1,280
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	173,898	17,717	3,173	20,890	3,822	14,237	18,059
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 13.1%, AM: 18.3%, PM: 17.3%)							
Residential (Daily: 27.0%, AM: 57.0%, PM: 38.0%)	-4,791	-153	-573	-726	-359	-216	-575
Employment (Daily: 11.5%, AM: 15.8%, PM: 15.4%)	-17,990	-2,754	-343	-3,097	-443	-2,106	-2,549
External Person Trips							
External Residential Person Trips	12,955	116	431	547	586	351	937
External Employment Person Trips	138,162	14,694	1,826	16,520	2,434	11,564	13,998
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 71.3%, AM: 62.2%, PM: 65.8%)	9,239	89	251	340	347	270	617
HOV (Daily: 13.6%, AM: 14.6%, PM: 15.5%)	1,760	21	59	80	82	63	145
Transit/Shuttle (Daily: 6.3%, AM: 11.3%, PM: 10.1%)	816	3	59	62	86	9	95
Active (Daily: 8.8%, AM: 11.9%, PM: 8.5%)	1,140	3	62	65	71	9	80
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	9,239	89	251	340	347	270	617
HOV Occupancy (Daily: 2.00, AM: 2.00, PM: 2.07)	880	10	30	40	41	29	70
External Residential Vehicle Trips [A]	10,119	99	281	380	388	299	687
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	75,235	5,629	800	6,429	1,246	4,917	6,163
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	23,275	2,170	257	2,427	772	2,137	2,909
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	35,922	6,116	493	6,609	324	4,256	4,580
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,730	779	276	1,055	92	254	346
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	75,235	5,629	800	6,429	1,246	4,917	6,163
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	9,310	775	103	878	309	763	1,072
External Employment Vehicle Trips [B]	84,545	6,404	903	7,307	1,555	5,680	7,235
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 24.8, PM: 22.9)							
External Transit Vehicles [C]	2,041	159	110	269	82	122	204
Gateway Total Vehicles [A+B+C]	96,705	6,662	1,294	7,956	2,025	6,101	8,126
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-318	174	-144	245	-59	186
Percent Over Capacity (%)	N/A	-5%	16%	-2%	14%	-1%	2%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	8,222	80	216	296	307	249	556
External Employment Vehicle Trips Growth	14,074	1,182	-70	1,112	375	874	1,249
External Transit Vehicle Growth	959	17	28	45	-6	18	12
All Vehicle Growth	23,255	1,279	174	1,453	676	1,141	1,817

Bold values indicate units of **VEHICLE** trips

Table D-9: NBPP with Res (Smaller HH Size, Standard Parking Rates) - Gateway Capacity							
Table D-9: NBPP with Res (Smaller HH Size, Standard Parking Rates) - Gateway Capacity							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (1,500 DUs)	9,570	150	585	735	570	315	885
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	168,448	17,639	2,908	20,547	3,592	14,072	17,664
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 10.8%, AM: 15.8%, PM: 14.5%)							
Residential (Daily: 24.0%, AM: 46.0%, PM: 39.0%)	-2,951	-88	-340	-428	-279	-157	-436
Employment (Daily: 9.8%, AM: 14.4%, PM: 12.8%)	-15,241	-2,506	-312	-2,818	-369	-1,756	-2,125
External Person Trips							
External Residential Person Trips	9,345	103	399	502	436	245	681
External Employment Person Trips	140,911	14,942	1,857	16,799	2,508	11,914	14,422
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 77.7%, AM: 71.3%, PM: 73.3%)	7,261	81	277	358	306	193	499
HOV (Daily: 14.8%, AM: 16.9%, PM: 17.2%)	1,384	20	65	85	71	46	117
Transit/Shuttle (Daily: 3.3%, AM: 5.8%, PM: 5.3%)	308	1	28	29	33	3	36
Active (Daily: 4.2%, AM: 6.0%, PM: 4.3%)	392	1	29	30	26	3	29
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	7,261	81	277	358	306	193	499
HOV Occupancy (Daily: 2.00, AM: 2.02, PM: 2.05)	692	9	33	42	36	21	57
External Residential Vehicle Trips [A]	7,953	90	310	400	342	214	556
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	76,732	5,724	813	6,537	1,284	5,066	6,350
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	23,737	2,207	263	2,470	795	2,202	2,997
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	36,637	6,219	501	6,720	334	4,384	4,718
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,805	792	280	1,072	95	262	357
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	76,732	5,724	813	6,537	1,284	5,066	6,350
HOV Occupancy (Daily: 2.50, AM: 2.77, PM: 2.71)	9,495	788	105	893	318	786	1,104
External Employment Vehicle Trips [B]	86,227	6,512	918	7,430	1,602	5,852	7,454
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 25.3, PM: 24.0)							
External Transit Vehicles [C]	2,053	161	106	267	73	125	198
Gateway Total Vehicles [A+B+C]	96,233	6,763	1,334	8,097	2,017	6,191	8,208
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-217	214	-3	237	31	268
Percent Over Capacity (%)	N/A	-3%	19%	0%	13%	1%	3%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	6,056	71	245	316	261	164	425
External Employment Vehicle Trips Growth	15,756	1,290	-55	1,235	422	1,046	1,468
External Transit Vehicle Growth	971	19	24	43	-15	21	6
All Vehicle Growth	22,783	1,380	214	1,594	668	1,231	1,899

Bold values indicate units of VEHICLE trips

Table D-10: NBPP with Res (Smaller HH Size, Reduced Parking Rates) - Gateway Capacity							
Table D-10: NBPP with Res (Smaller HH Size, Reduced Parking Rates) - Gateway Capacity							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (3,000 DUs)	19,140	300	1,170	1,470	1,140	630	1,770
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	178,018	17,789	3,493	21,282	4,162	14,387	18,549
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 15.8%, AM: 22.8%, PM: 20.9%)							
Residential (Daily: 32.0%, AM: 63.0%, PM: 55.0%)	-6,997	-215	-834	-1,049	-707	-394	-1,101
Employment (Daily: 13.5%, AM: 19.4%, PM: 16.8%)	-21,130	-3,382	-421	-3,803	-483	-2,293	-2,776
External Person Trips							
External Residential Person Trips	14,869	126	490	616	578	323	901
External Employment Person Trips	135,022	14,066	1,748	15,814	2,394	11,377	13,771
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 69.6%, AM: 59.4%, PM: 63.9%)	10,354	96	270	366	329	247	576
HOV (Daily: 13.3%, AM: 14.0%, PM: 14.9%)	1,973	23	63	86	76	58	134
Transit/Shuttle (Daily: 6.6%, AM: 11.7%, PM: 10.5%)	981	3	69	72	87	8	95
Active (Daily: 10.5%, AM: 14.9%, PM: 10.7%)	1,561	4	88	92	86	10	96
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	10,354	96	270	366	329	247	576
HOV Occupancy (Daily: 2.00, AM: 2.05, PM: 2.09)	987	10	32	42	38	26	64
External Residential Vehicle Trips [A]	11,341	106	302	408	367	273	640
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	73,525	5,389	766	6,155	1,226	4,838	6,064
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	22,745	2,078	246	2,324	759	2,102	2,861
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	35,106	5,854	472	6,326	318	4,187	4,505
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,646	745	264	1,009	91	250	341
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	73,525	5,389	766	6,155	1,226	4,838	6,064
HOV Occupancy (Daily: 2.50, AM: 2.77, PM: 2.71)	9,098	742	98	840	304	751	1,055
External Employment Vehicle Trips [B]	82,623	6,131	864	6,995	1,530	5,589	7,119
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 24.6, PM: 22.9)							
External Transit Vehicles [C]	2,005	152	108	260	81	120	201
Gateway Total Vehicles [A+B+C]	95,969	6,389	1,274	7,663	1,978	5,982	7,960
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-591	154	-437	198	-178	20
Percent Over Capacity (%)	N/A	-8%	14%	-5%	11%	-3%	0%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	9,444	87	237	324	286	223	509
External Employment Vehicle Trips Growth	12,152	909	-109	800	350	783	1,133
External Transit Vehicle Growth	923	10	26	36	-7	16	9
All Vehicle Growth	22,519	1,006	154	1,160	629	1,022	1,651

Bold values indicate units of **VEHICLE** trips

Table D-11: NBPP with Res (1 Person Households, Reduced Parking Rates)**Table D-11: NBPP with Res (1 Person Households, Reduced Parking Rates)**

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	35,910	563	2,195	2,758	2,139	1,182	3,321
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	194,788	18,052	4,518	22,570	5,161	14,939	20,100
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 19.1%, AM: 26.8%, PM: 21.9%)							
Residential (Daily: 28.0%, AM: 52.0%, PM: 38.0%)	-10,818	-314	-1,222	-1,536	-868	-482	-1,350
Employment (Daily: 17.0%, AM: 23.0%, PM: 18.5%)	-26,468	-4,013	-499	-4,512	-532	-2,529	-3,061
External Person Trips							
External Residential Person Trips	27,818	290	1,127	1,417	1,416	787	2,203
External Employment Person Trips	129,684	13,435	1,670	15,105	2,345	11,141	13,486
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 66.5%, AM: 54.7%, PM: 60.0%)	18,495	219	556	775	728	594	1,322
HOV (Daily: 12.7%, AM: 12.9%, PM: 14.1%)	3,523	52	131	183	171	139	310
Transit/Shuttle (Daily: 8.3%, AM: 14.5%, PM: 13.3%)	2,295	9	197	206	266	26	292
Active (Daily: 12.6%, AM: 17.9%, PM: 12.7%)	3,505	10	243	253	251	28	279
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	18,495	219	556	775	728	594	1,322
HOV Occupancy (Daily: 2.00, AM: 2.03, PM: 2.08)	1,762	24	66	90	86	63	149
External Residential Vehicle Trips [A]	20,257	243	622	865	814	657	1,471
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	70,618	5,147	731	5,878	1,201	4,737	5,938
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	21,847	1,984	236	2,220	743	2,059	2,802
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	33,718	5,592	451	6,043	312	4,100	4,412
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,501	712	252	964	89	245	334
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	70,618	5,147	731	5,878	1,201	4,737	5,938
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.72)	8,739	709	94	803	297	735	1,032
External Employment Vehicle Trips [B]	79,357	5,856	825	6,681	1,498	5,472	6,970
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 22.7, PM: 20.1)							
External Transit Vehicles [C]	2,001	145	130	275	116	118	234
Gateway Total Vehicles [A+B+C]	101,615	6,244	1,577	7,821	2,428	6,247	8,675
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-736	457	-279	648	87	735
Percent Over Capacity (%)	N/A	-11%	41%	-3%	36%	1%	9%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	18,360	224	557	781	733	607	1,340
External Employment Vehicle Trips Growth	8,886	634	-148	486	318	666	984
External Transit Vehicle Growth	919	3	48	51	28	14	42
All Vehicle Growth	28,165	861	457	1,318	1,079	1,287	2,366

Bold values indicate units of **VEHICLE** trips

Table D-12: NBPP with Res (Smaller HH Size, 0.33 Parking Spaces Per Unit)
Table D-12: NBPP with Res (Smaller HH Size, 0.33 Parking Spaces Per Unit)

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	62,843	985	3,842	4,827	3,743	2,069	5,812
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	221,721	18,474	6,165	24,639	6,765	15,826	22,591
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 23.1%, AM: 31.3%, PM: 25.8%)							
Residential (Daily: 33.0%, AM: 61.0%, PM: 44.0%)	-21,638	-626	-2,437	-3,063	-1,711	-948	-2,659
Employment (Daily: 19.0%, AM: 23.7%, PM: 19.1%)	-29,669	-4,135	-514	-4,649	-550	-2,610	-3,160
External Person Trips							
External Residential Person Trips	43,931	400	1,559	1,959	2,177	1,208	3,385
External Employment Person Trips	126,483	13,313	1,655	14,968	2,327	11,060	13,387
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 68.3%, AM: 57.1%, PM: 61.7%)	29,983	304	814	1,118	1,173	917	2,090
HOV (Daily: 13.0%, AM: 13.4%, PM: 14.5%)	5,711	71	191	262	275	216	491
Transit/Shuttle (Daily: 8.2%, AM: 14.6%, PM: 13.2%)	3,624	13	273	286	408	39	447
Active (Daily: 10.5%, AM: 15.0%, PM: 10.5%)	4,613	12	281	293	321	36	357
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	29,983	304	814	1,118	1,173	917	2,090
HOV Occupancy (Daily: 2.00, AM: 2.05, PM: 2.08)	2,856	32	96	128	138	98	236
External Residential Vehicle Trips [A]	32,839	336	910	1,246	1,311	1,015	2,326
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	68,875	5,100	725	5,825	1,191	4,703	5,894
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	21,307	1,966	233	2,199	739	2,044	2,783
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	32,886	5,541	447	5,988	309	4,070	4,379
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,415	706	250	956	88	243	331
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	68,875	5,100	725	5,825	1,191	4,703	5,894
HOV Occupancy (Daily: 2.50, AM: 2.77, PM: 2.71)	8,523	702	93	795	296	730	1,026
External Employment Vehicle Trips [B]	77,398	5,802	818	6,620	1,487	5,433	6,920
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 21.8, PM: 18.6)							
External Transit Vehicles [C]	2,028	144	144	288	143	117	260
Gateway Total Vehicles [A+B+C]	112,265	6,282	1,872	8,154	2,941	6,565	9,506
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-698	752	54	1,161	405	1,566
Percent Over Capacity (%)	N/A	-10%	67%	1%	65%	7%	20%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	30,942	317	845	1,162	1,230	965	2,195
External Employment Vehicle Trips Growth	6,927	580	-155	425	307	627	934
External Transit Vehicle Growth	946	2	62	64	55	13	68
All Vehicle Growth	38,815	899	752	1,651	1,592	1,605	3,197

Bold values indicate units of **VEHICLE** trips

Table D-13: NBPP with Res (Smaller HH Size, 0.25 Parking Spaces Per Unit)							
Table D-13: NBPP with Res (Smaller HH Size, 0.25 Parking Spaces Per Unit)							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	62,843	985	3,842	4,827	3,743	2,069	5,812
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	221,721	18,474	6,165	24,639	6,765	15,826	22,591
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 26.0%, AM: 35.1%, PM: 29.4%)							
Residential (Daily: 38.0%, AM: 72.0%, PM: 52.0%)	-24,916	-739	-2,877	-3,616	-2,022	-1,121	-3,143
Employment (Daily: 21.0%, AM: 25.7%, PM: 21.1%)	-32,792	-4,484	-558	-5,042	-607	-2,884	-3,491
External Person Trips							
External Residential Person Trips	40,653	287	1,119	1,406	1,866	1,035	2,901
External Employment Person Trips	123,360	12,964	1,611	14,575	2,270	10,786	13,056
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 65.1%, AM: 52.3%, PM: 57.8%)	26,465	215	521	736	902	775	1,677
HOV (Daily: 12.4%, AM: 12.3%, PM: 13.6%)	5,041	51	122	173	212	182	394
Transit/Shuttle (Daily: 10.0%, AM: 17.5%, PM: 15.9%)	4,065	11	235	246	420	41	461
Active (Daily: 12.5%, AM: 17.9%, PM: 12.7%)	5,082	10	241	251	332	37	369
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	26,465	215	521	736	902	775	1,677
HOV Occupancy (Daily: 2.00, AM: 2.06, PM: 2.08)	2,521	23	61	84	106	83	189
External Residential Vehicle Trips [A]	28,986	238	582	820	1,008	858	1,866
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	67,174	4,967	706	5,673	1,162	4,586	5,748
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	20,781	1,914	227	2,141	720	1,994	2,714
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	32,074	5,396	435	5,831	302	3,969	4,271
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,331	687	243	930	86	237	323
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	67,174	4,967	706	5,673	1,162	4,586	5,748
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	8,312	684	91	775	288	712	1,000
External Employment Vehicle Trips [B]	75,486	5,651	797	6,448	1,450	5,298	6,748
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 22.2, PM: 18.3)							
External Transit Vehicles [C]	2,008	140	134	274	144	115	259
Gateway Total Vehicles [A+B+C]	106,480	6,029	1,513	7,542	2,602	6,271	8,873
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-951	393	-558	822	111	933
Percent Over Capacity (%)	N/A	-14%	35%	-7%	46%	2%	12%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	27,089	219	517	736	927	808	1,735
External Employment Vehicle Trips Growth	5,015	429	-176	253	270	492	762
External Transit Vehicle Growth	926	-2	52	50	56	11	67
All Vehicle Growth	33,030	646	393	1,039	1,253	1,311	2,564

Bold values indicate units of **VEHICLE** trips

Table D-14: NBPP with Res (1 Person Households, 0.33 Parking Spaces Per Unit)**Table D-14: NBPP with Res (1 Person Households, 0.33 Parking Spaces Per Unit)**

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	35,910	563	2,195	2,758	2,139	1,182	3,321
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	194,788	18,052	4,518	22,570	5,161	14,939	20,100
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 24.2%, AM: 31.5%, PM: 27.9%)							
Residential (Daily: 37.0%, AM: 70.0%, PM: 50.0%)	-14,295	-423	-1,644	-2,067	-1,142	-635	-1,777
Employment (Daily: 21.0%, AM: 25.7%, PM: 23.1%)	-32,792	-4,484	-558	-5,042	-665	-3,162	-3,827
External Person Trips							
External Residential Person Trips	24,341	181	705	886	1,142	634	1,776
External Employment Person Trips	123,360	12,964	1,611	14,575	2,212	10,508	12,720
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 68.3%, AM: 57.0%, PM: 61.7%)	16,613	137	368	505	615	481	1,096
HOV (Daily: 13.0%, AM: 13.5%, PM: 14.5%)	3,164	33	87	120	145	113	258
Transit/Shuttle (Daily: 8.2%, AM: 14.6%, PM: 13.2%)	2,008	6	123	129	214	21	235
Active (Daily: 10.5%, AM: 14.9%, PM: 10.5%)	2,556	5	127	132	168	19	187
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	16,613	137	368	505	615	481	1,096
HOV Occupancy (Daily: 2.00, AM: 2.03, PM: 2.08)	1,582	15	44	59	73	51	124
External Residential Vehicle Trips [A]	18,195	152	412	564	688	532	1,220
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	67,174	4,967	706	5,673	1,133	4,468	5,601
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	20,781	1,914	227	2,141	701	1,942	2,643
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	32,074	5,396	435	5,831	294	3,867	4,161
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,331	687	243	930	84	231	315
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	67,174	4,967	706	5,673	1,133	4,468	5,601
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.71)	8,312	684	91	775	280	694	974
External Employment Vehicle Trips [B]	75,486	5,651	797	6,448	1,413	5,162	6,575
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 23.7, PM: 20.6)							
External Transit Vehicles [C]	1,893	140	112	252	102	111	213
Gateway Total Vehicles [A+B+C]	95,574	5,943	1,321	7,264	2,203	5,805	8,008
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-1,037	201	-836	423	-355	68
Percent Over Capacity (%)	N/A	-15%	18%	-10%	24%	-6%	1%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	16,298	133	347	480	607	482	1,089
External Employment Vehicle Trips Growth	5,015	429	-176	253	233	356	589
External Transit Vehicle Growth	811	-2	30	28	14	7	21
All Vehicle Growth	22,124	560	201	761	854	845	1,699

Bold values indicate units of **VEHICLE** trips

Table D-15: NBPP with Res (1 Person Households, 0.25 Parking Spaces Per Unit)
Table D-15: NBPP with Res (1 Person Households, 0.25 Parking Spaces Per Unit)

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (9,850 DUs)	35,910	563	2,195	2,758	2,139	1,182	3,321
Existing Employment Trips (24,843 Employees)	99,699	11,140	1,385	12,525	1,837	8,728	10,565
Additional Employment Trips (14,067 Employees)	56,453	6,308	784	7,092	1,040	4,942	5,982
Total Person Trips	194,788	18,052	4,518	22,570	5,161	14,939	20,100
All Land Uses: Mixed-Use Reduction							
Mixed-Use Reduction (Daily: 27.0%, AM: 36.2%, PM: 30.4%)							
Residential (Daily: 43.0%, AM: 81.0%, PM: 58.0%)	-16,613	-489	-1,903	-2,392	-1,325	-736	-2,061
Employment (Daily: 23.0%, AM: 29.5%, PM: 24.5%)	-35,915	-5,147	-640	-5,787	-705	-3,349	-4,054
External Person Trips							
External Residential Person Trips	22,023	115	446	561	959	533	1,492
External Employment Person Trips	120,237	12,301	1,529	13,830	2,172	10,321	12,493
Residential Land Use: Mode Choice							
External Residential - Mode Choice							
SOV+Trucks (Daily: 65.1%, AM: 52.4%, PM: 57.8%)	14,337	86	208	294	464	399	863
HOV (Daily: 12.4%, AM: 12.1%, PM: 13.5%)	2,731	20	48	68	108	94	202
Transit/Shuttle (Daily: 10.0%, AM: 17.6%, PM: 15.9%)	2,202	5	94	99	216	21	237
Active (Daily: 12.5%, AM: 17.8%, PM: 12.7%)	2,753	4	96	100	171	19	190
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	14,337	86	208	294	464	399	863
HOV Occupancy (Daily: 2.00, AM: 2.06, PM: 2.08)	1,366	9	24	33	54	43	97
External Residential Vehicle Trips [A]	15,703	95	232	327	518	442	960
Employment Land Use: Mode Choice							
External Employment - Mode Choice							
SOV+Trucks (Daily: 54.5%, AM: 38.9%, PM: 44.0%)	65,474	4,713	670	5,383	1,112	4,388	5,500
HOV (Daily: 16.8%, AM: 14.7%, PM: 20.8%)	20,255	1,816	215	2,031	688	1,908	2,596
Transit/Shuttle (Daily: 26.0%, AM: 40.0%, PM: 32.7%)	31,262	5,120	413	5,533	289	3,798	4,087
Active (Daily: 2.7%, AM: 6.4%, PM: 2.5%)	3,246	652	231	883	83	227	310
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	65,474	4,713	670	5,383	1,112	4,388	5,500
HOV Occupancy (Daily: 2.50, AM: 2.76, PM: 2.72)	8,102	649	86	735	275	681	956
External Employment Vehicle Trips [B]	73,576	5,362	756	6,118	1,387	5,069	6,456
All Land Uses: Final Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 18.0, AM: 24.1, PM: 20.6)							
External Transit Vehicles [C]	1,859	133	101	234	101	109	210
Gateway Total Vehicles [A+B+C]	91,138	5,590	1,089	6,679	2,006	5,620	7,626
Over Capacity Calculations							
Gateway Capacity	N/A	6,980	1,120	8,100	1,780	6,160	7,940
Number of Trips Over Capacity	N/A	-1,390	-31	-1,421	226	-540	-314
Percent Over Capacity (%)	N/A	-20%	-3%	-18%	13%	-9%	-4%
External Vehicle Trips Growth Over Existing							
External Residential Vehicle Trips Growth	13,806	76	167	243	437	392	829
External Employment Vehicle Trips Growth	3,105	140	-217	-77	207	263	470
External Transit Vehicle Growth	777	-9	19	10	13	5	18
All Vehicle Growth	17,688	207	-31	176	657	660	1,317

Bold values indicate units of **VEHICLE** trips

APPENDIX H:
INTERSECTION AND ARTERIAL LEVEL OF SERVICE TABLES

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Existing with Project Conditions			
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay
1	San Antonio Rd / Bayshore Pkwy (PA)	AM PM	19.8 29.4	B C	24.5 >120	C F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
2	San Antonio Rd / US 101 Northbound Ramps (MV)	AM PM	15.1 8.9	B A	22.3 36.0	C D	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
3	San Antonio Rd / Charleston Rd* (PA)	AM PM	45.1 46.1	D D	46.9 49.7	D D	+0.073 +0.139	+2.7 +8.1
4	San Antonio Rd / Middlefield Rd* (PA)	AM PM	43.4 57.6	D E+	45.2 66.9	D E	+0.097 +0.126	+0.9 +15.1
5	San Antonio Rd / Nita Ave (PA)	AM PM	3.2 3.3	A A	4.6 4.6	A A	+0.070 +0.090	+2.7 +2.3
6	San Antonio Rd / California St (MV)	AM PM	36.5 33.3	D+ C-	36.8 33.8	D+ C-	+0.014 +0.078	+0.4 +2.3
7	San Antonio Rd / El Camino Real* (MV)	AM PM	43.7 47.7	D D	44.4 48.7	D D	+0.024 +0.020	+1.0 +1.0
8	Charleston Rd / Fabian Way (PA)	AM PM	22.2 22.9	C+ C+	28.3 23.5	C C	+0.029 +0.022	+10.7 +0.3
9	Charleston Rd / Middlefield Rd (PA)	AM PM	25.1 37.3	C D+	26.1 39.7	C D	+0.036 +0.100	+1.6 +4.3
10	Charleston Rd / Alma St (PA)	AM PM	33.3 41.4	C- D	37.9 44.6	D+ D	+0.056 +0.043	+5.0 +2.6
11	Bayshore Pkwy / Garcia Ave (MV)	AM PM	11.0 11.5	B B	17.4 15.0	C B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
12	Salado Dr / Garcia Ave (MV)	AM PM	12.2 11.7	B B	20.9 72.7	C F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
13	Amphitheatre Pkwy / Garcia Ave-Charleston Rd (MV)	AM PM	36.2 110.7	D F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
14	Rengstorff Ave / US 101 Northbound Ramps (MV)	AM PM	2.5 5.8	A A	2.5 11.1	A B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
15	Rengstorff Ave / US 101 Southbound Ramps (MV)	AM PM	58.3 72.2	E E	81.9 61.6	F E	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
16	Rengstorff Ave / Leghorn St (MV)	AM PM	18.1 24.7	B C	17.4 106.1	B F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Existing with Project Conditions			
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay
17	Rengstorff Ave / Old Middlefield Way (MV)	AM PM	31.8 46.2	C D	32.7 84.8	C- F	+0.006 +0.494	-16.0 +3.2
18	Rengstorff Ave / Middlefield Rd (MV)	AM PM	30.3 34.5	C C-	34.9 34.5	C- C-	+0.156 +0.156	+5.0 +0.7
19	Rengstorff Ave / Montecito Ave-Jewell Pl (MV)	AM PM	8.2 6.4	A A	8.3 6.9	A A	+0.015 +0.114	+0.3 +0.5
20	Rengstorff Ave / Central Expwy* (SCC)	AM PM	50.8 70.9	D E	71.5 104.0	E F	+0.279 +0.162	+33.9 +59.8
21	Rengstorff Ave / California St (MV)	AM PM	28.2 34.5	C C-	33.3 37.5	C- D+	+0.273 +0.149	+8.9 +8.7
22	Rengstorff Ave / El Camino Real* (MV)	AM PM	25.3 25.5	C C	32.6 28.8	C- C	+0.168 +0.046	+10.3 +3.6
23	El Monte Ave / El Camino Real* (MV)	AM PM	34.7 38.6	C- D+	31.9 36.5	C D+	+0.042 +0.019	+2.2 +1.3
24	Springer Rd-Magdalena Ave / Foothill Expwy* (SCC)	AM PM	117.0 51.2	F D-	>120 53.3	F D-	+0.013 +0.043	+10.8 +2.5
25	Landings Dr / Charleston Rd (MV)	AM PM	9.6 13.9	A B	15.8 17.2	B B	+0.366 +0.206	+9.8 +3.7
26	Alta Ave / Charleston Rd (MV)	AM PM	15.8 28.4	B C	21.6 28.9	C+ C	-0.005 +0.050	+7.5 -0.4
27	Huff Ave / Charleston Rd (MV)	AM PM	17.6 22.1	B C+	21.7 19.7	C+ B-	+0.050 +0.003	+5.8 -1.9
28	Joaquin Rd / Charleston Rd (MV)	AM PM	15.9 17.7	C C	24.9 31.4	C C	N/A N/A	N/A N/A
29	Shoreline Blvd / Crittenden Ln (MV)	AM PM	6.1 8.5	A A	5.9 8.1	A A	-0.185 -0.062	+2.2 +1.1
30	Shoreline Blvd / Stierlin Court (MV)	AM PM	20.8 21.4	C+ C+	21.3 24.2	C+ C	+0.070 +0.114	+0.6 +4.7
31	Shoreline Blvd / Charleston Rd (MV)	AM PM	29.5 53.2	C D-	33.6 44.4	C -D	+0.113 -0.186	+7.7 -11.9
32	Shoreline Blvd / Space Park Way (MV)	AM PM	44.3 27.2	E D	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Existing with Project Conditions			
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay
33	Shoreline Blvd / Plymouth St (MV)	AM PM	>120 >120	F F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
34	Shoreline Blvd / Pear Ave (MV) ⁶	AM PM	45.7 46.6	D D	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
35	Shoreline Blvd / La Avenida - US 101 Northbound Ramps (MV)	AM PM	88.3 98.2	F F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
36	Shoreline Blvd / US 101 Southbound Ramps (MV)	AM PM	14.3 12.8	B B	17.4 14.7	B B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
37	Shoreline Blvd / Terra Bella Ave (MV)	AM PM	19.9 22.6	B C	20.5 31.0	C C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
38	Shoreline Blvd / Middlefield Rd (MV)	AM PM	44.8 65.8	D E	72.5 104.5	E F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵
39	Shoreline Blvd / Montecito Ave-Stierlin Rd (MV)	AM PM	22.9 25.7	C+ C	24.2 27.8	C C	+0.043 +0.012	+1.4 +1.0
40	Shoreline Blvd / Wright Ave (MV)	AM PM	11.5 13.8	B+ B	11.7 14.2	B+ B	+0.039 +0.011	+0.3 +0.7
41	Shoreline Blvd / Central Expwy (West)* (SCC)	AM PM	6.5 5.5	A A	6.8 5.8	A A	+0.003 +0.046	+0.1 -0.3
42	Shoreline Blvd / Central Expwy (East)* (SCC)	AM PM	13.1 7.5	B A	14.4 7.9	B A	+0.006 +0.045	+0.8 +0.6
43	Shoreline Blvd / California St (MV)	AM PM	30.4 33.9	C C-	31.1 35.3	C D+	+0.033 +0.055	+1.4 +2.2
44	Shoreline Blvd-Miramonte Ave / El Camino Real* (MV)	AM PM	38.5 38.3	D+ D+	43.4 38.9	D D+	+0.131 +0.013	+5.5 +0.4
45	Miramonte Ave / Castro St-Marilyn Dr (MV)	AM PM	15.0 12.1	B B	16.3 12.3	B B	+0.031 +0.025	+1.6 +0.2
46	Miramonte Ave / Cuesta Dr (MV)	AM PM	33.3 31.7	C- C	33.8 32.0	C- C	+0.042 +0.022	+0.7 +0.3
47	Moffett Blvd / US 101 Southbound Ramps (MV)	AM PM	12.5 9.3	B A	12.9 10.5	B B+	+0.032 -0.027	+0.5 +5.8

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Existing with Project Conditions			
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay
48	Moffett Blvd / Middlefield Rd (MV)	AM PM	32.5 38.6	C- D+	37.0 38.9	D+ D+	+0.127 +0.049	+3.3 +1.2
49	Moffett Blvd-Castro St / Central Expwy* (SCC)	AM PM	48.5 61.9	D E	93.0 80.3	F F	+0.151 +0.069	+101.4 +26.4
50	SR 85 Southbound Off-Ramp / Central Expwy (SCC)	AM PM	7.4 15.0	A B	7.6 15.6	A B	+0.005 +0.014	+0.2 +0.3
51	Whisman Rd / Middlefield Rd (MV)	AM PM	20.5 17.5	C+ B	20.3 17.6	C+ B	+0.037 +0.013	+0.0 +0.2
52	Whisman Station Rd / Central Expwy* (SCC)	AM PM	13.4 15.6	B B	14.8 13.9	B B	+0.006 +0.194	+2.1 -1.1
53	Ellis St / Middlefield Rd (MV)	AM PM	15.8 11.6	B B+	23.5 11.5	C B+	+0.249 +0.204	+13.0 +1.6
54	Ferguson Dr / Central Expwy* (SCC)	AM PM	7.7 5.3	A A	8.5 5.4	A A	+0.021 +0.025	+1.0 +0.2
55	Bernardo Ave / Central Expwy (SCC)	AM PM	10.6 11.3	B+ B+	7.6 8.3	A A	+0.019 +0.014	+0.7 -5.8
56	Mary Ave / Central Expwy* ⁷ (SCC)	AM PM	52.0 67.2	D- E	53.2 69.3	D- E	+0.020 +0.012	+1.4 +3.0
57	Bayfront Expressway (SR 84) / University Ave (MP)	AM PM	24.2 82.7	C F	24.9 116.0	C F	+0.012 +0.127	+0.3 +38.6
58	Bay Rd / University Ave (EPA)	AM PM	38.0 47.1	D+ D	39.4 48.3	D D	+0.024 +0.021	+1.8 +1.6
59	Donohoe St / University Ave (EPA)	AM PM	66.0 42.5	E D	79.2 43.2	E- D	+0.080 +0.049	+18.1 +1.3
60	Donohoe St / US 101 Northbound Off-Ramp (EPA)	AM PM	9.1 18.1	A B-	9.2 18.2	A B-	+0.002 +0.005	+0.0 +0.1
61	US 101 Southbound Ramps / University Ave (EPA)	AM PM	28.3 25.0	C C	29.1 27.0	C C	+0.026 +0.066	+0.9 +2.8
62	Embarcadero Rd / E. Bayshore Rd (PA)	AM PM	44.0 53.6	D D-	53.0 65.5	D- E	+0.115 +0.114	+13.4 +12.9

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Existing with Project Conditions			
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay
63	Embarcadero Rd / Middlefield Rd (PA)	AM	33.2	C-	34.2	C-	+0.052	+1.2
		PM	36.6	D+	38.2	D+	+0.040	+1.7
64	Oregon Expwy / Middlefield Rd* (SCC)	AM	46.7	D	47.7	D	+0.012	+0.9
		PM	47.3	D	53.0	D-	+0.050	+10.5
65	Arastradero Rd- Charleston Rd / El Camino Real* (PA)	AM	43.0	D	44.0	D	+0.035	+1.5
		PM	46.3	D	46.8	D	+0.018	+0.7
66	Arastradero Rd / Foothill Expwy* (SCC)	AM	59.7	E+	66.8	E	-0.080	+33.0
		PM	119.3	F	>120	F	+0.021	+18.2
67	Page Mill Rd / I-280 Southbound Off Ramp- Arastradero Rd (SCC)	AM	90.4	F	103.0	F	N/A ⁵	N/A ⁵
		PM	73.3	F	84.3	F	N/A ⁵	N/A ⁵
68	Moffett Blvd / US 101 Northbound Ramps (MV)	AM	15.2	B	16.7	B	+0.026	+1.3
		PM	23.5	C	26.0	C	+0.048	-0.3
69	Moffett Blvd / Leong Dr (MV)	AM	13.6	B	14.6	B	+0.048	+1.6
		PM	10.9	B+	10.9	B+	0.017	+0.4
70	Moffett Blvd / SR 85 Southbound Ramp (MV)	AM	10.0	A	12.3	B	N/A ⁵	N/A ⁵
		PM	12.8	B	15.6	C	N/A ⁵	N/A ⁵
71	New North-South Local Street / Charleston Rd (MV)	AM	Future Intersection		12.8	B	N/A ⁵	N/A ⁵
		PM			25.4	D	N/A ⁵	N/A ⁵
72	New North-South Local Street / Shorebird Wy (MV)	AM	Future Intersection		32.0	D	N/A ⁵	N/A ⁵
		PM			>120	F	N/A ⁵	N/A ⁵
73	New North-South Local Street / Space Park Wy (MV)	AM	Future Intersection		19.7	C	N/A ⁵	N/A ⁵
		PM			>120	F	N/A ⁵	N/A ⁵
74	Inigo Wy / Pear Ave (MV)	AM	10.2	B	23.3	C	N/A ⁵	N/A ⁵
		PM	9.9	A	45.1	E	N/A ⁵	N/A ⁵
75	Inigo Wy / La Avenida (MV)	AM	10.8	B	23.6	C	N/A ⁵	N/A ⁵
		PM	13.4	B	40.1	E	N/A ⁵	N/A ⁵

TABLE H-1: EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Peak Hour ²	Existing Conditions		Existing with Project Conditions			
		Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay

Notes:

- 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)
- AM = morning peak hour, PM = evening peak hour.
- 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.
- 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*.
- Change in critical v/c and change in critical delay are not applicable to Synchro intersections (#1-2, 13-16, 34-38) and unsignalized intersections (#11-12, 32-33). Change in critical v/c and change in critical delay are not applicable to intersection #28 which is unsignalized under Existing Conditions and signalized under Existing with Project Conditions.
- 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.
- 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. **Bold and highlighted** indicates a significant impact per the significance criteria used in this study.
* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, February 2017.

TABLE H-2: EXISTING WITH PROJECT ARTERIAL STREET LEVEL OF SERVICE

Segment ¹	Peak Hour ²	Calculated	
		Speed	Level of Service ³
Northbound Shoreline Boulevard (Middlefield Road to Pear Avenue) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	2.9	E
	PM	2.0	F
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	11.4	E
	PM	17.6	D
US-101 Southbound Ramps to Terra Bella Avenue	AM	21.8	C
	PM	25.4	B
Terra Bella Avenue to Middlefield Road	AM	15.2	D
	PM	15.4	D
Southbound Shoreline Boulevard (Pear Avenue to Middlefield Road) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	10.4	E
	PM	2.3	F
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	21.9	C
	PM	20.0	C
US-101 Southbound Ramps to Terra Bella Avenue	AM	13.1	E
	PM	13.5	E
Terra Bella Avenue to Middlefield Road	AM	12.8	E
	PM	5.0	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. LOS calculations conducted using the Synchro level of service analysis software package, which applies the method described in the *Highway Capacity Manual*.
4. Class III Arterial – Free-flow speed = 35mph.
Bold text indicates street segment operations below the applicable level of service standard (LOS E or worse for City of Mountain View facilities).

Source: Fehr & Peers, February 2017.

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
1	San Antonio Rd / Bayshore Pkwy (PA)	AM PM	19.8 29.4	B C	19.5 57.7	B E	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	12.6% 13.1%
2	San Antonio Rd / US 101 Northbound Ramps (MV)	AM PM	15.1 8.9	B A	46.0 57.6	D E	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	9.2% 12.7%
3	San Antonio Rd / Charleston Rd* (PA)	AM PM	45.1 46.1	D D	84.9 88.5	F F	+0.432 +0.391	+67.7 +58.3	3.1% 5.0%
4	San Antonio Rd / Middlefield Rd* (PA)	AM PM	43.4 57.6	D E+	86.3 >120	F F	+0.445 +0.395	+75.3 +90.2	1.1% 1.6%
5	San Antonio Rd / Nita Ave (PA)	AM PM	3.2 3.3	A A	7.9 24.0	A C	+0.250 +0.386	+10.0 +46.0	0.8% 1.6%
6	San Antonio Rd / California St (MV)	AM PM	36.5 33.3	D+ C-	73.4 79.7	E E-	+0.483 +0.513	+99.6 +78.1	0.7% 1.1%
7	San Antonio Rd / El Camino Real* (MV)	AM PM	43.7 47.7	D D	>120 >120	F F	+0.610 +0.713	+169.2 +231.6	0.3% 0.4%
8	Charleston Rd / Fabian Way (PA)	AM PM	22.2 22.9	C+ C+	72.7 22.8	E C+	+0.253 +0.208	+77.6 +1.3	3.1% 4.0%
9	Charleston Rd / Middlefield Rd (PA)	AM PM	25.1 37.3	C D+	57.8 87.4	E+ F	+0.306 +0.430	+50.4 +68.8	2.1% 2.4%
10	Charleston Rd / Alma St (PA)	AM PM	33.3 41.4	C- D	>120 >120	F F	+0.591 +0.745	+176.1 +228.8	1.4% 1.6%
11	Bayshore Pkwy / Garcia Ave (MV)	AM PM	11.0 11.5	B B	17.8 13.4	C B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	17.7% 16.6%
12	Salado Dr / Garcia Ave (MV)	AM PM	12.2 11.7	B B	16.8 18.0	C C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	16.3% 16.8%
13	Amphitheatre Pkwy / Garcia Ave-Charleston Rd (MV)	AM PM	36.2 110.7	D F	>120 95.9	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	18.5% 18.7%
14	Rengstorff Ave / US 101 Northbound Ramps (MV)	AM PM	2.5 5.8	A A	2.7 13.3	A B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	17.5% 16.4%

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
15	Rengstorff Ave / US 101 Southbound Ramps (MV)	AM PM	58.3 72.2	E E	111.6 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	9.6% 9.9%
16	Rengstorff Ave / Leghorn St (MV)	AM PM	18.1 24.7	B C	59.9 40.4	E D	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	6.6% 6.6%
17	Rengstorff Ave / Old Middlefield Way (MV)	AM PM	31.8 46.2	C D	45.9 96.4	D F	+0.333 +0.577	+21.8 +89.3	3.0% 4.9%
18	Rengstorff Ave / Middlefield Rd (MV)	AM PM	30.3 34.5	C C-	42.3 39.7	D D	+0.273 +0.301	+16.0 +9.0	2.9% 4.0%
19	Rengstorff Ave / Montecito Ave-Jewell PI (MV)	AM PM	8.2 6.4	A A	11.6 11.6	B+ B+	+0.314 +0.308	+5.1 +6.2	2.8% 4.2%
20	Rengstorff Ave / Central Expwy* (SCC)	AM PM	50.8 70.9	D E	>120 >120	F F	+0.309 +0.558	+141.3 +121.9	1.3% 1.9%
21	Rengstorff Ave / California St (MV)	AM PM	28.2 34.5	C C-	77.7 >120	E- F	+0.665 +0.907	+69.9 +185.2	0.9% 1.4%
22	Rengstorff Ave / El Camino Real* (MV)	AM PM	25.3 25.5	C C	39.3 >120	D F	+0.376 +0.772	+24.4 +214.0	0.4% 0.7%
23	El Monte Ave / El Camino Real* (MV)	AM PM	34.7 38.6	C- D+	97.3 41.4	F D	+0.440 +0.114	+93.5 +13.0	0.4% 0.7%
24	Springer Rd- Magdalena Ave / Foothill Expwy* (SCC)	AM PM	117.0 51.2	F D-	>120 >120	F F	+0.928 +0.838	+174.6 +136.6	0.0% 0.1%
25	Landings Dr / Charleston Rd (MV)	AM PM	9.6 13.9	A B	22.9 16.9	C+ B	+0.458 +0.120	+19.4 +3.5	14.1% 23.5%
26	Alta Ave / Charleston Rd (MV)	AM PM	15.8 28.4	B C	14.4 24.9	B C	-0.107 -0.027	+6.3 -3.9	14.1% 23.5%
27	Huff Ave / Charleston Rd (MV)	AM PM	17.6 22.1	B C+	15.2 23.8	B C	-0.043 -0.100	-2.0 +4.1	14.1% 23.5%
28	Joaquin Rd / Charleston Rd (MV)	AM PM	15.9 17.7	C C	28.6 25.0	C C	N/A N/A	N/A N/A	14.1% 23.5%
29	Shoreline Blvd / Crittenden Ln (MV)	AM PM	6.1 8.5	A A	4.5 8.5	A A	-0.072 -0.033	-0.5 +1.0	22.5% 21.8%

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
30	Shoreline Blvd / Stierlin Court (MV)	AM	20.8	C+	21.1	C+	+0.023	+0.6	21.0%
		PM	21.4	C+	21.4	C+	-0.043	-3.5	18.8%
31	Shoreline Blvd / Charleston Rd (MV)	AM	29.5	C	27.8	C	-0.026	+1.4	20.4%
		PM	53.2	D-	40.9	D	-0.385	-15.7	21.2%
32	Shoreline Blvd / Space Park Way (MV)	AM	44.3	E	21.6	C	N/A ⁵	N/A ⁵	24.1%
		PM	27.2	D	25.8	D	N/A ⁵	N/A ⁵	28.5%
33	Shoreline Blvd / Plymouth St (MV)	AM	>120	F	75.2	F	N/A ⁵	N/A ⁵	24.1%
		PM	>120	F	112.2	F	N/A ⁵	N/A ⁵	28.5%
34	Shoreline Blvd / Pear Ave (MV) ⁶	AM	45.7	D	>120	F	N/A ⁵	N/A ⁵	23.6%
		PM	46.6	D	>120	F	N/A ⁵	N/A ⁵	27.9%
35	Shoreline Blvd / La Avenida - US 101 Northbound Ramps (MV)	AM	88.3	F	>120	F	N/A ⁵	N/A ⁵	18.4%
		PM	98.2	F	>120	F	N/A ⁵	N/A ⁵	19.5%
36	Shoreline Blvd / US 101 Southbound Ramps (MV)	AM	14.3	B	17.4	B	N/A ⁵	N/A ⁵	2.9%
		PM	12.8	B	21.9	C	N/A ⁵	N/A ⁵	13.6%
37	Shoreline Blvd / Terra Bella Ave (MV)	AM	19.9	B	35.9	D	N/A ⁵	N/A ⁵	1.6%
		PM	22.6	C	47.4	D	N/A ⁵	N/A ⁵	6.2%
38	Shoreline Blvd / Middlefield Rd (MV)	AM	44.8	D	94.1	F	N/A ⁵	N/A ⁵	1.3%
		PM	65.8	E	>120	F	N/A ⁵	N/A ⁵	4.7%
39	Shoreline Blvd / Montecito Ave-Stierlin Rd (MV)	AM	22.9	C+	69.6	E	+0.578	+69.0	1.1%
		PM	25.7	C	67.0	E	+0.449	+71.3	4.0%
40	Shoreline Blvd / Wright Ave (MV)	AM	11.5	B+	24.7	C	+0.392	+19.9	1.3%
		PM	13.8	B	31.1	C	+0.309	+27.9	4.3%
41	Shoreline Blvd / Central Expwy (West)* (SCC)	AM	6.5	A	>120	F	+0.508	+238.6	0.5%
		PM	5.5	A	>120	F	+0.756	+510.3	0.8%
42	Shoreline Blvd / Central Expwy (East)* (SCC)	AM	13.1	B	104.0	F	+0.299	+199.6	0.4%
		PM	7.5	A	>120	F	+0.346	+252.6	1.2%
43	Shoreline Blvd / California St (MV)	AM	30.4	C	63.5	E	+0.596	+53.7	0.6%
		PM	33.9	C-	>120	F	+0.792	+172.1	1.3%

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
44	Shoreline Blvd- Miramonte Ave / El Camino Real* (MV)	AM	38.5	D+	>120	F	+0.797	+238.0	0.5%
		PM	38.3	D+	>120	F	+0.874	+295.0	1.0%
45	Miramonte Ave / Castro St-Marilyn Dr (MV)	AM	15.0	B	>120	F	+0.579	+254.1	1.0%
		PM	12.1	B	26.7	C	+0.329	+19.8	1.7%
46	Miramonte Ave / Cuesta Dr (MV)	AM	33.3	C-	>120	F	+0.779	+174.3	0.6%
		PM	31.7	C	93.1	F	+0.645	+98.4	0.8%
47	Moffett Blvd / US 101 Southbound Ramps (MV)	AM	12.5	B	15.8	B	+0.295	+3.5	1.4%
		PM	9.3	A	11.4	B+	+0.081	+7.1	1.6%
48	Moffett Blvd / Middlefield Rd (MV)	AM	32.5	C-	88.3	F	+0.570	+90.6	0.4%
		PM	38.6	D+	99.4	F	+0.605	+94.1	2.1%
49	Moffett Blvd-Castro St / Central Expwy* (SCC)	AM	48.5	D	>120	F	+0.596	+176.1	0.3%
		PM	61.9	E	>120	F	+1.020	+391.9	1.1%
50	SR 85 Southbound Off-Ramp / Central Expwy (SCC)	AM	7.4	A	16.6	B	+0.282	+11.7	0.2%
		PM	15.0	B	>120	F	+0.764	+208.5	1.6%
51	Whisman Rd / Middlefield Rd (MV)	AM	20.5	C+	27.7	C	+0.467	+14.7	0.9%
		PM	17.5	B	39.6	D	+0.439	+35.2	1.2%
52	Whisman Station Rd / Central Expwy* (SCC)	AM	13.4	B	17.5	B	+0.232	+12.9	0.8%
		PM	15.6	B	>120	F	+0.988	+242.3	1.6%
53	Ellis St / Middlefield Rd (MV)	AM	15.8	B	34.1	C-	+0.363	+35.8	0.6%
		PM	10.2	B+	16.9	B	+0.454	+9.0	1.3%
54	Ferguson Dr / Central Expwy* (SCC)	AM	7.7	A	43.1	D	+0.462	+60.8	0.8%
		PM	5.3	A	114.1	F	+0.732	+167.1	1.6%
55	Bernardo Ave / Central Expwy (SCC)	AM	10.6	B+	6.6	A	+0.013	+0.3	0.7%
		PM	11.3	B+	41.9	D	+0.477	+51.5	1.6%
56	Mary Ave / Central Expwy* ⁷ (SCC)	AM	52.0	D-	104.4	F	+0.559	+110.9	0.5%
		PM	67.2	E	>120	F	+0.300	+134.0	1.0%
57	Bayfront Expressway (SR 84) / University Ave (MP)	AM	24.2	C	49.1	D	+0.349	+41.0	0.2%
		PM	82.7	F	>120	F	+0.526	+183.7	0.3%

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
58	Bay Rd / University Ave (EPA)	AM PM	38.0 47.1	D+ D	50.9 95.7	D F	+0.336 +0.312	+19.7 +64.9	1.1% 1.2%
59	Donohoe St / University Ave (EPA)	AM PM	66.0 42.5	E D	97.2 41.5	F D	+0.147 +0.038	+37.4 -5.0	1.0% 1.1%
60	Donohoe St / US 101 Northbound Off-Ramp (EPA)	AM PM	9.1 18.1	A B-	13.7 24.1	B C	+0.039 +0.087	+5.3 +5.4	2.8% 2.6%
61	US 101 Southbound Ramps / University Ave (EPA)	AM PM	28.3 25.0	C C	44.0 33.3	D C-	+0.236 +0.174	+16.7 +7.9	0.2% 0.1%
62	Embarcadero Rd / E. Bayshore Rd (PA)	AM PM	44.0 53.6	D D-	60.7 76.5	E E-	+0.175 +0.172	+24.1 +25.8	4.1% 4.4%
63	Embarcadero Rd / Middlefield Rd (PA)	AM PM	33.2 36.6	C- D+	87.3 >120	F F	+0.558 +0.624	+61.4 +118.0	0.8% 0.9%
64	Oregon Expwy / Middlefield Rd* (SCC)	AM PM	46.7 47.3	D D	>120 >120	F F	+0.539 +0.827	+208.6 +234.7	0.6% 0.7%
65	Arastradero Rd-Charleston Rd / El Camino Real* (PA)	AM PM	43.0 46.3	D D	>120 >120	F F	+0.718 +0.713	+198.8 +256.6	0.5% 0.7%
66	Arastradero Rd / Foothill Expwy* (SCC)	AM PM	59.7 119.3	E+ F	>120 >120	F F	+0.692 +0.883	+351.3 +316.4	0.4% 0.5%
67	Page Mill Rd / I-280 Southbound Off Ramp-Arastradero Rd (SCC)	AM PM	90.4 73.3	F F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	0.8% 0.9%
68	Moffett Blvd / US 101 Northbound Ramps (MV)	AM PM	15.2 23.5	B C	17.6 22.6	B C+	+0.323 +0.294	+3.2 +6.4	2.2% 1.4%
69	Moffett Blvd / Leong Dr (MV)	AM PM	13.6 10.9	B B+	22.7 15.6	C+ B	+0.486 +0.245	+16.5 -2.0	1.3% 1.4%
70	Moffett Blvd / SR 85 Southbound Ramp (MV)	AM PM	10.0 12.8	A B	>120 62.1	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	0.4% 1.9%

TABLE H-3: YEAR 2030 CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Cumulative with Adopted North Bayshore Precise Plan Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
71	New North-South Local Street / Charleston Rd (MV)	AM PM	Future Intersection		10.1 17.0	B C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	22.0% 23.6%
72	New North-South Local Street / Shorebird Wy (MV)	AM PM	Future Intersection		11.4 15.1	B C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	24.6% 28.3%
73	New North-South Local Street / Space Park Wy (MV)	AM PM	Future Intersection		12.6 15.8	B C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	30.5% 31.8%
74	Inigo Wy / Pear Ave (MV)	AM PM	10.2 9.9	B A	14.1 18.2	B C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	41.3% 49.1%
75	Inigo Wy / La Avenida (MV)	AM PM	10.8 13.4	B B	15.7 16.6	C C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	43.7% 43.6%

Notes:

- Intersection jurisdiction (with Level of Service 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
PA = City of Palo Alto (LOS D standard)
SCC = Santa Clara County (LOS E standard)
- AM = morning peak hour, PM = evening peak hour.
- 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.
- 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*.
- Change in critical v/c and change in critical delay are not applicable to Synchro intersections (#1-2, 13-16, 34-38) and unsignalized intersections (#11-12, 32-33). Change in critical v/c and change in critical delay are not applicable to intersection #28 which is unsignalized under Existing Conditions but signalized under Cumulative Conditions.
- 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.
- 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, February 2017.

TABLE H-4: YEAR 2030 CUMULATIVE ARTERIAL STREET LEVEL OF SERVICE

Segment ¹	Peak Hour ²	Calculated	
		Speed	Level of Service ³
Northbound Shoreline Boulevard (Middlefield Road to Pear Avenue) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	9.7	F
	PM	13.1	E
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	11.9	E
	PM	18.2	C
US-101 Southbound Ramps to Terra Bella Avenue	AM	20.7	C
	PM	25.0	B
Terra Bella Avenue to Middlefield Road	AM	10.8	E
	PM	13.7	E
Southbound Shoreline Boulevard (Pear Avenue to Middlefield Road) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	12.2	E
	PM	2.4	F
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	23.9	C
	PM	18.7	C
US-101 Southbound Ramps to Terra Bella Avenue	AM	14.8	D
	PM	10.8	E
Terra Bella Avenue to Middlefield Road	AM	12.2	E
	PM	2.9	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. LOS calculations conducted using the Synchro level of service analysis software package, which applies the method described in the *Highway Capacity Manual*.
4. Class III Arterial – Free-flow speed = 35mph.
Bold text indicates street segment operations below the applicable level of service standard (LOS E or worse for City of Mountain View facilities).

Source: Fehr & Peers, February 2017.

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
1	San Antonio Rd / Bayshore Pkwy (PA)	AM PM	19.8 29.4	B C	24.5 >120	C F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	20.8% 31.8%
2	San Antonio Rd / US 101 Northbound Ramps (MV)	AM PM	15.1 8.9	B A	66.0 88.3	E F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	15.6% 26.4%
3	San Antonio Rd / Charleston Rd* (PA)	AM PM	45.1 46.1	D D	88.2 107.2	F F	+0.453 +0.450	+73.9 +79.6	6.7% 12.3%
4	San Antonio Rd / Middlefield Rd* (PA)	AM PM	43.4 57.6	D E+	87.2 >120	F F	+0.445 +0.408	+75.3 +92.5	2.0% 4.6%
5	San Antonio Rd / Nita Ave (PA)	AM PM	3.2 3.3	A A	7.9 27.3	A C	+0.250 +0.402	+10.0 +52.3	1.3% 3.9%
6	San Antonio Rd / California St (MV)	AM PM	36.5 33.3	D+ C-	74.3 83.7	E F	+0.490 +0.531	+101.9 +85.0	1.3% 2.8%
7	San Antonio Rd / El Camino Real* (MV)	AM PM	43.7 47.7	D D	>120 >120	F F	+0.616 +0.719	+170.9 +234.3	0.6% 1.1%
8	Charleston Rd / Fabian Way (PA)	AM PM	22.2 22.9	C+ C+	92.7 24.0	F C	+0.275 +0.253	+86.1 +2.9	7.5% 10.6%
9	Charleston Rd / Middlefield Rd (PA)	AM PM	25.1 37.3	C D+	58.6 101.4	E+ F	+0.309 +0.467	+51.7 +82.9	4.8% 6.9%
10	Charleston Rd / Alma St (PA)	AM PM	33.3 41.4	C- D	>120 >120	F F	+0.639 +0.813	+197.5 +259.2	3.4% 4.5%
11	Bayshore Pkwy / Garcia Ave (MV)	AM PM	11.0 11.5	B B	17.4 15.0	C B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	32.2% 40.7%
12	Salado Dr / Garcia Ave (MV)	AM PM	12.2 11.7	B B	20.9 72.7	C F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	28.9% 40.4%
13	Amphitheatre Pkwy / Garcia Ave-Charleston Rd (MV)	AM PM	36.2 110.7	D F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	36.3% 40.6%
14	Rengstorff Ave / US 101 Northbound Ramps (MV)	AM PM	2.5 5.8	A A	2.3 16.5	A B	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	35.2% 35.5%

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
15	Rengstorff Ave / US 101 Southbound Ramps (MV)	AM	58.3	E	108.8	F	N/A ⁵	N/A ⁵	21.8%
		PM	72.2	E	117.9	F	N/A ⁵	N/A ⁵	23.5%
16	Rengstorff Ave / Leghorn St (MV)	AM	18.1	B	86.1	F	N/A ⁵	N/A ⁵	15.5%
		PM	24.7	C	68.5	E	N/A ⁵	N/A ⁵	17.0%
17	Rengstorff Ave / Old Middlefield Way (MV)	AM	31.8	C	50.6	D	+0.365	+28.2	8.9%
		PM	46.2	D	110.1	F	+0.634	+111.2	11.5%
18	Rengstorff Ave / Middlefield Rd (MV)	AM	30.3	C	44.4	D	+0.337	+19.9	7.6%
		PM	34.5	C-	40.4	D	+0.339	+9.8	9.3%
19	Rengstorff Ave / Montecito Ave-Jewell Pl (MV)	AM	8.2	A	11.5	B+	+0.318	+5.1	8.2%
		PM	6.4	A	12.0	B+	+0.355	+6.7	10.2%
20	Rengstorff Ave / Central Expwy* (SCC)	AM	50.8	D	>120	F	+0.352	+175.3	3.9%
		PM	70.9	E	>120	F	+0.601	+139.0	4.9%
21	Rengstorff Ave / California St (MV)	AM	28.2	C	80.9	F	+0.678	+74.9	2.9%
		PM	34.5	C-	>120	F	+0.935	+197.1	3.7%
22	Rengstorff Ave / El Camino Real* (MV)	AM	25.3	C	40.7	D	+0.394	+26.2	1.5%
		PM	25.5	C	>120	F	+0.778	+217.0	2.0%
23	El Monte Ave / El Camino Real* (MV)	AM	34.7	C-	100.8	F	+0.452	+98.3	1.3%
		PM	38.6	D+	42.7	D	+0.128	+15.1	1.7%
24	Springer Rd-Magdalena Ave / Foothill Expwy* (SCC)	AM	117.0	F	>120	F	+0.773	-8.4	0.2%
		PM	51.2	D-	>120	F	+0.482	+122.3	0.3%
25	Landings Dr / Charleston Rd (MV)	AM	9.6	A	15.8	B	+0.366	+9.8	46.7%
		PM	13.9	B	17.2	B	+0.206	+3.7	51.3%
26	Alta Ave / Charleston Rd (MV)	AM	15.8	B	21.6	C+	-0.005	+7.5	46.7%
		PM	28.4	C	28.9	C	+0.050	-0.4	51.3%
27	Huff Ave / Charleston Rd (MV)	AM	17.6	B	21.7	C+	+0.050	+5.8	46.7%
		PM	22.1	C+	19.7	B-	+0.003	-1.9	51.3%
28	Joaquin Rd / Charleston Rd (MV)	AM	15.9	C	24.9	C	N/A	N/A	46.7%
		PM	17.7	C	31.4	C	N/A	N/A	51.3%
29	Shoreline Blvd / Crittenden Ln (MV)	AM	6.1	A	5.9	A	-0.185	+2.2	32.7%
		PM	8.5	A	8.1	A	-0.062	+1.1	43.8%

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
30	Shoreline Blvd / Stierlin Court (MV)	AM PM	20.8 21.4	C+ C+	21.3 24.2	C+ C	+0.070 +0.114	+0.6 +4.7	37.1% 38.4%
31	Shoreline Blvd / Charleston Rd (MV)	AM PM	29.5 53.2	C D-	33.6 44.4	C- D	+0.113 -0.186	+7.7 -11.9	39.6% 43.3%
32	Shoreline Blvd / Space Park Way (MV)	AM PM	44.3 27.2	E D	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	42.3% 50.7%
33	Shoreline Blvd / Plymouth St (MV)	AM PM	>120 >120	F F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	42.3% 50.7%
34	Shoreline Blvd / Pear Ave (MV) ⁶	AM PM	45.7 46.6	D D	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	39.2% 49.9%
35	Shoreline Blvd / La Avenida - US 101 Northbound Ramps (MV)	AM PM	88.3 98.2	F F	>120 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	38.8% 44.4%
36	Shoreline Blvd / US 101 Southbound Ramps (MV)	AM PM	14.3 12.8	B B	19.7 27.4	B C	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	33.7% 27.3%
37	Shoreline Blvd / Terra Bella Ave (MV)	AM PM	19.9 22.6	B C	36.5 60.5	D E	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	6.4% 14.4%
38	Shoreline Blvd / Middlefield Rd (MV)	AM PM	44.8 65.8	D E	101.9 >120	F F	N/A ⁵ N/A ⁵	N/A ⁵ N/A ⁵	4.8% 11.0%
39	Shoreline Blvd / Montecito Ave-Stierlin Rd (MV)	AM PM	22.9 25.7	C+ C	73.2 75.1	E E-	+0.593 +0.487	+75.3 +86.2	4.2% 9.5%
40	Shoreline Blvd / Wright Ave (MV)	AM PM	11.5 13.8	B+ B	25.0 37.0	C D+	+0.396 +0.336	+20.9 +37.5	4.7% 10.6%
41	Shoreline Blvd / Central Expwy (West)* (SCC)	AM PM	6.5 5.5	A A	>120 >120	F F	+0.521 +0.769	+256.9 +527.8	1.3% 1.8%
42	Shoreline Blvd / Central Expwy (East)* (SCC)	AM PM	13.1 7.5	B A	107.1 >120	F F	+0.310 +0.371	+205.1 +284.8	1.1% 2.6%
43	Shoreline Blvd / California St (MV)	AM PM	30.4 33.9	C C-	66.4 >120	E F	+0.609 +0.818	+58.4 +183.4	1.9% 3.7%

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
44	Shoreline Blvd- Miramonte Ave / El Camino Real* (MV)	AM	38.5	D+	>120	F	+0.807	+242.4	1.5%
		PM	38.3	D+	>120	F	+0.910	+305.7	2.6%
45	Miramonte Ave / Castro St-Marilyn Dr (MV)	AM	15.0	B	>120	F	+0.579	+254.1	2.6%
		PM	12.1	B	29.2	C	+0.339	+24.1	4.6%
46	Miramonte Ave / Cuesta Dr (MV)	AM	33.3	C-	>120	F	+0.808	+187.0	1.5%
		PM	31.7	C	95.7	F	+0.658	+103.7	2.2%
47	Moffett Blvd / US 101 Southbound Ramps (MV)	AM	12.5	B	17.2	B	+0.328	+5.0	6.1%
		PM	9.3	A	11.6	B+	+0.102	+7.5	4.7%
48	Moffett Blvd / Middlefield Rd (MV)	AM	32.5	C-	90.1	F	+0.576	+92.9	1.3%
		PM	38.6	D+	107.4	F	+0.635	+106.2	4.8%
49	Moffett Blvd-Castro St / Central Expwy* (SCC)	AM	48.5	D	>120	F	+0.596	+176.1	0.8%
		PM	61.9	E	>120	F	1.054	+415.0	2.4%
50	SR 85 Southbound Off-Ramp / Central Expwy (SCC)	AM	7.4	A	21.6	C+	+0.340	+18.4	2.5%
		PM	15.0	B	>120	F	+0.782	+216.9	3.3%
51	Whisman Rd / Middlefield Rd (MV)	AM	20.5	C+	27.9	C	+0.470	+15.0	1.6%
		PM	17.5	B	41.3	D	+0.450	+38.0	3.1%
52	Whisman Station Rd / Central Expwy* (SCC)	AM	13.4	B	18.0	B	+0.245	+14.1	2.8%
		PM	15.6	B	>120	F	1.010	+252.2	4.2%
53	Ellis St / Middlefield Rd (MV)	AM	15.8	B	35.2	D+	+0.370	+37.8	2.1%
		PM	11.1	B+	17.5	B	+0.468	+10.1	3.9%
54	Ferguson Dr / Central Expwy* (SCC)	AM	7.7	A	45.2	D	+0.475	+65.3	2.7%
		PM	5.3	A	>120	F	+0.765	+181.5	4.5%
55	Bernardo Ave / Central Expwy (SCC)	AM	10.6	B+	6.6	A	+0.013	+0.3	2.3%
		PM	11.3	B+	46.3	D	+0.497	+58.2	4.4%
56	Mary Ave / Central Expwy* ⁷ (SCC)	AM	52.0	D-	103.8	F	+0.562	+110.8	1.6%
		PM	67.2	E	>120	F	+0.310	+136.7	2.8%
57	Bayfront Expressway (SR 84) / University Ave (MP)	AM	24.2	C	52.0	D-	+0.365	+45.6	0.5%
		PM	82.7	F	>120	F	+0.550	+191.9	0.8%

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
58	Bay Rd / University Ave (EPA)	AM PM	38.0 47.1	D+ D	52.2 98.0	D- F	+0.348 +0.321	+21.7 +68.3	2.6% 3.9%
59	Donohoe St / University Ave (EPA)	AM PM	66.0 42.5	E D	98.1 41.9	F D	+0.147 +0.038	+37.4 -4.9	2.2% 3.4%
60	Donohoe St / US 101 Northbound Off-Ramp (EPA)	AM PM	9.1 18.1	A B-	13.6 24.1	B C	+0.050 +0.087	+5.2 +5.4	6.3% 8.3%
61	US 101 Southbound Ramps / University Ave (EPA)	AM PM	28.3 25.0	C C	44.0 33.3	D C-	+0.236 +0.174	+16.7 +7.9	0.2% 0.2%
62	Embarcadero Rd / E. Bayshore Rd (PA)	AM PM	44.0 53.6	D D-	64.3 99.2	E F	+0.196 +0.261	+28.7 +52.1	10.0% 13.7%
63	Embarcadero Rd / Middlefield Rd (PA)	AM PM	33.2 36.6	C- D+	92.7 >120	F F	+0.567 +0.651	+64.6 +129.5	2.1% 3.0%
64	Oregon Expwy / Middlefield Rd* (SCC)	AM PM	46.7 47.3	D D	>120 >120	F F	+0.559 +0.853	+219.4 +247.1	1.8% 2.1%
65	Arastradero Rd-Charleston Rd / El Camino Real* (PA)	AM PM	43.0 46.3	D D	>120 >120	F F	+0.718 +0.736	+198.8 +267.6	1.4% 2.2%
66	Arastradero Rd / Foothill Expwy* (SCC)	AM PM	59.7 119.3	E+ F	>120 >120	F F	+0.692 +0.889	+351.3 +317.9	1.1% 1.5%
67	Page Mill Rd / I-280 Southbound Off Ramp-Arastradero Rd (SCC)	AM PM	90.4 73.3	F F	>120 >120	F F	N/A⁵ N/A⁵	N/A⁵ N/A⁵	2.0% 2.8%
68	Moffett Blvd / US 101 Northbound Ramps (MV)	AM PM	15.2 23.5	B C	17.6 22.4	B C+	+0.335 +0.357	+3.2 +8.8	4.4% 5.7%
69	Moffett Blvd / Leong Dr (MV)	AM PM	13.6 10.9	B B+	24.4 16.1	C B	+0.513 +0.248	+20.2 -1.9	4.1% 4.2%
70	Moffett Blvd / SR 85 Southbound Ramp (MV)	AM PM	10.0 12.8	A B	>120 90.1	F F	N/A⁵ N/A⁵	N/A⁵ N/A⁵	2.2% 4.2%

TABLE H-5: YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection		Peak Hour ²	Existing Conditions		Year 2030 Cumulative with Project Conditions				
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
71	New North-South Local Street / Charleston Rd (MV)	AM	Future Intersection		12.8	B	N/A ⁵	N/A ⁵	45.7%
		PM			25.4	D	N/A ⁵	N/A ⁵	48.3%
72	New North-South Local Street / Shorebird Wy (MV)	AM	Future Intersection		32.0	D	N/A ⁵	N/A ⁵	51.8%
		PM			>120	F	N/A ⁵	N/A ⁵	53.6%
73	New North-South Local Street / Space Park Wy (MV)	AM	Future Intersection		19.7	C	N/A ⁵	N/A ⁵	53.5%
		PM			>120	F	N/A ⁵	N/A ⁵	48.5%
74	Inigo Wy / Pear Ave (MV)	AM	10.2	B	23.3	C	N/A ⁵	N/A ⁵	51.1%
		PM	9.9	A	45.1	E	N/A ⁵	N/A ⁵	62.4%
75	Inigo Wy / La Avenida (MV)	AM	10.8	B	23.6	C	N/A ⁵	N/A ⁵	54.7%
		PM	13.4	B	40.1	E	N/A ⁵	N/A ⁵	56.0%

Notes:

- 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)
- AM = morning peak hour, PM = evening peak hour.
- 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.
- 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*.
- Change in critical v/c and change in critical delay are not applicable to Synchro intersections (#1-2, 13-16, 34-38) and unsignalized intersections (#11-12, 32-33). Change in critical v/c and change in critical delay are not applicable to intersection #28 which is unsignalized under Existing Conditions but signalized under Year 2030 Cumulative with Project Conditions.
- 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.
- 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. **Bold and highlighted** indicates a significant impact per the significance criteria used in this study.
* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, February 2017.

TABLE H-6: YEAR 2030 CUMULATIVE WITH PROJECT ARTERIAL STREET LEVEL OF SERVICE

Segment ¹	Peak Hour ²	Calculated	
		Speed	Level of Service ³
Northbound Shoreline Boulevard (Middlefield Road to Pear Avenue) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	2.9	F
	PM	2.0	F
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	11.4	E
	PM	17.6	D
US-101 Southbound Ramps to Terra Bella Avenue	AM	20.8	C
	PM	23.8	C
Terra Bella Avenue to Middlefield Road	AM	10.6	E
	PM	12.3	E
Southbound Shoreline Boulevard (Pear Avenue to Middlefield Road) ⁴			
Pear Avenue to US-101 Northbound Ramps	AM	10.4	E
	PM	2.3	F
US-101 Northbound Ramps to US-101 Southbound Ramps	AM	23.9	C
	PM	18.0	D
US-101 Southbound Ramps to Terra Bella Avenue	AM	14.7	D
	PM	8.2	F
Terra Bella Avenue to Middlefield Road	AM	12.3	E
	PM	2.4	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. LOS calculations conducted using the Synchro level of service analysis software package, which applies the method described in the *Highway Capacity Manual*.
4. Class III Arterial – Free-flow speed = 35mph.
Bold text indicates street segment operations below the applicable level of service standard (LOS E or worse for City of Mountain View facilities).

Source: Fehr & Peers, February 2017.

APPENDIX I:
INTERSECTION SIGNAL WARRANT ANALYSIS

TABLE I-1: PEAK HOUR SIGNAL WARRANT SUMMARY

Intersection		Peak Hour ¹	Signal Warrant Met ²			
			Existing Conditions	Existing with Project Conditions	Year 2030 Cumulative Conditions	Year 2030 Cumulative with Project
12	Salado Dr / Garcia Ave	AM	No	Yes	No	Yes
		PM	No	Yes	Yes	Yes
32	Shoreline Blvd / Space Park Wy	AM	No	Yes	No	Yes
		PM	No	Yes	Yes	Yes
33	Shoreline Blvd / Plymouth St	AM	Yes	Yes	Yes	Yes
		PM	Yes	Yes	Yes	Yes
67	Page Mill Rd / Arastradero Rd	AM	Yes	Yes	Yes	Yes
		PM	Yes	Yes	Yes	Yes
70	Moffet Blvd / SR 85 Southbound Ramp	AM	No	No	Yes	Yes
		PM	No	Yes	Yes	Yes
72	North-South Local St / Shorebird Way	AM	Future Intersection	No	No	No
		PM		Yes	No	Yes
73	North-South Local St / Space Parkway	AM	Future Intersection	No	No	No
		PM		Yes	No	Yes
75	La Avenida St / Inigo Way	AM	No	No	No	No
		PM	No	Yes	No	Yes

Notes:

1. AM = morning peak hour, PM = evening peak hour.
2. California MUTCD Section 4C.04: Signal Warrant #3 – Peak Hour Warrant completed for unsignalized intersections.

Bold text indicates unsignalized warrant is met.

Source: Fehr & Peers, December 2016.

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

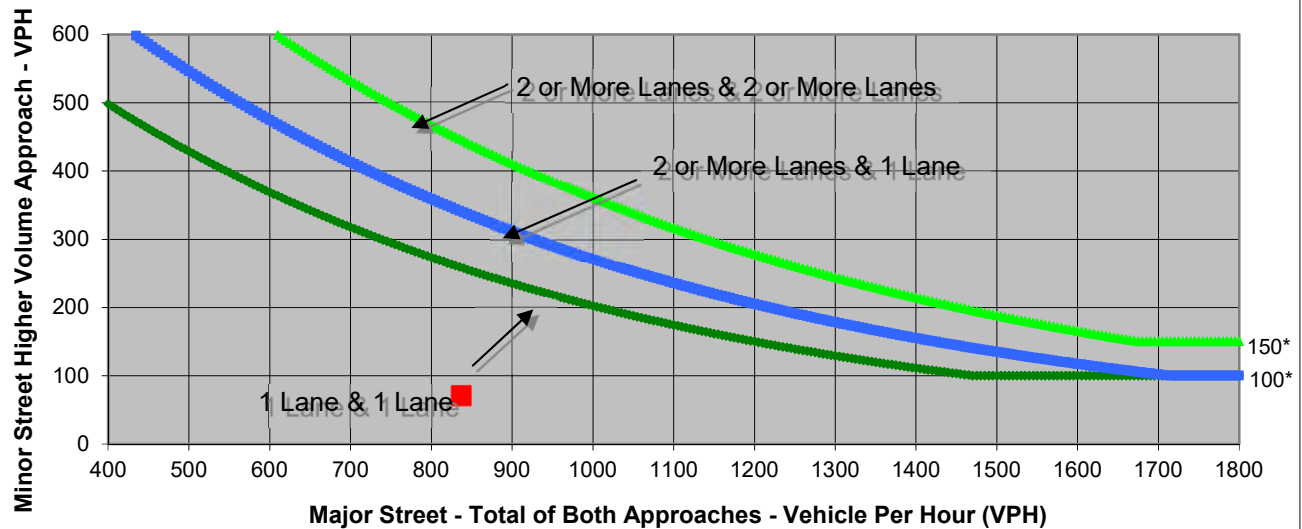
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	544	0	4
Through	42	247	0	0
Right	3	0	0	66
Total	45	791	0	70

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	836	70	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

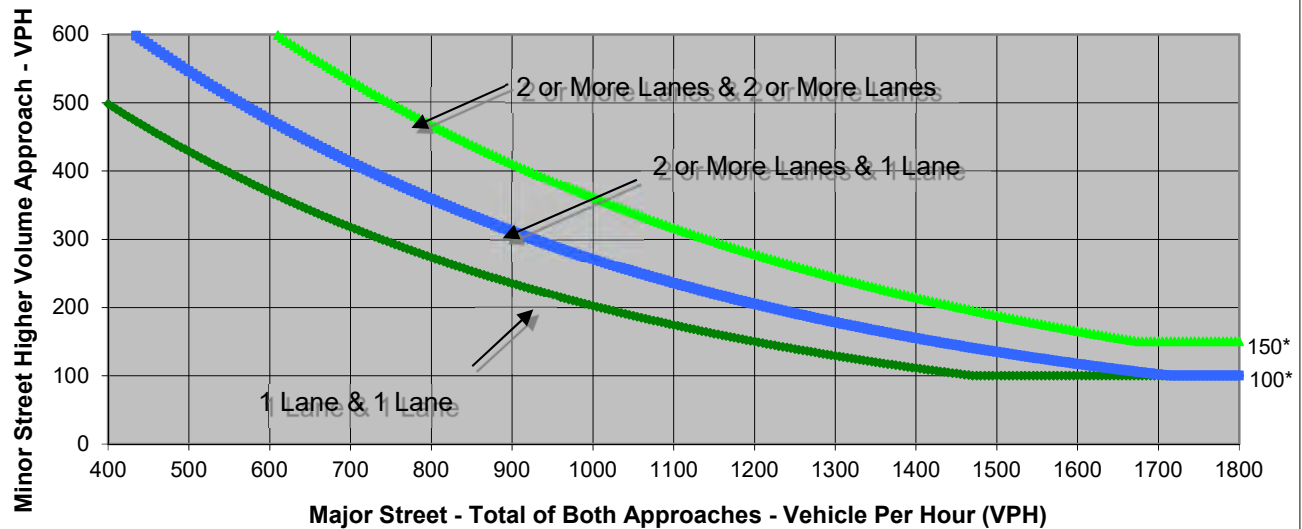
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	64	0	31
Through	138	69	0	0
Right	8	0	0	289
Total	146	133	0	320

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	279	320	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

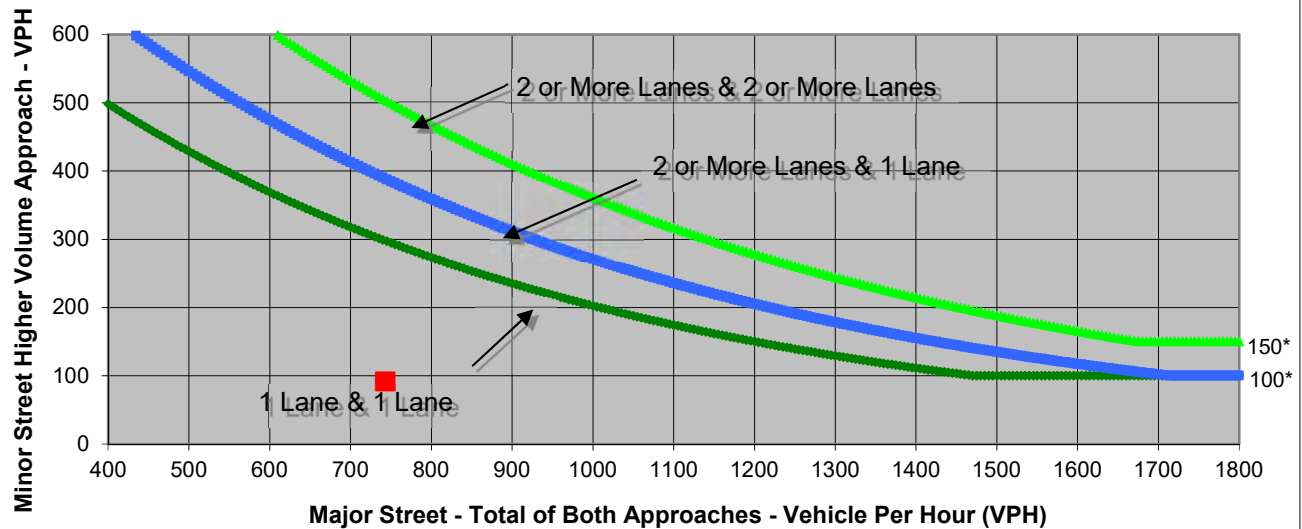
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	134
Through	0	0	373	229
Right	81	0	7	0
Total	91	0	380	363

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	743	91	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

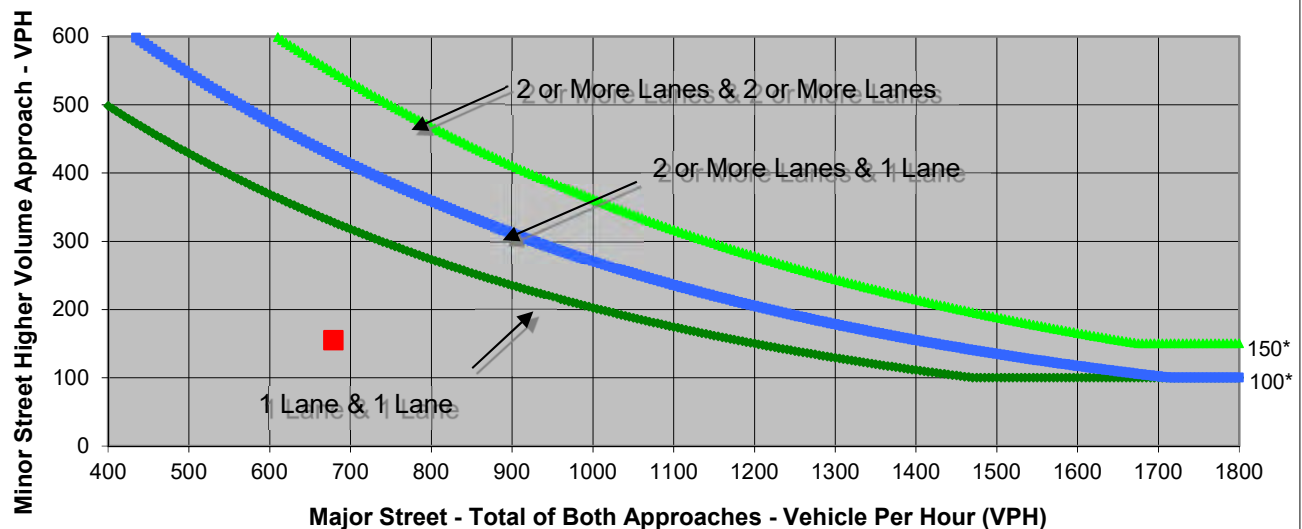
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	87
Through	0	0	301	280
Right	145	0	11	0
Total	155	0	312	367

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	679	155	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

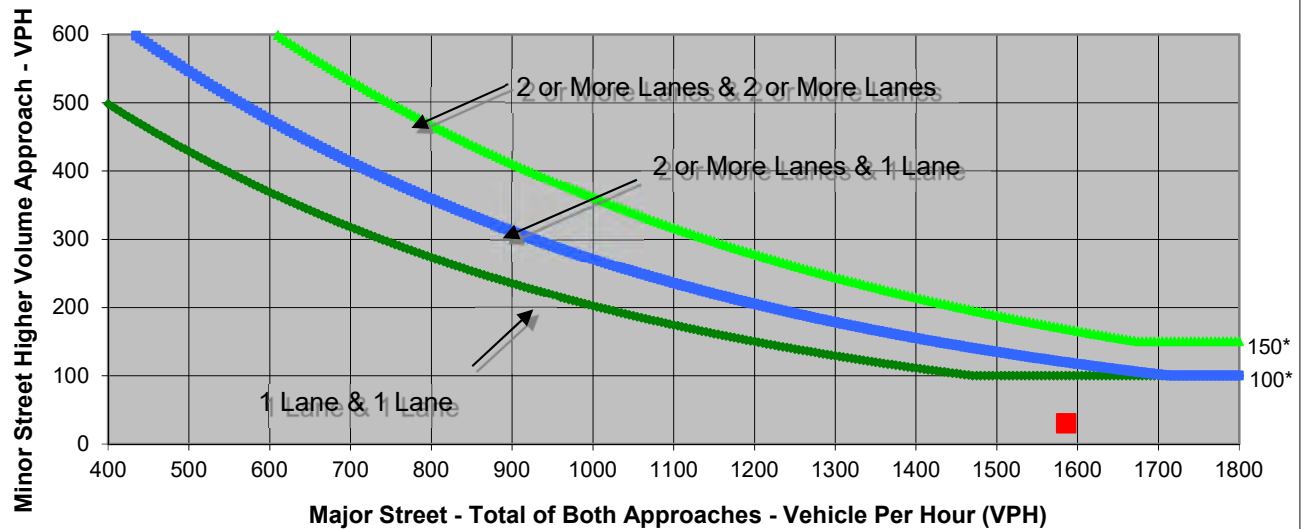
Turn Movement Volumes

	NB	SB	EB	WB
Left	9	25	0	16
Through	1,216	300	0	0
Right	35	1	0	14
Total	1,260	326	0	30

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,586	30	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
 Minor Street Space Park way

Project North Bayshore Precise Plan EIR
 Scenario Existing
 Peak Hour PM

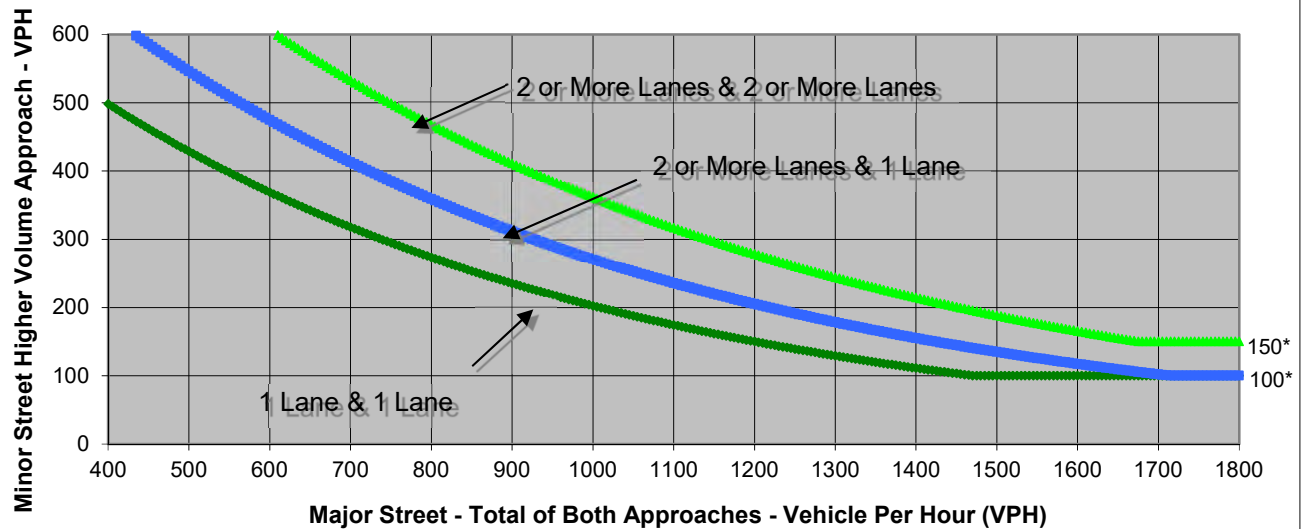
Turn Movement Volumes

	NB	SB	EB	WB
Left	7	21	0	17
Through	302	1,556	0	0
Right	90	1	5	10
Total	399	1,578	5	27

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,977	27	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

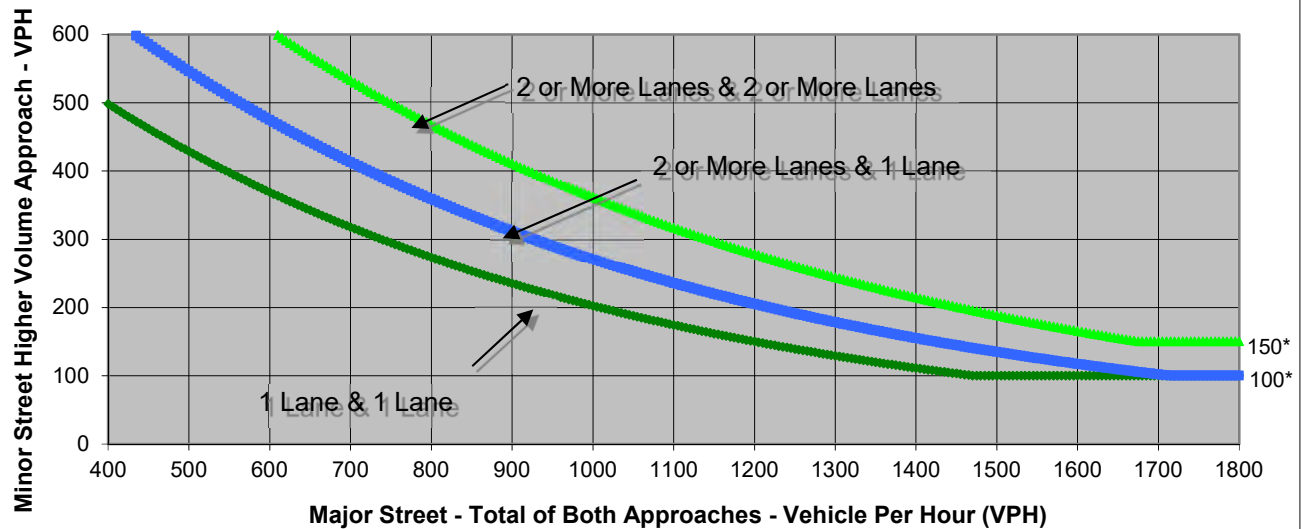
Turn Movement Volumes

	NB	SB	EB	WB
Left	547	1	5	0
Through	1,356	326	0	0
Right	6	19	101	3
Total	1,909	346	106	3

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,255	106	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

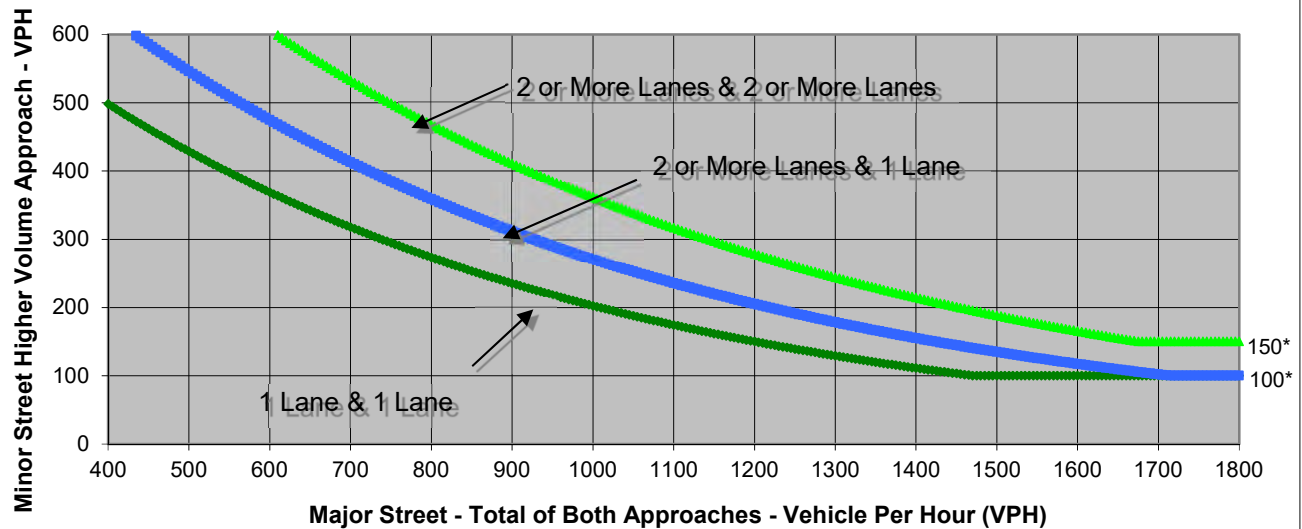
Turn Movement Volumes

	NB	SB	EB	WB
Left	148	1	8	0
Through	453	1,619	0	0
Right	2	34	262	1
Total	603	1,654	270	1

Major Street Direction

☒	North/South
☐	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,257	270	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

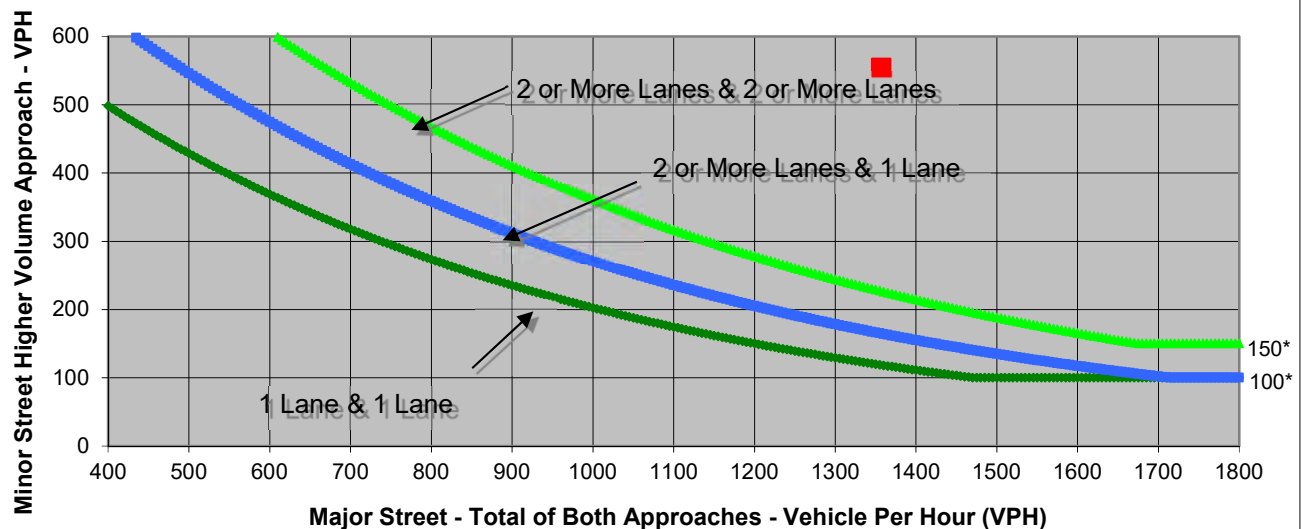
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	52	742	55
Through	382	178	333	0
Right	172	0	41	186
Total	554	230	1,116	241

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,357	554	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

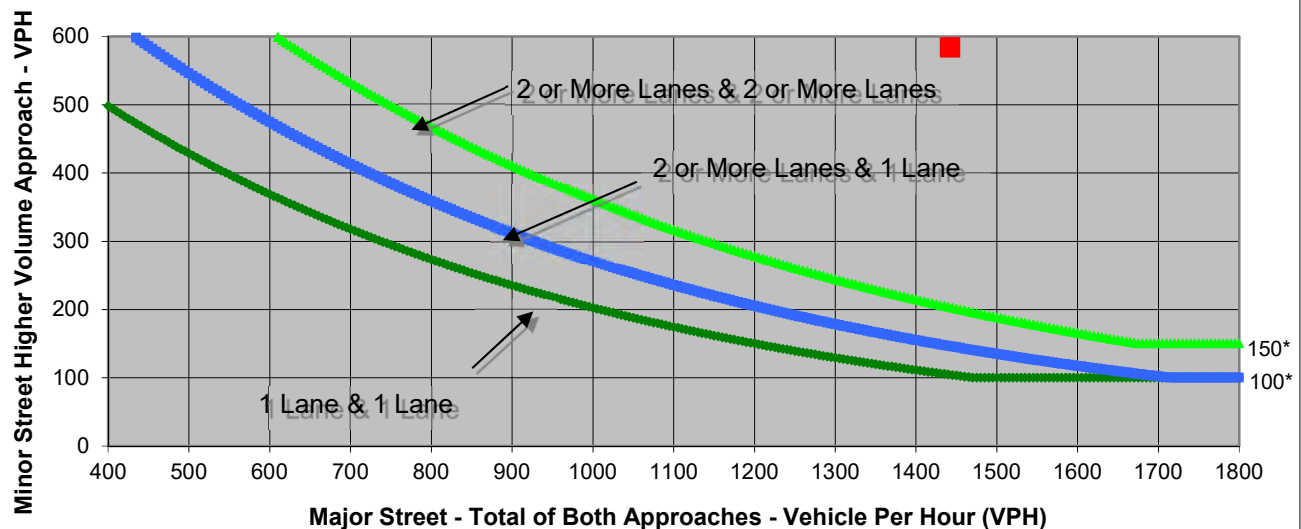
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	238	502	161
Through	225	346	289	0
Right	79	0	44	446
Total	304	584	835	607

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,442	584	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

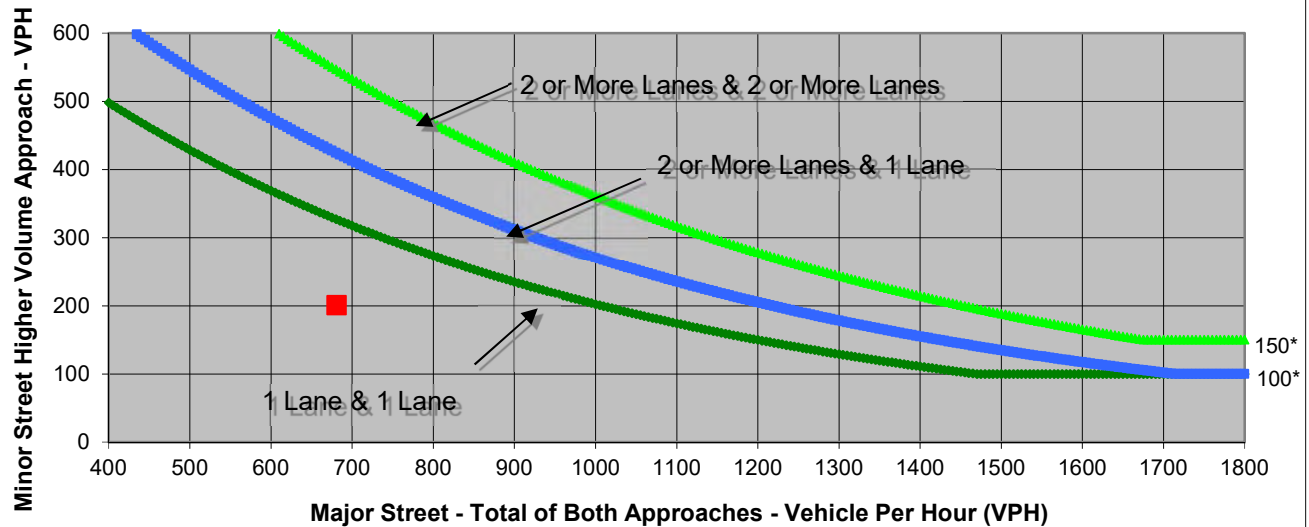
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	201	0
Through	0	568	0	0
Right	0	113	0	0
Total	0	681	201	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	681	201	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

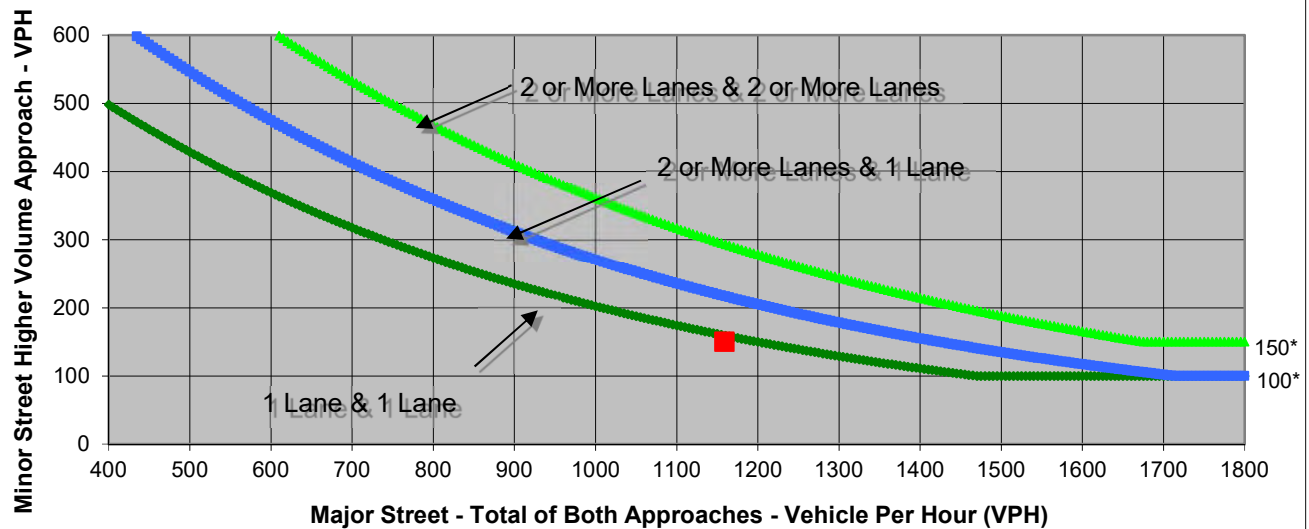
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	150	0
Through	0	834	0	0
Right	0	325	0	0
Total	0	1,159	150	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Moffett Blvd	85 SB On-Ramp	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,159	150	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour AM

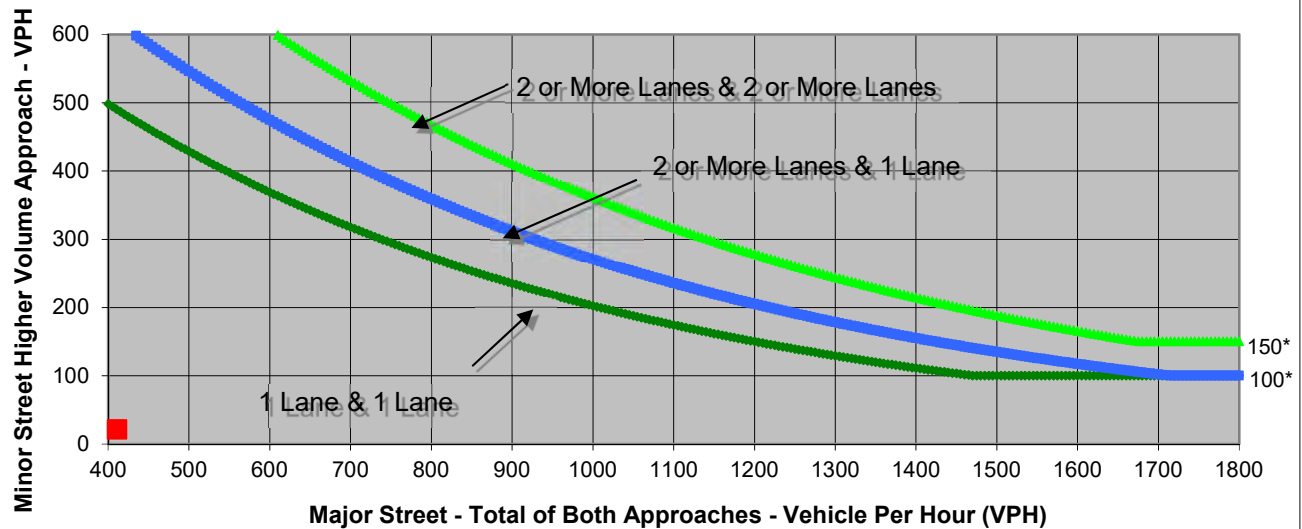
Turn Movement Volumes

	NB	SB	EB	WB
Left	19	0	0	3
Through	0	0	125	26
Right	2	0	257	0
Total	21	0	382	29

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	411	21	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

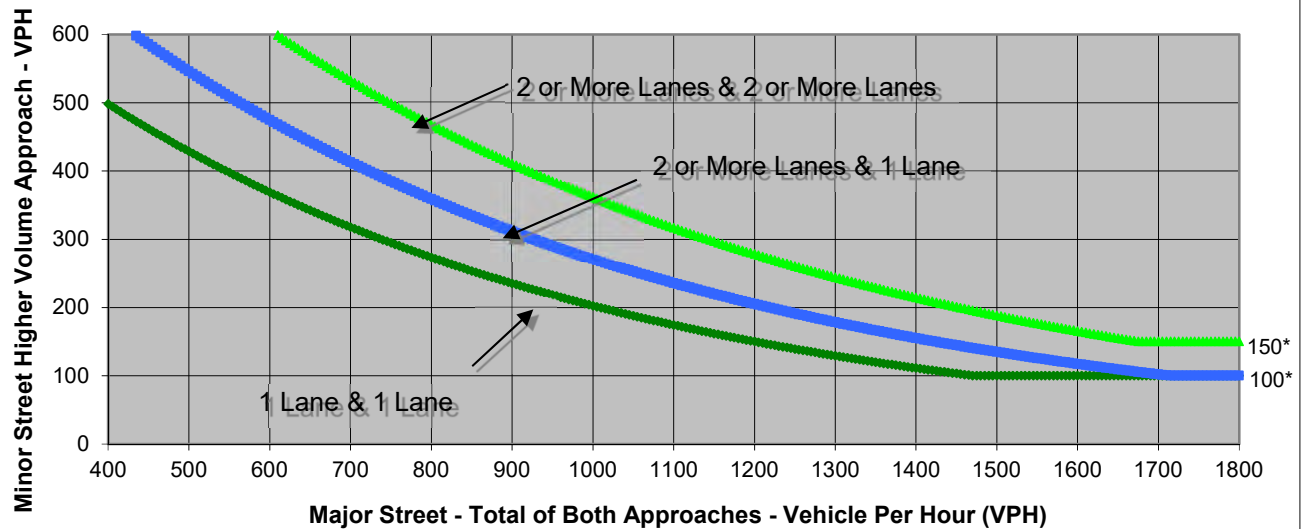
Turn Movement Volumes

	NB	SB	EB	WB
Left	19	0	0	13
Through	0	0	61	35
Right	2	0	223	0
Total	21	0	284	48

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	332	21	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
 Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
 Scenario Existing
 Peak Hour AM

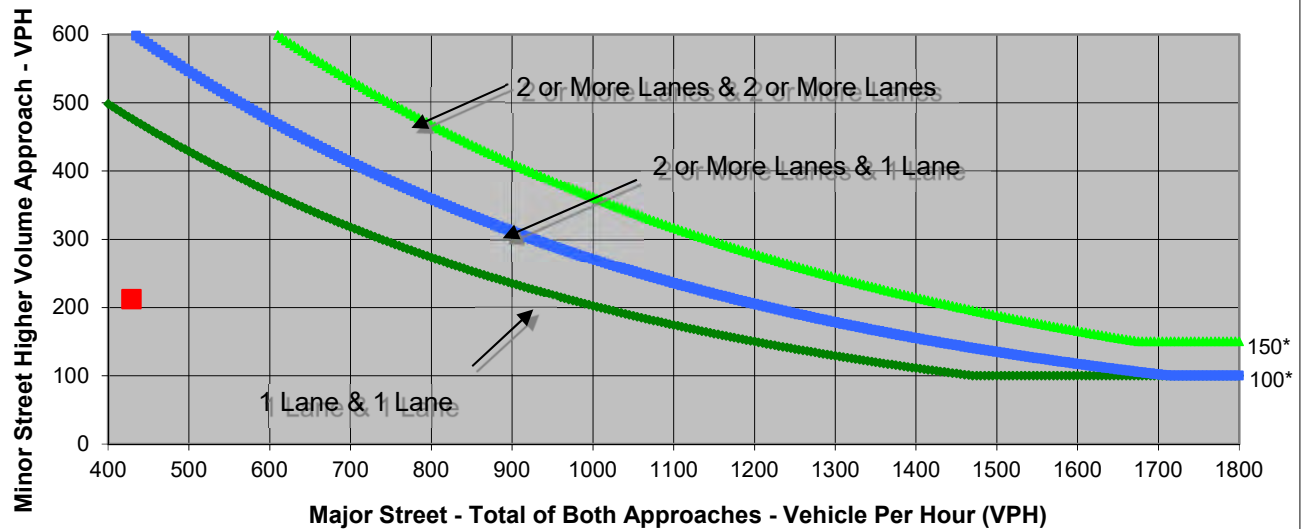
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	165	0	0
Through	0	0	0	408
Right	0	47	0	21
Total	0	212	0	429

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	429	212	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing
Peak Hour PM

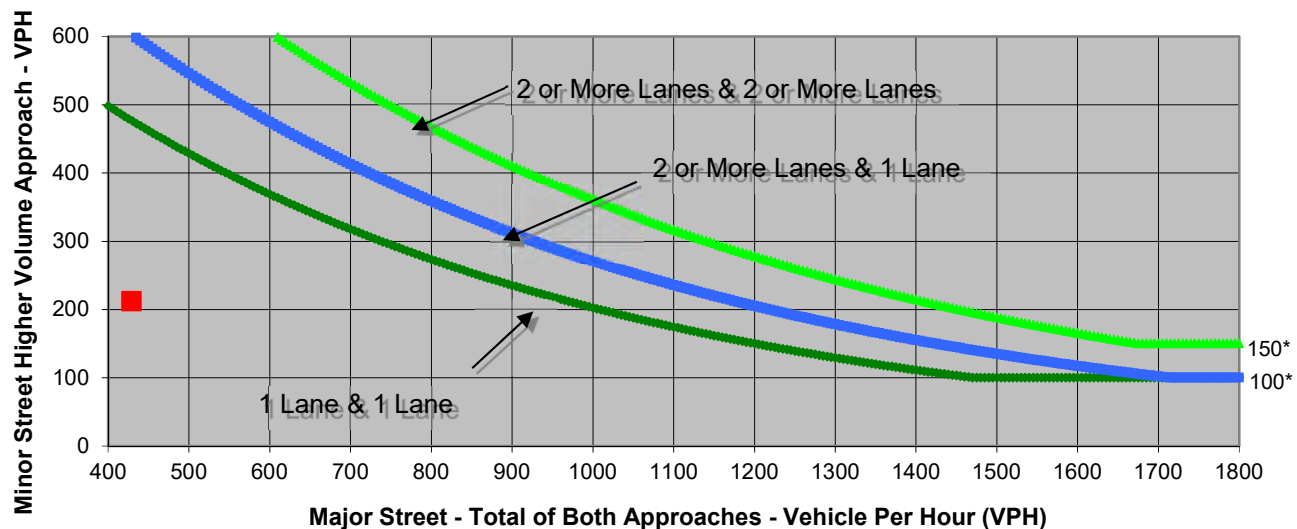
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	165	0	0
Through	0	0	0	408
Right	0	47	0	21
Total	0	212	0	429

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	429	212	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

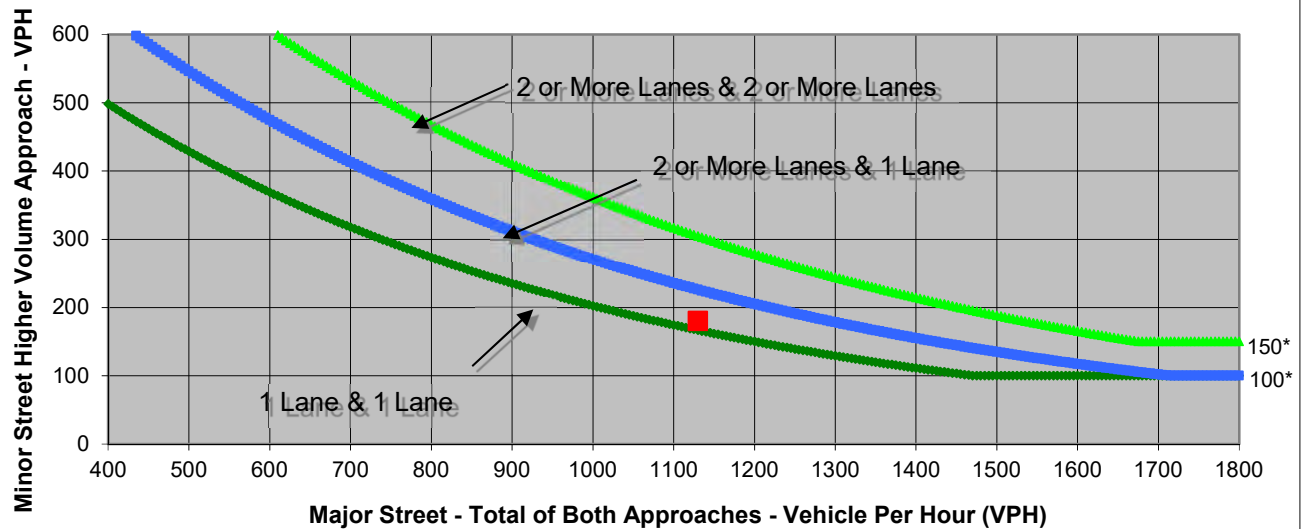
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	550	0	20
Through	70	250	0	0
Right	10	250	0	160
Total	80	1,050	0	180

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,130	180	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

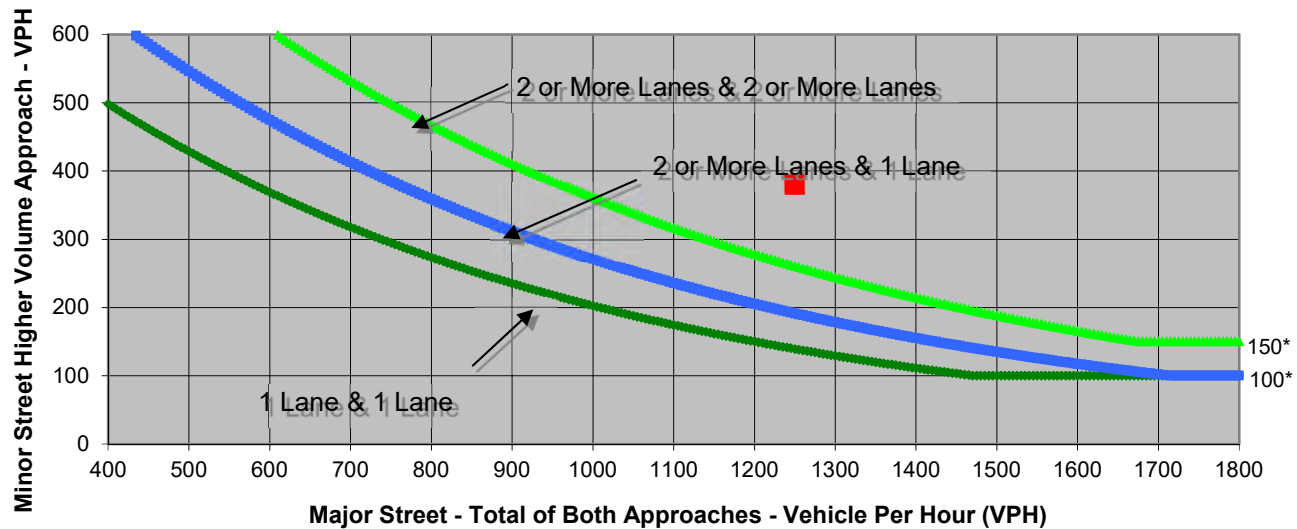
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	550	0	40
Through	190	250	0	0
Right	10	250	0	340
Total	200	1,050	0	380

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,250	380	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

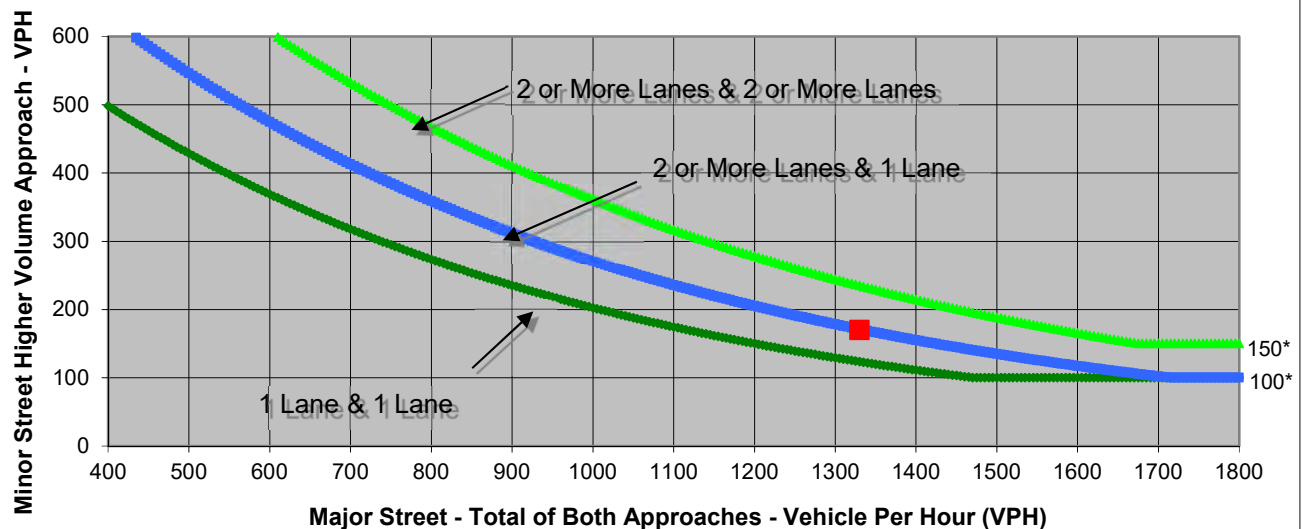
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	200
Through	0	0	650	470
Right	160	0	10	0
Total	170	0	660	670

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,330	170	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

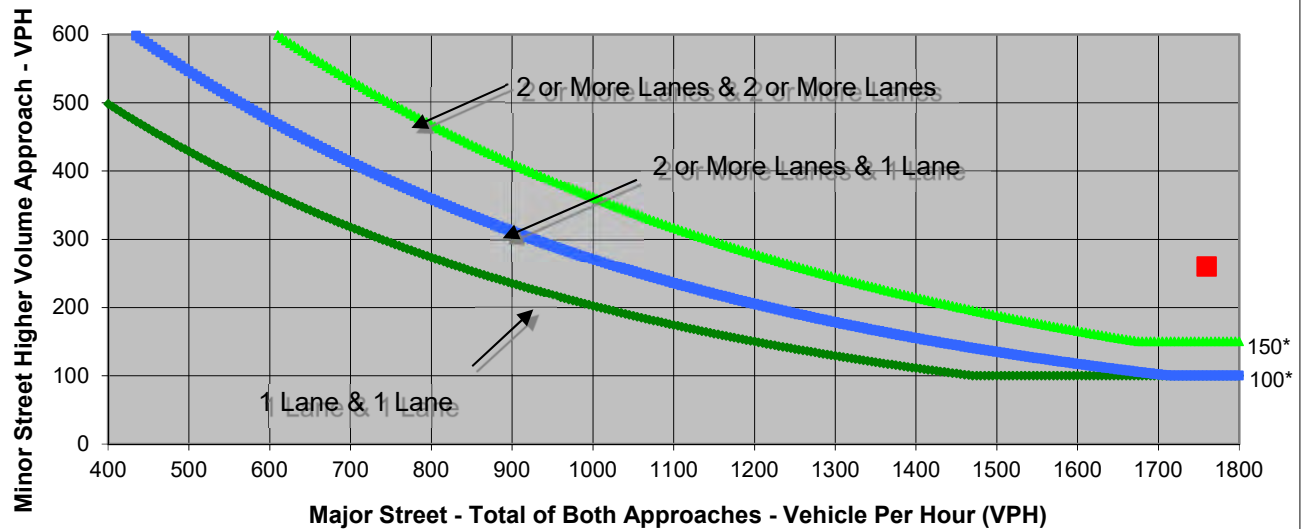
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	160
Through	0	0	910	670
Right	250	0	20	0
Total	260	0	930	830

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,760	260	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

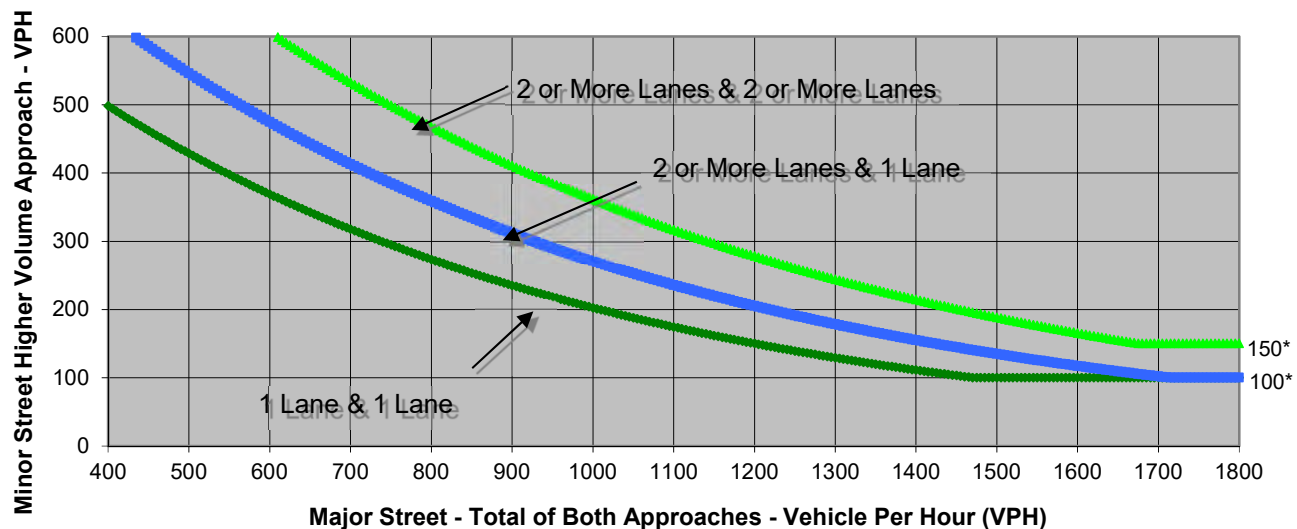
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	0	160
Through	970	550	0	10
Right	240	550	20	10
Total	1,210	1,130	20	180

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,340	180	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
 Minor Street Space Park way

Project North Bayshore Precise Plan EIR
 Scenario Existing Plus Project
 Peak Hour PM

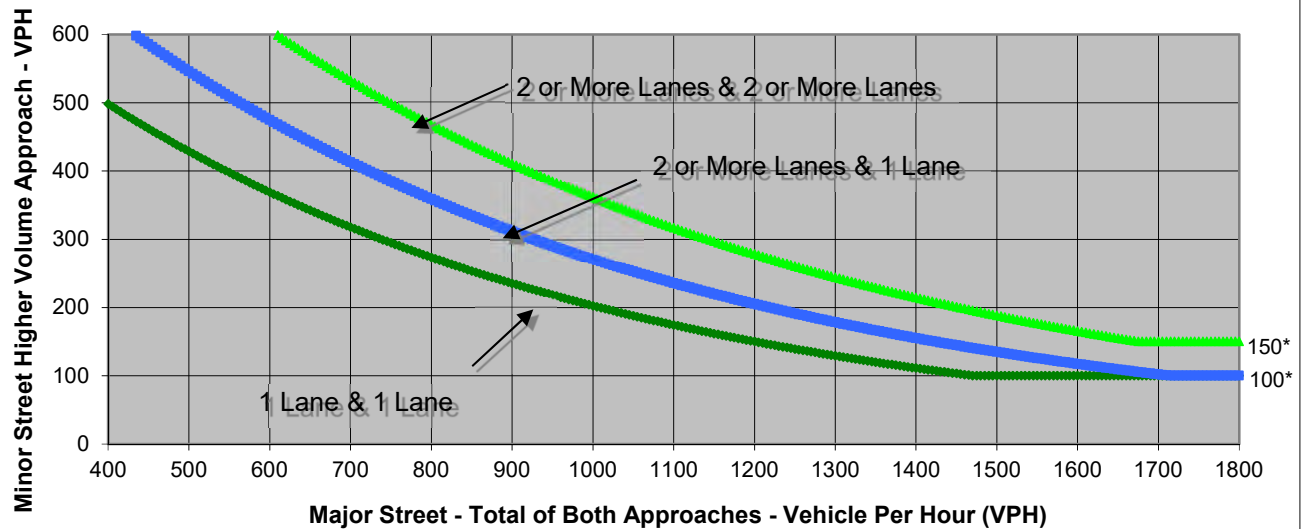
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	0	220
Through	870	1,040	0	10
Right	370	1,040	20	10
Total	1,240	2,110	20	240

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	3,350	240	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

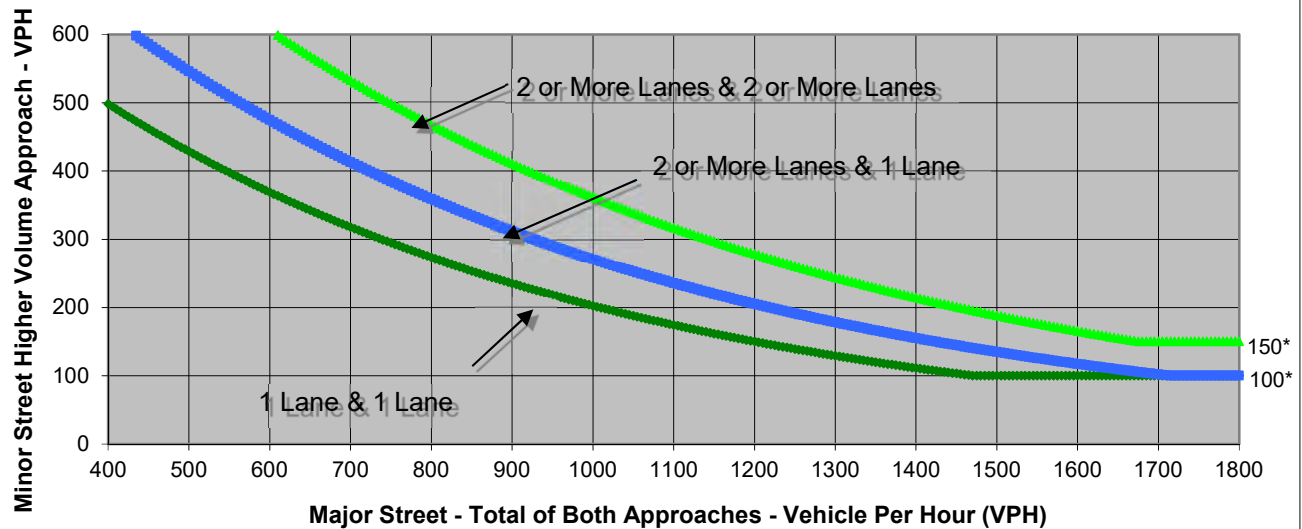
Turn Movement Volumes

	NB	SB	EB	WB
Left	530	0	20	0
Through	1,200	710	0	0
Right	20	710	280	10
Total	1,750	1,420	300	10

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	3,170	300	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

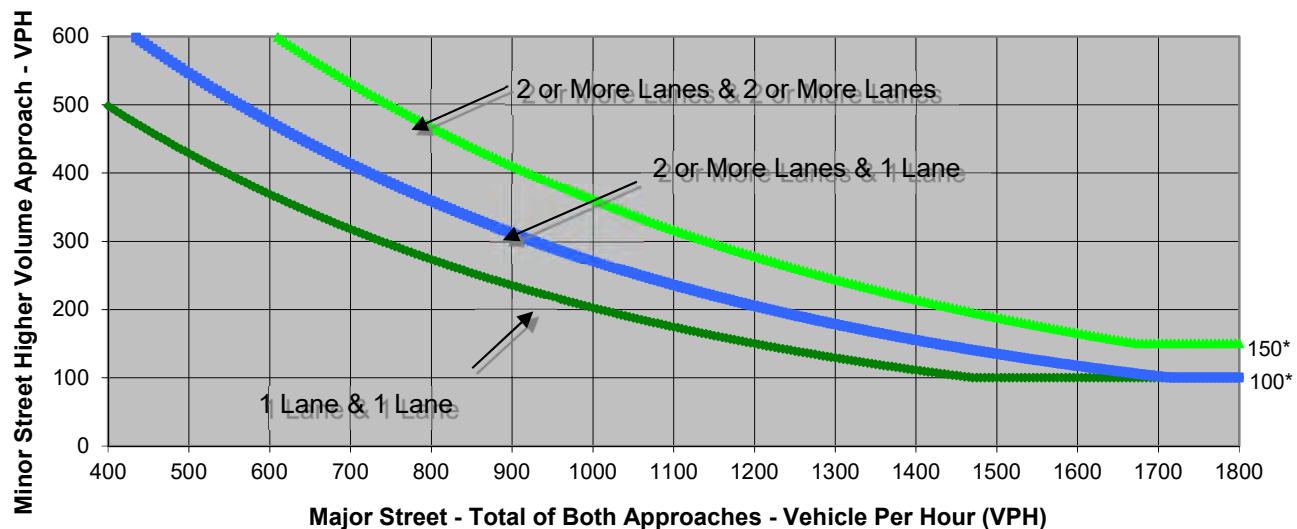
Turn Movement Volumes

	NB	SB	EB	WB
Left	500	0	30	0
Through	1,250	1,170	0	0
Right	10	1,170	460	10
Total	1,760	2,340	490	10

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	4,100	490	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

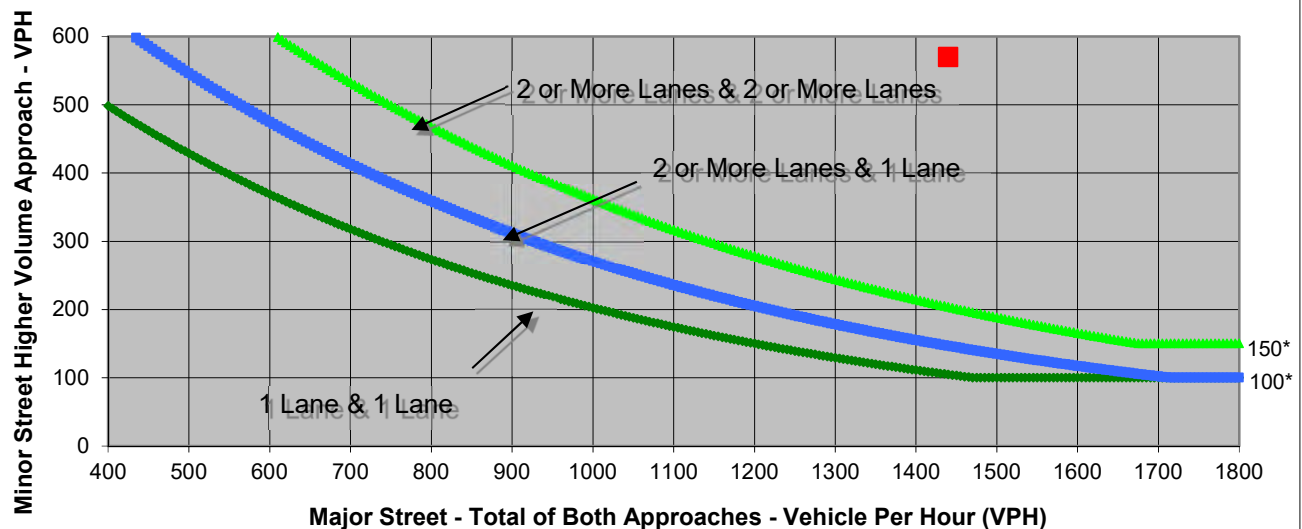
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	60	750	60
Through	390	180	340	0
Right	180	0	50	240
Total	570	240	1,140	300

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,440	570	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

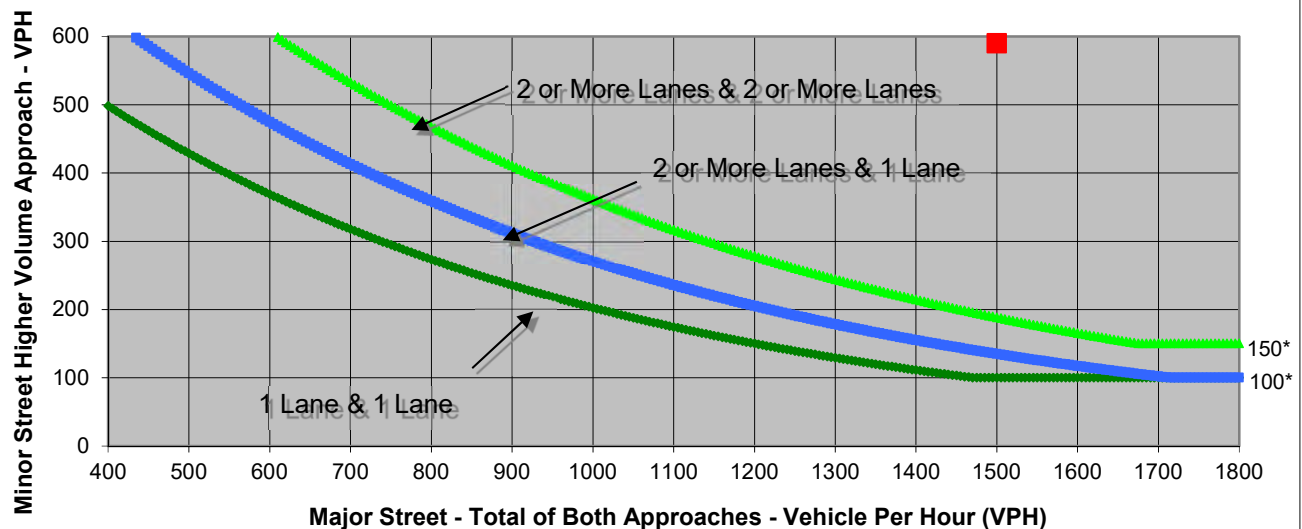
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	240	540	170
Through	230	350	290	0
Right	90	0	50	450
Total	320	590	880	620

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,500	590	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Moffett Blvd
 Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
 Scenario Existing Plus Project
 Peak Hour AM

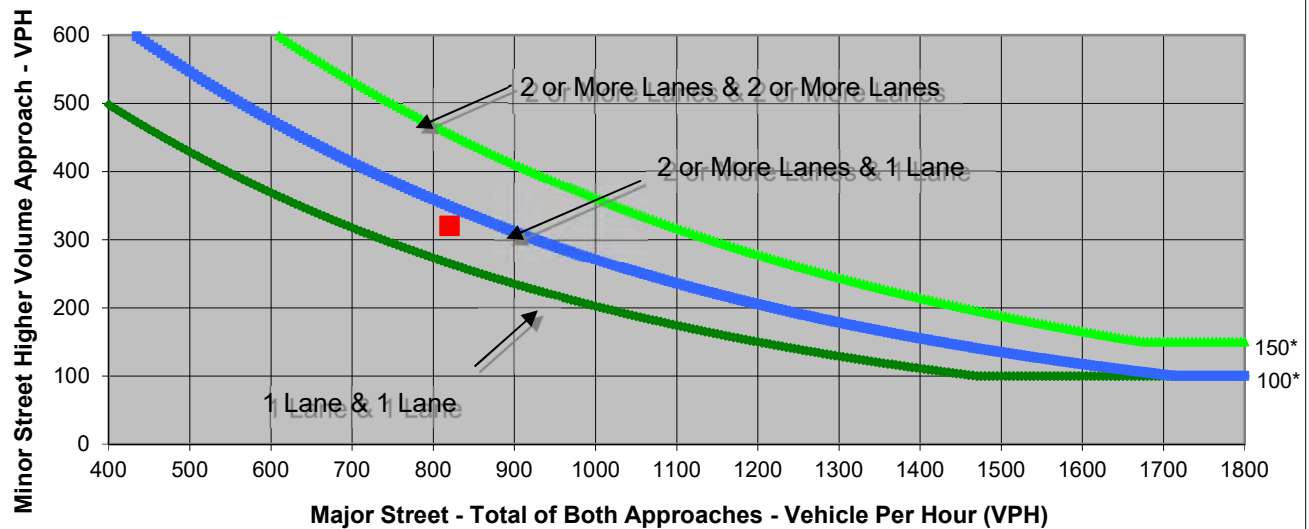
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	320	0
Through	0	700	0	0
Right	0	120	0	0
Total	0	820	320	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	820	320	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

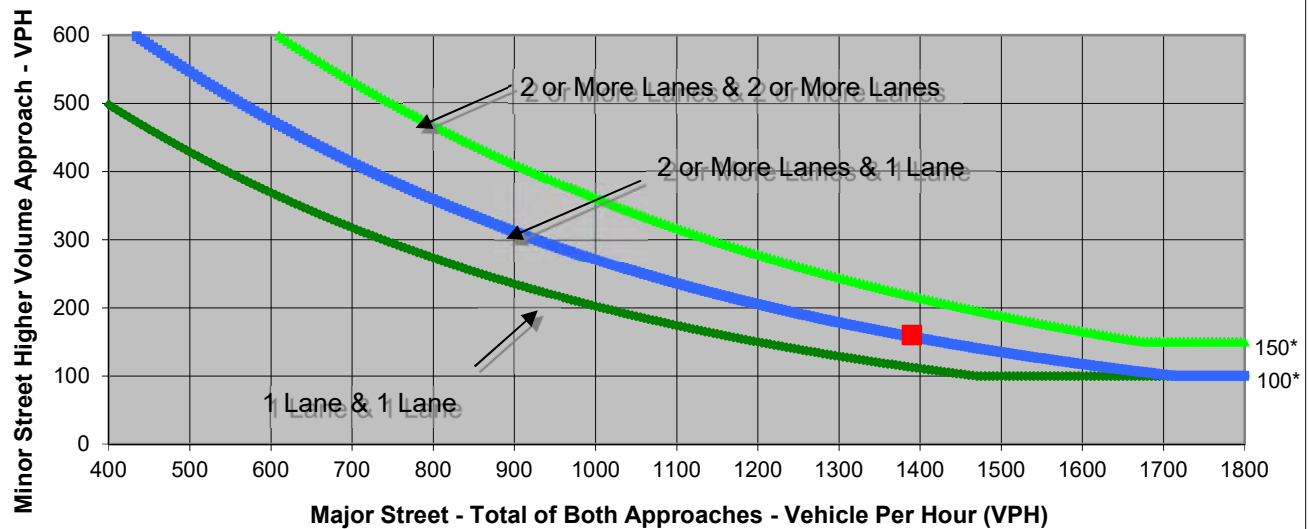
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	160	0
Through	0	980	0	0
Right	0	410	0	0
Total	0	1,390	160	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,390	160	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

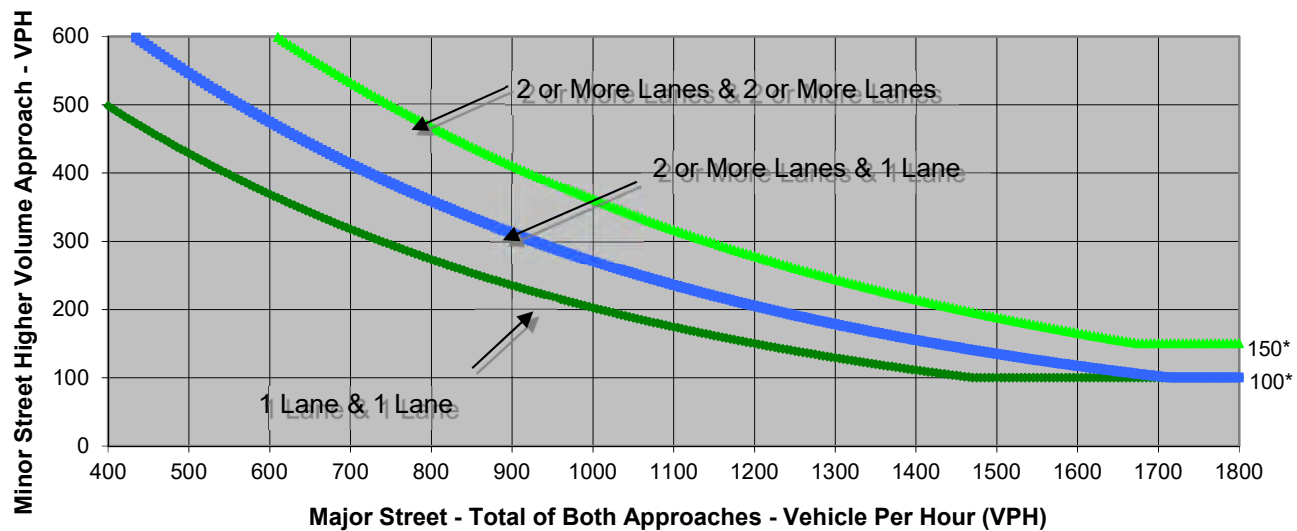
Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	20	20
Through	20	10	140	60
Right	60	10	80	0
Total	220	20	240	80

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	320	220	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

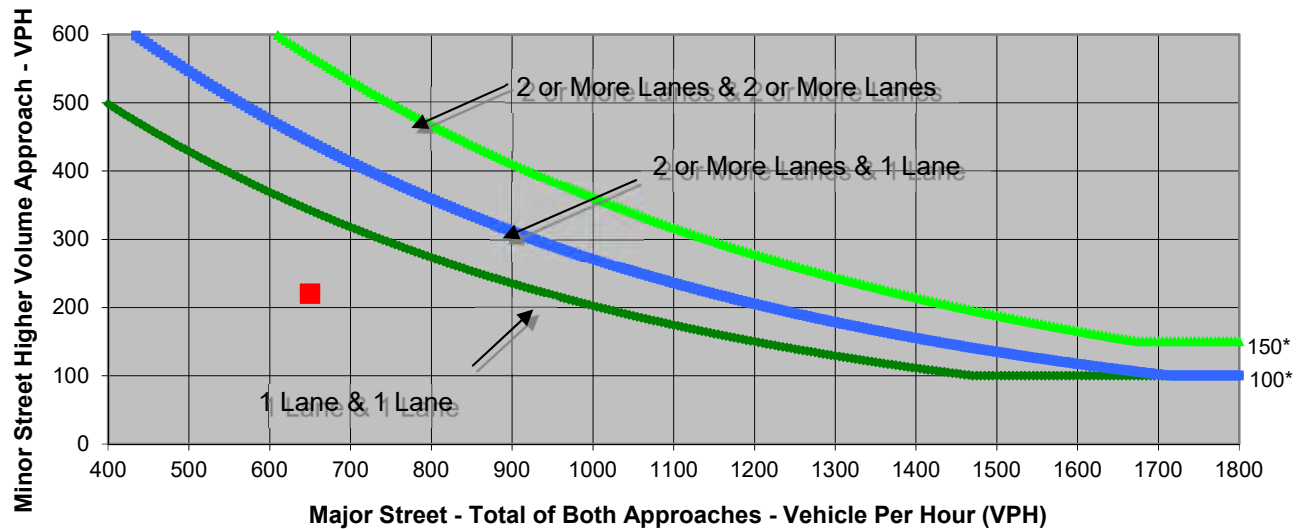
Turn Movement Volumes

	NB	SB	EB	WB
Left	180	0	10	80
Through	10	30	80	190
Right	30	10	290	0
Total	220	40	380	270

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	650	220	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

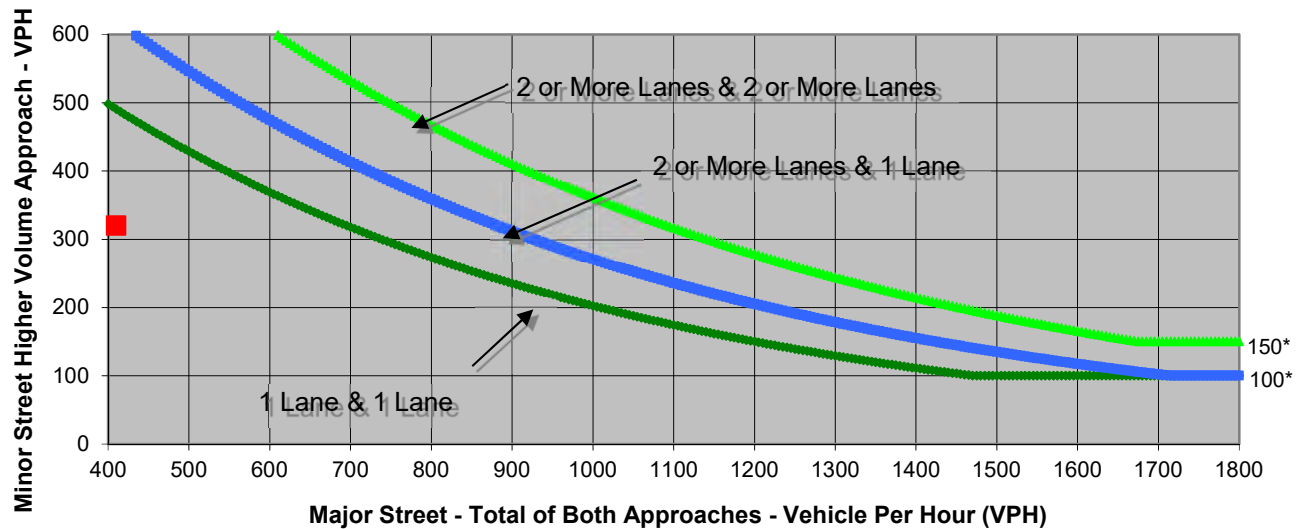
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	10	20	190
Through	110	80	170	40
Right	180	20	90	90
Total	300	110	280	320

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	410	320	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

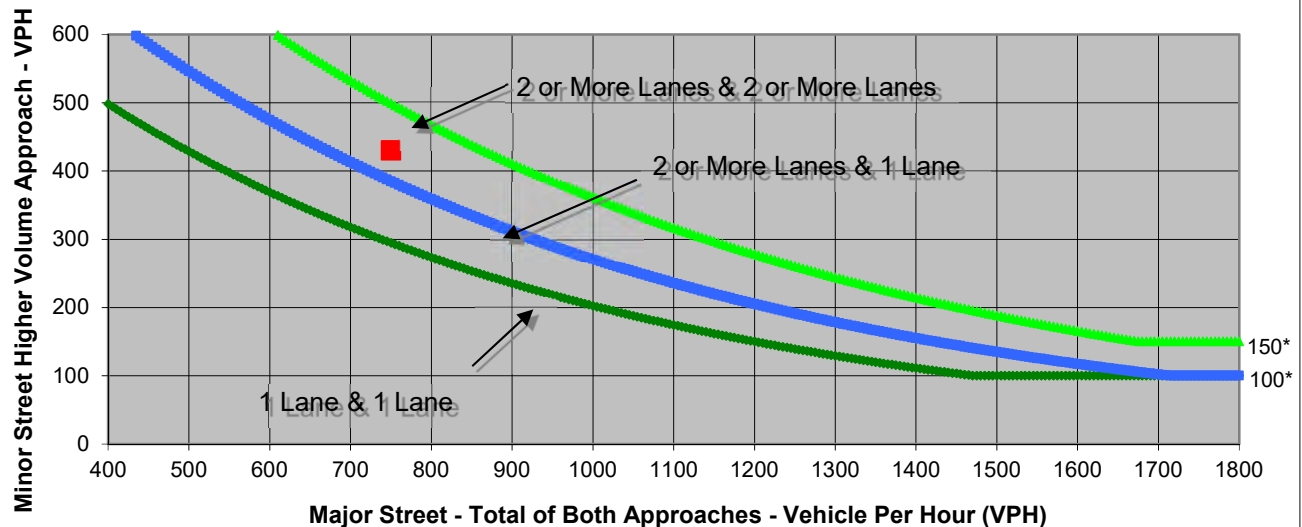
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	70	10	260
Through	140	310	50	100
Right	200	20	100	70
Total	350	400	160	430

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	750	430	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

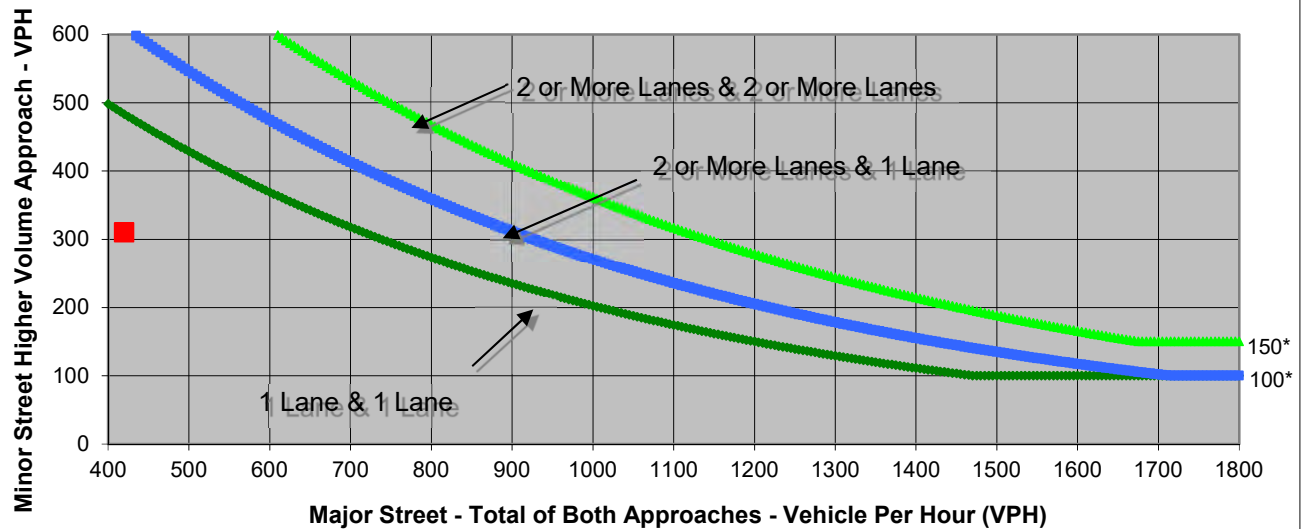
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	20	250	40
Through	40	220	50	10
Right	10	120	10	10
Total	60	360	310	60

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	420	310	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

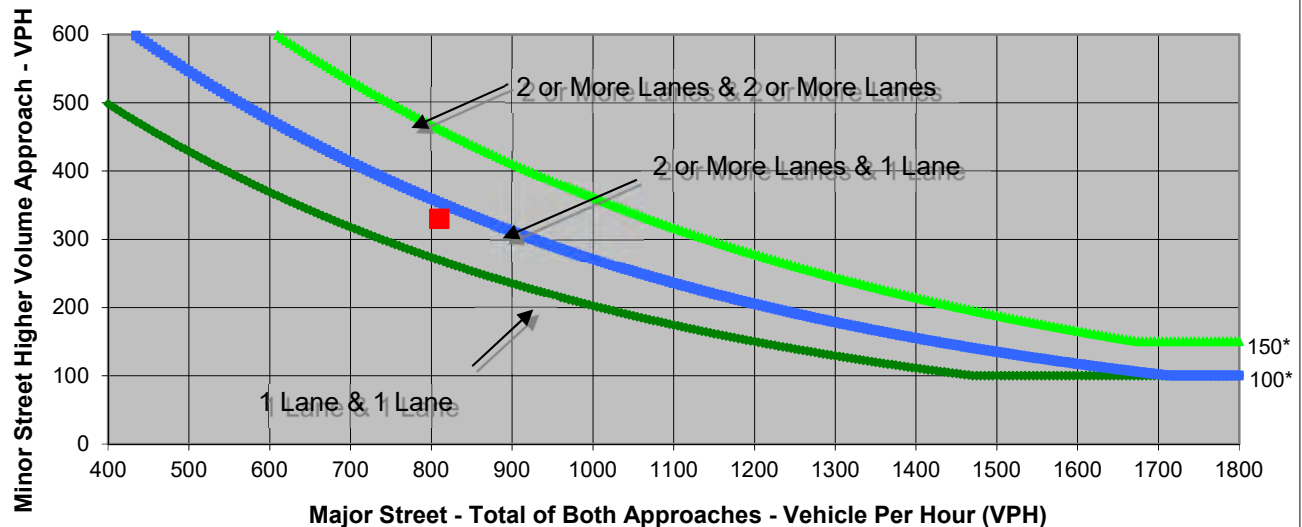
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	70	190	50
Through	110	390	120	10
Right	10	210	20	50
Total	140	670	330	110

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	810	330	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

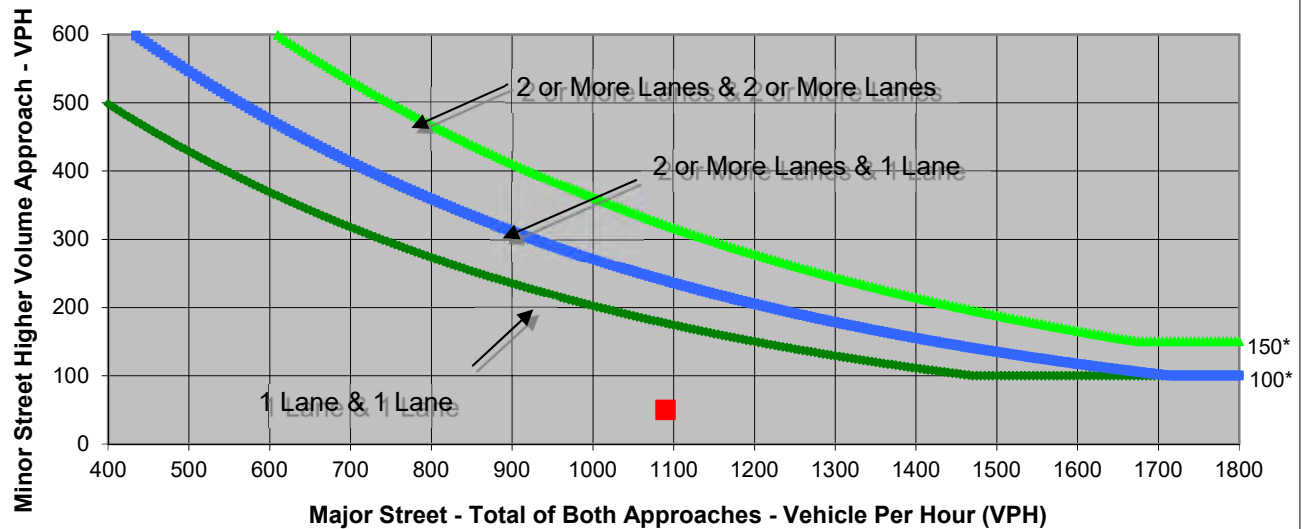
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	40
Through	0	0	250	350
Right	30	0	450	0
Total	50	0	700	390

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,090	50	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

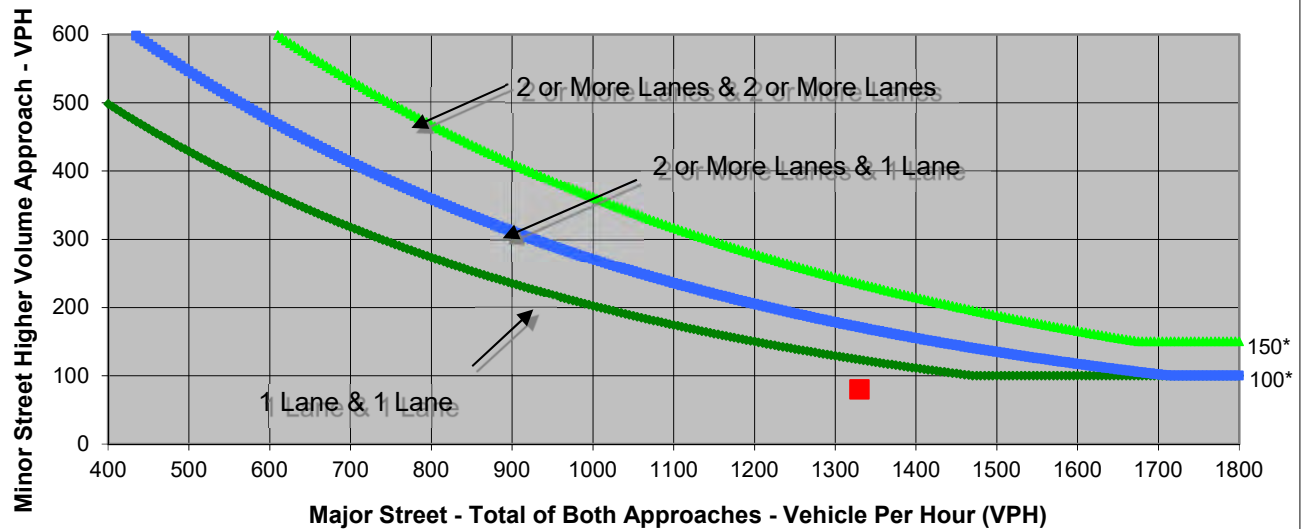
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	80
Through	0	0	320	440
Right	60	0	490	0
Total	80	0	810	520

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,330	80	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour AM

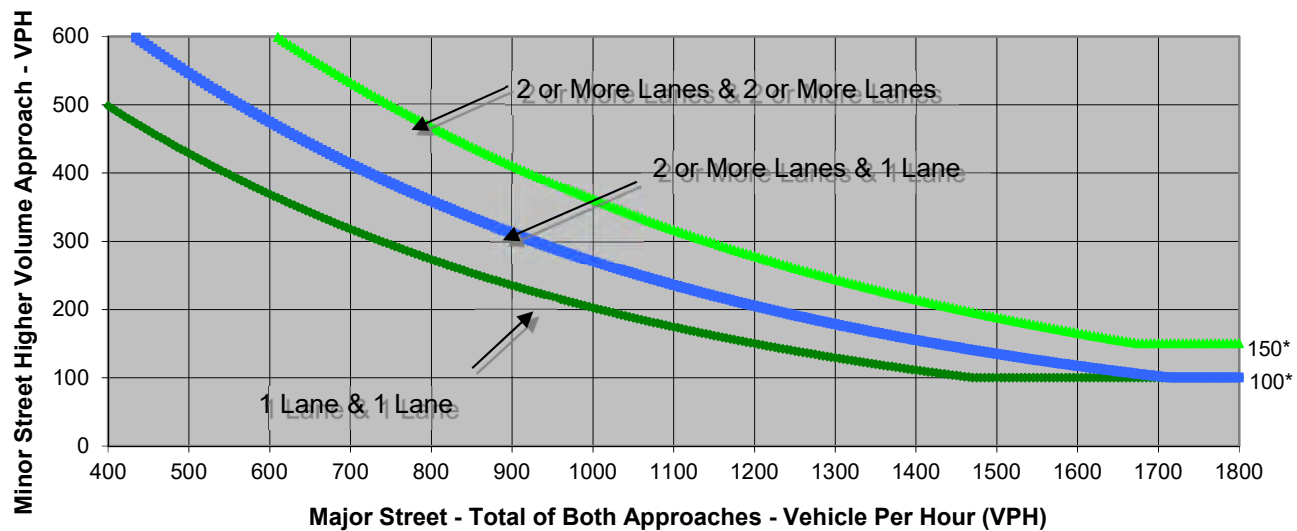
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	450	20	0
Through	0	0	10	300
Right	0	40	0	30
Total	0	490	30	330

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	360	490	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Existing Plus Project
Peak Hour PM

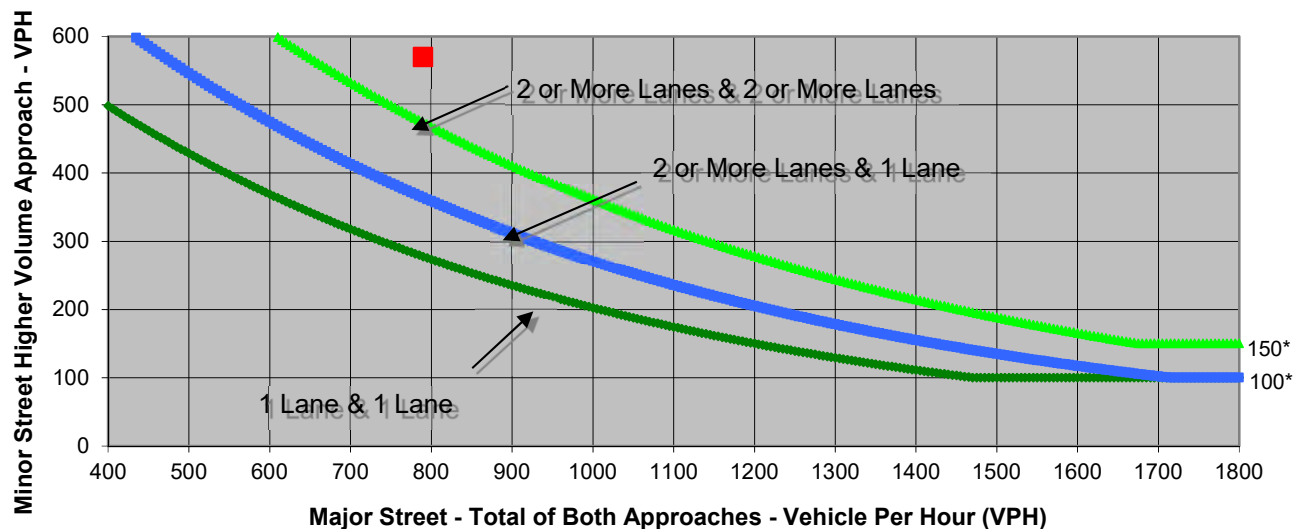
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	250	40	0
Through	0	0	10	700
Right	0	320	0	40
Total	0	570	50	740

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	790	570	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

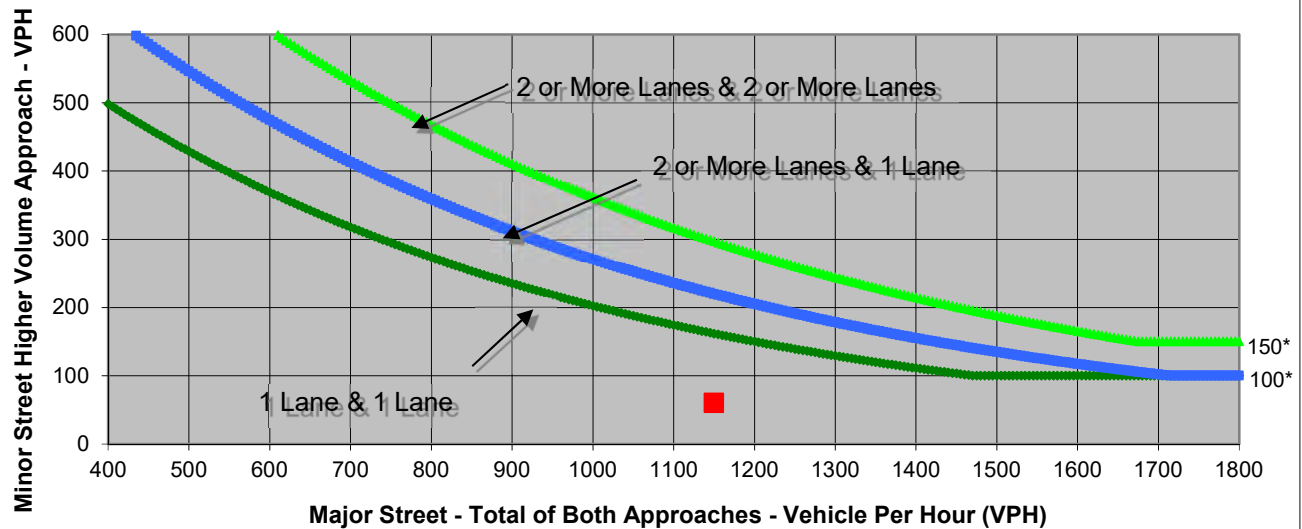
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	170
Through	0	0	590	380
Right	50	0	10	0
Total	60	0	600	550

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,150	60	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

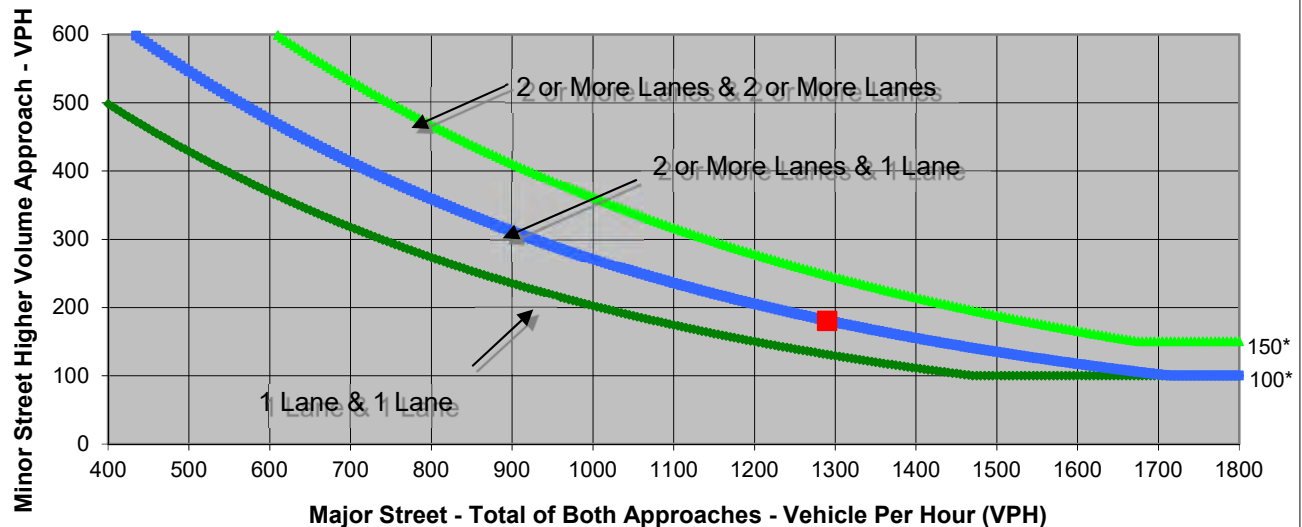
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	80
Through	0	0	580	620
Right	170	0	10	0
Total	180	0	590	700

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,290	180	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

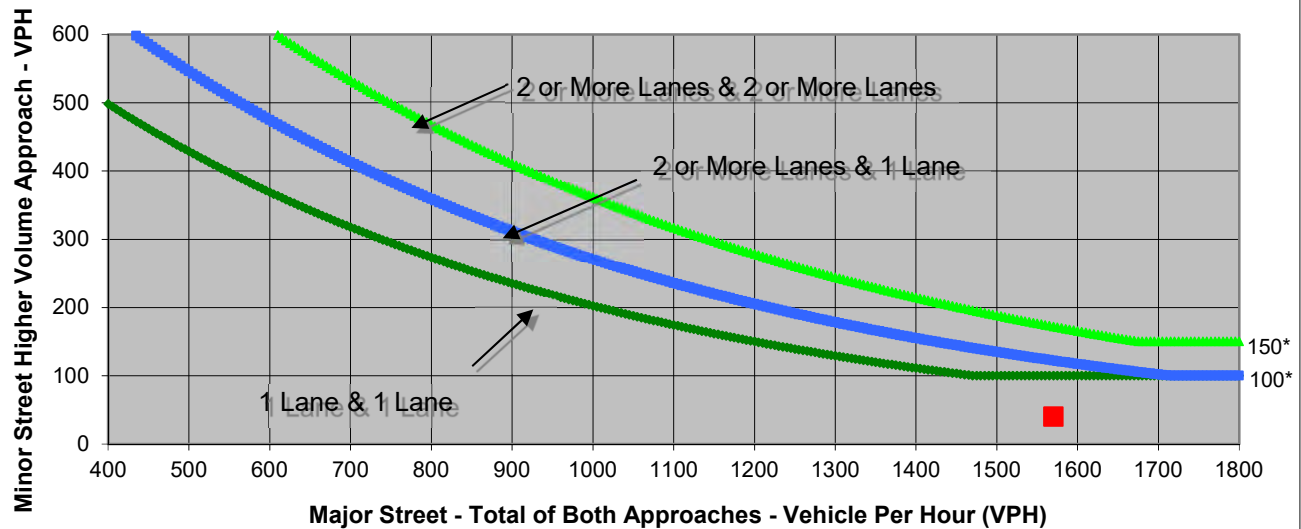
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	0	20
Through	920	200	0	0
Right	220	200	10	20
Total	1,140	430	10	40

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,570	40	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

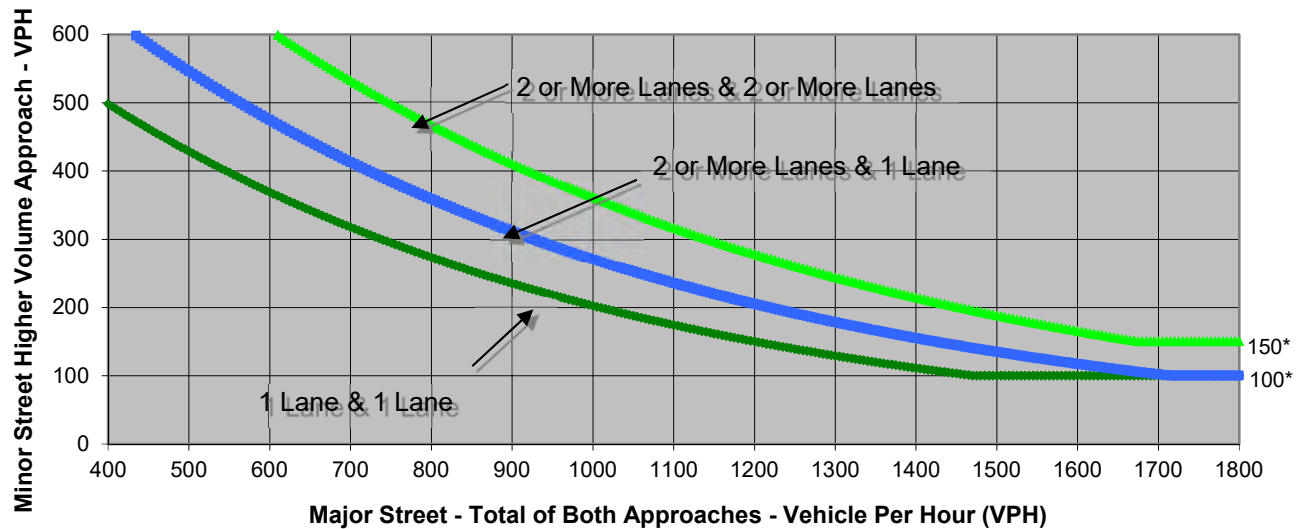
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	100
Through	370	790	0	0
Right	70	790	10	10
Total	440	1,590	10	110

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,030	110	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
 Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
 Scenario Cumulative 2030
 Peak Hour AM

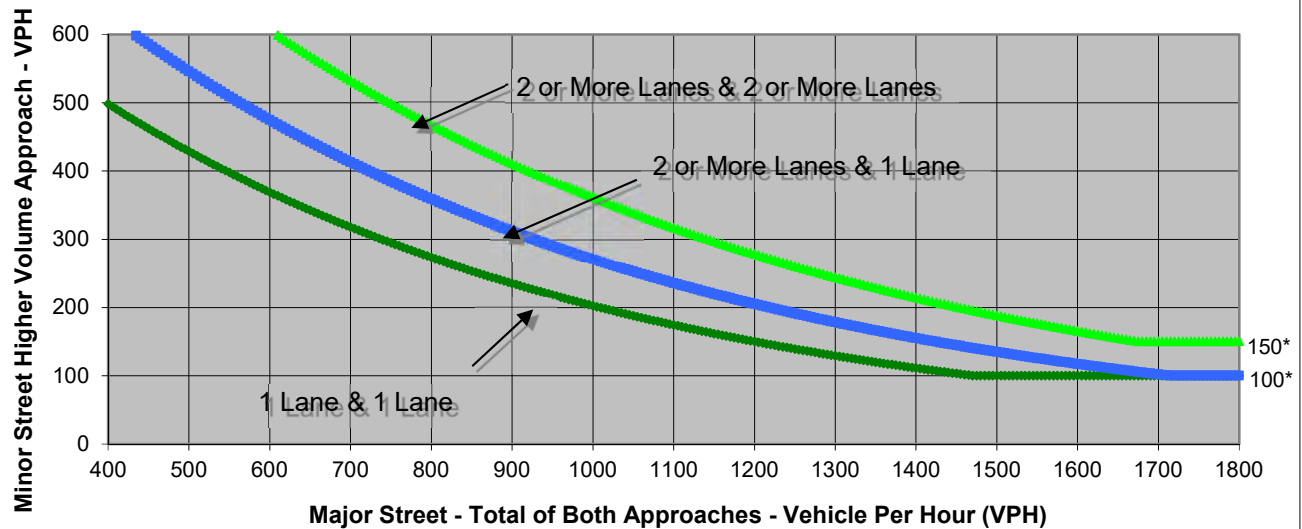
Turn Movement Volumes

	NB	SB	EB	WB
Left	460	0	10	0
Through	1,100	230	0	0
Right	0	230	130	0
Total	1,560	460	140	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,020	140	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

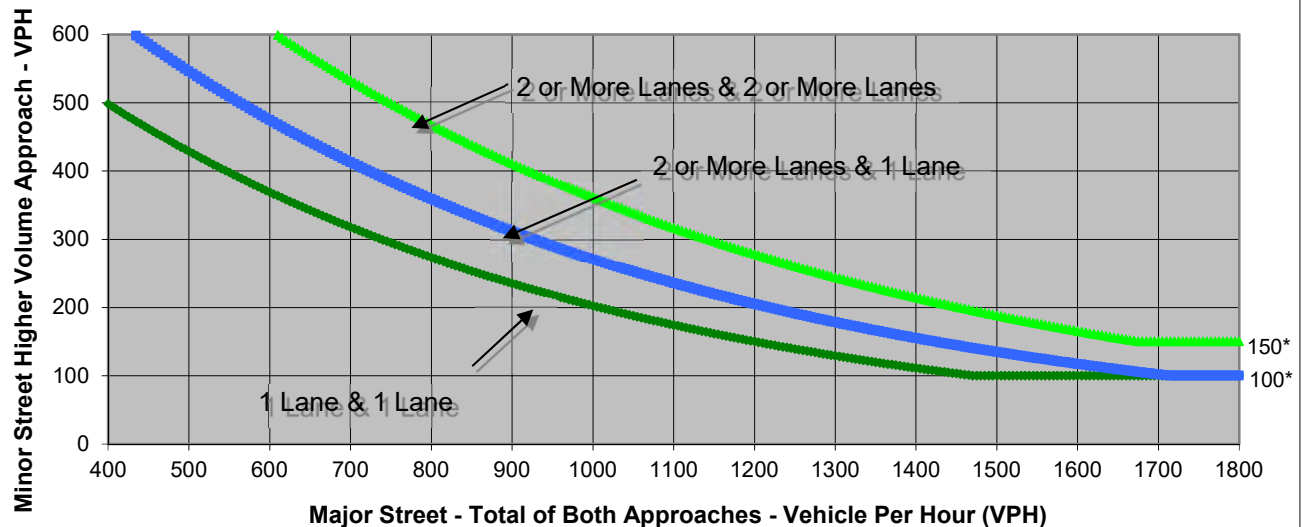
Turn Movement Volumes

	NB	SB	EB	WB
Left	290	0	10	0
Through	420	900	0	0
Right	0	900	400	10
Total	710	1,800	410	10

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,510	410	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

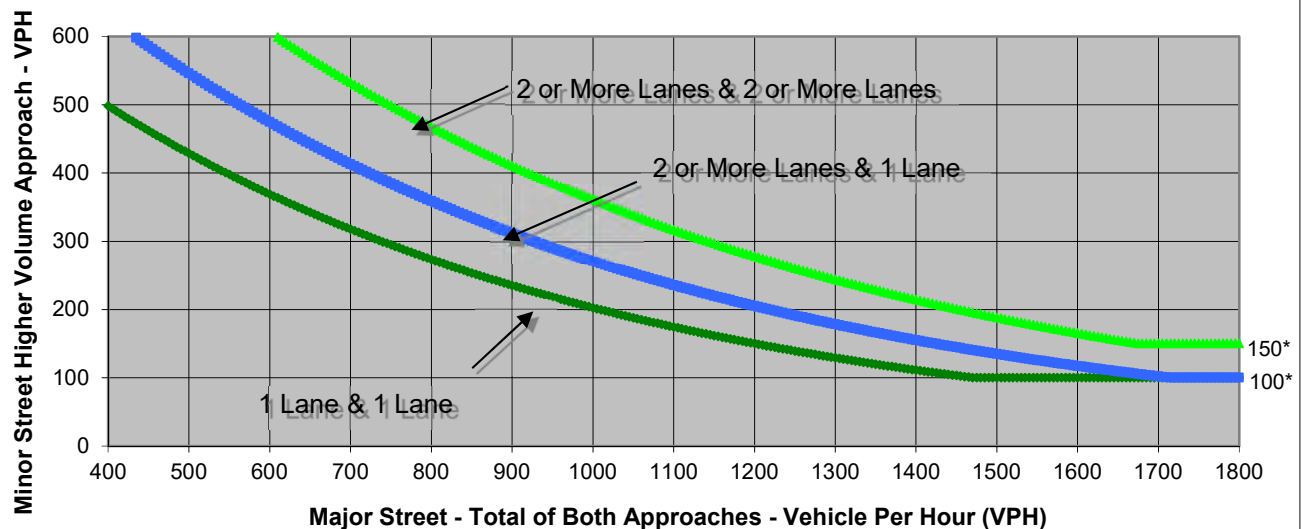
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	60	1,070	190
Through	660	420	430	0
Right	180	0	50	560
Total	840	480	1,550	750

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,300	840	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

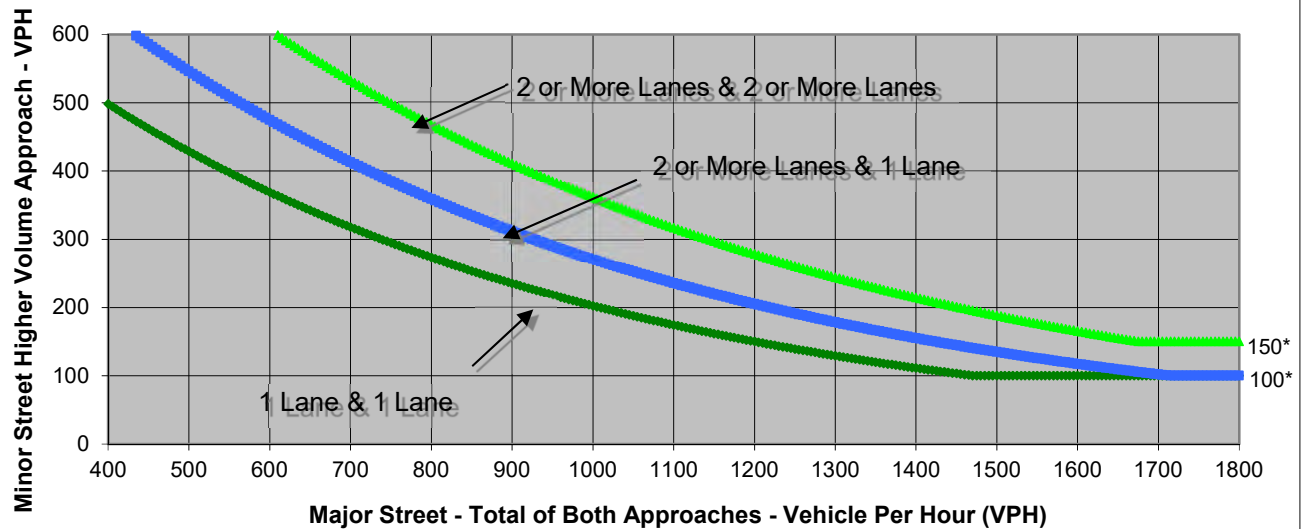
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	240	870	490
Through	380	350	550	0
Right	170	0	50	600
Total	550	590	1,470	1,090

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,560	590	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Moffett Blvd
 Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
 Scenario Cumulative 2030
 Peak Hour AM

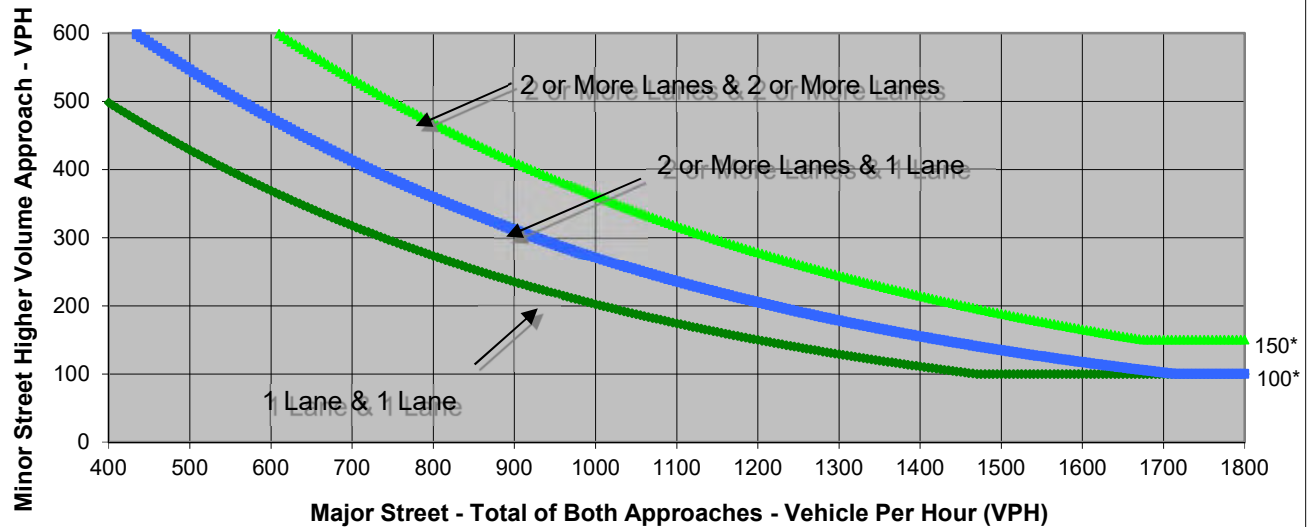
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	760	0
Through	0	1,360	0	0
Right	0	190	0	0
Total	0	1,550	760	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,550	760	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

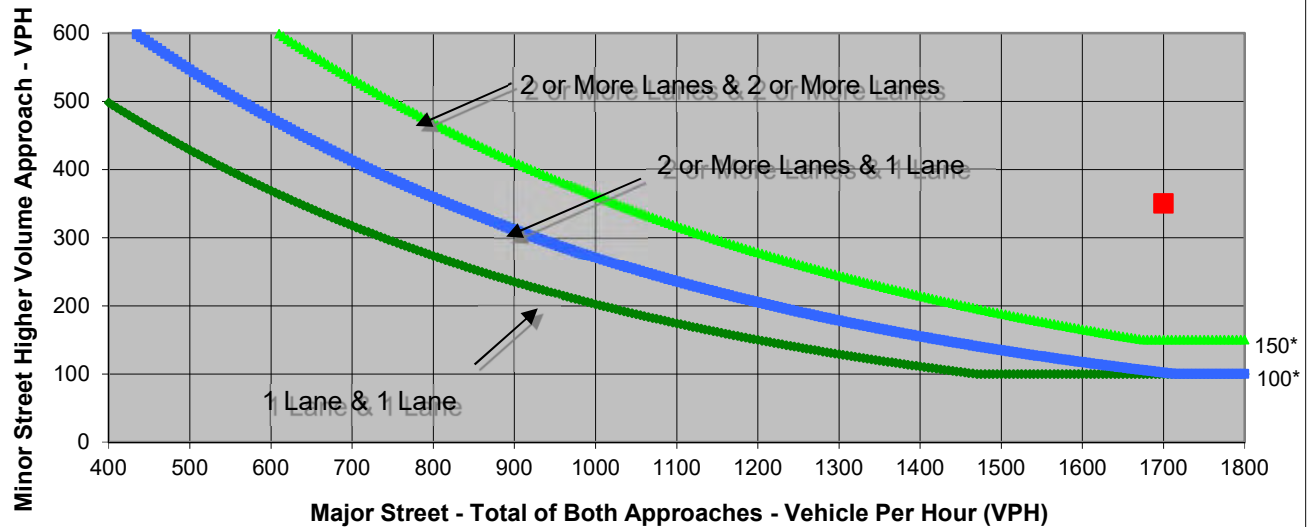
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	350	0
Through	0	1,370	0	0
Right	0	330	0	0
Total	0	1,700	350	0

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,700	350	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

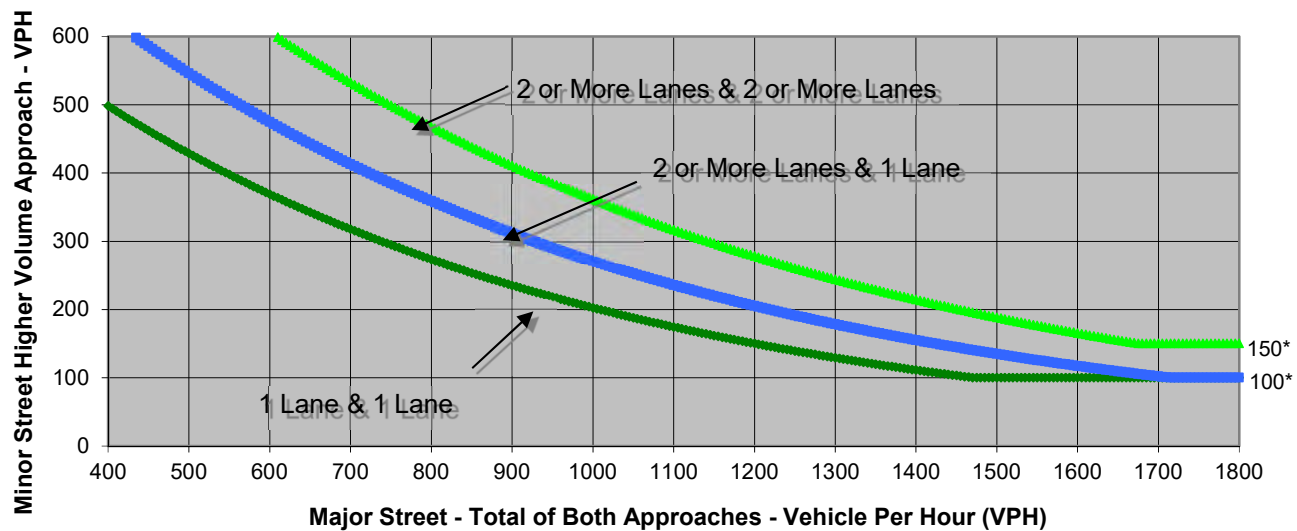
Turn Movement Volumes

	NB	SB	EB	WB
Left	40	0	10	10
Through	20	10	80	30
Right	60	10	70	0
Total	120	20	160	40

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	200	120	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

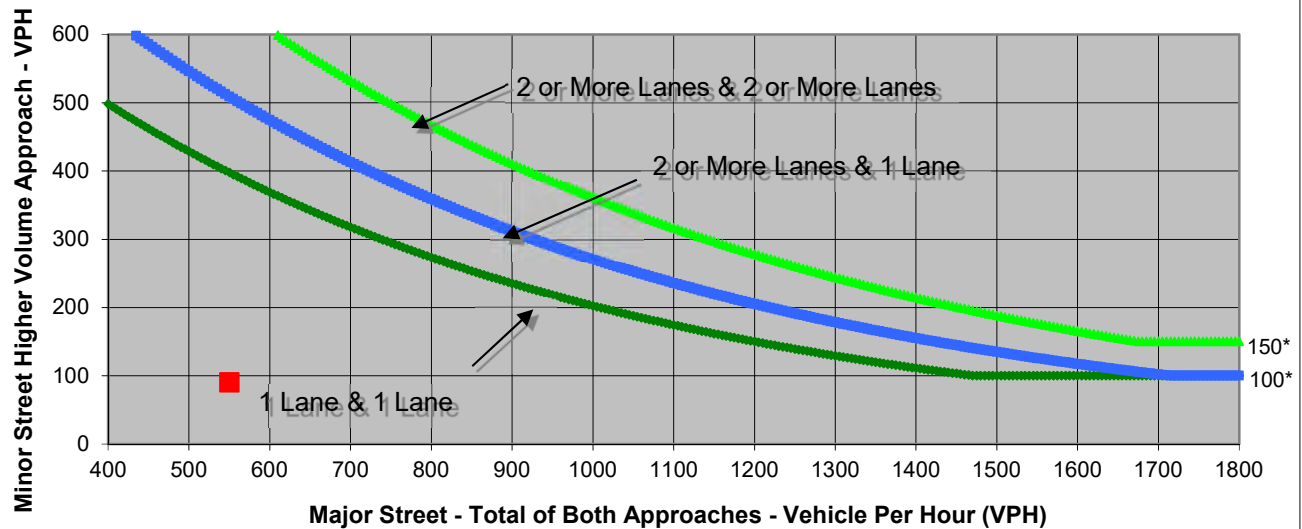
Turn Movement Volumes

	NB	SB	EB	WB
Left	50	0	10	70
Through	10	30	80	300
Right	30	30	90	0
Total	90	60	180	370

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	550	90	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

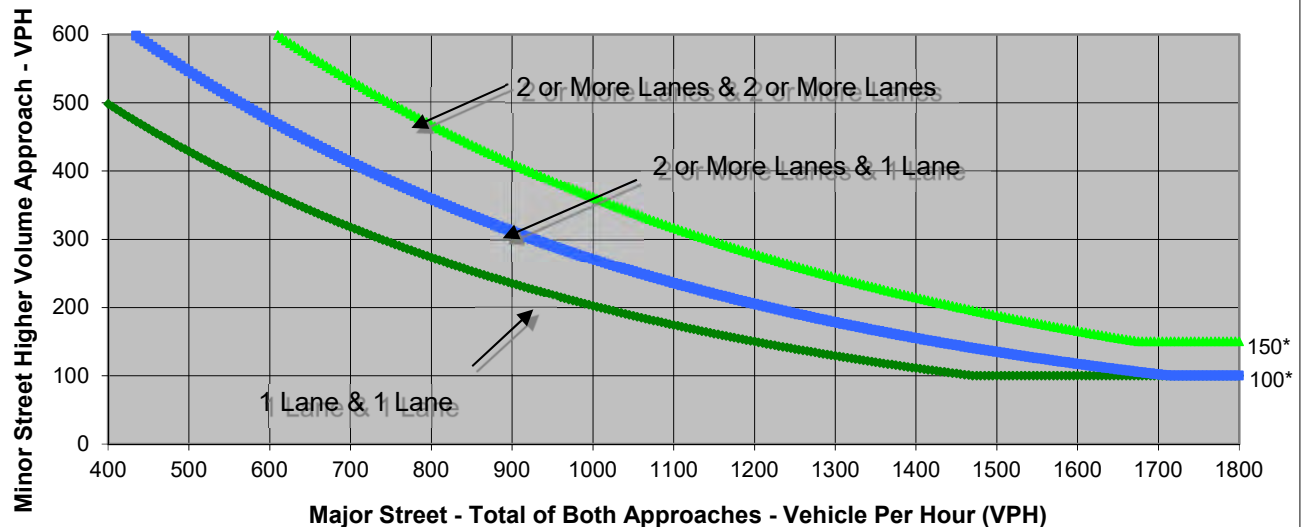
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	20	10	30
Through	80	60	40	40
Right	170	10	20	30
Total	260	90	70	100

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	350	100	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

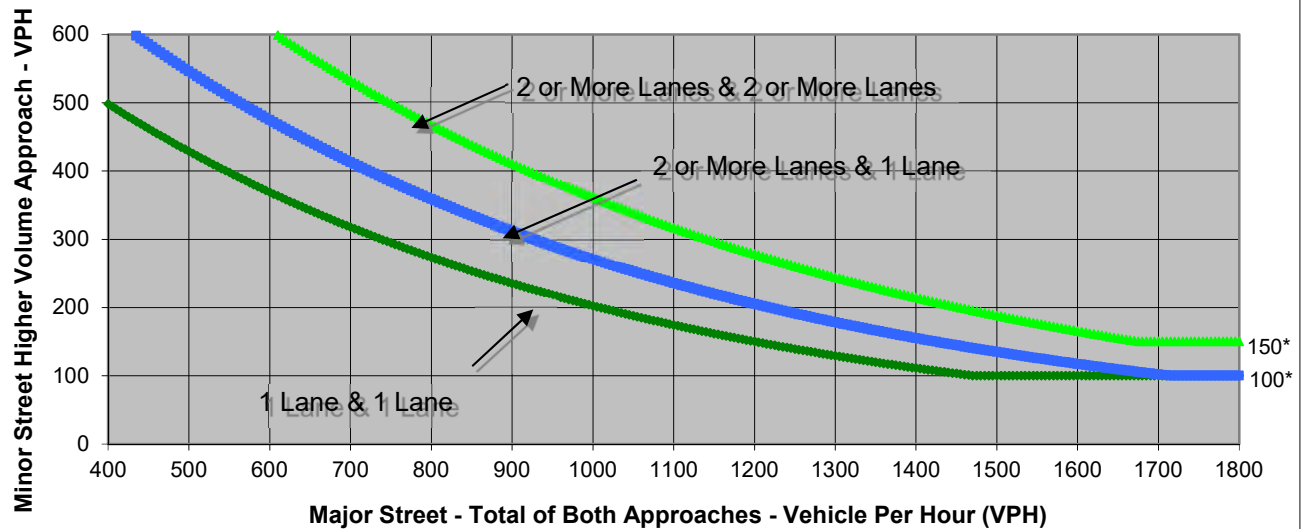
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	10	190
Through	50	150	10	10
Right	60	10	60	30
Total	120	190	80	230

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	310	230	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

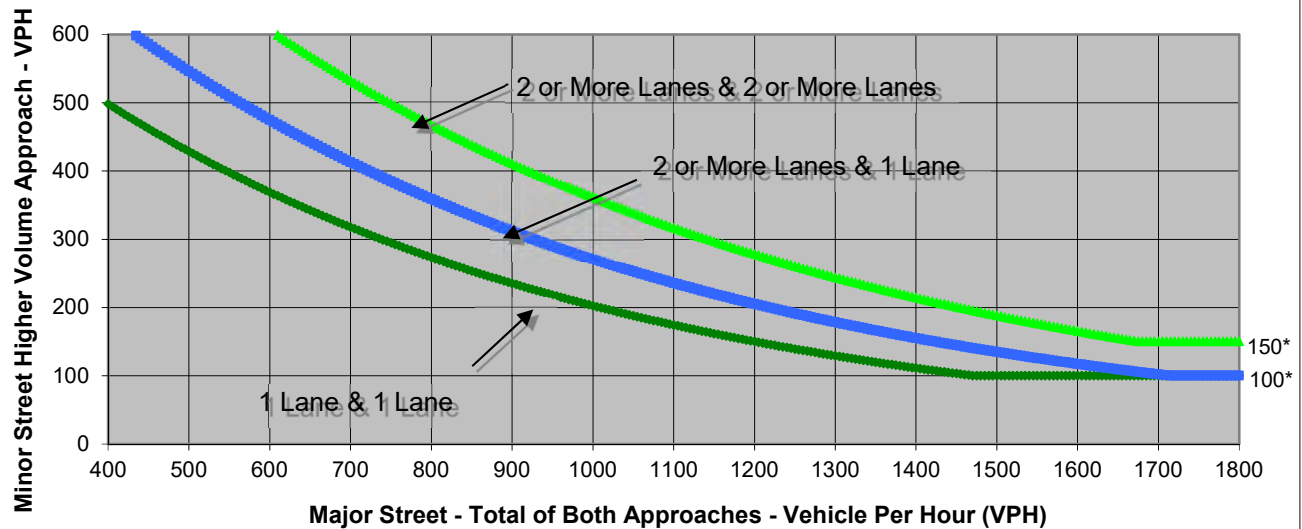
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	20	220	10
Through	30	80	50	10
Right	0	10	10	10
Total	40	110	280	30

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	150	280	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

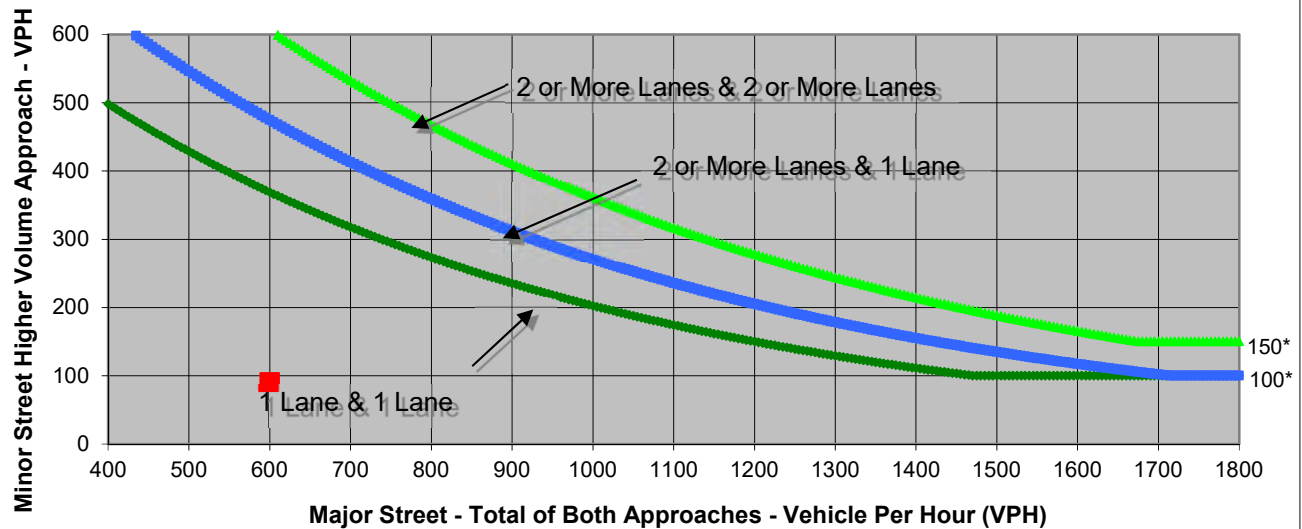
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	30	20	70
Through	90	290	30	10
Right	100	80	10	10
Total	200	400	60	90

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	600	90	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

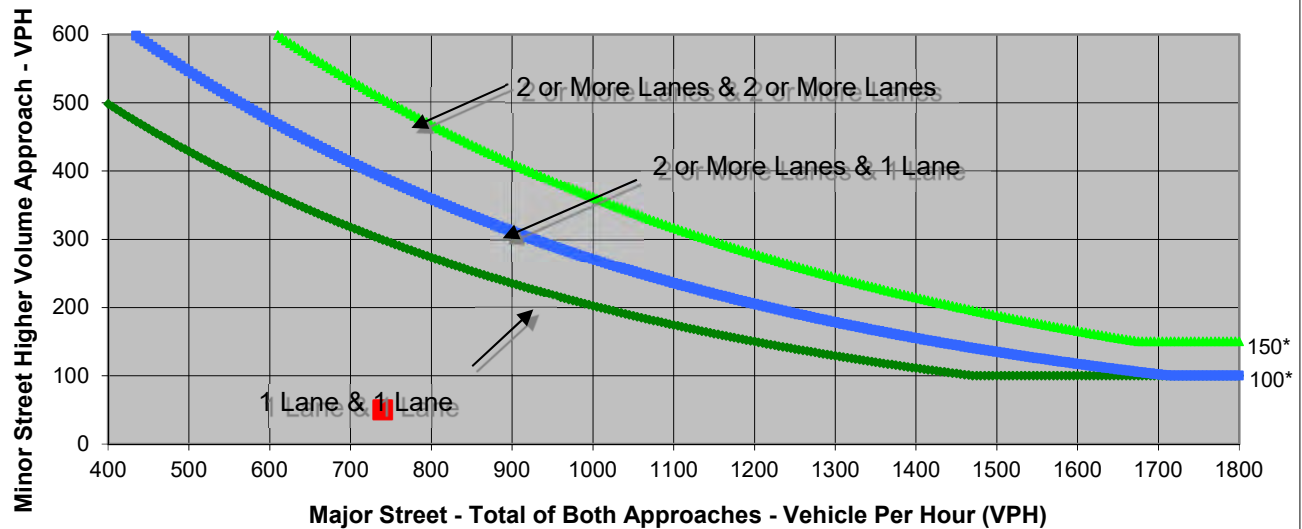
Turn Movement Volumes

	NB	SB	EB	WB
Left	30	0	0	30
Through	0	0	150	90
Right	20	0	470	0
Total	50	0	620	120

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	740	50	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

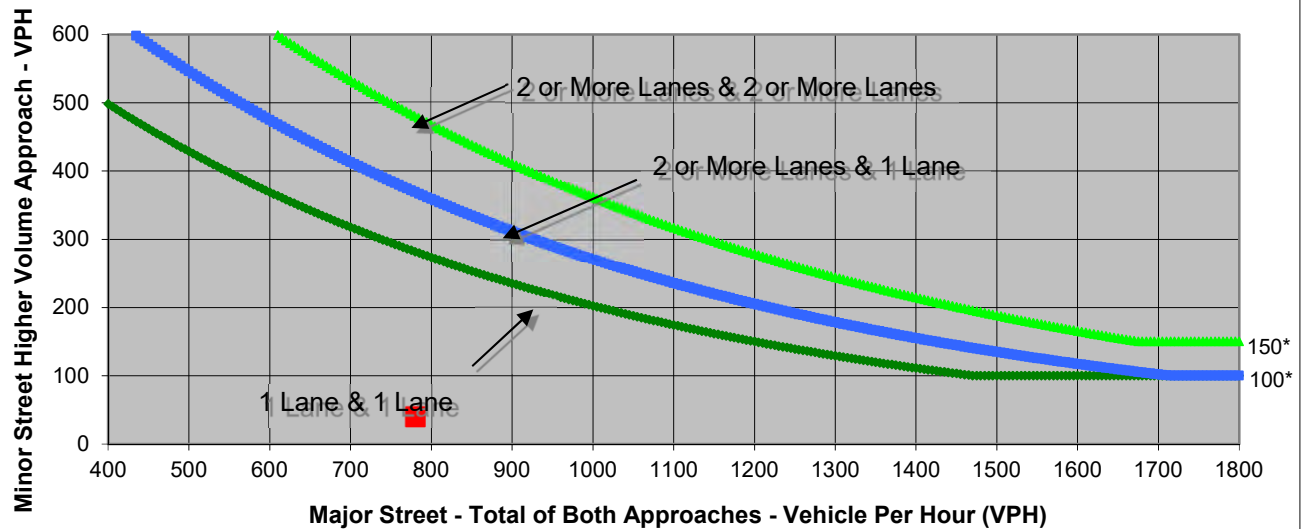
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	110
Through	0	0	230	310
Right	20	0	130	0
Total	40	0	360	420

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	780	40	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour AM

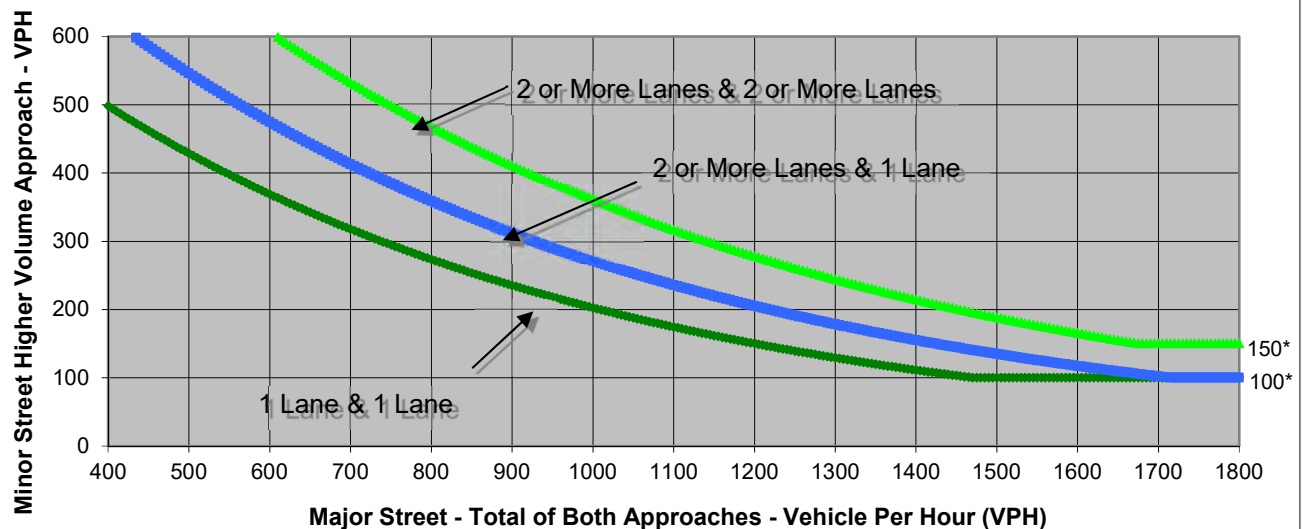
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	490	0	0
Through	0	0	0	150
Right	0	10	0	50
Total	0	500	0	200

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	200	500	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030
Peak Hour PM

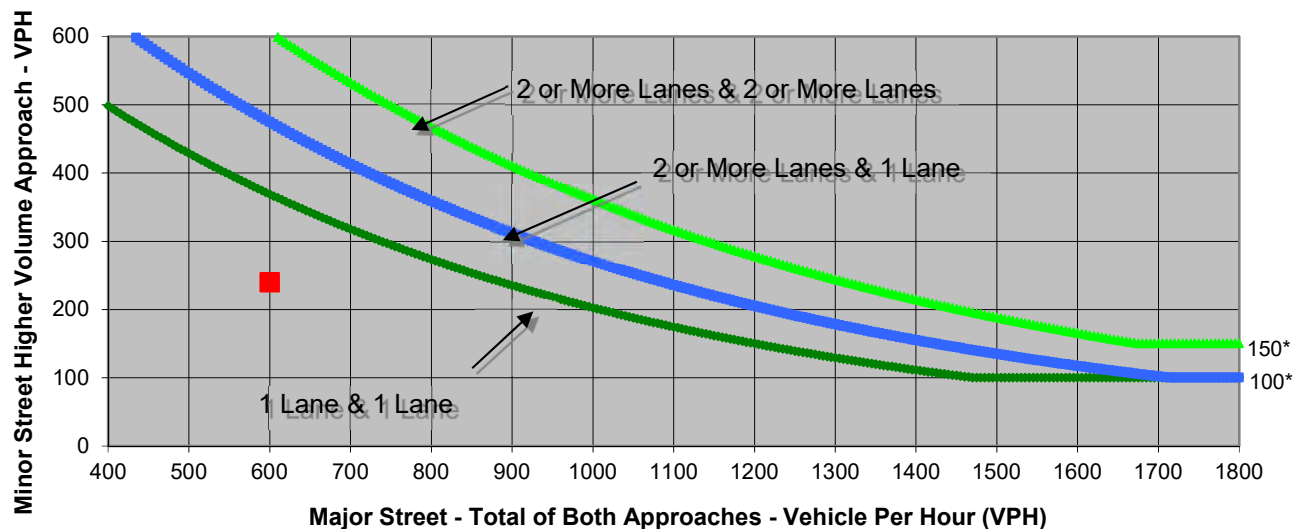
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	170	0	0
Through	0	0	0	560
Right	0	70	0	40
Total	0	240	0	600

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	600	240	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

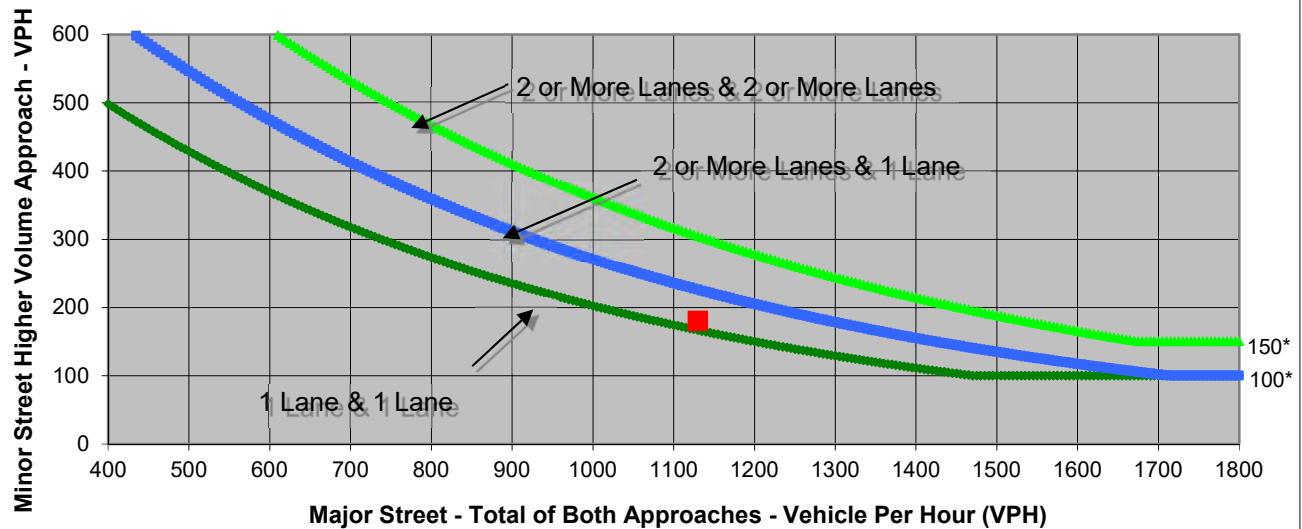
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	550	0	20
Through	70	250	0	0
Right	10	250	0	160
Total	80	1,050	0	180

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,130	180	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Bayshore Parkway
Minor Street Garcia Avenue

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

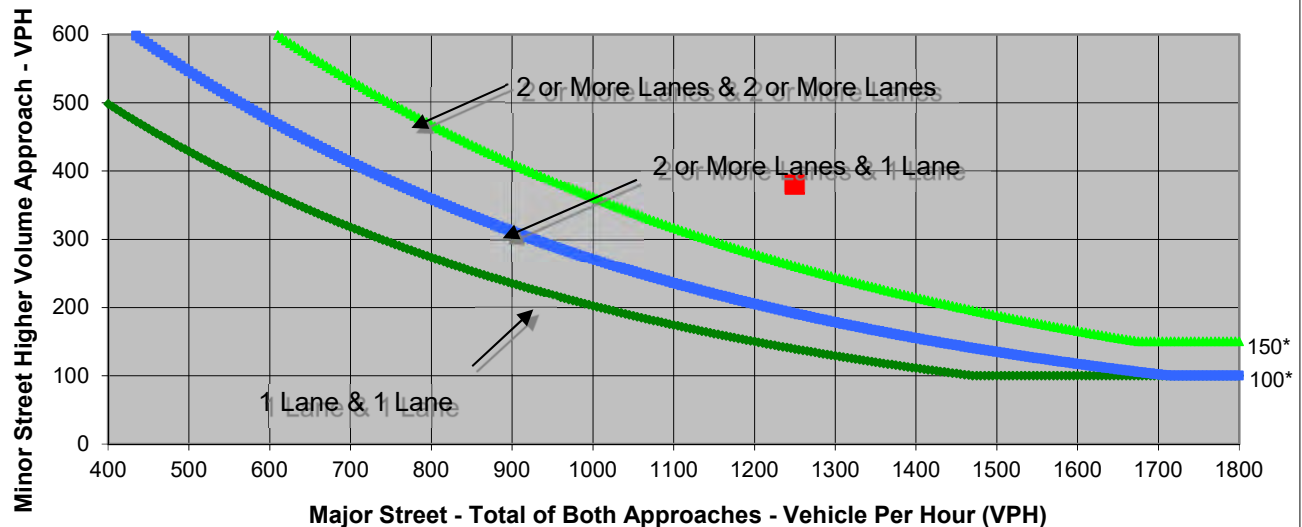
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	550	0	40
Through	190	250	0	0
Right	10	250	0	340
Total	200	1,050	0	380

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Bayshore Parkway	Garcia Avenue	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,250	380	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

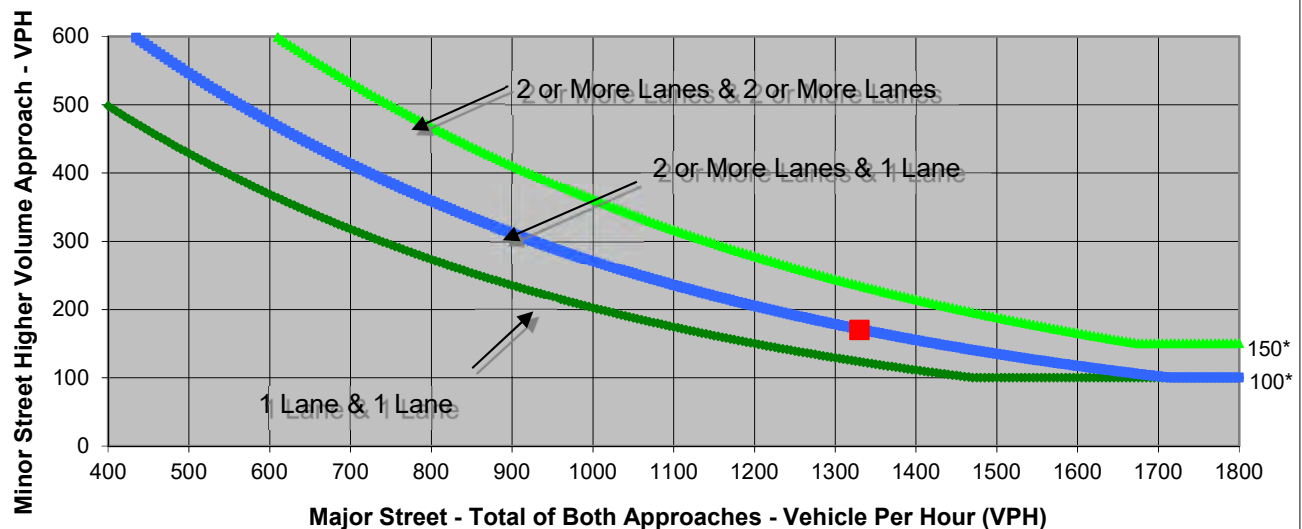
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	200
Through	0	0	650	470
Right	160	0	10	0
Total	170	0	660	670

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,330	170	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Garcia Avenue
Minor Street Saldo Drive

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

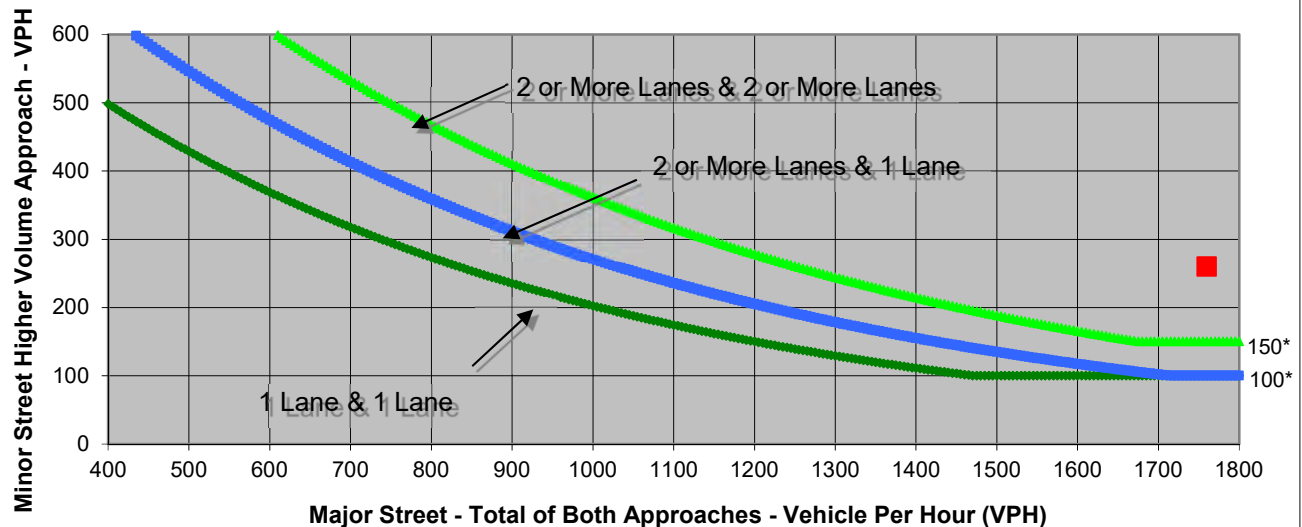
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	160
Through	0	0	910	670
Right	250	0	20	0
Total	260	0	930	830

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Garcia Avenue	Saldo Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,760	260	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

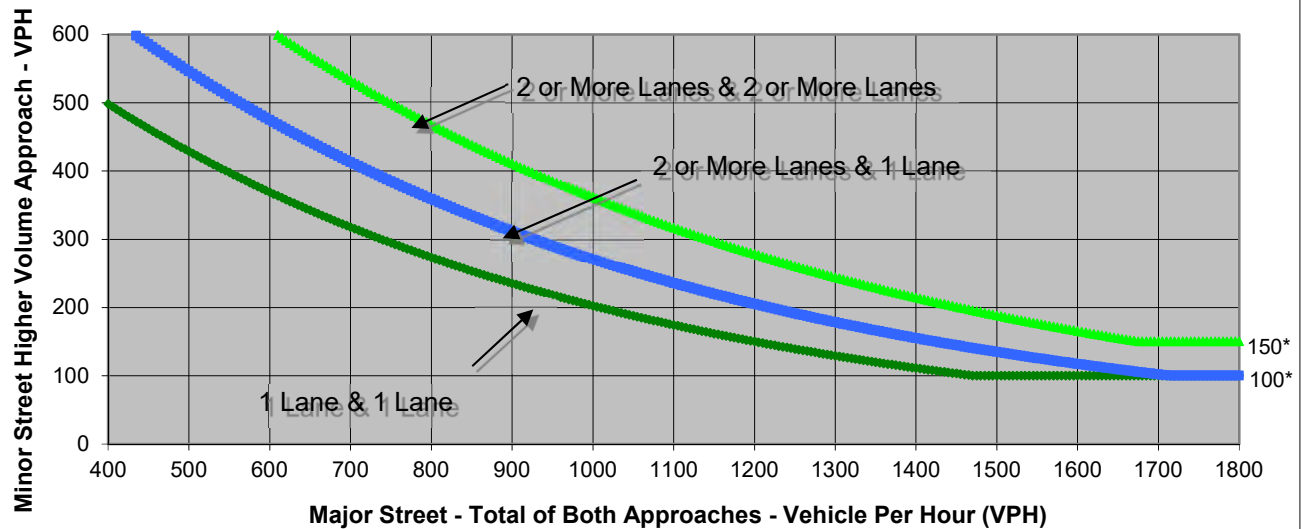
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	0	160
Through	970	550	0	10
Right	240	550	20	10
Total	1,210	1,130	20	180

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,340	180	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Space Park way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

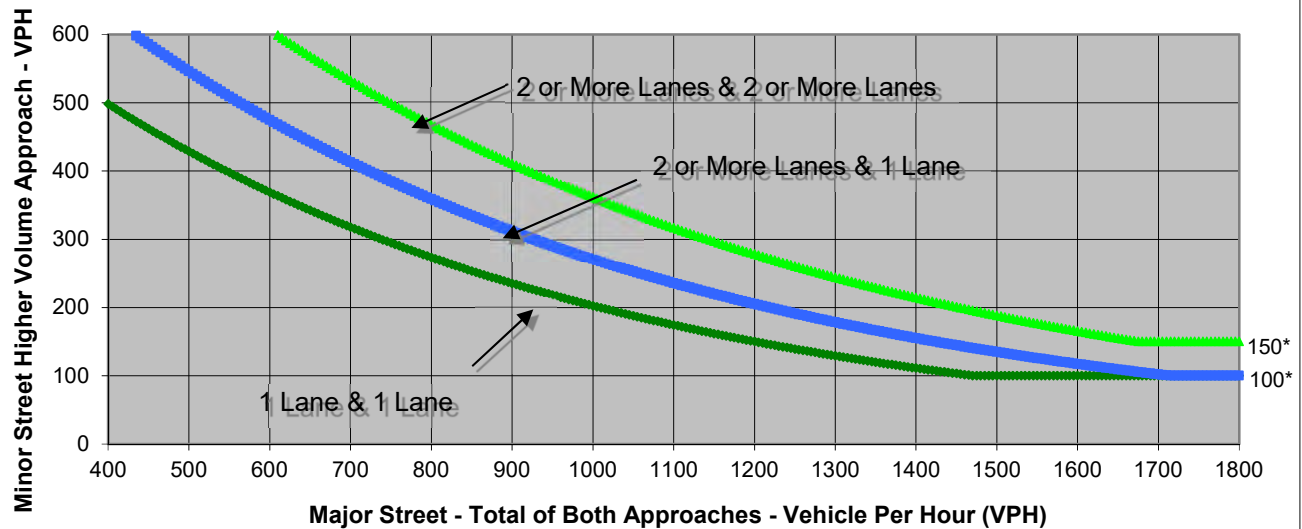
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	0	220
Through	870	1,040	0	10
Right	370	1,040	20	10
Total	1,240	2,110	20	240

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Space Park way	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	3,350	240	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
 Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
 Scenario Cumulative 2030 with Project
 Peak Hour AM

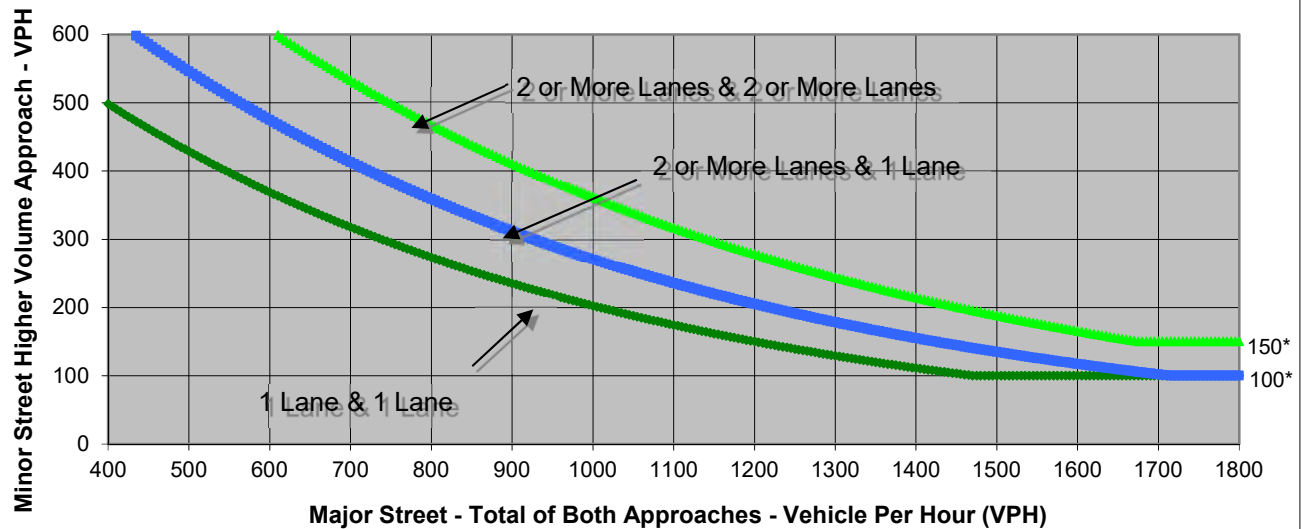
Turn Movement Volumes

	NB	SB	EB	WB
Left	530	0	20	0
Through	1,200	710	0	0
Right	20	710	280	10
Total	1,750	1,420	300	10

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	3,170	300	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Shoreline Boulevard
Minor Street Plymouth Street

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

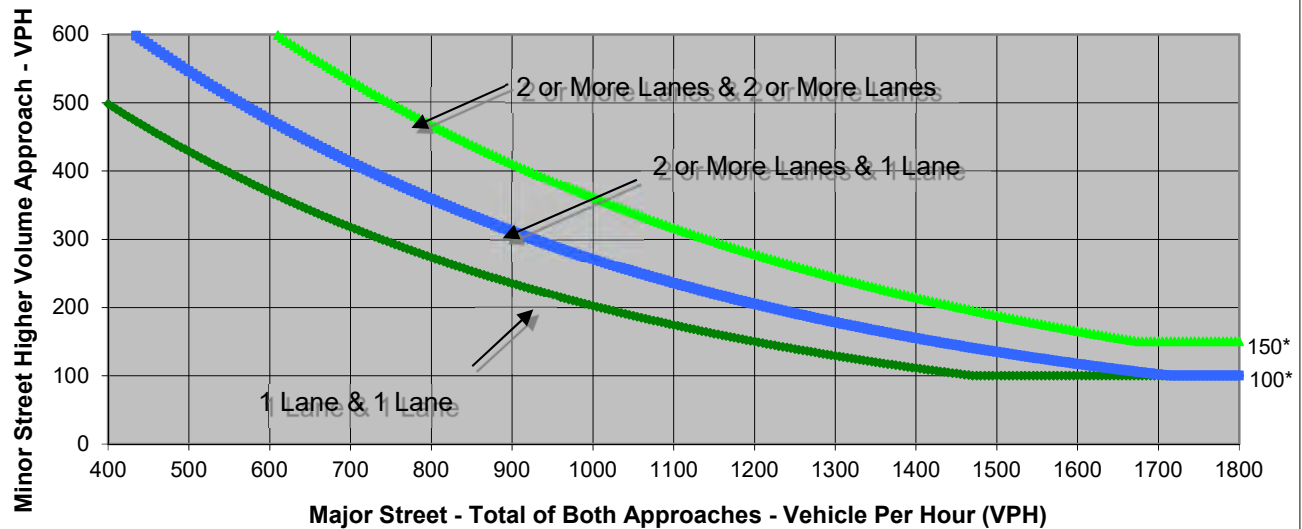
Turn Movement Volumes

	NB	SB	EB	WB
Left	500	0	30	0
Through	1,250	1,170	0	0
Right	10	1,170	460	10
Total	1,760	2,340	490	10

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Shoreline Boulevard	Plymouth Street	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	4,100	490	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
 Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
 Scenario Cumulative 2030 with Project
 Peak Hour AM

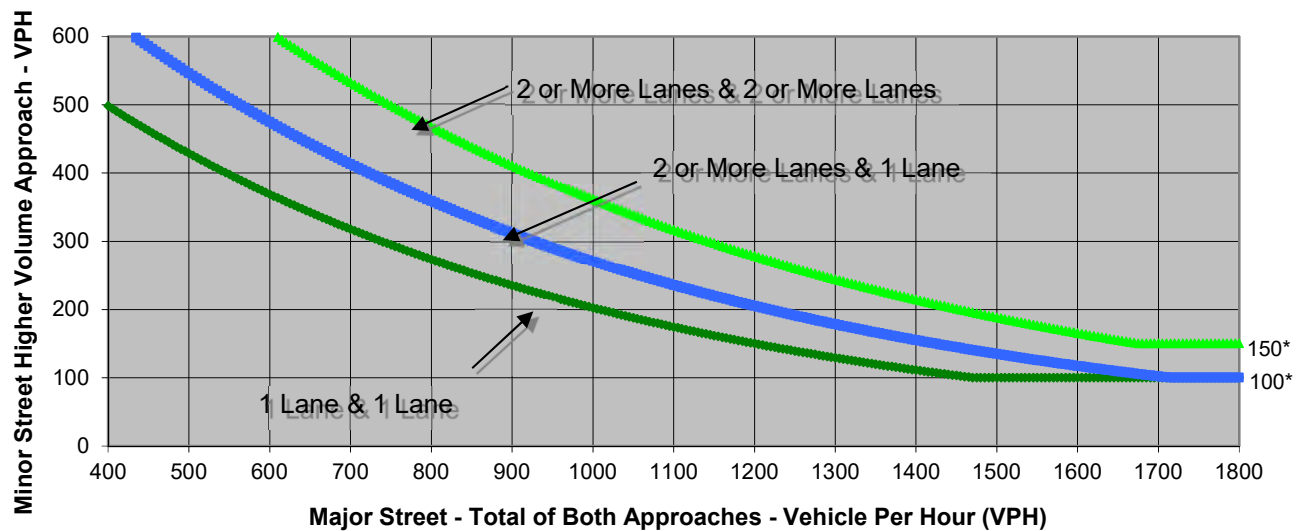
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	60	1,070	220
Through	670	430	430	0
Right	180	0	50	560
Total	850	490	1,550	780

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,330	850	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Arastradero Rd
Minor Street Page Mill Rd

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

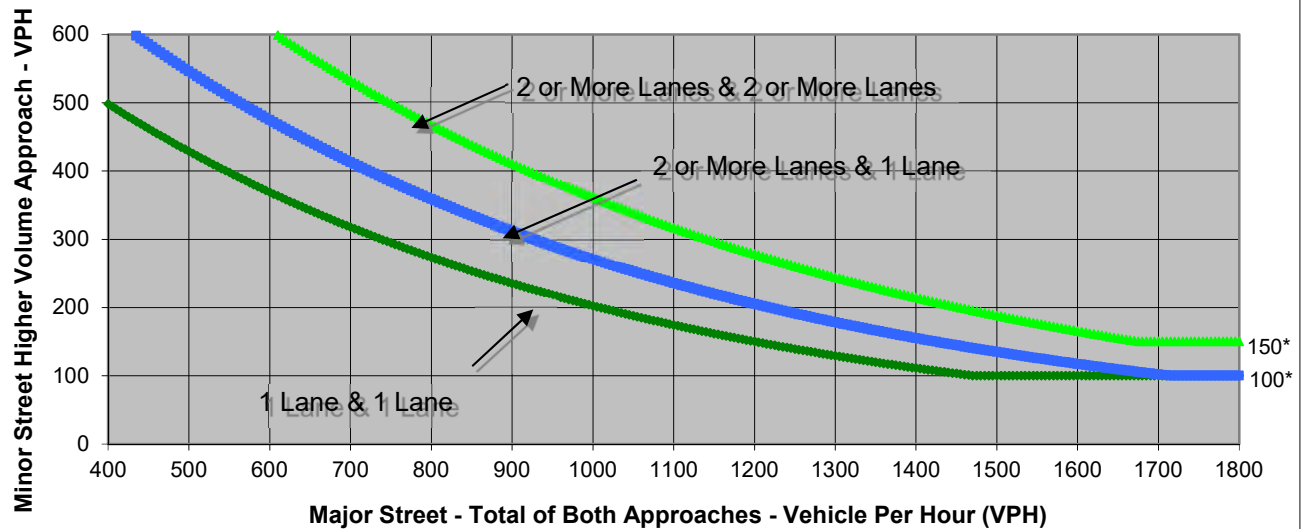
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	240	880	510
Through	390	350	560	0
Right	170	0	50	600
Total	560	590	1,490	1,110

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Arastradero Rd	Page Mill Rd	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,600	590	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

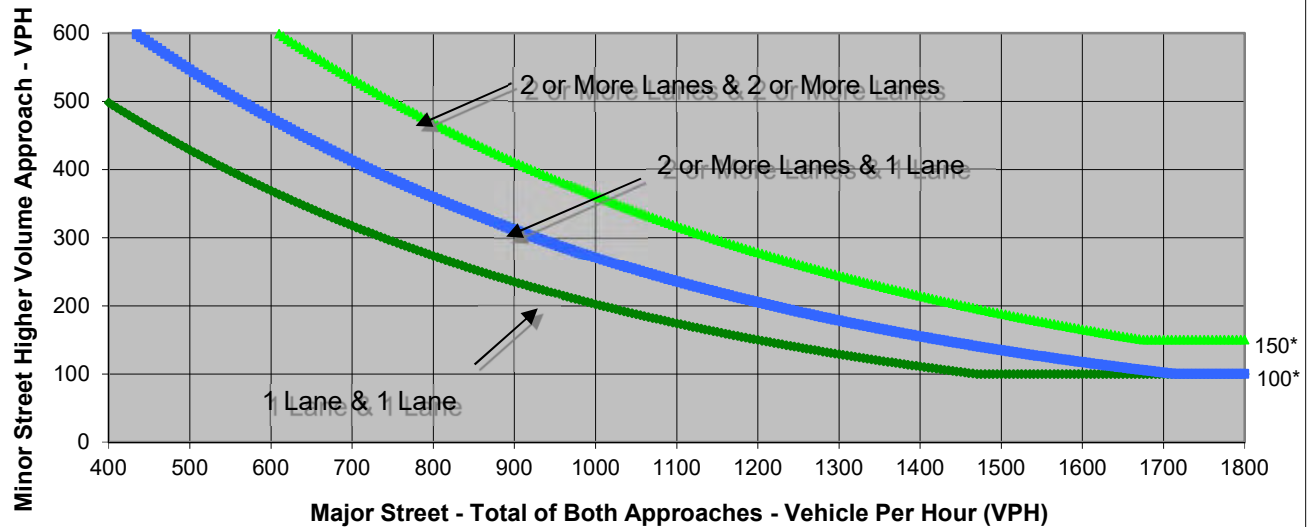
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	780	0
Through	0	1,370	0	0
Right	0	220	0	0
Total	0	1,590	780	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,590	780	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Moffett Blvd
Minor Street 85 SB On-Ramp

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

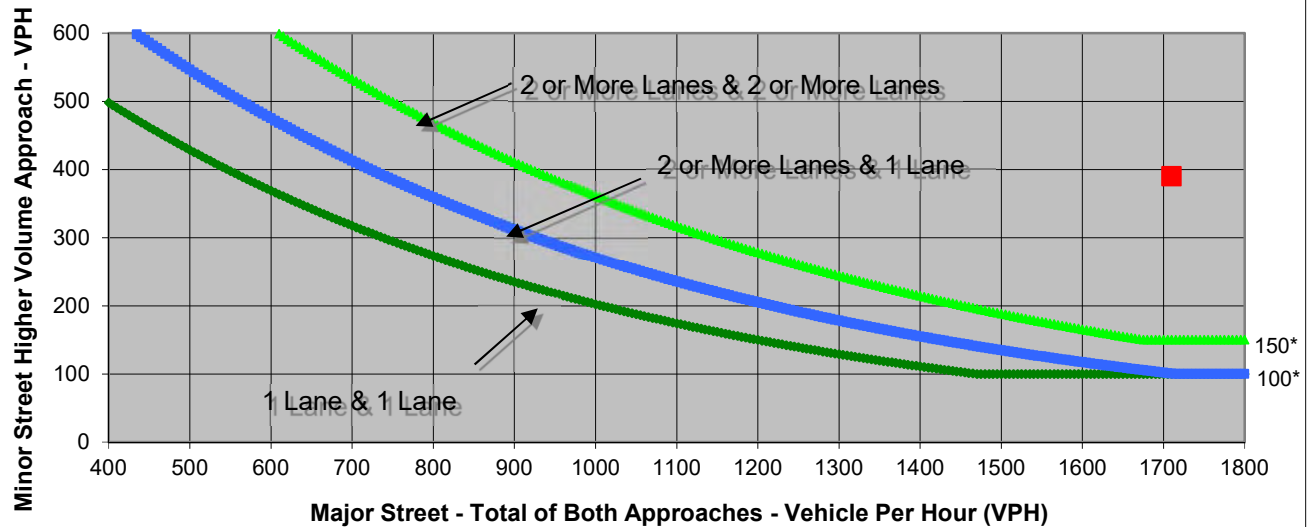
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	390	0
Through	0	1,380	0	0
Right	0	330	0	0
Total	0	1,710	390	0

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street Moffett Blvd	Minor Street 85 SB On-Ramp	Warrant Met
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,710	390	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

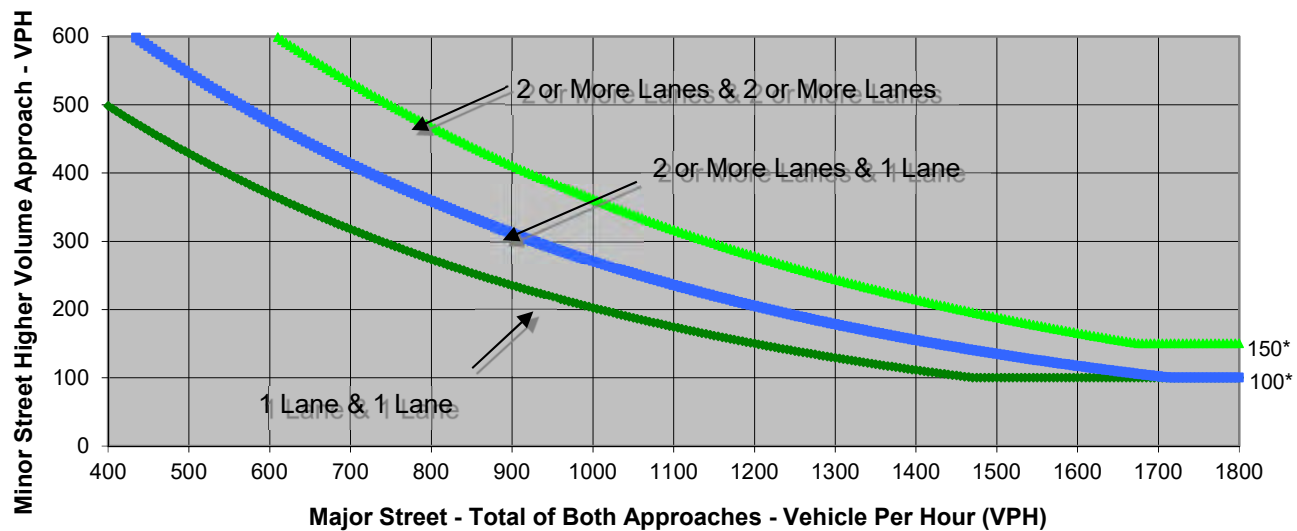
Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	20	20
Through	20	10	140	60
Right	60	10	80	0
Total	220	20	240	80

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	320	220	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

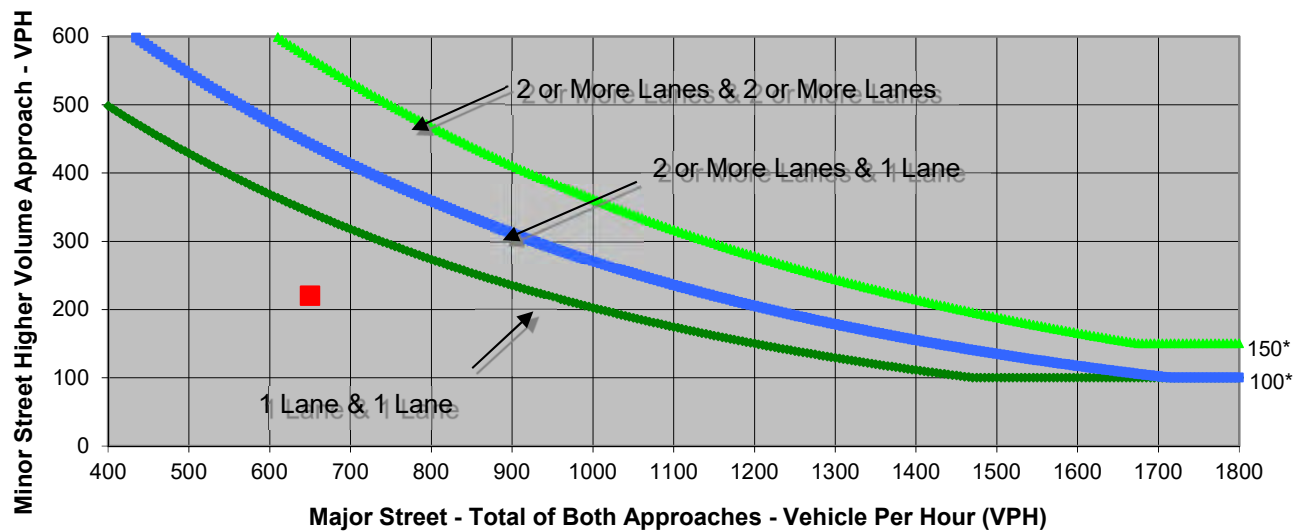
Turn Movement Volumes

	NB	SB	EB	WB
Left	180	0	10	80
Through	10	30	80	190
Right	30	10	290	0
Total	220	40	380	270

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Charleston Rd	New St	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	650	220	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

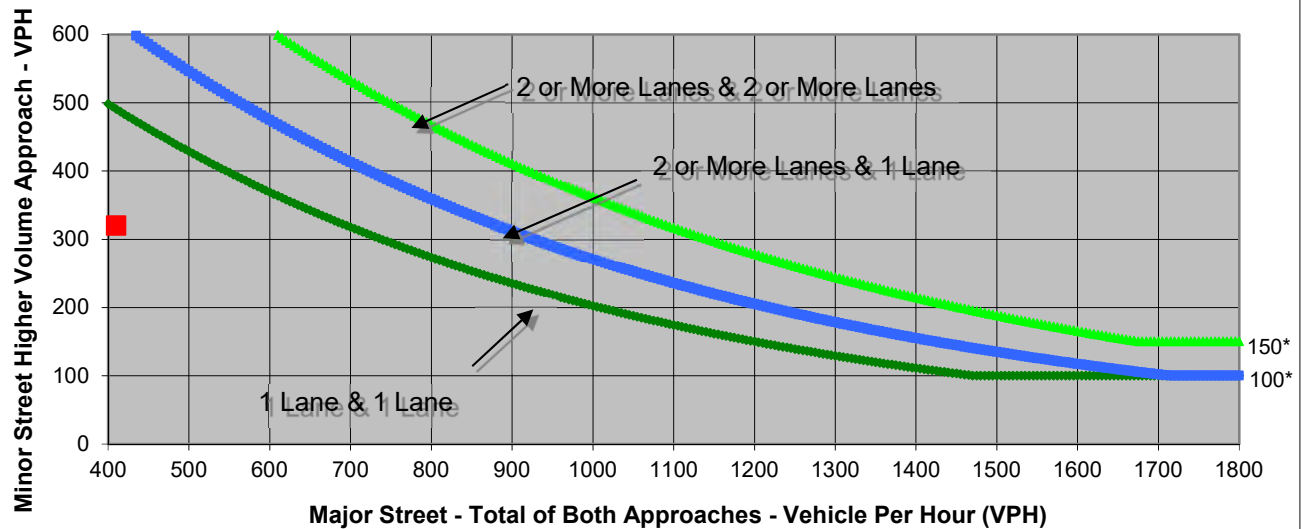
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	10	20	190
Through	110	80	170	40
Right	180	20	90	90
Total	300	110	280	320

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	410	320	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Shorebird Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

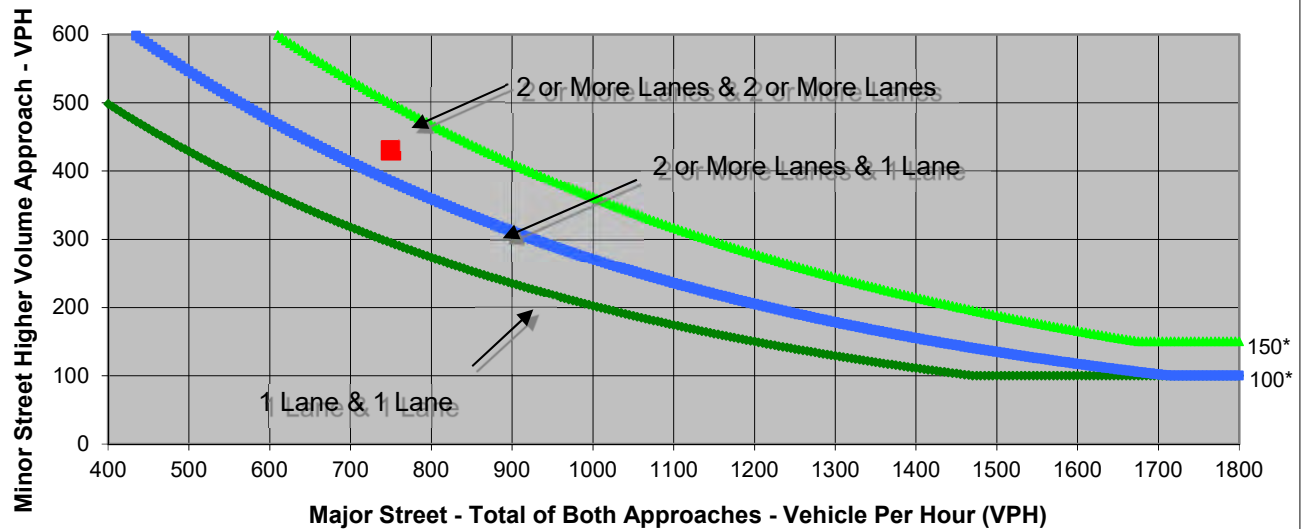
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	70	10	260
Through	140	310	50	100
Right	200	20	100	70
Total	350	400	160	430

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Shorebird Way	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	750	430	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

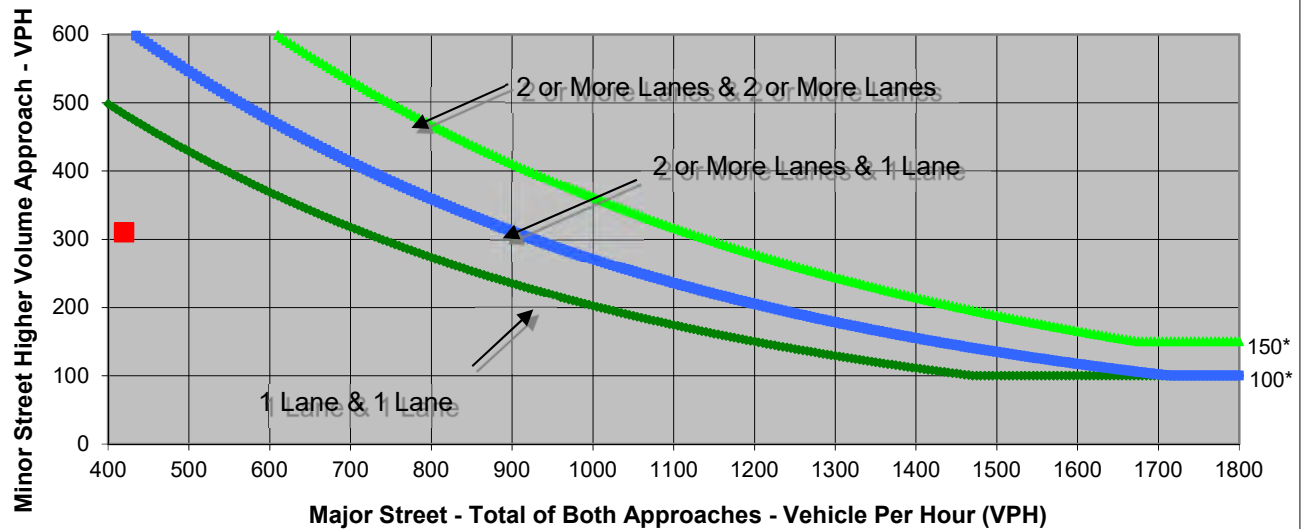
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	20	250	40
Through	40	220	50	10
Right	10	120	10	10
Total	60	360	310	60

Major Street Direction

x	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	420	310	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street New St
Minor Street Space Parkway

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

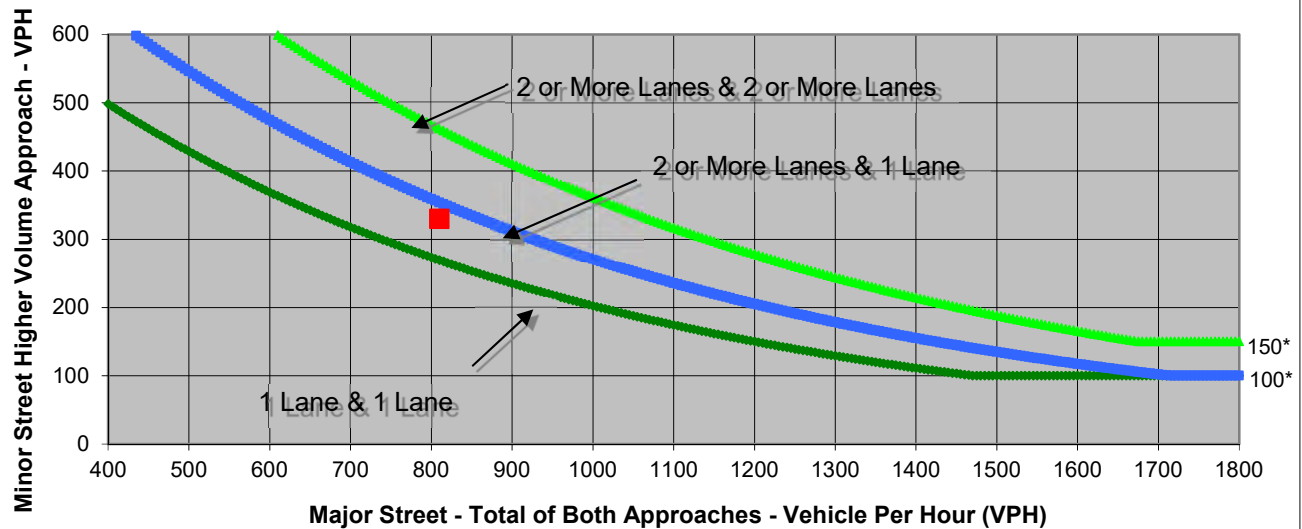
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	70	190	50
Through	110	390	120	10
Right	10	210	20	50
Total	140	670	330	110

Major Street Direction

<u>x</u>	North/South
	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	New St	Space Parkway	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	810	330	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

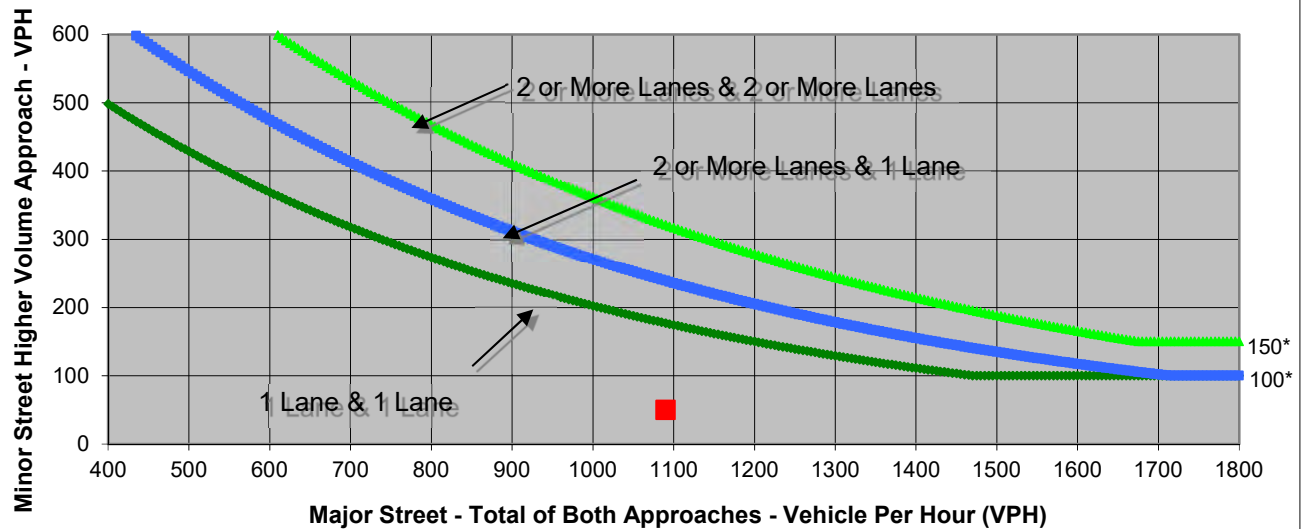
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	40
Through	0	0	250	350
Right	30	0	450	0
Total	50	0	700	390

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,090	50	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Pear Ave
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

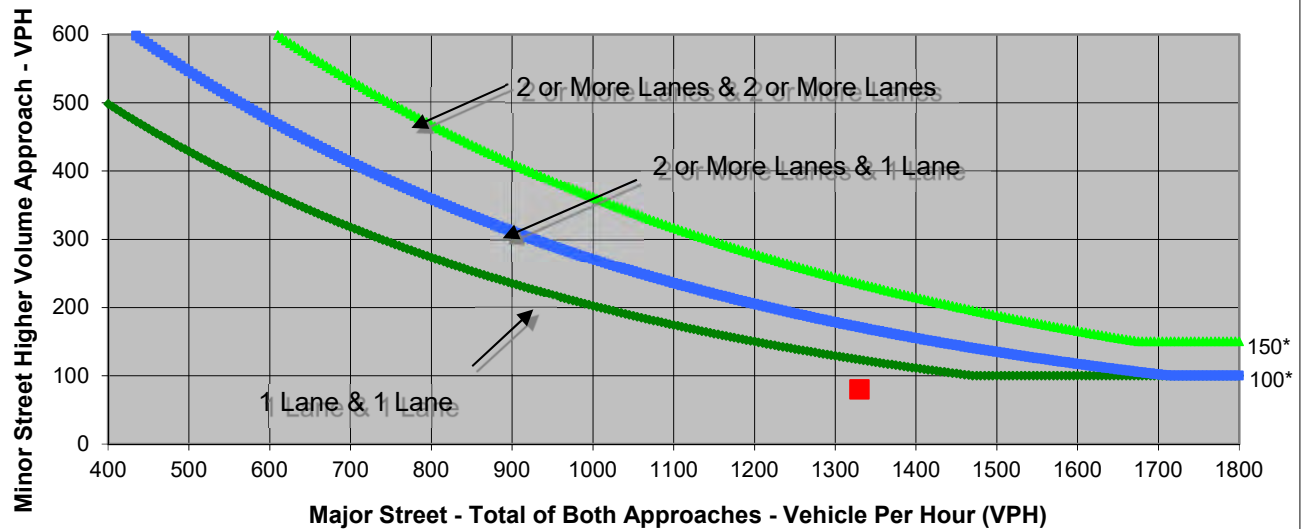
Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	80
Through	0	0	320	440
Right	60	0	490	0
Total	80	0	810	520

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	Pear Ave	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,330	80	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

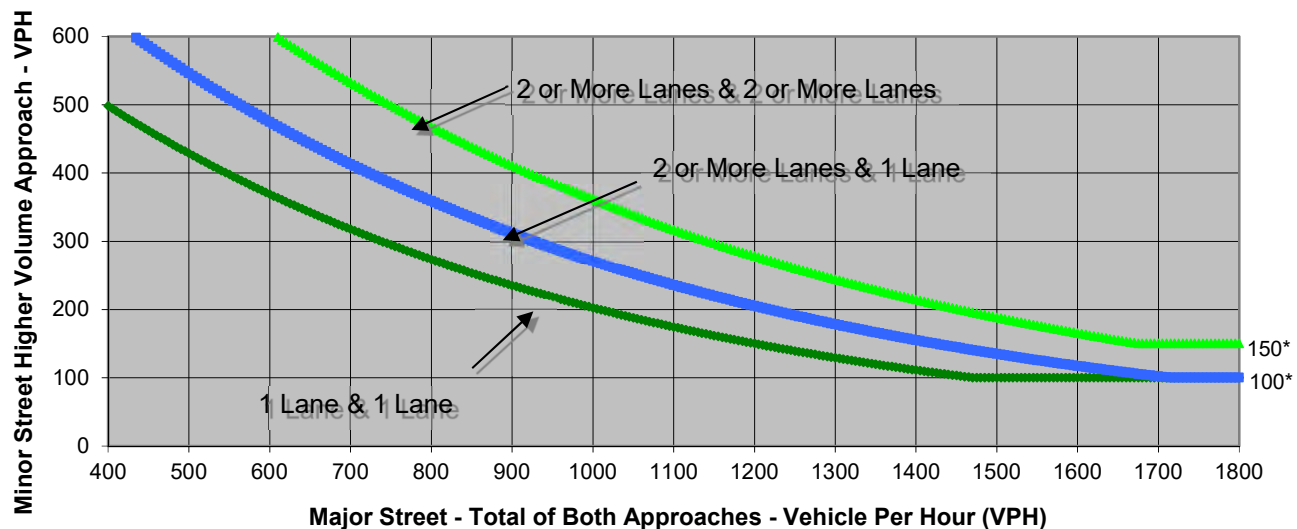
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	450	20	0
Through	0	0	10	300
Right	0	40	0	30
Total	0	490	30	330

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	360	490	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street La Avenida St
Minor Street Inigo Way

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

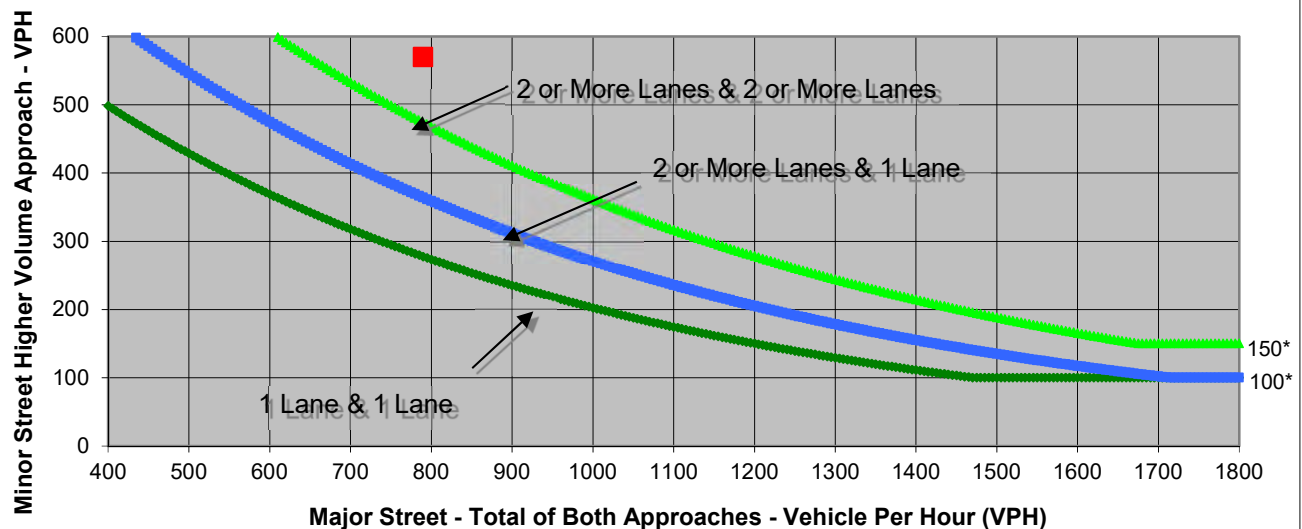
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	250	40	0
Through	0	0	10	700
Right	0	320	0	40
Total	0	570	50	740

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street	Minor Street	Warrant Met
	La Avenida St	Inigo Way	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	790	570	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



APPENDIX J:
FREEWAY ANALYSIS

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																					
Cottle Road to Blossom Hill Road	AM	2	1	76	52	F	E	2	1	4600	1650	77	52	F	E	16	12	0.3%	0.7%	NO	NO
Cottle Road to Blossom Hill Road	PM	2	1	29	9	D	A	2	1	4600	1650	29	9	D	A	5	1	0.1%	0.1%	NO	NO
Blossom Hill Road to State Route 87	AM	2	1	93	70	F	F	2	1	4600	1650	94	71	F	F	22	13	0.5%	0.8%	NO	NO
Blossom Hill Road to State Route 87	PM	2	1	31	10	D	A	2	1	4600	1650	31	10	D	A	10	2	0.2%	0.1%	NO	NO
State Route 87 to Almaden Expressway	AM	2	1	111	106	F	F	2	1	4600	1650	112	108	F	F	16	14	0.3%	0.8%	NO	NO
State Route 87 to Almaden Expressway	PM	2	1	28	7	D	A	2	1	4600	1650	28	7	D	A	1	2	0.0%	0.1%	NO	NO
Almaden Expressway to Camden Avenue	AM	2	1	104	82	F	F	2	1	4600	1650	106	83	F	F	23	19	0.5%	1.2%	NO	YES
Almaden Expressway to Camden Avenue	PM	2	1	28	10	D	A	2	1	4600	1650	28	10	D	A	8	3	0.2%	0.2%	NO	NO
Camden Avenue to Union Avenue	AM	2	1	92	58	F	E	2	1	4600	1650	94	59	F	F	40	22	0.9%	1.3%	NO	YES
Camden Avenue to Union Avenue	PM	2	1	25	10	C	A	2	1	4600	1650	25	10	C	A	18	5	0.4%	0.3%	NO	NO
Union Avenue to S. Bascom Avenue	AM	2	1	80	67	F	F	2	1	4600	1650	81	68	F	F	48	24	1.0%	1.5%	NO	YES
Union Avenue to S. Bascom Avenue	PM	2	1	28	7	D	A	2	1	4600	1650	28	7	D	A	24	5	0.5%	0.3%	NO	NO
S. Bascom Avenue to State Route 17	AM	2	1	96	111	F	F	2	1	4600	1650	98	114	F	F	61	24	1.3%	1.5%	YES	YES
S. Bascom Avenue to State Route 17	PM	2	1	20	11	C	A	2	1	4600	1650	21	11	C	A	67	5	1.5%	0.3%	NO	NO
State Route 17 to Winchester Boulevard	AM	2	1	82	96	F	F	2	1	4600	1650	83	98	F	F	58	27	1.3%	1.6%	YES	YES
State Route 17 to Winchester Boulevard	PM	2	1	14	10	B	A	2	1	4600	1650	14	10	B	A	68	7	1.5%	0.4%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	2	1	59	49	F	E	2	1	4600	1650	60	50	F	E	58	32	1.3%	1.9%	YES	NO
Winchester Boulevard to Saratoga Avenue	PM	2	1	32	7	D	A	2	1	4600	1650	33	7	D	A	70	14	1.5%	0.8%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	2	1	52	36	E	D	2	1	4600	1650	54	37	E	D	76	37	1.7%	2.2%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	2	1	21	8	C	A	2	1	4600	1650	22	8	C	A	90	17	2.0%	1.0%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	2	1	65	64	F	F	2	1	4600	1650	67	65	F	F	128	43	2.8%	2.6%	YES	YES
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	2	1	22	9	C	A	2	1	4600	1650	23	9	C	A	119	20	2.6%	1.2%	NO	NO
Stevens Creek Boulevard to I-280	AM	2	1	124	108	F	F	2	1	4600	1650	141	115	F	F	130	41	2.8%	2.5%	YES	YES
Stevens Creek Boulevard to I-280	PM	2	1	13	6	B	A	2	1	4600	1650	14	6	B	A	138	0	3.0%	0.0%	NO	NO
I-280 to Homestead Road	AM	2	1	148	118	F	F	2	1	4600	1650	199	125	F	F	260	47	5.7%	2.8%	YES	YES
I-280 to Homestead Road	PM	2	1	23	7	C	A	2	1	4600	1650	30	7	D	A	270	23	5.9%	1.4%	NO	NO
Homestead Road to Fremont Avenue	AM	2	1	99	88	F	F	2	1	4600	1650	109	92	F	F	244	67	5.3%	4.1%	YES	YES
Homestead Road to Fremont Avenue	PM	2	1	25	7	C	A	2	1	4600	1650	27	8	D	A	268	42	5.8%	2.5%	NO	NO
Fremont Avenue to El Camino Real	AM	2	1	69	61	F	F	2	1	4600	1650	76	64	F	F	277	68	6.0%	4.1%	YES	YES
Fremont Avenue to El Camino Real	PM	2	1	26	8	C	A	2	1	4600	1650	28	9	D	A	305	43	6.6%	2.6%	NO	NO
El Camino Real to 237 Ramps	AM	2	1	42	36	D	D	2	1	4600	1650	46	37	D	D	366	83	8.0%	5.0%	NO	NO
El Camino Real to 237 Ramps	PM	2	1	18	10	B	A	2	1	4600	1650	21	11	C	A	390	63	8.5%	3.8%	NO	NO
237 Ramps to Central Expressway	AM	2	1	30	28	D	D	2	1	4600	1650	33	29	D	D	370	82	8.0%	5.0%	NO	NO
237 Ramps to Central Expressway	PM	2	1	18	9	B	A	2	1	4600	1650	21	10	C	A	415	65	9.0%	3.9%	NO	NO
Central Expressway to US 101	AM	2	1	46	21	D	C	2	1	4600	1650	46	21	D	C	421	89	9.2%	5.4%	NO	NO
Central Expressway to US 101	PM	2	1	17	7	B	A	2	1	4600	1650	21	8	C	A	484	73	10.5%	4.4%	NO	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																					
US 101 to Central Expressway	AM	2	1	21	3	C	A	2	1	4600	1650	23	4	C	A	314	66	6.8%	4.0%	NO	NO
US 101 to Central Expressway	PM	2	1	89	27	F	D	2	1	4600	1650	100	28	F	D	407	75	8.8%	4.5%	YES	NO
Central Expressway to 237 Ramps	AM	2	1	20	3	C	A	2	1	4600	1650	22	4	C	A	297	64	6.5%	3.9%	NO	NO
Central Expressway to 237 Ramps	PM	2	1	116	56	F	E	2	1	4600	1650	136	58	F	E	405	74	8.8%	4.5%	YES	NO
237 Ramps to El Camino Real	AM	2	1	24	4	C	A	2	1	4600	1650	21	5	C	A	296	63	6.4%	3.8%	NO	NO
237 Ramps to El Camino Real	PM	2	1	86	69	F	F	2	1	4600	1650	79	71	F	F	397	72	8.6%	4.4%	YES	YES
El Camino Real to Fremont Avenue	AM	2	1	30	10	D	A	2	1	4600	1650	32	11	D	A	266	50	5.8%	3.0%	NO	NO
El Camino Real to Fremont Avenue	PM	2	1	69	53	F	E	2	1	4600	1650	75	55	F	E	345	61	7.5%	3.7%	YES	NO
Fremont Avenue to Homestead Road	AM	2	1	26	8	C	A	2	1	4600	1650	28	9	D	A	242	47	5.3%	2.8%	NO	NO
Fremont Avenue to Homestead Road	PM	2	1	53	34	E	D	2	1	4600	1650	57	35	E	D	323	59	7.0%	3.6%	NO	NO
Homestead Road to I-280	AM	2	1	12	9	B	A	2	1	4600	1650	13	9	B	A	164	21	3.6%	1.3%	NO	NO
Homestead Road to I-280	PM	2	1	23	24	C	C	2	1	4600	1650	25	25	C	C	201	39	4.4%	2.4%	NO	NO
I-280 to Stevens Creek Boulevard	AM	2	1	21	5	C	A	2	1	4600	1650	26	5	C	A	131	21	2.8%	1.3%	NO	NO
I-280 to Stevens Creek Boulevard	PM	2	1	63	66	F	F	2	1	4600	1650	65	67	F	F	163	35	3.5%	2.1%	YES	YES
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	2	1	18	5	B	A	2	1	4600	1650	19	5	C	A	99	21	2.2%	1.3%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	2	1	90	47	F	E	2	1	4600	1650	94	48	F	E	150	35	3.3%	2.1%	YES	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	2	1	21	8	C	A	2	1	4600	1650	22	8	C	A	83	14	1.8%	0.8%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	2	1	62	52	F	E	2	1	4600	1650	64	53	F	E	94	26	2.0%	1.6%	YES	NO
Saratoga Avenue to Winchester Boulevard	AM	2	1	27	7	D	A	2	1	4600	1650	27	7	D	A	63	14	1.4%	0.8%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	2	1	53	35	E	D	2	1	4600	1650	54	35	E	D	73	26	1.6%	1.6%	NO	NO
Winchester Boulevard to State Route 17	AM	2	1	19	7	C	A	2	1	4600	1650	19	7	C	A	59	6	1.3%	0.4%	NO	NO
Winchester Boulevard to State Route 17	PM	2	1	48	46	E	D	2	1	4600	1650	49	46	E	D	59	21	1.3%	1.3%	NO	NO
State Route 17 to S. Bascom Avenue	AM	2	1	16	11	B	A	2	1	4600	1650	16	11	B	A	35	5	0.8%	0.3%	NO	NO
State Route 17 to S. Bascom Avenue	PM	2	1	72	22	F	C	2	1	4600	1650	73	22	F	C	67	19	1.5%	1.2%	YES	NO
S. Bascom Avenue to Union Avenue	AM	2	1	24	7	C	A	2	1	4600	1650	24	7	C	A	25	4	0.5%	0.2%	NO	NO
S. Bascom Avenue to Union Avenue	PM	2	1	82	38	F	D	2	1	4600	1650	84	38	F	D	60	18	1.3%	1.1%	YES	NO
Union Avenue to Camden Avenue	AM	2	1	20	8	C	A	2	1	4600	1650	20	8	C	A	21	4	0.5%	0.2%	NO	NO
Union Avenue to Camden Avenue	PM	2	1	50	34	E	D	2	1	4600	1650	51	34	E	D	50	18	1.1%	1.1%	NO	NO
Camden Avenue to Almaden Expressway	AM	2	1	25	12	C	B	2	1	4600	1650	25	12	C	B	16	2	0.3%	0.1%	NO	NO
Camden Avenue to Almaden Expressway	PM	2	1	42	34	D	D	2	1	4600	1650	42	34	D	D	32	13	0.7%	0.8%	NO	NO
Almaden Expressway to State Route 87	AM	2	1	23	7	C	A	2	1	4600	1650	23	7	C	A	9	1	0.2%	0.1%	NO	NO
Almaden Expressway to State Route 87	PM	2	1	24	15	C	B	2	1	4600	1650	24	15	C	B	24	11	0.5%	0.7%	NO	NO
State Route 87 to Blossom Hill Road	AM	2	1	22	4	C	A	2	1	4600	1650	22	4	C	A	8	1	0.2%	0.1%	NO	NO
State Route 87 to Blossom Hill Road	PM	2	1	56	33	E	D	2	1	4600	1650	56	33	E	D	27	11	0.6%	0.7%	NO	NO
Blossom Hill Road to Cottle Road	AM	2	1	45	0	D	0	2	1	4600	1650	45	0	D	D	4	1	0.1%	0.1%	NO	NO
Blossom Hill Road to Cottle Road	PM	2	1	30	17	D	B	2	1	4600	1650	30	17	D	B	12	9	0.3%	0.5%	NO	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																					
El Camino Real to 85 Ramps	AM	2	-	50	-	E	-	2	-	4400	-	50	-	E	-	6	-	0.1%	-	NO	-
El Camino Real to 85 Ramps	PM	2	-	43	-	D	-	2	-	4400	-	43	-	D	-	12	-	0.3%	-	NO	-
85 Ramps to Sylvan Avenue	AM	2	-	51	-	E	-	2	-	4400	-	51	-	E	-	0	-	0.0%	-	NO	-
85 Ramps to Sylvan Avenue	PM	2	-	25	-	C	-	2	-	4400	-	25	-	C	-	1	-	0.0%	-	NO	-
Sylvan Avenue to Maude Avenue	AM	2	-	45	-	D	-	2	-	4400	-	45	-	D	-	0	-	0.0%	-	NO	-
Sylvan Avenue to Maude Avenue	PM	2	-	23	-	C	-	2	-	4400	-	23	-	C	-	4	-	0.1%	-	NO	-
Maude Avenue to 101 Ramps	AM	2	-	29	-	D	-	2	-	4400	-	29	-	D	-	5	-	0.1%	-	NO	-
Maude Avenue to 101 Ramps	PM	2	-	38	-	D	-	2	-	4400	-	38	-	D	-	25	-	0.6%	-	NO	-
101 Ramps to Mathilda Avenue	AM	2	-	38	-	D	-	2	-	4400	-	39	-	D	-	118	-	2.7%	-	NO	-
101 Ramps to Mathilda Avenue	PM	2	-	96	-	F	-	2	-	4400	-	100	-	F	-	112	-	2.5%	-	YES	-
Mathilda Avenue to Fair Oaks Avenue	AM	2	1	43	15	D	B	2	1	4600	1650	44	16	D	B	119	39	2.6%	2.4%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	2	1	98	28	F	D	2	1	4600	1650	102	28	F	D	128	31	2.8%	1.9%	YES	NO
Fair Oaks Avenue to Lawrence Expressway	AM	2	1	32	12	D	B	2	1	4600	1650	33	13	D	B	107	37	2.3%	2.2%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	2	1	96	33	F	D	2	1	4600	1650	100	33	F	D	119	34	2.6%	2.1%	YES	NO
Lawrence Expressway to Great America Parkway	AM	2	1	35	16	D	B	2	1	4600	1650	36	17	D	B	78	35	1.7%	2.1%	NO	NO
Lawrence Expressway to Great America Parkway	PM	2	1	100	58	F	E	2	1	4600	1650	104	59	F	F	112	34	2.4%	2.1%	YES	YES
Great America Parkway to North First Street	AM	2	1	46	14	D	B	2	1	4600	1650	47	15	E	B	73	34	1.6%	2.1%	NO	NO
Great America Parkway to North First Street	PM	2	1	88	55	F	E	2	1	4600	1650	91	56	F	E	106	34	2.3%	2.1%	YES	NO
North First Street to Zanker Road	AM	2	1	46	19	D	C	2	1	4600	1650	47	20	E	C	65	29	1.4%	1.8%	NO	NO
North First Street to Zanker Road	PM	2	1	76	54	F	E	2	1	4600	1650	78	55	F	E	106	33	2.3%	2.0%	YES	NO
Zanker Road to McCarthy Boulevard	AM	2	1	35	14	D	B	2	1	4600	1650	35	14	D	B	60	25	1.3%	1.5%	NO	NO
Zanker Road to McCarthy Boulevard	PM	2	1	54	29	E	D	2	1	4600	1650	56	29	E	D	111	29	2.4%	1.8%	NO	NO
McCarthy Boulevard to Interstate 880	AM	2	1	19	11	C	A	2	1	4600	1650	20	11	C	A	27	19	0.6%	1.2%	NO	NO
McCarthy Boulevard to Interstate 880	PM	2	1	132	31	F	D	2	1	4600	1650	141	31	F	D	59	23	1.3%	1.4%	YES	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																					
Interstate 880 to McCarthy Boulevard	AM	2	1	132	68	F	F	2	1	4600	1650	137	69	F	F	70	22	1.5%	1.3%	YES	YES
Interstate 880 to McCarthy Boulevard	PM	2	1	25	7	C	A	2	1	4600	1650	25	7	C	A	48	10	1.0%	0.6%	NO	NO
McCarthy Boulevard to Zanker Road	AM	2	1	117	52	F	E	2	1	4600	1650	146	53	F	E	108	24	2.3%	1.5%	YES	NO
McCarthy Boulevard to Zanker Road	PM	2	1	59	7	F	A	2	1	4600	1650	60	7	F	A	83	29	1.8%	1.8%	YES	NO
Zanker Road to North First Street	AM	2	1	55	36	E	D	2	1	4600	1650	56	37	E	D	100	29	2.2%	1.8%	NO	NO
Zanker Road to North First Street	PM	2	1	49	22	E	C	2	1	4600	1650	50	22	E	C	90	32	2.0%	1.9%	NO	NO
North First Street to Great America Parkway	AM	2	1	48	32	E	D	2	1	4600	1650	49	33	E	D	100	30	2.2%	1.8%	NO	NO
North First Street to Great America Parkway	PM	2	1	44	14	D	B	2	1	4600	1650	45	15	D	B	95	35	2.1%	2.1%	NO	NO
Great America Parkway to Lawrence Expressway	AM	2	1	40	22	D	C	2	1	4600	1650	41	23	D	C	92	31	2.0%	1.9%	NO	NO
Great America Parkway to Lawrence Expressway	PM	2	1	32	16	D	B	2	1	4600	1650	33	17	D	B	98	36	2.1%	2.2%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	2	1	51	34	E	D	2	1	4600	1650	52	35	E	D	98	29	2.1%	1.8%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	PM	2	1	30	19	D	C	2	1	4600	1650	31	20	D	C	107	35	2.3%	2.1%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	-	56	-	E	-	3	-	6900	-	57	-	E	-	99	0	1.4%	-	NO	-
Fair Oaks Avenue to Mathilda Avenue	PM	3	-	83	-	F	-	3	-	6900	-	85	-	F	-	126	0	1.8%	-	YES	-
Mathilda Avenue to 101 Ramps	AM	2	-	45	-	D	-	2	-	4400	-	46	-	D	-	62	0	1.4%	-	NO	-
Mathilda Avenue to 101 Ramps	PM	2	-	33	-	D	-	2	-	4400	-	34	-	D	-	124	35	2.8%	-	NO	-
101 Ramps to Maude Avenue	AM	2	-	31	-	D	-	2	-	4400	-	31	-	D	-	18	-	0.4%	-	NO	-
101 Ramps to Maude Avenue	PM	2	-	56	-	E	-	2	-	4400	-	56	-	E	-	1	-	0.0%	-	NO	-
Maude Avenue to Sylvan Avenue	AM	2	-	30	-	D	-	2	-	4400	-	30	-	D	-	12	-	0.3%	-	NO	-
Maude Avenue to Sylvan Avenue	PM	2	-	77	-	F	-	2	-	4400	-	77	-	F	-	0	-	0.0%	-	NO	-
Sylvan Avenue to 85 Ramps	AM	2	-	28	-	D	-	2	-	4400	-	28	-	D	-	0	-	0.0%	-	NO	-
Sylvan Avenue to 85 Ramps	PM	2	-	76	-	F	-	2	-	4400	-	76	-	F	-	1	-	0.0%	-	NO	-
85 Ramps to El Camino Real	AM	2	-	84	-	F	-	2	-	4400	-	84	-	F	-	1	-	0.0%	-	NO	-
85 Ramps to El Camino Real	PM	2	-	97	-	F	-	2	-	4400	-	98	-	F	-	20	-	0.5%	-	NO	-

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880- Northbound																					
1st Street to US 101	AM	3	-	57	-	E	-	3	-	6900	1650	57	-	E	-	0	-	0.0%	-	NO	-
1st Street to US 101	PM	3	-	43	-	D	-	3	-	6900	1650	43	-	D	-	4	-	0.1%	-	NO	-
US 101 to E. Brokaw Road	AM	3	1	46	15	D	B	3	1	6900	1650	46	15	D	B	2	1	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	3	1	29	10	D	A	3	1	6900	1650	31	10	D	A	4	3	0.1%	0.2%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	3	1	29	10	D	A	3	1	6900	1650	29	10	D	A	3	2	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	3	1	27	23	D	C	3	1	6900	1650	31	23	D	C	0	0	0.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	3	1	23	17	C	B	3	1	6900	1650	23	17	C	B	14	6	0.2%	0.4%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	3	1	34	23	D	C	3	1	6900	1650	22	20	C	C	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to State Route 237	AM	3	1	22	20	C	C	3	1	6900	1650	22	20	C	C	9	5	0.1%	0.3%	NO	NO
Great Mall Parkway to State Route 237	PM	3	1	33	13	D	B	3	1	6900	1650	29	13	D	B	0	1	0.0%	0.1%	NO	NO
State Route 237 to Dixon Landing Road	AM	3	1	20	9	C	A	3	1	6900	1650	23	9	C	A	23	11	0.3%	0.7%	NO	NO
State Route 237 to Dixon Landing Road	PM	3	1	82	58	F	E	3	1	6900	1650	94	58	F	E	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 262	AM	4	1	N/A	N/A	A	A	4	1	9200	1650	N/A	N/A	B	B	184	121	2.0%	7.3%	NO	NO
Dixon Landing Road to State Route 262	PM	4	1	N/A	N/A	F	F	4	1	9200	1650	N/A	N/A	A	A	18	11	0.2%	0.7%	NO	NO
State Route 262 to Fremont Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	F	A	20	17	0.3%	1.0%	NO	NO
State Route 262 to Fremont Boulevard	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	F	E	62	26	0.9%	1.6%	YES	NO
Fremont Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	E	A	12	15	0.2%	0.9%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	F	E	50	23	0.7%	1.4%	YES	NO
Auto Mall Parkway to Stevenson Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	E	A	8	13	0.1%	0.8%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM	3	1	N/A	N/A	D	C	3	1	6900	1650	N/A	N/A	E	C	41	22	0.6%	1.3%	NO	NO
Stevenson Boulevard to Mowry Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	D	A	6	12	0.1%	0.7%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	N/A	N/A	E	D	34	19	0.5%	1.2%	NO	NO
Mowry Avenue to Thorton Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	E	A	8	10	0.1%	0.6%	NO	NO
Mowry Avenue to Thorton Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	N/A	N/A	F	D	32	17	0.5%	1.0%	YES	NO
Thorton Avenue to Decoto Road	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	E	A	11	9	0.2%	0.5%	NO	NO
Thorton Avenue to Decoto Road	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	N/A	N/A	E	D	24	15	0.3%	0.9%	NO	NO
Fremont Boulevard to Decoto Road	AM	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	F	A	33	13	0.5%	0.8%	NO	NO
Fremont Boulevard to Decoto Road	PM	3	1	N/A	N/A	F	E	3	1	6900	1650	N/A	N/A	F	E	55	19	0.8%	1.2%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	AM	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	F	A	33	13	0.5%	0.8%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	F	E	55	19	0.8%	1.2%	YES	NO
Whipple Road to Alvarado-Niles Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	35	11	0.4%	0.7%	NO	NO
Whipple Road to Alvarado-Niles Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	N/A	N/A	D	E	50	14	0.5%	0.8%	NO	NO
Industrial Parkway W to Whipple Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	35	9	0.4%	0.5%	NO	NO
Industrial Parkway W to Whipple Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	N/A	N/A	D	E	46	12	0.5%	0.7%	NO	NO
Industrial Parkway W to Tennyson Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	F	B	35	9	0.4%	0.5%	YES	NO
Industrial Parkway W to Tennyson Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	N/A	N/A	D	E	46	12	0.5%	0.7%	NO	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880- Southbound																					
Tennyson Road to Industrial Parkway W	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	N/A	N/A	F	F	40	8	0.4%	0.5%	NO	NO
Tennyson Road to Industrial Parkway W	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	E	36	6	0.4%	0.4%	NO	NO
Whipple Road to Industrial Parkway W	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	N/A	N/A	F	F	37	11	0.5%	0.7%	NO	NO
Whipple Road to Industrial Parkway W	PM	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	F	F	32	8	0.5%	0.5%	NO	NO
Alvarado-Niles Road to Whipple Road	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	N/A	N/A	F	F	43	11	0.5%	0.7%	NO	NO
Alvarado-Niles Road to Whipple Road	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	F	35	8	0.4%	0.5%	NO	NO
Fremont Boulevard to Alvarado Boulevard	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	N/A	N/A	F	F	46	15	0.7%	0.9%	NO	NO
Fremont Boulevard to Alvarado Boulevard	PM	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	D	E	17	11	0.2%	0.7%	NO	NO
Decoto Road to Fremont Boulevard	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	N/A	N/A	F	F	46	15	0.7%	0.9%	NO	NO
Decoto Road to Fremont Boulevard	PM	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	D	E	17	11	0.2%	0.7%	NO	NO
Decoto Road to Thorton Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	N/A	N/A	F	F	41	14	0.6%	0.8%	NO	NO
Decoto Road to Thorton Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	D	C	11	10	0.2%	0.6%	NO	NO
Thorton Avenu to Mowry Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	N/A	N/A	F	F	43	16	0.6%	1.0%	NO	NO
Thorton Avenu to Mowry Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	D	C	8	11	0.1%	0.7%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	N/A	N/A	F	F	49	16	0.7%	1.0%	NO	NO
Mowry Avenue to Stevenson Boulevard	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	D	A	8	11	0.1%	0.7%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	E	C	3	1	6900	1650	N/A	N/A	F	F	66	19	1.0%	1.2%	YES	YES
Stevenson Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	E	A	12	11	0.2%	0.7%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	F	F	63	20	0.9%	1.2%	NO	YES
Auto Mall Parkway to Fremont Boulevard	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	D	A	16	8	0.2%	0.5%	NO	NO
Fremont Boulevard to State Route 262	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	F	F	73	20	1.1%	1.2%	YES	YES
Fremont Boulevard to State Route 262	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	F	A	29	9	0.4%	0.5%	NO	NO
State Route 262 to Dixon Landing Road	AM	4	1	N/A	N/A	C	B	4	1	9200	1650	N/A	N/A	B	B	0	0	0.0%	0.0%	NO	NO
State Route 262 to Dixon Landing Road	PM	4	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	D	A	27	12	0.4%	0.7%	NO	NO
Dixon Landing Road to State Route 237	AM	3	1	47	60	E	F	3	1	6600	1650	54	61	E	F	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 237	PM	3	1	26	18	C	B	3	1	6900	1650	30	18	E	B	21	9	0.3%	0.5%	NO	NO
State Route 237 to Great Mall Parkway	AM	3	1	51	19	E	C	3	1	6900	1650	51	19	E	C	0	1	0.0%	0.1%	NO	NO
State Route 237 to Great Mall Parkway	PM	3	1	22	13	C	B	3	1	6900	1650	22	13	D	B	3	2	0.0%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	43	17	D	B	3	1	6900	1650	43	17	E	B	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	29	21	D	C	3	1	6900	1650	29	21	D	C	2	2	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	3	1	19	11	C	A	3	1	6900	1650	19	11	E	A	0	1	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	3	1	75	42	F	D	3	1	6900	1650	75	42	C	D	1	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	3	1	60	43	F	D	3	1	6900	1650	60	43	C	D	0	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	PM	3	1	78	50	F	E	3	1	6900	1650	78	50	E	E	0	0	0.0%	0.0%	NO	NO
US 101 to 1st Street	AM	3	-	93	-	F	-	3	-	6900	1650	93	-	E	-	10	-	0.1%	-	NO	-
US 101 to 1st Street	PM	3	-	101	-	F	-	3	-	6900	1650	101	-	D	-	1	-	0.0%	-	NO	-

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																					
Tully Road to Story Road	AM	3	1	72	95	F	F	3	1	6900	1650	73	95	F	F	61	2	0.9%	0.1%	NO	NO
Tully Road to Story Road	PM	3	1	25	13	C	B	3	1	6900	1650	25	13	C	B	35	3	0.5%	0.2%	NO	NO
Story Road to I-280	AM	3	1	79	86	F	F	3	1	6900	1650	80	87	F	F	77	5	1.1%	0.3%	YES	NO
Story Road to I-280	PM	3	1	15	5	B	A	3	1	6900	1650	15	5	B	A	49	7	0.7%	0.4%	NO	NO
I-280 to Santa Clara Street	AM	3	1	103	102	F	F	3	1	6900	1650	105	103	F	F	86	14	1.2%	0.8%	YES	NO
I-280 to Santa Clara Street	PM	3	1	23	10	C	A	3	1	6900	1650	23	10	C	A	52	10	0.8%	0.6%	NO	NO
Santa Clara Street to McKee Road	AM	3	1	112	92	F	F	3	1	6900	1650	115	93	F	F	100	14	1.4%	0.8%	YES	NO
Santa Clara Street to McKee Road	PM	3	1	20	15	C	B	3	1	6900	1650	20	15	C	B	59	10	0.9%	0.6%	NO	NO
McKee Road to Oakland Road	AM	3	1	89	83	F	F	3	1	6900	1650	91	84	F	F	119	14	1.7%	0.8%	YES	NO
McKee Road to Oakland Road	PM	3	1	24	11	C	A	3	1	6900	1650	24	11	C	A	72	10	1.0%	0.6%	NO	NO
Oakland Road to I-880	AM	3	1	96	75	F	F	3	1	6900	1650	99	76	F	F	124	20	1.8%	1.2%	YES	YES
Oakland Road to I-880	PM	3	1	23	10	C	A	3	1	6900	1650	24	10	C	A	95	0	1.4%	0.0%	NO	NO
I-880 to Old Bayshore Highway	AM	3	1	100	84	F	F	3	1	6900	1650	103	85	F	F	125	20	1.8%	1.2%	YES	YES
I-880 to Old Bayshore Highway	PM	3	1	18	6	B	A	3	1	6900	1650	18	6	B	A	82	15	1.2%	0.9%	NO	NO
Old Bayshore Highway to N 1st Street	AM	3	1	109	104	F	F	3	1	6900	1650	113	106	F	F	139	23	2.0%	1.4%	YES	YES
Old Bayshore Highway to N 1st Street	PM	3	1	20	8	C	A	3	1	6900	1650	20	8	C	A	87	16	1.3%	1.0%	NO	NO
N 1st Street to Guadalupe Parkway	AM	3	1	85	84	F	F	3	1	6900	1650	88	85	F	F	177	23	2.6%	1.4%	YES	YES
N 1st Street to Guadalupe Parkway	PM	3	1	17	9	B	A	3	1	6900	1650	18	9	B	A	119	16	1.7%	1.0%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	3	1	107	100	F	F	3	1	6900	1650	112	102	F	F	156	29	2.3%	1.8%	YES	YES
Guadalupe Parkway to De La Cruz Boulevard	PM	3	1	21	6	C	A	3	1	6900	1650	22	6	C	A	151	20	2.2%	1.2%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	3	1	70	53	F	E	3	1	6900	1650	73	54	F	E	216	33	3.1%	2.0%	YES	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	3	1	31	14	D	B	3	1	6900	1650	32	14	D	B	212	31	3.1%	1.9%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	3	1	81	51	F	E	3	1	6900	1650	85	52	F	E	219	41	3.2%	2.5%	YES	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	3	1	38	26	D	C	3	1	6900	1650	39	27	D	D	222	44	3.2%	2.7%	NO	NO
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	3	1	83	60	F	F	3	1	6900	1650	88	61	F	F	284	41	4.1%	2.5%	YES	YES
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	3	1	45	18	D	B	3	1	6900	1650	47	19	E	C	319	48	4.6%	2.9%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	3	1	90	55	F	E	3	1	6900	1650	96	56	F	E	303	46	4.4%	2.8%	YES	NO
Lawrence Expressway to Fair Oaks Avenue	PM	3	1	30	16	D	B	3	1	6900	1650	32	17	D	B	385	58	5.6%	3.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	1	59	37	F	D	3	1	6900	1650	62	38	F	D	349	49	5.1%	3.0%	YES	NO
Fair Oaks Avenue to Mathilda Avenue	PM	3	1	28	24	D	C	3	1	6900	1650	30	25	D	C	411	67	6.0%	4.1%	NO	NO
Mathilda Avenue to 237 Ramps	AM	3	1	40	42	D	D	3	1	6900	1650	42	43	D	D	374	49	5.4%	3.0%	NO	NO
Mathilda Avenue to 237 Ramps	PM	3	1	26	37	C	D	3	1	6900	1650	28	38	D	D	444	67	6.4%	4.1%	NO	NO
237 Ramps to Ellis Street	AM	3	1	49	35	E	D	3	1	6900	1650	52	36	E	D	416	75	6.0%	4.5%	NO	NO
237 Ramps to Ellis Street	PM	3	1	36	22	D	C	3	1	6900	1650	39	24	D	C	562	110	8.1%	6.7%	NO	NO
Moffett Boulevard to 85 Ramps	AM	3	1	66	33	F	D	3	1	6900	1650	71	34	F	D	418	76	6.1%	4.6%	YES	NO
Moffett Boulevard to 85 Ramps	PM	3	1	52	16	E	B	3	1	6900	1650	57	18	E	B	602	115	8.7%	7.0%	NO	NO
85 Ramps to Shoreline Boulevard	AM	4	1	79	34	F	D	4	1	9200	1650	82	35	F	D	277	57	3.0%	3.5%	YES	NO
85 Ramps to Shoreline Boulevard	PM	4	1	47	15	E	B	4	1	9200	1650	48	15	E	B	100	19	1.1%	1.2%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	AM	3	1	76	25	F	C	3	1	6900	1650	83	50	F	E	453	19	6.6%	1.2%	YES	NO
Shoreline Boulevard to Rengstorff Avenue	PM	3	1	74	13	F	B	3	1	6900	1650	81	27	F	D	476	58	6.9%	3.5%	YES	NO
Rengstorff Avenue to San Antonio Avenue	AM	3	1	42	20	D	C	3	1	6900	1650	45	41	D	D	485	35	7.0%	2.1%	NO	NO
Rengstorff Avenue to San Antonio Avenue	PM	3	1	62	11	F	A	3	1	6900	1650	65	23	F	C	309	42	4.5%	2.5%	YES	NO
San Antonio Avenue to Oregon Expressway	AM	3	1	42	29	D	D	3	1	6900	1650	43	47	D	E	207	34	3.0%	2.1%	NO	NO
San Antonio Avenue to Oregon Expressway	PM	3	1	62	22	F	C	3	1	6900	1650	65	36	F	D	275	41	4.0%	2.5%	YES	NO
Oregon Expressway to Embarcadero Road	AM	3	1	46	38	D	D	3	1	6900	1650	47	39	E	D	169	34	2.4%	2.1%	NO	NO
Oregon Expressway to Embarcadero Road	PM	3	1	62	36	F	D	3	1	6900	1650	64	37	F	D	210	41	3.0%	2.5%	YES	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																					
Embarcadero Road to University Ave*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	183	34	2.7%	2.1%	YES	YES
Embarcadero Road to University Ave*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	251	41	3.6%	2.5%	YES	YES
University Avenue to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	180	31	2.6%	1.9%	YES	YES
University Avenue to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	241	32	3.5%	1.9%	YES	YES
Willow Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	169	27	2.4%	1.6%	YES	YES
Willow Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	214	31	3.1%	1.9%	YES	YES
Marsh Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	174	18	2.5%	1.1%	YES	YES
Marsh Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	197	20	2.9%	1.2%	YES	YES
Woodside Road to Whipple Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	141	17	2.0%	1.0%	YES	NO
Woodside Road to Whipple Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	157	20	2.3%	1.2%	YES	YES
Whipple Road to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	135	0	1.5%	-	YES	-
Whipple Road to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	150	0	1.6%	-	YES	-
Holly Street to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	121	0	1.3%	-	YES	-
Holly Street to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	140	0	1.5%	-	YES	-
Marine Parkway to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	114	0	1.2%	-	YES	-
Marine Parkway to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	126	0	1.4%	-	YES	-
E Hillsdale Boulevard to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	93	0	1.0%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	103	0	1.1%	-	YES	-
State Route 92 to Kehoe Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	82	0	0.9%	-	NO	-
State Route 92 to Kehoe Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	82	0	0.9%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	81	0	0.9%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	80	0	0.9%	-	NO	-
E 3rd Avenue to Dore Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	80	0	0.9%	-	NO	-
E 3rd Avenue to Dore Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	77	0	0.8%	-	NO	-
Dore Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	72	0	0.8%	-	NO	-
Dore Avenue to Broadway*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	72	0	0.8%	-	NO	-
Broadway to Millbrae Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	66	0	0.7%	-	NO	-
Broadway to Millbrae Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	70	0	0.8%	-	NO	-
US 101 - Southbound (San Mateo County)																					
Millbrae Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	47	0	0.5%	-	NO	-
Millbrae Avenue to Broadway*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	69	0	0.8%	-	NO	-
Broadway to Poplar Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	50	0	0.5%	-	NO	-
Broadway to Poplar Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	74	0	0.8%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	53	0	0.6%	-	NO	-
Poplar Avenue to 3rd Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	76	0	0.8%	-	NO	-
E 3rd Avenue to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	62	0	0.7%	-	NO	-
E 3rd Avenue to State Route 92*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	87	0	0.9%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	75	0	0.8%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	101	0	1.1%	-	YES	-
E Hillsdale Boulevard to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	94	0	1.0%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	123	0	1.3%	-	YES	-
Marine Parkway to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	101	0	1.1%	-	YES	-
Marine Parkway to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	138	0	1.5%	-	YES	-
Holly Street to Whipple Road*	AM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	122	0	1.3%	-	YES	-
Holly Street to Whipple Road*	PM	4	-	N/A	-	F	-	4	-	9200	-	N/A	-	F	-	172	0	1.9%	-	YES	-
Whipple Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	113	20	1.6%	1.2%	YES	YES
Whipple Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	159	20	2.3%	1.2%	YES	YES
Woodside Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	145	25	2.1%	1.5%	YES	YES
Woodside Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	207	23	3.0%	1.4%	YES	YES
Marsh Road to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	145	29	2.1%	1.8%	YES	YES
Marsh Road to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	206	30	3.0%	1.8%	YES	YES
Willow Road to University Avenue*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	166	34	2.4%	2.1%	YES	YES
Willow Road to University Avenue*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	230	34	3.3%	2.1%	YES	YES
University Ave to Embarcadero Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	171	34	2.5%	2.1%	YES	YES
University Ave to Embarcadero Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	N/A	N/A	F	F	240	34	3.5%	2.1%	YES	YES

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																					
Embarcadero Road to Oregon Expressway	AM	3	1	35	33	D	D	3	1	6900	1650	36	34	D	D	127	34	1.8%	2.1%	NO	NO
Embarcadero Road to Oregon Expressway	PM	3	1	104	83	F	F	3	1	6900	1650	110	85	F	F	211	35	3.1%	2.1%	YES	YES
Oregon Expressway to San Antonio Avenue	AM	3	1	34	19	D	C	3	1	6900	1650	35	31	D	D	160	27	2.3%	1.6%	NO	NO
Oregon Expressway to San Antonio Avenue	PM	3	1	89	26	F	C	3	1	6900	1650	94	42	F	D	247	35	3.6%	2.1%	YES	NO
San Antonio Avenue to Rengstorff Avenue	AM	3	1	48	18	E	B	3	1	6900	1650	49	37	E	D	90	27	1.3%	1.6%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	3	1	85	19	F	C	3	1	6900	1650	89	39	F	D	228	35	3.3%	2.1%	YES	NO
Rengstorff Avenue to Shoreline Boulevard	AM	3	1	40	21	D	C	3	1	6900	1650	41	43	D	D	148	35	2.1%	2.1%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	PM	3	1	49	20	E	C	3	1	6900	1650	52	41	E	D	416	79	6.0%	4.8%	NO	NO
Shoreline Boulevard to 85 Ramps	AM	3	1	36	27	D	D	3	1	6900	1650	36	27	D	D	57	24	0.8%	1.5%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	3	1	47	32	E	D	3	1	6900	1650	49	33	E	D	266	85	3.9%	5.2%	NO	NO
85 Ramps to Moffett Boulevard	AM	3	1	31	28	D	D	3	1	6900	1650	31	28	D	D	57	11	0.8%	0.7%	NO	NO
85 Ramps to Moffett Boulevard	PM	3	1	103	35	F	D	3	1	6900	1650	110	35	F	D	266	30	3.9%	1.8%	YES	NO
Ellis Street to 237 Ramps	AM	3	1	33	22	D	C	3	1	6900	1650	35	24	D	C	433	115	6.3%	7.0%	NO	NO
Ellis Street to 237 Ramps	PM	3	1	70	36	F	D	3	1	6900	1650	76	37	F	D	491	79	7.1%	4.8%	YES	NO
237 Ramps to Mathilda Avenue	AM	3	1	23	22	C	C	3	1	6900	1650	24	24	C	C	288	101	4.2%	6.1%	NO	NO
237 Ramps to Mathilda Avenue	PM	3	1	31	31	D	D	3	1	6900	1650	33	32	D	D	372	72	5.4%	4.4%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	AM	3	1	34	14	D	B	3	1	6900	1650	36	15	D	B	287	67	4.2%	4.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	3	1	43	31	D	D	3	1	6900	1650	45	32	D	D	371	53	5.4%	3.2%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	AM	3	1	38	16	D	B	3	1	6900	1650	40	17	D	B	281	50	4.1%	3.0%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	3	1	71	75	F	F	3	1	6900	1650	75	76	F	F	341	41	4.9%	2.5%	YES	YES
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	3	1	50	16	E	B	3	1	6900	1650	52	17	E	B	253	42	3.7%	2.5%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	3	1	97	93	F	F	3	1	6900	1650	104	95	F	F	316	39	4.6%	2.4%	YES	YES
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	25	16	C	B	3	1	6900	1650	26	17	C	B	164	42	2.4%	2.5%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	99	91	F	F	3	1	6900	1650	105	93	F	F	234	39	3.4%	2.4%	YES	YES
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	3	1	27	14	D	B	3	1	6900	1650	28	14	D	B	168	28	2.4%	1.7%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	3	1	104	63	F	F	3	1	6900	1650	111	64	F	F	255	32	3.7%	1.9%	YES	YES
De La Cruz Boulevard to Guadalupe Parkway	AM	3	1	35	9	D	A	3	1	6900	1650	36	9	D	A	118	18	1.7%	1.1%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	3	1	87	48	F	E	3	1	6900	1650	91	49	F	E	201	28	2.9%	1.7%	YES	NO
Guadalupe Parkway to N 1st Street	AM	3	1	13	6	B	A	3	1	6900	1650	13	6	B	A	94	13	1.4%	0.8%	NO	NO
Guadalupe Parkway to N 1st Street	PM	3	1	94	78	F	F	3	1	6900	1650	98	79	F	F	202	23	2.9%	1.4%	YES	YES
N 1st Street to Old Bayshore Highway	AM	3	1	17	6	B	A	3	1	6900	1650	17	6	B	A	61	13	0.9%	0.8%	NO	NO
N 1st Street to Old Bayshore Highway	PM	3	1	147	91	F	F	3	1	6900	1650	157	92	F	F	172	23	2.5%	1.4%	YES	YES
Old Bayshore Highway to I-880	AM	3	1	12	8	B	A	3	1	6900	1650	12	8	B	A	61	12	0.9%	0.7%	NO	NO
Old Bayshore Highway to I-880	PM	3	1	126	72	F	F	3	1	6900	1650	133	73	F	F	173	22	2.5%	1.3%	YES	YES
I-880 to Oakland Road	AM	3	1	16	5	B	A	3	1	6900	1650	16	5	B	A	54	12	0.8%	0.7%	NO	NO
I-880 to Oakland Road	PM	3	1	107	84	F	F	3	1	6900	1650	112	85	F	F	165	22	2.4%	1.3%	YES	YES
Oakland Road to McKee Road	AM	3	1	19	6	C	A	3	1	6900	1650	19	6	C	A	47	8	0.7%	0.5%	NO	NO
Oakland Road to McKee Road	PM	3	1	53	33	E	D	3	1	6900	1650	54	33	E	D	138	17	2.0%	1.0%	NO	NO
McKee Road to Santa Clara Street	AM	3	1	14	12	B	B	3	1	6900	1650	14	12	B	B	46	1	0.7%	0.1%	NO	NO
McKee Road to Santa Clara Street	PM	3	1	35	20	D	C	3	1	6900	1650	36	20	D	C	132	14	1.9%	0.8%	NO	NO
Santa Clara Street to I-280	AM	3	1	18	4	B	A	3	1	6900	1650	18	4	B	A	42	1	0.6%	0.1%	NO	NO
Santa Clara Street to I-280	PM	3	1	34	28	D	D	3	1	6900	1650	35	28	D	D	120	14	1.7%	0.8%	NO	NO
I-280 to Story Road	AM	3	1	16	7	B	A	3	1	6900	1650	16	7	B	A	31	6	0.4%	0.4%	NO	NO
I-280 to Story Road	PM	3	1	41	21	D	C	3	1	6900	1650	42	21	D	C	98	7	1.4%	0.4%	NO	NO
Story Road to Tully Road	AM	3	1	20	7	C	A	3	1	6900	1650	20	7	C	A	24	0	0.3%	0.0%	NO	NO
Story Road to Tully Road	PM	3	1	48	26	E	C	3	1	6900	1650	49	26	E	C	72	1	1.0%	0.1%	NO	NO

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																					
Bird Avenue to Merdian Avenue	AM	4	-	89	-	F	-	4	-	9200	-	89	-	F	-	10	0	0.1%	-	NO	-
Bird Avenue to Merdian Avenue	PM	4	-	38	-	D	-	4	-	9200	-	38	-	D	-	2	0	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	3	1	100	70	F	F	3	1	6900	1650	114	70	F	F	25	3	0.4%	0.2%	NO	NO
Merdian Avenue to Interstate 880	PM	3	1	21	19	C	C	3	1	6900	1650	24	19	C	C	11	1	0.2%	0.1%	NO	NO
Interstate 880 to Winchester Boulevard	AM	3	1	94	63	F	F	3	1	6900	1650	95	63	F	F	36	6	0.5%	0.4%	NO	NO
Interstate 880 to Winchester Boulevard	PM	3	1	70	20	F	C	3	1	6900	1650	70	20	F	C	21	3	0.3%	0.2%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	3	1	78	48	F	E	3	1	6900	1650	79	48	F	E	48	8	0.7%	0.5%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	3	1	53	16	E	B	3	1	6900	1650	53	16	E	B	35	4	0.5%	0.2%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	3	1	89	78	F	F	3	1	6900	1650	90	79	F	F	62	10	0.9%	0.6%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	3	1	37	15	D	B	3	1	6900	1650	37	15	D	B	50	6	0.7%	0.4%	NO	NO
Lawrence Expressway to Wolfe Road	AM	3	1	81	46	F	D	3	1	6900	1650	82	46	F	D	72	12	1.0%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	PM	3	1	23	10	C	A	3	1	6900	1650	23	10	C	A	64	8	0.9%	0.5%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	3	1	62	57	F	E	3	1	6900	1650	63	58	F	E	72	15	1.0%	0.9%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	3	1	25	7	C	A	3	1	6900	1650	26	7	C	A	79	11	1.1%	0.7%	NO	NO
N De Anza Boulevard to State Route 85	AM	3	1	73	45	F	D	3	1	6900	1650	74	45	F	D	79	8	1.1%	0.5%	YES	NO
N De Anza Boulevard to State Route 85	PM	3	1	23	7	C	A	3	1	6900	1650	24	7	C	A	94	13	1.4%	0.8%	NO	NO
State Route 85 to Foothill Expressway	AM	3	1	70	58	F	E	3	1	6900	1650	70	58	F	E	18	3	0.3%	0.2%	NO	NO
State Route 85 to Foothill Expressway	PM	3	1	22	8	C	A	3	1	6900	1650	22	8	C	A	5	2	0.1%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	3	1	37	53	D	E	3	1	6900	1650	37	53	D	E	2	1	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	3	1	22	13	C	B	3	1	6900	1650	22	13	C	B	2	0	0.0%	0.0%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	3	-	48	-	E	-	3	-	6900	-	48	-	E	-	3	-	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	3	-	25	-	C	-	3	-	6900	-	25	-	C	-	3	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	AM	4	-	32	-	D	-	4	-	9200	-	32	-	D	-	0	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	PM	4	-	25	-	C	-	4	-	9200	-	25	-	C	-	0	-	0.0%	-	NO	-
Page Mill Road to Alpine Road	AM	4	-	32	-	C	-	4	-	9200	-	32	-	C	-	9	-	0.1%	-	NO	-
Page Mill Road to Alpine Road	PM	4	-	36	-	D	-	4	-	9200	-	36	-	D	-	13	-	0.1%	-	NO	-
Interstate 280 - Southbound																					
Alpine Road to Page Mill Road	AM	4	-	25	-	C	-	4	-	9200	-	25	-	C	-	20	-	0.2%	-	NO	-
Alpine Road to Page Mill Road	PM	4	-	32	-	D	-	4	-	9200	-	32	-	D	-	7	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	AM	4	-	21	-	C	-	4	-	9200	-	21	-	C	-	0	-	0.0%	-	NO	-
Page Mill Road to S El Monte Ave	PM	4	-	68	-	F	-	4	-	9200	-	68	-	F	-	0	-	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	3	-	20	-	C	-	3	-	6900	-	20	-	C	-	0	-	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	3	-	81	-	F	-	3	-	6900	-	81	-	F	-	0	-	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	3	1	23	12	C	B	3	1	6900	1650	23	12	C	B	0	0	0.0%	0.0%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	3	1	37	18	D	C	3	1	6900	1650	37	18	D	C	0	0	0.0%	0.0%	NO	NO
Foothill Expressway to State Route 85	AM	3	1	33	14	D	B	3	1	6900	1650	33	14	D	B	3	3	0.0%	0.2%	NO	NO
Foothill Expressway to State Route 85	PM	3	1	40	14	D	B	3	1	6900	1650	40	18	D	B	26	2	0.4%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	3	1	24	9	C	A	3	1	6900	1650	24	9	C	A	68	13	1.0%	0.8%	NO	NO
State Route 85 to N De Anza Boulevard	PM	3	1	103	19	F	E	3	1	6900	1650	106	49	F	E	113	15	1.6%	0.9%	YES	NO
N De Anza Boulevard to Wolfe Road	AM	3	1	36	10	D	A	3	1	6900	1650	36	10	D	A	59	13	0.9%	0.8%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	3	1	77	30	F	E	3	1	6900	1650	79	51	F	E	107	15	1.6%	0.9%	YES	NO
Wolfe Road to Lawrence Expressway	AM	3	1	35	16	D	B	3	1	6900	1650	35	16	D	B	50	7	0.7%	0.4%	NO	NO
Wolfe Road to Lawrence Expressway	PM	3	1	81	19	F	E	3	1	6900	1650	83	55	F	E	104	10	1.5%	0.6%	YES	NO
Lawrence Expressway to Saratoga Avenue	AM	3	1	37	10	D	A	3	1	6900	1650	37	10	D	A	39	5	0.6%	0.3%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	3	1	85	37	F	D	3	1	6900	1650	86	42	F	D	76	8	1.1%	0.5%	YES	NO
Saratoga Avenue to Winchester Boulevard	AM	3	1	32	10	D	B	3	1	6900	1650	32	11	D	A	22	5	0.3%	0.3%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	3	1	74	29	F	D	3	1	6900	1650	75	45	F	D	48	8	0.7%	0.5%	NO	NO
Winchester Boulevard to Interstate 880	AM	3	1	33	14	C	B	3	1	6900	1650	33	14	D	B	31	3	0.4%	0.2%	NO	NO
Winchester Boulevard to Interstate 880	PM	3	1	90	21	F	F	3	1	6900	1650	91	70	F	F	33	6	0.5%	0.4%	NO	NO
Interstate 880 to Merdian Avenue	AM	3	1	26	18	C	B	3	1	6900	1650	26	10	C	A	8	1	0.1%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	PM	3	1	90	30	F	F	3	1	6900	1650	91	87	F	F	27	3	0.4%	0.2%	NO	NO
Merdian Avenue to Bird Avenue	AM	4	-	36	-	D	-	4	-	9200	-	36	-	D	-	2	0	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	4	-	81	-	F	-	4	-	9200	-	81	-	F	-	15	0	0.2%	-	NO	-

Table J-1: Existing with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Existing with Project													
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		Density ³		LOS ⁴		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																					
Lark Avenue to State Route 85	AM	2	-	46	-	D	-	3	-	6900	-	33	-	D	-	7	0	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	2	-	22	-	C	-	3	-	6900	-	23	-	C	-	35	0	0.5%	-	NO	-
State Route 85 to Camden Avenue	AM	3	-	74	-	F	-	3	-	6900	-	42	-	D	-	1	0	0.0%	-	NO	-
State Route 85 to Camden Avenue	PM	3	-	19	-	C	-	3	-	6900	-	20	-	C	-	1	0	0.0%	-	NO	-
State Route 17 - Southbound																					
Camden Avenue to State Route 85	AM	3	-	24	-	C	-	3	-	6900	-	20	-	C	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	3	-	28	-	D	-	3	-	6900	-	22	-	C	-	2	0	0.0%	-	NO	-
State Route 85 to Lark Avenue	AM	2	-	20	-	C	-	2	-	4400	-	21	-	C	-	26	0	0.6%	-	NO	-
State Route 85 to Lark Avenue	PM	2	-	65	-	F	-	2	-	4400	-	44	-	D	-	11	0	0.3%	-	NO	-
State Route 87 - Northbound																					
Coleman Street to W. Julian Street	AM	2	1	69	32	F	D	2	1	4600	1650	22	6	C	A	41	2	0.9%	0.1%	NO	NO
Coleman Street to W. Julian Street	PM	2	1	22	6	C	A	2	1	4600	1650	22	6	C	A	36	3	0.8%	0.2%	NO	NO
Coleman Street to W Taylor Street	AM	2	1	142	51	F	F	2	1	4600	1650	143	51	F	E	43	5	0.9%	0.3%	NO	NO
Coleman Street to W Taylor Street	PM	2	1	22	7	C	A	2	1	4600	1650	22	7	C	A	52	7	1.1%	0.4%	NO	NO
W Taylor Street to Skyport Drive	AM	2	1	100	61	F	F	2	1	4600	1650	101	61	F	F	43	6	0.9%	0.4%	NO	NO
W Taylor Street to Skyport Drive	PM	2	1	16	7	B	A	2	1	4600	1650	16	7	B	A	62	8	1.3%	0.5%	NO	NO
Skyport Drive to US 101	AM	2	1	79	62	F	F	2	1	4600	1650	80	62	F	F	43	6	0.9%	0.4%	NO	NO
Skyport Drive to US 101	PM	2	1	18	4	B	A	2	1	4600	1650	18	4	B	A	67	9	1.5%	0.5%	NO	NO
State Route 87 - Southbound																					
US 101 to Skyport Drive	AM	2	1	26	6	C	A	2	1	4600	1650	26	6	C	A	51	9	1.1%	0.5%	NO	NO
US 101 to Skyport Drive	PM	2	1	109	24	F	C	2	1	4600	1650	111	24	F	C	54	3	1.2%	0.2%	YES	NO
Skyport Drive to W Taylor Street	AM	2	1	16	3	B	A	2	1	4600	1650	16	3	B	A	47	9	1.0%	0.5%	NO	NO
Skyport Drive to W Taylor Street	PM	2	1	93	17	F	B	2	1	4600	1650	95	17	F	B	52	4	1.1%	0.2%	YES	NO
W. Taylor Street to Coleman Street	AM	2	1	18	9	B	A	2	1	4600	1650	18	9	B	A	39	7	0.8%	0.4%	NO	NO
W. Taylor Street to Coleman Street	PM	2	1	81	31	F	D	2	1	4600	1650	82	31	F	D	45	3	1.0%	0.2%	NO	NO
W. Julian Street to Coleman Street	AM	2	1	27	10	D	A	2	1	4600	1650	27	10	D	A	21	5	0.5%	0.3%	NO	NO
W. Julian Street to Coleman Street	PM	2	1	61	44	F	D	2	1	4600	1650	62	44	F	D	39	2	0.8%	0.1%	NO	NO
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. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 *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 thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County. Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities). BolcBold and highlighted :ates a significant impact (project adds >1% of segment capacity to segments with unacceptable operations). Source: Monitoring & Conformance Report, VTA, 2014; Fehr & Peers, December 2016.																					

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																			
Cottle Road to Blossom Hill Road	AM	2	1	76	52	F	E	2	1	4600	1650	>1.0	1	YES	YES	0.9%	1.0%	NO	NO
Cottle Road to Blossom Hill Road	PM	2	1	29	9	D	A	2	1	4600	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
Blossom Hill Road to State Route 87	AM	2	1	93	70	F	F	2	1	4600	1650	1	1	YES	YES	1.1%	1.1%	YES	YES
Blossom Hill Road to State Route 87	PM	2	1	31	10	D	A	2	1	4400	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
State Route 87 to Almaden Expressway	AM	2	1	111	106	F	F	2	1	4600	1650	1	>1.0	YES	YES	1.2%	1.3%	YES	YES
State Route 87 to Almaden Expressway	PM	2	1	28	7	D	A	2	1	4600	1650	1	0	NO	NO	0.0%	0.1%	NO	NO
Almaden Expressway to Camden Avenue	AM	2	1	104	82	F	F	2	1	4600	1650	>1.0	1	YES	YES	1.3%	1.9%	YES	YES
Almaden Expressway to Camden Avenue	PM	2	1	28	10	D	A	2	1	4600	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
Camden Avenue to Union Avenue	AM	2	1	92	58	F	E	2	1	4600	1650	1	1	YES	YES	1.8%	2.1%	YES	YES
Camden Avenue to Union Avenue	PM	2	1	25	10	C	A	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Union Avenue to S. Bascom Avenue	AM	2	1	80	67	F	F	2	1	4600	1650	1	1	YES	YES	2.1%	2.4%	YES	YES
Union Avenue to S. Bascom Avenue	PM	2	1	28	7	D	A	2	1	4600	1650	1	0	NO	NO	0.1%	0.1%	NO	NO
S. Bascom Avenue to State Route 17	AM	2	1	96	111	F	F	2	1	4600	1650	1	1	YES	YES	2.6%	2.4%	YES	YES
S. Bascom Avenue to State Route 17	PM	2	1	20	11	C	A	2	1	4600	1650	1	0	NO	NO	0.2%	0.1%	NO	NO
State Route 17 to Winchester Boulevard	AM	2	1	82	96	F	F	2	1	4600	1650	1	1	YES	YES	2.5%	2.8%	YES	YES
State Route 17 to Winchester Boulevard	PM	2	1	14	10	B	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	2	1	59	49	F	E	2	1	4600	1650	1	1	YES	YES	2.4%	3.1%	YES	YES
Winchester Boulevard to Saratoga Avenue	PM	2	1	32	7	D	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	2	1	52	36	E	D	2	1	4600	1650	1	1	NO	YES	2.9%	3.7%	NO	YES
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	2	1	21	8	C	A	2	1	4600	1650	1	1	NO	NO	0.3%	0.3%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	2	1	65	64	F	F	2	1	4600	1650	>1.0	1	YES	YES	3.9%	4.2%	YES	YES
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	2	1	22	9	C	A	2	1	4600	1650	1	1	NO	NO	0.5%	0.4%	NO	NO
Stevens Creek Boulevard to I-280	AM	2	1	124	108	F	F	2	1	4600	1650	>1.0	>1.0	YES	YES	4.0%	3.5%	YES	YES
Stevens Creek Boulevard to I-280	PM	2	1	13	6	B	A	2	1	4600	1650	0	0	NO	NO	0.5%	0.2%	NO	NO
I-280 to Homestead Road	AM	2	1	148	118	F	F	2	1	4600	1650	1	>1.0	YES	YES	8.5%	4.4%	YES	YES
I-280 to Homestead Road	PM	2	1	23	7	C	A	2	1	4600	1650	1	0	NO	NO	1.1%	0.4%	NO	NO
Homestead Road to Fremont Avenue	AM	2	1	99	88	F	F	2	1	4600	1650	1	1	YES	YES	8.8%	5.9%	YES	YES
Homestead Road to Fremont Avenue	PM	2	1	25	7	C	A	2	1	4600	1650	1	1	NO	NO	1.2%	0.7%	NO	NO
Fremont Avenue to El Camino Real	AM	2	1	69	61	F	F	2	1	4600	1650	1	1	YES	YES	10.6%	7.2%	YES	YES
Fremont Avenue to El Camino Real	PM	2	1	26	8	C	A	2	1	4600	1650	1	1	NO	NO	1.3%	0.7%	NO	NO
El Camino Real to 237 Ramps	AM	2	1	42	36	D	D	2	1	4600	1650	1	1	YES	YES	12.8%	9.0%	YES	YES
El Camino Real to 237 Ramps	PM	2	1	18	10	B	A	2	1	4600	1650	1	0	NO	NO	1.8%	1.0%	NO	NO
237 Ramps to Central Expressway	AM	2	1	30	28	D	D	2	1	4600	1650	1	1	NO	YES	13.2%	9.5%	NO	YES
237 Ramps to Central Expressway	PM	2	1	18	9	B	A	2	1	4600	1650	1	0	NO	NO	1.7%	1.0%	NO	NO
Central Expressway to US 101	AM	2	1	46	21	D	C	2	1	4600	1650	1	1	YES	YES	15.1%	10.5%	YES	YES
Central Expressway to US 101	PM	2	1	17	7	B	A	2	1	4600	1650	1	0	NO	NO	2.3%	1.2%	NO	NO

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																			
US 101 to Central Expressway	AM	2	1	21	3	C	A	2	1	4600	1650	1	1	NO	NO	1.6%	1.0%	NO	NO
US 101 to Central Expressway	PM	2	1	89	27	F	D	2	1	4600	1650	>1.0	1	YES	NO	8.0%	4.8%	YES	NO
Central Expressway to 237 Ramps	AM	2	1	20	3	C	A	2	1	4600	1650	1	1	NO	NO	1.3%	1.0%	NO	NO
Central Expressway to 237 Ramps	PM	2	1	116	56	F	E	2	1	4600	1650	>1.0	1	YES	NO	7.0%	4.8%	YES	NO
237 Ramps to El Camino Real	AM	2	1	24	4	C	A	2	1	4600	1650	1	1	NO	NO	1.4%	1.6%	NO	NO
237 Ramps to El Camino Real	PM	2	1	86	69	F	F	2	1	4600	1650	>1.0	1	YES	YES	7.3%	4.5%	YES	YES
El Camino Real to Fremont Avenue	AM	2	1	30	10	D	A	2	1	4600	1650	1	1	NO	NO	1.2%	0.8%	NO	NO
El Camino Real to Fremont Avenue	PM	2	1	69	53	F	E	2	1	4600	1650	>1.0	1	YES	YES	7.1%	4.3%	YES	YES
Fremont Avenue to Homestead Road	AM	2	1	26	8	C	A	2	1	4600	1650	1	1	NO	NO	1.1%	0.7%	NO	NO
Fremont Avenue to Homestead Road	PM	2	1	53	34	E	D	2	1	4600	1650	1	1	YES	YES	6.7%	3.5%	YES	YES
Homestead Road to I-280	AM	2	1	12	9	B	A	2	1	4600	1650	1	0	NO	NO	0.7%	0.4%	NO	NO
Homestead Road to I-280	PM	2	1	23	24	C	C	2	1	4600	1650	1	1	NO	NO	4.3%	3.0%	NO	NO
I-280 to Stevens Creek Boulevard	AM	2	1	21	5	C	A	2	1	4600	1650	1	1	NO	NO	0.6%	0.4%	NO	NO
I-280 to Stevens Creek Boulevard	PM	2	1	63	66	F	F	2	1	4600	1650	1	>1.0	YES	YES	3.6%	2.7%	YES	YES
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	2	1	18	5	B	A	2	1	4600	1650	1	1	NO	NO	0.4%	0.4%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	2	1	90	47	F	E	2	1	4600	1650	>1.0	1	YES	YES	3.2%	2.7%	YES	YES
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	2	1	21	8	C	A	2	1	4600	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	2	1	62	52	F	E	2	1	4600	1650	>1.0	1	YES	NO	2.4%	2.2%	YES	NO
Saratoga Avenue to Winchester Boulevard	AM	2	1	27	7	D	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	2	1	53	35	E	D	2	1	4600	1650	1	1	NO	NO	1.9%	2.2%	NO	NO
Winchester Boulevard to State Route 17	AM	2	1	19	7	C	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
Winchester Boulevard to State Route 17	PM	2	1	48	46	E	D	2	1	4600	1650	1	1	NO	YES	1.5%	1.9%	NO	YES
State Route 17 to S. Bascom Avenue	AM	2	1	16	11	B	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
State Route 17 to S. Bascom Avenue	PM	2	1	72	22	F	C	2	1	4600	1650	>1.0	1	YES	NO	2.0%	1.6%	YES	NO
S. Bascom Avenue to Union Avenue	AM	2	1	24	7	C	A	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
S. Bascom Avenue to Union Avenue	PM	2	1	82	38	F	D	2	1	4600	1650	1	1	YES	YES	1.8%	1.6%	YES	YES
Union Avenue to Camden Avenue	AM	2	1	20	8	C	A	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Union Avenue to Camden Avenue	PM	2	1	50	34	E	D	2	1	4600	1650	1	1	NO	YES	1.4%	1.6%	NO	YES
Camden Avenue to Almaden Expressway	AM	2	1	25	12	C	B	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Camden Avenue to Almaden Expressway	PM	2	1	42	34	D	D	2	1	4600	1650	1	1	NO	YES	1.2%	1.3%	NO	YES
Almaden Expressway to State Route 87	AM	2	1	23	7	C	A	2	1	4600	1650	1	1	YES	NO	0.1%	0.1%	NO	NO
Almaden Expressway to State Route 87	PM	2	1	24	15	C	B	2	1	4600	1650	1	1	YES	NO	1.2%	0.8%	YES	NO
State Route 87 to Blossom Hill Road	AM	2	1	22	4	C	A	2	1	4600	1650	1	1	YES	NO	0.0%	0.1%	NO	NO
State Route 87 to Blossom Hill Road	PM	2	1	56	33	E	D	2	1	4400	1650	1	1	YES	NO	1.2%	0.8%	YES	NO
Blossom Hill Road to Cottle Road	AM	2	1	45	0	D	O	2	1	4600	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
Blossom Hill Road to Cottle Road	PM	2	1	30	17	D	B	2	1	4600	1650	1	1	NO	NO	0.8%	0.6%	NO	NO

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																			
El Camino Real to 85 Ramps	AM	2	-	50	-	E	-	2	-	4400	-	1	-	NO	-	0.6%	-	NO	-
El Camino Real to 85 Ramps	PM	2	-	43	-	D	-	2	-	4400	-	0	-	NO	-	0.3%	-	NO	-
85 Ramps to Sylvan Avenue	AM	2	-	51	-	E	-	2	1	4600	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
85 Ramps to Sylvan Avenue	PM	2	-	25	-	C	-	2	1	4600	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
Sylvan Avenue to Maude Avenue	AM	2	-	45	-	D	-	2	1	4600	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
Sylvan Avenue to Maude Avenue	PM	2	-	23	-	C	-	2	1	4600	1650	1	1	NO	NO	0.7%	0.4%	NO	NO
Maude Avenue to 101 Ramps	AM	2	-	29	-	D	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Maude Avenue to 101 Ramps	PM	2	-	38	-	D	-	2	1	4600	1650	2	1	YES	NO	1.8%	0.5%	YES	NO
101 Ramps to Mathilda Avenue	AM	2	-	38	-	D	-	2	1	4600	1650	1	1	YES	NO	0.4%	0.1%	NO	NO
101 Ramps to Mathilda Avenue	PM	2	-	96	-	F	-	2	1	4600	1650	1	1	YES	NO	2.6%	0.7%	YES	NO
Mathilda Avenue to Fair Oaks Avenue	AM	2	1	43	15	D	B	2	1	4600	1650	1	1	YES	YES	0.4%	0.4%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	2	1	98	28	F	D	2	1	4600	1650	1	1	YES	YES	2.9%	1.4%	YES	YES
Fair Oaks Avenue to Lawrence Expressway	AM	2	1	32	12	D	B	2	1	4600	1650	1	1	YES	YES	0.4%	0.4%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	2	1	96	33	F	D	2	1	4600	1650	>1.0	1	YES	YES	2.7%	1.5%	YES	YES
Lawrence Expressway to Great America Parkway	AM	2	1	35	16	D	B	2	1	4600	1650	1	1	YES	YES	0.5%	0.4%	NO	NO
Lawrence Expressway to Great America Parkway	PM	2	1	100	58	F	E	2	1	4600	1650	1	1	YES	YES	2.8%	1.3%	YES	YES
Great America Parkway to North First Street	AM	2	1	46	14	D	B	2	1	4600	1650	1	1	YES	YES	0.4%	0.4%	NO	NO
Great America Parkway to North First Street	PM	2	1	88	55	F	E	2	1	4600	1650	1	1	YES	YES	2.5%	1.5%	YES	YES
North First Street to Zanker Road	AM	2	1	46	19	D	C	2	1	4600	1650	1	2	YES	YES	0.3%	0.4%	NO	NO
North First Street to Zanker Road	PM	2	1	76	54	F	E	2	1	4600	1650	1	2	YES	YES	2.3%	1.6%	YES	YES
Zanker Road to McCarthy Boulevard	AM	2	1	35	14	D	B	2	1	4600	1650	1	1	YES	YES	0.3%	0.3%	NO	NO
Zanker Road to McCarthy Boulevard	PM	2	1	54	29	E	D	2	1	4600	1650	2	2	YES	YES	2.5%	1.6%	YES	YES
McCarthy Boulevard to Interstate 880	AM	2	1	19	11	C	A	2	1	4600	1650	1	1	NO	YES	0.2%	0.2%	NO	NO
McCarthy Boulevard to Interstate 880	PM	2	1	132	31	F	D	2	1	4600	1650	1	2	YES	YES	1.4%	1.4%	YES	YES

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																			
Interstate 880 to McCarthy Boulevard	AM	2	1	132	68	F	F	2	1	4600	1650	1	2	YES	YES	2.4%	2.9%	YES	YES
Interstate 880 to McCarthy Boulevard	PM	2	1	25	7	C	A	2	1	4600	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
McCarthy Boulevard to Zanker Road	AM	2	1	117	52	F	E	2	1	4600	1650	2	2	YES	YES	4.0%	2.4%	YES	YES
McCarthy Boulevard to Zanker Road	PM	2	1	59	7	F	A	2	1	4600	1650	2	1	YES	NO	0.4%	0.2%	NO	NO
Zanker Road to North First Street	AM	2	1	55	36	E	D	2	1	4600	1650	2	2	YES	YES	3.6%	3.0%	YES	YES
Zanker Road to North First Street	PM	2	1	49	22	E	C	2	1	4600	1650	1	1	YES	YES	0.4%	0.3%	NO	NO
North First Street to Great America Parkway	AM	2	1	48	32	E	D	2	1	4600	1650	2	2	YES	YES	3.7%	3.0%	YES	YES
North First Street to Great America Parkway	PM	2	1	44	14	D	B	2	1	4600	1650	1	1	YES	YES	0.4%	0.3%	NO	NO
Great America Parkway to Lawrence Expressway	AM	2	1	40	22	D	C	2	1	4600	1650	1	2	YES	YES	2.8%	3.0%	YES	YES
Great America Parkway to Lawrence Expressway	PM	2	1	32	16	D	B	2	1	4600	1650	1	1	YES	YES	0.4%	0.4%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	2	1	51	34	E	D	2	1	4600	1650	1	1	YES	YES	3.3%	2.0%	YES	YES
Lawrence Expressway to Fair Oaks Avenue	PM	2	1	30	19	D	C	2	1	4600	1650	1	1	YES	NO	0.5%	0.3%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	-	56	-	E	-	3	1	6900	1650	1	1	NO	YES	2.5%	2.2%	NO	YES
Fair Oaks Avenue to Mathilda Avenue	PM	3	-	83	-	F	-	3	1	6900	1650	>1.0	1	YES	YES	0.3%	0.3%	NO	NO
Mathilda Avenue to 101 Ramps	AM	2	-	45	-	D	-	2	1	4600	1650	1	1	NO	YES	2.1%	2.2%	NO	YES
Mathilda Avenue to 101 Ramps	PM	2	-	33	-	D	-	2	1	4600	1650	1	1	NO	YES	0.3%	0.3%	NO	NO
101 Ramps to Maude Avenue	AM	2	-	31	-	D	-	2	1	4600	1650	1	1	NO	YES	0.9%	1.2%	NO	YES
101 Ramps to Maude Avenue	PM	2	-	56	-	E	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Maude Avenue to Sylvan Avenue	AM	2	-	30	-	D	-	2	1	4600	1650	1	1	NO	NO	0.6%	1.0%	NO	NO
Maude Avenue to Sylvan Avenue	PM	2	-	77	-	F	-	2	1	4600	1650	>1.0	1	YES	NO	0.0%	0.1%	NO	NO
Sylvan Avenue to 85 Ramps	AM	2	-	28	-	D	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.7%	NO	NO
Sylvan Avenue to 85 Ramps	PM	2	-	76	-	F	-	2	1	4600	1650	>1.0	1	YES	NO	0.2%	0.0%	NO	NO
85 Ramps to El Camino Real	AM	2	-	84	-	F	-	2	-	4400	-	>1.0	-	YES	-	0.0%	-	NO	-
85 Ramps to El Camino Real	PM	2	-	97	-	F	-	2	-	4400	-	>1.0	-	YES	-	0.0%	-	NO	-

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Intestate 880-Northbound																			
1st Street to US 101	AM	3	-	57	-	E	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-
1st Street to US 101	PM	3	-	43	-	D	-	3	-	6900	-	1	-	YES	-	0.1%	-	NO	-
US 101 to E. Brokaw Road	AM	3	1	46	15	D	B	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	3	1	29	10	D	A	3	1	6900	1650	1	2	YES	YES	0.2%	0.5%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	3	1	29	10	D	A	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	3	1	27	23	D	C	3	1	6900	1650	1	2	YES	YES	0.2%	0.5%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	3	1	23	17	C	B	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	3	1	34	23	D	C	3	1	6900	1650	1	2	YES	YES	0.3%	0.5%	NO	NO
Great Mall Parkway to State Route 237	AM	3	1	22	20	C	C	3	1	6900	1650	1	1	YES	YES	0.0%	0.1%	NO	NO
Great Mall Parkway to State Route 237	PM	3	1	33	13	D	B	3	1	6900	1650	2	2	YES	YES	0.3%	0.5%	NO	NO
State Route 237 to Dixon Landing Road	AM	3	1	20	9	C	A	3	1	6900	1650	2	2	YES	YES	0.2%	0.1%	NO	NO
State Route 237 to Dixon Landing Road	PM	3	1	82	58	F	E	3	1	6900	1650	2	2	YES	YES	1.7%	1.0%	YES	NO
Dixon Landing Road to State Route 262	AM	5	1	N/A	N/A	A	A	5	1	11500	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Dixon Landing Road to State Route 262	PM	5	1	N/A	N/A	F	F	5	1	11500	1650	2	2	YES	YES	1.0%	1.3%	NO	YES
State Route 262 to Fremont Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	2	2	YES	YES	0.1%	0.3%	NO	NO
State Route 262 to Fremont Boulevard	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	2	YES	YES	1.2%	1.6%	YES	YES
Fremont Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.2%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	2	YES	YES	1.1%	1.4%	YES	YES
Auto Mall Parkway to Stevenson Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.2%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM	3	1	N/A	N/A	D	C	3	1	6900	1650	2	2	YES	YES	1.1%	1.3%	YES	YES
Stevenson Boulevard to Mowry Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	NO	YES	0.1%	0.2%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	1	2	YES	YES	1.0%	1.2%	NO	YES
Mowry Avenue to Thorton Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	NO	YES	0.1%	0.1%	NO	NO
Mowry Avenue to Thorton Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	1	2	YES	YES	0.9%	1.0%	NO	NO
Thorton Avenue to Decoto Road	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	YES	YES	0.1%	0.1%	NO	NO
Thorton Avenue to Decoto Road	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	1	2	YES	YES	0.8%	0.8%	NO	NO
Decoto Road to Paseo Padre Parkway	AM	3	1	N/A	N/A	C	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Decoto Road to Paseo Padre Parkway	PM	3	1	N/A	N/A	F	E	3	1	6900	1650	2	2	YES	YES	1.0%	1.1%	NO	YES
Alvardo Boulevard to Fremont Boulevard	AM	3	1	N/A	N/A	D	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Alvardo Boulevard to Fremont Boulevard	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	2	YES	YES	1.0%	1.1%	NO	YES
Whipple Road to Alvarado-Niles Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Whipple Road to Alvarado-Niles Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.7%	0.8%	NO	NO
Industrial Parkway W to Whipple Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Industrial Parkway W to Whipple Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.6%	0.7%	NO	NO
Industrial Parkway W to Tennyson Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Industrial Parkway W to Tennyson Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.6%	0.7%	NO	NO

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
<i>Interstate 880-Southbound</i>																			
Tennyson Road to Industrial Parkway W	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	1	2	YES	YES	0.8%	0.9%	NO	NO
Tennyson Road to Industrial Parkway W	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	1	1	YES	YES	0.1%	0.1%	NO	NO
Whilpple Road to Industrial Parkway W	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	2	2	YES	YES	1.0%	1.2%	NO	YES
Whilpple Road to Industrial Parkway W	PM	3	1	N/A	N/A	D	B	3	1	6900	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Alvarado-Niles Road to Whipple Road	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	1	2	YES	YES	0.9%	1.1%	NO	YES
Alvarado-Niles Road to Whipple Road	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	1	2	YES	YES	0.1%	0.1%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	2	2	YES	YES	1.2%	1.6%	YES	YES
Fremont Boulevard to Alvardo Boulevard	PM	3	1	N/A	N/A	C	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.2%	NO	NO
Paseo Padre Parkway to Decoto Road	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	1.2%	1.6%	YES	YES
Paseo Padre Parkway to Decoto Road	PM	3	1	N/A	N/A	D	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.2%	NO	NO
Decoto Road to Thorton Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	1.0%	1.5%	NO	YES
Decoto Road to Thorton Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.1%	0.1%	NO	NO
Thorton Avenu to Mowry Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	1	2	YES	YES	1.1%	1.7%	YES	YES
Thorton Avenu to Mowry Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.1%	0.2%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	1.2%	1.9%	YES	YES
Mowry Avenue to Stevenson Boulevard	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.1%	0.2%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	E	C	3	1	6900	1650	2	2	YES	YES	1.7%	2.1%	YES	YES
Stevenson Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	YES	YES	0.1%	0.2%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	2	2	YES	YES	1.4%	2.4%	YES	YES
Auto Mall Parkway to Fremont Boulevard	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.1%	0.3%	NO	NO
Fremont Boulevard to State Route 262	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	2	2	YES	YES	1.8%	2.3%	YES	YES
Fremont Boulevard to State Route 262	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	2	2	YES	YES	0.2%	0.2%	NO	NO
State Route 262 to Dixon Landing Road	AM	4	1	N/A	N/A	C	B	4	1	9200	1650	2	2	YES	YES	1.9%	1.9%	YES	YES
State Route 262 to Dixon Landing Road	PM	4	1	N/A	N/A	A	A	4	1	9200	1650	2	2	YES	YES	0.2%	0.2%	NO	NO
Dixon Landing Road to State Route 237	AM	3	1	47	60	E	F	3	1	6900	1650	2	6	YES	YES	1.9%	5.3%	YES	YES
Dixon Landing Road to State Route 237	PM	3	1	26	18	C	B	3	1	6900	1650	1	4	YES	YES	0.2%	0.5%	NO	NO
State Route 237 to Great Mall Parkway	AM	3	1	51	19	E	C	3	1	6900	1650	1	2	YES	YES	0.5%	0.5%	NO	NO
State Route 237 to Great Mall Parkway	PM	3	1	22	13	C	B	3	1	6900	1650	1	1	NO	NO	0.0%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	43	17	D	B	3	1	6900	1650	1	2	YES	YES	0.5%	0.6%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	29	21	D	C	3	1	6900	1650	1	1	NO	YES	0.0%	0.2%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	3	1	19	11	C	A	3	1	6900	1650	1	2	YES	YES	0.3%	0.5%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	3	1	75	42	F	D	3	1	6900	1650	>1.0	1	YES	YES	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	3	1	60	43	F	D	3	1	6900	1650	1	2	YES	YES	0.2%	0.5%	NO	NO
E. Brokaw Road to US 101	PM	3	1	78	50	F	E	3	1	6900	1650	>1.0	1	YES	YES	0.0%	0.1%	NO	NO
US 101 to 1st Street	AM	3	-	93	-	F	-	3	-	6900	-	1	-	YES	-	0.1%	-	NO	-
US 101 to 1st Street	PM	3	-	101	-	F	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																			
Tully Road to Story Road	AM	3	1	72	95	F	F	3	1	6900	1650	1	>1.0	YES	YES	0.8%	0.4%	NO	NO
Tully Road to Story Road	PM	3	1	25	13	C	B	3	1	6900	1650	1	0	YES	NO	0.1%	0.1%	NO	NO
Story Road to I-280	AM	3	1	79	86	F	F	3	1	6900	1650	>1.0	>1.0	YES	YES	0.9%	0.4%	NO	NO
Story Road to I-280	PM	3	1	15	5	B	A	3	1	6900	1650	1	0	NO	NO	0.1%	0.1%	NO	NO
I-280 to Santa Clara Street	AM	3	1	103	102	F	F	3	1	6900	1650	1	1	YES	YES	1.2%	1.5%	YES	YES
I-280 to Santa Clara Street	PM	3	1	23	10	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Santa Clara Street to McKee Road	AM	3	1	112	92	F	F	3	1	6900	1650	1	1	YES	YES	1.6%	1.5%	YES	YES
Santa Clara Street to McKee Road	PM	3	1	20	15	C	B	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
McKee Road to Oakland Road	AM	3	1	89	83	F	F	3	1	6900	1650	1	1	YES	YES	2.1%	1.5%	YES	YES
McKee Road to Oakland Road	PM	3	1	24	11	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Oakland Road to I-880	AM	3	1	96	75	F	F	3	1	6900	1650	1	1	YES	YES	2.2%	2.0%	YES	YES
Oakland Road to I-880	PM	3	1	23	10	C	A	3	1	6900	1650	1	0	NO	NO	0.3%	0.2%	NO	NO
I-880 to Old Bayshore Highway	AM	3	1	100	84	F	F	3	1	6900	1650	1	1	YES	YES	2.4%	2.1%	YES	YES
I-880 to Old Bayshore Highway	PM	3	1	18	6	B	A	3	1	6900	1650	1	0	NO	NO	0.3%	0.2%	NO	NO
Old Bayshore Highway to N 1st Street	AM	3	1	109	104	F	F	3	1	6900	1650	1	1	YES	YES	2.8%	2.5%	YES	YES
Old Bayshore Highway to N 1st Street	PM	3	1	20	8	C	A	3	1	6900	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
N 1st Street to Guadalupe Parkway	AM	3	1	85	84	F	F	3	1	6900	1650	1	1	YES	YES	3.5%	2.5%	YES	YES
N 1st Street to Guadalupe Parkway	PM	3	1	17	9	B	A	3	1	6900	1650	1	1	NO	NO	0.4%	0.2%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	3	1	107	100	F	F	3	1	6900	1650	>1.0	1	YES	YES	3.1%	2.8%	YES	YES
Guadalupe Parkway to De La Cruz Boulevard	PM	3	1	21	6	C	A	3	1	6900	1650	1	1	NO	NO	0.5%	0.3%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	3	1	70	53	F	E	3	1	6900	1650	1	1	YES	YES	3.5%	3.3%	YES	YES
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	3	1	31	14	D	B	3	1	6900	1650	1	1	NO	NO	0.5%	0.4%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	3	1	81	51	F	E	3	1	6900	1650	>1.0	1	YES	YES	4.2%	4.1%	YES	YES
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	3	1	38	26	D	C	3	1	6900	1650	1	1	NO	YES	0.6%	0.7%	NO	NO
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	3	1	83	60	F	F	3	1	6900	1650	1	1	YES	YES	5.8%	4.2%	YES	YES
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	3	1	45	18	D	B	3	1	6900	1650	1	1	NO	NO	0.9%	0.7%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	3	1	90	55	F	E	3	1	6900	1650	>1.0	1	YES	YES	6.5%	4.7%	YES	YES
Lawrence Expressway to Fair Oaks Avenue	PM	3	1	30	16	D	B	3	1	6900	1650	1	1	NO	NO	1.0%	0.9%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	1	59	37	F	D	3	1	6900	1650	>1.0	1	YES	YES	7.2%	5.5%	YES	YES
Fair Oaks Avenue to Mathilda Avenue	PM	3	1	28	24	D	C	3	1	6900	1650	1	1	NO	NO	1.2%	1.0%	NO	NO
Mathilda Avenue to 237 Ramps	AM	3	1	40	42	D	D	3	1	6900	1650	1	1	NO	YES	8.9%	5.5%	NO	YES
Mathilda Avenue to 237 Ramps	PM	3	1	26	37	C	D	3	1	6900	1650	1	1	NO	NO	1.2%	1.0%	NO	NO
237 Ramps to Ellis Street	AM	3	1	49	35	E	D	3	1	6900	1650	1	2	YES	YES	10.3%	7.2%	YES	YES
237 Ramps to Ellis Street	PM	3	1	36	22	D	C	3	1	6900	1650	1	1	NO	YES	1.4%	1.3%	NO	YES
Moffett Boulevard to 85 Ramps	AM	3	1	66	33	F	D	3	1	6900	1650	>1.0	1	YES	YES	9.5%	7.2%	YES	YES
Moffett Boulevard to 85 Ramps	PM	3	1	52	16	E	B	3	1	6900	1650	1	1	NO	YES	1.6%	1.3%	NO	YES
85 Ramps to Shoreline Boulevard	AM	4	1	79	34	F	D	4	2	9200	3300	>1.0	1	YES	NO	4.1%	2.2%	YES	NO
85 Ramps to Shoreline Boulevard	PM	4	1	47	15	E	B	4	2	9200	3300	1	1	NO	NO	0.2%	0.1%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	AM	3	1	76	25	F	C	3	2	6900	3300	1	1	YES	NO	9.7%	0.6%	YES	NO
Shoreline Boulevard to Rengstorff Avenue	PM	3	1	74	13	F	B	3	2	6900	3300	>1.0	1	YES	NO	3.0%	0.6%	YES	NO
Rengstorff Avenue to San Antonio Avenue	AM	3	1	42	20	D	C	3	2	6900	3300	1	1	YES	NO	2.8%	0.3%	YES	NO
Rengstorff Avenue to San Antonio Avenue	PM	3	1	62	11	F	A	3	2	6900	3300	1	1	YES	NO	6.2%	1.0%	YES	NO
San Antonio Avenue to Oregon Expressway	AM	3	1	42	29	D	D	3	2	6900	3300	1	1	YES	NO	0.8%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway	PM	3	1	62	22	F	C	3	2	6900	3300	1	1	YES	NO	3.9%	1.0%	YES	NO
Oregon Expressway to Embarcadero Road	AM	3	1	46	38	D	D	3	1	6900	1650	1	1	NO	YES	0.4%	0.3%	NO	NO
Oregon Expressway to Embarcadero Road	PM	3	1	62	36	F	D	3	1	6900	1650	>1.0	1	YES	YES	3.1%	2.1%	YES	YES

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																			
Embarcadero Road to University Ave*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.6%	0.3%	NO	NO
Embarcadero Road to University Ave*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	3.7%	2.1%	YES	YES
University Avenue to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.6%	0.4%	NO	NO
University Avenue to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	3.7%	1.7%	YES	YES
Willow Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.5%	0.3%	NO	NO
Willow Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	3.4%	1.6%	YES	YES
Marsh Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	0.5%	0.2%	NO	NO
Marsh Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	3.3%	1.4%	YES	YES
Woodside Road to Whipple Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	0.4%	0.2%	NO	NO
Woodside Road to Whipple Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	2.6%	1.3%	YES	YES
Whipple Road to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.3%	-	NO	-
Whipple Road to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.8%	-	YES	-
Holly Street to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.3%	-	NO	-
Holly Street to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.7%	-	YES	-
Marine Parkway to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.6%	-	YES	-
E Hillsdale Boulevard to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.3%	-	YES	-
State Route 92 to Kehoe Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.2%	-	NO	-
State Route 92 to Kehoe Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.1%	-	YES	-
Kehoe Avenue to E 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.2%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.0%	-	NO	-
E 3rd Avenue to Dore Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.2%	-	NO	-
E 3rd Avenue to Dore Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.9%	-	NO	-
Dore Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.1%	-	NO	-
Dore Avenue to Broadway*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.9%	-	NO	-
Broadway to Millbrae Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.1%	-	NO	-
Broadway to Millbrae Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.8%	-	NO	-
US 101 - Southbound (San Mateo County)																			
Millbrae Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.8%	-	NO	-
Millbrae Avenue to Broadway*	PM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.1%	-	NO	-
Broadway to Poplar Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.8%	-	NO	-
Broadway to Poplar Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.1%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.9%	-	NO	-
Poplar Avenue to 3rd Avenue*	PM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.1%	-	NO	-
E 3rd Avenue to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.1%	-	YES	-
E 3rd Avenue to State Route 92*	PM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.2%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.3%	-	YES	-
State Route 92 to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.7%	-	YES	-
E Hillsdale Boulevard to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
Marine Parkway to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.8%	-	YES	-
Marine Parkway to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
Holly Street to Whipple Road*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	2.3%	-	YES	-
Holly Street to Whipple Road*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.3%	-	NO	-
Whipple Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	2.9%	2.0%	YES	YES
Whipple Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.4%	0.2%	NO	NO
Woodside Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	3.4%	2.2%	YES	YES
Woodside Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	0.4%	0.2%	NO	NO
Marsh Road to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	3.4%	2.2%	YES	YES
Marsh Road to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.5%	0.2%	NO	NO
Willow Road to University Avenue*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	2	YES	YES	3.6%	2.3%	YES	YES
Willow Road to University Avenue*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.5%	0.2%	NO	NO
University Ave to Embarcadero Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	2	YES	YES	3.7%	2.3%	YES	YES
University Ave to Embarcadero Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	0.5%	0.2%	NO	NO

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																			
Embarcadero Road to Oregon Expressway	AM	3	1	35	33	D	D	3	1	6900	1650	1	2	NO	YES	3.3%	2.3%	NO	YES
Embarcadero Road to Oregon Expressway	PM	3	1	104	83	F	F	3	1	6900	1650	>1.0	1	YES	YES	0.3%	0.2%	NO	NO
Oregon Expressway to San Antonio Avenue	AM	3	1	34	19	D	C	3	2	6900	3300	1	1	YES	NO	4.0%	0.8%	YES	NO
Oregon Expressway to San Antonio Avenue	PM	3	1	89	26	F	C	3	2	6900	3300	>1.0	1	YES	NO	0.5%	0.1%	NO	NO
San Antonio Avenue to Rengstorff Avenue	AM	3	1	48	18	E	B	3	2	6900	3300	1	1	NO	NO	1.9%	0.8%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	3	1	85	19	F	C	3	2	6900	3300	>1.0	1	YES	NO	0.1%	0.1%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	AM	3	1	40	21	D	C	3	2	6900	3300	1	1	YES	NO	0.5%	0.4%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	PM	3	1	49	20	E	C	3	2	6900	3300	1	1	YES	NO	5.1%	2.2%	YES	NO
Shoreline Boulevard to 85 Ramps	AM	3	1	36	27	D	D	3	2	6900	3300	1	1	NO	NO	0.3%	0.5%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	3	1	47	32	E	D	3	2	6900	3300	1	1	NO	NO	3.1%	3.1%	NO	NO
85 Ramps to Moffett Boulevard	AM	3	1	31	28	D	D	3	1	6900	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
85 Ramps to Moffett Boulevard	PM	3	1	103	35	F	D	3	1	6900	1650	>1.0	0	YES	NO	3.1%	0.7%	YES	NO
Ellis Street to 237 Ramps	AM	3	1	33	22	D	C	3	1	6900	1650	1	1	YES	YES	1.4%	1.3%	YES	YES
Ellis Street to 237 Ramps	PM	3	1	70	36	F	D	3	1	6900	1650	1	1	YES	YES	7.5%	3.9%	YES	YES
237 Ramps to Mathilda Avenue	AM	3	1	23	22	C	C	3	1	6900	1650	1	1	NO	YES	0.9%	1.3%	NO	YES
237 Ramps to Mathilda Avenue	PM	3	1	31	31	D	D	3	1	6900	1650	1	1	NO	YES	5.1%	4.1%	NO	YES
Mathilda Avenue to Fair Oaks Avenue	AM	3	1	34	14	D	B	3	1	6900	1650	1	1	NO	NO	0.9%	1.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	3	1	43	31	D	D	3	1	6900	1650	1	1	NO	YES	5.1%	4.0%	NO	YES
Fair Oaks Avenue to Lawrence Expressway	AM	3	1	38	16	D	B	3	1	6900	1650	1	1	NO	NO	0.9%	0.8%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	3	1	71	75	F	F	3	1	6900	1650	>1.0	1	YES	YES	4.5%	3.0%	YES	YES
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	3	1	50	16	E	B	3	1	6900	1650	1	1	NO	NO	0.6%	0.7%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	3	1	97	93	F	F	3	1	6900	1650	>1.0	1	YES	YES	3.1%	2.7%	YES	YES
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	25	16	C	B	3	1	6900	1650	1	1	NO	NO	0.5%	0.7%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	99	91	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.7%	2.7%	YES	YES
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	3	1	27	14	D	B	3	1	6900	1650	1	1	NO	NO	0.5%	0.4%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	3	1	104	63	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.4%	2.2%	YES	YES
De La Cruz Boulevard to Guadalupe Parkway	AM	3	1	35	9	D	A	3	1	6900	1650	1	1	NO	NO	0.4%	0.3%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	3	1	87	48	F	E	3	1	6900	1650	1	1	YES	YES	2.5%	2.1%	YES	YES
Guadalupe Parkway to N 1st Street	AM	3	1	13	6	B	A	3	1	6900	1650	1	1	NO	NO	0.3%	0.3%	NO	NO
Guadalupe Parkway to N 1st Street	PM	3	1	94	78	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.6%	1.9%	YES	YES
N 1st Street to Old Bayshore Highway	AM	3	1	17	6	B	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.3%	NO	NO
N 1st Street to Old Bayshore Highway	PM	3	1	147	91	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.1%	1.9%	YES	YES
Old Bayshore Highway to I-880	AM	3	1	12	8	B	A	3	1	6900	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
Old Bayshore Highway to I-880	PM	3	1	126	72	F	F	3	1	6900	1650	1	1	YES	YES	2.2%	1.3%	YES	YES
I-880 to Oakland Road	AM	3	1	16	5	B	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
I-880 to Oakland Road	PM	3	1	107	84	F	F	3	1	6900	1650	1	1	YES	YES	1.9%	1.3%	YES	YES
Oakland Road to McKee Road	AM	3	1	19	6	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Oakland Road to McKee Road	PM	3	1	53	33	E	D	3	1	6900	1650	1	1	YES	YES	1.6%	0.8%	YES	NO
McKee Road to Santa Clara Street	AM	3	1	14	12	B	B	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
McKee Road to Santa Clara Street	PM	3	1	35	20	D	C	3	1	6900	1650	1	1	NO	YES	1.1%	0.8%	NO	NO
Santa Clara Street to I-280	AM	3	1	18	4	B	A	3	1	6900	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Santa Clara Street to I-280	PM	3	1	34	28	D	D	3	1	6900	1650	1	1	YES	YES	1.0%	0.8%	NO	NO
I-280 to Story Road	AM	3	1	16	7	B	A	3	1	6900	1650	1	0	NO	NO	0.1%	0.1%	NO	NO
I-280 to Story Road	PM	3	1	41	21	D	C	3	1	6900	1650	1	1	NO	NO	0.5%	0.1%	NO	NO
Story Road to Tully Road	AM	3	1	20	7	C	A	3	1	6900	1650	2	0	YES	NO	0.1%	0.1%	NO	NO
Story Road to Tully Road	PM	3	1	48	26	E	C	3	1	6900	1650	2	1	YES	NO	0.5%	0.1%	NO	NO

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																			
Bird Avenue to Merdian Avenue	AM	4	-	89	-	F	-	4	-	9200	-	1	-	YES	-	0.5%	-	NO	-
Bird Avenue to Merdian Avenue	PM	4	-	38	-	D	-	4	-	9200	-	1	-	YES	-	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	3	1	100	70	F	F	3	1	6900	1650	2	1	YES	YES	1.0%	0.6%	NO	NO
Merdian Avenue to Interstate 880	PM	3	1	21	19	C	C	3	1	6900	1650	1	1	YES	NO	0.0%	0.1%	NO	NO
Interstate 880 to Winchester Boulevard	AM	3	1	94	63	F	F	3	1	6900	1650	1	2	YES	YES	1.1%	1.0%	YES	NO
Interstate 880 to Winchester Boulevard	PM	3	1	70	20	F	C	3	1	6900	1650	>1.0	1	YES	NO	0.1%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	3	1	78	48	F	E	3	1	6900	1650	1	1	YES	YES	1.1%	1.0%	YES	NO
Winchester Boulevard to Saratoga Avenue	PM	3	1	53	16	E	B	3	1	6900	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	3	1	89	78	F	F	3	1	6900	1650	1	1	YES	YES	1.3%	1.3%	YES	YES
Saratoga Avenue to Lawrence Expressway	PM	3	1	37	15	D	B	3	1	6900	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Lawrence Expressway to Wolfe Road	AM	3	1	81	46	F	D	3	1	6900	1650	>1.0	1	YES	YES	1.5%	1.3%	YES	YES
Lawrence Expressway to Wolfe Road	PM	3	1	23	10	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	3	1	62	57	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.5%	1.7%	YES	YES
Wolfe Road to N De Anza Boulevard	PM	3	1	25	7	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
N De Anza Boulevard to State Route 85	AM	3	1	73	45	F	D	3	1	6900	1650	1	1	YES	NO	1.8%	0.4%	YES	NO
N De Anza Boulevard to State Route 85	PM	3	1	23	7	C	A	3	1	6900	1650	1	1	NO	NO	0.2%	0.2%	NO	NO
State Route 85 to Foothill Expressway	AM	3	1	70	58	F	E	3	1	6900	1650	2	2	YES	YES	0.2%	0.0%	NO	NO
State Route 85 to Foothill Expressway	PM	3	1	22	8	C	A	3	1	6900	1650	1	1	YES	YES	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	3	1	37	53	D	E	3	1	6900	1650	1	2	YES	YES	0.0%	0.0%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	3	1	22	13	C	B	3	1	6900	1650	1	1	NO	YES	0.0%	0.0%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	3	-	48	-	E	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	3	-	25	-	C	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	AM	4	-	32	-	D	-	4	-	9200	-	1	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	PM	4	-	25	-	C	-	4	-	9200	-	1	-	NO	-	0.0%	-	NO	-
Page Mill Road to Alpine Road	AM	4	-	32	-	C	-	4	-	9200	-	1	-	YES	-	0.0%	-	NO	-
Page Mill Road to Alpine Road	PM	4	-	36	-	D	-	4	-	9200	-	1	-	YES	-	0.2%	-	NO	-
Interstate 280 - Southbound																			
Alpine Road to Page Mill Road	AM	4	-	25	-	C	-	4	-	9200	-	1	-	YES	-	0.4%	-	NO	-
Alpine Road to Page Mill Road	PM	4	-	32	-	D	-	4	-	9200	-	1	-	YES	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	AM	4	-	21	-	C	-	4	-	9200	-	1	-	NO	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	PM	4	-	68	-	F	-	4	-	9200	-	>1.0	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	3	-	20	-	C	-	3	-	6900	-	1	-	YES	-	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	3	-	81	-	F	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	3	1	23	12	C	B	3	1	6900	1650	1	1	NO	YES	0.1%	0.1%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	3	1	37	18	D	C	3	1	6900	1650	1	1	NO	YES	0.0%	0.0%	NO	NO
Foothill Expressway to State Route 85	AM	3	1	33	14	D	B	3	1	6900	1650	1	1	YES	YES	0.0%	0.2%	NO	NO
Foothill Expressway to State Route 85	PM	3	1	40	14	D	B	3	1	6900	1650	1	1	YES	YES	0.2%	0.0%	NO	NO
State Route 85 to N De Anza Boulevard	AM	3	1	24	9	C	A	3	1	6900	1650	1	1	NO	YES	0.2%	0.2%	NO	NO
State Route 85 to N De Anza Boulevard	PM	3	1	103	19	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.2%	0.8%	YES	NO
N De Anza Boulevard to Wolfe Road	AM	3	1	36	10	D	A	3	1	6900	1650	1	1	NO	YES	0.2%	0.2%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	3	1	77	30	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.2%	0.8%	YES	NO
Wolfe Road to Lawrence Expressway	AM	3	1	35	16	D	B	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Wolfe Road to Lawrence Expressway	PM	3	1	81	19	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.2%	0.5%	YES	NO
Lawrence Expressway to Saratoga Avenue	AM	3	1	37	10	D	A	3	1	6900	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	3	1	85	37	F	D	3	1	6900	1650	1	1	YES	YES	1.1%	0.4%	YES	NO
Saratoga Avenue to Winchester Boulevard	AM	3	1	32	10	D	B	3	1	6900	1650	1	1	NO	YES	0.1%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	3	1	74	29	F	D	3	1	6900	1650	>1.0	1	YES	YES	0.9%	0.5%	NO	NO
Winchester Boulevard to Interstate 880	AM	3	1	33	14	C	B	3	1	6900	1650	1	1	NO	NO	0.2%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	PM	3	1	90	21	F	F	3	1	6900	1650	>1.0	1	YES	YES	0.9%	0.4%	NO	NO
Interstate 880 to Merdian Avenue	AM	3	1	26	18	C	B	3	1	6900	1650	1	1	YES	NO	0.1%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	PM	3	1	90	30	F	F	3	1	6900	1650	1	>1.0	YES	YES	0.9%	0.3%	NO	NO
Merdian Avenue to Bird Avenue	AM	4	-	36	-	D	-	4	-	9200	-	1	-	YES	-	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	4	-	81	-	F	-	4	-	9200	-	1	-	YES	-	0.5%	-	NO	-

Table J-2: Year 2030 Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																			
Lark Avenue to State Route 85	AM	2	-	46	-	D	-	3	-	6900	-	1	-	NO	-	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	2	-	22	-	C	-	3	-	6900	-	1	-	NO	-	0.0%	-	NO	-
State Route 85 to Camden Avenue	AM	3	-	74	-	F	-	3	-	6900	-	>1.0	-	YES	-	0.1%	-	NO	-
State Route 85 to Camden Avenue	PM	3	-	19	-	C	-	3	-	6900	-	1	-	NO	-	0.0%	-	NO	-
State Route 17 - Southbound																			
Camden Avenue to State Route 85	AM	3	-	24	-	C	-	3	-	6900	-	1	-	NO	-	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	3	-	28	-	D	-	3	-	6900	-	1	-	NO	-	0.1%	-	NO	-
State Route 85 to Lark Avenue	AM	2	-	20	-	C	-	2	-	4600	-	1	-	YES	-	0.0%	-	NO	-
State Route 85 to Lark Avenue	PM	2	-	65	-	F	-	2	-	4400	-	1	-	YES	-	0.1%	-	NO	-
State Route 87 - Northbound																			
Coleman Street to W. Julian Street	AM	2	1	69	32	F	D	2	1	4400	1650	2	1	YES	NO	0.5%	0.1%	NO	NO
Coleman Street to W. Julian Street	PM	2	1	22	6	C	A	2	1	4600	1650	1	0	NO	NO	0.0%	0.0%	NO	NO
Coleman Street to W Taylor Street	AM	2	1	142	51	F	F	2	1	4400	1650	1	1	YES	YES	0.6%	0.5%	NO	NO
Coleman Street to W Taylor Street	PM	2	1	22	7	C	A	2	1	4600	1650	1	0	NO	NO	0.0%	0.0%	NO	NO
W Taylor Street to Skyport Drive	AM	2	1	100	61	F	F	2	1	4400	1650	>1.0	1	YES	YES	0.6%	0.6%	NO	NO
W Taylor Street to Skyport Drive	PM	2	1	16	7	B	A	2	1	4600	1650	1	0	NO	NO	0.3%	0.1%	NO	NO
Skyport Drive to US 101	AM	2	1	79	62	F	F	2	1	4600	1650	>1.0	>1.0	YES	YES	0.6%	0.6%	NO	NO
Skyport Drive to US 101	PM	2	1	18	4	B	A	2	1	4600	1650	1	0	NO	NO	0.3%	0.1%	NO	NO
State Route 87 - Southbound																			
US 101 to Skyport Drive	AM	2	1	26	6	C	A	2	1	4600	1650	1	0	NO	NO	0.2%	0.1%	NO	NO
US 101 to Skyport Drive	PM	2	1	109	24	F	C	2	1	4600	1650	>1.0	1	YES	NO	0.7%	0.5%	NO	NO
Skyport Drive to W Taylor Street	AM	2	1	16	3	B	A	2	1	4400	1650	1	0	NO	NO	0.2%	0.1%	NO	NO
Skyport Drive to W Taylor Street	PM	2	1	93	17	F	B	2	1	4600	1650	>1.0	1	YES	NO	0.6%	0.4%	NO	NO
W. Taylor Street to Coleman Street	AM	2	1	18	9	B	A	2	1	4400	1650	1	0	NO	NO	0.2%	0.1%	NO	NO
W. Taylor Street to Coleman Street	PM	2	1	81	31	F	D	2	1	4600	1650	1	1	YES	NO	0.0%	0.0%	NO	NO
W. Julian Street to Coleman Street	AM	2	1	27	10	D	A	2	1	4400	1650	1	1	NO	NO	0.1%	0.1%	NO	NO
W. Julian Street to Coleman Street	PM	2	1	61	44	F	D	2	1	4600	1650	1	1	YES	YES	0.0%	0.0%	NO	NO
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. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes.<																			

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																			
Cottle Road to Blossom Hill Road	AM	2	1	76	52	F	E	2	1	4600	1650	>1.0	1	YES	YES	0.5%	0.6%	NO	NO
Cottle Road to Blossom Hill Road	PM	2	1	29	9	D	A	2	1	4600	1650	1	1	NO	NO	0.1%	0.2%	NO	NO
Blossom Hill Road to State Route 87	AM	2	1	93	70	F	F	2	1	4600	1650	1	1	YES	YES	0.7%	0.7%	NO	NO
Blossom Hill Road to State Route 87	PM	2	1	31	10	D	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.3%	NO	NO
State Route 87 to Almaden Expressway	AM	2	1	111	106	F	F	2	1	4600	1650	1	>1.0	YES	YES	0.7%	0.8%	NO	NO
State Route 87 to Almaden Expressway	PM	2	1	28	7	D	A	2	1	4600	1650	1	0	NO	NO	0.1%	0.4%	NO	NO
Almaden Expressway to Camden Avenue	AM	2	1	104	82	F	F	2	1	4600	1650	>1.0	1	YES	YES	0.8%	1.2%	NO	YES
Almaden Expressway to Camden Avenue	PM	2	1	28	10	D	A	2	1	4600	1650	1	1	NO	NO	0.2%	0.5%	NO	NO
Camden Avenue to Union Avenue	AM	2	1	92	58	F	E	2	1	4600	1650	1	1	YES	YES	1.1%	1.3%	YES	YES
Camden Avenue to Union Avenue	PM	2	1	25	10	C	A	2	1	4600	1650	1	1	NO	NO	0.4%	0.6%	NO	NO
Union Avenue to S. Bascom Avenue	AM	2	1	80	67	F	F	2	1	4600	1650	1	1	YES	YES	1.3%	1.5%	YES	YES
Union Avenue to S. Bascom Avenue	PM	2	1	28	7	D	A	2	1	4600	1650	1	0	NO	NO	0.5%	0.6%	NO	NO
S. Bascom Avenue to State Route 17	AM	2	1	96	111	F	F	2	1	4600	1650	1	1	YES	YES	1.6%	1.5%	YES	YES
S. Bascom Avenue to State Route 17	PM	2	1	20	11	C	A	2	1	4600	1650	1	0	NO	NO	1.0%	0.6%	NO	NO
State Route 17 to Winchester Boulevard	AM	2	1	82	96	F	F	2	1	4600	1650	1	1	YES	YES	1.5%	1.7%	YES	YES
State Route 17 to Winchester Boulevard	PM	2	1	14	10	B	A	2	1	4600	1650	1	1	NO	NO	0.9%	0.7%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	2	1	59	49	F	E	2	1	4600	1650	1	1	YES	YES	1.4%	1.9%	YES	YES
Winchester Boulevard to Saratoga Avenue	PM	2	1	32	7	D	A	2	1	4600	1650	1	1	NO	NO	0.9%	1.3%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	2	1	52	36	E	D	2	1	4600	1650	1	1	NO	YES	1.7%	2.2%	NO	YES
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	2	1	21	8	C	A	2	1	4600	1650	1	1	NO	NO	1.4%	1.5%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	2	1	65	64	F	F	2	1	4600	1650	1	1	YES	YES	2.3%	2.6%	YES	YES
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	2	1	22	9	C	A	2	1	4600	1650	1	1	NO	NO	2.4%	1.8%	NO	NO
Stevens Creek Boulevard to I-280	AM	2	1	124	108	F	F	2	1	4600	1650	>1.0	>1.0	YES	YES	2.4%	2.1%	YES	YES
Stevens Creek Boulevard to I-280	PM	2	1	13	6	B	A	2	1	4600	1650	1	0	NO	NO	2.7%	1.1%	NO	NO
I-280 to Homestead Road	AM	2	1	148	118	F	F	2	1	4600	1650	1	>1.0	YES	YES	5.1%	2.7%	YES	YES
I-280 to Homestead Road	PM	2	1	23	7	C	A	2	1	4600	1650	1	1	NO	NO	5.5%	2.0%	NO	NO
Homestead Road to Fremont Avenue	AM	2	1	99	88	F	F	2	1	4600	1650	1	1	YES	YES	5.3%	3.6%	YES	YES
Homestead Road to Fremont Avenue	PM	2	1	25	7	C	A	2	1	4600	1650	1	1	NO	NO	5.7%	3.5%	NO	NO
Fremont Avenue to El Camino Real	AM	2	1	69	61	F	F	2	1	4600	1650	1	1	YES	YES	6.4%	4.3%	YES	YES
Fremont Avenue to El Camino Real	PM	2	1	26	8	C	A	2	1	4600	1650	1	1	NO	NO	6.1%	3.6%	NO	NO
El Camino Real to 237 Ramps	AM	2	1	42	36	D	D	2	1	4600	1650	1	1	YES	YES	7.7%	5.5%	YES	YES
El Camino Real to 237 Ramps	PM	2	1	18	10	B	A	2	1	4600	1650	1	0	NO	NO	8.7%	4.8%	NO	NO
237 Ramps to Central Expressway	AM	2	1	30	28	D	D	2	1	4600	1650	1	1	NO	YES	8.0%	5.8%	NO	YES
237 Ramps to Central Expressway	PM	2	1	18	9	B	A	2	1	4600	1650	1	0	NO	NO	8.4%	4.8%	NO	NO
Central Expressway to US 101	AM	2	1	46	21	D	C	2	1	4600	1650	1	1	YES	YES	9.1%	6.4%	YES	YES
Central Expressway to US 101	PM	2	1	17	7	B	A	2	1	4600	1650	1	0	NO	NO	11.2%	5.7%	NO	NO

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																			
US 101 to Central Expressway	AM	2	1	21	3	C	A	2	1	4600	1650	1	1	NO	NO	7.2%	4.5%	NO	NO
US 101 to Central Expressway	PM	2	1	89	27	F	D	2	1	4600	1650	>1.0	1	YES	NO	7.2%	4.4%	YES	NO
Central Expressway to 237 Ramps	AM	2	1	20	3	C	A	2	1	4600	1650	1	1	NO	NO	5.6%	4.6%	NO	NO
Central Expressway to 237 Ramps	PM	2	1	116	56	F	E	2	1	4600	1650	>1.0	1	YES	NO	6.2%	4.3%	YES	NO
237 Ramps to El Camino Real	AM	2	1	24	4	C	A	2	1	4600	1650	1	1	NO	NO	5.9%	5.0%	NO	NO
237 Ramps to El Camino Real	PM	2	1	86	69	F	F	2	1	4600	1650	>1.0	1	YES	YES	6.5%	4.1%	YES	YES
El Camino Real to Fremont Avenue	AM	2	1	30	10	D	A	2	1	4600	1650	1	1	NO	NO	5.4%	3.5%	NO	NO
El Camino Real to Fremont Avenue	PM	2	1	69	53	F	E	2	1	4600	1650	>1.0	1	YES	YES	6.4%	3.9%	YES	YES
Fremont Avenue to Homestead Road	AM	2	1	26	8	C	A	2	1	4600	1650	1	1	NO	NO	4.8%	3.1%	NO	NO
Fremont Avenue to Homestead Road	PM	2	1	53	34	E	D	2	1	4600	1650	1	1	YES	YES	6.0%	3.2%	YES	YES
Homestead Road to I-280	AM	2	1	12	9	B	A	2	1	4600	1650	1	0	NO	NO	2.9%	2.0%	NO	NO
Homestead Road to I-280	PM	2	1	23	24	C	C	2	1	4600	1650	1	1	NO	NO	3.8%	2.7%	NO	NO
I-280 to Stevens Creek Boulevard	AM	2	1	21	5	C	A	2	1	4600	1650	1	1	NO	NO	2.5%	1.5%	NO	NO
I-280 to Stevens Creek Boulevard	PM	2	1	63	66	F	F	2	1	4600	1650	1	>1.0	YES	YES	3.2%	2.4%	YES	YES
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	2	1	18	5	B	A	2	1	4600	1650	1	1	NO	NO	1.7%	1.5%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	2	1	90	47	F	E	2	1	4600	1650	>1.0	1	YES	YES	2.9%	2.4%	YES	YES
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	2	1	21	8	C	A	2	1	4600	1650	1	1	NO	NO	1.2%	1.0%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	2	1	62	52	F	E	2	1	4600	1650	>1.0	1	YES	NO	2.2%	1.9%	YES	NO
Saratoga Avenue to Winchester Boulevard	AM	2	1	27	7	D	A	2	1	4600	1650	1	1	NO	NO	0.8%	1.0%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	2	1	53	35	E	D	2	1	4600	1650	1	1	NO	NO	1.7%	1.9%	NO	NO
Winchester Boulevard to State Route 17	AM	2	1	19	7	C	A	2	1	4600	1650	1	1	NO	NO	0.7%	0.8%	NO	NO
Winchester Boulevard to State Route 17	PM	2	1	48	46	E	D	2	1	4600	1650	1	1	NO	YES	1.3%	1.7%	NO	YES
State Route 17 to S. Bascom Avenue	AM	2	1	16	11	B	A	2	1	4600	1650	1	1	NO	NO	0.8%	0.6%	NO	NO
State Route 17 to S. Bascom Avenue	PM	2	1	72	22	F	C	2	1	4600	1650	>1.0	1	YES	NO	1.8%	1.5%	YES	NO
S. Bascom Avenue to Union Avenue	AM	2	1	24	7	C	A	2	1	4600	1650	1	1	NO	NO	0.5%	0.6%	NO	NO
S. Bascom Avenue to Union Avenue	PM	2	1	82	38	F	D	2	1	4600	1650	1	1	YES	YES	1.6%	1.4%	YES	YES
Union Avenue to Camden Avenue	AM	2	1	20	8	C	A	2	1	4600	1650	1	1	NO	NO	0.5%	0.6%	NO	NO
Union Avenue to Camden Avenue	PM	2	1	50	34	E	D	2	1	4600	1650	1	1	NO	YES	1.3%	1.4%	NO	YES
Camden Avenue to Almaden Expressway	AM	2	1	25	12	C	B	2	1	4600	1650	1	1	NO	NO	0.3%	0.4%	NO	NO
Camden Avenue to Almaden Expressway	PM	2	1	42	34	D	D	2	1	4600	1650	1	1	NO	YES	1.1%	1.2%	NO	YES
Almaden Expressway to State Route 87	AM	2	1	23	7	C	A	2	1	4600	1650	1	1	YES	NO	0.3%	0.3%	NO	NO
Almaden Expressway to State Route 87	PM	2	1	24	15	C	B	2	1	4600	1650	1	1	YES	NO	1.1%	0.7%	YES	NO
State Route 87 to Blossom Hill Road	AM	2	1	22	4	C	A	2	1	4600	1650	1	1	YES	NO	0.2%	0.3%	NO	NO
State Route 87 to Blossom Hill Road	PM	2	1	56	33	E	D	2	1	4600	1650	1	1	YES	NO	1.0%	0.7%	NO	NO
Blossom Hill Road to Cottle Road	AM	2	1	45	0	D	O	2	1	4600	1650	1	1	NO	NO	0.1%	0.2%	NO	NO
Blossom Hill Road to Cottle Road	PM	2	1	30	17	D	B	2	1	4600	1650	1	1	NO	NO	0.7%	0.5%	NO	NO

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																			
El Camino Real to 85 Ramps	AM	2	-	50	-	E	-	2	-	4400	-	1	-	NO	-	1.0%	-	NO	-
El Camino Real to 85 Ramps	PM	2	-	43	-	D	-	2	-	4400	-	1	-	NO	-	0.3%	-	NO	-
85 Ramps to Sylvan Avenue	AM	2	-	51	-	E	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.2%	NO	NO
85 Ramps to Sylvan Avenue	PM	2	-	25	-	C	-	2	1	4600	1650	1	1	NO	NO	0.3%	0.2%	NO	NO
Sylvan Avenue to Maude Avenue	AM	2	-	45	-	D	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.3%	NO	NO
Sylvan Avenue to Maude Avenue	PM	2	-	23	-	C	-	2	1	4600	1650	1	1	NO	NO	0.7%	0.4%	NO	NO
Maude Avenue to 101 Ramps	AM	2	-	29	-	D	-	2	1	4600	1650	2	1	YES	NO	0.6%	0.5%	NO	NO
Maude Avenue to 101 Ramps	PM	2	-	38	-	D	-	2	1	4600	1650	2	1	YES	NO	1.7%	0.5%	YES	NO
101 Ramps to Mathilda Avenue	AM	2	-	38	-	D	-	2	1	4600	1650	1	1	YES	NO	1.9%	0.5%	YES	NO
101 Ramps to Mathilda Avenue	PM	2	-	96	-	F	-	2	1	4600	1650	1	1	YES	NO	2.3%	0.6%	YES	NO
Mathilda Avenue to Fair Oaks Avenue	AM	2	1	43	15	D	B	2	1	4600	1650	1	1	YES	YES	2.0%	1.8%	YES	YES
Mathilda Avenue to Fair Oaks Avenue	PM	2	1	98	28	F	D	2	1	4600	1650	1	1	YES	YES	2.6%	1.3%	YES	YES
Fair Oaks Avenue to Lawrence Expressway	AM	2	1	32	12	D	B	2	1	4600	1650	1	2	YES	YES	1.7%	2.0%	YES	YES
Fair Oaks Avenue to Lawrence Expressway	PM	2	1	96	33	F	D	2	1	4600	1650	>1.0	1	YES	YES	2.5%	1.3%	YES	YES
Lawrence Expressway to Great America Parkway	AM	2	1	35	16	D	B	2	1	4600	1650	1	1	YES	YES	2.0%	1.7%	YES	YES
Lawrence Expressway to Great America Parkway	PM	2	1	100	58	F	E	2	1	4600	1650	1	1	YES	YES	2.5%	1.2%	YES	YES
Great America Parkway to North First Street	AM	2	1	46	14	D	B	2	1	4600	1650	2	1	YES	YES	1.9%	1.6%	YES	YES
Great America Parkway to North First Street	PM	2	1	88	55	F	E	2	1	4600	1650	1	1	YES	YES	2.2%	1.3%	YES	YES
North First Street to Zanker Road	AM	2	1	46	19	D	C	2	1	4600	1650	1	2	YES	YES	1.4%	1.7%	YES	YES
North First Street to Zanker Road	PM	2	1	76	54	F	E	2	1	4600	1650	1	2	YES	YES	2.0%	1.5%	YES	YES
Zanker Road to McCarthy Boulevard	AM	2	1	35	14	D	B	2	1	4600	1650	2	2	YES	YES	1.5%	1.4%	YES	YES
Zanker Road to McCarthy Boulevard	PM	2	1	54	29	E	D	2	1	4600	1650	2	2	YES	YES	2.2%	1.5%	YES	YES
McCarthy Boulevard to Interstate 880	AM	2	1	19	11	C	A	2	1	4600	1650	1	1	NO	YES	0.8%	1.0%	NO	NO
McCarthy Boulevard to Interstate 880	PM	2	1	132	31	F	D	2	1	4600	1650	1	2	YES	YES	1.3%	1.3%	YES	YES

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																			
Interstate 880 to McCarthy Boulevard	AM	2	1	132	68	F	F	2	1	4600	1650	1	2	YES	YES	1.4%	1.8%	YES	YES
Interstate 880 to McCarthy Boulevard	PM	2	1	25	7	C	A	2	1	4600	1650	1	1	NO	NO	1.4%	1.3%	NO	NO
McCarthy Boulevard to Zanker Road	AM	2	1	117	52	F	E	2	1	4600	1650	2	2	YES	YES	2.5%	1.5%	YES	YES
McCarthy Boulevard to Zanker Road	PM	2	1	59	7	F	A	2	1	4600	1650	2	1	YES	NO	2.1%	1.2%	YES	NO
Zanker Road to North First Street	AM	2	1	55	36	E	D	2	1	4600	1650	2	2	YES	YES	2.2%	1.8%	YES	YES
Zanker Road to North First Street	PM	2	1	49	22	E	C	2	1	4600	1650	1	1	YES	YES	2.0%	1.5%	YES	YES
North First Street to Great America Parkway	AM	2	1	48	32	E	D	2	1	4600	1650	2	2	YES	YES	2.2%	1.8%	YES	YES
North First Street to Great America Parkway	PM	2	1	44	14	D	B	2	1	4600	1650	1	1	YES	YES	2.1%	1.6%	YES	YES
Great America Parkway to Lawrence Expressway	AM	2	1	40	22	D	C	2	1	4600	1650	1	2	YES	YES	1.7%	1.8%	YES	YES
Great America Parkway to Lawrence Expressway	PM	2	1	32	16	D	B	2	1	4600	1650	1	1	YES	YES	2.0%	1.8%	YES	YES
Lawrence Expressway to Fair Oaks Avenue	AM	2	1	51	34	E	D	2	1	4600	1650	1	1	YES	YES	2.0%	1.2%	YES	YES
Lawrence Expressway to Fair Oaks Avenue	PM	2	1	30	19	D	C	2	1	4600	1650	1	1	YES	NO	2.2%	1.3%	YES	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	-	56	-	E	-	3	1	6900	1650	1	1	NO	YES	1.5%	1.3%	NO	YES
Fair Oaks Avenue to Mathilda Avenue	PM	3	-	83	-	F	-	3	1	6900	1650	>1.0	1	YES	YES	1.6%	1.5%	YES	YES
Mathilda Avenue to 101 Ramps	AM	2	-	45	-	D	-	2	1	4600	1650	1	1	NO	YES	1.2%	1.3%	NO	YES
Mathilda Avenue to 101 Ramps	PM	2	-	33	-	D	-	2	1	4600	1650	1	1	NO	YES	1.8%	1.5%	NO	YES
101 Ramps to Maude Avenue	AM	2	-	31	-	D	-	2	1	4600	1650	1	1	NO	YES	0.5%	0.7%	NO	NO
101 Ramps to Maude Avenue	PM	2	-	56	-	E	-	2	1	4600	1650	1	1	NO	NO	0.5%	0.5%	NO	NO
Maude Avenue to Sylvan Avenue	AM	2	-	30	-	D	-	2	1	4600	1650	1	1	NO	NO	0.3%	0.6%	NO	NO
Maude Avenue to Sylvan Avenue	PM	2	-	77	-	F	-	2	1	4600	1650	>1.0	1	YES	NO	0.1%	0.2%	NO	NO
Sylvan Avenue to 85 Ramps	AM	2	-	28	-	D	-	2	1	4600	1650	1	1	NO	NO	0.1%	0.4%	NO	NO
Sylvan Avenue to 85 Ramps	PM	2	-	76	-	F	-	2	1	4600	1650	>1.0	1	YES	NO	0.5%	0.1%	NO	NO
85 Ramps to El Camino Real	AM	2	-	84	-	F	-	2	-	4400	-	>1.0	-	YES	-	0.0%	-	NO	-
85 Ramps to El Camino Real	PM	2	-	97	-	F	-	2	-	4400	-	>1.0	-	YES	-	0.1%	-	NO	-

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880-Northbound																			
1st Street to US 101	AM	3	-	57	-	E	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-
1st Street to US 101	PM	3	-	43	-	D	-	3	-	6900	-	1	-	YES	-	0.2%	-	NO	-
US 101 to E. Brokaw Road	AM	3	1	46	15	D	B	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	3	1	29	10	D	A	3	1	6900	1650	1	2	YES	YES	0.5%	1.2%	NO	YES
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	3	1	29	10	D	A	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	3	1	27	23	D	C	3	1	6900	1650	1	2	YES	YES	0.5%	1.2%	NO	YES
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	3	1	23	17	C	B	3	1	6900	1650	1	2	YES	YES	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	3	1	34	23	D	C	3	1	6900	1650	1	2	YES	YES	0.8%	1.4%	NO	YES
Great Mall Parkway to State Route 237	AM	3	1	22	20	C	C	3	1	6900	1650	1	1	YES	YES	0.0%	0.1%	NO	NO
Great Mall Parkway to State Route 237	PM	3	1	33	13	D	B	3	1	6900	1650	2	2	YES	YES	0.9%	1.3%	NO	YES
State Route 237 to Dixon Landing Road	AM	3	1	20	9	C	A	3	1	6900	1650	2	2	YES	YES	0.9%	0.5%	NO	NO
State Route 237 to Dixon Landing Road	PM	3	1	82	58	F	E	3	1	6900	1650	2	2	YES	YES	1.5%	0.9%	YES	NO
Dixon Landing Road to State Route 262	AM	5	1	N/A	N/A	A	A	5	1	11500	1650	1	2	YES	YES	0.5%	0.6%	NO	NO
Dixon Landing Road to State Route 262	PM	5	1	N/A	N/A	F	F	5	1	11500	1650	2	2	YES	YES	0.9%	1.2%	NO	YES
State Route 262 to Fremont Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	2	2	YES	YES	0.4%	1.3%	NO	YES
State Route 262 to Fremont Boulevard	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	3	YES	YES	1.1%	1.5%	YES	YES
Fremont Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.4%	1.1%	NO	YES
Fremont Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	2	YES	YES	1.0%	1.2%	NO	YES
Auto Mall Parkway to Stevenson Boulevard	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.3%	0.9%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM	3	1	N/A	N/A	D	C	3	1	6900	1650	2	2	YES	YES	1.0%	1.2%	NO	YES
Stevenson Boulevard to Mowry Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	NO	YES	0.3%	0.8%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	1	2	YES	YES	0.9%	1.1%	NO	YES
Mowry Avenue to Thorton Avenue	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	NO	YES	0.2%	0.6%	NO	NO
Mowry Avenue to Thorton Avenue	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	1	2	YES	YES	0.8%	0.8%	NO	NO
Thorton Avenue to Decoto Road	AM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	YES	YES	0.2%	0.5%	NO	NO
Thorton Avenue to Decoto Road	PM	3	1	N/A	N/A	E	D	3	1	6900	1650	2	2	YES	YES	0.7%	0.7%	NO	NO
Fremont Boulevard to Decoto Road	AM	3	1	N/A	N/A	C	A	3	1	6900	1650	1	2	YES	YES	0.4%	0.7%	NO	NO
Fremont Boulevard to Decoto Road	PM	3	1	N/A	N/A	F	E	3	1	6900	1650	2	2	YES	YES	0.9%	1.0%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	AM	3	1	N/A	N/A	D	A	3	1	6900	1650	1	2	YES	YES	0.4%	0.7%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM	3	1	N/A	N/A	E	E	3	1	6900	1650	2	2	YES	YES	0.9%	1.0%	NO	NO
Whipple Road to Alvarado-Niles Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.3%	0.5%	NO	NO
Whipple Road to Alvarado-Niles Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.6%	0.8%	NO	NO
Industrial Parkway W to Whipple Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.3%	0.4%	NO	NO
Industrial Parkway W to Whipple Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.6%	0.6%	NO	NO
Industrial Parkway W to Tennyson Road	AM	4	1	N/A	N/A	E	B	4	1	9200	1650	1	2	YES	YES	0.3%	0.4%	NO	NO
Industrial Parkway W to Tennyson Road	PM	4	1	N/A	N/A	F	E	4	1	9200	1650	1	2	YES	YES	0.6%	0.6%	NO	NO

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880-Southbound																			
Tennyson Road to Industrial Parkway W	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	1	2	YES	YES	0.5%	0.5%	NO	NO
Tennyson Road to Industrial Parkway W	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	1	1	YES	YES	0.4%	0.4%	NO	NO
Whipple Road to Industrial Parkway W	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	2	2	YES	YES	0.6%	0.7%	NO	NO
Whipple Road to Industrial Parkway W	PM	3	1	N/A	N/A	D	B	3	1	6900	1650	1	2	YES	YES	0.5%	0.5%	NO	NO
Alvarado-Niles Road to Whipple Road	AM	4	1	N/A	N/A	F	D	4	1	9200	1650	1	2	YES	YES	0.6%	0.7%	NO	NO
Alvarado-Niles Road to Whipple Road	PM	4	1	N/A	N/A	D	B	4	1	9200	1650	1	2	YES	YES	0.4%	0.5%	NO	NO
Fremont Boulevard to Alvarado Boulevard	AM	3	1	N/A	N/A	F	D	3	1	6900	1650	2	2	YES	YES	0.7%	1.0%	NO	NO
Fremont Boulevard to Alvarado Boulevard	PM	3	1	N/A	N/A	C	A	3	1	6900	1650	1	2	YES	YES	0.4%	0.8%	NO	NO
Decoto Road to Fremont Boulevard	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	0.7%	1.0%	NO	NO
Decoto Road to Fremont Boulevard	PM	3	1	N/A	N/A	D	A	3	1	6900	1650	1	2	YES	YES	0.4%	0.8%	NO	NO
Decoto Road to Thorton Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	0.6%	0.9%	NO	NO
Decoto Road to Thorton Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.3%	0.7%	NO	NO
Thorton Avenu to Mowry Avenue	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	1	2	YES	YES	0.7%	1.0%	NO	NO
Thorton Avenu to Mowry Avenue	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.3%	0.8%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM	3	1	N/A	N/A	F	C	3	1	6900	1650	2	2	YES	YES	0.8%	1.2%	NO	YES
Mowry Avenue to Stevenson Boulevard	PM	3	1	N/A	N/A	B	A	3	1	6900	1650	1	1	NO	YES	0.3%	0.8%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM	3	1	N/A	N/A	E	C	3	1	6900	1650	2	2	YES	YES	1.1%	1.3%	YES	YES
Stevenson Boulevard to Auto Mall Parkway	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	1	YES	YES	0.6%	0.8%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	2	2	YES	YES	0.9%	1.5%	NO	YES
Auto Mall Parkway to Fremont Boulevard	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	1	2	YES	YES	0.6%	1.4%	NO	YES
Fremont Boulevard to State Route 262	AM	3	1	N/A	N/A	D	B	3	1	6900	1650	2	2	YES	YES	1.1%	1.4%	YES	YES
Fremont Boulevard to State Route 262	PM	3	1	N/A	N/A	A	A	3	1	6900	1650	2	2	YES	YES	0.9%	1.3%	NO	YES
State Route 262 to Dixon Landing Road	AM	4	1	N/A	N/A	C	B	5	1	11500	1650	2	2	YES	YES	0.9%	1.2%	NO	YES
State Route 262 to Dixon Landing Road	PM	4	1	N/A	N/A	A	A	5	1	11500	1650	1	2	YES	YES	0.8%	0.9%	NO	NO
Dixon Landing Road to State Route 237	AM	3	1	47	60	E	F	3	1	6900	1650	2	6	YES	YES	1.2%	3.2%	YES	YES
Dixon Landing Road to State Route 237	PM	3	1	26	18	C	B	3	1	6900	1650	1	4	YES	YES	0.9%	2.6%	NO	YES
State Route 237 to Great Mall Parkway	AM	3	1	51	19	E	C	3	1	6900	1650	1	2	YES	YES	0.7%	0.8%	NO	NO
State Route 237 to Great Mall Parkway	PM	3	1	22	13	C	B	3	1	6900	1650	1	1	NO	NO	0.1%	0.2%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	43	17	D	B	3	1	6900	1650	1	2	YES	YES	0.7%	1.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	29	21	D	C	3	1	6900	1650	1	1	NO	YES	0.0%	0.2%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	3	1	19	11	C	A	3	1	6900	1650	1	2	YES	YES	0.4%	0.8%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	3	1	75	42	F	D	3	1	6900	1650	>1.0	1	YES	YES	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	3	1	60	43	F	D	3	1	6900	1650	1	2	YES	YES	0.3%	0.8%	NO	NO
E. Brokaw Road to US 101	PM	3	1	78	50	F	E	3	1	6900	1650	>1.0	1	YES	YES	0.0%	0.2%	NO	NO
US 101 to 1st Street	AM	3	-	93	-	F	-	3	-	6900	-	1	-	YES	-	0.1%	-	NO	-
US 101 to 1st Street	PM	3	-	101	-	F	-	3	-	6900	-	1	-	YES	-	0.0%	-	NO	-

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																			
Tully Road to Story Road	AM	3	1	72	95	F	F	3	1	6900	1650	1	>1.0	YES	YES	0.5%	0.3%	NO	NO
Tully Road to Story Road	PM	3	1	25	13	C	B	3	1	6900	1650	1	0	YES	NO	0.6%	0.3%	NO	NO
Story Road to I-280	AM	3	1	79	86	F	F	3	1	6900	1650	>1.0	>1.0	YES	YES	0.6%	0.3%	NO	NO
Story Road to I-280	PM	3	1	15	5	B	A	3	1	6900	1650	1	0	NO	NO	0.7%	0.3%	NO	NO
I-280 to Santa Clara Street	AM	3	1	103	102	F	F	3	1	6900	1650	1	1	YES	YES	0.7%	0.9%	NO	NO
I-280 to Santa Clara Street	PM	3	1	23	10	C	A	3	1	6900	1650	1	1	NO	NO	0.8%	0.5%	NO	NO
Santa Clara Street to McKee Road	AM	3	1	112	92	F	F	3	1	6900	1650	1	1	YES	YES	1.0%	0.9%	NO	NO
Santa Clara Street to McKee Road	PM	3	1	20	15	C	B	3	1	6900	1650	1	1	NO	NO	1.0%	0.5%	NO	NO
McKee Road to Oakland Road	AM	3	1	89	83	F	F	3	1	6900	1650	1	1	YES	YES	1.3%	0.9%	YES	NO
McKee Road to Oakland Road	PM	3	1	24	11	C	A	3	1	6900	1650	1	1	NO	NO	1.2%	0.5%	NO	NO
Oakland Road to I-880	AM	3	1	96	75	F	F	3	1	6900	1650	1	1	YES	YES	1.3%	1.2%	YES	YES
Oakland Road to I-880	PM	3	1	23	10	C	A	3	1	6900	1650	1	0	NO	NO	1.3%	0.8%	NO	NO
I-880 to Old Bayshore Highway	AM	3	1	100	84	F	F	3	1	6900	1650	1	1	YES	YES	1.4%	1.3%	YES	YES
I-880 to Old Bayshore Highway	PM	3	1	18	6	B	A	3	1	6900	1650	1	0	NO	NO	1.3%	0.8%	NO	NO
Old Bayshore Highway to N 1st Street	AM	3	1	109	104	F	F	3	1	6900	1650	1	1	YES	YES	1.7%	1.6%	YES	YES
Old Bayshore Highway to N 1st Street	PM	3	1	20	8	C	A	3	1	6900	1650	1	1	NO	NO	1.5%	1.3%	NO	NO
N 1st Street to Guadalupe Parkway	AM	3	1	85	84	F	F	3	1	6900	1650	1	1	YES	YES	2.1%	1.6%	YES	YES
N 1st Street to Guadalupe Parkway	PM	3	1	17	9	B	A	3	1	6900	1650	1	1	NO	NO	1.9%	1.3%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	3	1	107	100	F	F	3	1	6900	1650	>1.0	1	YES	YES	1.9%	1.7%	YES	YES
Guadalupe Parkway to De La Cruz Boulevard	PM	3	1	21	6	C	A	3	1	6900	1650	1	1	NO	NO	2.3%	1.4%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	3	1	70	53	F	E	3	1	6900	1650	1	1	YES	YES	2.1%	2.0%	YES	YES
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	3	1	31	14	D	B	3	1	6900	1650	1	1	NO	NO	2.6%	1.9%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	3	1	81	51	F	E	3	1	6900	1650	>1.0	1	YES	YES	2.5%	2.5%	YES	YES
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	3	1	38	26	D	C	3	1	6900	1650	1	1	NO	YES	3.0%	3.5%	NO	YES
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	3	1	83	60	F	F	3	1	6900	1650	1	1	YES	YES	3.5%	2.5%	YES	YES
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	3	1	45	18	D	B	3	1	6900	1650	1	1	NO	NO	4.2%	3.7%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	3	1	90	55	F	E	3	1	6900	1650	>1.0	1	YES	YES	3.9%	2.8%	YES	YES
Lawrence Expressway to Fair Oaks Avenue	PM	3	1	30	16	D	B	3	1	6900	1650	1	1	NO	NO	4.9%	4.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	3	1	59	37	F	D	3	1	6900	1650	>1.0	1	YES	YES	4.3%	3.3%	YES	YES
Fair Oaks Avenue to Mathilda Avenue	PM	3	1	28	24	D	C	3	1	6900	1650	1	1	NO	YES	5.8%	5.0%	NO	YES
Mathilda Avenue to 237 Ramps	AM	3	1	40	42	D	D	3	1	6900	1650	1	1	NO	YES	5.4%	3.3%	NO	YES
Mathilda Avenue to 237 Ramps	PM	3	1	26	37	C	D	3	1	6900	1650	1	1	NO	YES	6.1%	5.0%	NO	YES
237 Ramps to Ellis Street	AM	3	1	49	35	E	D	3	1	6900	1650	1	2	YES	YES	6.2%	4.4%	YES	YES
237 Ramps to Ellis Street	PM	3	1	36	22	D	C	3	1	6900	1650	1	1	NO	YES	7.0%	6.1%	NO	YES
Moffett Boulevard to 85 Ramps	AM	3	1	66	33	F	D	3	1	6900	1650	>1.0	1	YES	YES	5.8%	4.3%	YES	YES
Moffett Boulevard to 85 Ramps	PM	3	1	52	16	E	B	3	1	6900	1650	1	1	NO	YES	7.9%	6.5%	NO	YES
85 Ramps to Shoreline Boulevard	AM	4	1	79	34	F	D	4	2	9200	3300	>1.0	1	YES	NO	2.5%	1.4%	YES	NO
85 Ramps to Shoreline Boulevard	PM	4	1	47	15	E	B	4	2	9200	3300	1	1	NO	NO	0.8%	0.5%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	AM	3	1	76	25	F	C	3	2	6900	3300	1	1	YES	NO	5.9%	0.4%	YES	NO
Shoreline Boulevard to Rengstorff Avenue	PM	3	1	74	13	F	B	3	2	6900	3300	>1.0	1	YES	NO	8.7%	1.5%	YES	NO
Rengstorff Avenue to San Antonio Avenue	AM	3	1	42	20	D	C	3	2	6900	3300	1	1	YES	NO	7.5%	1.2%	YES	NO
Rengstorff Avenue to San Antonio Avenue	PM	3	1	62	11	F	A	3	2	6900	3300	1	1	YES	NO	5.6%	0.9%	YES	NO
San Antonio Avenue to Oregon Expressway	AM	3	1	42	29	D	D	3	2	6900	3300	1	1	YES	NO	3.4%	0.7%	YES	NO
San Antonio Avenue to Oregon Expressway	PM	3	1	62	22	F	C	3	2	6900	3300	1	1	YES	NO	3.5%	0.9%	YES	NO
Oregon Expressway to Embarcadero Road	AM	3	1	46	38	D	D	3	1	6900	1650	1	1	NO	YES	1.7%	1.5%	NO	YES
Oregon Expressway to Embarcadero Road	PM	3	1	62	36	F	D	3	1	6900	1650	>1.0	2	YES	YES	2.8%	1.8%	YES	YES

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing							Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?		
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	
US 101 - Northbound (San Mateo County)																				
Embarcadero Road to University Ave*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	2.6%	1.5%	YES	YES	
Embarcadero Road to University Ave*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	2	YES	YES	3.3%	1.8%	YES	YES	
University Avenue to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	2.5%	1.5%	YES	YES	
University Avenue to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	3.3%	1.5%	YES	YES	
Willow Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	2	YES	YES	2.4%	1.4%	YES	YES	
Willow Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	3.1%	1.5%	YES	YES	
Marsh Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	2.4%	0.9%	YES	NO	
Marsh Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	3.0%	1.2%	YES	YES	
Woodside Road to Whipple Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	1.8%	0.8%	YES	NO	
Woodside Road to Whipple Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	2.4%	1.2%	YES	YES	
Whipple Road to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.2%	-	YES	-	
Whipple Road to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.6%	-	YES	-	
Holly Street to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.1%	-	YES	-	
Holly Street to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.5%	-	YES	-	
Marine Parkway to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.1%	-	YES	-	
Marine Parkway to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.5%	-	YES	-	
E Hillsdale Boulevard to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.9%	-	NO	-	
E Hillsdale Boulevard to State Route 92*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.2%	-	YES	-	
State Route 92 to Kehoe Avenue	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.8%	-	NO	-	
State Route 92 to Kehoe Avenue	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.0%	-	NO	-	
Kehoe Avenue to E 3rd Avenue	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.7%	-	NO	-	
Kehoe Avenue to E 3rd Avenue	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.9%	-	NO	-	
E 3rd Avenue to Dore Avenue	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.7%	-	NO	-	
E 3rd Avenue to Dore Avenue	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.8%	-	NO	-	
Dore Avenue to Broadway	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.6%	-	NO	-	
Dore Avenue to Broadway	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.8%	-	NO	-	
Broadway to Millbrae Avenue	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.5%	-	NO	-	
Broadway to Millbrae Avenue	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.7%	-	NO	-	
US 101 - Southbound (San Mateo County)																				
Millbrae Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.5%	-	NO	-	
Millbrae Avenue to Broadway*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.5%	-	NO	-	
Broadway to Poplar Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.5%	-	NO	-	
Broadway to Poplar Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.5%	-	NO	-	
Poplar Avenue to 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.4%	-	YES	-	
Poplar Avenue to 3rd Avenue*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.4%	-	YES	-	
E 3rd Avenue to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.7%	-	NO	-	
E 3rd Avenue to State Route 92*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	0.7%	-	NO	-	
State Route 92 to E Hillsdale Boulevard*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.8%	-	NO	-	
State Route 92 to E Hillsdale Boulevard*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	0.8%	-	NO	-	
E Hillsdale Boulevard to Marine Parkway*	AM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.0%	-	NO	-	
E Hillsdale Boulevard to Marine Parkway*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.0%	-	NO	-	
Marine Parkway to Holly Street*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.1%	-	YES	-	
Marine Parkway to Holly Street*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.1%	-	YES	-	
Holly Street to Whipple Road*	AM	4	-	N/A	-	F	-	4	-	9200	-	2	-	YES	-	1.4%	-	YES	-	
Holly Street to Whipple Road*	PM	4	-	N/A	-	F	-	4	-	9200	-	1	-	YES	-	1.4%	-	YES	-	
Whipple Road to Woodside Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	1.7%	1.2%	YES	YES	
Whipple Road to Woodside Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	1.8%	0.9%	YES	NO	
Woodside Road to Marsh Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	2.1%	1.3%	YES	YES	
Woodside Road to Marsh Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	1	YES	YES	2.2%	1.0%	YES	NO	
Marsh Road to Willow Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	2.1%	1.3%	YES	YES	
Marsh Road to Willow Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	2.3%	1.0%	YES	NO	
Willow Road to University Avenue*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	2	2	YES	YES	2.2%	1.4%	YES	YES	
Willow Road to University Avenue*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	2.4%	1.0%	YES	NO	
University Ave to Embarcadero Road*	AM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	2	YES	YES	2.2%	1.4%	YES	YES	
University Ave to Embarcadero Road*	PM	3	1	N/A	N/A	F	F	3	1	6900	1650	1	1	YES	YES	2.5%	1.0%	YES	NO	

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																			
Embarcadero Road to Oregon Expressway	AM	3	1	35	33	D	D	3	1	6900	1650	1	2	NO	YES	2.0%	1.4%	NO	YES
Embarcadero Road to Oregon Expressway	PM	3	1	104	83	F	F	3	1	6900	1650	>1.0	1	YES	YES	1.6%	0.8%	YES	NO
Oregon Expressway to San Antonio Avenue	AM	3	1	34	19	D	C	3	2	6900	3300	1	1	YES	NO	2.4%	0.5%	YES	NO
Oregon Expressway to San Antonio Avenue	PM	3	1	89	26	F	C	3	2	6900	3300	>1.0	1	YES	NO	2.3%	0.3%	YES	NO
San Antonio Avenue to Rengstorff Avenue	AM	3	1	48	18	E	B	3	2	6900	3300	1	1	NO	NO	1.1%	0.5%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	3	1	85	19	F	C	3	2	6900	3300	>1.0	1	YES	NO	0.6%	0.3%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	AM	3	1	40	21	D	C	3	2	6900	3300	1	1	YES	NO	1.9%	1.3%	YES	NO
Rengstorff Avenue to Shoreline Boulevard	PM	3	1	49	20	E	C	3	2	6900	3300	1	1	YES	NO	4.7%	2.0%	YES	NO
Shoreline Boulevard to 85 Ramps	AM	3	1	36	27	D	D	3	2	6900	3300	1	1	NO	NO	1.2%	1.9%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	3	1	47	32	E	D	3	2	6900	3300	1	1	NO	NO	2.8%	2.7%	NO	NO
85 Ramps to Moffett Boulevard	AM	3	1	31	28	D	D	3	1	6900	1650	1	1	NO	NO	1.2%	0.9%	NO	NO
85 Ramps to Moffett Boulevard	PM	3	1	103	35	F	D	3	1	6900	1650	>1.0	0	YES	NO	2.8%	0.6%	YES	NO
Ellis Street to 237 Ramps	AM	3	1	33	22	D	C	3	1	6900	1650	1	1	YES	YES	6.3%	5.9%	YES	YES
Ellis Street to 237 Ramps	PM	3	1	70	36	F	D	3	1	6900	1650	1	1	YES	YES	6.7%	3.5%	YES	YES
237 Ramps to Mathilda Avenue	AM	3	1	23	22	C	C	3	1	6900	1650	1	1	NO	YES	4.2%	5.9%	NO	YES
237 Ramps to Mathilda Avenue	PM	3	1	31	31	D	D	3	1	6900	1650	1	1	NO	YES	4.6%	3.7%	NO	YES
Mathilda Avenue to Fair Oaks Avenue	AM	3	1	34	14	D	B	3	1	6900	1650	1	1	NO	YES	4.2%	4.8%	NO	YES
Mathilda Avenue to Fair Oaks Avenue	PM	3	1	43	31	D	D	3	1	6900	1650	1	1	NO	YES	4.6%	3.6%	NO	YES
Fair Oaks Avenue to Lawrence Expressway	AM	3	1	38	16	D	B	3	1	6900	1650	1	1	NO	NO	3.8%	3.6%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	3	1	71	75	F	F	3	1	6900	1650	>1.0	1	YES	YES	4.1%	2.7%	YES	YES
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	3	1	50	16	E	B	3	1	6900	1650	1	1	NO	NO	2.6%	3.0%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	3	1	97	93	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.8%	2.4%	YES	YES
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	3	1	25	16	C	B	3	1	6900	1650	1	1	NO	NO	2.1%	3.0%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	3	1	99	91	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.4%	2.4%	YES	YES
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	3	1	27	14	D	B	3	1	6900	1650	1	1	NO	NO	2.1%	2.0%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	3	1	104	63	F	F	3	1	6900	1650	>1.0	1	YES	YES	2.1%	2.0%	YES	YES
De La Cruz Boulevard to Guadalupe Parkway	AM	3	1	35	9	D	A	3	1	6900	1650	1	1	NO	NO	1.7%	1.5%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	3	1	87	48	F	E	3	1	6900	1650	1	1	YES	YES	2.2%	1.8%	YES	YES
Guadalupe Parkway to N 1st Street	AM	3	1	13	6	B	A	3	1	6900	1650	1	1	NO	NO	1.5%	1.2%	NO	NO
Guadalupe Parkway to N 1st Street	PM	3	1	94	78	F	F	3	1	6900	1650	1	1	YES	YES	2.3%	1.7%	YES	YES
N 1st Street to Old Bayshore Highway	AM	3	1	17	6	B	A	3	1	6900	1650	1	1	NO	NO	1.1%	1.2%	NO	NO
N 1st Street to Old Bayshore Highway	PM	3	1	147	91	F	F	3	1	6900	1650	>1.0	1	YES	YES	1.9%	1.7%	YES	YES
Old Bayshore Highway to I-880	AM	3	1	12	8	B	A	3	1	6900	1650	1	1	NO	NO	1.2%	0.8%	NO	NO
Old Bayshore Highway to I-880	PM	3	1	126	72	F	F	3	1	6900	1650	1	1	YES	YES	2.0%	1.2%	YES	YES
I-880 to Oakland Road	AM	3	1	16	5	B	A	3	1	6900	1650	1	1	NO	NO	1.0%	0.8%	NO	NO
I-880 to Oakland Road	PM	3	1	107	84	F	F	3	1	6900	1650	1	1	YES	YES	1.7%	1.2%	YES	YES
Oakland Road to McKee Road	AM	3	1	19	6	C	A	3	1	6900	1650	1	1	NO	NO	0.9%	0.4%	NO	NO
Oakland Road to McKee Road	PM	3	1	53	33	E	D	3	1	6900	1650	1	1	YES	YES	1.4%	0.8%	YES	NO
McKee Road to Santa Clara Street	AM	3	1	14	12	B	B	3	1	6900	1650	1	1	NO	NO	0.7%	0.4%	NO	NO
McKee Road to Santa Clara Street	PM	3	1	35	20	D	C	3	1	6900	1650	1	1	NO	YES	1.0%	0.8%	NO	NO
Santa Clara Street to I-280	AM	3	1	18	4	B	A	3	1	6900	1650	1	1	NO	NO	0.6%	0.4%	NO	NO
Santa Clara Street to I-280	PM	3	1	34	28	D	D	3	1	6900	1650	1	1	YES	YES	0.9%	0.8%	NO	NO
I-280 to Story Road	AM	3	1	16	7	B	A	3	1	6900	1650	1	0	NO	NO	0.5%	0.2%	NO	NO
I-280 to Story Road	PM	3	1	41	21	D	C	3	1	6900	1650	1	1	NO	NO	0.5%	0.1%	NO	NO
Story Road to Tully Road	AM	3	1	20	7	C	A	3	1	6900	1650	2	0	YES	NO	0.4%	0.2%	NO	NO
Story Road to Tully Road	PM	3	1	48	26	E	C	3	1	6900	1650	2	1	YES	NO	0.4%	0.1%	NO	NO

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																			
Bird Avenue to Merdian Avenue	AM	4	-	89	-	F	-	4	-	9200	0	1	-	YES	-	0.3%	-	NO	-
Bird Avenue to Merdian Avenue	PM	4	-	38	-	D	-	4	-	9200	0	1	-	YES	-	0.1%	-	NO	-
Merdian Avenue to Interstate 880	AM	3	1	100	70	F	F	3	1	6900	1650	2	1	YES	YES	0.6%	0.4%	NO	NO
Merdian Avenue to Interstate 880	PM	3	1	21	19	C	C	3	1	6900	1650	1	1	YES	NO	0.2%	0.2%	NO	NO
Interstate 880 to Winchester Boulevard	AM	3	1	94	63	F	F	3	1	6900	1650	1	2	YES	YES	0.7%	0.5%	NO	NO
Interstate 880 to Winchester Boulevard	PM	3	1	70	20	F	C	3	1	6900	1650	>1.0	1	YES	NO	0.3%	0.3%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	3	1	78	48	F	E	3	1	6900	1650	1	1	YES	YES	0.7%	0.6%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	3	1	53	16	E	B	3	1	6900	1650	1	1	NO	NO	0.4%	0.4%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	3	1	89	78	F	F	3	1	6900	1650	1	1	YES	YES	0.8%	0.8%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	3	1	37	15	D	B	3	1	6900	1650	1	1	NO	NO	0.7%	0.5%	NO	NO
Lawrence Expressway to Wolfe Road	AM	3	1	81	46	F	D	3	1	6900	1650	>1.0	1	YES	YES	0.9%	0.8%	NO	NO
Lawrence Expressway to Wolfe Road	PM	3	1	23	10	C	A	3	1	6900	1650	1	1	NO	NO	0.8%	0.7%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	3	1	62	57	F	E	3	1	6900	1650	>1.0	1	YES	YES	0.9%	1.0%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	3	1	25	7	C	A	3	1	6900	1650	1	1	NO	NO	0.9%	0.9%	NO	NO
N De Anza Boulevard to State Route 85	AM	3	1	73	45	F	D	3	1	6900	1650	1	1	YES	NO	1.1%	0.2%	YES	NO
N De Anza Boulevard to State Route 85	PM	3	1	23	7	C	A	3	1	6900	1650	1	1	NO	NO	1.0%	0.8%	NO	NO
State Route 85 to Foothill Expressway	AM	3	1	70	58	F	E	3	1	6900	1650	2	2	YES	YES	0.3%	0.1%	NO	NO
State Route 85 to Foothill Expressway	PM	3	1	22	8	C	A	3	1	6900	1650	1	1	YES	YES	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	3	1	37	53	D	E	3	1	6900	1650	1	2	YES	YES	0.0%	0.0%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	3	1	22	13	C	B	3	1	6900	1650	1	1	NO	YES	0.0%	0.0%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	3	-	48	-	E	-	3	-	6900	0	1	-	YES	-	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	3	-	25	-	C	-	3	-	6900	0	1	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	AM	4	-	32	-	D	-	4	-	9200	0	1	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	PM	4	-	25	-	C	-	4	-	9200	0	1	-	NO	-	0.0%	-	NO	-
Page Mill Road to Alpine Road	AM	4	-	32	-	C	-	4	-	9200	0	1	-	YES	-	0.1%	-	NO	-
Page Mill Road to Alpine Road	PM	4	-	36	-	D	-	4	-	9200	0	1	-	YES	-	0.2%	-	NO	-
Interstate 280 - Southbound																			
Alpine Road to Page Mill Road	AM	4	-	25	-	C	-	4	-	9200	0	1	-	YES	-	0.3%	-	NO	-
Alpine Road to Page Mill Road	PM	4	-	32	-	D	-	4	-	9200	0	1	-	YES	-	0.3%	-	NO	-
Page Mill Road to S El Monte Ave	AM	4	-	21	-	C	-	4	-	9200	0	1	-	NO	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	PM	4	-	68	-	F	-	4	-	9200	0	>1.0	-	YES	-	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	3	-	20	-	C	-	3	-	6900	0	1	-	YES	-	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	3	-	81	-	F	-	3	-	6900	0	1	-	YES	-	0.1%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	3	1	23	12	C	B	3	1	6900	1650	1	1	NO	YES	0.0%	0.1%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	3	1	37	18	D	C	3	1	6900	1650	1	1	NO	YES	0.0%	0.0%	NO	NO
Foothill Expressway to State Route 85	AM	3	1	33	14	D	B	3	1	6900	1650	1	1	YES	YES	0.0%	0.1%	NO	NO
Foothill Expressway to State Route 85	PM	3	1	40	14	D	B	3	1	6900	1650	1	2	YES	YES	0.5%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	3	1	24	9	C	A	3	1	6900	1650	1	1	NO	YES	0.9%	0.8%	NO	NO
State Route 85 to N De Anza Boulevard	PM	3	1	103	19	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.1%	0.7%	YES	NO
N De Anza Boulevard to Wolfe Road	AM	3	1	36	10	D	A	3	1	6900	1650	1	1	NO	YES	0.8%	0.8%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	3	1	77	30	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.0%	0.7%	NO	NO
Wolfe Road to Lawrence Expressway	AM	3	1	35	16	D	B	3	1	6900	1650	1	1	NO	NO	0.8%	0.5%	NO	NO
Wolfe Road to Lawrence Expressway	PM	3	1	81	19	F	E	3	1	6900	1650	>1.0	1	YES	YES	1.1%	0.4%	YES	NO
Lawrence Expressway to Saratoga Avenue	AM	3	1	37	10	D	A	3	1	6900	1650	1	1	NO	NO	0.6%	0.4%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	3	1	85	37	F	D	3	1	6900	1650	1	1	YES	YES	1.0%	0.4%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	3	1	32	10	D	B	3	1	6900	1650	1	1	NO	YES	0.4%	0.4%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	3	1	74	29	F	D	3	1	6900	1650	>1.0	1	YES	YES	0.8%	0.4%	NO	NO
Winchester Boulevard to Interstate 880	AM	3	1	33	14	C	B	3	1	6900	1650	1	1	NO	NO	0.5%	0.3%	NO	NO
Winchester Boulevard to Interstate 880	PM	3	1	90	21	F	F	3	1	6900	1650	>1.0	1	YES	YES	0.8%	0.4%	NO	NO
Interstate 880 to Merdian Avenue	AM	3	1	26	18	C	B	3	1	6900	1650	1	1	YES	NO	0.3%	0.2%	NO	NO
Interstate 880 to Merdian Avenue	PM	3	1	90	30	F	F	3	1	6900	1650	1	>1.0	YES	YES	0.8%	0.2%	NO	NO
Merdian Avenue to Bird Avenue	AM	4	-	36	-	D	-	4	-	9200	0	1	-	YES	-	0.2%	-	NO	-
Merdian Avenue to Bird Avenue	PM	4	-	81	-	F	-	4	-	9200	0	1	-	YES	-	0.4%	-	NO	-

Table J-3: Year 2030 with Project Freeway Analysis

Freeway Segment ¹	Peak Hour ²	Existing						Year 2030 Cumulative with Project											
		Lanes		Density ³		LOS ⁴		Lanes		Capacity ⁵		v/c ⁶		v/c > 1.0?		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																			
Lark Avenue to State Route 85	AM	2	-	46	-	D	-	2	-	4400	-	1	-	YES	-	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	2	-	22	-	C	-	2	-	4400	-	1	-	YES	-	0.3%	-	NO	-
State Route 85 to Camden Avenue	AM	3	-	74	-	F	-	3	-	6900	-	>1.0	-	YES	-	0.0%	-	NO	-
State Route 85 to Camden Avenue	PM	3	-	19	-	C	-	3	-	6900	-	1	-	NO	-	0.0%	-	NO	-
State Route 17 - Southbound																			
Camden Avenue to State Route 85	AM	3	-	24	-	C	-	3	-	6900	-	1	-	NO	-	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	3	-	28	-	D	-	3	-	6900	-	1	-	NO	-	0.1%	-	NO	-
State Route 85 to Lark Avenue	AM	2	-	20	-	C	-	2	-	4400	-	1	-	YES	-	0.1%	-	NO	-
State Route 85 to Lark Avenue	PM	2	-	65	-	F	-	2	-	4400	-	1	-	YES	-	0.1%	-	NO	-
State Route 87 - Northbound																			
Coleman Street to W. Julian Street	AM	1	69	32	F	D	D	2	1	4600	1650	2	1	YES	NO	0.3%	0.1%	NO	NO
Coleman Street to W. Julian Street	PM	1	22	6	C	A	A	2	1	4600	1650	1	0	NO	NO	0.9%	0.1%	NO	NO
Coleman Street to W Taylor Street	AM	1	142	51	F	F	D	2	1	4600	1650	1	1	YES	YES	0.3%	0.3%	NO	NO
Coleman Street to W Taylor Street	PM	1	22	7	C	A	A	2	1	4600	1650	1	0	NO	NO	1.2%	0.4%	NO	NO
W Taylor Street to Skyport Drive	AM	1	100	61	F	F	D	2	1	4600	1650	>1.0	1	YES	YES	0.3%	0.4%	NO	NO
W Taylor Street to Skyport Drive	PM	1	16	7	B	A	A	2	1	4600	1650	1	0	NO	NO	1.4%	0.4%	NO	NO
Skyport Drive to US 101	AM	1	79	62	F	F	F	2	1	4600	1650	>1.0	>1.0	YES	YES	0.3%	0.4%	NO	NO
Skyport Drive to US 101	PM	1	18	4	B	A	A	2	1	4600	1650	1	0	NO	NO	1.5%	0.5%	NO	NO
State Route 87 - Southbound																			
US 101 to Skyport Drive	AM	2	1	26	6	C	A	2	1	4600	1650	1	0	NO	NO	1.0%	0.5%	NO	NO
US 101 to Skyport Drive	PM	2	1	109	24	F	C	2	1	4600	1650	>1.0	1	YES	NO	0.6%	0.4%	NO	NO
Skyport Drive to W Taylor Street	AM	2	1	16	3	B	A	2	1	4600	1650	1	0	NO	NO	0.8%	0.4%	NO	NO
Skyport Drive to W Taylor Street	PM	2	1	93	17	F	B	2	1	4600	1650	>1.0	1	YES	NO	0.5%	0.4%	NO	NO
W. Taylor Street to Coleman Street	AM	2	1	18	9	B	A	2	1	4600	1650	1	0	NO	NO	0.7%	0.4%	NO	NO
W. Taylor Street to Coleman Street	PM	2	1	81	31	F	D	2	1	4600	1650	1	1	YES	NO	0.5%	0.3%	NO	NO
W. Julian Street to Coleman Street	AM	2	1	27	10	D	A	2	1	4600	1650	1	1	NO	NO	0.4%	0.2%	NO	NO
W. Julian Street to Coleman Street	PM	2	1	61	44	F	D	2	1	4600	1650	1	1	YES	YES	0.3%	0.2%	NO	NO
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. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes. 6. v/c is assumed to be > 1.0 if operating at LOS F under Existing Conditions. *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 thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County. Bold text indicates v/c > 1.0. Bold and highlighted text indicates a significant impact (project adds >1% of segment capacity to segments with a V/C ratio greater than one). Source: Monitoring & Conformance Report, VTA, 2014; Fehr & Pe																			



APPENDIX K:
North Bayshore Precise Plan with Residential:
Vehicle Miles Traveled Estimates



MEMORANDUM

Date: May 31, 2017

To: Judy Fenerty and Judy Shanley, David J. Powers
Martin Alkire, City of Mountain View

From: Daniel Rubins, Mackenzie Watten, and Julie Morgan, Fehr & Peers

Subject: **North Bayshore Precise Plan with Residential – Vehicle Miles Traveled Estimates**

SJ13-1450.02

This memorandum presents the VMT estimates for the draft project description that includes 9,850 residential dwelling units within the North Bayshore Precise Plan (NBPP). This memo is a companion to analysis presented in *North Bayshore Precise Plan with Residential – Project Trip Generation Estimates* (Fehr & Peers, February 2017).

ANALYSIS SCENARIOS

This study evaluates the following scenarios:

- Scenario 1:** *Existing Conditions* – Existing vehicle miles traveled using the City of Mountain View travel demand model with the existing land use and transportation network.
- Scenario 2A:** *Existing with NBPP with Smaller Residential Units and Standard Residential Parking Supply Conditions* – Existing land use and transportation network from Scenario 1 with the addition of 3.6 million square feet of office and research and development (R&D) with supporting land uses (as compared to year 2015 conditions), and 9,850 smaller residential units (proposed residential housing mix of 70 percent studio and 1-bedroom apartments and 30 percent 2- and 3-bedroom apartments) with an average residential parking ratio of 1.2 parking spaces per dwelling unit.



- Scenario 2B:** *Existing with NBPP with Smaller Residential Units and Reduced Residential Parking Supply Conditions* – Scenario 2A with a reduced residential parking supply rate of 0.6 spaces per dwelling unit.
- Scenario 3:** *Year 2030 Cumulative without Project Conditions* – Year 2030 cumulative travel behavior based on City of Mountain View land use and the Association of Bay Area Governments (ABAG) land use projections for adjacent jurisdictions and planned and funded transportation system improvements in the *Valley Transportation Plan (VTP) 2040*. This scenario includes the land uses, priority transportation network infrastructure, and TDM programs in the adopted 2014 NBPP.
- Scenario 4A:** *Year 2030 Cumulative with NBPP with Smaller Residential Units and Standard Residential Parking Supply Conditions* – Scenario 3 with the proposed project described in Scenario 2A.
- Scenario 4B:** *Year 2030 Cumulative with NBPP with Smaller Residential Units and Reduced Residential Parking Supply Conditions* – Scenario 4A with a reduced residential parking supply rate of 0.6 spaces per dwelling unit.

VEHICLE MILES OF TRAVEL (VMT)

The daily VMT estimates were prepared using two different methods which are described below. To provide a more holistic comparison of the effect of the NBPP on the region, VMT was estimated for the North Bayshore area, for the City of Mountain View (consistent with the General Plan), and for Santa Clara County as a whole. The metric is presented as VMT per service population (residents + employees), which is the same systemwide performance measure used in the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. This metric is useful to distinguish the effects of population and/or employment growth from the effects of changes in personal travel behavior. For example, population growth may cause an increase in total VMT, but if travelers change their behavior such that the percent growth in total VMT is less than the percent growth in service population, then the VMT per service population metric will decrease.

VMT ESTIMATION PROCESS: SHARED ACCOUNTING METHOD

The City's travel demand forecasting model was used to develop daily VMT for three geographic areas: the North Bayshore area, the City of Mountain View, and Santa Clara County. The following



procedures were used to capture the VMT from different types of trips; note that this “shared accounting” method is consistent with the Regional Targets Advisory Committee (RTAC) recommendation to the California Transportation Commission (CTC) to estimate VMT.

- Internal-internal (II): The full length of all trips made entirely within the geographic area limits is counted.
- Internal-external (IX): One-half of the length of trips with an origin within the geographic area and destination outside of the area is counted. This assumes that the geographic area bears half the responsibility for trips traveling to other areas.
- External-internal (XI): One-half of the length of trips with an origin outside of the geographic area and destination within the area is counted. Similar to the IX trips, this assumes that the geographic area bears half the responsibility for trips traveling to it from other areas.
- External-external (XX): Trips that pass through the study area are not counted. This is based on the assumption that the land uses inside the geographic area do not affect these types of trips, so do not bear any responsibility for them.

This approach is referred to as the shared VMT accounting method.

VMT ESTIMATION PROCESS: TOTAL ACCOUNTING METHOD

A second VMT accounting method is often used as an input for the air quality and greenhouse gas analysis. Called the total VMT accounting method, this method is similar to that proposed by the California Office of Planning and Research (OPR) technical guidance to implement the recent legislation in California, Senate Bill 743, to evaluate VMT in the CEQA process. In this accounting system, the full length of all IX and XI trips is counted, as opposed to one-half the length in the shared VMT accounting system. Therefore, the total accounting method captures the complete length of all trips that begin or end within the geographic area of study. This method was done for all the geographic areas identified above.

SERVICE POPULATION

Service population is the sum of the number of employees plus residents. **Table 1** shows the service population for the North Bayshore area, the City of Mountain View, and Santa Clara County for the six study scenarios.



RESULTS

The results of the shared and total VMT accounting methods are presented in **Tables 2** and **3**, respectively. The results show that the addition of the project increases absolute VMT for all geographies analyzed, but decreases VMT per service population. Reducing the parking supply further contributes to VMT reductions. As compared to the standard parking supply scenarios, the reduced parking supply results in VMT per service population decrease of approximately 8 percent within the North Bayshore area, and approximately 2 percent citywide.

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. **Table 4** presents the residential and office portions of the North Bayshore VMT. Overall, the residential uses are responsible for about one-quarter of the total North Bayshore VMT. In the scenarios where parking supply is reduced, the proportion of residential VMT decreases slightly. **Attachment A** presents the VMT by speed bin for the North Bayshore Area, the City of Mountain View, and Santa Clara County for the six scenarios. This level of detail is used in the air quality analysis.

ATTACHMENTS

Tables

Table 1:	Service Population
Table 2:	VMT per Service Population (Shared VMT Accounting)
Table 3:	VMT per Service Population (Total VMT Accounting)
Table 4:	Residential and Office Portions of North Bayshore VMT

Attachments

Attachment A: Vehicle Miles Traveled by Speed Bin

TABLES

**TABLE 1
SERVICE POPULATION**

Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply	Year 2030 Cumulative without Project Condition	Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply
North Bayshore						
Employees	24,840	38,910	38,910	37,890	38,910	38,910
Residents	760	18,000	18,000	760	18,000	18,000
Service Population	25,600	56,910	56,910	38,650	56,910	56,910
City of Mountain View						
Employees	67,830	81,900	81,900	92,940	93,960	93,960
Residents	73,860	91,100	91,100	86,360	103,600	103,600
Service Population	141,690	173,000	173,000	179,300	197,560	197,560
Santa Clara County						
Employees	946,150	960,220	960,220	1,181,100	1,182,120	1,182,120
Residents	1,781,440	1,798,680	1,798,680	2,185,900	2,203,140	2,203,140
Service Population	2,727,590	2,758,900	2,758,900	3,367,000	3,385,260	3,385,260

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).
2. Rounded to nearest 10 employees or residents.
3. Service population is defined as the sum of all residents and employees.

Source: City of Mountain View Model, Fehr & Peers, May 2017.

TABLE 2
VMT PER SERVICE POPULATION (SHARED VMT ACCOUNTING)

	Existing Condition	Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply	Year 2030 Cumulative without Project Condition	Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply
North Bayshore						
Vehicle Miles Traveled	501,530	812,480	748,750	605,210	831,530	762,170
Service Population	25,600	56,910	56,910	38,650	56,910	56,910
VMT per Service Population	19.6	14.3	13.2	15.7	14.6	13.4
City of Mountain View						
Vehicle Miles Traveled	2,643,330	2,994,930	2,922,870	3,393,140	3,524,960	3,446,530
Service Population	141,690	173,000	173,000	179,300	197,560	197,560
VMT per Service Population	18.7	17.3	16.9	18.9	17.8	17.4
Santa Clara County						
Vehicle Miles Traveled	36,433,710	36,718,560	36,660,180	51,779,290	51,766,500	51,702,960
Service Population	2,727,590	2,758,900	2,758,900	3,367,000	3,385,260	3,385,260
VMT per Service Population	13.4	13.3	13.3	15.4	15.3	15.3

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).
 2. Rounded service population and VMT to nearest 10.
 3. Service population is defined as the sum of all residents and employees.
- Source: City of Mountain View Model, Fehr & Peers, May 2017.

TABLE 3
VMT PER SERVICE POPULATION (TOTAL VMT ACCOUNTING)

	Existing Condition	Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply	Year 2030 Cumulative without Project Condition	Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹	Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply
North Bayshore						
Vehicle Miles Traveled	1,001,640	1,617,580	1,491,350	1,208,320	1,655,690	1,518,040
Service Population	25,600	56,910	56,910	38,650	56,910	56,910
VMT per Service Population	39.1	28.4	26.2	31.3	29.1	26.7
City of Mountain View						
Vehicle Miles Traveled	5,146,740	5,797,530	5,664,160	6,597,830	6,826,300	6,353,620
Service Population	141,690	173,000	173,000	179,300	197,560	197,560
VMT per Service Population	36.3	33.5	32.7	36.8	34.6	32.2
Santa Clara County						
Vehicle Miles Traveled	55,700,170	56,060,410	55,986,580	79,671,050	79,653,380	79,391,730
Service Population	2,727,590	2,758,900	2,758,900	3,367,000	3,385,260	3,385,260
VMT per Service Population	20.4	20.3	20.3	23.7	23.5	23.5

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).
 2. Rounded service population and VMT to nearest 10.
 3. Service population is defined as the sum of all residents and employees.
- Source: City of Mountain View Model, Fehr & Peers, May 2017.

TABLE 4
RESIDENTIAL AND OFFICE PORTIONS OF NORTH BAYSHORE VMT

	Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply¹	Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply	Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply¹	Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply
Residential Portion of VMT	25%	22%	28%	25%
Office Portion of VMT	75%	78%	72%	75%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

Source: City of Mountain View Model, Fehr & Peers, May 2017.

ATTACHMENT A

Table A-1
VMT Distribution by Speed Bin
Shared VMT Accounting
North Bayshore

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	27,680	5.52%	47,230	5.81%	43,510	5.81%	112,790	18.64%	155,730	18.73%	142,750	18.73%
7.5 to 12.49	13,200	2.63%	24,800	3.05%	22,840	3.05%	69,470	11.48%	95,030	11.43%	87,120	11.43%
12.5 to 17.49	14,710	2.93%	52,110	6.41%	48,000	6.41%	56,380	9.32%	78,070	9.39%	71,570	9.39%
17.5 to 22.49	33,560	6.69%	95,520	11.76%	88,050	11.76%	69,190	11.43%	95,560	11.49%	87,570	11.49%
22.5 to 27.49	92,810	18.51%	235,780	29.01%	217,210	29.01%	105,260	17.38%	139,090	16.73%	127,510	16.73%
27.5 to 32.49	122,820	24.49%	190,080	23.40%	175,210	23.40%	114,500	18.92%	162,700	19.56%	149,080	19.56%
32.5 to 37.49	64,410	12.84%	83,830	10.32%	77,270	10.32%	31,260	5.17%	39,110	4.70%	35,820	4.70%
37.5 to 42.49	43,690	8.71%	20,560	2.53%	18,940	2.53%	13,700	2.26%	20,220	2.43%	18,520	2.43%
42.5 to 47.49	31,820	6.34%	13,540	1.67%	12,500	1.67%	10,310	1.70%	15,360	1.85%	14,100	1.85%
47.5 to 52.49	15,850	3.16%	9,910	1.22%	9,130	1.22%	9,450	1.56%	12,000	1.44%	10,980	1.44%
52.5 to 57.49	23,810	4.75%	20,940	2.58%	19,320	2.58%	6,780	1.12%	8,830	1.06%	8,080	1.06%
57.5 to 62.49	13,020	2.60%	14,600	1.80%	13,480	1.80%	3,970	0.66%	6,950	0.84%	6,400	0.84%
62.5 to 67.49	4,150	0.83%	3,580	0.44%	3,290	0.44%	2,150	0.36%	2,880	0.35%	2,670	0.35%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	501,530	100.00%	812,480	100%	748,750	100%	605,210	100%	831,530	100%	762,170	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using one-half external trip approach (II, 0.5*IX, and 0.5*XI).

Source: Fehr & Peers, May 2017.

Table A-2
VMT Distribution by Speed Bin
Total VMT Accounting
North Bayshore

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	55,370	5.53%	94,040	5.81%	86,640	5.81%	225,190	18.64%	310,090	18.73%	284,330	18.73%
7.5 to 12.49	26,400	2.64%	49,400	3.05%	45,490	3.05%	138,700	11.48%	189,230	11.43%	173,520	11.43%
12.5 to 17.49	29,430	2.94%	103,760	6.41%	95,590	6.41%	112,560	9.32%	155,450	9.39%	142,540	9.39%
17.5 to 22.49	66,210	6.61%	189,630	11.72%	174,790	11.72%	138,140	11.43%	190,250	11.49%	174,420	11.49%
22.5 to 27.49	185,630	18.53%	469,810	29.05%	433,240	29.05%	210,160	17.39%	276,930	16.73%	253,970	16.73%
27.5 to 32.49	245,080	24.46%	378,250	23.39%	348,830	23.39%	228,610	18.93%	323,960	19.56%	296,930	19.56%
32.5 to 37.49	128,820	12.86%	167,050	10.33%	154,060	10.33%	62,400	5.16%	77,870	4.70%	71,350	4.70%
37.5 to 42.49	87,400	8.73%	40,980	2.53%	37,730	2.53%	27,360	2.26%	40,260	2.43%	36,890	2.43%
42.5 to 47.49	63,650	6.35%	26,990	1.67%	24,910	1.67%	20,590	1.70%	30,590	1.85%	28,080	1.85%
47.5 to 52.49	31,710	3.17%	19,740	1.22%	18,190	1.22%	18,860	1.56%	23,890	1.44%	21,860	1.44%
52.5 to 57.49	47,620	4.75%	41,730	2.58%	38,480	2.58%	13,540	1.12%	17,580	1.06%	16,090	1.06%
57.5 to 62.49	26,030	2.60%	29,090	1.80%	26,840	1.80%	7,930	0.66%	13,840	0.84%	12,750	0.84%
62.5 to 67.49	8,290	0.83%	7,110	0.44%	6,560	0.44%	4,280	0.35%	5,750	0.35%	5,310	0.35%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	1,001,640	100.00%	1,617,580	100%	1,491,350	100%	1,208,320	100%	1,655,690	100%	1,518,040	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using total external trip approach (II, 1.0*IX, and 1.0*XI).

Source: Fehr & Peers, May 2017.

Table A-3
VMT Distribution by Speed Bin
Shared VMT Accounting
City of Mountain View

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	121,460	4.60%	157,880	5.27%	154,040	5.27%	614,580	18.11%	645,100	18.30%	630,710	18.30%
7.5 to 12.49	78,730	2.98%	102,840	3.43%	100,250	3.43%	382,120	11.26%	393,590	11.17%	384,980	11.17%
12.5 to 17.49	71,740	2.71%	99,530	3.32%	97,040	3.32%	310,310	9.15%	324,890	9.22%	317,780	9.22%
17.5 to 22.49	192,530	7.28%	230,540	7.70%	225,060	7.70%	403,250	11.88%	423,620	12.02%	414,270	12.02%
22.5 to 27.49	511,410	19.35%	569,530	19.02%	555,930	19.02%	579,700	17.08%	574,370	16.29%	561,440	16.29%
27.5 to 32.49	651,060	24.63%	729,850	24.37%	712,300	24.37%	684,700	20.19%	735,620	20.87%	719,290	20.87%
32.5 to 37.49	336,210	12.72%	376,790	12.58%	367,700	12.58%	167,680	4.94%	157,360	4.46%	153,720	4.46%
37.5 to 42.49	261,940	9.91%	270,960	9.05%	264,520	9.05%	73,560	2.17%	81,560	2.31%	79,610	2.31%
42.5 to 47.49	167,340	6.33%	173,480	5.79%	169,230	5.79%	55,460	1.63%	62,170	1.76%	60,660	1.76%
47.5 to 52.49	90,310	3.42%	105,970	3.54%	103,470	3.54%	51,480	1.52%	49,290	1.40%	48,250	1.40%
52.5 to 57.49	95,610	3.62%	107,410	3.59%	104,930	3.59%	36,930	1.09%	36,630	1.04%	35,840	1.04%
57.5 to 62.49	46,960	1.78%	50,650	1.69%	49,400	1.69%	22,070	0.65%	29,290	0.83%	28,610	0.83%
62.5 to 67.49	18,030	0.68%	19,500	0.65%	19,000	0.65%	11,300	0.33%	11,470	0.33%	11,370	0.33%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	2,643,330	100.00%	2,994,930	100%	2,922,870	100%	3,393,140	100%	3,524,960	100%	3,446,530	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using one-half external trip approach (II, 0.5*IX, and 0.5*XI).

Source: Fehr & Peers, May 2017.

Table A-4
VMT Distribution by Speed Bin
Total VMT Accounting
City of Mountain View

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	242,120	4.70%	307,150	5.30%	300,210	5.30%	1,211,850	18.37%	1,263,420	18.51%	1,176,050	18.51%
7.5 to 12.49	155,950	3.03%	203,350	3.51%	198,810	3.51%	749,980	11.37%	770,930	11.29%	717,320	11.29%
12.5 to 17.49	141,710	2.75%	192,610	3.32%	188,050	3.32%	608,840	9.23%	634,850	9.30%	590,880	9.30%
17.5 to 22.49	365,920	7.11%	430,720	7.43%	420,850	7.43%	769,600	11.66%	802,900	11.76%	747,190	11.76%
22.5 to 27.49	1,003,810	19.50%	1,115,250	19.24%	1,089,780	19.24%	1,137,080	17.23%	1,126,530	16.50%	1,048,350	16.50%
27.5 to 32.49	1,218,580	23.69%	1,356,180	23.40%	1,325,410	23.40%	1,291,000	19.58%	1,381,580	20.25%	1,286,610	20.25%
32.5 to 37.49	667,610	12.97%	749,300	12.92%	731,810	12.92%	333,190	5.05%	312,640	4.58%	291,000	4.58%
37.5 to 42.49	522,870	10.16%	540,430	9.32%	527,900	9.32%	146,120	2.21%	161,830	2.37%	150,580	2.37%
42.5 to 47.49	333,370	6.48%	345,330	5.96%	337,580	5.96%	110,080	1.67%	123,170	1.80%	114,370	1.80%
47.5 to 52.49	179,690	3.49%	210,650	3.63%	205,610	3.63%	101,490	1.54%	96,920	1.42%	90,220	1.42%
52.5 to 57.49	188,220	3.66%	209,910	3.62%	205,040	3.62%	72,840	1.10%	71,690	1.05%	66,710	1.05%
57.5 to 62.49	90,810	1.76%	97,670	1.68%	95,160	1.68%	43,110	0.65%	56,890	0.83%	52,740	0.83%
62.5 to 67.49	36,080	0.70%	38,980	0.67%	37,950	0.67%	22,650	0.34%	22,950	0.34%	21,600	0.34%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	5,146,740	100.00%	5,797,530	100%	5,664,160	100%	6,597,830	100%	6,826,300	100%	6,353,620	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using total external trip approach (II, 1.0*IX, and 1.0*XI).

Source: Fehr & Peers, May 2017.

Table A-5
VMT Distribution by Speed Bin
Shared VMT Accounting
Santa Clara County

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	1,671,150	4.59%	1,653,800	4.50%	1,649,700	4.50%	9,182,410	17.73%	9,135,640	17.65%	9,125,570	17.65%
7.5 to 12.49	1,156,860	3.18%	1,258,480	3.43%	1,257,440	3.43%	4,078,100	7.88%	4,081,250	7.88%	4,074,190	7.88%
12.5 to 17.49	1,044,810	2.87%	1,100,800	3.00%	1,099,810	3.00%	4,076,830	7.87%	4,116,150	7.95%	4,110,380	7.95%
17.5 to 22.49	1,996,400	5.48%	2,003,110	5.46%	2,001,650	5.46%	5,111,920	9.87%	4,946,200	9.55%	4,937,630	9.55%
22.5 to 27.49	8,087,800	22.19%	8,116,100	22.10%	8,101,900	22.10%	11,958,570	23.10%	11,871,290	22.93%	11,855,480	22.93%
27.5 to 32.49	7,669,800	21.05%	7,810,620	21.27%	7,797,620	21.27%	9,707,070	18.75%	9,938,140	19.20%	9,926,970	19.20%
32.5 to 37.49	4,521,090	12.41%	4,486,660	12.22%	4,479,870	12.22%	3,662,410	7.07%	3,630,010	7.01%	3,624,380	7.01%
37.5 to 42.49	4,021,660	11.04%	3,994,690	10.88%	3,988,630	10.88%	1,132,370	2.19%	1,141,370	2.20%	1,137,470	2.20%
42.5 to 47.49	2,575,080	7.07%	2,487,510	6.77%	2,481,890	6.77%	1,160,700	2.24%	1,188,250	2.30%	1,189,170	2.30%
47.5 to 52.49	1,480,130	4.06%	1,585,400	4.32%	1,583,720	4.32%	799,490	1.54%	799,900	1.55%	801,400	1.55%
52.5 to 57.49	1,451,330	3.98%	1,458,370	3.97%	1,455,410	3.97%	476,650	0.92%	448,800	0.87%	449,820	0.87%
57.5 to 62.49	522,890	1.44%	527,470	1.44%	527,910	1.44%	285,000	0.55%	319,900	0.62%	320,560	0.62%
62.5 to 67.49	234,710	0.64%	235,550	0.64%	234,630	0.64%	147,770	0.29%	149,600	0.29%	149,940	0.29%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	36,433,710	100.00%	36,718,560	100%	36,660,180	100%	51,779,290	100%	51,766,500	100%	51,702,960	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using one-half external trip approach (II, 0.5*IX, and 0.5*XI).

Source: Fehr & Peers, May 2017.

Table A-6
VMT Distribution by Speed Bin
Total VMT Accounting
Santa Clara County

Actual Speed Bin (mph)	Existing Scenarios						Year 2030 Scenarios					
	Existing Condition		Existing with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Existing with NBPP Smaller Residential Units and Reduced Residential Parking Supply		Year 2030 Cumulative without Project Condition		Year 2030 Cumulative with NBPP Smaller Residential Units and Standard Residential Parking Supply ¹		Year 2030 Cumulative with NBPP Smaller Residential Units and Reduced Residential Parking Supply	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0 to 7.49	3,309,610	5.94%	3,244,500	5.79%	3,241,620	5.79%	17,649,330	22.15%	17,586,980	22.08%	4,596,780	5.79%
7.5 to 12.49	2,254,840	4.05%	2,453,240	4.38%	2,452,210	4.38%	7,358,280	9.24%	7,361,250	9.24%	3,477,350	4.38%
12.5 to 17.49	1,850,350	3.32%	1,945,130	3.47%	1,942,730	3.47%	6,890,690	8.65%	6,955,100	8.73%	2,754,890	3.47%
17.5 to 22.49	3,314,900	5.95%	3,278,660	5.85%	3,275,210	5.85%	7,640,040	9.59%	7,396,390	9.29%	4,644,410	5.85%
22.5 to 27.49	11,617,110	20.86%	11,667,460	20.81%	11,650,810	20.81%	15,762,770	19.78%	15,650,890	19.64%	16,521,420	20.81%
27.5 to 32.49	10,798,290	19.39%	10,967,760	19.56%	10,950,980	19.56%	12,858,140	16.14%	13,183,050	16.55%	15,529,020	19.56%
32.5 to 37.49	7,115,700	12.78%	7,073,690	12.62%	7,065,510	12.62%	5,572,110	6.99%	5,504,300	6.91%	10,019,240	12.62%
37.5 to 42.49	6,100,580	10.95%	6,044,150	10.78%	6,035,350	10.78%	1,604,800	2.01%	1,640,400	2.06%	8,558,430	10.78%
42.5 to 47.49	3,715,770	6.67%	3,610,970	6.44%	3,605,540	6.44%	1,718,850	2.16%	1,744,550	2.19%	5,112,830	6.44%
47.5 to 52.49	2,197,910	3.95%	2,338,770	4.17%	2,334,640	4.17%	1,135,210	1.42%	1,144,160	1.44%	3,310,640	4.17%
52.5 to 57.49	2,183,770	3.92%	2,189,670	3.91%	2,189,080	3.91%	769,180	0.97%	722,340	0.91%	3,104,220	3.91%
57.5 to 62.49	804,830	1.44%	808,750	1.44%	806,200	1.44%	442,630	0.56%	491,690	0.62%	1,143,240	1.44%
62.5 to 67.49	436,510	0.78%	437,660	0.78%	436,700	0.78%	269,020	0.34%	272,280	0.34%	619,260	0.78%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	55,700,170	100.00%	56,060,410	100%	55,986,580	100%	79,671,050	100%	79,653,380	100%	79,391,730	100%

Notes:

1. This is the project scenario studied in the *North Bayshore Precise Plan Transportation Impact Analysis* (May 2017).

2. VMT = vehicle miles traveled; mph = miles per hour.

3. Study Area VMT based on select zone analysis using total external trip approach (II, 1.0*IX, and 1.0*XI).

Source: Fehr & Peers, May 2017.

APPENDIX L:
MITIGATED 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				Ex+P AM_Mit						???			
	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)
#12 Salado Dr & Garcia Ave	B	12.2	-	-	C	20.9	-	-	B-	18.2	0.609	-	27.9	-	?	xx.X	x.xxx	xx.X
#24 Springer Rd. & Foothill Expy.	F	117.0	0.593	216.2	F	122.3	0.606	226.9	E	64.2	0.634	- 0.000	97.7	-	?	xx.X	x.xxx	xx.X
#32/33 Plymouth & Shoreline/Space Park- Option 1	-	-	-	-	-	-	-	-	C	29.8	0.705	-	29.8	-	?	xx.X	x.xxx	xx.X
#32/33 Plymouth & Shoreline/Space Park- Option 2	-	-	-	-	-	-	-	-	D	44.8	0.825	-	47.0	-	?	xx.X	x.xxx	xx.X
#49 Castro St./Moffet Blvd & Central Expy.	D	48.5	0.649	59.9	F	93.0	0.800	59.9	D	43.5	0.593	-	46.0	-	?	xx.X	x.xxx	xx.X
#59 University Ave. & Donohoe St	E	66.0	0.921	71.9	E-	79.2	1.001	90.0	E	66.8	1.037	+ 0.000	87.9	+ 0.0	?	xx.X	x.xxx	xx.X
#62 Embarcadero Rd. & E. Bayshore Rd.	D	44.0	0.793	46.8	D-	53.0	0.909	60.2	D-	53.0	0.909	+ 0.000	60.2	+ 0.0	?	xx.X	x.xxx	xx.X
#62 Embarcadero Rd. & E. Bayshore Rd. - Local Improvement	D	44.0	0.793	46.8	D-	53.0	0.909	60.2	D-	53.3	0.909	+ 0.000	60.2	-	?	xx.X	x.xxx	xx.X
#67 Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero	F	160.4	-	-	F	103.0	-	-	D+	35.6	0.567	-	37.5	+	?	xx.X	x.xxx	xx.X
#72 Rd New St & Shorebird Way	-	-	-	-	D	32.0	-	-	C+	22.1	0.525	-	23.1	+ 0.0	?	xx.X	x.xxx	xx.X
#73 New St & Space Parky	-	-	-	-	C	19.7	-	-	C+	21.9	0.436	-	22.6	-	?	xx.X	x.xxx	xx.X
#76 Inigo Wy. & La Avenida St	B	10.8	-	-	C	23.6	-	-	B-	18.5	0.538	-	18.9	-	?	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 PM				EX+P PM				Ex+P PM_Mit						???			
	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)
#12 Salado Dr & Garcia Ave	B	11.7	-	-	F	72.7	-	-	C+	21.5	0.805	-	29.8	-	?	xx.x	x.xxx	xx.x
#24 Springer Rd. & Foothill Expy.	D-	51.2	0.797	56.6	D-	53.3	0.840	46.3	D	47.0	0.412	+ 0.000	46.6	-	?	xx.x	x.xxx	xx.x
#32/33 Plymouth & Shoreline/Space Park- Option 1	-	-	-	-	-	-	-	-	D	50.6	0.945	-	57.2	-	?	xx.x	x.xxx	xx.x
#32/33 Plymouth & Shoreline/Space Park- Option 2	-	-	-	-	-	-	-	-	F	104.5	1.112	+ 0.000	113.4	-	?	xx.x	x.xxx	xx.x
#49 Castro St./Moffett Blvd Central Expy.	E	61.9	0.804	73.4	F	80.3	0.873	26.4	C	26.5	0.764	+ 0.000	33.8	-	?	xx.x	x.xxx	xx.x
#59 University Ave. & Donohoe St	D	42.5	0.655	50.6	D	43.2	0.704	51.9	C	24.5	0.668	+ 0.000	28.3	-	?	xx.x	x.xxx	xx.x
#62 Embarcadero Rd. & E. Bayshore Rd.	D-	53.6	0.820	58.6	E	65.5	0.933	71.5	E+	61.5	0.945	+ 0.000	71.3	-	?	xx.x	x.xxx	xx.x
#62 Embarcadero Rd & E. Bayshore Rd. - Local Improvement	D-	53.6	0.820	58.6	E	65.5	0.933	71.5	E	60.6	0.935	+ 0.000	66.4	-	?	xx.x	x.xxx	xx.x
#67 Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	F	119.3	-	-	F	144.8	-	-	D	41.1	0.696	+ 0.000	44.9	-	?	xx.x	x.xxx	xx.x
#72 New St & Shorebird Way	-	-	-	-	F	309.4	-	-	C	23.7	0.550	-	23.2	-	?	xx.x	x.xxx	xx.x
#73 New St & Space Parky	-	-	-	-	F	145.7	-	-	C	28.4	0.608	-	31.9	-	?	xx.x	x.xxx	xx.x
#76 Inigo Wy. & La Avenida St	B	13.4	-	-	E	40.1	-	-	C	30.8	0.672	+ 0.000	28.8	-	?	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				2030+P AM_Mit						???			
		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)
#6	San Antonio Rd. & California St.	D+	36.5	0.679	40.0	E	74.3	1.168	141.9	D	47.7	0.926	+ 0.000	66.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	C+	22.2	0.472	28.7	F	92.7	0.747	114.8	B	18.0	0.652	+ 0.000	21.0	+ 0.0	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	C	25.1	0.730	27.0	E+	58.6	1.039	78.7	D	47.1	0.945	+ 0.000	53.6	+ 0.0	?	xx.x	x.xxx	xx.x
#12	Salado Dr & Garcia Ave	12.2	B	-	-	C	20.9	-	-	B	18.2	0.609	-	-	-				
#17	Rengstoff Ave. & Old Middlefield Wy.	C	31.8	0.566	30.4	D	50.6	0.932	58.6	D	49.2	0.943	+ 0.000	59.9	+ 0.0	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	C	28.2	0.425	27.2	F	80.9	1.103	102.1	E-	78.6	1.073	+ 0.000	98.3	+ 0.0	?	xx.x	x.xxx	xx.x
#32/33	Plymouth & Shoreline/Space Park – Option 1	-	-	-	-	-	-	-	-	C	29.8	.705	+ 0.000	29.2	+ 0.0	?	xx.x	x.xxx	xx.x
#32/33	Plymouth & Shoreline/Space Park – Option 2 Castro St./	-	-	-	-	-	-	-	-	D	44.8	0.967	-	47.0	+ 0.0	?	xx.x	x.xxx	xx.x
#49	Moffett Blvd & Central Expy.	D	48.5	0.649	59.9	F	178.8	1.244	236.0	D	44.4	0.638	-	48.6	+ 0.0	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	B	13.1	0.434	14.0	F	107.1	0.744	219.1	F	107.1	0.744	-	219.1	+ 0.0	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	B	15.0	0.321	18.0	F	161.9	0.900	272.2	B	16.7	0.759	+ 0.000	26.9	+0.0	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	A	7.4	0.588	8.9	C+	21.6	0.928	27.3	B	16.4	0.723	+ 0.000	18.0	+ 0.0	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	A	7.7	0.587	9.7	D	45.2	1.062	75.0	C	25.8	0.894	+ 0.000	37.6	+ 0.0	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	D-	52.0	0.694	62.9	F	103.8	1.257	173.7	F	92.6	1.150	+ 0.000	151.1	+ 0.0	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	D+	38.0	0.575	37.8	D-	52.2	0.923	59.5	D+	37.3	0.751	+ 0.000	36.8	+ 0.0	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	E	66.0	0.921	71.9	F	98.1	1.068	109.3	F	87.2	1.106	+ 0.000	114.8	+ 0.0	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	D	44.0	0.793	46.8	E	64.3	0.989	75.5	E	64.3	0.989	+ 0.000	75.5	+ 0.0	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd. -Local Improvement	D	44.0	0.793	46.8	E	64.3	0.989	75.5	D-	56.5	0.901	+ 0.000	56.5	+ 0.0	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	D	46.7	0.733	54.8	F	177.3	1.292	274.2	F	143.9	1.238	+ 0.000	209.7	+ 0.0	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero	F	160.4	-	-	F	711.2	-	-	E	64.6	0.963	+ 0.000	72.3	+ 0.0	?	xx.x	x.xxx	xx.x
#70	Rd Moffett Blvd. & SR 85 Southbound Off Ramp	A	1.6	0.218	1.6	F	420.5	-	-	B	16.7	0.905	-	24.4	+ 0.0	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	-	-	-	-	D	32.0	-	-	C+	22.1	0.525	-	23.1	+ 0.0	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	-	-	-	-	C	19.7	-	-	C+	21.9	0.436	-	22.6	+ 0.0	?	xx.x	x.xxx	xx.x
#76	Inigo Wy. & La Avenida St	B	10.8	-	-	C	23.6	-	-	B-	18.5	0.538	-	18.9	+ 0.0	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
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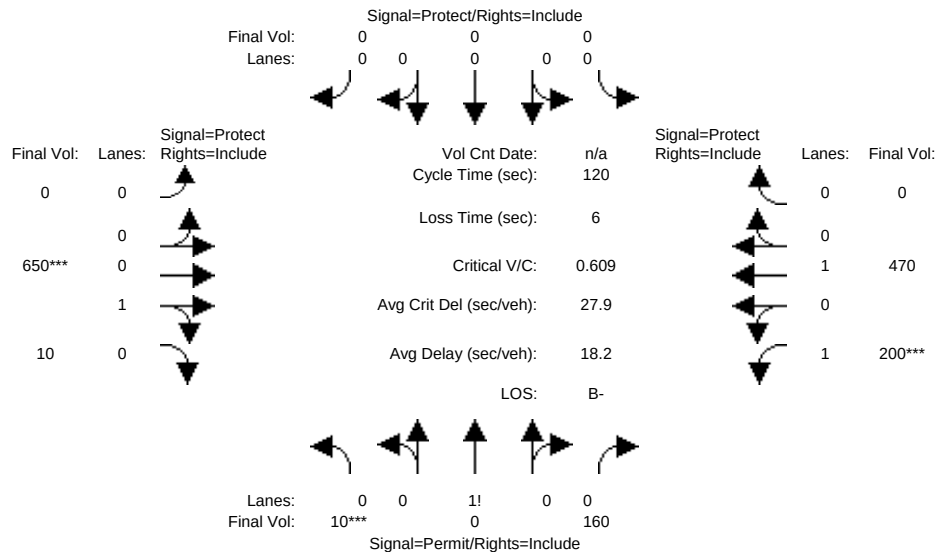
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		EX PM				2030+P PM				2030+P PM_Mit						???			
		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)
#6	San Antonio Rd. & California St.	C-	33.3	0.609	43.4	F	83.7	1.141	128.4	E	69.2	1.031	+ 0.000	82.5	+ 0.0	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	C+	22.9	0.531	23.2	C	24.0	0.784	26.1	C	24.0	0.784	+ 0.000	26.1	+ 0.0	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	D+	37.3	0.684	37.4	F	101.4	1.151	120.3	F	101.4	1.151	+ 0.000	120.3	+ 0.0	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	D	46.2	0.551	48.2	F	110.1	1.184	159.3	F	94.7	1.097	+ 0.000	120.2	+ 0.0	?	xx.x	x.xxx	xx.x
#12	Salado Dr & Garcia Ave	B	11.7	-	-	F	72.7	-	-	C+	21.5	0.805	-	-	-	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	C-	34.5	0.446	29.9	F	180.0	1.381	227.0	F	180.0	1.381	+ 0.000	227.0	+ 0.0	?	xx.x	x.xxx	xx.x
#32/33	Plymouth & Shoreline/Space Park- Option 1	-	-	-	-	-	-	-	-	D	50.6	0.945	-	57.2	+ 0.0	?	xx.x	x.xxx	xx.x
#32/33	Plymouth & Shoreline/Space Park- Option 2	-	-	-	-	-	-	-	-	F	104.5	1.112	-	113.4	+ 0.0	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	A	7.5	0.538	12.4	F	154.5	0.909	297.2	C+	21.4	0.721	+ 0.000	34.0	+ 0.0	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	B	12.1	0.356	12.9	C	29.2	0.695	37.0	B	15.6	0.640	+ 0.000	18.4	+ 0.0	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	E	61.9	0.804	73.4	F	389.9	01.858	488.4		76.6	1.126	+ 0.000	114.9	+ 0.0	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	B	15.0	0.676	16.8	F	168.2	1.458	488.4	F	83.3	1.175	+ 0.000	111.0	+ 0.0	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	A	5.3	0.595	9.1	F	123.3	1.359	233.7	E+	56.3	1.103	+ 0.000	84.8	+ 0.0	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	E	67.2	0.756	83.4	F	134.6	1.065	220.1	F	122.1	0.956	+ 0.000	197.1	+ 0.0	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	D	47.1	0.801	51.0	F	98.0	1.121	119.2	D	45.6	0.862	+ 0.000	49.1	+ 0.0	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	D	42.5	0.655	50.6	D	41.9	0.693	45.8	C	26.4	0.656	+ 0.000	30.9	+ 0.0	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	D-	53.6	0.820	58.6	F	99.2	1.081	110.8	F	82.3	1.041	+ 0.000	94.8	+ 0.0	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd. -Local Improvement	D-	53.6	0.820	58.6	F	99.2	1.081	110.8	E	73.9	1.003	+ 0.000	81.6	+ 0.0	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	D	47.3	0.725	57.0	F	206.9	1.578	304.0	F	173.5	1.476	+ 0.000	261.9	+ 0.0	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero	F	119.3	-	-	F	678.0	-	-	E	68.3	0.967	+ 0.000	77.5	+ 0.0	?	xx.x	x.xxx	xx.x
#70	Rd Moffett Blvd. & SR 85 Southbound Off Ramp	B	12.8	-	-	F	90.1	-	-	B	13.8	0.617	-	20.2	+ 0.0	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	-	-	-	-	F	309.4	-	-	C	23.7	0.550	-	23.2	+ 0.0	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	-	-	-	-	F	145.7	-	-	C	28.4	0.608	-	31.9	+ 0.0	?	xx.x	x.xxx	xx.x
#76	Inigo Wy. & La Avenida St	B	13.4	-	-	E	40.1	-	-	C	30.8	0.672	-	28.8	+ 0.0	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P AM_Mit

Intersection #12: Salado Dr & Garcia Ave

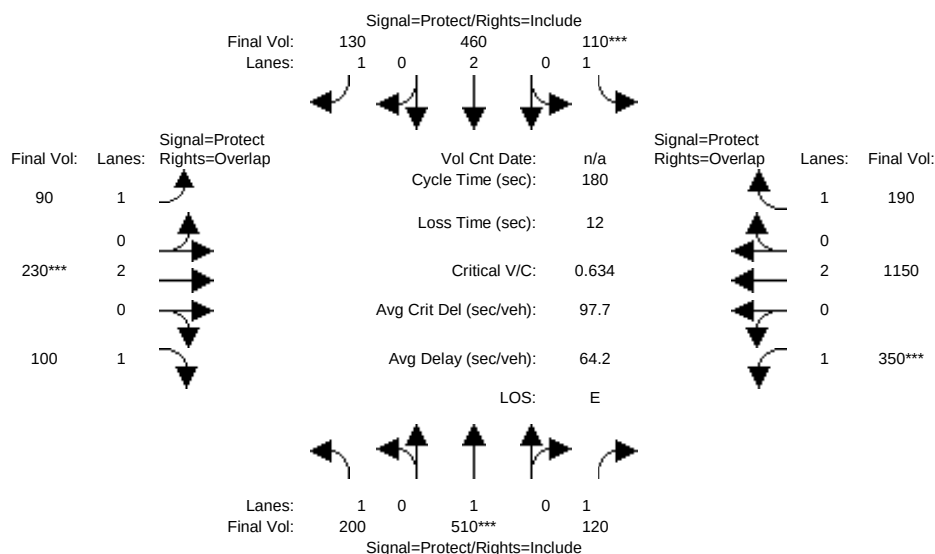


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	160	0	0	0	0	650	10	200	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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
Reduced Vol:	10	0	160	0	0	0	0	650	10	200	470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	160	0	0	0	0	650	10	200	470	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.06	0.00	0.94	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	103	0	1647	0	0	0	0	1773	27	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	19.2	0.0	38.3	0.0	0.0	0.0	0.0	72.3	72.3	22.5	94.8	0.0
Volume/Cap:	0.61	0.00	0.30	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.31	0.00
Delay/Veh:	50.8	0.0	31.1	0.0	0.0	0.0	0.0	16.0	16.0	48.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	0.0	31.1	0.0	0.0	0.0	0.0	16.0	16.0	48.0	3.6	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	10	0	0	0	0	28	28	15	9	0
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P AM_Mit

Intersection #24: Springer Rd. & Foothill Expy.



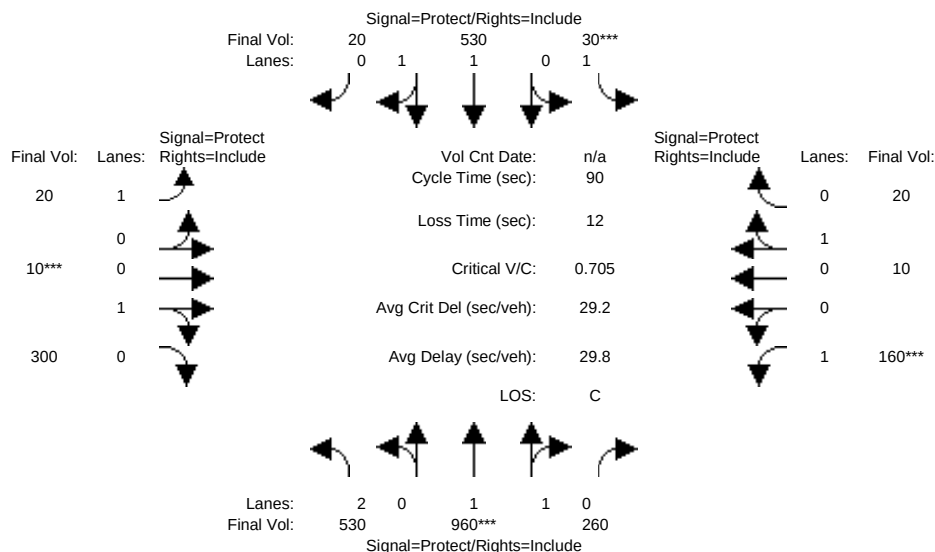
Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	70	10	14	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	510	120	110	460	130	90	230	100	350	1150	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:	200	510	120	110	460	130	90	230	100	350	1150	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:	200	510	120	110	460	130	90	230	100	350	1150	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:	200	510	120	110	460	130	90	230	100	350	1150	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	510	120	110	460	130	90	230	100	350	1150	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
Final Volume:	200	510	120	110	460	130	90	230	100	350	1150	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.07	0.06	0.12	0.07	0.05	0.06	0.06	0.20	0.30	0.11
Crit Moves:	****			****			****			****		
Green Time:	30.2	48.1	48.1	14.0	32.0	32.0	18.8	70.0	100.2	35.9	87.1	101.1
Volume/Cap:	0.68	1.00	0.26	0.81	0.68	0.42	0.49	0.16	0.10	1.00	0.63	0.19
Delay/Veh:	76.8	107	52.1	110.6	72.1	66.7	78.2	35.8	18.8	121.2	35.1	19.5
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:	76.8	107	52.1	110.6	72.1	66.7	78.2	35.8	18.8	121.2	35.1	19.5
LOS by Move:	E-	F	D-	F	E	E	E-	D+	B-	F	D+	B-
HCM2k95thQ:	22	54	11	16	23	13	11	8	5	43	38	10

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P AM Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1



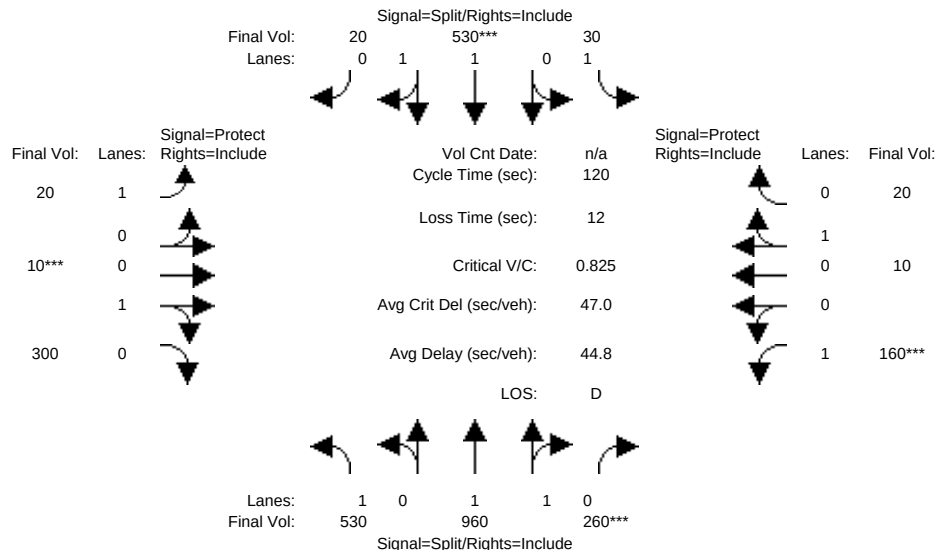
Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	960	260	30	530	20	20	10	300	160	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
Final Volume:	530	960	260	30	530	20	20	10	300	160	10	20
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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	3150	2911	788	1750	3565	135	1750	58	1742	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	24.7	39.5	39.5	7.0	21.8	21.8	13.0	20.6	20.6	10.9	18.6	18.6
Volume/Cap:	0.61	0.75	0.75	0.22	0.61	0.61	0.08	0.75	0.75	0.75	0.08	0.08
Delay/Veh:	29.8	23.2	23.2	39.8	31.6	31.6	33.5	39.9	39.9	52.2	28.9	28.9
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:	29.8	23.2	23.2	39.8	31.6	31.6	33.5	39.9	39.9	52.2	28.9	28.9
LOS by Move:	C	C	C	D	C	C	C-	D	D	D-	C	C
HCM2k95thQ:	16	28	28	2	15	15	1	19	19	12	2	2

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P AM_Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park -Option 2

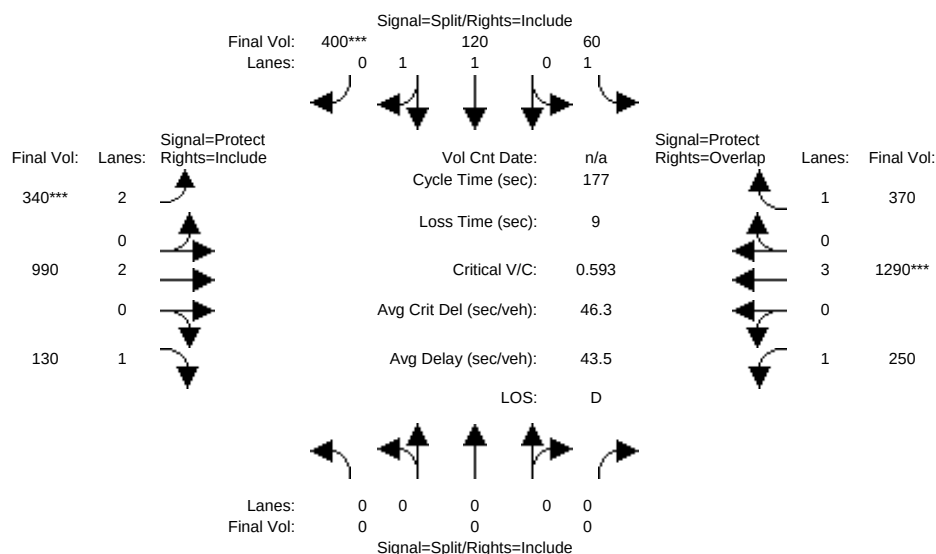


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	960	260	30	530	20	20	10	300	160	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
Final Volume:	530	960	260	30	530	20	20	10	300	160	10	20
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	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	1750	2911	788	1750	3565	135	1750	58	1742	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.30	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:			****		****			****		****		
Green Time:	48.0	48.0	48.0	21.6	21.6	21.6	15.8	25.1	25.1	13.3	22.6	22.6
Volume/Cap:	0.76	0.82	0.82	0.10	0.82	0.82	0.09	0.82	0.82	0.82	0.09	0.09
Delay/Veh:	35.8	36.2	36.2	41.2	55.6	55.6	45.9	59.1	59.1	76.2	40.3	40.3
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:	35.8	36.2	36.2	41.2	55.6	55.6	45.9	59.1	59.1	76.2	40.3	40.3
LOS by Move:	D+	D+	D+	D	E+	E+	D	E+	E+	E-	D	D
HCM2k95thQ:	33	38	38	2	22	22	2	25	25	16	2	2
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P AM_Mit

Intersection #49: Castro St./Moffett Blvd. & Central Expy.



Street Name: Castro Street - Moffett Boulevard

Approach:	North Bound			South Bound			Central Expressway East Bound			Central Expressway West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	21	69	0	0	74	74
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	60	120	400	340	990	130	250	1290	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	60	120	400	340	990	130	250	1290	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	60	120	400	340	990	130	250	1290	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	60	120	400	340	990	130	250	1290	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	120	400	340	990	130	250	1290	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
Final Volume:	0	0	0	60	120	400	340	990	130	250	1290	370

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	1900	1750	3150	3800	1750	1750	5700	1750

Capacity Analysis Module:

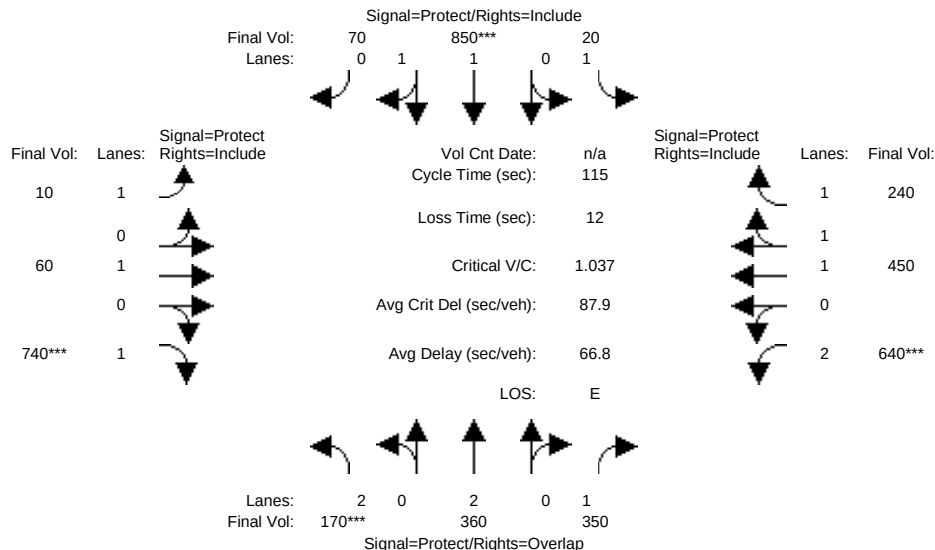
Vol/Sat:	0.00	0.00	0.00	0.03	0.06	0.23	0.11	0.26	0.07	0.14	0.23	0.21
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	63.8	63.8	63.8	30.2	76.2	76.2	27.9	74.0	137.8
Volume/Cap:	0.00	0.00	0.00	0.10	0.18	0.63	0.63	0.61	0.17	0.91	0.54	0.27
Delay/Veh:	0.0	0.0	0.0	37.5	38.6	48.5	70.8	39.5	31.1	104.0	39.0	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	38.6	48.5	70.8	39.5	31.1	104.0	39.0	5.6
LOS by Move:	A	A	A	D+	D+	D	E	D	C	F	D+	A
HCM2k95thQ:	0	0	0	5	8	33	20	34	9	30	30	11

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P AM MIT

Intersection #59: University Ave. & Donohoe St



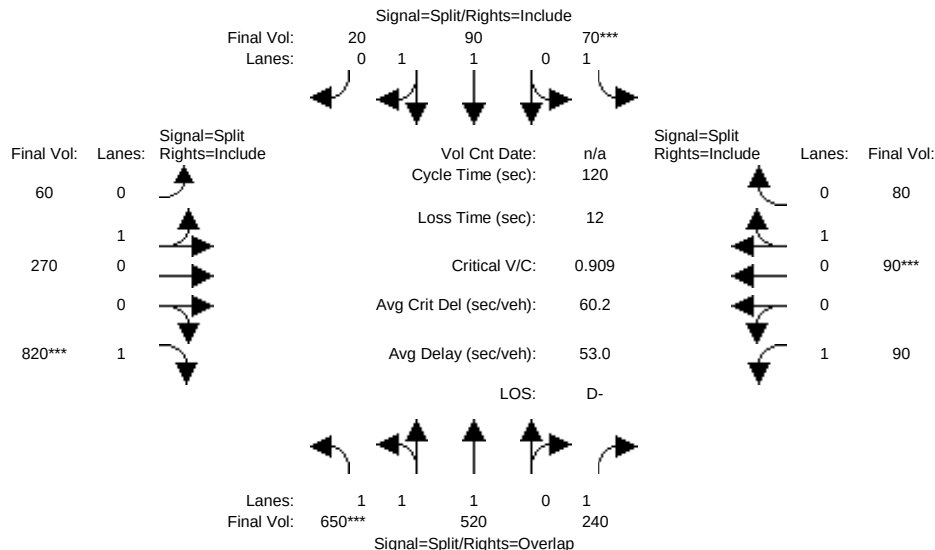
Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	360	350	20	850	70	10	60	740	640	450	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	360	350	20	850	70	10	60	740	640	450	240
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:	170	360	350	20	850	70	10	60	740	640	450	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	360	350	20	850	70	10	60	740	640	450	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	360	350	20	850	70	10	60	740	640	450	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	360	350	20	850	70	10	60	740	640	450	240
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	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00	2.00	1.93	1.07
Final Sat.:	3150	3800	1750	1750	3418	282	1750	1900	1750	3150	3618	1930
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.20	0.01	0.25	0.25	0.01	0.03	0.42	0.20	0.12	0.12
Crit Moves:	***			***			***		***	***		
Green Time:	7.0	20.9	43.2	13.4	27.3	27.3	28.3	46.4	46.4	22.3	40.4	40.4
Volume/Cap:	0.89	0.52	0.53	0.10	1.05	1.05	0.02	0.08	1.05	1.05	0.35	0.35
Delay/Veh:	89.1	43.3	28.9	45.6	87.5	87.5	32.9	21.2	81.4	95.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	43.3	28.9	45.6	87.5	87.5	32.9	21.2	81.4	95.9	27.7	27.7
LOS by Move:	F	D	C	D	F	F	C-	C+	F	F	C	C
HCM2k95thQ:	12	12	19	2	40	40	1	3	60	35	12	12

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P AM MIT

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.



Street Name:	Embarcadero Rd						E. Bayshore 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:	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:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	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:	650	520	240	70	90	20	60	270	820	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	520	240	70	90	20	60	270	820	90	90	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
Final Volume:	650	520	240	70	90	20	60	270	820	90	90	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.71	1.29	1.00	1.00	1.63	0.37	0.18	0.82	1.00	1.00	0.53	0.47
Final Sat.:	3025	2420	1750	1750	3027	673	327	1473	1750	1750	953	847

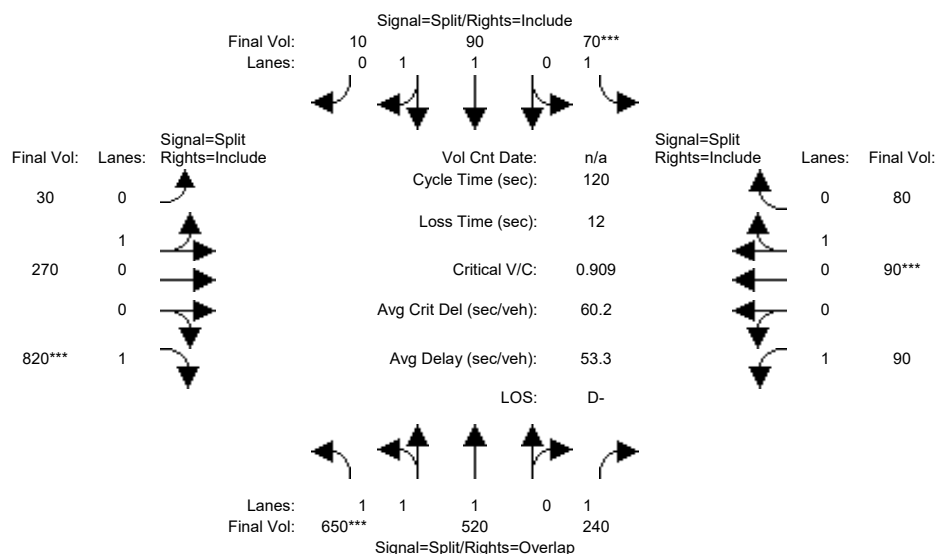
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.04	0.03	0.03	0.18	0.18	0.47	0.05	0.09	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	27.1	27.1	39.0	10.0	10.0	10.0	59.0	59.0	59.0	11.9	11.9	11.9
Volume/Cap:	0.95	0.95	0.42	0.48	0.36	0.36	0.37	0.37	0.95	0.52	0.95	0.95
Delay/Veh:	61.5	61.5	32.2	55.0	52.7	52.7	19.2	19.2	49.2	54.1	107	107.2
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:	61.5	61.5	32.2	55.0	52.7	52.7	19.2	19.2	49.2	54.1	107	107.2
LOS by Move:	E	E	C-	D-	D-	D-	B-	B-	D	D-	F	F
HCM2k95thQ:	33	33	14	7	5	5	15	15	58	8	19	19

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P AM_Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd- Local Street Improvement

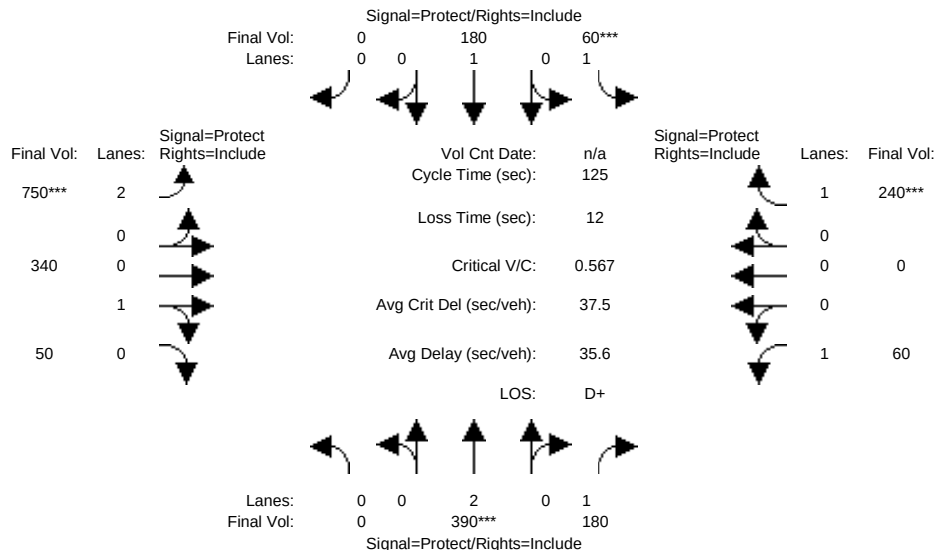


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	650	520	240	70	90	10	30	270	820	90	90	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:	650	520	240	70	90	10	30	270	820	90	90	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:	650	520	240	70	90	10	30	270	820	90	90	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:	650	520	240	70	90	10	30	270	820	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	520	240	70	90	10	30	270	820	90	90	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:	650	520	240	70	90	10	30	270	820	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.71	1.29	1.00	1.00	1.79	0.21	0.10	0.90	1.00	1.00	0.53	0.47
Final Sat.:	3025	2420	1750	1750	3330	370	180	1620	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.04	0.03	0.03	0.17	0.17	0.47	0.05	0.09	0.09
Crit Moves:	****			****					****		****	
Green Time:	27.1	27.1	39.0	10.0	10.0	10.0	59.0	59.0	59.0	11.9	11.9	11.9
Volume/Cap:	0.95	0.95	0.42	0.48	0.32	0.32	0.34	0.34	0.95	0.52	0.95	0.95
Delay/Veh:	61.5	61.5	32.2	55.0	52.4	52.4	18.8	18.8	49.2	54.1	107	107.2
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:	61.5	61.5	32.2	55.0	52.4	52.4	18.8	18.8	49.2	54.1	107	107.2
LOS by Move:	E	E	C-	D-	D-	D-	B-	B-	D	D-	F	F
HCM2k95thQ:	33	33	14	7	4	4	13	13	58	8	19	19
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P AM MIT

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

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: 0 390 180 60 180 0 750 340 50 60 0 240

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 390 180 60 180 0 750 340 50 60 0 240

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: 0 390 180 60 180 0 750 340 50 60 0 240

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 390 180 60 180 0 750 340 50 60 0 240

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 390 180 60 180 0 750 340 50 60 0 240

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 390 180 60 180 0 750 340 50 60 0 240

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.83 0.95 0.95 0.92 1.00 0.92

Lanes: 0.00 2.00 1.00 1.00 1.00 0.00 2.00 0.87 0.13 1.00 0.00 1.00

Final Sat.: 0 3800 1750 1750 1900 0 3150 1569 231 1750 0 1750

Capacity Analysis Module:

Vol/Sat: 0.00 0.10 0.10 0.03 0.09 0.00 0.24 0.22 0.22 0.03 0.00 0.14

Crit Moves: ****

Green Time: 0.0 22.6 22.6 7.6 30.2 0.0 52.5 65.8 65.8 17.0 0.0 30.3

Volume/Cap: 0.00 0.57 0.57 0.57 0.39 0.00 0.57 0.41 0.41 0.25 0.00 0.57

Delay/Veh: 0.0 47.8 49.1 64.1 40.3 0.0 28.1 18.2 18.2 48.9 0.0 43.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 47.8 49.1 64.1 40.3 0.0 28.1 18.2 18.2 48.9 0.0 43.4

LOS by Move: A D D E D A C B- B- D A D

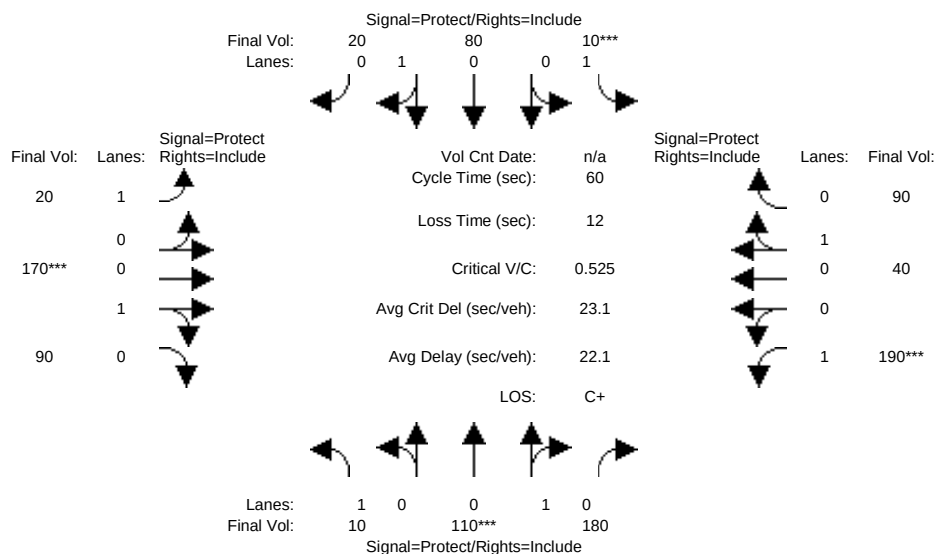
HCM2k95thQ: 0 14 14 7 11 0 24 17 17 5 0 17

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
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Intersection #72: New St & Shorebird Way

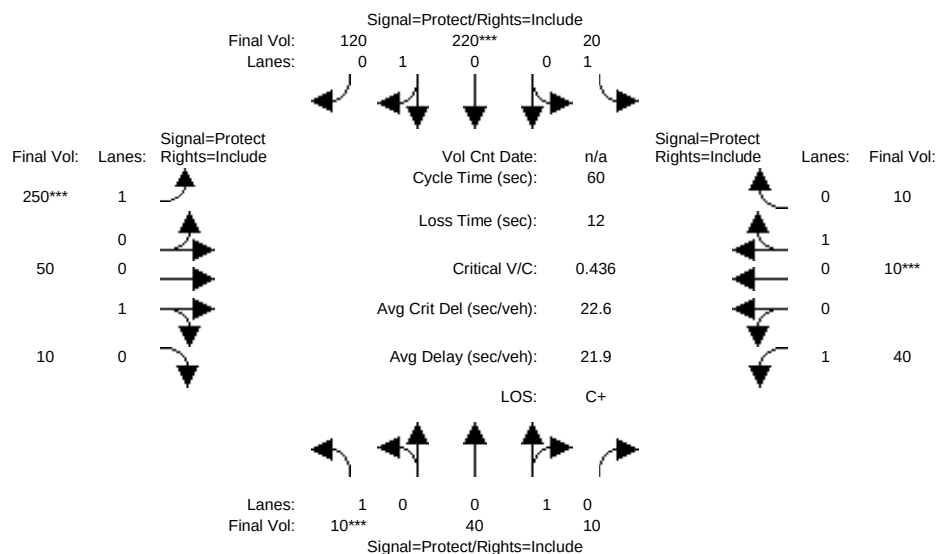


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	110	180	10	80	20	20	170	90	190	40	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
Final Volume:	10	110	180	10	80	20	20	170	90	190	40	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	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.38	0.62	1.00	0.80	0.20	1.00	0.65	0.35	1.00	0.31	0.69
Final Sat.:	1750	683	1117	1750	1440	360	1750	1177	623	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.06	0.06	0.01	0.14	0.14	0.11	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	9.5	16.0	16.0	7.0	13.5	13.5	10.3	14.3	14.3	10.7	14.7	14.7
Volume/Cap:	0.04	0.61	0.61	0.05	0.25	0.25	0.07	0.61	0.61	0.61	0.29	0.29
Delay/Veh:	21.5	21.5	21.5	23.6	19.4	19.4	20.9	22.8	22.8	26.1	18.8	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:	21.5	21.5	21.5	23.6	19.4	19.4	20.9	22.8	22.8	26.1	18.8	18.8
LOS by Move:	C+	C+	C+	C	B-	B-	C+	C+	C+	C	B-	B-
HCM2k95thQ:	0	11	11	0	4	4	1	11	11	9	5	5
Note: Queue reported is the number of cars per lane.												

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Intersection #73: New St & Space Parky



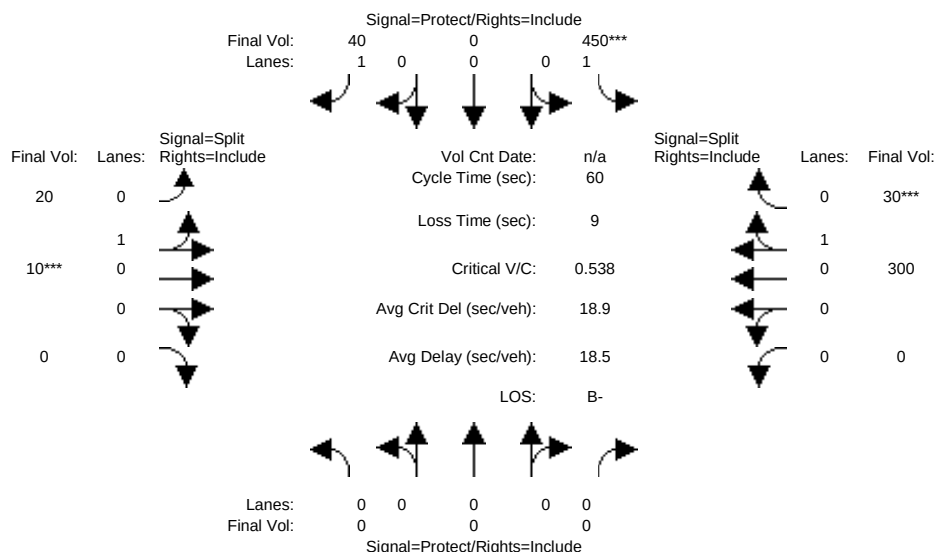
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	40	10	20	220	120	250	50	10	40	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	40	10	20	220	120	250	50	10	40	10	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	1.00	0.65	0.35	1.00	0.83	0.17	1.00	0.50	0.50
Final Sat.:	1750	1440	360	1750	1165	635	1750	1500	300	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.01	0.19	0.19	0.14	0.03	0.03	0.02	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	14.5	14.5	10.2	17.7	17.7	13.3	13.7	13.7	9.6	10.0	10.0
Volume/Cap:	0.05	0.11	0.11	0.07	0.64	0.64	0.64	0.15	0.15	0.14	0.07	0.07
Delay/Veh:	23.6	17.9	17.9	21.0	21.1	21.1	24.8	18.6	18.6	21.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	17.9	17.9	21.0	21.1	21.1	24.8	18.6	18.6	21.9	21.2	21.2
LOS by Move:	C	B	B	C+	C+	C+	C	B-	B-	C+	C+	C+
HCM2k95thQ:	0	2	2	1	13	13	11	2	2	2	1	1

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

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2000 HCM Operations (Future Volume Alternative)
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Intersection #76: Inigo Wy. & La Avenida St



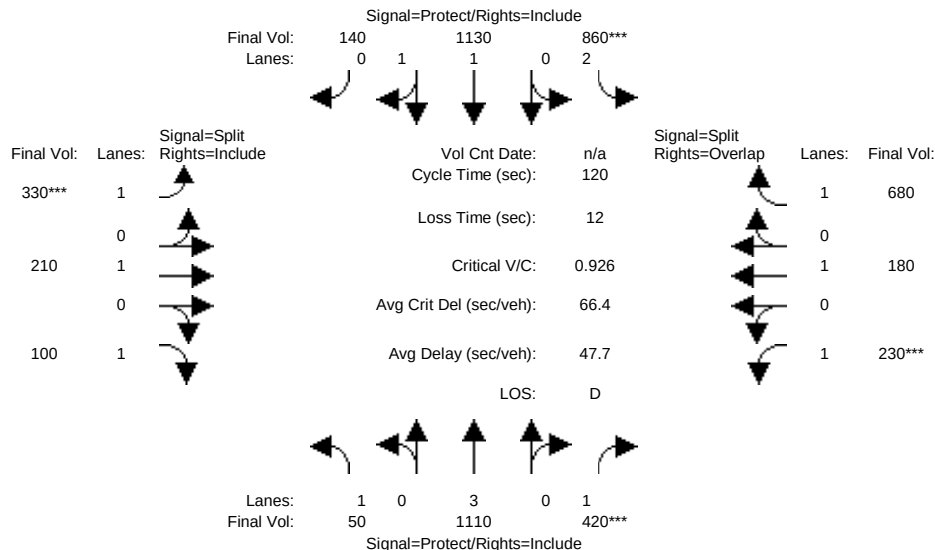
Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	40	20	10	0	0	300	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	40	20	10	0	0	300	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	40	20	10	0	0	300	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	40	20	10	0	0	300	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.67	0.33	0.00	0.00	0.91	0.09
Final Sat.:	0	0	0	1750	0	1750	1200	600	0	0	1636	164
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.02	0.02	0.00	0.00	0.18	0.18
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	23.9	0.0	23.9	10.0	10.0	0.0	0.0	17.1	17.1
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.06	0.10	0.10	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	11.1	21.3	21.3	0.0	0.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	11.1	21.3	21.3	0.0	0.0	21.6	21.6
LOS by Move:	A	A	A	B	A	B+	C+	C+	A	A	C+	C+
HCM2k95thQ:	0	0	0	16	0	1	1	1	0	0	13	13

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

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2000 HCM Operations (Future Volume Alternative)
2030+P AM_Mit

Intersection #6: San Antonio Rd. & California St.

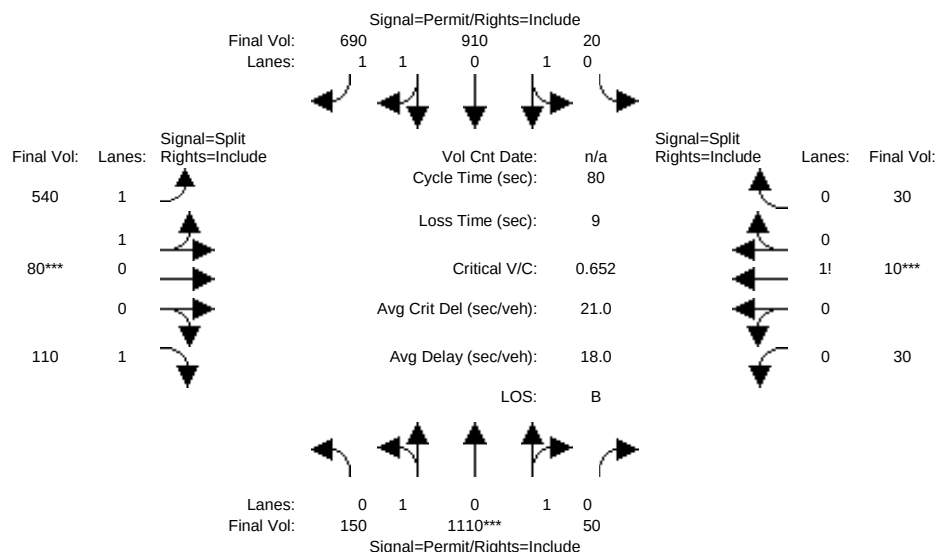


Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1110	420	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
Final Volume:	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	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3292	408	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.24	0.27	0.34	0.34	0.19	0.11	0.06	0.13	0.09	0.39
Crit Moves:	****			****			****			****		
Green Time:	9.7	31.1	31.1	35.4	56.9	56.9	24.4	24.4	24.4	17.0	17.0	52.4
Volume/Cap:	0.35	0.75	0.93	0.93	0.72	0.72	0.93	0.54	0.28	0.93	0.67	0.89
Delay/Veh:	53.8	43.1	68.2	55.8	26.8	26.8	76.3	44.3	40.8	88.3	55.1	43.6
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:	53.8	43.1	68.2	55.8	26.8	26.8	76.3	44.3	40.8	88.3	55.1	43.6
LOS by Move:	D-	D	E	E+	C	C	E-	D	D	F	E+	D
HCM2k95thQ:	5	25	35	38	34	34	29	14	7	23	14	46
Note: Queue reported is the number of cars per lane.												

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #8: Charleston Rd. & Fabian Wy.



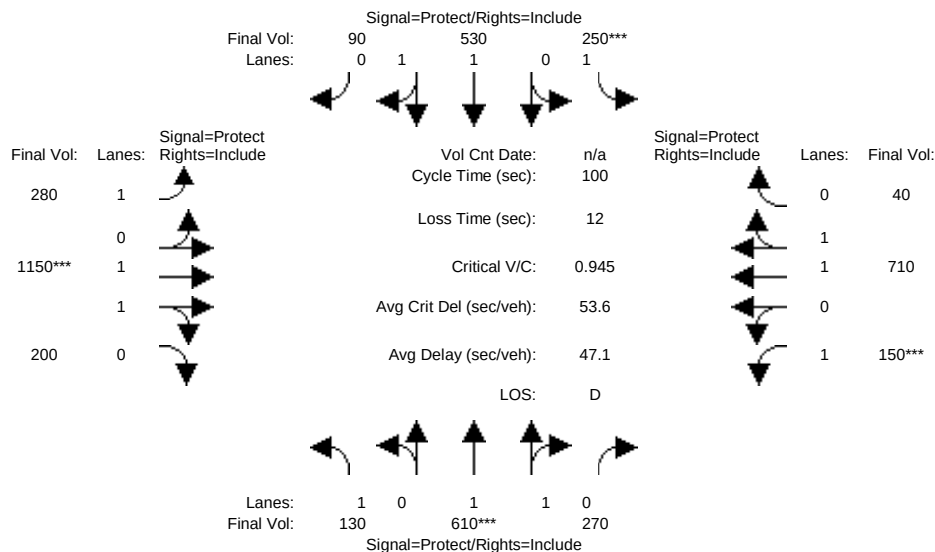
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1110	50	20	910	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
Final Volume:	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:	41.2	41.2	41.2	41.2	41.2	41.2	19.8	19.8	19.8	10.0	10.0	10.0
Volume/Cap:	0.71	0.71	0.71	0.59	0.59	0.59	0.71	0.71	0.25	0.32	0.32	0.32
Delay/Veh:	16.0	16.0	16.0	13.8	13.8	13.8	30.1	30.1	24.5	32.8	32.8	32.8
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:	16.0	16.0	16.0	13.8	13.8	13.8	30.1	30.1	24.5	32.8	32.8	32.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	25	25	25	19	19	19	13	13	4	3	3	3

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM Mit

Intersection #9: Charleston Rd. & Middlefield Wy.

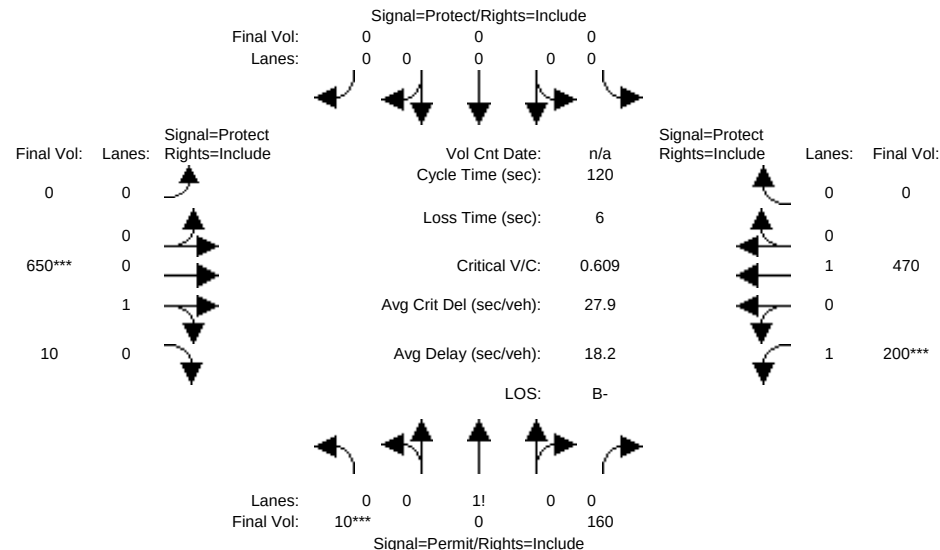


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	610	270	250	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
Final Volume:	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:	12.4	25.2	25.2	15.1	27.9	27.9	21.0	38.6	38.6	9.1	26.7	26.7
Volume/Cap:	0.60	0.94	0.94	0.94	0.60	0.60	0.76	0.94	0.94	0.94	0.76	0.76
Delay/Veh:	46.1	54.4	54.4	82.4	32.2	32.2	46.1	42.6	42.6	100.2	37.2	37.2
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:	46.1	54.4	54.4	82.4	32.2	32.2	46.1	42.6	42.6	100.2	37.2	37.2
LOS by Move:	D	D-	D-	F	C-	C-	D	D	D	F	D+	D+
HCM2k95thQ:	10	32	32	22	17	17	15	33	33	12	20	20
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
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Intersection #12: Salado Dr & Garcia Ave



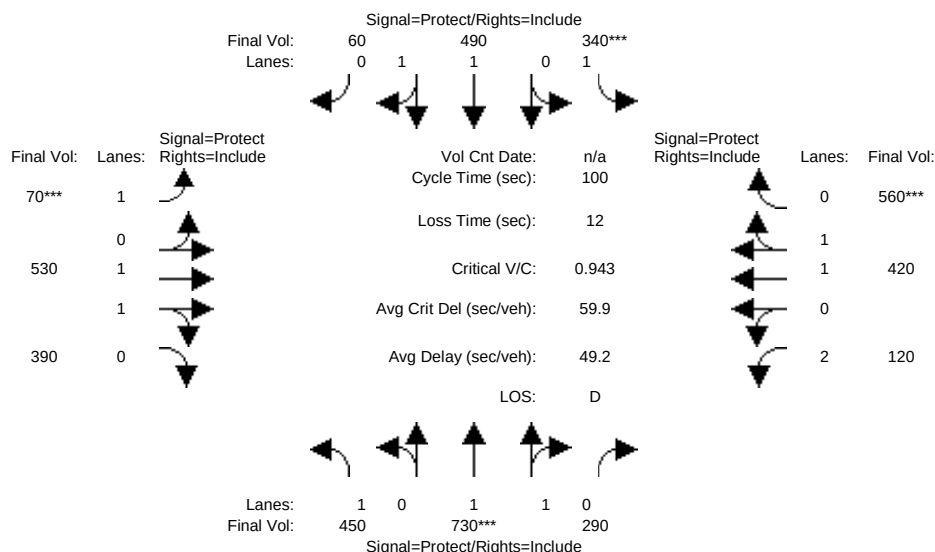
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	160	0	0	0	0	650	10	200	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	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
Reduced Vol:	10	0	160	0	0	0	0	650	10	200	470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	160	0	0	0	0	650	10	200	470	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.06	0.00	0.94	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	103	0	1647	0	0	0	0	1773	27	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	19.2	0.0	38.3	0.0	0.0	0.0	0.0	72.3	72.3	22.5	94.8	0.0
Volume/Cap:	0.61	0.00	0.30	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.31	0.00
Delay/Veh:	50.8	0.0	31.1	0.0	0.0	0.0	0.0	16.0	16.0	48.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	0.0	31.1	0.0	0.0	0.0	0.0	16.0	16.0	48.0	3.6	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	10	0	0	0	0	28	28	15	9	0

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

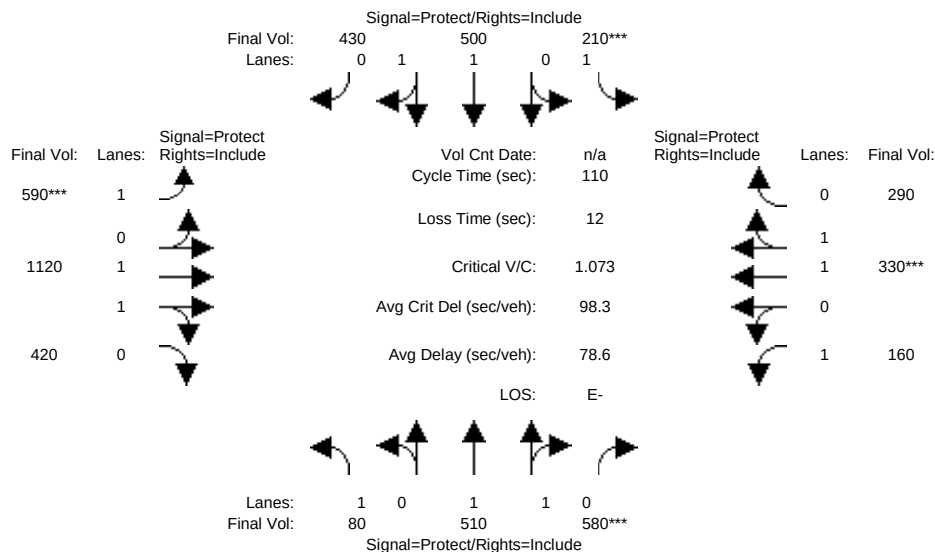


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	730	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
Final Volume:	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	0.83	1.00	0.92
Lanes:	1.00	1.42	0.58	1.00	1.78	0.22	1.00	1.13	0.87	2.00	1.00	1.00
Final Sat.:	1750	2647	1052	1750	3296	404	1750	2130	1568	3150	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	0.04	0.22	0.32
Crit Moves:	****			****			****			****		
Green Time:	30.5	28.3	28.3	19.9	17.7	17.7	7.0	31.1	31.1	8.7	32.8	32.8
Volume/Cap:	0.84	0.98	0.98	0.98	0.84	0.84	0.57	0.80	0.80	0.44	0.67	0.98
Delay/Veh:	44.0	57.5	57.5	81.2	49.5	49.5	51.4	35.7	35.7	44.4	30.2	55.7
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:	44.0	57.5	57.5	81.2	49.5	49.5	51.4	35.7	35.7	44.4	30.2	55.7
LOS by Move:	D	E+	E+	F	D	D	D-	D+	D+	D	C	E+
HCM2k95thQ:	25	31	31	25	17	17	5	25	25	5	22	41
Note: Queue reported is the number of cars per lane.												

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Intersection #21: Rengstorff Ave. & California St.

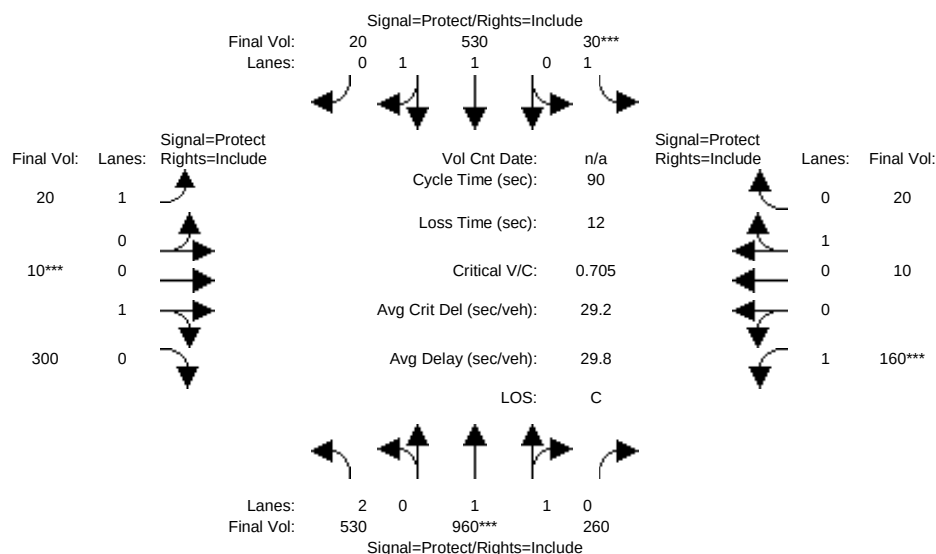


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	510	580	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
Final Volume:	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:	9.3	34.0	34.0	12.3	36.9	36.9	34.6	42.4	42.4	9.3	17.2	17.2
Volume/Cap:	0.54	0.87	1.07	1.07	0.75	0.75	1.07	1.08	1.08	1.08	1.07	1.07
Delay/Veh:	52.2	42.7	88.1	134.0	35.0	35.0	97.3	82.3	82.3	147.1	105	105.1
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:	52.2	42.7	88.1	134.0	35.0	35.0	97.3	82.3	82.3	147.1	105	105.1
LOS by Move:	D-	D	F	F	D+	D+	F	F	F	F	F	F
HCM2k95thQ:	7	33	50	24	27	27	51	60	60	20	30	30
Note: Queue reported is the number of cars per lane.												

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Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	960	260	30	530	20	20	10	300	160	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
Final Volume:	530	960	260	30	530	20	20	10	300	160	10	20

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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	3150	2911	788	1750	3565	135	1750	58	1742	1750	600	1200

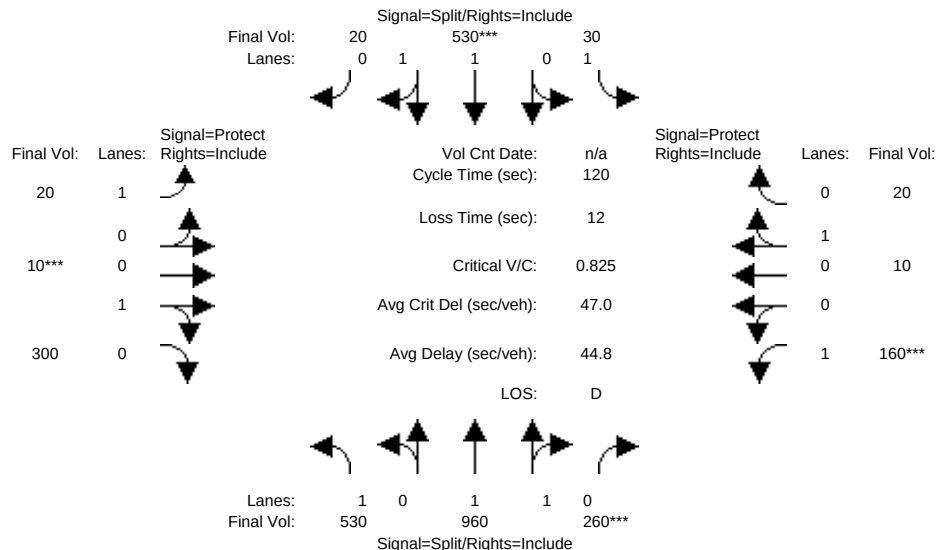
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	24.7	39.5	39.5	7.0	21.8	21.8	13.0	20.6	20.6	10.9	18.6	18.6
Volume/Cap:	0.61	0.75	0.75	0.22	0.61	0.61	0.08	0.75	0.75	0.75	0.08	0.08
Delay/Veh:	29.8	23.2	23.2	39.8	31.6	31.6	33.5	39.9	39.9	52.2	28.9	28.9
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:	29.8	23.2	23.2	39.8	31.6	31.6	33.5	39.9	39.9	52.2	28.9	28.9
LOS by Move:	C	C	C	D	C	C	C-	D	D	D-	C	C
HCM2k95thQ:	16	28	28	2	15	15	1	19	19	12	2	2

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

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Intersection #32/33: New Plymouth & Shoreline/Space Park -Option 2



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	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:	530	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	960	260	30	530	20	20	10	300	160	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
Final Volume:	530	960	260	30	530	20	20	10	300	160	10	20

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	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	1750	2911	788	1750	3565	135	1750	58	1742	1750	600	1200

Capacity Analysis Module:

Vol/Sat:	0.30	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:			****		****			****		****		
Green Time:	48.0	48.0	48.0	21.6	21.6	21.6	15.8	25.1	25.1	13.3	22.6	22.6
Volume/Cap:	0.76	0.82	0.82	0.10	0.82	0.82	0.09	0.82	0.82	0.82	0.09	0.09
Delay/Veh:	35.8	36.2	36.2	41.2	55.6	55.6	45.9	59.1	59.1	76.2	40.3	40.3
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:	35.8	36.2	36.2	41.2	55.6	55.6	45.9	59.1	59.1	76.2	40.3	40.3
LOS by Move:	D+	D+	D+	D	E+	E+	D	E+	E+	E-	D	D
HCM2k95thQ:	33	38	38	2	22	22	2	25	25	16	2	2

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

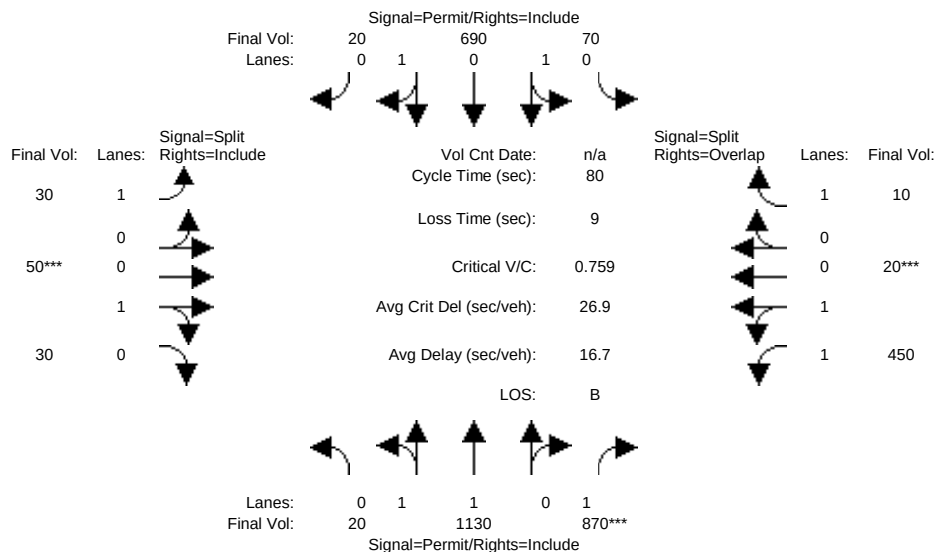
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM Mit

Street Name: Shoreline Boulevard Central Expressway																																				
Approach:	North Bound						South Bound						East Bound						West Bound																	
Movement:	L			T			R			L			T			R			L			T			R											
----- ----- ----- ----- ----- -----																																				
Min. Green:	0			0			0			19			0			19			8			93			0			0			81			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					
----- ----- ----- ----- ----- -----																																				
Volume Module:																																				
Base Vol:	0			0			0			630			0			410			160			1250			0			0			1590			450		
Growth Adj:	1.00			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			630			0			410			160			1250			0			0			1590			450		
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			630			0			410			160			1250			0			0			1590			450		
User Adj:	1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00		
PHF Adj:	1.00			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			630			0			410			160			1250			0			0			1590			450		
Reduct Vol:	0			0			0			0			0			0			0			0			0			0			0			0		
Reduced Vol:	0			0			0			630			0			410			160			1250			0			0			1590			450		
PCE Adj:	1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00		
MLF Adj:	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			630			0			410			160			1250			0			0			1590			450		
----- ----- ----- ----- ----- -----																																				
Saturation Flow Module:																																				
Sat/Lane:	1900			1900			1900			1900			1900			1900			1900			1900			1900			1900			1900			1900		
Adjustment:	0.92			1.00			0.92			0.92			1.00			0.92			0.83			1.00			0.92			0.92			1.00			0.92		
Lanes:	0.00			0.00			0.00			1.00			0.00			1.00			2.00			2.00			0.00			0.00			2.00			1.00		
Final Sat.:	0			0			0			1750			0			1750			3150			3800			0			0			3800			1750		
----- ----- ----- ----- ----- -----																																				
Capacity Analysis Module:																																				
Vol/Sat:	0.00			0.00			0.00			0.36			0.00			0.23			0.05			0.33			0.00			0.00			0.42			0.26		
Crit Moves:										****												****						****								
Green Time:	0.0			0.0			0.0			18.8			0.0			27.1			8.3			92.2			0.0			0.0			83.9			102.8		
Volume/Cap:	0.00			0.00			0.00			2.29			0.00			1.04			0.74			0.43			0.00			0.00			0.60			0.30		
Delay/Veh:	0.0			0.0			0.0			644.1			0.0			101.7			67.5			4.9			0.0			0.0			9.8			1.8		
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			0.0			0.0			644.1			0.0			101.7			67.5			4.9			0.0											

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM Mit

Intersection #45: Miramonte Ave. & Castro St.



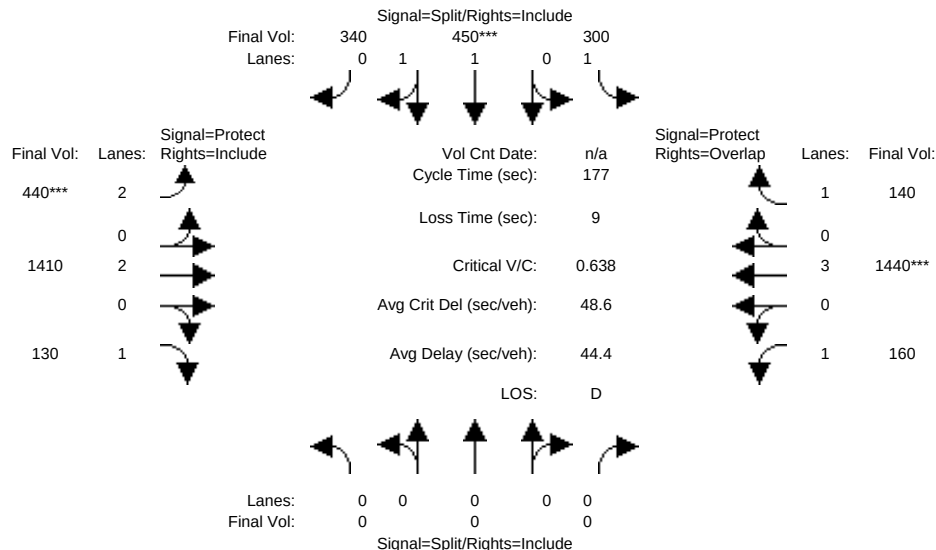
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	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:	20	1130	870	70	690	20	30	50	30	450	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1130	870	70	690	20	30	50	30	450	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1130	870	70	690	20	30	50	30	450	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	0.04	1.96	1.00	0.18	1.77	0.05	1.00	0.62	0.38	1.92	0.08	1.00
Final Sat.:	64	3636	1750	323	3185	92	1750	1125	675	3399	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.50	0.22	0.22	0.22	0.02	0.04	0.04	0.13	0.13	0.01
Crit Moves:			****					****			****	
Green Time:	48.2	48.2	48.2	48.2	48.2	48.2	10.0	10.0	10.0	12.8	12.8	12.8
Volume/Cap:	0.52	0.52	0.83	0.36	0.36	0.36	0.14	0.36	0.36	0.83	0.83	0.04
Delay/Veh:	9.4	9.4	18.0	8.2	8.2	8.2	31.4	33.0	33.0	42.1	42.1	28.4
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:	9.4	9.4	18.0	8.2	8.2	8.2	31.4	33.0	33.0	42.1	42.1	28.4
LOS by Move:	A	A	B-	A	A	A	C	C-	C-	D	D	C
HCM2k95thQ:	16	16	35	10	10	10	2	5	5	16	16	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_Mit

Intersection #49: Castro St./Moffett Blvd. & Central Expy.



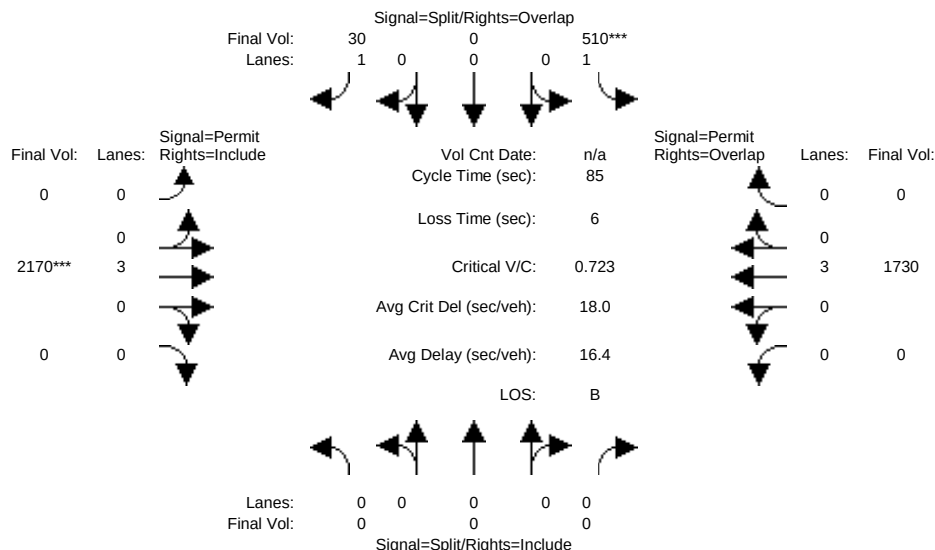
Street Name:Castro Street - Moffett Boulevard							Central Expressway								
Approach:			North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	19		0		19	21		69		0
Y+R:	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	300		450		340	440		1410		130
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	300		450		340	440		1410		130
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	300		450		340	440		1410		130
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	300		450		340	440		1410		130
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	300		450		340	440		1410		130
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	300		450		340	440		1410		130
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		0.99		0.95	0.83		1.00		0.92
Lanes:	0.00		0.00		0.00	1.00		1.12		0.88	2.00		2.00		1.00
Final Sat.:	0		0		0	1750		2106		1592	3150		3800		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.17		0.21		0.21	0.14		0.37		0.07
Crit Moves:								****			****				****
Green Time:	0.0		0.0		0.0	56.8		56.8		56.8	37.2		90.0		90.0
Volume/Cap:	0.00		0.00		0.00	0.53		0.67		0.67	0.67		0.73		0.15
Delay/Veh:	0.0		0.0		0.0	50.2		53.3		53.3	66.8		35.4		23.1
User DelAdj:	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	50.2		53.3		53.3	66.8		35.4		23.1
LOS by Move:	A		A		A	D		D-		D-	E		D+		C
HCM2k95thQ:	0		0		0	25		33		33	25		48		8
Note: Queue reported is the number of cars per lane.															

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 Mit

Intersection #50: Central Expy. & SR-85 SB Ramps

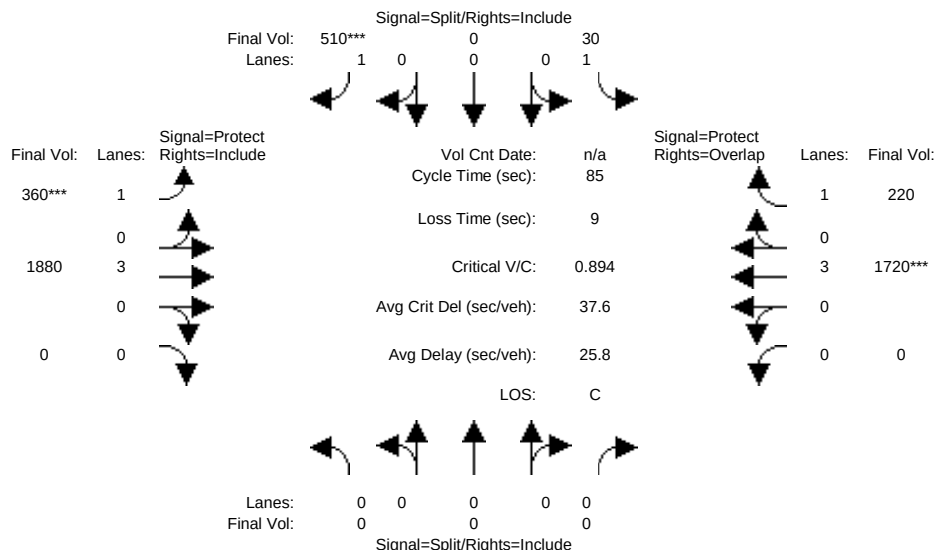


Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	510	0	30	0	2170	0	0	1730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	510	0	30	0	2170	0	0	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	510	0	30	0	2170	0	0	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	510	0	30	0	2170	0	0	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	510	0	30	0	2170	0	0	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	510	0	30	0	2170	0	0	1730	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.02	0.00	0.38	0.00	0.00	0.30	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	34.3	0.0	34.3	0.0	44.7	0.0	0.0	44.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.04	0.00	0.72	0.00	0.00	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	0.0	15.4	0.0	16.3	0.0	0.0	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	0.0	15.4	0.0	16.3	0.0	0.0	14.0	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	24	0	1	0	27	0	0	19	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 Mit

Intersection #54: Central Expy. & Ferguson Dr.



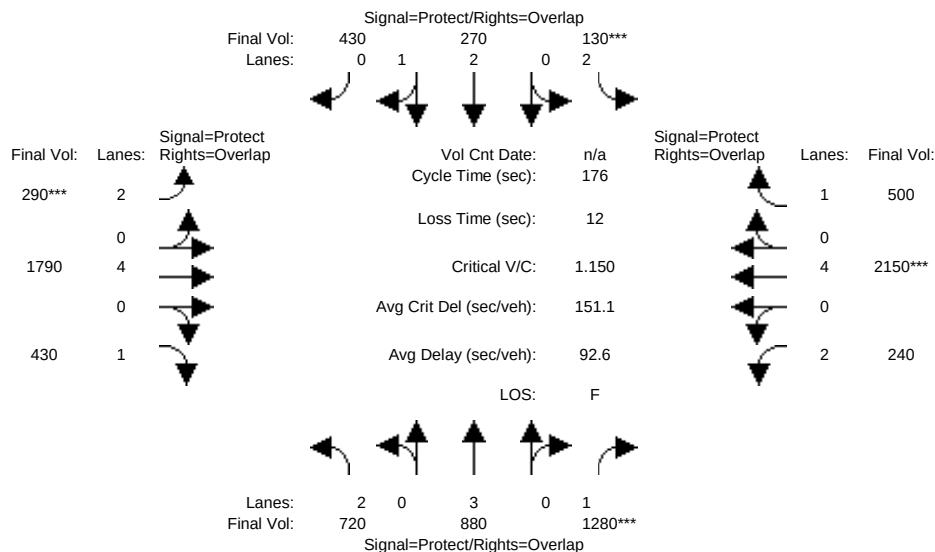
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	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:	0	0	0	30	0	510	360	1880	0	0	1720	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	510	360	1880	0	0	1720	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
Final Volume:	0	0	0	30	0	510	360	1880	0	0	1720	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.29	0.21	0.33	0.00	0.00	0.30	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	19.6	48.3	0.0	0.0	28.7	56.4
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.89	0.89	0.58	0.00	0.00	0.89	0.19
Delay/Veh:	0.0	0.0	0.0	19.7	0.0	43.6	53.2	12.1	0.0	0.0	32.5	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	0.0	43.6	53.2	12.1	0.0	0.0	32.5	5.6
LOS by Move:	A	A	A	B-	A	D	D-	B	A	A	C-	A
HCM2k95thQ:	0	0	0	1	0	30	24	20	0	0	31	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 Mit

Intersection #56: Central Expy. & Mary Ave.

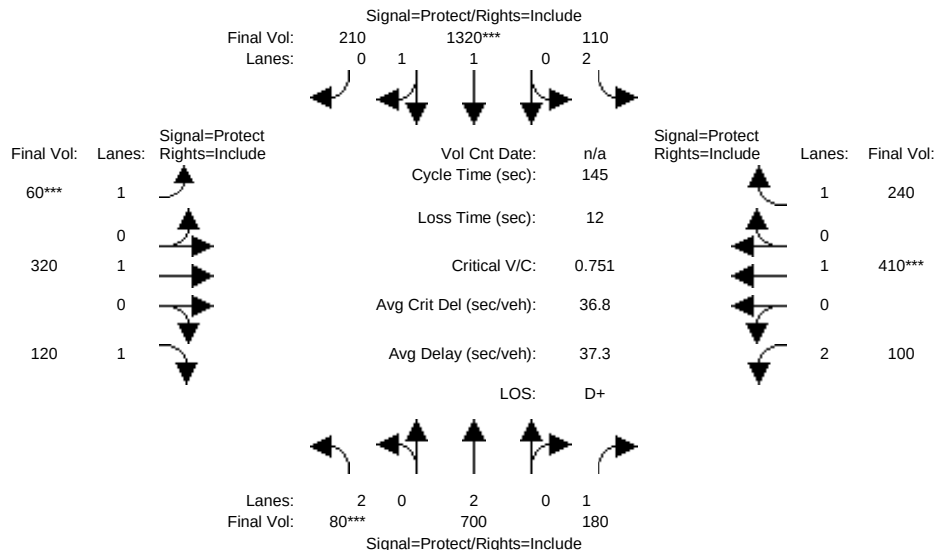


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	48	48	12	29	29	21	74	74	15	68	68
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	880	1280	130	270	430	290	1790	430	240	2150	500
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:	720	880	1280	130	270	430	290	1790	430	240	2150	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	880	1280	130	270	430	290	1790	430	240	2150	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	720	880	1280	130	270	430	290	1790	430	240	2150	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.73	0.04	0.07	0.25	0.09	0.24	0.25	0.08	0.28	0.29
Crit Moves:			****			****			****			****
Green Time:	43.6	63.0	78.0	12.0	31.4	52.4	21.0	74.0	117.6	15.0	68.0	80.0
Volume/Cap:	0.92	0.43	1.65	0.61	0.40	0.83	0.77	0.56	0.37	0.89	0.73	0.63
Delay/Veh:	81.0	43.0	347.5	84.6	64.1	64.2	84.7	38.9	13.1	108.9	47.2	38.3
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:	81.0	43.0	347.5	84.6	64.1	64.2	84.7	38.9	13.1	108.9	47.2	38.3
LOS by Move:	F	D	F	F	E	E	F	D+	B	F	D	D+
HCM2k95thQ:	43	21	208	10	12	41	20	31	19	19	41	37
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM MIT

Intersection #58: University Ave. & Bay Rd

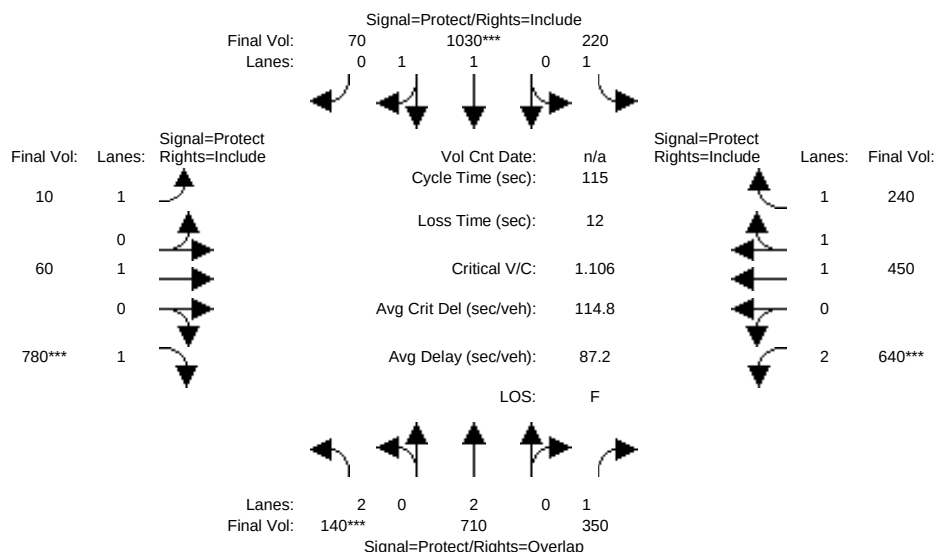


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	700	180	110	1320	210	60	320	120	100	410	240
Growth Adj:	1.00	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	700	180	110	1320	210	60	320	120	100	410	240
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	700	180	110	1320	210	60	320	120	100	410	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	700	180	110	1320	210	60	320	120	100	410	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	700	180	110	1320	210	60	320	120	100	410	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	700	180	110	1320	210	60	320	120	100	410	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.72	0.28	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3192	508	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.10	0.03	0.41	0.41	0.03	0.17	0.07	0.03	0.22	0.14
Crit Moves:	***			***			***			***		
Green Time:	7.0	67.5	67.5	17.7	78.2	78.2	7.0	37.2	37.2	10.6	40.8	40.8
Volume/Cap:	0.53	0.40	0.22	0.29	0.77	0.77	0.71	0.66	0.27	0.43	0.77	0.49
Delay/Veh:	70.8	25.5	23.2	58.3	28.1	28.1	92.4	51.5	43.4	65.6	54.3	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	25.5	23.2	58.3	28.1	28.1	92.4	51.5	43.4	65.6	54.3	44.2
LOS by Move:	E	C	C	E+	C	C	F	D-	D	E	D-	D
HCM2k95thQ:	6	18	10	6	45	45	8	24	9	6	31	18
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM MIT

Intersection #59: University Ave. & Donohoe St

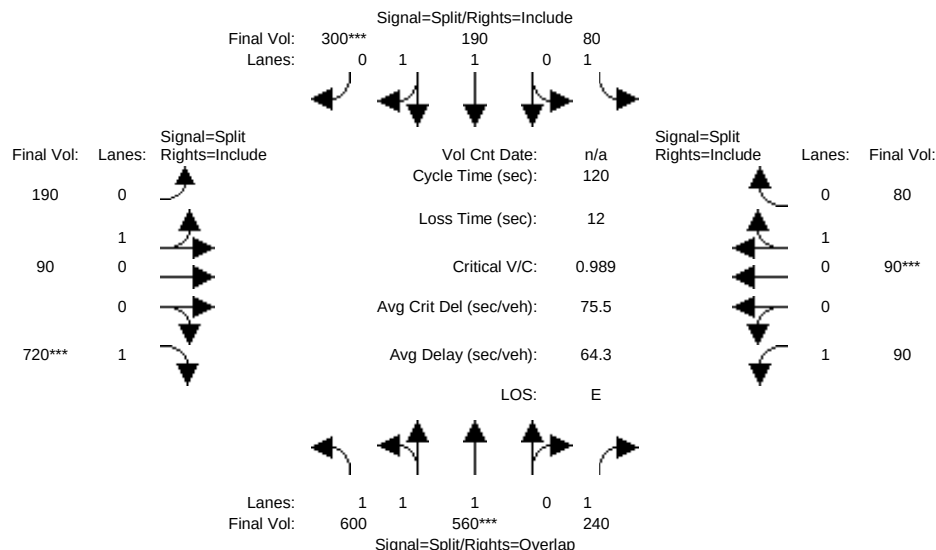


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	710	350	220	1030	70	10	60	780	640	450	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	710	350	220	1030	70	10	60	780	640	450	240
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:	140	710	350	220	1030	70	10	60	780	640	450	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	710	350	220	1030	70	10	60	780	640	450	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	710	350	220	1030	70	10	60	780	640	450	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	710	350	220	1030	70	10	60	780	640	450	240
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	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	2.00	1.93	1.07
Final Sat.:	3150	3800	1750	1750	3464	235	1750	1900	1750	3150	3618	1930
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.20	0.13	0.30	0.30	0.01	0.03	0.45	0.20	0.12	0.12
Crit Moves:	***				***				***	***		
Green Time:	7.0	22.2	42.8	14.9	30.2	30.2	27.1	45.2	45.2	20.6	38.7	38.7
Volume/Cap:	0.73	0.97	0.54	0.97	1.13	1.13	0.02	0.08	1.13	1.13	0.37	0.37
Delay/Veh:	66.4	71.3	29.2	100.0	115	115.4	33.8	21.9	112.2	127.5	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	71.3	29.2	100.0	115	115.4	33.8	21.9	112.2	127.5	29.0	29.0
LOS by Move:	E	E	C	F	F	F	C-	C+	F	F	C	C
HCM2k95thQ:	9	30	20	23	51	51	1	3	70	38	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 MIT

Intersection #62: Embarcadero Rd. & E. Bayshore Rd.

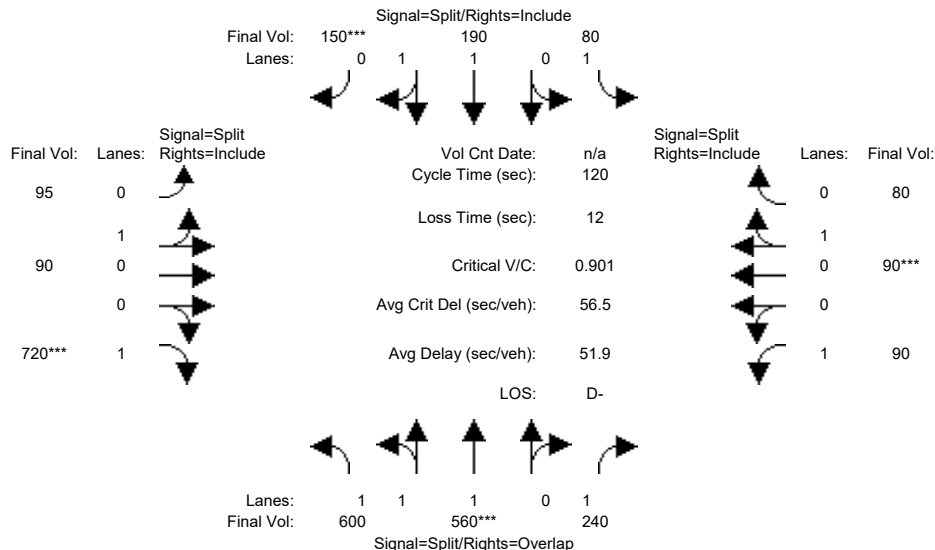


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	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:	600	560	240	80	190	300	190	90	720	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	560	240	80	190	300	190	90	720	90	90	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
Final Volume:	600	560	240	80	190	300	190	90	720	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.59	1.41	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	0.53	0.47
Final Sat.:	2817	2629	1750	1750	1900	1750	1221	579	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.05	0.10	0.17	0.16	0.16	0.41	0.05	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.8	25.8	37.3	20.8	20.8	20.8	49.9	49.9	49.9	11.5	11.5	11.5
Volume/Cap:	0.99	0.99	0.44	0.26	0.58	0.99	0.37	0.37	0.99	0.54	0.99	0.99
Delay/Veh:	70.5	70.5	33.6	43.4	46.6	87.0	24.6	24.6	65.3	55.2	120	119.5
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:	70.5	70.5	33.6	43.4	46.6	87.0	24.6	24.6	65.3	55.2	120	119.5
LOS by Move:	E	E	C-	D	D	F	C	C	E	E+	F	F
HCM2k95thQ:	34	34	15	6	14	29	14	14	56	8	19	19
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd- Local Street Improvement

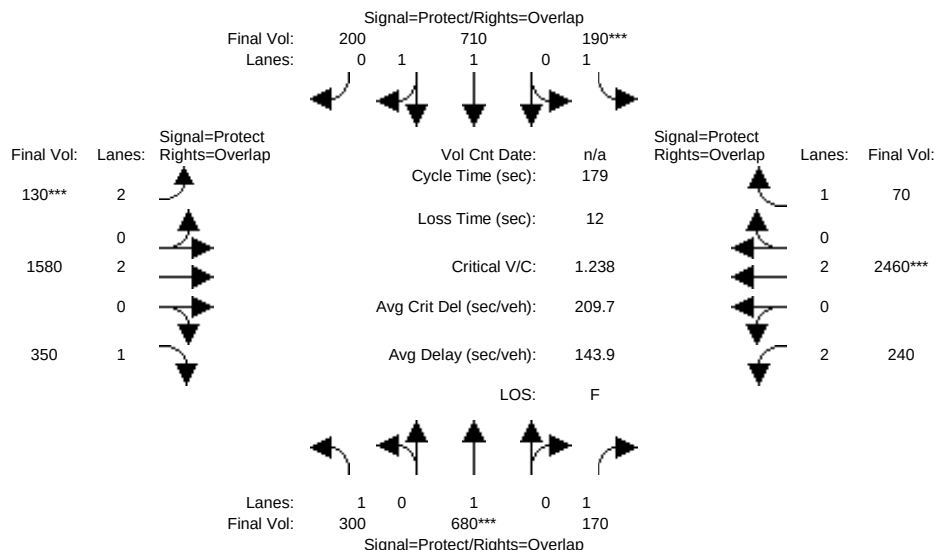


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	560	240	80	190	150	95	90	720	90	90	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:	600	560	240	80	190	150	95	90	720	90	90	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:	600	560	240	80	190	150	95	90	720	90	90	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:	600	560	240	80	190	150	95	90	720	90	90	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	560	240	80	190	150	95	90	720	90	90	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
Final Volume:	600	560	240	80	190	150	95	90	720	90	90	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.59	1.41	1.00	1.00	1.09	0.91	0.51	0.49	1.00	1.00	0.53	0.47
Final Sat.:	2817	2629	1750	1750	2066	1631	924	876	1750	1750	953	847
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.05	0.09	0.09	0.10	0.10	0.41	0.05	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	28.4	28.4	41.0	12.2	12.2	12.2	54.8	54.8	54.8	12.6	12.6	12.6
Volume/Cap:	0.90	0.90	0.40	0.45	0.90	0.90	0.23	0.23	0.90	0.49	0.90	0.90
Delay/Veh:	53.4	53.4	30.6	52.5	77.1	77.1	19.9	19.9	43.4	52.7	92.0	92.0
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:	53.4	53.4	30.6	52.5	77.1	77.1	19.9	19.9	43.4	52.7	92.0	92.0
LOS by Move:	D-	D-	C	D-	E-	E-	B-	B-	D	D-	F	F
HCM2k95thQ:	31	31	14	7	17	17	8	8	48	8	18	18
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM MIT

Intersection #64: Oregon Expwy. Middlefield Rd

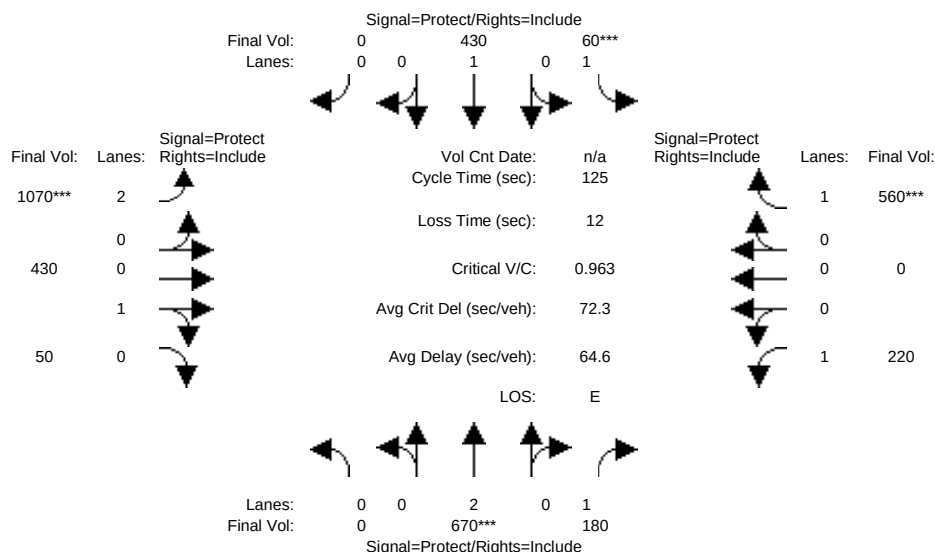


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	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:	300	680	170	190	710	200	130	1580	350	240	2460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	680	170	190	710	200	130	1580	350	240	2460	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
Final Volume:	300	680	170	190	710	200	130	1580	350	240	2460	70
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2886	813	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.10	0.11	0.25	0.25	0.04	0.42	0.20	0.08	0.65	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.0	49.0	66.4	14.4	37.3	55.3	18.0	86.3	112.3	17.4	85.6	100.0
Volume/Cap:	1.18	1.31	0.26	1.35	1.18	0.80	0.41	0.86	0.32	0.78	1.35	0.07
Delay/Veh:	190.2	217	39.5	280.6	165	60.6	76.4	45.6	15.7	91.5	209	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:	190.2	217	39.5	280.6	165	60.6	76.4	45.6	15.7	91.5	209	18.2
LOS by Move:	F	F	D	F	F	E	E-	D	B	F	F	B-
HCM2k95thQ:	43	88	13	34	58	41	9	62	17	18	157	4
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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2000 HCM Operations (Future Volume Alternative)
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Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

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:	0	670	180	60	430	0	1070	430	50	220	0	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:	0	670	180	60	430	0	1070	430	50	220	0	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:	0	670	180	60	430	0	1070	430	50	220	0	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:	0	670	180	60	430	0	1070	430	50	220	0	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	180	60	430	0	1070	430	50	220	0	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
Final Volume:	0	670	180	60	430	0	1070	430	50	220	0	560

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	2.00	0.90	0.10	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	3150	1612	187	1750	0	1750

Capacity Analysis Module:

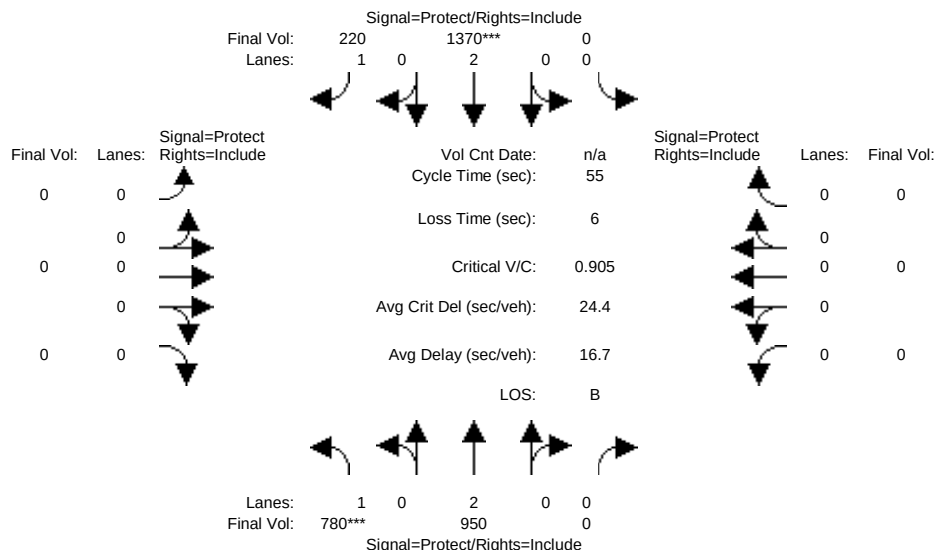
Vol/Sat:	0.00	0.18	0.10	0.03	0.23	0.00	0.34	0.27	0.27	0.13	0.00	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	22.4	22.4	7.0	29.4	0.0	43.1	56.8	56.8	26.8	0.0	40.6
Volume/Cap:	0.00	0.99	0.58	0.61	0.96	0.00	0.99	0.59	0.59	0.59	0.00	0.99
Delay/Veh:	0.0	82.0	49.6	68.6	80.5	0.0	64.5	26.4	26.4	46.5	0.0	75.9
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	82.0	49.6	68.6	80.5	0.0	64.5	26.4	26.4	46.5	0.0	75.9
LOS by Move:	A	F	D	E	F	A	E	C	C	D	A	E-
HCM2k95thQ:	0	31	14	7	36	0	49	26	26	16	0	47

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

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2000 HCM Operations (Future Volume Alternative)
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Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp

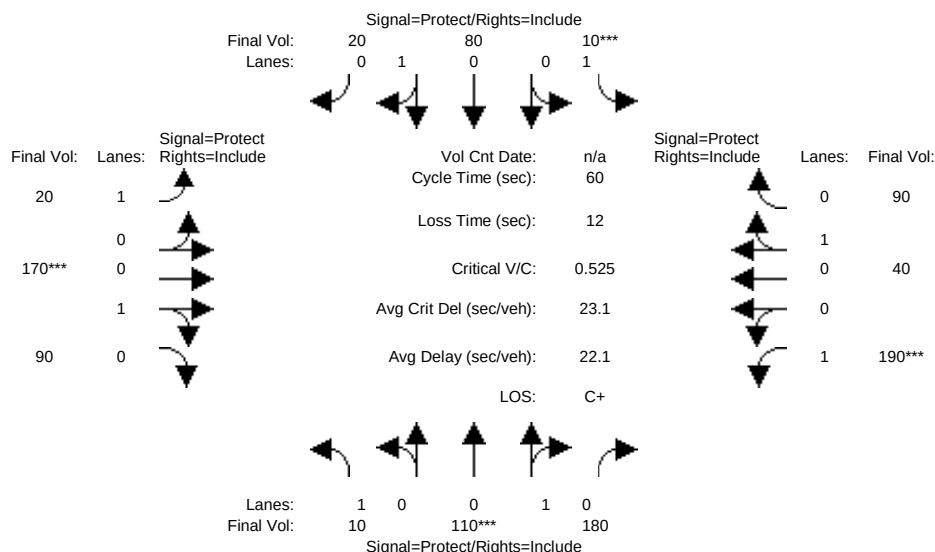


Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	780	950	0	0	1370	220	0	0	0	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:	780	950	0	0	1370	220	0	0	0	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:	780	950	0	0	1370	220	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	780	950	0	0	1370	220	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	950	0	0	1370	220	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	780	950	0	0	1370	220	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.25	0.00	0.00	0.36	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***							
Green Time:	27.1	49.0	0.0	0.0	21.9	21.9	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.90	0.28	0.00	0.00	0.90	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	25.7	0.5	0.0	0.0	23.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	0.5	0.0	0.0	23.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	B+	A	A	A	A	A	A
HCM2k95thQ:	31	3	0	0	27	6	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

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Intersection #72: New St & Shorebird Way



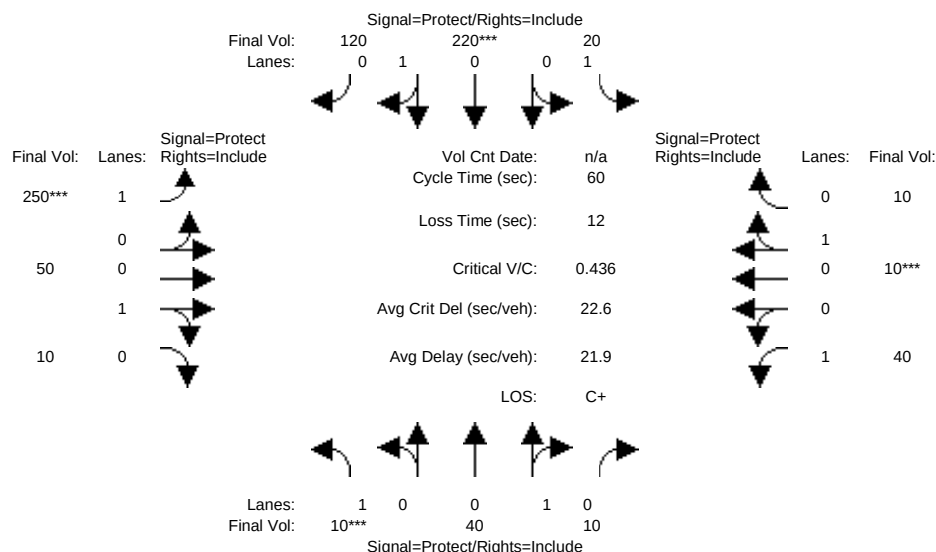
Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	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:	10	110	180	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	110	180	10	80	20	20	170	90	190	40	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
Final Volume:	10	110	180	10	80	20	20	170	90	190	40	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	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.38	0.62	1.00	0.80	0.20	1.00	0.65	0.35	1.00	0.31	0.69
Final Sat.:	1750	683	1117	1750	1440	360	1750	1177	623	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.06	0.06	0.01	0.14	0.14	0.11	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	9.5	16.0	16.0	7.0	13.5	13.5	10.3	14.3	14.3	10.7	14.7	14.7
Volume/Cap:	0.04	0.61	0.61	0.05	0.25	0.25	0.07	0.61	0.61	0.61	0.29	0.29
Delay/Veh:	21.5	21.5	21.5	23.6	19.4	19.4	20.9	22.8	22.8	26.1	18.8	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:	21.5	21.5	21.5	23.6	19.4	19.4	20.9	22.8	22.8	26.1	18.8	18.8
LOS by Move:	C+	C+	C+	C	B-	B-	C+	C+	C+	C	B-	B-
HCM2k95thQ:	0	11	11	0	4	4	1	11	11	9	5	5

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

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Intersection #73: New St & Space Parky



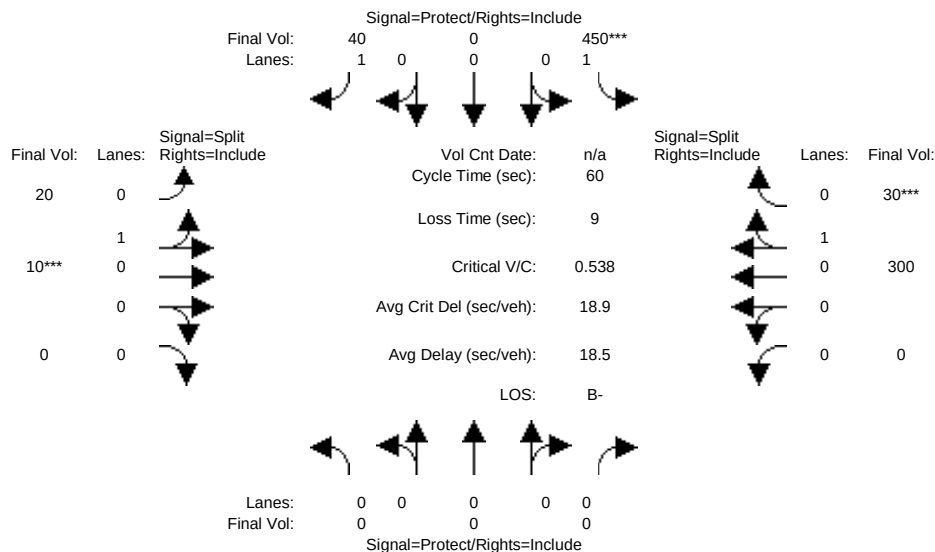
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	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:	10	40	10	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	40	10	20	220	120	250	50	10	40	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	40	10	20	220	120	250	50	10	40	10	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	1.00	0.65	0.35	1.00	0.83	0.17	1.00	0.50	0.50
Final Sat.:	1750	1440	360	1750	1165	635	1750	1500	300	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.01	0.19	0.19	0.14	0.03	0.03	0.02	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	14.5	14.5	10.2	17.7	17.7	13.3	13.7	13.7	9.6	10.0	10.0
Volume/Cap:	0.05	0.11	0.11	0.07	0.64	0.64	0.64	0.15	0.15	0.14	0.07	0.07
Delay/Veh:	23.6	17.9	17.9	21.0	21.1	21.1	24.8	18.6	18.6	21.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	17.9	17.9	21.0	21.1	21.1	24.8	18.6	18.6	21.9	21.2	21.2
LOS by Move:	C	B	B	C+	C+	C+	C	B-	B-	C+	C+	C+
HCM2k95thQ:	0	2	2	1	13	13	11	2	2	2	1	1

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

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Intersection #76: Inigo Wy. & La Avenida St



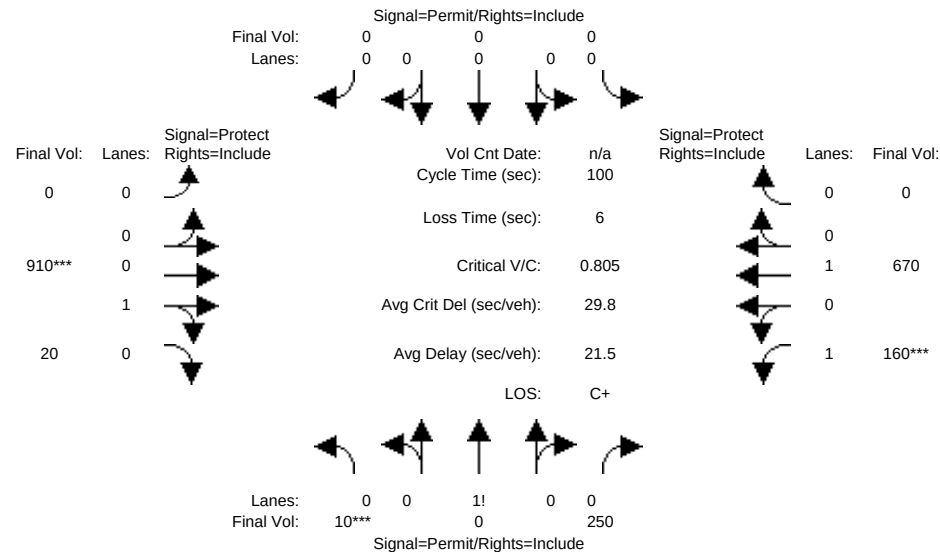
Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	40	20	10	0	0	300	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	40	20	10	0	0	300	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	40	20	10	0	0	300	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	40	20	10	0	0	300	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	450	0	40	20	10	0	0	300	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.67	0.33	0.00	0.00	0.91	0.09
Final Sat.:	0	0	0	1750	0	1750	1200	600	0	0	1636	164
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.02	0.02	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	23.9	0.0	23.9	10.0	10.0	0.0	0.0	17.1	17.1
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.06	0.10	0.10	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	11.1	21.3	21.3	0.0	0.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	11.1	21.3	21.3	0.0	0.0	21.6	21.6
LOS by Move:	A	A	A	B	A	B+	C+	C+	A	A	C+	C+
HCM2k95thQ:	0	0	0	16	0	1	1	1	0	0	13	13

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P PM_Mit

Intersection #12: Salado Dr & Garcia Ave



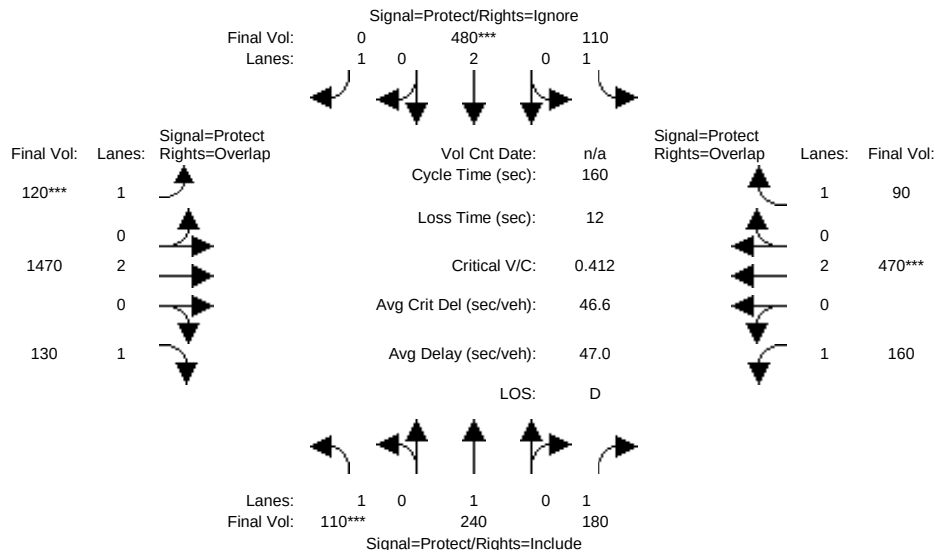
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	250	0	0	0	0	910	20	160	670	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	250	0	0	0	0	910	20	160	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	250	0	0	0	0	910	20	160	670	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	67	0	1683	0	0	0	0	1761	39	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.52	0.52	0.09	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	18.5	0.0	18.5	0.0	0.0	0.0	0.0	64.2	64.2	11.4	75.5	0.0
Volume/Cap:	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.47	0.00
Delay/Veh:	52.7	0.0	52.7	0.0	0.0	0.0	0.0	17.5	17.5	64.0	4.9	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:	52.7	0.0	52.7	0.0	0.0	0.0	0.0	17.5	17.5	64.0	4.9	0.0
LOS by Move:	D-	A	D-	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	19	0	19	0	0	0	0	40	40	14	15	0

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+P PM_Mit

Intersection #24: Springer Rd. & Foothill Expy.

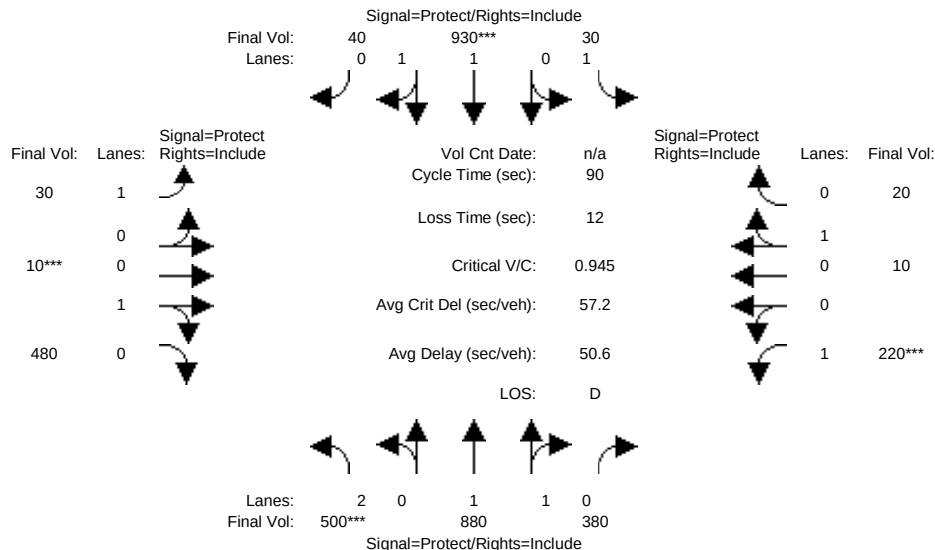


Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	65	10	14	70	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	240	180	110	480	100	120	1470	130	160	470	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:	110	240	180	110	480	100	120	1470	130	160	470	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:	110	240	180	110	480	100	120	1470	130	160	470	90
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:	110	240	180	110	480	0	120	1470	130	160	470	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	240	180	110	480	0	120	1470	130	160	470	90
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
Final Volume:	110	240	180	110	480	0	120	1470	130	160	470	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	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.10	0.06	0.13	0.00	0.07	0.39	0.07	0.09	0.12	0.05
Crit Moves:	***			***			***			***		
Green Time:	19.0	33.8	33.8	23.4	38.2	0.0	20.8	74.1	93.1	16.7	70.0	93.4
Volume/Cap:	0.53	0.60	0.49	0.43	0.53	0.00	0.53	0.84	0.13	0.88	0.28	0.09
Delay/Veh:	68.8	59.4	56.5	63.4	53.6	0.0	67.4	41.3	15.2	105.5	29.0	14.6
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:	68.8	59.4	56.5	63.4	53.6	0.0	67.4	41.3	15.2	105.5	29.0	14.6
LOS by Move:	E	E+	E+	E	D-	A	E	D	B	F	C	B
HCM2k95thQ:	12	20	16	11	19	0	12	52	6	20	14	4
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park - Option 1

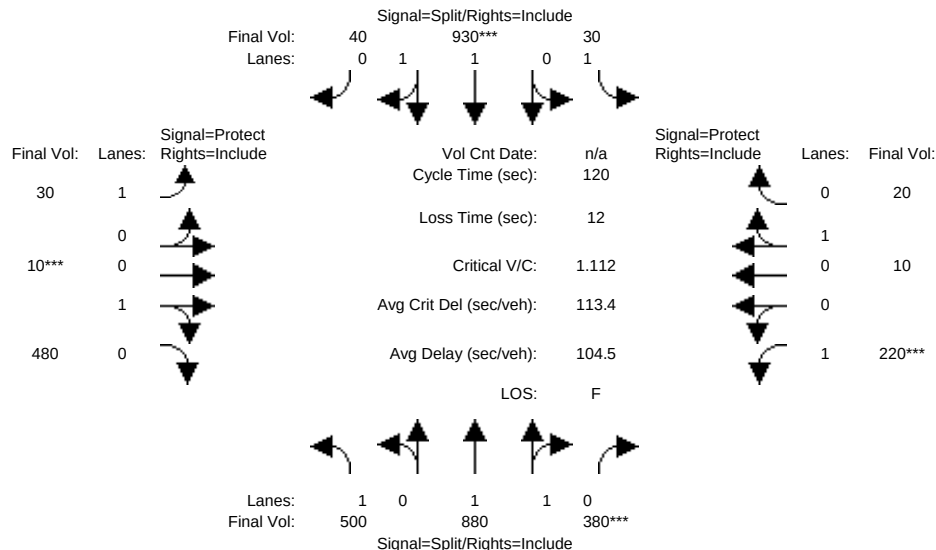


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	880	380	30	930	40	30	10	480	220	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
Final Volume:	500	880	380	30	930	40	30	10	480	220	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	3150	2583	1116	1750	3547	153	1750	37	1763	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	15.1	32.6	32.6	7.5	25.0	25.0	15.6	25.9	25.9	12.0	22.3	22.3
Volume/Cap:	0.94	0.94	0.94	0.21	0.94	0.94	0.10	0.94	0.94	0.94	0.07	0.07
Delay/Veh:	63.0	40.5	40.5	39.2	48.3	48.3	31.4	57.6	57.6	82.4	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	40.5	40.5	39.2	48.3	48.3	31.4	57.6	57.6	82.4	26.0	26.0
LOS by Move:	E	D	D	D	D	D	C	E+	E+	F	C	C
HCM2k95thQ:	23	37	37	2	32	32	2	32	32	19	1	1
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM_Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park -Option 2



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	880	380	30	930	40	30	10	480	220	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
Final Volume:	500	880	380	30	930	40	30	10	480	220	10	20

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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	1750	2583	1116	1750	3547	153	1750	37	1763	1750	600	1200

Capacity Analysis Module:

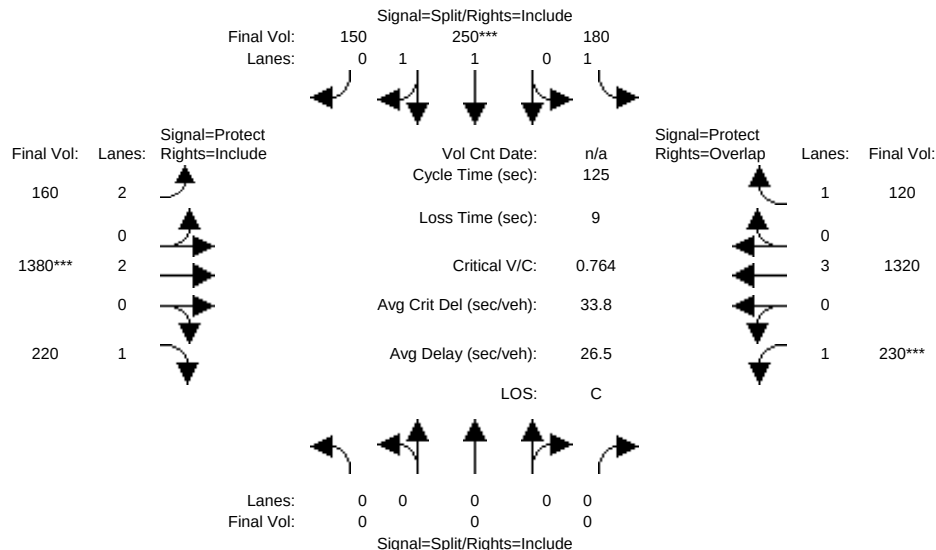
Vol/Sat:	0.29	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.02	0.02
Crit Moves:			****		****			****				
Green Time:	36.8	36.8	36.8	28.3	28.3	28.3	17.7	29.4	29.4	13.6	25.3	25.3
Volume/Cap:	0.93	1.11	1.11	0.07	1.11	1.11	0.12	1.11	1.11	1.11	0.08	0.08
Delay/Veh:	63.8	105	104.6	35.7	112	111.9	44.6	122	122.3	150.4	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	105	104.6	35.7	112	111.9	44.6	122	122.3	150.4	38.1	38.1
LOS by Move:	E	F	F	D+	F	F	D	F	F	F	D+	D+
HCM2k95thQ:	39	56	56	2	46	46	2	47	47	27	2	2

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

North Bayshore Precise Plan EIR
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2000 HCM Operations (Future Volume Alternative)
Ex+P PM_Mit

Intersection #49: Castro St./Moffett Blvd. & Central Expy.

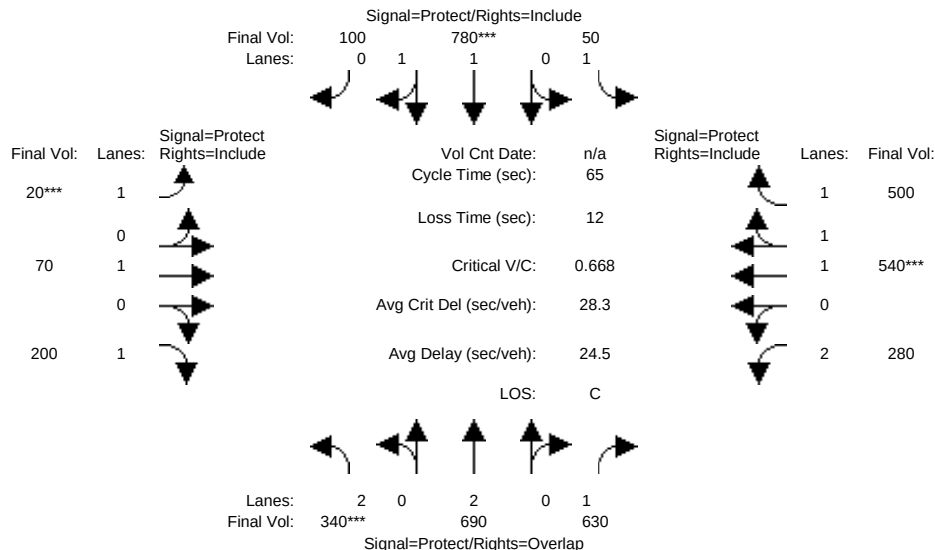


Street Name:Castro Street - Moffett Boulevard							Central Expressway								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	10		0		10	7		10		0
Y+R:	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	180		250		150	160		1380		220
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	180		250		150	160		1380		220
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	180		250		150	160		1380		220
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	180		250		150	160		1380		220
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	180		250		150	160		1380		220
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	180		250		150	160		1380		220
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.78		0.85		0.78	0.78		0.84		0.81	0.70		0.85		0.78
Lanes:	0.00		0.00		0.00	1.00		1.23		0.77	2.00		2.00		1.00
Final Sat.:	0		0		0	1488		1965		1179	2677		3230		1488
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.12		0.13		0.13	0.06		0.43		0.15
Crit Moves:								****					****		
Green Time:	0.0		0.0		0.0	20.8		20.8		20.8	17.1		69.9		69.9
Volume/Cap:	0.00		0.00		0.00	0.73		0.76		0.76	0.44		0.76		0.26
Delay/Veh:	0.0		0.0		0.0	59.7		56.4		56.4	50.3		23.2		14.4
User DelAdj:	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	59.7		56.4		56.4	50.3		23.2		14.4
LOS by Move:	A		A		A	E+		E+		E+	D		C		B
HCM2k95thQ:	0		0		0	16		18		18	8		42		14
Note: Queue reported is the number of cars per lane.															

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM MIT

Intersection #59: University Ave. & Donohoe St

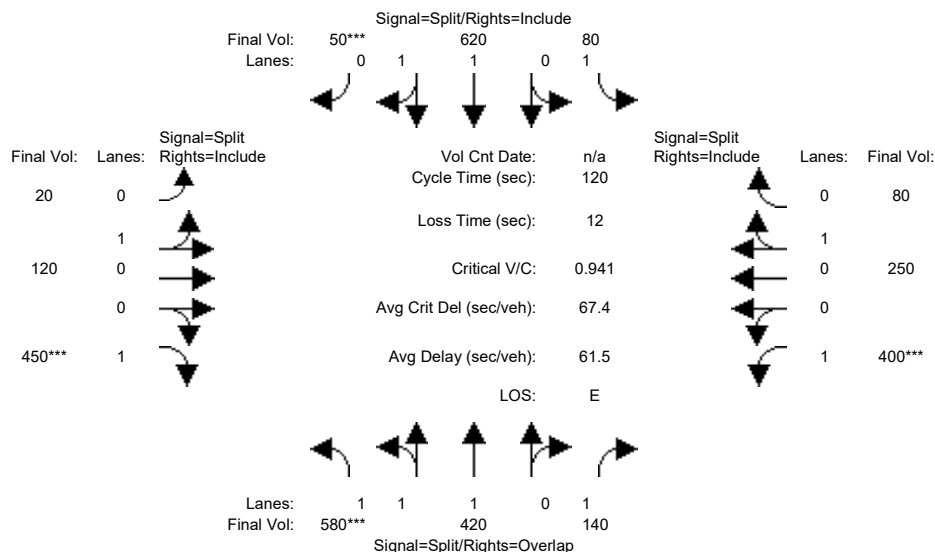


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	690	630	50	780	100	20	70	200	280	540	500
Growth Adj:	1.00	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	690	630	50	780	100	20	70	200	280	540	500
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	690	630	50	780	100	20	70	200	280	540	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	690	630	50	780	100	20	70	200	280	540	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	690	630	50	780	100	20	70	200	280	540	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	690	630	50	780	100	20	70	200	280	540	500
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	2.00	1.52	1.48
Final Sat.:	3150	3800	1750	1750	3279	420	1750	1900	1750	3150	2880	2666
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.36	0.03	0.24	0.24	0.01	0.04	0.11	0.09	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	8.7	20.0	32.5	7.9	19.2	19.2	10.0	12.6	12.6	12.6	15.1	15.1
Volume/Cap:	0.81	0.59	0.72	0.23	0.81	0.81	0.07	0.19	0.59	0.46	0.81	0.81
Delay/Veh:	38.2	19.9	15.6	26.4	25.7	25.7	23.7	22.2	26.7	23.8	27.4	27.4
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:	38.2	19.9	15.6	26.4	25.7	25.7	23.7	22.2	26.7	23.8	27.4	27.4
LOS by Move:	D+	B-	B	C	C	C	C	C+	C	C	C	C
HCM2k95thQ:	12	13	22	2	20	20	1	3	10	7	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)
Ex+P PM_Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd



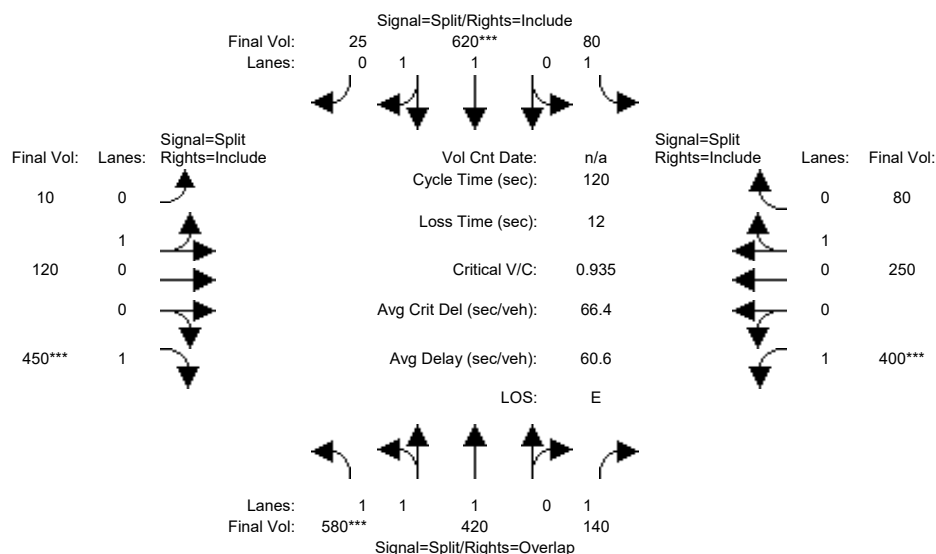
Street Name:	E. Bayshore Rd						Embarcadero Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	420	140	80	620	50	20	120	450	400	250	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:	580	420	140	80	620	50	20	120	450	400	250	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.82	1.18	1.00	1.00	1.85	0.15	0.14	0.86	1.00	1.00	0.76	0.24
Final Sat.:	3221	2332	1750	1750	3424	276	257	1543	1750	1750	1364	436
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.08	0.05	0.18	0.18	0.08	0.08	0.26	0.23	0.18	0.18
Crit Moves:	****					****			****	****		
Green Time:	23.0	23.0	52.1	23.1	23.1	23.1	32.8	32.8	32.8	29.1	29.1	29.1
Volume/Cap:	0.94	0.94	0.18	0.24	0.94	0.94	0.28	0.28	0.94	0.94	0.75	0.75
Delay/Veh:	63.3	63.3	21.0	41.4	68.4	68.4	34.7	34.7	69.6	73.7	49.4	49.4
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:	63.3	63.3	21.0	41.4	68.4	68.4	34.7	34.7	69.6	73.7	49.4	49.4
LOS by Move:	E	E	C+	D	E	E	C-	C-	E	E	D	D
HCM2k95thQ:	29	30	7	6	29	29	8	8	37	34	24	24

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 PM_Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd- Local Street Improvement



Street Name:	Embarcadero Rd						E. Bayshore 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:	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:	580	420	140	80	620	25	10	120	450	400	250	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:	580	420	140	80	620	25	10	120	450	400	250	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:	580	420	140	80	620	25	10	120	450	400	250	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:	580	420	140	80	620	25	10	120	450	400	250	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	420	140	80	620	25	10	120	450	400	250	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
Final Volume:	580	420	140	80	620	25	10	120	450	400	250	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.80	1.20	1.00	1.00	1.92	0.08	0.08	0.92	1.00	1.00	0.76	0.24
Final Sat.:	3196	2314	1750	1750	3556	143	138	1662	1750	1750	1364	436

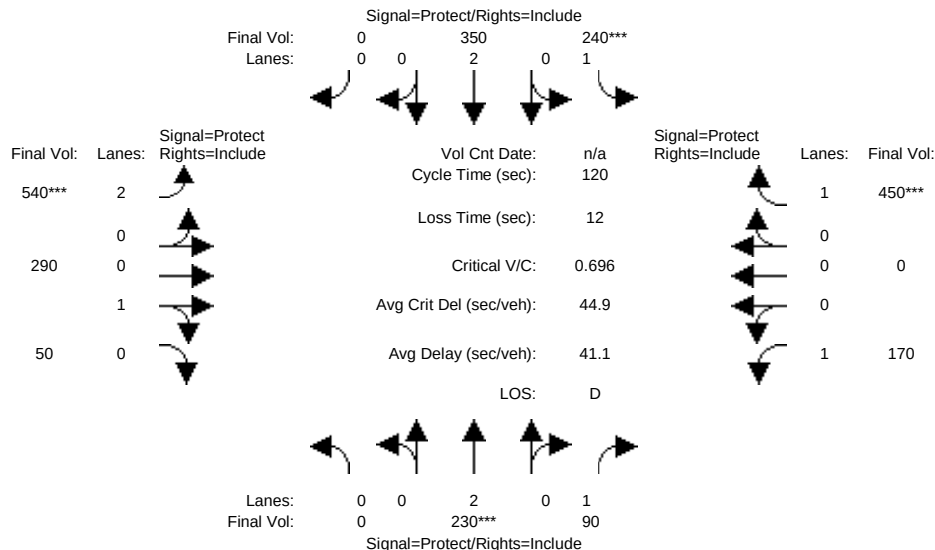
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.08	0.05	0.17	0.17	0.07	0.07	0.26	0.23	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	23.3	23.3	52.6	22.4	22.4	22.4	33.0	33.0	33.0	29.3	29.3	29.3
Volume/Cap:	0.94	0.94	0.18	0.25	0.94	0.94	0.26	0.26	0.94	0.94	0.75	0.75
Delay/Veh:	62.1	62.1	20.7	42.0	68.1	68.1	34.3	34.3	68.1	72.2	49.0	49.0
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:	62.1	62.1	20.7	42.0	68.1	68.1	34.3	34.3	68.1	72.2	49.0	49.0
LOS by Move:	E	E	C+	D	E	E	C-	C-	E	E	D	D
HCM2k95thQ:	29	29	7	6	28	28	8	8	37	34	24	24

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM MIT

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

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: 0 230 90 240 350 0 540 290 50 170 0 450

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 230 90 240 350 0 540 290 50 170 0 450

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: 0 230 90 240 350 0 540 290 50 170 0 450

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 230 90 240 350 0 540 290 50 170 0 450

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 230 90 240 350 0 540 290 50 170 0 450

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 230 90 240 350 0 540 290 50 170 0 450

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.83 0.95 0.95 0.92 1.00 0.92

Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 2.00 0.85 0.15 1.00 0.00 1.00

Final Sat.: 0 3800 1750 1750 3800 0 3150 1535 265 1750 0 1750

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.05 0.14 0.09 0.00 0.17 0.19 0.19 0.10 0.00 0.26

Crit Moves: ****

Green Time: 0.0 10.4 10.4 23.7 34.1 0.0 29.6 48.8 48.8 25.1 0.0 44.3

Volume/Cap: 0.00 0.70 0.59 0.70 0.32 0.00 0.70 0.46 0.46 0.46 0.00 0.70

Delay/Veh: 0.0 59.6 58.8 50.9 34.0 0.0 43.9 26.5 26.5 42.5 0.0 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: 0.0 59.6 58.8 50.9 34.0 0.0 43.9 26.5 26.5 42.5 0.0 35.4

LOS by Move: A E+ E+ D C- A D C D A D+

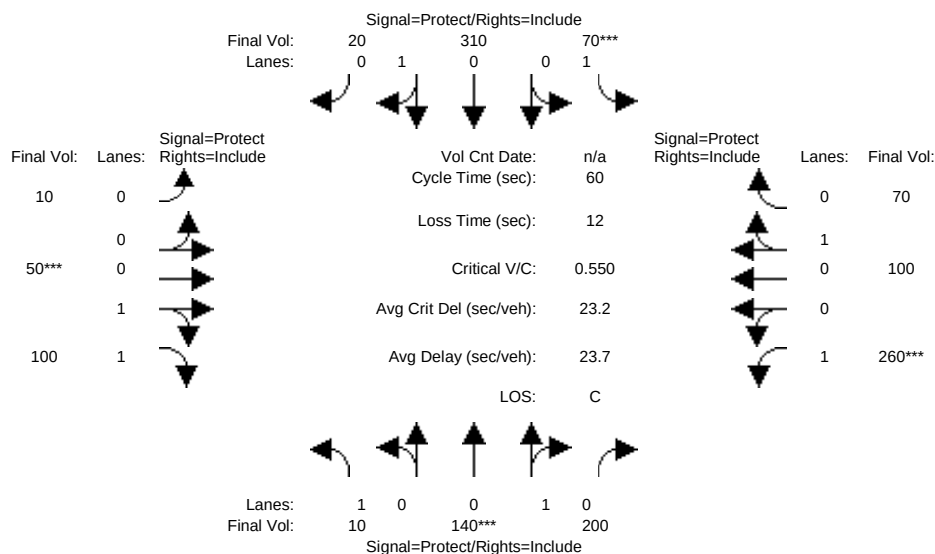
HCM2k95thQ: 0 11 9 19 10 0 22 18 18 12 0 28

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P PM MIT

Intersection #72: New St & Shorebird Way

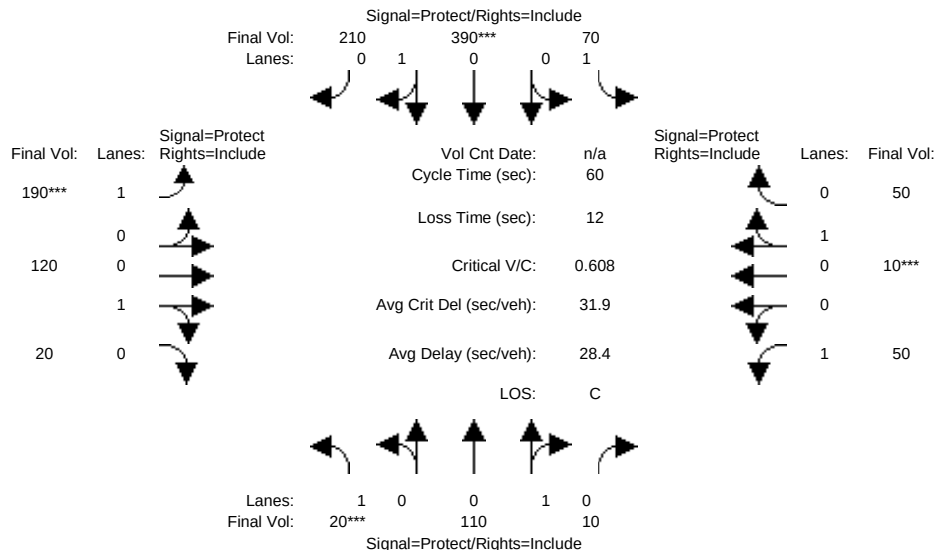


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	140	200	70	310	20	10	50	100	260	100	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
Final Volume:	10	140	200	70	310	20	10	50	100	260	100	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	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.41	0.59	1.00	0.94	0.06	0.09	0.45	1.46	1.00	0.59	0.41
Final Sat.:	1750	741	1059	1750	1691	109	159	795	2545	1750	1059	741
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.04	0.18	0.18	0.06	0.06	0.04	0.15	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	9.5	17.4	17.4	7.0	14.9	14.9	9.7	10.0	10.0	13.6	13.9	13.9
Volume/Cap:	0.04	0.65	0.65	0.34	0.74	0.74	0.39	0.38	0.24	0.65	0.41	0.41
Delay/Veh:	21.5	21.7	21.7	25.4	27.2	27.2	23.1	22.8	21.9	24.9	20.2	20.2
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:	21.5	21.7	21.7	25.4	27.2	27.2	23.1	22.8	21.9	24.9	20.2	20.2
LOS by Move:	C+	C+	C+	C	C	C	C	C+	C+	C	C+	C+
HCM2k95thQ:	0	13	13	3	15	15	5	5	3	12	6	6
Note: Queue reported is the number of cars per lane.												

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #73: New St & Space Parky



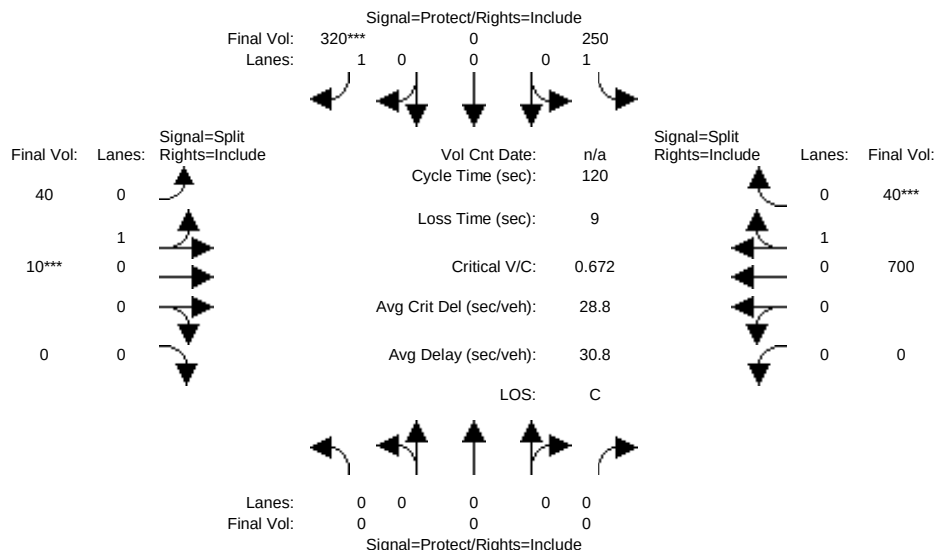
Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	10	70	390	210	190	120	20	50	10	50
Growth Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50
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	110	10	70	390	210	190	120	20	50	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	10	70	390	210	190	120	20	50	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	10	70	390	210	190	120	20	50	10	50
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.65	0.35	1.00	0.86	0.14	1.00	0.17	0.83
Final Sat.:	1750	1650	150	1750	1170	630	1750	1543	257	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.33	0.33	0.11	0.08	0.08	0.03	0.03	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	17.9	17.9	12.5	23.4	23.4	7.6	10.4	10.4	7.3	10.0	10.0
Volume/Cap:	0.10	0.22	0.22	0.19	0.86	0.86	0.86	0.45	0.45	0.24	0.20	0.20
Delay/Veh:	23.9	16.1	16.1	19.8	26.9	26.9	51.9	23.3	23.3	24.4	21.9	21.9
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:	23.9	16.1	16.1	19.8	26.9	26.9	51.9	23.3	23.3	24.4	21.9	21.9
LOS by Move:	C	B	B	B-	C	C	D-	C	C	C	C+	C+
HCM2k95thQ:	1	4	4	3	25	25	13	6	6	2	2	2

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

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2000 HCM Operations (Future Volume Alternative)
EX+P PM MIT

Intersection #76: Inigo Wy. & La Avenida St



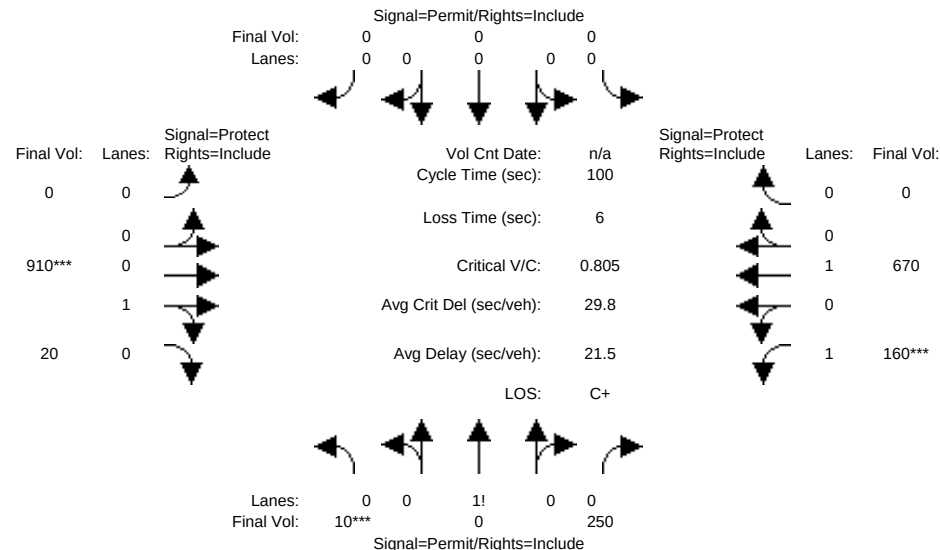
Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	320	40	10	0	0	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
Final Volume:	0	0	0	250	0	320	40	10	0	0	700	40
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	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.80	0.20	0.00	0.00	0.95	0.05
Final Sat.:	0	0	0	1750	0	1750	1440	360	0	0	1703	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.03	0.03	0.00	0.00	0.41	0.41
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	31.1	0.0	31.1	10.0	10.0	0.0	0.0	69.9	69.9
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.71	0.33	0.33	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	39.9	0.0	45.3	53.2	53.2	0.0	0.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.9	0.0	45.3	53.2	53.2	0.0	0.0	20.0	20.0
LOS by Move:	A	A	A	D	A	D	D-	D-	A	A	B-	B-
HCM2k95thQ:	0	0	0	17	0	23	4	4	0	0	35	35

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM_Mit

Intersection #12: Salado Dr & Garcia Ave



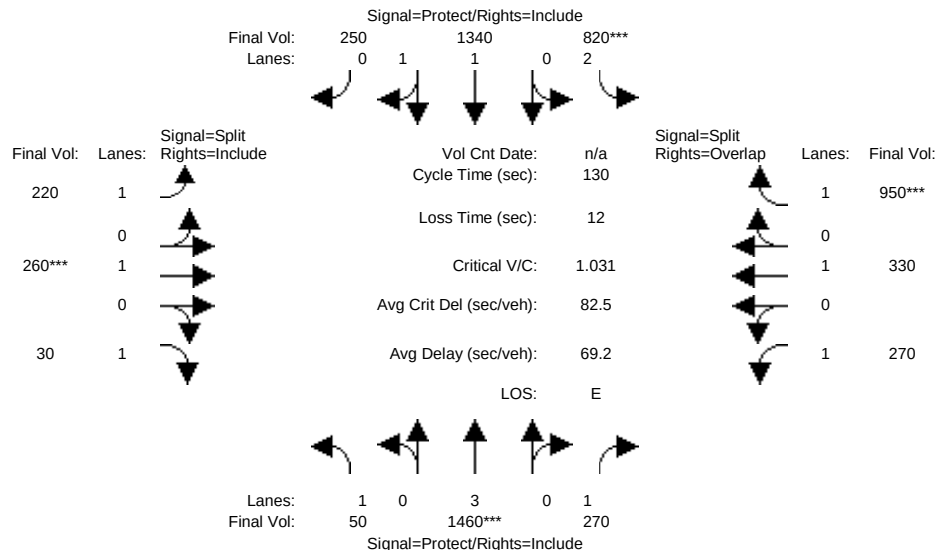
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	250	0	0	0	0	910	20	160	670	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	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	250	0	0	0	0	910	20	160	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	250	0	0	0	0	910	20	160	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	0	250	0	0	0	0	910	20	160	670	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	67	0	1683	0	0	0	0	1761	39	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.52	0.52	0.09	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	18.5	0.0	18.5	0.0	0.0	0.0	0.0	64.2	64.2	11.4	75.5	0.0
Volume/Cap:	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.47	0.00
Delay/Veh:	52.7	0.0	52.7	0.0	0.0	0.0	0.0	17.5	17.5	64.0	4.9	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:	52.7	0.0	52.7	0.0	0.0	0.0	0.0	17.5	17.5	64.0	4.9	0.0
LOS by Move:	D-	A	D-	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	19	0	19	0	0	0	0	40	40	14	15	0

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

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2000 HCM Operations (Future Volume Alternative)
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Intersection #6: San Antonio Rd. & California St.

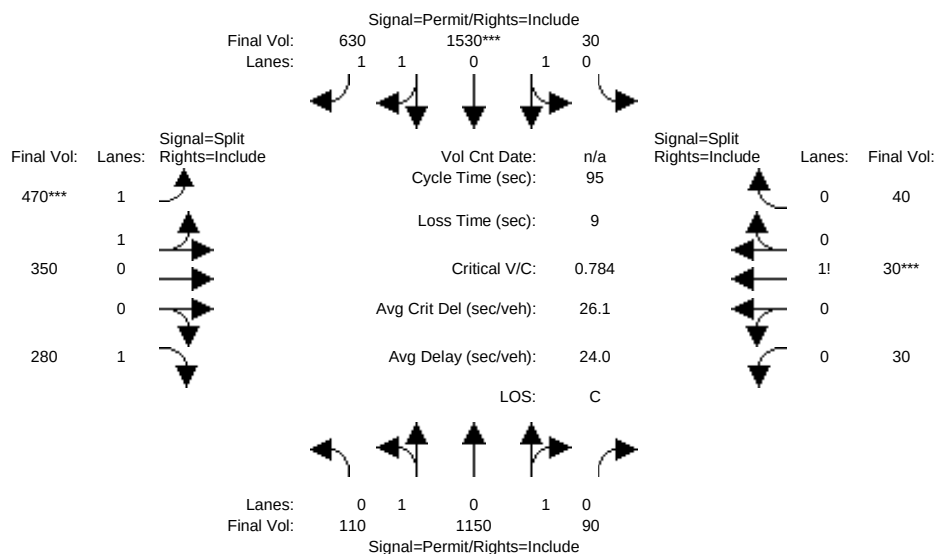


Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1460	270	820	1340	250	220	260	30	270	330	950
Growth Adj:	1.00	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	1460	270	820	1340	250	220	260	30	270	330	950
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	1460	270	820	1340	250	220	260	30	270	330	950
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1460	270	820	1340	250	220	260	30	270	330	950
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1460	270	820	1340	250	220	260	30	270	330	950
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1460	270	820	1340	250	220	260	30	270	330	950
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3118	582	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.15	0.26	0.43	0.43	0.13	0.14	0.02	0.15	0.17	0.54
Crit Moves:	****			****			****			****		
Green Time:	7.3	32.3	32.3	32.8	57.9	57.9	17.3	17.3	17.3	35.6	35.6	68.4
Volume/Cap:	0.51	1.03	0.62	1.03	0.97	0.97	0.95	1.03	0.13	0.56	0.63	1.03
Delay/Veh:	64.2	81.1	46.2	88.7	49.9	49.9	100.3	121	50.0	42.0	44.0	68.7
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:	64.2	81.1	46.2	88.7	49.9	49.9	100.3	121	50.0	42.0	44.0	68.7
LOS by Move:	E	F	D	F	D	D	F	F	D	D	D	E
HCM2k95thQ:	6	43	20	44	59	59	24	27	2	19	22	78
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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2000 HCM Operations (Future Volume Alternative)
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Intersection #8: Charleston Rd. & Fabian Wy.



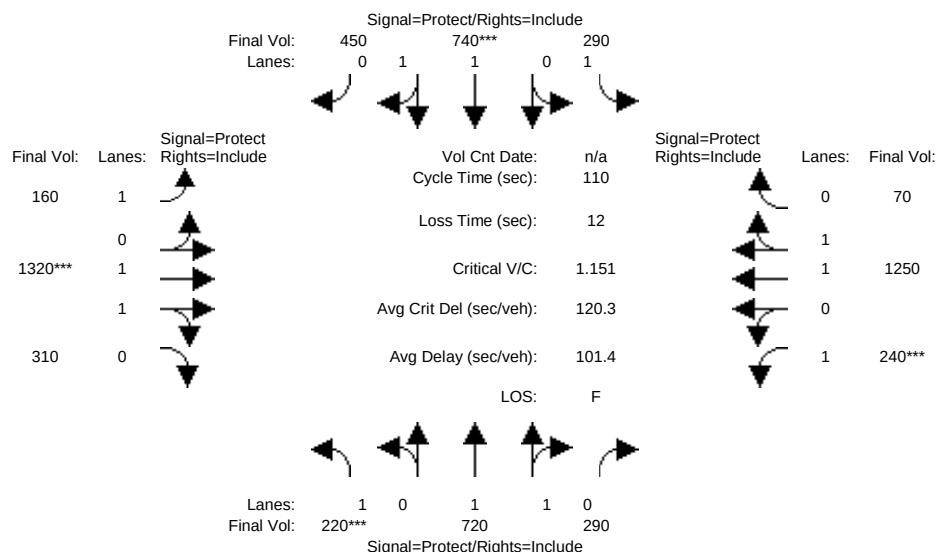
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	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	1150	90	30	1530	630	470	350	280	30	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1150	90	30	1530	630	470	350	280	30	30	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
Final Volume:	110	1150	90	30	1530	630	470	350	280	30	30	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	0.97	0.92	0.92	0.95	0.92	0.92	0.92	0.92
Lanes:	0.16	1.71	0.13	0.04	1.96	1.00	1.16	0.84	1.00	0.30	0.30	0.40
Final Sat.:	293	3067	240	71	3629	1750	2034	1515	1750	525	525	700
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.42	0.42	0.36	0.23	0.23	0.16	0.06	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	49.1	49.1	49.1	49.1	49.1	49.1	26.9	26.9	26.9	10.0	10.0	10.0
Volume/Cap:	0.73	0.73	0.73	0.82	0.82	0.70	0.82	0.82	0.57	0.54	0.54	0.54
Delay/Veh:	19.2	19.2	19.2	21.2	21.2	18.0	37.0	37.0	30.6	43.6	43.6	43.6
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:	19.2	19.2	19.2	21.2	21.2	18.0	37.0	37.0	30.6	43.6	43.6	43.6
LOS by Move:	B-	B-	B-	C+	C+	B-	D+	D+	C	D	D	D
HCM2k95thQ:	29	29	29	36	36	28	20	20	13	6	6	6

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM Mit

Intersection #9: Charleston Rd. & Middlefield Wy.

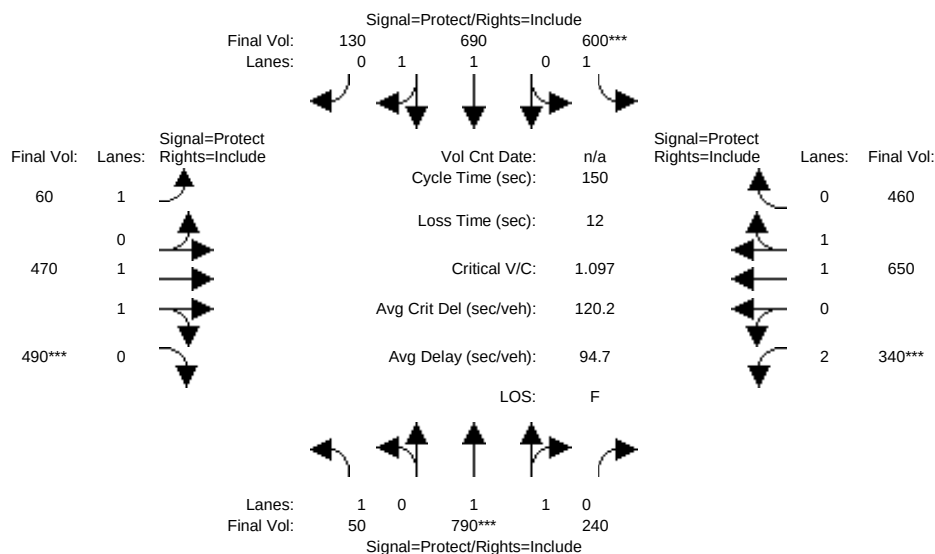


Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	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:	220	720	290	290	740	450	160	1320	310	240	1250	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	720	290	290	740	450	160	1320	310	240	1250	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
Final Volume:	220	720	290	290	740	450	160	1320	310	240	1250	70
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	0.98	0.95
Lanes:	1.00	1.41	0.59	1.00	1.22	0.78	1.00	1.61	0.39	1.00	1.89	0.11
Final Sat.:	1750	2637	1062	1750	2300	1399	1750	2996	704	1750	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.17	0.32	0.32	0.09	0.44	0.44	0.14	0.36	0.36
Crit Moves:	***			***			***			***		
Green Time:	12.0	26.6	26.6	16.2	30.8	30.8	11.3	42.1	42.1	13.1	44.0	44.0
Volume/Cap:	1.15	1.13	1.13	1.13	1.15	1.15	0.89	1.15	1.15	1.15	0.89	0.89
Delay/Veh:	160.5	114	113.7	142.1	119	118.9	87.3	110	110.4	157.3	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.5	114	113.7	142.1	119	118.9	87.3	110	110.4	157.3	38.1	38.1
LOS by Move:	F	F	F	F	F	F	F	F	F	F	D+	D+
HCM2k95thQ:	27	46	46	32	54	54	11	62	62	24	38	38
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #17: Rengstorff Ave. & Old Middlefield Wy.

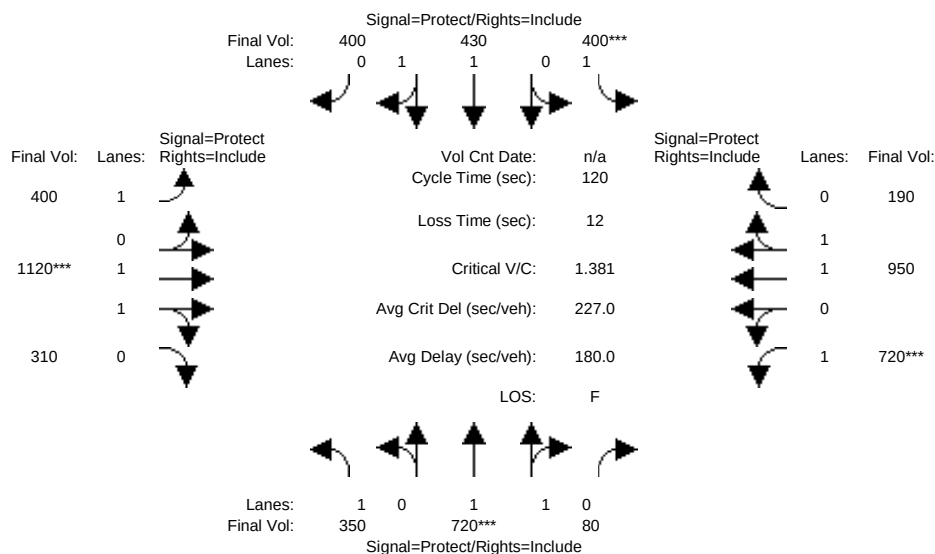


Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	790	240	600	690	130	60	470	490	340	650	460
Growth Adj:	1.00	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	790	240	600	690	130	60	470	490	340	650	460
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	790	240	600	690	130	60	470	490	340	650	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	790	240	600	690	130	60	470	490	340	650	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	790	240	600	690	130	60	470	490	340	650	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	790	240	600	690	130	60	470	490	340	650	460
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	0.83	0.99	0.95
Lanes:	1.00	1.52	0.48	1.00	1.67	0.33	1.00	1.00	1.00	2.00	1.15	0.85
Final Sat.:	1750	2837	862	1750	3113	587	1750	1900	1750	3150	2166	1533
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.34	0.22	0.22	0.03	0.25	0.28	0.11	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	19.6	38.1	38.1	46.9	65.3	65.3	10.0	38.3	38.3	14.8	43.0	43.0
Volume/Cap:	0.22	1.10	1.10	1.10	0.51	0.51	0.51	0.97	1.10	1.10	1.05	1.05
Delay/Veh:	58.8	116	115.5	119.2	31.0	31.0	71.6	76.6	116.3	147.3	93.9	93.9
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:	58.8	116	115.5	119.2	31.0	31.0	71.6	76.6	116.3	147.3	93.9	93.9
LOS by Move:	E+	F	F	F	C	C	E	E-	F	F	F	F
HCM2k95thQ:	4	50	50	58	23	23	6	40	51	26	54	54
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM Mit

Intersection #21: Rengstorff Ave. & California St.

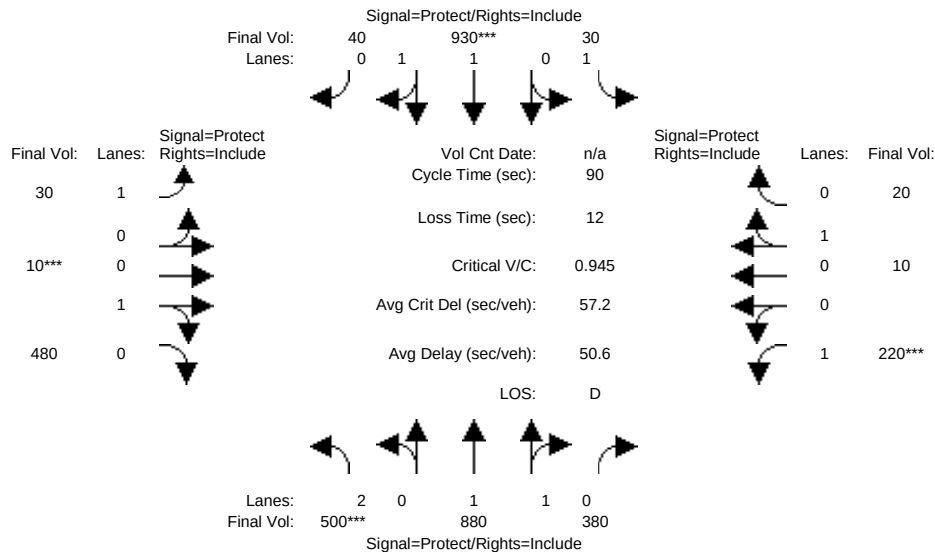


Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	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:	350	720	80	400	430	400	400	1120	310	720	950	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	720	80	400	430	400	400	1120	310	720	950	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
Final Volume:	350	720	80	400	430	400	400	1120	310	720	950	190
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	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.79	0.21	1.00	1.01	0.99	1.00	1.55	0.45	1.00	1.66	0.34
Final Sat.:	1750	3330	370	1750	1916	1782	1750	2897	802	1750	3083	617
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.22	0.23	0.22	0.22	0.23	0.39	0.39	0.41	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	18.2	18.8	18.8	19.9	20.4	20.4	29.5	33.6	33.6	35.8	39.8	39.8
Volume/Cap:	1.32	1.38	1.38	1.38	1.32	1.32	0.93	1.38	1.38	1.38	0.93	0.93
Delay/Veh:	218.0	233	232.6	241.6	204	203.8	70.7	221	220.7	225.2	51.0	51.0
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:	218.0	233	232.6	241.6	204	203.8	70.7	221	220.7	225.2	51.0	51.0
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	45	50	50	52	49	49	34	81	81	86	41	41
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report 2000
HCM Operations (Future Volume Alternative)
2030+P PM Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1

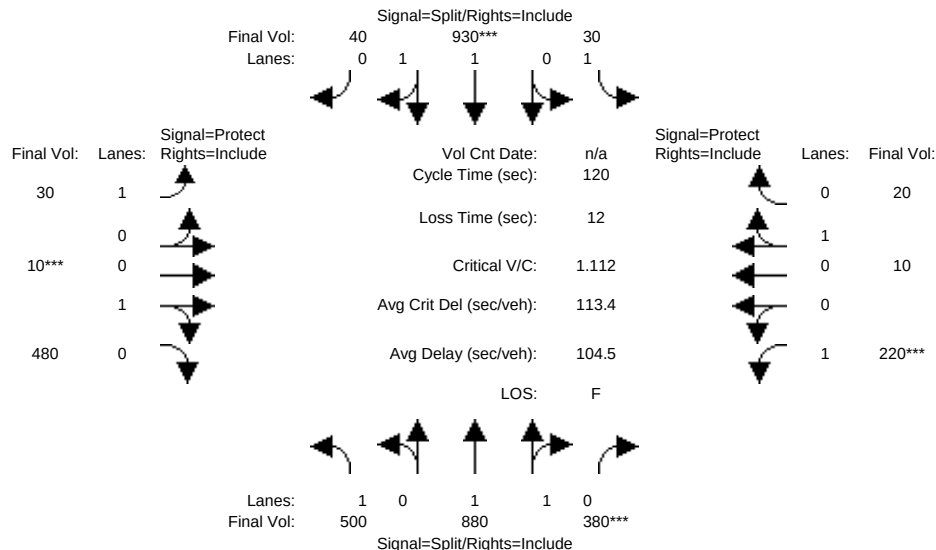


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	880	380	30	930	40	30	10	480	220	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
Final Volume:	500	880	380	30	930	40	30	10	480	220	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	3150	2583	1116	1750	3547	153	1750	37	1763	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	15.1	32.6	32.6	7.5	25.0	25.0	15.6	25.9	25.9	12.0	22.3	22.3
Volume/Cap:	0.94	0.94	0.94	0.21	0.94	0.94	0.10	0.94	0.94	0.94	0.07	0.07
Delay/Veh:	63.0	40.5	40.5	39.2	48.3	48.3	31.4	57.6	57.6	82.4	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	40.5	40.5	39.2	48.3	48.3	31.4	57.6	57.6	82.4	26.0	26.0
LOS by Move:	E	D	D	D	D	D	C	E+	E+	F	C	C
HCM2k95thQ:	23	37	37	2	32	32	2	32	32	19	1	1
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM_Mit

Intersection #32/33: New Plymouth & Shoreline/Space Park -Option 2

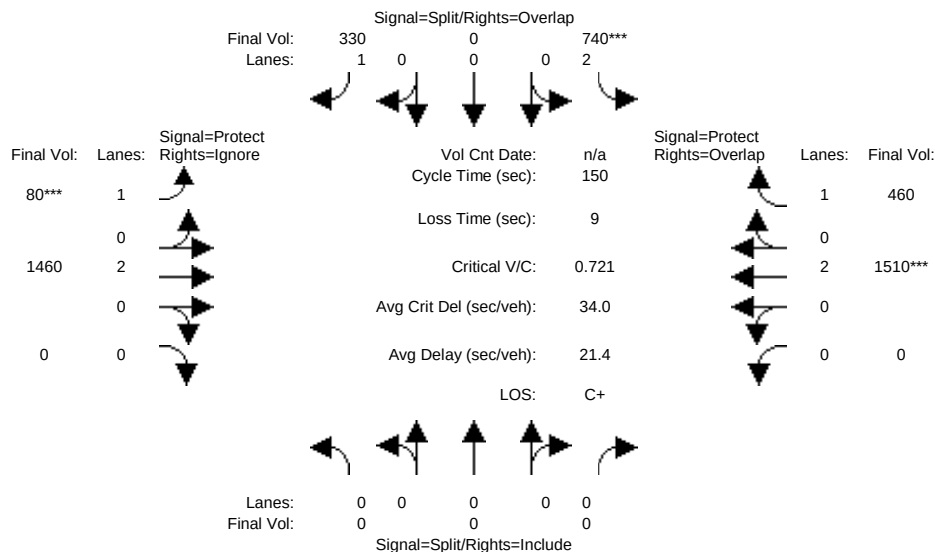


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	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:	500	880	380	30	930	40	30	10	480	220	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	880	380	30	930	40	30	10	480	220	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
Final Volume:	500	880	380	30	930	40	30	10	480	220	10	20
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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	1750	2583	1116	1750	3547	153	1750	37	1763	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.29	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.02	0.02
Crit Moves:			****		****			****		****		
Green Time:	36.8	36.8	36.8	28.3	28.3	28.3	17.7	29.4	29.4	13.6	25.3	25.3
Volume/Cap:	0.93	1.11	1.11	0.07	1.11	1.11	0.12	1.11	1.11	1.11	0.08	0.08
Delay/Veh:	63.8	105	104.6	35.7	112	111.9	44.6	122	122.3	150.4	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	105	104.6	35.7	112	111.9	44.6	122	122.3	150.4	38.1	38.1
LOS by Move:	E	F	F	D+	F	F	D	F	F	F	D+	D+
HCM2k95thQ:	39	56	56	2	46	46	2	47	47	27	2	2
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection]



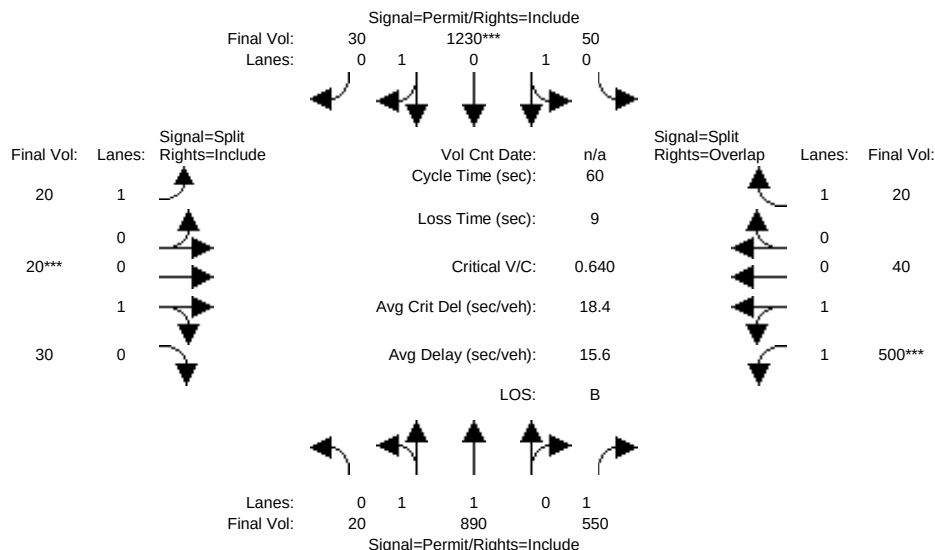
Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	740	0	330	80	1460	0	0	1510	460
Growth Adj:	1.00	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	740	0	330	80	1460	0	0	1510	460
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	740	0	330	80	1460	0	0	1510	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	740	0	330	80	1460	0	0	1510	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	740	0	330	80	1460	0	0	1510	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	740	0	330	80	1460	0	0	1510	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.19	0.05	0.38	0.00	0.00	0.40	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	39.0	0.0	56.0	17.0	102	0.0	0.0	85.0	124.0
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.51	0.40	0.57	0.00	0.00	0.70	0.32
Delay/Veh:	0.0	0.0	0.0	67.0	0.0	36.9	63.1	4.5	0.0	0.0	16.2	0.1
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	0.0	0.0	67.0	0.0	36.9	63.1	4.5	0.0	0.0	16.2	0.1
LOS by Move:	A	A	A	E	A	D+	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	38	0	23	8	14	0	0	32	1

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM Mit

Intersection #45: Miramonte Ave. & Castro St.



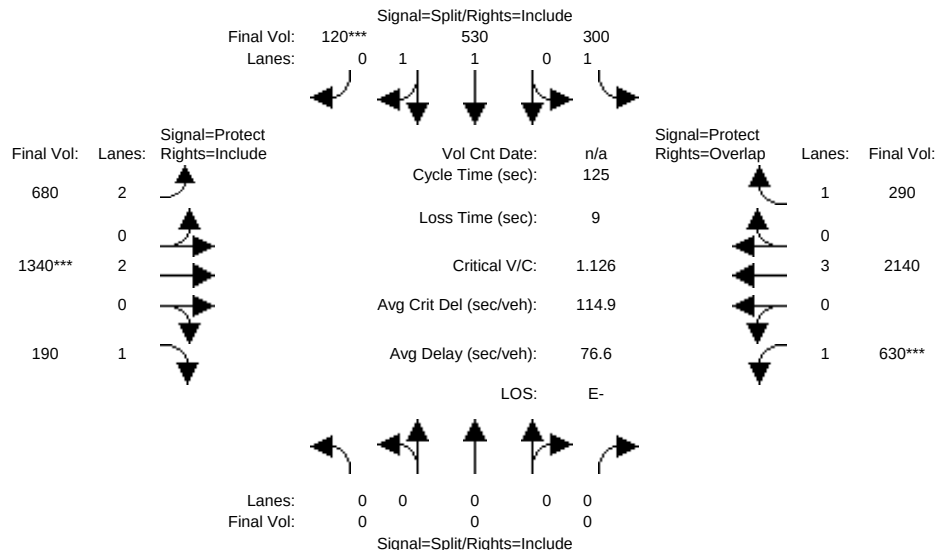
Street Name:	Miramonte Avenue						Castro Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	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:	20	890	550	50	1230	30	20	20	30	500	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	890	550	50	1230	30	20	20	30	500	40	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
Final Volume:	20	890	550	50	1230	30	20	20	30	500	40	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	0.05	1.95	1.00	0.08	1.88	0.04	1.00	0.40	0.60	1.85	0.15	1.00
Final Sat.:	81	3619	1750	137	3380	82	1750	720	1080	3287	263	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.31	0.36	0.36	0.36	0.01	0.03	0.03	0.15	0.15	0.01
Crit Moves:					****			****		****		
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	10.0	10.0	10.0	12.1	12.1	12.1
Volume/Cap:	0.51	0.51	0.65	0.76	0.76	0.76	0.07	0.17	0.17	0.76	0.76	0.06
Delay/Veh:	10.9	10.9	13.6	14.6	14.6	14.6	21.2	21.7	21.7	27.2	27.2	19.4
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:	10.9	10.9	13.6	14.6	14.6	14.6	21.2	21.7	21.7	27.2	27.2	19.4
LOS by Move:	B+	B+	B	B	B	B	C+	C+	C+	C	C	B-
HCM2k95thQ:	12	12	17	22	22	22	1	2	2	13	13	1

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM_Mit

Intersection #49: Castro St./Moffett Blvd. & Central Expy.



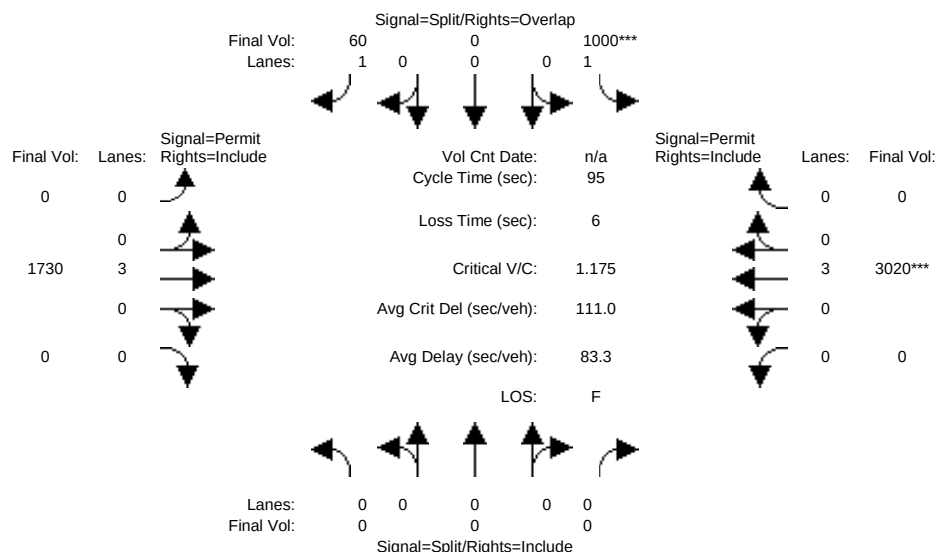
Street Name:Castro Street - Moffett Boulevard							Central Expressway								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	10		0		10	7		10		0
Y+R:	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	300		530		120	680		1340		190
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	300		530		120	680		1340		190
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	300		530		120	680		1340		190
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	300		530		120	680		1340		190
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	300		530		120	680		1340		190
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	300		530		120	680		1340		190
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.78		0.85		0.78	0.78		0.83		0.81	0.70		0.85		0.78
Lanes:	0.00		0.00		0.00	1.00		1.62		0.38	2.00		2.00		1.00
Final Sat.:	0		0		0	1488		2564		581	2677		3230		1488
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.20		0.21		0.21	0.25		0.41		0.13
Crit Moves:										****			****		
Green Time:	0.0		0.0		0.0	22.9		22.9		22.9	34.0		46.0		46.0
Volume/Cap:	0.00		0.00		0.00	1.10		1.13		1.13	0.93		1.13		0.35
Delay/Veh:	0.0		0.0		0.0	134.5		128		128.3	63.6		108		29.0
User DelAdj:	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	134.5		128		128.3	63.6		108		29.0
LOS by Move:	A		A		A	F		F		F	E		F		C
HCM2k95thQ:	0		0		0	34		35		35	34		60		14
Note: Queue reported is the number of cars per lane.															

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 PM Mit

Intersection #50: Central Expy. & SR-85 SB Ramps



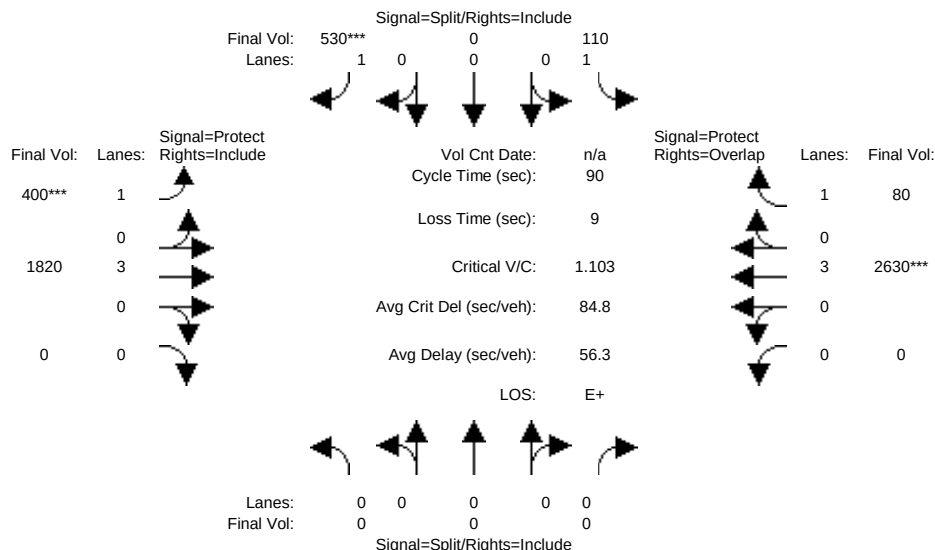
Street Name:	SR-85 SB Ramps						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.2	4.0	4.0	4.0	5.7	4.0	4.0	5.7	4.0
Volume Module:												
Base Vol:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1000	0	60	0	1730	0	0	3020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1000	0	60	0	1730	0	0	3020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1000	0	60	0	1730	0	0	3020	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.57	0.00	0.03	0.00	0.30	0.00	0.00	0.53	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	46.2	0.0	46.2	0.0	42.8	0.0	0.0	42.8	0.0
Volume/Cap:	0.00	0.00	0.00	1.18	0.00	0.07	0.00	0.67	0.00	0.00	1.18	0.00
Delay/Veh:	0.0	0.0	0.0	115.6	0.0	13.0	0.0	21.3	0.0	0.0	110	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	115.6	0.0	13.0	0.0	21.3	0.0	0.0	110	0.0
LOS by Move:	A	A	A	F	A	B	A	C+	A	A	F	A
HCM2k95thQ:	0	0	0	83	0	2	0	25	0	0	78	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 PM Mit

Intersection #54: Central Expy. & Ferguson Dr.



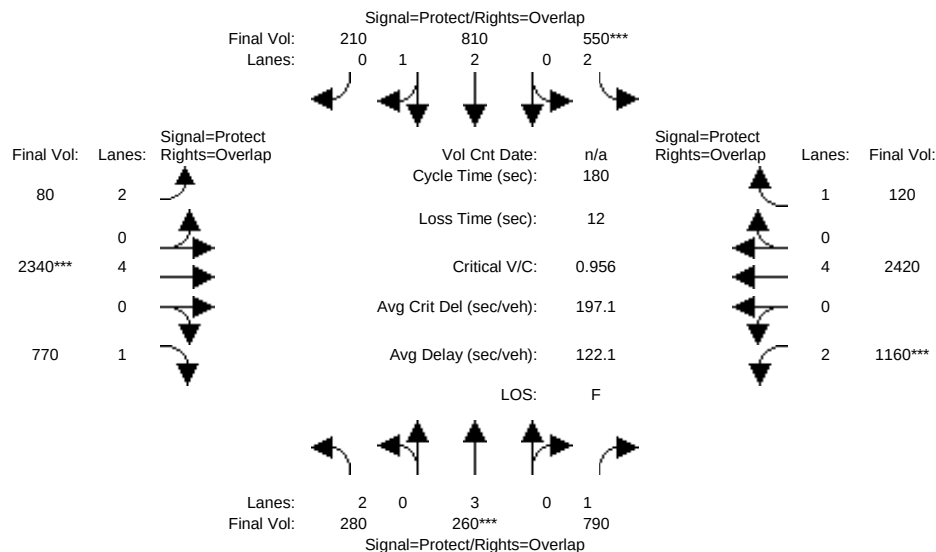
Street Name:	Ferguson Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.7	4.0	4.0	5.7	5.7
Volume Module:												
Base Vol:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	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:	0	0	0	110	0	530	400	1820	0	0	2630	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	530	400	1820	0	0	2630	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
Final Volume:	0	0	0	110	0	530	400	1820	0	0	2630	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.30	0.23	0.32	0.00	0.00	0.46	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	24.7	0.0	24.7	18.6	56.3	0.0	0.0	37.6	62.4
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	1.10	1.10	0.51	0.00	0.00	1.10	0.07
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	104.8	113.7	4.9	0.0	0.0	76.3	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	104.8	113.7	4.9	0.0	0.0	76.3	1.3
LOS by Move:	A	A	A	C	A	F	F	A	A	A	E-	A
HCM2k95thQ:	0	0	0	5	0	44	36	11	0	0	61	1

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P PM Mit

Intersection #56: Central Expy. & Mary Ave.

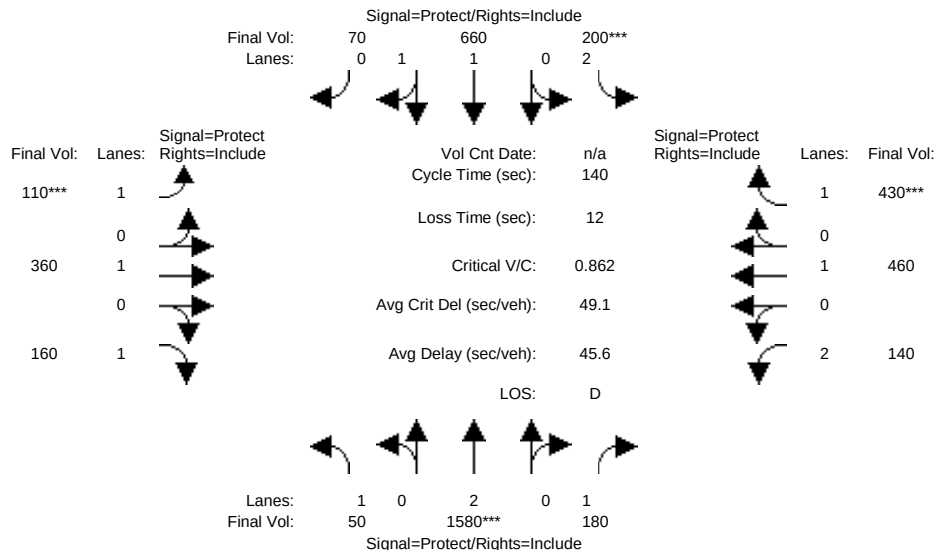


Street Name:	Mary Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	43	43	25	46	46	14	75	75	38	98	98
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	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:	280	260	790	550	810	210	80	2340	770	1160	2420	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	260	790	550	810	210	80	2340	770	1160	2420	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	260	790	550	810	210	80	2340	770	1160	2420	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.36	0.64	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	4446	1153	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.45	0.17	0.18	0.18	0.03	0.31	0.44	0.37	0.32	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.9	40.1	75.5	23.3	43.5	56.7	13.2	69.9	89.8	35.4	92.2	115.5
Volume/Cap:	0.80	0.20	1.08	1.35	0.75	0.58	0.35	0.79	0.88	1.87	0.62	0.11
Delay/Veh:	96.6	61.2	111.4	256.1	70.3	55.8	86.0	60.3	64.0	475.8	42.6	19.8
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:	96.6	61.2	111.4	256.1	70.3	55.8	86.0	60.3	64.0	475.8	42.6	19.8
LOS by Move:	F	E	F	F	E	E+	F	E	E	F	D	B-
HCM2k95thQ:	21	8	92	51	34	29	6	52	74	121	47	8
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 + P.M. MIT

Intersection #58: University Ave. & Bay Rd

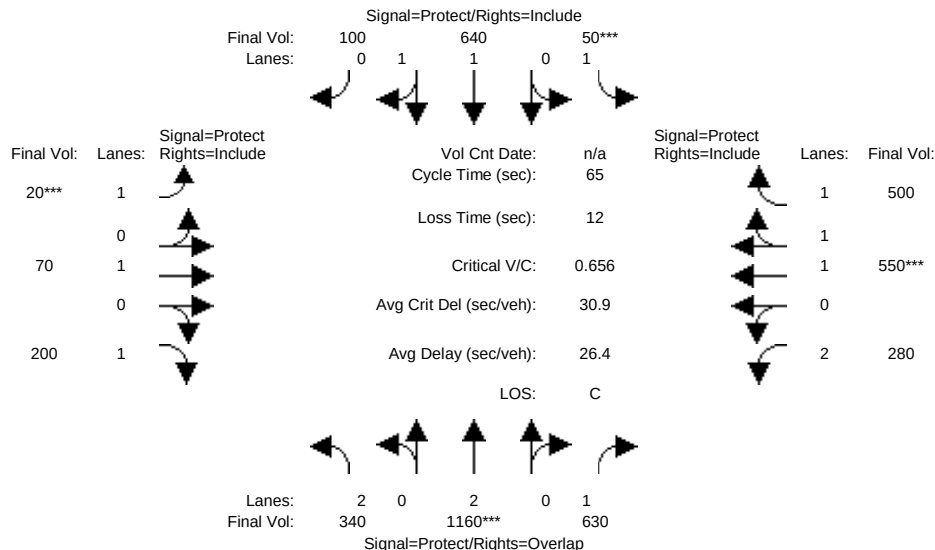


Street Name:	University Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	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:	50	1580	180	200	660	70	110	360	160	140	460	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1580	180	200	660	70	110	360	160	140	460	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
Final Volume:	50	1580	180	200	660	70	110	360	160	140	460	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3345	355	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.10	0.06	0.20	0.20	0.06	0.19	0.09	0.04	0.24	0.25
Crit Moves:	****			****			****			****		
Green Time:	15.7	67.6	67.6	10.3	62.1	62.1	10.2	39.7	39.7	10.5	39.9	39.9
Volume/Cap:	0.25	0.86	0.21	0.86	0.44	0.44	0.86	0.67	0.32	0.59	0.85	0.86
Delay/Veh:	57.4	36.5	21.0	90.6	27.2	27.2	105.4	47.6	40.0	66.8	59.2	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	36.5	21.0	90.6	27.2	27.2	105.4	47.6	40.0	66.8	59.2	61.7
LOS by Move:	E+	D+	C+	F	C	C	F	D	D	E	E+	E
HCM2k95thQ:	5	51	9	14	20	20	14	25	11	9	35	36
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 + P PM MIT

Intersection #59: University Ave. & Donohoe St

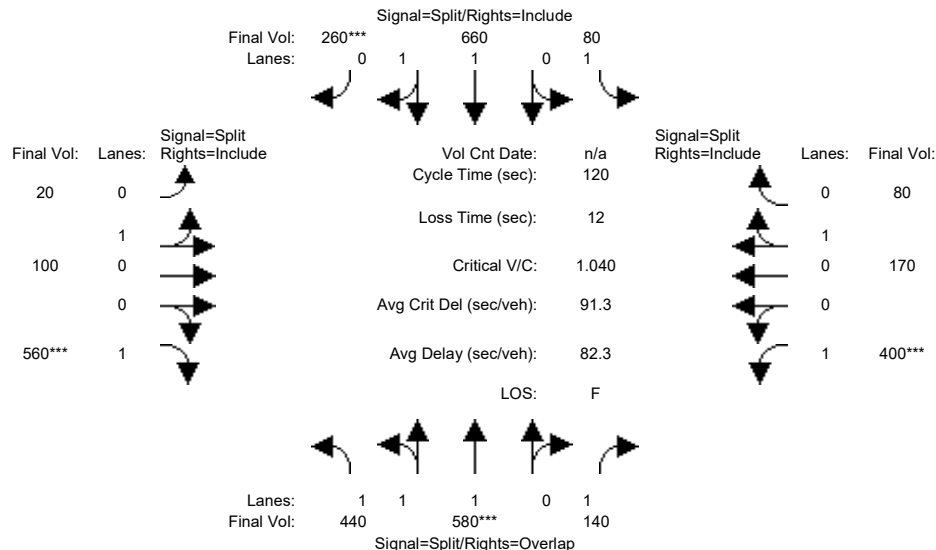


Street Name:	University Ave						Donohoe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	1160	630	50	640	100	20	70	200	280	550	500
Growth Adj:	1.00	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	1160	630	50	640	100	20	70	200	280	550	500
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	1160	630	50	640	100	20	70	200	280	550	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1160	630	50	640	100	20	70	200	280	550	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1160	630	50	640	100	20	70	200	280	550	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	340	1160	630	50	640	100	20	70	200	280	550	500
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	2.00	1.53	1.47
Final Sat.:	3150	3800	1750	1750	3200	500	1750	1900	1750	3150	2905	2641
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.36	0.03	0.20	0.20	0.01	0.04	0.11	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	10.2	22.2	34.1	7.0	19.0	19.0	10.0	11.9	11.9	11.9	13.8	13.8
Volume/Cap:	0.69	0.89	0.69	0.27	0.69	0.69	0.07	0.20	0.62	0.49	0.89	0.89
Delay/Veh:	29.8	28.5	13.7	27.4	22.2	22.2	23.7	22.8	28.3	24.5	33.8	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:	29.8	28.5	13.7	27.4	22.2	22.2	23.7	22.8	28.3	24.5	33.8	33.8
LOS by Move:	C	C	B	C	C+	C+	C	C+	C	C	C-	C-
HCM2k95thQ:	10	27	20	3	15	15	1	3	10	7	20	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+P PM_Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd



Street Name:	E. Bayshore Rd						Embarcadero 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:	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:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	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:	440	580	140	80	660	260	20	100	560	400	170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	580	140	80	660	260	20	100	560	400	170	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
Final Volume:	440	580	140	80	660	260	20	100	560	400	170	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.33	1.67	1.00	1.00	1.42	0.58	0.17	0.83	1.00	1.00	0.68	0.32
Final Sat.:	2490	3283	1750	1750	2786	1098	300	1500	1838	1838	1224	576

Capacity Analysis Module:

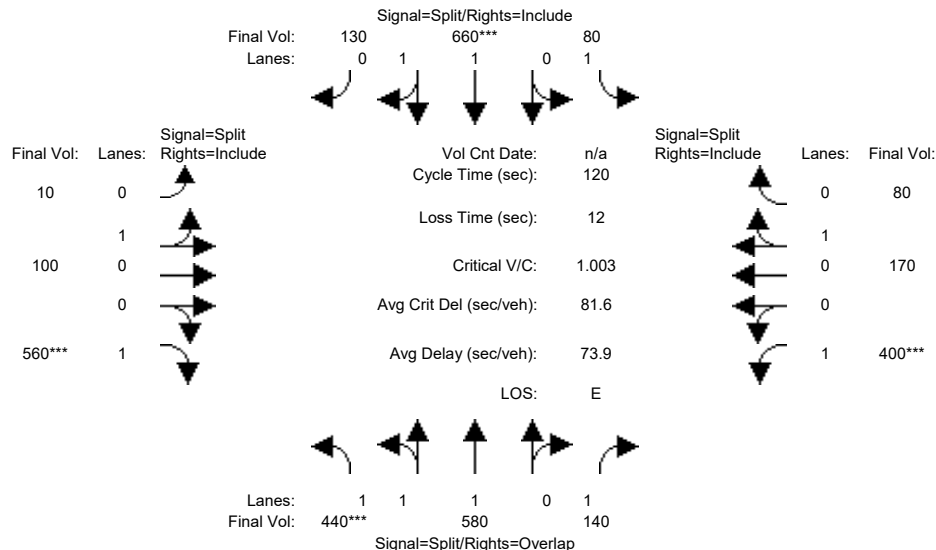
Vol/Sat:	0.18	0.18	0.08	0.05	0.24	0.24	0.07	0.07	0.30	0.22	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	20.4	45.5	27.3	27.3	27.3	35.2	35.2	35.2	25.1	25.1	25.1
Volume/Cap:	1.04	1.04	0.21	0.20	1.04	1.04	0.23	0.23	1.04	1.04	0.66	0.66
Delay/Veh:	89.5	89.5	25.3	37.7	87.5	87.5	32.4	32.4	92.0	104.1	48.0	48.0
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:	89.5	89.5	25.3	37.7	87.5	87.5	32.4	32.4	92.0	104.1	48.0	48.0
LOS by Move:	F	F	C	D+	F	F	C-	C-	F	F	D	D
HCM2k95thQ:	33	33	7	5	41	41	7	7	49	38	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+P PM_Mit

Intersection #62: E. Bayshore Rd. & Embarcadero Rd Local Street Improvement

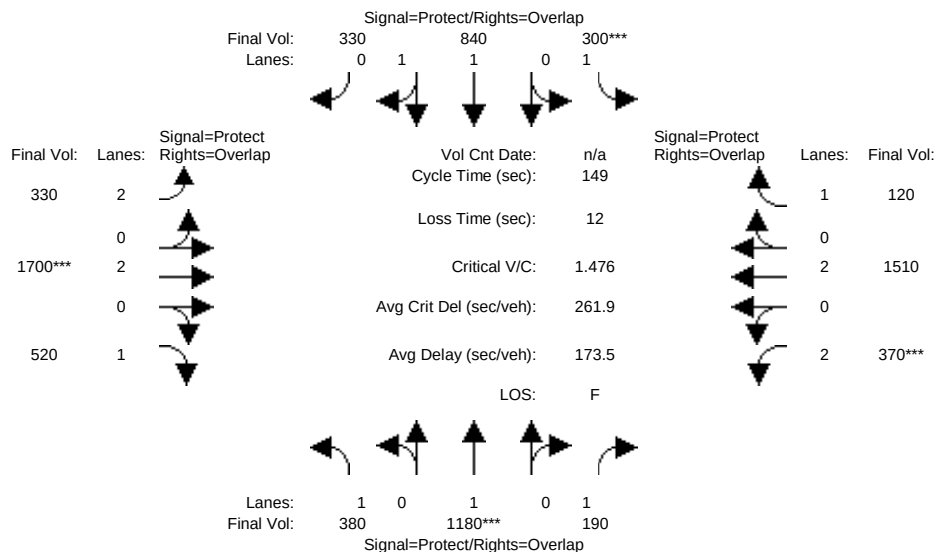


Street Name:	Embarcadero Rd						E. Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	580	140	80	660	130	10	100	560	400	170	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:	440	580	140	80	660	130	10	100	560	400	170	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:	440	580	140	80	660	130	10	100	560	400	170	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:	440	580	140	80	660	130	10	100	560	400	170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	580	140	80	660	130	10	100	560	400	170	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
Final Volume:	440	580	140	80	660	130	10	100	560	400	170	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.38	1.62	1.00	1.00	1.66	0.34	0.09	0.91	1.00	1.00	0.68	0.32
Final Sat.:	2438	3214	1750	1750	3302	650	164	1636	1838	1838	1224	576
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.08	0.05	0.20	0.20	0.06	0.06	0.30	0.22	0.14	0.14
Crit Moves:	***	***		***	***				***	***		
Green Time:	21.6	21.6	47.6	23.9	23.9	23.9	36.5	36.5	36.5	26.0	26.0	26.0
Volume/Cap:	1.00	1.00	0.20	0.23	1.00	1.00	0.20	0.20	1.00	1.00	0.64	0.64
Delay/Veh:	78.2	78.2	23.9	40.7	80.9	80.9	31.2	31.2	80.6	92.8	46.3	46.3
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:	78.2	78.2	23.9	40.7	80.9	80.9	31.2	31.2	80.6	92.8	46.3	46.3
LOS by Move:	E-	E-	C	D	F	F	C	C	F	F	D	D
HCM2k95thQ:	31	33	7	5	35	35	6	6	47	37	18	18
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 + P.M. MIT

Intersection #64: Oregon Expwy. Middlefield Rd

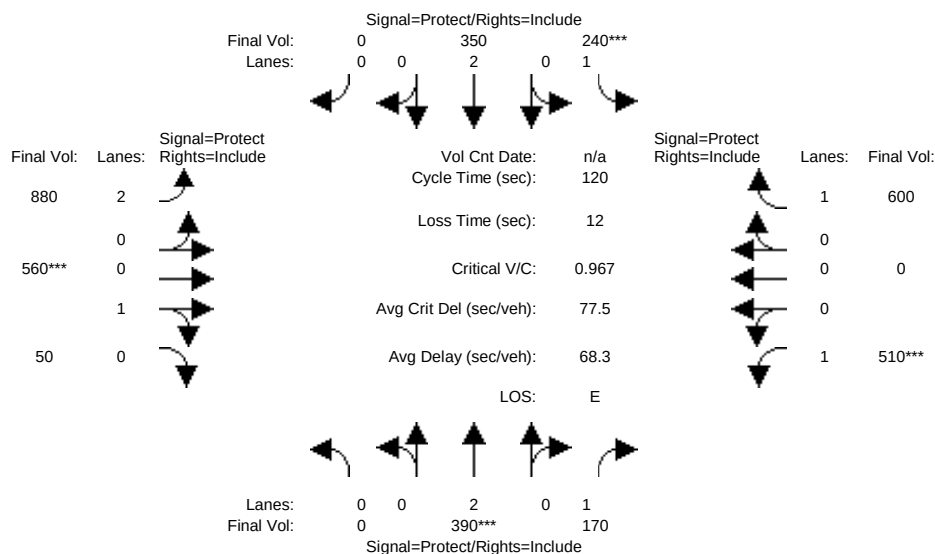


Street Name:	Middlefield Rd						Oregon Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	49	49	10	34	34	18	59	59	15	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	4.0
Volume Module:												
Base Vol:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	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:	380	1180	190	300	840	330	330	1700	520	370	1510	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1180	190	300	840	330	330	1700	520	370	1510	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	380	1180	190	300	840	330	330	1700	520	370	1510	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2656	1043	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.62	0.11	0.17	0.32	0.32	0.10	0.45	0.30	0.12	0.40	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.6	49.4	64.4	13.6	37.4	54.6	17.3	59.0	84.6	15.0	56.7	70.4
Volume/Cap:	1.26	1.87	0.25	1.87	1.26	0.86	0.90	1.13	0.52	1.17	1.04	0.15
Delay/Veh:	203.4	449	27.1	483.9	182	49.7	90.1	112	20.3	170.8	81.9	22.4
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:	203.4	449	27.1	483.9	182	49.7	90.1	112	20.3	170.8	81.9	22.4
LOS by Move:	F	F	C	F	F	D	F	F	C+	F	F	C+
HCM2k95thQ:	50	180	11	55	69	45	22	82	27	29	67	6
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 + P.M. MIT

Intersection #67: Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd



Street Name: Page Mill Rd 280 Southbound Off Ramp. / Arastr

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:	0	390	170	240	350	0	880	560	50	510	0	600
Growth Adj:	1.00	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	390	170	240	350	0	880	560	50	510	0	600
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	390	170	240	350	0	880	560	50	510	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	170	240	350	0	880	560	50	510	0	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	170	240	350	0	880	560	50	510	0	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	390	170	240	350	0	880	560	50	510	0	600

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.92	0.08	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	3150	1652	148	1750	0	1750

Capacity Analysis Module:

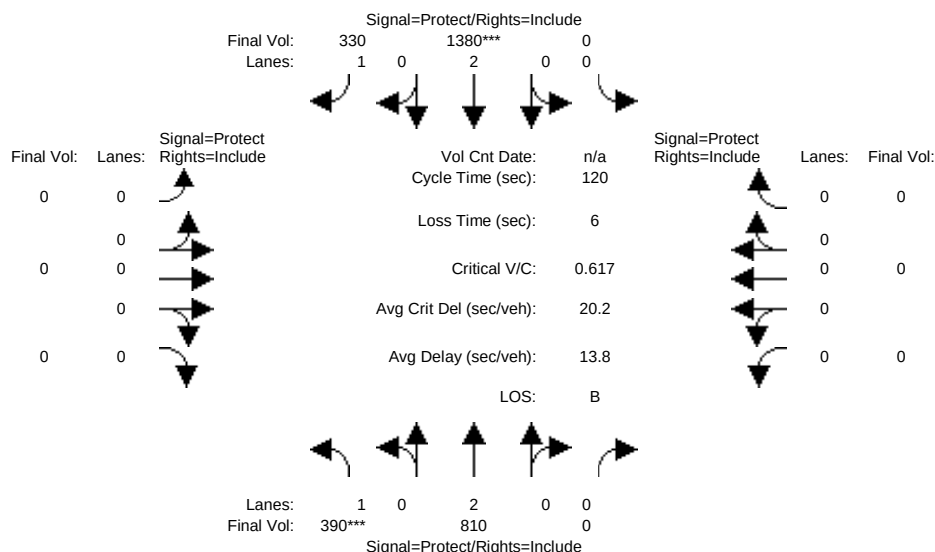
Vol/Sat:	0.00	0.10	0.10	0.14	0.09	0.00	0.28	0.34	0.34	0.29	0.00	0.34
Crit Moves:	****			****			****			****		
Green Time:	0.0	12.7	12.7	17.0	29.8	0.0	35.1	42.1	42.1	36.2	0.0	43.1
Volume/Cap:	0.00	0.97	0.92	0.97	0.37	0.00	0.95	0.97	0.97	0.97	0.00	0.95
Delay/Veh:	0.0	89.5	95.7	98.9	37.6	0.0	61.1	65.9	65.9	72.1	0.0	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:	0.0	89.5	95.7	98.9	37.6	0.0	61.1	65.9	65.9	72.1	0.0	62.5
LOS by Move:	A	F	F	F	D+	A	E	E	E	E	A	E
HCM2k95thQ:	0	20	18	25	11	0	40	47	47	42	0	46

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 PM MIT

Intersection #70: Moffett Blvd. & SR 85 Southbound Off Ramp

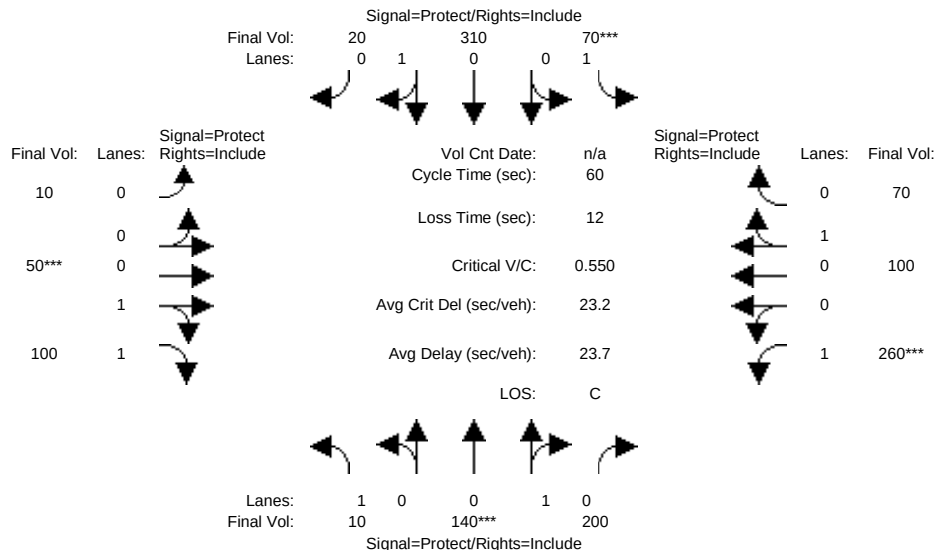


Street Name:	Moffett Blvd						SR 85 Southbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	810	0	0	1380	330	0	0	0	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:	390	810	0	0	1380	330	0	0	0	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:	390	810	0	0	1380	330	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	810	0	0	1380	330	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	810	0	0	1380	330	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	810	0	0	1380	330	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.00	0.00	0.36	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***							
Green Time:	43.4	114	0.0	0.0	70.6	70.6	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.62	0.22	0.00	0.00	0.62	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	33.3	0.2	0.0	0.0	16.5	12.7	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	0.2	0.0	0.0	16.5	12.7	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	24	2	0	0	29	13	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 + P PM MIT

Intersection #72: New St & Shorebird Way

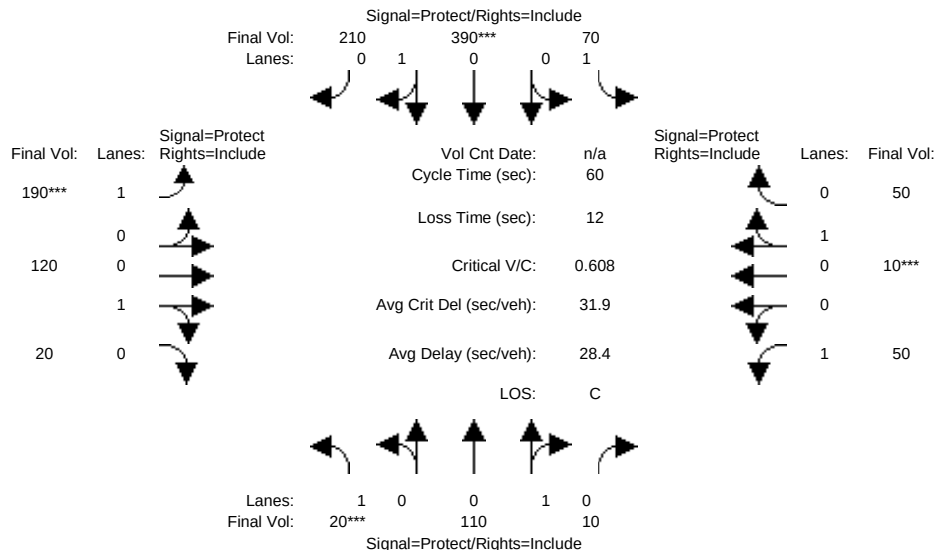


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	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:	10	140	200	70	310	20	10	50	100	260	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	140	200	70	310	20	10	50	100	260	100	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
Final Volume:	10	140	200	70	310	20	10	50	100	260	100	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	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.41	0.59	1.00	0.94	0.06	0.09	0.45	1.46	1.00	0.59	0.41
Final Sat.:	1750	741	1059	1750	1691	109	159	795	2545	1750	1059	741
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.04	0.18	0.18	0.06	0.06	0.04	0.15	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	9.5	17.4	17.4	7.0	14.9	14.9	9.7	10.0	10.0	13.6	13.9	13.9
Volume/Cap:	0.04	0.65	0.65	0.34	0.74	0.74	0.39	0.38	0.24	0.65	0.41	0.41
Delay/Veh:	21.5	21.7	21.7	25.4	27.2	27.2	23.1	22.8	21.9	24.9	20.2	20.2
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:	21.5	21.7	21.7	25.4	27.2	27.2	23.1	22.8	21.9	24.9	20.2	20.2
LOS by Move:	C+	C+	C+	C	C	C	C	C+	C+	C	C+	C+
HCM2k95thQ:	0	13	13	3	15	15	5	5	3	12	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 PM MIT

Intersection #73: New St & Space Parky

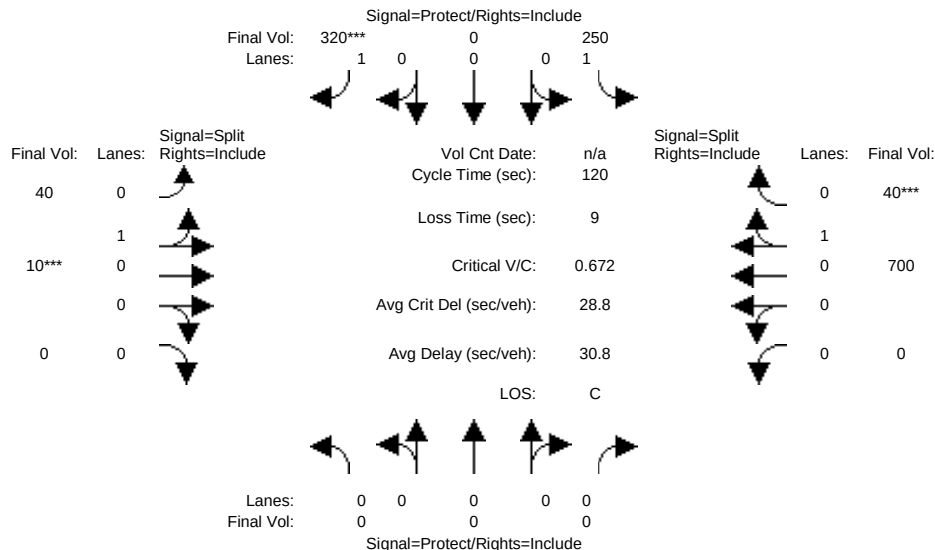


Street Name:	New St						Space Parky					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	10	70	390	210	190	120	20	50	10	50
Growth Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50
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	110	10	70	390	210	190	120	20	50	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	10	70	390	210	190	120	20	50	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	10	70	390	210	190	120	20	50	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	110	10	70	390	210	190	120	20	50	10	50
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.65	0.35	1.00	0.86	0.14	1.00	0.17	0.83
Final Sat.:	1750	1650	150	1750	1170	630	1750	1543	257	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.33	0.33	0.11	0.08	0.08	0.03	0.03	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	17.9	17.9	12.5	23.4	23.4	7.6	10.4	10.4	7.3	10.0	10.0
Volume/Cap:	0.10	0.22	0.22	0.19	0.86	0.86	0.86	0.45	0.45	0.24	0.20	0.20
Delay/Veh:	23.9	16.1	16.1	19.8	26.9	26.9	51.9	23.3	23.3	24.4	21.9	21.9
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:	23.9	16.1	16.1	19.8	26.9	26.9	51.9	23.3	23.3	24.4	21.9	21.9
LOS by Move:	C	B	B	B-	C	C	D-	C	C	C	C+	C+
HCM2k95thQ:	1	4	4	3	25	25	13	6	6	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.M. MIT

Intersection #76: Inigo Wy. & La Avenida St



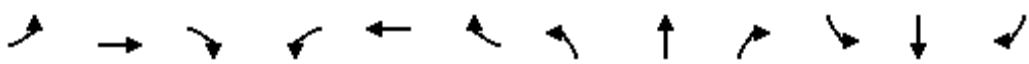
Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	320	40	10	0	0	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:	0	0	0	250	0	320	40	10	0	0	700	40
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	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.80	0.20	0.00	0.00	0.95	0.05
Final Sat.:	0	0	0	1750	0	1750	1440	360	0	0	1703	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.03	0.03	0.00	0.00	0.41	0.41
Crit Moves:						****		****				****
Green Time:	0.0	0.0	0.0	31.1	0.0	31.1	10.0	10.0	0.0	0.0	69.9	69.9
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.71	0.33	0.33	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	39.9	0.0	45.3	53.2	53.2	0.0	0.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.9	0.0	45.3	53.2	53.2	0.0	0.0	20.0	20.0
LOS by Move:	A	A	A	D	A	D	D-	D-	A	A	B-	B-
HCM2k95thQ:	0	0	0	17	0	23	4	4	0	0	35	35
Note: Queue reported is the number of cars per lane.												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↰↱		↰	↱	↱	↰	↰↱	
Volume (vph)	120	170	190	60	90	10	230	460	790	30	170	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	173	194	61	92	10	235	469	806	31	173	20
RTOR Reduction (vph)	0	0	137	0	5	0	0	0	437	0	11	0
Lane Group Flow (vph)	0	295	57	55	103	0	235	469	369	31	182	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Effective Green, g (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Actuated g/C Ratio		0.18	0.18	0.13	0.13		0.19	0.42	0.42	0.02	0.25	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		327	270	220	227		338	783	665	35	866	
v/s Ratio Prot		c0.16		0.03	c0.06		c0.13	c0.25		0.02	0.05	
v/s Ratio Perm			0.04						0.23			
v/c Ratio		0.90	0.21	0.25	0.45		0.70	0.60	0.55	0.89	0.21	
Uniform Delay, d1		26.0	22.6	25.3	26.1		24.5	14.6	14.2	31.7	19.3	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		26.1	0.1	0.2	0.5		4.9	1.2	1.0	103.6	0.0	
Delay (s)		52.1	22.7	25.6	26.6		29.4	15.8	15.2	135.4	19.3	
Level of Service		D	C	C	C		C	B	B	F	B	
Approach Delay (s)		40.5			26.2			17.6			35.4	
Approach LOS		D			C			B			D	
Intersection Summary												
HCM 2000 Control Delay			24.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			64.9				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			77.8%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	240	160	350	210	10	320	1640	810	20	690	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Lane Util. Factor	0.97	0.95		0.97	1.00		1.00	0.95	0.88	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.94	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3319	3278		3319	1847		1652	3355	2628	1652	4649	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3319	3278		3319	1847		1652	3355	2628	1652	4649	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	418	245	163	357	214	10	327	1673	827	20	704	153
RTOR Reduction (vph)	0	102	0	0	2	0	0	0	232	0	31	0
Lane Group Flow (vph)	418	306	0	357	222	0	327	1673	595	20	826	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.0	26.0		11.0	26.0		22.0	53.4	64.4	2.4	33.8	
Effective Green, g (s)	11.0	26.0		11.0	26.0		22.0	53.4	64.4	2.4	33.8	
Actuated g/C Ratio	0.10	0.24		0.10	0.24		0.20	0.49	0.59	0.02	0.31	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.0	3.0	3.5	
Lane Grp Cap (vph)	331	774		331	436		330	1628	1538	36	1428	
v/s Ratio Prot	c0.13	0.09		0.11	c0.12		c0.20	c0.50	0.04	0.01	0.18	
v/s Ratio Perm									0.19			
v/c Ratio	1.26	0.39		1.08	0.51		0.99	1.03	0.39	0.56	0.58	
Uniform Delay, d1	49.5	35.4		49.5	36.5		43.9	28.3	12.2	53.3	32.1	
Progression Factor	1.00	1.00		1.00	1.00		1.03	1.10	1.58	1.00	1.00	
Incremental Delay, d2	140.3	0.4		72.0	4.2		42.2	27.6	0.1	17.3	1.7	
Delay (s)	189.8	35.8		121.5	40.7		87.3	58.6	19.5	70.5	33.8	
Level of Service	F	D		F	D		F	E	B	E	C	
Approach Delay (s)		113.7			90.3			50.5			34.6	
Approach LOS		F			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			62.5				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.2		
Intersection Capacity Utilization			97.2%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	20	60	5	30	80	130	1080	10	20	470	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.89		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	2006	1662		2006	1855		1652	3350		1652	3015	
Flt Permitted	0.52	1.00		0.64	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1096	1662		1357	1855		1652	3350		1652	3015	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	102	20	61	5	31	82	133	1102	10	20	480	133
RTOR Reduction (vph)	0	54	0	0	73	0	0	0	0	0	10	0
Lane Group Flow (vph)	102	27	0	5	40	0	133	1112	0	20	603	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	16.6	16.6		16.6	16.6		16.1	111.5		4.4	99.8	
Effective Green, g (s)	16.6	16.6		16.6	16.6		16.1	111.5		4.4	99.8	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.11	0.77		0.03	0.69	
Clearance Time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	125	190		155	212		183	2576		50	2075	
v/s Ratio Prot		0.02			0.02		c0.08	c0.33		0.01	0.20	
v/s Ratio Perm	c0.09			0.00								
v/c Ratio	0.82	0.14		0.03	0.19		0.73	0.43		0.40	0.29	
Uniform Delay, d1	62.7	57.8		57.1	58.1		62.3	5.8		69.0	8.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.7	0.1		0.0	0.2		11.5	0.5		1.9	0.4	
Delay (s)	93.4	57.9		57.1	58.3		73.8	6.3		70.9	9.2	
Level of Service	F	E		E	E		E	A		E	A	
Approach Delay (s)		77.7			58.2			13.5			11.1	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)				12.5		
Intersection Capacity Utilization			57.6%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	90	290	20	60	0	2270	610	20	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.95			1.00	0.91	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.89			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2727	1770	1575			4890	1283	1770	5074	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2727	1770	1575			4890	1283	1770	5074	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	92	296	20	61	0	2316	622	20	980	10
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	170	0	0	0
Lane Group Flow (vph)	10	20	92	296	32	0	0	2316	452	20	990	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	14.0	14.0	14.0	28.1	28.1			78.8	78.8	4.6	88.4	
Effective Green, g (s)	14.0	14.0	14.0	28.1	28.1			78.8	78.8	4.6	88.4	
Actuated g/C Ratio	0.10	0.10	0.10	0.19	0.19			0.54	0.54	0.03	0.61	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	170	179	263	343	305			2657	697	56	3093	
v/s Ratio Prot	0.01	0.01		c0.17	0.02			c0.47		0.01	c0.20	
v/s Ratio Perm			c0.03						0.35			
v/c Ratio	0.06	0.11	0.35	0.86	0.10			0.87	0.65	0.36	0.32	
Uniform Delay, d1	59.5	59.8	61.2	56.6	48.1			28.7	23.3	68.8	13.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3	0.8	19.5	0.2			4.3	4.6	3.9	0.3	
Delay (s)	59.7	60.1	62.1	76.1	48.2			33.0	27.9	72.6	14.0	
Level of Service	E	E	E	E	D			C	C	E	B	
Approach Delay (s)		61.5			70.1			31.9			15.2	
Approach LOS		E			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			32.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			77.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	580	240	1010	0	630	340	0	1140	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1635	1900	1700	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		0.91	1.00
Frpb, ped/bikes				1.00	1.00	1.00		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1513	1733	2398		3167	1556		5085	1564
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1513	1733	2398		3167	1556		5085	1564
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	592	245	1031	0	643	347	0	1163	102
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	414	423	950	0	643	347	0	1163	102
Confl. Peds. (#/hr)						2			17			1
Parking (#/hr)				0								
Turn Type				Split	NA	Prot		NA	Free		NA	Free
Protected Phases				8	8	8		2			6	
Permitted Phases									Free			Free
Actuated Green, G (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Effective Green, g (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Actuated g/C Ratio				0.47	0.47	0.47		0.45	1.00		0.46	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				0.2	0.2	0.2		0.2			0.2	
Lane Grp Cap (vph)				714	818	1133		1414	1556		2322	1564
v/s Ratio Prot				0.27	0.24	c0.40		0.20			c0.23	
v/s Ratio Perm									0.22			0.07
v/c Ratio				0.58	0.52	0.84		0.45	0.22		0.50	0.07
Uniform Delay, d1				23.0	22.1	27.6		23.1	0.0		23.0	0.0
Progression Factor				1.00	1.00	1.00		0.95	1.00		1.00	1.00
Incremental Delay, d2				0.7	0.2	5.3		0.7	0.2		0.8	0.1
Delay (s)				23.7	22.3	33.0		22.7	0.2		23.7	0.1
Level of Service				C	C	C		C	A		C	A
Approach Delay (s)		0.0			28.5			14.8			21.8	
Approach LOS		A			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.2									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			82.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	320	110	150	410	250	230	850	100	250	410	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3365		3433	3279		1770	3469		1770	3484	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3365		3433	3279		1770	3469		1770	3484	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	327	112	153	418	255	235	867	102	255	418	41
RTOR Reduction (vph)	0	25	0	0	66	0	0	6	0	0	4	0
Lane Group Flow (vph)	122	414	0	153	607	0	235	963	0	255	455	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.7	30.2		10.4	31.9		23.9	62.8		25.6	64.5	
Effective Green, g (s)	8.7	30.2		10.4	31.9		23.9	62.8		25.6	64.5	
Actuated g/C Ratio	0.06	0.21		0.07	0.22		0.16	0.43		0.18	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	205	700		246	721		291	1502		312	1549	
v/s Ratio Prot	0.04	0.12		c0.04	c0.19		0.13	c0.28		c0.14	0.13	
v/s Ratio Perm												
v/c Ratio	0.60	0.59		0.62	0.84		0.81	0.64		0.82	0.29	
Uniform Delay, d1	66.4	51.8		65.4	54.1		58.3	32.3		57.4	25.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.6	1.3		4.8	8.8		15.0	2.1		15.2	0.5	
Delay (s)	71.0	53.2		70.2	62.9		73.4	34.4		72.6	26.2	
Level of Service	E	D		E	E		E	C		E	C	
Approach Delay (s)		57.1			64.3			42.0			42.8	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			50.3			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			87.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour- Mitigated

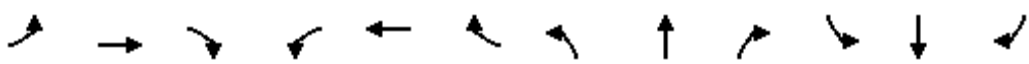
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	250	480	450	440	10	320	90	200	20	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1821	1488	1681	1755		1770	1863	1547	1770	3302	
Flt Permitted		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1821	1488	1681	1755		1770	1863	1547	1770	3302	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	263	505	474	463	11	337	95	211	21	379	221
RTOR Reduction (vph)	0	0	206	0	1	0	0	0	136	0	98	0
Lane Group Flow (vph)	0	368	299	427	520	0	337	95	75	21	502	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			38			3			3			6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		15.0	15.0	22.1	22.1		13.0	30.5	30.5	1.9	19.4	
Effective Green, g (s)		15.0	15.0	22.1	22.1		13.0	30.5	30.5	1.9	19.4	
Actuated g/C Ratio		0.18	0.18	0.26	0.26		0.15	0.36	0.36	0.02	0.23	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		319	261	434	453		269	664	551	39	749	
v/s Ratio Prot		c0.20		0.25	c0.30		c0.19	0.05		0.01	c0.15	
v/s Ratio Perm			0.20						0.05			
v/c Ratio		1.15	1.15	0.98	1.15		1.25	0.14	0.14	0.54	0.67	
Uniform Delay, d1		35.2	35.2	31.5	31.7		36.2	18.6	18.6	41.4	30.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		98.8	100.6	38.6	89.7		140.6	0.1	0.1	7.0	1.8	
Delay (s)		134.0	135.8	70.1	121.4		176.8	18.7	18.7	48.3	31.9	
Level of Service		F	F	E	F		F	B	B	D	C	
Approach Delay (s)		135.1			98.3			101.6			32.5	
Approach LOS		F			F			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			85.5			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

Peak Hour- Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	320	350	490	940	240	20	140	280	430	20	1100	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	0.88	1.00	0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.91		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3176		3319	1826		1652	3355	2657	1652	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3176		3319	1826		1652	3355	2657	1652	4653	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	368	516	989	253	21	147	295	453	21	1158	474
RTOR Reduction (vph)	0	115	0	0	4	0	0	0	221	0	62	0
Lane Group Flow (vph)	337	769	0	989	270	0	147	295	232	21	1570	0
Confl. Peds. (#/hr)			11			65			10			3
Confl. Bikes (#/hr)			4			13			32			31
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			
Actuated Green, G (s)	26.1	33.4		15.0	22.3		8.0	41.3	56.3	3.1	36.4	
Effective Green, g (s)	26.1	33.4		15.0	22.3		8.0	41.3	56.3	3.1	36.4	
Actuated g/C Ratio	0.24	0.30		0.14	0.20		0.07	0.38	0.51	0.03	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.0	3.0	3.5	
Lane Grp Cap (vph)	405	964		452	370		120	1259	1359	46	1539	
v/s Ratio Prot	0.20	c0.24		c0.30	0.15		c0.09	0.09	0.02	0.01	c0.34	
v/s Ratio Perm									0.06			
v/c Ratio	0.83	0.88dr		2.19	0.73		1.23	0.23	0.17	0.46	1.02	
Uniform Delay, d1	39.9	35.2		47.5	41.0		51.0	23.5	14.4	52.6	36.8	
Progression Factor	1.00	1.00		1.00	1.00		1.18	0.66	0.30	1.00	1.00	
Incremental Delay, d2	13.6	4.8		541.9	7.3		154.4	0.4	0.1	7.0	28.1	
Delay (s)	53.5	40.0		589.4	48.3		214.7	15.9	4.4	59.6	64.9	
Level of Service	D	D		F	D		F	B	A	E	E	
Approach Delay (s)		43.7			472.0			42.7			64.8	
Approach LOS		D			F			D			E	

Intersection Summary

HCM 2000 Control Delay	158.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour- Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	30	180	10	70	30	230	400	10	20	1180	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	2006	1634		2006	2005		1652	3341		1652	2989	
Flt Permitted	0.68	1.00		0.47	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1428	1634		995	2005		1652	3341		1652	2989	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	411	32	189	11	74	32	242	421	11	21	1242	368
RTOR Reduction (vph)	0	140	0	0	14	0	0	2	0	0	25	0
Lane Group Flow (vph)	411	81	0	11	92	0	242	430	0	21	1585	0
Confl. Peds. (#/hr)						2			6			8
Confl. Bikes (#/hr)			4			3			4			23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	28.4	28.4		28.4	28.4		14.5	66.7		2.4	54.6	
Effective Green, g (s)	28.4	28.4		28.4	28.4		14.5	66.7		2.4	54.6	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.13	0.61		0.02	0.50	
Clearance Time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	368	421		256	517		217	2025		36	1483	
v/s Ratio Prot		0.05			0.05		c0.15	0.13		0.01	c0.53	
v/s Ratio Perm	c0.29			0.01								
v/c Ratio	1.12	0.19		0.04	0.18		1.12	0.21		0.58	1.07	
Uniform Delay, d1	40.8	31.8		30.6	31.7		47.8	9.8		53.3	27.7	
Progression Factor	1.00	1.00		1.00	1.00		1.02	0.84		1.15	0.73	
Incremental Delay, d2	82.4	0.1		0.0	0.1		93.7	0.2		8.4	39.3	
Delay (s)	123.2	31.9		30.6	31.8		142.2	8.5		69.7	59.5	
Level of Service	F	C		C	C		F	A		E	E	
Approach Delay (s)		91.3			31.7			56.5			59.7	
Approach LOS		F			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			64.4			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			12.5			
Intersection Capacity Utilization			95.8%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

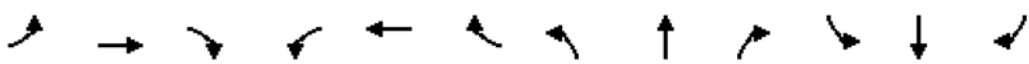
North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour -Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	700	390	10	60	0	1820	700	90	1530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	*0.56	
Frpb, ped/bikes	1.00	1.00	0.94	1.00	0.98			1.00	0.95	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.87			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2632	1770	1586			5085	1506	1770	3124	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2632	1770	1586			5085	1506	1770	3124	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	737	411	11	63	0	1916	737	95	1611	11
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	339	0	1	0
Lane Group Flow (vph)	11	21	737	411	25	0	0	1916	398	95	1621	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	35.5	35.5	35.5	32.0	32.0			50.0	50.0	8.0	63.0	
Effective Green, g (s)	35.5	35.5	35.5	32.0	32.0			50.0	50.0	8.0	63.0	
Actuated g/C Ratio	0.24	0.24	0.24	0.22	0.22			0.34	0.34	0.06	0.43	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	433	456	644	390	350			1753	519	97	1357	
v/s Ratio Prot	0.01	0.01		c0.23	0.02			0.38		0.05	c0.52	
v/s Ratio Perm			c0.28						0.26			
v/c Ratio	0.03	0.05	1.14	1.05	0.07			1.09	0.77	0.98	1.19	
Uniform Delay, d1	41.6	41.8	54.8	56.5	44.7			47.5	42.3	68.4	41.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.0	82.4	60.4	0.1			51.6	10.4	83.7	95.2	
Delay (s)	41.6	41.9	137.2	116.9	44.8			99.1	52.7	152.1	136.2	
Level of Service	D	D	F	F	D			F	D	F	F	
Approach Delay (s)		133.2			105.9			86.2			137.1	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			109.9			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			89.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour -Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	930	460	1480	0	200	350	0	2030	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		*0.50	1.00
Frpb, ped/bikes				1.00	1.00	0.99		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1681	1740	2749		3539	1556		2794	1560
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1681	1740	2749		3539	1556		2794	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	979	484	1558	0	211	368	0	2137	358
RTOR Reduction (vph)	0	0	0	0	0	642	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	724	739	916	0	211	368	0	2137	358
Confl. Peds. (#/hr)						2			17			8
Confl. Bikes (#/hr)												2
Turn Type				Split	NA	Perm		NA	Free		NA	Free
Protected Phases				8	8			2			6	
Permitted Phases						8			Free			Free
Actuated Green, G (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Effective Green, g (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Actuated g/C Ratio				0.35	0.35	0.35		0.58	1.00		0.58	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)				588	609	962		2036	1556		1633	1560
v/s Ratio Prot				c0.43	0.42			0.06			c0.76	
v/s Ratio Perm						0.33			0.24			0.23
v/c Ratio				1.23	1.21	0.95		0.10	0.24		1.31	0.23
Uniform Delay, d1				42.2	42.2	41.2		12.5	0.0		27.0	0.0
Progression Factor				1.00	1.00	1.00		0.51	1.00		1.00	1.00
Incremental Delay, d2				118.4	110.6	18.4		0.1	0.3		143.4	0.3
Delay (s)				160.7	152.9	59.6		6.5	0.3		170.4	0.3
Level of Service				F	F	E		A	A		F	A
Approach Delay (s)		0.0			106.6			2.6			146.0	
Approach LOS		A			F			A			F	
Intersection Summary												
HCM 2000 Control Delay			112.9			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.29									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			93.0%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour- Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	490	260	280	550	90	140	660	190	350	1400	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3291		1770	3446		1770	3401		1770	3505	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3291		1770	3446		1770	3401		1770	3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	516	274	295	579	95	147	695	200	368	1474	84
RTOR Reduction (vph)	0	50	0	0	10	0	0	19	0	0	3	0
Lane Group Flow (vph)	295	740	0	295	664	0	147	876	0	368	1555	0
Confl. Peds. (#/hr)			10			4			14			6
Confl. Bikes (#/hr)			28			22			1			27
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	31.0		21.0	36.0		14.8	51.0		21.0	57.2	
Effective Green, g (s)	16.0	31.0		21.0	36.0		14.8	51.0		21.0	57.2	
Actuated g/C Ratio	0.11	0.22		0.15	0.26		0.11	0.36		0.15	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	728		265	886		187	1238		265	1432	
v/s Ratio Prot	c0.17	c0.22		c0.17	0.19		c0.08	0.26		c0.21	c0.44	
v/s Ratio Perm												
v/c Ratio	1.46	1.02		1.11	0.75		0.79	0.71		1.39	1.09	
Uniform Delay, d1	62.0	54.5		59.5	47.9		61.1	38.1		59.5	41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	232.4	37.6		89.1	3.5		19.2	3.4		196.5	50.8	
Delay (s)	294.4	92.1		148.6	51.4		80.3	41.5		256.0	92.2	
Level of Service	F	F		F	D		F	D		F	F	
Approach Delay (s)		147.1			81.0			47.0			123.5	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM 2000 Control Delay		104.5					HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		140.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		107.1%					ICU Level of Service		G			
Analysis Period (min)		15										
c Critical Lane Group												

Queues

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	295	194	55	108	235	469	806	31	193
v/c Ratio	0.86	0.47	0.18	0.34	0.67	0.57	0.72	0.25	0.26
Control Delay	56.1	12.5	26.4	27.4	37.8	18.9	6.6	39.7	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Total Delay	56.1	12.5	26.4	27.4	37.8	19.1	6.6	39.7	21.2
Queue Length 50th (ft)	101	8	17	34	72	111	9	11	30
Queue Length 95th (ft)	#354	76	54	89	#240	312	132	45	66
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	345	413	643	668	430	1037	1215	123	1337
Starvation Cap Reductn	0	0	0	0	0	135	29	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.09	0.16	0.55	0.52	0.68	0.25	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	418	408	357	224	327	1673	827	20	857
v/c Ratio	1.26	0.47	1.08	0.51	0.99	0.98	0.45	0.23	0.59
Control Delay	181.4	25.7	119.1	41.0	88.5	46.2	5.5	56.2	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0
Total Delay	181.4	25.7	119.1	41.0	88.5	50.7	5.5	56.2	32.3
Queue Length 50th (ft)	~191	85	~144	137	233	574	51	14	177
Queue Length 95th (ft)	#290	134	#240	215	#418	#857	124	39	221
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	331	877	331	438	330	1701	1824	90	1459
Starvation Cap Reductn	0	0	0	0	0	36	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	0.47	1.08	0.51	0.99	1.00	0.45	0.22	0.59

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: Rengstorff Avenue & US-101 SB Ramps

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated

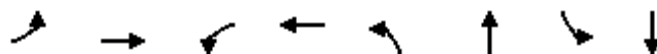
										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	184	31	31	96	98	694	41	1245	265	796
v/c Ratio	0.73	0.12	0.10	0.61	0.62	1.44	0.64	0.70	0.68	0.38
Control Delay	61.3	39.8	0.6	64.5	64.5	238.2	93.6	23.8	60.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.5	0.0	0.0
Total Delay	61.3	39.8	0.6	64.5	64.5	238.2	93.6	73.3	60.3	11.0
Queue Length 50th (ft)	126	19	0	69	70	~597	29	336	101	97
Queue Length 95th (ft)	192	45	0	126	128	#815	#87	477	145	128
Internal Link Dist (ft)		302			244			185		1081
Turn Bay Length (ft)	69		131	342		160	54		191	
Base Capacity (vph)	345	364	398	183	186	481	64	1783	390	2086
Starvation Cap Reductn	0	0	0	0	0	0	0	760	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.09	0.08	0.52	0.53	1.44	0.64	1.22	0.68	0.38

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
Existing + Project AM Peak Hour - Mitigated



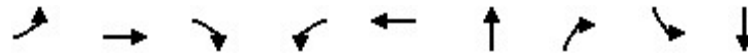
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	81	5	113	133	1112	20	613
v/c Ratio	0.82	0.33	0.03	0.40	0.73	0.43	0.28	0.29
Control Delay	103.7	22.1	52.2	22.4	83.8	7.3	76.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Total Delay	103.7	22.1	52.2	22.4	83.8	7.3	76.2	12.0
Queue Length 50th (ft)	96	17	4	27	123	171	19	100
Queue Length 95th (ft)	152	64	16	80	189	312	48	192
Internal Link Dist (ft)		542		587		1506		185
Turn Bay Length (ft)					127		50	
Base Capacity (vph)	275	463	340	528	313	2610	96	2085
Starvation Cap Reductn	0	0	0	0	0	0	0	1266
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.17	0.01	0.21	0.42	0.43	0.21	0.75
Intersection Summary								

Queues

North Bayshore Precise Plan EIR

34: Shoreline Boulevard & Pear Avenue

Existing + Project AM Peak Hour - Mitigated



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	10	20	92	296	81	2316	622	20	990
v/c Ratio	0.06	0.11	0.35	0.86	0.23	0.85	0.72	0.24	0.32
Control Delay	54.2	56.2	62.4	80.1	17.5	32.8	16.7	72.9	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	10.1	0.6	0.0	0.0
Total Delay	54.2	56.2	62.4	80.1	17.5	42.9	17.2	72.9	15.7
Queue Length 50th (ft)	9	18	48	270	15	677	177	19	151
Queue Length 95th (ft)	24	39	68	#379	62	#1102	#533	48	265
Internal Link Dist (ft)		600			266	540			818
Turn Bay Length (ft)							300	70	
Base Capacity (vph)	396	417	613	390	396	2724	867	97	3092
Starvation Cap Reductn	0	0	0	0	0	417	54	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.15	0.76	0.20	1.00	0.77	0.21	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	414	423	1031	643	347	1163	102
v/c Ratio	0.58	0.52	0.85	0.45	0.22	0.50	0.07
Control Delay	25.5	23.5	30.2	24.5	0.2	25.3	0.1
Queue Delay	2.4	2.1	4.0	0.0	0.0	0.0	0.0
Total Delay	27.8	25.6	34.3	24.5	0.2	25.4	0.1
Queue Length 50th (ft)	233	229	333	187	0	232	0
Queue Length 95th (ft)	284	273	371	m237	m0	317	0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	851	974	1416	1414	1556	2322	1564
Starvation Cap Reductn	303	399	299	0	0	0	0
Spillback Cap Reductn	53	61	0	0	0	19	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.74	0.92	0.45	0.22	0.50	0.07

Intersection Summary

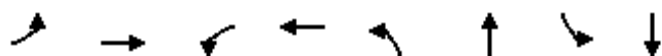
m Volume for 95th percentile queue is metered by upstream signal.

Queues

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing + Project AM Peak Hour - Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	439	153	673	235	969	255	459
v/c Ratio	0.59	0.60	0.62	0.85	0.80	0.64	0.82	0.30
Control Delay	78.5	51.5	76.8	58.4	78.4	36.2	77.4	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.5	51.5	76.8	58.4	78.4	36.2	77.4	27.6
Queue Length 50th (ft)	58	185	73	285	216	377	234	144
Queue Length 95th (ft)	94	237	112	351	301	508	321	209
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	213	813	260	878	366	1506	390	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.54	0.59	0.77	0.64	0.64	0.65	0.30

Intersection Summary

Queues

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour- Mitigated



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	505	427	521	337	95	211	21	600
v/c Ratio	1.12	1.07	0.96	1.12	1.21	0.14	0.30	0.20	0.78
Control Delay	119.7	80.1	66.4	108.7	158.5	19.3	4.4	44.0	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.7	80.1	66.4	108.7	158.5	19.3	4.4	44.0	31.9
Queue Length 50th (ft)	~220	~176	227	~329	~215	30	0	11	123
Queue Length 95th (ft)	#428	#397	#467	#593	#414	71	45	35	180
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		240	85	
Base Capacity (vph)	330	473	446	467	278	726	731	107	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	1.07	0.96	1.12	1.21	0.13	0.29	0.20	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Chiles Road

Phase 10, PM Peak Hour- Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	337	884	989	274	147	295	453	21	1632
v/c Ratio	0.83	0.88dr	2.19	0.73	1.23	0.22	0.28	0.21	1.02
Control Delay	58.5	35.1	566.7	51.5	203.3	16.7	0.9	53.5	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	35.1	566.7	51.5	203.3	16.7	0.9	53.5	63.1
Queue Length 50th (ft)	225	248	~578	179	~131	42	0	14	~441
Queue Length 95th (ft)	#391	306	#706	251	#264	90	7	40	#598
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	406	1243	452	757	120	1332	1633	120	1600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.71	2.19	0.36	1.23	0.22	0.28	0.17	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

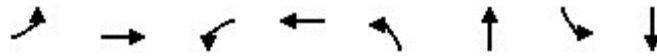
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour- Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	411	221	11	106	242	432	21	1610
v/c Ratio	1.12	0.39	0.04	0.20	1.12	0.21	0.26	1.07
Control Delay	121.2	9.5	31.4	27.2	138.8	8.2	62.5	59.8
Queue Delay	0.7	0.0	0.0	0.0	0.0	0.0	0.0	14.1
Total Delay	121.9	9.5	31.4	27.3	138.8	8.2	62.5	74.0
Queue Length 50th (ft)	~334	17	6	48	~182	63	15	~674
Queue Length 95th (ft)	#527	79	21	94	m#349	m89	m18	#816
Internal Link Dist (ft)		542		587		1506		185
Turn Bay Length (ft)					127		50	
Base Capacity (vph)	368	562	256	532	217	2091	88	1509
Starvation Cap Reductn	0	0	0	0	0	0	0	194
Spillback Cap Reductn	23	0	0	33	0	112	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.39	0.04	0.21	1.12	0.22	0.24	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

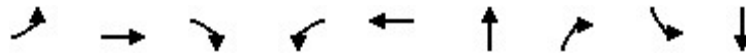
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
Existing + Project PM Peak Hour -Mitigated



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	21	737	411	74	1916	737	95	1622
v/c Ratio	0.03	0.05	1.14	1.05	0.19	1.09	0.86	0.98	1.20
Control Delay	42.0	42.4	130.7	113.7	14.7	95.9	23.9	152.5	132.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0
Total Delay	42.0	42.4	130.7	113.7	14.7	99.1	23.9	152.5	132.2
Queue Length 50th (ft)	8	15	~461	~423	8	~745	224	91	~1103
Queue Length 95th (ft)	25	39	#602	#634	53	#840	#467	#214	#1263
Internal Link Dist (ft)		600			550	540			812
Turn Bay Length (ft)							300	70	
Base Capacity (vph)	433	456	644	390	399	1753	858	97	1357
Starvation Cap Reductn	0	0	0	0	0	114	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	1.14	1.05	0.19	1.17	0.86	0.98	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour -Mitigated



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	724	739	1558	211	368	2137	358
v/c Ratio	1.23	1.21	0.97	0.10	0.24	1.31	0.23
Control Delay	155.4	148.0	31.9	6.5	0.4	170.0	0.3
Queue Delay	2.4	2.5	27.1	0.0	0.0	0.0	0.0
Total Delay	157.8	150.5	59.0	6.5	0.4	170.0	0.3
Queue Length 50th (ft)	~792	~801	353	33	0	~1540	0
Queue Length 95th (ft)	#1044	#1054	#575	21	0	#1711	0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	588	609	1604	2036	1556	1633	1560
Starvation Cap Reductn	151	163	141	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.66	1.66	1.06	0.10	0.24	1.31	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

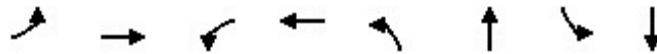
Queue shown is maximum after two cycles.

Queues

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR

Existing + Project PM Peak Hour -Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	337	874	221	1032	168	747	200	1484
v/c Ratio	1.07	0.88	0.84	1.10	1.03	0.62	0.76	1.05
Control Delay	124.4	55.3	85.2	103.9	135.7	36.9	64.0	70.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Total Delay	124.4	55.3	85.2	103.9	135.7	36.9	64.0	72.7
Queue Length 50th (ft)	~161	366	96	~514	~151	265	176	~689
Queue Length 95th (ft)	#259	#476	#164	#652	#298	351	238	#870
Internal Link Dist (ft)		836		468		763		642
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	316	991	264	939	163	1214	326	1417
Starvation Cap Reductn	0	0	0	0	0	0	0	9
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.88	0.84	1.10	1.03	0.62	0.61	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	170	190	60	90	10	230	460	790	30	170	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1803	1487	1681	1737		1770	1863	1583	1770	3473	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	173	194	61	92	10	235	469	806	31	173	20
RTOR Reduction (vph)	0	0	137	0	5	0	0	0	437	0	11	0
Lane Group Flow (vph)	0	295	57	55	103	0	235	469	369	31	182	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			40			3						6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Effective Green, g (s)		11.8	11.8	8.5	8.5		12.4	27.3	27.3	1.3	16.2	
Actuated g/C Ratio		0.18	0.18	0.13	0.13		0.19	0.42	0.42	0.02	0.25	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		327	270	220	227		338	783	665	35	866	
v/s Ratio Prot		c0.16		0.03	c0.06		c0.13	c0.25		0.02	0.05	
v/s Ratio Perm			0.04						0.23			
v/c Ratio		0.90	0.21	0.25	0.45		0.70	0.60	0.55	0.89	0.21	
Uniform Delay, d1		26.0	22.6	25.3	26.1		24.5	14.6	14.2	31.7	19.3	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		26.1	0.1	0.2	0.5		4.9	1.2	1.0	103.6	0.0	
Delay (s)		52.1	22.7	25.6	26.6		29.4	15.8	15.2	135.4	19.3	
Level of Service		D	C	C	C		C	B	B	F	B	
Approach Delay (s)		40.5			26.2			17.6			35.4	
Approach LOS		D			C			B			D	
Intersection Summary												
HCM 2000 Control Delay			24.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			64.9				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			77.8%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

2035 PM Peak Hour - Mitigated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑	↱	↰↱	↱		↱	↑↑	↰↱	↱	↑↑↱	
Volume (vph)	410	240	160	350	210	10	320	1640	810	20	690	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6	4.6	4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	0.95	0.88	1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.94	1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3319	1863	1525	3319	1847		1652	3355	2628	1652	4649	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3319	1863	1525	3319	1847		1652	3355	2628	1652	4649	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	418	245	163	357	214	10	327	1673	827	20	704	153
RTOR Reduction (vph)	0	0	124	0	2	0	0	0	232	0	31	0
Lane Group Flow (vph)	418	245	39	357	222	0	327	1673	595	20	826	0
Confl. Peds. (#/hr)			17			8			14			118
Confl. Bikes (#/hr)			4			13			32			33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	11.0	26.0	26.0	11.0	26.0		22.0	53.4	64.4	2.4	33.8	
Effective Green, g (s)	11.0	26.0	26.0	11.0	26.0		22.0	53.4	64.4	2.4	33.8	
Actuated g/C Ratio	0.10	0.24	0.24	0.10	0.24		0.20	0.49	0.59	0.02	0.31	
Clearance Time (s)	4.0	4.6	4.6	4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.0	3.0	3.5	
Lane Grp Cap (vph)	331	440	360	331	436		330	1628	1538	36	1428	
v/s Ratio Prot	c0.13	c0.13		0.11	0.12		c0.20	c0.50	0.04	0.01	0.18	
v/s Ratio Perm			0.03						0.19			
v/c Ratio	1.26	0.56	0.11	1.08	0.51		0.99	1.03	0.39	0.56	0.58	
Uniform Delay, d1	49.5	36.9	32.9	49.5	36.5		43.9	28.3	12.2	53.3	32.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.01	1.06	1.53	1.00	1.00	
Incremental Delay, d2	140.3	1.7	0.2	72.0	4.2		42.4	27.6	0.1	17.3	1.7	
Delay (s)	189.8	38.6	33.1	121.5	40.7		86.9	57.7	18.8	70.5	33.8	
Level of Service	F	D	C	F	D		F	E	B	E	C	
Approach Delay (s)		114.0			90.3			49.7			34.6	
Approach LOS		F			F			D			C	

Intersection Summary

HCM 2000 Control Delay	62.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	460	30	60	5	60	150	430	930	10	30	680	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.89		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	2006	1693		2006	1865		1652	3349		1652	3026	
Flt Permitted	0.55	1.00		0.70	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1170	1693		1472	1865		1652	3349		1652	3026	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	469	31	61	5	61	153	439	949	10	31	694	133
RTOR Reduction (vph)	0	38	0	0	82	0	0	1	0	0	15	0
Lane Group Flow (vph)	469	54	0	5	132	0	439	958	0	31	812	0
Confl. Peds. (#/hr)			3			1			3			1
Confl. Bikes (#/hr)			1			3			16			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	41.4	41.4		41.4	41.4		26.5	52.2		3.9	29.6	
Effective Green, g (s)	41.4	41.4		41.4	41.4		26.5	52.2		3.9	29.6	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.24	0.47		0.04	0.27	
Clearance Time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	440	637		554	701		397	1589		58	814	
v/s Ratio Prot		0.03			0.07		c0.27	0.29		0.02	c0.27	
v/s Ratio Perm	c0.40			0.00								
v/c Ratio	1.07	0.08		0.01	0.19		1.11	0.60		0.53	1.00	
Uniform Delay, d1	34.3	22.1		21.5	23.0		41.8	21.3		52.2	40.2	
Progression Factor	1.00	1.00		1.00	1.00		1.04	0.69		0.93	0.99	
Incremental Delay, d2	61.5	0.0		0.0	0.0		75.4	1.6		4.3	29.9	
Delay (s)	95.8	22.1		21.5	23.1		118.8	16.4		53.0	69.8	
Level of Service	F	C		C	C		F	B		D	E	
Approach Delay (s)		83.8			23.0			48.5			69.2	
Approach LOS		F			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			59.0			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			12.5			
Intersection Capacity Utilization			99.7%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	90	290	20	60	0	2270	610	20	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.95			1.00	0.91	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.89			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2727	1770	1575			4890	1283	1770	5074	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2727	1770	1575			4890	1283	1770	5074	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	92	296	20	61	0	2316	622	20	980	10
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	170	0	0	0
Lane Group Flow (vph)	10	20	92	296	32	0	0	2316	452	20	990	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	14.0	14.0	14.0	28.1	28.1			78.8	78.8	4.6	88.4	
Effective Green, g (s)	14.0	14.0	14.0	28.1	28.1			78.8	78.8	4.6	88.4	
Actuated g/C Ratio	0.10	0.10	0.10	0.19	0.19			0.54	0.54	0.03	0.61	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	170	179	263	343	305			2657	697	56	3093	
v/s Ratio Prot	0.01	0.01		c0.17	0.02			c0.47		0.01	c0.20	
v/s Ratio Perm			c0.03						0.35			
v/c Ratio	0.06	0.11	0.35	0.86	0.10			0.87	0.65	0.36	0.32	
Uniform Delay, d1	59.5	59.8	61.2	56.6	48.1			28.7	23.3	68.8	13.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3	0.8	19.5	0.2			4.3	4.6	3.9	0.3	
Delay (s)	59.7	60.1	62.1	76.1	48.2			33.0	27.9	72.6	14.0	
Level of Service	E	E	E	E	D			C	C	E	B	
Approach Delay (s)		61.5			70.1			31.9			15.2	
Approach LOS		E			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			32.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			77.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	580	240	1010	0	630	340	0	1140	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1635	1900	1700	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		0.91	1.00
Frpb, ped/bikes				1.00	1.00	1.00		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1513	1733	2398		3167	1556		5085	1564
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1513	1733	2398		3167	1556		5085	1564
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	592	245	1031	0	643	347	0	1163	102
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	414	423	950	0	643	347	0	1163	102
Confl. Peds. (#/hr)						2			17			1
Parking (#/hr)				0								
Turn Type				Split	NA	Prot		NA	Free		NA	Free
Protected Phases				8	8	8		2			6	
Permitted Phases									Free			Free
Actuated Green, G (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Effective Green, g (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Actuated g/C Ratio				0.47	0.47	0.47		0.45	1.00		0.46	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				0.2	0.2	0.2		0.2			0.2	
Lane Grp Cap (vph)				714	818	1133		1414	1556		2322	1564
v/s Ratio Prot				0.27	0.24	c0.40		0.20			c0.23	
v/s Ratio Perm									0.22			0.07
v/c Ratio				0.58	0.52	0.84		0.45	0.22		0.50	0.07
Uniform Delay, d1				23.0	22.1	27.6		23.1	0.0		23.0	0.0
Progression Factor				1.00	1.00	1.00		0.95	1.00		1.00	1.00
Incremental Delay, d2				0.7	0.2	5.3		0.7	0.2		0.8	0.1
Delay (s)				23.7	22.3	33.0		22.7	0.2		23.7	0.1
Level of Service				C	C	C		C	A		C	A
Approach Delay (s)		0.0			28.5			14.8			21.8	
Approach LOS		A			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.2									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			82.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	20	20	40	20	130	30	1650	80	160	590	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00	0.92	1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1772	1550		1798	1553	1770	3539	1459	1770	3322	
Flt Permitted		0.70	1.00		0.56	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1295	1550		1048	1553	1770	3539	1459	1770	3322	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	235	20	20	41	20	133	31	1684	82	163	602	265
RTOR Reduction (vph)	0	0	16	0	0	104	0	0	31	0	41	0
Lane Group Flow (vph)	0	255	4	0	61	29	31	1684	51	163	826	0
Confl. Peds. (#/hr)	4		5	5		4	12		13	13		12
Confl. Bikes (#/hr)			2			2			38			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)		26.2	26.2		26.2	26.2	10.4	65.0	65.0	15.8	70.4	
Effective Green, g (s)		26.2	26.2		26.2	26.2	10.4	65.0	65.0	15.8	70.4	
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.09	0.54	0.54	0.13	0.59	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0	6.0	3.0	6.0	
Lane Grp Cap (vph)		282	338		228	339	153	1916	790	233	1948	
v/s Ratio Prot							0.02	c0.48		c0.09	0.25	
v/s Ratio Perm		c0.20	0.00		0.06	0.02			0.04			
v/c Ratio		0.90	0.01		0.27	0.09	0.20	0.88	0.06	0.70	0.42	
Uniform Delay, d1		45.7	36.8		38.9	37.4	50.9	24.1	13.1	49.8	13.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.18	1.23	
Incremental Delay, d2		29.9	0.0		0.6	0.1	0.7	6.1	0.2	8.4	0.6	
Delay (s)		75.6	36.8		39.6	37.5	51.6	30.2	13.2	67.2	17.4	
Level of Service		E	D		D	D	D	C	B	E	B	
Approach Delay (s)		72.8			38.1			29.8			25.3	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		32.5										
HCM 2000 Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		86.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated

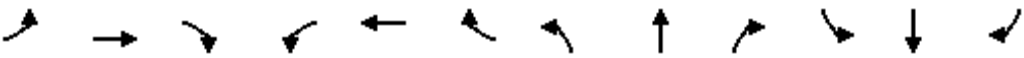
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	340	170	240	460	250	230	1320	440	170	440	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3308		1770	3298		1770	3376		1770	3488	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3308		1770	3298		1770	3376		1770	3488	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	194	347	173	245	469	255	235	1347	449	173	449	41
RTOR Reduction (vph)	0	43	0	0	51	0	0	22	0	0	4	0
Lane Group Flow (vph)	194	477	0	245	673	0	235	1774	0	173	486	0
Confl. Peds. (#/hr)			8			6			7			11
Confl. Bikes (#/hr)			19			25			39			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.8	25.1		19.0	33.3		23.7	71.9		13.0	61.2	
Effective Green, g (s)	10.8	25.1		19.0	33.3		23.7	71.9		13.0	61.2	
Actuated g/C Ratio	0.07	0.17		0.13	0.23		0.16	0.50		0.09	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	255	572		231	757		289	1674		158	1472	
v/s Ratio Prot	0.06	0.14		c0.14	c0.20		0.13	c0.53		c0.10	0.14	
v/s Ratio Perm												
v/c Ratio	0.76	0.83		1.06	0.89		0.81	1.06		1.09	0.33	
Uniform Delay, d1	65.8	57.9		63.0	54.1		58.5	36.5		66.0	28.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.5	10.1		76.1	12.4		15.9	39.8		99.3	0.6	
Delay (s)	78.4	68.1		139.1	66.4		74.4	76.4		165.3	28.7	
Level of Service	E	E		F	E		E	E		F	C	
Approach Delay (s)		70.9			84.8			76.2			64.4	
Approach LOS		E			F			E			E	
Intersection Summary												
HCM 2000 Control Delay			75.4			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			103.4%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour-Mitigated

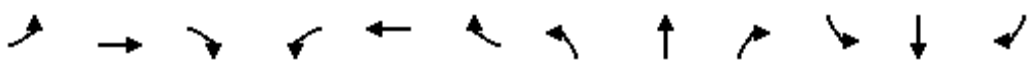
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱		↰	↱	↱	↰	↱	↱
Volume (vph)	100	250	480	450	440	10	320	90	200	20	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1821	1488	1681	1755		1770	1863	1547	1770	3302	
Flt Permitted		0.99	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1821	1488	1681	1755		1770	1863	1547	1770	3302	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	263	505	474	463	11	337	95	211	21	379	221
RTOR Reduction (vph)	0	0	206	0	1	0	0	0	136	0	98	0
Lane Group Flow (vph)	0	368	299	427	520	0	337	95	75	21	502	0
Confl. Peds. (#/hr)						2						2
Confl. Bikes (#/hr)			38			3			3			6
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7						2			
Actuated Green, G (s)		15.0	15.0	22.1	22.1		13.0	30.5	30.5	1.9	19.4	
Effective Green, g (s)		15.0	15.0	22.1	22.1		13.0	30.5	30.5	1.9	19.4	
Actuated g/C Ratio		0.18	0.18	0.26	0.26		0.15	0.36	0.36	0.02	0.23	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	3.0	3.0	2.0	2.0	
Lane Grp Cap (vph)		319	261	434	453		269	664	551	39	749	
v/s Ratio Prot		c0.20		0.25	c0.30		c0.19	0.05		0.01	c0.15	
v/s Ratio Perm			0.20						0.05			
v/c Ratio		1.15	1.15	0.98	1.15		1.25	0.14	0.14	0.54	0.67	
Uniform Delay, d1		35.2	35.2	31.5	31.7		36.2	18.6	18.6	41.4	30.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		98.8	100.6	38.6	89.7		140.6	0.1	0.1	7.0	1.8	
Delay (s)		134.0	135.8	70.1	121.4		176.8	18.7	18.7	48.3	31.9	
Level of Service		F	F	E	F		F	B	B	D	C	
Approach Delay (s)		135.1			98.3			101.6			32.5	
Approach LOS		F			F			F			C	
Intersection Summary												
HCM 2000 Control Delay			96.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			85.5			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

2035+2040 PM Peak Hour-Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	320	350	490	940	240	20	140	280	430	20	1100	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	11	12	10	11	11
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Lane Util. Factor	1.00	0.95		0.97	1.00		1.00	0.95	0.88	1.00	0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.91		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	3176		3319	1826		1652	3355	2657	1652	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1711	3176		3319	1826		1652	3355	2657	1652	4653	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	368	516	989	253	21	147	295	453	21	1158	474
RTOR Reduction (vph)	0	115	0	0	4	0	0	0	221	0	62	0
Lane Group Flow (vph)	337	769	0	989	270	0	147	295	232	21	1570	0
Confl. Peds. (#/hr)			11			65			10			3
Confl. Bikes (#/hr)			4			13			32			31
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			
Actuated Green, G (s)	26.1	33.4		15.0	22.3		8.0	41.3	56.3	3.1	36.4	
Effective Green, g (s)	26.1	33.4		15.0	22.3		8.0	41.3	56.3	3.1	36.4	
Actuated g/C Ratio	0.24	0.30		0.14	0.20		0.07	0.38	0.51	0.03	0.33	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6	4.0	4.0	4.6	
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	3.5	3.0	3.0	3.5	
Lane Grp Cap (vph)	405	964		452	370		120	1259	1359	46	1539	
v/s Ratio Prot	0.20	c0.24		c0.30	0.15		c0.09	0.09	0.02	0.01	c0.34	
v/s Ratio Perm									0.06			
v/c Ratio	0.83	0.88dr		2.19	0.73		1.23	0.23	0.17	0.46	1.02	
Uniform Delay, d1	39.9	35.2		47.5	41.0		51.0	23.5	14.4	52.6	36.8	
Progression Factor	1.00	1.00		1.00	1.00		1.24	0.64	0.22	1.00	1.00	
Incremental Delay, d2	13.6	4.8		541.9	7.3		154.4	0.4	0.1	7.0	28.1	
Delay (s)	53.5	40.0		589.4	48.3		217.8	15.5	3.2	59.6	64.9	
Level of Service	D	D		F	D		F	B	A	E	E	
Approach Delay (s)		43.7			472.0			42.5			64.8	
Approach LOS		D			F			D			E	

Intersection Summary

HCM 2000 Control Delay	157.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour-Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	40	600	10	100	50	270	810	10	30	750	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	10	11	11	10	11	14
Total Lost time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.95		1.00	1.00		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	2006	1610		2006	1994		1652	3348		1652	2930	
Flt Permitted	0.61	1.00		0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1280	1610		244	1994		1652	3348		1652	2930	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	411	42	632	11	105	53	284	853	11	32	789	526
RTOR Reduction (vph)	0	237	0	0	16	0	0	1	0	0	104	0
Lane Group Flow (vph)	411	437	0	11	142	0	284	863	0	32	1211	0
Confl. Peds. (#/hr)						2			6			8
Confl. Bikes (#/hr)			4			3			4			23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	14%	2%
Parking (#/hr)		0	0									
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	34.6	34.6		34.6	34.6		19.5	59.0		3.9	43.4	
Effective Green, g (s)	34.6	34.6		34.6	34.6		19.5	59.0		3.9	43.4	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.18	0.54		0.04	0.39	
Clearance Time (s)	4.6	4.6		4.6	4.6		3.5	4.4		3.5	4.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Lane Grp Cap (vph)	402	506		76	627		292	1795		58	1156	
v/s Ratio Prot		0.27			0.07		c0.17	0.26		0.02	c0.41	
v/s Ratio Perm	c0.32			0.05								
v/c Ratio	1.02	0.86		0.14	0.23		0.97	0.48		0.55	1.05	
Uniform Delay, d1	37.7	35.5		27.1	27.8		45.0	15.9		52.2	33.3	
Progression Factor	1.00	1.00		1.00	1.00		1.01	0.92		1.12	0.61	
Incremental Delay, d2	50.7	13.7		0.3	0.1		44.4	0.9		3.8	34.3	
Delay (s)	88.4	49.2		27.4	27.9		90.0	15.6		62.4	54.6	
Level of Service	F	D		C	C		F	B		E	D	
Approach Delay (s)		64.1			27.9			34.0			54.8	
Approach LOS		E			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			49.9				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			12.5		
Intersection Capacity Utilization			112.6%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour -Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	700	390	10	60	0	1820	700	90	1530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	*0.56	
Frpb, ped/bikes	1.00	1.00	0.94	1.00	0.98			1.00	0.95	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.87			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2632	1770	1586			5085	1506	1770	3124	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2632	1770	1586			5085	1506	1770	3124	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	737	411	11	63	0	1916	737	95	1611	11
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	339	0	1	0
Lane Group Flow (vph)	11	21	737	411	25	0	0	1916	398	95	1621	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	35.5	35.5	35.5	32.0	32.0			50.0	50.0	8.0	63.0	
Effective Green, g (s)	35.5	35.5	35.5	32.0	32.0			50.0	50.0	8.0	63.0	
Actuated g/C Ratio	0.24	0.24	0.24	0.22	0.22			0.34	0.34	0.06	0.43	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	433	456	644	390	350			1753	519	97	1357	
v/s Ratio Prot	0.01	0.01		c0.23	0.02			0.38		0.05	c0.52	
v/s Ratio Perm			c0.28						0.26			
v/c Ratio	0.03	0.05	1.14	1.05	0.07			1.09	0.77	0.98	1.19	
Uniform Delay, d1	41.6	41.8	54.8	56.5	44.7			47.5	42.3	68.4	41.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.0	82.4	60.4	0.1			51.6	10.4	83.7	95.2	
Delay (s)	41.6	41.9	137.2	116.9	44.8			99.1	52.7	152.1	136.2	
Level of Service	D	D	F	F	D			F	D	F	F	
Approach Delay (s)		133.2			105.9			86.2			137.1	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			109.9			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			89.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour -Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	930	460	1480	0	200	350	0	2030	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		*0.50	1.00
Frpb, ped/bikes				1.00	1.00	0.99		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1681	1740	2749		3539	1556		2794	1560
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1681	1740	2749		3539	1556		2794	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	979	484	1558	0	211	368	0	2137	358
RTOR Reduction (vph)	0	0	0	0	0	642	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	724	739	916	0	211	368	0	2137	358
Confl. Peds. (#/hr)						2			17			8
Confl. Bikes (#/hr)												2
Turn Type				Split	NA	Perm		NA	Free		NA	Free
Protected Phases				8	8			2			6	
Permitted Phases						8			Free			Free
Actuated Green, G (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Effective Green, g (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Actuated g/C Ratio				0.35	0.35	0.35		0.58	1.00		0.58	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)				588	609	962		2036	1556		1633	1560
v/s Ratio Prot				c0.43	0.42			0.06			c0.76	
v/s Ratio Perm						0.33			0.24			0.23
v/c Ratio				1.23	1.21	0.95		0.10	0.24		1.31	0.23
Uniform Delay, d1				42.2	42.2	41.2		12.5	0.0		27.0	0.0
Progression Factor				1.00	1.00	1.00		0.51	1.00		1.00	1.00
Incremental Delay, d2				118.4	110.6	18.4		0.1	0.3		143.4	0.3
Delay (s)				160.7	152.9	59.6		6.5	0.3		170.4	0.3
Level of Service				F	F	E		A	A		F	A
Approach Delay (s)		0.0			106.6			2.6			146.0	
Approach LOS		A			F			A			F	
Intersection Summary												
HCM 2000 Control Delay			112.9			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.29									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			93.0%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: Shoreline Boulevard & Terra Bella Avenue

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour-Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	310	20	80	50	40	120	70	1630	40	90	2030	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1779	1553		1812	1553	1770	3522		1770	3539	1520
Flt Permitted		0.62	1.00		0.25	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1164	1553		464	1553	1770	3522		1770	3539	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	326	21	84	53	42	126	74	1716	42	95	2137	158
RTOR Reduction (vph)	0	0	67	0	0	81	0	1	0	0	0	26
Lane Group Flow (vph)	0	347	17	0	95	45	74	1757	0	95	2137	132
Confl. Peds. (#/hr)			4			5			11			2
Confl. Bikes (#/hr)			1									25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						6
Actuated Green, G (s)		26.0	26.0		26.0	26.0	8.0	78.6		12.4	83.0	83.0
Effective Green, g (s)		26.0	26.0		26.0	26.0	8.0	78.6		12.4	83.0	83.0
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.06	0.60		0.10	0.64	0.64
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	6.0		3.0	6.0	6.0
Lane Grp Cap (vph)		232	310		92	310	108	2129		168	2259	970
v/s Ratio Prot							0.04	c0.50		0.05	c0.60	
v/s Ratio Perm		c0.30	0.01		0.20	0.03						0.09
v/c Ratio		1.50	0.05		1.03	0.15	0.69	0.83		0.57	0.95	0.14
Uniform Delay, d1		52.0	42.1		52.0	42.8	59.8	20.3		56.2	21.5	9.3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		244.4	0.1		103.0	0.2	16.5	3.8		4.3	9.9	0.3
Delay (s)		296.4	42.1		155.0	43.1	76.3	24.1		60.5	31.4	9.6
Level of Service		F	D		F	D	E	C		E	C	A
Approach Delay (s)		246.9			91.2			26.2			31.1	
Approach LOS		F			F			C			C	
Intersection Summary												
HCM 2000 Control Delay		51.1										
HCM 2000 Volume to Capacity ratio		1.07										
Actuated Cycle Length (s)		130.0										
Intersection Capacity Utilization		100.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Shoreline Boulevard & Middlefield Road

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour-Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	490	260	480	510	150	450	1210	200	320	1760	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3286		3433	3385		1770	3451		1770	3511	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3286		3433	3385		1770	3451		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	400	516	274	505	537	158	474	1274	211	337	1853	84
RTOR Reduction (vph)	0	49	0	0	19	0	0	9	0	0	2	0
Lane Group Flow (vph)	400	741	0	505	676	0	474	1476	0	337	1935	0
Confl. Peds. (#/hr)			10			4			14			6
Confl. Bikes (#/hr)			28			22			1			27
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.0	27.0		13.0	28.0		22.0	59.0		25.0	62.0	
Effective Green, g (s)	12.0	27.0		13.0	28.0		22.0	59.0		25.0	62.0	
Actuated g/C Ratio	0.09	0.19		0.09	0.20		0.16	0.42		0.18	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	294	633		318	677		278	1454		316	1554	
v/s Ratio Prot	0.12	c0.23		c0.15	0.20		c0.27	0.43		0.19	c0.55	
v/s Ratio Perm												
v/c Ratio	1.36	1.17		1.59	1.00		1.71	1.01		1.07	1.25	
Uniform Delay, d1	64.0	56.5		63.5	56.0		59.0	40.5		57.5	39.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	182.8	92.8		279.1	33.9		332.2	27.4		69.3	115.9	
Delay (s)	246.8	149.3		342.6	89.9		391.2	67.9		126.8	154.9	
Level of Service	F	F		F	F		F	E		F	F	
Approach Delay (s)		182.0			196.2			146.1			150.7	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		163.2			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.35										
Actuated Cycle Length (s)		140.0			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		125.4%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 + Project AM Peak Hour - Mitigated



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	295	194	55	108	235	469	806	31	193
v/c Ratio	0.86	0.47	0.18	0.34	0.67	0.57	0.72	0.25	0.26
Control Delay	56.1	12.5	26.4	27.4	37.8	18.9	6.6	39.7	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Total Delay	56.1	12.5	26.4	27.4	37.8	19.1	6.6	39.7	21.2
Queue Length 50th (ft)	101	8	17	34	72	111	9	11	30
Queue Length 95th (ft)	#354	76	54	89	#240	312	132	45	66
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	345	413	643	668	430	1037	1215	123	1337
Starvation Cap Reductn	0	0	0	0	0	135	29	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.09	0.16	0.55	0.52	0.68	0.25	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

2020 PM Peak Hour - Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	418	408	357	224	327	1673	827	20	857
v/c Ratio	1.58	0.45	0.75	0.51	1.56	1.10	0.46	0.23	0.56
Control Delay	312.4	25.1	55.9	41.0	303.2	86.2	5.2	56.2	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	312.4	25.1	55.9	41.0	303.2	86.2	5.2	56.2	30.4
Queue Length 50th (ft)	~421	85	124	137	~328	~673	44	14	171
Queue Length 95th (ft)	#614	134	175	215	#510	#930	103	39	215
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	264	913	512	438	210	1518	1834	90	1544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.58	0.45	0.70	0.51	1.56	1.10	0.45	0.22	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

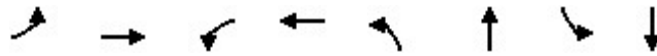
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	469	92	5	214	439	959	31	827
v/c Ratio	1.07	0.14	0.01	0.27	1.11	0.59	0.35	1.00
Control Delay	96.0	9.9	21.6	10.3	116.4	16.3	57.0	69.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	16.5	0.0	35.9
Total Delay	96.0	9.9	21.6	10.3	116.4	32.7	57.0	105.0
Queue Length 50th (ft)	~367	14	2	37	~343	202	20	297
Queue Length 95th (ft)	#568	48	10	90	#546	204	m47	#449
Internal Link Dist (ft)		542		587		1506		185
Turn Bay Length (ft)					127		50	
Base Capacity (vph)	440	675	553	784	397	1632	97	829
Starvation Cap Reductn	0	0	0	0	0	0	0	149
Spillback Cap Reductn	0	0	0	26	0	677	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.14	0.01	0.28	1.11	1.00	0.32	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

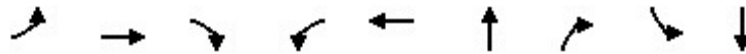
m Volume for 95th percentile queue is metered by upstream signal.

Queues

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan

2030 + Project AM Peak Hour - Mitigated



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	10	20	92	296	81	2316	622	20	990
v/c Ratio	0.06	0.11	0.35	0.86	0.23	0.85	0.72	0.24	0.32
Control Delay	54.2	56.2	62.4	80.1	17.5	32.8	16.7	72.9	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	10.1	0.6	0.0	0.0
Total Delay	54.2	56.2	62.4	80.1	17.5	42.9	17.2	72.9	15.7
Queue Length 50th (ft)	9	18	48	270	15	677	177	19	151
Queue Length 95th (ft)	24	39	68	#379	62	#1102	#533	48	265
Internal Link Dist (ft)		600			266	540			818
Turn Bay Length (ft)							300	70	
Base Capacity (vph)	396	417	613	390	396	2724	867	97	3092
Starvation Cap Reductn	0	0	0	0	0	417	54	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.15	0.76	0.20	1.00	0.77	0.21	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan

2030 + Project AM Peak Hour - Mitigated



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	414	423	1031	643	347	1163	102
v/c Ratio	0.58	0.52	0.85	0.45	0.22	0.50	0.07
Control Delay	25.5	23.5	30.2	24.5	0.2	25.3	0.1
Queue Delay	2.4	2.1	4.0	0.0	0.0	0.0	0.0
Total Delay	27.8	25.6	34.3	24.5	0.2	25.4	0.1
Queue Length 50th (ft)	233	229	333	187	0	232	0
Queue Length 95th (ft)	284	273	371	m237	m0	317	0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	851	974	1416	1414	1556	2322	1564
Starvation Cap Reductn	303	399	299	0	0	0	0
Spillback Cap Reductn	53	61	0	0	0	19	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.74	0.92	0.45	0.22	0.50	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

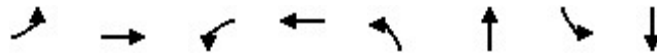
North Bayshore Precise Plan EIR
2030 + Project AM Peak Hour - Mitigated



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	255	20	61	133	31	1684	82	163	867
v/c Ratio	0.90	0.05	0.27	0.30	0.13	0.85	0.10	0.82	0.42
Control Delay	79.4	0.2	41.5	8.1	43.3	27.9	4.6	90.8	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay	79.4	0.2	41.5	8.1	43.3	28.9	4.6	90.8	17.7
Queue Length 50th (ft)	190	0	39	0	23	575	5	125	190
Queue Length 95th (ft)	#335	0	79	50	48	693	29	#241	323
Internal Link Dist (ft)	785		609			722			726
Turn Bay Length (ft)		30		30	75			150	
Base Capacity (vph)	302	404	244	464	241	1986	848	206	2225
Starvation Cap Reductn	0	0	0	0	0	116	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.05	0.25	0.29	0.13	0.90	0.10	0.79	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	194	520	245	724	235	1796	173	490
v/c Ratio	0.76	0.85	1.06	0.90	0.81	1.06	1.09	0.33
Control Delay	84.8	65.4	134.5	63.6	79.5	74.5	158.1	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	65.4	134.5	63.6	79.5	74.5	158.1	29.8
Queue Length 50th (ft)	94	226	~253	318	216	~991	~184	164
Queue Length 95th (ft)	#148	294	#431	#403	304	#1130	#340	224
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	260	658	231	846	354	1694	158	1474
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.79	1.06	0.86	0.66	1.06	1.09	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

1: San Antonio Road & Bayshore Parkway

North Bayshore Precise Plan EIR

2030 + Project PM Peak Hour-Mitigated



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	505	427	521	337	95	211	21	600
v/c Ratio	1.12	1.07	0.96	1.12	1.21	0.14	0.30	0.20	0.78
Control Delay	119.7	80.1	66.4	108.7	158.5	19.3	4.4	44.0	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.7	80.1	66.4	108.7	158.5	19.3	4.4	44.0	31.9
Queue Length 50th (ft)	~220	~176	227	~329	~215	30	0	11	123
Queue Length 95th (ft)	#428	#397	#467	#593	#414	71	45	35	180
Internal Link Dist (ft)	883			711		286			174
Turn Bay Length (ft)		70	115		150		200	85	
Base Capacity (vph)	330	473	446	467	278	726	731	107	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	1.07	0.96	1.12	1.21	0.13	0.29	0.20	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

North Bayshore Precise Plan EIR

13: Rengstorff Avenue/Amphitheatre Parkway & Garcia Avenue/Charleston Road

2008+2014 PM Peak Hour-Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	337	884	989	274	147	295	453	21	1632
v/c Ratio	0.83	0.88dr	2.19	0.73	1.23	0.22	0.28	0.21	1.02
Control Delay	58.5	35.1	566.7	51.5	205.2	16.2	0.8	53.5	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	35.1	566.7	51.5	205.2	16.2	0.8	53.5	63.1
Queue Length 50th (ft)	225	248	~578	179	~130	39	1	14	~441
Queue Length 95th (ft)	#391	306	#706	251	#263	86	5	40	#598
Internal Link Dist (ft)		368		867		557			628
Turn Bay Length (ft)	106		210		192			150	
Base Capacity (vph)	406	1243	452	757	120	1332	1633	120	1600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.71	2.19	0.36	1.23	0.22	0.28	0.17	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

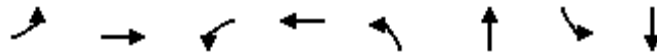
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
16: Rengstorff Avenue & Leghorn Street

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour-Mitigated



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	411	674	11	158	284	864	32	1315
v/c Ratio	1.02	0.91	0.14	0.25	0.97	0.47	0.36	1.04
Control Delay	89.1	35.0	32.8	24.8	92.4	15.6	63.1	52.0
Queue Delay	27.2	0.0	0.0	0.1	0.0	0.0	0.0	22.4
Total Delay	116.2	35.0	32.8	24.9	92.4	15.6	63.1	74.4
Queue Length 50th (ft)	~309	247	6	69	201	198	24	~482
Queue Length 95th (ft)	#502	#490	22	122	m#372	m216	m34	m#425
Internal Link Dist (ft)		542		587		1506		185
Turn Bay Length (ft)					127		50	
Base Capacity (vph)	402	743	77	643	292	1837	99	1259
Starvation Cap Reductn	0	0	0	0	0	0	0	128
Spillback Cap Reductn	33	0	0	52	0	1	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.91	0.14	0.27	0.97	0.47	0.32	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

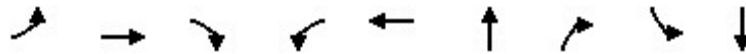
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour -Mitigated



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	21	737	411	74	1916	737	95	1622
v/c Ratio	0.03	0.05	1.14	1.05	0.19	1.09	0.86	0.98	1.20
Control Delay	42.0	42.4	130.7	113.7	14.7	95.9	23.9	152.5	132.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0
Total Delay	42.0	42.4	130.7	113.7	14.7	99.1	23.9	152.5	132.2
Queue Length 50th (ft)	8	15	~461	~423	8	~745	224	91	~1103
Queue Length 95th (ft)	25	39	#602	#634	53	#840	#467	#214	#1263
Internal Link Dist (ft)		600			550	540			812
Turn Bay Length (ft)							300	70	
Base Capacity (vph)	433	456	644	390	399	1753	858	97	1357
Starvation Cap Reductn	0	0	0	0	0	114	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	1.14	1.05	0.19	1.17	0.86	0.98	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

35: Shoreline Boulevard & US-101 NB Ramps

2030 + Project PM Peak Hour -Mitigated



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	724	739	1558	211	368	2137	358
v/c Ratio	1.23	1.21	0.97	0.10	0.24	1.31	0.23
Control Delay	155.4	148.0	31.9	6.5	0.4	170.0	0.3
Queue Delay	2.4	2.5	27.1	0.0	0.0	0.0	0.0
Total Delay	157.8	150.5	59.0	6.5	0.4	170.0	0.3
Queue Length 50th (ft)	~792	~801	353	33	0	~1540	0
Queue Length 95th (ft)	#1044	#1054	#575	21	0	#1711	0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	588	609	1604	2036	1556	1633	1560
Starvation Cap Reductn	151	163	141	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.66	1.66	1.06	0.10	0.24	1.31	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
37: Shoreline Boulevard & Terra Bella Avenue

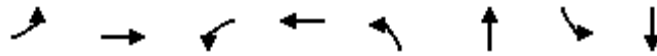
North Bayshore Precise Plan EIR
2030 + Project PM Peak Hour-Mitigated



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	347	84	95	126	74	1758	95	2137	158
v/c Ratio	1.50	0.22	1.03	0.32	0.54	0.83	0.57	0.94	0.16
Control Delay	280.9	8.6	154.0	14.9	73.3	24.9	69.1	31.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.9	0.0	18.8	0.0
Total Delay	280.9	8.6	154.0	14.9	73.3	27.8	69.1	49.8	5.8
Queue Length 50th (ft)	~404	0	~85	17	61	580	78	848	27
Queue Length 95th (ft)	#596	39	#201	73	114	731	134	#1087	56
Internal Link Dist (ft)	785		609			722		726	
Turn Bay Length (ft)		30		30	75		150		150
Base Capacity (vph)	232	384	92	391	136	2130	204	2281	1004
Starvation Cap Reductn	0	0	0	0	0	264	0	219	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.50	0.22	1.03	0.32	0.54	0.94	0.47	1.04	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	400	790	505	695	474	1485	337	1937
v/c Ratio	1.36	1.16	1.59	1.00	1.71	1.01	1.07	1.24
Control Delay	228.9	132.3	318.3	87.3	367.1	66.7	122.9	150.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	228.9	132.3	318.3	87.3	367.1	66.7	122.9	150.5
Queue Length 50th (ft)	~246	~422	~336	326	~633	~725	~338	~1156
Queue Length 95th (ft)	#353	#555	#451	#465	#852	#885	#535	#1294
Internal Link Dist (ft)		836		508		796		722
Turn Bay Length (ft)	220		230		160		145	
Base Capacity (vph)	294	682	318	696	278	1464	316	1556
Starvation Cap Reductn	0	0	0	0	0	0	0	48
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	1.16	1.59	1.00	1.71	1.01	1.07	1.28

Intersection Summary

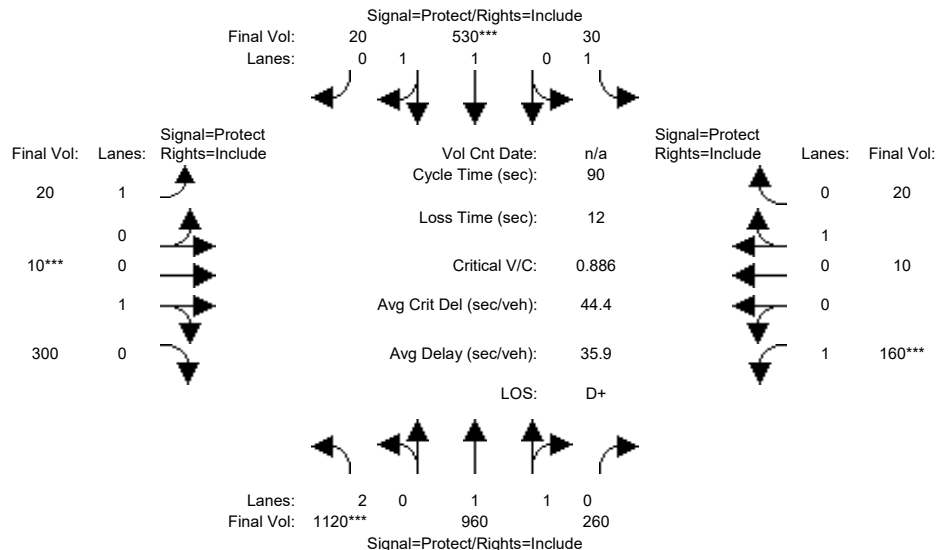
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

SECONDARY IMPACT ANALYSIS

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX+P Mitigations AM

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1 Secondary Impact

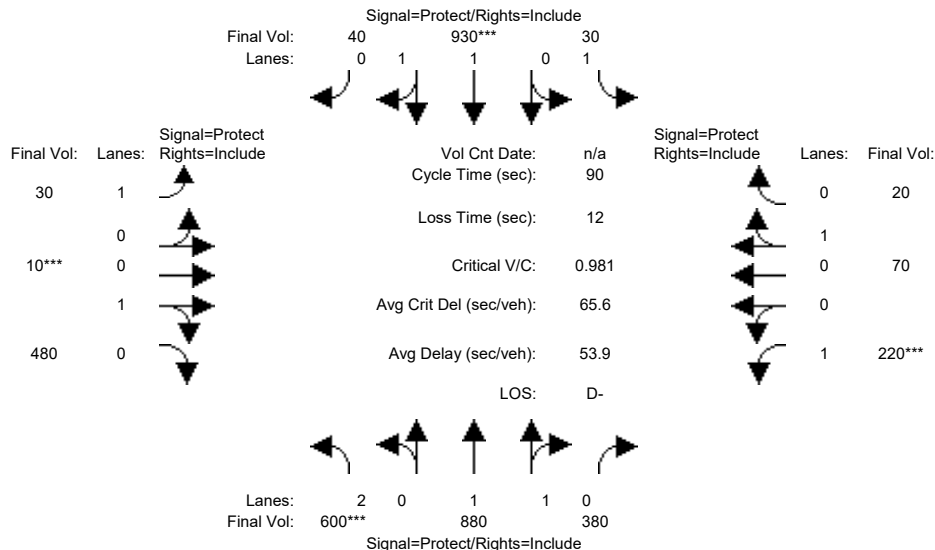


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	960	260	30	530	20	20	10	300	160	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
Final Volume:	1120	960	260	30	530	20	20	10	300	160	10	20
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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	3150	2911	788	1750	3565	135	1750	58	1742	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.36	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	36.1	41.4	41.4	9.8	15.1	15.1	11.0	17.5	17.5	9.3	15.8	15.8
Volume/Cap:	0.89	0.72	0.72	0.16	0.89	0.89	0.09	0.89	0.89	0.89	0.10	0.10
Delay/Veh:	32.9	21.0	21.0	36.8	51.0	51.0	35.2	58.0	58.0	76.7	31.3	31.3
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:	32.9	21.0	21.0	36.8	51.0	51.0	35.2	58.0	58.0	76.7	31.3	31.3
LOS by Move:	C-	C+	C+	D+	D	D	D+	E+	E+	E-	C	C
HCM2k95thQ:	35	26	26	2	20	20	1	22	22	15	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 Mitigations PM

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1 Secondary Impact

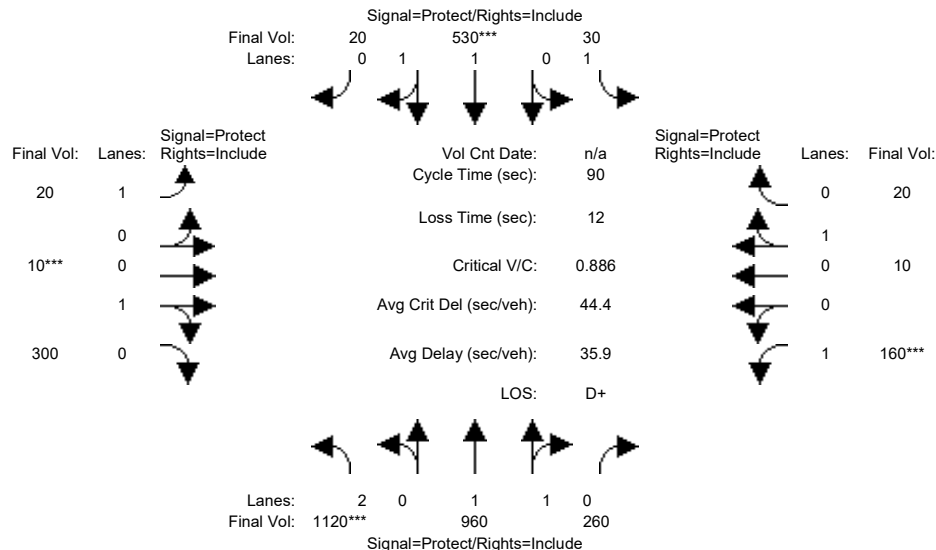


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	880	380	30	930	40	30	10	480	220	70	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
Final Volume:	600	880	380	30	930	40	30	10	480	220	70	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.78	0.22
Final Sat.:	3150	2583	1116	1750	3547	153	1750	37	1763	1750	1400	400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	17.5	33.8	33.8	7.7	24.0	24.0	15.0	25.0	25.0	11.5	21.5	21.5
Volume/Cap:	0.98	0.91	0.91	0.20	0.98	0.98	0.10	0.98	0.98	0.98	0.21	0.21
Delay/Veh:	67.7	35.5	35.5	38.9	56.8	56.8	31.9	67.6	67.6	93.8	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	35.5	35.5	38.9	56.8	56.8	31.9	67.6	67.6	93.8	27.7	27.7
LOS by Move:	E	D+	D+	D+	E+	E+	C	E	E	F	C	C
HCM2k95thQ:	27	36	36	2	33	33	2	34	34	20	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)
2030+P Mitigations AM

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1 - Secondary Impact



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	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:	1120	960	260	30	530	20	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	960	260	30	530	20	20	10	300	160	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
Final Volume:	1120	960	260	30	530	20	20	10	300	160	10	20

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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.56	0.44	1.00	1.93	0.07	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	3150	2911	788	1750	3565	135	1750	58	1742	1750	600	1200

Capacity Analysis Module:

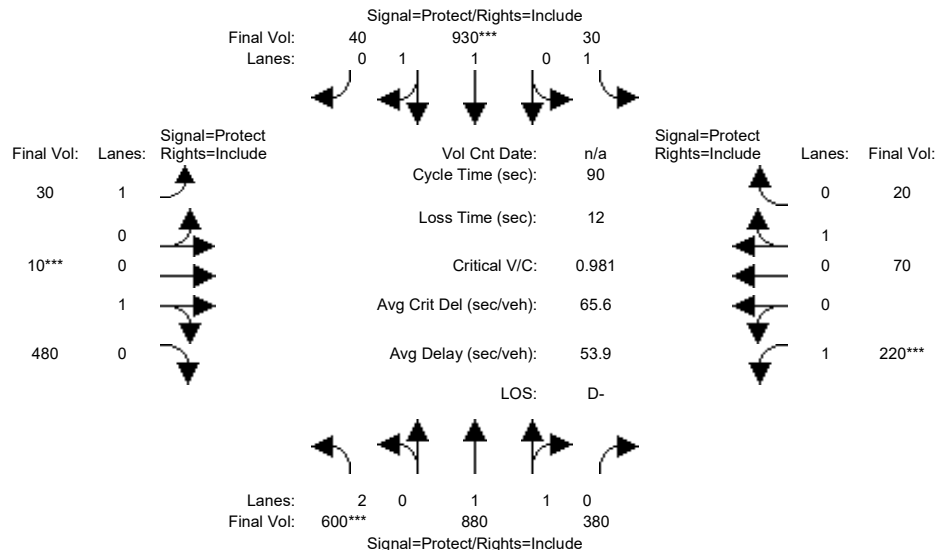
Vol/Sat:	0.36	0.33	0.33	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	36.1	41.4	41.4	9.8	15.1	15.1	11.0	17.5	17.5	9.3	15.8	15.8
Volume/Cap:	0.89	0.72	0.72	0.16	0.89	0.89	0.09	0.89	0.89	0.89	0.10	0.10
Delay/Veh:	32.9	21.0	21.0	36.8	51.0	51.0	35.2	58.0	58.0	76.7	31.3	31.3
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:	32.9	21.0	21.0	36.8	51.0	51.0	35.2	58.0	58.0	76.7	31.3	31.3
LOS by Move:	C-	C+	C+	D+	D	D	D+	E+	E+	E-	C	C
HCM2k95thQ:	35	26	26	2	20	20	1	22	22	15	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 Mitigations PM

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 1 - Secondary Impact



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	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:	600	880	380	30	930	40	30	10	480	220	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	880	380	30	930	40	30	10	480	220	70	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
Final Volume:	600	880	380	30	930	40	30	10	480	220	70	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.38	0.62	1.00	1.92	0.08	1.00	0.02	0.98	1.00	0.78	0.22
Final Sat.:	3150	2583	1116	1750	3547	153	1750	37	1763	1750	1400	400

Capacity Analysis Module:

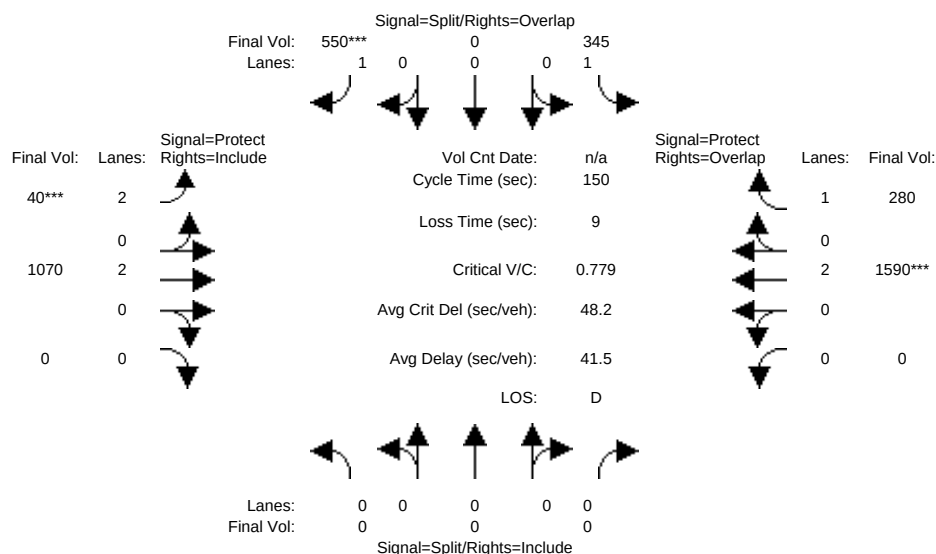
Vol/Sat:	0.19	0.34	0.34	0.02	0.26	0.26	0.02	0.27	0.27	0.13	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	17.5	33.8	33.8	7.7	24.0	24.0	15.0	25.0	25.0	11.5	21.5	21.5
Volume/Cap:	0.98	0.91	0.91	0.20	0.98	0.98	0.10	0.98	0.98	0.98	0.21	0.21
Delay/Veh:	67.7	35.5	35.5	38.9	56.8	56.8	31.9	67.6	67.6	93.8	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	35.5	35.5	38.9	56.8	56.8	31.9	67.6	67.6	93.8	27.7	27.7
LOS by Move:	E	D+	D+	D+	E+	E+	C	E	E	F	C	C
HCM2k95thQ:	27	36	36	2	33	33	2	34	34	20	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_Mit

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection] Secondary Impact



Street Name:	Shoreline Boulevard						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:	0	0	0	14	10	10	14	80	10	0	100	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	0	0	345	0	550	40	1070	0	0	1590	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:	0	0	0	345	0	550	40	1070	0	0	1590	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:	0	0	0	345	0	550	40	1070	0	0	1590	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:	0	0	0	345	0	550	40	1070	0	0	1590	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	550	40	1070	0	0	1590	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
Final Volume:	0	0	0	345	0	550	40	1070	0	0	1590	280

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	3150	3800	0	0	3800	1750

Capacity Analysis Module:

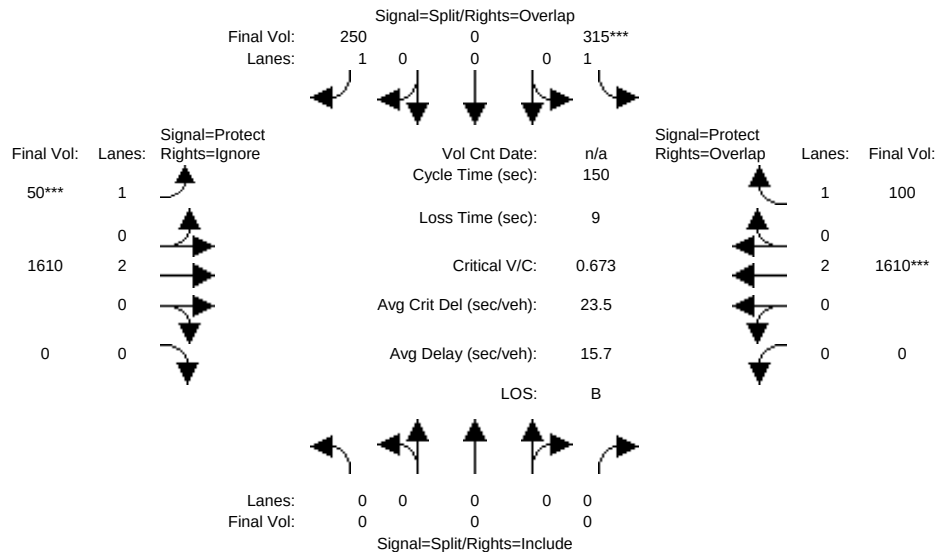
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.31	0.01	0.28	0.00	0.00	0.42	0.16
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.0	0.0	41.0	14.0	114	0.0	0.0	100	127.0
Volume/Cap:	0.00	0.00	0.00	1.10	0.00	1.15	0.14	0.37	0.00	0.00	0.63	0.19
Delay/Veh:	0.0	0.0	0.0	140.2	0.0	143.7	62.7	6.1	0.0	0.0	14.8	2.2
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	140.2	0.0	143.7	62.7	6.1	0.0	0.0	14.8	2.2
LOS by Move:	A	A	A	F	A	F	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	41	0	62	2	15	0	0	35	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 PM_Mit

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection] Secondary Impact

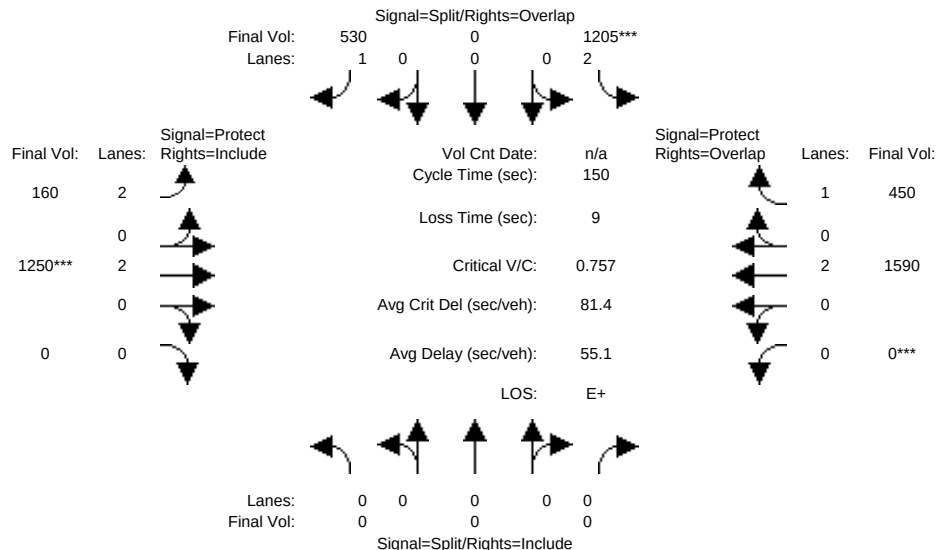


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	17	101	10	0	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	315	0	250	50	1610	0	0	1610	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:	0	0	0	315	0	250	50	1610	0	0	1610	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:	0	0	0	315	0	250	50	1610	0	0	1610	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	315	0	250	50	1610	0	0	1610	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	250	50	1610	0	0	1610	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	315	0	250	50	1610	0	0	1610	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.14	0.03	0.42	0.00	0.00	0.42	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.0	0.0	54.0	17.0	104	0.0	0.0	87.0	124.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.40	0.25	0.61	0.00	0.00	0.73	0.07
Uniform Del:	0.0	0.0	0.0	51.9	0.0	35.9	60.7	12.2	0.0	0.0	22.9	2.4
IncrcmntDel:	0.0	0.0	0.0	6.3	0.0	0.4	0.7	0.4	0.0	0.0	1.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.28	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	58.2	0.0	36.3	61.4	3.9	0.0	0.0	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.2	0.0	36.3	61.4	3.9	0.0	0.0	15.5	0.0
LOS by Move:	A	A	A	E+	A	D+	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	27	0	17	5	14	0	0	34	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_Mit

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection] Secondary Impact

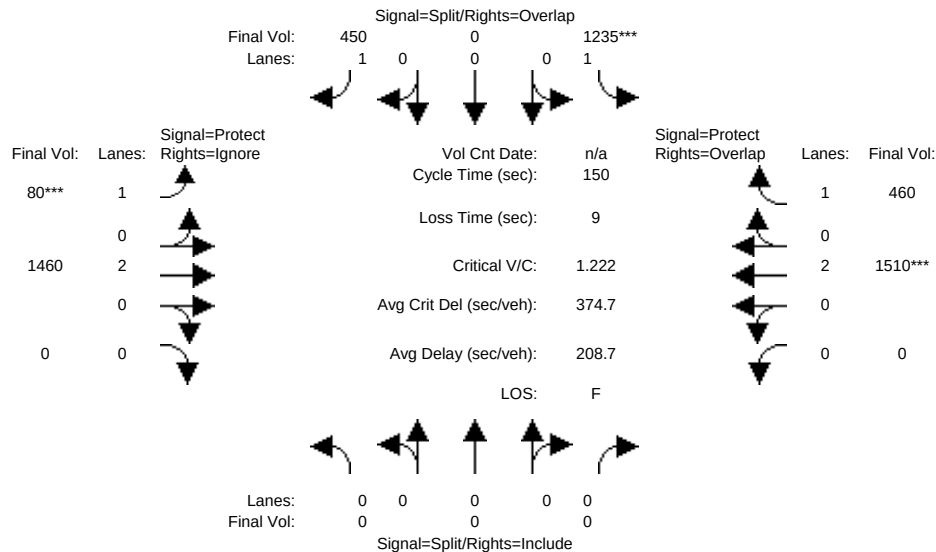


Street Name:	Shoreline Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	19	0	19	8	93	0	0	81	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1205	0	530	160	1250	0	0	1590	450
Growth Adj:	1.00	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	1205	0	530	160	1250	0	0	1590	450
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	1205	0	530	160	1250	0	0	1590	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1205	0	530	160	1250	0	0	1590	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1205	0	530	160	1250	0	0	1590	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1205	0	530	160	1250	0	0	1590	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.30	0.05	0.33	0.00	0.00	0.42	0.26
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	48.0	0.0	56.4	8.4	93.0	0.0	0.0	84.6	132.6
Volume/Cap:	0.00	0.00	0.00	1.20	0.00	0.81	0.91	0.53	0.00	0.00	0.74	0.29
Delay/Veh:	0.0	0.0	0.0	148.8	0.0	49.2	113.8	16.4	0.0	0.0	25.9	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	148.8	0.0	49.2	113.8	16.4	0.0	0.0	25.9	1.5
LOS by Move:	A	A	A	F	A	D	F	B	A	A	C	A
HCM2k95thQ:	0	0	0	77	0	41	13	28	0	0	45	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 PM_Mit

Intersection #42: Shoreline Blvd. & Central Expy. [East Intersection] Secondary Impact



Street Name:	Shoreline Boulevard						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:	0	0	0	19	0	19	17	101	10	0	85	85
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	1235	0	450	80	1460	0	0	1510	460
Growth Adj:	1.00	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	1235	0	450	80	1460	0	0	1510	460
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	1235	0	450	80	1460	0	0	1510	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1235	0	450	80	1460	0	0	1510	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1235	0	450	80	1460	0	0	1510	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	1235	0	450	80	1460	0	0	1510	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.71	0.00	0.26	0.05	0.38	0.00	0.00	0.40	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	39.0	0.0	56.0	17.0	102	0.0	0.0	85.0	124.0
Volume/Cap:	0.00	0.00	0.00	2.71	0.00	0.69	0.40	0.57	0.00	0.00	0.70	0.32
Uniform Del:	0.0	0.0	0.0	55.5	0.0	39.6	61.8	12.5	0.0	0.0	23.4	3.1
IncramntDel:	0.0	0.0	0.0	777.6	0.0	3.1	1.3	0.3	0.0	0.0	1.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.34	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	833.1	0.0	42.8	63.1	4.5	0.0	0.0	16.2	0.1
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	0.0	0.0	833.1	0.0	42.8	63.1	4.5	0.0	0.0	16.2	0.1
LOS by Move:	A	A	A	F	A	D	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	245	0	33	8	14	0	0	32	1
Note: Queue reported is the number of cars per lane.												

US 101 REALIGNMENT ANALYSIS

The US 101 Northbound Ramp Realignment with La Avenida is presented in the table and figure below for the following scenarios:

- Scenario 1** *Project Conditions without Mitigation* – Existing traffic volumes plus the effects of the proposed NBPP with Residential without draft intersection mitigation.
- Scenario 2** *US 101 Ramp Realignment without Mitigation Conditions* – Scenario 1 with vehicle volume shifted due to the US 101 northbound ramp at Shoreline Boulevard realignment with La Avenida without draft mitigation. Volumes used in this analysis are presented in **Figure L-1**.
- Scenario 3:** *US 101 Ramp Realignment with Mitigation Conditions* – Scenario 2 with vehicle volume shifted due to the US 101 northbound ramp at Shoreline Boulevard realignment with La Avenida and draft mitigation. Volumes used in this analysis are presented in **Figure L-2**.

Table L-1 presents LOS information for the Shoreline Boulevard Gateway and North-South Local Street intersections under the Existing Configuration without and with draft mitigation and under the re-alignment with mitigation.

TABLE L-1: US 101 REALIGNMENT LOS SUMMARY

Intersection		Peak Hour ²	Project Conditions without Mitigation		US 101 Realignment without Mitigation		US 101 Realignment with Mitigation	
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴
Shoreline Boulevard Gateway								
32	Shoreline Blvd / Space Park Way (MV) ⁶	AM PM	> 120 > 120	F F	> 120 > 120	F F	31.4 47.0	C D
33	Shoreline Blvd / Plymouth St (MV) ⁶	AM PM	> 120 > 120	F F	> 120 > 120	F F		
32	Shoreline Blvd / Space Park Way (MV) ⁷	AM PM	> 120 > 120	F F	> 120 > 120	F F	43.2 84.3	D F
33	Shoreline Blvd / Plymouth St (MV) ⁷	AM PM	> 120 > 120	F F	> 120 > 120	F F		
34	Shoreline Blvd / Pear Ave (MV)	AM PM	> 120 > 120	F F	36.3 > 120	D F	22.6 71.8	C E
35	Shoreline Blvd / La Avenida - US 101 Northbound Ramps (MV)	AM PM	> 120 > 120	F F	25.6 110.7	C F	23.2 112.9	C F

TABLE L-1: US 101 REALIGNMENT LOS SUMMARY

Intersection		Peak Hour ²	Project Conditions without Mitigation		US 101 Realignment without Mitigation		US 101 Realignment with Mitigation	
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴
North-South Local Street								
71	New North-South Local Street / Charleston Rd (MV) (Option 1-Roundabout Mitigation) ⁸	AM PM	12.8 25.4	B D	14.0 38.9	B E	5.3 5.9	A A
71	New North-South Local Street / Charleston Rd (MV) (Option 2-Signal Control Mitigation) ⁸	AM PM	12.8 25.4	B D	14.0 38.9	B E	19.3 22.4	B- C
72	New North-South Local Street / Shorebird Wy (MV)	AM PM	32.0 >120	D F	>120 >120	F F	28.1 29.2	C C
73	New North-South Local Street / Space Park Wy (MV)	AM PM	19.7 >120	C F	83.2 >120	F F	24.2 38.7	C D+
74	Inigo Wy / Pear Ave (MV)	AM PM	23.3 45.1	C E	35.4 18.9	E C	25.1 16.4	C B
75	Inigo Wy / La Avenida	AM PM	23.6 40.1	C E	37.4 48.2	D+ D	37.4 48.2	D+ D
76	US 101 Northbound Ramp / La Avenida	AM PM	Future Intersection		10.6 30.5	B C	10.6 30.5	B C

Notes:

1. Intersection jurisdiction (with Level of Service standard): MV = City of Mountain View (LOS D standard); LOS E for CMP, Downtown, and San Antonio Shopping Center intersections
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. 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. LOS results are shown for realignment of 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.
6. LOS results are shown for Northbound/southbound split phasing with a single northbound left turn lane.

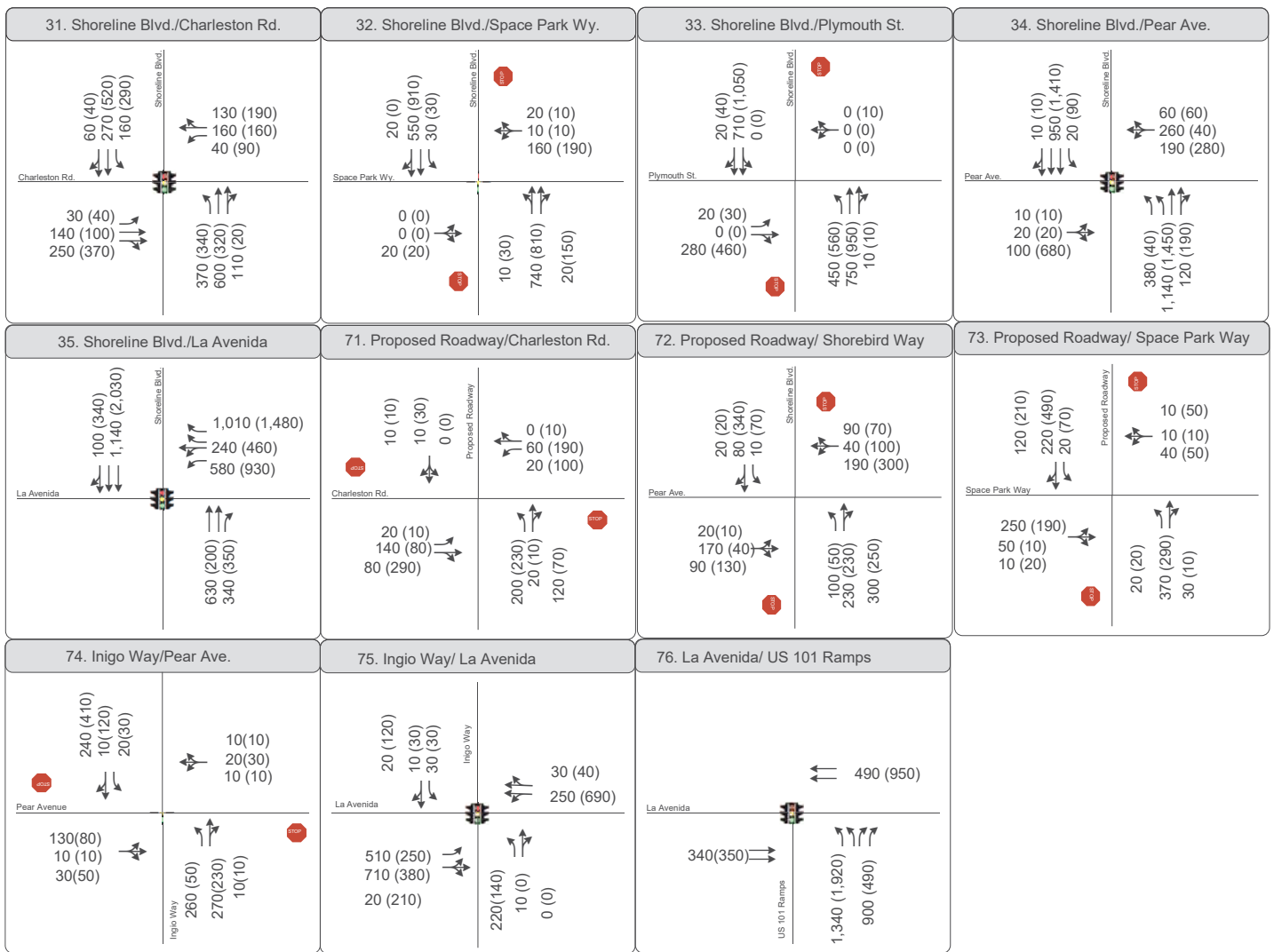
TABLE L-1: US 101 REALIGNMENT LOS SUMMARY

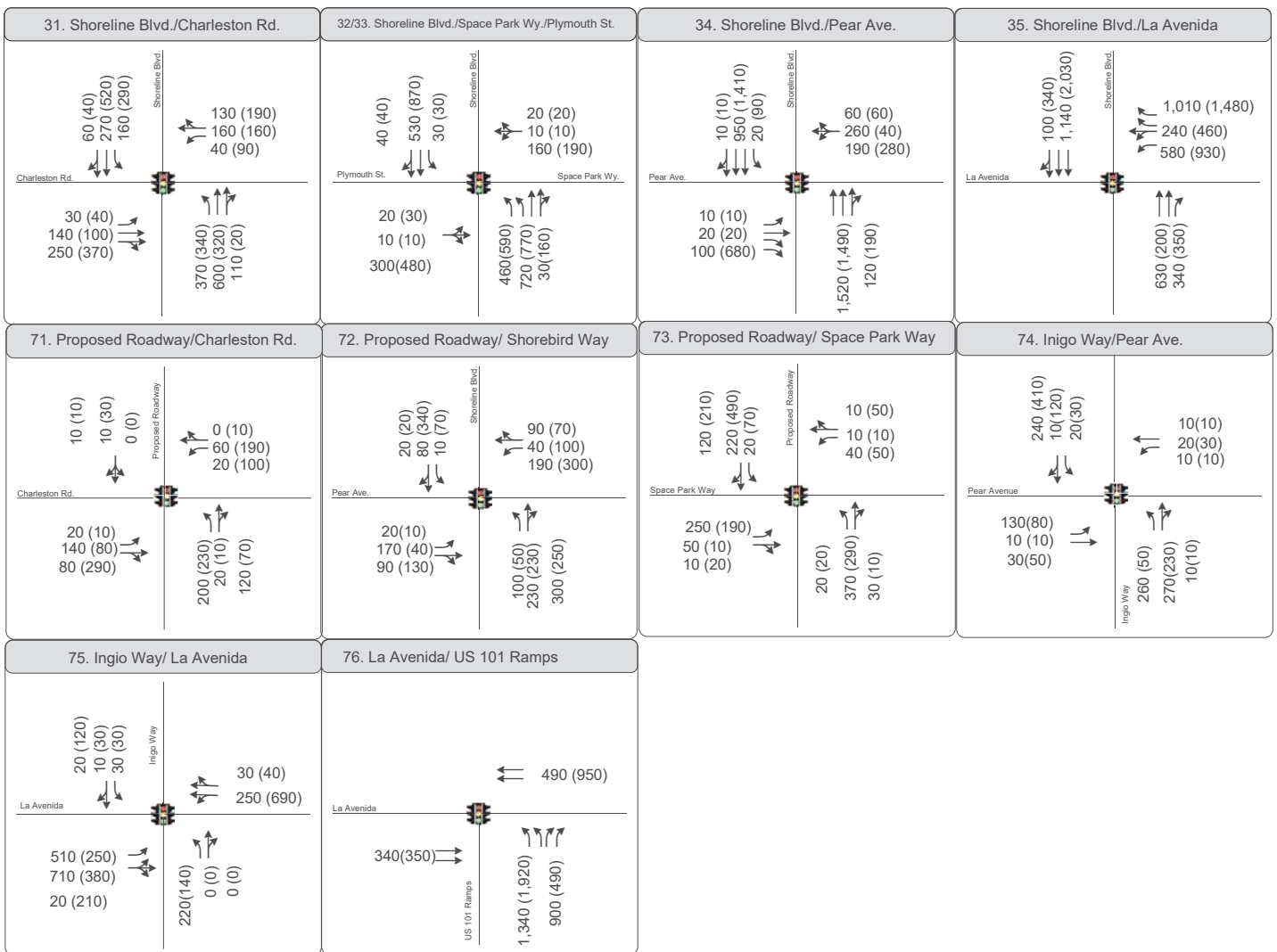
Intersection	Peak Hour ²	Project Conditions without Mitigation		US 101 Realignment without Mitigation		US 101 Realignment with Mitigation	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴

7. The close spacing of the US 101 Northbound off-ramp and weaving to make an eastbound left turn would likely result in a worse level of service at this intersection than calculated.
8. Transportation improvements shown for informational purposes. Results shown are for unsignalized control under without mitigation scenarios. Option 1 results are shown for roundabout control. Option 2 results are shown for signal control.

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.

Source: Fehr & Peers, February 2017.





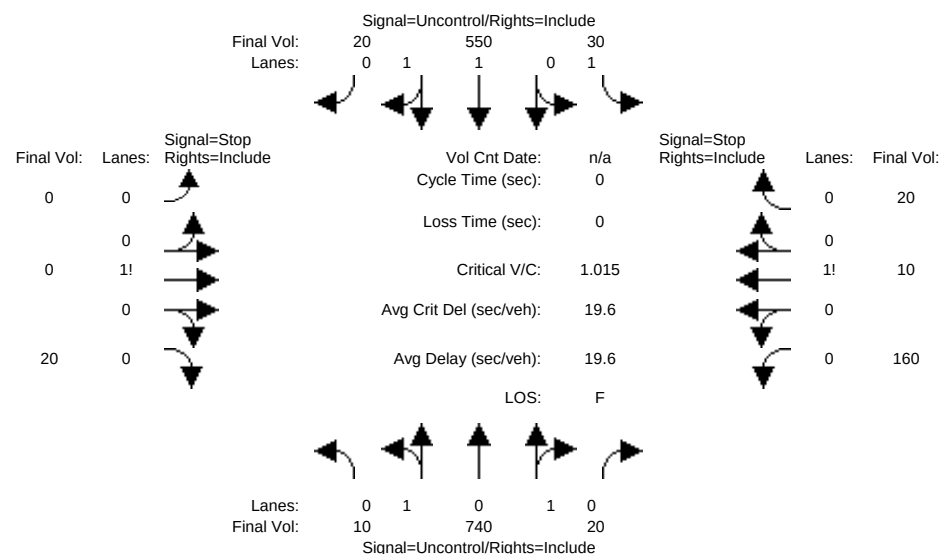
US 101 REALIGNMENT LOS RESULTS

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

Intersection		Realignment AM				Realignment PM				Realignment Mitigations AM						Realignment Mitigations 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)
#32	Shoreline Blvd. & Space Park Wy.	F	160.4	-	-	F	772.3	-	-	C	31.4	0.650	-	34.1	-	D	47.0	0.939	56.1
#33	Shoreline Blvd. & Plymouth St.	F	227.8	-	-	F	452.1	-	-	C	31.4	0.650	-	34.1	-	D	47.0	0.939	56.1
#71	New St & Charleston (Option 1)	B	14.0	-	-	E	38.9	-	-	A	4.0	0.305	-	4.0	-	A	3.8	0.336	3.8
#71	New St & Charleston (Option 2)	B	14.0	-	-	E	38.9	-	-	B-	19.3	0.275	-	18.9	-	C+	22.4	0.438	22.5
#72	New St & Shorebird Way	F	376.1	-	-	F	839.5	-	-	C	28.1	0.691	-	30.9	-	C	29.2	0.716	32.3
#73	New St & Space Park Way	F	83.2	-	-	F	210.3	-	-	C	24.2	0.485	-	24.6	-	C	29.2	0.716	32.3
#74	Inigo Wy. & Pear Ave	E	35.4	-	-	C	18.9	-	-	C	25.1	0.340	-	22.5	-	B	16.4	0.392	11.8
#75	Inigo Wy. & La Avenida St	D+	37.4	0.624	36.9	D	48.2	0.847	50.5	-	-	-	-	-	-	-	-	-	-

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

Intersection #32: Shoreline Blvd. & Space Park Wy.

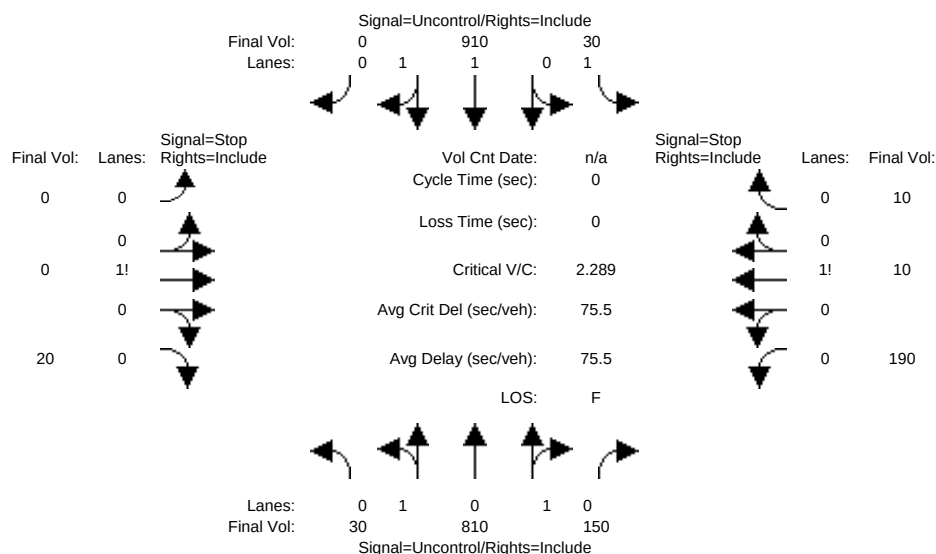


Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	740	20	30	550	20	0	0	20	160	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	740	20	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	740	20	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	740	20	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	740	20	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:												
Cnflct Vol:	570	xxxx	xxxxx	760	xxxx	xxxxx	xxxx	xxxx	285	1105	1400	380
Potent Cap.:	1013	xxxx	xxxxx	861	xxxx	xxxxx	xxxx	xxxx	718	168	142	624
Move Cap.:	1013	xxxx	xxxxx	861	xxxx	xxxxx	xxxx	xxxx	718	158	135	624
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.03	1.01	0.07	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	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	170	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	160	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			10.2			160.4		
ApproachLOS:	*			*			B			F		

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

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

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:	30	810	150	30	910	0	0	0	20	190	10	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:	30	810	150	30	910	0	0	0	20	190	10	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:	30	810	150	30	910	0	0	0	20	190	10	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:	30	810	150	30	910	0	0	0	20	190	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	810	150	30	910	0	0	0	20	190	10	10

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:

Cnflct Vol:	910	xxxx	xxxxx	960	xxxx	xxxxx	xxxx	xxxx	455	1460	1915	480
Potent Cap.:	757	xxxx	xxxxx	725	xxxx	xxxxx	xxxx	xxxx	558	92	68	537
Move Cap.:	757	xxxx	xxxxx	725	xxxx	xxxxx	xxxx	xxxx	558	83	63	537
Volume/Cap:	0.04	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.04	2.29	0.16	0.02

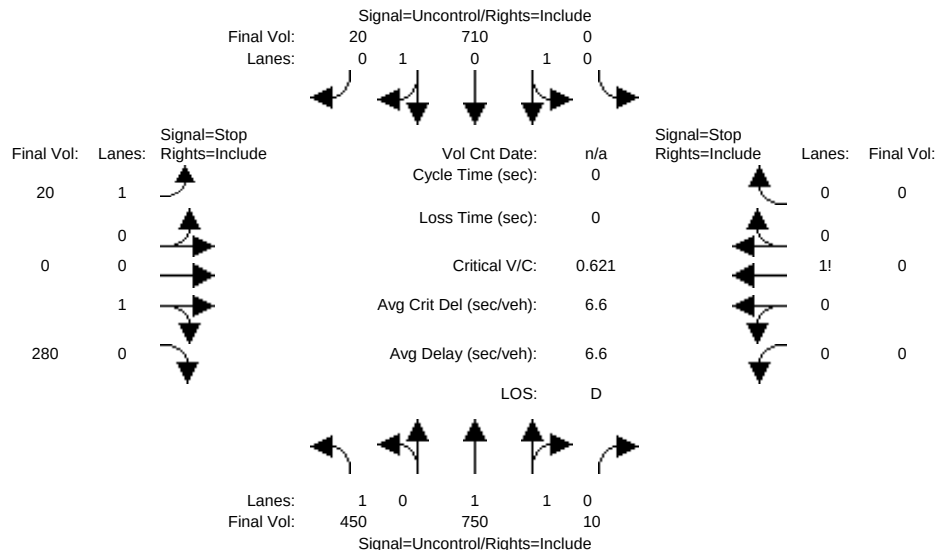
Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	85	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx
Shrd ConDel:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	772	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.7	xxxxxx	772.3	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	F	*

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

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

Intersection #33: Shoreline Blvd. & Plymouth St.

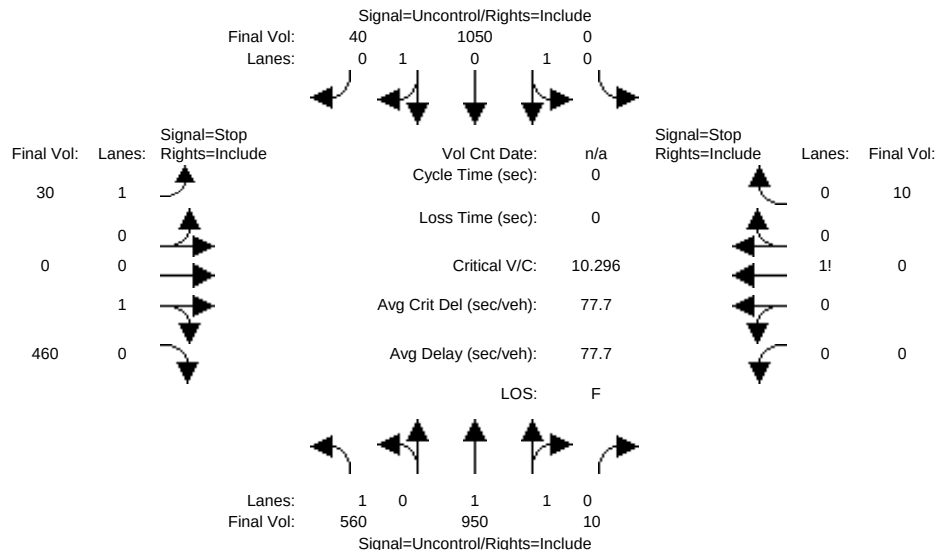


Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	450	750	10	0	710	20	20	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	750	10	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:	450	750	10	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:	450	750	10	0	710	20	20	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	450	750	10	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:												
Cnflct Vol:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	1995	2380	365	2010	2385	380
Potent Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	35	638	36	35	624
Move Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	17	638	12	17	624
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	0.00	0.44	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	3.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	227.8	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			29.2			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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

Intersection #33: Shoreline Blvd. & Plymouth St.

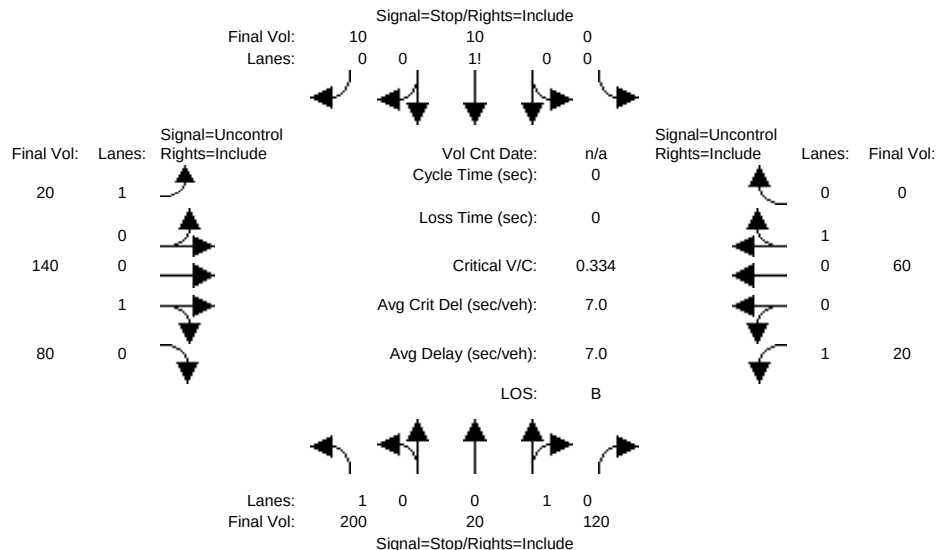


Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	560	950	10	0	1050	40	30	0	460	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	950	10	0	1050	40	30	0	460	0	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:	560	950	10	0	1050	40	30	0	460	0	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:	560	950	10	0	1050	40	30	0	460	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	560	950	10	0	1050	40	30	0	460	0	0	10
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:												
Cnflct Vol:	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	2665	3150	545	xxxx	xxxx	480
Potent Cap.:	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	11	11	488	xxxx	xxxx	537
Move Cap.:	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	3	1	488	xxxx	xxxx	537
Volume/Cap:	0.86	xxxx	xxxx	xxxx	xxxx	xxxx	10.30	0.00	0.94	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	10.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.4	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	35.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6510	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	E	*	*	*	*	*	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	488	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	57.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx			452.1			11.8		
ApproachLOS:	*			*			F			B		

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

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

Intersection #71: New St & Charleston

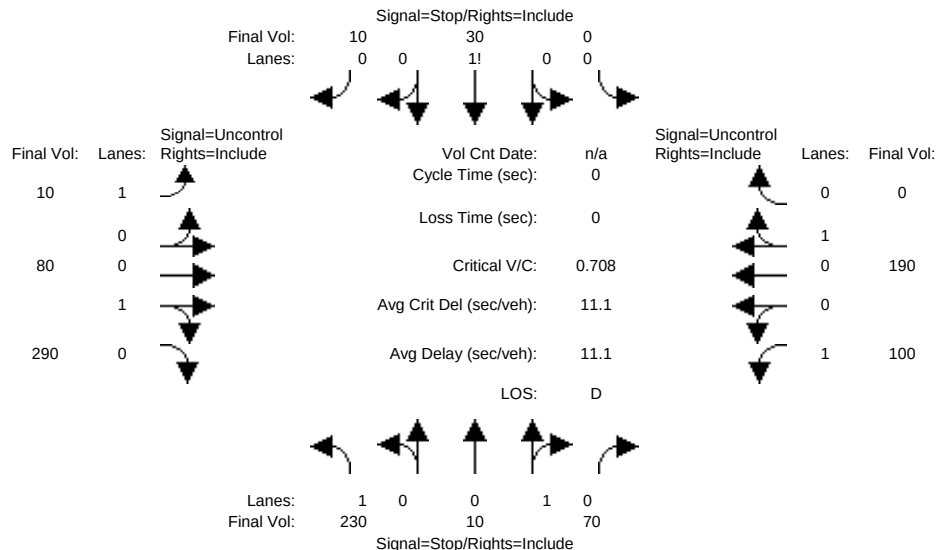


Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	200	20	120	0	10	10	20	140	80	20	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	20	120	0	10	10	20	140	80	20	60	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:	200	20	120	0	10	10	20	140	80	20	60	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:	200	20	120	0	10	10	20	140	80	20	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	200	20	120	0	10	10	20	140	80	20	60	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	330	320	180	xxxx	360	60	60	xxxx	xxxxx	220	xxxx	xxxxx
Potent Cap.:	627	600	868	xxxx	570	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	600	584	868	xxxx	554	1011	1556	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	0.33	0.03	0.14	xxxx	0.02	0.01	0.01	xxxx	xxxxx	0.01	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	811	xxxx	xxxx	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.6	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.4	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	12.5				10.2		xxxxxx			xxxxxx		
ApproachLOS:	B				B		*			*		

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

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

Intersection #71: New St & Charleston

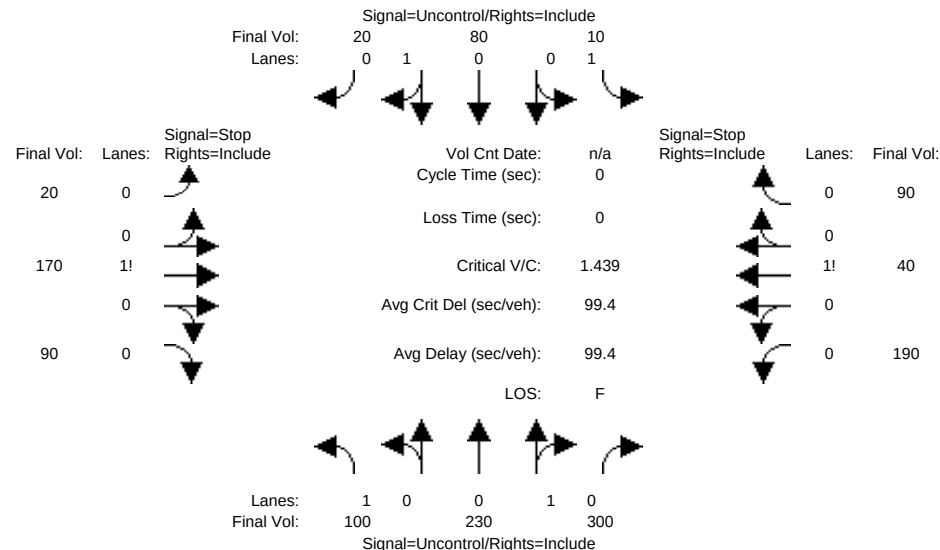


Street Name:	New St						Charleston					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	230	10	70	0	30	10	10	80	290	100	190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	10	70	0	30	10	10	80	290	100	190	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:	230	10	70	0	30	10	10	80	290	100	190	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:	230	10	70	0	30	10	10	80	290	100	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	230	10	70	0	30	10	10	80	290	100	190	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	655	635	225	xxxx	780	190	190	xxxx	xxxxx	370	xxxx	xxxxx
Potent Cap.:	382	399	819	xxxx	329	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Move Cap.:	325	363	819	xxxx	299	857	1396	xxxx	xxxxx	1200	xxxx	xxxxx
Volume/Cap:	0.71	0.03	0.09	xxxx	0.10	0.01	0.01	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	38.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	708	xxxx	xxxx	358	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.7	xxxxx	xxxx	16.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	C	*	*	*	*	*	*
ApproachDel:	31.6				16.3		xxxxxx			xxxxxx		
ApproachLOS:	D				C		*			*		

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

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

Intersection #72: New St & Shorebird Way

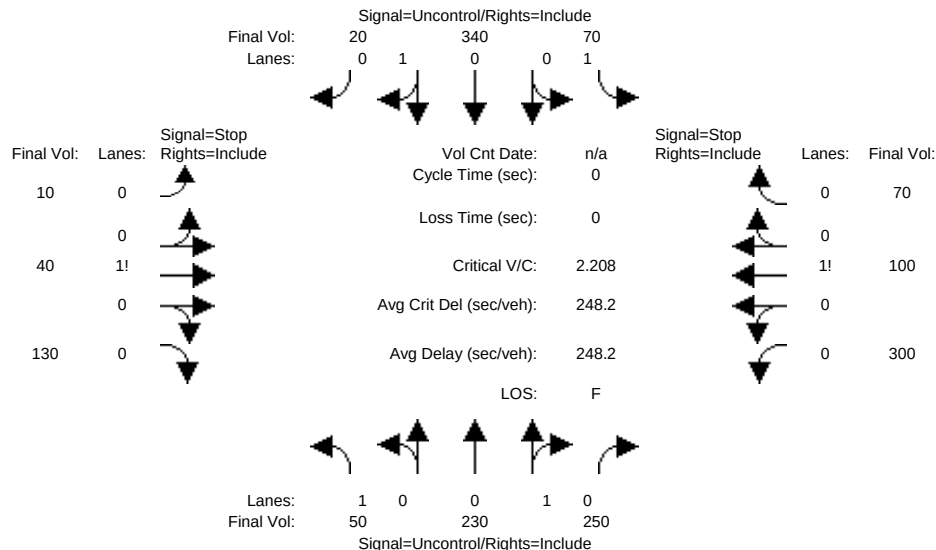


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	100	230	300	10	80	20	20	170	90	190	40	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	230	300	10	80	20	20	170	90	190	40	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:	100	230	300	10	80	20	20	170	90	190	40	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:	100	230	300	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	100	230	300	10	80	20	20	170	90	190	40	90
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	100	xxxx	xxxxx	530	xxxx	xxxxx	755	840	90	820	700	380
Potent Cap.:	1505	xxxx	xxxxx	1048	xxxx	xxxxx	328	304	973	296	366	671
Move Cap.:	1505	xxxx	xxxxx	1048	xxxx	xxxxx	243	281	973	132	338	671
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.08	0.61	0.09	1.44	0.12	0.13
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	359	xxxxx	xxxx	189	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx	xxxxx	21.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.8	xxxxx	xxxxx	376	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			42.8			376.1		
ApproachLOS:	*			*			E			F		

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

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

Intersection #72: New St & Shorebird Way

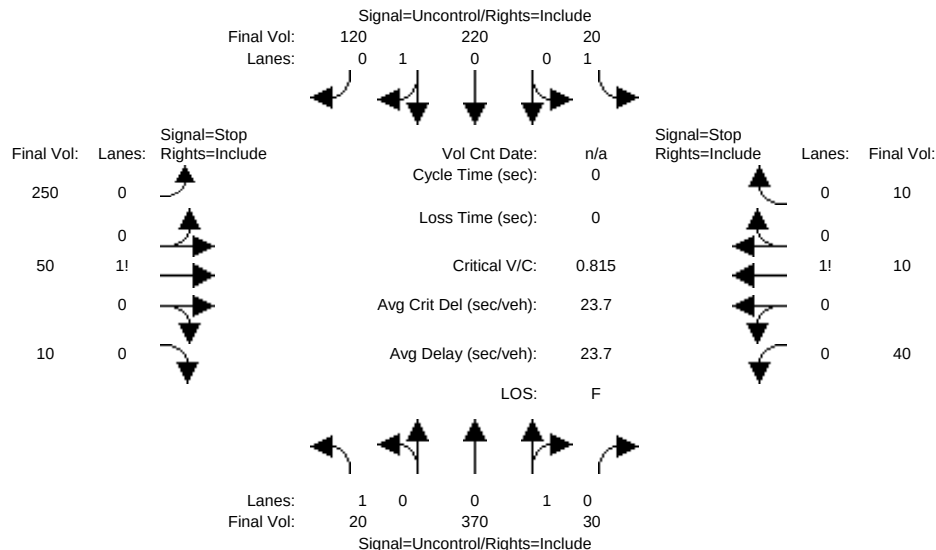


Street Name:	New St						Shorebird Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	50	230	250	70	340	20	10	40	130	300	100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	230	250	70	340	20	10	40	130	300	100	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	230	250	70	340	20	10	40	130	300	100	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	230	250	70	340	20	10	40	130	300	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	50	230	250	70	340	20	10	40	130	300	100	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	360	xxxx	xxxxx	480	xxxx	xxxxx	1030	1070	350	1030	955	355
Potent Cap.:	1210	xxxx	xxxxx	1093	xxxx	xxxxx	214	223	698	214	260	693
Move Cap.:	1210	xxxx	xxxxx	1093	xxxx	xxxxx	119	200	698	136	234	693
Volume/Cap:	0.04	xxxx	xxxx	0.06	xxxx	xxxx	0.08	0.20	0.19	2.21	0.43	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	382	xxxxx	xxxx	172	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	41.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.5	xxxxx	xxxxx	839	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			22.5			839.5		
ApproachLOS:	*			*			C			F		

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

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

Intersection #73: New St & Space Park Way

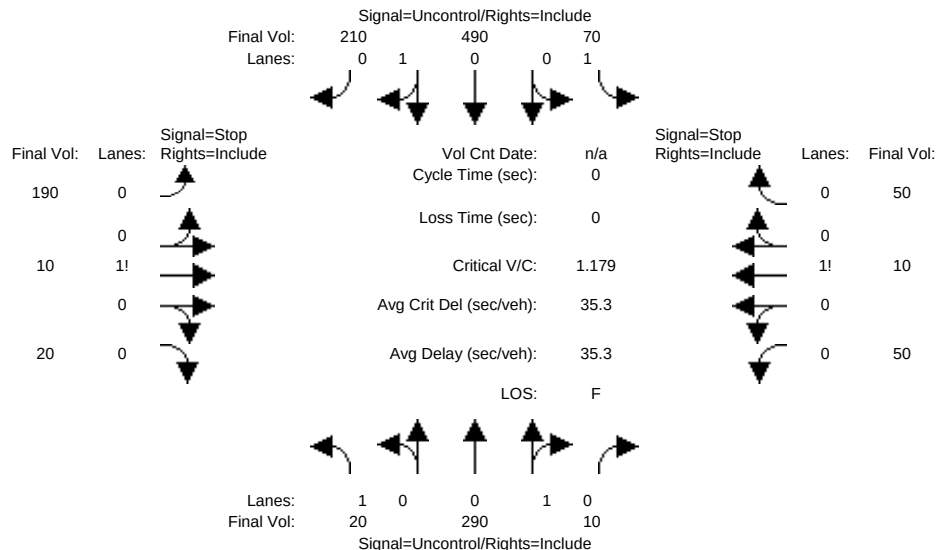


Street Name:	New St						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	370	30	20	220	120	250	50	10	40	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	370	30	20	220	120	250	50	10	40	10	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:	20	370	30	20	220	120	250	50	10	40	10	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:	20	370	30	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	370	30	20	220	120	250	50	10	40	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	340	xxxx	xxxxx	400	xxxx	xxxxx	755	760	280	775	805	385
Potent Cap.:	1230	xxxx	xxxxx	1170	xxxx	xxxxx	328	338	764	318	318	667
Move Cap.:	1230	xxxx	xxxxx	1170	xxxx	xxxxx	307	327	764	270	308	667
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.82	0.15	0.01	0.15	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	316	xxxxx	xxxx	307	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	83.2	xxxxx	xxxxx	19.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			83.2			19.6		
ApproachLOS:	*			*			F			C		

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

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

Intersection #73: New St & Space Park Way



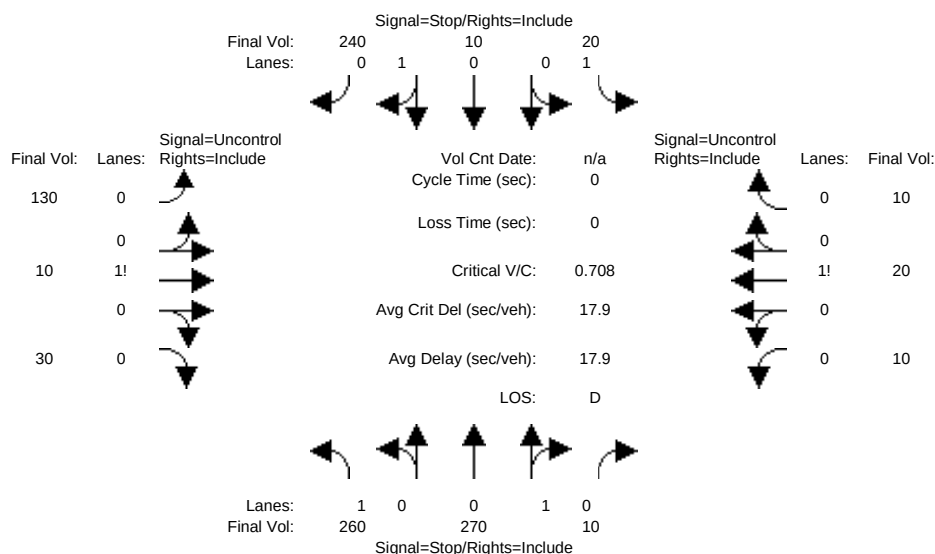
Street Name:	New St						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	290	10	70	490	210	190	10	20	50	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	290	10	70	490	210	190	10	20	50	10	50
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	290	10	70	490	210	190	10	20	50	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	10	70	490	210	190	10	20	50	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	290	10	70	490	210	190	10	20	50	10	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	700	xxxx	xxxxx	300	xxxx	xxxxx	1100	1075	595	1085	1175	295
Potent Cap.:	906	xxxx	xxxxx	1273	xxxx	xxxxx	191	221	508	196	193	749
Move Cap.:	906	xxxx	xxxxx	1273	xxxx	xxxxx	161	205	508	171	179	749
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	1.18	0.05	0.04	0.29	0.06	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	174	xxxxx	xxxx	265	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	210	xxxxx	xxxxx	27.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			210.3			27.9		
ApproachLOS:	*			*			F			D		

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)
Realignment AM

Intersection #74: Inigo Wy. & Pear Ave



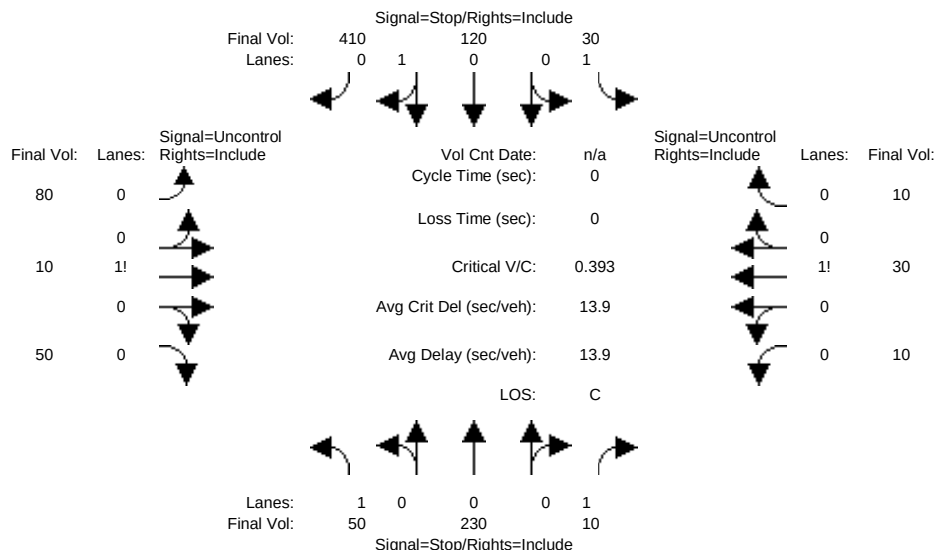
Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	260	270	10	20	10	240	130	10	30	10	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	270	10	20	10	240	130	10	30	10	20	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:	260	270	10	20	10	240	130	10	30	10	20	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:	260	270	10	20	10	240	130	10	30	10	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	260	270	10	20	10	240	130	10	30	10	20	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflict Vol:	455	335	25	470	345	25	30	xxxx	xxxxxx	40	xxxx	xxxxxx
Potent Cap.:	519	589	1057	507	581	1057	1596	xxxx	xxxxxx	1583	xxxx	xxxxxx
Move Cap.:	367	534	1057	283	527	1057	1596	xxxx	xxxxxx	1583	xxxx	xxxxxx
Volume/Cap:	0.71	0.51	0.01	0.07	0.02	0.23	0.08	xxxx	xxxxxx	0.01	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	5.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	35.4	xxxx	xxxxxx	18.7	xxxx	xxxxxx	7.5	xxxx	xxxxxx	7.3	xxxx	xxxxxx
LOS by Move:	E	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	543	xxxx	xxxx	1016	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	2.9	xxxxxx	xxxx	1.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	18.5	xxxxxx	xxxx	9.7	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	C	*	*	A	*	*	*	*	*	*
ApproachDel:	26.6			10.4			xxxxxx			xxxxxx		
ApproachLOS:	D			B			*			*		

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Realignment PM

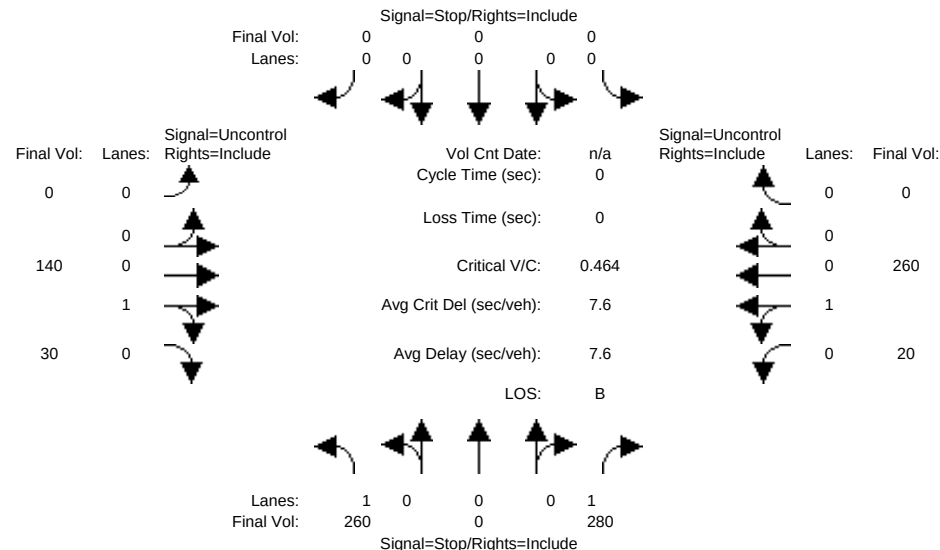
Intersection #74: Inigo Wy. & Pear Ave



Street Name:	Inigo Wy						Pear Ave					
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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	50	230	10	30	120	410	80	10	50	10	30	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	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:												
Cnflct Vol:	515	255	35	370	275	35	40	xxxx	xxxxx	60	xxxx	xxxxx
Potent Cap.:	474	652	1044	590	636	1044	1583	xxxx	xxxxx	1556	xxxx	xxxxx
Move Cap.:	233	614	1044	397	598	1044	1583	xxxx	xxxxx	1556	xxxx	xxxxx
Volume/Cap:	0.22	0.37	0.01	0.08	0.20	0.39	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	475	xxxx	624	xxxx	xxxx	893	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	3.7	xxxx	1.8	xxxxx	xxxx	4.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	22.9	xxxx	14.3	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	B	*	*	B	*	*	*	*	*	*
ApproachDel:	18.9			14.7			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*		*	*		*
Note: Queue reported is the number of cars per lane.												

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

Intersection #75: Inigo Wy. & Pear Ave

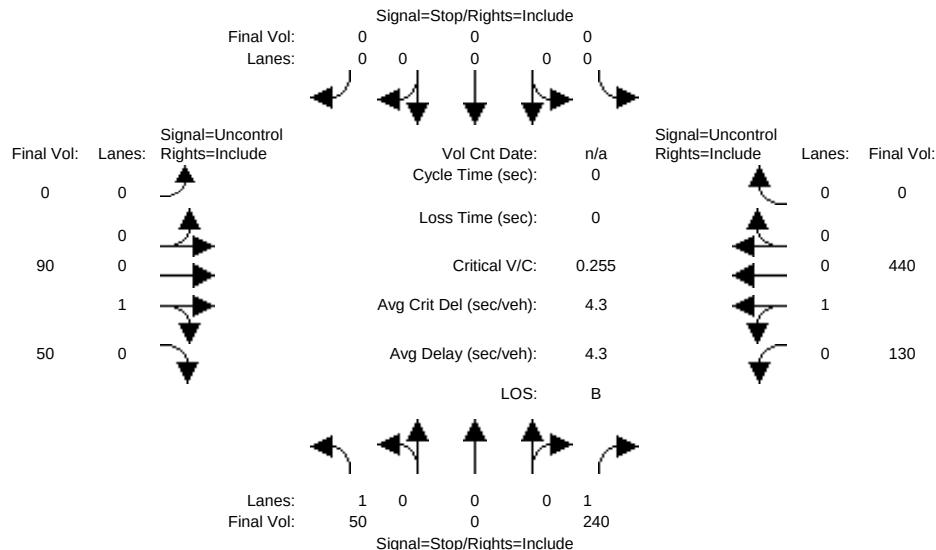


Street Name:	Inigo Wy						Pear Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	260	0	280	0	0	0	0	140	30	20	260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	280	0	0	0	0	140	30	20	260	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:	260	0	280	0	0	0	0	140	30	20	260	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:	260	0	280	0	0	0	0	140	30	20	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	260	0	280	0	0	0	0	140	30	20	260	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	455	xxxx	155	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	xxxxx
Potent Cap.:	567	xxxx	896	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1420	xxxx	xxxxx
Move Cap.:	561	xxxx	896	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1420	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	16.9	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	C	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	13.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #75: Inigo Wy. & Pear Ave



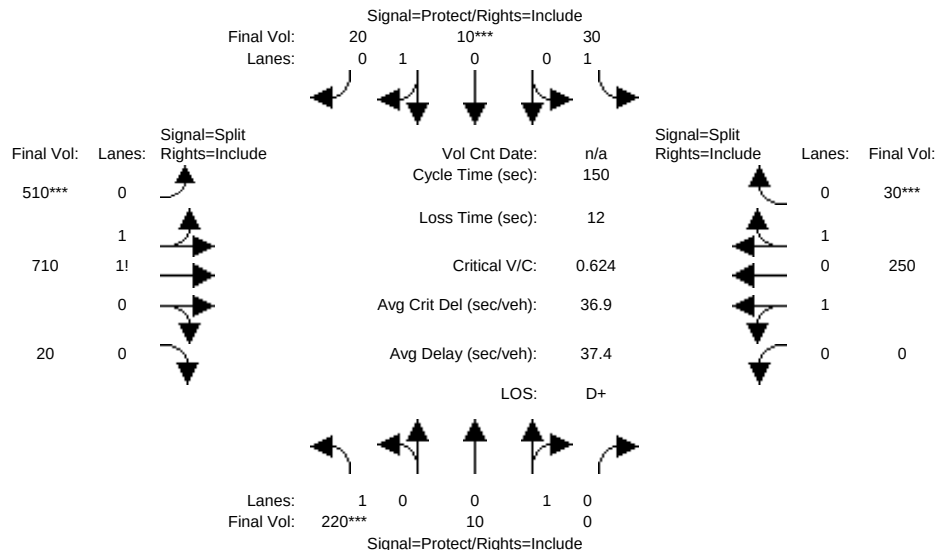
Street Name:	Inigo Wy						Pear Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	50		0		240	0	0	0	0	90	50	130	440		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50		0		240	0	0	0	0	90	50	130	440		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:	50		0		240	0	0	0	0	90	50	130	440		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	1.00	1.00
PHF Adj:	1.00	1.00		1.00	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		240	0	0	0	0	90	50	130	440		0
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0		0
FinalVolume:	50		0		240	0	0	0	0	90	50	130	440		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	815	xxxx		115	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		140	xxxx	xxxxx	
Potent Cap.:	350	xxxx		943	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1456	xxxx	xxxxx	
Move Cap.:	324	xxxx		943	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1456	xxxx	xxxxx	
Volume/Cap:	0.15	xxxx		0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.09	xxxx	xxxx	
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.5	xxxx		1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	18.1	xxxx		10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	C	*		B	*	*	*	*	*	*		A	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	11.5				xxxxxx			xxxxxx				xxxxxx			
ApproachLOS:	B				*			*			*		*		
Note: Queue reported is the number of cars per lane.															

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)
Realignment AM

Intersection #75: Inigo Wy. & La Avenida St

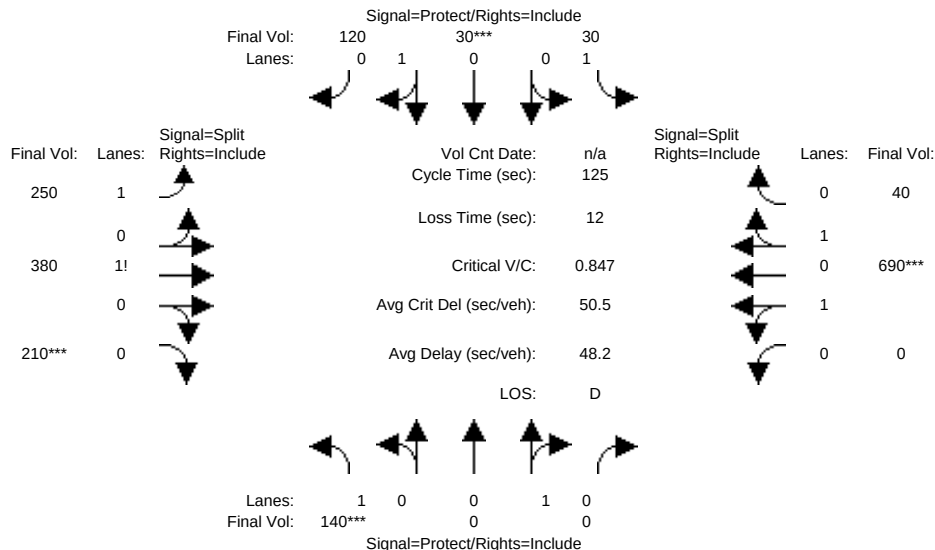


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	10	0	30	10	20	510	710	20	0	250	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:	220	10	0	30	10	20	510	710	20	0	250	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:	220	10	0	30	10	20	510	710	20	0	250	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:	220	10	0	30	10	20	510	710	20	0	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	10	0	30	10	20	510	710	20	0	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	10	0	30	10	20	510	710	20	0	250	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	0.33	0.67	0.82	1.15	0.03	0.00	1.79	0.21
Final Sat.:	1750	1800	0	1750	600	1200	1440	2004	56	0	3214	386
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.00	0.02	0.02	0.02	0.35	0.35	0.35	0.00	0.08	0.08
Crit Moves:	***			***			***				***	
Green Time:	28.8	22.9	0.0	16.0	10.0	10.0	81.3	81.3	81.3	0.0	17.8	17.8
Volume/Cap:	0.65	0.04	0.00	0.16	0.25	0.25	0.65	0.65	0.65	0.00	0.65	0.65
Delay/Veh:	60.5	54.2	0.0	61.3	67.5	67.5	25.2	25.2	25.2	0.0	66.7	66.7
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:	60.5	54.2	0.0	61.3	67.5	67.5	25.2	25.2	25.2	0.0	66.7	66.7
LOS by Move:	E	D-	A	E	E	E	C	C	C	A	E	E
HCM2k95thQ:	20	1	0	3	3	3	36	36	36	0	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)
Realignment PM

Intersection #75: Inigo Wy. & La Avenida St

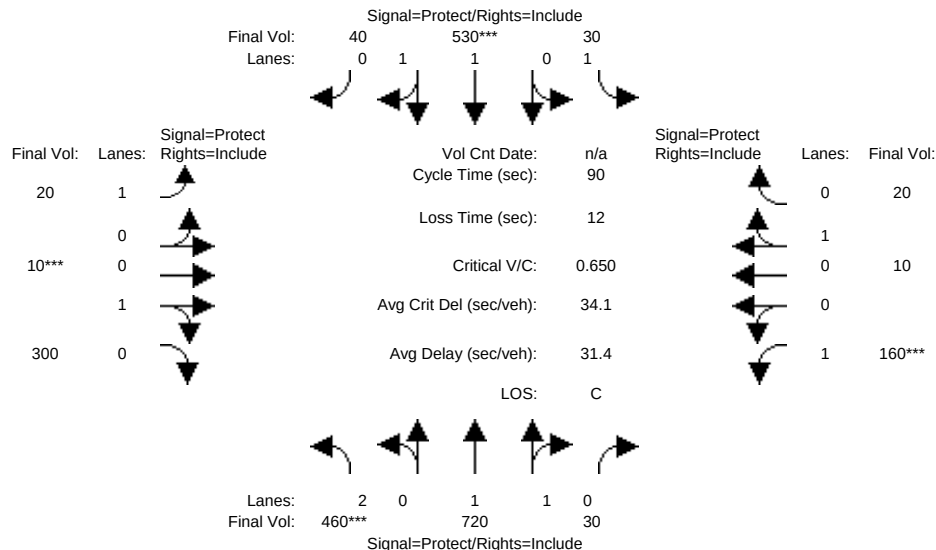


Street Name:	Inigo Wy						La Avenida St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	0	30	30	120	250	380	210	0	690	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:	140	0	0	30	30	120	250	380	210	0	690	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:	140	0	0	30	30	120	250	380	210	0	690	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:	140	0	0	30	30	120	250	380	210	0	690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	0	30	30	120	250	380	210	0	690	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
Final Volume:	140	0	0	30	30	120	250	380	210	0	690	40
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	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	0.20	0.80	1.18	0.53	0.29	0.00	1.89	0.11
Final Sat.:	1750	1900	0	1750	360	1440	2063	952	526	0	3403	197
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.02	0.08	0.08	0.12	0.40	0.40	0.00	0.20	0.20
Crit Moves:	***			***					***		***	
Green Time:	11.8	0.0	0.0	24.1	12.3	12.3	58.9	58.9	58.9	0.0	29.9	29.9
Volume/Cap:	0.85	0.00	0.00	0.09	0.85	0.85	0.26	0.85	0.85	0.00	0.85	0.85
Delay/Veh:	86.9	0.0	0.0	41.5	85.0	85.0	19.9	35.9	35.9	0.0	53.1	53.1
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:	86.9	0.0	0.0	41.5	85.0	85.0	19.9	35.9	35.9	0.0	53.1	53.1
LOS by Move:	F	A	A	D	F	F	B-	D+	D+	A	D-	D-
HCM2k95thQ:	15	0	0	2	16	16	10	40	40	0	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)
Realignment Mitigations AM

Intersection #32/33: New Plymouth & Shoreline/Space Park-Option 1

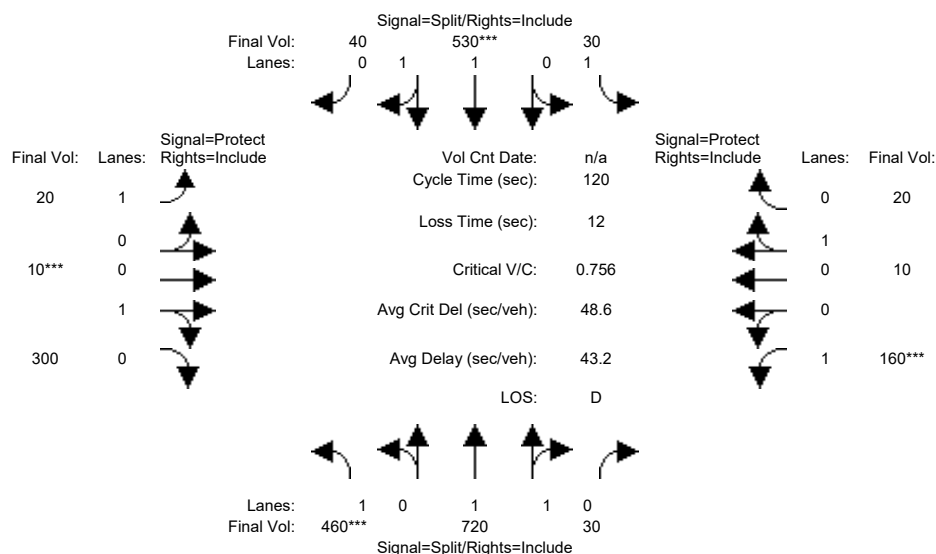


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	720	30	30	530	40	20	10	300	160	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
Final Volume:	460	720	30	30	530	40	20	10	300	160	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.92	0.08	1.00	1.86	0.14	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	3150	3552	148	1750	3440	260	1750	58	1742	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	20.2	30.0	30.0	11.5	21.3	21.3	15.0	23.8	23.8	12.7	21.5	21.5
Volume/Cap:	0.65	0.61	0.61	0.13	0.65	0.65	0.07	0.65	0.65	0.65	0.07	0.07
Delay/Veh:	33.8	26.0	26.0	35.1	32.7	32.7	31.7	32.6	32.6	42.6	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	26.0	26.0	35.1	32.7	32.7	31.7	32.6	32.6	42.6	26.6	26.6
LOS by Move:	C-	C	C	D+	C-	C-	C	C-	C-	D	C	C
HCM2k95thQ:	15	18	18	2	16	16	1	17	17	11	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)
Realignment Mitigations AM

Intersection #32/33: New Plymouth & Shoreline/Space Park Option 2



Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	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:	460	720	30	30	530	40	20	10	300	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	720	30	30	530	40	20	10	300	160	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
Final Volume:	460	720	30	30	530	40	20	10	300	160	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.92	0.08	1.00	1.86	0.14	1.00	0.03	0.97	1.00	0.33	0.67
Final Sat.:	1750	3552	148	1750	3440	260	1750	58	1742	1750	600	1200

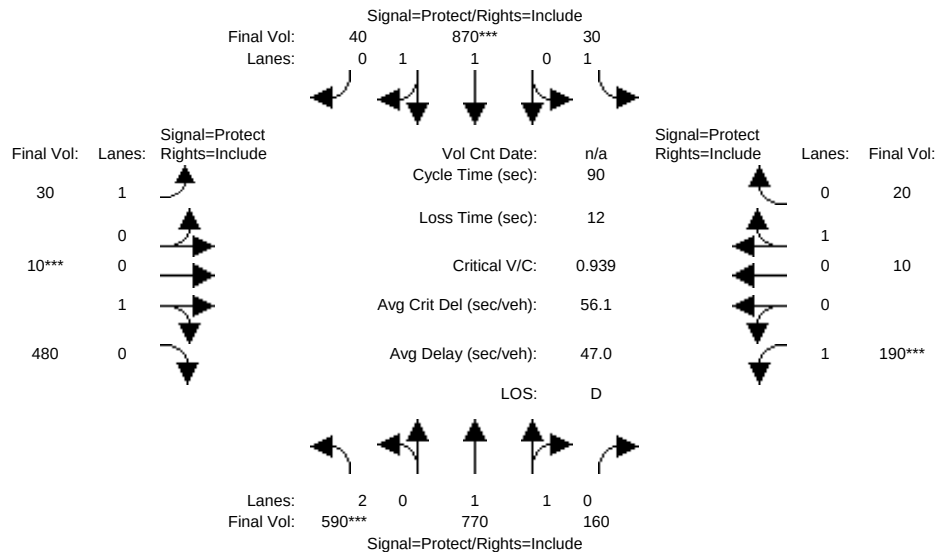
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.20	0.02	0.15	0.15	0.01	0.17	0.17	0.09	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	41.7	41.7	41.7	24.4	24.4	24.4	17.2	27.3	27.3	14.5	24.6	24.6
Volume/Cap:	0.76	0.58	0.58	0.08	0.76	0.76	0.08	0.76	0.76	0.76	0.08	0.08
Delay/Veh:	40.1	32.7	32.7	38.8	49.4	49.4	44.7	51.1	51.1	65.5	38.7	38.7
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:	40.1	32.7	32.7	38.8	49.4	49.4	44.7	51.1	51.1	65.5	38.7	38.7
LOS by Move:	D	C-	C-	D+	D	D	D	D-	D-	E	D+	D+
HCM2k95thQ:	30	21	21	2	21	21	1	23	23	15	2	2

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations PM

Intersection #32/33: New Plymouth & Shoreline/Space Park- Option 1

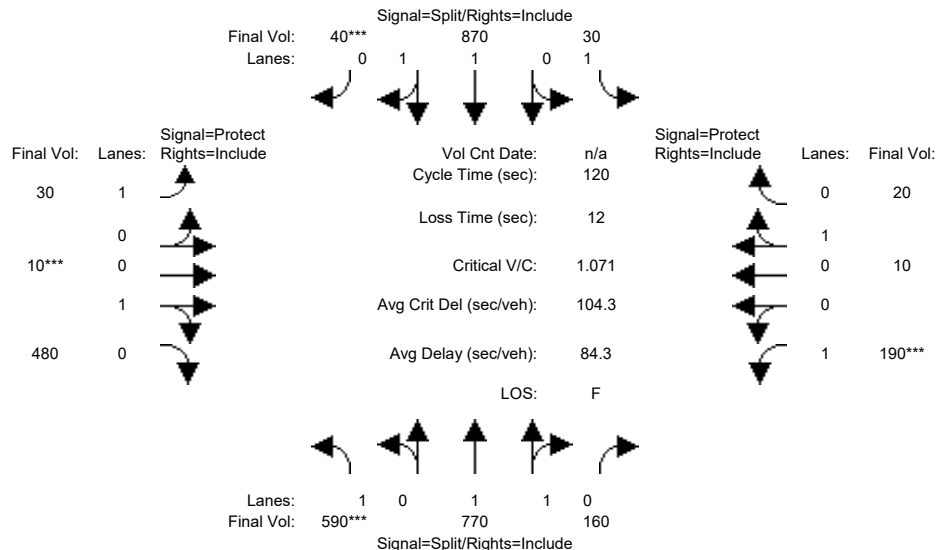


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	770	160	30	870	40	30	10	480	190	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
Final Volume:	590	770	160	30	870	40	30	10	480	190	10	20
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	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	1.65	0.35	1.00	1.91	0.09	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	3150	3063	636	1750	3537	163	1750	37	1763	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.25	0.02	0.25	0.25	0.02	0.27	0.27	0.11	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	17.9	31.7	31.7	9.8	23.6	23.6	15.0	26.1	26.1	10.4	21.5	21.5
Volume/Cap:	0.94	0.71	0.71	0.16	0.94	0.94	0.10	0.94	0.94	0.94	0.07	0.07
Delay/Veh:	57.6	27.1	27.1	36.7	48.8	48.8	31.9	56.3	56.3	85.7	26.6	26.6
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:	57.6	27.1	27.1	36.7	48.8	48.8	31.9	56.3	56.3	85.7	26.6	26.6
LOS by Move:	E+	C	C	D+	D	D	C	E+	E+	F	C	C
HCM2k95thQ:	25	23	23	2	30	30	2	32	32	17	1	1
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #32/33: New Plymouth & Shoreline/Space Park Option 2

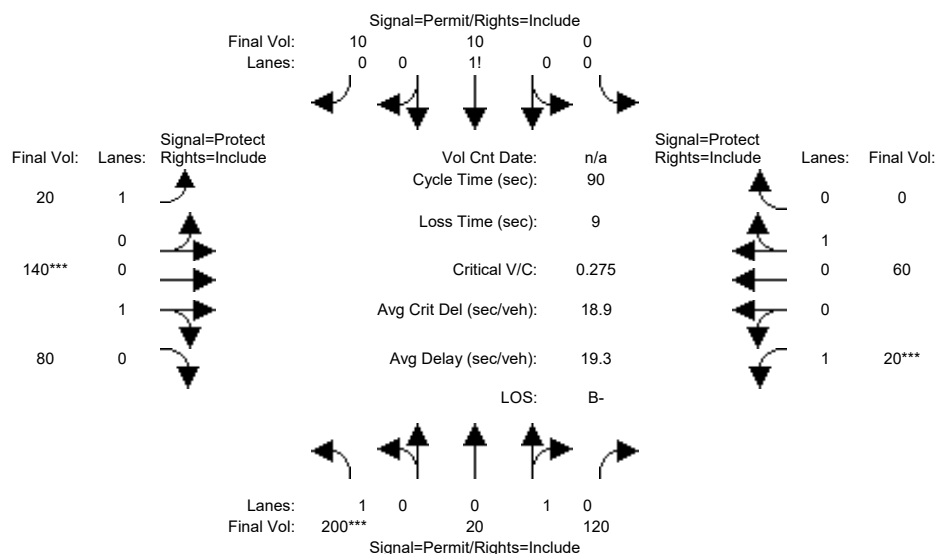


Street Name:	Plymouth						Shoreline/Space Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	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:	590	770	160	30	870	40	30	10	480	190	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	770	160	30	870	40	30	10	480	190	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
Final Volume:	590	770	160	30	870	40	30	10	480	190	10	20
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	1.65	0.35	1.00	1.91	0.09	1.00	0.02	0.98	1.00	0.33	0.67
Final Sat.:	1750	3063	636	1750	3537	163	1750	37	1763	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.34	0.25	0.25	0.02	0.25	0.25	0.02	0.27	0.27	0.11	0.02	0.02
Crit Moves:	****					****		****		****		
Green Time:	37.8	37.8	37.8	27.6	27.6	27.6	17.6	30.5	30.5	12.2	25.1	25.1
Volume/Cap:	1.07	0.80	0.80	0.07	1.07	1.07	0.12	1.07	1.07	1.07	0.08	0.08
Delay/Veh:	99.9	41.6	41.6	36.3	97.9	97.9	44.7	107	107.1	141.6	38.3	38.3
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:	99.9	41.6	41.6	36.3	97.9	97.9	44.7	107	107.1	141.6	38.3	38.3
LOS by Move:	F	D	D	D+	F	F	D	F	F	F	D+	D+
HCM2k95thQ:	53	31	31	2	42	42	2	45	45	23	2	2
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations AM

Intersection #71 (Option 2): North/South St & 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
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	20	120	0	10	10	20	140	80	20	60	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:	200	20	120	0	10	10	20	140	80	20	60	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:	200	20	120	0	10	10	20	140	80	20	60	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:	200	20	120	0	10	10	20	140	80	20	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	20	120	0	10	10	20	140	80	20	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	20	120	0	10	10	20	140	80	20	60	0

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	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	0.14	0.86	0.00	0.50	0.50	1.00	0.64	0.36	1.00	1.00	0.00
Final Sat.:	1750	257	1543	0	900	900	1750	1145	655	1750	1800	0

Capacity Analysis Module:

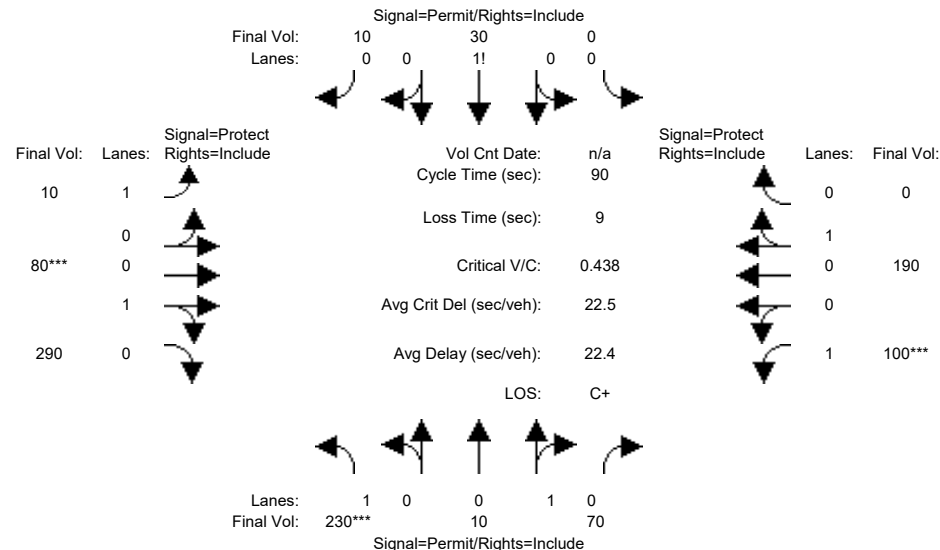
Vol/Sat:	0.11	0.08	0.08	0.00	0.01	0.01	0.01	0.12	0.12	0.01	0.03	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	35.8	35.8	35.8	0.0	35.8	35.8	18.6	38.2	38.2	7.0	26.6	0.0
Volume/Cap:	0.29	0.20	0.20	0.00	0.03	0.03	0.06	0.29	0.29	0.15	0.11	0.00
Delay/Veh:	18.7	17.9	17.9	0.0	16.5	16.5	28.7	17.2	17.2	39.2	23.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	17.9	17.9	0.0	16.5	16.5	28.7	17.2	17.2	39.2	23.2	0.0
LOS by Move:	B-	B	B	A	B	B	C	B	B	D	C	A
HCM2k95thQ:	8	5	5	0	1	1	1	8	8	1	3	0

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations PM

Intersection #71 (Option 2): North/South St & Space Park Way



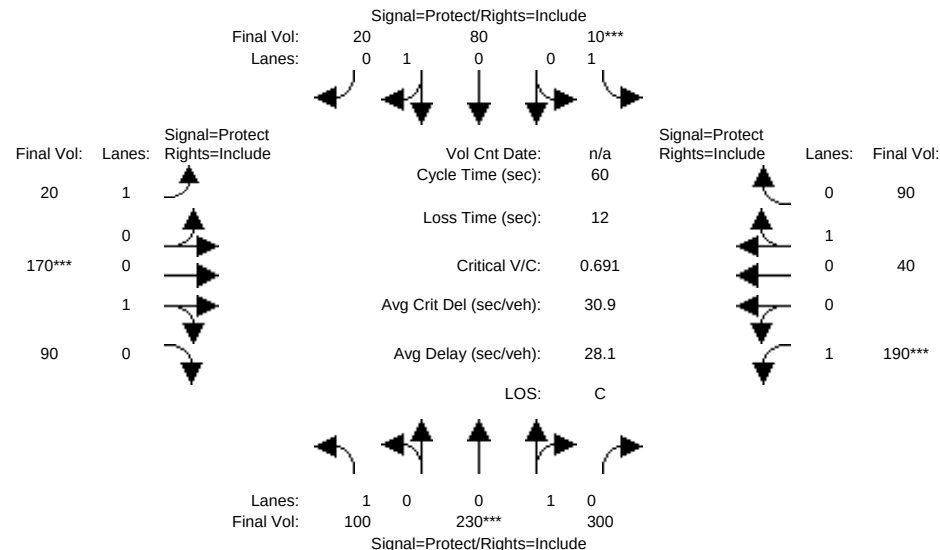
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	10	70	0	30	10	10	80	290	100	190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	10	70	0	30	10	10	80	290	100	190	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:	230	10	70	0	30	10	10	80	290	100	190	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:	230	10	70	0	30	10	10	80	290	100	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	10	70	0	30	10	10	80	290	100	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	10	70	0	30	10	10	80	290	100	190	0
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	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	0.13	0.87	0.00	0.75	0.25	1.00	0.22	0.78	1.00	1.00	0.00
Final Sat.:	1750	225	1575	0	1350	450	1750	389	1411	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.00	0.02	0.02	0.01	0.21	0.21	0.06	0.11	0.00
Crit Moves:	****						****			****		
Green Time:	27.0	27.0	27.0	0.0	27.0	27.0	22.2	42.2	42.2	11.7	31.8	0.0
Volume/Cap:	0.44	0.15	0.15	0.00	0.07	0.07	0.02	0.44	0.44	0.44	0.30	0.00
Delay/Veh:	26.0	23.2	23.2	0.0	22.6	22.6	25.7	16.3	16.3	37.4	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	23.2	23.2	0.0	22.6	22.6	25.7	16.3	16.3	37.4	21.3	0.0
LOS by Move:	C	C	C	A	C+	C+	C	B	B	D+	C+	A
HCM2k95thQ:	11	4	4	0	2	2	0	14	14	7	8	0

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations AM

Intersection #72: New St & Shorebird Way

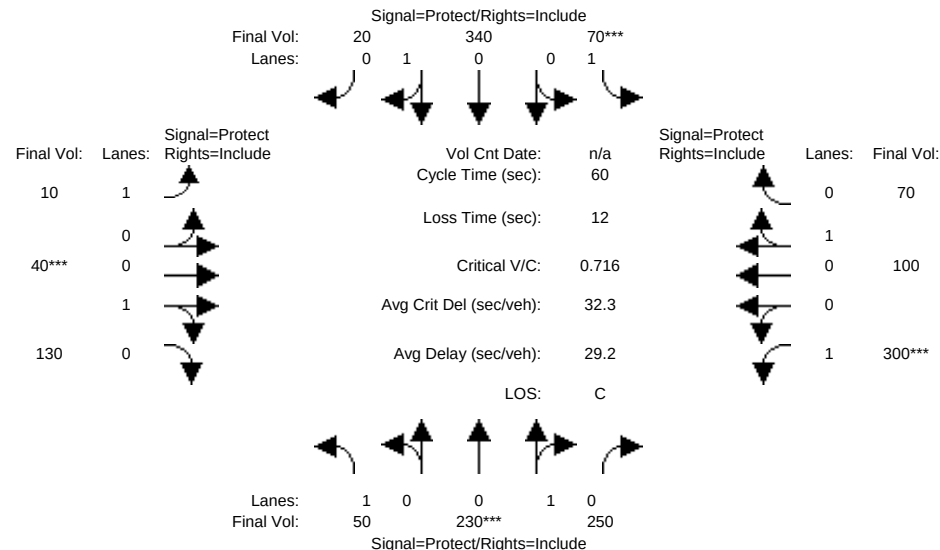


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	230	300	10	80	20	20	170	90	190	40	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	230	300	10	80	20	20	170	90	190	40	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:	100	230	300	10	80	20	20	170	90	190	40	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:	100	230	300	10	80	20	20	170	90	190	40	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	230	300	10	80	20	20	170	90	190	40	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
Final Volume:	100	230	300	10	80	20	20	170	90	190	40	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	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.43	0.57	1.00	0.80	0.20	1.00	0.65	0.35	1.00	0.31	0.69
Final Sat.:	1750	781	1019	1750	1440	360	1750	1177	623	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.01	0.06	0.06	0.01	0.14	0.14	0.11	0.07	0.07
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	12.0	22.1	22.1	7.0	17.1	17.1	7.8	10.8	10.8	8.1	11.1	11.1
Volume/Cap:	0.29	0.80	0.80	0.05	0.20	0.20	0.09	0.80	0.80	0.80	0.39	0.39
Delay/Veh:	20.9	23.9	23.9	23.6	16.4	16.4	23.1	36.8	36.8	42.6	22.2	22.2
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:	20.9	23.9	23.9	23.6	16.4	16.4	23.1	36.8	36.8	42.6	22.2	22.2
LOS by Move:	C+	C	C	C	B	B	C	D+	D+	D	C+	C+
HCM2k95thQ:	4	21	21	0	3	3	1	14	14	12	5	5
Note: Queue reported is the number of cars per lane.												

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations PM

Intersection #72: New St & Shorebird Way



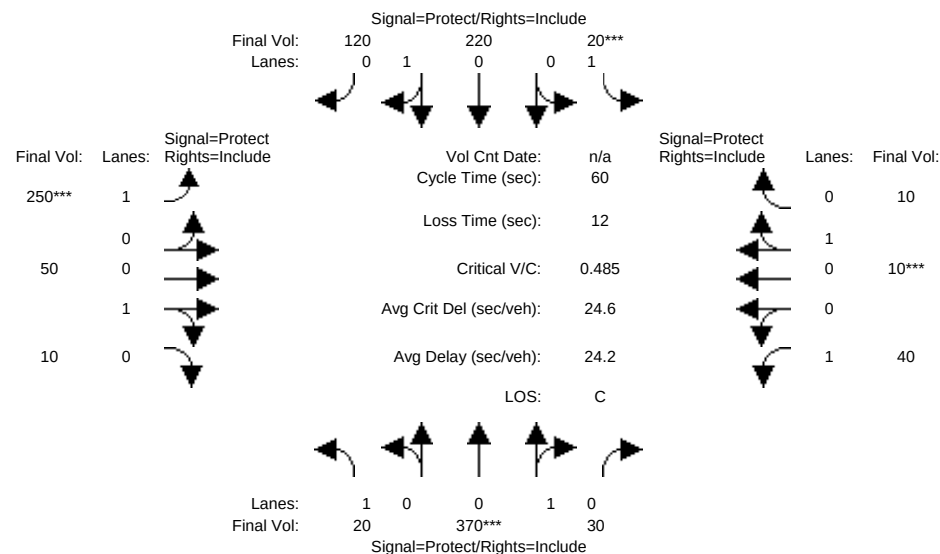
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	230	250	70	340	20	10	40	130	300	100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	230	250	70	340	20	10	40	130	300	100	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	230	250	70	340	20	10	40	130	300	100	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	230	250	70	340	20	10	40	130	300	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	230	250	70	340	20	10	40	130	300	100	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
Final Volume:	50	230	250	70	340	20	10	40	130	300	100	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	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.48	0.52	1.00	0.94	0.06	1.00	0.24	0.76	1.00	0.59	0.41
Final Sat.:	1750	862	937	1750	1700	100	1750	424	1376	1750	1059	741
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.04	0.20	0.20	0.01	0.09	0.09	0.17	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	9.5	18.9	18.9	7.0	16.3	16.3	9.1	10.0	10.0	12.1	13.0	13.0
Volume/Cap:	0.18	0.85	0.85	0.34	0.73	0.73	0.04	0.57	0.57	0.85	0.44	0.44
Delay/Veh:	22.2	30.7	30.7	25.4	25.6	25.6	21.8	25.5	25.5	40.2	21.1	21.1
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:	22.2	30.7	30.7	25.4	25.6	25.6	21.8	25.5	25.5	40.2	21.1	21.1
LOS by Move:	C+	C	C	C	C	C	C+	C	C	D	C+	C+
HCM2k95thQ:	2	22	22	3	15	15	0	8	8	17	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)
Realignment Mitigations AM

Intersection #73: New St & Space Park Way



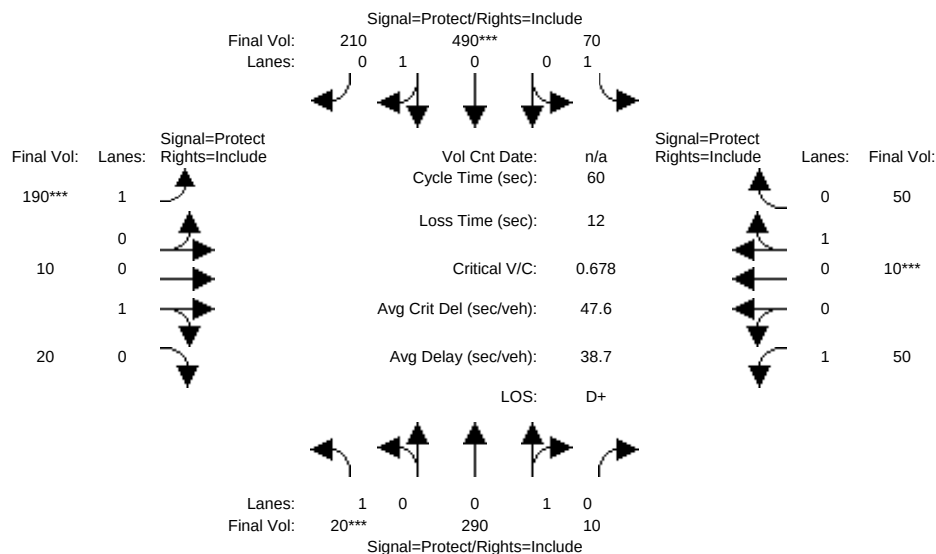
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	370	30	20	220	120	250	50	10	40	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	370	30	20	220	120	250	50	10	40	10	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:	20	370	30	20	220	120	250	50	10	40	10	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:	20	370	30	20	220	120	250	50	10	40	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	370	30	20	220	120	250	50	10	40	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	370	30	20	220	120	250	50	10	40	10	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.65	0.35	1.00	0.83	0.17	1.00	0.50	0.50
Final Sat.:	1750	1665	135	1750	1165	635	1750	1500	300	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.19	0.19	0.14	0.03	0.03	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	9.9	18.9	18.9	7.0	16.0	16.0	12.1	13.0	13.0	9.1	10.0	10.0
Volume/Cap:	0.07	0.71	0.71	0.10	0.71	0.71	0.71	0.15	0.15	0.15	0.07	0.07
Delay/Veh:	21.3	22.2	22.2	23.9	24.8	24.8	28.7	19.2	19.2	22.3	21.2	21.2
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:	21.3	22.2	22.2	23.9	24.8	24.8	28.7	19.2	19.2	22.3	21.2	21.2
LOS by Move:	C+	C+	C+	C	C	C	C	B-	B-	C+	C+	C+
HCM2k95thQ:	1	16	16	1	14	14	12	2	2	2	1	1

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

North Bayshore Precise Plan EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Realignment Mitigations PM

Intersection #73: New St & Space Park Way

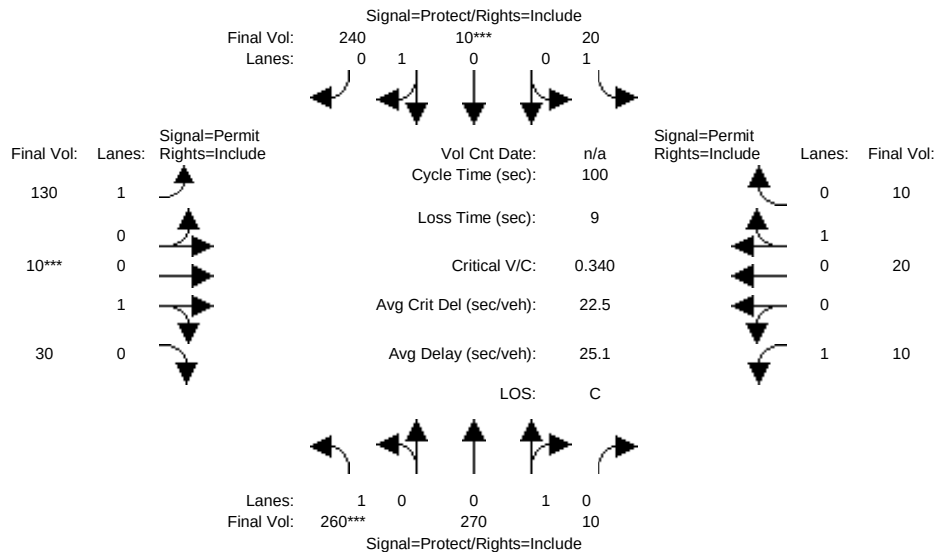


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	290	10	70	490	210	190	10	20	50	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	290	10	70	490	210	190	10	20	50	10	50
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	290	10	70	490	210	190	10	20	50	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	10	70	490	210	190	10	20	50	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	290	10	70	490	210	190	10	20	50	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	290	10	70	490	210	190	10	20	50	10	50
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.70	0.30	1.00	0.33	0.67	1.00	0.17	0.83
Final Sat.:	1750	1740	60	1750	1260	540	1750	600	1200	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.39	0.39	0.11	0.02	0.02	0.03	0.03	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.2	18.2	12.8	24.0	24.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.10	0.55	0.55	0.19	0.97	0.97	0.93	0.10	0.10	0.24	0.20	0.20
Delay/Veh:	23.9	18.6	18.6	19.6	44.4	44.4	70.0	21.3	21.3	24.7	21.9	21.9
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:	23.9	18.6	18.6	19.6	44.4	44.4	70.0	21.3	21.3	24.7	21.9	21.9
LOS by Move:	C	B-	B-	B-	D	D	E	C+	C+	C	C+	C+
HCM2k95thQ:	1	11	11	3	35	35	14	1	1	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)
Realignment Mitigations AM

Intersection #74: Inigo Way & Pear Ave



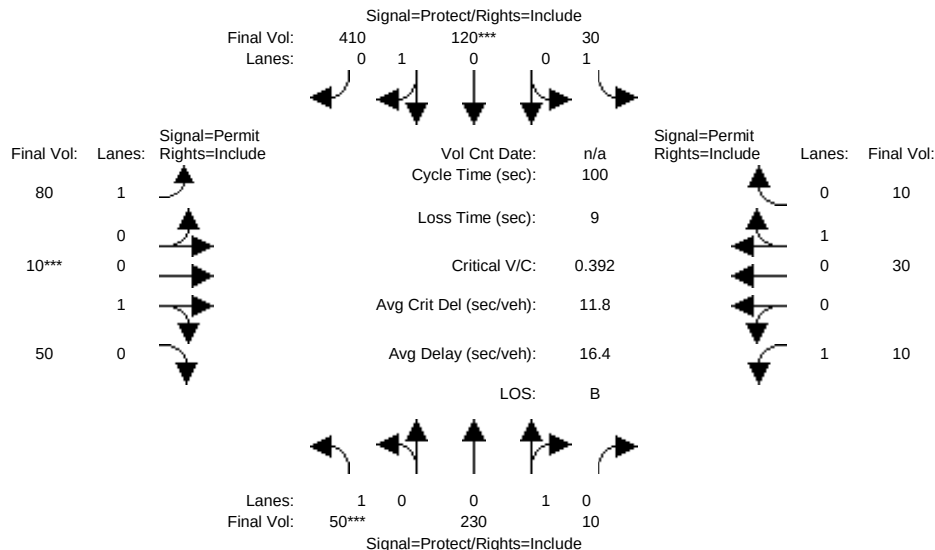
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	270	10	20	10	240	130	10	30	10	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	270	10	20	10	240	130	10	30	10	20	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:	260	270	10	20	10	240	130	10	30	10	20	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:	260	270	10	20	10	240	130	10	30	10	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	270	10	20	10	240	130	10	30	10	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	270	10	20	10	240	130	10	30	10	20	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.04	0.96	1.00	0.25	0.75	1.00	0.67	0.33
Final Sat.:	1750	1736	64	1750	72	1728	1750	450	1350	1750	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.16	0.01	0.14	0.14	0.07	0.02	0.02	0.01	0.02	0.02
Crit Moves:	***			***			***					
Green Time:	41.9	55.9	55.9	25.1	39.1	39.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.28	0.28	0.05	0.35	0.35	0.74	0.22	0.22	0.06	0.17	0.17
Delay/Veh:	20.1	11.7	11.7	28.4	21.8	21.8	59.4	42.0	42.0	40.9	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	11.7	11.7	28.4	21.8	21.8	59.4	42.0	42.0	40.9	41.6	41.6
LOS by Move:	C+	B+	B+	C	C+	C+	E+	D	D	D	D	D
HCM2k95thQ:	11	9	9	1	11	11	11	3	3	1	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)
Realignment Mitigations PM

Intersection #74: Inigo Way & Pear Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	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:	50	230	10	30	120	410	80	10	50	10	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	230	10	30	120	410	80	10	50	10	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	230	10	30	120	410	80	10	50	10	30	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.23	0.77	1.00	0.17	0.83	1.00	0.75	0.25
Final Sat.:	1750	1725	75	1750	408	1392	1750	300	1500	1750	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.29	0.29	0.05	0.03	0.03	0.01	0.02	0.02
Crit Moves:	***			***			***					
Green Time:	7.2	53.1	53.1	27.9	73.8	73.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.40	0.25	0.25	0.06	0.40	0.40	0.46	0.33	0.33	0.06	0.22	0.22
Delay/Veh:	46.4	12.8	12.8	26.5	5.0	5.0	44.3	43.0	43.0	40.9	42.0	42.0
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:	46.4	12.8	12.8	26.5	5.0	5.0	44.3	43.0	43.0	40.9	42.0	42.0
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	8	8	2	12	12	6	4	4	1	3	3

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

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
AM Peak Hour with US 101 Realignment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	100	190	260	60	380	1140	120	20	950	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	0.91	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.98		1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1642			1791		3433	3328		1770	5076	
Flt Permitted		0.96			0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1581			1461		3433	3328		1770	5076	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	102	194	265	61	388	1163	122	20	969	10
RTOR Reduction (vph)	0	64	0	0	4	0	0	6	0	0	1	0
Lane Group Flow (vph)	0	68	0	0	516	0	388	1279	0	20	978	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		45.1			45.1		17.9	59.6		3.3	45.0	
Effective Green, g (s)		45.1			45.1		17.9	59.6		3.3	45.0	
Actuated g/C Ratio		0.38			0.38		0.15	0.50		0.03	0.38	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		594			549		512	1652		48	1903	
v/s Ratio Prot							c0.11	c0.38		0.01	0.19	
v/s Ratio Perm		0.04			c0.35							
v/c Ratio		0.12			0.94		0.76	0.77		0.42	0.51	
Uniform Delay, d1		24.4			36.1		49.0	24.7		57.4	29.0	
Progression Factor		1.00			1.00		1.06	0.94		1.00	1.00	
Incremental Delay, d2		0.1			24.0		5.0	2.8		5.8	1.0	
Delay (s)		24.5			60.1		56.8	26.1		63.2	30.0	
Level of Service		C			E		E	C		E	C	
Approach Delay (s)		24.5			60.1			33.2			30.7	
Approach LOS		C			E			C			C	
Intersection Summary												
HCM 2000 Control Delay		36.3			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		84.8%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
AM Peak Hour with US 101 Realignment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	580	240	1010	0	630	340	0	1140	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1635	1900	1700	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		0.91	1.00
Frpb, ped/bikes				1.00	1.00	1.00		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1513	1733	2398		3167	1556		5085	1560
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1513	1733	2398		3167	1556		5085	1560
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	592	245	1031	0	643	347	0	1163	102
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	414	423	950	0	643	347	0	1163	102
Confl. Peds. (#/hr)						2			17			8
Confl. Bikes (#/hr)												2
Parking (#/hr)				0								
Turn Type				Split	NA	Prot		NA	Free		NA	Free
Protected Phases				8	8	8		2			6	
Permitted Phases									Free			Free
Actuated Green, G (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Effective Green, g (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Actuated g/C Ratio				0.47	0.47	0.47		0.45	1.00		0.46	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				0.2	0.2	0.2		0.2			0.2	
Lane Grp Cap (vph)				714	818	1133		1414	1556		2322	1560
v/s Ratio Prot				0.27	0.24	c0.40		0.20			c0.23	
v/s Ratio Perm									0.22			0.07
v/c Ratio				0.58	0.52	0.84		0.45	0.22		0.50	0.07
Uniform Delay, d1				23.0	22.1	27.6		23.1	0.0		23.0	0.0
Progression Factor				1.00	1.00	1.00		0.95	1.00		1.38	1.00
Incremental Delay, d2				0.7	0.2	5.3		0.7	0.2		0.7	0.1
Delay (s)				23.7	22.3	33.0		22.7	0.2		32.3	0.1
Level of Service				C	C	C		C	A		C	A
Approach Delay (s)		0.0			28.5			14.8			29.7	
Approach LOS		A			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			25.6				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		9.7			
Intersection Capacity Utilization			82.3%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

76: US-101 NB Ramps

North Bayshore Precise Plan EIR
AM Peak Hour with US 101 Realignment

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖↗	↗↖
Volume (vph)	340	0	0	490	1340	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	0.97	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	358	0	0	516	1411	947
RTOR Reduction (vph)	0	0	0	0	0	195
Lane Group Flow (vph)	358	0	0	516	1411	752
Turn Type	NA			NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases						2
Actuated Green, G (s)	12.2			12.2	26.1	26.1
Effective Green, g (s)	12.2			12.2	26.1	26.1
Actuated g/C Ratio	0.26			0.26	0.56	0.56
Clearance Time (s)	4.0			4.0	4.0	4.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	932			932	1935	1571
v/s Ratio Prot	0.10			c0.15	c0.41	
v/s Ratio Perm						0.27
v/c Ratio	0.38			0.55	0.73	0.48
Uniform Delay, d1	14.0			14.7	7.5	6.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.3			0.7	2.5	1.0
Delay (s)	14.2			15.4	9.9	7.1
Level of Service	B			B	A	A
Approach Delay (s)	14.2			15.4	8.8	
Approach LOS	B			B	A	
Intersection Summary						
HCM 2000 Control Delay			10.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			46.3		Sum of lost time (s)	8.0
Intersection Capacity Utilization			58.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
PM Peak Hour with US 101 Realignment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	680	280	40	60	40	1450	190	90	1410	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		0.97	0.95		1.00	*0.56	
Frpb, ped/bikes		0.95			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.87			0.98		1.00	0.98		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1547			1751		3433	3460		1770	3125	
Flt Permitted		0.99			0.10		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1537			188		3433	3460		1770	3125	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	716	295	42	63	42	1526	200	95	1484	11
RTOR Reduction (vph)	0	161	0	0	5	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	587	0	0	395	0	42	1718	0	95	1495	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		40.0			40.0		12.0	69.1		8.9	66.0	
Effective Green, g (s)		40.0			40.0		12.0	69.1		8.9	66.0	
Actuated g/C Ratio		0.31			0.31		0.09	0.53		0.07	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		472			57		316	1839		121	1586	
v/s Ratio Prot							0.01	c0.50		0.05	c0.48	
v/s Ratio Perm		0.38			c2.10							
v/c Ratio		1.24			6.93		0.13	0.93		0.79	0.94	
Uniform Delay, d1		45.0			45.0		54.2	28.3		59.6	30.2	
Progression Factor		1.00			1.00		1.01	0.97		1.00	1.00	
Incremental Delay, d2		126.2			2706.0		0.1	5.4		27.6	12.5	
Delay (s)		171.2			2751.0		55.0	33.0		87.2	42.7	
Level of Service		F			F		E	C		F	D	
Approach Delay (s)		171.2			2751.0			33.5			45.4	
Approach LOS		F			F			C			D	
Intersection Summary												
HCM 2000 Control Delay		301.8			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		2.96										
Actuated Cycle Length (s)		130.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		132.9%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
PM Peak Hour with US 101 Realignment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	930	460	1480	0	200	350	0	2030	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		*0.50	1.00
Frpb, ped/bikes				1.00	1.00	0.98		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1681	1740	2723		3539	1556		2794	1560
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1681	1740	2723		3539	1556		2794	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	979	484	1558	0	211	368	0	2137	358
RTOR Reduction (vph)	0	0	0	0	0	642	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	724	739	916	0	211	368	0	2137	358
Confl. Peds. (#/hr)						2			17			8
Confl. Bikes (#/hr)												2
Turn Type				Split	NA	Perm		NA	Free		NA	Free
Protected Phases				8	8			2			6	
Permitted Phases						8			Free			Free
Actuated Green, G (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Effective Green, g (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Actuated g/C Ratio				0.35	0.35	0.35		0.58	1.00		0.58	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)				588	609	953		2036	1556		1633	1560
v/s Ratio Prot				c0.43	0.42			0.06			c0.76	
v/s Ratio Perm						0.34			0.24			0.23
v/c Ratio				1.23	1.21	0.96		0.10	0.24		1.31	0.23
Uniform Delay, d1				42.2	42.2	41.4		12.5	0.0		27.0	0.0
Progression Factor				1.00	1.00	1.00		0.51	1.00		0.88	1.00
Incremental Delay, d2				118.4	110.6	20.2		0.1	0.3		139.3	0.0
Delay (s)				160.7	152.9	61.6		6.5	0.3		162.9	0.0
Level of Service				F	F	E		A	A		F	A
Approach Delay (s)		0.0			107.7			2.6			139.6	
Approach LOS		A			F			A			F	
Intersection Summary												
HCM 2000 Control Delay			110.7			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.29									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			93.0%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

76: US-101 NB Ramps & La Avenida

North Bayshore Precise Plan EIR
PM Peak Hour with US 101 Realignment

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↔	↔
Volume (vph)	350	0	0	950	1920	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	0.97	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3539			3539	3433	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3539			3539	3433	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	368	0	0	1000	2021	516
RTOR Reduction (vph)	0	0	0	0	0	139
Lane Group Flow (vph)	368	0	0	1000	2021	377
Turn Type	NA			NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases						2
Actuated Green, G (s)	23.0			23.0	49.0	49.0
Effective Green, g (s)	23.0			23.0	49.0	49.0
Actuated g/C Ratio	0.29			0.29	0.61	0.61
Clearance Time (s)	4.0			4.0	4.0	4.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	1017			1017	2102	1707
v/s Ratio Prot	0.10			c0.28	c0.59	
v/s Ratio Perm						0.14
v/c Ratio	0.36			0.98	0.96	0.22
Uniform Delay, d1	22.7			28.3	14.6	6.9
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			24.0	12.4	0.3
Delay (s)	22.9			52.3	27.1	7.2
Level of Service	C			D	C	A
Approach Delay (s)	22.9			52.3	23.0	
Approach LOS	C			D	C	
Intersection Summary						
HCM 2000 Control Delay			30.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			87.7%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

Queues

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR

AM Peak Hour with US 101 Realignment



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	520	388	1285	20	979
v/c Ratio	0.20	0.94	0.76	0.75	0.20	0.51
Control Delay	7.8	61.9	59.7	25.9	57.7	31.2
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	7.8	61.9	59.7	26.7	57.7	31.2
Queue Length 50th (ft)	14	365	159	303	15	224
Queue Length 95th (ft)	54	#576	210	#586	41	275
Internal Link Dist (ft)	600	612		540		818
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	693	588	572	1724	132	1902
Starvation Cap Reductn	0	0	0	178	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.88	0.68	0.83	0.15	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR

AM Peak Hour with US 101 Realignment



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	414	423	1031	643	347	1163	102
v/c Ratio	0.58	0.52	0.85	0.45	0.22	0.50	0.07
Control Delay	25.5	23.5	30.2	24.5	0.2	34.5	0.1
Queue Delay	2.4	2.1	4.0	0.0	0.0	0.0	0.0
Total Delay	27.8	25.6	34.3	24.5	0.2	34.5	0.1
Queue Length 50th (ft)	233	229	333	187	0	310	0
Queue Length 95th (ft)	284	273	371	m237	m0	m371	m0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	851	974	1416	1414	1556	2322	1560
Starvation Cap Reductn	303	399	299	0	0	0	0
Spillback Cap Reductn	80	92	81	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.74	0.92	0.45	0.22	0.50	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR

PM Peak Hour with US 101 Realignment



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	748	400	42	1726	95	1495
v/c Ratio	1.18	6.35	0.12	0.93	0.79	0.93
Control Delay	124.7	2449.5	52.8	33.2	99.0	42.1
Queue Delay	0.0	0.0	0.0	15.5	0.0	0.0
Total Delay	124.7	2449.5	52.8	48.7	99.0	42.1
Queue Length 50th (ft)	~612	~603	14	553	80	723
Queue Length 95th (ft)	#859	#809	m17	m586	#175	#928
Internal Link Dist (ft)	600	550		540		812
Turn Bay Length (ft)			200		70	
Base Capacity (vph)	634	63	396	1848	122	1605
Starvation Cap Reductn	0	0	0	165	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.18	6.35	0.11	1.03	0.78	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR

PM Peak Hour with US 101 Realignment



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	724	739	1558	211	368	2137	358
v/c Ratio	1.23	1.21	0.98	0.10	0.24	1.31	0.23
Control Delay	155.4	148.0	33.1	6.5	0.4	163.9	0.0
Queue Delay	2.4	2.5	27.2	0.0	0.0	0.0	0.0
Total Delay	157.8	150.5	60.3	6.5	0.4	163.9	0.0
Queue Length 50th (ft)	~792	~801	359	33	0	~1537	0
Queue Length 95th (ft)	#1044	#1054	#580	21	0	m#1280	m0
Internal Link Dist (ft)		297		884		540	
Turn Bay Length (ft)							95
Base Capacity (vph)	588	609	1595	2036	1556	1633	1560
Starvation Cap Reductn	151	163	135	0	0	0	0
Spillback Cap Reductn	0	0	95	190	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.66	1.66	1.07	0.11	0.24	1.31	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
76: US-101 NB Ramps

North Bayshore Precise Plan EIR
AM Peak Hour with Realignment

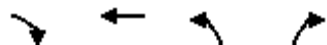
				
Lane Group	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	358	516	1411	947
v/c Ratio	0.30	0.62	0.66	0.45
Control Delay	0.6	23.3	9.1	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.6	23.3	9.1	1.2
Queue Length 50th (ft)	0	84	141	0
Queue Length 95th (ft)	0	126	217	20
Internal Link Dist (ft)		258	489	
Turn Bay Length (ft)				
Base Capacity (vph)	1235	985	2151	2100
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.52	0.66	0.45
Intersection Summary				

Queues

76: US-101 NB Ramps & La Avenida

North Bayshore Precise Plan EIR

PM Peak Hour with Realignment



Lane Group	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	358	505	1011	295
v/c Ratio	0.29	0.57	0.49	0.16
Control Delay	0.6	20.1	7.6	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.6	20.1	7.6	1.2
Queue Length 50th (ft)	0	73	79	0
Queue Length 95th (ft)	0	111	150	14
Internal Link Dist (ft)		259	306	
Turn Bay Length (ft)				
Base Capacity (vph)	1286	1328	2062	1792
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.38	0.49	0.16
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
AM Peak Hour with US 101 Realignment Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	100	190	260	60	0	1520	120	20	95	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1827	1684	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99			1.00	0.91	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2727	1770	1790			4890	1282	1770	4985	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2727	1770	1790			4890	1282	1770	4985	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	20	102	194	265	61	0	1551	122	20	97	10
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	51	0	4	0
Lane Group Flow (vph)	10	20	102	194	320	0	0	1551	71	20	103	0
Confl. Peds. (#/hr)			2			10			10			12
Confl. Bikes (#/hr)			3			33			49			2
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	14.3	14.3	14.3	29.4	29.4			77.2	77.2	4.6	86.8	
Effective Green, g (s)	14.3	14.3	14.3	29.4	29.4			77.2	77.2	4.6	86.8	
Actuated g/C Ratio	0.10	0.10	0.10	0.20	0.20			0.53	0.53	0.03	0.60	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	174	183	268	358	362			2603	682	56	2984	
v/s Ratio Prot	0.01	0.01		0.11	c0.18			c0.32		c0.01	0.02	
v/s Ratio Perm			c0.04						0.06			
v/c Ratio	0.06	0.11	0.38	0.54	0.89			0.60	0.10	0.36	0.03	
Uniform Delay, d1	59.2	59.5	61.2	51.8	56.2			23.2	16.8	68.8	11.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3	0.9	1.7	21.8			1.0	0.3	3.9	0.0	
Delay (s)	59.4	59.8	62.1	53.4	77.9			24.2	17.1	72.6	11.9	
Level of Service	E	E	E	D	E			C	B	E	B	
Approach Delay (s)		61.6			68.8			23.7			21.5	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			35.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			59.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
AM Peak Hour with US 101 Realignment Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	580	240	1010	0	630	340	0	1140	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1635	1900	1700	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		0.91	1.00
Frpb, ped/bikes				1.00	1.00	1.00		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1513	1733	2398		3167	1556		5085	1564
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1513	1733	2398		3167	1556		5085	1564
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	592	245	1031	0	643	347	0	1163	102
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	414	423	950	0	643	347	0	1163	102
Confl. Peds. (#/hr)						2			17			1
Parking (#/hr)				0								
Turn Type				Split	NA	Prot		NA	Free		NA	Free
Protected Phases				8	8	8		2			6	
Permitted Phases									Free			Free
Actuated Green, G (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Effective Green, g (s)				56.7	56.7	56.7		53.6	120.0		54.8	120.0
Actuated g/C Ratio				0.47	0.47	0.47		0.45	1.00		0.46	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				0.2	0.2	0.2		0.2			0.2	
Lane Grp Cap (vph)				714	818	1133		1414	1556		2322	1564
v/s Ratio Prot				0.27	0.24	c0.40		0.20			c0.23	
v/s Ratio Perm									0.22			0.07
v/c Ratio				0.58	0.52	0.84		0.45	0.22		0.50	0.07
Uniform Delay, d1				23.0	22.1	27.6		23.1	0.0		23.0	0.0
Progression Factor				1.00	1.00	1.00		0.95	1.00		1.00	1.00
Incremental Delay, d2				0.7	0.2	5.3		0.7	0.2		0.8	0.1
Delay (s)				23.7	22.3	33.0		22.7	0.2		23.7	0.1
Level of Service				C	C	C		C	A		C	A
Approach Delay (s)		0.0			28.5			14.8			21.8	
Approach LOS		A			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.2									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			82.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

34: Shoreline Boulevard & Pear Avenue

North Bayshore Precise Plan EIR
PM Peak Hour with US 101 Realignment Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	20	680	280	10	60	0	1520	120	90	1410	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00			0.91	1.00	1.00	*0.56	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.98			1.00	0.95	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.87			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	2634	1770	1586			5085	1506	1770	3123	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	2634	1770	1586			5085	1506	1770	3123	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	716	295	11	63	0	1600	126	95	1484	11
RTOR Reduction (vph)	0	0	0	0	51	0	0	0	67	0	1	0
Lane Group Flow (vph)	11	21	716	295	23	0	0	1600	59	95	1494	0
Confl. Peds. (#/hr)			13			12			8			22
Confl. Bikes (#/hr)			29						2			13
Turn Type	Split	NA	Perm	Split	NA			NA	Perm	Prot	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	36.5	36.5	36.5	28.1	28.1			52.9	52.9	8.0	65.9	
Effective Green, g (s)	36.5	36.5	36.5	28.1	28.1			52.9	52.9	8.0	65.9	
Actuated g/C Ratio	0.25	0.25	0.25	0.19	0.19			0.36	0.36	0.06	0.45	
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0			5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	445	468	663	343	307			1855	549	97	1419	
v/s Ratio Prot	0.01	0.01		c0.17	0.01			0.31		0.05	c0.48	
v/s Ratio Perm			c0.27						0.04			
v/c Ratio	0.02	0.04	1.08	0.86	0.08			0.86	0.11	0.98	1.05	
Uniform Delay, d1	40.8	41.1	54.2	56.5	47.8			42.7	30.4	68.4	39.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.0	58.5	19.2	0.1			5.6	0.4	83.7	39.2	
Delay (s)	40.9	41.1	112.8	75.7	47.9			48.3	30.8	152.1	78.8	
Level of Service	D	D	F	E	D			D	C	F	E	
Approach Delay (s)		109.7			70.2			47.0			83.2	
Approach LOS		F			E			D			F	
Intersection Summary												
HCM 2000 Control Delay			72.5			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			145.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			80.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: Shoreline Boulevard & US-101 NB Ramps

North Bayshore Precise Plan EIR
PM Peak Hour with US 101 Realignment Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	930	460	1480	0	200	350	0	2030	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5	3.5		6.2	4.0		5.0	4.0
Lane Util. Factor				0.95	0.95	0.88		0.95	1.00		*0.50	1.00
Frpb, ped/bikes				1.00	1.00	0.99		1.00	0.98		1.00	0.99
Flpb, ped/bikes				1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt				1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)				1681	1740	2749		3539	1556		2794	1560
Flt Permitted				0.95	0.98	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)				1681	1740	2749		3539	1556		2794	1560
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	979	484	1558	0	211	368	0	2137	358
RTOR Reduction (vph)	0	0	0	0	0	642	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	724	739	916	0	211	368	0	2137	358
Confl. Peds. (#/hr)						2			17			8
Confl. Bikes (#/hr)												2
Turn Type				Split	NA	Perm		NA	Free		NA	Free
Protected Phases				8	8			2			6	
Permitted Phases						8			Free			Free
Actuated Green, G (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Effective Green, g (s)				45.5	45.5	45.5		74.8	130.0		76.0	130.0
Actuated g/C Ratio				0.35	0.35	0.35		0.58	1.00		0.58	1.00
Clearance Time (s)				3.5	3.5	3.5		6.2			5.0	
Vehicle Extension (s)				3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)				588	609	962		2036	1556		1633	1560
v/s Ratio Prot				c0.43	0.42			0.06			c0.76	
v/s Ratio Perm						0.33			0.24			0.23
v/c Ratio				1.23	1.21	0.95		0.10	0.24		1.31	0.23
Uniform Delay, d1				42.2	42.2	41.2		12.5	0.0		27.0	0.0
Progression Factor				1.00	1.00	1.00		0.51	1.00		1.00	1.00
Incremental Delay, d2				118.4	110.6	18.4		0.1	0.3		143.4	0.3
Delay (s)				160.7	152.9	59.6		6.5	0.3		170.4	0.3
Level of Service				F	F	E		A	A		F	A
Approach Delay (s)		0.0			106.6			2.6			146.0	
Approach LOS		A			F			A			F	
Intersection Summary												
HCM 2000 Control Delay			112.9				HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio			1.29									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)		9.7			
Intersection Capacity Utilization			93.0%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

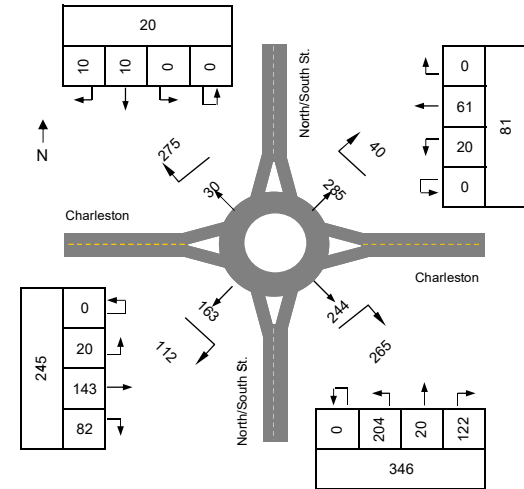
Period (hr)	1	Project	North Bayshore Precise Plan TIA				E-W Street		Charleston		
PHF	1	Scenario	US 101 Realignment with Project Mitigations AM Peak Hour				N-S Street		North/South St.		
Approach		Lane	Lane Config.	Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes				Flow	Lanes					
North	1	1	LTR	346	163	1	960	0.36	6.2	A	42
	Bypass?										
	No										
	Total			346					6.2	A	
South	1	1	LTR	20	285	1	850	0.02	4.4	A	2
	Bypass?										
	No										
	Total			20					4.4	A	
East	1	1	LTR	245	30	1	1,097	0.22	4.5	A	22
	Bypass?										
	No										
	Total			245					4.5	A	
West	1	1	LTR	81	244	2	953	0.09	4.2	A	7
	Bypass?										
	No										
	Total			81					4.2	A	
All				692					5.3	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	200	20	120	0	0	10	10	0	20	140	80	0	20	60	0
Trucks	0	4	0	2	0	0	0	0	0	0	3	2	0	0	1	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	196	20	118	0	0	10	10	0	20	137	78	0	20	59	0
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.98	1.00
Total (pcph)	0	204	20	122	0	0	10	10	0	20	143	82	0	20	61	0

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDBOUT CAPACITY ANALYSIS - HCM 2010

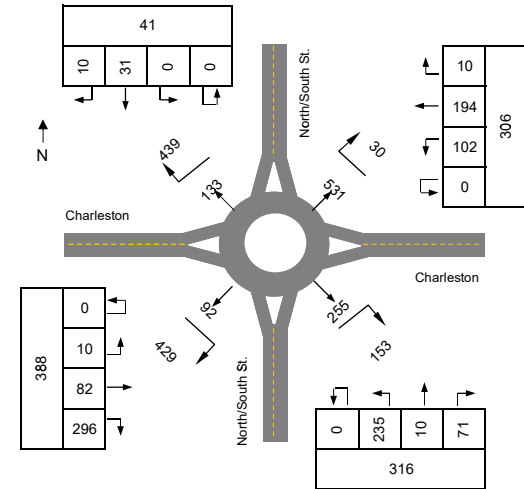
Period (hr)	1	Project	North Bayshore Precise Plan TIA				E-W Street		Charleston		
PHF	1	Scenario	US 101 Realignment with Project Mitigations AM Peak Hour				N-S Street		North/South St.		
Approach		Lane	Lane Config.	Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes				Flow	Lanes					
North	1	1	LTR	316	92	1	1,031	0.31	5.3	A	33
	Bypass?										
	No										
	Total			316					5.3	A	
South	1	1	LTR	41	531	1	664	0.06	5.8	A	5
	Bypass?										
	No										
	Total			41					5.8	A	
East	1	1	LTR	388	133	1	989	0.39	6.4	A	48
	Bypass?										
	No										
	Total			388					6.4	A	
West	1	1	LTR	306	255	2	945	0.32	6.0	A	36
	Bypass?										
	No										
	Total			306					6.0	A	
All				1,051					5.9	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	230	10	70	0	0	30	10	0	10	80	290	0	100	190	10
Trucks	0	5	0	1	0	0	1	0	0	0	2	6	0	2	4	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	225	10	69	0	0	29	10	0	10	78	284	0	98	186	10
f _{HV}	1.00	0.98	1.00	0.99	1.00	1.00	0.97	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00
Total (pcph)	0	235	10	71	0	0	31	10	0	10	82	296	0	102	194	10

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario US 101 Realignment with Project
Peak Hour AM

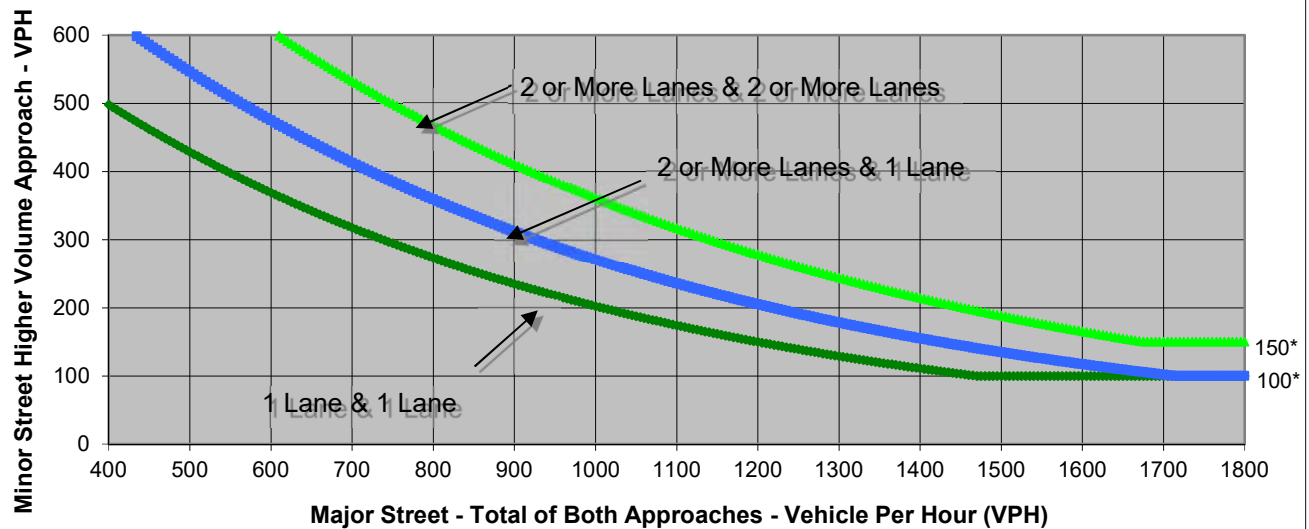
Turn Movement Volumes

	NB	SB	EB	WB
Left	200	0	20	20
Through	20	10	140	60
Right	120	10	80	0
Total	340	20	240	80

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Charleston Rd	Minor Street New St	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	320	340	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Charleston Rd
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario US 101 Realignment with Project
Peak Hour PM

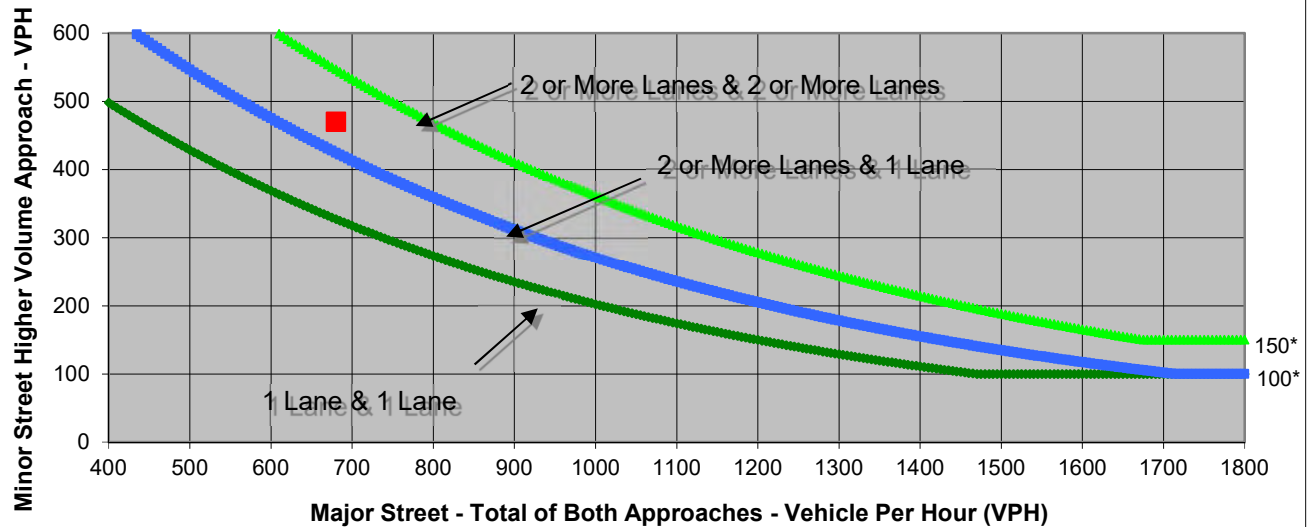
Turn Movement Volumes

	NB	SB	EB	WB
Left	230	0	10	100
Through	10	30	80	190
Right	230	10	290	10
Total	470	40	380	300

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Charleston Rd	Minor Street New St	Warrant Met
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	680	470	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Pear Ave
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour AM

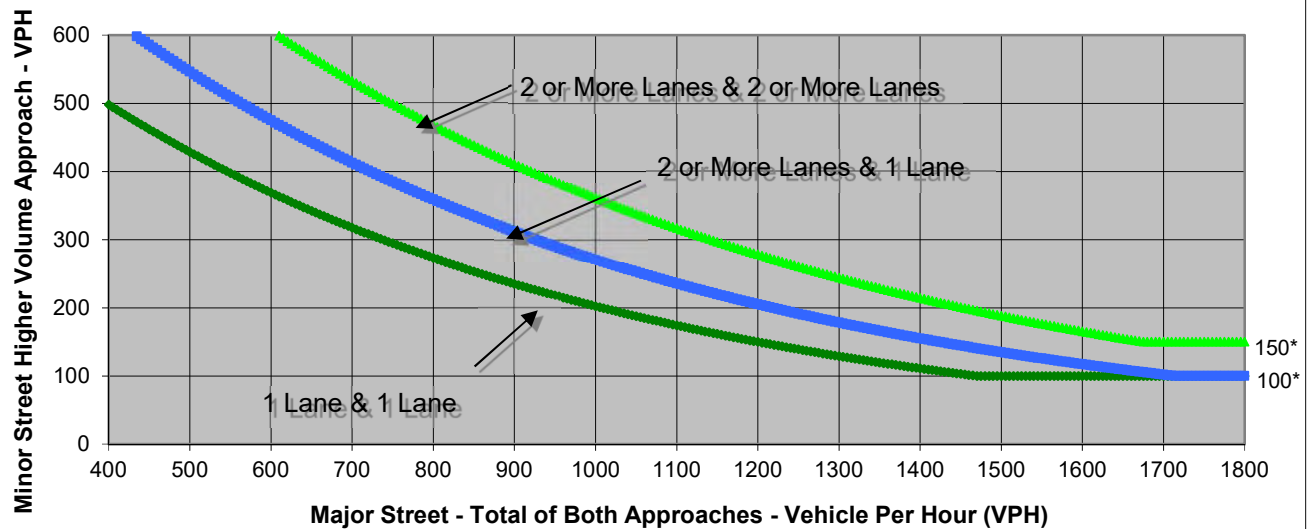
Turn Movement Volumes

	NB	SB	EB	WB
Left	260	20	130	10
Through	270	10	10	20
Right	10	240	30	10
Total	540	270	170	40

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Pear Ave	Minor Street New St	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	210	540	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Pear Ave
Minor Street New St

Project North Bayshore Precise Plan EIR
Scenario Cumulative 2030 with Project
Peak Hour PM

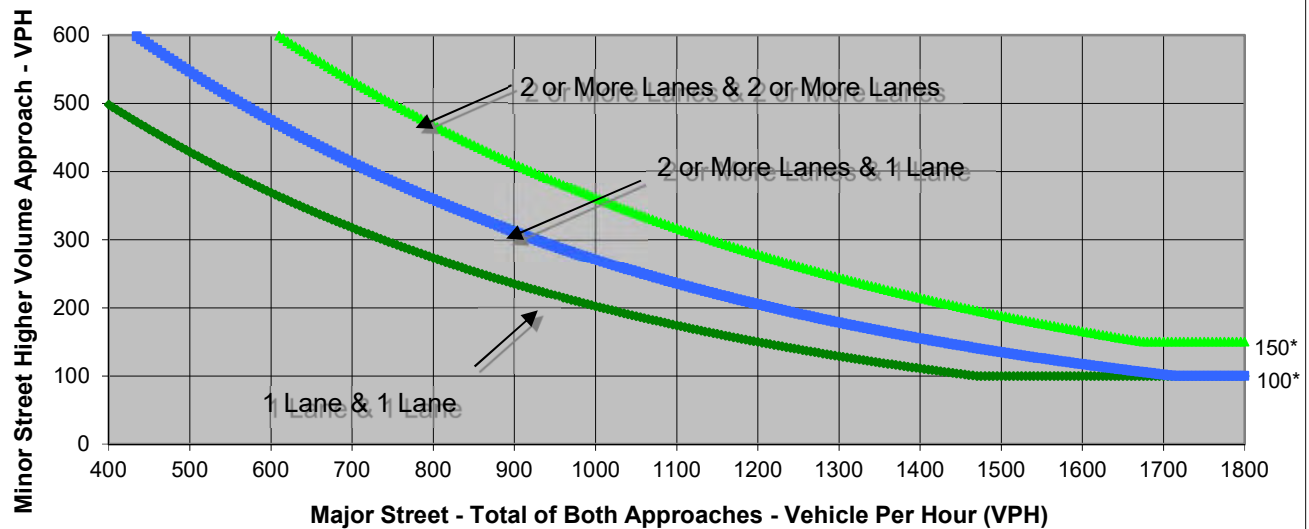
Turn Movement Volumes

	NB	SB	EB	WB
Left	50	30	80	10
Through	230	120	10	30
Right	10	410	50	10
Total	290	560	140	50

Major Street Direction

	North/South
x	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

	Major Street Pear Ave	Minor Street New St	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	190	560	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

**APPENDIX M:
DEFICIENCY PLAN ACTION LIST**

Table 4-1
Deficiency Plan Action List

A. BICYCLE AND PEDESTRIAN MEASURES

- A1. Improved Roadway Bicycle Facilities and Bike Paths
- A2. Transit and Bicycle Integration
- A3. Bicycle Lockers and Racks at Park and Ride Lots
- A4. Bicycle Facilities and Showers at Developments
- A5. Improved Pedestrian Facilities
- A6. Pedestrian Signals
- A7. Lighting for Pedestrian Safety

B. TRANSIT

- B1. Improvement of Bus, Rail, and Ferry Transit Service
- B2. Expansion of Rail Transit Service
- B3. Expansion of Ferry Services
- B4. Preferential Treatment for Buses and In-Street Light Rail Vehicle (LRVs)
- B5. Transit Information and Promotion
- B6. Transit Pricing Strategies to Encourage Ridership and Reduce Transit Vehicle Crowding
- B7. Transit Fare Subsidy Programs
- B8. Transit Centers
- B9. Improved and Expanded Timed Transfer Programs
- B10. Improved and Expanded Fare Coordination
- B11. Signal Preemption by Transit Vehicles
- B12. Bus Stop Bulbs
- B13. School Bus Transit Service

C. CARPOOLING, BUSPOOLING, VANPOOLING, TAXIPOOLING, JITNEYS, CASUAL CARPOOLING AND OTHER SHARED RIDES (Ridesharing)

- C1. Preferential Treatment for Shared Ride Vehicles
- C2. Increased Use of Commuter/Employer Services

D. HIGH OCCUPANCY VEHICLE (HOV) FACILITIES

- D1. Preferential Treatment for HOVs
- D2. Bus and Carpool/Buspool/Vanpool/Taxipool Priority Lanes on Local Arterials
- D3. Accelerated Implementation of the 2005 HOV Master Plan
- D4. HOV to HOV Facilities
- D5. Direct HOV Lane Entrance/Exit Ramps to Arterials and Space Generators

E. OTHER TCMs, RELATED MEASURES

- E1. Stricter Travel Demand Management/Trip Reduction Ordinance
- E2. Expanded Public Education Programs
- E3. Child Care Facilities at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E4. Retail Services at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E5. Telecommuting Centers and Work-at-Home Programs
- E6. Parking Management

F. TRAFFIC FLOW IMPROVEMENTS

- F1. Preferential Treatment of HOVs (See measures B4 and C1)
- F2. Ramp Metering
- F3. Auxiliary Lanes
- F4. Signalization Improvements
- F5. Computerized Traffic and Transit Control/Management on Arterials
- F6. Turn Lanes at Intersections
- F7. Turn Restrictions at intersections
- F8. Reversible Lanes
- F9. One-Way Streets
- F10. Targeted Traffic Enforcement Programs
- F11. Restrictions on Curb Side Deliveries and On-Street Parking

Source: Table 4-1, Santa Clara Valley Transportation Authority, *Deficiency Plan Requirements*, 2010. For more information, refer to Appendix C in the above document.

APPENDIX N:
DAY-TO-DAY VARIATION OF NORTH BAYSHORE GATEWAY COUNTS

The day-to-day variation of the roadway/machine counts collected on Wednesday, February 5, Thursday, February 6, and Wednesday, February 12 are shown below:

TABLE N-1: DAY-TO-DAY VARIATION DURING THE MORNING PEAK HOUR

Min	Max	Range	Average	Range/Average
7,030 vehicles	7,160 vehicles	130 vehicles	7,090 vehicles	1.8%

Note: Morning peak hour from 8:45AM to 9:45 AM.
Source: Fehr & Peers, July 2014.

TABLE N-2: DAY-TO-DAY VARIATION DURING THE EVENING PEAK HOUR

Min	Max	Range	Average	Range/Average
6,590 vehicles	6,830 vehicles	240 vehicles	6,690 vehicles	3.6%

Note: Evening peak hour from 5:15 PM to 6:15 PM.
Source: Fehr & Peers, July 2014.