SITE SPECIFIC TRANSPORTATION ANALYSIS (SSTA)

600 Ellis Street
Office Project

PREPARED FOR:
DAVID J. POWERS AND
CITY OF MOUNTAIN VIEW

SEPTEMBER 2020

FEHR PEERS

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Site Specific Transportation Analysis (SSTA)

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FEHR PEERS

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Executive Summary

This report presents the results of the Site Specific Transportation Analysis (SSTA) conducted for the 600 Ellis Street Office Project at 600 Ellis Street (465 Fairchild Drive) in the *East Whisman Precise Plan* (*EWPP*) area in Mountain View, California. This project will replace 63,216 square feet of existing office buildings with a 259,095 square feet office building.

The purpose of the SSTA is to assess the project's consistency with transportation and parking policy and design elements of the East Whisman Precise Plan (EWPP), and perform a multimodal site access analysis. The SSTA is a supplemental transportation analysis that builds upon the EWPP Project environmental document (November 2019). Because the Project is consistent with the East Whisman Precise Plan (EWPP), the Cumulative Conditions analysis from the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) can serve as the Cumulative Conditions analysis for the Project. Project specific deficiencies were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

Project Traffic Estimates

The proposed Project would generate 1,483 daily vehicle trips, 223 morning peak hour vehicle trips (194 inbound and 29 outbound) and 199 evening peak hour vehicle trips (37 inbound and 162 outbound). This trip generation is the combination trips generated by the existing 636 Ellis Street Building and the new development. The existing 636 Ellis Street Building generates 128 daily vehicle trips, 11 morning peak hour vehicle trips (9 inbound and 2 outbound) and 13 evening peak hour vehicle trips (5 inbound and 8 outbound). The new office building cannot exceed its long-term trip caps of 1,360 daily vehicle trips, 216 morning peak hour vehicle trips (190 inbound and 26 outbound) and 187 evening peak hour vehicle trips (32 inbound and 155 outbound).

Project Deficiencies

The intersection operational analysis determined that the Project would not cause the study intersections to operate worse than level of service D. The Project is also expected to not cause the freeway segments to operate at an unacceptable level of service. The Project is not expected to increase the traffic demand on the freeway segment by one percent or more for segments performing at an unacceptable level. Therefore, deficiencies were not determined at the study intersections or for the freeway segments.

Vehicle Miles Traveled

The Project is consistent with the *EWPP,* which presented an SB 743 VMT assessment, one of the City of Mountain View's first evaluations using VMT, in the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019). The analysis focuses on the VMT for all trip purposes and vehicle

types (no separation of VMT by land use); therefore, the Project was considered in this VMT assessment under Cumulative Conditions.

To provide additional information at the project site, the following project specific VMT assessment is provided using the same VMT metrics, Mountain View travel model, and VMT thresholds used in the EWPP transportation analysis. This Project's project generated VMT per service assessment has a similar conclusion as the EWPP transportation analysis in terms of the Countywide VMT threshold. The project generated VMT impacts under Existing with Project Conditions based on the citywide and countywide thresholds are determined as follows:

- **Citywide**: The project generated VMT per service population of 24.81 for the Project is less than citywide threshold of 30.86. Therefore, the Project would not have a citywide project generated VMT impact under Existing with Project Conditions.
- **Countywide**: The project generated VMT per service population 24.81 for the Project is greater than the countywide threshold of 22.67. Therefore, the Project would have a countywide project generated VMT impact under Existing with Project Conditions.

The project description includes an extensive TDM program; however, the project's TDM program would need to be more aggressive under Existing with Project Conditions to reduce the project generated VMT per service population impact. Overtime, the EWPP transportation policy framework relies on highly effective TDM programs for future office development and additional retail and residential in the EWPP area. If either of these polices is not effective enough, there are several other options that could be considered to reduce the daily vehicle demand, such as 1) enhanced TDM program for future office development, 2) pricing strategies, and 3) improve local transit service.

Citywide and Countywide Project effect on VMT impacts under Existing with Project Conditions are as follows:

- **Citywide**: The citywide boundary VMT per service population of 14.03 under Existing with Project Conditions is lower than the citywide threshold of 14.09. Therefore, the Project would not have an impact regarding effect on VMT under Existing with Project Conditions.
- **Countywide**: The countywide boundary VMT per service population of 13.80 under Existing with Project Conditions is greater than the countywide threshold of 13.78. Therefore, the Project would have an impact regarding effect on VMT under Existing with Project Conditions.

The Project would have a project's effect on VMT impact under Existing with Project Conditions using the Countywide boundary VMT per service population threshold. While the Project includes a requirement for a highly effective TDM program, additional VMT reductions are needed to mitigate the potential impact. To reduce the boundary VMT per service population would require an increase in one or more of the mitigation measures listed earlier: 1) enhanced TDM program for future office development, 2) pricing strategies, and 3) improve local transit service.

It is important to note that the local street system and the access points serve not only traffic generated in the EWPP area but also pass-through traffic (traffic originating and ending outside of East Whisman). Select zone analyses from the City's travel model indicate that traffic generated by land uses in East Whisman contributes to 50-70 percent of the total traffic on the local roadway system (i.e. Ellis Street, Middlefield Road, and Maude Avenue), and only 10-25 percent of the traffic on Central Expressway; the remainder is all pass-through trips. Therefore, managing demand generated by East Whisman would only be effective at reducing a portion of the total traffic on the transportation network.

Site Access, Circulation, & East Whisman Precise Plan Consistency

This multimodal site access, circulation, and parking evaluation of the Project site focused on potential conflicts among vehicles, bicyclists, and pedestrians, and the project's consistency with the *EWPP* mobility policies, standards, and guidelines. The following conclusions were drawn from the evaluation:

- The Project's Fairchild Drive frontage improvements are consistent with the *EWPP* proposed cross section for Fairchild Drive. The Project proposes the following improvements on Fairchild Drive between the Project's northern and southern boundaries: replacing the existing six-foot wide sidewalk with a seven-foot wide sidewalk and adding a 5-foot landscape buffer between the sidewalk and the curb consistent with the guidelines presented in the EWPP.
- Left turns into and out of the Project's driveway on Ellis Street will remain restricted; therefore, Project trips traveling north on Ellis Street would need to turn left at Fairchild Drive (study intersection #3) to enter the Project's two driveways on Fairchild Drive.
- The proposed 743 on-site vehicle parking spaces meets the *EWPP* vehicle parking requirements of providing no more than 751 spaces, which is based on the maximum requirement of 2.9 spaces per 1,000 square feet of gross building floor area. The Project will need to provide a minimum of three parking spaces for carshare operators to meet the *EWPP* carshare parking standards for office land uses. The Project will also need to provide a minimum of 143 bicycle parking spaces to meet the EWPP bicycle parking requirement.

1. Introduction

This report presents the results of the Site Specific Transportation Analysis (SSTA) for the 600 Ellis Street Office Project located at 600 Ellis Street (465 Fairchild Drive) and 636 Ellis Street in Mountain View, California. This chapter discusses the SSTA purpose, project description, study area, analysis scenarios and methods, and report organization.

Purpose

The purpose of the SSTA is to assess the project's consistency with transportation and parking policy and design elements of the East Whisman Precise Plan (EWPP) and, prepare a multimodal site access analysis. The SSTA is a supplemental transportation analysis that builds upon the EWPP Project environmental document (November 2019). Because the Project is consistent with the East Whisman Precise Plan (EWPP), the Cumulative Conditions analysis from the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) can serve as the Cumulative Conditions analysis for the Project. This analysis accomplishes the following:

1. Provides an off-site intersection and freeway segment analysis under Existing and Existing with Project Conditions (see **Chapters 3** and **5**);
2. Summarizes the site's trip generation and its distribution to the street system (see **Chapter 4**);
3. Provides an off-site intersection and freeway segment analysis under Background and Background with Project Conditions (see **Chapter 6**);
4. Conducts an evaluation of potential transportation deficiencies on the surrounding transportation system caused by the proposed Project and recommends transportation improvements or modifications to reduce deficient operations (see **Chapter 7**).
5. Conducts a project specific SB 743 VMT assessment (see **Chapter 8**); and
6. Reviews the site access and on-site circulation for vehicles, bicyclists and pedestrians, and evaluates consistency with the transportation and parking policy and design elements of the *Draft East Whisman Precise Plan* (*EWPP*), (see **Chapter 9**).

Project effects on the transportation system were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. **Figure 1** shows the location of the Project site, the surrounding transportation network and study intersections.

Project Description

The proposed Project is located at 600 Ellis Street (465 Fairchild Drive) and 636 Ellis Street in the East Whisman area of Mountain View, California. The Project involves demolishing existing office buildings at the 600 Ellis Street (465 Fairchild Drive), constructing a new 259,095 square feet office building, constructing a 698-space parking structure, and installing new landscaping and pedestrian paths throughout the Project site. The existing two-story building located at 636 Ellis Street will remain (i.e., no changes to the building). The Project site plan is presented on **Figure 2**.

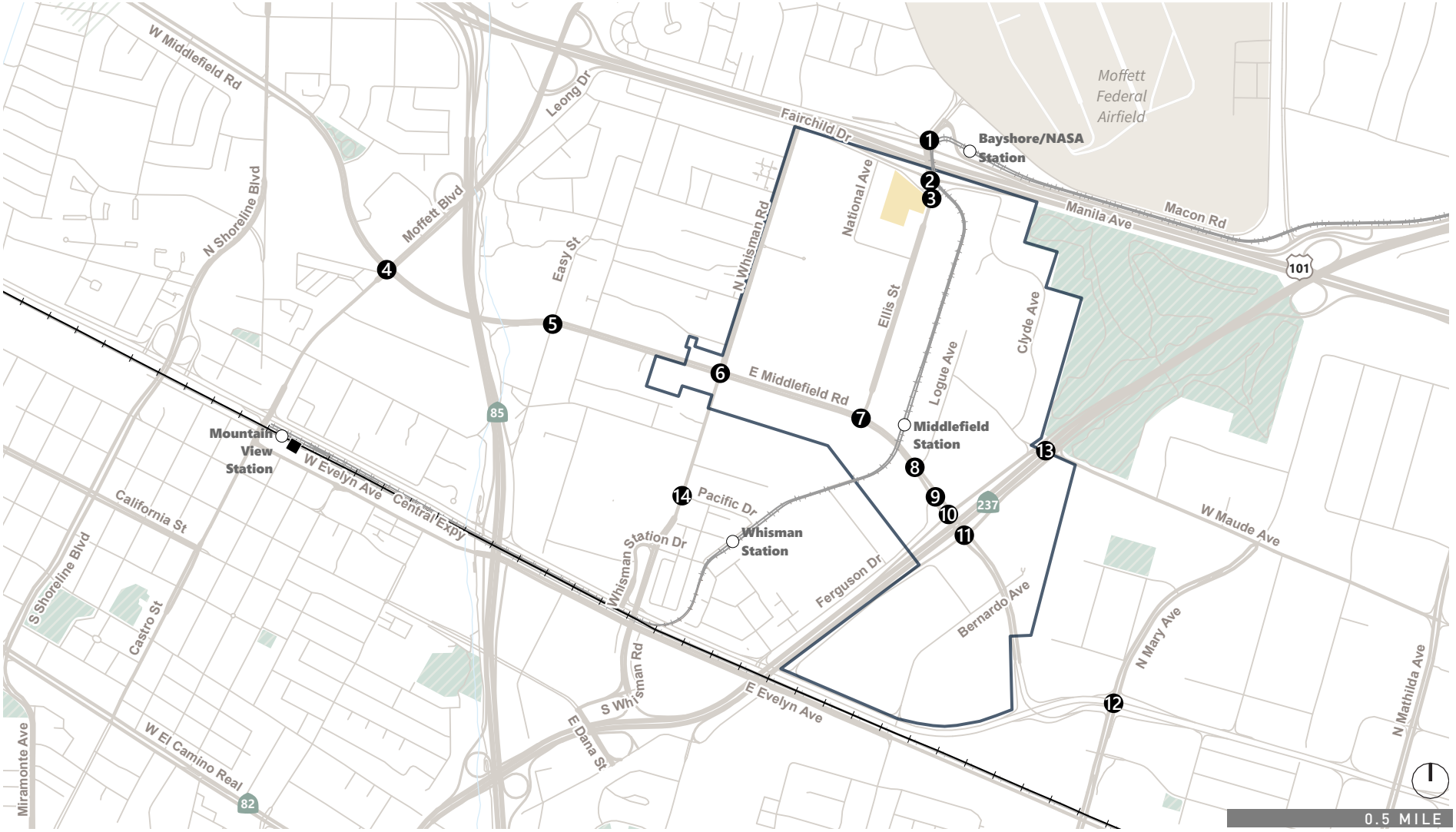

Figure 1

Study Area

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600 Ellis Street Office Project

Source: STUDIOS architecture

Figure 2

Site Plan

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600 Ellis Street Office Project

Study Area

East Whisman Precise Plan

The proposed Project is within the East Whisman Precise Plan Area, which is generally bounded by Central Expressway to the south, US 101 to the north, Whisman Road to the west, and the border of Mountain View and Sunnyvale to the east. The *Mountain View 2030 General Plan* envisions East Whisman as a sustainable, transit-oriented employment center with a diversity of land uses.

The *East Whisman Precise Plan,* adopted in September 2019, is publicly available on the City's website. The EWPP includes development standards, such as allowable land uses, parking requirements, and identifies new public improvements for the area.

Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. A total of 14 intersections were selected in consultation with City of Mountain View staff as study locations and are based on VTA's *Transportation Impact Analysis Guidelines* (updated October 2014). These locations (all under the jurisdiction of Mountain View or Santa Clara County) are:

1. Ellis Street and the northbound US 101 Ramps (Mountain View)
2. Ellis Street and the southbound US 101 Ramps (Mountain View)
3. Ellis Street and Fairchild Drive (Mountain View)
4. Middlefield Road and Moffett Boulevard (Mountain View)
5. Middlefield Road and Easy Street (Mountain View)
6. Middlefield Road and Whisman Road (Mountain View)
7. Middlefield Road and Ellis Street (Mountain View)
8. Middlefield Road and Logue Avenue (Mountain View)
9. Middlefield Road and Ferguson Drive (Mountain View)
10. Middlefield Road and the westbound SR 237 frontage road (Mountain View)
11. Middlefield Road and the eastbound SR 237 frontage road (Mountain View)
12. Central Expressway and Mary Avenue (SCC/CMP)
13. Maude Avenue and SR 237 ramps (Mountain View)
14. North Whisman Road and Pacific Drive (Mountain View)

(SCC) Santa Clara County
(CMP) VTA Congestion Management Program

Freeway Segments

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

- SR 85 between SR 237 and Fremont Avenue (2 segments)
- US 101 between Moffett Boulevard and Mathilda Avenue (3 segments)
- SR 237 between El Camino Real and Mathilda Avenue (6 segments)

Analysis Scenarios

The analysis was conducted during the morning peak hour occurring between 7:00 and 9:00 AM and the evening peak hour occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing traffic volume counts and geometries were collected in May 2019 and November 2019.

Scenario 2: *Existing with Project Conditions* – Existing traffic volumes with net-added Project traffic.

Scenario 3: *Background Conditions* – Existing traffic volumes plus traffic from approved development projects including those currently under construction, but not yet occupied, in the area.

Scenario 4: *Background with Project Conditions* – Background Conditions plus the net-added Project traffic.

Report Organization

This report is divided into seven additional chapters as described below:

- **Chapter 2 – Analysis Methods and Thresholds** presents the analysis methods for study intersections and freeway facilities. In addition, the level of service standards and criteria for determining the deficiencies are presented for each jurisdiction.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection levels of service, freeway segment levels of service, and field observations.
- **Chapter 4 – Project Traffic Estimates** describes the Project trip generation, distribution and assignment methods for intersections and freeways.
- **Chapter 5 – Existing with Project Conditions** presents the intersection and freeway segment operations with the Project under Existing Conditions.
- **Chapter 6 – Background Conditions** presents the intersection and freeway segment operations with and without the Project under Background Conditions.
- **Chapter 7 – Transportation Deficiencies and Improvements** presents the transportation effects of the Project based on the deficiency criteria and identifies improvements to address Project-caused deficiencies in the study area.
- **Chapter 8 – Vehicle Miles Travel Assessment** presents the SB 743 VMT assessment for the Project.
- **Chapter 9 – Site Access, On-Site Circulation and Parking** describes Project access and circulation for all travel modes.

2. Analysis Methods and Thresholds

Analysis methods used to evaluate intersection and freeway segment operations are described in this chapter. The determination of acceptable operating conditions is based on policies, regulations, goals, and guidelines defined by the City of Mountain View and Santa Clara County. The corresponding thresholds are also presented.

Description of Roadway Operations

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity at a signalized intersection, vehicles may wait through multiple signal cycles before traveling through the intersection; these operations are designated as LOS F. Examples of the various levels of service for a signalized intersection are illustrated in **Figure 3**.

Analysis Methods and Thresholds

Signalized Intersections

Analysis Method

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) was used to prepare the level of service calculations for the study intersections. This level of service method, which is approved by Mountain View and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using TRAFFIX 8.0 analysis software and is correlated to a LOS designation as shown in **Table 1**.

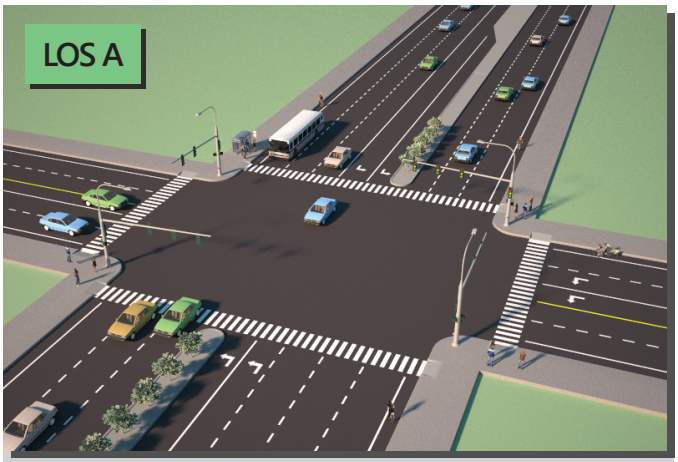
Table 1: Signalized Intersection Level of Service Definitions

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

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

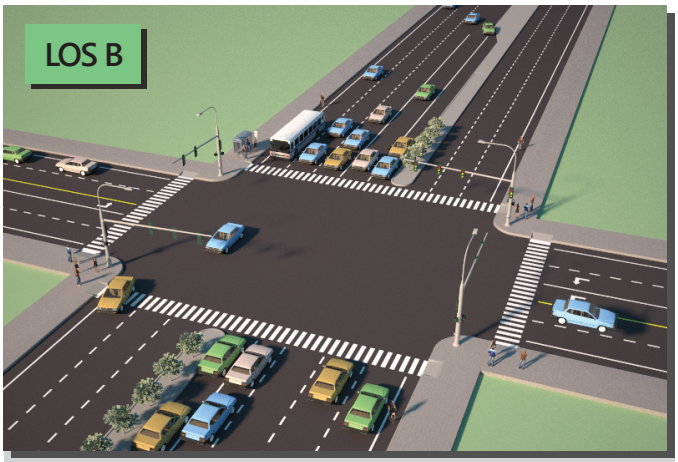
Thresholds

Signalized intersection deficiencies are evaluated based on Mountain View's minimum threshold for acceptable operations which are described in **Chapter 7**.



Intersection Operation: Free Flow

Degree of Delay: Negligible Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays

Intersection Operation: Stable Flow

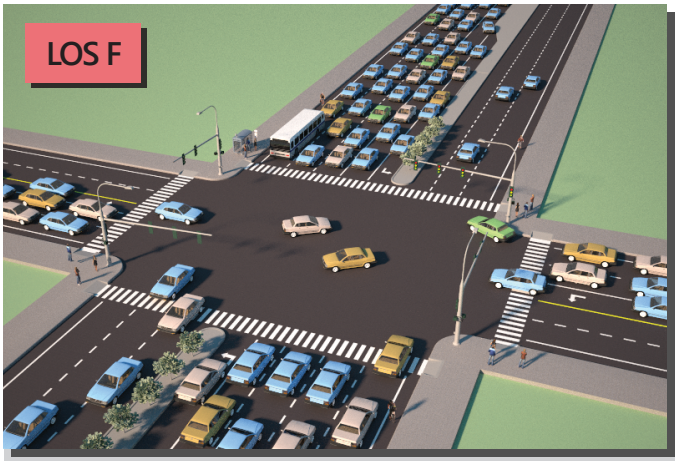
Degree of Delay: Moderate Delays

Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays

Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur



Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur

Figure 3

Signalized Intersection Level of Service Examples

600 Ellis Street Office Project

Unsignalized Intersections

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 2: Unsignalized Intersection Level of Service Definitions

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

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

The City does not have an adopted LOS policy for unsignalized intersections; however, the City strives to maintain LOS D, which is a LOS standard that has been used in other traffic studies within the City. For side street stop-controlled intersections, the City determines the need for improvements based on turn movement operations (such as queues overflowing the storage capacity) as well as peak hour traffic signal warrant analyses from the California Manual on Uniform Traffic Control Devices (CA MUTCD).[1]

Warrant 3 – Peak hour vehicle volume
This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left-turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

[1] Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the 2014 California *Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions.

Freeway Segments

The study area includes a number of freeway segments. Caltrans is the owner/operator of the State highway system including freeways, interchanges, and arterial State Routes. *The Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2001) covers the information needed for Caltrans to review a project's impact on State highway facilities, including freeway segments. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County.

Analysis Methods

This study evaluates the operations of freeway segments using density to evaluate existing conditions operations and volume-to-capacity ratio to evaluate future year conditions.

Existing freeway segments in Santa Clara County are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow during the AM and PM peak hours using methods described in the *2000 HCM*. Data presented in the *2016 Santa Clara VTA 2016 CMP Monitoring and Conformance Report* was used to evaluate existing freeway operations. Density is expressed in passenger cars per mile per lane. The CMP ranges of densities for each freeway segment level of service are shown in **Table 3.**

Table 3: Level of Service Definitions for Freeway Segments in Santa Clara County

Level of Service	Description	Density (passenger cars per mile per lane)
A	Free Flow	≤ 11
B	Reasonably Free Flow	11.1 to 18.0
C	Stable Flow	18.1 to 26.0
D	Unstable Flow	26.1 to 46.0
E	Capacity Flow	46.1 to 58.0
F	Forced Flow	> 58.0

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

The future operations of freeway segments are evaluated using volume-to-capacity ratios with the volume-to-capacity ratio greater than 1.0 indicating a situation where vehicle demand exceeds capacity.

Thresholds

The LOS standard for CMP freeway segments in Santa Clara County is LOS E for both mixed-flow and High Occupancy Vehicle (HOV) lanes (*Santa Clara VTA 2016 CMP Monitoring and Conformance Report*, VTA, 2017). Please see **Chapter 7** for the description of the freeway segment deficiency criteria used to evaluate this analysis.

3. Existing Conditions

This chapter describes the Existing Conditions of the roadway system, pedestrian and bicycle facilities, and transit service near the Project site. It also presents existing traffic volumes and operations for the study intersections and freeway segments.

COVID-19 Note: The following Existing Conditions discussion describes conditions prior to the March 2020 shelter-in-place policy. The intersection counts that are used for this analysis were collected prior to the voluntary shelter-in-place polices implemented by several large technology firms beginning the first week in March 2020 and the formal shelter-in-place order issued by Santa Clara County Public Health Department on March 16, 2020 to slow the spread of COVID-19.

Existing Street System

SR 237, US 101, SR 85, and El Camino Real provide regional access to the Project site. The following streets provide local access: Central Expressway, East Middlefield Road, Easy Street, Ellis Street, Fairchild Drive, Ferguson Drive, Logue Avenue, North Mary Avenue, Maude Avenue, Moffett Boulevard, Pacific Drive, and Whisman Road. Each access facility is described below in more detail.

SR 237 is a primarily east-west freeway located west of the Project site with two to three travel lanes in each direction. One travel lane in each direction is designated as an Express Lane between Mathilda Avenue and I-880 (eastbound) and between I-880 and Fair Oaks Avenue (westbound). Express lanes are High Occupancy Vehicle lanes (HOV) that have been converted into toll lanes in order to better manage congestion. The Express Lanes are limited to use by vehicles occupied by two or more persons or vehicles that have paid the dynamically priced toll amount between 5:00 AM and 8:00 PM. Motorcycles and clean air vehicles paying a discounted toll rate can also use these lanes. SR 237 becomes Grant Road in Mountain View and extends east to I-880 in Milpitas. Access to the Project site from SR 237 is via East Middlefield Road and Whisman Road.

US 101 is a primarily north-south freeway located north of the Project site with four travel lanes in each direction. One travel lane is designated as a high-occupancy vehicle (HOV) lane in the northbound and southbound direction. HOV lanes are limited to use by vehicles occupied by two or more persons between 5:00 AM and 9:00 AM as well as between 3:00 PM and 7:00 PM. US 101 extends north through San Francisco south through San Jose to Gilroy. Access to the Project site from US 101 is via Ellis Street.

SR 85 is a north-south freeway extending between the US 101 interchange in the City of San Jose to the south and the US 101 interchange in Mountain View to the north. The freeway has two mixed-flow lanes plus one HOV lane per direction along its entirety. The peak commute directions on SR 85 near the Project site are northbound during the morning peak period and southbound during the evening peak period. Access to the Project site from SR 85 is via its interchanges with SR 237 and Central Expressway.

Central Expressway is a four- to six-lane, east-west expressway which extends from the City of Santa Clara in the east to San Antonio Road in the west where it becomes Alma Street. In Mountain View, it runs on the north side of the Caltrain railroad tracks with limited connections to the south side of the railroad tracks at Castro Street/Moffett Boulevard, Shoreline Boulevard, and Rengstorff Avenue. The posted speed limit on Central Expressway is 45 mph.

Clyde Avenue is a two-lane local street east of the Project site that extends between Fairchild Drive and Maude Avenue. The posted speed limit is 25 mph.

East Middlefield Road is a four-lane, east-west arterial street that extends from Central Expressway in Mountain View to Jefferson Avenue in Redwood City. East Middlefield Road provides access to local residential streets as well as to light industrial and commercial developments. Currently, medians are being constructed along East Middlefield Road between North Whisman Road and Ellis Street, which remove the two-way left turn lanes and place medians with left turn pockets into the existing driveways of the Project site. The posted speed limit on East Middlefield Road within the Project site is 35 mph

Easy Street is a two-lane, north-south collector that extends from Central Expressway to Keller Drive. Easy Street is located west of the Project site. The posted speed limit is 25 mph.

Ellis Street is a four-lane, north-south arterial street that extends from Cody Road to East Middlefield Road. It is located east of the Project site and serves as one of the major access points to US 101. The posted speed limit on Ellis Street is 40 mph.

Fairchild Drive is a two-lane, east-west local street that extends from Clyde Avenue to the west where it becomes Leong Drive. Fairchild Drive is located north of the Project site. The posted speed limit on Fairchild Drive is 35 miles per hour (mph).

Ferguson Drive is a two-lane, north-south local street that extends from Central Expressway north to East Middlefield Road. The posted speed limit on Ferguson Drive is 25 mph.

Logue Avenue is a two-lane, north-south local street east of the Project site that extends north from East Middlefield Road and ends in a cul-de-sac. The posted speed limit on Logue Avenue is 25 mph.

North Mary Avenue is a two to four-lane, north-south arterial street that extends from Homestead Road in Cupertino to Almanor Avenue in Sunnyvale. It provides access to residential, light industrial, and commercial developments. The posted speed limit on Mary Avenue near the Project site is 35 mph.

Maude Avenue is a two to four-lane, east-west arterial street that extends from North Wolfe Road in Sunnyvale to the east to Logue Avenue. It provides access to light industrial and commercial developments. The posted speed limit on Maude Avenue near the Project site is 35 mph.

Moffett Boulevard is a four-lane, north-south arterial street that extends from US 101 to Central Expressway to the west where it becomes Castro Street. Moffett Boulevard provides access to SR 85,

US 101, and local and residential streets. The posted speed limit on Moffett Boulevard near the site is 40 mph.

Pacific Drive is a two-lane local street south of the Project site that extends between Whisman Road and Whisman Station Drive. The posted speed limit is 25 mph.

Whisman Road is a four-lane, north-south arterial that extends from Fairchild Drive to SR 237. Whisman Road is most of the western edge of the *EWPP* area. The posted speed limit on Whisman Road is 35 mph.

Existing Truck Routes

The City of Mountain View Municipal Code section 19.60 designates truck routes within the city limits. The designated truck routes within the study area are: US 101, SR 85, Moffett Boulevard, Whisman Road, and Central Expressway.

Existing Pedestrian Facilities

The Project site is served by many forms of transportation including the Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) system; it is approximately 2,100 feet (seven-minute walk) from the Bayshore/NASA Station. Most of the streets adjacent to the Project site including East Middlefield Road, Whisman Road, and Ellis Street have sidewalks on both sides except for a gap on Ellis Street between Fairchild Drive and Manila Avenue with a sidewalk on the West side of the road. Most sidewalks are 5 feet wide with or without a landscaping strip separating the sidewalk from the street. Wider sidewalks (10-feet wide) are located on East Middlefield Road near the LRT station.

Most major intersections on East Middlefield Road such as the intersection of East Middlefield Road and Whisman Road and intersection of East Middlefield Road and Ellis Street have crosswalks on all legs. These two intersections have Americans with Disabilities Act (ADA) curb ramps on all approaches.

There are two midblock crosswalks on Ellis Street: one approximately 700 feet south of National Avenue and one approximately 500 feet north of East Middlefield Road. These crossings are enhanced with advanced yield line marking, ladder crosswalk striping, and signage. Both crossings have pedestrian activated light emitting diode (LED) enhanced flashing pedestrian signs. There are also crosswalks across Ellis Street on the north approach of the intersection with National Avenue and on the south approach of the intersection with Fairchild Drive.

The locations of the existing pedestrian facilities are shown on **Figure 4** and existing pedestrian volumes are presented on **Figure 6**.

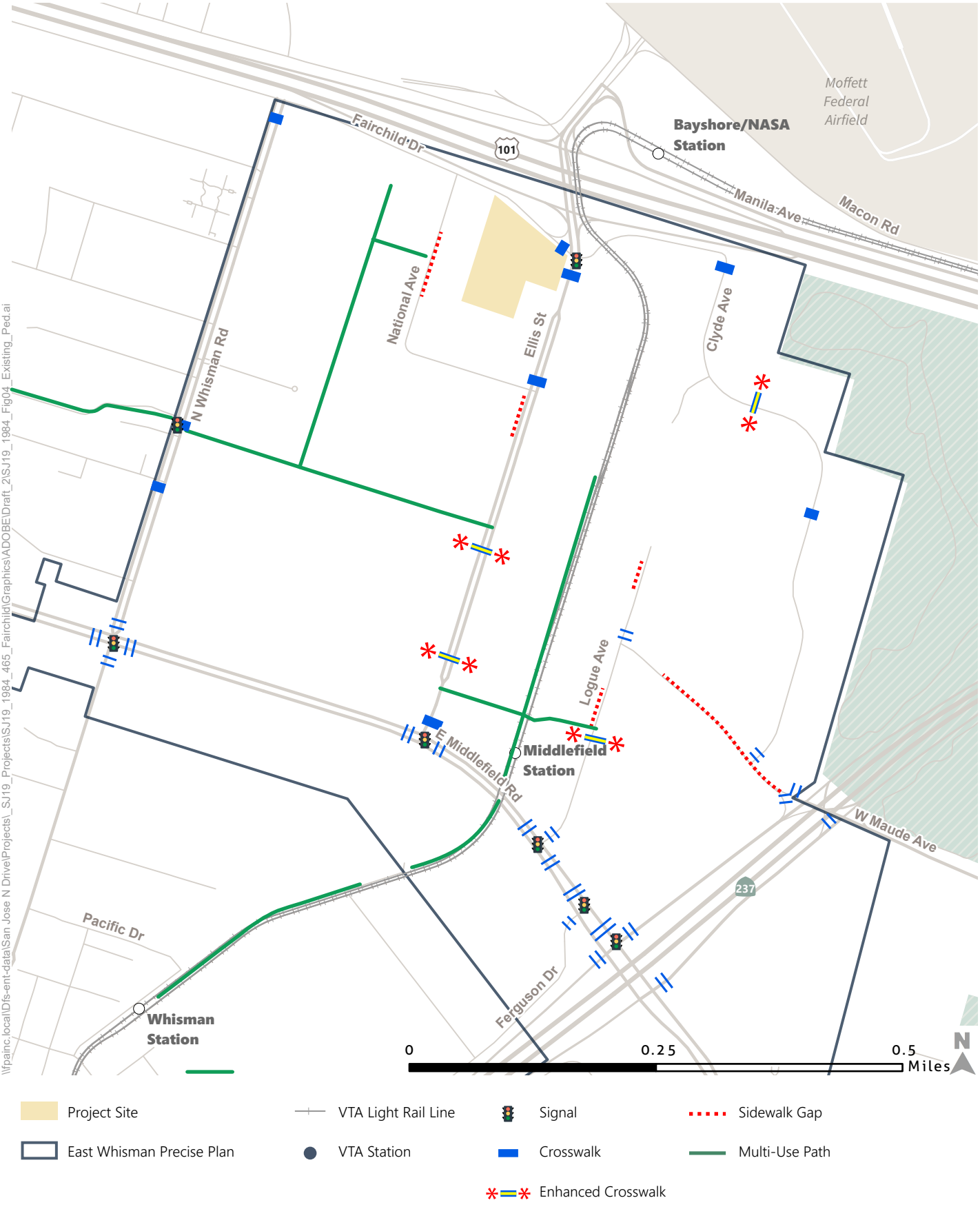


Figure 4

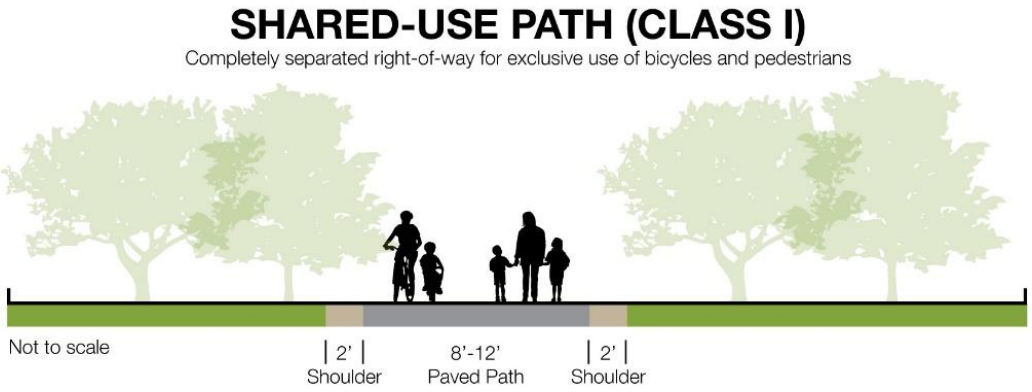
Existing Pedestrian Facilities

600 Ellis Street Office Project

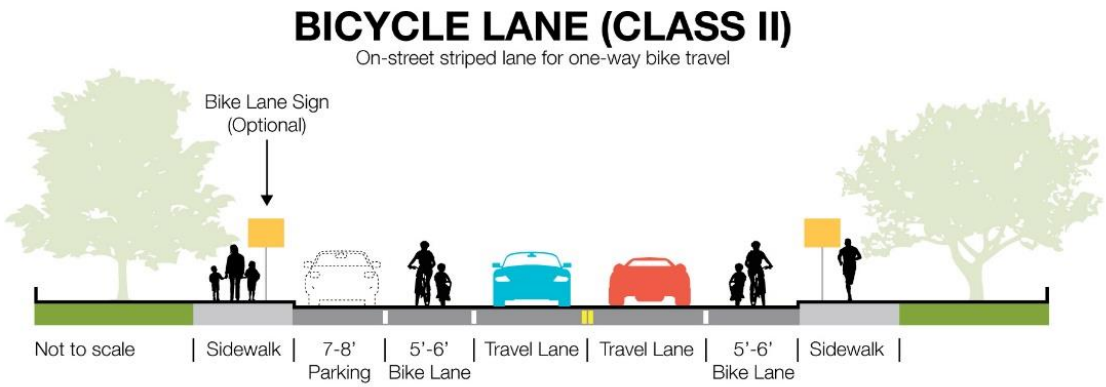
Existing Bicycle Network

The four classes of bicycle facilities in Mountain View are described in the *Mountain View Bicycle Transportation Plan Update* (MVBTP Update, 2015). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

Class I Bikeway (Shared Use Path) Shared-use paths, sometimes referred to as multi-use paths, provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, bike paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Mountain View has many such paths located along creeks and the light rail line. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.

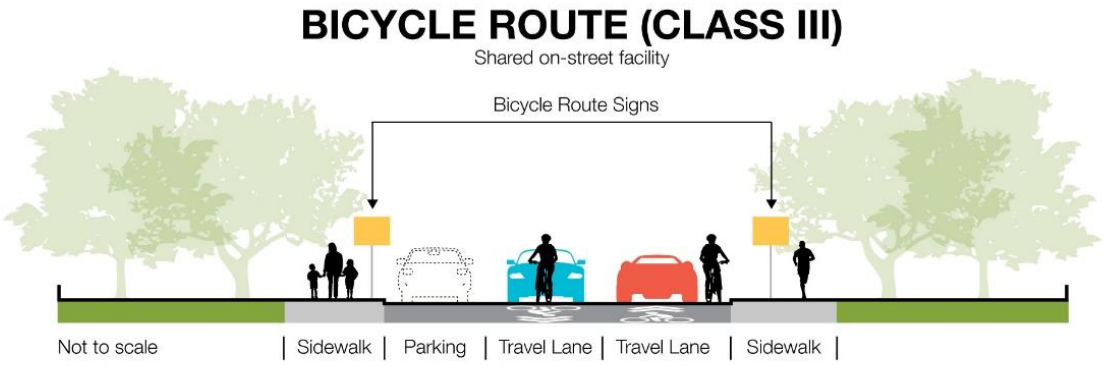


Class II Bikeways (On-Street Bike Lanes) Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2007) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).

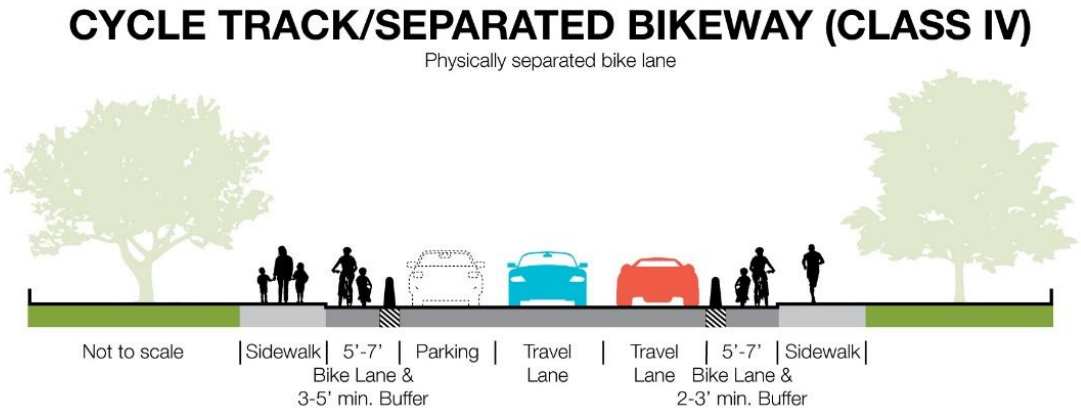


Class IIIa Bikeways (Bike Routes) Bike routes maybe identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.

Class IIIb Bikeways (Bike Boulevards) Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.



Class IV Bikeways (Separated Bikeway) Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were recently adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

The location of the existing bicycle facilities are shown on **Figure 5** and existing bicycle volumes are presented on **Figure 6**. As described above, Class I bikeways are off-street multi-use (pedestrian and bicycle) paths that are separated from roadways to create a safer, convenient, and more connected walking and biking environment. Hetch Hetchy Trail is an east-west Class I bikeway located within 0.5 miles north of the Project site. It extends from North Whisman Road to Whisman Park and then connects to the Stevens Creek Trail, west of the Project site.

There are multi-use paths along the LRT tracks. In addition, there are bike lanes along Whisman Road, Ellis Street and East Middlefield Road. The Middlefield LRT station is located in two-minute biking distance from the Project site and is accessible with the bike lanes on East Middlefield Road.

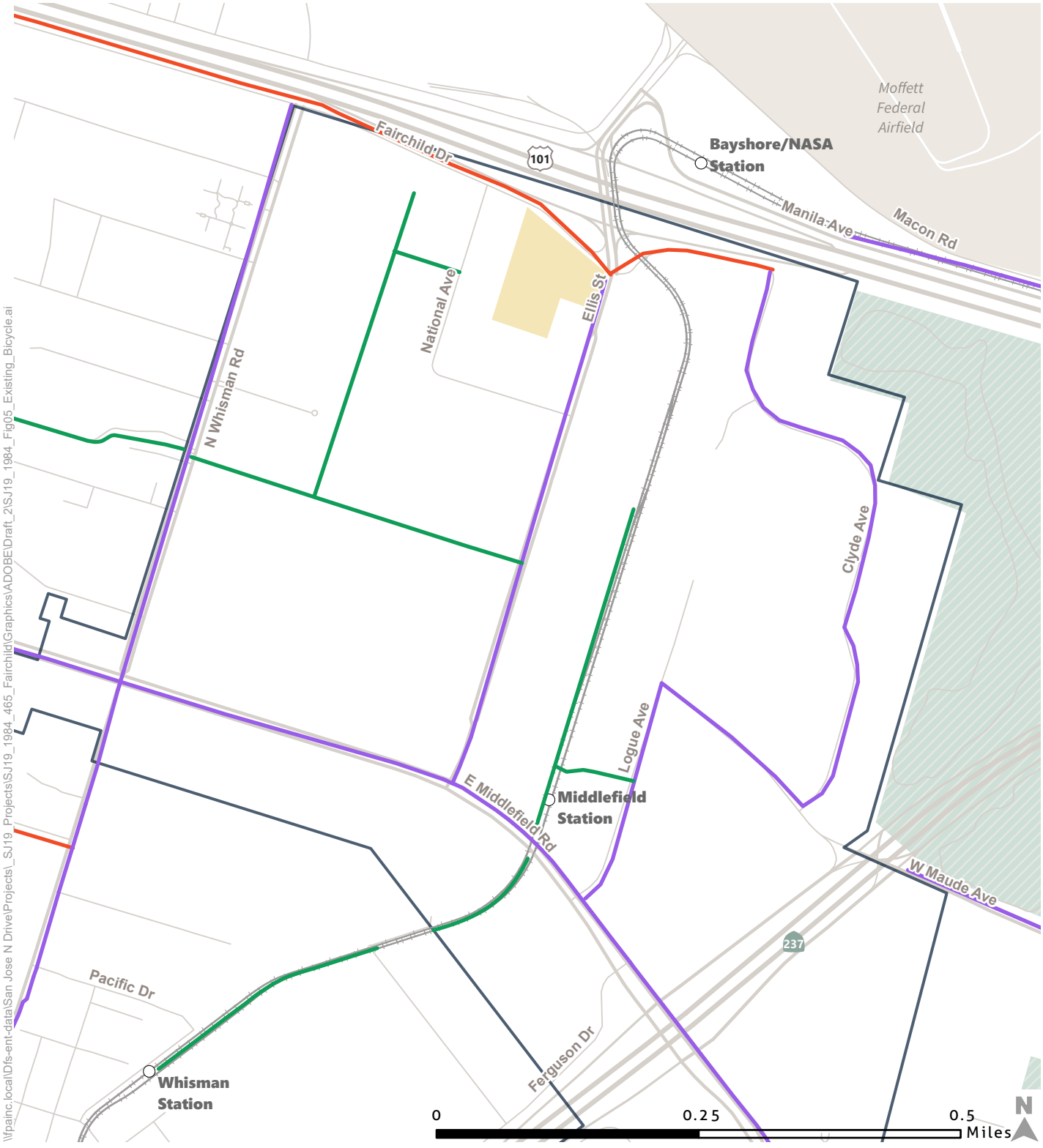
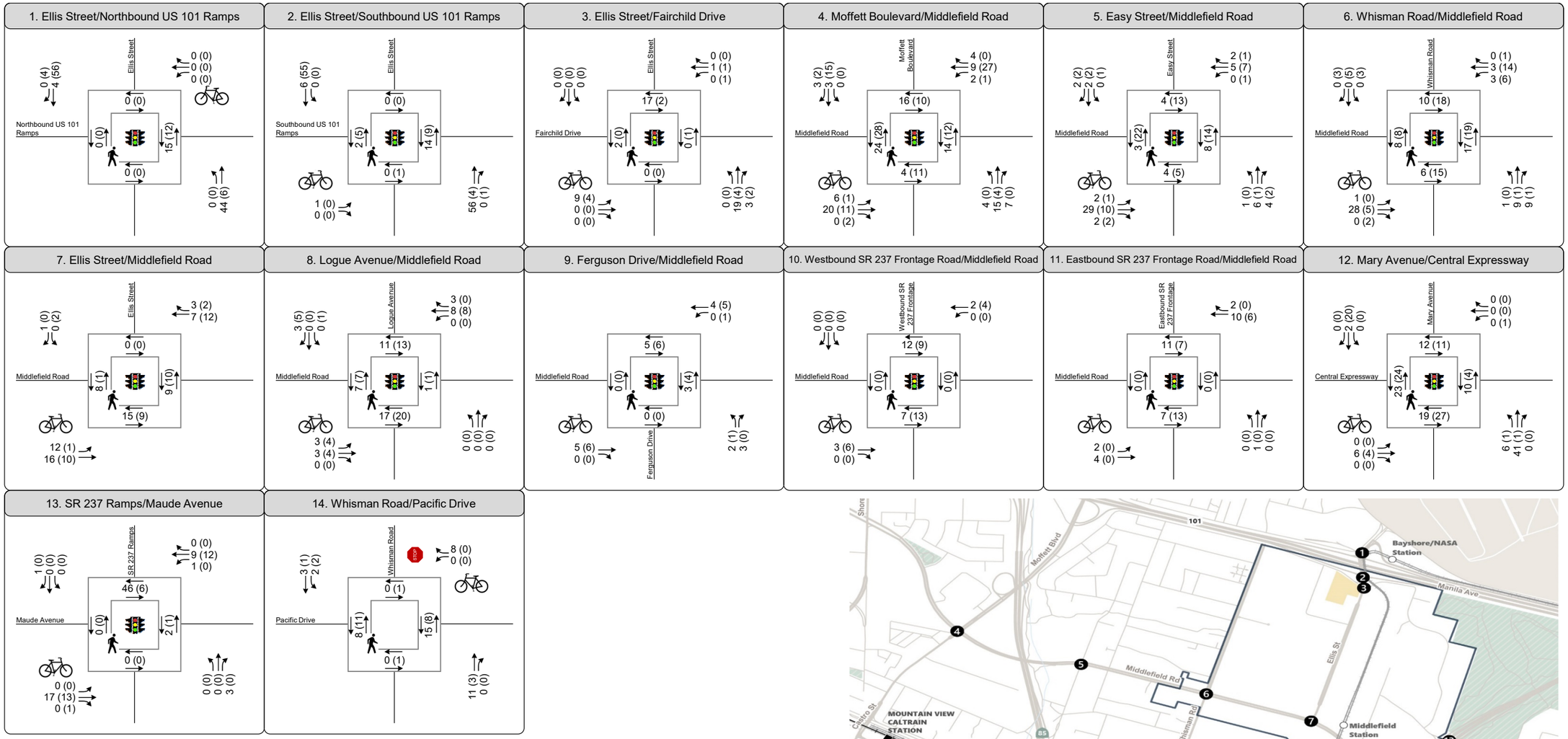


Figure 5

Existing Bicycle Facilities

600 Ellis Street Office Project

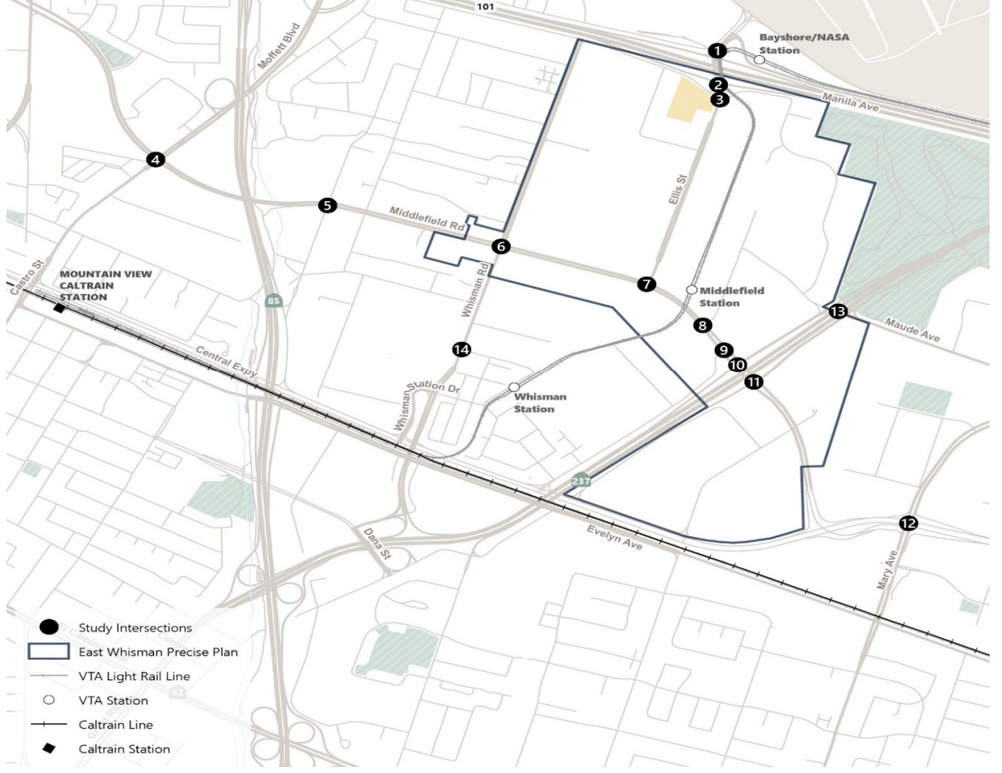


Turn Lane

Traffic Signal

M (PM) Peak Hour Traffic Volume

Stop Sign



Existing Pedestrian and Bicycle Volumes

Figure 6

Existing Transit Service

Bus and light rail service in Mountain View are operated by the VTA. Commuter rail service (Caltrain) is operated from San Francisco to Gilroy by the Peninsula Joint Powers Board. The Mountain View Community Shuttle is operated jointly by the City of Mountain View and Google. MVgo is operated by the Mountain View Transportation Management Association, a nonprofit organization run by various Mountain View businesses and landowners. **Table 4** summarizes the existing transit services for the 600 Ellis Street Office Project. The bus routes, bus stops, LRT line, LRT stations, and Caltrain station are illustrated on **Figure 7**.

Table 4: Existing Transit Services

Route[1]	From	To	Weekdays		Weekends	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service						
21	Stanford Shopping Center	Santa Clara Transit Center	5:30 AM – 9:30 PM	30	8:00 AM-8:00 PM Sat (9:00 AM-8:00 PM Sun)	45 Sat (60 Sun)
185	Gilroy Transit Center	Mountain View	6:00 AM – 9:45 AM and 4:15 PM – 7:45 PM	10	N/A	N/A
Light Rail						
Orange	Alum Rock	Mountain View	5:00 AM- 1:00 AM	15	6:00 AM-1:00 AM	20
Mountain View Community Shuttle						
Mountain View Community Shuttle	Loop throughout the City of Mountain View		10:00 AM – 6:00 PM	30	10:00 AM – 6:00 PM	60
MVgo	Mountain View Transit Center	Whisman Road	7:15 AM – 10:35 AM and 3:45 PM – 7:40 PM	15	N/A	N/A
Caltrain Passenger Rail						
Caltrain	San Francisco	Gilroy	4:30 AM- 1:30 AM	20-40	7:30 AM - 1:40 AM	60

Notes:
1. Weekday and weekend service as of January 2020.
2. Headways are defined as the time between transit vehicles on the same route (e.g. time between two Route 21 buses stopping at the East Middlefield Road and Bernardo Avenue intersection bus stops.

Sources: Fehr & Peers, 2020.

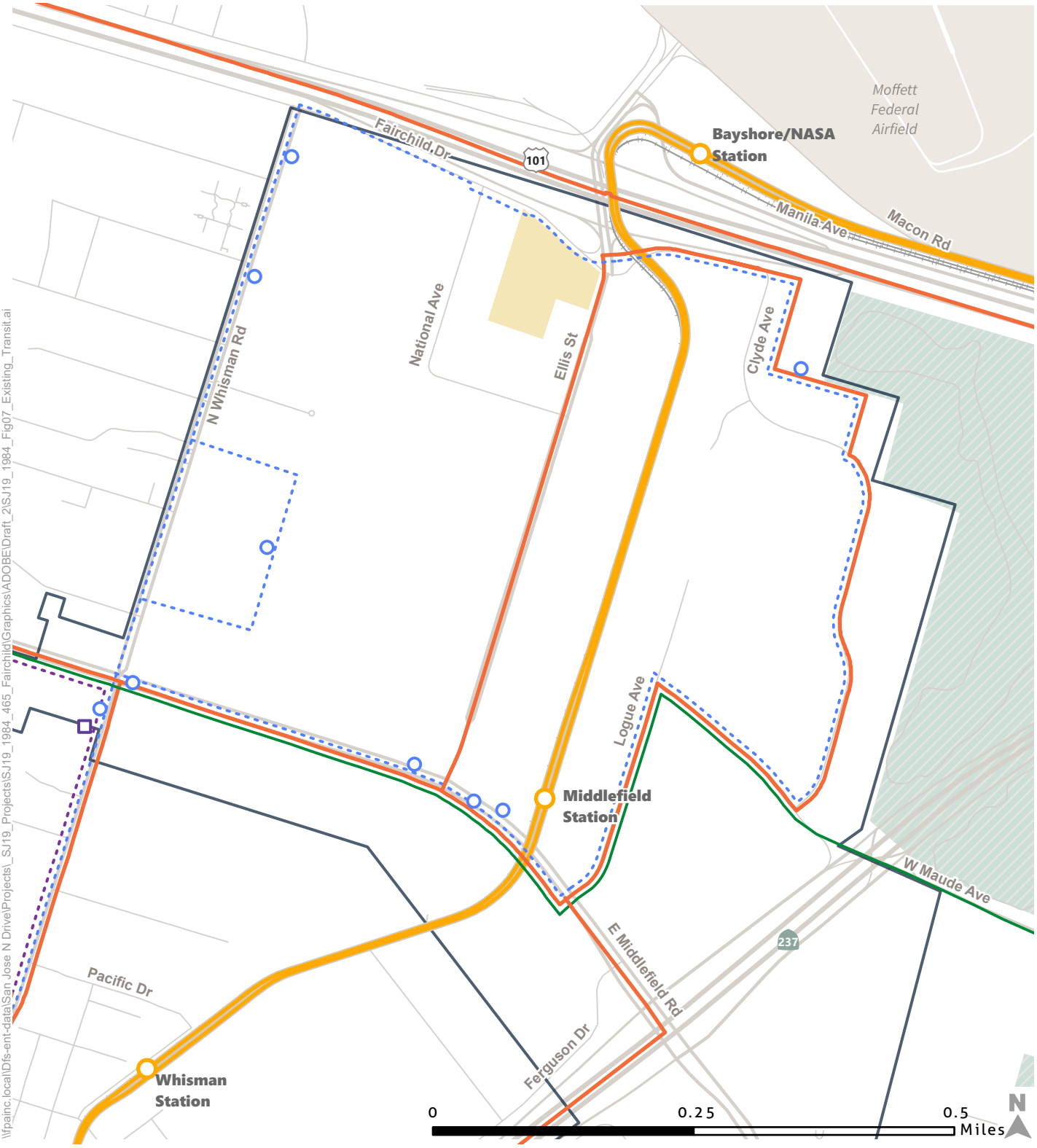


Figure 7

Existing Transit Facilities

600 Ellis Street Office Project

Existing Intersection Operations

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during the AM and PM peak hours. Traffic counts for the study intersections are presented in **Appendix A**. The results are presented in **Table 5**. **Appendix C** contains the corresponding LOS calculation sheets (for all the study scenarios).

The results of the LOS calculations indicate that all the study intersections are operating at levels of service that meet the applicable LOS standards under Existing Conditions.

The existing lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 8**.

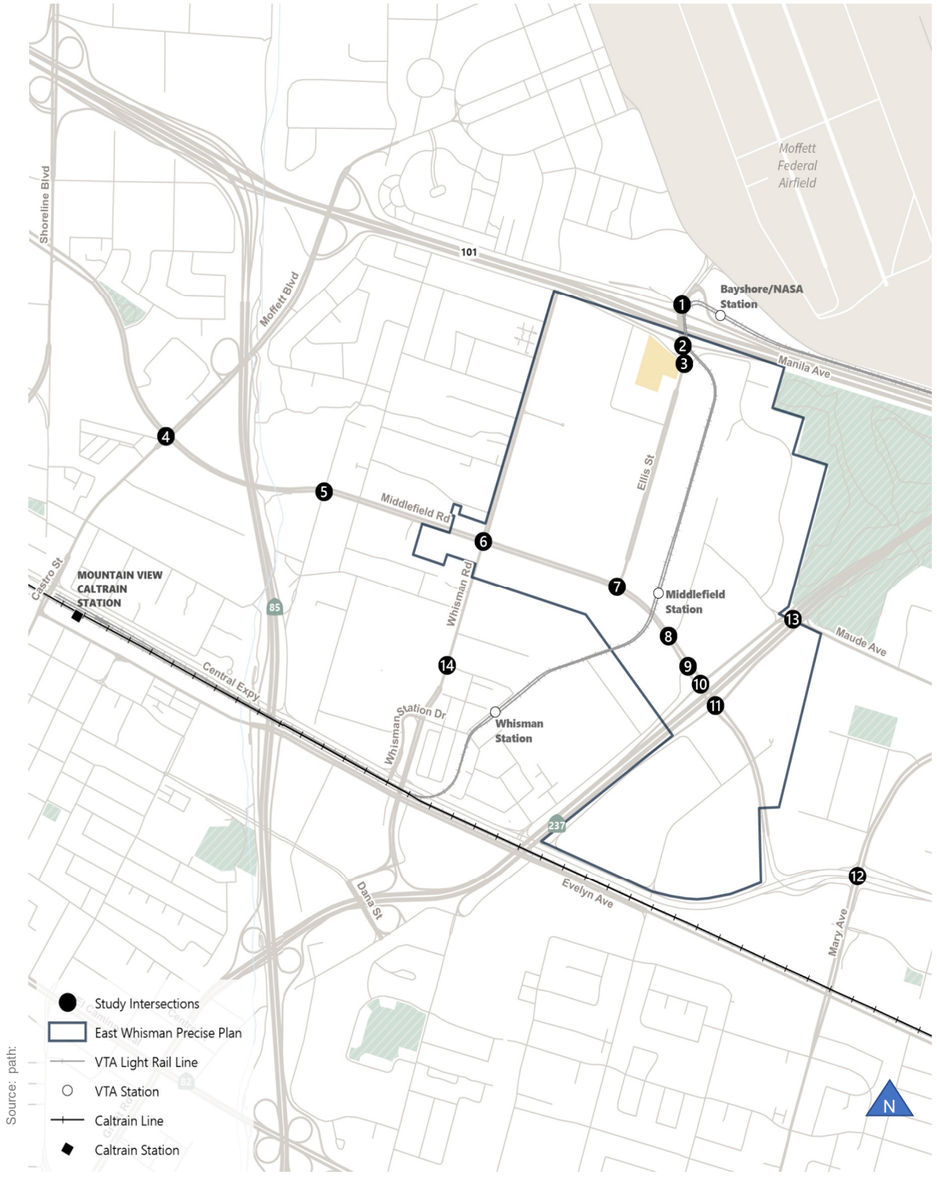
Table 5: Existing Intersection Levels of Service

	Intersection	Count Date	LOS Threshold	Control[1]	Peak Hour[2]	Delay[3]	LOS[4,5]
1	Ellis Street and Northbound US 101 Ramps	May 2019	LOS D	Signal	AM PM	15.0 18.4	B B-
2	Ellis Street and Southbound US 101 Ramps	May 2019	LOS D	Signal	AM PM	16.6 14.5	B B
3	Ellis Street and Fairchild Drive	May 2019	LOS D	Signal	AM PM	16.9 16.1	B B
4	Middlefield Road and Moffett Boulevard	May 2019	LOS D	Signal	AM PM	36.7 38.2	D+ D+
5	Middlefield Road and Easy Street	May 2019	LOS D	Signal	AM PM	18.0 12.1	B B
6	Middlefield Road and Whisman Road	May 2019	LOS D	Signal	AM PM	30.6 30.8	C C
7	Middlefield Road and Ellis Street	May 2019	LOS D	Signal	AM PM	14.8 15.3	B B
8	Middlefield Road and Logue Avenue	May 2019	LOS D	Signal	AM PM	13.9 16.9	B B
9	Middlefield Road and Ferguson Drive	May 2019	LOS D	Signal	AM PM	10.1 8.7	B+ A
10	Middlefield Road and Westbound SR 237 Frontage Road	May 2019	LOS D	Signal	AM PM	18.8 14.8	B- B
11	Middlefield Road and Eastbound SR 237 Frontage Road	May 2019	LOS D	Signal	AM PM	24.2 18.7	C B-
12	Central Expressway and Mary Avenue	November 2019	LOS E	Signal	AM PM	71.2 61.1	E E
13	Maude Avenue and SR 237 Ramps	May 2019	LOS D	Signal	AM PM	29.0 33.9	C C-
14	North Whisman Road and Pacific Drive[6]	November 2019	LOS D	Side-Street Stop Controlled	AM PM	12.2 12.7	B B

Notes: **Bold** text indicates intersection operates at a deficient Level of Service compared to the applicable standard.

1. Signal refers to a signalized intersection. SSSC = Side-Street Stop Controlled intersection.
2. AM = morning peak hour, PM = evening peak hour
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the *2000 Highway Capacity Manual*.
5. Field conditions are generally worse than the calculated levels of service at three Ellis Street intersections (Int. 1-3) because of the limited intersection spacing at the interchange areas and/or interaction with light-rail trains. Evening field conditions were generally worse, between LOS C and D, for East Middlefield Road and 237 Ramp intersections and Maude Avenue SR 237 intersections (Int.10, 11, and 13) because of the limited intersection spacing at the interchange areas.
6. Results for the worst approach reported for stop-controlled intersections. This intersection evaluation uses November 2019 counts and the side-street stop controlled intersection control at the time of the counts. Signalization occurred in August 2020.

Source: Fehr & Peers, 2020.



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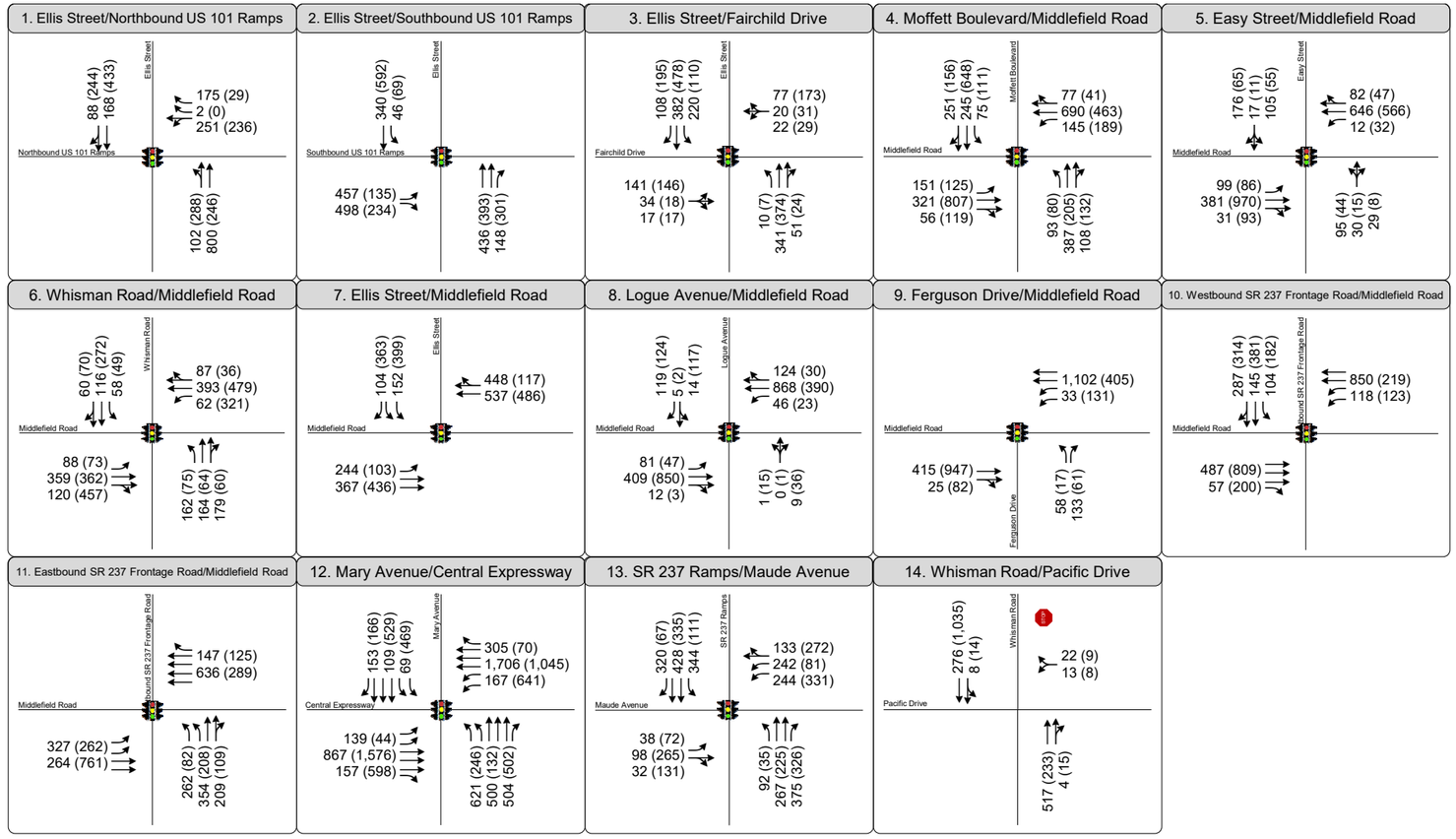


LEGEND

- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 8
Existing Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes

Existing Freeway Segment Operations

The results of the freeway LOS analysis for Existing Conditions are shown in **Table 6** for mixed-flow and HOV lanes. HOV lanes are carpool lanes restricted to only vehicles with 2 or more persons, while mixed-flow lanes or mixed lanes also include single occupancy vehicles. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl. Detailed density and LOS results for all freeway segments are presented in **Appendix D**.

As shown, many segments are currently operating unacceptably. Near the Project site during the morning peak hour, northbound US 101 operates unacceptably from Mathilda Avenue to Moffett Boulevard for the carpool lane and from SR 237 to Moffett Boulevard for both mixed-flow and carpool lanes. During the evening peak hour, southbound SR 85 operates unacceptably from SR 237 to El Camino Real for both mixed-flow and carpool lanes. Near the Project during the afternoon peak hour, southbound US 101 operates unacceptably from Moffett Boulevard to SR 237 for the mixed-flow lanes and from SR 237 to Mathilda Avenue for both carpool and mixed-flow lanes.

In addition, during the morning peak hour, westbound SR 237 operates unacceptably from SR 85 to El Camino Real, while in the evening peak hour it operates unacceptably from US 101 to SR 85. During the morning peak hour in the opposite direction, SR 237 operates unacceptably from SR 85 to Central Expressway. During the evening peak hour, eastbound SR 237 operates unacceptably from East Middlefield Road/Maude Avenue to US 101.

Table 6: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[1]	Lanes		Density[2]		Level of Service[3]	
	MF[4]	HOV[4]		MF[4]	HOV[4]	MF[4]	HOV[4]	MF[4]	HOV[4]
State Route 85 – Northbound									
Fremont Avenue to El Camino Real	4,600	1,650	AM PM	2 2	1 1	**>70** 29	**>70** 8	**F** D	**F** A
El Camino Real to SR 237	4,600	1,650	AM PM	2 2	1 1	41 25	42 10	D C	D A
State Route 85 – Southbound									
SR 237 to El Camino Real	6,900	1,650	AM PM	3 3	1 1	31 **>70**	14 **60**	D **F**	B **F**
El Camino Real to Fremont Avenue	4,600	1,650	AM PM	2 2	1 1	38 **66**	16 47	D **F**	B E

Table 6: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[1]	Lanes		Density[2]		Level of Service[3]	
	MF[4]	HOV[4]		MF[4]	HOV[4]	MF[4]	HOV[4]	MF[4]	HOV[4]
US 101 – Northbound									
Mathilda Avenue to SR 237	6,900	1,650	AM PM	3 3	1 1	49 24	**>70** 20	E C	**F** C
SR 237 to Ellis Street	6,900	1,650	AM PM	3 3	1 1	**67** 53	**64** 33	**F** E	**F** D
Ellis Street to Moffett Boulevard	6,900	1,650	AM PM	3 3	1 1	**67** 53	**64** 33	**F** E	**F** D
US 101 – Southbound									
Moffett Boulevard to SR 237	6,900	1,650	AM PM	3 3	1 1	44 **>70**	31 57	D **F**	D E
SR 237 to Ellis Street	6,900	1,650	AM PM	3 3	1 1	44 **>70**	31 57	D F	D E
Ellis Street to Mathilda Avenue	6,900	1,650	AM PM	3 3	1 1	23 **>70**	40 **60**	C **F**	D **F**
State Route 237 – Westbound									
Mathilda Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	51 **>70**	N/A N/A	E **F**	N/A N/A
US 101 to East Middlefield Road/ Maude Avenue	4,400	N/A	AM PM	2 2	0 0	36 **>70**	N/A N/A	D **F**	N/A N/A
East Middlefield Road/ Maude Avenue to Central Expressway	4,400	N/A	AM PM	2 2	0 0	39 **>70**	N/A N/A	D **F**	N/A N/A
Central Expressway to SR 85	4,400	N/A	AM PM	2 2	0 0	28 **64**	N/A N/A	D **F**	N/A N/A
SR 85 to El Camino Real	4,400	N/A	AM PM	2 2	0 0	**65** 43	N/A N/A	**F** D	N/A N/A
State Route 237 – Eastbound									
El Camino Real to SR 85	4,400	N/A	AM PM	2 2	0 0	44 19	N/A N/A	D C	N/A N/A
SR 85 to Central Expressway	4,400	N/A	AM PM	2 2	0 0	**>70** 25	N/A N/A	**F** C	N/A N/A
Central Expressway to East Middlefield Road/Maude Avenue	4,400	N/A	AM PM	2 2	0 0	51 33	N/A N/A	E D	N/A N/A
East Middlefield Road/Maude Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	23 **>70**	N/A N/A	C **F**	N/A N/A
US 101 to Mathilda Avenue	4,400	N/A	AM PM	2 2	0 0	40 **>70**	N/A N/A	D **F**	N/A N/A

Notes:
1. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).

2. Measured in passenger cars per mile per lane.
3. Level of service based on density.
4. MF = Mixed-Flow Lanes, HOV = High-Occupancy Vehicle Lanes

N/A = not applicable. Freeway segment does not have HOV lanes.
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).
Source: *2016 CMP Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, 2020.

Field Observations

Field observations were conducted in the morning and evening peak periods on Tuesday, June 4, 2019 to confirm the operations analysis results and observe overall transportation conditions. In general, observations indicated that most of the study intersections are operating at or near the calculated levels of service. However, field conditions are generally worse than the calculated levels of service at three Ellis Street intersections (Int. 1-3) because of the limited intersection spacing within the interchange area and/or due to the interaction with light-rail trains. At the Ellis Street and US 101 Southbound Ramps intersection (Int. 2) in the morning peak period, queuing on the southbound off-ramp was approximately 650 feet in length, corresponding to approximately 26 vehicles, and did not spill back to the mainline. Northbound queues at the Ellis Street and US 101 Northbound Ramps intersection (Int. 1) were observed to be about seven to ten vehicles, approximately the maximum storage length available for the northbound approach. Near the Ellis Street and US 101 interchange, eight vehicles were observed queuing on the eastbound Fairchild Drive approach.

In the morning and evening peak periods, light traffic was observed at the East Middlefield Road and Ellis Street intersection (Int. 7), with corresponding to LOS C or better, which matches the calculated level of service. Similar intersection observations were made at East Middlefield Road and Whisman Road (Int. 3) in the evening peak period. At SR 237 ramps with East Middlefield Road (Int. 10 and 11) and Maude Avenue (Int. 10), the intersections were observed to perform between a LOS C and LOS D in the evening peak period.

The Moffett Boulevard and East Middlefield Road intersection (Int. 4) was observed to operate at around LOS C and LOS D in the evening peak period. During the same period, queues of five to ten vehicles were observed on the eastbound approach and westbound left-turn lane. Light traffic was observed on the northbound and southbound approaches for the intersection.

4. Project Traffic Estimates

This chapter presents the estimates of traffic generated by the Project and the roadways and intersections that will be affected by that Project generated traffic. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips would use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are then assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

Vehicle Trip Generation Methods

The Long-Term Office and Research & Development (R&D) trip generation rates presented in the *East Whisman Precise Plan Project-Level Transportation Analysis* report (August 2019) are areawide average trip generation rates for office, R&D and industrial land uses.[2] As presented in Chapter 2: Vision + Plan (page 52) of the *East Whisman Precise Plan* (2019), these areawide average vehicle trip generation rates are 0.95 vehicle trips per 1,000 square feet during the morning peak hour and 0.88 vehicle trips per 1,000 square feet during the evening peak hour. In Chapter 3 of the EWPP, Development Standards, these plan area average trip rates are used to calculate "long-term trip caps" that must be met by future new and redeveloped office development. To meet these long-term trip caps, each project must implement a Transportation Demand Management (TDM) program that includes regular monitoring of its actual vehicle trip rate that will be compared to the long-term trip caps.

Overview

To accommodate a new modern office building the existing buildings at 600 Ellis Street (465 Fairchild Drive) would be demolished and redeveloped as a portion of the new project. While the new project would have redeveloped and new square footage the day-to-day travel behavior would need to achieve the long-term trip rates. The following discussion describes how the City of Mountain View developed the office trip generation estimates for this project, which will also be used to establish this project's trip cap.

The trip generation estimates in the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) report were based on areawide average office trip generation rates. Vehicle trip generation rates for office space in the East Whisman Precise Plan (EWPP) area will vary depending on the employee density, commute mode share, and trip internalization due to the addition of residential units and retail space to the area. Employee commute mode share for future office space (new or reconstructed) will be

[2] For this analysis, office development/land use within the EWPP area includes general office, R&D, and industrial uses.

influenced by the EWPP Transportation Demand Management (TDM) trip reduction requirements. City staff has established that there will be separate trip rates for 1) legacy (renovated existing space without a TDM requirement) and 2) future office development (new or reconstructed space with a TDM requirement).

The following outlines the vehicle trip reduction assumptions established by City staff considering proximity to transit, internalization due to housing, and effectiveness of future TDM programs for legacy and future office development.

- Trip rates of legacy office space will be higher than future development since legacy space is exempt from the EWPP TDM development standards;
- Future office development will have a lower trip generation rate than legacy development since it will be subject to the EWPP TDM development standards; and

The trip generation method assumes travel cost and behavior would be similar to historical patterns. However, the trip generation rates would be expected to be lower, if one or more of the following occurs:

- Travel costs increase;
- Additional housing is built within or near the East Whisman Precise Plan; or
- Regional transportation solutions are constructed that fundamentally change trip generation rates and travel patterns.

The following discussion documents how the long-term trip cap for future office development was established.

Land Use Inputs

For the trip generation analysis, two basic categories of office space are assumed:

- Legacy office space – existing space that can be renovated, but will not be required to meet the EWPP TDM development standard or trip cap.
- Future office development – new or reconstructed office space that will be required to meet the EWPP TDM development standard including the trip cap.

Based on data provided by City staff, legacy office space is divided into two subcategories based on its proximity to the light rail stations:

- Legacy office space within 2,000 feet of the light rail station
- Legacy office space > 2,000 feet from the light rail station

Table 7 summarizes the estimated quantity of each category of office space in the EWPP area and **Appendix E** summarizes the calculations for each of the different office land uses in more detail (an expanded version of this discussion).

Table 7: EWPP Office Land Use Categories

Land Use	Total Building Area (square feet)	Subject to EWPP TDM Development Standard?
Legacy Office Space within 2,000 feet of the Light Rail Station	1,594,762	No
Legacy Office Space more than 2,000 feet from the Light Rail Station	1,826,500	No
Future Office Development (including reconstructed office space)	5,174,266	Yes
Total	8,594,528	-

Source: City of Mountain View, April 2020.

Areawide Trip Generation

The maximum allowed trip generation for the office, R&D, and industrial land uses in East Whisman was established as the East Whisman Precise Plan trip generation estimate used for the Cumulative with Project Conditions. The Cumulative with Project Conditions peak hour trip generation for the office land uses was 60,292 daily trips, 8,163 AM peak hour trips, and 7,586 PM peak hour trips (see Table 6 of *East Whisman Precise Plan - Project Trip Estimates*, Fehr & Peers, May 2019). These trip estimates include trip reductions for the increase in nearby residential development, which was applied to the legacy office space and future office development.

Peak Hour Trip Generation Rates

For each land use, **Table 8** summarizes the calculated AM and PM peak hour trip generation rates on a 1,000 square feet basis. The AM peak hour trip generate rate is calculated to be 0.83 trips per ksf and the PM peak hour trip generation rate is calculated to be 0.72 trips per ksf for future office developments. **Appendix E** describes how these rates were developed in more detail.

Table 8: Peak Hour Trip Generation Rates

Land Use	AM Peak Hour[1]	PM Peak Hour[1]
Legacy Office Space within 2,000 feet of the Light Rail Station	1.09	1.08
Legacy Office Space more than 2,000 feet from the Light Rail Station	1.16	1.15
Future Office Development	0.83[2]	0.72[2]

Notes:
1. Peak hour trip generation rate expressed as trips per 1,000 square feet.
2. These future office development trip rates per 1,000 s.f basis are similar to the North Bayshore driveway trip caps for office development of 0.85 vehicles per 1,000 s.f during the morning peak hour and 0.72 vehicles per 1,000 s.f. during the evening peak hour.

Source: Fehr & Peers, April 2020.

Daily Trip Rate

The daily trip rate for the future office development was developed using the same methods as the peak hour trip rates. The daily trip rate calculations are summarized below in **Table 9**. **Appendix E** describes how these rates were developed in more detail.

Table 9: Daily Trip Rate Calculation

Land Use	Total Building Area (square feet)	Daily Trips	Daily Rate
Legacy Office Space within 2,000 feet of the Light Rail Station	1,593,762	15,332	9.62
Legacy Office Space more than 2,000 feet from the Light Rail Station	1,826,500	17,790	9.73
Future Office Development	5,174,266	27,170	5.25
Total	8,594,528	60,292	7.02

Source: ITE *Trip Generation Manual* (10th Edition), City of Mountain View, and Fehr & Peers, April 2020.

Project Trip Generation

The future office development trip rates described in the previous section were used to estimate the amount of traffic generated by the proposed project at 600 Ellis Street (465 Fairchild Drive). The amount of traffic generated by the existing uses on the site was measured with driveway counts collected on Tuesday November 19, 2019, Wednesday November 20, 2019, and Thursday November 21, 2019. The existing uses generate 128 daily vehicle trips, 11 morning peak hour vehicle trips (9 inbound and 2 outbound) and 13 evening peak hour vehicle trips (5 inbound and 8 outbound). Subtracting these trips, the proposed Project would generate 1,232 daily net new vehicle trips, 205 morning peak hour net new vehicle trips (181 inbound and 24 outbound) and 174 evening peak hour net new vehicle trips (27 inbound and 147 outbound). The net new trip generation estimates for the projects using the calculated trip rates in the previous section are summarized in **Table 10**. Also included in **Table 10** is a summary of the total number of trips expected upon completion of the project. This total trip generation to be used to establish the driveway trip targets is the sum of the future office development and existing trips at 636 Ellis Street.

Table 10: Project Trip Generation

ITE #	Land Use Type	Method	Size	Type	Weekday Trips	AM Peak Hour Trips			PM Peak Hour Trips		
						Total	In	Out	Total	In	Out
Proposed Office Development											
710	Office	Future Office Development Trip Rates	259	ksf	1,360	216	190	26	187	32	155
				Subtotal (A)	1,360	216	190	26	187	32	155
600 Ellis Street (465 Fairchild Drive) Driveway Counts (Existing Land Use Demolition Credit)											
Existing Office at 600 Ellis Street (465 Fairchild Drive)		November 2019 Counts			128	11	9	2	13	5	8
				Subtotal (B)	128	11	9	2	13	5	8
636 Ellis Street Driveway Counts (Existing Trips to Remain)											
636 Ellis Street North Driveway (Fairchild Drive)					51	3	2	1	4	2	2
636 Ellis Street West Driveway (Ellis Street)					72	4	2	2	8	3	5
				Subtotal (C)	123	7	4	3	12	5	7
				Net New Trip Generation (A-B=D)	**1,232**	**205**	**181**	**24**	**174**	**27**	**147**
				Total Trip Generation (Driveway Trip Target) (A+C=E)	**1,483**	**223**	**194**	**29**	**199**	**37**	**162**

Source: Fehr & Peers, 2020.

Vehicle Trip Distribution

The directions of approach and departure of Project trips were based on the locations of complementary land uses and existing and future travel patterns in the area. **Table 11** shows the trip distribution for each relevant link in the roadway network. At the project driveways, 5 percent of project traffic will approach from the west on Fairchild Drive, 5 percent from the east on Clyde Avenue, 55 percent from US 101, and 35 percent from the south on Ellis Street.

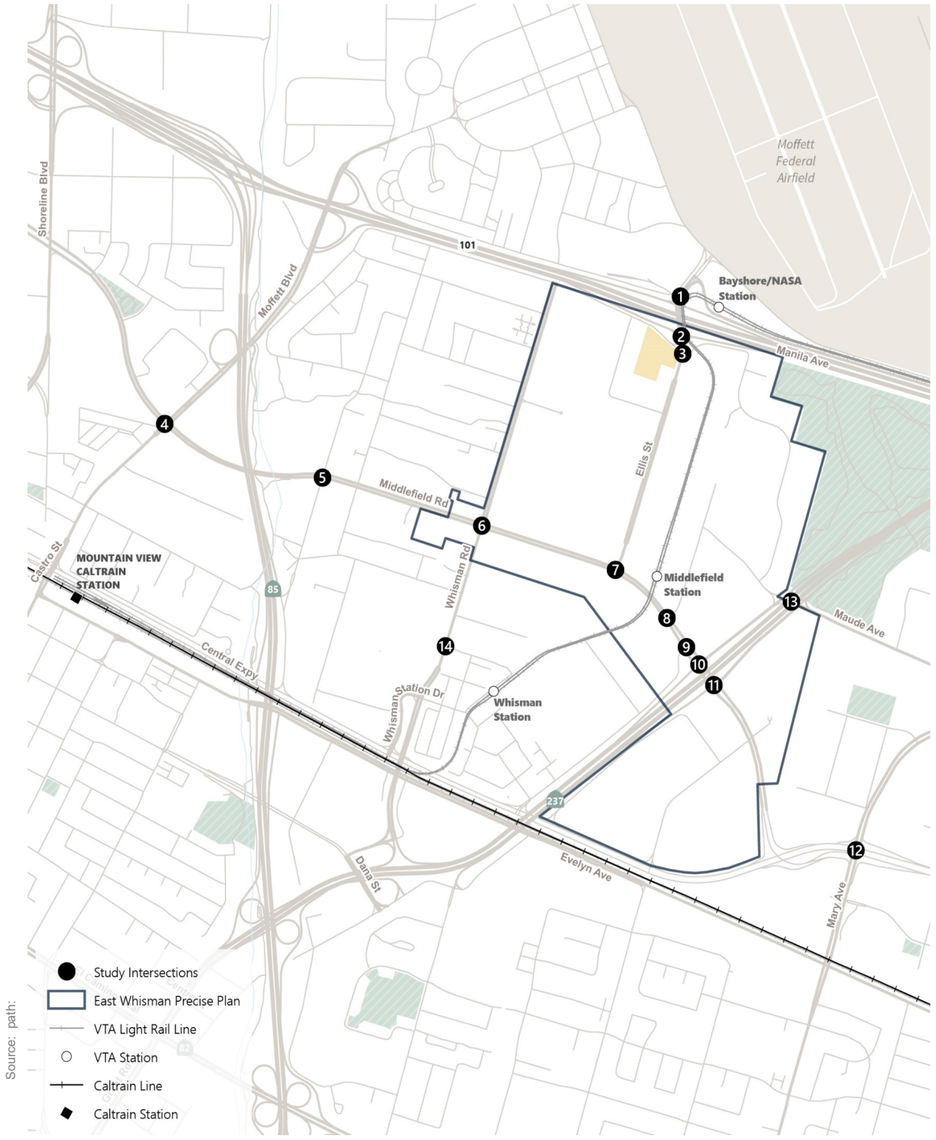
Table 11: Trip Distribution

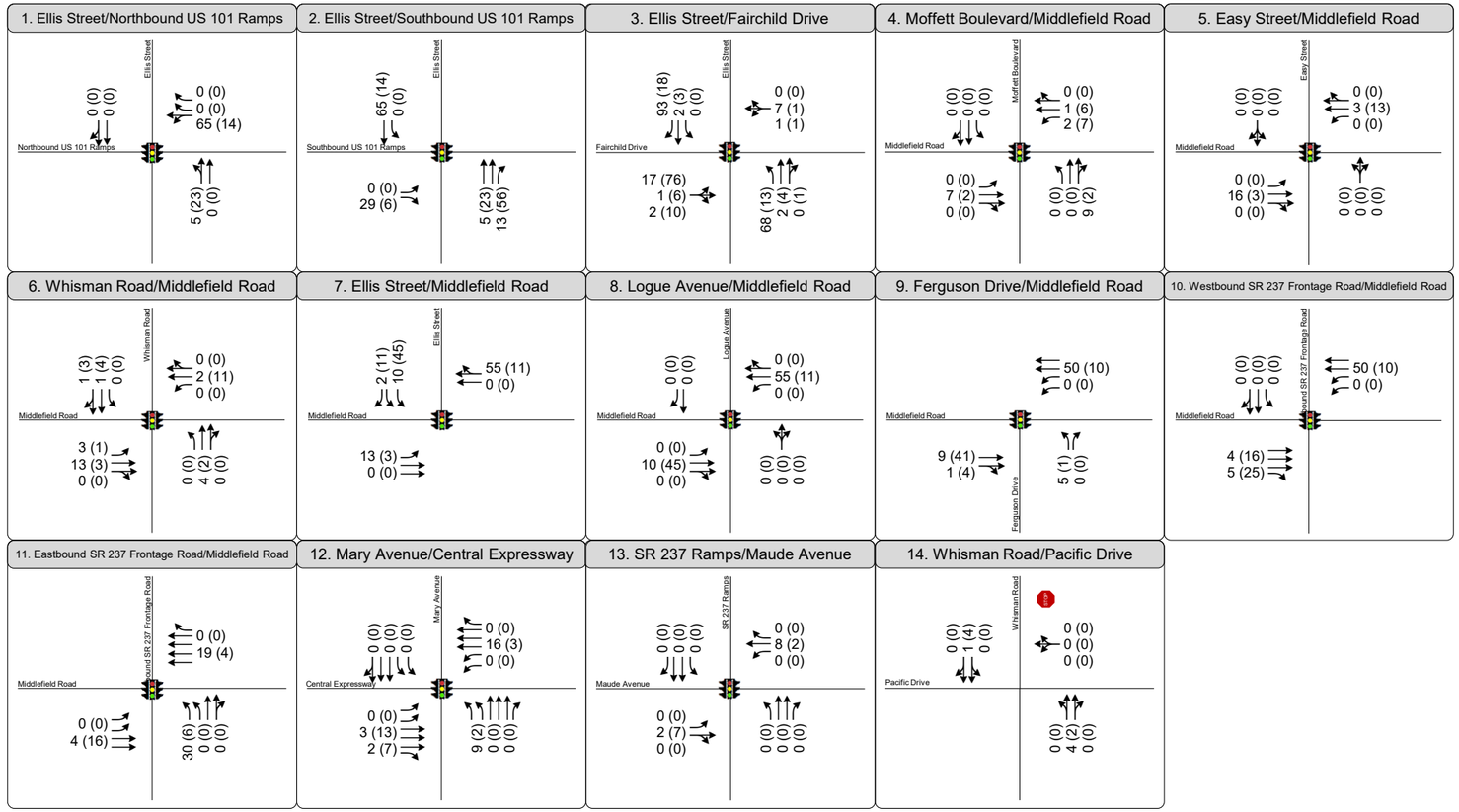
Destination	Trip Distribution (%)
US 101 South of SR 237	20
US 101 North of SR 85	15
SR 237 East of US 101	15
Grant Road North of El Camino Real	11
SR 85 North of El Camino Real	10
Central Expressway East of North Mary Avenue	10
Central Expressway West of SR 85	5
West Maude Avenue East of SR 237	5
West Middlefield Road West of Moffett Boulevard	4
South Mary Avenue South of West Evelyn Avenue	3
West Evelyn Avenue East of North Mary Avenue	2
TOTAL	**100**

Source: Fehr & Peers, 2020.

Vehicle Trip Assignment

The Project trips were assigned to the roadway system based on the directions of approach and departure discussed above. **Figure 9** shows the Project trips assigned to each turning movement by intersection. The corresponding Project trip assignment was added to the existing volumes to represent Existing with Project Conditions and Background with Project Conditions. Volumes for Existing with Project Conditions and Background with Project Conditions are presented in **Appendix B**.





LEGEND

AM (PM)	Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 9
Project Net New Trip Assignment

5. Existing with Project Conditions

This chapter presents the effects of the proposed Project on the surrounding roadway system under Existing with Project Conditions. Existing with Project Conditions are defined as Existing Conditions plus traffic generated by the proposed Project. Project effects on intersection and freeway segments under this scenario are then identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions.

Existing with Project Intersection Analysis

Level of service calculations were prepared using the TRAFFIX 8.0 software to evaluate signalized intersection operations under Existing with Project Conditions. The intersection volumes including the existing volumes on **Figure 8** and the Project trip assignment on **Figure 9** are shown in **Appendix B** and results of the LOS analysis are summarized in **Table 12.** The corresponding LOS calculation sheets are included in **Appendix C**.

The results for Existing (2019) Conditions are included in **Table 12** for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios between the Existing without and with Project Conditions. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. At some intersections, the critical delay is higher than the average delay. This generally occurs when the minor approaches contribute higher delay than the major approaches. Additionally, some intersections operate with less delay under Existing with Project Conditions compared to Existing Conditions. This can occur when the Project adds traffic to underutilized movements, thereby increasing the proportion of intersection trips with lower-than-average delay.

The results of the LOS calculations indicate all the study area intersections will operate at levels of service meeting the applicable local jurisdiction's LOS threshold under Existing with Project Conditions.

Table 12: Existing and Existing with Project Intersection Levels of Service

Intersection		LOS Thres-hold[1]	Peak Hour[2]	Existing[3]		Existing with Project			
				Delay[4]	LOS[5,8]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
1	Ellis Street and Northbound US 101 Ramps	LOS D	AM PM	15.0 18.4	B B-	15.8 19.0	B B-	0.043 0.024	1.4 0.5
2	Ellis Street and Southbound US 101 Ramps	LOS D	AM PM	16.6 14.5	B B	17.4 14.3	B B	0.020 0.008	0.1 0.1
3	Ellis Street and Fairchild Drive	LOS D	AM PM	16.9 16.1	B B	17.6 17.1	B B	0.059 0.037	2.2 1.2

Table 12: Existing and Existing with Project Intersection Levels of Service

	Intersection	LOS Thres-hold[1]	Peak Hour[2]	Existing[3]		Existing with Project			
				Delay[4]	LOS[5,8]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
4	Middlefield Road and Moffett Boulevard	LOS D	AM PM	36.7 38.2	D+ D+	36.7 38.4	D+ D+	0.000 0.005	0.0 0.3
5	Middlefield Road and Easy Street	LOS D	AM PM	18.0 12.1	B B	18.0 12.1	B- B	0.001 0.001	0.0 0.0
6	Middlefield Road and Whisman Road	LOS D	AM PM	30.6 30.8	C C	30.6 30.8	C C	0.003 0.002	0.1 0.1
7	Middlefield Road and Ellis Street	LOS D	AM PM	14.8 15.3	B B	15.2 15.4	B B	0.029 0.013	0.4 0.2
8	Middlefield Road and Logue Avenue	LOS D	AM PM	13.9 16.9	B B	13.6 16.6	B B	0.017 0.013	-0.3 -0.3
9	Middlefield Road and Ferguson Drive	LOS D	AM PM	10.1 8.7	B+ A	10.0 8.7	A A	0.018 0.015	-0.1 0.0
10	Middlefield Road and Westbound SR 237 Frontage Road	LOS D	AM PM	18.8 14.8	B- B	18.5 14.8	B- B	0.015 0.003	-0.1 0.0
11	Middlefield Road and Eastbound SR 237 Frontage Road	LOS D	AM PM	24.2 18.7	C B-	24.2 18.6	C B-	0.003 0.005	0.0 -0.1
12	Central Expressway and Mary Avenue	LOS E	AM PM	71.2 61.1	E E	72.4 61.4	E E	0.004 0.002	3.1 0.2
13	Maude Avenue and SR 237 Ramps	LOS D	AM PM	29.0 33.9	C C-	29.1 33.9	C C-	0.005 0.004	0.1 0.0
14	North Whisman Road and Pacific Drive[8]	LOS D	AM PM	12.2 12.7	B B	12.3 12.7	B B	N/A N/A	N/A N/A

Notes:
Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a deficiency.

1. LOS Threshold is the threshold between acceptable and unacceptable level of service.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing Conditions presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. 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.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing Conditions and Existing with Project Conditions.
7. Change in average critical movement delay between Existing Conditions and Existing with Project Conditions.
8. This intersection evaluation uses November 2019 counts and the side-street stop controlled intersection control at the time of the counts. Signalization occurred in August 2020.

Source: Fehr & Peers, 2020.

Signal Warrant Analysis

The peak hour traffic signal warrant analysis was not conducted at North Whisman Road and Pacific Drive (Intersection #14) because the intersection operates acceptably. It is noted that a new signal at this intersection was activated the week of August 17, 2020.

Freeway Analysis

The results of the mixed-flow and HOV lane freeway segment analysis during the morning and evening peak hours under Existing with Project Conditions are shown in **Table 13**. The Project is not expected to increase the demand over the capacity for freeway segments currently performing acceptably. The Project is also not expected to increase the traffic demand on the freeway segment by one percent or more for segments performing at an unacceptable level.

Table 13: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[2]	Lanes		Existing		Existing with Project			
						LOS[3]		LOS[3]		% of Project Trips to Capacity	
	MF[4]	HOV[5]		MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]
State Route 85 – Northbound											
Fremont Avenue to El Camino Real	4,600	1,650	AM PM	2 2	1 1	**F** D	**F** A	**F** D	**F** A	0.33% 0.07%	0.18% 0.06%
El Camino Real to SR 237	4,600	1,650	AM PM	2 2	1 1	D C	D A	D C	D A	0.33% 0.07%	0.18% 0.06%
State Route 85 – Southbound											
SR 237 to El Camino Real	6,900	1,650	AM PM	3 3	1 1	D **F**	B **F**	C **F**	B **F**	0.04% 0.19%	0.00% 0.12%
El Camino Real to Fremont Avenue	4,600	1,650	AM PM	2 2	1 1	D **F**	B E	D **F**	B E	0.07% 0.28%	0.00% 0.12%
US 101 – Northbound											
Mathilda Avenue to SR 237	6,900	1,650	AM PM	3 3	1 1	E C	**F** C	E C	**F** C	0.48% 0.10%	0.36% 0.06%
SR 237 to Ellis Street	6,900	1,650	AM PM	3 3	1 1	**F** E	**F** D	**F** E	**F** D	0.80% 0.17%	0.61% 0.12%
Ellis Street to Moffett Boulevard	6,900	1,650	AM PM	3 3	1 1	**F** E	**F** D	**F** E	**F** D	0.07% 0.29%	0.06% 0.24%
US 101 – Southbound											
Moffett Boulevard to Ellis Street	6,900	1,650	AM PM	3 3	1 1	D **F**	D E	D **F**	D E	0.36% 0.39%	0.24% 0.30%

Table 13: Existing Freeway Segment Levels of Service

Freeway Segment	Capacity[1]		Peak Hour[2]	Lanes		Existing		Existing with Project			
						LOS[3]		LOS[3]		% of Project Trips to Capacity	
	MF[4]	HOV[5]		MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]
Ellis Street to SR 237	6,900	1,650	AM PM	3 3	1 1	D **F**	D E	D **F**	D E	0.14% 0.68%	0.12% 0.48%
SR 237 to Mathilda Avenue	6,900	1,650	AM PM	3 3	1 1	C **F**	D **F**	C **F**	D **F**	0.09% 0.12%	0.06% 0.06%
State Route 237 – Westbound											
Mathilda Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	E **F**	N/A N/A	E **F**	N/A N/A	0.61% 0.14%	N/A N/A
US 101 to East Middlefield Road/ Maude Avenue	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.00% 0.00%	N/A N/A
East Middlefield Road/Maude Avenue to Central Expressway	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.11% 0.57%	N/A N/A
Central Expressway to SR 85	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.16% 0.66%	N/A N/A
SR 85 to El Camino Real	4,400	N/A	AM PM	2 2	0 0	**F** D	N/A N/A	**F** D	N/A N/A	0.09% 0.36%	N/A N/A
State Route 237 – Eastbound											
El Camino Real to SR 85	4,400	N/A	AM PM	2 2	0 0	D C	N/A N/A	D C	N/A N/A	0.45% 0.09%	N/A N/A
SR 85 to Central Expressway	4,400	N/A	AM PM	2 2	0 0	**F** C	N/A N/A	**F** C	N/A N/A	0.80% 0.16%	N/A N/A
Central Expressway to Middlefield Road/Maude Avenue	4,400	N/A	AM PM	2 2	0 0	E D	N/A N/A	E D	N/A N/A	0.68% 0.14%	N/A N/A
East Middlefield Road/Maude Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	C **F**	N/A N/A	C **F**	N/A N/A	0.00% 0.00%	N/A N/A
US 101 to Mathilda Avenue	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.11% 0.50%	N/A N/A

Notes:
Bold font indicates unacceptable operations based on VTA's LOS E Standard**. Bold and highlighted** text indicates a deficiency as discussed in **Chapter 7**.

1. Capacity in vehicles per hour (vph) based on number of lanes.
2. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
3. LOS = Level of Service. Level of service based on density presented in **Appendix D**.
4. MF = Mixed-Flow Lanes
5. HOV = High-Occupancy Vehicle Lanes

Source: *2016 CMP Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, 2020.

6. Background Conditions

This chapter presents the transportation analysis under Background Conditions and Background with Project Conditions. Background Conditions are defined as conditions prior to completion and occupancy of the Project. Traffic volumes for Background Conditions are based on existing volumes plus traffic generated by the existing office uses as observed in November 2019 on the Project site and approved but not yet constructed and/or occupied developments in the area. Background with Project Conditions are defined as Background Conditions plus the net-added Project traffic.

Background Conditions Roadway Infrastructure Improvements

There are no planned transportation improvements within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented in Existing Conditions.

Background Conditions Traffic Volumes

Traffic volumes for Background Conditions include the existing office uses as observed in November 2019 on the Project site and traffic generated by development projects that are either under construction or are approved, but not yet constructed, within proximity of the Project study. Information about these development projects was obtained from the planning departments of the City of Mountain View and City of Sunnyvale. Based on that information, the following development projects have been included in this Background scenario and their trip generation is presented in **Appendix F**:

City of Mountain View Background Development Projects

- 700 Middlefield Road (1.08 million sq. ft. office)
- 777 W Middlefield Road (716 apartment units)
- 750 W Middlefield Road (75 apartment units)
- 369 N. Whisman Road (180,773 sq. ft. office)
- 701 W Evelyn Avenue (28,000 sq. ft. commercial and 6,500 sq. ft. retail)
- 500 Ferguson Drive (394 apartments; 3,000 sq. ft. commercial)
- 840 East El Camino Real (38 new hotel rooms)
- 525,555,769 E. Evelyn Avenue (471 apartments)
- 257-265 Calderon Avenue (16 small-lot single-family homes)
- Hope Street Lots (115,650 sq. ft. hotel building, 52,585 mixed-use building)
- 750 Moffett Boulevard (255-room hotel and 200,000 sq. ft. office)
- 870 Leong Drive (78-room hotel)

- 277 Fairchild Dr. (22-unit row house units)
- 535 and 555 Walker Drive (58-unit row house units)
- 1075 Terra Bella Avenue (19,301 sq. ft. office)
- 1255 Pear Avenue (231,210 sq. ft. office building and 635 multifamily residential units)
- Shashi Hotel-1625 North Shoreline Boulevard (200-room hotel)
- Microsoft-1045-1085 La Avenida (new two-story main office building, net new square footage is 128,000 sf)
- 580 – 620 Clyde Avenue (178,477 sq. ft. of office)

City of Sunnyvale Background Development Projects

- 265 Sobrante Way (120,740 sq. ft. office research and development (R&D) space)
- 684 W. Maude Avenue (620,000 sq. ft. industrial R&D)
- 810 W. Maude Avenue (324,000 sq. ft. industrial R&D)
- 520 Almanor Avenue (207,200 sq. ft. 7-level, 4,000 sq. ft. retail)
- 610 N. Mary Avenue (1,471,400 sq. ft. office, 40,000 sq. ft. amenity buildings)
- 615 N. Mathilda Avenue (316,168 sq. ft. office, 13,724 sq. ft. amenities building)
- 623 Pastoria Avenue (56,817 sq. ft. office)
- 675 Almanor Avenue (154,716 sq. ft. office R&D)
- 445 N. Mary Avenue (366,818 sq. ft. industrial R&D)
- 1120 Innovation Way (180 hotel rooms, 4,500 sq. ft. restaurant)
- 1235 Bordeaux Drive (350 hotel rooms)
- 1152 Bordeaux Drive (1,779,554 sq. ft. office R&D)
- 589 W. Java Drive (339,000 sq. ft. office)
- 1100 N. Mathilda Avenue (358 room hotel)
- 728, 740, 750, 760, 814 San Aleso Avenue (118 du. multifamily housing)
- 370 San Aleso Avenue (65 multifamily residential units)
- 824 San Aleso Avenue (400-student high school)

Traffic estimates for the development projects that would add traffic to the study intersections were obtained from their respective TIA reports or estimated based on trip generation rates published in the ITE *Trip Generation Manual* (10th Edition). Vehicle trips for each of the background projects were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and patterns included recent TIAs completed in the area.

Intersection Analysis

Level of service calculations were prepared to evaluate intersection operations under Background and Background with Project Conditions. The intersection volumes are shown in **Appendix B** and the corresponding LOS calculation sheets are included in **Appendix C**.

The results of the level of service calculations are presented in **Table 14**, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios between the two conditions. Project deficiencies are identified by comparing Background without Project to Background with Project Conditions. The results of the LOS calculations indicate all the study area intersections will operate at levels of service meeting the applicable local jurisdiction's LOS threshold under Background with Project Conditions except the intersection of Central Expressway and Mary Avenue during the AM Peak hour.

As under Existing Conditions, the critical delay is higher than the average delay at some intersections under Background without and with Project Conditions. This generally occurs when the minor approaches contribute higher delay than the major approaches. Additionally, some intersections operate with less delay under Background with Project Conditions compared to Background Conditions. This can occur when the Project adds traffic to underutilized movements, thereby increasing the proportion of intersection trips with lower-than-average delay.

Signal Warrant Analysis

The peak hour traffic signal warrant analysis was not conducted at North Whisman Road and Pacific Drive (Intersection #14) because the intersection operates acceptably. It is noted that a new signal at this intersection was activated the week of August 17, 2020.

Freeway Analysis

The results of the mixed-flow and HOV lane freeway segment analysis during the morning and evening peak hours under Background without Project and Background with Project Conditions are shown in **Table 15**. **Appendix D** includes the detailed freeway segment LOS calculation tables. Freeway segments that operate at LOS F are in bold in the table. As presented in **Table 15**, the Project is not expected to increase the demand over the capacity for all freeway segments currently performing acceptably. The Project is also not expected to increase the traffic demand on the freeway segment by one percent or more for segments performing at an unacceptable level.

Table 14: Background and Background with Project Intersection Levels of Service

	Intersection	LOS Threshold[1]	Peak Hour[2]	Background		Background with Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
1	Ellis Street and Northbound US 101 Ramps	LOS D	AM PM	15.9 21.8	B C+	16.8 22.6	B C+	0.045 0.025	1.5 0.8
2	Ellis Street and Southbound US 101 Ramps	LOS D	AM PM	19.7 15.1	B- B	20.9 14.9	C+ B	0.125 0.041	1.3 0.6
3	Ellis Street and Fairchild Drive	LOS D	AM PM	16.9 17.7	B B	17.5 18.9	B B-	0.058 0.062	1.9 2.3
4	Middlefield Road and Moffett Boulevard	LOS D	AM PM	42.5 44.1	D D	42.5 44.3	D D	0.001 0.005	0.0 0.4
5	Middlefield Road and Easy Street	LOS D	AM PM	18.0 11.8	B- B+	18.1 11.8	B- B+	0.001 0.001	0.0 0.0
6	Middlefield Road and Whisman Road	LOS D	AM PM	29.3 32.6	C C-	29.2 32.7	C C-	0.004 0.002	-0.1 0.2
7	Middlefield Road and Ellis Street	LOS D	AM PM	16.2 16.1	B B	16.7 16.3	B B	0.035 0.013	0.7 0.3
8	Middlefield Road and Logue Avenue	LOS D	AM PM	14.2 17.3	B B	14.0 17.1	B B	0.016 0.013	-0.2 -0.2
9	Middlefield Road and Ferguson Drive	LOS D	AM PM	10.6 8.9	B+ A	10.4 8.9	B+ A	0.018 0.014	-0.1 0.1
10	Middlefield Road and Westbound SR 237 Frontage Road	LOS D	AM PM	19.0 15.9	B- B	18.7 16.0	B- B	0.015 0.003	-0.1 0.0
11	Middlefield Road and Eastbound SR 237 Frontage Road	LOS D	AM PM	24.1 19.6	C B-	24.1 19.5	C B-	0.003 0.005	0.1 -0.1
12	Central Expressway and Mary Avenue	LOS E	AM PM	**82.1** 68.1	**F** E	**83.2** 68.6	**F** E	0.006 0.002	2.0 0.5
13	Maude Avenue and SR 237 Ramps	LOS D	AM PM	35.2 34.6	D+ C-	35.3 34.7	D+ C-	0.005 0.004	0.3 0.1
14	North Whisman Road and Pacific Drive[7]	LOS D	AM PM	13.3 13.9	B B	13.4 13.1	B B	N/A N/A	N/A N/A

Notes:
Bold text indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates deficiencies.

1. LOS Threshold is the threshold between acceptable and unacceptable level of service.
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.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background Conditions and Background with Project Conditions.
6. Change in average critical movement delay between Background Conditions and Background with Project Conditions.
7. This intersection evaluation uses November 2019 counts and the side-street stop controlled intersection control at the time of the counts. Signalization occurred in August 2020.

Source: Fehr & Peers, 2020.

Table 15: Background Freeway Segment Level of Service

Freeway Segment	Capacity[1]		Peak Hour[2]	Lanes		Background		Background with Project			
						LOS[3]		LOS[3]		% of Project Trips to Capacity	
	MF[4]	HOV[5]		MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]
State Route 85 – Northbound											
Fremont Avenue to El Camino Real	4,600	1,650	AM PM	2 2	1 1	**F** D	**F** A	**F** D	**F** A	0.33% 0.07%	0.18% 0.06%
El Camino Real to SR 237	4,600	1,650	AM PM	2 2	1 1	D C	D A	D C	D A	0.33% 0.07%	0.18% 0.06%
State Route 85 – Southbound											
SR 237 to El Camino Real	6,900	1,650	AM PM	3 3	1 1	C **F**	B **F**	C **F**	B **F**	0.04% 0.19%	0.00% 0.12%
El Camino Real to Fremont Avenue	4,600	1,650	AM PM	2 2	1 1	D **F**	B E	D **F**	B E	0.07% 0.28%	0.00% 0.12%
US 101 – Northbound											
Mathilda Avenue to SR 237	6,900	1,650	AM PM	3 3	1 1	E C	**F** C	E C	**F** C	0.48% 0.10%	0.36% 0.06%
SR 237 to Ellis Street	6,900	1,650	AM PM	3 3	1 1	**F** E	**F** D	**F** E	**F** D	0.80% 0.17%	0.61% 0.12%
Ellis Street to Moffett Boulevard	6,900	1,650	AM PM	3 3	1 1	**F** E	**F** D	**F** E	**F** D	0.07% 0.29%	0.06% 0.24%
US 101 – Southbound											
Moffett Boulevard to Ellis Street	6,900	1,650	AM PM	3 3	1 1	E **F**	D E	E **F**	D E	0.36% 0.39%	0.24% 0.30%
Ellis Street to SR 237	6,900	1,650	AM PM	3 3	1 1	E **F**	D **F**	E **F**	D **F**	0.14% 0.68%	0.12% 0.48%
SR 237 to Mathilda Avenue	6,900	1,650	AM PM	3 3	1 1	C **F**	D **F**	C **F**	D **F**	0.09% 0.12%	0.06% 0.06%
State Route 237 – Westbound											
Mathilda Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	E **F**	N/A N/A	E **F**	N/A N/A	0.61% 0.14%	N/A N/A
US 101 to East Middlefield Road/ Maude Avenue	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.00% 0.00%	N/A N/A
East Middlefield Road/Maude Avenue to Central Expressway	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.11% 0.57%	N/A N/A
Central Expressway to SR 85	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.16% 0.66%	N/A N/A
SR 85 to El Camino Real	4,400	N/A	AM PM	2 2	0 0	**F** D	N/A N/A	**F** D	N/A N/A	0.09% 0.36%	N/A N/A

Table 15: Background Freeway Segment Level of Service

Freeway Segment	Capacity[1]		Peak Hour[2]	Lanes		Background		Background with Project			
						LOS[3]		LOS[3]		% of Project Trips to Capacity	
	MF[4]	HOV[5]		MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]	MF[4]	HOV[5]
State Route 237 – Eastbound											
El Camino Real to SR 85	4,400	N/A	AM PM	2 2	0 0	D C	N/A N/A	E C	N/A N/A	0.45% 0.09%	N/A N/A
SR 85 to Central Expressway	4,400	N/A	AM PM	2 2	0 0	**F** C	N/A N/A	**F** C	N/A N/A	0.80% 0.16%	N/A N/A
Central Expressway to Middlefield Road/Maude Avenue	4,400	N/A	AM PM	2 2	0 0	E D	N/A N/A	E D	N/A N/A	0.68% 0.14%	N/A N/A
East Middlefield Road/Maude Avenue to US 101	4,400	N/A	AM PM	2 2	0 0	C **F**	N/A N/A	C **F**	N/A N/A	0.00% 0.00%	N/A N/A
US 101 to Mathilda Avenue	4,400	N/A	AM PM	2 2	0 0	D **F**	N/A N/A	D **F**	N/A N/A	0.11% 0.50%	N/A N/A

Notes:
Bold font indicates unacceptable operations based on VTA's LOS E Standard**. Bold and highlighted** text indicates a deficiency as discussed in **Chapter 7**.

1. Capacity in vehicles per hour (vph) based on number of lanes.
2. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
3. LOS = Level of Service. Level of service based on density presented in **Appendix D.**
4. MF = Mixed-Flow Lanes
5. HOV = High-Occupancy Vehicle Lanes

Source: *2016 CMP Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, June 2020.

7. Transportation Deficiencies and Improvements

This chapter discusses potential Project effects on the study intersections and freeway segments. First, the deficiency criteria are described. Next, the deficiencies and improvements are presented for each transportation facility type.

Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the City of Mountain View and the Santa Clara Valley Transportation Authority. Deficiencies were evaluated by comparing the results of the analysis under Existing with Project Conditions to Existing without Project Conditions, and Background with Project Conditions to the results under Background without Project Conditions.

Signalized Intersections

City of Mountain View

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

> POLICY MOB 8.1: Multimodal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.
>
> POLICY MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

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

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

- Use LOS E for intersections and street segments on CMP designated roadways in Mountain View (e.g., El Camino Real, Central Expressway and San Antonio Road).

This transportation analysis follows the interim LOS standards.

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

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

Unsignalized Intersections

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

Based on previous studies, deficiencies are said to occur when the addition of project traffic causes the average intersection delay for an all-way stop-controlled intersection, or the worst movement/approach for a side-street stop-controlled intersection, to degrade to LOS F and the intersection satisfies the peak hour traffic signal warrant from the *California Manual of Uniform Traffic Control Devices* (MUTCD) (2014).[3]

Freeways

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

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the without Project Conditions to an unacceptable level (LOS F); or
- There is an increase in traffic of more than one percent of the capacity on a segment that operates at LOS F under Existing or Background Conditions.

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

Deficiencies and Improvements

Intersections

Intersection deficiencies and improvements were evaluated under Existing with Project and Background with Project Conditions.

Existing with Project Conditions

The results of the LOS calculations indicate that the Project does not cause deficiencies at any study intersection under Existing with Project Conditions based on the significance thresholds outlined in above, and therefore no improvements are required.

Background with Project Conditions

The results of the LOS calculations indicate that the Project would not cause deficiencies at any intersection under Background with Project Conditions based on the significance thresholds outlined in above, and therefore no improvements are required.

The Project is consistent the *East Whisman Precise Plan (EWPP)* area and Project study area overlaps with the *EWPP* study area. As presented in the *East Whisman Precise Plan Project-Level Transportation Analysis (August 2019)*, a Background with Project deficiency was determined for one study intersection. Buildout of the *EWPP* would increase motor vehicle traffic and congestion resulting in unacceptable operations at the Ellis Street and Northbound US 101 Ramps intersection (Intersection 13). Although the Project itself does not result in a deficiency at this intersection, it contributes to the *EWPP* deficiency.

In the *Transportation Analysis for East Whisman Precise Plan,* the improvement for this intersection was an additional westbound left-turn lane and southbound right-turn lane, which would improve queuing in the westbound and southbound directions and improve intersection operations to an acceptable level of service. The City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic.

Freeways

Freeway deficiencies and the associated improvements were evaluated under Existing with Project and Background with Project Conditions.

Existing with Project

Under Existing with Project Conditions, implementation of the Project would not cause the study freeway segments to operate at an unacceptable level and would not contribute traffic greater than 1 percent to segments projected to operate unacceptable prior to the addition of Project traffic.

Background with Project Conditions

Under Background with Project Conditions, implementation of the Project would not cause the study freeway segments to operate at an unacceptable level and would not contribute traffic greater than one percent to segments projected to operate unacceptable prior to the addition of project traffic.

The Project is consistent the *East Whisman Precise Plan (EWPP)* area and Project study area overlaps with the *EWPP* study area. As presented in the *Transportation Analysis for East Whisman Precise Plan*, buildout of the *EWPP*, would cause 294 segments to operate at an unacceptable level and contribute traffic greater than one percent to 151 segments projected to operate unacceptable prior to the addition of Project traffic resulting in freeway deficiencies caused by *EWPP*.

The *Transportation Analysis for East Whisman Precise Plan* determined that those freeway segments could be widened to meet the current level of service standard. Specifically, the Santa Clara Valley Transportation Authority (VTA) Valley Transportation Plan 2040 (October 2014) identified freeway express lanes (VTA VTP 2040 Project #H1, H2, and H5), and freeway auxiliary lane projects to improve freeway operations. However, the complete improvement of freeway deficiencies is considered beyond the scope of an areawide plan, or an individual project, due to the inability a City to: 1) acquire right-of-way for freeway widening, and 2) fully fund major freeway mainline improvements. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.

The *Transportation Analysis for East Whisman Precise Plan* acknowledges that the *EWPP* includes efforts, such as by introducing of residential development (i.e. this Project) in a jobs rich area, that may incrementally reduce peak period freeway traffic, but would not completely address the operational deficiencies. It was also documented that a fair share contribution by the *EWPP* toward freeway improvement costs could be considered as an improvement and a community benefit. However, operational deficiencies would not be eliminated until the improvements are constructed.

8. Vehicle Miles Traveled

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, is changing the way transportation impacts are identified under the California Environmental Quality Act (CEQA). Specifically, the legislation directed the State of California's Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. Following several years of draft proposals and related public comments, OPR has issued *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. Along with this OPR advisory guidance, the CEQA guidelines were updated in December 2018, such that vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of vehicle miles of travel (VMT) will be required. As of December 2018, the timing of implementation to use VMT for CEQA analysis is July 2020.

The Project is consistent with the *EWPP*, which presented a SB 743 VMT assessment, one of the City of Mountain View's first evaluations using VMT, in the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) to evaluate the EWPP on VMT. To capture the full effects of the EWPP, the EWPP VMT assessment used the VMT for all trip purposes and vehicle types (no separation of VMT by land use); therefore, the Project is included in the *EWPP* VMT assessment. A summary of the EWPP SB 743 VMT Assessment is provided as the Cumulative Conditions VMT analysis for this Project. Because VMT does vary by location within the EWPP, a project specific VMT analysis is presented in this chapter too. Therefore, this Chapter presents a:

- Summary of the EWPP SB 743 VMT Assessment: An analysis of the project generated VMT and project's effect on VMT for the EWPP area.
- Project specific SB 743 VMT Assessment: An analysis of the project generated VMT and project's effect on VMT for the project assuming the project achieves its future office development daily vehicle trip targets.

The same travel forecasting model and VMT metrics are used for both analyses; therefore, it is possible to compare the VMT results for the EWPP and this individual project.

Summary of the EWPP SB 743 VMT Assessment

The EWPP SB 743 VMT assessment was one of the City of Mountain View's first evaluations using VMT. As a part of that process the following steps were taken to implement the SB 743 VMT assessment:

- Selecting a VMT calculation tool
- Selecting the VMT accounting methods
- Calculating the baseline and cumulative regional VMT estimates
- Setting a VMT thresholds

The City of Mountain View travel model was used to estimate daily VMT. To provide a complete picture of the effects of the EWPP on VMT analysis looked at:

1. Project generated VMT: The sum of the "VMT from" and "VMT to" the EWPP area.
2. Project's effect on VMT: The change in travel on all roadways within the City and within the County due to the EWPP.

The use of these VMT metrics allowed the City to evaluate the direct, indirect, and cumulative effects of the project on VMT. The analysis focused on the VMT for all trip purposes and vehicle types including the project trips from this Project the *EWPP* VMT assessment.

The EWPP project generated VMT per service population was used to evaluate how the VMT in the EWPP area changes between scenarios, taking into account both VMT increases due to growth and VMT reductions due to changes in travel behavior.[4] It was determined that the EWPP area is less efficient with regards to its project generated VMT rate when compared to the citywide or countywide thresholds under either Existing Conditions or Cumulative Conditions. The primary reasons for this determination were:

- most of the VMT for the EWPP area is due to the employee travel, and
- residential and retail land uses are located relatively far away and are primarily accessible by vehicle (autos).

As a result, project generated VMT per service population VMT impacts were identified under Existing with Project Conditions and Cumulative with Project Conditions. Even with an aggressive TDM program for future office development and the addition of 5,000 residential units in EWPP, the EWPP project generated VMT per service population rate is greater than the citywide or countywide project generated VMT rates.

The EWPP's effect on VMT on the entire roadway system was also evaluated.[5] The *EWPP* land use changes are relatively small compared to the countywide residential population and employment growth; therefore; it is likely to have local effects such as shifting some existing trips to/from other neighborhoods near the EWPP area. Furthermore, as more *EWPP* traffic uses the local streets within and near the EWPP area the existing and future traffic passing through the EWPP area without the project will shift to alternate routes. Therefore, the EWPP project's effect on VMT was evaluated as the cumulative effects of *EWPP* land use and transportation changes on VMT by comparing the boundary VMT per service

[4] Like the vehicle trip generation, the technical approach to the VMT analysis is somewhat unique. Rather than calculating the net increase in project VMT due to the net increase in individual land uses, the project generated VMT was prepared for the entire East Whisman area (all land uses) to capture the effects of adding housing and supporting retail to a jobs rich area, the conversion of existing R&D space to office space, and an increased office density.

[5] An often-cited example of how a project can affect VMT is the addition of a grocery store in a food desert. Residents of a neighborhood without a grocery store have to travel a great distance to an existing grocery store. Adding the grocery store to that neighborhood will shorten many of the grocery shopping trips and reduce the VMT to/from the neighborhood. This concept is likely to occur with the addition of retail and residential units in the EWPP area, and enhanced TDM programs of new office development.

population[6] between Cumulative and Cumulative with *EWPP* Conditions. Based on this comparison, the EWPP would not have an impact on VMT under Cumulative with Project Conditions when considering the citywide or countywide boundary VMT on a per service population basis.[7]

The EWPP project's effect on VMT results support the concept that providing housing near jobs, such as the Project, 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 local transit service. The EWPP also includes an extensive TDM program for future office development, which also contributes to a reduction in the citywide or countywide boundary VMT on a per service population basis.

The reader can review the SB 743 VMT assessment presented in the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) for additional details.

Project Specific SB 743 VMT Assessment

To provide additional information at the project site, the following project specific VMT assessment is provided using the same VMT metrics, Mountain View travel model, and VMT thresholds used in the EWPP transportation analysis. Like the level of service operations analysis earlier in this report, because the Project is consistent with the East Whisman Precise Plan (EWPP), the Cumulative Conditions analysis from the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) will serve as the Cumulative Conditions analysis for the Project.

Project Generated VMT Impact Thresholds and Impact Criteria

The citywide and countywide thresholds for project generated VMT per service population per the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) is 15 percent below the Existing Conditions VMT per service population for the City of Mountain View and for Santa Clara County. The City selected the 15 percent reduction based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by OPR (December 2018). These were ad hoc VMT thresholds used for the *EWPP* and have not been adopted nor are they applicable citywide. The ad hoc thresholds used for *EWPP* area are:

- **Citywide**: City of Mountain View project generated VMT per service population of 36.30 x 85% = 30.86
- **Countywide**: Santa Clara County project generated VMT per service population of 26.67 x 85% = 22.67

[6] Boundary VMT captures all VMT on a roadway network within a specified geographic area including local trips plus interregional travel that does not have an origin or destination within the area.

[7] The boundary VMT per service population is used to compare between the Cumulative Conditions and Cumulative with Project Conditions because the land use supply is increased between the two scenarios. If the land use control total were not changed between the scenarios then the boundary VMT values would have been compared directly.

The VMT per service population threshold set to 15 percent below Existing Conditions establishes the expectation that the *EWPP* increases in density and diversity of land uses (addition of residential uses) and the office TDM effectiveness would increase the use of walk, bicycle (or scooter), shared vehicles and transit modes and decrease vehicle use. Therefore, a project generated impact would occur if:

- The daily project generated VMT per service population is above the citywide VMT per service population threshold of 30.86; or
- The daily project generated VMT per service population is above the countywide VMT per service population threshold of 22.67.

The Existing with Project Conditions project generated VMT estimates for the project were compared to these thresholds to identify project impacts.

Projects Effect on VMT Thresholds and Impact Criteria

The citywide and countywide impact thresholds for project's effect on VMT per the EWPP transportation analysis are expressed as follows:

- **Citywide**: City of Mountain View Existing Conditions boundary VMT per service population of 14.08
- **Countywide**: Santa Clara County Existing Conditions boundary VMT per service population of 13.78

Therefore, a project's effect on VMT impact would occur if:

- The proposed project causes the existing citywide daily boundary VMT per service population to increase above 14.08; or
- The proposed project causes existing countywide daily boundary VMT per service population to increase above 13.78.

The purpose of this comparison is to determine if the citywide or countywide boundary VMT allocation increases substantially from Existing Conditions to Existing with Project Conditions.

Results for Project Specific SB 743 VMT Assessment

The results of the project generated VMT and project's effect on VMT for the Project are presented in **Table 16** and **Table 17**, respectively.

Project Generated VMT

The project generated VMT impacts under Existing with Project Conditions based on the citywide and countywide thresholds are determined as follows:

- **Citywide**: The project generated VMT per service population of 24.81 for the Project is less than citywide threshold of 30.86. Therefore, the Project would not have a citywide project generated VMT impact under Existing with Project Conditions.
- **Countywide**: The project generated VMT per service population 24.81 for the Project is greater than the countywide threshold of 22.67. Therefore, the Project would have a countywide project generated VMT impact under Existing with Project Conditions.

This Project's project generated VMT per service assessment has a similar conclusion as the EWPP transportation analysis in terms of the Countywide VMT threshold. The project description includes an extensive TDM program; however, the project's TDM program would need to be more aggressive under Existing with Project Conditions to reduce the project generated VMT per service population impact in the near-term. Overtime, the EWPP transportation policy framework relies on highly effective TDM programs for future office development and additional residential in the EWPP area. If either of these polices is not effective enough, there are other options that could be considered to reduce the daily vehicle demand, such as:

- **Enhanced TDM Program for Future Office Development** – To reduce Project vehicle trip demand further, new development could be required to generate even fewer trips studied in this analysis or possibly no net new driveway vehicle trips. Achieving the aggressive TDM reductions relies on increased use of carpool and commuter bus services, which also increases the need for increased HOV capacity. Thus, the city should explore with the VTA the development and adoption of a regional fee to fund and construct the regional transportation system improvements such as direct interchange HOV ramps.
- **Pricing Strategies** – The amount of vehicle demand in the EWPP area depends in part on the cost and convenience of travel, so pricing strategies could be used to influence travel demand. Examples of this would include pricing of parking spaces within the East Whisman Precise Plan area, or congestion pricing at the entrances to East Whisman Area.
- **Improve Local Transit System** – Adding transit, especially transit that is frequent and operated (and funded) locally, can replace short-distance vehicle trips. The city or city-wide Transportation Management Association (TMA) would need to design the routes to optimize ridership. Transit-supportive infrastructure such as transit signal pre-emption/priority and bus stops would also be required.

Project's Effect on VMT

Citywide and Countywide Project effect on VMT impacts under Existing with Project Conditions are as follows:

- **Citywide**: The citywide boundary VMT per service population of 14.03 under Existing with Project Conditions is lower than the citywide threshold of 14.09. Therefore, the Project would not have an impact regarding effect on VMT under Existing with Project Conditions.

- **Countywide**: The countywide boundary VMT per service population of 13.80 under Existing with Project Conditions is greater than the countywide threshold of 13.78. Therefore, the Project would have an impact regarding effect on VMT under Existing with Project Conditions.

The Project would have a project's effect on VMT impact under Existing with Project Conditions using the Countywide boundary VMT per service population threshold. While the Project includes a requirement for a highly effective TDM program, additional VMT reductions are needed to mitigate the potential impact. To reduce the boundary VMT per service population would require one or more of the mitigation measures described earlier: 1) enhanced TDM program for future office development, 2) pricing strategies, and 3) improve local transit service.

It is important to note that the local street system and the access points serve not only traffic generated in the EWPP area but also pass-through traffic (trips originating and ending outside of East Whisman). Select zone analyses from the City's travel model indicate that traffic generated by land uses in East Whisman contributes to 50-70 percent of the total traffic on the local roadway system (i.e. Ellis Street, Middlefield Road, and Maude Avenue), and only 10-25 percent of the traffic on Central Expressway; the remainder is all pass-through trips. Therefore, managing demand generated by East Whisman will only be effective at reducing a portion of the total traffic on the transportation network.

Table 16: Project Specific VMT for SB 743 Assessment

	Existing Conditions	Existing with Project Conditions
Project Site (TAZ 3046)		
Vehicle Miles Traveled (A)	21,850	33,840
Service Population (B)	490	1,370
VMT per Service Population (A/B = C)	45.0	24.81

Notes:
1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.

Source: Fehr & Peers, June 2020.

Table 17: EWPP's Effect on VMT (Boundary VMT) for SB 743 VMT Assessment

	Existing Conditions	Existing with Project Conditions
City of Mountain View		
Vehicle Miles Traveled (D)	2,078,101	2,082,390
Service Population (E) [1,2]	147,520	148,400
VMT per Service Population (D/E = F)	14.09	14.03
Santa Clara County		
Vehicle Miles Traveled (D)	37,656,110	37,731,170
Service Population (E) [1,2]	2,733,420	2,734,300
VMT per Service Population (D/E = F)	13.78	13.80

Notes:
1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.

Source: Fehr & Peers, June 2020.

9. Site Access & On-site Circulation

This chapter evaluates site access and internal circulation for vehicles, pedestrians, and bicycles and consistency with the *EWPP* mobility policies, standards, and guidelines based on the site plan presented on **Figure 2**. The Project's vehicle and bicycle parking supplies is also reviewed in comparison to *EWPP* standards.

Vehicle Access and Circulation

As presented in **Figure 2**, the Project site will have two internal drive aisles connecting to the two office buildings (600 Ellis Street (465 Fairchild Drive) and 636 Ellis Street) and the parking structure. The Project's north driveway intersects with Fairchild Drive and the Project's east driveway intersects with Ellis Street.

Ellis Street and Fairchild Drive Improvements

Chapter 5 of the *EWPP* provides street sections standards that establish minimum requirements such as total width of the pedestrian zone, bicycle facilities, and vehicle lanes. This includes street design standards for Ellis Street, which are described in Table 18 and Figure 24 of the *EWPP* and Fairchild Drive, which are described in Table 21 and Figure 29 of the *EWPP*. The *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) conducted a level of traffic stress analysis, an evaluation of the stress bike riders experience while riding a road, before (existing conditions) and after (*EWPP* conditions) the build of the proposed *EWPP* transportation improvements. From the evaluation, level of traffic stress was shown to improve with the *EWPP* conditions as the improvements create a smaller street grid that would improve bicycle connectivity and include buffered bike lanes, such as the one proposed along the Ellis Street Project frontage.

The project will replace the existing sidewalk along the Fairchild Drive frontage to include a new sidewalk and landscaped area in accordance with the requirements established in Chapter 5, Table 21 of the *EWPP*. There will be no additional improvements to Ellis Street or Fairchild Drive as part of this Project.

Driveway Access

The Project proposes two driveways with one accessing Ellis Street and one accessing Fairchild Drive. The east driveway, with access to Ellis Street provides one inbound and one outbound lane. The City will require this driveway is reconstructed with physical turn channelization to allow only right-in-right-out the access at the east driveway on Ellis Street. The north driveway with access to Fairchild Drive will provide one inbound and one outbound lane. The access at the north driveways will be full access (e.g., left-in, left-out, right-in, and right-out). The EWPP street design standard for Fairchild Drive will include on-street bike lanes in each direction (6 feet), and travel lanes in each direct (11 feet).

Fairchild Drive will provide primary access to the Project Site's parking structure. Since the east driveway will only allow right turn access, all left turns into the Project are expected to use the north driveway.

There are currently no left turn pockets into the Project site, and it is not feasible to install left turn pockets (including two-way left-turn lanes) on either Ellis Street or Fairchild Drive within the proposed rights-of-way.

Neither Project driveway would meet the peak hour signal warrant in the Existing with Project Conditions or Background with Project Conditions scenarios. The signal warrant analysis calculations can be found in **Appendix G**.

On-site Vehicle Circulation

Service Road

The *EWPP* states both public and private, publicly-accessible streets play an important role in the circulation network of the area. These publicly-accessible streets include:

- Service streets: slower, narrow streets with sidewalks, access to parking garages, loading spaces, and shared use with bicyclists;
- Greenways and Multi-use paths: dedicated pedestrian and bicycle facilities with only emergency vehicle access; and
- Paseos: narrower dedicated pedestrian facilities or facilities with mixed pedestrian and bicyclist use with only emergency vehicle access.

The Project proposes two drive aisles connecting to the two office buildings and the parking structure. The internal drive aisles can be accessed through each driveway. None of the drive aisles need to meet the service street, greenway and multi-use path or paseo specifications.

Emergency Vehicles

Along with providing vehicle access to parking garages and circulation through the site, the services streets serve as emergency vehicle access to the Project's buildings. Emergency vehicle turning maneuvers will need to be confirmed for entrance into the Project at both driveways and circulation through the Project for right turns into and out of Ellis Street and Fairchild Drive.

Pedestrian Access and Circulation

The site plan is evaluated for internal circulation within the Project and access to transit uses near the site. The Project will add pedestrian trips to the existing sidewalk network from employees who walk to and from work to nearby locations, who walk to nearby bus stops and the Bayshore/NASA light rail station, and who walk to and from other destinations in the area such as restaurants and retail establishments across Ellis Street.

The *EWPP* proposes US 101 undercrossing improvements along Ellis Street to enhance and widen the existing pedestrian and bicycle facilities. This will enhance connectivity from the Project Site to the VTA Bayshore/NASA light rail station.

Pedestrians can access the buildings on the Project site via north-south and east-west shared-use paths that run through the site. The north-south path connects the southern Project Frontage to the parking structure and the east-west path connects the eastern Project Frontage to the two office buildings on the Site. The two paths intersect directly north of the 636 Ellis Street office building.

The Project will replace the six-foot wide existing sidewalk on the east project frontage with a seven-foot wide sidewalk with a landscape area between the sidewalk and the curb and is consistent with the guidelines presented in Chapter 5, Table 21 of the *EWPP*. The project will also retain the existing seven-feet wide sidewalk on the south project frontage.

Bicycle Access and Circulation

As an office project with existing bicycle facilities as shown in **Figure 5** and future bicycle facilities defined in the *EWPP*, the Project is expected to generate bicycle trips of residents traveling to nearby offices, schools and transit stops and stations, such as the Bayshore/NASA light rail station. With the implementation of bicycle facilities proposed in the *EWPP*, buffered bike lanes would be installed on Ellis Street between East Middlefield Road and Fairchild Drive as well as on National Avenue between Fairchild Drive and Ellis Street. Furthermore, bicycle lanes will be installed on Fairchild Drive from Manila Avenue to North Whisman Road as well as on Ellis Street from Fairchild Drive to the Bayshore/NASA light rail station.

On the site, bicyclist will share the road with vehicles on the drive aisles designed for slow vehicle movement. Bicyclists would access the Project through the two driveways or through the shared use path entrances on the project frontage.

Bicyclists would access the bicycle storage room and bicycle racks on the ground floor of the parking structure via north-south and east-west shared-use paths that run through the site or through the on-site drive aisles. The north-south path connects the northern Project Frontage to the parking structure and the east-west path connects the eastern Project Frontage to the two office buildings on the Site. The two paths intersect directly north of the 636 Ellis Street office building.

Bicycle storage room and bicycle racks are also accessible by following the drive aisles to the parking structure. Short term bicycle parking should be clearly delineated in the site plan. Bicycle parking is further discussed in the next section.

Parking

Based on the Project plan information from November 19, 2019, the parking structures on the Project site will contain a total 698 spaces (682 standard spaces, 12 accessible spaces, 4 van accessible spaces). Furthermore, there the surface parking lot on the Project site will contain a total of 45 spaces. The total number of parking spaces for the Project site is 743 spaces (727 standard spaces, 12 accessible spaces, 4 van accessible spaces) or 2.87 spaces per ksf.

The *EWPP* has defined a parking buffer zone within the plan area that will have parking minimums, in which parking is required to meet the minimum parking requirement. Outside of the parking buffer zone, the *EWPP* applies parking maximum requirements, which is a maximum number of parking spaces a development can provide. This parking buffer zone is an area west of future Street A shown in Figure 22 of Chapter 3.8.1 of the *EWPP*. The Project is entirely within the EWPP boundary and therefore is Outside the Parking Buffer Zone. **Table 18** outlines the vehicle parking requirements by land use type according to Chapter 3.8.1 in the *EWPP*. The project's provision of 743 vehicle parking spaces would meet the East Whisman Precise Plan's Off-Street Parking Standards by being below the maximum of 751 spaces.

Table 18: Vehicle Parking Requirements

Land Use	Size (ksf)	*EWPP* Parking Requirements[1]	Parking Maximum per *EWPP*	Parking Provided by Site	Parking Surplus/ Shortage (+/-)	Parking Requirement Met?
Project Site Outside the Parking Buffer Zone						
Office	259	Maximum 2.9 spaces per 1,000 square feet of gross building floor area	751	743	-	Yes
Total Vehicle Parking Spaces			**751**	**743**	**-**	**Yes**

Notes:
1. Mountain View East Whisman Precise Plan. Section 3.8.1, Vehicle Parking and Loading Standards. Draft Plan June, 2019 (https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29108)

Source: Fehr & Peers, 2020.

Chapter 3.8.1 in the East Whisman Precise Plan outlines the carshare parking standards by land use type. Carshare vehicle requirements for Office/Research and Development land uses is a minimum of three parking spaces per building site for carshare operators. According to the standards from East Whisman, the Project's provision of no carshare parking spaces would not meet the East Whisman requirements. Therefore, at least three parking spaces will need to be reserved for carshare operators to meet the East Whisman Precise Plan Carshare Parking Standards.

The City-recommended bicycle parking supply for residential developments is 1 bicycle space per 20,000 square feet for short term parking, and 1 per 2,000 square feet for long-term parking. The Project will need to provide at least 13 short-term bicycle parking spaces and 130 long-term bicycle parking spaces to meet the East Whisman Precise Plan Bicycle Parking Standards. The calculation of required bicycle parking spaces is shown in **Table 19**. All bike parking should be conveniently located in well-lit locations, near entrances and consistent with VTA *Bicycle Technical Guidelines* (December 2012).

Table 19: Bicycle Parking Requirements

Office/Research and Development Standards	Bicycle Parking Ratio[1]	Building Size (ksf)	Required Bicycle Parking per *EWPP*
Short- Term Parking	1 space per 20 ksf	259	13
Long-Term Parking	1 space per 2 ksf	259	130
Total Bicycle Parking Spaces		**143**	

Notes:
1. Mountain View East Whisman Precise Plan. Section 3.8.2, Bicycle Parking and Amenities Standards. Draft Plan June, 2019 (https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29108)

Source: Fehr & Peers, 2020.

Appendix A: Intersection Turning Movement Counts

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	44	24	0	0	68	31	0	30	0	61	0	107	19	0	126	0	0	0	4	4	259
07:15 AM	55	26	0	0	81	32	0	48	0	80	0	113	23	0	136	0	0	0	3	3	300
07:30 AM	64	26	0	0	90	21	0	36	0	57	0	104	22	0	126	0	0	0	0	0	273
07:45 AM	61	45	0	0	106	33	0	53	0	86	0	166	18	0	184	0	0	0	2	2	378
Total	224	121	0	0	345	117	0	167	0	284	0	490	82	0	572	0	0	0	9	9	1210
08:00 AM	45	37	0	0	82	28	2	63	0	93	0	160	28	0	188	0	0	0	2	2	365
08:15 AM	42	30	0	0	72	31	1	54	0	86	0	194	21	0	215	0	0	0	3	3	376
08:30 AM	38	43	0	0	81	34	2	63	0	99	0	189	23	0	212	0	0	0	2	2	394
08:45 AM	41	28	0	0	69	37	1	63	0	101	0	226	16	0	242	0	0	0	2	2	414
Total	166	138	0	0	304	130	6	243	0	379	0	769	88	0	857	0	0	0	9	9	1549
09:00 AM	25	43	0	0	68	45	0	60	0	105	0	182	26	0	208	0	0	0	8	8	389
09:15 AM	21	39	0	0	60	37	1	58	0	96	0	235	6	0	241	0	0	0	3	3	400
09:30 AM	21	36	0	0	57	50	1	69	0	120	0	178	37	0	215	0	0	0	4	4	396
09:45 AM	21	50	0	0	71	43	0	64	0	107	0	205	33	0	238	0	0	0	0	0	416
Total	88	168	0	0	256	175	2	251	0	428	0	800	102	0	902	0	0	0	15	15	1601
Grand Total	478	427	0	0	905	422	8	661	0	1091	0	2059	272	0	2331	0	0	0	33	33	4360
Apprch %	52.8	47.2	0	0		38.7	0.7	60.6	0		0	88.3	11.7	0		0	0	0	100		
Total %	11	9.8	0	0	20.8	9.7	0.2	15.2	0	25	0	47.2	6.2	0	53.5	0	0	0	0.8	0.8	
Lights	429	361	0	0	790	395	5	622	0	1022	0	1903	243	0	2146	0	0	0	33	33	3991
% Lights	89.7	84.5	0	0	87.3	93.6	62.5	94.1	0	93.7	0	92.4	89.3	0	92.1	0	0	0	100	100	91.5
Buses	22	26	0	0	48	2	0	3	0	5	0	116	12	0	128	0	0	0	0	0	181
% Buses	4.6	6.1	0	0	5.3	0.5	0	0.5	0	0.5	0	5.6	4.4	0	5.5	0	0	0	0	0	4.2
Trucks	27	40	0	0	67	25	3	36	0	64	0	40	17	0	57	0	0	0	0	0	188
% Trucks	5.6	9.4	0	0	7.4	5.9	37.5	5.4	0	5.9	0	1.9	6.2	0	2.4	0	0	0	0	0	4.3

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**25**	43	0	68	45	0	60	105	0	182	26	208	0	0	0	0	381
09:15 AM	21	39	0	60	37	**1**	58	96	0	**235**	6	**241**	0	0	0	0	397
09:30 AM	21	36	0	57	**50**	1	**69**	**120**	0	178	**37**	215	0	0	0	0	392
09:45 AM	21	**50**	0	**71**	43	0	64	107	0	205	33	238	0	0	0	0	**416**
Total Volume	88	168	0	256	175	2	251	428	0	800	102	902	0	0	0	0	1586
% App. Total	34.4	65.6	0		40.9	0.5	58.6		0	88.7	11.3		0	0	0		
PHF	.880	.840	.000	.901	.875	.500	.909	.892	.000	.851	.689	.936	.000	.000	.000	.000	.953

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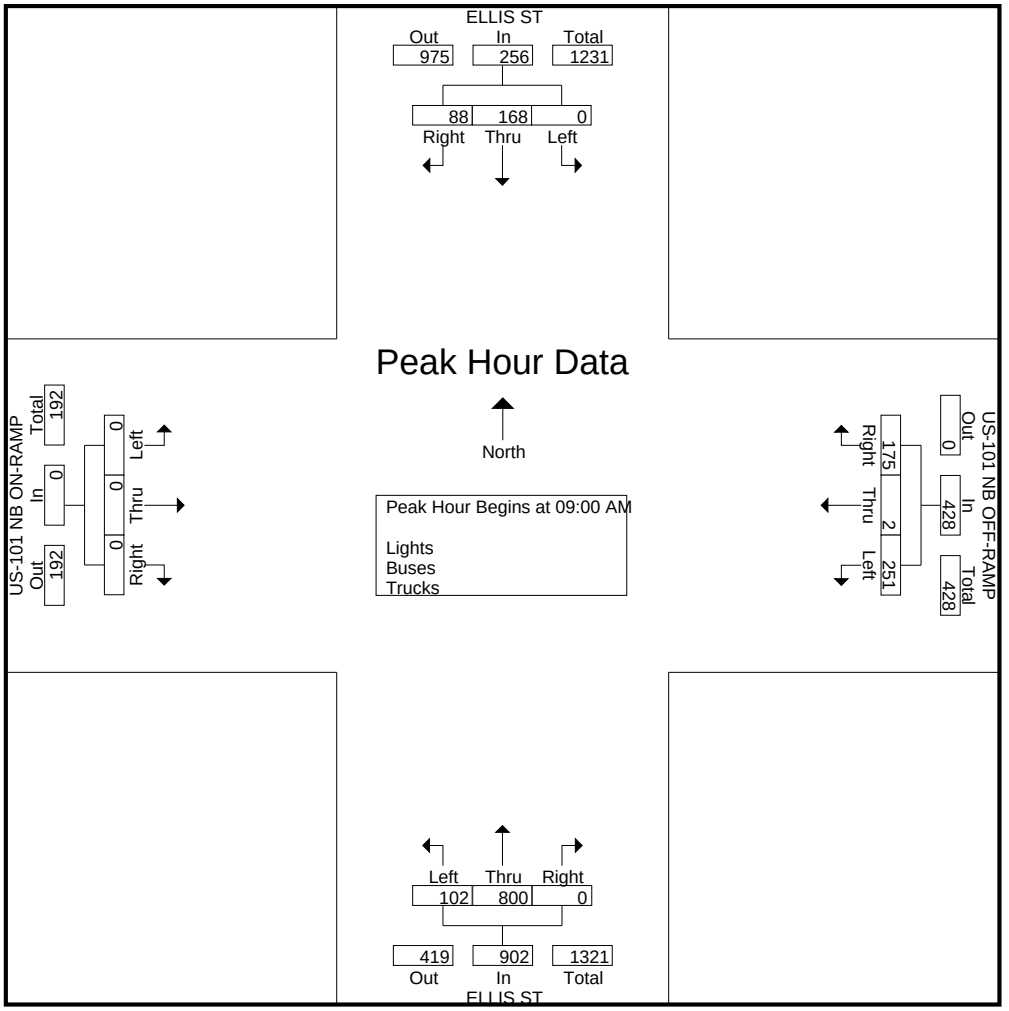

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	52	97	0	0	149	11	1	25	0	37	0	55	77	0	132	0	0	0	0	0	318
04:15 PM	66	72	0	0	138	15	0	24	0	39	0	64	78	0	142	0	0	0	1	1	320
04:30 PM	57	79	0	0	136	13	0	28	1	42	0	62	79	0	141	0	0	0	0	0	319
04:45 PM	46	73	0	0	119	4	1	24	1	30	0	62	76	0	138	0	0	0	2	2	289
Total	221	321	0	0	542	43	2	101	2	148	0	243	310	0	553	0	0	0	3	3	1246
05:00 PM	65	91	0	0	156	6	0	39	0	45	0	51	61	0	112	0	0	0	6	6	319
05:15 PM	66	107	0	0	173	7	0	43	0	50	0	76	86	0	162	0	0	0	6	6	391
05:30 PM	66	120	0	0	186	7	0	72	0	79	0	63	73	0	136	0	0	0	0	0	401
05:45 PM	51	123	0	0	174	8	0	65	0	73	0	66	54	0	120	0	0	0	0	0	367
Total	248	441	0	0	689	28	0	219	0	247	0	256	274	0	530	0	0	0	12	12	1478
06:00 PM	61	83	0	0	144	7	0	56	0	63	0	41	75	0	116	0	0	0	1	1	324
06:15 PM	55	64	0	0	119	2	0	42	3	47	0	50	70	0	120	0	0	0	2	2	288
06:30 PM	37	59	0	0	96	3	0	40	1	44	0	40	69	0	109	0	0	0	5	5	254
06:45 PM	33	41	0	0	74	5	0	25	0	30	0	27	63	0	90	0	0	0	2	2	196
Total	186	247	0	0	433	17	0	163	4	184	0	158	277	0	435	0	0	0	10	10	1062
Grand Total	655	1009	0	0	1664	88	2	483	6	579	0	657	861	0	1518	0	0	0	25	25	3786
Apprch %	39.4	60.6	0	0		15.2	0.3	83.4	1		0	43.3	56.7	0		0	0	0	100		
Total %	17.3	26.7	0	0	44	2.3	0.1	12.8	0.2	15.3	0	17.4	22.7	0	40.1	0	0	0	0.7	0.7	
Lights	599	978	0	0	1577	82	2	473	6	563	0	609	843	0	1452	0	0	0	25	25	3617
% Lights	91.5	96.9	0	0	94.8	93.2	100	97.9	100	97.2	0	92.7	97.9	0	95.7	0	0	0	100	100	95.5
Buses	49	27	0	0	76	6	0	7	0	13	0	40	5	0	45	0	0	0	0	0	134
% Buses	7.5	2.7	0	0	4.6	6.8	0	1.4	0	2.2	0	6.1	0.6	0	3	0	0	0	0	0	3.5
Trucks	7	4	0	0	11	0	0	3	0	3	0	8	13	0	21	0	0	0	0	0	35
% Trucks	1.1	0.4	0	0	0.7	0	0	0.6	0	0.5	0	1.2	1.5	0	1.4	0	0	0	0	0	0.9

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**66**	107	0	173	7	0	43	50	0	**76**	**86**	**162**	0	0	0	0	385
05:30 PM	66	120	0	**186**	7	0	**72**	**79**	0	63	73	136	0	0	0	0	**401**
05:45 PM	51	**123**	0	174	**8**	0	65	73	0	66	54	120	0	0	0	0	367
06:00 PM	61	83	0	144	7	0	56	63	0	41	75	116	0	0	0	0	323
Total Volume	244	433	0	677	29	0	236	265	0	246	288	534	0	0	0	0	1476
% App. Total	36	64	0		10.9	0	89.1		0	46.1	53.9		0	0	0		
PHF	.924	.880	.000	.910	.906	.000	.819	.839	.000	.809	.837	.824	.000	.000	.000	.000	.920

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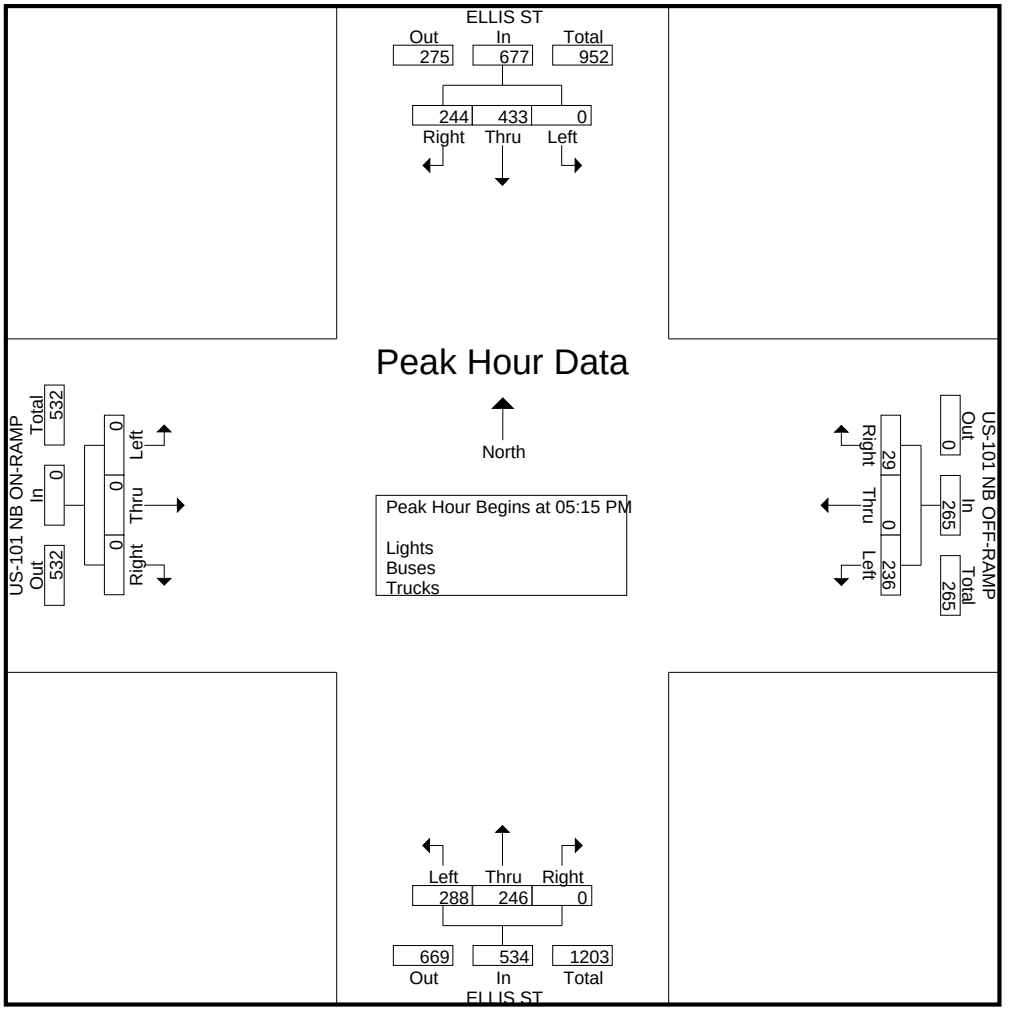

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	46	7	0	53	0	0	0	0	0	24	43	0	0	67	61	1	81	4	147	267
07:15 AM	0	69	6	0	75	0	0	0	1	1	24	56	0	1	81	74	0	80	3	157	314
07:30 AM	0	50	7	0	57	0	0	0	0	0	31	59	0	0	90	66	0	73	0	139	286
07:45 AM	0	94	9	0	103	0	0	0	0	0	22	76	0	0	98	69	1	108	2	180	381
Total	0	259	29	0	288	0	0	0	1	1	101	234	0	1	336	270	2	342	9	623	1248
08:00 AM	0	86	7	0	93	0	0	0	0	0	43	88	0	0	131	86	0	105	2	193	417
08:15 AM	0	78	6	0	84	0	0	0	0	0	35	86	0	0	121	96	0	127	3	226	431
08:30 AM	0	97	7	0	104	0	0	0	0	0	31	93	0	0	124	115	0	122	2	239	467
08:45 AM	0	85	7	0	92	0	0	0	0	0	40	108	0	0	148	134	0	136	2	272	512
Total	0	346	27	0	373	0	0	0	0	0	149	375	0	0	524	431	0	490	9	930	1827
09:00 AM	0	90	11	0	101	0	0	0	2	2	32	98	0	0	130	110	1	108	7	226	459
09:15 AM	0	82	9	0	91	0	0	0	0	0	41	113	0	0	154	119	0	114	3	236	481
09:30 AM	0	83	19	0	102	0	0	0	4	4	35	117	0	0	152	135	0	99	4	238	496
09:45 AM	0	96	18	0	114	0	0	0	0	0	28	133	0	0	161	107	0	109	0	216	491
Total	0	351	57	0	408	0	0	0	6	6	136	461	0	0	597	471	1	430	14	916	1927
Grand Total	0	956	113	0	1069	0	0	0	7	7	386	1070	0	1	1457	1172	3	1262	32	2469	5002
Apprch %	0	89.4	10.6	0		0	0	0	100		26.5	73.4	0	0.1		47.5	0.1	51.1	1.3		
Total %	0	19.1	2.3	0	21.4	0	0	0	0.1	0.1	7.7	21.4	0	0	29.1	23.4	0.1	25.2	0.6	49.4	
Lights	0	885	83	0	968	0	0	0	7	7	351	993	0	1	1345	1108	3	1152	32	2295	4615
% Lights	0	92.6	73.5	0	90.6	0	0	0	100	100	90.9	92.8	0	100	92.3	94.5	100	91.3	100	93	92.3
Buses	0	19	10	0	29	0	0	0	0	0	6	39	0	0	45	43	0	84	0	127	201
% Buses	0	2	8.8	0	2.7	0	0	0	0	0	1.6	3.6	0	0	3.1	3.7	0	6.7	0	5.1	4
Trucks	0	52	20	0	72	0	0	0	0	0	29	38	0	0	67	21	0	26	0	47	186
% Trucks	0	5.4	17.7	0	6.7	0	0	0	0	0	7.5	3.6	0	0	4.6	1.8	0	2.1	0	1.9	3.7

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	85	7	92	0	0	0	0	40	108	0	148	134	0	**136**	**270**	**510**
09:00 AM	0	**90**	11	101	0	0	0	0	32	98	0	130	110	**1**	108	219	450
09:15 AM	0	82	9	91	0	0	0	0	**41**	113	0	**154**	119	0	114	233	478
09:30 AM	0	83	**19**	**102**	0	0	0	0	35	**117**	0	152	**135**	0	99	234	488
Total Volume	0	340	46	386	0	0	0	0	148	436	0	584	498	1	457	956	1926
% App. Total	0	88.1	11.9		0	0	0		25.3	74.7	0		52.1	0.1	47.8		
PHF	.000	.944	.605	.946	.000	.000	.000	.000	.902	.932	.000	.948	.922	.250	.840	.885	.944

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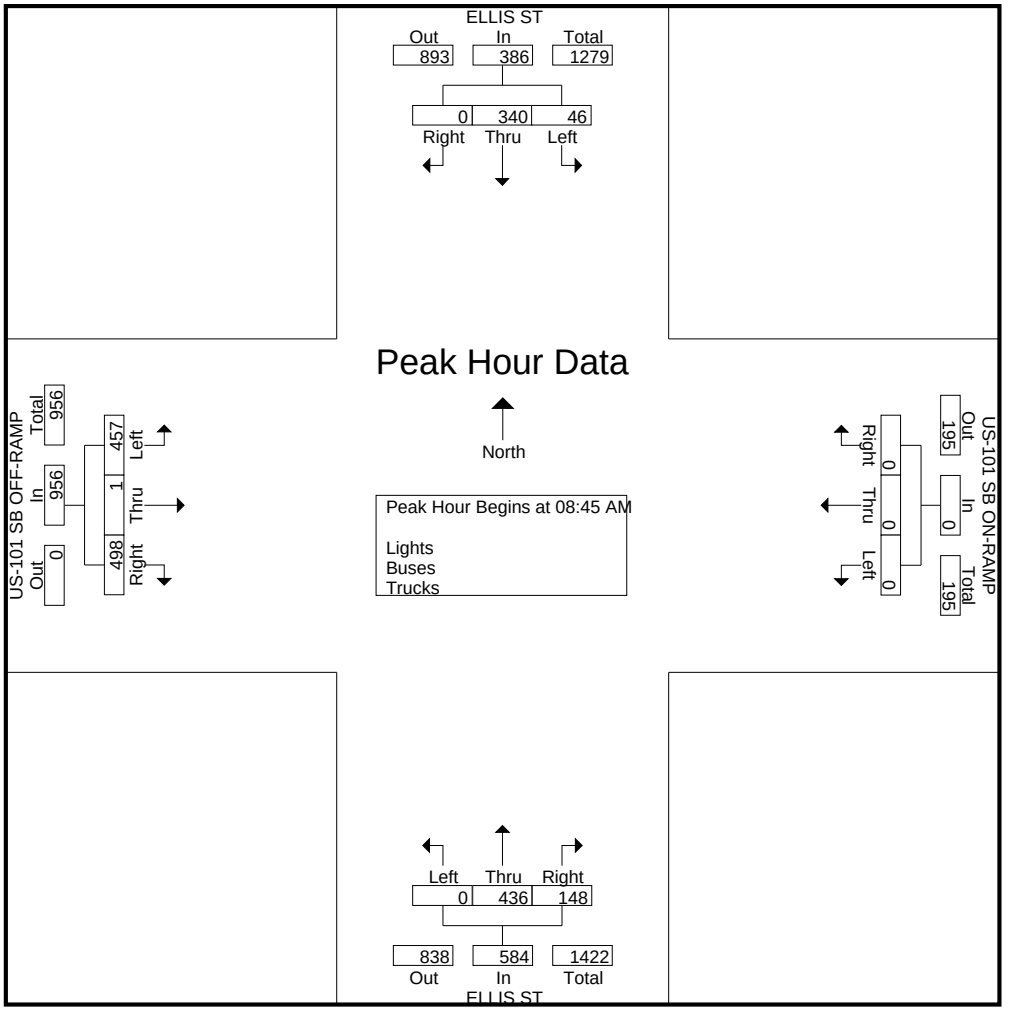

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	81	36	0	117	0	0	0	0	0	84	106	0	0	190	26	1	37	0	64	371
07:15 AM	0	74	32	0	106	0	0	0	0	0	79	92	0	0	171	27	0	28	1	56	333
07:30 AM	0	76	23	0	99	0	0	0	1	1	86	103	0	0	189	35	0	32	0	67	356
07:45 AM	0	69	25	0	94	0	0	0	0	0	77	109	0	0	186	21	0	28	2	51	331
Total	0	300	116	0	416	0	0	0	1	1	326	410	0	0	736	109	1	125	3	238	1391
08:00 AM	0	117	15	1	133	0	0	0	1	1	110	93	0	0	203	38	0	31	4	73	410
08:15 AM	0	132	16	0	148	0	0	0	1	1	80	114	0	0	194	60	1	34	5	100	443
08:30 AM	0	170	20	0	190	0	0	0	2	2	62	101	0	0	163	72	0	31	0	103	458
08:45 AM	0	173	18	0	191	0	0	0	1	1	49	85	0	0	134	64	0	39	0	103	429
Total	0	592	69	1	662	0	0	0	5	5	301	393	0	0	694	234	1	135	9	379	1740
09:00 AM	0	116	23	0	139	0	0	0	0	0	84	95	0	0	179	55	0	26	3	84	402
09:15 AM	0	93	14	0	107	0	0	0	0	0	63	94	0	0	157	44	0	21	2	67	331
09:30 AM	0	81	14	0	95	0	0	0	0	0	72	86	0	0	158	50	0	32	5	87	340
09:45 AM	0	50	17	0	67	0	0	0	0	0	49	70	0	0	119	36	0	15	1	52	238
Total	0	340	68	0	408	0	0	0	0	0	268	345	0	0	613	185	0	94	11	290	1311
Grand Total	0	1232	253	1	1486	0	0	0	6	6	895	1148	0	0	2043	528	2	354	23	907	4442
Apprch %	0	82.9	17	0.1		0	0	0	100		43.8	56.2	0	0		58.2	0.2	39	2.5		
Total %	0	27.7	5.7	0	33.5	0	0	0	0.1	0.1	20.1	25.8	0	0	46	11.9	0	8	0.5	20.4	
Lights	0	1208	249	1	1458	0	0	0	6	6	886	1115	0	0	2001	503	2	317	23	845	4310
% Lights	0	98.1	98.4	100	98.1	0	0	0	100	100	99	97.1	0	0	97.9	95.3	100	89.5	100	93.2	97
Buses	0	22	3	0	25	0	0	0	0	0	3	19	0	0	22	21	0	28	0	49	96
% Buses	0	1.8	1.2	0	1.7	0	0	0	0	0	0.3	1.7	0	0	1.1	4	0	7.9	0	5.4	2.2
Trucks	0	2	1	0	3	0	0	0	0	0	6	14	0	0	20	4	0	9	0	13	36
% Trucks	0	0.2	0.4	0	0.2	0	0	0	0	0	0.7	1.2	0	0	1	0.8	0	2.5	0	1.4	0.8

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	117	15	132	0	0	0	0	**110**	93	0	**203**	38	0	31	69	404
08:15 AM	0	132	16	148	0	0	0	0	80	**114**	0	194	60	**1**	34	95	437
08:30 AM	0	170	**20**	190	0	0	0	0	62	101	0	163	**72**	0	31	**103**	**456**
08:45 AM	0	**173**	18	**191**	0	0	0	0	49	85	0	134	64	0	**39**	103	428
Total Volume	0	592	69	661	0	0	0	0	301	393	0	694	234	1	135	370	1725
% App. Total	0	89.6	10.4		0	0	0		43.4	56.6	0		63.2	0.3	36.5		
PHF	.000	.855	.863	.865	.000	.000	.000	.000	.684	.862	.000	.855	.813	.250	.865	.898	.946

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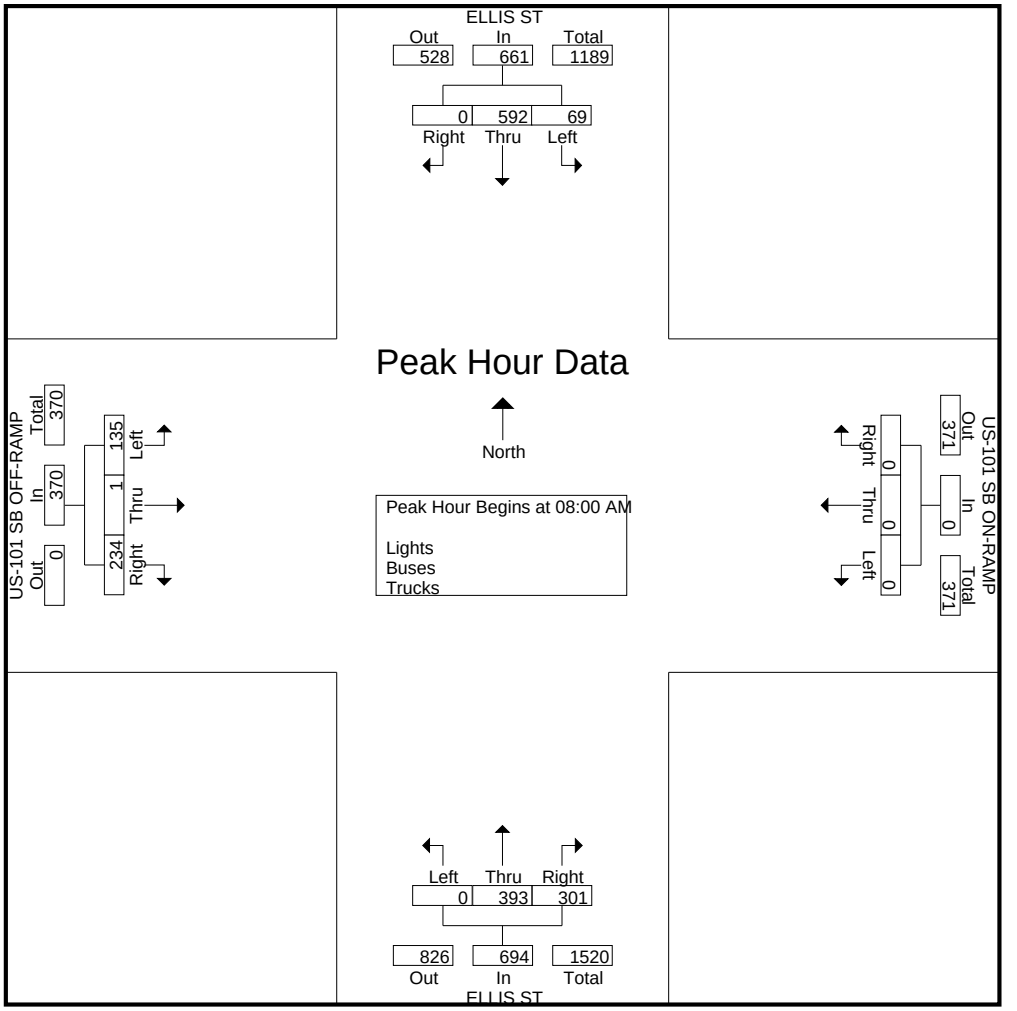

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 5/30/2019
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	69	17	0	104	12	5	2	0	19	5	38	1	3	47	4	2	22	0	28	198
07:15 AM	37	73	26	0	136	8	2	3	0	13	6	50	0	1	57	0	1	15	0	16	222
07:30 AM	19	61	15	0	95	6	8	1	0	15	1	50	1	0	52	0	2	30	0	32	194
07:45 AM	28	69	28	0	125	13	4	8	0	25	4	68	3	2	77	3	4	26	0	33	260
Total	102	272	86	0	460	39	19	14	0	72	16	206	5	6	233	7	9	93	0	109	874
08:00 AM	16	87	37	0	140	18	10	5	0	33	3	61	2	2	68	1	4	46	0	51	292
08:15 AM	13	53	35	1	102	19	6	5	0	30	7	67	5	3	82	4	7	35	0	46	260
08:30 AM	20	98	49	0	167	9	3	3	1	16	8	66	6	0	80	2	4	44	0	50	313
08:45 AM	29	90	54	0	173	14	10	3	0	27	6	77	5	5	93	3	10	42	0	55	348
Total	78	328	175	1	582	60	29	16	1	106	24	271	18	10	323	10	25	167	0	202	1213
09:00 AM	26	103	42	0	171	17	5	6	1	29	11	86	4	8	109	5	7	27	0	39	348
09:15 AM	16	92	48	0	156	17	6	8	0	31	16	88	0	4	108	3	9	47	0	59	354
09:30 AM	28	96	73	0	197	25	8	4	0	37	13	74	1	3	91	6	13	26	0	45	370
09:45 AM	38	91	57	0	186	18	1	4	1	24	11	93	5	3	112	3	5	41	0	49	371
Total	108	382	220	0	710	77	20	22	2	121	51	341	10	18	420	17	34	141	0	192	1443
Grand Total	288	982	481	1	1752	176	68	52	3	299	91	818	33	34	976	34	68	401	0	503	3530
Apprch %	16.4	56.1	27.5	0.1		58.9	22.7	17.4	1		9.3	83.8	3.4	3.5		6.8	13.5	79.7	0		
Total %	8.2	27.8	13.6	0	49.6	5	1.9	1.5	0.1	8.5	2.6	23.2	0.9	1	27.6	1	1.9	11.4	0	14.2	
Lights	267	902	450	1	1620	145	66	50	3	264	88	757	32	34	911	33	59	376	0	468	3263
% Lights	92.7	91.9	93.6	100	92.5	82.4	97.1	96.2	100	88.3	96.7	92.5	97	100	93.3	97.1	86.8	93.8	0	93	92.4
Buses	6	53	0	0	59	1	0	0	0	1	2	35	0	0	37	0	8	19	0	27	124
% Buses	2.1	5.4	0	0	3.4	0.6	0	0	0	0.3	2.2	4.3	0	0	3.8	0	11.8	4.7	0	5.4	3.5
Trucks	15	27	31	0	73	30	2	2	0	34	1	26	1	0	28	1	1	6	0	8	143
% Trucks	5.2	2.7	6.4	0	4.2	17	2.9	3.8	0	11.4	1.1	3.2	3	0	2.9	2.9	1.5	1.5	0	1.6	4.1

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	26	**103**	42	171	17	5	6	28	11	86	4	101	5	7	27	39	339
09:15 AM	16	92	48	156	17	6	**8**	31	**16**	88	0	104	3	9	**47**	**59**	350
09:30 AM	28	96	**73**	**197**	**25**	**8**	4	**37**	13	74	1	88	**6**	**13**	26	45	**367**
09:45 AM	**38**	91	57	186	18	1	4	23	11	**93**	**5**	**109**	3	5	41	49	367
Total Volume	108	382	220	710	77	20	22	119	51	341	10	402	17	34	141	192	1423
% App. Total	15.2	53.8	31		64.7	16.8	18.5		12.7	84.8	2.5		8.9	17.7	73.4		
PHF	.711	.927	.753	.901	.770	.625	.688	.804	.797	.917	.500	.922	.708	.654	.750	.814	.969

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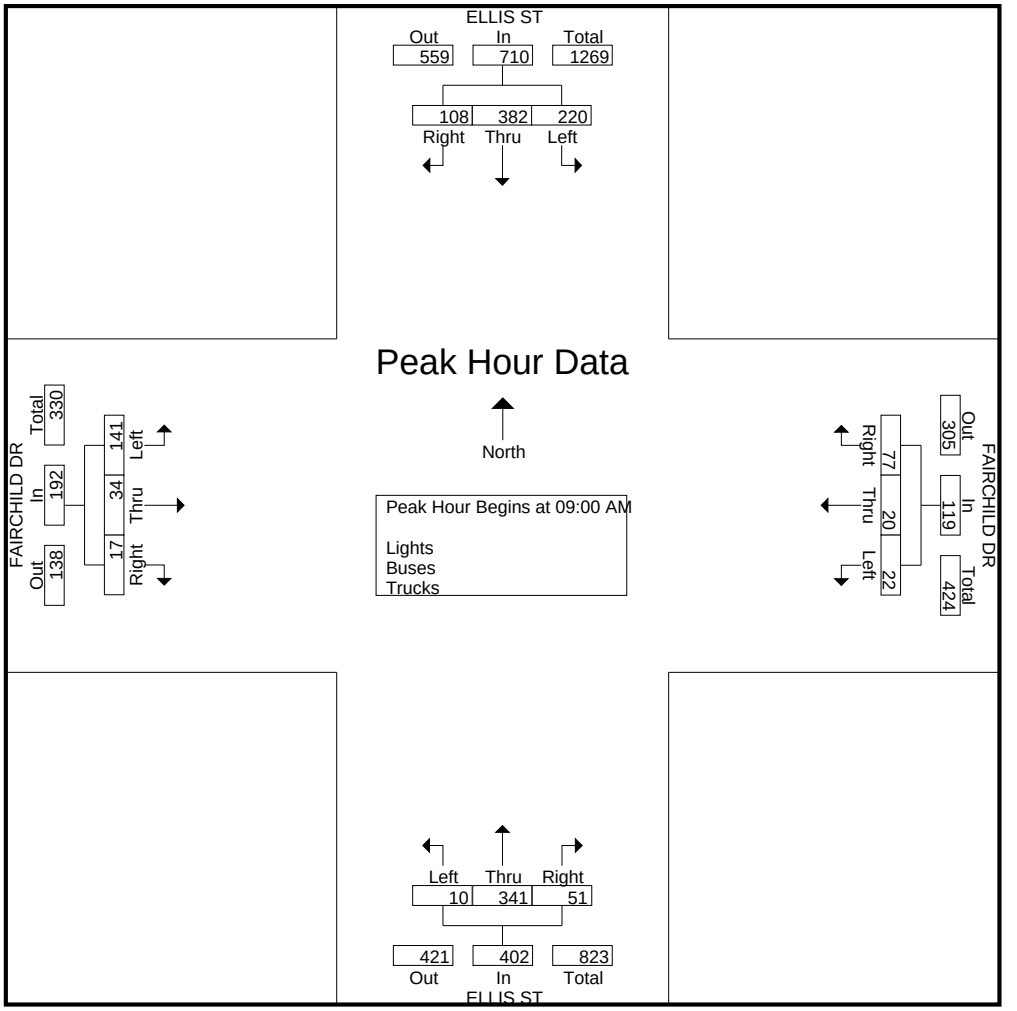

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	57	17	0	104	35	4	6	0	45	1	106	6	6	119	3	3	55	0	61	329
04:15 PM	32	60	10	0	102	30	4	4	0	38	6	97	3	0	106	6	2	51	0	59	305
04:30 PM	27	60	18	0	105	42	7	2	0	51	4	103	1	2	110	4	7	55	0	66	332
04:45 PM	30	56	12	0	98	47	5	5	1	58	2	101	2	1	106	0	1	48	0	49	311
Total	119	233	57	0	409	154	20	17	1	192	13	407	12	9	441	13	13	209	0	235	1277
05:00 PM	42	84	16	0	142	49	6	4	0	59	5	107	4	2	118	7	3	45	1	56	375
05:15 PM	49	111	31	0	191	47	7	10	0	64	9	99	0	0	108	3	7	47	0	57	420
05:30 PM	62	139	34	0	235	46	8	6	0	60	9	94	2	0	105	7	3	29	0	39	439
05:45 PM	42	144	29	0	215	31	10	9	0	50	1	74	1	0	76	0	5	25	0	30	371
Total	195	478	110	0	783	173	31	29	0	233	24	374	7	2	407	17	18	146	1	182	1605
06:00 PM	22	90	33	0	145	44	11	9	0	64	6	88	3	0	97	2	2	45	0	49	355
06:15 PM	8	75	10	0	93	51	5	5	0	61	5	71	3	0	79	1	10	31	0	42	275
06:30 PM	8	61	17	1	87	55	6	0	0	61	4	78	0	2	84	2	3	21	0	26	258
06:45 PM	5	11	3	1	20	36	4	1	0	41	2	49	2	0	53	1	11	21	0	33	147
Total	43	237	63	2	345	186	26	15	0	227	17	286	8	2	313	6	26	118	0	150	1035
Grand Total	357	948	230	2	1537	513	77	61	1	652	54	1067	27	13	1161	36	57	473	1	567	3917
Apprch %	23.2	61.7	15	0.1		78.7	11.8	9.4	0.2		4.7	91.9	2.3	1.1		6.3	10.1	83.4	0.2		
Total %	9.1	24.2	5.9	0.1	39.2	13.1	2	1.6	0	16.6	1.4	27.2	0.7	0.3	29.6	0.9	1.5	12.1	0	14.5	
Lights	347	919	229	2	1497	505	67	59	1	632	49	1048	27	13	1137	36	57	454	1	548	3814
% Lights	97.2	96.9	99.6	100	97.4	98.4	87	96.7	100	96.9	90.7	98.2	100	100	97.9	100	100	96	100	96.6	97.4
Buses	4	23	0	0	27	2	10	0	0	12	2	10	0	0	12	0	0	13	0	13	64
% Buses	1.1	2.4	0	0	1.8	0.4	13	0	0	1.8	3.7	0.9	0	0	1	0	0	2.7	0	2.3	1.6
Trucks	6	6	1	0	13	6	0	2	0	8	3	9	0	0	12	0	0	6	0	6	39
% Trucks	1.7	0.6	0.4	0	0.8	1.2	0	3.3	0	1.2	5.6	0.8	0	0	1	0	0	1.3	0	1.1	1

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	42	84	16	142	**49**	6	4	59	5	**107**	**4**	**116**	**7**	3	45	55	372
05:15 PM	49	111	31	191	47	7	**10**	**64**	**9**	99	0	108	3	**7**	**47**	**57**	420
05:30 PM	**62**	139	**34**	**235**	46	8	6	60	9	94	2	105	7	3	29	39	**439**
05:45 PM	42	**144**	29	215	31	**10**	9	50	1	74	1	76	0	5	25	30	371
Total Volume	195	478	110	783	173	31	29	233	24	374	7	405	17	18	146	181	1602
% App. Total	24.9	61	14		74.2	13.3	12.4		5.9	92.3	1.7		9.4	9.9	80.7		
PHF	.786	.830	.809	.833	.883	.775	.725	.910	.667	.874	.438	.873	.607	.643	.777	.794	.912

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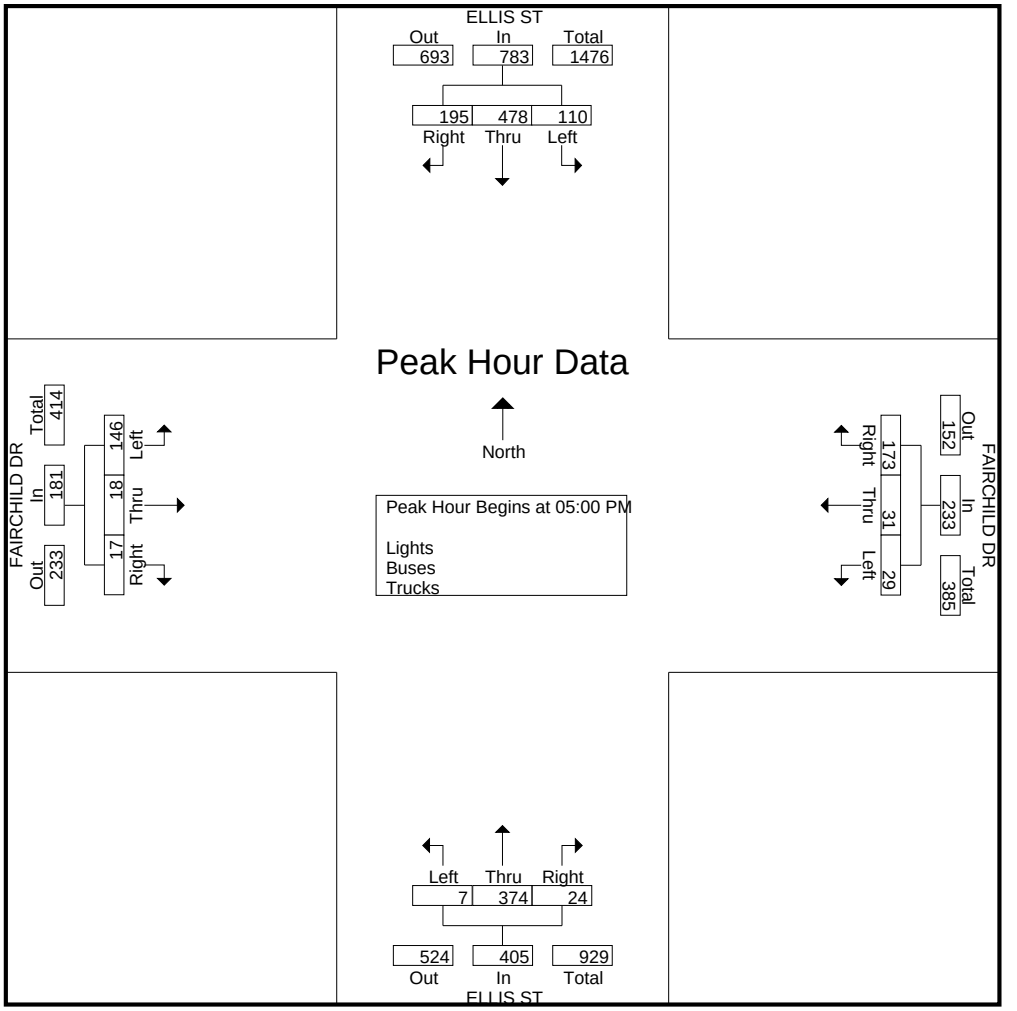

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File Name : 1AM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	35	9	0	71	9	60	14	5	88	9	36	13	6	64	7	20	15	1	43	266
07:15 AM	51	41	12	2	106	19	88	29	4	140	15	56	14	5	90	5	26	12	9	52	388
07:30 AM	48	67	13	4	132	24	147	34	5	210	23	59	30	7	119	7	61	36	6	110	571
07:45 AM	54	71	13	4	142	41	167	34	5	247	30	78	25	0	133	13	93	41	7	154	676
Total	180	214	47	10	451	93	462	111	19	685	77	229	82	18	406	32	200	104	23	359	1901
08:00 AM	53	64	13	1	131	27	173	36	10	246	29	84	13	8	134	5	64	36	0	105	616
08:15 AM	78	71	22	2	173	24	195	43	13	275	31	86	27	4	148	13	73	34	6	126	722
08:30 AM	51	56	18	2	127	18	160	30	4	212	22	114	23	6	165	16	90	38	5	149	653
08:45 AM	59	64	17	0	140	19	188	35	9	251	30	92	19	6	147	14	77	40	3	134	672
Total	241	255	70	5	571	88	716	144	36	984	112	376	82	24	594	48	304	148	14	514	2663
09:00 AM	63	54	18	1	136	16	147	37	5	205	25	95	24	1	145	13	81	39	2	135	621
09:15 AM	76	49	18	1	144	16	133	20	6	175	27	88	21	3	139	9	93	30	4	136	594
09:30 AM	65	46	13	0	124	16	110	23	7	156	26	95	21	4	146	14	66	47	2	129	555
09:45 AM	68	44	14	2	128	16	105	26	6	153	24	74	25	3	126	8	48	29	2	87	494
Total	272	193	63	4	532	64	495	106	24	689	102	352	91	11	556	44	288	145	10	487	2264
Grand Total	693	662	180	19	1554	245	1673	361	79	2358	291	957	255	53	1556	124	792	397	47	1360	6828
Apprch %	44.6	42.6	11.6	1.2		10.4	70.9	15.3	3.4		18.7	61.5	16.4	3.4		9.1	58.2	29.2	3.5		
Total %	10.1	9.7	2.6	0.3	22.8	3.6	24.5	5.3	1.2	34.5	4.3	14	3.7	0.8	22.8	1.8	11.6	5.8	0.7	19.9	
Lights	677	635	170	19	1501	240	1617	356	79	2292	279	927	236	53	1495	121	754	391	47	1313	6601
% Lights	97.7	95.9	94.4	100	96.6	98	96.7	98.6	100	97.2	95.9	96.9	92.5	100	96.1	97.6	95.2	98.5	100	96.5	96.7
Buses	4	15	4	0	23	0	23	0	0	23	0	19	17	0	36	1	18	2	0	21	103
% Buses	0.6	2.3	2.2	0	1.5	0	1.4	0	0	1	0	2	6.7	0	2.3	0.8	2.3	0.5	0	1.5	1.5
Trucks	12	12	6	0	30	5	33	5	0	43	12	11	2	0	25	2	20	4	0	26	124
% Trucks	1.7	1.8	3.3	0	1.9	2	2	1.4	0	1.8	4.1	1.1	0.8	0	1.6	1.6	2.5	1	0	1.9	1.8

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**78**	**71**	**22**	**171**	**24**	**195**	**43**	**262**	**31**	86	**27**	144	13	73	34	120	**697**
08:30 AM	51	56	18	125	18	160	30	208	22	**114**	23	**159**	**16**	**90**	38	**144**	636
08:45 AM	59	64	17	140	19	188	35	242	30	92	19	141	14	77	**40**	131	654
09:00 AM	63	54	18	135	16	147	37	200	25	95	24	144	13	81	39	133	612
Total Volume	251	245	75	571	77	690	145	912	108	387	93	588	56	321	151	528	2599
% App. Total	44	42.9	13.1		8.4	75.7	15.9		18.4	65.8	15.8		10.6	60.8	28.6		
PHF	.804	.863	.852	.835	.802	.885	.843	.870	.871	.849	.861	.925	.875	.892	.944	.917	.932

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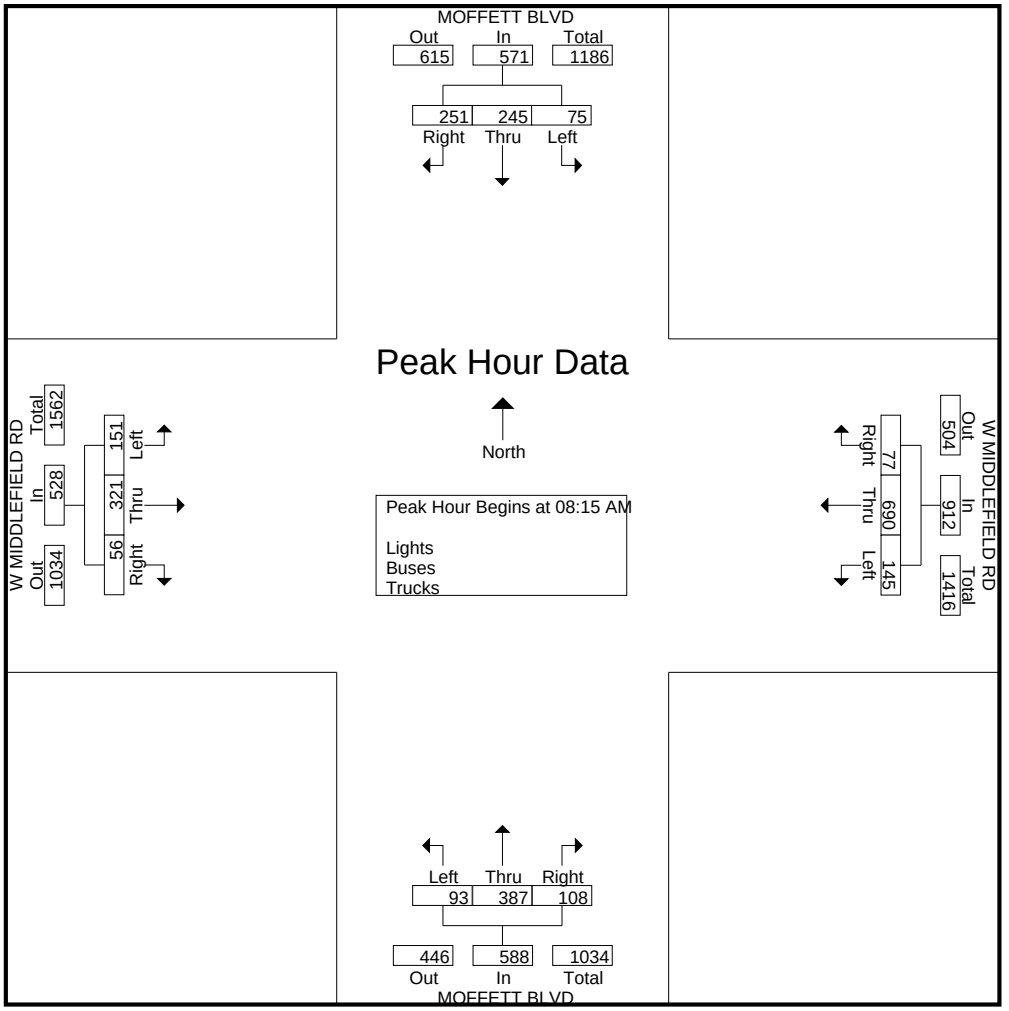

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File Name : 1PM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	36	55	17	7	115	14	53	32	6	105	17	55	14	3	89	9	124	24	2	159	468
04:15 PM	31	93	23	0	147	13	70	18	3	104	33	55	20	2	110	21	144	36	3	204	565
04:30 PM	32	80	13	1	126	11	88	34	4	137	20	50	11	4	85	23	168	30	2	223	571
04:45 PM	47	125	21	3	196	9	94	34	3	140	21	51	8	2	82	18	173	32	9	232	650
Total	146	353	74	11	584	47	305	118	16	486	91	211	53	11	366	71	609	122	16	818	2254
05:00 PM	43	122	25	3	193	10	104	30	7	151	24	58	12	1	95	24	201	48	3	276	715
05:15 PM	38	162	32	2	234	12	108	46	5	171	23	63	19	4	109	19	212	37	2	270	784
05:30 PM	45	140	31	4	220	9	117	43	8	177	31	44	19	5	99	19	230	29	2	280	776
05:45 PM	41	177	27	2	247	9	102	61	8	180	45	45	19	0	109	23	181	26	5	235	771
Total	167	601	115	11	894	40	431	180	28	679	123	210	69	10	412	85	824	140	12	1061	3046
06:00 PM	32	169	21	0	222	11	136	39	6	192	33	53	23	8	117	58	184	33	5	280	811
06:15 PM	45	137	24	4	210	10	83	38	10	141	23	49	10	5	87	26	125	36	8	195	633
06:30 PM	28	83	15	1	127	9	80	19	10	118	29	46	11	2	88	36	106	27	10	179	512
06:45 PM	38	88	16	1	143	5	55	29	13	102	34	68	15	3	120	34	85	34	7	160	525
Total	143	477	76	6	702	35	354	125	39	553	119	216	59	18	412	154	500	130	30	814	2481
Grand Total	456	1431	265	28	2180	122	1090	423	83	1718	333	637	181	39	1190	310	1933	392	58	2693	7781
Apprch %	20.9	65.6	12.2	1.3		7.1	63.4	24.6	4.8		28	53.5	15.2	3.3		11.5	71.8	14.6	2.2		
Total %	5.9	18.4	3.4	0.4	28	1.6	14	5.4	1.1	22.1	4.3	8.2	2.3	0.5	15.3	4	24.8	5	0.7	34.6	
Lights	455	1421	260	28	2164	121	1074	422	83	1700	332	619	166	39	1156	309	1912	391	58	2670	7690
% Lights	99.8	99.3	98.1	100	99.3	99.2	98.5	99.8	100	99	99.7	97.2	91.7	100	97.1	99.7	98.9	99.7	100	99.1	98.8
Buses	0	6	5	0	11	1	11	0	0	12	0	14	15	0	29	0	19	0	0	19	71
% Buses	0	0.4	1.9	0	0.5	0.8	1	0	0	0.7	0	2.2	8.3	0	2.4	0	1	0	0	0.7	0.9
Trucks	1	4	0	0	5	0	5	1	0	6	1	4	0	0	5	1	2	1	0	4	20
% Trucks	0.2	0.3	0	0	0.2	0	0.5	0.2	0	0.3	0.3	0.6	0	0	0.4	0.3	0.1	0.3	0	0.1	0.3

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	38	162	**32**	232	**12**	108	46	166	23	**63**	19	105	19	212	**37**	268	771
05:30 PM	**45**	140	31	216	9	117	43	169	31	44	19	94	19	**230**	29	**278**	757
05:45 PM	41	**177**	27	**245**	9	102	**61**	172	**45**	45	19	**109**	23	181	26	230	756
06:00 PM	32	169	21	222	11	**136**	39	**186**	33	53	**23**	109	**58**	184	33	275	**792**
Total Volume	156	648	111	915	41	463	189	693	132	205	80	417	119	807	125	1051	3076
% App. Total	17	70.8	12.1		5.9	66.8	27.3		31.7	49.2	19.2		11.3	76.8	11.9		
PHF	.867	.915	.867	.934	.854	.851	.775	.931	.733	.813	.870	.956	.513	.877	.845	.945	.971

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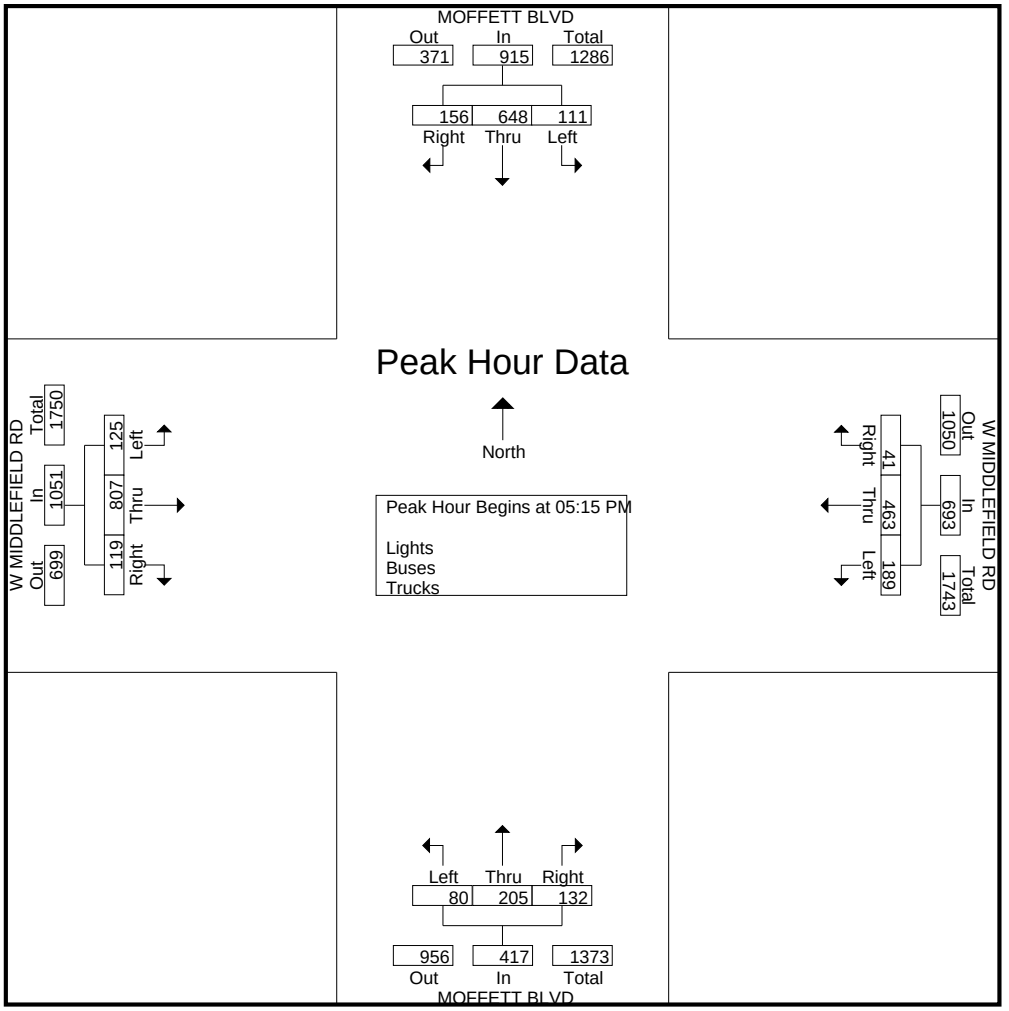

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Groups Printed- Lights - Buses - Trucks

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	1	3	4	13	5	73	4	3	85	4	0	12	1	17	3	21	5	0	29	144
07:15 AM	11	1	4	3	19	20	107	1	2	130	9	1	10	0	20	2	46	4	0	52	221
07:30 AM	35	5	16	3	59	22	143	3	2	170	2	8	23	4	37	10	68	21	11	110	376
07:45 AM	68	4	32	4	108	27	156	4	2	189	10	16	21	5	52	6	72	45	14	137	486
Total	119	11	55	14	199	74	479	12	9	574	25	25	66	10	126	21	207	75	25	328	1227
08:00 AM	55	11	34	5	105	24	147	4	7	182	4	7	26	1	38	8	85	33	4	130	455
08:15 AM	34	1	26	0	61	18	184	0	0	202	7	2	29	1	39	6	104	12	9	131	433
08:30 AM	19	1	13	1	34	13	159	4	1	177	8	5	19	1	33	11	120	9	3	143	387
08:45 AM	18	4	13	2	37	6	184	4	1	195	8	3	27	1	39	4	123	10	4	141	412
Total	126	17	86	8	237	61	674	12	9	756	27	17	101	4	149	29	432	64	20	545	1687
09:00 AM	9	2	9	0	20	3	175	9	1	188	6	0	24	1	31	6	124	7	0	137	376
09:15 AM	13	3	7	1	24	4	126	5	0	135	2	2	26	1	31	7	126	8	1	142	332
09:30 AM	7	2	4	1	14	6	113	7	3	129	5	2	25	2	34	7	98	7	3	115	292
09:45 AM	9	3	8	0	20	6	111	4	4	125	5	3	8	1	17	4	78	12	0	94	256
Total	38	10	28	2	78	19	525	25	8	577	18	7	83	5	113	24	426	34	4	488	1256
Grand Total	283	38	169	24	514	154	1678	49	26	1907	70	49	250	19	388	74	1065	173	49	1361	4170
Apprch %	55.1	7.4	32.9	4.7		8.1	88	2.6	1.4		18	12.6	64.4	4.9		5.4	78.3	12.7	3.6		
Total %	6.8	0.9	4.1	0.6	12.3	3.7	40.2	1.2	0.6	45.7	1.7	1.2	6	0.5	9.3	1.8	25.5	4.1	1.2	32.6	
Lights	282	35	167	24	508	150	1620	48	26	1844	66	49	246	19	380	71	1001	172	49	1293	4025
% Lights	99.6	92.1	98.8	100	98.8	97.4	96.5	98	100	96.7	94.3	100	98.4	100	97.9	95.9	94	99.4	100	95	96.5
Buses	0	1	2	0	3	0	21	1	0	22	0	0	1	0	1	0	25	0	0	25	51
% Buses	0	2.6	1.2	0	0.6	0	1.3	2	0	1.2	0	0	0.4	0	0.3	0	2.3	0	0	1.8	1.2
Trucks	1	2	0	0	3	4	37	0	0	41	4	0	3	0	7	3	39	1	0	43	94
% Trucks	0.4	5.3	0	0	0.6	2.6	2.2	0	0	2.1	5.7	0	1.2	0	1.8	4.1	3.7	0.6	0	3.2	2.3

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**68**	4	32	**104**	**27**	156	**4**	187	**10**	**16**	21	**47**	6	72	**45**	123	**461**
08:00 AM	55	**11**	**34**	100	24	147	4	175	4	7	26	37	8	85	33	126	438
08:15 AM	34	1	26	61	18	**184**	0	**202**	7	2	**29**	38	6	104	12	122	423
08:30 AM	19	1	13	33	13	159	4	176	8	5	19	32	**11**	**120**	9	**140**	381
Total Volume	176	17	105	298	82	646	12	740	29	30	95	154	31	381	99	511	1703
% App. Total	59.1	5.7	35.2		11.1	87.3	1.6		18.8	19.5	61.7		6.1	74.6	19.4		
PHF	.647	.386	.772	.716	.759	.878	.750	.916	.725	.469	.819	.819	.705	.794	.550	.913	.924

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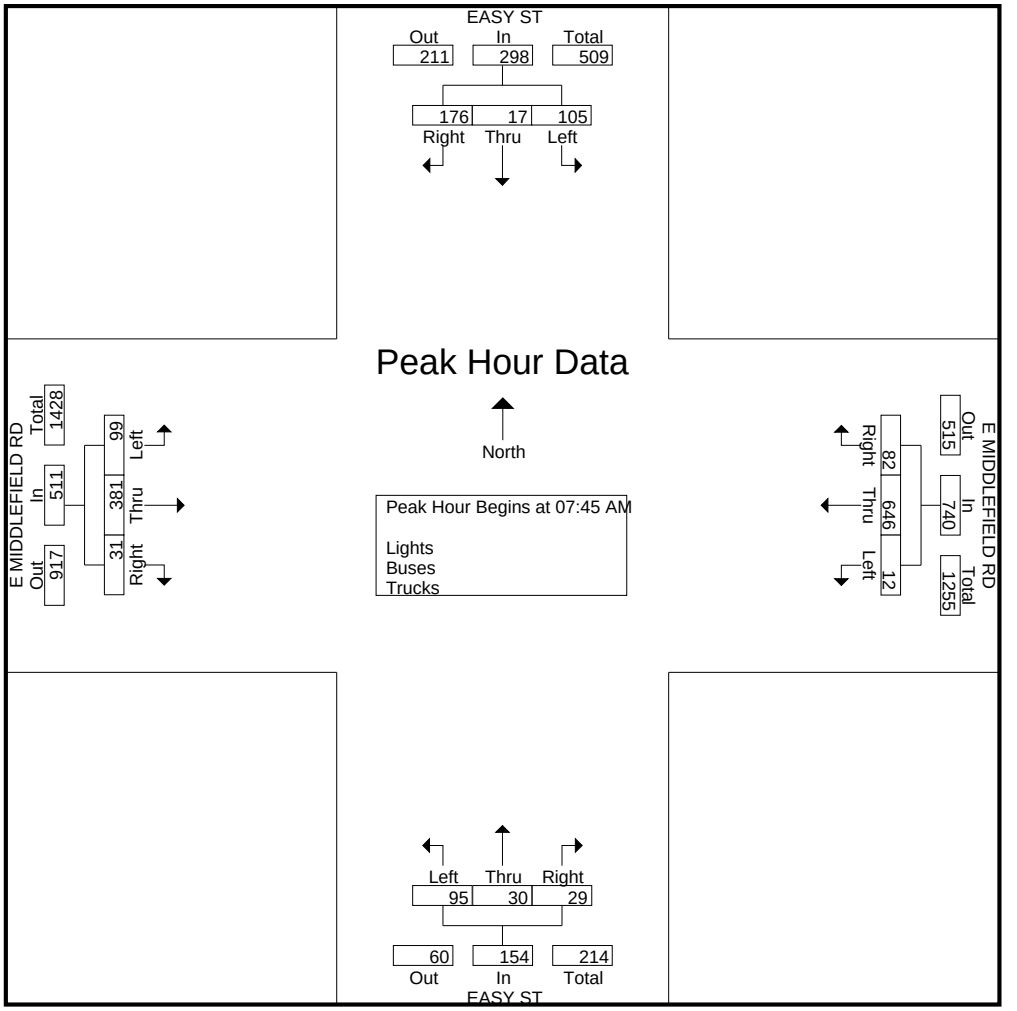

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Groups Printed- Lights - Buses - Trucks

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	4	7	0	28	12	75	6	3	96	4	1	3	1	9	13	130	17	3	163	296
04:15 PM	11	2	10	2	25	6	80	6	4	96	2	3	6	4	15	21	172	12	2	207	343
04:30 PM	13	0	9	1	23	12	106	9	1	128	2	5	8	0	15	18	170	18	2	208	374
04:45 PM	20	0	7	0	27	18	104	5	1	128	2	2	6	2	12	10	190	28	0	228	395
Total	61	6	33	3	103	48	365	26	9	448	10	11	23	7	51	62	662	75	7	806	1408
05:00 PM	21	2	15	0	38	12	112	10	6	140	7	5	7	0	19	23	213	15	3	254	451
05:15 PM	26	2	18	2	48	11	131	6	4	152	2	1	9	9	21	20	246	33	5	304	525
05:30 PM	15	4	12	3	34	15	145	7	7	174	0	2	12	1	15	17	258	19	2	296	519
05:45 PM	11	5	10	0	26	14	145	5	5	169	1	8	11	3	23	30	246	22	4	302	520
Total	73	13	55	5	146	52	533	28	22	635	10	16	39	13	78	90	963	89	14	1156	2015
06:00 PM	13	0	15	8	36	7	145	14	3	169	5	4	12	1	22	26	220	12	6	264	491
06:15 PM	6	4	6	3	19	6	114	8	2	130	3	1	16	6	26	19	202	13	5	239	414
06:30 PM	7	1	4	8	20	12	91	7	2	112	4	2	4	2	12	11	146	21	3	181	325
06:45 PM	6	3	3	3	15	9	82	5	2	98	3	6	11	3	23	25	126	13	1	165	301
Total	32	8	28	22	90	34	432	34	9	509	15	13	43	12	83	81	694	59	15	849	1531
Grand Total	166	27	116	30	339	134	1330	88	40	1592	35	40	105	32	212	233	2319	223	36	2811	4954
Apprch %	49	8	34.2	8.8		8.4	83.5	5.5	2.5		16.5	18.9	49.5	15.1		8.3	82.5	7.9	1.3		
Total %	3.4	0.5	2.3	0.6	6.8	2.7	26.8	1.8	0.8	32.1	0.7	0.8	2.1	0.6	4.3	4.7	46.8	4.5	0.7	56.7	
Lights	166	27	116	30	339	134	1311	77	40	1562	34	40	104	32	210	233	2289	222	36	2780	4891
% Lights	100	100	100	100	100	100	98.6	87.5	100	98.1	97.1	100	99	100	99.1	100	98.7	99.6	100	98.9	98.7
Buses	0	0	0	0	0	0	13	10	0	23	0	0	0	0	0	0	23	0	0	23	46
% Buses	0	0	0	0	0	0	1	11.4	0	1.4	0	0	0	0	0	0	1	0	0	0.8	0.9
Trucks	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	0	7	1	0	8	17
% Trucks	0	0	0	0	0	0	0.5	1.1	0	0.4	2.9	0	1	0	0.9	0	0.3	0.4	0	0.3	0.3

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**26**	2	**18**	**46**	11	131	6	148	2	1	9	12	20	246	**33**	**299**	505
05:30 PM	15	4	12	31	**15**	**145**	7	**167**	0	2	**12**	14	17	**258**	19	294	506
05:45 PM	11	**5**	10	26	14	145	5	164	1	**8**	11	20	**30**	246	22	298	**508**
06:00 PM	13	0	15	28	7	145	**14**	166	**5**	4	12	**21**	26	220	12	258	473
Total Volume	65	11	55	131	47	566	32	645	8	15	44	67	93	970	86	1149	1992
% App. Total	49.6	8.4	42		7.3	87.8	5		11.9	22.4	65.7		8.1	84.4	7.5		
PHF	.625	.550	.764	.712	.783	.976	.571	.966	.400	.469	.917	.798	.775	.940	.652	.961	.980

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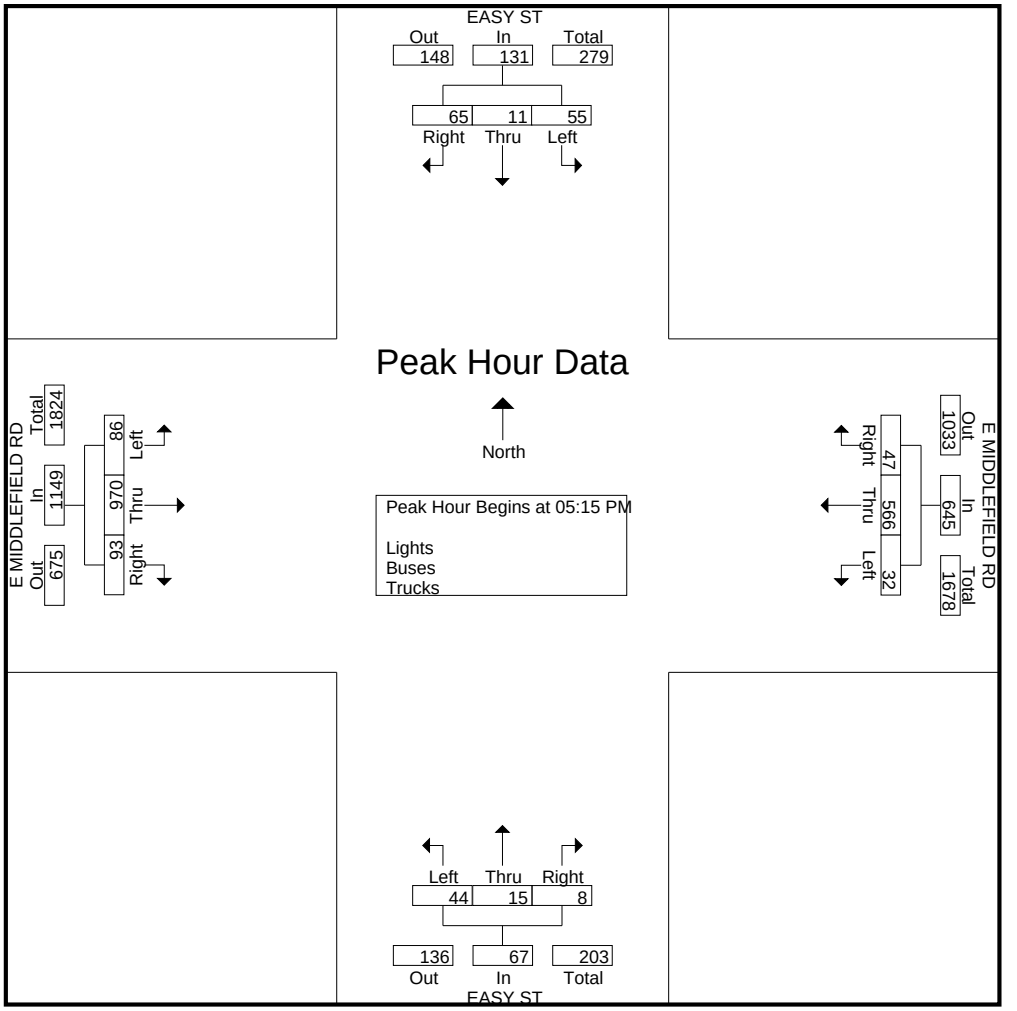

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Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	17	4	1	27	10	57	14	0	81	8	12	12	1	33	11	26	6	0	43	184
07:15 AM	10	22	7	1	40	12	84	12	1	109	14	12	19	0	45	14	35	17	4	70	264
07:30 AM	7	54	8	1	70	10	95	15	1	121	19	11	33	4	67	27	52	10	2	91	349
07:45 AM	16	43	12	1	72	18	111	18	3	150	25	20	36	4	85	23	79	22	4	128	435
Total	38	136	31	4	209	50	347	59	5	461	66	55	100	9	230	75	192	55	10	332	1232
08:00 AM	14	39	13	3	69	25	105	15	1	146	27	39	44	0	110	35	62	14	4	115	440
08:15 AM	15	23	13	4	55	22	108	19	1	150	39	37	35	1	112	31	90	18	4	143	460
08:30 AM	12	29	11	4	56	28	98	16	2	144	40	45	42	4	131	34	74	22	7	137	468
08:45 AM	14	36	19	0	69	20	102	14	5	141	46	46	40	1	133	28	98	23	4	153	496
Total	55	127	56	11	249	95	413	64	9	581	152	167	161	6	486	128	324	77	19	548	1864
09:00 AM	19	28	15	1	63	17	85	13	1	116	54	36	45	4	139	27	97	25	3	152	470
09:15 AM	7	18	18	1	44	25	85	24	0	134	40	37	35	1	113	24	95	18	3	140	431
09:30 AM	9	20	14	4	47	24	64	10	3	101	30	37	29	4	100	23	65	15	5	108	356
09:45 AM	12	22	10	0	44	28	64	13	1	106	32	30	31	4	97	20	82	16	1	119	366
Total	47	88	57	6	198	94	298	60	5	457	156	140	140	13	449	94	339	74	12	519	1623
Grand Total	140	351	144	21	656	239	1058	183	19	1499	374	362	401	28	1165	297	855	206	41	1399	4719
Apprch %	21.3	53.5	22	3.2		15.9	70.6	12.2	1.3		32.1	31.1	34.4	2.4		21.2	61.1	14.7	2.9		
Total %	3	7.4	3.1	0.4	13.9	5.1	22.4	3.9	0.4	31.8	7.9	7.7	8.5	0.6	24.7	6.3	18.1	4.4	0.9	29.6	
Lights	129	340	139	21	629	238	1016	169	19	1442	360	350	392	28	1130	274	826	200	41	1341	4542
% Lights	92.1	96.9	96.5	100	95.9	99.6	96	92.3	100	96.2	96.3	96.7	97.8	100	97	92.3	96.6	97.1	100	95.9	96.2
Buses	6	5	4	0	15	1	17	10	0	28	8	9	1	0	18	8	14	0	0	22	83
% Buses	4.3	1.4	2.8	0	2.3	0.4	1.6	5.5	0	1.9	2.1	2.5	0.2	0	1.5	2.7	1.6	0	0	1.6	1.8
Trucks	5	6	1	0	12	0	25	4	0	29	6	3	8	0	17	15	15	6	0	36	94
% Trucks	3.6	1.7	0.7	0	1.8	0	2.4	2.2	0	1.9	1.6	0.8	2	0	1.5	5.1	1.8	2.9	0	2.6	2

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	15	23	13	51	22	**108**	**19**	**149**	39	37	35	111	31	90	18	139	450
08:30 AM	12	29	11	52	**28**	98	16	142	40	45	42	127	**34**	74	22	130	451
08:45 AM	14	**36**	**19**	**69**	20	102	14	136	46	**46**	40	132	28	**98**	23	**149**	**486**
09:00 AM	**19**	28	15	62	17	85	13	115	**54**	36	**45**	**135**	27	97	**25**	149	461
Total Volume	60	116	58	234	87	393	62	542	179	164	162	505	120	359	88	567	1848
% App. Total	25.6	49.6	24.8		16.1	72.5	11.4		35.4	32.5	32.1		21.2	63.3	15.5		
PHF	.789	.806	.763	.848	.777	.910	.816	.909	.829	.891	.900	.935	.882	.916	.880	.951	.951

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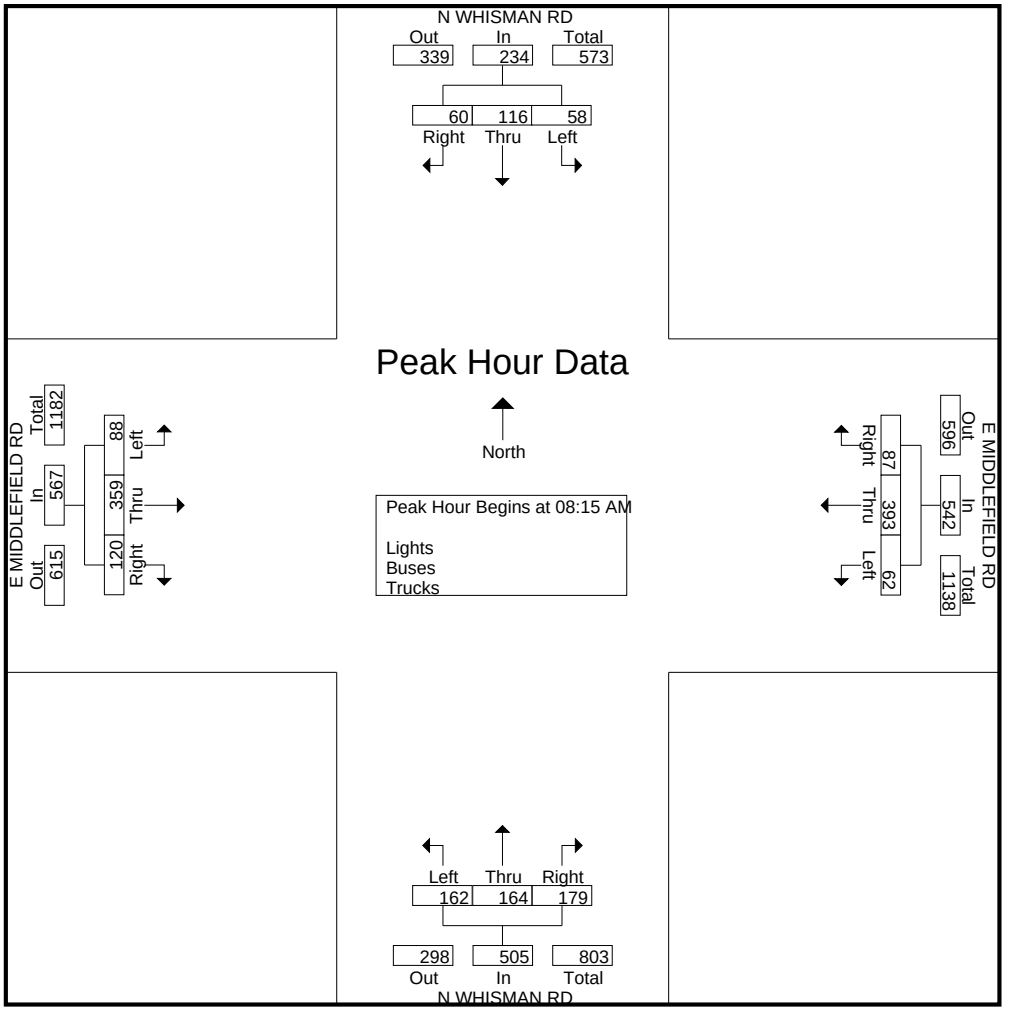

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Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	46	19	0	84	17	55	26	3	101	13	7	19	1	40	37	74	19	1	131	356
04:15 PM	13	34	29	0	76	11	69	30	0	110	11	13	11	2	37	46	79	15	4	144	367
04:30 PM	14	47	23	2	86	9	86	33	1	129	10	12	16	0	38	59	94	20	5	178	431
04:45 PM	15	40	14	1	70	7	84	27	2	120	8	11	13	1	33	63	100	18	3	184	407
Total	61	167	85	3	316	44	294	116	6	460	42	43	59	4	148	205	347	72	13	637	1561
05:00 PM	20	73	17	0	110	8	97	52	3	160	24	17	16	3	60	92	85	19	4	200	530
05:15 PM	13	64	18	3	98	8	116	79	2	205	13	9	17	5	44	111	87	20	8	226	573
05:30 PM	30	79	10	5	124	6	125	71	1	203	17	20	24	2	63	120	116	12	3	251	641
05:45 PM	12	76	12	7	107	8	116	109	2	235	12	16	16	8	52	113	80	22	4	219	613
Total	75	292	57	15	439	30	454	311	8	803	66	62	73	18	219	436	368	73	19	896	2357
06:00 PM	15	53	9	0	77	14	122	62	2	200	18	19	18	2	57	113	79	19	5	216	550
06:15 PM	6	42	9	3	60	10	98	47	0	155	12	11	13	5	41	66	91	24	2	183	439
06:30 PM	10	37	14	4	65	11	81	26	1	119	11	13	23	3	50	44	80	20	7	151	385
06:45 PM	7	38	9	1	55	10	57	17	0	84	7	24	16	5	52	39	75	10	12	136	327
Total	38	170	41	8	257	45	358	152	3	558	48	67	70	15	200	262	325	73	26	686	1701
Grand Total	174	629	183	26	1012	119	1106	579	17	1821	156	172	202	37	567	903	1040	218	58	2219	5619
Apprch %	17.2	62.2	18.1	2.6		6.5	60.7	31.8	0.9		27.5	30.3	35.6	6.5		40.7	46.9	9.8	2.6		
Total %	3.1	11.2	3.3	0.5	18	2.1	19.7	10.3	0.3	32.4	2.8	3.1	3.6	0.7	10.1	16.1	18.5	3.9	1	39.5	
Lights	161	607	181	26	975	118	1097	576	17	1808	144	170	193	37	544	893	1020	215	58	2186	5513
% Lights	92.5	96.5	98.9	100	96.3	99.2	99.2	99.5	100	99.3	92.3	98.8	95.5	100	95.9	98.9	98.1	98.6	100	98.5	98.1
Buses	11	21	1	0	33	0	7	2	0	9	12	2	5	0	19	8	14	3	0	25	86
% Buses	6.3	3.3	0.5	0	3.3	0	0.6	0.3	0	0.5	7.7	1.2	2.5	0	3.4	0.9	1.3	1.4	0	1.1	1.5
Trucks	2	1	1	0	4	1	2	1	0	4	0	0	4	0	4	2	6	0	0	8	20
% Trucks	1.1	0.2	0.5	0	0.4	0.8	0.2	0.2	0	0.2	0	0	2	0	0.7	0.2	0.6	0	0	0.4	0.4

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	13	64	**18**	95	8	116	79	203	13	9	17	39	111	87	20	218	555
05:30 PM	**30**	**79**	10	**119**	6	**125**	71	202	17	**20**	**24**	**61**	**120**	**116**	12	**248**	**630**
05:45 PM	12	76	12	100	8	116	**109**	**233**	12	16	16	44	113	80	**22**	215	592
06:00 PM	15	53	9	77	**14**	122	62	198	**18**	19	18	55	113	79	19	211	541
Total Volume	70	272	49	391	36	479	321	836	60	64	75	199	457	362	73	892	2318
% App. Total	17.9	69.6	12.5		4.3	57.3	38.4		30.2	32.2	37.7		51.2	40.6	8.2		
PHF	.583	.861	.681	.821	.643	.958	.736	.897	.833	.800	.781	.816	.952	.780	.830	.899	.920

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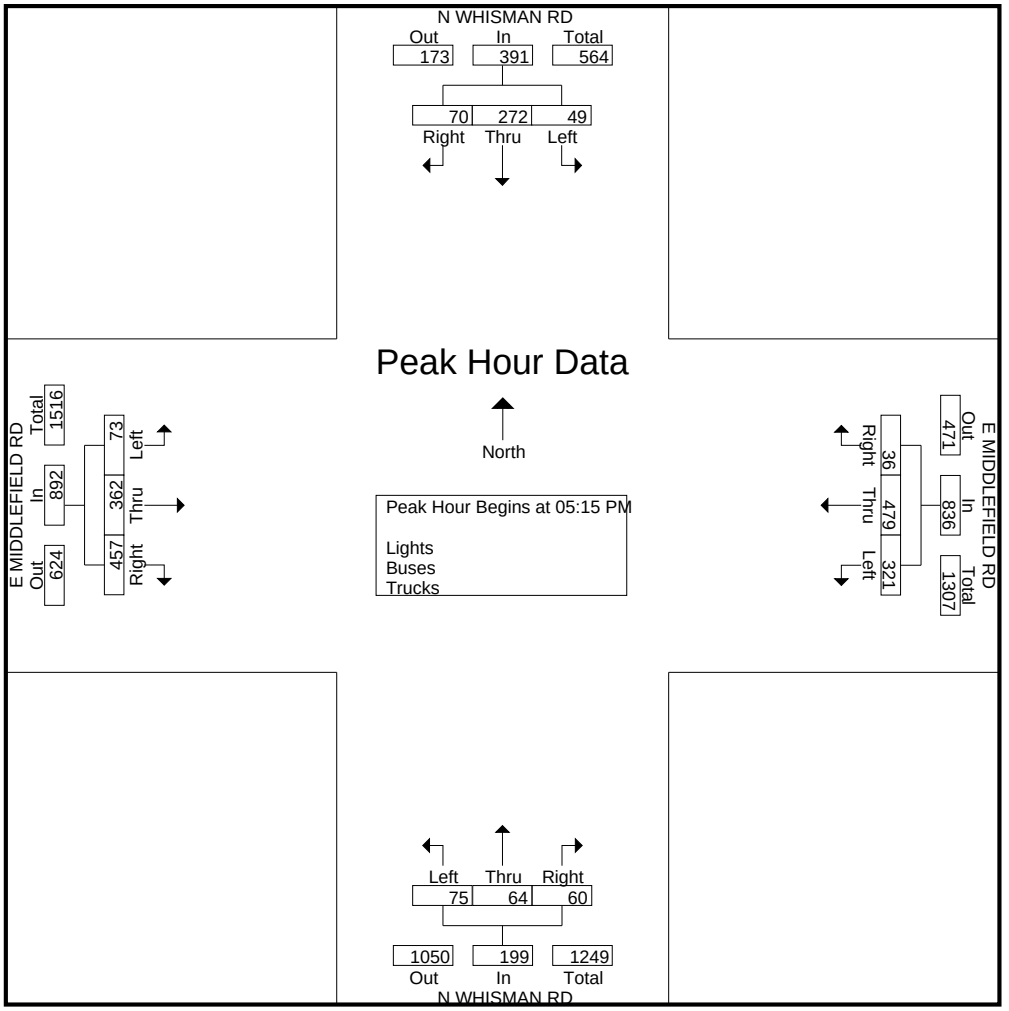

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	0	25	1	39	48	76	0	1	125	0	0	0	0	0	0	17	16	0	33	197
07:15 AM	18	0	15	2	35	59	111	0	0	170	0	0	0	0	0	0	31	29	0	60	265
07:30 AM	12	0	17	4	33	68	116	0	0	184	0	0	0	0	0	0	50	30	0	80	297
07:45 AM	21	0	16	4	41	88	162	0	1	251	0	0	0	0	0	0	79	29	3	111	403
Total	64	0	73	11	148	263	465	0	2	730	0	0	0	0	0	0	177	104	3	284	1162
08:00 AM	20	0	17	2	39	113	145	0	0	258	0	0	0	0	0	0	64	40	1	105	402
08:15 AM	21	0	19	3	43	107	144	0	2	253	0	0	0	0	0	0	88	40	2	130	426
08:30 AM	32	0	27	7	66	107	142	0	0	249	0	0	0	0	0	0	80	53	0	133	448
08:45 AM	28	0	38	6	72	125	144	0	2	271	0	0	0	0	0	0	94	66	1	161	504
Total	101	0	101	18	220	452	575	0	4	1031	0	0	0	0	0	0	326	199	4	529	1780
09:00 AM	21	0	53	1	75	121	112	0	4	237	0	0	0	0	0	0	97	62	3	162	474
09:15 AM	23	0	34	1	58	95	139	0	2	236	0	0	0	0	0	0	96	63	5	164	458
09:30 AM	23	0	43	3	69	76	95	0	2	173	0	0	0	0	0	0	63	31	2	96	338
09:45 AM	21	0	31	2	54	126	106	0	0	232	0	0	0	0	0	0	88	50	1	139	425
Total	88	0	161	7	256	418	452	0	8	878	0	0	0	0	0	0	344	206	11	561	1695
Grand Total	253	0	335	36	624	1133	1492	0	14	2639	0	0	0	0	0	0	847	509	18	1374	4637
Apprch %	40.5	0	53.7	5.8		42.9	56.5	0	0.5		0	0	0	0		0	61.6	37	1.3		
Total %	5.5	0	7.2	0.8	13.5	24.4	32.2	0	0.3	56.9	0	0	0	0	0	0	18.3	11	0.4	29.6	
Lights	243	0	314	36	593	1118	1442	0	14	2574	0	0	0	0	0	0	817	485	18	1320	4487
% Lights	96	0	93.7	100	95	98.7	96.6	0	100	97.5	0	0	0	0	0	0	96.5	95.3	100	96.1	96.8
Buses	4	0	9	0	13	7	17	0	0	24	0	0	0	0	0	0	10	16	0	26	63
% Buses	1.6	0	2.7	0	2.1	0.6	1.1	0	0	0.9	0	0	0	0	0	0	1.2	3.1	0	1.9	1.4
Trucks	6	0	12	0	18	8	33	0	0	41	0	0	0	0	0	0	20	8	0	28	87
% Trucks	2.4	0	3.6	0	2.9	0.7	2.2	0	0	1.6	0	0	0	0	0	0	2.4	1.6	0	2	1.9

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**32**	0	27	59	107	142	0	249	0	0	0	0	0	80	53	133	441
08:45 AM	28	0	38	66	**125**	**144**	0	**269**	0	0	0	0	0	94	**66**	**160**	**495**
09:00 AM	21	0	**53**	**74**	121	112	0	233	0	0	0	0	0	**97**	62	159	466
09:15 AM	23	0	34	57	95	139	0	234	0	0	0	0	0	96	63	159	450
Total Volume	104	0	152	256	448	537	0	985	0	0	0	0	0	367	244	611	1852
% App. Total	40.6	0	59.4		45.5	54.5	0		0	0	0		0	60.1	39.9		
PHF	.813	.000	.717	.865	.896	.932	.000	.915	.000	.000	.000	.000	.000	.946	.924	.955	.935

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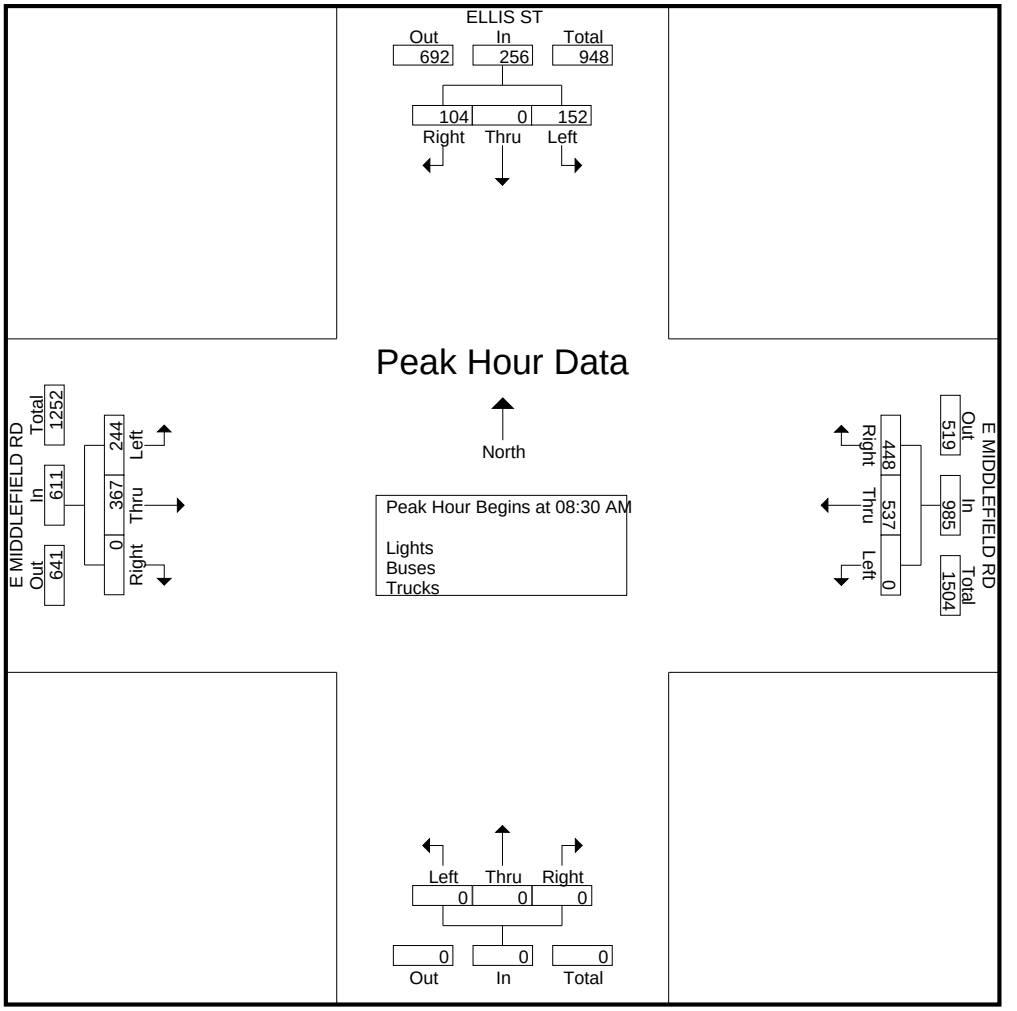

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File Name : 4PM FINAL
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	0	84	0	121	30	59	0	0	89	0	0	0	0	0	0	102	13	4	119	329
04:15 PM	30	0	85	1	116	17	76	0	2	95	0	0	0	0	0	0	116	17	0	133	344
04:30 PM	44	0	76	0	120	17	80	0	0	97	0	0	0	0	0	0	133	23	1	157	374
04:45 PM	33	0	82	0	115	22	89	0	0	111	0	0	0	0	0	0	104	28	2	134	360
Total	144	0	327	1	472	86	304	0	2	392	0	0	0	0	0	0	455	81	7	543	1407
05:00 PM	54	0	110	1	165	21	89	1	1	112	0	0	0	0	0	0	122	28	5	155	432
05:15 PM	88	0	117	0	205	34	112	0	0	146	0	0	0	0	0	0	115	25	2	142	493
05:30 PM	98	0	107	6	211	29	124	0	0	153	0	0	0	0	0	0	132	31	0	163	527
05:45 PM	107	0	88	2	197	22	116	0	0	138	0	0	0	0	0	0	94	20	3	117	452
Total	347	0	422	9	778	106	441	1	1	549	0	0	0	0	0	0	463	104	10	577	1904
06:00 PM	70	0	87	0	157	32	134	0	0	166	0	0	0	0	0	0	95	27	0	122	445
06:15 PM	57	0	64	5	126	30	140	0	0	170	0	0	0	0	0	0	101	17	3	121	417
06:30 PM	33	0	59	2	94	20	86	1	2	109	0	0	0	0	0	0	99	19	1	119	322
06:45 PM	17	0	41	2	60	25	66	0	1	92	0	0	0	0	0	0	76	10	2	88	240
Total	177	0	251	9	437	107	426	1	3	537	0	0	0	0	0	0	371	73	6	450	1424
Grand Total	668	0	1000	19	1687	299	1171	2	6	1478	0	0	0	0	0	0	1289	258	23	1570	4735
Apprch %	39.6	0	59.3	1.1		20.2	79.2	0.1	0.4		0	0	0	0		0	82.1	16.4	1.5		
Total %	14.1	0	21.1	0.4	35.6	6.3	24.7	0	0.1	31.2	0	0	0	0	0	0	27.2	5.4	0.5	33.2	
Lights	661	0	998	19	1678	294	1161	2	6	1463	0	0	0	0	0	0	1265	245	23	1533	4674
% Lights	99	0	99.8	100	99.5	98.3	99.1	100	100	99	0	0	0	0	0	0	98.1	95	100	97.6	98.7
Buses	5	0	2	0	7	2	6	0	0	8	0	0	0	0	0	0	17	12	0	29	44
% Buses	0.7	0	0.2	0	0.4	0.7	0.5	0	0	0.5	0	0	0	0	0	0	1.3	4.7	0	1.8	0.9
Trucks	2	0	0	0	2	3	4	0	0	7	0	0	0	0	0	0	7	1	0	8	17
% Trucks	0.3	0	0	0	0.1	1	0.3	0	0	0.5	0	0	0	0	0	0	0.5	0.4	0	0.5	0.4

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	88	0	**117**	**205**	**34**	112	0	146	0	0	0	0	0	115	25	140	491
05:30 PM	98	0	107	205	29	124	0	153	0	0	0	0	0	**132**	**31**	**163**	**521**
05:45 PM	**107**	0	88	195	22	116	0	138	0	0	0	0	0	94	20	114	447
06:00 PM	70	0	87	157	32	**134**	0	**166**	0	0	0	0	0	95	27	122	445
Total Volume	363	0	399	762	117	486	0	603	0	0	0	0	0	436	103	539	1904
% App. Total	47.6	0	52.4		19.4	80.6	0		0	0	0		0	80.9	19.1		
PHF	.848	.000	.853	.929	.860	.907	.000	.908	.000	.000	.000	.000	.000	.826	.831	.827	.914

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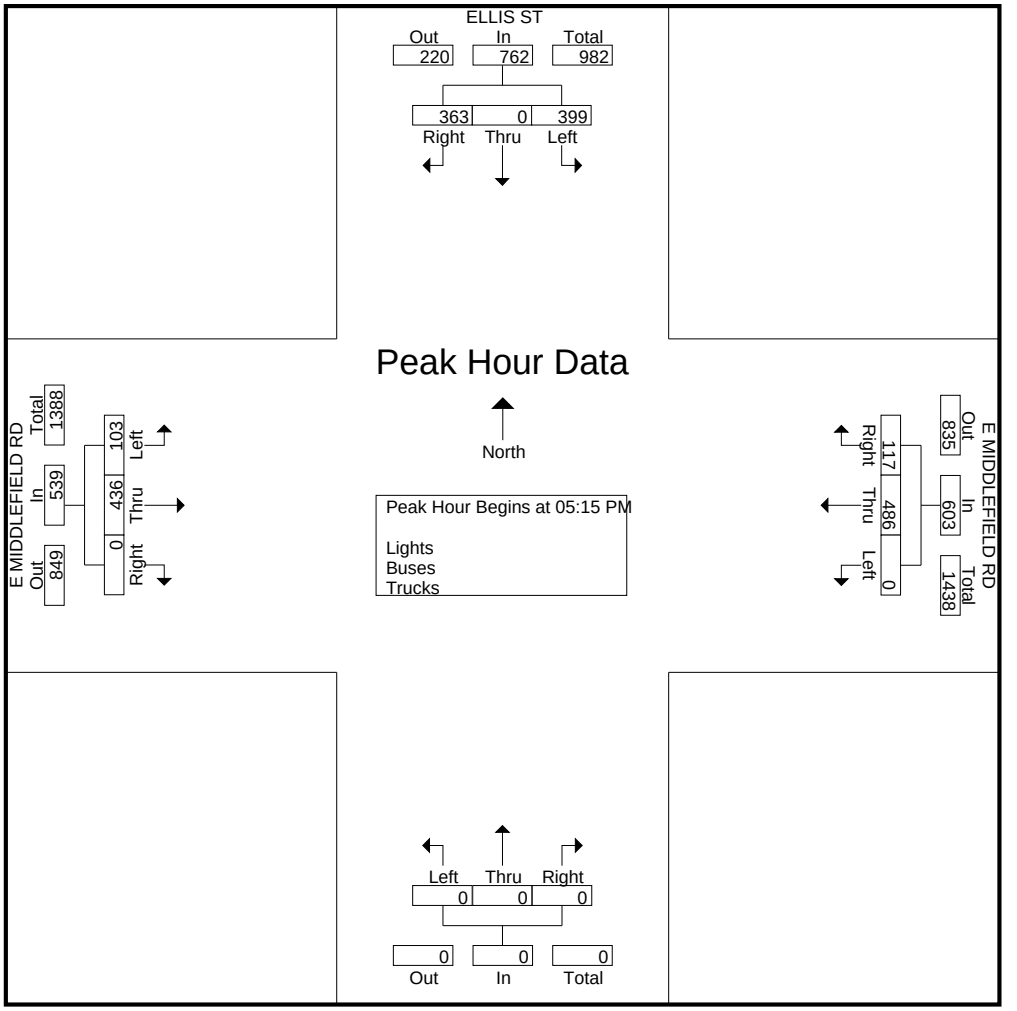

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Site Code : 00000005
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Groups Printed- Lights - Buses - Trucks

	LOGUE AVE Southbound					E MIDDLEFIELD RD Westbound					DRIVEWAY Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	0	1	2	12	6	110	6	0	122	1	0	0	2	3	2	27	5	0	34	171
07:15 AM	9	1	0	4	14	11	162	9	1	183	0	0	0	3	3	1	42	5	1	49	249
07:30 AM	19	1	1	4	25	6	172	5	1	184	0	0	1	2	3	2	55	6	0	63	275
07:45 AM	30	2	3	2	37	5	228	8	0	241	1	0	0	4	5	4	72	13	0	89	372
Total	67	4	5	12	88	28	672	28	2	730	2	0	1	11	14	9	196	29	1	235	1067
08:00 AM	31	0	3	8	42	25	213	12	4	254	3	0	0	2	5	3	68	11	1	83	384
08:15 AM	28	1	1	4	34	21	223	9	3	256	0	0	2	4	6	1	92	16	0	109	405
08:30 AM	28	0	3	2	33	24	221	9	1	255	3	0	0	3	6	2	84	19	0	105	399
08:45 AM	38	1	5	8	52	25	221	11	1	258	2	0	0	0	2	4	104	20	0	128	440
Total	125	2	12	22	161	95	878	41	9	1023	8	0	2	9	19	10	348	66	1	425	1628
09:00 AM	33	3	4	5	45	34	210	12	4	260	0	0	1	6	7	2	116	26	1	145	457
09:15 AM	20	1	2	2	25	41	216	14	1	272	4	0	0	2	6	4	105	16	0	125	428
09:30 AM	16	2	0	3	21	33	156	21	2	212	4	0	2	2	8	1	77	21	0	99	340
09:45 AM	24	3	3	2	32	27	205	14	2	248	1	1	1	0	3	2	94	18	1	115	398
Total	93	9	9	12	123	135	787	61	9	992	9	1	4	10	24	9	392	81	2	484	1623
Grand Total	285	15	26	46	372	258	2337	130	20	2745	19	1	7	30	57	28	936	176	4	1144	4318
Apprch %	76.6	4	7	12.4		9.4	85.1	4.7	0.7		33.3	1.8	12.3	52.6		2.4	81.8	15.4	0.3		
Total %	6.6	0.3	0.6	1.1	8.6	6	54.1	3	0.5	63.6	0.4	0	0.2	0.7	1.3	0.6	21.7	4.1	0.1	26.5	
Lights	273	15	23	46	357	256	2285	127	20	2688	16	1	7	30	54	28	886	173	4	1091	4190
% Lights	95.8	100	88.5	100	96	99.2	97.8	97.7	100	97.9	84.2	100	100	100	94.7	100	94.7	98.3	100	95.4	97
Buses	9	0	0	0	9	0	18	0	0	18	0	0	0	0	0	0	21	0	0	21	48
% Buses	3.2	0	0	0	2.4	0	0.8	0	0	0.7	0	0	0	0	0	0	2.2	0	0	1.8	1.1
Trucks	3	0	3	0	6	2	34	3	0	39	3	0	0	0	3	0	29	3	0	32	80
% Trucks	1.1	0	11.5	0	1.6	0.8	1.5	2.3	0	1.4	15.8	0	0	0	5.3	0	3.1	1.7	0	2.8	1.9

	LOGUE AVE Southbound				E MIDDLEFIELD RD Westbound				DRIVEWAY Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	28	0	3	31	24	**221**	9	254	3	0	0	3	2	84	19	105	393
08:45 AM	**38**	1	**5**	**44**	25	221	11	257	2	0	0	2	**4**	104	20	128	431
09:00 AM	33	**3**	4	40	34	210	12	256	0	0	**1**	1	2	**116**	**26**	**144**	**441**
09:15 AM	20	1	2	23	**41**	216	**14**	**271**	**4**	0	0	**4**	4	105	16	125	423
Total Volume	119	5	14	138	124	868	46	1038	9	0	1	10	12	409	81	502	1688
% App. Total	86.2	3.6	10.1		11.9	83.6	4.4		90	0	10		2.4	81.5	16.1		
PHF	.783	.417	.700	.784	.756	.982	.821	.958	.563	.000	.250	.625	.750	.881	.779	.872	.957

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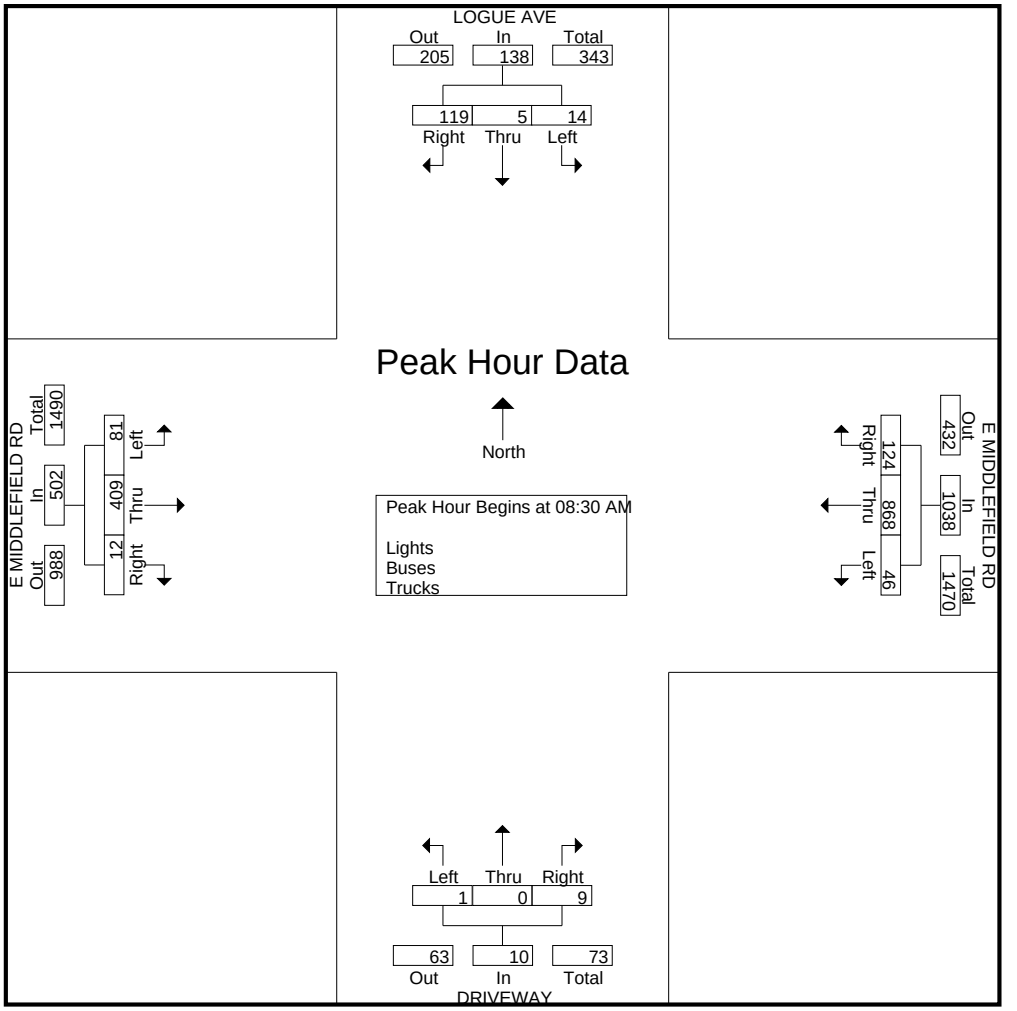

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Groups Printed- Lights - Buses - Trucks

	LOGUE AVE Southbound					E MIDDLEFIELD RD Westbound					DRIVEWAY Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	16	9	40	13	66	8	1	88	13	0	6	3	22	0	178	8	0	186	336
04:15 PM	20	2	21	5	48	10	69	3	1	83	8	1	0	1	10	0	188	9	1	198	339
04:30 PM	19	1	22	5	47	8	77	3	6	94	5	1	1	0	7	2	202	8	0	212	360
04:45 PM	26	0	26	8	60	4	83	5	1	93	12	1	9	1	23	0	181	11	1	193	369
Total	80	3	85	27	195	35	295	19	9	358	38	3	16	5	62	2	749	36	2	789	1404
05:00 PM	31	0	36	2	69	7	78	10	3	98	12	1	2	2	17	2	221	10	0	233	417
05:15 PM	34	0	31	6	71	6	97	5	2	110	11	0	2	4	17	0	217	13	1	231	429
05:30 PM	33	0	25	3	61	10	110	5	0	125	6	0	6	3	15	0	238	11	0	249	450
05:45 PM	26	2	25	9	62	7	105	3	2	117	7	0	5	4	16	1	174	13	0	188	383
Total	124	2	117	20	263	30	390	23	7	450	36	1	15	13	65	3	850	47	1	901	1679
06:00 PM	33	1	10	4	48	9	94	10	0	113	11	1	6	1	19	1	170	10	1	182	362
06:15 PM	23	0	15	9	47	6	111	5	3	125	15	1	2	3	21	1	164	3	2	170	363
06:30 PM	16	1	19	5	41	6	73	10	1	90	16	0	4	3	23	2	148	13	0	163	317
06:45 PM	19	0	14	0	33	3	58	1	0	62	7	0	1	7	15	0	113	4	1	118	228
Total	91	2	58	18	169	24	336	26	4	390	49	2	13	14	78	4	595	30	4	633	1270
Grand Total	295	7	260	65	627	89	1021	68	20	1198	123	6	44	32	205	9	2194	113	7	2323	4353
Apprch %	47	1.1	41.5	10.4		7.4	85.2	5.7	1.7		60	2.9	21.5	15.6		0.4	94.4	4.9	0.3		
Total %	6.8	0.2	6	1.5	14.4	2	23.5	1.6	0.5	27.5	2.8	0.1	1	0.7	4.7	0.2	50.4	2.6	0.2	53.4	
Lights	291	7	257	65	620	89	1012	68	20	1189	120	6	44	32	202	8	2177	102	7	2294	4305
% Lights	98.6	100	98.8	100	98.9	100	99.1	100	100	99.2	97.6	100	100	100	98.5	88.9	99.2	90.3	100	98.8	98.9
Buses	2	0	3	0	5	0	8	0	0	8	1	0	0	0	1	0	9	11	0	20	34
% Buses	0.7	0	1.2	0	0.8	0	0.8	0	0	0.7	0.8	0	0	0	0.5	0	0.4	9.7	0	0.9	0.8
Trucks	2	0	0	0	2	0	1	0	0	1	2	0	0	0	2	1	8	0	0	9	14
% Trucks	0.7	0	0	0	0.3	0	0.1	0	0	0.1	1.6	0	0	0	1	11.1	0.4	0	0	0.4	0.3

	LOGUE AVE Southbound				E MIDDLEFIELD RD Westbound				DRIVEWAY Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	0	**36**	**67**	7	78	**10**	95	**12**	**1**	2	**15**	**2**	221	10	233	410
05:15 PM	**34**	0	31	65	6	97	5	108	11	0	2	13	0	217	**13**	230	416
05:30 PM	33	0	25	58	**10**	**110**	5	**125**	6	0	**6**	12	0	**238**	11	**249**	**444**
05:45 PM	26	**2**	25	53	7	105	3	115	7	0	5	12	1	174	13	188	368
Total Volume	124	2	117	243	30	390	23	443	36	1	15	52	3	850	47	900	1638
% App. Total	51	0.8	48.1		6.8	88	5.2		69.2	1.9	28.8		0.3	94.4	5.2		
PHF	.912	.250	.813	.907	.750	.886	.575	.886	.750	.250	.625	.867	.375	.893	.904	.904	.922

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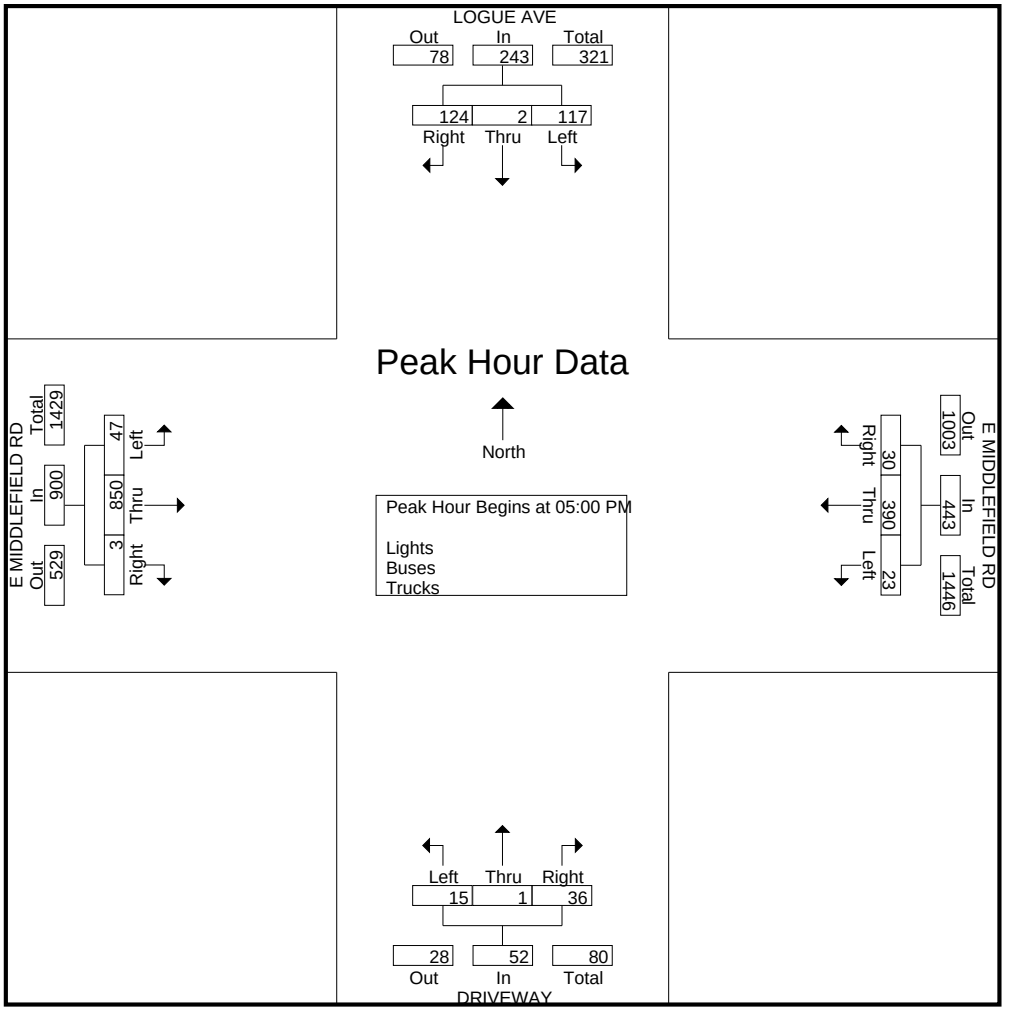

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Groups Printed- Lights - Buses - Trucks

	Southbound					E MIDDLEFIELD RD Westbound					FERGUSON DR Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	129	10	0	139	4	0	4	0	8	1	29	0	2	32	179
07:15 AM	0	0	0	0	0	0	184	18	0	202	15	0	2	0	17	0	41	0	0	41	260
07:30 AM	0	0	0	0	0	0	200	13	0	213	20	0	3	0	23	2	52	0	0	54	290
07:45 AM	0	0	0	0	0	0	257	9	0	266	20	0	8	0	28	1	75	0	3	79	373
Total	0	0	0	0	0	0	770	50	0	820	59	0	17	0	76	4	197	0	5	206	1102
08:00 AM	0	0	0	0	0	0	216	6	0	222	18	0	8	2	28	2	68	0	1	71	321
08:15 AM	0	0	0	0	0	0	260	11	0	271	25	0	14	0	39	2	94	0	0	96	406
08:30 AM	0	0	0	0	0	0	265	10	0	275	31	0	12	1	44	6	78	0	1	85	404
08:45 AM	0	0	0	0	0	0	268	10	0	278	25	0	17	0	42	5	114	0	0	119	439
Total	0	0	0	0	0	0	1009	37	0	1046	99	0	51	3	153	15	354	0	2	371	1570
09:00 AM	0	0	0	0	0	0	259	5	0	264	36	0	11	3	50	8	107	0	2	117	431
09:15 AM	0	0	0	0	0	0	310	8	0	318	41	0	18	1	60	6	116	0	0	122	500
09:30 AM	0	0	0	0	0	0	218	7	0	225	25	0	9	0	34	0	86	0	0	86	345
09:45 AM	0	0	0	0	0	0	258	4	0	262	28	0	15	1	44	3	98	0	0	101	407
Total	0	0	0	0	0	0	1045	24	0	1069	130	0	53	5	188	17	407	0	2	426	1683
Grand Total	0	0	0	0	0	0	2824	111	0	2935	288	0	121	8	417	36	958	0	9	1003	4355
Apprch %	0	0	0	0		0	96.2	3.8	0		69.1	0	29	1.9		3.6	95.5	0	0.9		
Total %	0	0	0	0	0	0	64.8	2.5	0	67.4	6.6	0	2.8	0.2	9.6	0.8	22	0	0.2	23	
Lights	0	0	0	0	0	0	2774	103	0	2877	278	0	119	8	405	30	908	0	9	947	4229
% Lights	0	0	0	0	0	0	98.2	92.8	0	98	96.5	0	98.3	100	97.1	83.3	94.8	0	100	94.4	97.1
Buses	0	0	0	0	0	0	18	0	0	18	2	0	0	0	2	0	19	0	0	19	39
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0.7	0	0	0	0.5	0	2	0	0	1.9	0.9
Trucks	0	0	0	0	0	0	32	8	0	40	8	0	2	0	10	6	31	0	0	37	87
% Trucks	0	0	0	0	0	0	1.1	7.2	0	1.4	2.8	0	1.7	0	2.4	16.7	3.2	0	0	3.7	2

	Southbound				E MIDDLEFIELD RD Westbound				FERGUSON DR Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	265	**10**	275	31	0	12	43	6	78	0	84	402
08:45 AM	0	0	0	0	0	268	10	278	25	0	17	42	5	114	0	119	439
09:00 AM	0	0	0	0	0	259	5	264	36	0	11	47	**8**	107	0	115	426
09:15 AM	0	0	0	0	0	**310**	8	**318**	**41**	0	**18**	**59**	6	**116**	0	**122**	**499**
Total Volume	0	0	0	0	0	1102	33	1135	133	0	58	191	25	415	0	440	1766
% App. Total	0	0	0		0	97.1	2.9		69.6	0	30.4		5.7	94.3	0		
PHF	.000	.000	.000	.000	.000	.889	.825	.892	.811	.000	.806	.809	.781	.894	.000	.902	.885

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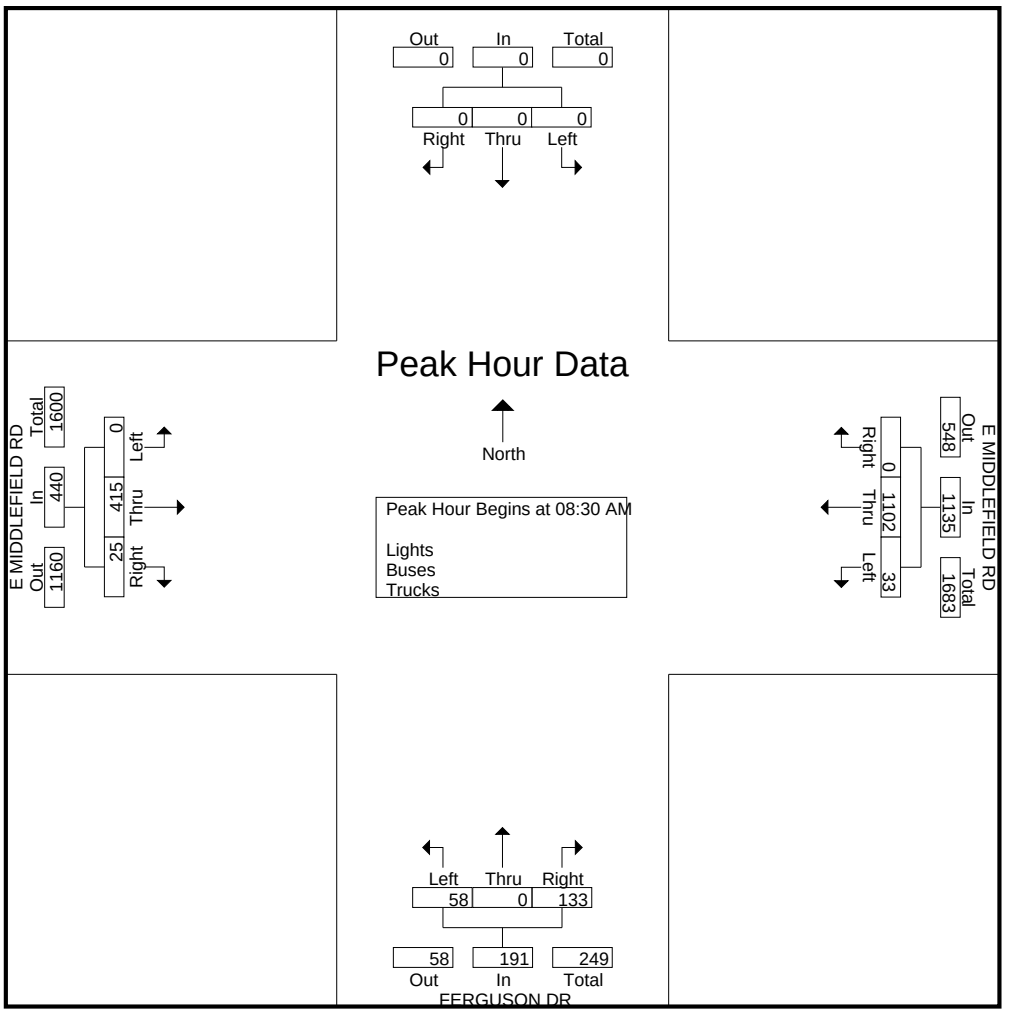

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Groups Printed- Lights - Buses - Trucks

	Southbound					E MIDDLEFIELD RD Westbound					FERGUSON DR Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	59	12	0	71	14	0	8	6	28	7	200	0	2	209	308
04:15 PM	0	0	0	0	0	0	78	17	0	95	15	0	1	1	17	7	209	1	0	217	329
04:30 PM	0	0	0	0	0	0	71	25	0	96	15	0	7	1	23	16	219	0	0	235	354
04:45 PM	0	0	0	0	0	0	87	27	0	114	12	0	4	2	18	7	218	1	2	228	360
Total	0	0	0	0	0	0	295	81	0	376	56	0	20	10	86	37	846	2	4	889	1351
05:00 PM	0	0	0	0	0	0	86	22	0	108	22	0	2	1	25	19	257	0	0	276	409
05:15 PM	0	0	0	0	0	0	102	38	0	140	13	0	4	3	20	15	257	0	2	274	434
05:30 PM	0	0	0	0	0	0	111	34	0	145	8	0	3	2	13	23	245	0	2	270	428
05:45 PM	0	0	0	0	0	0	106	37	0	143	18	0	8	0	26	25	188	0	0	213	382
Total	0	0	0	0	0	0	405	131	0	536	61	0	17	6	84	82	947	0	4	1033	1653
06:00 PM	0	0	0	0	0	0	106	51	0	157	19	0	4	4	27	12	190	0	0	202	386
06:15 PM	0	0	0	0	0	0	111	36	0	147	13	0	6	0	19	15	177	0	0	192	358
06:30 PM	0	0	0	0	0	0	81	18	0	99	13	0	3	0	16	12	175	0	1	188	303
06:45 PM	0	0	0	0	0	0	57	20	0	77	11	0	4	0	15	5	137	0	0	142	234
Total	0	0	0	0	0	0	355	125	0	480	56	0	17	4	77	44	679	0	1	724	1281
Grand Total	0	0	0	0	0	0	1055	337	0	1392	173	0	54	20	247	163	2472	2	9	2646	4285
Apprch %	0	0	0	0		0	75.8	24.2	0		70	0	21.9	8.1		6.2	93.4	0.1	0.3		
Total %	0	0	0	0	0	0	24.6	7.9	0	32.5	4	0	1.3	0.5	5.8	3.8	57.7	0	0.2	61.8	
Lights	0	0	0	0	0	0	1043	336	0	1379	171	0	52	20	243	163	2451	2	9	2625	4247
% Lights	0	0	0	0	0	0	98.9	99.7	0	99.1	98.8	0	96.3	100	98.4	100	99.2	100	100	99.2	99.1
Buses	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	11	0	0	11	19
% Buses	0	0	0	0	0	0	0.7	0	0	0.5	0.6	0	0	0	0.4	0	0.4	0	0	0.4	0.4
Trucks	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	0	10	0	0	10	19
% Trucks	0	0	0	0	0	0	0.5	0.3	0	0.4	0.6	0	3.7	0	1.2	0	0.4	0	0	0.4	0.4

	Southbound				E MIDDLEFIELD RD Westbound				FERGUSON DR Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	86	22	108	**22**	0	2	24	19	**257**	0	**276**	408
05:15 PM	0	0	0	0	0	102	**38**	140	13	0	4	17	15	257	0	272	**429**
05:30 PM	0	0	0	0	0	**111**	34	**145**	8	0	3	11	23	245	0	268	424
05:45 PM	0	0	0	0	0	106	37	143	18	0	**8**	**26**	**25**	188	0	213	382
Total Volume	0	0	0	0	0	405	131	536	61	0	17	78	82	947	0	1029	1643
% App. Total	0	0	0		0	75.6	24.4		78.2	0	21.8		8	92	0		
PHF	.000	.000	.000	.000	.000	.912	.862	.924	.693	.000	.531	.750	.820	.921	.000	.932	.957

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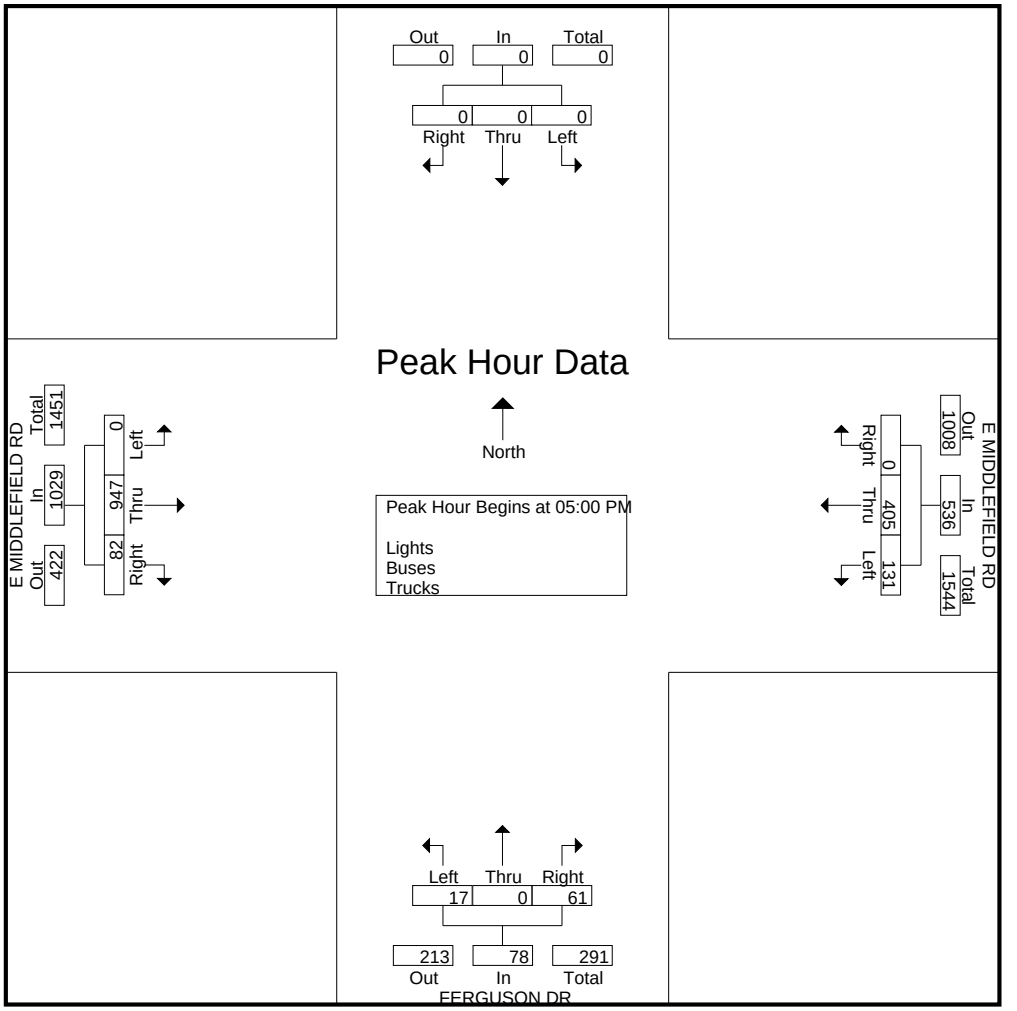

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Groups Printed- Lights - Buses - Trucks

	SR-237 WB FRONTAGE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 WB ON-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	57	14	9	0	80	0	83	31	0	114	0	0	0	2	2	2	34	0	1	37	233
07:15 AM	77	29	23	2	131	0	127	27	0	154	0	0	0	4	4	10	47	0	0	57	346
07:30 AM	68	43	16	3	130	0	141	47	0	188	0	0	0	2	2	10	63	0	0	73	393
07:45 AM	94	54	14	6	168	0	168	37	0	205	0	0	0	0	0	12	83	0	1	96	469
Total	296	140	62	11	509	0	519	142	0	661	0	0	0	8	8	34	227	0	2	263	1441
08:00 AM	72	40	15	0	127	0	196	27	0	223	0	0	0	2	2	12	74	0	0	86	438
08:15 AM	84	34	31	4	153	0	158	25	0	183	0	0	0	1	1	19	100	0	0	119	456
08:30 AM	63	37	26	4	130	0	218	41	0	259	0	0	0	1	1	9	102	0	0	111	501
08:45 AM	84	39	24	2	149	0	189	24	0	213	0	0	0	3	3	18	119	0	0	137	502
Total	303	150	96	10	559	0	761	117	0	878	0	0	0	7	7	58	395	0	0	453	1897
09:00 AM	87	32	35	0	154	0	204	22	0	226	0	0	0	5	5	14	126	0	0	140	525
09:15 AM	53	37	19	1	110	0	239	31	0	270	0	0	0	3	3	16	140	0	0	156	539
09:30 AM	41	29	21	1	92	0	187	31	0	218	0	0	0	0	0	11	99	0	1	111	421
09:45 AM	50	39	27	2	118	0	205	28	0	233	0	0	0	5	5	16	107	0	0	123	479
Total	231	137	102	4	474	0	835	112	0	947	0	0	0	13	13	57	472	0	1	530	1964
Grand Total	830	427	260	25	1542	0	2115	371	0	2486	0	0	0	28	28	149	1094	0	3	1246	5302
Apprch %	53.8	27.7	16.9	1.6		0	85.1	14.9	0		0	0	0	100		12	87.8	0	0.2		
Total %	15.7	8.1	4.9	0.5	29.1	0	39.9	7	0	46.9	0	0	0	0.5	0.5	2.8	20.6	0	0.1	23.5	
Lights	806	410	246	25	1487	0	2096	366	0	2462	0	0	0	28	28	142	1050	0	3	1195	5172
% Lights	97.1	96	94.6	100	96.4	0	99.1	98.7	0	99	0	0	0	100	100	95.3	96	0	100	95.9	97.5
Buses	5	13	10	0	28	0	12	0	0	12	0	0	0	0	0	2	18	0	0	20	60
% Buses	0.6	3	3.8	0	1.8	0	0.6	0	0	0.5	0	0	0	0	0	1.3	1.6	0	0	1.6	1.1
Trucks	19	4	4	0	27	0	7	5	0	12	0	0	0	0	0	5	26	0	0	31	70
% Trucks	2.3	0.9	1.5	0	1.8	0	0.3	1.3	0	0.5	0	0	0	0	0	3.4	2.4	0	0	2.5	1.3

	SR-237 WB FRONTAGE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 WB ON-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	63	37	26	126	0	218	**41**	259	0	0	0	0	9	102	0	111	496
08:45 AM	84	**39**	24	147	0	189	24	213	0	0	0	0	**18**	119	0	137	497
09:00 AM	**87**	32	**35**	**154**	0	204	22	226	0	0	0	0	14	126	0	140	520
09:15 AM	53	37	19	109	0	**239**	31	**270**	0	0	0	0	16	**140**	0	**156**	**535**
Total Volume	287	145	104	536	0	850	118	968	0	0	0	0	57	487	0	544	2048
% App. Total	53.5	27.1	19.4		0	87.8	12.2		0	0	0		10.5	89.5	0		
PHF	.825	.929	.743	.870	.000	.889	.720	.896	.000	.000	.000	.000	.792	.870	.000	.872	.957

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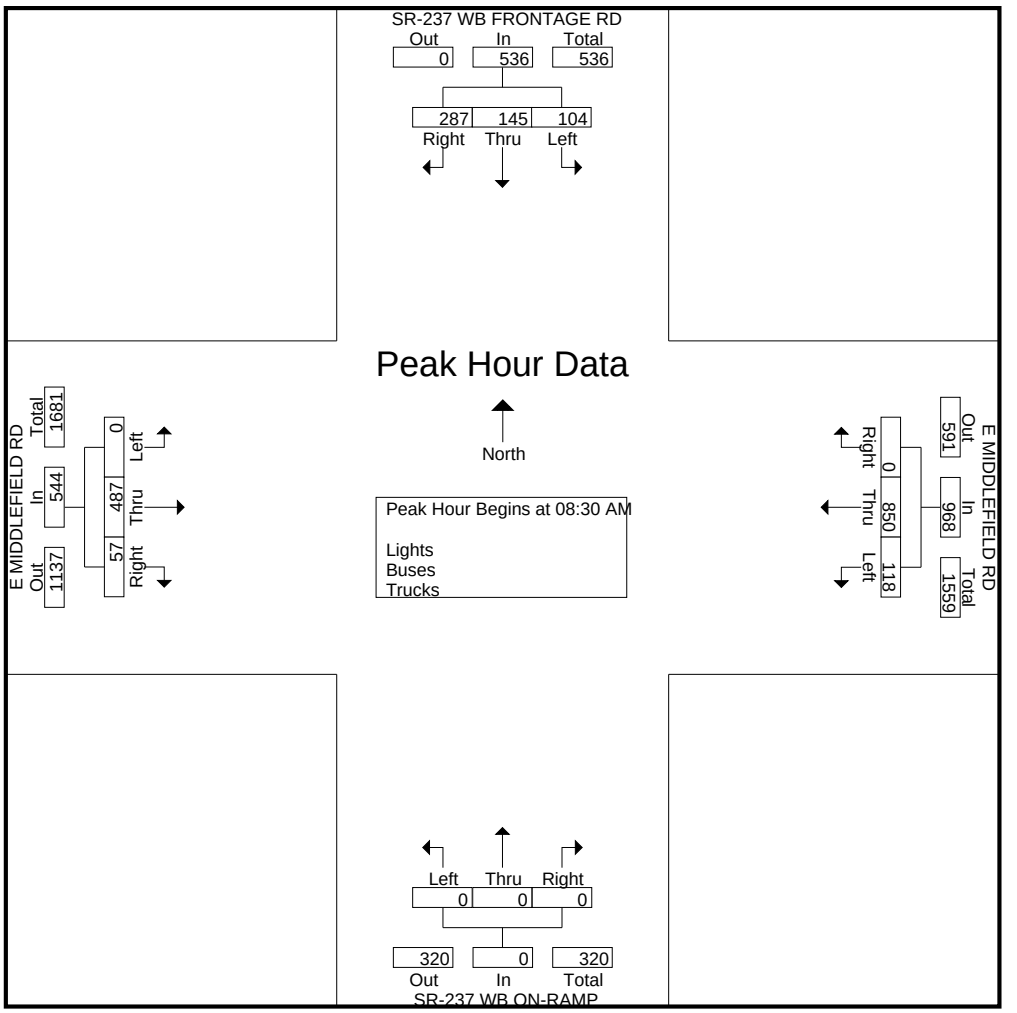

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Groups Printed- Lights - Buses - Trucks

	SR-237 WB FRONTAGE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 WB ON-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	58	30	1	116	0	48	39	0	87	0	0	0	1	1	33	179	0	1	213	417
04:15 PM	47	64	39	2	152	0	46	28	0	74	0	0	0	4	4	33	189	0	0	222	452
04:30 PM	50	59	44	4	157	0	42	25	0	67	0	0	0	2	2	22	211	0	0	233	459
04:45 PM	61	62	32	1	156	0	50	14	0	64	0	0	0	2	2	42	187	0	2	231	453
Total	185	243	145	8	581	0	186	106	0	292	0	0	0	9	9	130	766	0	3	899	1781
05:00 PM	57	93	49	2	201	0	50	37	0	87	0	0	0	2	2	58	225	0	0	283	573
05:15 PM	83	84	54	3	224	0	54	24	0	78	0	0	0	4	4	59	213	0	0	272	578
05:30 PM	88	97	50	2	237	0	57	35	0	92	0	0	0	2	2	43	209	0	0	252	583
05:45 PM	86	107	29	6	228	0	58	27	0	85	0	0	0	1	1	40	162	0	0	202	516
Total	314	381	182	13	890	0	219	123	0	342	0	0	0	9	9	200	809	0	0	1009	2250
06:00 PM	90	82	37	5	214	0	62	37	0	99	0	0	0	2	2	35	170	0	1	206	521
06:15 PM	83	63	26	7	179	0	64	25	0	89	0	0	0	1	1	34	157	0	0	191	460
06:30 PM	51	59	32	2	144	0	44	29	0	73	0	0	0	2	2	29	162	0	0	191	410
06:45 PM	35	44	50	1	130	0	40	28	0	68	0	0	0	0	0	24	120	0	0	144	342
Total	259	248	145	15	667	0	210	119	0	329	0	0	0	5	5	122	609	0	1	732	1733
Grand Total	758	872	472	36	2138	0	615	348	0	963	0	0	0	23	23	452	2184	0	4	2640	5764
Apprch %	35.5	40.8	22.1	1.7		0	63.9	36.1	0		0	0	0	100		17.1	82.7	0	0.2		
Total %	13.2	15.1	8.2	0.6	37.1	0	10.7	6	0	16.7	0	0	0	0.4	0.4	7.8	37.9	0	0.1	45.8	
Lights	755	856	467	36	2114	0	608	336	0	944	0	0	0	23	23	449	2168	0	4	2621	5702
% Lights	99.6	98.2	98.9	100	98.9	0	98.9	96.6	0	98	0	0	0	100	100	99.3	99.3	0	100	99.3	98.9
Buses	0	15	4	0	19	0	6	12	0	18	0	0	0	0	0	3	9	0	0	12	49
% Buses	0	1.7	0.8	0	0.9	0	1	3.4	0	1.9	0	0	0	0	0	0.7	0.4	0	0	0.5	0.9
Trucks	3	1	1	0	5	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	13
% Trucks	0.4	0.1	0.2	0	0.2	0	0.2	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0.2

	SR-237 WB FRONTAGE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 WB ON-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	57	93	49	199	0	50	**37**	87	0	0	0	0	58	**225**	0	**283**	569
05:15 PM	83	84	**54**	221	0	54	24	78	0	0	0	0	**59**	213	0	272	571
05:30 PM	**88**	97	50	**235**	0	57	35	**92**	0	0	0	0	43	209	0	252	**579**
05:45 PM	86	**107**	29	222	0	**58**	27	85	0	0	0	0	40	162	0	202	509
Total Volume	314	381	182	877	0	219	123	342	0	0	0	0	200	809	0	1009	2228
% App. Total	35.8	43.4	20.8		0	64	36		0	0	0		19.8	80.2	0		
PHF	.892	.890	.843	.933	.000	.944	.831	.929	.000	.000	.000	.000	.847	.899	.000	.891	.962

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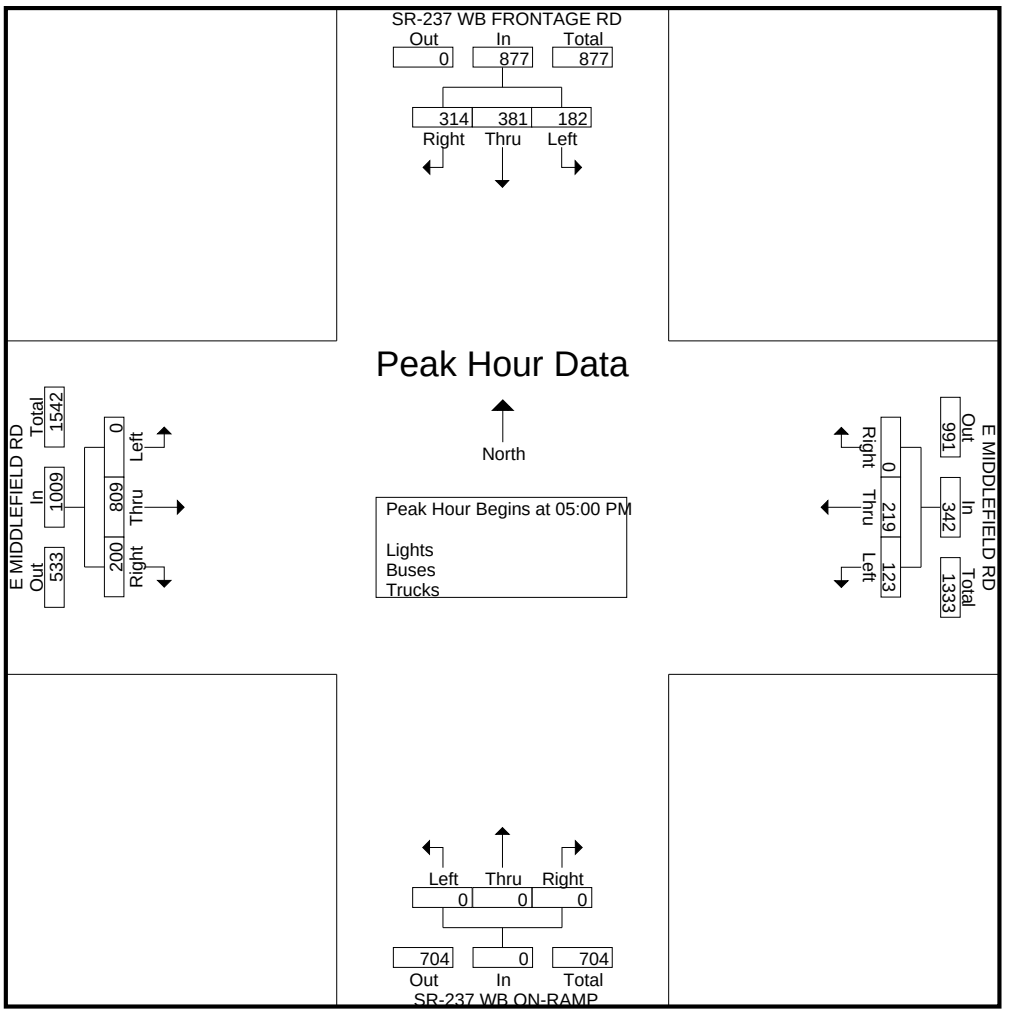

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Groups Printed- Lights - Buses - Trucks

	SR-237 EB FRONTAGE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 EB OFF-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	14	86	0	0	100	21	40	27	3	91	0	22	22	0	44	235
07:15 AM	0	0	0	3	3	18	115	0	0	133	36	45	39	3	123	0	43	26	0	69	328
07:30 AM	0	0	0	3	3	24	155	0	0	179	31	49	42	2	124	0	46	33	0	79	385
07:45 AM	0	0	0	8	8	21	145	0	0	166	45	52	65	0	162	0	46	50	0	96	432
Total	0	0	0	14	14	77	501	0	0	578	133	186	173	8	500	0	157	131	0	288	1380
08:00 AM	0	0	0	0	0	19	168	0	0	187	41	62	65	3	171	0	54	39	0	93	451
08:15 AM	0	0	0	4	4	29	136	0	1	166	43	63	56	1	163	0	65	69	1	135	468
08:30 AM	0	0	0	4	4	23	198	0	0	221	34	66	59	1	160	0	64	62	0	126	511
08:45 AM	0	0	0	2	2	34	164	0	0	198	63	84	49	0	196	0	69	80	0	149	545
Total	0	0	0	10	10	105	666	0	1	772	181	275	229	5	690	0	252	250	1	503	1975
09:00 AM	0	0	0	0	0	42	170	0	0	212	47	88	52	7	194	0	73	80	0	153	559
09:15 AM	0	0	0	1	1	39	155	0	0	194	48	94	86	3	231	0	63	102	0	165	591
09:30 AM	0	0	0	1	1	32	147	0	0	179	51	88	75	0	214	0	59	65	0	124	518
09:45 AM	0	0	0	2	2	27	140	0	1	168	44	81	74	1	200	0	70	71	0	141	511
Total	0	0	0	4	4	140	612	0	1	753	190	351	287	11	839	0	265	318	0	583	2179
Grand Total	0	0	0	28	28	322	1779	0	2	2103	504	812	689	24	2029	0	674	699	1	1374	5534
Apprch %	0	0	0	100		15.3	84.6	0	0.1		24.8	40	34	1.2		0	49.1	50.9	0.1		
Total %	0	0	0	0.5	0.5	5.8	32.1	0	0	38	9.1	14.7	12.5	0.4	36.7	0	12.2	12.6	0	24.8	
Lights	0	0	0	28	28	282	1745	0	2	2029	489	789	685	24	1987	0	630	669	1	1300	5344
% Lights	0	0	0	100	100	87.6	98.1	0	100	96.5	97	97.2	99.4	100	97.9	0	93.5	95.7	100	94.6	96.6
Buses	0	0	0	0	0	36	13	0	0	49	9	17	3	0	29	0	28	4	0	32	110
% Buses	0	0	0	0	0	11.2	0.7	0	0	2.3	1.8	2.1	0.4	0	1.4	0	4.2	0.6	0	2.3	2
Trucks	0	0	0	0	0	4	21	0	0	25	6	6	1	0	13	0	16	26	0	42	80
% Trucks	0	0	0	0	0	1.2	1.2	0	0	1.2	1.2	0.7	0.1	0	0.6	0	2.4	3.7	0	3.1	1.4

	SR-237 EB FRONTAGE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 EB OFF-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	34	164	0	198	**63**	84	49	196	0	69	80	149	543
09:00 AM	0	0	0	0	**42**	**170**	0	**212**	47	88	52	187	0	**73**	80	153	552
09:15 AM	0	0	0	0	39	155	0	194	48	**94**	**86**	**228**	0	63	**102**	**165**	**587**
09:30 AM	0	0	0	0	32	147	0	179	51	88	75	214	0	59	65	124	517
Total Volume	0	0	0	0	147	636	0	783	209	354	262	825	0	264	327	591	2199
% App. Total	0	0	0		18.8	81.2	0		25.3	42.9	31.8		0	44.7	55.3		
PHF	.000	.000	.000	.000	.875	.935	.000	.923	.829	.941	.762	.905	.000	.904	.801	.895	.937

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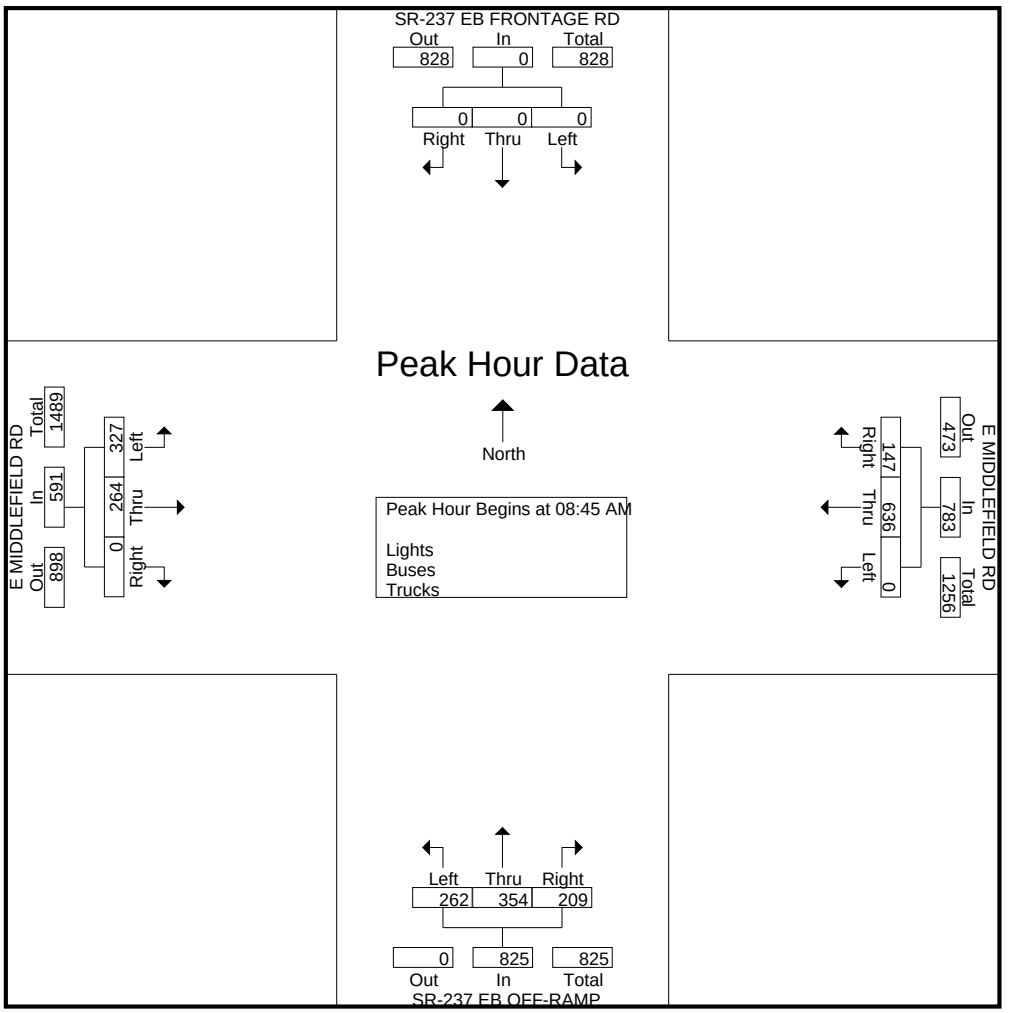

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Groups Printed- Lights - Buses - Trucks

	SR-237 EB FRONTAGE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 EB OFF-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	36	74	0	1	111	38	51	24	6	119	0	153	66	0	219	450
04:15 PM	0	0	0	2	2	17	49	0	0	66	46	33	23	2	104	0	160	76	0	236	408
04:30 PM	0	0	0	5	5	36	62	0	0	98	39	50	12	3	104	0	200	59	0	259	466
04:45 PM	0	0	0	0	0	33	56	0	0	89	29	54	17	3	103	0	159	51	0	210	402
Total	0	0	0	8	8	122	241	0	1	364	152	188	76	14	430	0	672	252	0	924	1726
05:00 PM	0	0	0	2	2	31	83	0	0	114	30	46	22	1	99	0	209	73	0	282	497
05:15 PM	0	0	0	3	3	28	59	0	0	87	25	48	24	5	102	0	211	60	0	271	463
05:30 PM	0	0	0	2	2	30	76	0	0	106	28	58	16	1	103	0	218	56	0	274	485
05:45 PM	0	0	0	6	6	36	71	0	0	107	26	56	20	0	102	0	123	73	0	196	411
Total	0	0	0	13	13	125	289	0	0	414	109	208	82	7	406	0	761	262	0	1023	1856
06:00 PM	0	0	0	5	5	36	84	0	0	120	22	42	23	4	91	0	140	70	0	210	426
06:15 PM	0	0	0	8	8	24	64	0	0	88	30	43	22	2	97	0	129	60	0	189	382
06:30 PM	0	0	0	1	1	32	68	0	1	101	34	38	12	0	84	0	135	64	0	199	385
06:45 PM	0	0	0	1	1	21	57	0	0	78	31	35	12	0	78	0	132	47	0	179	336
Total	0	0	0	15	15	113	273	0	1	387	117	158	69	6	350	0	536	241	0	777	1529
Grand Total	0	0	0	36	36	360	803	0	2	1165	378	554	227	27	1186	0	1969	755	0	2724	5111
Apprch %	0	0	0	100		30.9	68.9	0	0.2		31.9	46.7	19.1	2.3		0	72.3	27.7	0		
Total %	0	0	0	0.7	0.7	7	15.7	0	0	22.8	7.4	10.8	4.4	0.5	23.2	0	38.5	14.8	0	53.3	
Lights	0	0	0	36	36	341	782	0	2	1125	364	540	227	27	1158	0	1953	748	0	2701	5020
% Lights	0	0	0	100	100	94.7	97.4	0	100	96.6	96.3	97.5	100	100	97.6	0	99.2	99.1	0	99.2	98.2
Buses	0	0	0	0	0	19	18	0	0	37	6	12	0	0	18	0	10	2	0	12	67
% Buses	0	0	0	0	0	5.3	2.2	0	0	3.2	1.6	2.2	0	0	1.5	0	0.5	0.3	0	0.4	1.3
Trucks	0	0	0	0	0	0	3	0	0	3	8	2	0	0	10	0	6	5	0	11	24
% Trucks	0	0	0	0	0	0	0.4	0	0	0.3	2.1	0.4	0	0	0.8	0	0.3	0.7	0	0.4	0.5

	SR-237 EB FRONTAGE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 EB OFF-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	31	**83**	0	**114**	**30**	46	22	98	0	209	**73**	**282**	**494**
05:15 PM	0	0	0	0	28	59	0	87	25	48	**24**	97	0	211	60	271	455
05:30 PM	0	0	0	0	30	76	0	106	28	**58**	16	**102**	0	**218**	56	274	482
05:45 PM	0	0	0	0	**36**	71	0	107	26	56	20	102	0	123	73	196	405
Total Volume	0	0	0	0	125	289	0	414	109	208	82	399	0	761	262	1023	1836
% App. Total	0	0	0		30.2	69.8	0		27.3	52.1	20.6		0	74.4	25.6		
PHF	.000	.000	.000	.000	.868	.870	.000	.908	.908	.897	.854	.978	.000	.873	.897	.907	.929

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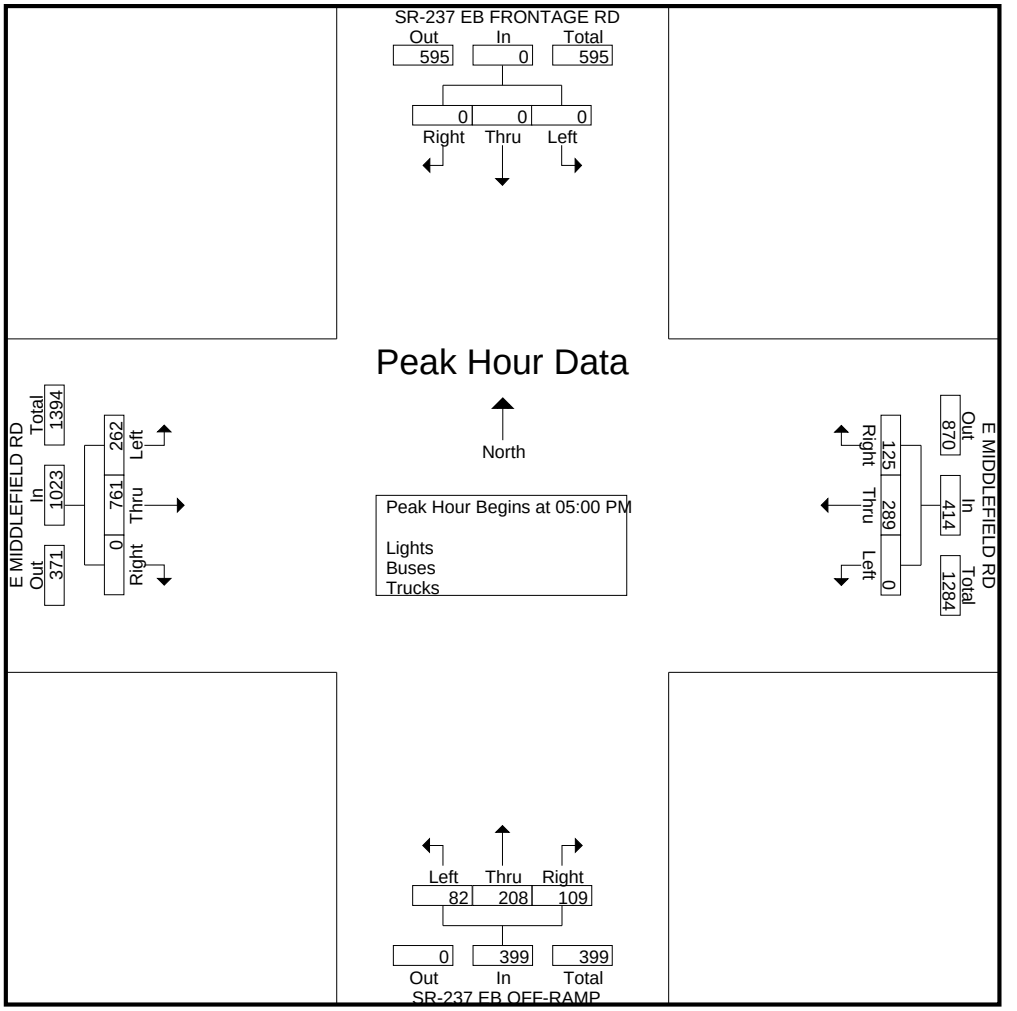

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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	19	12	7	1	39	19	399	39	3	460	42	11	60	2	115	20	75	7	1	103	717
07:15 AM	20	7	6	1	34	33	470	58	4	565	50	26	64	1	141	17	94	9	1	121	861
07:30 AM	23	22	9	0	54	29	543	62	1	635	67	26	80	0	173	30	161	10	1	202	1064
07:45 AM	40	30	10	5	85	24	335	51	8	418	72	56	99	2	229	32	164	12	4	212	944
Total	102	71	32	7	212	105	1747	210	16	2078	231	119	303	5	658	99	494	38	7	638	3586
08:00 AM	28	29	17	0	74	26	460	39	6	531	99	84	158	6	347	32	184	16	2	234	1186
08:15 AM	37	20	15	4	76	32	442	36	6	516	106	74	151	2	333	22	192	24	3	241	1166
08:30 AM	29	24	8	0	61	64	436	51	6	557	134	108	164	8	414	36	201	24	7	268	1300
08:45 AM	43	27	21	3	94	62	436	37	7	542	141	143	166	1	451	37	244	28	3	312	1399
Total	137	100	61	7	305	184	1774	163	25	2146	480	409	639	17	1545	127	821	92	15	1055	5051
09:00 AM	41	29	19	12	101	65	432	34	7	538	116	119	151	1	387	51	229	40	0	320	1346
09:15 AM	40	29	21	4	94	114	402	45	3	564	113	130	140	2	385	33	193	47	0	273	1316
09:30 AM	51	27	23	8	109	112	389	42	15	558	121	116	142	5	384	34	184	29	0	247	1298
09:45 AM	38	20	26	3	87	87	420	38	2	547	78	94	111	1	284	46	169	29	2	246	1164
Total	170	105	89	27	391	378	1643	159	27	2207	428	459	544	9	1440	164	775	145	2	1086	5124
Grand Total	409	276	182	41	908	667	5164	532	68	6431	1139	987	1486	31	3643	390	2090	275	24	2779	13761
Apprch %	45	30.4	20	4.5		10.4	80.3	8.3	1.1		31.3	27.1	40.8	0.9		14	75.2	9.9	0.9		
Total %	3	2	1.3	0.3	6.6	4.8	37.5	3.9	0.5	46.7	8.3	7.2	10.8	0.2	26.5	2.8	15.2	2	0.2	20.2	
Lights	402	271	176	41	890	659	5063	510	68	6300	1119	986	1456	31	3592	374	2045	267	24	2710	13492
% Lights	98.3	98.2	96.7	100	98	98.8	98	95.9	100	98	98.2	99.9	98	100	98.6	95.9	97.8	97.1	100	97.5	98
Buses	2	2	4	0	8	1	23	9	0	33	6	0	13	0	19	2	16	7	0	25	85
% Buses	0.5	0.7	2.2	0	0.9	0.1	0.4	1.7	0	0.5	0.5	0	0.9	0	0.5	0.5	0.8	2.5	0	0.9	0.6
Trucks	5	3	2	0	10	7	78	13	0	98	14	1	17	0	32	14	29	1	0	44	184
% Trucks	1.2	1.1	1.1	0	1.1	1	1.5	2.4	0	1.5	1.2	0.1	1.1	0	0.9	3.6	1.4	0.4	0	1.6	1.3

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	29	24	8	61	64	**436**	**51**	551	134	108	164	406	36	201	24	261	1279
08:45 AM	**43**	27	**21**	**91**	62	436	37	535	**141**	**143**	**166**	**450**	37	**244**	28	309	**1385**
09:00 AM	41	**29**	19	89	65	432	34	531	116	119	151	386	**51**	229	40	**320**	1326
09:15 AM	40	29	21	90	**114**	402	45	**561**	113	130	140	383	33	193	**47**	273	1307
Total Volume	153	109	69	331	305	1706	167	2178	504	500	621	1625	157	867	139	1163	5297
% App. Total	46.2	32.9	20.8		14	78.3	7.7		31	30.8	38.2		13.5	74.5	12		
PHF	.890	.940	.821	.909	.669	.978	.819	.971	.894	.874	.935	.903	.770	.888	.739	.909	.956

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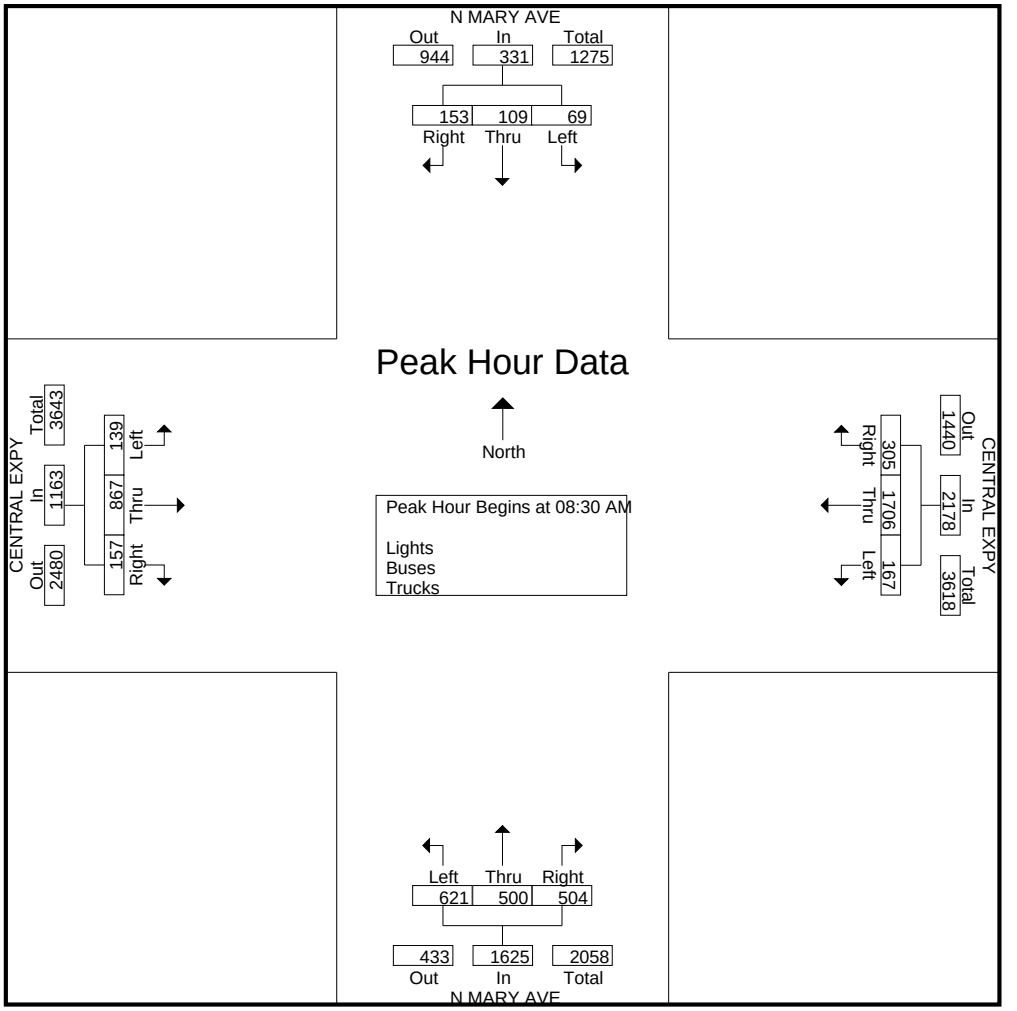

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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	25	46	85	5	161	8	191	110	4	313	103	29	57	0	189	108	477	10	2	597	1260
04:15 PM	29	53	62	5	149	12	198	163	7	380	74	18	49	2	143	152	464	16	1	633	1305
04:30 PM	43	84	104	2	233	13	182	160	2	357	113	28	56	1	198	137	379	5	4	525	1313
04:45 PM	33	85	103	2	223	29	231	192	6	458	136	24	57	1	218	199	417	9	3	628	1527
Total	130	268	354	14	766	62	802	625	19	1508	426	99	219	4	748	596	1737	40	10	2383	5405
05:00 PM	39	114	110	11	274	26	256	202	12	496	122	33	61	2	218	162	420	12	0	594	1582
05:15 PM	49	170	129	3	351	15	242	114	3	374	146	43	89	4	282	148	393	7	1	549	1556
05:30 PM	48	128	112	3	291	19	261	137	5	422	95	26	47	0	168	139	341	13	2	495	1376
05:45 PM	30	117	118	10	275	10	286	188	4	488	139	30	49	5	223	149	422	12	1	584	1570
Total	166	529	469	27	1191	70	1045	641	24	1780	502	132	246	11	891	598	1576	44	4	2222	6084
06:00 PM	33	130	107	4	274	15	229	146	8	398	150	22	48	0	220	132	350	10	5	497	1389
06:15 PM	28	99	113	4	244	16	245	149	3	413	156	32	34	0	222	162	410	6	2	580	1459
06:30 PM	26	66	91	4	187	17	213	130	11	371	106	32	39	1	178	174	419	9	5	607	1343
06:45 PM	22	50	76	11	159	19	186	100	2	307	99	45	39	1	184	146	440	14	4	604	1254
Total	109	345	387	23	864	67	873	525	24	1489	511	131	160	2	804	614	1619	39	16	2288	5445
Grand Total	405	1142	1210	64	2821	199	2720	1791	67	4777	1439	362	625	17	2443	1808	4932	123	30	6893	16934
Apprch %	14.4	40.5	42.9	2.3		4.2	56.9	37.5	1.4		58.9	14.8	25.6	0.7		26.2	71.6	1.8	0.4		
Total %	2.4	6.7	7.1	0.4	16.7	1.2	16.1	10.6	0.4	28.2	8.5	2.1	3.7	0.1	14.4	10.7	29.1	0.7	0.2	40.7	
Lights	387	1138	1203	64	2792	197	2682	1785	67	4731	1406	359	614	17	2396	1796	4896	122	30	6844	16763
% Lights	95.6	99.6	99.4	100	99	99	98.6	99.7	100	99	97.7	99.2	98.2	100	98.1	99.3	99.3	99.2	100	99.3	99
Buses	18	2	4	0	24	0	25	3	0	28	14	1	6	0	21	1	14	0	0	15	88
% Buses	4.4	0.2	0.3	0	0.9	0	0.9	0.2	0	0.6	1	0.3	1	0	0.9	0.1	0.3	0	0	0.2	0.5
Trucks	0	2	3	0	5	2	13	3	0	18	19	2	5	0	26	11	22	1	0	34	83
% Trucks	0	0.2	0.2	0	0.2	1	0.5	0.2	0	0.4	1.3	0.6	0.8	0	1.1	0.6	0.4	0.8	0	0.5	0.5

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	39	114	110	263	**26**	256	**202**	**484**	122	33	61	216	**162**	420	12	**594**	**1557**
05:15 PM	**49**	**170**	**129**	**348**	15	242	114	371	**146**	**43**	**89**	**278**	148	393	7	548	1545
05:30 PM	48	128	112	288	19	261	137	417	95	26	47	168	139	341	**13**	493	1366
05:45 PM	30	117	118	265	10	**286**	188	484	139	30	49	218	149	**422**	12	583	1550
Total Volume	166	529	469	1164	70	1045	641	1756	502	132	246	880	598	1576	44	2218	6018
% App. Total	14.3	45.4	40.3		4	59.5	36.5		57	15	28		27	71.1	2		
PHF	.847	.778	.909	.836	.673	.913	.793	.907	.860	.767	.691	.791	.923	.934	.846	.934	.966

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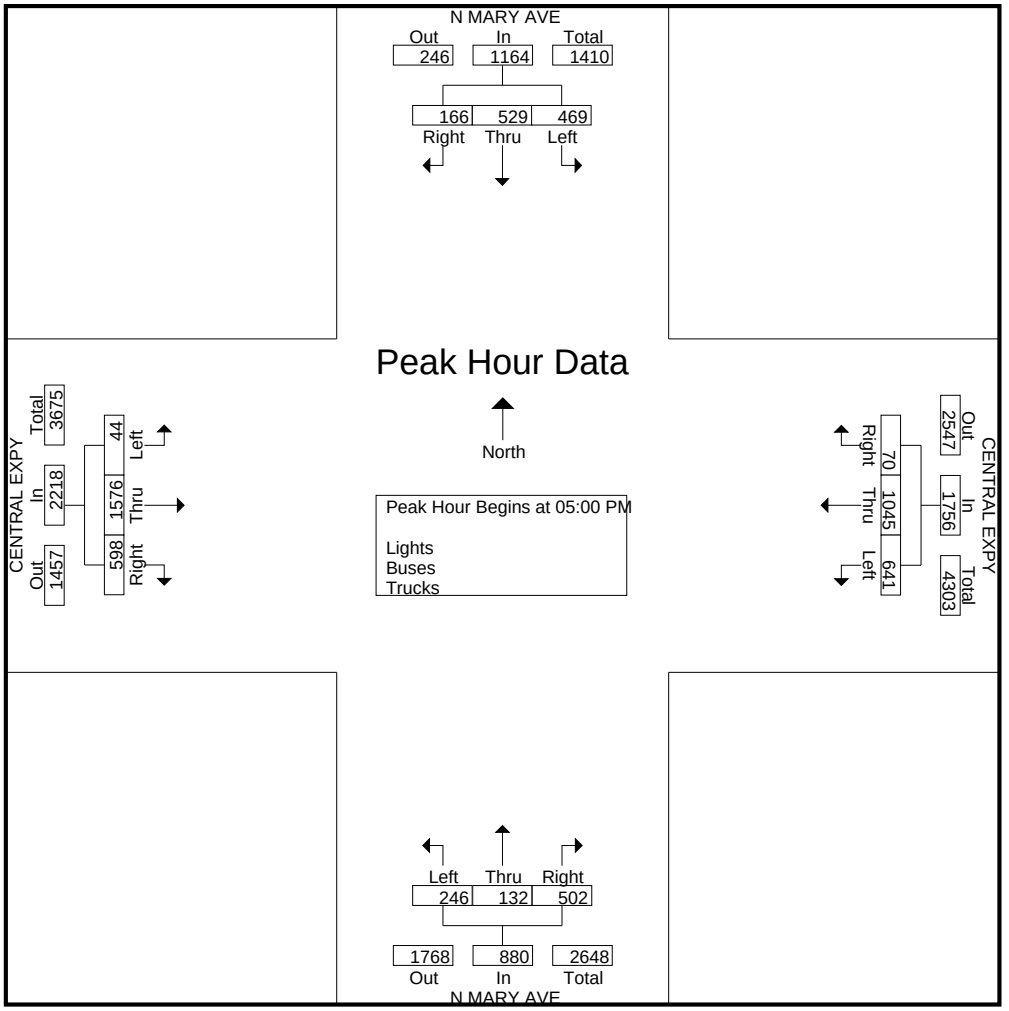

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Groups Printed- Lights - Buses - Trucks

	SR-237 RAMPS Southbound					W MAUDE AVE Westbound					SR-237 FRONTAGE RD Northbound					MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	34	66	12	0	112	16	15	28	0	59	48	22	7	5	82	0	2	4	0	6	259
07:15 AM	26	84	17	0	127	12	22	46	0	80	54	25	1	2	82	3	12	2	0	17	306
07:30 AM	40	76	27	0	143	26	29	73	0	128	50	44	17	1	112	5	12	3	0	20	403
07:45 AM	64	103	33	0	200	22	48	82	0	152	58	57	14	2	131	3	6	4	1	14	497
Total	164	329	89	0	582	76	114	229	0	419	210	148	39	10	407	11	32	13	1	57	1465
08:00 AM	61	71	40	0	172	22	50	62	0	134	58	35	14	2	109	5	19	7	0	31	446
08:15 AM	69	98	58	0	225	23	39	81	0	143	80	37	19	2	138	2	19	5	1	27	533
08:30 AM	67	113	68	0	248	32	47	63	0	142	65	61	22	6	154	10	23	7	1	41	585
08:45 AM	80	104	72	0	256	35	71	72	0	178	90	44	23	31	188	7	23	4	1	35	657
Total	277	386	238	0	901	112	207	278	0	597	293	177	78	41	589	24	84	23	3	134	2221
09:00 AM	101	112	89	0	302	38	60	60	0	158	109	81	20	8	218	7	22	17	0	46	724
09:15 AM	72	99	115	0	286	28	64	49	0	141	111	81	27	1	220	8	30	10	0	48	695
09:30 AM	67	66	98	0	231	43	48	43	0	134	94	62	22	2	180	4	21	3	0	28	573
09:45 AM	78	82	101	0	261	31	61	60	0	152	98	52	17	2	169	9	22	9	0	40	622
Total	318	359	403	0	1080	140	233	212	0	585	412	276	86	13	787	28	95	39	0	162	2614
Grand Total	759	1074	730	0	2563	328	554	719	0	1601	915	601	203	64	1783	63	211	75	4	353	6300
Apprch %	29.6	41.9	28.5	0		20.5	34.6	44.9	0		51.3	33.7	11.4	3.6		17.8	59.8	21.2	1.1		
Total %	12	17	11.6	0	40.7	5.2	8.8	11.4	0	25.4	14.5	9.5	3.2	1	28.3	1	3.3	1.2	0.1	5.6	
Lights	743	1028	721	0	2492	300	546	693	0	1539	858	571	202	64	1695	59	207	63	4	333	6059
% Lights	97.9	95.7	98.8	0	97.2	91.5	98.6	96.4	0	96.1	93.8	95	99.5	100	95.1	93.7	98.1	84	100	94.3	96.2
Buses	3	16	1	0	20	13	0	12	0	25	50	6	0	0	56	0	0	0	0	0	101
% Buses	0.4	1.5	0.1	0	0.8	4	0	1.7	0	1.6	5.5	1	0	0	3.1	0	0	0	0	0	1.6
Trucks	13	30	8	0	51	15	8	14	0	37	7	24	1	0	32	4	4	12	0	20	140
% Trucks	1.7	2.8	1.1	0	2	4.6	1.4	1.9	0	2.3	0.8	4	0.5	0	1.8	6.3	1.9	16	0	5.7	2.2

	SR-237 RAMPS Southbound				W MAUDE AVE Westbound				SR-237 FRONTAGE RD Northbound				MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	67	**113**	68	248	32	47	63	142	65	61	22	148	**10**	23	7	40	578
08:45 AM	80	104	72	256	35	**71**	**72**	**178**	90	44	23	157	7	23	4	34	625
09:00 AM	**101**	112	89	**302**	**38**	60	60	158	109	**81**	20	210	7	22	**17**	46	**716**
09:15 AM	72	99	**115**	286	28	64	49	141	**111**	81	**27**	**219**	8	**30**	10	**48**	694
Total Volume	320	428	344	1092	133	242	244	619	375	267	92	734	32	98	38	168	2613
% App. Total	29.3	39.2	31.5		21.5	39.1	39.4		51.1	36.4	12.5		19	58.3	22.6		
PHF	.792	.947	.748	.904	.875	.852	.847	.869	.845	.824	.852	.838	.800	.817	.559	.875	.912

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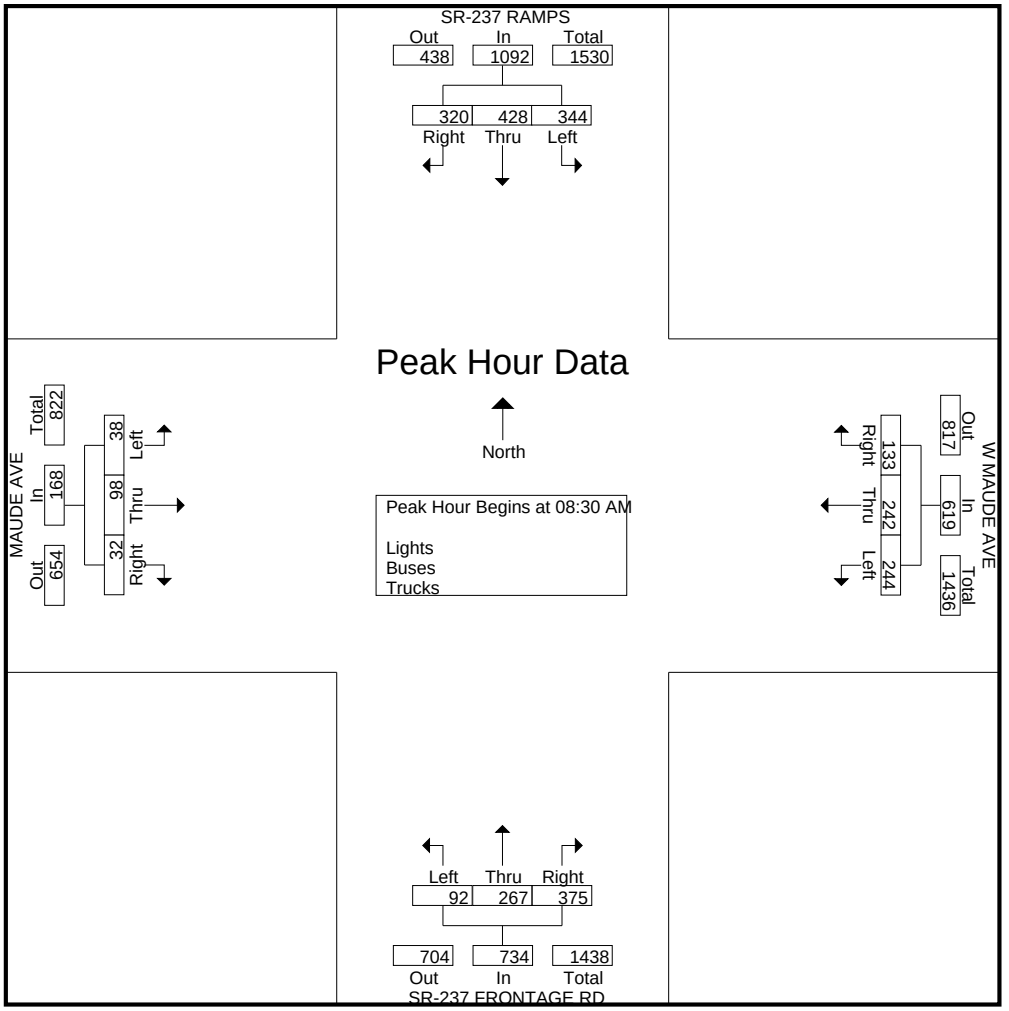

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Groups Printed- Lights - Buses - Trucks

	SR-237 RAMPS Southbound					W MAUDE AVE Westbound					SR-237 FRONTAGE RD Northbound					MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	41	10	2	64	82	18	43	0	143	59	81	7	2	149	27	37	33	0	97	453
04:15 PM	16	51	15	0	82	65	11	53	0	129	63	60	10	3	136	24	24	32	0	80	427
04:30 PM	9	51	13	0	73	59	29	62	0	150	76	76	12	3	167	27	25	32	0	84	474
04:45 PM	13	63	25	2	103	68	23	52	0	143	80	52	7	3	142	21	42	26	0	89	477
Total	49	206	63	4	322	274	81	210	0	565	278	269	36	11	594	99	128	123	0	350	1831
05:00 PM	23	57	18	0	98	89	17	78	0	184	80	64	8	1	153	40	56	20	0	116	551
05:15 PM	11	81	23	0	115	80	24	84	0	188	74	59	6	2	141	31	68	16	1	116	560
05:30 PM	14	93	35	0	142	52	29	88	0	169	89	56	10	3	158	30	75	18	0	123	592
05:45 PM	19	104	35	0	158	51	11	81	0	143	83	46	11	0	140	30	66	18	0	114	555
Total	67	335	111	0	513	272	81	331	0	684	326	225	35	6	592	131	265	72	1	469	2258
06:00 PM	22	72	17	0	111	41	26	83	0	150	85	45	5	1	136	34	65	34	0	133	530
06:15 PM	14	92	27	0	133	65	17	51	0	133	74	44	4	0	122	26	59	35	0	120	508
06:30 PM	13	47	20	0	80	52	21	49	0	122	64	50	11	2	127	27	46	38	0	111	440
06:45 PM	9	52	29	0	90	51	12	42	0	105	47	50	4	0	101	19	36	31	0	86	382
Total	58	263	93	0	414	209	76	225	0	510	270	189	24	3	486	106	206	138	0	450	1860
Grand Total	174	804	267	4	1249	755	238	766	0	1759	874	683	95	20	1672	336	599	333	1	1269	5949
Apprch %	13.9	64.4	21.4	0.3		42.9	13.5	43.5	0		52.3	40.8	5.7	1.2		26.5	47.2	26.2	0.1		
Total %	2.9	13.5	4.5	0.1	21	12.7	4	12.9	0	29.6	14.7	11.5	1.6	0.3	28.1	5.6	10.1	5.6	0	21.3	
Lights	172	796	257	4	1229	736	237	747	0	1720	843	669	95	20	1627	335	598	331	1	1265	5841
% Lights	98.9	99	96.3	100	98.4	97.5	99.6	97.5	0	97.8	96.5	98	100	100	97.3	99.7	99.8	99.4	100	99.7	98.2
Buses	0	3	6	0	9	15	0	18	0	33	29	9	0	0	38	0	0	0	0	0	80
% Buses	0	0.4	2.2	0	0.7	2	0	2.3	0	1.9	3.3	1.3	0	0	2.3	0	0	0	0	0	1.3
Trucks	2	5	4	0	11	4	1	1	0	6	2	5	0	0	7	1	1	2	0	4	28
% Trucks	1.1	0.6	1.5	0	0.9	0.5	0.4	0.1	0	0.3	0.2	0.7	0	0	0.4	0.3	0.2	0.6	0	0.3	0.5

	SR-237 RAMPS Southbound				W MAUDE AVE Westbound				SR-237 FRONTAGE RD Northbound				MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**23**	57	18	98	**89**	17	78	184	80	**64**	8	152	**40**	56	**20**	116	550
05:15 PM	11	81	23	115	80	24	84	**188**	74	59	6	139	31	68	16	115	557
05:30 PM	14	93	**35**	142	52	**29**	**88**	169	**89**	56	10	**155**	30	**75**	18	**123**	**589**
05:45 PM	19	**104**	35	**158**	51	11	81	143	83	46	**11**	140	30	66	18	114	555
Total Volume	67	335	111	513	272	81	331	684	326	225	35	586	131	265	72	468	2251
% App. Total	13.1	65.3	21.6		39.8	11.8	48.4		55.6	38.4	6		28	56.6	15.4		
PHF	.728	.805	.793	.812	.764	.698	.940	.910	.916	.879	.795	.945	.819	.883	.900	.951	.955

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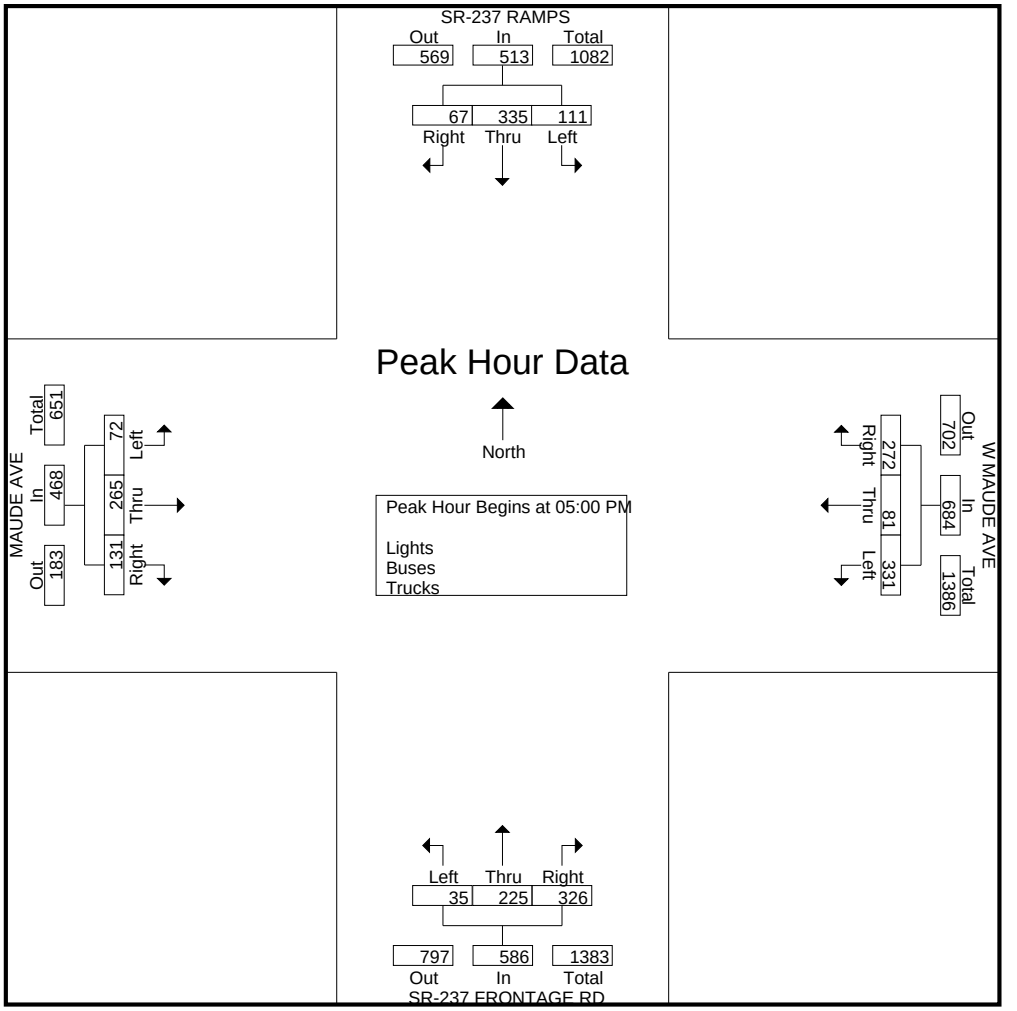

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Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					PACIFIC DR Westbound					N WHISMAN RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	43	0	0	49	3	0	1	1	5	0	39	1	0	40	0	0	0	2	2	96
07:15 AM	5	48	0	0	53	1	0	0	1	2	0	42	2	0	44	0	0	0	4	4	103
07:30 AM	17	71	0	0	88	11	0	3	1	15	1	72	4	0	77	0	0	0	3	3	183
07:45 AM	58	70	3	1	132	5	0	5	3	13	2	118	16	0	136	0	0	0	0	0	281
Total	86	232	3	1	322	20	0	9	6	35	3	271	23	0	297	0	0	0	9	9	663
08:00 AM	7	57	4	1	69	5	0	2	2	9	1	123	2	0	126	0	0	0	4	4	208
08:15 AM	0	72	1	1	74	9	0	3	0	12	1	126	5	1	133	0	0	0	3	3	222
08:30 AM	1	77	0	0	78	3	0	3	4	10	0	150	0	0	150	0	0	0	3	3	241
08:45 AM	1	67	4	0	72	8	0	1	0	9	2	123	0	0	125	0	0	0	5	5	211
Total	9	273	9	2	293	25	0	9	6	40	4	522	7	1	534	0	0	0	15	15	882
09:00 AM	1	58	1	0	60	1	1	3	4	9	2	130	0	0	132	0	0	0	5	5	206
09:15 AM	0	74	2	0	76	3	0	3	0	6	1	118	3	0	122	0	0	0	2	2	206
09:30 AM	1	57	0	0	58	7	0	2	1	10	0	88	0	0	88	0	0	0	1	1	157
09:45 AM	1	55	1	0	57	1	0	2	0	3	1	90	0	0	91	0	0	0	4	4	155
Total	3	244	4	0	251	12	1	10	5	28	4	426	3	0	433	0	0	0	12	12	724
Grand Total	98	749	16	3	866	57	1	28	17	103	11	1219	33	1	1264	0	0	0	36	36	2269
Apprch %	11.3	86.5	1.8	0.3		55.3	1	27.2	16.5		0.9	96.4	2.6	0.1		0	0	0	100		
Total %	4.3	33	0.7	0.1	38.2	2.5	0	1.2	0.7	4.5	0.5	53.7	1.5	0	55.7	0	0	0	1.6	1.6	
Lights	96	718	16	3	833	57	1	28	17	103	7	1187	31	1	1226	0	0	0	36	36	2198
% Lights	98	95.9	100	100	96.2	100	100	100	100	100	63.6	97.4	93.9	100	97	0	0	0	100	100	96.9
Buses	1	17	0	0	18	0	0	0	0	0	3	15	1	0	19	0	0	0	0	0	37
% Buses	1	2.3	0	0	2.1	0	0	0	0	0	27.3	1.2	3	0	1.5	0	0	0	0	0	1.6
Trucks	1	14	0	0	15	0	0	0	0	0	1	17	1	0	19	0	0	0	0	0	34
% Trucks	1	1.9	0	0	1.7	0	0	0	0	0	9.1	1.4	3	0	1.5	0	0	0	0	0	1.5

	N WHISMAN RD Southbound				PACIFIC DR Westbound				N WHISMAN RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**58**	70	3	**131**	5	0	**5**	10	**2**	118	**16**	136	0	0	0	0	**277**
08:00 AM	7	57	**4**	68	5	0	2	7	1	123	2	126	0	0	0	0	201
08:15 AM	0	72	1	73	**9**	0	3	**12**	1	126	5	132	0	0	0	0	217
08:30 AM	1	**77**	0	78	3	0	3	6	0	**150**	0	**150**	0	0	0	0	234
Total Volume	66	276	8	350	22	0	13	35	4	517	23	544	0	0	0	0	929
% App. Total	18.9	78.9	2.3		62.9	0	37.1		0.7	95	4.2		0	0	0		
PHF	.284	.896	.500	.668	.611	.000	.650	.729	.500	.862	.359	.907	.000	.000	.000	.000	.838

Traffic Data Service

San Jose, CA
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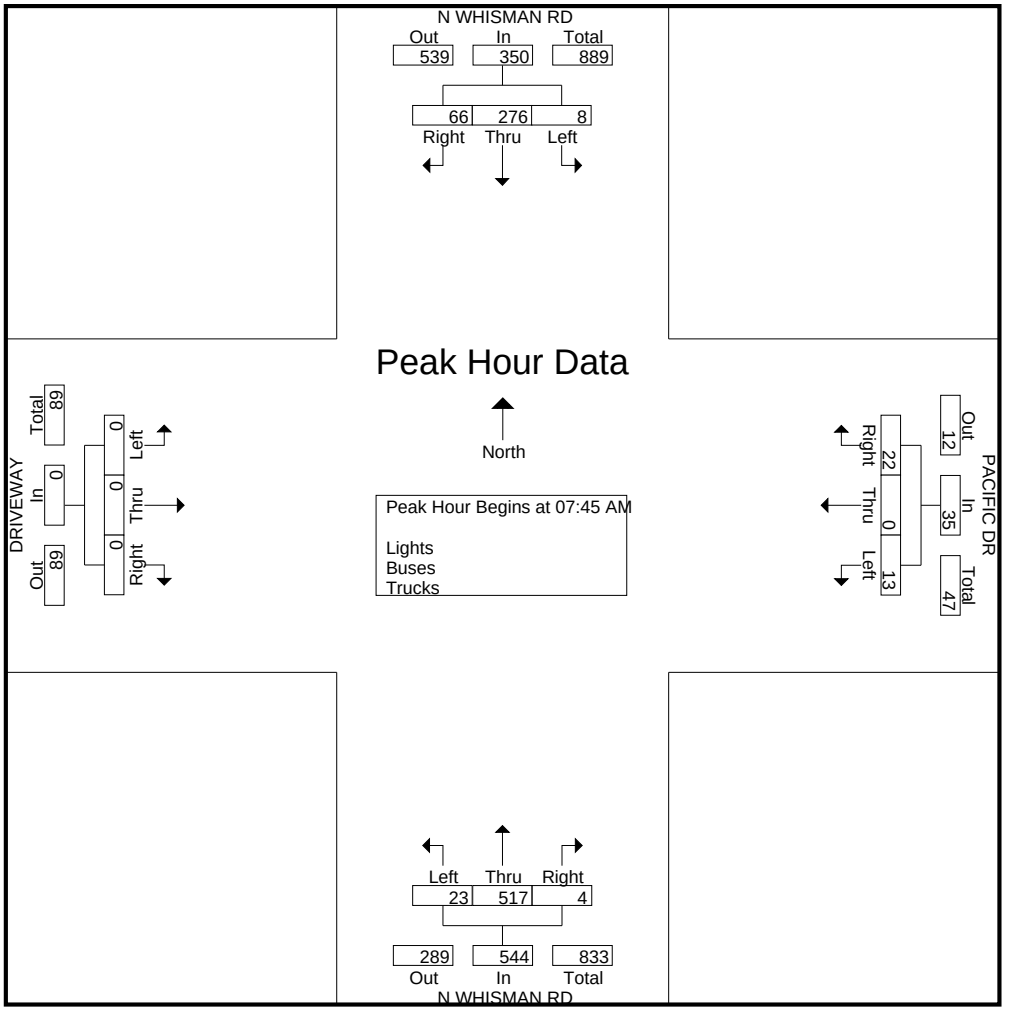
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 11/19/2019
Page No : 2



Traffic Data Service

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tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 11/19/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					PACIFIC DR Westbound					N WHISMAN RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	93	4	0	98	1	0	0	2	3	3	49	3	0	55	0	0	0	0	0	156
04:15 PM	1	133	2	0	136	1	0	1	1	3	4	44	4	0	52	0	0	0	2	2	193
04:30 PM	1	143	6	0	150	2	0	1	1	4	6	64	2	0	72	0	0	0	0	0	226
04:45 PM	4	159	3	0	166	0	0	0	3	3	5	49	6	0	60	0	0	0	3	3	232
Total	7	528	15	0	550	4	0	2	7	13	18	206	15	0	239	0	0	0	5	5	807
05:00 PM	4	226	6	0	236	2	0	2	3	7	1	63	1	0	65	0	0	0	4	4	312
05:15 PM	6	290	5	0	301	2	0	2	4	8	3	51	4	1	59	0	0	0	3	3	371
05:30 PM	8	261	1	0	270	3	0	2	3	8	6	63	3	0	72	0	0	0	0	0	350
05:45 PM	4	258	2	1	265	2	0	2	1	5	5	56	2	0	63	0	0	0	1	1	334
Total	22	1035	14	1	1072	9	0	8	11	28	15	233	10	1	259	0	0	0	8	8	1367
06:00 PM	0	219	10	0	229	2	0	3	0	5	3	57	1	1	62	0	0	0	0	0	296
06:15 PM	1	154	3	0	158	3	0	3	0	6	6	54	2	1	63	0	0	0	0	0	227
06:30 PM	0	109	3	0	112	2	0	0	0	2	5	41	1	0	47	1	0	1	1	3	164
06:45 PM	0	95	1	0	96	3	0	0	2	5	2	39	0	0	41	0	0	0	1	1	143
Total	1	577	17	0	595	10	0	6	2	18	16	191	4	2	213	1	0	1	2	4	830
Grand Total	30	2140	46	1	2217	23	0	16	20	59	49	630	29	3	711	1	0	1	15	17	3004
Apprch %	1.4	96.5	2.1	0		39	0	27.1	33.9		6.9	88.6	4.1	0.4		5.9	0	5.9	88.2		
Total %	1	71.2	1.5	0	73.8	0.8	0	0.5	0.7	2	1.6	21	1	0.1	23.7	0	0	0	0.5	0.6	
Lights	30	2106	46	1	2183	23	0	16	20	59	47	606	29	3	685	1	0	1	15	17	2944
% Lights	100	98.4	100	100	98.5	100	0	100	100	100	95.9	96.2	100	100	96.3	100	0	100	100	100	98
Buses	0	27	0	0	27	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	50
% Buses	0	1.3	0	0	1.2	0	0	0	0	0	4.1	3.3	0	0	3.2	0	0	0	0	0	1.7
Trucks	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.3

	N WHISMAN RD Southbound				PACIFIC DR Westbound				N WHISMAN RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	226	**6**	236	2	0	**2**	4	1	**63**	1	65	0	0	0	0	305
05:15 PM	6	**290**	5	**301**	2	0	2	4	3	51	**4**	58	0	0	0	0	**363**
05:30 PM	**8**	261	1	270	**3**	0	2	**5**	**6**	63	3	**72**	0	0	0	0	347
05:45 PM	4	258	2	264	2	0	2	4	5	56	2	63	0	0	0	0	331
Total Volume	22	1035	14	1071	9	0	8	17	15	233	10	258	0	0	0	0	1346
% App. Total	2.1	96.6	1.3		52.9	0	47.1		5.8	90.3	3.9		0	0	0		
PHF	.688	.892	.583	.890	.750	.000	1.00	.850	.625	.925	.625	.896	.000	.000	.000	.000	.927

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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 11/19/2019
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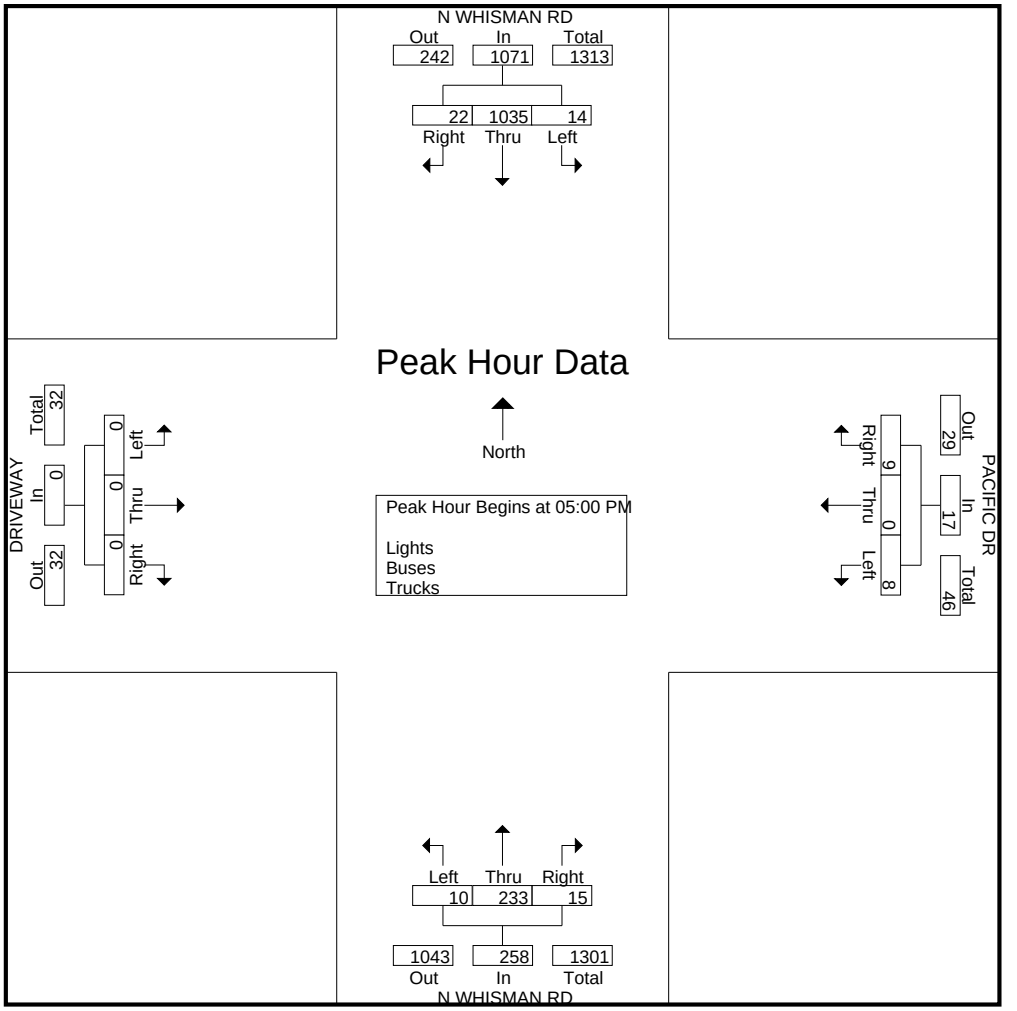
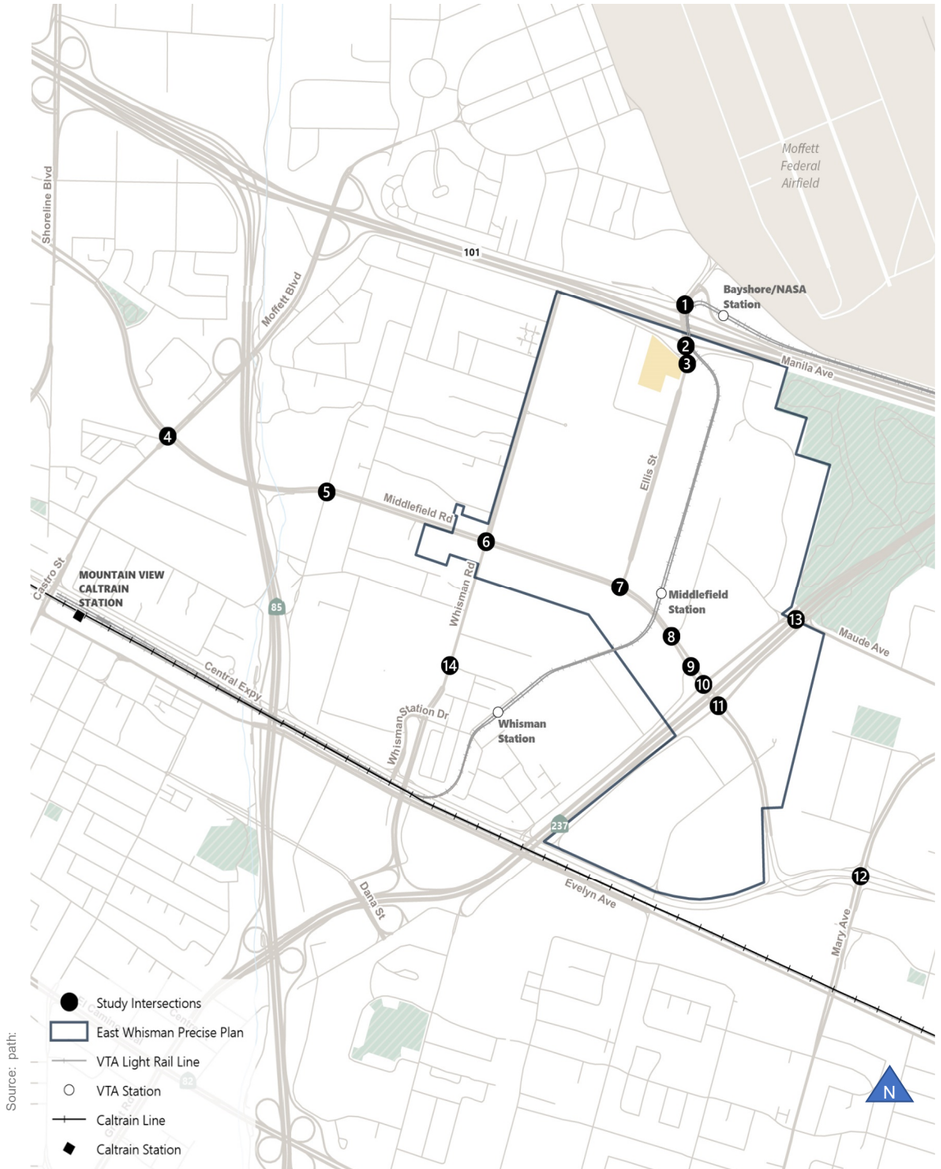
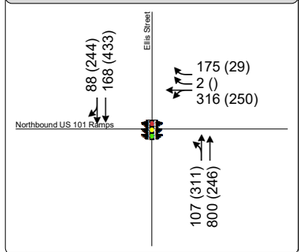


Appendix B:
Study Intersection Volumes

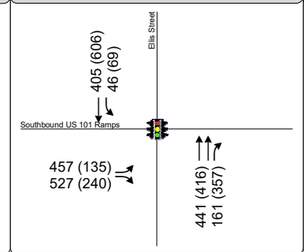


Source: path:

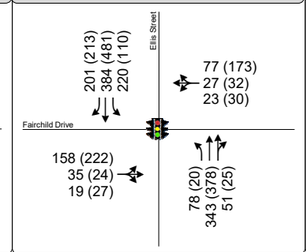
1. Ellis Street/Northbound US 101 Ramps



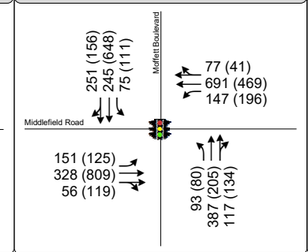
2. Ellis Street/Southbound US 101 Ramps



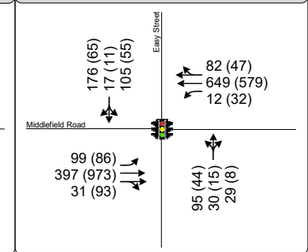
3. Ellis Street/Fairchild Drive



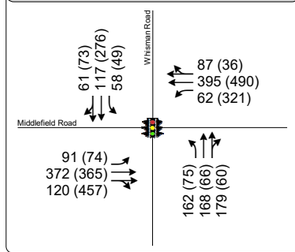
4. Moffett Boulevard/Middlefield Road



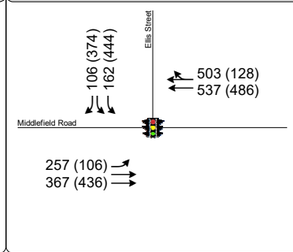
5. Easy Street/Middlefield Road



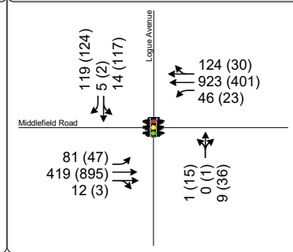
6. Whisman Road/Middlefield Road



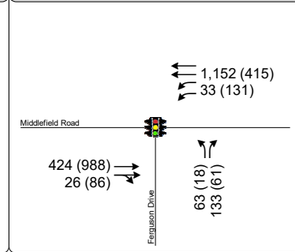
7. Ellis Street/Middlefield Road



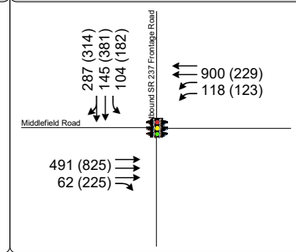
8. Logue Avenue/Middlefield Road



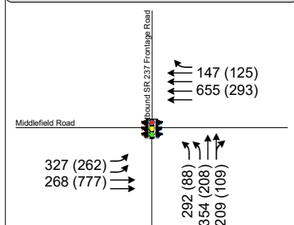
9. Ferguson Drive/Middlefield Road



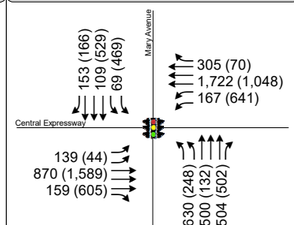
10. Westbound SR 237 Frontage Road/Middlefield Road



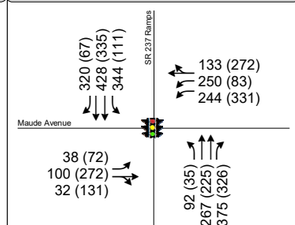
11. Eastbound SR 237 Frontage Road/Middlefield Road



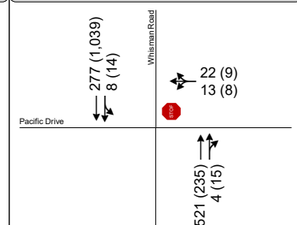
12. Mary Avenue/Central Expressway



13. SR 237 Ramps/Maude Avenue



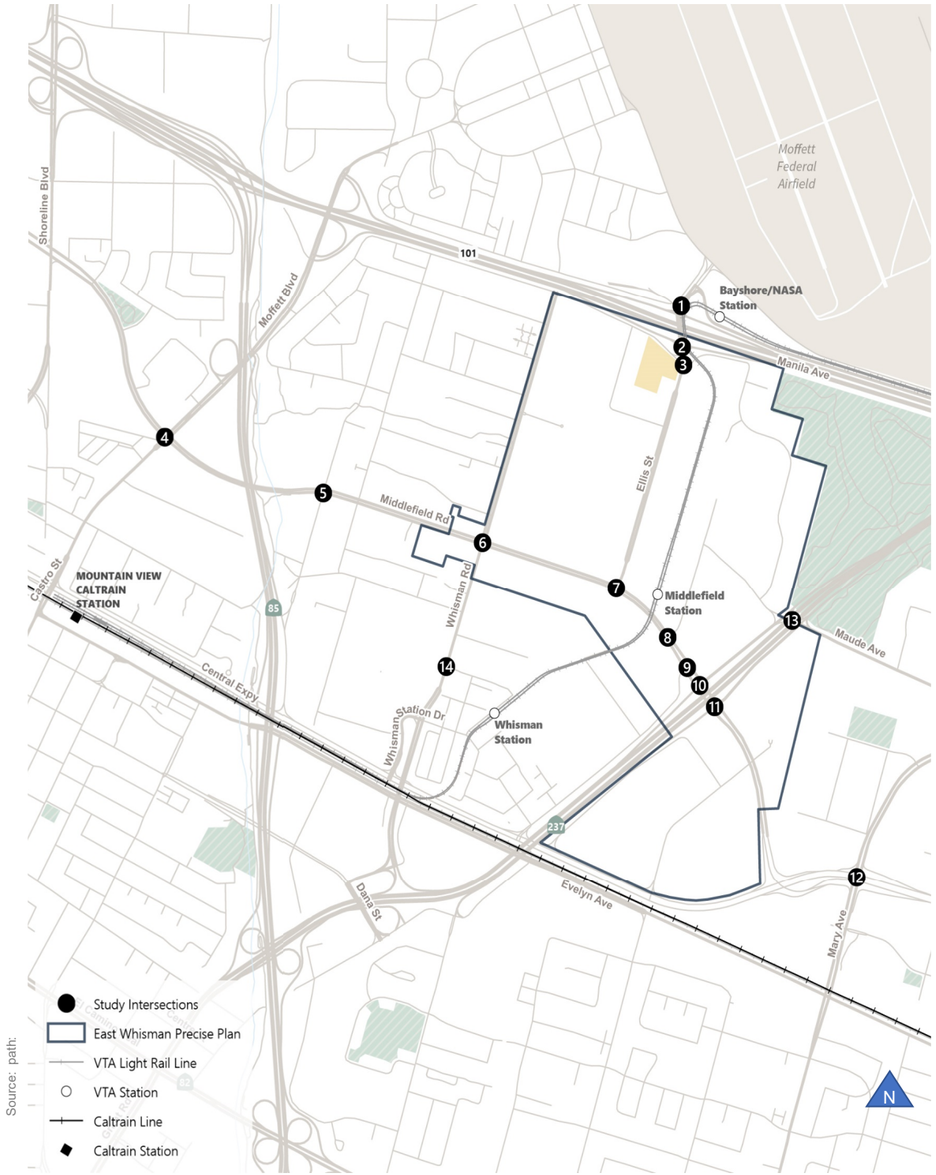
14. Whisman Road/Pacific Drive

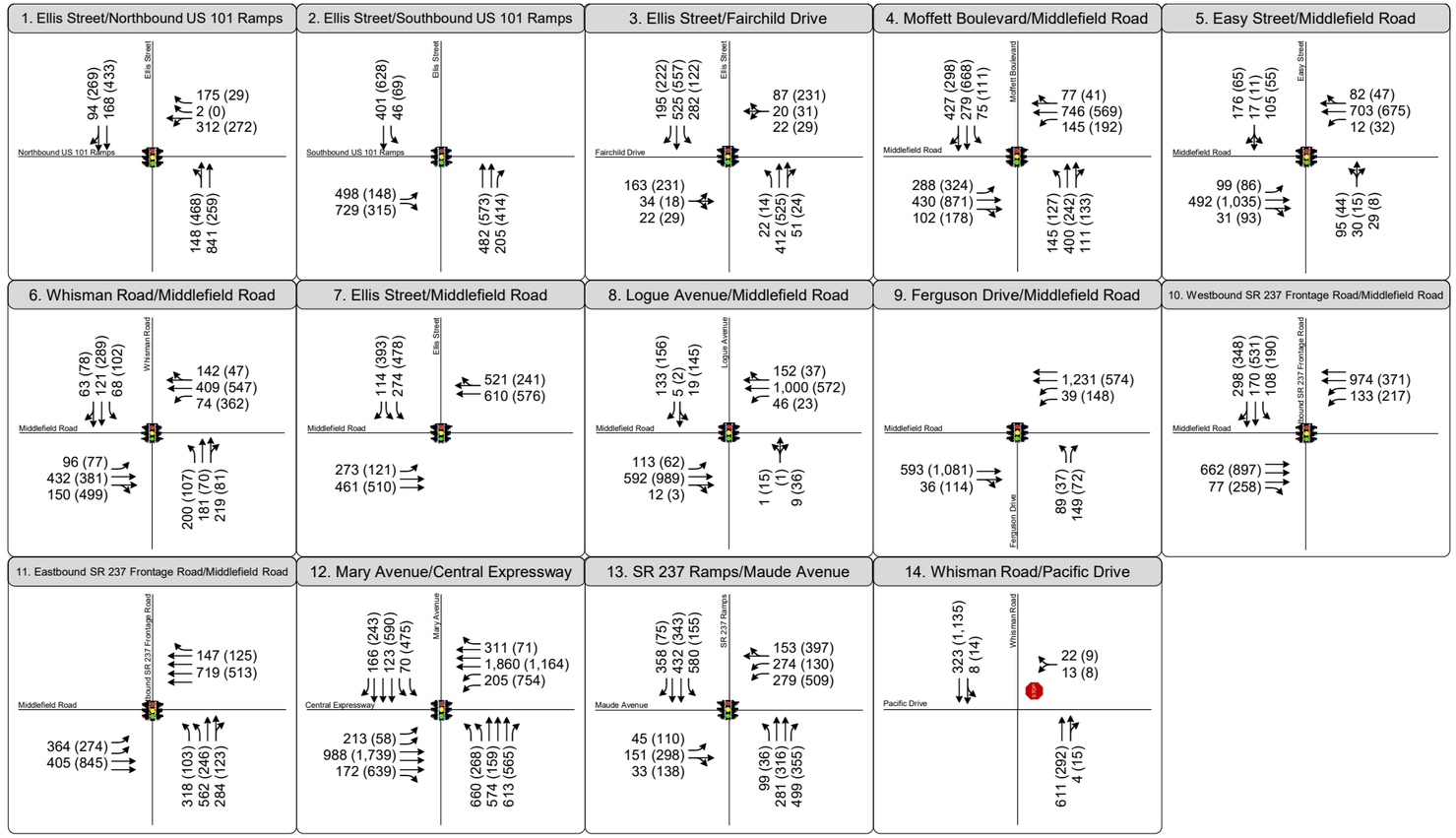


LEGEND

- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure B-1
Existing With Project Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes

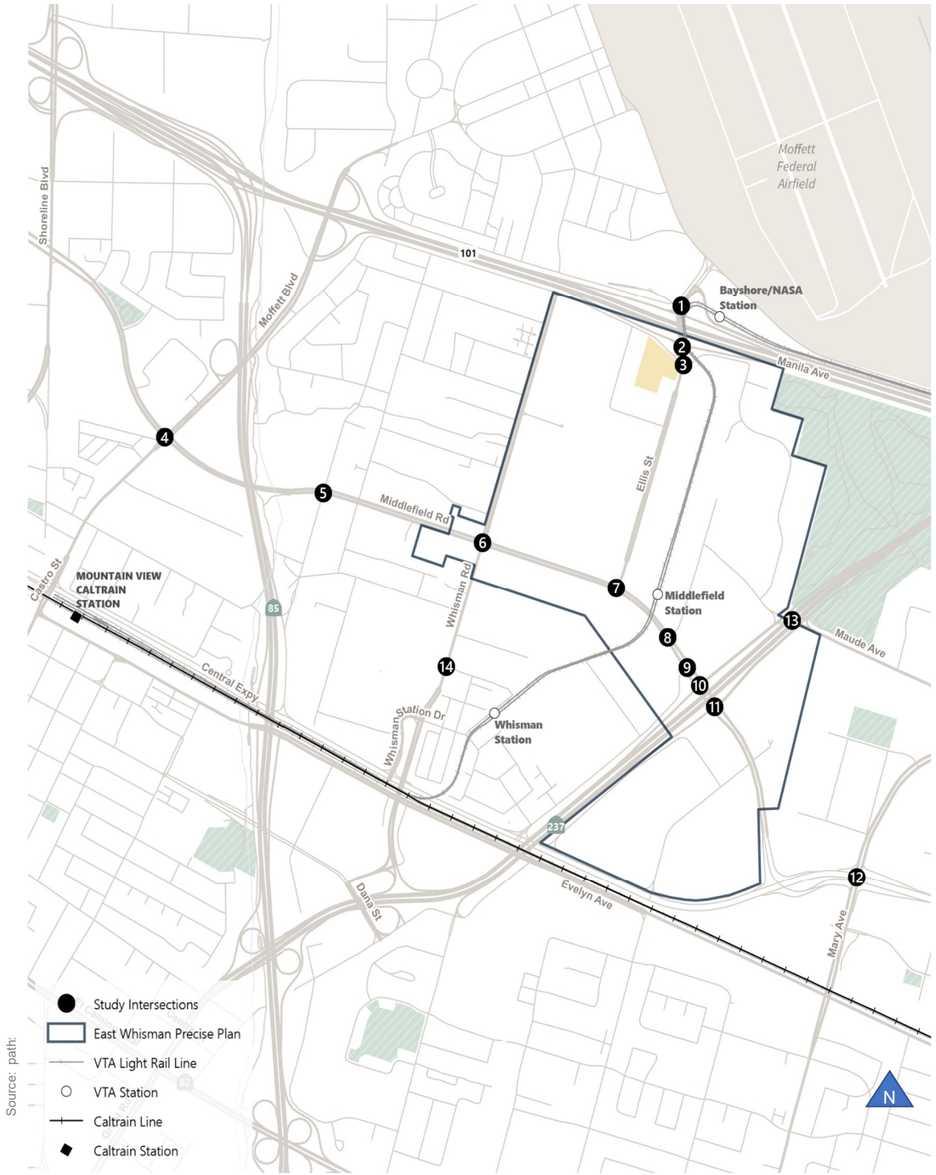


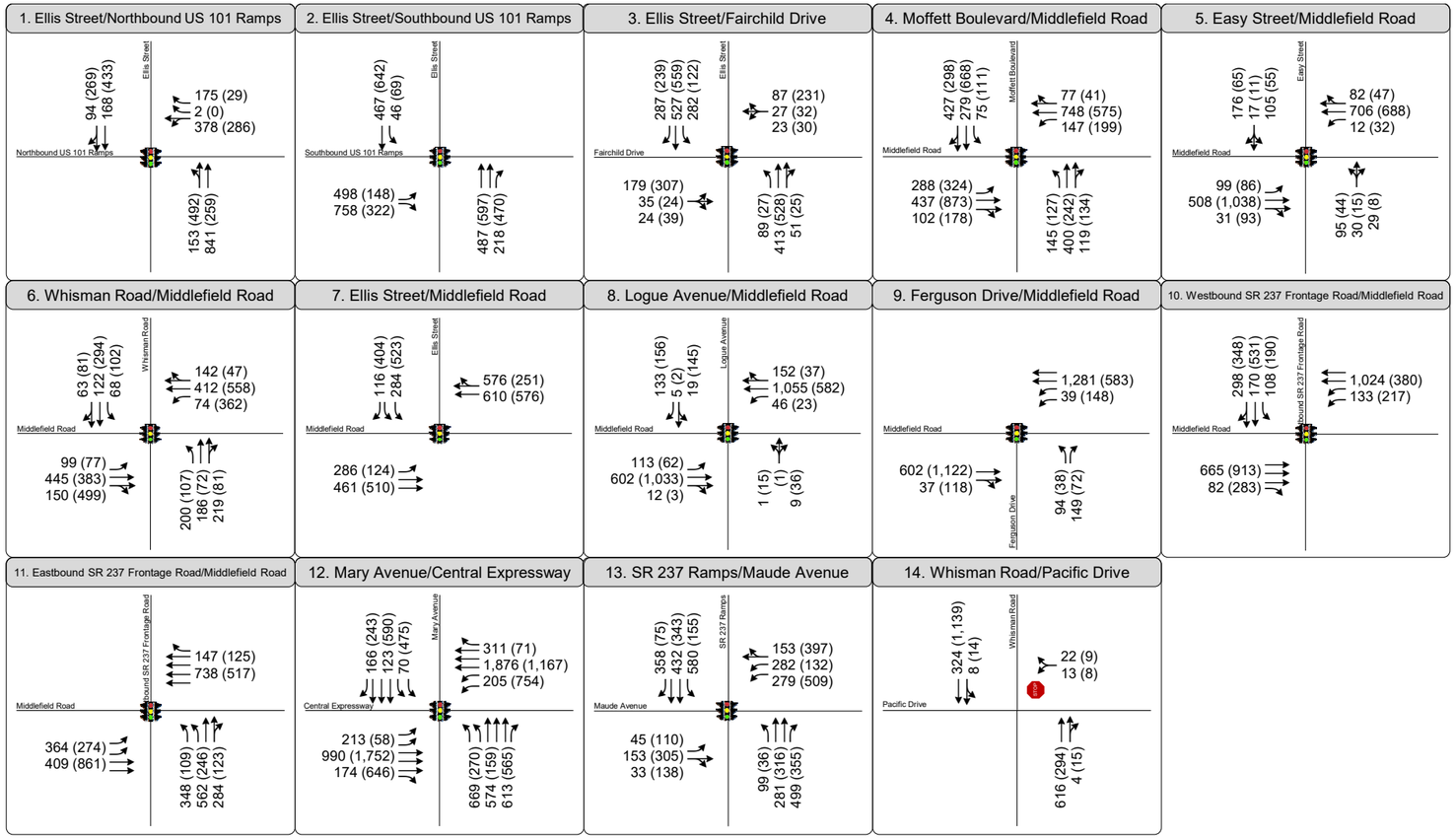


LEGEND

AM (PM)	Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure B-2
Background Lane Configuration, Traffic Control, and Peak Hour Traffic Volumes





LEGEND

AM (PM)	Peak Hour Traffic Volume
	Lane Configuration
STOP	Stop Sign
	Signalized

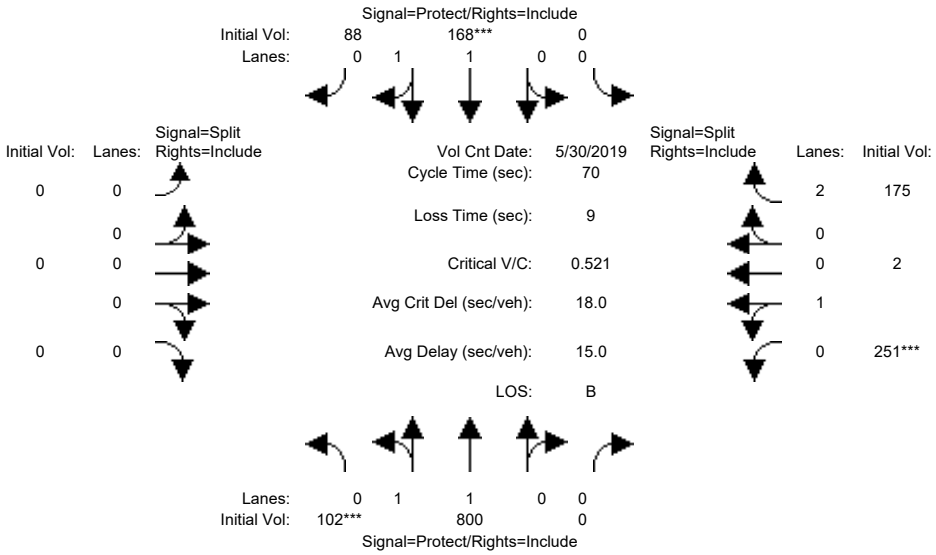
Figure B-3
Background With Project Lane Configuration, Traffic Control, and Peak Hour Traffic Volumes

Appendix C:
Study Intersection LOS Calculations

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



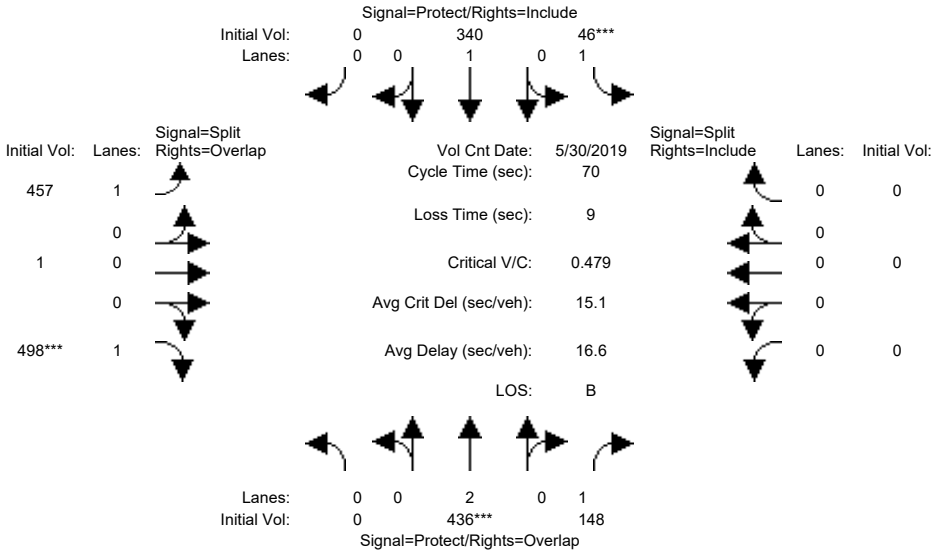
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	102	800	0	0	168	88	0	0	0	251	2	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	800	0	0	168	88	0	0	0	251	2	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	800	0	0	168	88	0	0	0	251	2	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	800	0	0	168	88	0	0	0	251	2	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	800	0	0	168	88	0	0	0	251	2	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	102	800	0	0	168	88	0	0	0	251	2	175
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	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.23	1.77	0.00	0.00	1.29	0.71	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	418	3281	0	0	2427	1271	0	0	0	1786	14	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.14	0.14	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.46	0.61	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.53	0.40	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.53	0.53	0.21
Delay/Veh:	13.7	7.3	0.0	0.0	28.3	28.3	0.0	0.0	0.0	23.0	23.0	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:	13.7	7.3	0.0	0.0	28.3	28.3	0.0	0.0	0.0	23.0	23.0	20.1
LOS by Move:	B	A	A	A	C	C	A	A	A	C	C	C+
HCM2k95thQ:	13	10	0	0	7	7	0	0	0	11	11	4

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						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:	0	10	10	7	10	0	10	0	10	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: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	0	436	148	46	340	0	457	1	498	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	148	46	340	0	457	1	498	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	436	148	46	340	0	457	1	498	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	436	148	46	340	0	457	1	498	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	436	148	46	340	0	457	1	498	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
FinalVolume:	0	436	148	46	340	0	457	1	498	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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1796	4	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.03	0.18	0.00	0.25	0.25	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.23	0.23	0.10	0.33	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.37	0.26	0.55	0.00	0.47	0.47	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	23.5	29.9	20.4	0.0	9.9	9.9	10.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	23.5	29.9	20.4	0.0	9.9	9.9	10.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C+	A	A	A	B+	A	A	A
HCM2k95thQ:	0	8	6	2	11	0	13	13	14	0	0	0

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

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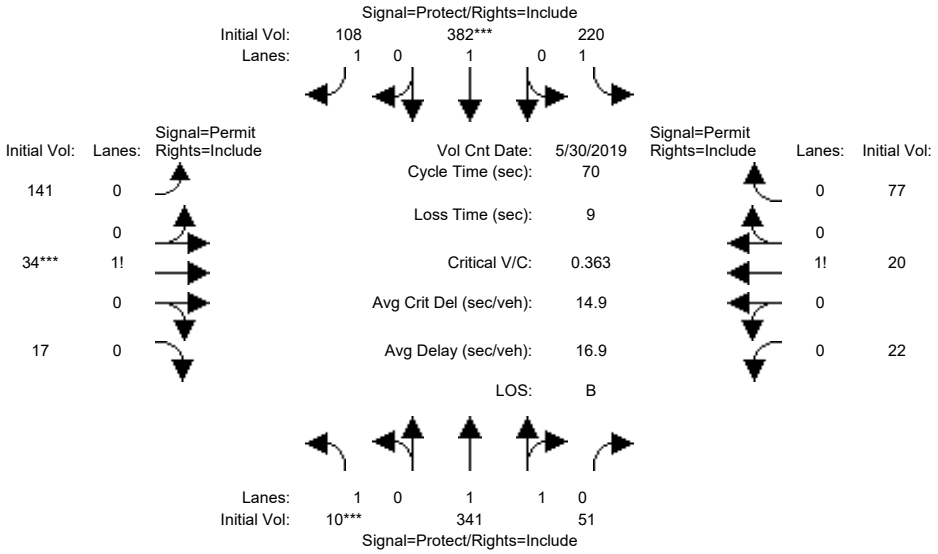
Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	10	341	51	220	382	108	141	34	17	22	20	77
Growth Adj:	1.00	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	341	51	220	382	108	141	34	17	22	20	77
Added Vol:	0	0	0	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	341	51	220	382	108	141	34	17	22	20	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	341	51	220	382	108	141	34	17	22	20	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	341	51	220	382	108	141	34	17	22	20	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	10	341	51	220	382	108	141	34	17	22	20	77
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	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.73	0.18	0.09	0.18	0.17	0.65
Final Sat.:	1750	3218	481	1750	1900	1750	1285	310	155	324	294	1132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.13	0.20	0.06	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.32	0.32	0.28	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.06	0.33	0.33	0.45	0.40	0.12	0.40	0.40	0.40	0.25	0.25	0.25
Delay/Veh:	28.7	18.3	18.3	21.4	11.3	9.4	21.4	21.4	21.4	20.2	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:	28.7	18.3	18.3	21.4	11.3	9.4	21.4	21.4	21.4	20.2	20.2	20.2
LOS by Move:	C	B-	B-	C+	B+	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	1	7	7	8	10	3	8	8	8	5	5	5

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

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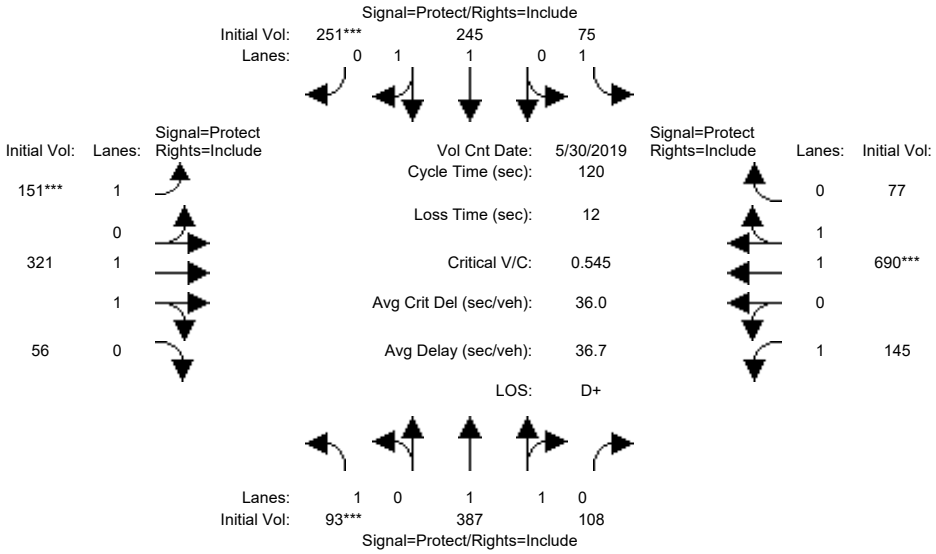
Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	93	387	108	75	245	251	151	321	56	145	690	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	387	108	75	245	251	151	321	56	145	690	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	387	108	75	245	251	151	321	56	145	690	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	387	108	75	245	251	151	321	56	145	690	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	387	108	75	245	251	151	321	56	145	690	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	93	387	108	75	245	251	151	321	56	145	690	77
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	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.79	0.21
Final Sat.:	1750	2892	807	1750	1900	1750	1750	3150	550	1750	3328	371
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.04	0.13	0.14	0.09	0.10	0.10	0.08	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.25	0.25	0.11	0.26	0.26	0.16	0.30	0.30	0.24	0.38	0.38
Volume/Cap:	0.54	0.53	0.53	0.39	0.49	0.54	0.54	0.34	0.34	0.34	0.54	0.54
Delay/Veh:	55.2	39.4	39.4	51.0	37.8	38.7	48.7	33.2	33.2	38.1	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	39.4	39.4	51.0	37.8	38.7	48.7	33.2	33.2	38.1	29.5	29.5
LOS by Move:	E+	D	D	D-	D+	D+	D	C-	C-	D+	C	C
HCM2k95thQ:	7	15	15	5	14	16	12	11	11	9	20	20

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

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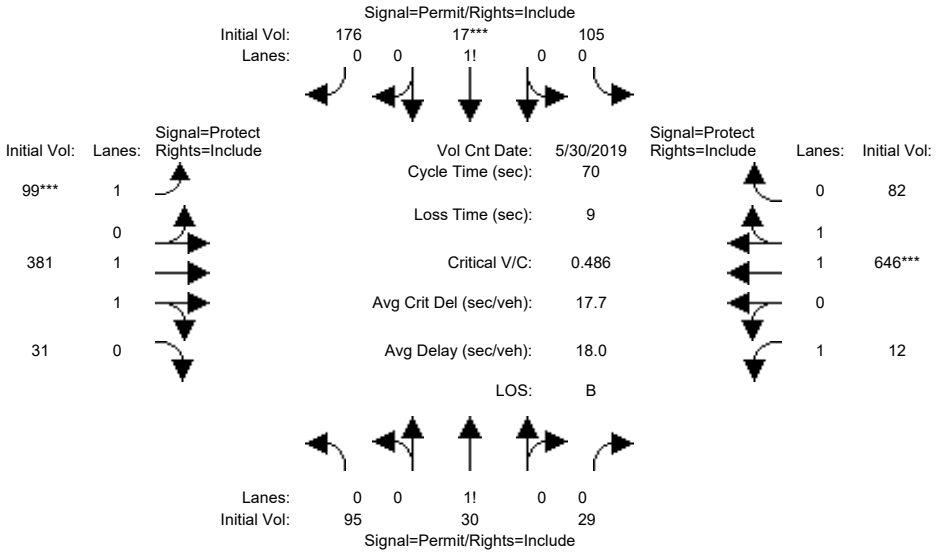
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	10	10	10	0	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: >> Count Date: 30 May 2019 << 07:45:00 AM												
Base Vol:	95	30	29	105	17	176	99	381	31	12	646	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	29	105	17	176	99	381	31	12	646	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	29	105	17	176	99	381	31	12	646	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	29	105	17	176	99	381	31	12	646	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	29	105	17	176	99	381	31	12	646	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	95	30	29	105	17	176	99	381	31	12	646	82
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	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.62	0.19	0.19	0.35	0.06	0.59	1.00	1.85	0.15	1.00	1.77	0.23
Final Sat.:	1080	341	330	617	100	1034	1750	3421	278	1750	3283	417
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.06	0.11	0.11	0.01	0.20	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.12	0.31	0.31	0.21	0.40	0.40
Volume/Cap:	0.25	0.25	0.25	0.49	0.49	0.49	0.49	0.36	0.36	0.03	0.49	0.49
Delay/Veh:	16.4	16.4	16.4	18.4	18.4	18.4	30.8	19.1	19.1	21.8	15.7	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:	16.4	16.4	16.4	18.4	18.4	18.4	30.8	19.1	19.1	21.8	15.7	15.7
LOS by Move:	B	B	B	B-	B-	B-	C	B-	B-	C+	B	B
HCM2k95thQ:	5	5	5	11	11	11	4	7	7	0	11	11

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

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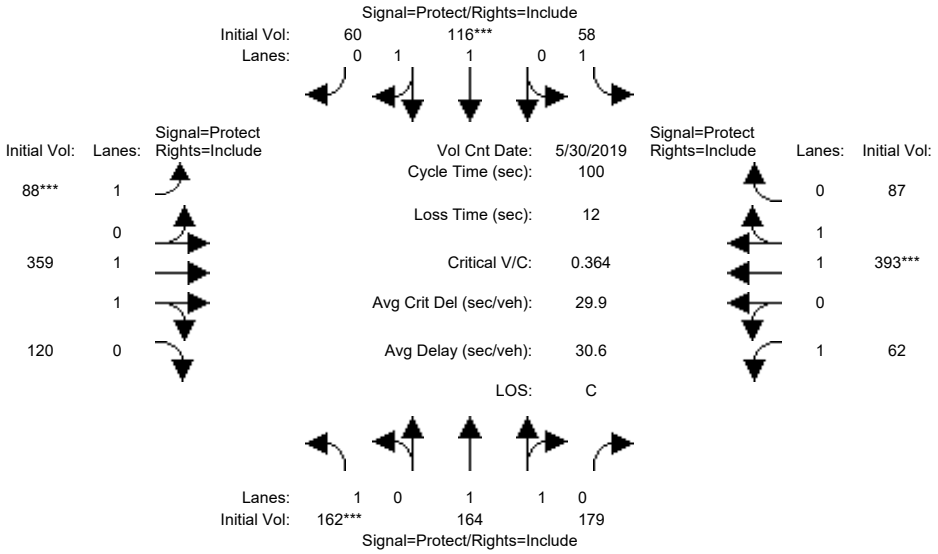
Existing AM

Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	162	164	179	58	116	60	88	359	120	62	393	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	164	179	58	116	60	88	359	120	62	393	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	164	179	58	116	60	88	359	120	62	393	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	164	179	58	116	60	88	359	120	62	393	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	164	179	58	116	60	88	359	120	62	393	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	162	164	179	58	116	60	88	359	120	62	393	87
Saturation Flow 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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.49	0.51	1.00	1.63	0.37
Final Sat.:	1750	1900	1750	1750	2438	1261	1750	2772	927	1750	3029	671
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.03	0.05	0.05	0.05	0.13	0.13	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.19	0.19	0.19	0.13	0.13	0.14	0.32	0.32	0.17	0.36	0.36
Volume/Cap:	0.36	0.44	0.53	0.17	0.36	0.36	0.36	0.40	0.40	0.20	0.36	0.36
Delay/Veh:	31.1	35.9	36.9	34.1	40.1	40.1	40.0	26.7	26.7	35.7	24.0	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:	31.1	35.9	36.9	34.1	40.1	40.1	40.0	26.7	26.7	35.7	24.0	24.0
LOS by Move:	C	D+	D+	C-	D	D	D	C	C	D+	C	C
HCM2k95thQ:	9	9	11	3	6	6	5	11	11	3	10	10

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

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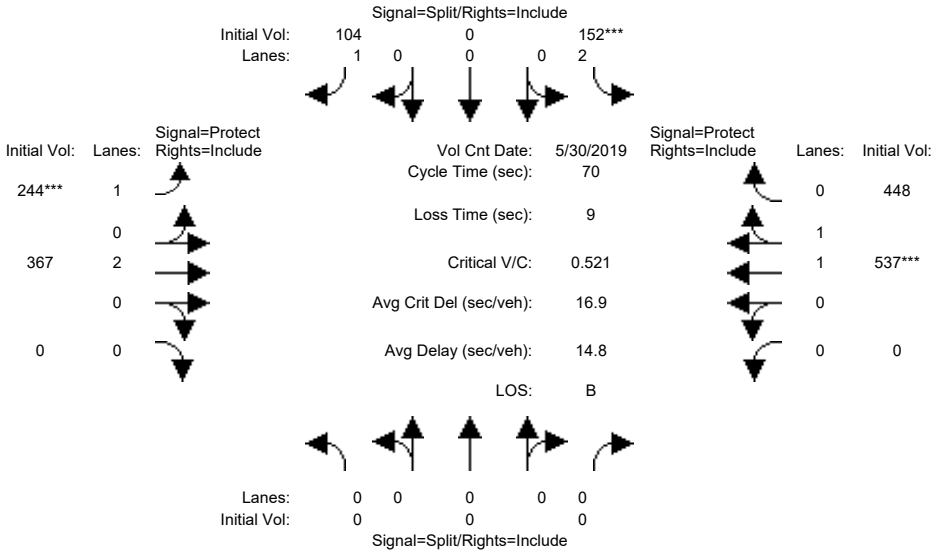
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	152	0	104	244	367	0	0	537	448
Growth Adj:	1.00	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	152	0	104	244	367	0	0	537	448
Added Vol:	0	0	0	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	152	0	104	244	367	0	0	537	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	152	0	104	244	367	0	0	537	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	104	244	367	0	0	537	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	152	0	104	244	367	0	0	537	448
Saturation 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	1.07	0.93
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2016	1682
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.14	0.10	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.25	0.73	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.42	0.56	0.13	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	28.5	24.5	2.9	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	27.5	0.0	28.5	24.5	2.9	0.0	0.0	13.4	13.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	4	0	5	10	2	0	0	14	14

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

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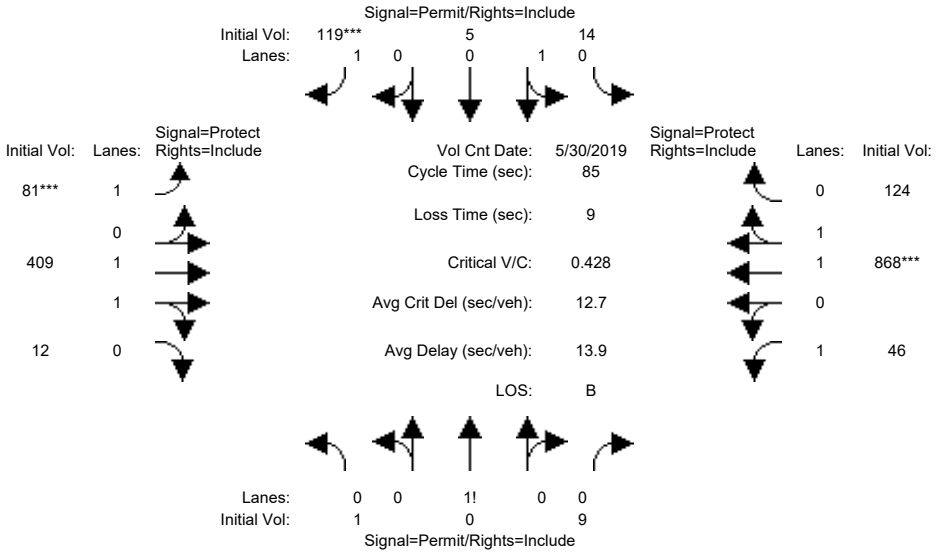
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	1	0	9	14	5	119	81	409	12	46	868	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	9	14	5	119	81	409	12	46	868	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	14	5	119	81	409	12	46	868	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	9	14	5	119	81	409	12	46	868	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	9	14	5	119	81	409	12	46	868	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	1	0	9	14	5	119	81	409	12	46	868	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.10	0.00	0.90	0.74	0.26	1.00	1.00	1.94	0.06	1.00	1.74	0.26
Final Sat.:	175	0	1575	1326	474	1750	1750	3594	105	1750	3237	462
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.07	0.05	0.11	0.11	0.03	0.27	0.27
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.00	0.16	0.16	0.16	0.16	0.11	0.43	0.43	0.30	0.63	0.63
Volume/Cap:	0.04	0.00	0.04	0.07	0.07	0.43	0.43	0.26	0.26	0.09	0.43	0.43
Delay/Veh:	30.3	0.0	30.3	30.5	30.5	33.3	37.0	15.5	15.5	21.3	8.2	8.2
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:	30.3	0.0	30.3	30.5	30.5	33.3	37.0	15.5	15.5	21.3	8.2	8.2
LOS by Move:	C	A	C	C	C	C-	D+	B	B	C+	A	A
HCM2k95thQ:	1	0	1	1	1	7	4	7	7	2	13	13

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

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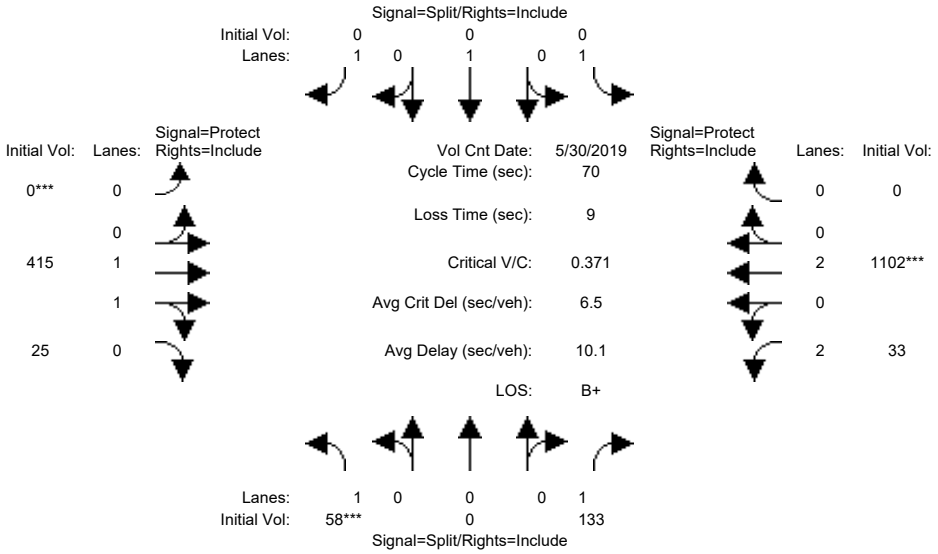
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.88	0.12	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3490	210	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.12	0.12	0.01	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.39	0.39	0.27	0.67	0.00
Volume/Cap:	0.16	0.00	0.37	0.00	0.00	0.00	0.00	0.30	0.30	0.04	0.44	0.00
Delay/Veh:	23.1	0.0	24.6	0.0	0.0	0.0	0.0	14.8	14.8	18.6	5.6	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:	23.1	0.0	24.6	0.0	0.0	0.0	0.0	14.8	14.8	18.6	5.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B-	A	A
HCM2k95thQ:	2	0	6	0	0	0	0	6	6	1	11	0

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

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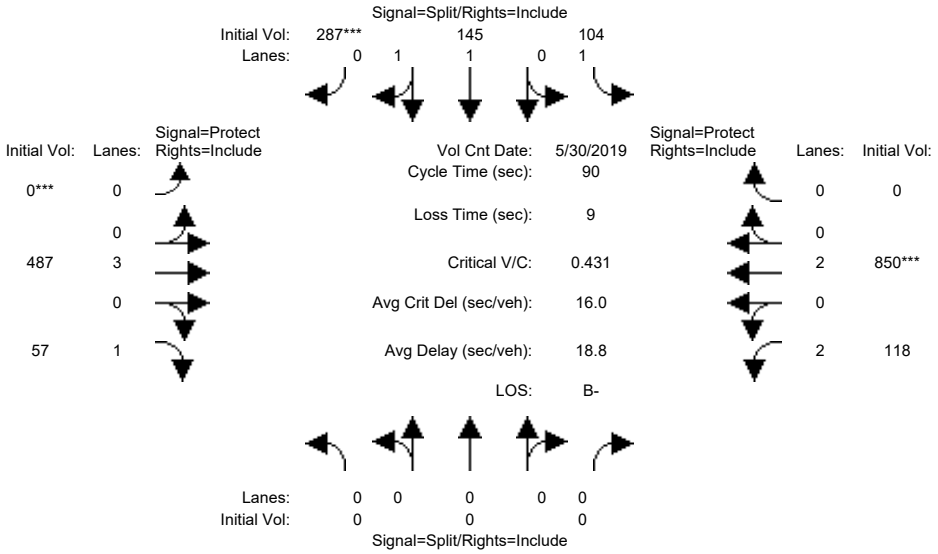
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East 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	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	145	287	0	487	57	118	850	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:	0	0	0	104	145	287	0	487	57	118	850	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.08	0.16	0.00	0.09	0.03	0.04	0.22	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.31	0.31	0.21	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	0.20	0.43	0.00	0.28	0.11	0.18	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	18.7	20.9	0.0	23.8	22.5	29.0	13.5	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	18.5	18.7	20.9	0.0	23.8	22.5	29.0	13.5	0.0
LOS by Move:	A	A	A	B-	B-	C+	A	C	C+	C	B	A
HCM2k95thQ:	0	0	0	4	5	12	0	7	2	3	13	0

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

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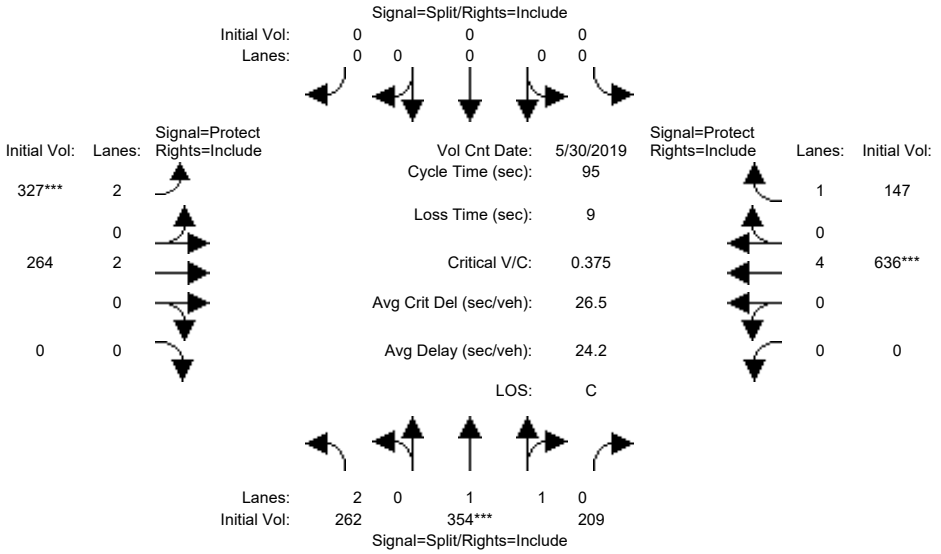
Existing AM

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East 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	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	262	354	209	0	0	0	327	264	0	0	636	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	354	209	0	0	0	327	264	0	0	636	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	354	209	0	0	0	327	264	0	0	636	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	354	209	0	0	0	327	264	0	0	636	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	354	209	0	0	0	327	264	0	0	636	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	354	209	0	0	0	327	264	0	0	636	147
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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.24	0.76	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2325	1373	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.00	0.00	0.00	0.10	0.07	0.00	0.00	0.08	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.28	0.50	0.00	0.00	0.22	0.22
Volume/Cap:	0.21	0.38	0.38	0.00	0.00	0.00	0.38	0.14	0.00	0.00	0.38	0.38
Delay/Veh:	18.4	20.0	20.0	0.0	0.0	0.0	28.0	12.8	0.0	0.0	31.4	31.9
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:	18.4	20.0	20.0	0.0	0.0	0.0	28.0	12.8	0.0	0.0	31.4	31.9
LOS by Move:	B-	B-	B-	A	A	A	C	B	A	A	C	C
HCM2k95thQ:	6	11	11	0	0	0	9	4	0	0	8	8

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

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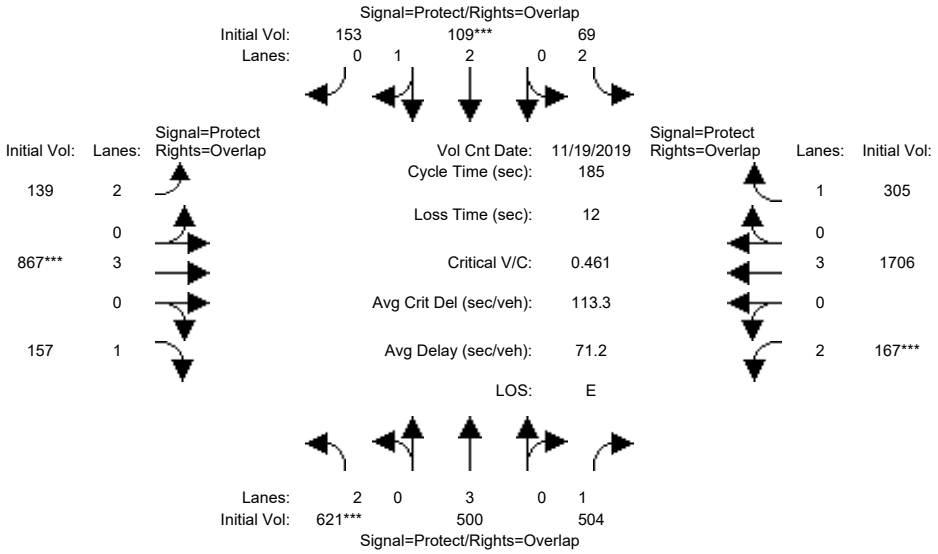
Existing AM

Intersection #12: Central Expy and Mary Avenue



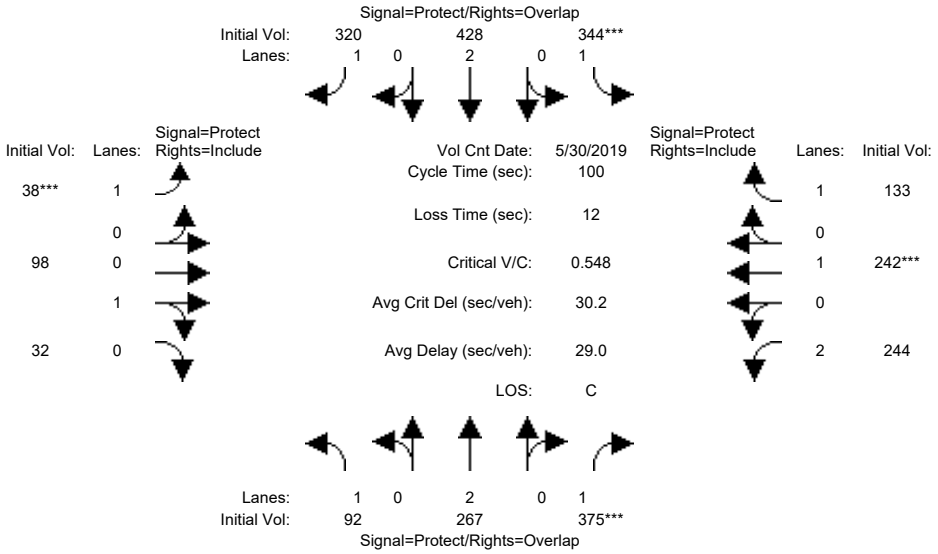
Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 8:30 AM												
Base Vol:	621	500	504	69	109	153	139	867	157	167	1706	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	500	504	69	109	153	139	867	157	167	1706	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	500	504	69	109	153	139	867	157	167	1706	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	621	500	504	69	109	153	139	867	157	167	1706	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	500	504	69	109	153	139	867	157	167	1706	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	621	500	504	69	109	153	139	867	157	167	1706	305
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:	0.20	0.09	0.29	0.02	0.03	0.09	0.04	0.15	0.09	0.05	0.30	0.17
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.25	0.49	0.17	0.27	0.32	0.05	0.28	0.43	0.23	0.46	0.63
Volume/Cap:	1.30	0.35	0.59	0.13	0.11	0.27	0.91	0.54	0.21	0.23	0.64	0.28
Delay/Veh:	229.3	56.7	35.5	65.5	50.7	47.2	133.9	59.6	38.3	59.1	45.9	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:	229.3	56.7	35.5	65.5	50.7	47.2	133.9	59.6	38.3	59.1	45.9	22.2
LOS by Move:	F	E+	D+	E	D	D	F	E+	D+	E+	D	C+
HCM2k95thQ:	51	14	37	4	5	13	13	26	13	9	44	21

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



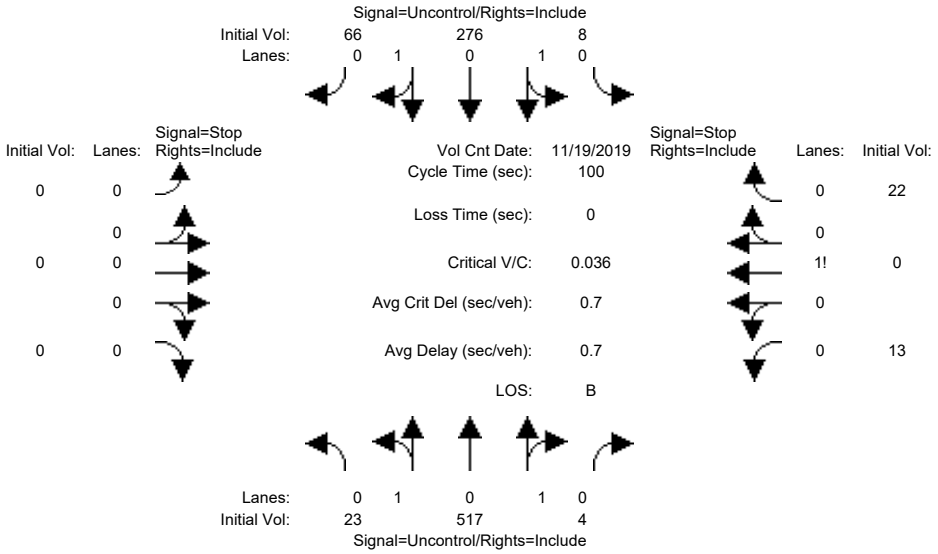
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	92	267	375	344	428	320	38	98	32	244	242	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	267	375	344	428	320	38	98	32	244	242	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	267	375	344	428	320	38	98	32	244	242	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	267	375	344	428	320	38	98	32	244	242	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	267	375	344	428	320	38	98	32	244	242	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	92	267	375	344	428	320	38	98	32	244	242	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.75	0.25	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1357	443	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.21	0.20	0.11	0.18	0.02	0.07	0.07	0.08	0.13	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.18	0.24	0.37	0.35	0.41	0.48	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.30	0.29	0.58	0.57	0.28	0.38	0.31	0.44	0.44	0.60	0.57	0.34
Delay/Veh:	36.2	31.2	26.7	27.9	19.8	16.9	45.7	38.5	38.5	43.8	36.3	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:	36.2	31.2	26.7	27.9	19.8	16.9	45.7	38.5	38.5	43.8	36.3	33.1
LOS by Move:	D+	C	C	C	B-	B	D	D+	D+	D	D+	C-
HCM2k95thQ:	6	7	19	18	9	13	3	8	8	9	13	7

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road




```
Street Name:         North Whisman Road                  Pacific Drive
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 7:45 AM
Base Vol:      23  517    4     8  276   66     0    0     0    13    0   22
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:   23  517    4     8  276   66     0    0     0    13    0   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:   23  517    4     8  276   66     0    0     0    13    0   22
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 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  517    4     8  276   66     0    0     0    13    0   22
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0    0
FinalVolume:   23  517    4     8  276   66     0    0     0    13    0   22
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  342 xxxx xxxxx   521 xxxx xxxxx  xxxx xxxx xxxxx   719  923   261
Potent Cap.: 1228 xxxx xxxxx  1056 xxxx xxxxx  xxxx xxxx xxxxx   368  272   744
Move Cap.:   1228 xxxx xxxxx  1056 xxxx xxxxx  xxxx xxxx xxxxx   360  265   744
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  533 xxxxx
SharedQueue:  0.1 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx
Shared LOS:     A    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              12.2
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	23	517	4	8	276	66	0	0	0	13	0	22
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=929]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	23	517	4	8	276	66	0	0	0	13	0	22

Major Street Volume: 894
Minor Approach Volume: 35
Minor Approach Volume Threshold: 323

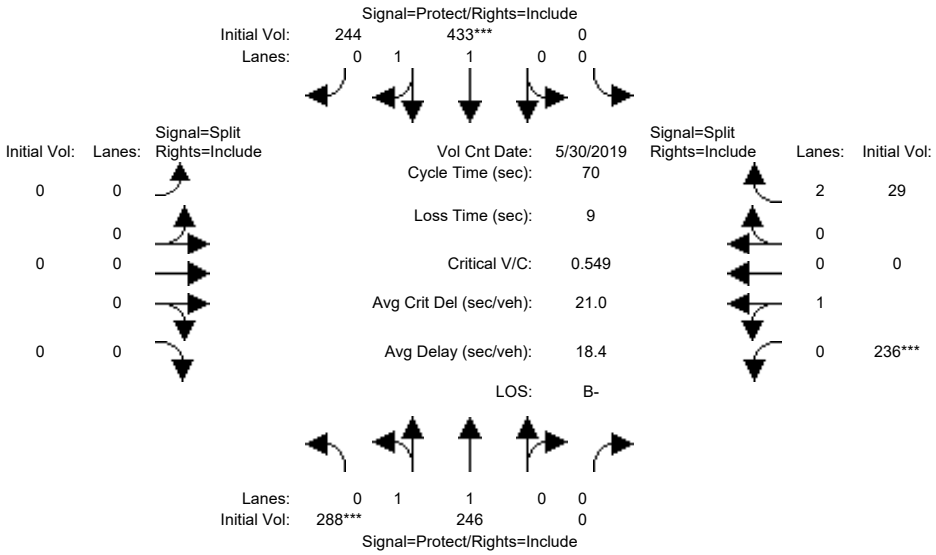
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



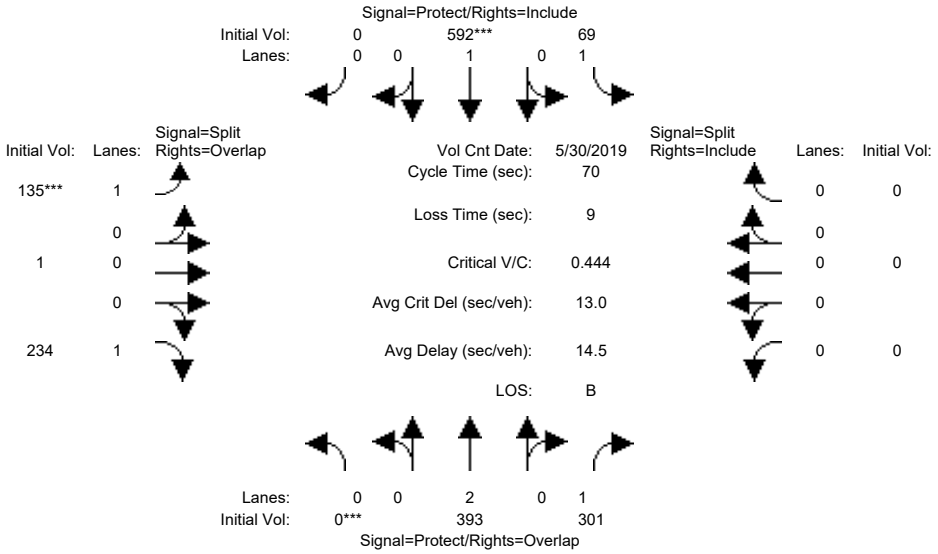
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	288	246	0	0	433	244	0	0	0	236	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	246	0	0	433	244	0	0	0	236	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	246	0	0	433	244	0	0	0	236	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	246	0	0	433	244	0	0	0	236	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	246	0	0	433	244	0	0	0	236	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	246	0	0	433	244	0	0	0	236	0	29
Saturation Flow 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	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2365	1333	0	0	0	1800	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.13	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.63	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.55	0.20	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.55	0.00	0.04
Delay/Veh:	21.2	5.5	0.0	0.0	19.6	19.6	0.0	0.0	0.0	24.9	0.0	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:	21.2	5.5	0.0	0.0	19.6	19.6	0.0	0.0	0.0	24.9	0.0	20.5
LOS by Move:	C+	A	A	A	B-	B-	A	A	A	C	A	C+
HCM2k95thQ:	11	4	0	0	13	13	0	0	0	11	0	1

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps



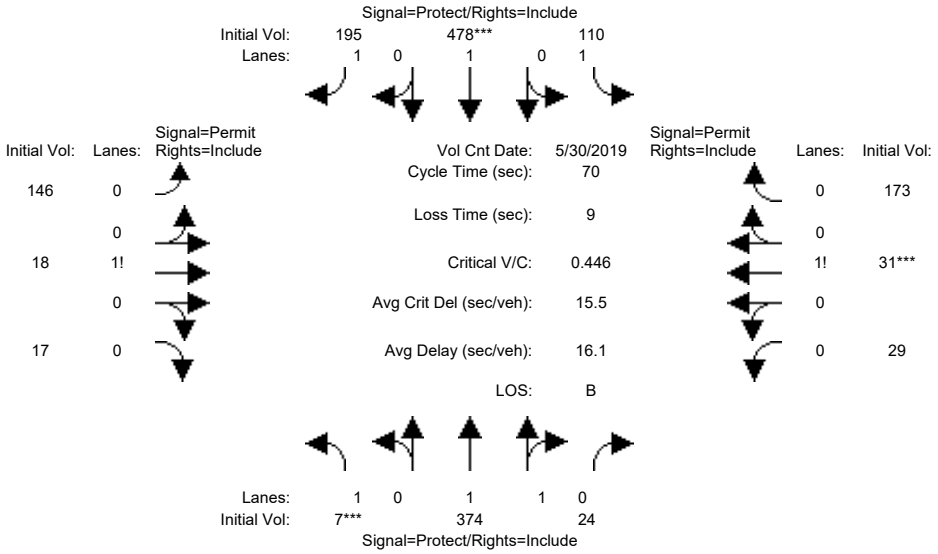
Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	393	301	69	592	0	135	1	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	393	301	69	592	0	135	1	234	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	393	301	69	592	0	135	1	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	393	301	69	592	0	135	1	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	301	69	592	0	135	1	234	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
FinalVolume:	0	393	301	69	592	0	135	1	234	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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1787	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.17	0.04	0.31	0.00	0.08	0.08	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.39	0.39	0.23	0.61	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.27	0.44	0.17	0.51	0.00	0.29	0.29	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	16.3	22.0	7.9	0.0	21.1	21.1	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	16.3	22.0	7.9	0.0	21.1	21.1	22.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C+	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	6	10	3	13	0	5	5	10	0	0	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	7	374	24	110	478	195	146	18	17	29	31	173
Growth Adj:	1.00	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	374	24	110	478	195	146	18	17	29	31	173
Added Vol:	0	0	0	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	374	24	110	478	195	146	18	17	29	31	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	374	24	110	478	195	146	18	17	29	31	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	374	24	110	478	195	146	18	17	29	31	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	7	374	24	110	478	195	146	18	17	29	31	173
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	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	0.81	0.10	0.09	0.12	0.13	0.75
Final Sat.:	1750	3477	223	1750	1900	1750	1412	174	164	218	233	1299
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.06	0.25	0.11	0.10	0.10	0.10	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.36	0.36	0.25	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.04	0.30	0.30	0.25	0.50	0.22	0.39	0.39	0.39	0.50	0.50	0.50
Delay/Veh:	28.6	16.4	16.4	21.4	11.9	9.8	21.5	21.5	21.5	22.5	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	16.4	16.4	21.4	11.9	9.8	21.5	21.5	21.5	22.5	22.5	22.5
LOS by Move:	C	B	B	C+	B+	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	0	7	7	4	13	5	7	7	7	10	10	10

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

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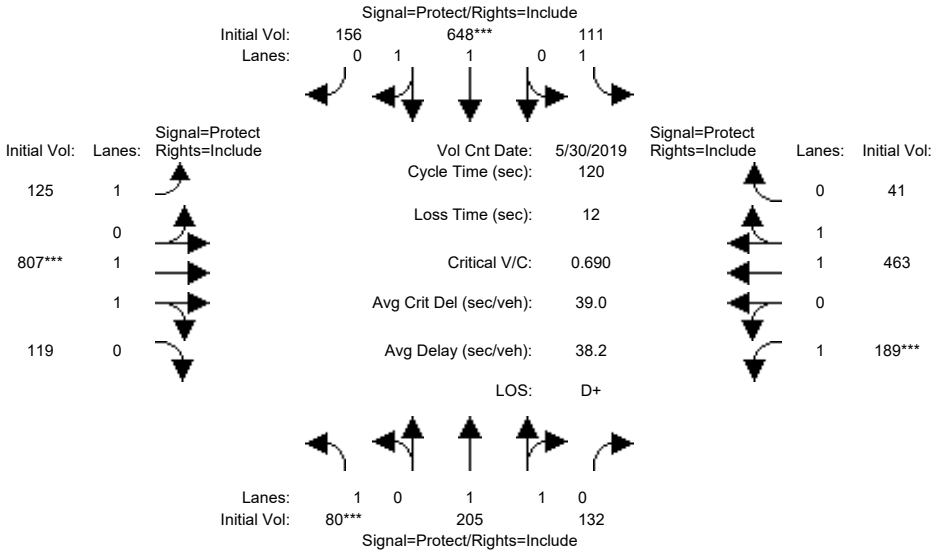
Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	80	205	132	111	648	156	125	807	119	189	463	41
Growth Adj:	1.00	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	205	132	111	648	156	125	807	119	189	463	41
Added Vol:	0	0	0	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	205	132	111	648	156	125	807	119	189	463	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	205	132	111	648	156	125	807	119	189	463	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	205	132	111	648	156	125	807	119	189	463	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	205	132	111	648	156	125	807	119	189	463	41
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	1.20	0.80	1.00	1.60	0.40	1.00	1.74	0.26	1.00	1.83	0.17
Final Sat.:	1750	2250	1449	1750	2982	718	1750	3224	475	1750	3399	301
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.06	0.22	0.22	0.07	0.25	0.25	0.11	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.22	0.22	0.16	0.31	0.31	0.18	0.36	0.36	0.16	0.34	0.34
Volume/Cap:	0.69	0.41	0.41	0.41	0.69	0.69	0.40	0.69	0.69	0.69	0.40	0.40
Delay/Veh:	71.1	40.0	40.0	46.6	37.8	37.8	44.4	34.1	34.1	55.2	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	40.0	40.0	46.6	37.8	37.8	44.4	34.1	34.1	55.2	30.4	30.4
LOS by Move:	E	D	D	D	D+	D+	D	C-	C-	E+	C	C
HCM2k95thQ:	7	10	10	8	24	24	9	27	27	14	13	13

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

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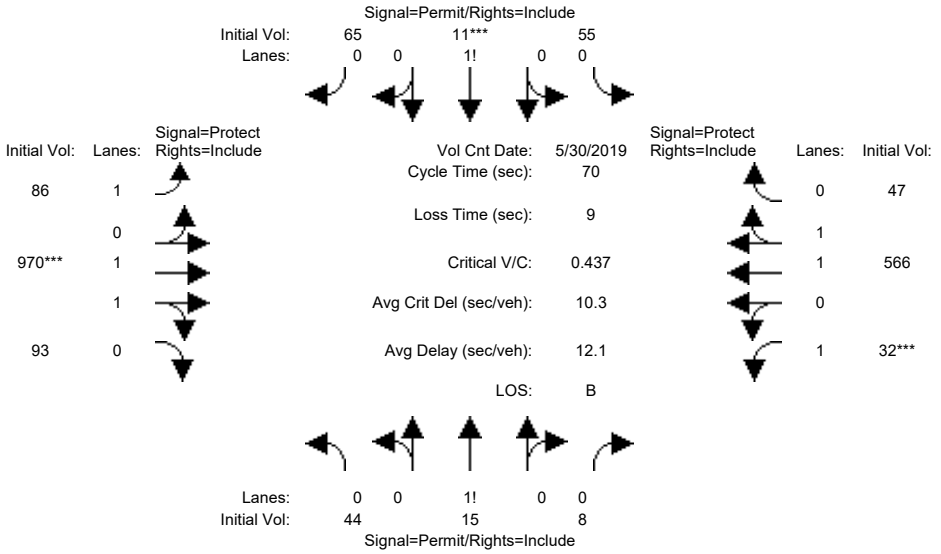
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	44	15	8	55	11	65	86	970	93	32	566	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	15	8	55	11	65	86	970	93	32	566	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	15	8	55	11	65	86	970	93	32	566	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	15	8	55	11	65	86	970	93	32	566	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	15	8	55	11	65	86	970	93	32	566	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	15	8	55	11	65	86	970	93	32	566	47
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	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.66	0.22	0.12	0.42	0.08	0.50	1.00	1.82	0.18	1.00	1.84	0.16
Final Sat.:	1149	392	209	735	147	868	1750	3376	324	1750	3416	284
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.29	0.29	0.02	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.27	0.61	0.61	0.10	0.44	0.44
Volume/Cap:	0.24	0.24	0.24	0.47	0.47	0.47	0.18	0.47	0.47	0.18	0.37	0.37
Delay/Veh:	26.2	26.2	26.2	28.0	28.0	28.0	19.9	7.5	7.5	29.4	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	26.2	28.0	28.0	28.0	19.9	7.5	7.5	29.4	13.1	13.1
LOS by Move:	C	C	C	C	C	C	B-	A	A	C	B	B
HCM2k95thQ:	3	3	3	7	7	7	3	12	12	1	9	9

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

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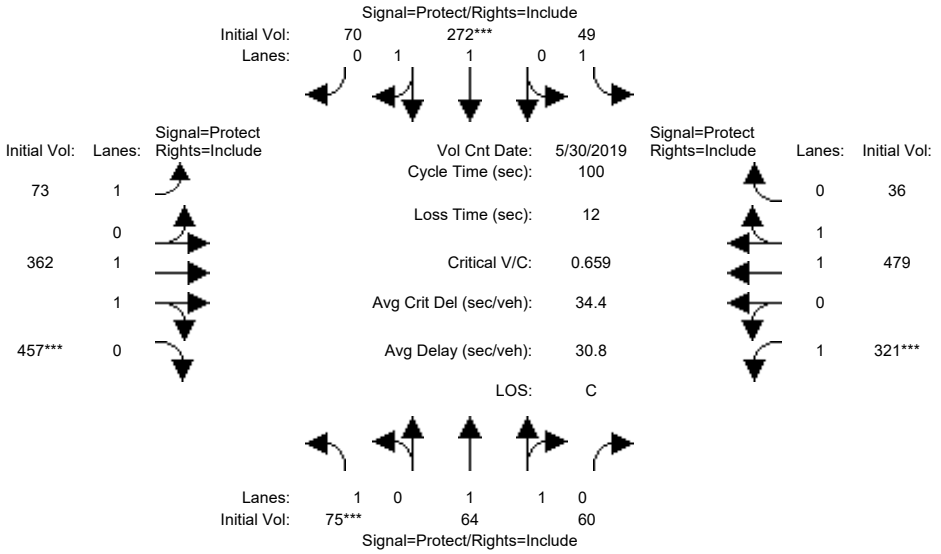
Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	64	60	49	272	70	73	362	457	321	479	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
FinalVolume:	75	64	60	49	272	70	73	362	457	321	479	36
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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.01	0.99	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1908	1789	1750	2942	757	1750	1900	1750	1750	3441	259
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.03	0.09	0.09	0.04	0.19	0.26	0.18	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.12	0.12	0.12	0.13	0.13	0.22	0.38	0.38	0.27	0.43	0.43
Volume/Cap:	0.43	0.29	0.29	0.24	0.69	0.69	0.19	0.50	0.69	0.69	0.32	0.32
Delay/Veh:	44.0	40.7	40.7	40.7	45.4	45.4	32.3	24.0	27.8	37.3	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:	44.0	40.7	40.7	40.7	45.4	45.4	32.3	24.0	27.8	37.3	19.0	19.0
LOS by Move:	D	D	D	D	D	D	C-	C	C	D+	B-	B-
HCM2k95thQ:	6	4	4	3	12	12	4	15	23	18	10	10

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

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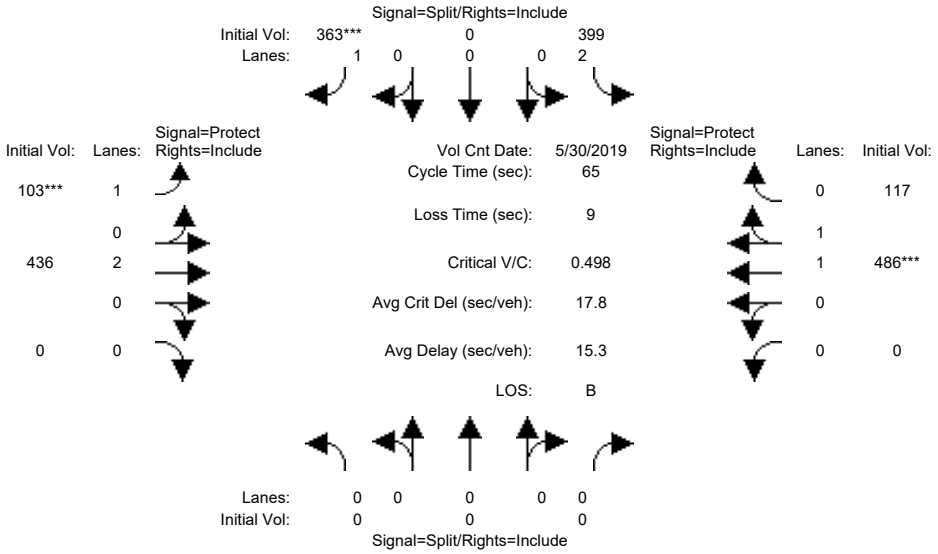
Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	0	0	0	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	399	0	363	103	436	0	0	486	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	399	0	363	103	436	0	0	486	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	0.83	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	1.60	0.40
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2982	718
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.06	0.11	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.12	0.45	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.50	0.50	0.26	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	14.5	28.7	11.4	0.0	0.0	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	14.5	28.7	11.4	0.0	0.0	17.9	17.9
LOS by Move:	A	A	A	B	A	B	C	B+	A	A	B	B
HCM2k95thQ:	0	0	0	7	0	12	4	5	0	0	10	10

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

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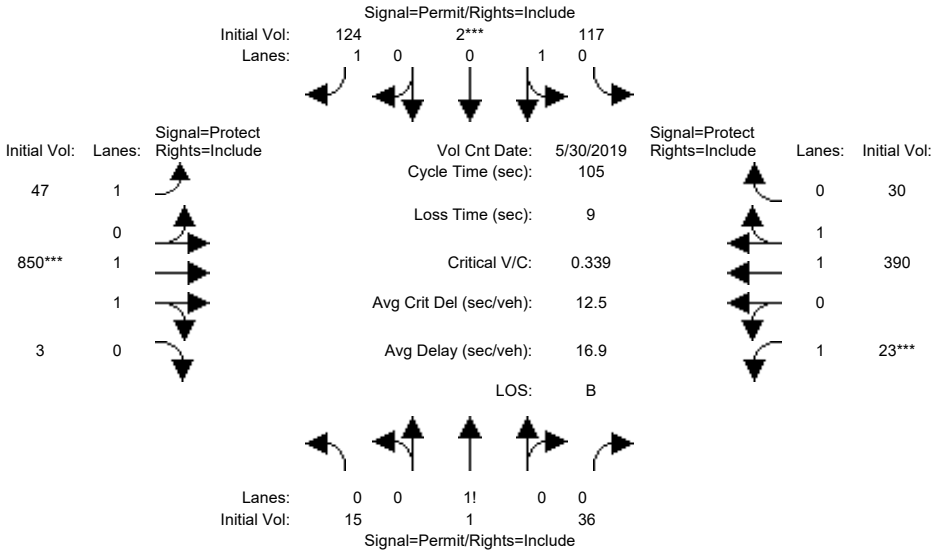
Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.29	0.02	0.69	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.85	0.15
Final Sat.:	505	34	1212	1770	30	1750	1750	3687	13	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.03	0.23	0.23	0.01	0.11	0.11
Crit Moves:					****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.27	0.66	0.66	0.07	0.46	0.46
Volume/Cap:	0.16	0.16	0.16	0.35	0.35	0.38	0.10	0.35	0.35	0.20	0.25	0.25
Delay/Veh:	35.8	35.8	35.8	37.6	37.6	37.9	29.0	8.0	8.0	47.2	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	35.8	35.8	37.6	37.6	37.9	29.0	8.0	8.0	47.2	17.5	17.5
LOS by Move:	D+	D+	D+	D+	D+	D+	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	8	2	12	12	2	8	8

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
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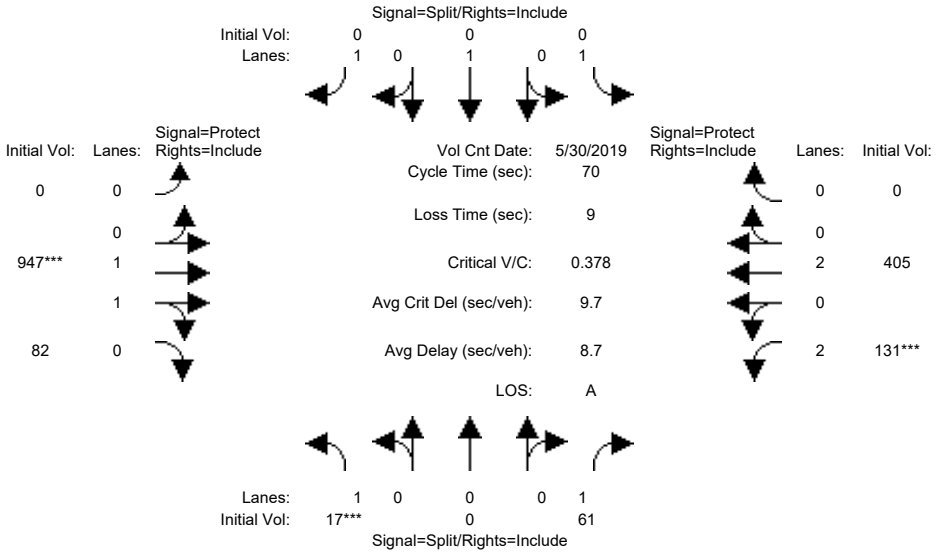
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #9: Ferguson Drive and East Middlefield Road



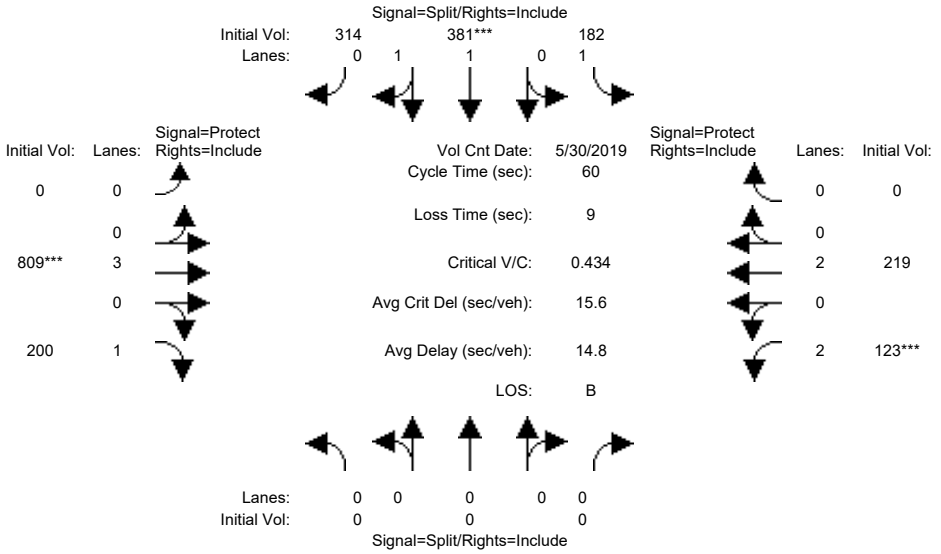
Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.84	0.16	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3405	295	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.28	0.28	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.07	0.00	0.24	0.00	0.00	0.00	0.00	0.44	0.44	0.42	0.15	0.00
Delay/Veh:	26.1	0.0	27.2	0.0	0.0	0.0	0.0	6.8	6.8	30.5	2.9	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:	26.1	0.0	27.2	0.0	0.0	0.0	0.0	6.8	6.8	30.5	2.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	1	0	3	0	0	0	0	11	11	3	3	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



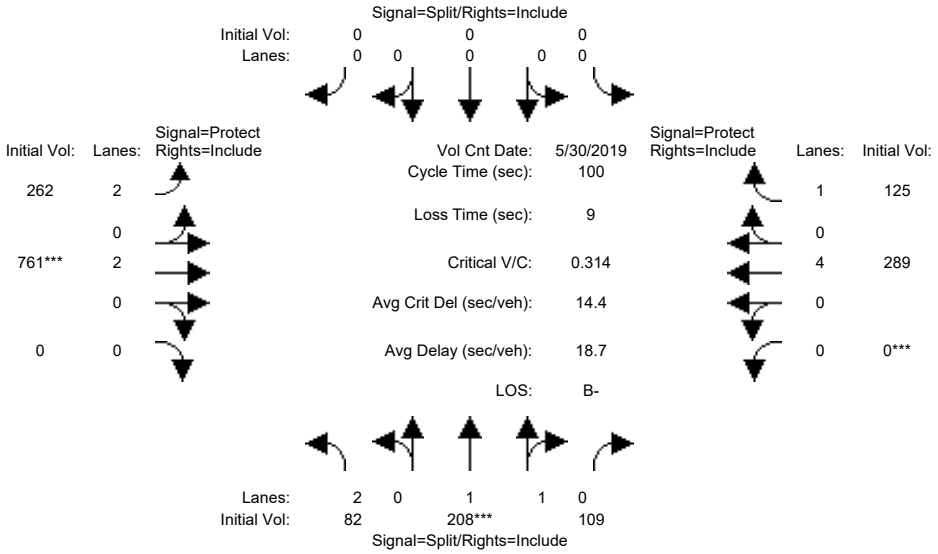
Street Name:	SR 237 On-Ramps						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	0	0	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	381	314	0	809	200	123	219	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:	0	0	0	182	381	314	0	809	200	123	219	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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.07	0.93	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2027	1671	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.19	0.19	0.00	0.14	0.11	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.32	0.32	0.12	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.45	0.45	0.00	0.45	0.36	0.33	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	11.5	12.7	12.7	0.0	16.6	16.3	24.9	10.3	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	11.5	12.7	12.7	0.0	16.6	16.3	24.9	10.3	0.0
LOS by Move:	A	A	A	B+	B	B	A	B	B	C	B+	A
HCM2k95thQ:	0	0	0	5	9	9	0	8	6	3	2	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

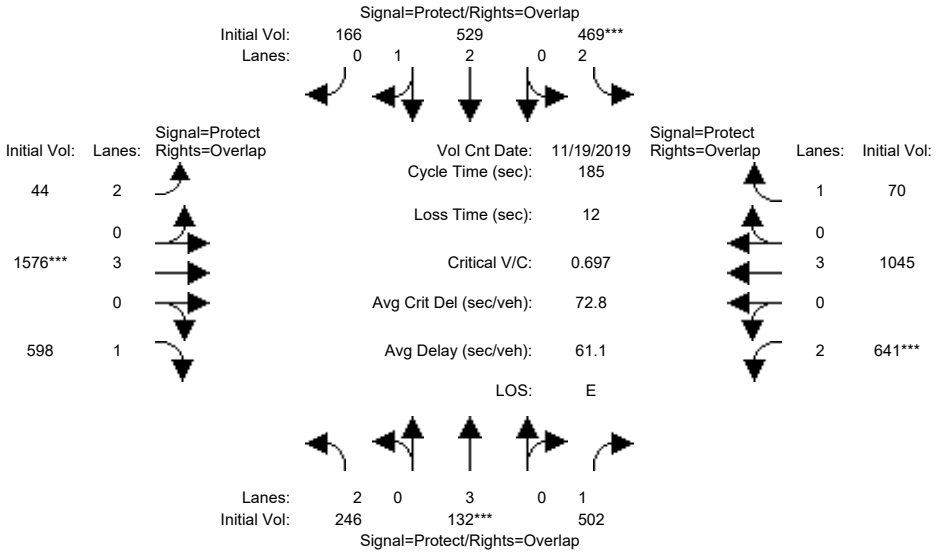
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	82	208	109	0	0	0	262	761	0	0	289	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	208	109	0	0	0	262	761	0	0	289	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	208	109	0	0	0	262	761	0	0	289	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	208	109	0	0	0	262	761	0	0	289	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	208	109	0	0	0	262	761	0	0	289	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	208	109	0	0	0	262	761	0	0	289	125
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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2427	1272	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.00	0.00	0.00	0.08	0.20	0.00	0.00	0.04	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.00	0.00	0.00	0.29	0.64	0.00	0.00	0.35	0.35
Volume/Cap:	0.10	0.31	0.31	0.00	0.00	0.00	0.29	0.31	0.00	0.00	0.11	0.21
Delay/Veh:	27.2	29.1	29.1	0.0	0.0	0.0	27.7	8.3	0.0	0.0	22.1	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:	27.2	29.1	29.1	0.0	0.0	0.0	27.7	8.3	0.0	0.0	22.1	23.1
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C
HCM2k95thQ:	2	8	8	0	0	0	7	10	0	0	3	6

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #12: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 PM												
Base Vol:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	132	502	469	529	166	44	1576	598	641	1045	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	132	502	469	529	166	44	1576	598	641	1045	70
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	2.26	0.74	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4261	1337	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.29	0.15	0.12	0.12	0.01	0.28	0.34	0.20	0.18	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.44	0.17	0.28	0.34	0.05	0.32	0.41	0.24	0.51	0.68
Volume/Cap:	0.86	0.12	0.66	0.86	0.44	0.37	0.26	0.86	0.83	0.86	0.36	0.06
Delay/Veh:	105.4	60.6	43.0	86.7	54.4	46.6	84.9	67.3	63.2	78.8	34.4	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	60.6	43.0	86.7	54.4	46.6	84.9	67.3	63.2	78.8	34.4	15.6
LOS by Move:	F	E	D	F	D-	D	F	E	E	E-	C-	B
HCM2k95thQ:	17	4	40	31	20	18	3	49	56	39	25	5

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
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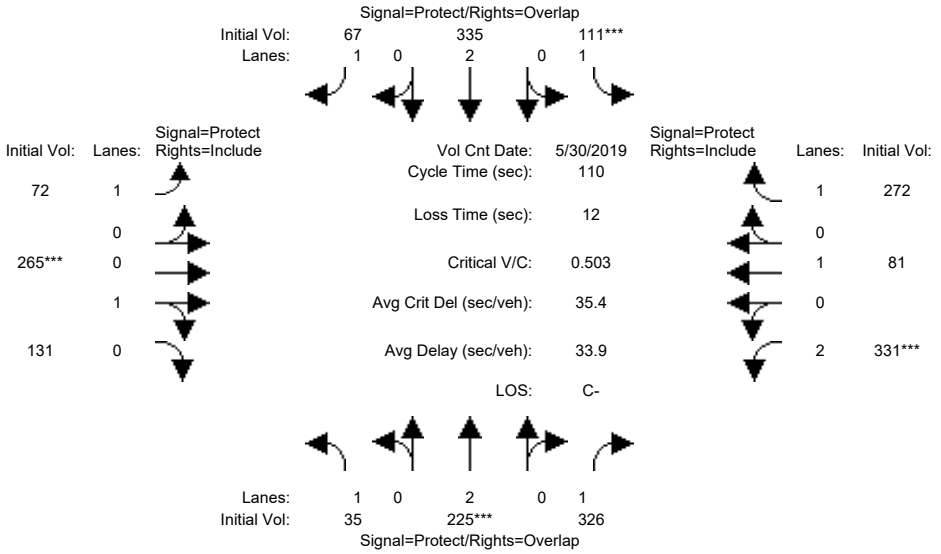
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



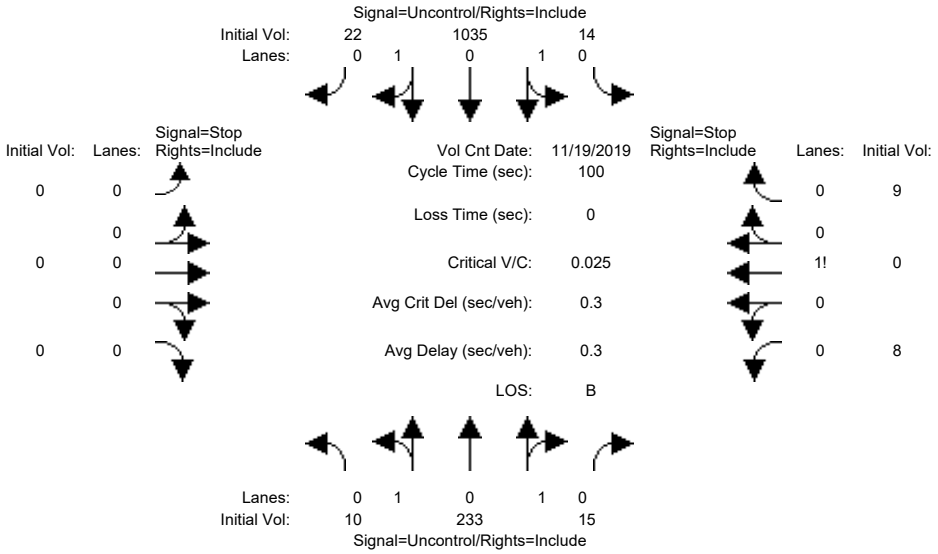
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	35	225	326	111	335	67	72	265	131	331	81	272
Growth Adj:	1.00	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	225	326	111	335	67	72	265	131	331	81	272
Added Vol:	0	0	0	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	225	326	111	335	67	72	265	131	331	81	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	225	326	111	335	67	72	265	131	331	81	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	225	326	111	335	67	72	265	131	331	81	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	35	225	326	111	335	67	72	265	131	331	81	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.67	0.33	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1205	595	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.19	0.06	0.09	0.04	0.04	0.22	0.22	0.11	0.04	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.12	0.33	0.13	0.14	0.33	0.19	0.44	0.44	0.21	0.46	0.46
Volume/Cap:	0.20	0.50	0.57	0.50	0.61	0.12	0.22	0.50	0.50	0.50	0.09	0.34
Delay/Veh:	46.0	46.4	32.0	46.7	46.3	25.6	38.2	22.8	22.8	39.1	16.9	19.3
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:	46.0	46.4	32.0	46.7	46.3	25.6	38.2	22.8	22.8	39.1	16.9	19.3
LOS by Move:	D	D	C	D	D	C	D+	C+	C+	D	B	B-
HCM2k95thQ:	3	8	19	9	12	3	5	19	19	11	3	12

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road

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Street Name:         North Whisman Road                  Pacific Drive
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 pm
Base Vol:      10  233   15    14 1035   22     0    0     0     8    0     9
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  233   15    14 1035   22     0    0     0     8    0     9
Added Vol:      0    0    0     0    0    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   10  233   15    14 1035   22     0    0     0     8    0     9
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  233   15    14 1035   22     0    0     0     8    0     9
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   10  233   15    14 1035   22     0    0     0     8    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1057 xxxx xxxxx   248 xxxx xxxxx  xxxx xxxx xxxxx   806 1346   124
Potent Cap.:  667 xxxx xxxxx  1330 xxxx xxxxx  xxxx xxxx xxxxx   324  153   910
Move Cap.:    667 xxxx xxxxx  1330 xxxx xxxxx  xxxx xxxx xxxxx   317  149   910
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.5 xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    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  484 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel: 10.5 xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.7 xxxxx
Shared LOS:     B    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              12.7
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Pacific Drive and North Whisman Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	10	233	15	14	1035	22	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1346]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1	0	0 1 0	1	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	10	233	15	14	1035	22	0	0	0	8	0	9

Major Street Volume: 1329
Minor Approach Volume: 17
Minor Approach Volume Threshold: 187

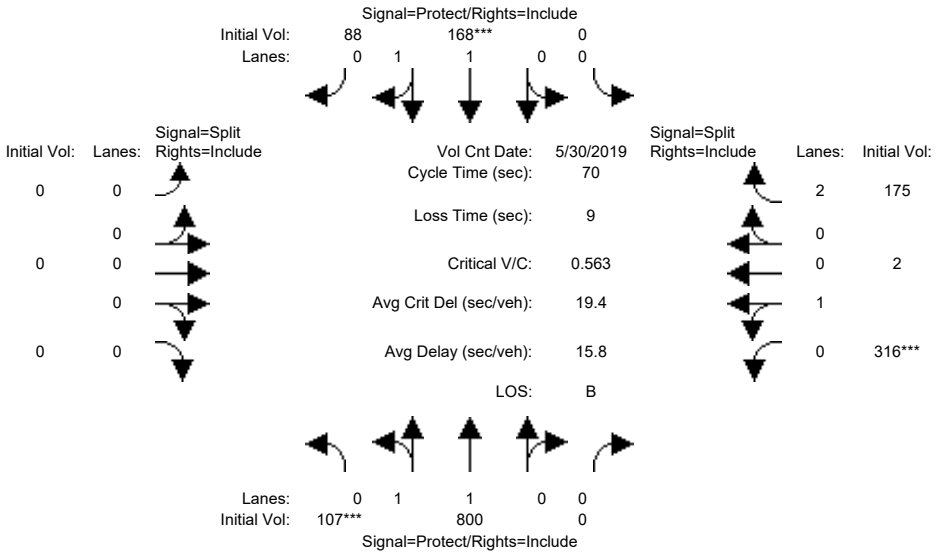
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



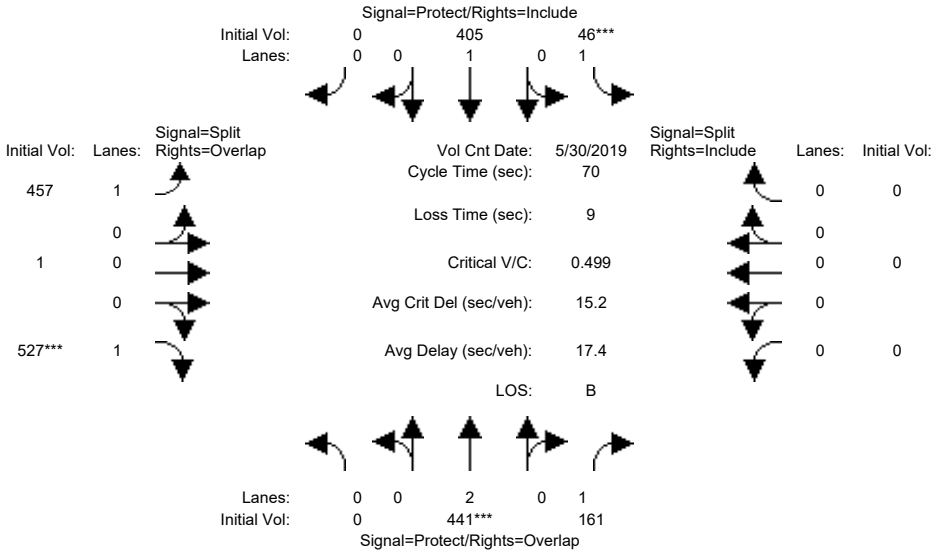
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	102	800	0	0	168	88	0	0	0	251	2	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	800	0	0	168	88	0	0	0	251	2	175
Added Vol:	5	0	0	0	0	0	0	0	0	65	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	800	0	0	168	88	0	0	0	316	2	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	800	0	0	168	88	0	0	0	316	2	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	800	0	0	168	88	0	0	0	316	2	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	107	800	0	0	168	88	0	0	0	316	2	175
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	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.24	1.76	0.00	0.00	1.29	0.71	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	436	3263	0	0	2427	1271	0	0	0	1789	11	3150
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.18	0.18	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.42	0.57	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.58	0.43	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.58	0.58	0.18
Delay/Veh:	16.0	8.9	0.0	0.0	28.3	28.3	0.0	0.0	0.0	22.1	22.1	18.0
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:	16.0	8.9	0.0	0.0	28.3	28.3	0.0	0.0	0.0	22.1	22.1	18.0
LOS by Move:	B	A	A	A	C	C	A	A	A	C+	C+	B
HCM2k95thQ:	14	11	0	0	7	7	0	0	0	13	13	4

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps



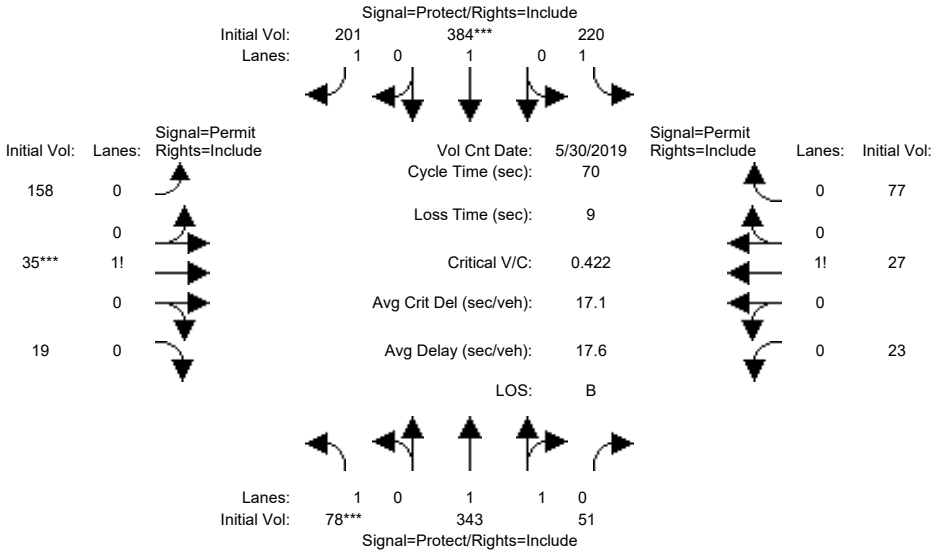
Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	0	436	148	46	340	0	457	1	498	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	148	46	340	0	457	1	498	0	0	0
Added Vol:	0	5	13	0	65	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	161	46	405	0	457	1	527	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	161	46	405	0	457	1	527	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	161	46	405	0	457	1	527	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
FinalVolume:	0	441	161	46	405	0	457	1	527	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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1796	4	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.09	0.03	0.21	0.00	0.25	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.22	0.22	0.10	0.32	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.42	0.26	0.67	0.00	0.46	0.46	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	24.8	24.3	29.9	23.5	0.0	9.6	9.6	10.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	24.3	29.9	23.5	0.0	9.6	9.6	10.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B+	A	A	A
HCM2k95thQ:	0	8	6	2	14	0	12	12	15	0	0	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #3: Ellis Street and Fairchild Drive



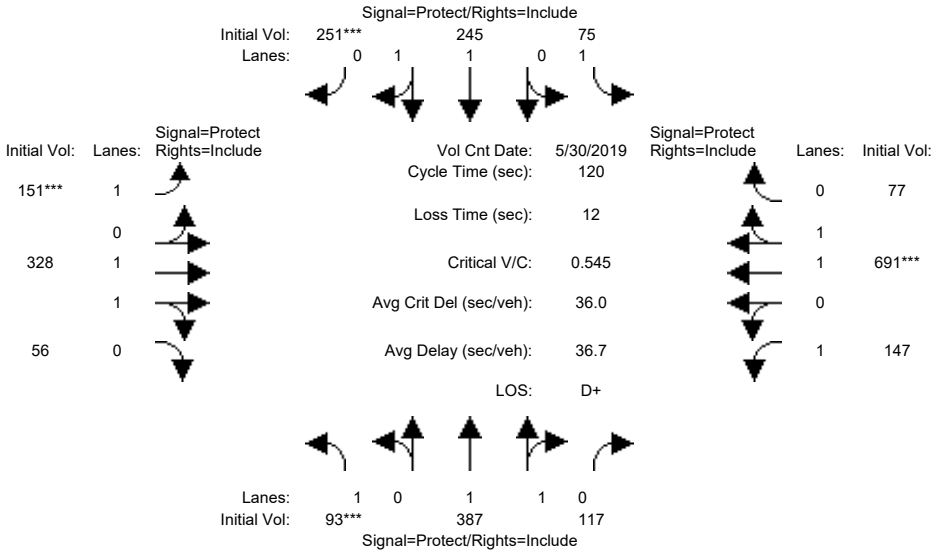
Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	10	341	51	220	382	108	141	34	17	22	20	77
Growth Adj:	1.00	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	341	51	220	382	108	141	34	17	22	20	77
Added Vol:	68	2	0	0	2	93	17	1	2	1	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	343	51	220	384	201	158	35	19	23	27	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	343	51	220	384	201	158	35	19	23	27	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	343	51	220	384	201	158	35	19	23	27	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	78	343	51	220	384	201	158	35	19	23	27	77
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	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.75	0.16	0.09	0.18	0.21	0.61
Final Sat.:	1750	3221	479	1750	1900	1750	1304	289	157	317	372	1061
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.13	0.20	0.11	0.12	0.12	0.12	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.31	0.31	0.27	0.48	0.48	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.42	0.34	0.34	0.46	0.42	0.24	0.42	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	30.9	18.8	18.8	21.8	12.2	10.9	20.8	20.8	20.8	19.5	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:	30.9	18.8	18.8	21.8	12.2	10.9	20.8	20.8	20.8	19.5	19.5	19.5
LOS by Move:	C	B-	B-	C+	B	B+	C+	C+	C+	B-	B-	B-
HCM2k95thQ:	5	7	7	8	10	5	9	9	9	5	5	5

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #4: Moffett Boulevard and Middlefield Road



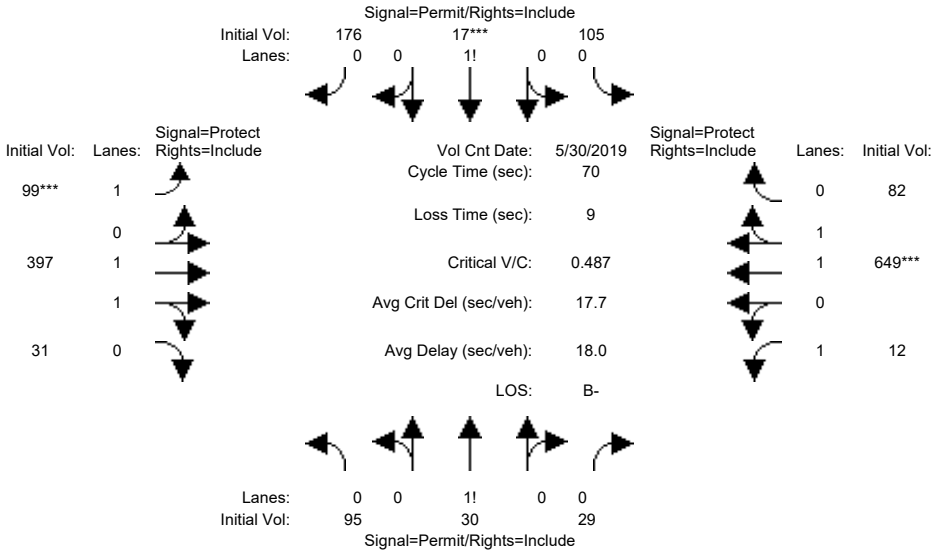
Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	93	387	108	75	245	251	151	321	56	145	690	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	387	108	75	245	251	151	321	56	145	690	77
Added Vol:	0	0	9	0	0	0	0	7	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	387	117	75	245	251	151	328	56	147	691	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	387	117	75	245	251	151	328	56	147	691	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	387	117	75	245	251	151	328	56	147	691	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	93	387	117	75	245	251	151	328	56	147	691	77
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	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1750	2840	859	1750	1900	1750	1750	3160	540	1750	3329	371
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.04	0.13	0.14	0.09	0.10	0.10	0.08	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.25	0.25	0.11	0.26	0.26	0.16	0.30	0.30	0.24	0.38	0.38
Volume/Cap:	0.54	0.54	0.54	0.40	0.49	0.54	0.54	0.35	0.35	0.35	0.54	0.54
Delay/Veh:	55.2	39.4	39.4	51.2	37.8	38.7	48.8	33.2	33.2	38.2	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	39.4	39.4	51.2	37.8	38.7	48.8	33.2	33.2	38.2	29.5	29.5
LOS by Move:	E+	D	D	D-	D+	D+	D	C-	C-	D+	C	C
HCM2k95thQ:	7	15	15	6	14	16	12	11	11	9	20	20

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	10	10	10	0	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: >> Count Date: 30 May 2019 << 07:45:00 AM												
Base Vol:	95	30	29	105	17	176	99	381	31	12	646	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	29	105	17	176	99	381	31	12	646	82
Added Vol:	0	0	0	0	0	0	0	16	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	29	105	17	176	99	397	31	12	649	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	29	105	17	176	99	397	31	12	649	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	29	105	17	176	99	397	31	12	649	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	95	30	29	105	17	176	99	397	31	12	649	82
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	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.62	0.19	0.19	0.35	0.06	0.59	1.00	1.85	0.15	1.00	1.77	0.23
Final Sat.:	1080	341	330	617	100	1034	1750	3432	268	1750	3285	415
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.06	0.12	0.12	0.01	0.20	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.12	0.31	0.31	0.21	0.41	0.41
Volume/Cap:	0.25	0.25	0.25	0.49	0.49	0.49	0.49	0.38	0.38	0.03	0.49	0.49
Delay/Veh:	16.5	16.5	16.5	18.5	18.5	18.5	30.8	19.2	19.2	21.8	15.7	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:	16.5	16.5	16.5	18.5	18.5	18.5	30.8	19.2	19.2	21.8	15.7	15.7
LOS by Move:	B	B	B	B-	B-	B-	C	B-	B-	C+	B	B
HCM2k95thQ:	5	5	5	11	11	11	4	7	7	0	11	11

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

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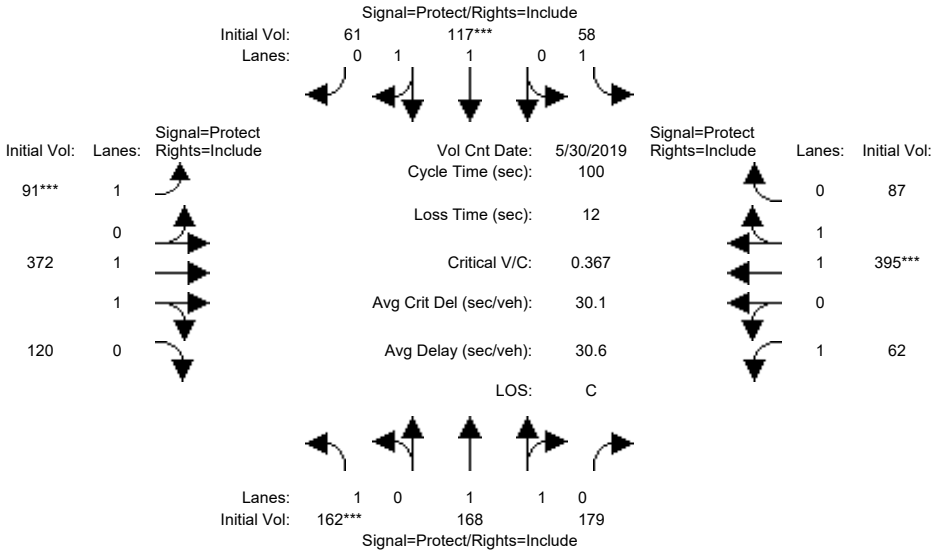
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	162	164	179	58	116	60	88	359	120	62	393	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	164	179	58	116	60	88	359	120	62	393	87
Added Vol:	0	4	0	0	1	1	3	13	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	168	179	58	117	61	91	372	120	62	395	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	168	179	58	117	61	91	372	120	62	395	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	168	179	58	117	61	91	372	120	62	395	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	162	168	179	58	117	61	91	372	120	62	395	87
Saturation Flow 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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.50	0.50	1.00	1.63	0.37
Final Sat.:	1750	1900	1750	1750	2431	1267	1750	2797	902	1750	3032	668
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.10	0.03	0.05	0.05	0.05	0.13	0.13	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.19	0.19	0.19	0.13	0.13	0.14	0.33	0.33	0.17	0.35	0.35
Volume/Cap:	0.37	0.46	0.53	0.17	0.37	0.37	0.37	0.41	0.41	0.21	0.37	0.37
Delay/Veh:	31.3	36.1	37.0	34.2	40.1	40.1	39.8	26.5	26.5	35.9	24.1	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:	31.3	36.1	37.0	34.2	40.1	40.1	39.8	26.5	26.5	35.9	24.1	24.1
LOS by Move:	C	D+	D+	C-	D	D	D	C	C	D+	C	C
HCM2k95thQ:	9	10	11	3	6	6	5	11	11	3	10	10

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

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2000 HCM Operations (Future Volume Alternative)
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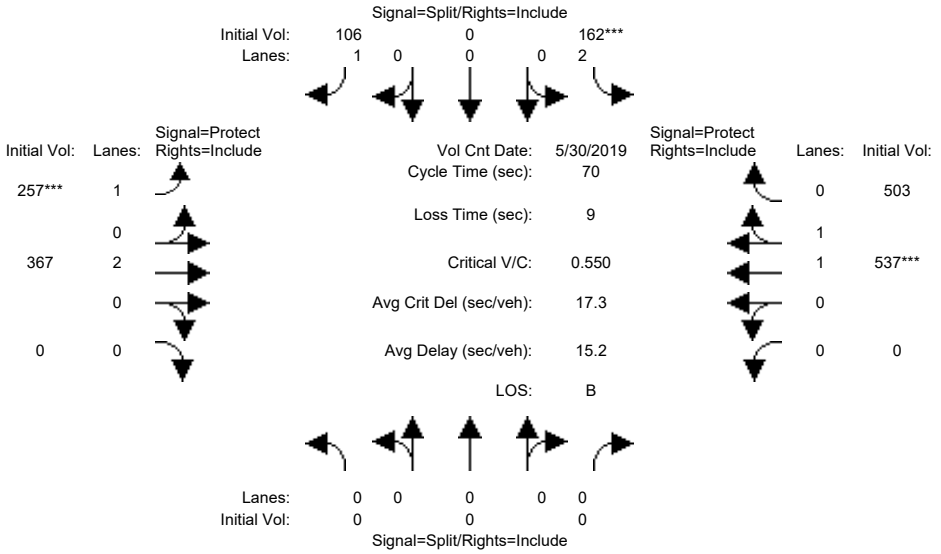
Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	152	0	104	244	367	0	0	537	448
Growth Adj:	1.00	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	152	0	104	244	367	0	0	537	448
Added Vol:	0	0	0	10	0	2	13	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	162	0	106	257	367	0	0	537	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	162	0	106	257	367	0	0	537	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	0	106	257	367	0	0	537	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	162	0	106	257	367	0	0	537	503
Saturation 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	1909	1788
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.15	0.10	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.25	0.73	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.42	0.59	0.13	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	28.5	25.2	2.9	0.0	0.0	13.8	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	27.6	0.0	28.5	25.2	2.9	0.0	0.0	13.8	13.8
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	5	0	6	10	2	0	0	15	15

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

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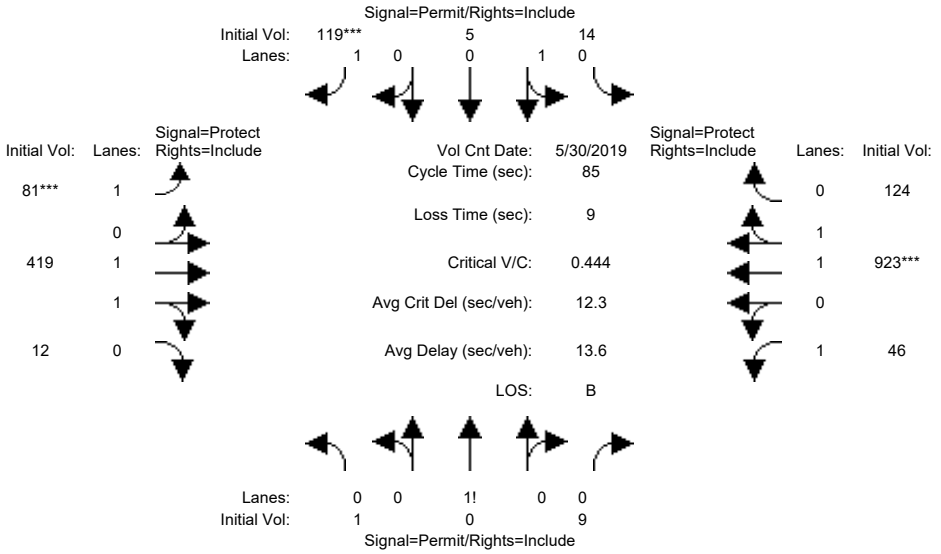
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	1	0	9	14	5	119	81	409	12	46	868	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	9	14	5	119	81	409	12	46	868	124
Added Vol:	0	0	0	0	0	0	0	10	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	14	5	119	81	419	12	46	923	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	9	14	5	119	81	419	12	46	923	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	9	14	5	119	81	419	12	46	923	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	1	0	9	14	5	119	81	419	12	46	923	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.10	0.00	0.90	0.74	0.26	1.00	1.00	1.94	0.06	1.00	1.76	0.24
Final Sat.:	175	0	1575	1326	474	1750	1750	3597	103	1750	3261	438
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.07	0.05	0.12	0.12	0.03	0.28	0.28
Crit Moves:						****	****				****	
Green/Cycle:	0.15	0.00	0.15	0.15	0.15	0.15	0.10	0.44	0.44	0.31	0.64	0.64
Volume/Cap:	0.04	0.00	0.04	0.07	0.07	0.44	0.44	0.27	0.27	0.09	0.44	0.44
Delay/Veh:	30.7	0.0	30.7	30.9	30.9	33.9	37.5	15.4	15.4	21.1	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	0.0	30.7	30.9	30.9	33.9	37.5	15.4	15.4	21.1	7.9	7.9
LOS by Move:	C	A	C	C	C	C-	D+	B	B	C+	A	A
HCM2k95thQ:	1	0	1	1	1	7	4	7	7	2	13	13

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

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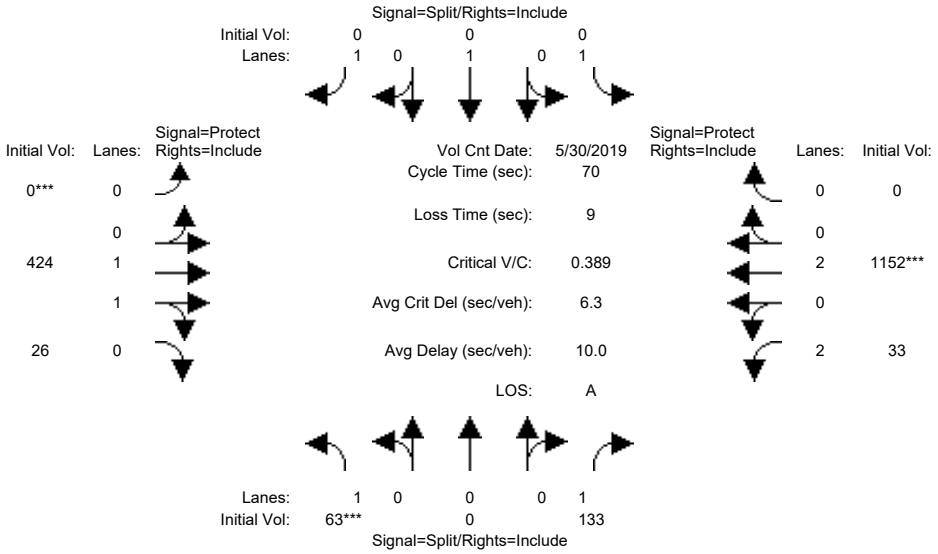
Existing PP AM

Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	0
Added Vol:	5	0	0	0	0	0	0	9	1	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	133	0	0	0	0	424	26	33	1152	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:	63	0	133	0	0	0	0	424	26	33	1152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	133	0	0	0	0	424	26	33	1152	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:	63	0	133	0	0	0	0	424	26	33	1152	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.88	0.12	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3486	214	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.12	0.12	0.01	0.30	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.40	0.40	0.28	0.68	0.00
Volume/Cap:	0.18	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.31	0.04	0.45	0.00
Delay/Veh:	23.8	0.0	25.3	0.0	0.0	0.0	0.0	14.6	14.6	18.4	5.4	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:	23.8	0.0	25.3	0.0	0.0	0.0	0.0	14.6	14.6	18.4	5.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B-	A	A
HCM2k95thQ:	3	0	6	0	0	0	0	7	7	1	11	0

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

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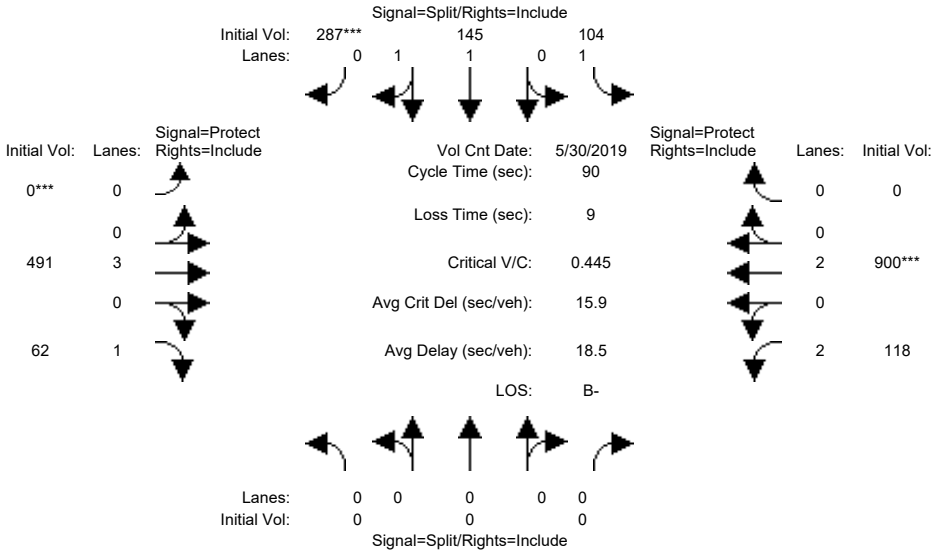
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



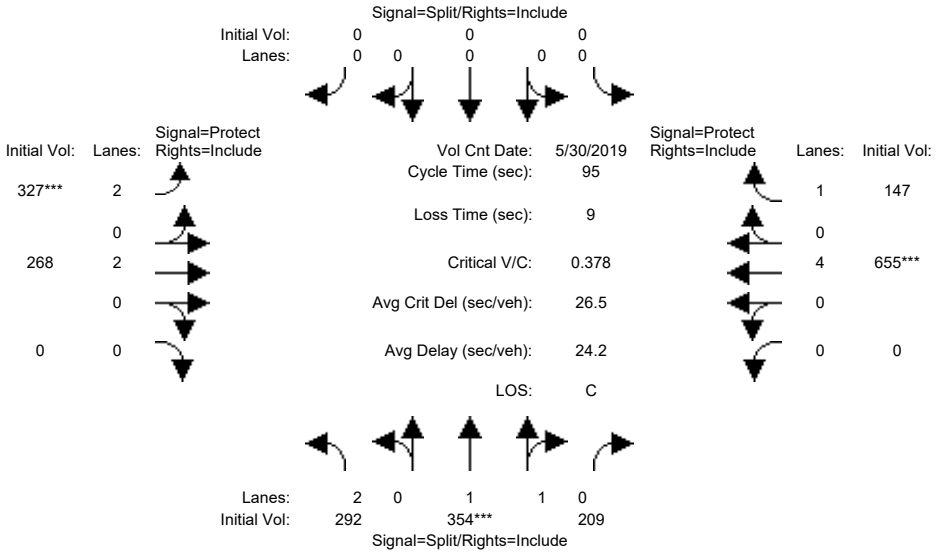
Street Name:	SR 237 On-Ramps						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	0
Added Vol:	0	0	0	0	0	0	0	4	5	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	145	287	0	491	62	118	900	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	104	145	287	0	491	62	118	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	145	287	0	491	62	118	900	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:	0	0	0	104	145	287	0	491	62	118	900	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.08	0.16	0.00	0.09	0.04	0.04	0.24	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.31	0.31	0.22	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	0.21	0.45	0.00	0.28	0.11	0.17	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	19.2	19.5	21.8	0.0	23.3	22.1	28.6	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	19.5	21.8	0.0	23.3	22.1	28.6	13.1	0.0
LOS by Move:	A	A	A	B-	B-	C+	A	C	C+	C	B	A
HCM2k95thQ:	0	0	0	4	5	12	0	7	3	3	14	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

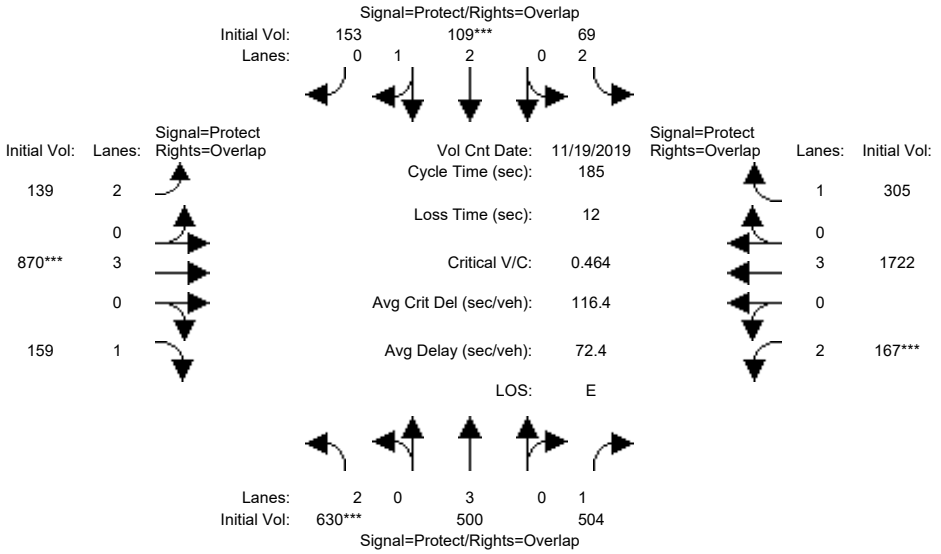
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	262	354	209	0	0	0	327	264	0	0	636	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	354	209	0	0	0	327	264	0	0	636	147
Added Vol:	30	0	0	0	0	0	0	4	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	354	209	0	0	0	327	268	0	0	655	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	354	209	0	0	0	327	268	0	0	655	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	354	209	0	0	0	327	268	0	0	655	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	292	354	209	0	0	0	327	268	0	0	655	147
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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.24	0.76	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2325	1373	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.00	0.00	0.00	0.10	0.07	0.00	0.00	0.09	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.27	0.50	0.00	0.00	0.23	0.23
Volume/Cap:	0.23	0.38	0.38	0.00	0.00	0.00	0.38	0.14	0.00	0.00	0.38	0.37
Delay/Veh:	18.8	20.2	20.2	0.0	0.0	0.0	28.2	12.7	0.0	0.0	31.1	31.5
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:	18.8	20.2	20.2	0.0	0.0	0.0	28.2	12.7	0.0	0.0	31.1	31.5
LOS by Move:	B-	C+	C+	A	A	A	C	B	A	A	C	C
HCM2k95thQ:	7	12	12	0	0	0	9	4	0	0	8	8

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #12: Central Expy and Mary Avenue



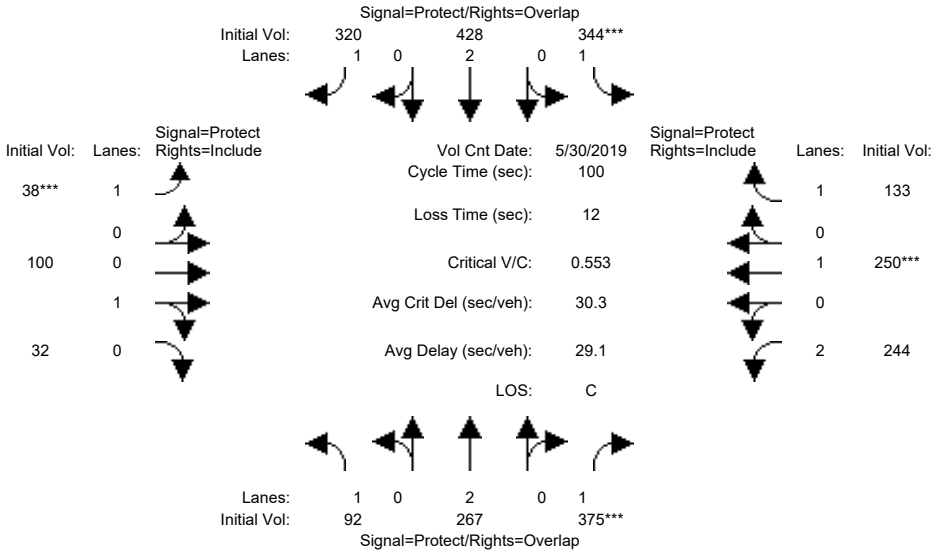
Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 8:30 AM												
Base Vol:	621	500	504	69	109	153	139	867	157	167	1706	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	500	504	69	109	153	139	867	157	167	1706	305
Added Vol:	9	0	0	0	0	0	0	3	2	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	500	504	69	109	153	139	870	159	167	1722	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	500	504	69	109	153	139	870	159	167	1722	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	500	504	69	109	153	139	870	159	167	1722	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	630	500	504	69	109	153	139	870	159	167	1722	305
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:	0.20	0.09	0.29	0.02	0.03	0.09	0.04	0.15	0.09	0.05	0.30	0.17
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.25	0.49	0.17	0.27	0.32	0.05	0.28	0.43	0.23	0.46	0.63
Volume/Cap:	1.32	0.35	0.59	0.13	0.11	0.27	0.91	0.54	0.21	0.23	0.65	0.28
Delay/Veh:	237.3	56.7	35.5	65.5	50.7	47.2	133.9	59.7	38.4	59.1	46.1	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:	237.3	56.7	35.5	65.5	50.7	47.2	133.9	59.7	38.4	59.1	46.1	22.2
LOS by Move:	F	E+	D+	E	D	D	F	E+	D+	E+	D	C+
HCM2k95thQ:	52	14	37	4	5	13	13	26	13	9	44	21

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



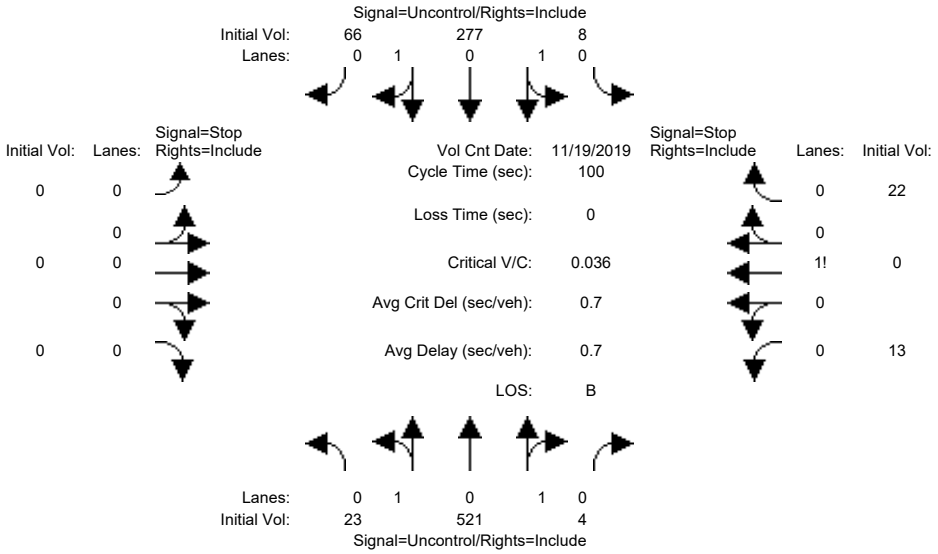
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	92	267	375	344	428	320	38	98	32	244	242	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	267	375	344	428	320	38	98	32	244	242	133
Added Vol:	0	0	0	0	0	0	0	2	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	267	375	344	428	320	38	100	32	244	250	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	267	375	344	428	320	38	100	32	244	250	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	267	375	344	428	320	38	100	32	244	250	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	92	267	375	344	428	320	38	100	32	244	250	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1364	436	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.21	0.20	0.11	0.18	0.02	0.07	0.07	0.08	0.13	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.18	0.24	0.37	0.34	0.40	0.47	0.07	0.17	0.17	0.13	0.23	0.23
Volume/Cap:	0.30	0.29	0.58	0.57	0.28	0.39	0.31	0.43	0.43	0.59	0.57	0.33
Delay/Veh:	36.4	31.4	26.7	28.3	20.1	17.2	45.7	38.3	38.3	43.3	36.1	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:	36.4	31.4	26.7	28.3	20.1	17.2	45.7	38.3	38.3	43.3	36.1	32.6
LOS by Move:	D+	C	C	C	C+	B	D	D+	D+	D	D+	C-
HCM2k95thQ:	6	7	19	18	9	13	3	8	8	8	13	7

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road




```
Street Name:         North Whisman Road                  Pacific Drive
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 7:45 AM
Base Vol:      23  517    4     8  276   66     0    0     0    13    0    22
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23  517    4     8  276   66     0    0     0    13    0    22
Added Vol:      0    4    0     0    1    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   23  521    4     8  277   66     0    0     0    13    0    22
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  521    4     8  277   66     0    0     0    13    0    22
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   23  521    4     8  277   66     0    0     0    13    0    22
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  343 xxxx xxxxx   525 xxxx xxxxx  xxxx xxxx xxxxx   724  928   263
Potent Cap.: 1227 xxxx xxxxx  1052 xxxx xxxxx  xxxx xxxx xxxxx   365  270   742
Move Cap.:   1227 xxxx xxxxx  1052 xxxx xxxxx  xxxx xxxx xxxxx   358  263   742
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  530 xxxxx
SharedQueue:  0.1 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.3 xxxxx
Shared LOS:     A    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:   xxxxxx           xxxxxx           xxxxxx              12.3
ApproachLOS:        *                *                *                 B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	23	521	4	8	277	66	0	0	0	13	0	22
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.3		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=934]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	23	521	4	8	277	66	0	0	0	13	0	22

Major Street Volume: 899
Minor Approach Volume: 35
Minor Approach Volume Threshold: 322

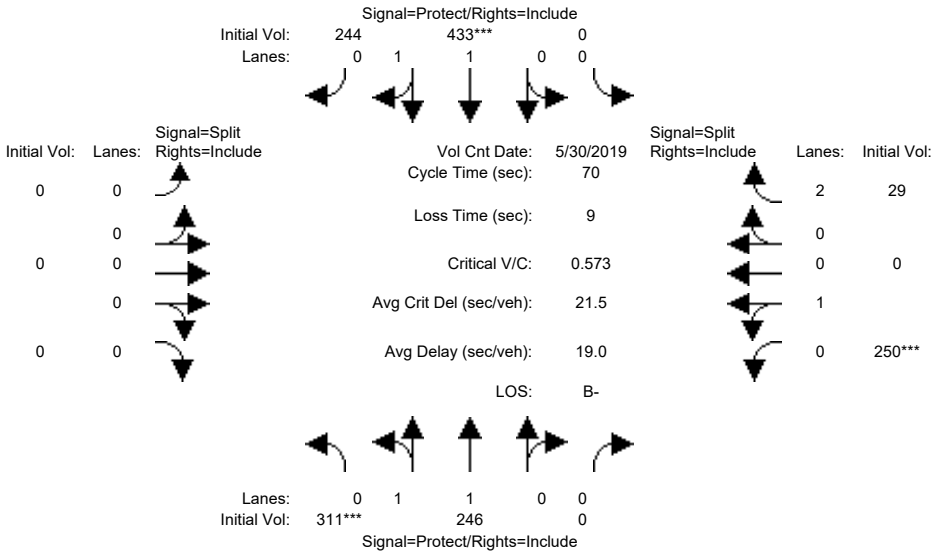
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB 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:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	288	246	0	0	433	244	0	0	0	236	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	246	0	0	433	244	0	0	0	236	0	29
Added Vol:	23	0	0	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	246	0	0	433	244	0	0	0	250	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	246	0	0	433	244	0	0	0	250	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	246	0	0	433	244	0	0	0	250	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	246	0	0	433	244	0	0	0	250	0	29
Saturation Flow 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	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2365	1333	0	0	0	1800	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.14	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.31	0.63	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.57	0.21	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.57	0.00	0.04
Delay/Veh:	21.1	5.6	0.0	0.0	20.5	20.5	0.0	0.0	0.0	25.2	0.0	20.3
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:	21.1	5.6	0.0	0.0	20.5	20.5	0.0	0.0	0.0	25.2	0.0	20.3
LOS by Move:	C+	A	A	A	C+	C+	A	A	A	C	A	C+
HCM2k95thQ:	12	4	0	0	13	13	0	0	0	11	0	1

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

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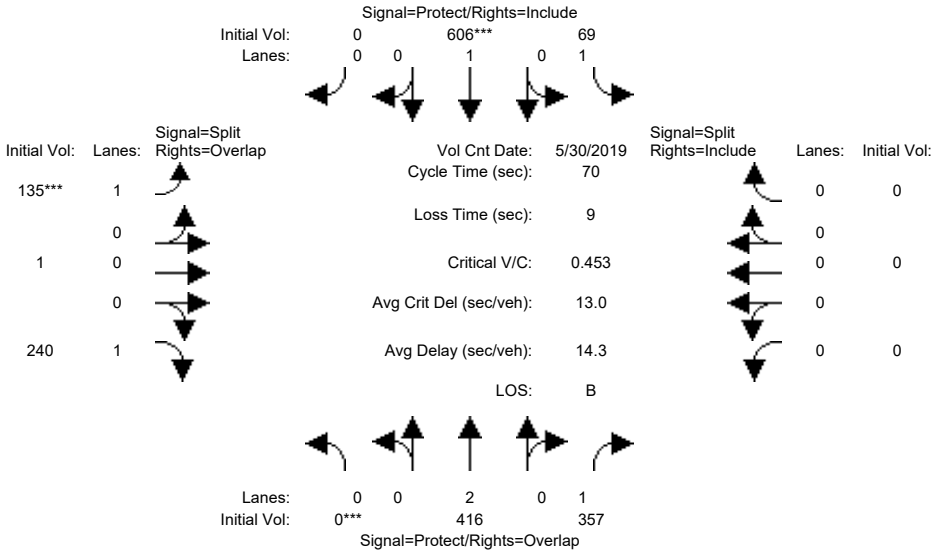
Intersection #2: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						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:	0	10	10	7	10	0	10	0	10	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	393	301	69	592	0	135	1	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	393	301	69	592	0	135	1	234	0	0	0
Added Vol:	0	23	56	0	14	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	416	357	69	606	0	135	1	240	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	416	357	69	606	0	135	1	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	416	357	69	606	0	135	1	240	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
FinalVolume:	0	416	357	69	606	0	135	1	240	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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1787	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.20	0.04	0.32	0.00	0.08	0.08	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.41	0.41	0.20	0.61	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.27	0.49	0.20	0.52	0.00	0.29	0.29	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	15.7	23.5	8.1	0.0	21.0	21.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	15.7	23.5	8.1	0.0	21.0	21.0	23.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	6	12	3	14	0	5	5	10	0	0	0

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

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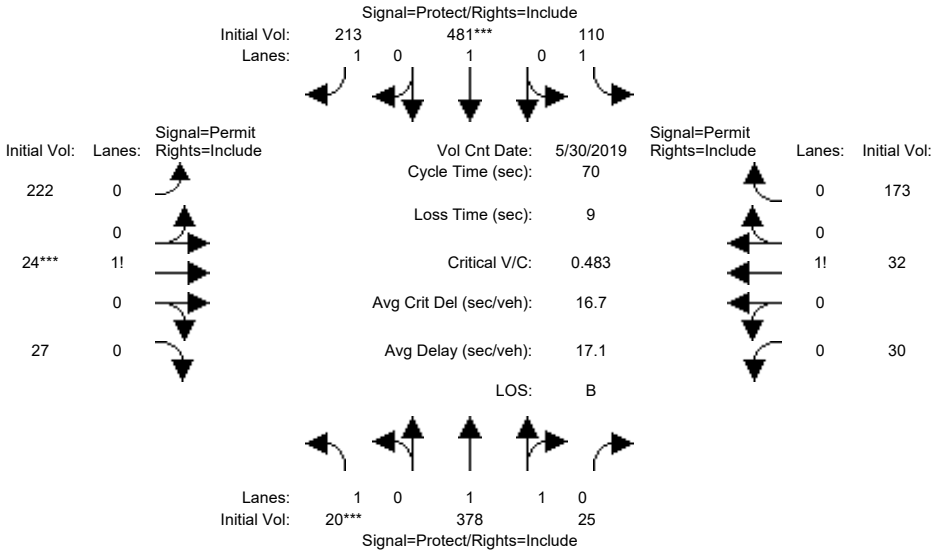
Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	7	374	24	110	478	195	146	18	17	29	31	173
Growth Adj:	1.00	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	374	24	110	478	195	146	18	17	29	31	173
Added Vol:	13	4	1	0	3	18	76	6	10	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	378	25	110	481	213	222	24	27	30	32	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	378	25	110	481	213	222	24	27	30	32	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	378	25	110	481	213	222	24	27	30	32	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	378	25	110	481	213	222	24	27	30	32	173
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	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.00	1.00	0.81	0.09	0.10	0.13	0.13	0.74
Final Sat.:	1750	3470	230	1750	1900	1750	1423	154	173	223	238	1288
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.06	0.25	0.12	0.16	0.16	0.16	0.13	0.13	0.13
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.34	0.34	0.24	0.48	0.48	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.11	0.32	0.32	0.26	0.53	0.26	0.53	0.53	0.53	0.46	0.46	0.46
Delay/Veh:	29.0	17.3	17.3	22.0	13.4	11.0	21.7	21.7	21.7	20.8	20.8	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:	29.0	17.3	17.3	22.0	13.4	11.0	21.7	21.7	21.7	20.8	20.8	20.8
LOS by Move:	C	B	B	C+	B	B+	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	1	7	7	4	13	6	11	11	11	10	10	10

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

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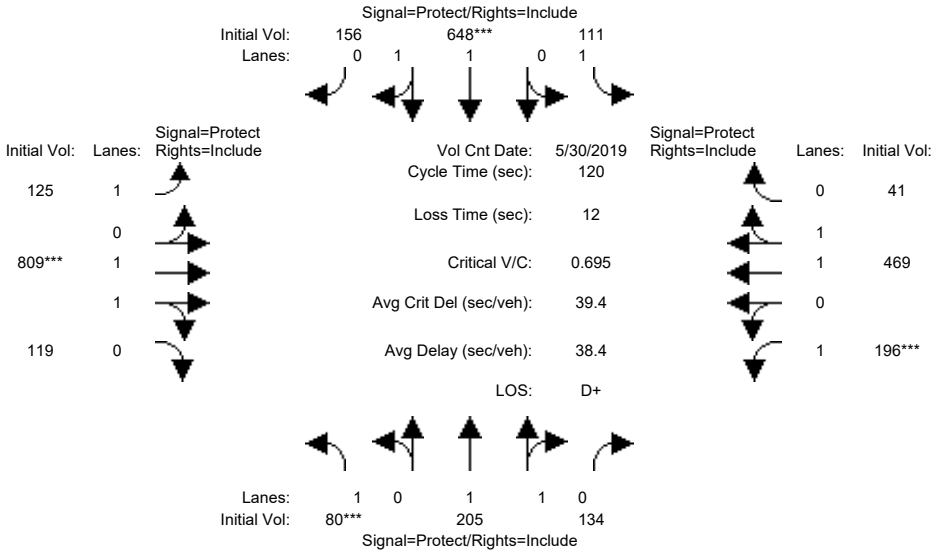
Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	80	205	132	111	648	156	125	807	119	189	463	41
Growth Adj:	1.00	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	205	132	111	648	156	125	807	119	189	463	41
Added Vol:	0	0	2	0	0	0	0	2	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	205	134	111	648	156	125	809	119	196	469	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	205	134	111	648	156	125	809	119	196	469	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	205	134	111	648	156	125	809	119	196	469	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	205	134	111	648	156	125	809	119	196	469	41
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	1.19	0.81	1.00	1.60	0.40	1.00	1.74	0.26	1.00	1.83	0.17
Final Sat.:	1750	2236	1462	1750	2982	718	1750	3225	474	1750	3402	297
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.06	0.22	0.22	0.07	0.25	0.25	0.11	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.22	0.22	0.15	0.31	0.31	0.18	0.36	0.36	0.16	0.34	0.34
Volume/Cap:	0.70	0.41	0.41	0.41	0.70	0.70	0.40	0.70	0.70	0.70	0.40	0.40
Delay/Veh:	71.8	40.2	40.2	46.8	38.1	38.1	44.5	34.4	34.4	54.9	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:	71.8	40.2	40.2	46.8	38.1	38.1	44.5	34.4	34.4	54.9	30.2	30.2
LOS by Move:	E	D	D	D	D+	D+	D	C-	C-	D-	C	C
HCM2k95thQ:	7	10	10	8	24	24	9	27	27	14	13	13

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

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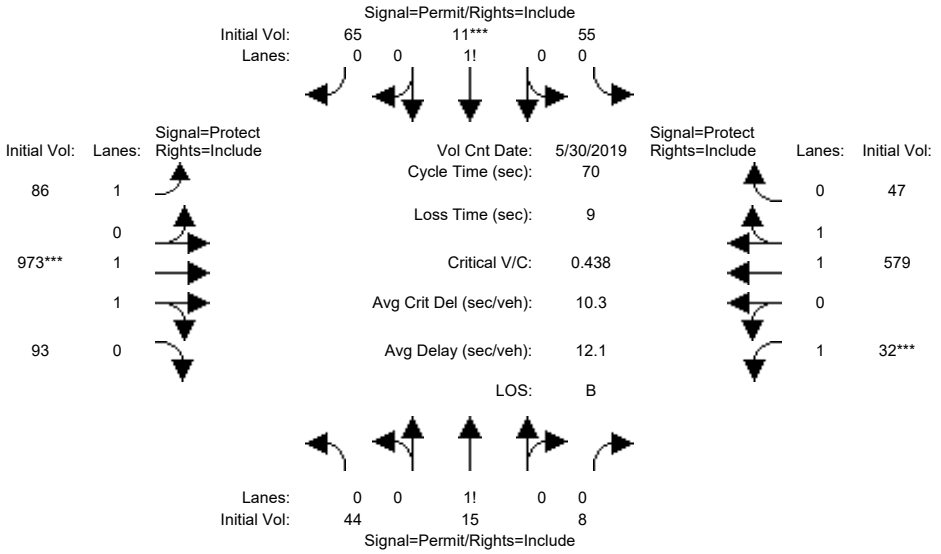
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	44	15	8	55	11	65	86	970	93	32	566	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	15	8	55	11	65	86	970	93	32	566	47
Added Vol:	0	0	0	0	0	0	0	3	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	15	8	55	11	65	86	973	93	32	579	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	15	8	55	11	65	86	973	93	32	579	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	15	8	55	11	65	86	973	93	32	579	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	15	8	55	11	65	86	973	93	32	579	47
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	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.66	0.22	0.12	0.42	0.08	0.50	1.00	1.82	0.18	1.00	1.85	0.15
Final Sat.:	1149	392	209	735	147	868	1750	3377	323	1750	3422	278
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.29	0.29	0.02	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.26	0.61	0.61	0.10	0.45	0.45
Volume/Cap:	0.24	0.24	0.24	0.47	0.47	0.47	0.19	0.47	0.47	0.18	0.38	0.38
Delay/Veh:	26.2	26.2	26.2	28.0	28.0	28.0	20.1	7.5	7.5	29.4	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	26.2	28.0	28.0	28.0	20.1	7.5	7.5	29.4	13.0	13.0
LOS by Move:	C	C	C	C	C	C	C+	A	A	C	B	B
HCM2k95thQ:	3	3	3	7	7	7	3	12	12	1	9	9

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

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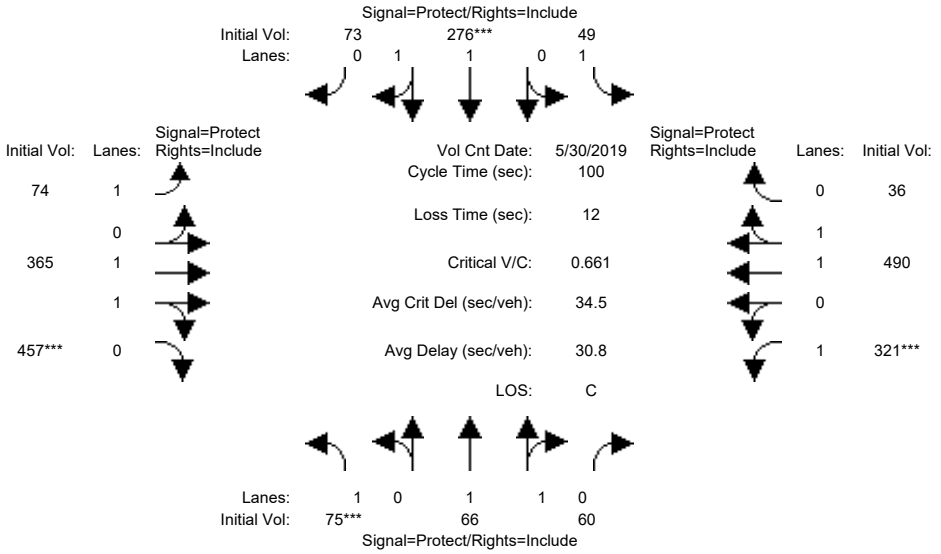
Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	36
Added Vol:	0	2	0	0	4	3	1	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	66	60	49	276	73	74	365	457	321	490	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:	75	66	60	49	276	73	74	365	457	321	490	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	66	60	49	276	73	74	365	457	321	490	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
FinalVolume:	75	66	60	49	276	73	74	365	457	321	490	36
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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.02	0.98	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1937	1761	1750	2925	774	1750	1900	1750	1750	3447	253
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.03	0.09	0.09	0.04	0.19	0.26	0.18	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.12	0.12	0.12	0.14	0.14	0.21	0.38	0.38	0.27	0.43	0.43
Volume/Cap:	0.43	0.29	0.29	0.24	0.69	0.69	0.20	0.51	0.69	0.69	0.33	0.33
Delay/Veh:	44.0	40.6	40.6	40.6	45.2	45.2	32.7	24.2	27.9	37.4	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:	44.0	40.6	40.6	40.6	45.2	45.2	32.7	24.2	27.9	37.4	19.0	19.0
LOS by Move:	D	D	D	D	D	D	C-	C	C	D+	B-	B-
HCM2k95thQ:	6	4	4	3	13	13	4	16	23	18	10	10

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

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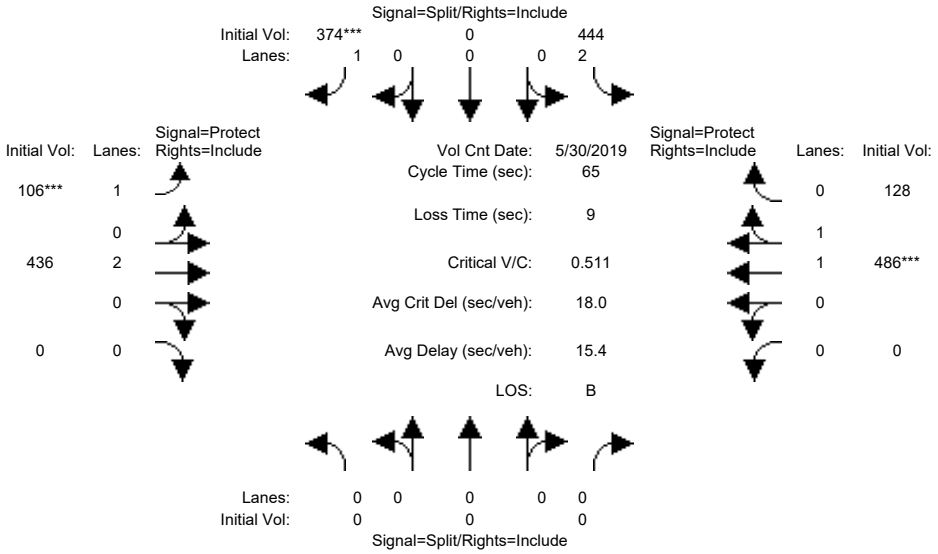
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	0	0	0	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	117
Added Vol:	0	0	0	45	0	11	3	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	444	0	374	106	436	0	0	486	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	444	0	374	106	436	0	0	486	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	444	0	374	106	436	0	0	486	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	444	0	374	106	436	0	0	486	128
Saturation 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	1.57	0.43
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2928	771
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.21	0.06	0.11	0.00	0.00	0.17	0.17
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.12	0.44	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.51	0.51	0.26	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	14.6	29.0	11.5	0.0	0.0	18.1	18.1
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	13.0	0.0	14.6	29.0	11.5	0.0	0.0	18.1	18.1
LOS by Move:	A	A	A	B	A	B	C	B+	A	A	B-	B-
HCM2k95thQ:	0	0	0	8	0	12	4	5	0	0	10	10

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

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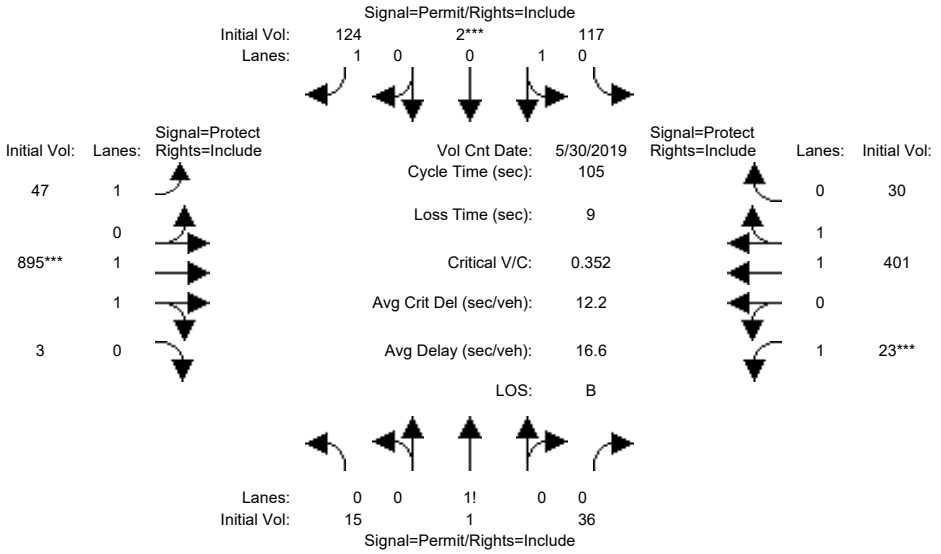
Existing PP PM

Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	30
Added Vol:	0	0	0	0	0	0	0	45	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	36	117	2	124	47	895	3	23	401	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:	15	1	36	117	2	124	47	895	3	23	401	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	36	117	2	124	47	895	3	23	401	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:	15	1	36	117	2	124	47	895	3	23	401	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.29	0.02	0.69	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.86	0.14
Final Sat.:	505	34	1212	1770	30	1750	1750	3688	12	1750	3442	258
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.03	0.24	0.24	0.01	0.12	0.12
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.27	0.67	0.67	0.07	0.47	0.47
Volume/Cap:	0.16	0.16	0.16	0.36	0.36	0.39	0.10	0.36	0.36	0.20	0.25	0.25
Delay/Veh:	36.5	36.5	36.5	38.4	38.4	38.7	29.1	7.8	7.8	47.2	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	36.5	36.5	38.4	38.4	38.7	29.1	7.8	7.8	47.2	17.0	17.0
LOS by Move:	D+	D+	D+	D+	D+	D+	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	8	2	12	12	2	8	8

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

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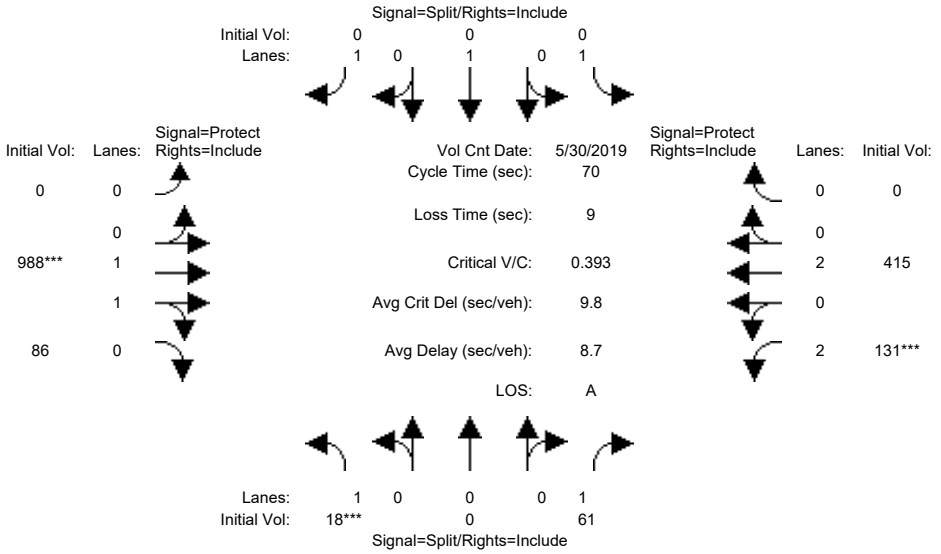
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	0
Added Vol:	1	0	0	0	0	0	0	41	4	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	61	0	0	0	0	988	86	131	415	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:	18	0	61	0	0	0	0	988	86	131	415	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	61	0	0	0	0	988	86	131	415	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:	18	0	61	0	0	0	0	988	86	131	415	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.84	0.16	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3404	296	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.29	0.29	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.07	0.00	0.24	0.00	0.00	0.00	0.00	0.46	0.46	0.42	0.15	0.00
Delay/Veh:	26.1	0.0	27.2	0.0	0.0	0.0	0.0	6.9	6.9	30.5	2.9	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:	26.1	0.0	27.2	0.0	0.0	0.0	0.0	6.9	6.9	30.5	2.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	1	0	3	0	0	0	0	12	12	3	3	0

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

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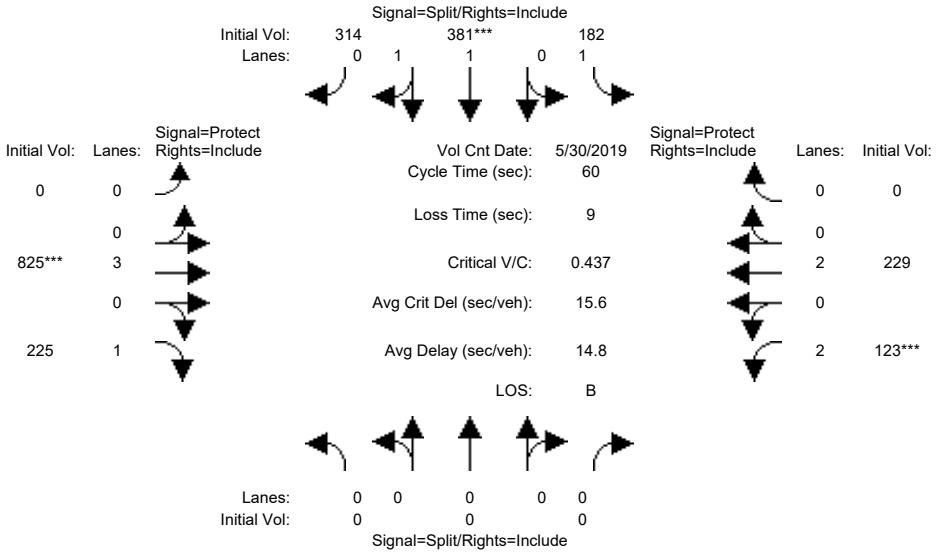
Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East 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	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	0	0	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	0
Added Vol:	0	0	0	0	0	0	0	16	25	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	182	381	314	0	825	225	123	229	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	182	381	314	0	825	225	123	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	381	314	0	825	225	123	229	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:	0	0	0	182	381	314	0	825	225	123	229	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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.07	0.93	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2027	1671	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.19	0.19	0.00	0.14	0.13	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.32	0.32	0.12	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.45	0.45	0.00	0.45	0.40	0.33	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	11.7	12.9	12.9	0.0	16.4	16.4	24.9	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	12.9	12.9	0.0	16.4	16.4	24.9	10.2	0.0
LOS by Move:	A	A	A	B+	B	B	A	B	B	C	B+	A
HCM2k95thQ:	0	0	0	5	9	9	0	8	7	3	3	0

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

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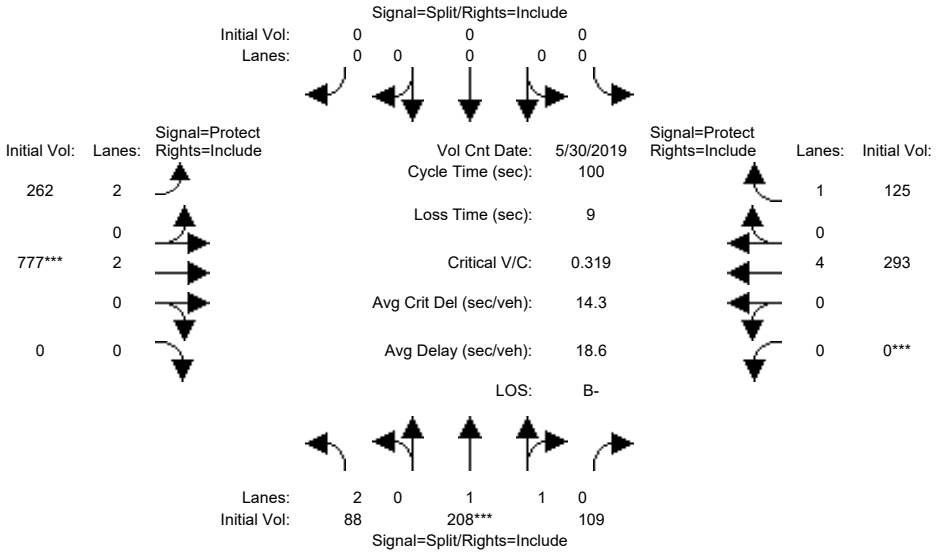
Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East 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	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	82	208	109	0	0	0	262	761	0	0	289	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	208	109	0	0	0	262	761	0	0	289	125
Added Vol:	6	0	0	0	0	0	0	16	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	208	109	0	0	0	262	777	0	0	293	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	208	109	0	0	0	262	777	0	0	293	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	208	109	0	0	0	262	777	0	0	293	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	208	109	0	0	0	262	777	0	0	293	125
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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2427	1272	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.00	0.00	0.00	0.08	0.20	0.00	0.00	0.04	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.00	0.00	0.00	0.29	0.64	0.00	0.00	0.35	0.35
Volume/Cap:	0.10	0.32	0.32	0.00	0.00	0.00	0.29	0.32	0.00	0.00	0.11	0.20
Delay/Veh:	27.6	29.4	29.4	0.0	0.0	0.0	27.6	8.2	0.0	0.0	22.0	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:	27.6	29.4	29.4	0.0	0.0	0.0	27.6	8.2	0.0	0.0	22.0	22.9
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C+
HCM2k95thQ:	3	8	8	0	0	0	7	10	0	0	3	6

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

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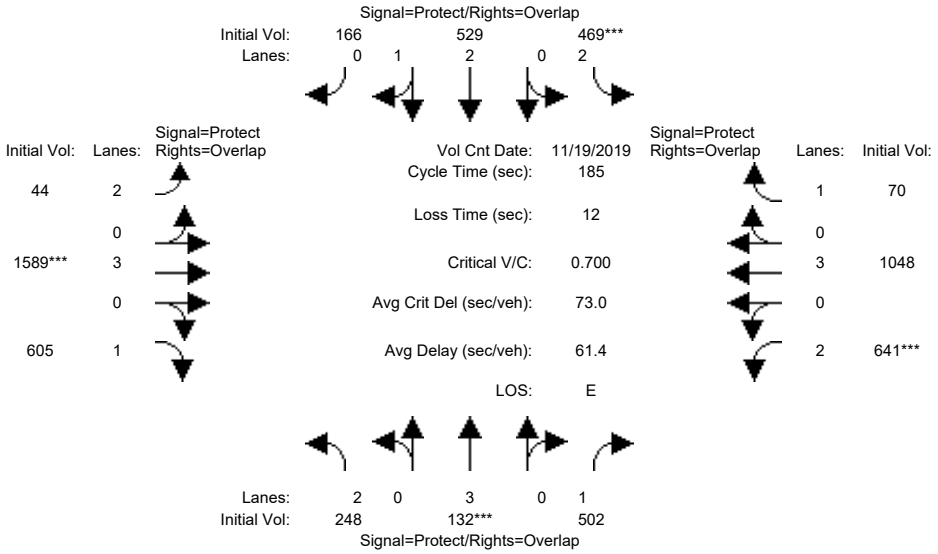
Existing PP PM

Intersection #12: Central Expy and Mary Avenue



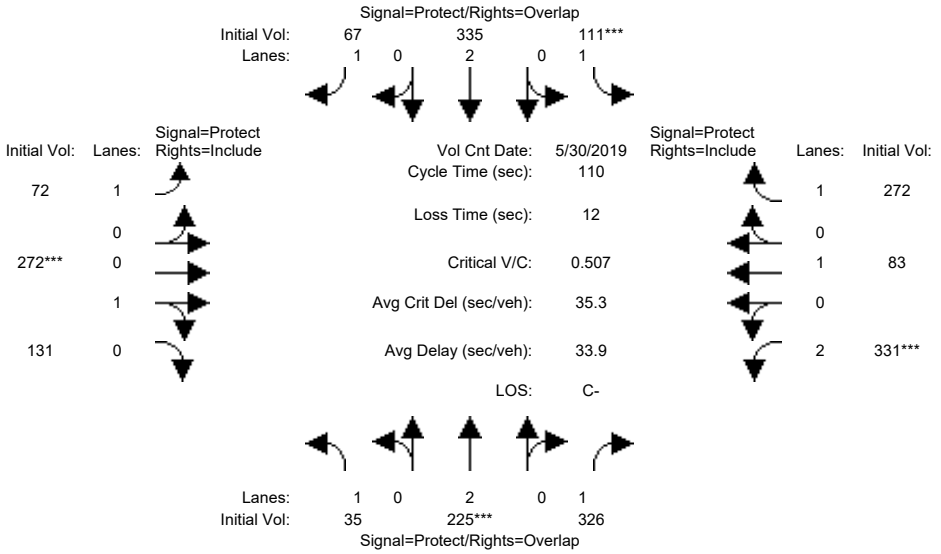
Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 PM												
Base Vol:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	70
Added Vol:	2	0	0	0	0	0	0	13	7	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	132	502	469	529	166	44	1589	605	641	1048	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:	248	132	502	469	529	166	44	1589	605	641	1048	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	132	502	469	529	166	44	1589	605	641	1048	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	132	502	469	529	166	44	1589	605	641	1048	70
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	2.26	0.74	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4261	1337	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.29	0.15	0.12	0.12	0.01	0.28	0.35	0.20	0.18	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.44	0.17	0.28	0.34	0.05	0.32	0.42	0.24	0.51	0.68
Volume/Cap:	0.87	0.12	0.66	0.86	0.44	0.37	0.26	0.86	0.83	0.86	0.36	0.06
Delay/Veh:	106.8	60.6	43.2	87.1	54.5	46.7	84.9	67.4	63.7	79.2	34.3	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.8	60.6	43.2	87.1	54.5	46.7	84.9	67.4	63.7	79.2	34.3	15.6
LOS by Move:	F	E	D	F	D-	D	F	E	E	E-	C-	B
HCM2k95thQ:	17	4	40	31	20	18	3	49	57	39	25	5

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



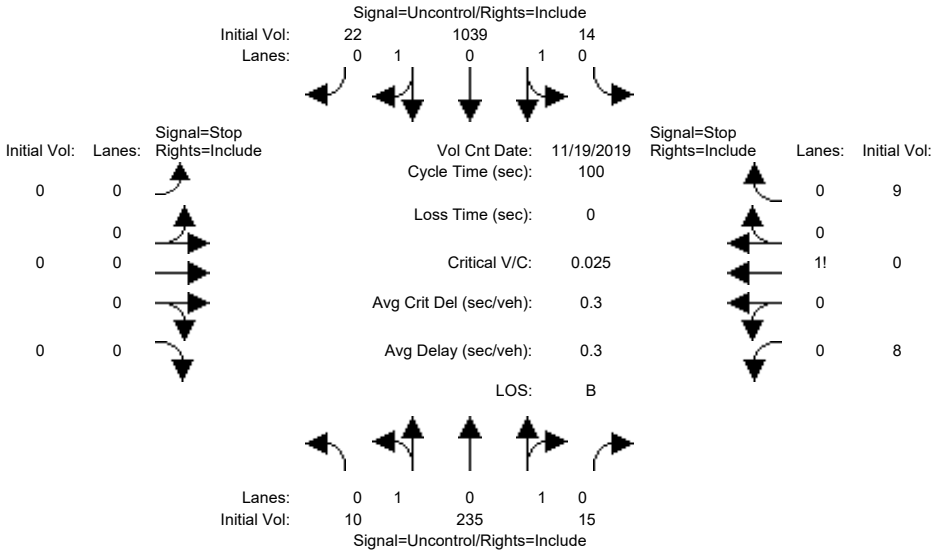
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	35	225	326	111	335	67	72	265	131	331	81	272
Growth Adj:	1.00	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	225	326	111	335	67	72	265	131	331	81	272
Added Vol:	0	0	0	0	0	0	0	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	225	326	111	335	67	72	272	131	331	83	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	225	326	111	335	67	72	272	131	331	83	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	225	326	111	335	67	72	272	131	331	83	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	35	225	326	111	335	67	72	272	131	331	83	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.67	0.33	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1215	585	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.19	0.06	0.09	0.04	0.04	0.22	0.22	0.11	0.04	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.12	0.32	0.13	0.14	0.33	0.19	0.44	0.44	0.21	0.46	0.46
Volume/Cap:	0.20	0.51	0.57	0.51	0.62	0.12	0.22	0.51	0.51	0.51	0.09	0.34
Delay/Veh:	46.1	46.6	32.3	46.9	46.6	25.7	38.1	22.6	22.6	39.3	16.8	19.2
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	46.6	32.3	46.9	46.6	25.7	38.1	22.6	22.6	39.3	16.8	19.2
LOS by Move:	D	D	C-	D	D	C	D+	C+	C+	D	B	B-
HCM2k95thQ:	3	8	19	9	12	3	5	19	19	11	3	12

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road




```
Street Name:         North Whisman Road                 Pacific Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 pm
Base Vol:      10  233   15    14 1035   22     0    0     0     8    0     9
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  233   15    14 1035   22     0    0     0     8    0     9
Added Vol:      0    2    0     0    4    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   10  235   15    14 1039   22     0    0     0     8    0     9
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  235   15    14 1039   22     0    0     0     8    0     9
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   10  235   15    14 1039   22     0    0     0     8    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1061 xxxx xxxxx   250 xxxx xxxxx  xxxx xxxx xxxxx   810 1352   125
Potent Cap.:  664 xxxx xxxxx  1327 xxxx xxxxx  xxxx xxxx xxxxx   322  152   909
Move Cap.:    664 xxxx xxxxx  1327 xxxx xxxxx  xxxx xxxx xxxxx   315  148   909
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.5 xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    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  482 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel: 10.5 xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.7 xxxxx
Shared LOS:     B    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              12.7
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Pacific Drive and North Whisman Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	235	15	14	1039	22	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1352]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	235	15	14	1039	22	0	0	0	8	0	9

Major Street Volume: 1335
Minor Approach Volume: 17
Minor Approach Volume Threshold: 185

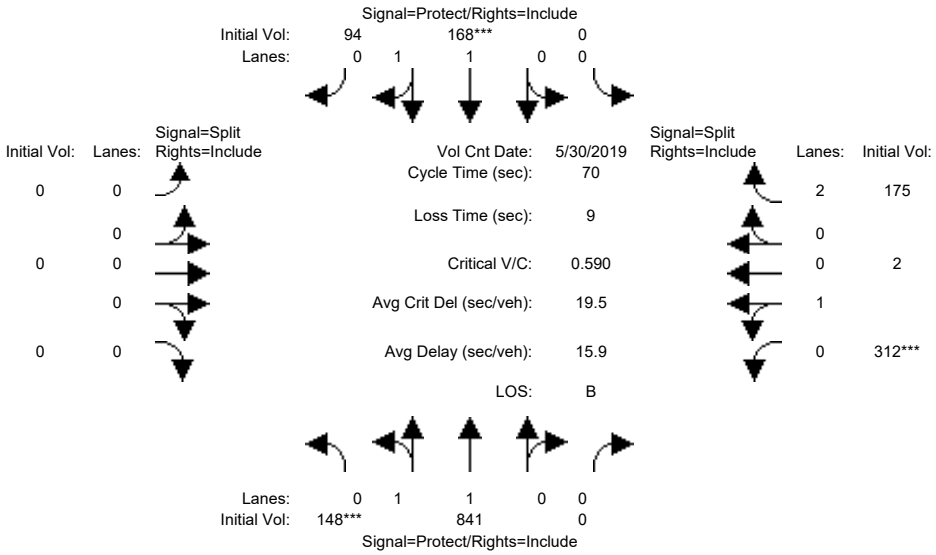
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



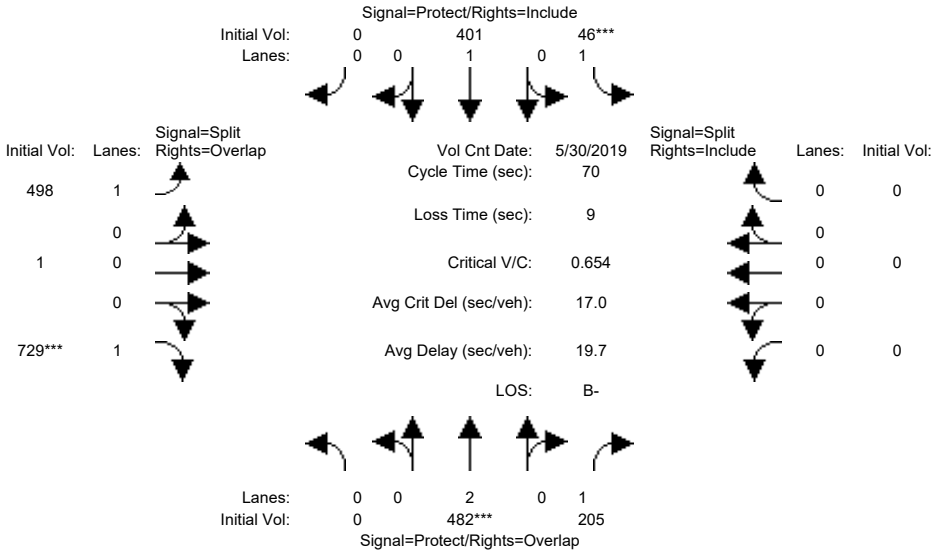
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	102	800	0	0	168	88	0	0	0	251	2	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	800	0	0	168	88	0	0	0	251	2	175
Added Vol:	46	41	0	0	0	6	0	0	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	841	0	0	168	94	0	0	0	312	2	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	841	0	0	168	94	0	0	0	312	2	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	841	0	0	168	94	0	0	0	312	2	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	148	841	0	0	168	94	0	0	0	312	2	175
Saturation Flow 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	0.83
Lanes:	0.32	1.68	0.00	0.00	1.24	0.76	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	561	3190	0	0	2364	1323	0	0	0	1740	11	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.18	0.18	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.43	0.58	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.61	0.46	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.61	0.61	0.19
Delay/Veh:	15.9	8.7	0.0	0.0	28.4	28.4	0.0	0.0	0.0	23.3	23.3	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:	15.9	8.7	0.0	0.0	28.4	28.4	0.0	0.0	0.0	23.3	23.3	18.5
LOS by Move:	B	A	A	A	C	C	A	A	A	C	C	B-
HCM2k95thQ:	15	11	0	0	7	7	0	0	0	14	14	4

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps



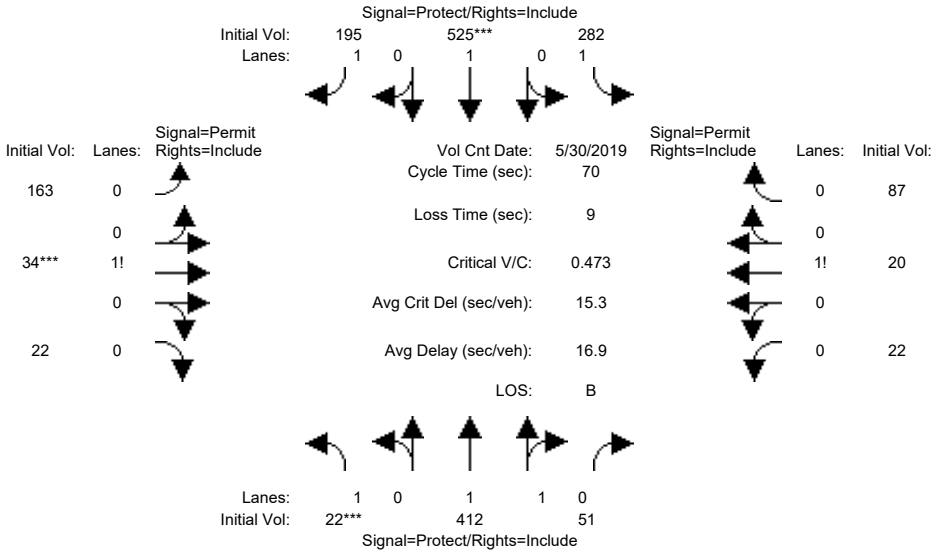
Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	0	436	148	46	340	0	457	1	498	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	148	46	340	0	457	1	498	0	0	0
Added Vol:	0	46	57	0	61	0	41	0	231	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	482	205	46	401	0	498	1	729	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	482	205	46	401	0	498	1	729	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	482	205	46	401	0	498	1	729	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
FinalVolume:	0	482	205	46	401	0	498	1	729	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1747	4	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.03	0.21	0.00	0.29	0.29	0.42	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.18	0.18	0.10	0.28	0.00	0.59	0.59	0.59	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.65	0.26	0.75	0.00	0.48	0.48	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	31.4	29.9	29.0	0.0	8.3	8.3	11.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	31.4	29.9	29.0	0.0	8.3	8.3	11.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B+	A	A	A
HCM2k95thQ:	0	10	9	2	15	0	13	13	23	0	0	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	10	341	51	220	382	108	141	34	17	22	20	77
Growth Adj:	1.00	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	341	51	220	382	108	141	34	17	22	20	77
Added Vol:	12	71	0	62	143	87	22	0	5	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	412	51	282	525	195	163	34	22	22	20	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	412	51	282	525	195	163	34	22	22	20	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	412	51	282	525	195	163	34	22	22	20	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	22	412	51	282	525	195	163	34	22	22	20	87
Saturation Flow 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	1.76	0.24	1.00	1.00	1.00	0.76	0.14	0.10	0.17	0.14	0.69
Final Sat.:	1750	3350	415	1750	1900	1750	1319	275	178	302	275	1195
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.16	0.28	0.11	0.12	0.12	0.12	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.30	0.30	0.34	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.13	0.41	0.41	0.48	0.52	0.21	0.52	0.52	0.52	0.31	0.31	0.31
Delay/Veh:	29.0	19.9	19.9	19.0	11.0	8.7	24.3	24.3	24.3	22.3	22.3	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:	29.0	19.9	19.9	19.0	11.0	8.7	24.3	24.3	24.3	22.3	22.3	22.3
LOS by Move:	C	B-	B-	B-	B+	A	C	C	C	C+	C+	C+
HCM2k95thQ:	1	9	9	10	13	5	10	10	10	5	5	5

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

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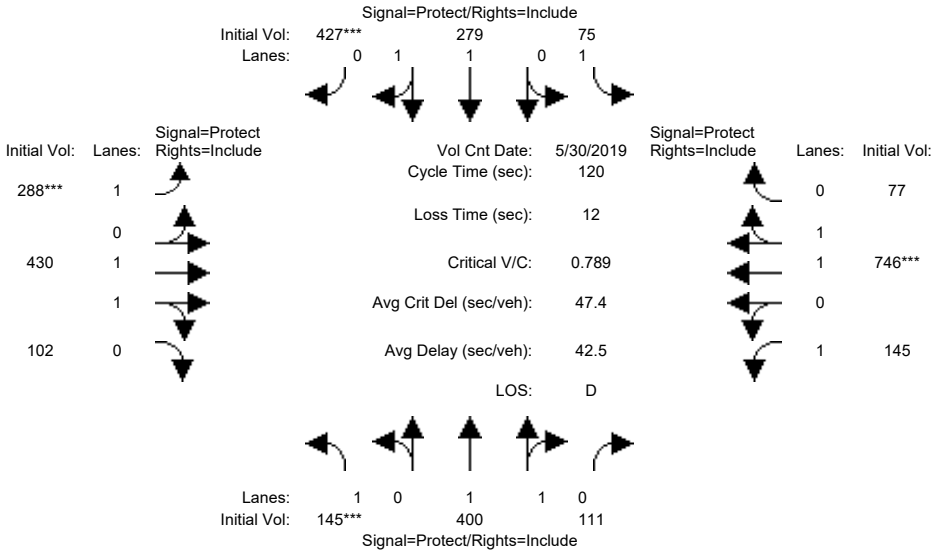
Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	93	387	108	75	245	251	151	321	56	145	690	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	387	108	75	245	251	151	321	56	145	690	77
Added Vol:	52	13	3	0	34	176	137	109	46	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	400	111	75	279	427	288	430	102	145	746	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	400	111	75	279	427	288	430	102	145	746	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	400	111	75	279	427	288	430	102	145	746	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	145	400	111	75	279	427	288	430	102	145	746	77
Saturation Flow 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	1.54	0.46	1.00	1.00	1.00	1.00	1.59	0.41	1.00	1.80	0.20
Final Sat.:	1750	2920	810	1750	1900	1750	1750	3022	717	1750	3417	353
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.04	0.15	0.24	0.16	0.14	0.14	0.08	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.29	0.29	0.12	0.31	0.31	0.21	0.31	0.31	0.18	0.28	0.28
Volume/Cap:	0.79	0.47	0.47	0.35	0.47	0.79	0.79	0.46	0.46	0.46	0.79	0.79
Delay/Veh:	72.4	35.3	35.3	49.1	33.8	42.6	55.9	33.9	33.9	45.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	35.3	35.3	49.1	33.8	42.6	55.9	33.9	33.9	45.2	44.2	44.2
LOS by Move:	E	D+	D+	D	C-	D	E+	C-	C-	D	D	D
HCM2k95thQ:	12	14	14	5	15	28	23	15	15	10	25	25

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

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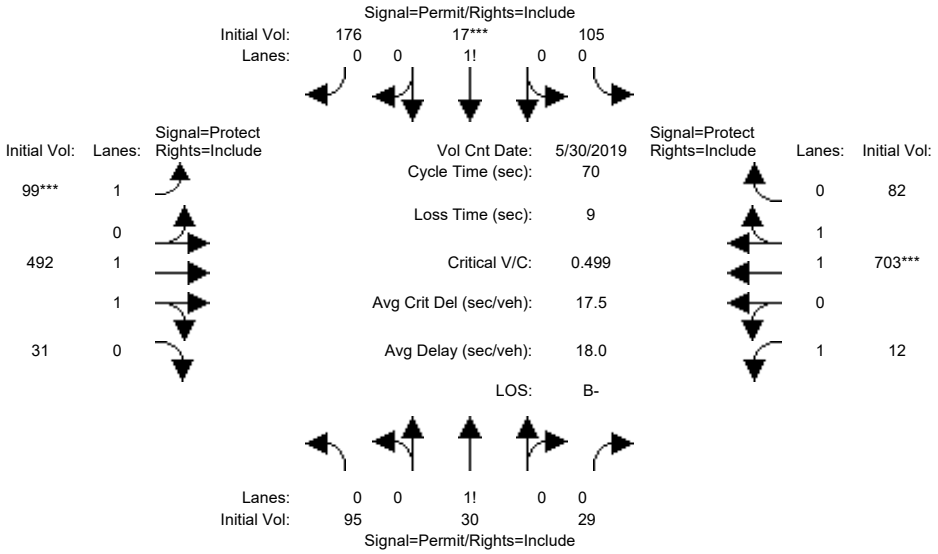
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	10	10	10	0	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: >> Count Date: 30 May 2019 << 07:45:00 AM												
Base Vol:	95	30	29	105	17	176	99	381	31	12	646	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	29	105	17	176	99	381	31	12	646	82
Added Vol:	0	0	0	0	0	0	0	111	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	29	105	17	176	99	492	31	12	703	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	29	105	17	176	99	492	31	12	703	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	29	105	17	176	99	492	31	12	703	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	95	30	29	105	17	176	99	492	31	12	703	82
Saturation Flow 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:	0.63	0.18	0.19	0.35	0.05	0.60	1.00	1.87	0.13	1.00	1.78	0.22
Final Sat.:	1096	346	335	619	100	1038	1750	3557	224	1750	3373	393
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.06	0.14	0.14	0.01	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.31	0.31	0.22	0.42	0.42
Volume/Cap:	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.44	0.44	0.03	0.50	0.50
Delay/Veh:	16.9	16.9	16.9	19.0	19.0	19.0	31.1	19.5	19.5	21.5	15.2	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:	16.9	16.9	16.9	19.0	19.0	19.0	31.1	19.5	19.5	21.5	15.2	15.2
LOS by Move:	B	B	B	B-	B-	B-	C	B-	B-	C+	B	B
HCM2k95thQ:	5	5	5	11	11	11	4	9	9	0	12	12

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

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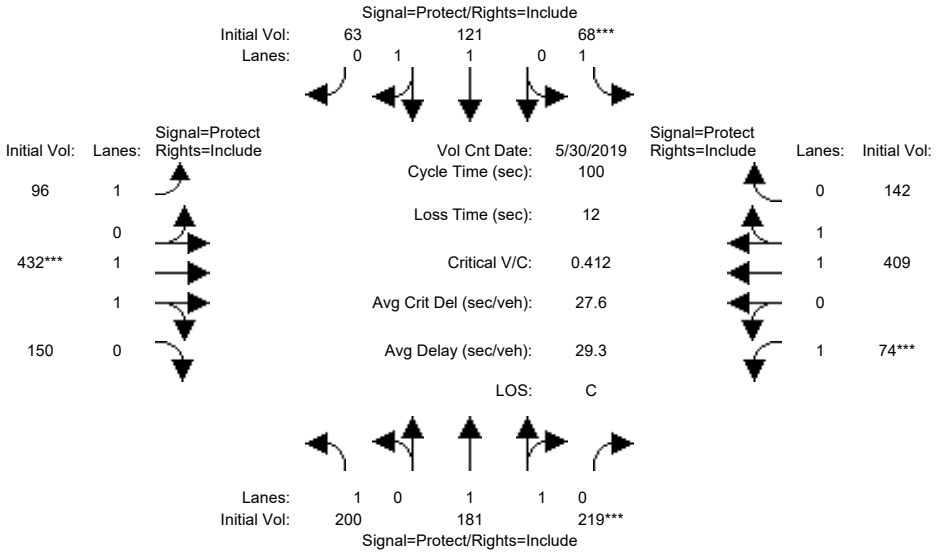
Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	162	164	179	58	116	60	88	359	120	62	393	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	164	179	58	116	60	88	359	120	62	393	87
Added Vol:	38	17	40	10	5	3	8	73	30	12	16	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	181	219	68	121	63	96	432	150	74	409	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:	200	181	219	68	121	63	96	432	150	74	409	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	181	219	68	121	63	96	432	150	74	409	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
FinalVolume:	200	181	219	68	121	63	96	432	150	74	409	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.28	0.72	1.00	1.45	0.55	1.00	1.45	0.55
Final Sat.:	1750	1900	1750	1750	2428	1264	1750	2760	958	1750	2760	958
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.13	0.04	0.05	0.05	0.05	0.16	0.16	0.04	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.21	0.30	0.30	0.10	0.19	0.19	0.15	0.38	0.38	0.10	0.33	0.33
Volume/Cap:	0.53	0.32	0.42	0.39	0.27	0.27	0.36	0.42	0.42	0.42	0.46	0.46
Delay/Veh:	36.4	27.1	28.2	43.6	35.0	35.0	38.7	23.2	23.2	43.7	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	27.1	28.2	43.6	35.0	35.0	38.7	23.2	23.2	43.7	27.0	27.0
LOS by Move:	D+	C	C	D	C-	C-	D+	C	C	D	C	C
HCM2k95thQ:	12	9	12	5	5	5	6	12	12	5	13	13

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

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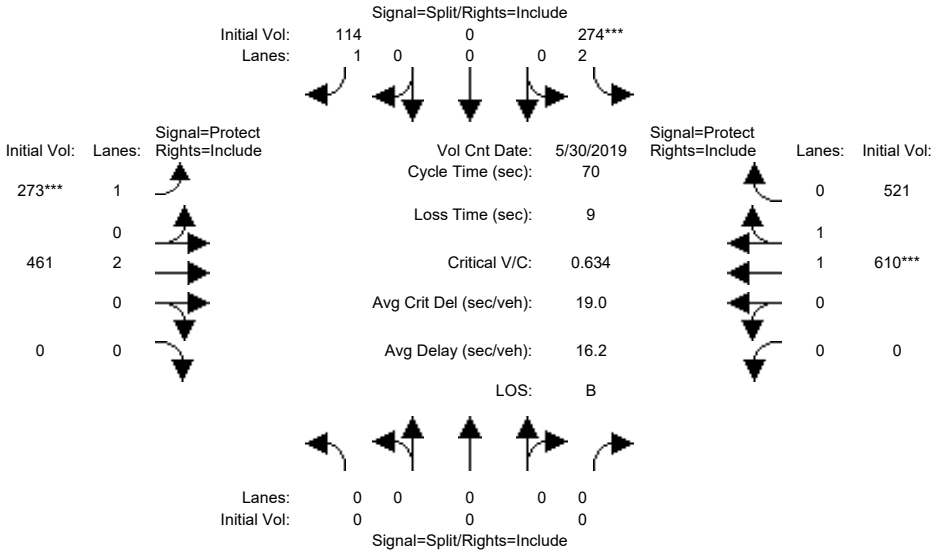
Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	152	0	104	244	367	0	0	537	448
Growth Adj:	1.00	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	152	0	104	244	367	0	0	537	448
Added Vol:	0	0	0	122	0	10	29	94	0	0	73	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	274	0	114	273	461	0	0	610	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	274	0	114	273	461	0	0	610	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	274	0	114	273	461	0	0	610	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	274	0	114	273	461	0	0	610	521
Saturation 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	1.04	0.96
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1972	1684
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.16	0.12	0.00	0.00	0.31	0.31
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.24	0.73	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.46	0.64	0.17	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	28.8	26.9	3.0	0.0	0.0	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:	0.0	0.0	0.0	30.6	0.0	28.8	26.9	3.0	0.0	0.0	14.3	14.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	6	11	3	0	0	17	17

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

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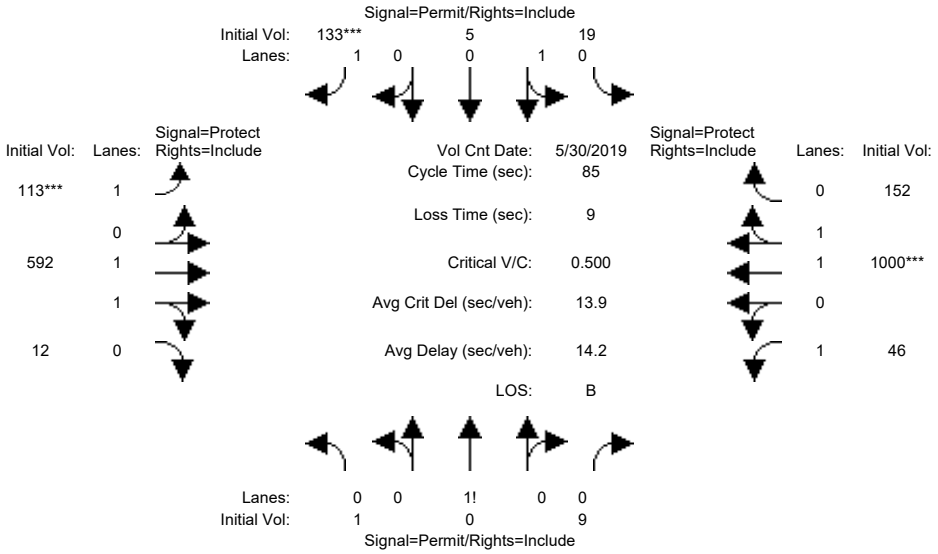
Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	1	0	9	14	5	119	81	409	12	46	868	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	9	14	5	119	81	409	12	46	868	124
Added Vol:	0	0	0	5	0	14	32	183	0	0	132	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	19	5	133	113	592	12	46	1000	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:	1	0	9	19	5	133	113	592	12	46	1000	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	9	19	5	133	113	592	12	46	1000	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
FinalVolume:	1	0	9	19	5	133	113	592	12	46	1000	152
Saturation Flow 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:	0.10	0.00	0.90	0.80	0.20	1.00	1.00	1.96	0.04	1.00	1.72	0.28
Final Sat.:	175	0	1575	1409	371	1750	1750	3718	75	1750	3262	496
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.08	0.06	0.16	0.16	0.03	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.15	0.00	0.15	0.15	0.15	0.15	0.13	0.49	0.49	0.25	0.61	0.61
Volume/Cap:	0.04	0.00	0.04	0.09	0.09	0.50	0.50	0.33	0.33	0.10	0.50	0.50
Delay/Veh:	30.8	0.0	30.8	31.1	31.1	34.6	36.2	13.3	13.3	24.5	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	0.0	30.8	31.1	31.1	34.6	36.2	13.3	13.3	24.5	9.3	9.3
LOS by Move:	C	A	C	C	C	C-	D+	B	B	C	A	A
HCM2k95thQ:	1	0	1	1	1	8	6	9	9	2	16	16

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

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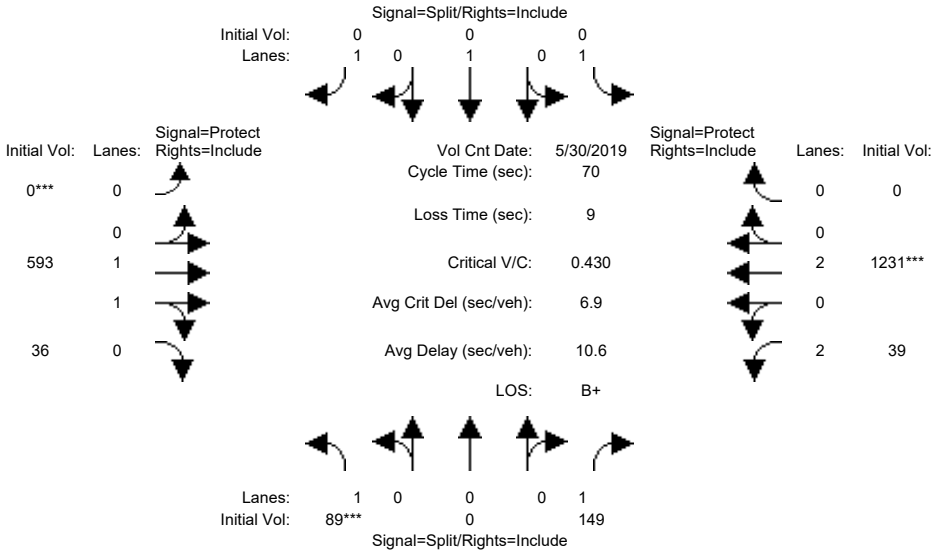
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	0
Added Vol:	31	0	16	0	0	0	0	178	11	6	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	0	149	0	0	0	0	593	36	39	1231	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:	89	0	149	0	0	0	0	593	36	39	1231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	149	0	0	0	0	593	36	39	1231	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:	89	0	149	0	0	0	0	593	36	39	1231	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.88	0.12	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3565	216	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.17	0.17	0.01	0.32	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.42	0.42	0.25	0.67	0.00
Volume/Cap:	0.26	0.00	0.43	0.00	0.00	0.00	0.00	0.40	0.40	0.05	0.48	0.00
Delay/Veh:	24.1	0.0	25.5	0.0	0.0	0.0	0.0	14.3	14.3	19.8	5.7	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:	24.1	0.0	25.5	0.0	0.0	0.0	0.0	14.3	14.3	19.8	5.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B-	A	A
HCM2k95thQ:	4	0	7	0	0	0	0	9	9	1	12	0

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

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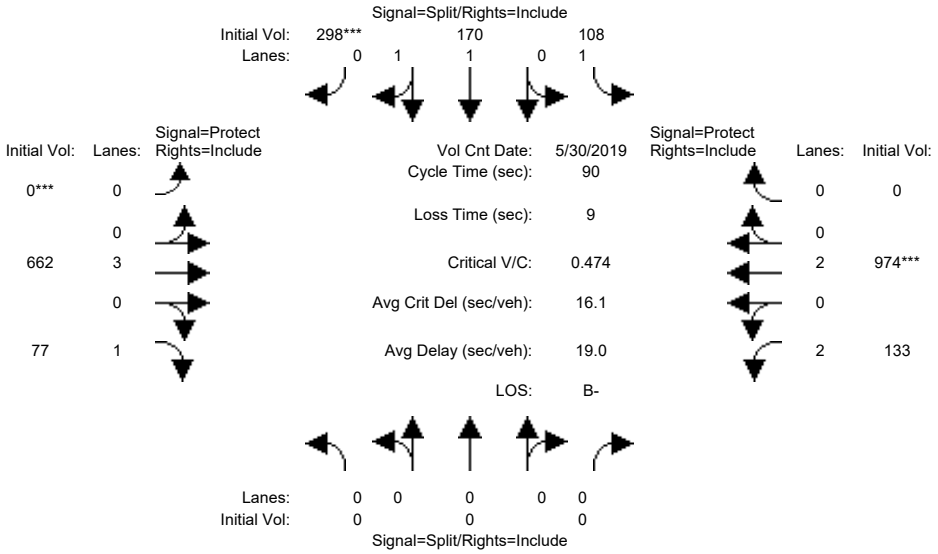
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East 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	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	0
Added Vol:	0	0	0	4	25	11	0	175	20	15	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	170	298	0	662	77	133	974	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	108	170	298	0	662	77	133	974	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	170	298	0	662	77	133	974	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:	0	0	0	108	170	298	0	662	77	133	974	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.09	0.17	0.00	0.12	0.04	0.04	0.26	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.32	0.32	0.22	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.17	0.25	0.47	0.00	0.36	0.14	0.19	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	19.8	20.4	22.6	0.0	23.4	21.6	29.0	12.9	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	19.8	20.4	22.6	0.0	23.4	21.6	29.0	12.9	0.0
LOS by Move:	A	A	A	B-	C+	C+	A	C	C+	C	B	A
HCM2k95thQ:	0	0	0	4	6	13	0	9	3	4	15	0

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

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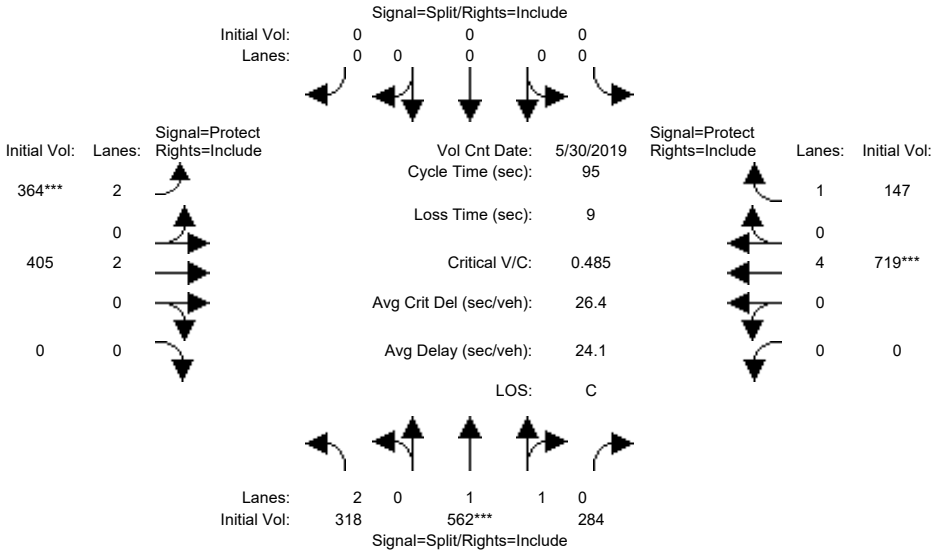
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East 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	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	262	354	209	0	0	0	327	264	0	0	636	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	354	209	0	0	0	327	264	0	0	636	147
Added Vol:	56	208	75	0	0	0	37	141	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	562	284	0	0	0	364	405	0	0	719	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	562	284	0	0	0	364	405	0	0	719	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	562	284	0	0	0	364	405	0	0	719	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	318	562	284	0	0	0	364	405	0	0	719	147
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2454	1240	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.09	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.24	0.43	0.00	0.00	0.19	0.19
Volume/Cap:	0.21	0.49	0.49	0.00	0.00	0.00	0.49	0.25	0.00	0.00	0.49	0.43
Delay/Veh:	14.8	17.4	17.4	0.0	0.0	0.0	31.7	17.2	0.0	0.0	34.2	34.5
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:	14.8	17.4	17.4	0.0	0.0	0.0	31.7	17.2	0.0	0.0	34.2	34.5
LOS by Move:	B	B	B	A	A	A	C	B	A	A	C-	C-
HCM2k95thQ:	6	16	16	0	0	0	10	7	0	0	9	8

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

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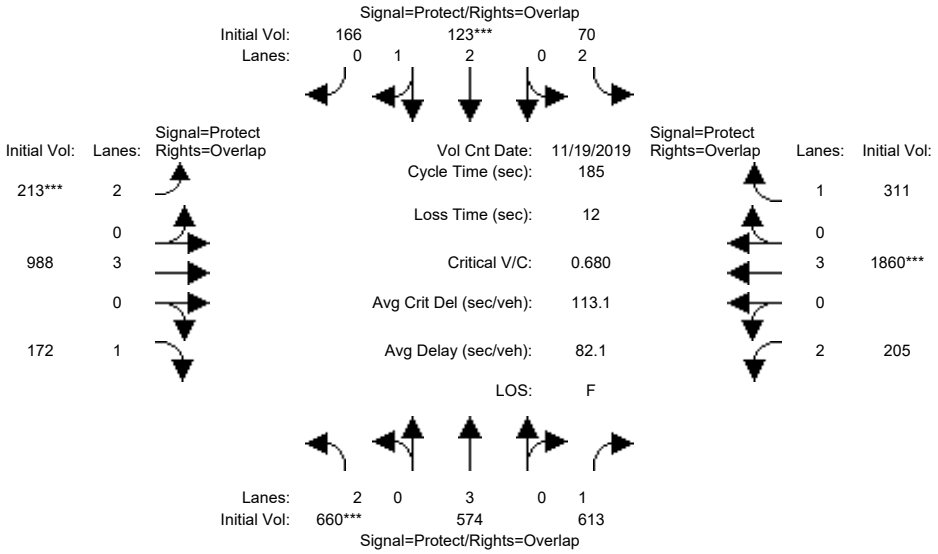
Intersection #12: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 8:30 AM												
Base Vol:	621	500	504	69	109	153	139	867	157	167	1706	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	500	504	69	109	153	139	867	157	167	1706	305
Added Vol:	39	74	109	1	14	13	74	121	15	38	154	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	574	613	70	123	166	213	988	172	205	1860	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	574	613	70	123	166	213	988	172	205	1860	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	574	613	70	123	166	213	988	172	205	1860	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	660	574	613	70	123	166	213	988	172	205	1860	311
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:	0.21	0.10	0.35	0.02	0.03	0.09	0.07	0.17	0.10	0.07	0.33	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.26	0.50	0.16	0.27	0.32	0.05	0.28	0.43	0.23	0.46	0.62
Volume/Cap:	1.39	0.38	0.70	0.14	0.12	0.30	1.39	0.62	0.23	0.28	0.70	0.29
Delay/Veh:	264.7	55.8	38.6	67.4	50.9	47.6	296.6	61.5	38.7	59.9	48.0	23.3
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:	264.7	55.8	38.6	67.4	50.9	47.6	296.6	61.5	38.7	59.9	48.0	23.3
LOS by Move:	F	E+	D+	E	D	D	F	E	D+	E+	D	C
HCM2k95thQ:	57	16	47	4	5	14	24	30	14	12	49	22

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

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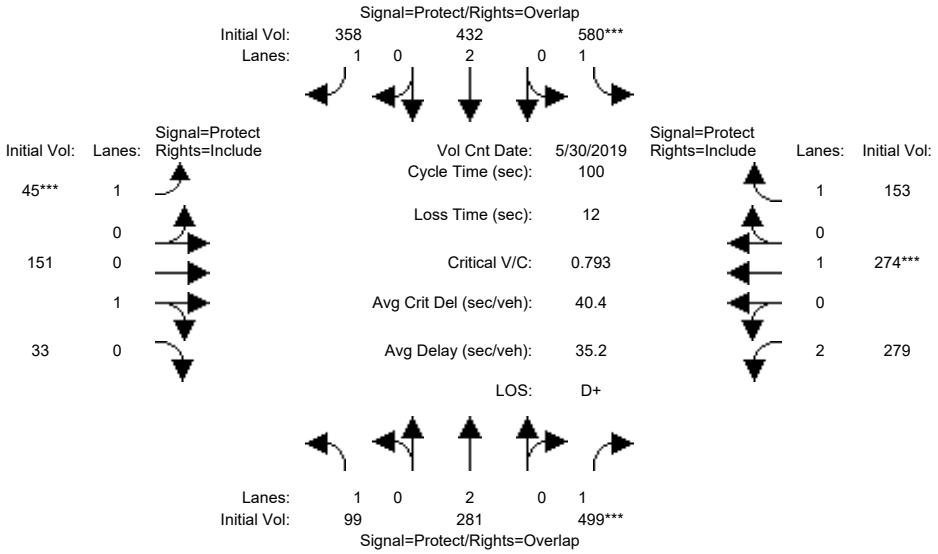
Intersection #13: Maude Avenue and SR 237 Ramps



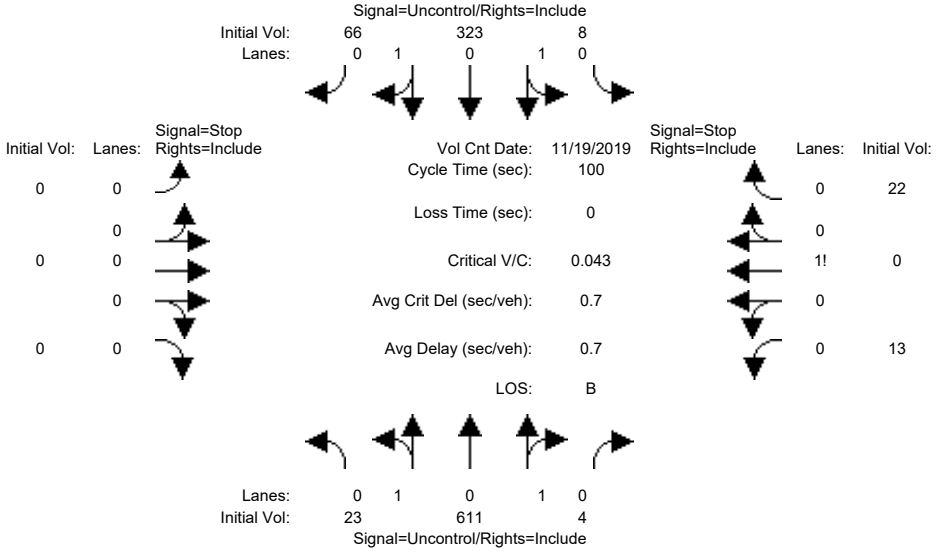
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	92	267	375	344	428	320	38	98	32	244	242	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	267	375	344	428	320	38	98	32	244	242	133
Added Vol:	7	14	124	236	4	38	7	53	1	35	32	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	281	499	580	432	358	45	151	33	279	274	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	281	499	580	432	358	45	151	33	279	274	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	281	499	580	432	358	45	151	33	279	274	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	99	281	499	580	432	358	45	151	33	279	274	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1536	336	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.29	0.33	0.11	0.20	0.03	0.10	0.10	0.09	0.14	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.18	0.24	0.35	0.40	0.46	0.53	0.07	0.13	0.13	0.11	0.17	0.17
Volume/Cap:	0.32	0.31	0.81	0.83	0.25	0.39	0.37	0.76	0.76	0.77	0.83	0.50
Delay/Veh:	36.3	31.6	37.5	35.2	16.7	14.3	46.3	55.2	55.2	53.0	55.9	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:	36.3	31.6	37.5	35.2	16.7	14.3	46.3	55.2	55.2	53.0	55.9	38.7
LOS by Move:	D+	C	D+	D+	B	B	D	E+	E+	D-	E+	D+
HCM2k95thQ:	6	7	30	33	8	13	4	14	14	11	17	9

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road



Street Name:	North Whisman Road						Pacific Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Nov 2019 << 7:45 AM												
Base Vol:	23	517	4	8	276	66	0	0	0	13	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	517	4	8	276	66	0	0	0	13	0	22
Added Vol:	0	94	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	611	4	8	323	66	0	0	0	13	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	611	4	8	323	66	0	0	0	13	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	611	4	8	323	66	0	0	0	13	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	389	xxxx	xxxxx	615	xxxx	xxxxx	xxxx	xxxx	xxxxx	837	1064	308
Potent Cap.:	1181	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	225	694
Move Cap.:	1181	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	218	694
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03
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	8.7	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	xxxx	xxxxx	xxxx	469	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	23	611	4	8	323	66	0	0	0	13	0	22
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1070]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	23	611	4	8	323	66	0	0	0	13	0	22

Major Street Volume: 1035
Minor Approach Volume: 35
Minor Approach Volume Threshold: 273

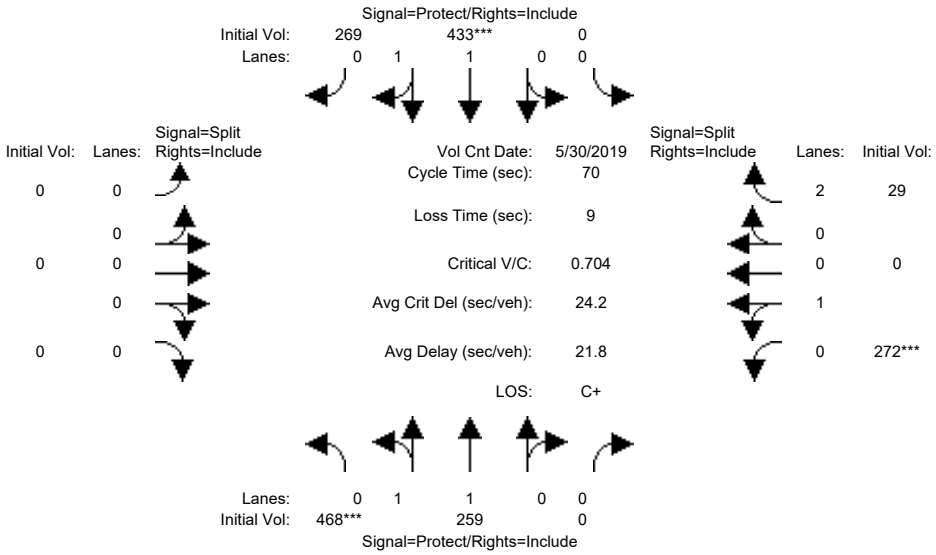
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



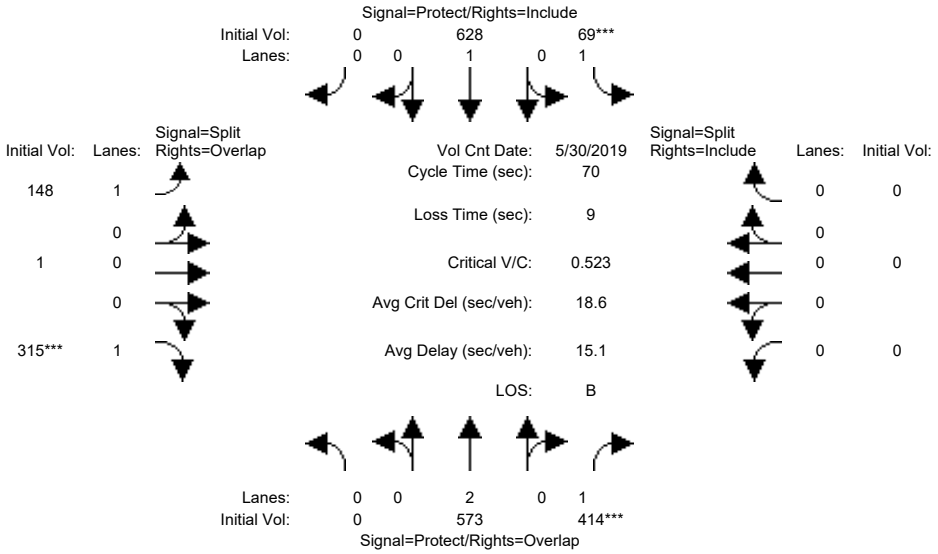
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	288	246	0	0	433	244	0	0	0	236	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	246	0	0	433	244	0	0	0	236	0	29
Added Vol:	180	13	0	0	0	25	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	259	0	0	433	269	0	0	0	272	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	259	0	0	433	269	0	0	0	272	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	259	0	0	433	269	0	0	0	272	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	259	0	0	433	269	0	0	0	272	0	29
Saturation Flow 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	0.83
Lanes:	1.00	1.00	0.00	0.00	1.19	0.81	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2269	1410	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.14	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.16	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.38	0.65	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.70	0.21	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.70	0.00	0.04
Delay/Veh:	20.6	5.0	0.0	0.0	25.3	25.3	0.0	0.0	0.0	31.0	0.0	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:	20.6	5.0	0.0	0.0	25.3	25.3	0.0	0.0	0.0	31.0	0.0	21.5
LOS by Move:	C+	A	A	A	C	C	A	A	A	C	A	C+
HCM2k95thQ:	17	4	0	0	16	16	0	0	0	14	0	1

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps

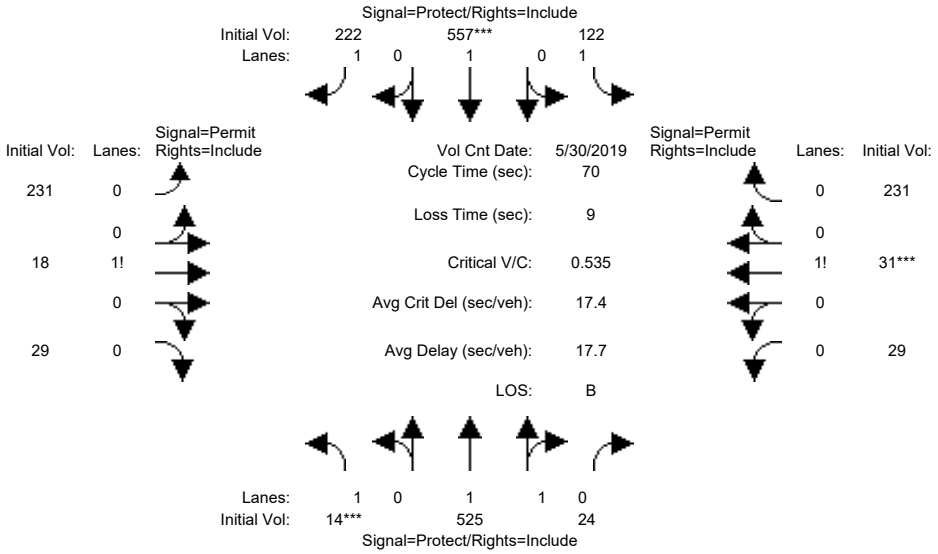



```
Street Name:            Ellis Street                    101 SB Ramps
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10    0    10    0   10      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: >> Count Date: 30 May 2019 << 05:00:00 PM
Base Vol:       0  393  301    69  592    0   135    1  234      0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0  393  301    69  592    0   135    1  234      0    0    0
Added Vol:      0  180  113     0   36    0    13    0   81      0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:    0  573  414    69  628    0   148    1  315      0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     0  573  414    69  628    0   148    1  315      0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  573  414    69  628    0   148    1  315      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
FinalVolume:    0  573  414    69  628    0   148    1  315      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 1.00 0.92  0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.99 0.01 1.00   0.00 0.00 0.00
Final Sat.:     0 3800 1750  1750 1900    0  1739   12 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15 0.24  0.04 0.33 0.00  0.09 0.09 0.18   0.00 0.00 0.00
Crit Moves:            ****  ****                    ****
Green/Cycle: 0.00 0.44 0.44  0.10 0.54 0.00  0.33 0.33 0.33   0.00 0.00 0.00
Volume/Cap:  0.00 0.34 0.54  0.39 0.61 0.00  0.26 0.26 0.54   0.00 0.00 0.00
Delay/Veh:    0.0 13.1 15.3  31.0 12.3  0.0  17.1 17.1 19.7    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0 13.1 15.3  31.0 12.3  0.0  17.1 17.1 19.7    0.0  0.0  0.0
LOS by Move:    A    B    B     C    B    A     B    B    B-     A    A    A
HCM2k95thQ:     0    8   13     3   17    0     5    5   13      0    0    0
Note: Queue reported is the number of cars per lane.
```


465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #3: Ellis Street and Fairchild Drive



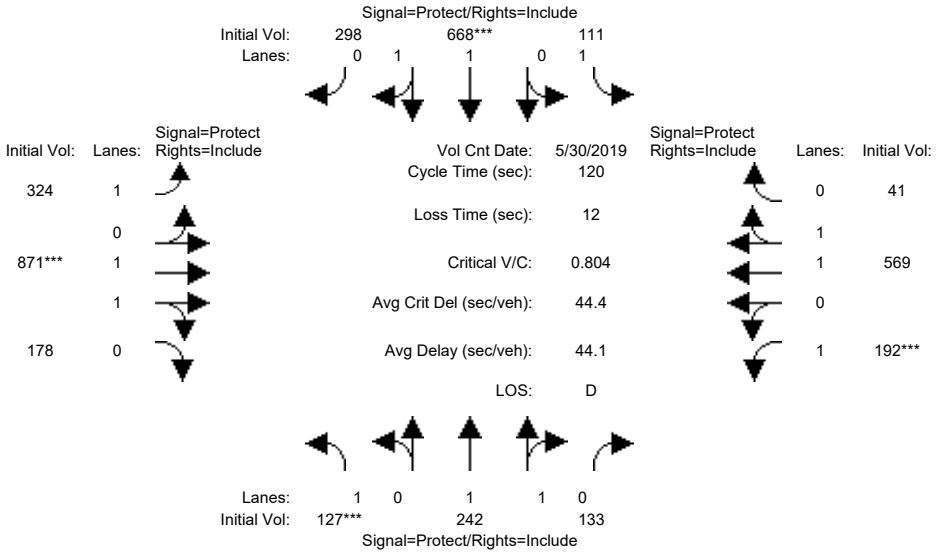
Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	7	374	24	110	478	195	146	18	17	29	31	173
Growth Adj:	1.00	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	374	24	110	478	195	146	18	17	29	31	173
Added Vol:	7	151	0	12	79	27	85	0	12	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	525	24	122	557	222	231	18	29	29	31	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	525	24	122	557	222	231	18	29	29	31	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	525	24	122	557	222	231	18	29	29	31	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	525	24	122	557	222	231	18	29	29	31	231
Saturation Flow 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	1.91	0.09	1.00	1.00	1.00	0.84	0.06	0.10	0.10	0.10	0.80
Final Sat.:	1750	3620	166	1750	1900	1750	1462	114	183	176	188	1401
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.07	0.29	0.13	0.16	0.16	0.16	0.16	0.16	0.16
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.35	0.35	0.24	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.08	0.41	0.41	0.29	0.59	0.26	0.57	0.57	0.57	0.59	0.59	0.59
Delay/Veh:	28.8	17.4	17.4	22.0	13.7	10.4	23.3	23.3	23.3	23.8	23.8	23.8
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:	28.8	17.4	17.4	22.0	13.7	10.4	23.3	23.3	23.3	23.8	23.8	23.8
LOS by Move:	C	B	B	C+	B	B+	C	C	C	C	C	C
HCM2k95thQ:	1	9	9	4	16	6	12	12	12	13	13	13

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	80	205	132	111	648	156	125	807	119	189	463	41
Growth Adj:	1.00	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	205	132	111	648	156	125	807	119	189	463	41
Added Vol:	47	37	1	0	20	142	199	64	59	3	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	242	133	111	668	298	324	871	178	192	569	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	242	133	111	668	298	324	871	178	192	569	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	242	133	111	668	298	324	871	178	192	569	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	127	242	133	111	668	298	324	871	178	192	569	41
Saturation Flow 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	1.25	0.75	1.00	1.35	0.65	1.00	1.64	0.36	1.00	1.85	0.15
Final Sat.:	1750	2380	1308	1750	2560	1142	1750	3110	636	1750	3524	254
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.26	0.26	0.19	0.28	0.28	0.11	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.26	0.26	0.16	0.32	0.32	0.26	0.35	0.35	0.14	0.23	0.23
Volume/Cap:	0.80	0.40	0.40	0.40	0.80	0.80	0.71	0.80	0.80	0.80	0.71	0.71
Delay/Veh:	78.5	37.3	37.3	46.2	41.0	41.0	45.8	39.1	39.1	67.9	45.8	45.8
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:	78.5	37.3	37.3	46.2	41.0	41.0	45.8	39.1	39.1	67.9	45.8	45.8
LOS by Move:	E-	D+	D+	D	D	D	D	D	D	E	D	D
HCM2k95thQ:	11	11	11	8	30	30	23	33	33	15	19	19

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

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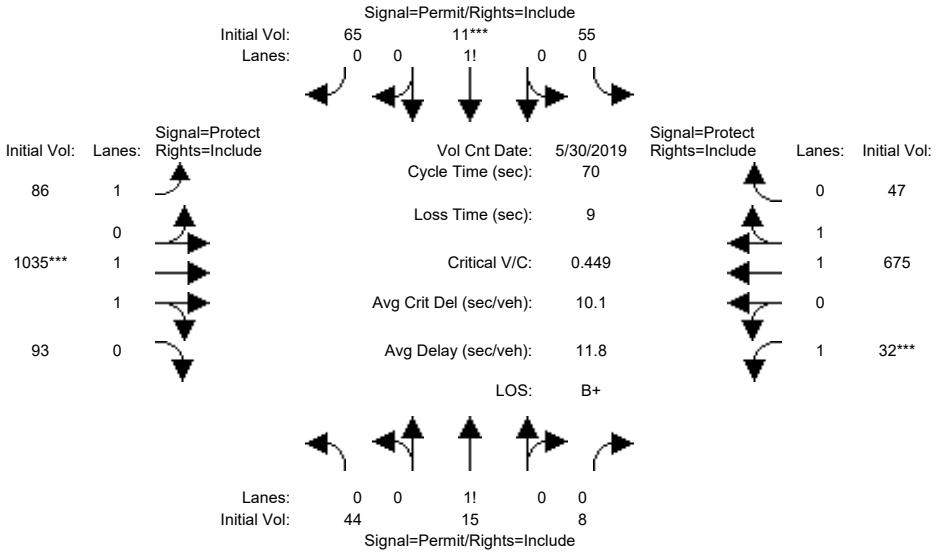
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	44	15	8	55	11	65	86	970	93	32	566	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	15	8	55	11	65	86	970	93	32	566	47
Added Vol:	0	0	0	0	0	0	0	65	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	15	8	55	11	65	86	1035	93	32	675	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	15	8	55	11	65	86	1035	93	32	675	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	15	8	55	11	65	86	1035	93	32	675	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	15	8	55	11	65	86	1035	93	32	675	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.21	0.12	0.42	0.08	0.50	1.00	1.82	0.18	1.00	1.86	0.14
Final Sat.:	1170	399	213	740	148	874	1750	3462	311	1750	3533	246
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.30	0.30	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.25	0.62	0.62	0.10	0.47	0.47
Volume/Cap:	0.24	0.24	0.24	0.48	0.48	0.48	0.20	0.48	0.48	0.18	0.41	0.41
Delay/Veh:	26.5	26.5	26.5	28.4	28.4	28.4	21.1	7.5	7.5	29.4	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	28.4	28.4	28.4	21.1	7.5	7.5	29.4	12.3	12.3
LOS by Move:	C	C	C	C	C	C	C+	A	A	C	B	B
HCM2k95thQ:	3	3	3	7	7	7	3	12	12	1	10	10

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

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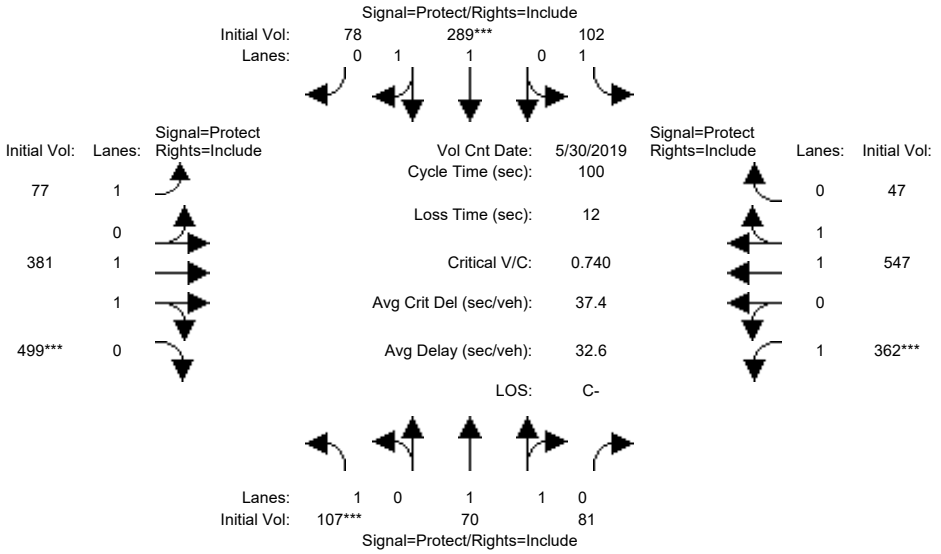
Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	36
Added Vol:	32	6	21	53	17	8	4	19	42	41	68	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	70	81	102	289	78	77	381	499	362	547	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	70	81	102	289	78	77	381	499	362	547	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	70	81	102	289	78	77	381	499	362	547	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	70	81	102	289	78	77	381	499	362	547	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	2939	793	1750	1900	1750	1750	3476	299
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.06	0.10	0.10	0.04	0.20	0.29	0.21	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.11	0.11	0.11	0.13	0.13	0.20	0.38	0.38	0.27	0.45	0.45
Volume/Cap:	0.61	0.32	0.40	0.51	0.76	0.76	0.22	0.53	0.76	0.76	0.35	0.35
Delay/Veh:	49.4	41.1	41.8	43.7	48.7	48.7	33.8	24.6	30.1	40.1	18.1	18.1
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:	49.4	41.1	41.8	43.7	48.7	48.7	33.8	24.6	30.1	40.1	18.1	18.1
LOS by Move:	D	D	D	D	D	D	C-	C	C	D	B-	B-
HCM2k95thQ:	9	5	6	8	14	14	4	17	26	20	11	11

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

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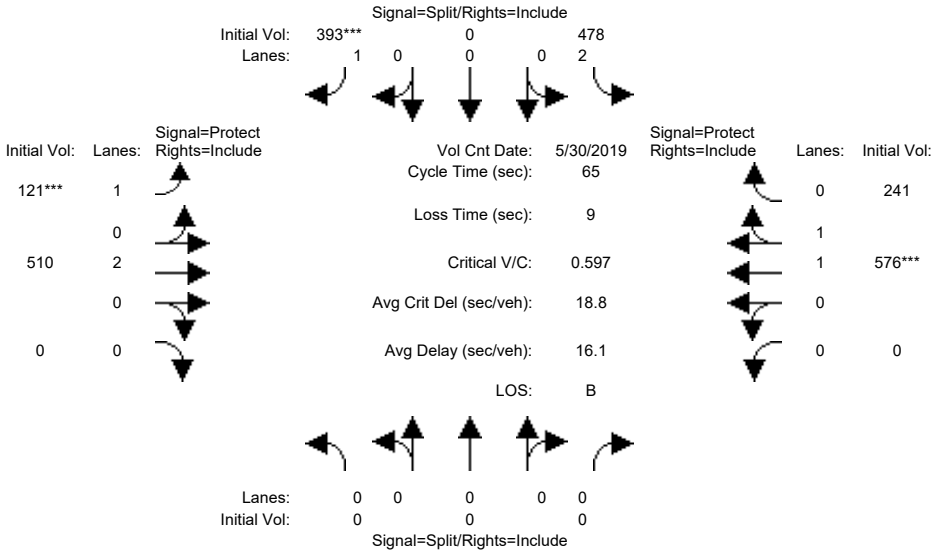
Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	0	0	0	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	117
Added Vol:	0	0	0	79	0	30	18	74	0	0	90	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	478	0	393	121	510	0	0	576	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	478	0	393	121	510	0	0	576	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	478	0	393	121	510	0	0	576	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	478	0	393	121	510	0	0	576	241
Saturation 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	1.38	0.62
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2613	1093
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.07	0.13	0.00	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.12	0.49	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.60	0.60	0.28	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	17.8	32.1	10.0	0.0	0.0	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:	0.0	0.0	0.0	15.1	0.0	17.8	32.1	10.0	0.0	0.0	17.3	17.3
LOS by Move:	A	A	A	B	A	B	C-	B+	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	14	5	6	0	0	13	13

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

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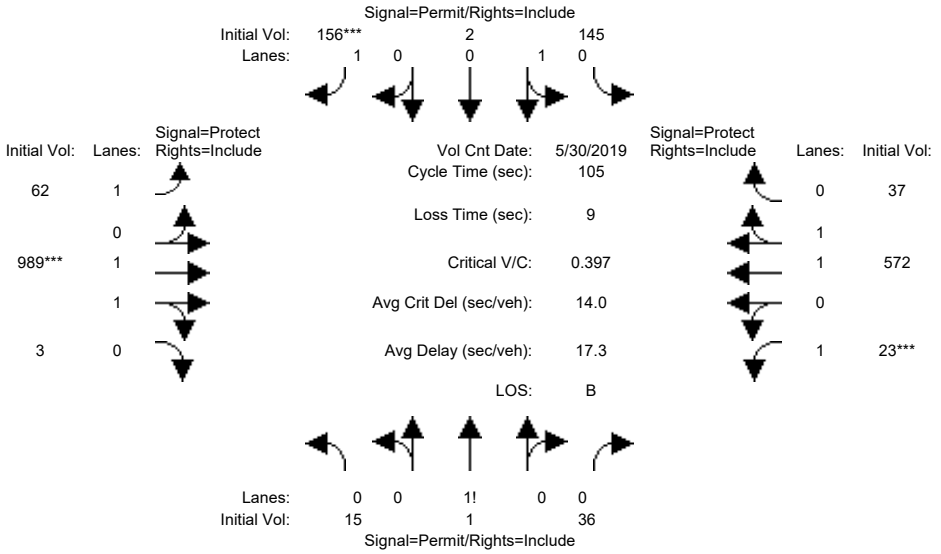
Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	30
Added Vol:	0	0	0	28	0	32	15	139	0	0	182	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	36	145	2	156	62	989	3	23	572	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	36	145	2	156	62	989	3	23	572	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	36	145	2	156	62	989	3	23	572	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	15	1	36	145	2	156	62	989	3	23	572	37
Saturation Flow 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:	0.29	0.02	0.69	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.87	0.13
Final Sat.:	506	34	1213	1728	24	1750	1750	3788	11	1750	3551	230
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.09	0.04	0.26	0.26	0.01	0.16	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.20	0.63	0.63	0.07	0.49	0.49
Volume/Cap:	0.14	0.14	0.14	0.39	0.39	0.41	0.17	0.41	0.41	0.20	0.33	0.33
Delay/Veh:	33.4	33.4	33.4	35.9	35.9	36.2	34.7	9.7	9.7	47.2	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	33.4	35.9	35.9	36.2	34.7	9.7	9.7	47.2	16.1	16.1
LOS by Move:	C-	C-	C-	D+	D+	D+	C-	A	A	D	B	B
HCM2k95thQ:	3	3	3	9	9	10	3	15	15	2	11	11

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

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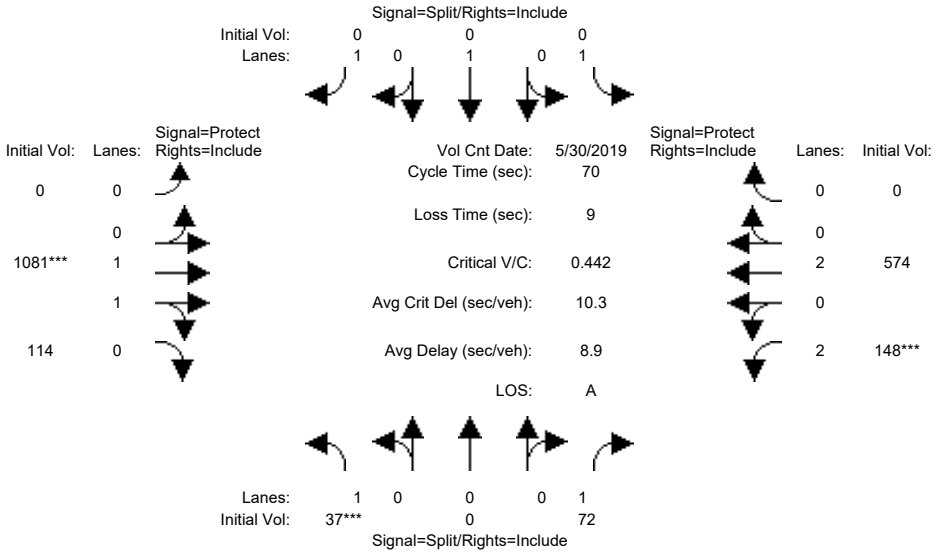
Intersection #9: Ferguson Drive and East Middlefield Road



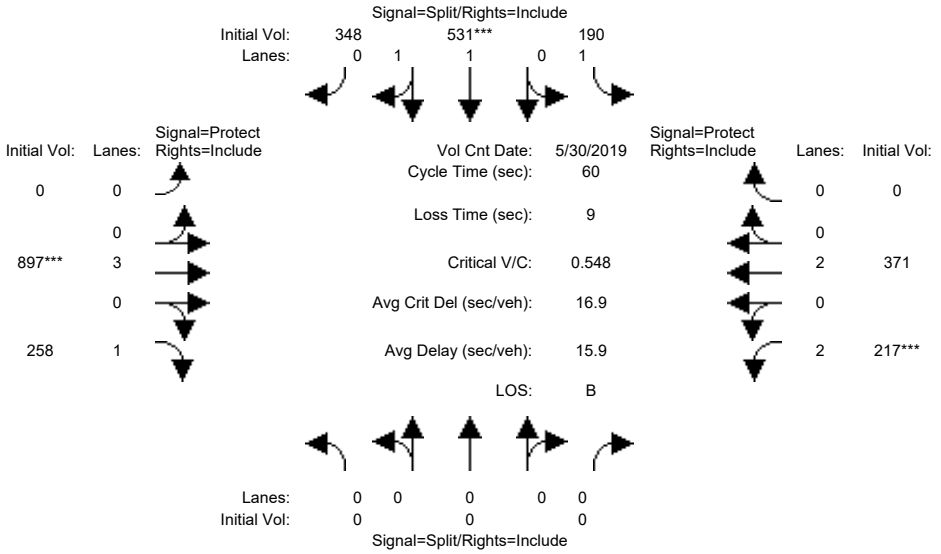
Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	0
Added Vol:	20	0	11	0	0	0	0	134	32	17	169	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	72	0	0	0	0	1081	114	148	574	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:	37	0	72	0	0	0	0	1081	114	148	574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	72	0	0	0	0	1081	114	148	574	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:	37	0	72	0	0	0	0	1081	114	148	574	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.79	0.21	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3410	360	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.05	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.15	0.00	0.29	0.00	0.00	0.00	0.00	0.50	0.50	0.47	0.21	0.00
Delay/Veh:	26.5	0.0	27.5	0.0	0.0	0.0	0.0	7.2	7.2	30.9	3.1	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:	26.5	0.0	27.5	0.0	0.0	0.0	0.0	7.2	7.2	30.9	3.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	2	0	4	0	0	0	0	13	13	4	4	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



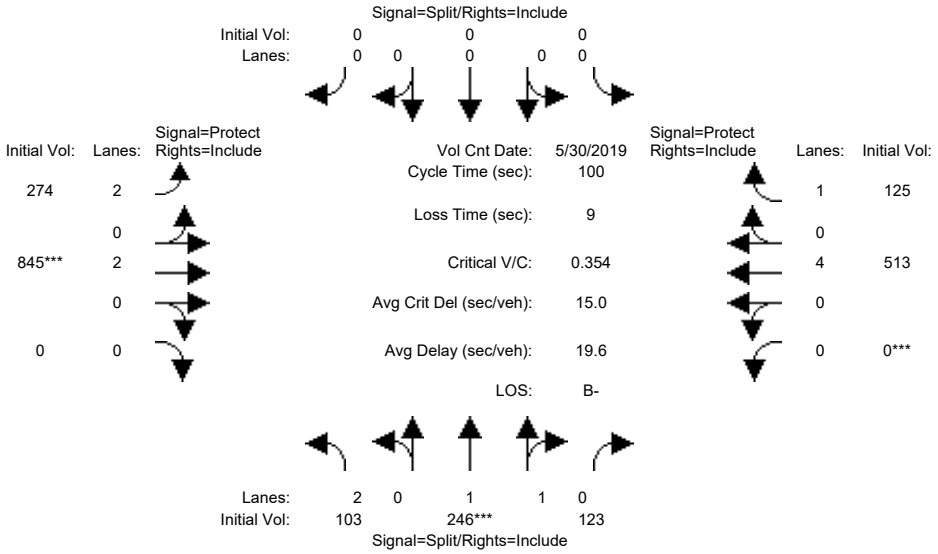
Street Name:	SR 237 On-Ramps						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	0	0	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	0
Added Vol:	0	0	0	8	150	34	0	88	58	94	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	531	348	0	897	258	217	371	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	190	531	348	0	897	258	217	371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	531	348	0	897	258	217	371	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:	0	0	0	190	531	348	0	897	258	217	371	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.17	0.83	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2220	1455	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.24	0.24	0.00	0.16	0.15	0.07	0.10	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.29	0.29	0.13	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.55	0.55	0.00	0.55	0.51	0.55	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	12.9	12.9	0.0	18.5	18.8	26.2	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	12.9	12.9	0.0	18.5	18.8	26.2	11.5	0.0
LOS by Move:	A	A	A	B+	B	B	A	B-	B-	C	B+	A
HCM2k95thQ:	0	0	0	5	12	12	0	9	8	5	4	0

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

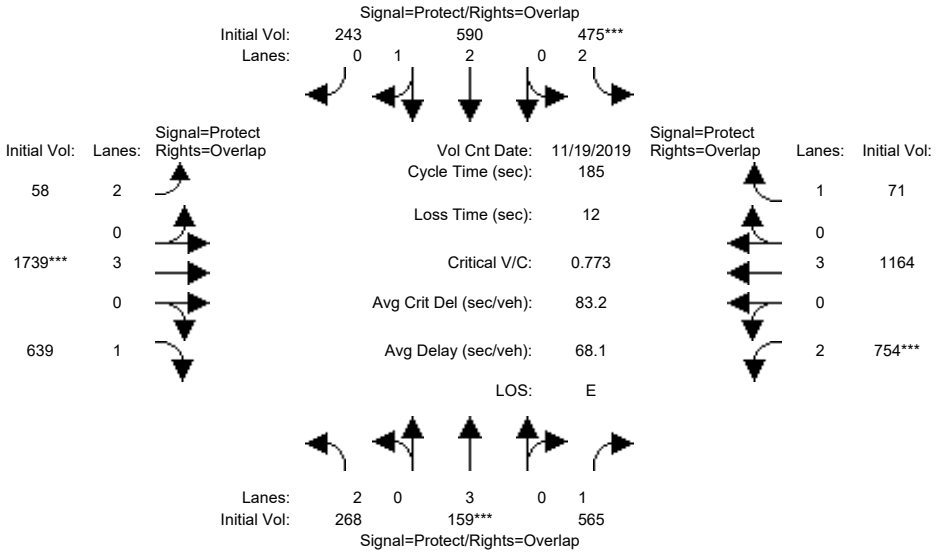
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	82	208	109	0	0	0	262	761	0	0	289	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	208	109	0	0	0	262	761	0	0	289	125
Added Vol:	21	38	14	0	0	0	12	84	0	0	224	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	246	123	0	0	0	274	845	0	0	513	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	246	123	0	0	0	274	845	0	0	513	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	246	123	0	0	0	274	845	0	0	513	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	246	123	0	0	0	274	845	0	0	513	125
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.30	0.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2463	1231	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.29	0.63	0.00	0.00	0.34	0.34
Volume/Cap:	0.12	0.35	0.35	0.00	0.00	0.00	0.30	0.35	0.00	0.00	0.20	0.21
Delay/Veh:	26.7	28.8	28.8	0.0	0.0	0.0	27.6	9.0	0.0	0.0	23.7	23.9
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:	26.7	28.8	28.8	0.0	0.0	0.0	27.6	9.0	0.0	0.0	23.7	23.9
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C	C
HCM2k95thQ:	3	9	9	0	0	0	7	12	0	0	5	6

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #12: Central Expy and Mary Avenue



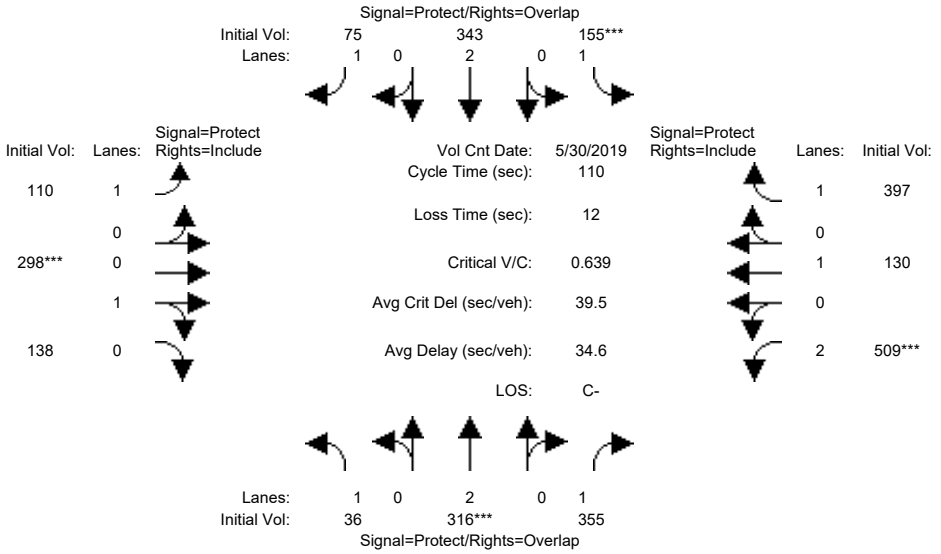
Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 PM												
Base Vol:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	70
Added Vol:	22	27	63	6	61	77	14	163	41	113	119	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	159	565	475	590	243	58	1739	639	754	1164	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	159	565	475	590	243	58	1739	639	754	1164	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	159	565	475	590	243	58	1739	639	754	1164	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	159	565	475	590	243	58	1739	639	754	1164	71
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	2.07	0.93	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3939	1622	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.32	0.15	0.15	0.15	0.02	0.31	0.37	0.24	0.20	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.45	0.16	0.27	0.33	0.05	0.32	0.41	0.25	0.52	0.68
Volume/Cap:	0.98	0.14	0.71	0.95	0.55	0.46	0.34	0.95	0.89	0.95	0.39	0.06
Delay/Veh:	131.9	61.0	43.9	104.0	58.0	49.5	85.4	76.6	71.5	90.0	33.9	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:	131.9	61.0	43.9	104.0	58.0	49.5	85.4	76.6	71.5	90.0	33.9	15.7
LOS by Move:	F	E	D	F	E+	D	F	E-	E	F	C-	B
HCM2k95thQ:	20	5	45	33	24	22	5	57	62	47	27	5

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



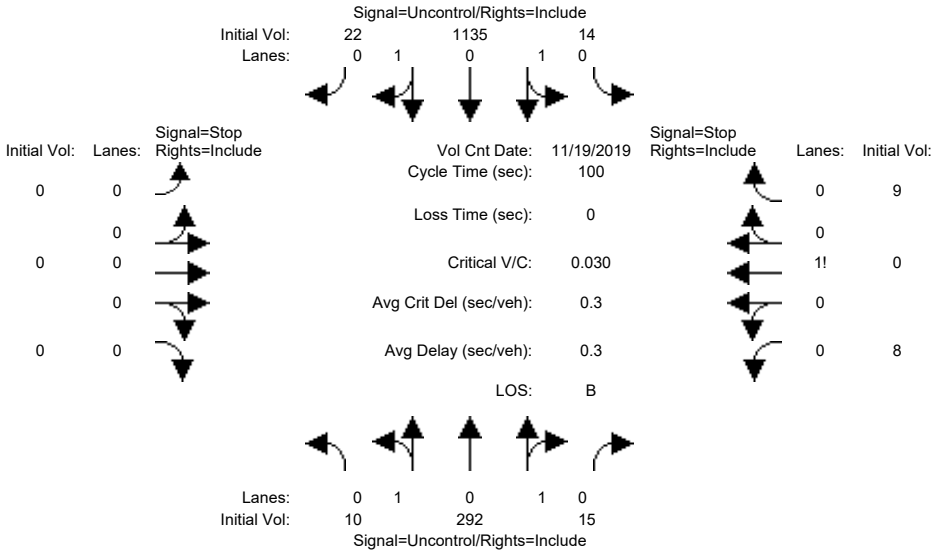
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	35	225	326	111	335	67	72	265	131	331	81	272
Growth Adj:	1.00	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	225	326	111	335	67	72	265	131	331	81	272
Added Vol:	1	91	29	44	8	8	38	33	7	178	49	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	316	355	155	343	75	110	298	138	509	130	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	316	355	155	343	75	110	298	138	509	130	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	316	355	155	343	75	110	298	138	509	130	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	36	316	355	155	343	75	110	298	138	509	130	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.67	0.33	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1264	585	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.20	0.09	0.09	0.04	0.06	0.24	0.24	0.16	0.07	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.13	0.38	0.14	0.16	0.29	0.14	0.37	0.37	0.25	0.49	0.49
Volume/Cap:	0.19	0.64	0.53	0.64	0.57	0.15	0.46	0.64	0.64	0.64	0.14	0.47
Delay/Veh:	44.9	48.2	27.1	50.4	44.2	28.7	45.2	30.7	30.7	38.4	15.7	19.2
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:	44.9	48.2	27.1	50.4	44.2	28.7	45.2	30.7	30.7	38.4	15.7	19.2
LOS by Move:	D	D	C	D	D	C	D	C	C	D+	B	B-
HCM2k95thQ:	3	12	19	12	12	4	8	23	23	17	5	17

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road




```
Street Name:         North Whisman Road                 Pacific Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 pm
Base Vol:      10  233   15    14 1035   22     0    0     0     8    0     9
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  233   15    14 1035   22     0    0     0     8    0     9
Added Vol:      0   59    0     0  100    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   10  292   15    14 1135   22     0    0     0     8    0     9
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  292   15    14 1135   22     0    0     0     8    0     9
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   10  292   15    14 1135   22     0    0     0     8    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1157 xxxx xxxxx   307 xxxx xxxxx  xxxx xxxx xxxxx   915 1505   154
Potent Cap.:  611 xxxx xxxxx  1265 xxxx xxxxx  xxxx xxxx xxxxx   276  122   871
Move Cap.:    611 xxxx xxxxx  1265 xxxx xxxxx  xxxx xxxx xxxxx   270  119   871
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.0 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    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  425 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel: 11.0 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.8 xxxxx
Shared LOS:     B    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              13.8
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Pacific Drive and North Whisman Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	292	15	14	1135	22	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1505]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	292	15	14	1135	22	0	0	0	8	0	9

Major Street Volume: 1488
Minor Approach Volume: 17
Minor Approach Volume Threshold: 148

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

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

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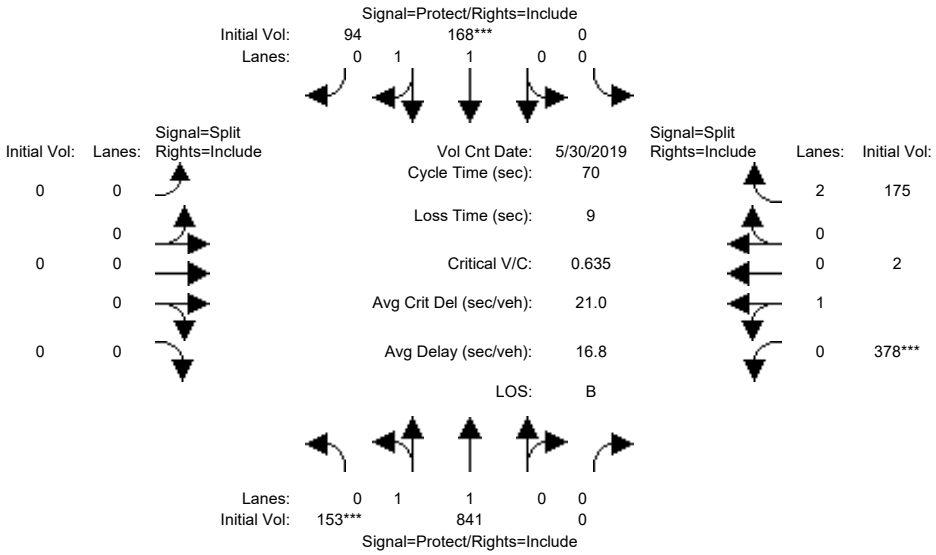
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB 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:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	102	800	0	0	168	88	0	0	0	251	2	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	800	0	0	168	88	0	0	0	251	2	175
Added Vol:	51	41	0	0	0	6	0	0	0	127	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	841	0	0	168	94	0	0	0	378	2	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	841	0	0	168	94	0	0	0	378	2	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	841	0	0	168	94	0	0	0	378	2	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	153	841	0	0	168	94	0	0	0	378	2	175
Saturation Flow 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	0.83
Lanes:	0.33	1.67	0.00	0.00	1.24	0.76	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	577	3173	0	0	2364	1323	0	0	0	1742	9	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.22	0.22	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.54	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.66	0.49	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.66	0.66	0.17
Delay/Veh:	18.2	10.1	0.0	0.0	28.4	28.4	0.0	0.0	0.0	23.1	23.1	16.8
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:	18.2	10.1	0.0	0.0	28.4	28.4	0.0	0.0	0.0	23.1	23.1	16.8
LOS by Move:	B-	B+	A	A	C	C	A	A	A	C	C	B
HCM2k95thQ:	16	12	0	0	7	7	0	0	0	16	16	3

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

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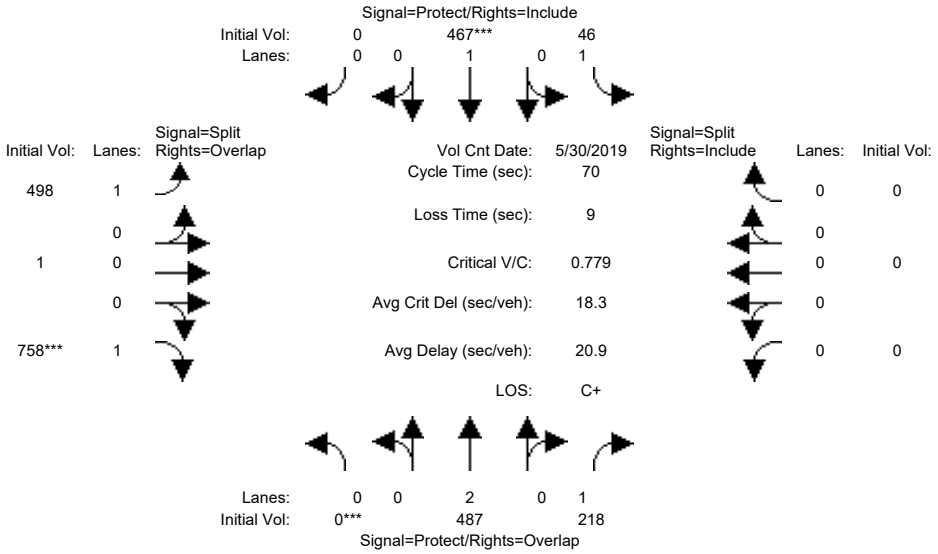
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #2: Ellis Street and US-101 South Ramps

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Street Name:            Ellis Street                    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:     0   10   10     7   10    0    10    0   10      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: >> Count Date: 30 May 2019 << 08:45:00 AM
Base Vol:       0  436  148    46  340    0   457    1  498      0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0  436  148    46  340    0   457    1  498      0    0    0
Added Vol:      0   51   70     0  127    0    41    0  260      0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:    0  487  218    46  467    0   498    1  758      0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     0  487  218    46  467    0   498    1  758      0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  487  218    46  467    0   498    1  758      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
FinalVolume:    0  487  218    46  467    0   498    1  758      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 1.00 0.92  0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.99 0.01 1.00   0.00 0.00 0.00
Final Sat.:     0 3800 1750  1750 1900    0  1747    4 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13 0.12  0.03 0.25 0.00  0.29 0.29 0.43   0.00 0.00 0.00
Crit Moves:  ****               ****               ****
Green/Cycle: 0.00 0.19 0.19  0.13 0.32 0.00  0.56 0.56 0.56   0.00 0.00 0.00
Volume/Cap:  0.00 0.69 0.67  0.20 0.78 0.00  0.51 0.51 0.78   0.00 0.00 0.00
Delay/Veh:    0.0 29.6 31.9  27.7 28.2  0.0   9.8  9.8 14.7    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0 29.6 31.9  27.7 28.2  0.0   9.8  9.8 14.7    0.0  0.0  0.0
LOS by Move:    A    C    C     C    C    A     A    A    B     A    A    A
HCM2k95thQ:     0   10    9     2   18    0    14   14   28     0    0    0
Note: Queue reported is the number of cars per lane.
```


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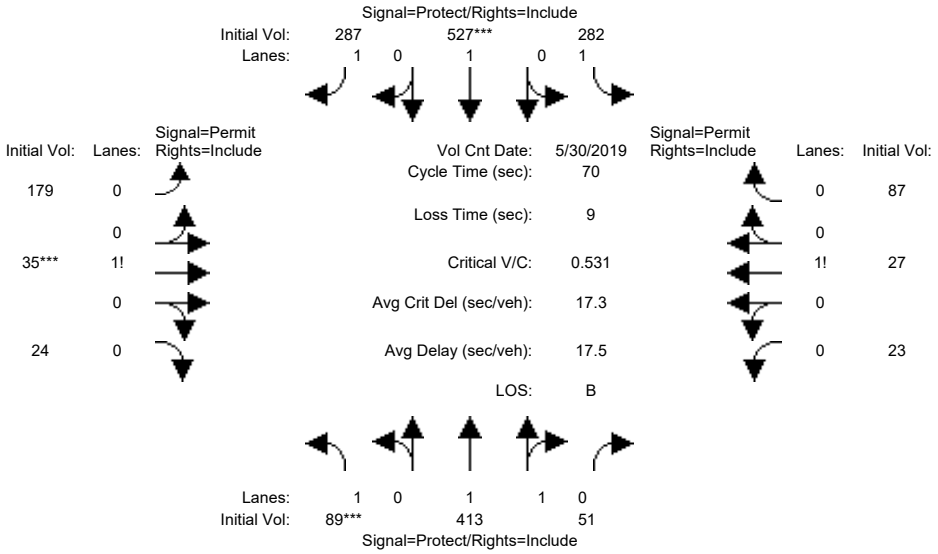
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 09:00:00 AM												
Base Vol:	10	341	51	220	382	108	141	34	17	22	20	77
Growth Adj:	1.00	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	341	51	220	382	108	141	34	17	22	20	77
Added Vol:	79	72	0	62	145	179	38	1	7	1	7	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	413	51	282	527	287	179	35	24	23	27	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	413	51	282	527	287	179	35	24	23	27	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	413	51	282	527	287	179	35	24	23	27	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	89	413	51	282	527	287	179	35	24	23	27	87
Saturation Flow 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	1.76	0.24	1.00	1.00	1.00	0.76	0.14	0.10	0.17	0.18	0.65
Final Sat.:	1750	3351	414	1750	1900	1750	1332	260	179	298	350	1129
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.16	0.28	0.16	0.13	0.13	0.13	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.29	0.29	0.33	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.51	0.42	0.42	0.49	0.53	0.32	0.53	0.53	0.53	0.31	0.31	0.31
Delay/Veh:	32.3	20.3	20.3	19.5	11.7	9.9	23.9	23.9	23.9	21.6	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:	32.3	20.3	20.3	19.5	11.7	9.9	23.9	23.9	23.9	21.6	21.6	21.6
LOS by Move:	C-	C+	C+	B-	B+	A	C	C	C	C+	C+	C+
HCM2k95thQ:	6	9	9	10	14	7	10	10	10	6	6	6

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

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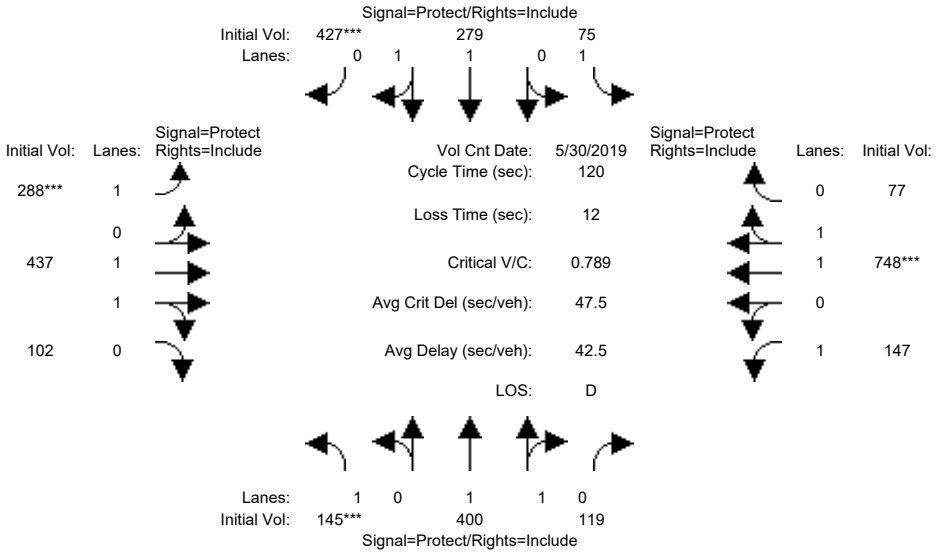
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	93	387	108	75	245	251	151	321	56	145	690	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	387	108	75	245	251	151	321	56	145	690	77
Added Vol:	52	13	11	0	34	176	137	116	46	2	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	400	119	75	279	427	288	437	102	147	748	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	400	119	75	279	427	288	437	102	147	748	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	400	119	75	279	427	288	437	102	147	748	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	145	400	119	75	279	427	288	437	102	147	748	77
Saturation Flow 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	1.51	0.49	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.80	0.20
Final Sat.:	1750	2872	854	1750	1900	1750	1750	3032	708	1750	3418	352
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.04	0.15	0.24	0.16	0.14	0.14	0.08	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.29	0.29	0.12	0.31	0.31	0.21	0.31	0.31	0.18	0.28	0.28
Volume/Cap:	0.79	0.48	0.48	0.35	0.47	0.79	0.79	0.47	0.47	0.47	0.79	0.79
Delay/Veh:	72.5	35.3	35.3	49.3	33.8	42.6	56.0	34.0	34.0	45.3	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	35.3	35.3	49.3	33.8	42.6	56.0	34.0	34.0	45.3	44.2	44.2
LOS by Move:	E	D+	D+	D	C-	D	E+	C-	C-	D	D	D
HCM2k95thQ:	12	15	15	5	15	28	23	16	16	10	26	26

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

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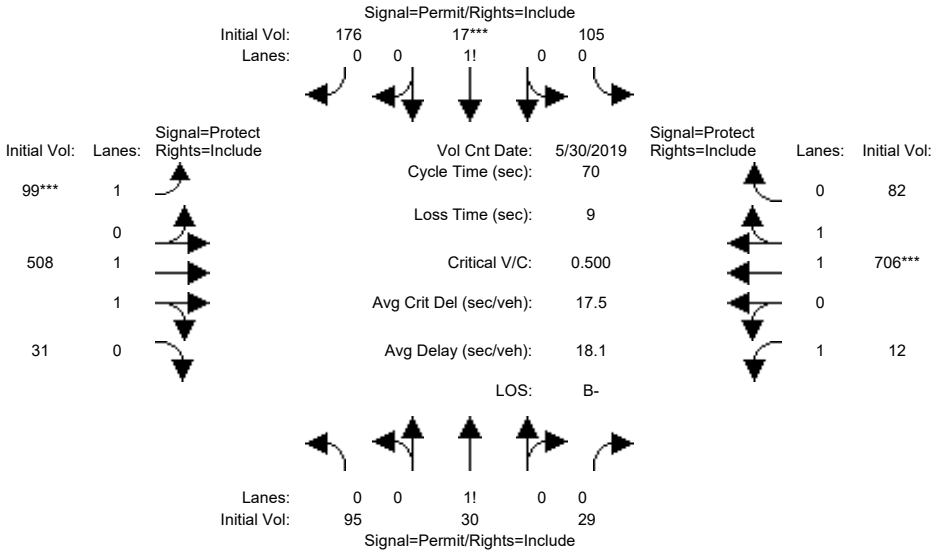
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	10	10	10	0	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: >> Count Date: 30 May 2019 << 07:45:00 AM												
Base Vol:	95	30	29	105	17	176	99	381	31	12	646	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	29	105	17	176	99	381	31	12	646	82
Added Vol:	0	0	0	0	0	0	0	127	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	29	105	17	176	99	508	31	12	706	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	29	105	17	176	99	508	31	12	706	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	29	105	17	176	99	508	31	12	706	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	95	30	29	105	17	176	99	508	31	12	706	82
Saturation Flow 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:	0.63	0.18	0.19	0.35	0.05	0.60	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	1096	346	335	619	100	1038	1750	3564	217	1750	3374	392
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.06	0.14	0.14	0.01	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.31	0.31	0.22	0.42	0.42
Volume/Cap:	0.26	0.26	0.26	0.50	0.50	0.50	0.50	0.46	0.46	0.03	0.50	0.50
Delay/Veh:	17.0	17.0	17.0	19.1	19.1	19.1	31.1	19.5	19.5	21.5	15.2	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:	17.0	17.0	17.0	19.1	19.1	19.1	31.1	19.5	19.5	21.5	15.2	15.2
LOS by Move:	B	B	B	B-	B-	B-	C	B-	B-	C+	B	B
HCM2k95thQ:	5	5	5	12	12	12	4	9	9	0	12	12

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

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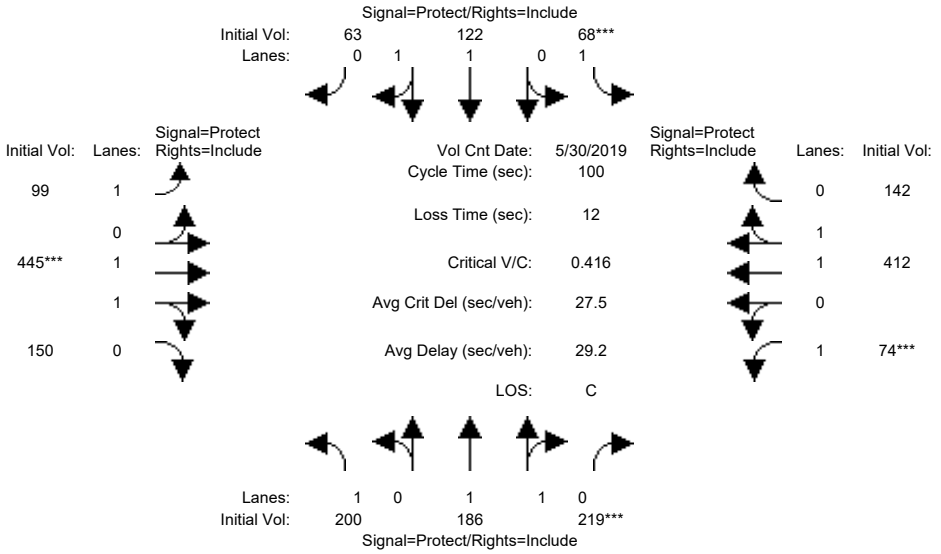
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 08:15:00 AM												
Base Vol:	162	164	179	58	116	60	88	359	120	62	393	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	164	179	58	116	60	88	359	120	62	393	87
Added Vol:	38	22	40	10	6	3	11	86	30	12	19	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	186	219	68	122	63	99	445	150	74	412	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:	200	186	219	68	122	63	99	445	150	74	412	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	186	219	68	122	63	99	445	150	74	412	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
FinalVolume:	200	186	219	68	122	63	99	445	150	74	412	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.28	0.72	1.00	1.46	0.54	1.00	1.46	0.54
Final Sat.:	1750	1900	1750	1750	2435	1257	1750	2782	938	1750	2765	953
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.13	0.04	0.05	0.05	0.06	0.16	0.16	0.04	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.21	0.30	0.30	0.10	0.19	0.19	0.15	0.38	0.38	0.10	0.33	0.33
Volume/Cap:	0.54	0.33	0.42	0.39	0.27	0.27	0.37	0.42	0.42	0.42	0.45	0.45
Delay/Veh:	36.6	27.5	28.4	43.6	35.1	35.1	38.8	23.0	23.0	43.8	26.8	26.8
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:	36.6	27.5	28.4	43.6	35.1	35.1	38.8	23.0	23.0	43.8	26.8	26.8
LOS by Move:	D+	C	C	D	D+	D+	D+	C	C	D	C	C
HCM2k95thQ:	12	9	12	5	5	5	6	13	13	5	13	13

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

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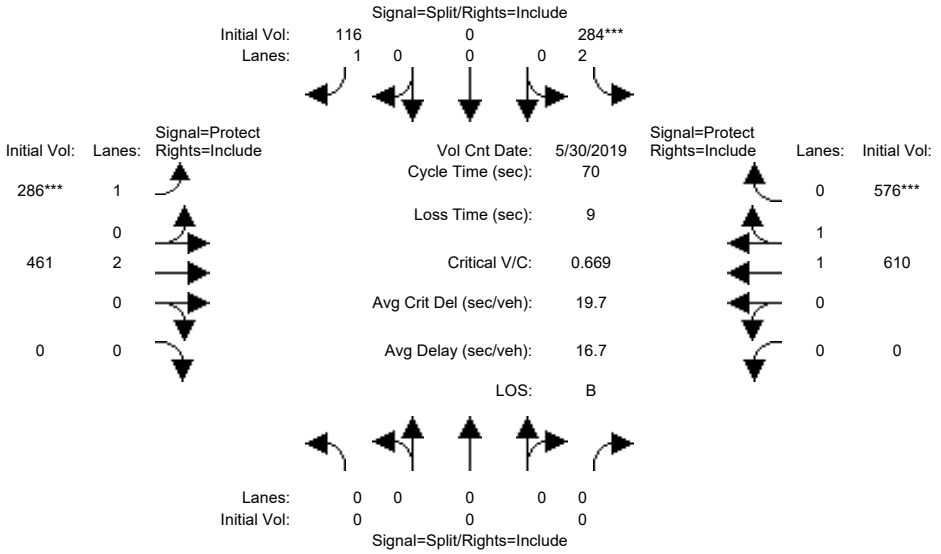
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	152	0	104	244	367	0	0	537	448
Growth Adj:	1.00	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	152	0	104	244	367	0	0	537	448
Added Vol:	0	0	0	132	0	12	42	94	0	0	73	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	116	286	461	0	0	610	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	284	0	116	286	461	0	0	610	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	116	286	461	0	0	610	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	284	0	116	286	461	0	0	610	576
Saturation 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	0.09	0.00	0.07	0.16	0.12	0.00	0.00	0.32	0.33
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.24	0.73	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.46	0.68	0.17	0.00	0.00	0.66	0.68
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	28.9	28.4	3.0	0.0	0.0	14.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	28.9	28.4	3.0	0.0	0.0	14.5	14.8
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	6	12	3	0	0	18	19

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

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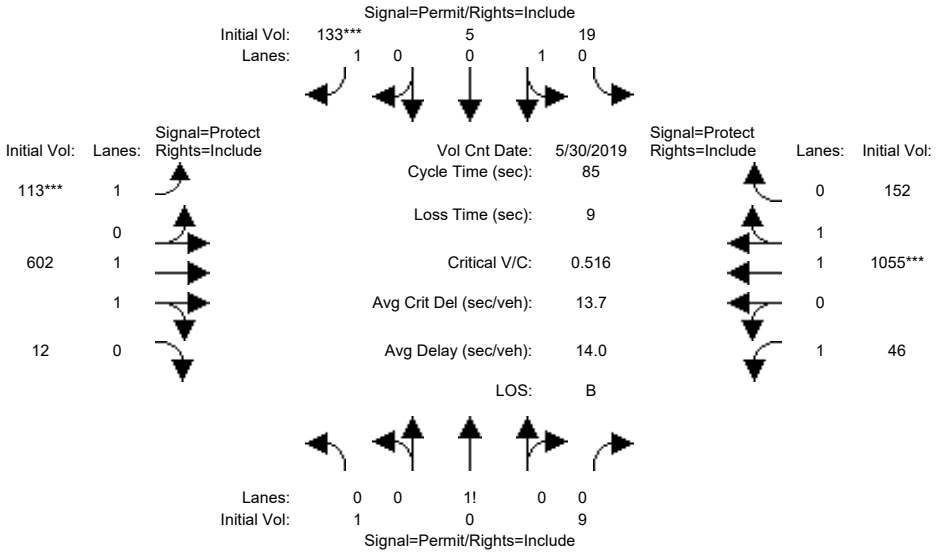
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	1	0	9	14	5	119	81	409	12	46	868	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	9	14	5	119	81	409	12	46	868	124
Added Vol:	0	0	0	5	0	14	32	193	0	0	187	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	19	5	133	113	602	12	46	1055	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:	1	0	9	19	5	133	113	602	12	46	1055	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	9	19	5	133	113	602	12	46	1055	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
FinalVolume:	1	0	9	19	5	133	113	602	12	46	1055	152
Saturation Flow 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:	0.10	0.00	0.90	0.80	0.20	1.00	1.00	1.96	0.04	1.00	1.73	0.27
Final Sat.:	175	0	1575	1409	371	1750	1750	3720	74	1750	3286	473
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.08	0.06	0.16	0.16	0.03	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.15	0.00	0.15	0.15	0.15	0.15	0.13	0.50	0.50	0.25	0.62	0.62
Volume/Cap:	0.04	0.00	0.04	0.09	0.09	0.52	0.52	0.33	0.33	0.10	0.52	0.52
Delay/Veh:	31.1	0.0	31.1	31.5	31.5	35.3	36.9	13.0	13.0	24.5	9.2	9.2
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:	31.1	0.0	31.1	31.5	31.5	35.3	36.9	13.0	13.0	24.5	9.2	9.2
LOS by Move:	C	A	C	C	C	D+	D+	B	B	C	A	A
HCM2k95thQ:	1	0	1	1	1	8	6	9	9	2	16	16

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

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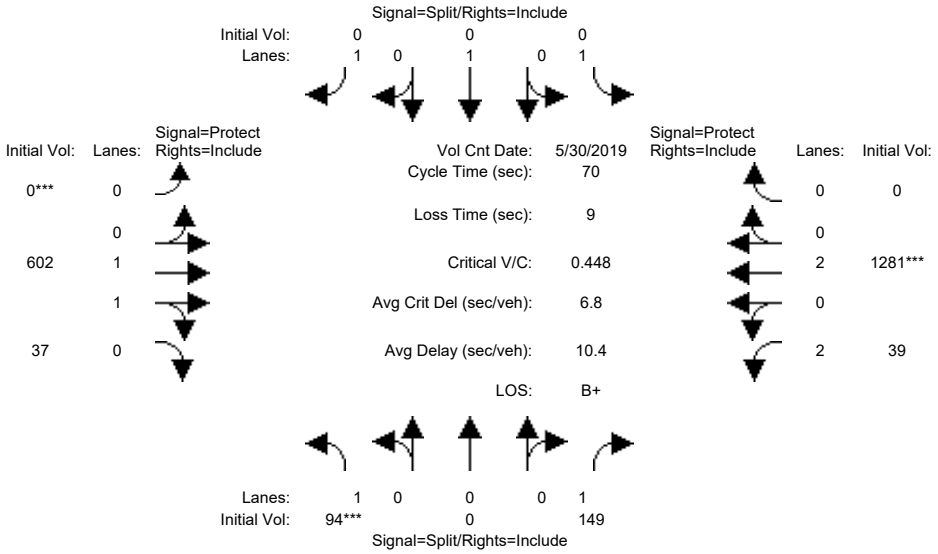
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	58	0	133	0	0	0	0	415	25	33	1102	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:	58	0	133	0	0	0	0	415	25	33	1102	0
Added Vol:	36	0	16	0	0	0	0	187	12	6	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	149	0	0	0	0	602	37	39	1281	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:	94	0	149	0	0	0	0	602	37	39	1281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	149	0	0	0	0	602	37	39	1281	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:	94	0	149	0	0	0	0	602	37	39	1281	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.87	0.13	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3562	219	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.17	0.17	0.01	0.34	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.43	0.43	0.25	0.68	0.00
Volume/Cap:	0.28	0.00	0.45	0.00	0.00	0.00	0.00	0.39	0.39	0.05	0.49	0.00
Delay/Veh:	24.7	0.0	26.1	0.0	0.0	0.0	0.0	13.9	13.9	19.8	5.5	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:	24.7	0.0	26.1	0.0	0.0	0.0	0.0	13.9	13.9	19.8	5.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B-	A	A
HCM2k95thQ:	4	0	7	0	0	0	0	9	9	1	13	0

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

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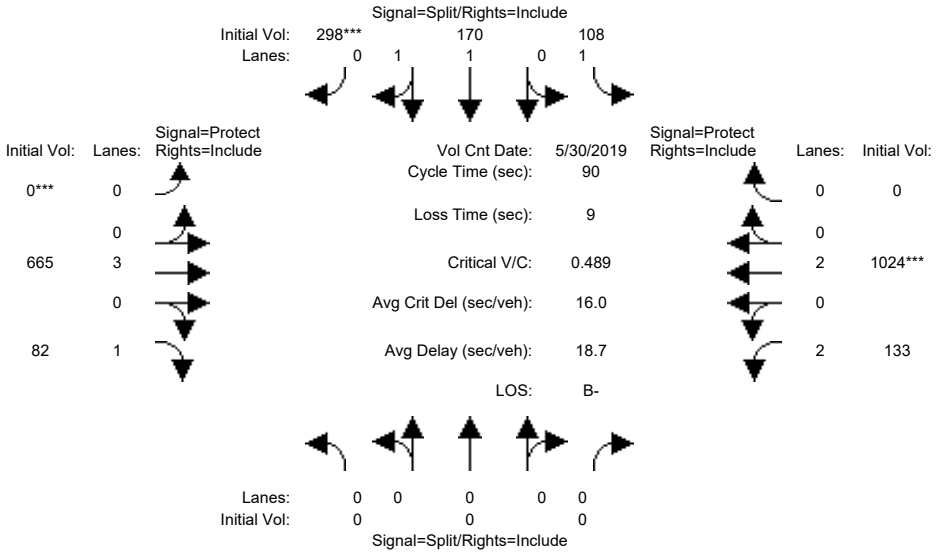
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East 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	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	0	0	0	104	145	287	0	487	57	118	850	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	104	145	287	0	487	57	118	850	0
Added Vol:	0	0	0	4	25	11	0	178	25	15	174	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	170	298	0	665	82	133	1024	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	108	170	298	0	665	82	133	1024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	170	298	0	665	82	133	1024	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:	0	0	0	108	170	298	0	665	82	133	1024	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.09	0.17	0.00	0.12	0.05	0.04	0.27	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.33	0.33	0.22	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.18	0.26	0.49	0.00	0.35	0.14	0.19	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	21.1	23.4	0.0	22.9	21.2	28.7	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	21.1	23.4	0.0	22.9	21.2	28.7	12.6	0.0
LOS by Move:	A	A	A	C+	C+	C	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	0	4	6	13	0	9	3	4	16	0

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

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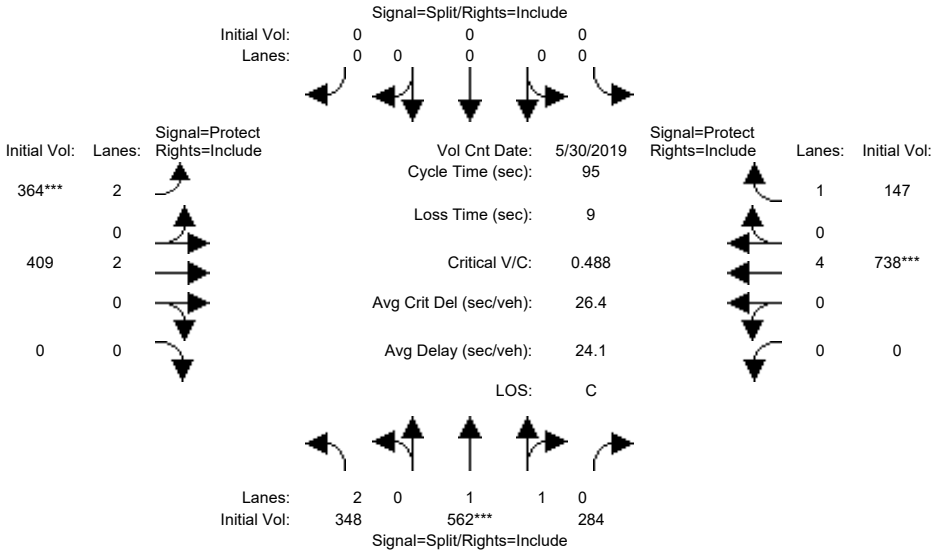
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

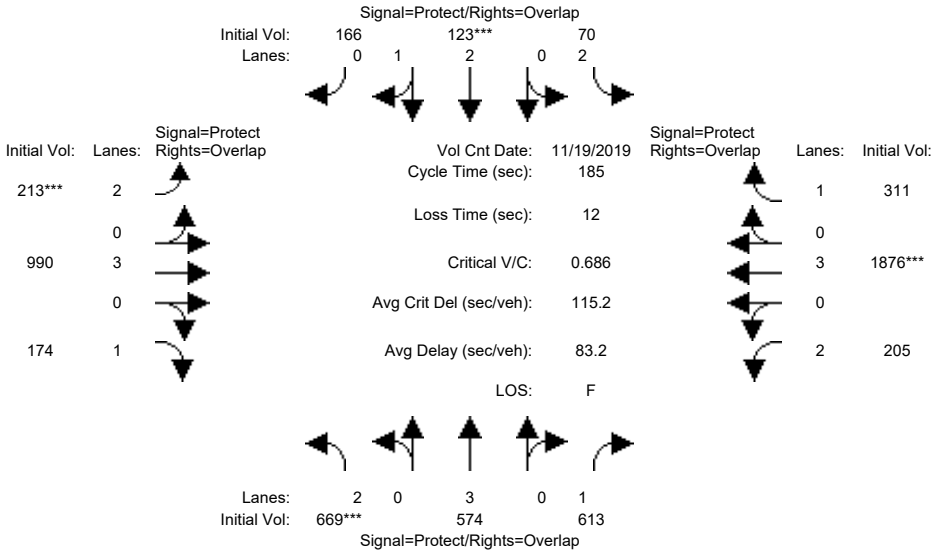
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:45:00 AM												
Base Vol:	262	354	209	0	0	0	327	264	0	0	636	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	354	209	0	0	0	327	264	0	0	636	147
Added Vol:	86	208	75	0	0	0	37	145	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	562	284	0	0	0	364	409	0	0	738	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	562	284	0	0	0	364	409	0	0	738	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	562	284	0	0	0	364	409	0	0	738	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	348	562	284	0	0	0	364	409	0	0	738	147
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2454	1240	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.00	0.00	0.12	0.11	0.00	0.00	0.10	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.24	0.44	0.00	0.00	0.20	0.20
Volume/Cap:	0.24	0.49	0.49	0.00	0.00	0.00	0.49	0.25	0.00	0.00	0.49	0.42
Delay/Veh:	15.1	17.6	17.6	0.0	0.0	0.0	31.8	17.0	0.0	0.0	34.0	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	17.6	17.6	0.0	0.0	0.0	31.8	17.0	0.0	0.0	34.0	34.1
LOS by Move:	B	B	B	A	A	A	C	B	A	A	C-	C-
HCM2k95thQ:	7	17	17	0	0	0	10	7	0	0	9	8

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #12: Central Expy and Mary Avenue



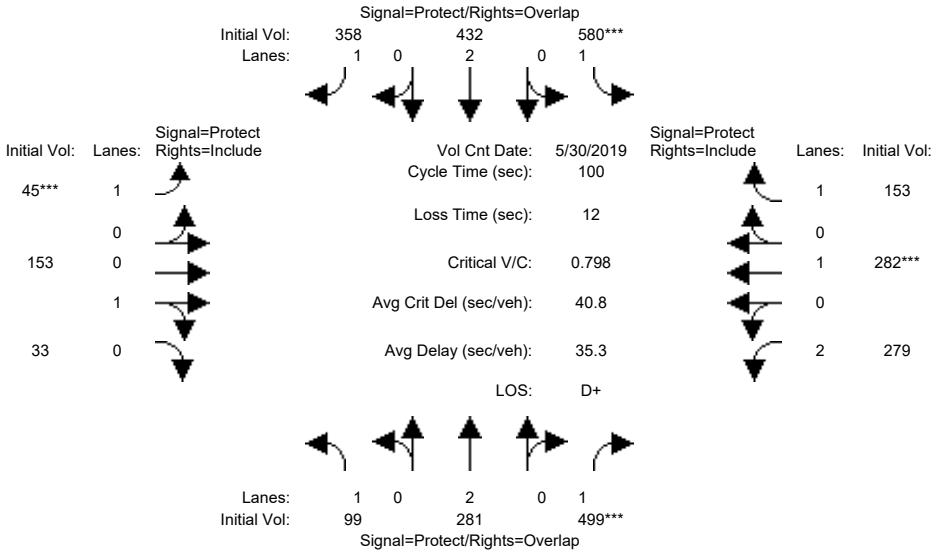
Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 8:30 AM												
Base Vol:	621	500	504	69	109	153	139	867	157	167	1706	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	500	504	69	109	153	139	867	157	167	1706	305
Added Vol:	48	74	109	1	14	13	74	123	17	38	170	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	574	613	70	123	166	213	990	174	205	1876	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	669	574	613	70	123	166	213	990	174	205	1876	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	574	613	70	123	166	213	990	174	205	1876	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	669	574	613	70	123	166	213	990	174	205	1876	311
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:	0.21	0.10	0.35	0.02	0.03	0.09	0.07	0.17	0.10	0.07	0.33	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.26	0.50	0.16	0.27	0.32	0.05	0.28	0.43	0.23	0.46	0.62
Volume/Cap:	1.40	0.38	0.70	0.14	0.12	0.30	1.39	0.62	0.23	0.28	0.71	0.29
Delay/Veh:	272.3	55.7	38.6	67.4	50.9	47.6	298.4	61.6	38.7	59.9	48.3	23.3
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:	272.3	55.7	38.6	67.4	50.9	47.6	298.4	61.6	38.7	59.9	48.3	23.3
LOS by Move:	F	E+	D+	E	D	D	F	E	D+	E+	D	C
HCM2k95thQ:	58	16	47	4	5	14	24	30	15	12	49	22

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #13: Maude Avenue and SR 237 Ramps



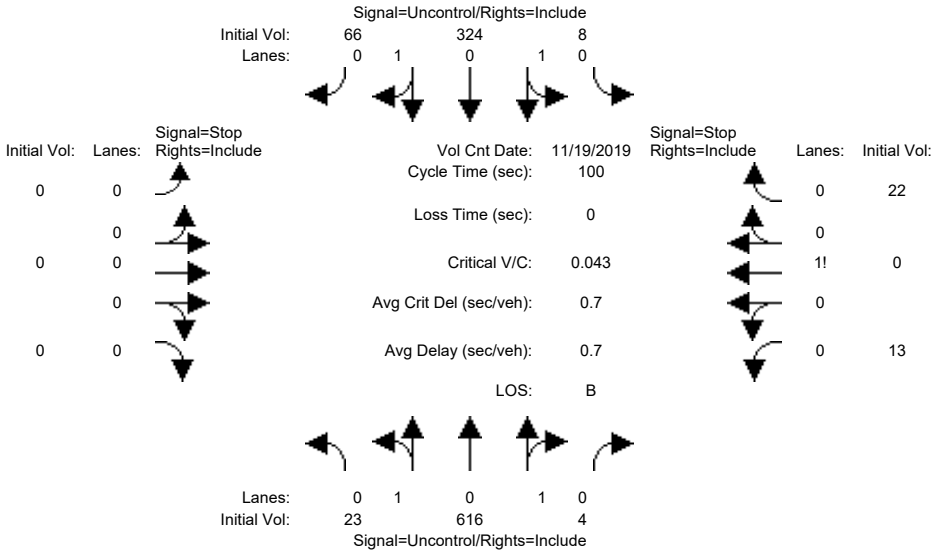
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 08:30:00 AM												
Base Vol:	92	267	375	344	428	320	38	98	32	244	242	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	267	375	344	428	320	38	98	32	244	242	133
Added Vol:	7	14	124	236	4	38	7	55	1	35	40	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	281	499	580	432	358	45	153	33	279	282	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	281	499	580	432	358	45	153	33	279	282	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	281	499	580	432	358	45	153	33	279	282	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	99	281	499	580	432	358	45	153	33	279	282	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1539	332	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.29	0.33	0.11	0.20	0.03	0.10	0.10	0.09	0.15	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.18	0.24	0.35	0.40	0.45	0.52	0.07	0.13	0.13	0.12	0.18	0.18
Volume/Cap:	0.32	0.31	0.81	0.84	0.25	0.39	0.37	0.76	0.76	0.76	0.84	0.49
Delay/Veh:	36.4	31.8	37.4	35.9	16.9	14.5	46.3	54.5	54.5	51.9	56.0	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:	36.4	31.8	37.4	35.9	16.9	14.5	46.3	54.5	54.5	51.9	56.0	38.3
LOS by Move:	D+	C	D+	D+	B	B	D	D-	D-	D-	E+	D+
HCM2k95thQ:	6	7	30	34	8	14	4	14	14	10	17	9

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road



Street Name:	North Whisman Road						Pacific Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Nov 2019 << 7:45 AM												
Base Vol:	23	517	4	8	276	66	0	0	0	13	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	517	4	8	276	66	0	0	0	13	0	22
Added Vol:	0	99	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	616	4	8	324	66	0	0	0	13	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	616	4	8	324	66	0	0	0	13	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	616	4	8	324	66	0	0	0	13	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	390	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	842	1070	310
Potent Cap.:	1180	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	223	692
Move Cap.:	1180	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	300	217	692
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03
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	8.7	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	xxxx	xxxxx	xxxx	466	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	23	616	4	8	324	66	0	0	0	13	0	22
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1076]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	23	616	4	8	324	66	0	0	0	13	0	22

Major Street Volume: 1041
Minor Approach Volume: 35
Minor Approach Volume Threshold: 271

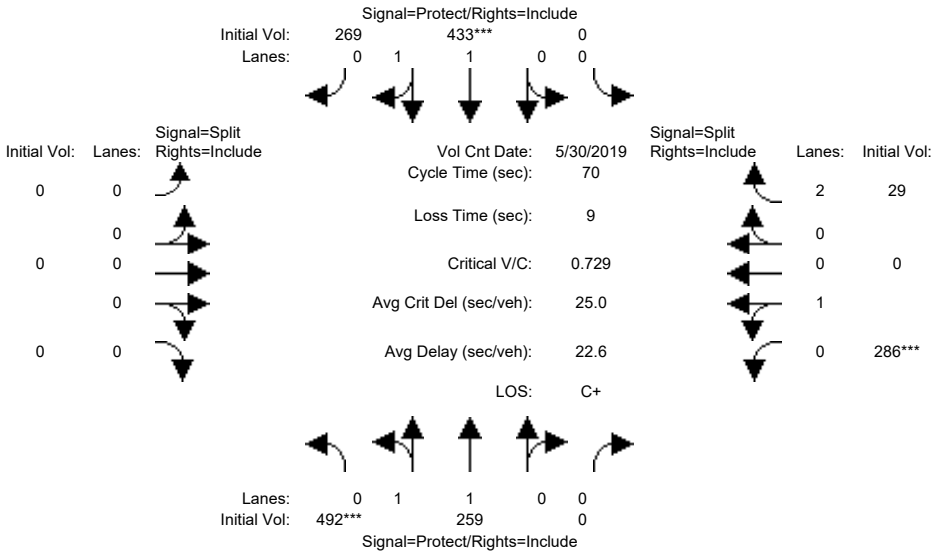
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #1: Ellis Street and US-101 North Ramps



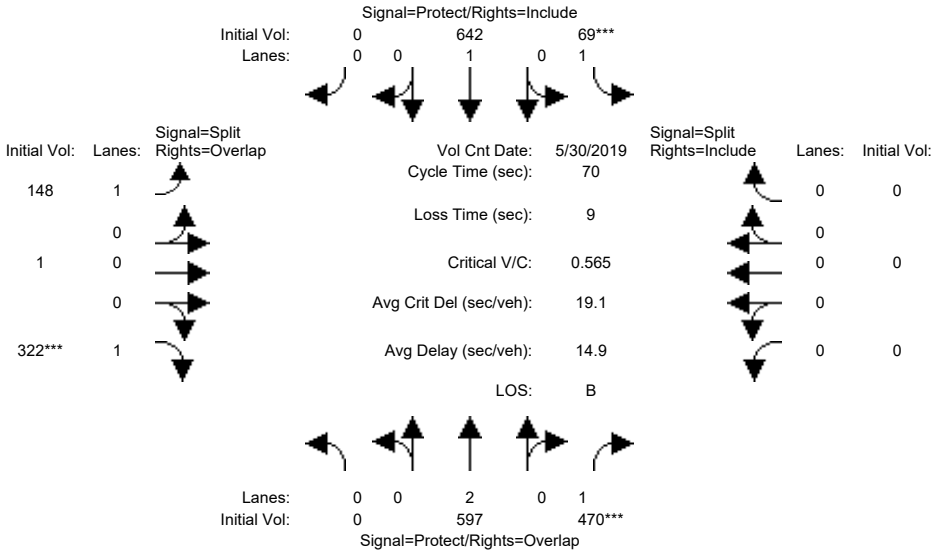
Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	288	246	0	0	433	244	0	0	0	236	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	246	0	0	433	244	0	0	0	236	0	29
Added Vol:	204	13	0	0	0	25	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	259	0	0	433	269	0	0	0	286	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	259	0	0	433	269	0	0	0	286	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	259	0	0	433	269	0	0	0	286	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	259	0	0	433	269	0	0	0	286	0	29
Saturation Flow 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	0.83
Lanes:	1.00	1.00	0.00	0.00	1.19	0.81	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2269	1410	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.14	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.16	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.65	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.73	0.21	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.04
Delay/Veh:	21.1	5.1	0.0	0.0	26.4	26.4	0.0	0.0	0.0	32.0	0.0	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:	21.1	5.1	0.0	0.0	26.4	26.4	0.0	0.0	0.0	32.0	0.0	21.3
LOS by Move:	C+	A	A	A	C	C	A	A	A	C	A	C+
HCM2k95thQ:	19	5	0	0	16	16	0	0	0	15	0	1

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #2: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						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:	0	10	10	7	10	0	10	0	10	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	393	301	69	592	0	135	1	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	393	301	69	592	0	135	1	234	0	0	0
Added Vol:	0	204	169	0	50	0	13	0	88	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	597	470	69	642	0	148	1	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	470	69	642	0	148	1	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	597	470	69	642	0	148	1	322	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
FinalVolume:	0	597	470	69	642	0	148	1	322	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1739	12	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.27	0.04	0.34	0.00	0.09	0.09	0.18	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.46	0.46	0.10	0.56	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.59	0.39	0.61	0.00	0.27	0.27	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	12.3	15.2	31.0	11.3	0.0	18.1	18.1	21.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	15.2	31.0	11.3	0.0	18.1	18.1	21.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B+	A	B-	B-	C+	A	A	A
HCM2k95thQ:	0	8	15	3	17	0	5	5	13	0	0	0

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

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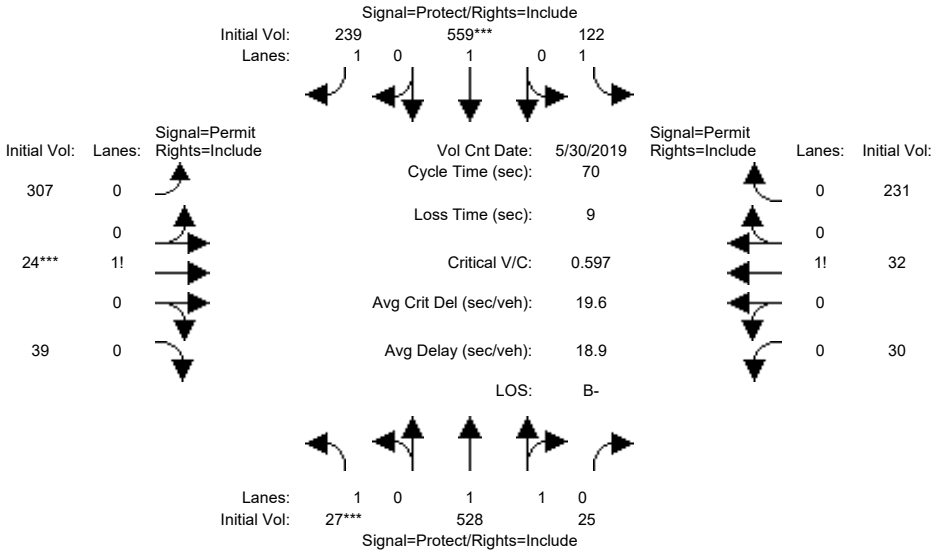
Intersection #3: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild 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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	7	374	24	110	478	195	146	18	17	29	31	173
Growth Adj:	1.00	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	374	24	110	478	195	146	18	17	29	31	173
Added Vol:	20	154	1	12	81	44	161	6	22	1	1	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	528	25	122	559	239	307	24	39	30	32	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	528	25	122	559	239	307	24	39	30	32	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	528	25	122	559	239	307	24	39	30	32	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	27	528	25	122	559	239	307	24	39	30	32	231
Saturation Flow 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	1.90	0.10	1.00	1.00	1.00	0.83	0.06	0.11	0.10	0.10	0.80
Final Sat.:	1750	3614	171	1750	1900	1750	1460	114	185	181	193	1392
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.07	0.29	0.14	0.21	0.21	0.21	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.33	0.33	0.22	0.45	0.45	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.45	0.45	0.31	0.65	0.30	0.65	0.65	0.65	0.52	0.52	0.52
Delay/Veh:	29.2	18.9	18.9	23.1	16.8	12.5	23.2	23.2	23.2	20.1	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:	29.2	18.9	18.9	23.1	16.8	12.5	23.2	23.2	23.2	20.1	20.1	20.1
LOS by Move:	C	B-	B-	C	B	B	C	C	C	C+	C+	C+
HCM2k95thQ:	1	10	10	5	17	7	16	16	16	12	12	12

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

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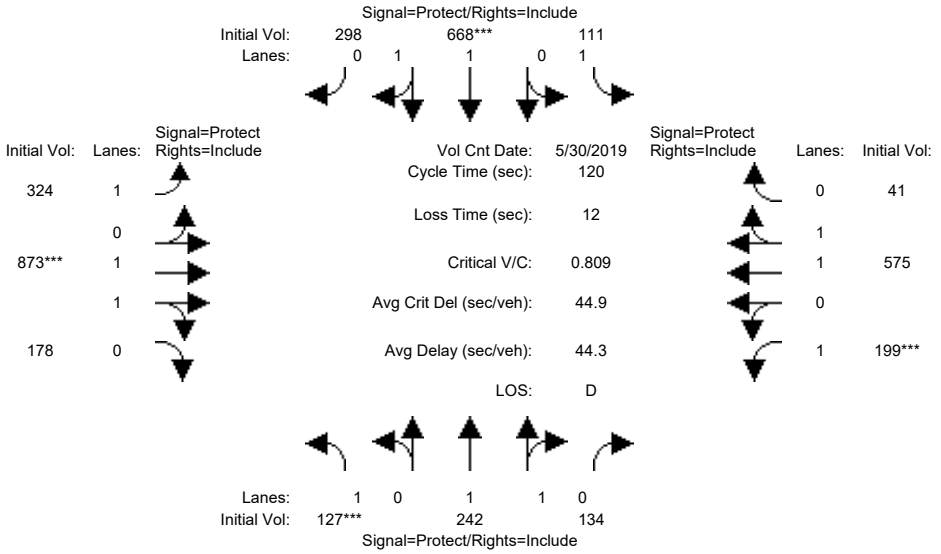
Intersection #4: Moffett Boulevard and Middlefield Road



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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	80	205	132	111	648	156	125	807	119	189	463	41
Growth Adj:	1.00	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	205	132	111	648	156	125	807	119	189	463	41
Added Vol:	47	37	2	0	20	142	199	66	59	10	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	242	134	111	668	298	324	873	178	199	575	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	242	134	111	668	298	324	873	178	199	575	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	242	134	111	668	298	324	873	178	199	575	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	127	242	134	111	668	298	324	873	178	199	575	41
Saturation Flow 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	1.25	0.75	1.00	1.35	0.65	1.00	1.64	0.36	1.00	1.86	0.14
Final Sat.:	1750	2373	1314	1750	2560	1142	1750	3111	634	1750	3527	251
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.26	0.26	0.19	0.28	0.28	0.11	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.25	0.25	0.16	0.32	0.32	0.26	0.35	0.35	0.14	0.23	0.23
Volume/Cap:	0.81	0.40	0.40	0.40	0.81	0.81	0.71	0.81	0.81	0.81	0.71	0.71
Delay/Veh:	79.5	37.4	37.4	46.4	41.5	41.5	45.7	39.5	39.5	67.8	45.5	45.5
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:	79.5	37.4	37.4	46.4	41.5	41.5	45.7	39.5	39.5	67.8	45.5	45.5
LOS by Move:	E-	D+	D+	D	D	D	D	D	D	E	D	D
HCM2k95thQ:	11	11	11	8	30	30	23	33	33	15	19	19

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

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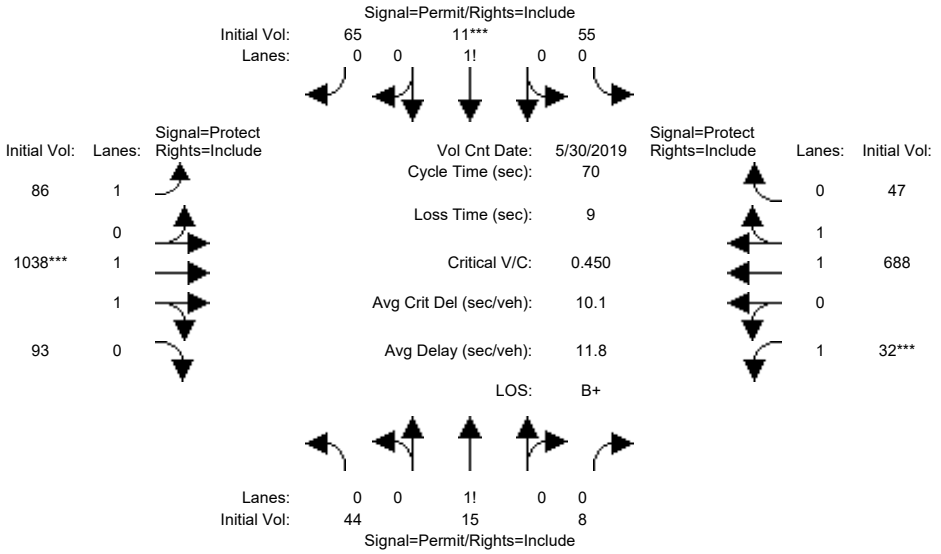
Intersection #5: Middlefield Road and Easy Street



Street Name:	Easy 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:	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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	44	15	8	55	11	65	86	970	93	32	566	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	15	8	55	11	65	86	970	93	32	566	47
Added Vol:	0	0	0	0	0	0	0	68	0	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	15	8	55	11	65	86	1038	93	32	688	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	15	8	55	11	65	86	1038	93	32	688	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	15	8	55	11	65	86	1038	93	32	688	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	15	8	55	11	65	86	1038	93	32	688	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.21	0.12	0.42	0.08	0.50	1.00	1.82	0.18	1.00	1.86	0.14
Final Sat.:	1170	399	213	740	148	874	1750	3463	310	1750	3538	242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.30	0.30	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.24	0.62	0.62	0.10	0.47	0.47
Volume/Cap:	0.25	0.25	0.25	0.48	0.48	0.48	0.20	0.48	0.48	0.18	0.41	0.41
Delay/Veh:	26.5	26.5	26.5	28.5	28.5	28.5	21.3	7.4	7.4	29.4	12.2	12.2
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:	26.5	26.5	26.5	28.5	28.5	28.5	21.3	7.4	7.4	29.4	12.2	12.2
LOS by Move:	C	C	C	C	C	C	C+	A	A	C	B	B
HCM2k95thQ:	3	3	3	7	7	7	3	12	12	1	10	10

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

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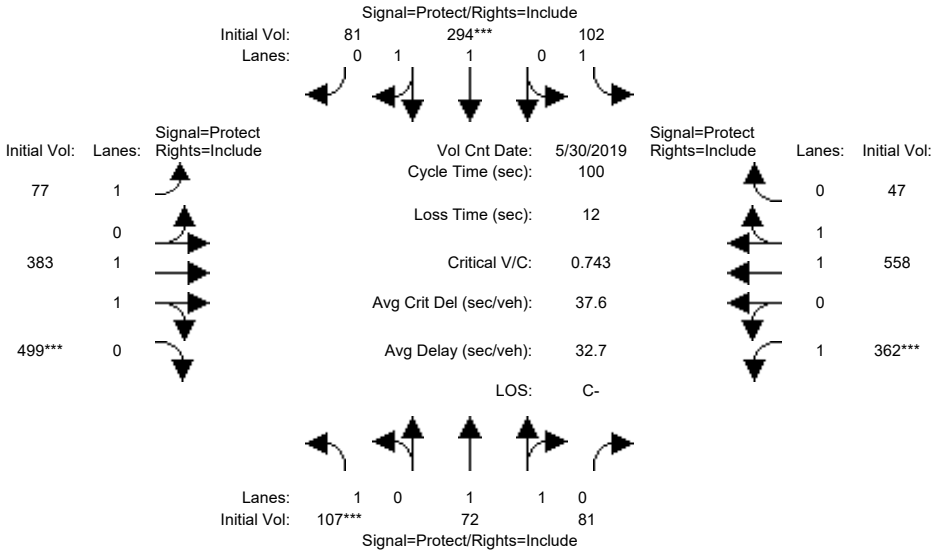
Intersection #6: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East 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: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	75	64	60	49	272	70	73	362	457	321	479	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:	75	64	60	49	272	70	73	362	457	321	479	36
Added Vol:	32	8	21	53	22	11	4	21	42	41	79	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	72	81	102	294	81	77	383	499	362	558	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	72	81	102	294	81	77	383	499	362	558	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	72	81	102	294	81	77	383	499	362	558	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	72	81	102	294	81	77	383	499	362	558	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	2925	806	1750	1900	1750	1750	3482	293
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.06	0.10	0.10	0.04	0.20	0.29	0.21	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.12	0.12	0.12	0.13	0.13	0.20	0.38	0.38	0.27	0.45	0.45
Volume/Cap:	0.61	0.33	0.40	0.50	0.76	0.76	0.22	0.54	0.76	0.76	0.36	0.36
Delay/Veh:	49.4	41.0	41.6	43.4	48.6	48.6	34.1	24.8	30.3	40.4	18.1	18.1
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:	49.4	41.0	41.6	43.4	48.6	48.6	34.1	24.8	30.3	40.4	18.1	18.1
LOS by Move:	D	D	D	D	D	D	C-	C	C	D	B-	B-
HCM2k95thQ:	9	5	6	8	14	14	4	17	26	20	11	11

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

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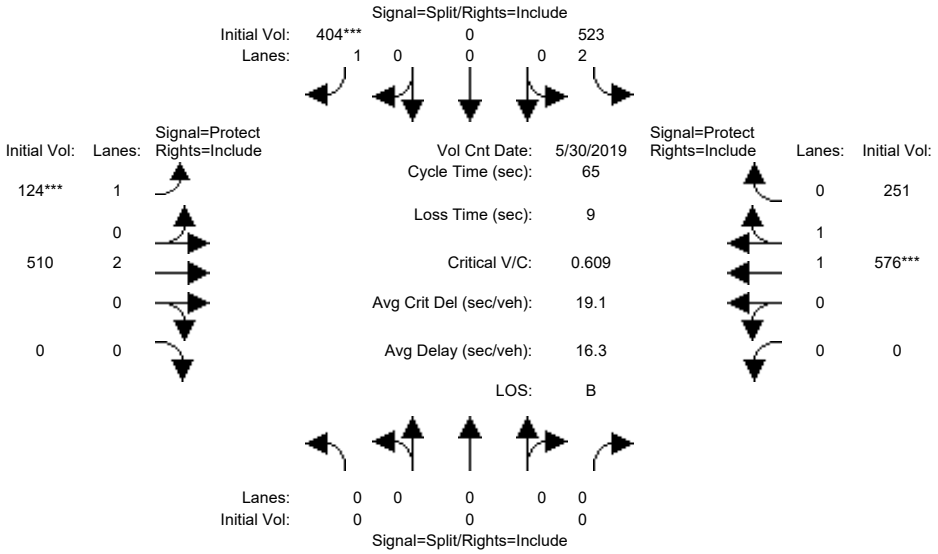
Intersection #7: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East 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	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:15:00 PM												
Base Vol:	0	0	0	399	0	363	103	436	0	0	486	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	399	0	363	103	436	0	0	486	117
Added Vol:	0	0	0	124	0	41	21	74	0	0	90	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	523	0	404	124	510	0	0	576	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	523	0	404	124	510	0	0	576	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	523	0	404	124	510	0	0	576	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	523	0	404	124	510	0	0	576	251
Saturation 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	1.36	0.64
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2580	1124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.23	0.07	0.13	0.00	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.12	0.48	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.61	0.61	0.28	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	15.3	0.0	18.0	32.6	10.1	0.0	0.0	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.3	0.0	18.0	32.6	10.1	0.0	0.0	17.6	17.6
LOS by Move:	A	A	A	B	A	B	C-	B+	A	A	B	B
HCM2k95thQ:	0	0	0	10	0	15	5	6	0	0	13	13

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

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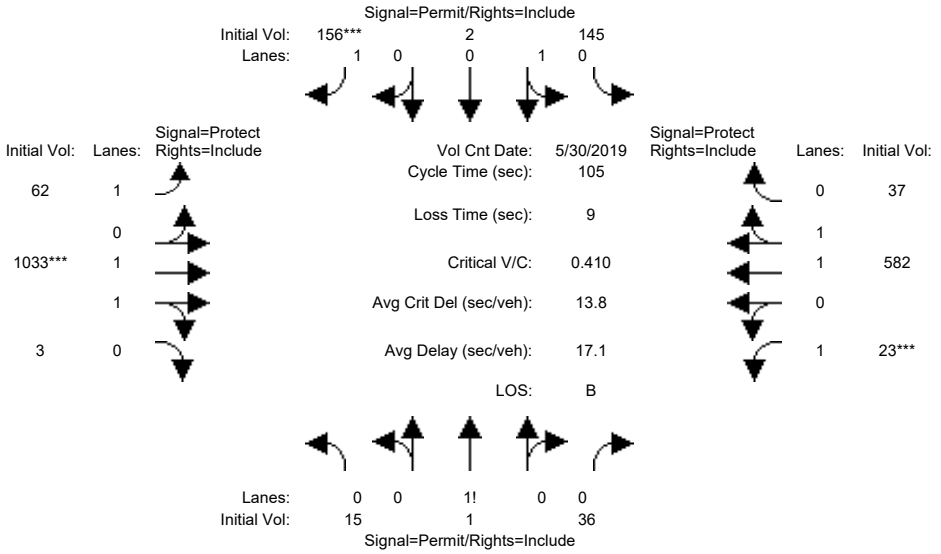
Background PP PM

Intersection #8: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East 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	0	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: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	15	1	36	117	2	124	47	850	3	23	390	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:	15	1	36	117	2	124	47	850	3	23	390	30
Added Vol:	0	0	0	28	0	32	15	183	0	0	192	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	36	145	2	156	62	1033	3	23	582	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	36	145	2	156	62	1033	3	23	582	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	36	145	2	156	62	1033	3	23	582	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	15	1	36	145	2	156	62	1033	3	23	582	37
Saturation Flow 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:	0.29	0.02	0.69	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.87	0.13
Final Sat.:	506	34	1213	1728	24	1750	1750	3788	11	1750	3555	226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.09	0.04	0.27	0.27	0.01	0.16	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.20	0.64	0.64	0.07	0.50	0.50
Volume/Cap:	0.14	0.14	0.14	0.40	0.40	0.43	0.17	0.43	0.43	0.20	0.33	0.33
Delay/Veh:	34.0	34.0	34.0	36.6	36.6	36.9	34.7	9.5	9.5	47.2	15.7	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:	34.0	34.0	34.0	36.6	36.6	36.9	34.7	9.5	9.5	47.2	15.7	15.7
LOS by Move:	C-	C-	C-	D+	D+	D+	C-	A	A	D	B	B
HCM2k95thQ:	3	3	3	9	9	10	3	15	15	2	11	11

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

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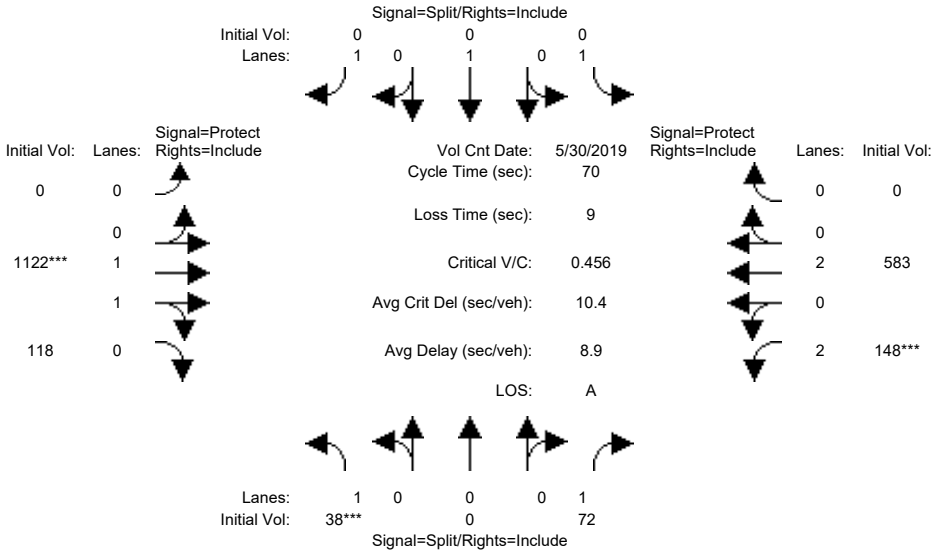
Intersection #9: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East 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	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	17	0	61	0	0	0	0	947	82	131	405	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:	17	0	61	0	0	0	0	947	82	131	405	0
Added Vol:	21	0	11	0	0	0	0	175	36	17	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	72	0	0	0	0	1122	118	148	583	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:	38	0	72	0	0	0	0	1122	118	148	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	72	0	0	0	0	1122	118	148	583	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:	38	0	72	0	0	0	0	1122	118	148	583	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.80	0.20	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3411	359	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.33	0.33	0.05	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.15	0.00	0.29	0.00	0.00	0.00	0.00	0.52	0.52	0.47	0.21	0.00
Delay/Veh:	26.6	0.0	27.5	0.0	0.0	0.0	0.0	7.4	7.4	30.9	3.1	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:	26.6	0.0	27.5	0.0	0.0	0.0	0.0	7.4	7.4	30.9	3.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	2	0	4	0	0	0	0	14	14	4	4	0

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

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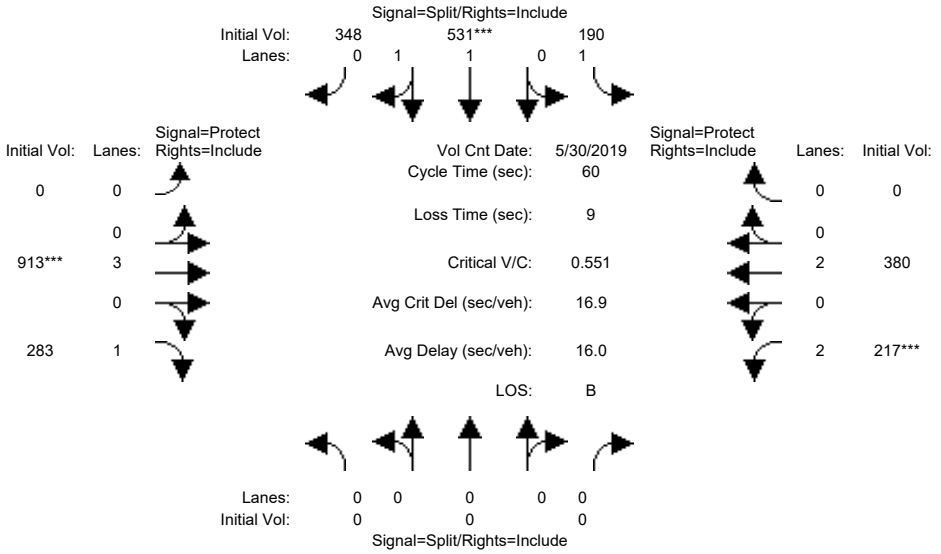
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #10: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East 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	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	0	0	0	182	381	314	0	809	200	123	219	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	182	381	314	0	809	200	123	219	0
Added Vol:	0	0	0	8	150	34	0	104	83	94	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	531	348	0	913	283	217	380	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	531	348	0	913	283	217	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	531	348	0	913	283	217	380	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:	0	0	0	190	531	348	0	913	283	217	380	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.17	0.83	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2220	1455	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.24	0.24	0.00	0.16	0.16	0.07	0.10	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.29	0.29	0.13	0.42	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.55	0.55	0.00	0.55	0.56	0.55	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	13.0	13.0	0.0	18.4	19.4	26.3	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	13.0	13.0	0.0	18.4	19.4	26.3	11.5	0.0
LOS by Move:	A	A	A	B+	B	B	A	B-	B-	C	B+	A
HCM2k95thQ:	0	0	0	5	12	12	0	9	9	5	4	0

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

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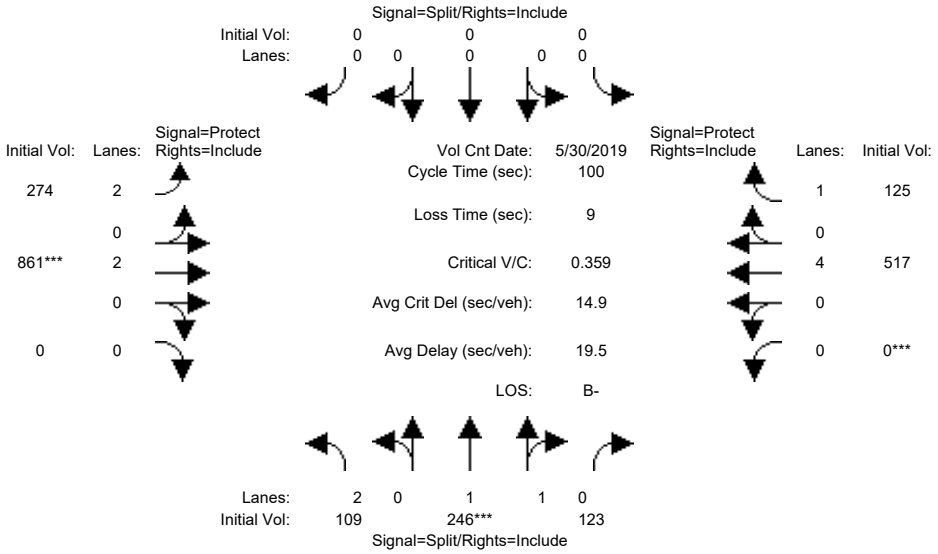
Intersection #11: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East 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	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	82	208	109	0	0	0	262	761	0	0	289	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	208	109	0	0	0	262	761	0	0	289	125
Added Vol:	27	38	14	0	0	0	12	100	0	0	228	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	246	123	0	0	0	274	861	0	0	517	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	246	123	0	0	0	274	861	0	0	517	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	246	123	0	0	0	274	861	0	0	517	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	246	123	0	0	0	274	861	0	0	517	125
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.30	0.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2463	1231	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.29	0.63	0.00	0.00	0.34	0.34
Volume/Cap:	0.12	0.36	0.36	0.00	0.00	0.00	0.30	0.36	0.00	0.00	0.20	0.21
Delay/Veh:	27.0	29.1	29.1	0.0	0.0	0.0	27.5	8.9	0.0	0.0	23.6	23.8
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:	27.0	29.1	29.1	0.0	0.0	0.0	27.5	8.9	0.0	0.0	23.6	23.8
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C	C
HCM2k95thQ:	3	9	9	0	0	0	7	12	0	0	5	6

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

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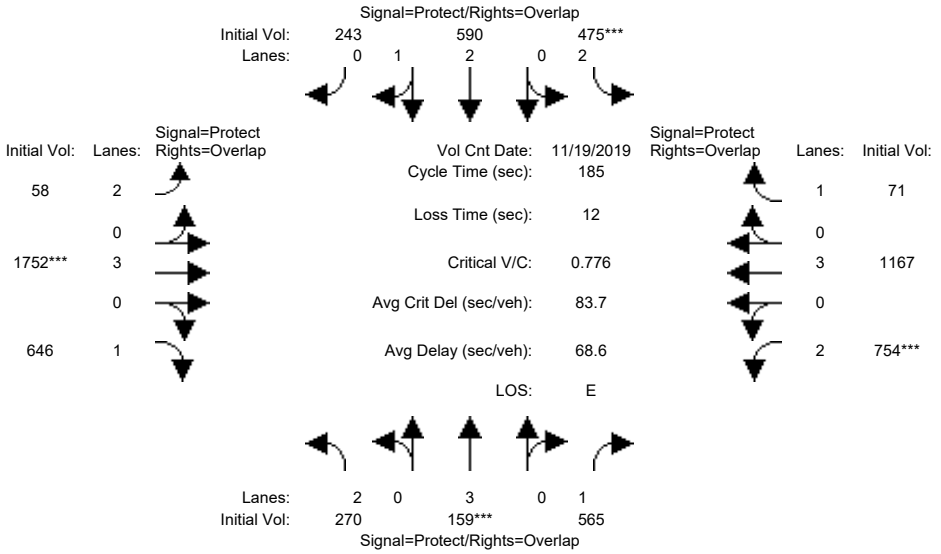
Intersection #12: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 PM												
Base Vol:	246	132	502	469	529	166	44	1576	598	641	1045	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:	246	132	502	469	529	166	44	1576	598	641	1045	70
Added Vol:	24	27	63	6	61	77	14	176	48	113	122	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	159	565	475	590	243	58	1752	646	754	1167	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	159	565	475	590	243	58	1752	646	754	1167	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	159	565	475	590	243	58	1752	646	754	1167	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	159	565	475	590	243	58	1752	646	754	1167	71
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	2.07	0.93	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3939	1622	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.32	0.15	0.15	0.15	0.02	0.31	0.37	0.24	0.20	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.45	0.16	0.27	0.33	0.05	0.32	0.41	0.25	0.52	0.68
Volume/Cap:	0.99	0.14	0.71	0.95	0.55	0.46	0.34	0.95	0.90	0.95	0.39	0.06
Delay/Veh:	134.4	61.0	44.1	104.8	58.1	49.5	85.4	77.0	72.5	90.8	33.8	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:	134.4	61.0	44.1	104.8	58.1	49.5	85.4	77.0	72.5	90.8	33.8	15.7
LOS by Move:	F	E	D	F	E+	D	F	E-	E	F	C-	B
HCM2k95thQ:	20	5	45	33	24	22	5	57	63	47	28	5

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

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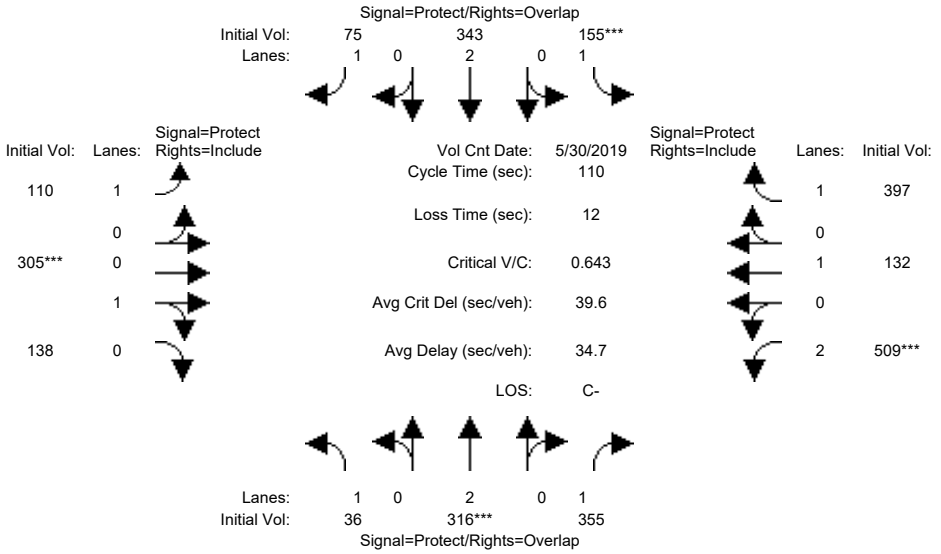
Background PP PM

Intersection #13: Maude Avenue and SR 237 Ramps



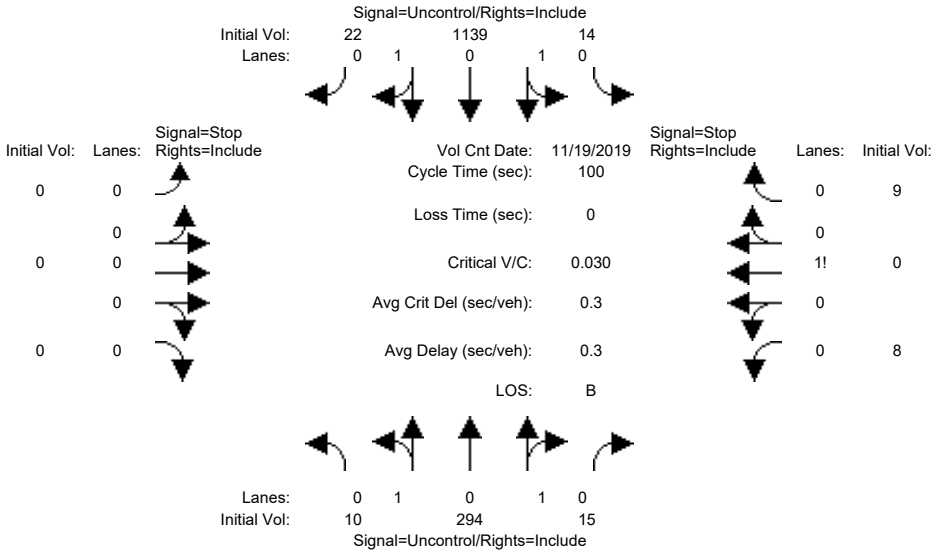
Street Name:	SR 237 Ramp Connectors						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 May 2019 << 05:00:00 PM												
Base Vol:	35	225	326	111	335	67	72	265	131	331	81	272
Growth Adj:	1.00	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	225	326	111	335	67	72	265	131	331	81	272
Added Vol:	1	91	29	44	8	8	38	40	7	178	51	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	316	355	155	343	75	110	305	138	509	132	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	316	355	155	343	75	110	305	138	509	132	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	316	355	155	343	75	110	305	138	509	132	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	36	316	355	155	343	75	110	305	138	509	132	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.67	0.33	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1274	576	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.20	0.09	0.09	0.04	0.06	0.24	0.24	0.16	0.07	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.13	0.38	0.14	0.16	0.29	0.14	0.37	0.37	0.25	0.49	0.49
Volume/Cap:	0.19	0.64	0.53	0.64	0.57	0.15	0.46	0.64	0.64	0.64	0.14	0.47
Delay/Veh:	45.0	48.4	27.3	50.7	44.3	28.8	45.1	30.6	30.6	38.6	15.6	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	48.4	27.3	50.7	44.3	28.8	45.1	30.6	30.6	38.6	15.6	19.1
LOS by Move:	D	D	C	D	D	C	D	C	C	D+	B	B-
HCM2k95thQ:	3	12	19	12	12	4	8	24	24	17	5	17

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

465 Fairchild Office Redevelopment Site Specific Transportation Analysis
SJ19-1984
Background

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

Intersection #14: Pacific Drive and North Whisman Road




```
Street Name:         North Whisman Road                 Pacific Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2019 << 5:00 pm
Base Vol:      10  233   15    14 1035   22     0    0     0     8    0     9
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  233   15    14 1035   22     0    0     0     8    0     9
Added Vol:      0   61    0     0  104    0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   10  294   15    14 1139   22     0    0     0     8    0     9
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  294   15    14 1139   22     0    0     0     8    0     9
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   10  294   15    14 1139   22     0    0     0     8    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1161 xxxx xxxxx   309 xxxx xxxxx  xxxx xxxx xxxxx   919 1511   155
Potent Cap.:  609 xxxx xxxxx  1263 xxxx xxxxx  xxxx xxxx xxxxx   274  121   870
Move Cap.:    609 xxxx xxxxx  1263 xxxx xxxxx  xxxx xxxx xxxxx   268  118   870
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.0 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    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  423 xxxxx
SharedQueue:  0.1 xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel: 11.0 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.9 xxxxx
Shared LOS:     B    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              13.9
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Pacific Drive and North Whisman Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	294	15	14	1139	22	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1511]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Pacific Drive and North Whisman Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 0	0 0		0 0 1!	0 0	
Initial Vol:	10	294	15	14	1139	22	0	0	0	8	0	9

Major Street Volume: 1494
Minor Approach Volume: 17
Minor Approach Volume Threshold: 147

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

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

Appendix D:
Freeway Analysis

Table D-1 AM Existing with Project Freeway LOS

2016 Freeway LOS AM																	AM Freeway LOS Existing with Project													
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow			Project Trips		205	Project Density		Project LOS		Capacity		% Traffic Added				IMPACT	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	%HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV			MF	HOV
SR 85 NB																																
169	SR 85	NB	W. Fremont Av.	El Camino Real	1.89	3	2	1	09:00 - 09:20	73	78	F	F	25	22	3650	1720	0.320298	18	15	3	73	78	F	F	4600	1650	0.33%	0.18%	0	0	NO	NO
168	SR 85	NB	El Camino Real	SR 237	0.41	3	2	1	08:40 - 09:00	41	42	D	D	54	52	4430	2190	0.3308157	18	15	3	41	42	D	D	4600	1650	0.33%	0.18%	0	0	NO	NO
US 101 NB																																
302	US 101	NB	N. Mathilda Av.	SR 237	0.35	4	3	1	07:20 - 07:40	49	71	E	F	43	26	6330	1850	0.2261614	39	33	6	49	71	E	F	6900	1650	0.48%	0.36%	0	0	NO	NO
302.1	US 101	NB	SR 237	Ellis Street	1.68	4	3	1	07:40 - 08:00	67	64	F	F	28	30	5630	1920	0.2543046	65	55	10	68	64	F	F	6900	1650	0.80%	0.61%	0	0	NO	NO
303	US 101	NB	Ellis Street	Moffett Blvd.	1.68	4	3	1	07:40 - 08:00	67	64	F	F	28	30	5630	1920	0.2543046	6	5	1	67	64	F	F	6900	1650	0.07%	0.06%	0	0	NO	NO
SR 237 EB																																
88	SR 237	EB	El Camino Real	SR 85	0.4	2	2	0	09:00 - 09:20	44	0	D		50		4400		0	20	20	0	44	0	D	n/a	4400	0	0.45%	0.00%	0	0	NO	NO
87	SR 237	EB	SR 85	Central Pkwy.	0.63	2	2	0	08:40 - 09:00	73	0	F		25		3650		0	35	35	0	74	0	F	n/a	4400	0	0.80%	0.00%	0	0	NO	NO
86	SR 237	EB	Central Pkwy.	Maude Av.	0.8	2	2	0	08:20 - 08:40	51	0	E		41		4190		0	30	30	0	51	0	E	n/a	4400	0	0.68%	0.00%	0	0	NO	NO
85	SR 237	EB	Maude Av.	US 101	0.71	2	2	0	08:00 - 08:20	23	0	C		66		3040		0	0	0	0	23	0	C	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
84	SR 237	EB	US 101	Mathilda Av.	0.53	2	2	0	09:00 - 09:20	40	0	D		55		4400		0	5	5	0	40	0	D	n/a	4400	0	0.11%	0.00%	0	0	NO	NO
SR 85 SB																																
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	07:20 - 07:40	31	14	D	B	65	67	5040	940	0.1571906	3	3	0	26	14	C	B	6900	1650	0.04%	0.00%	0	0	NO	NO
188	SR 85	SB	EL Camino Real	W. Fremont Av.	1.89	3	2	1	08:00 - 08:20	38	16	D	B	58	67	4410	1080	0.1967213	3	3	0	38	16	D	B	4600	1650	0.07%	0.00%	0	0	NO	NO
US 101 S																																
269	US 101	SB	Moffett Blvd.	Ellis Street	1.68	4	3	1	08:20 - 08:40	44	31	D	D	50	65	6600	2020	0.2343387	29	25	4	44	31	D	D	6900	1650	0.36%	0.24%	0	0	NO	NO
269.1	US 101	SB	Ellis Street	SR 237	1.68	4	3	1	08:20 - 08:40	44	31	D	D	50	65	6600	2020	0.2343387	12	10	2	44	31	D	D	6900	1650	0.14%	0.12%	0	0	NO	NO
268	US 101	SB	SR 237	N. Mathilda Av.	0.35	4	3	1	08:20 - 08:40	23	40	C	D	66	55	4560	2200	0.3254438	7	6	1	23	40	C	D	6900	1650	0.09%	0.06%	0	0	NO	NO
SR 237 WB																																
96	SR 237	WB	Mathilda Av.	US 101	0.53	2	2	0	09:00 - 09:20	51	0	E		41		4190		0	27	27	0	51	0	E	n/a	4400	0	0.61%	0.00%	0	0	NO	NO
97	SR 237	WB	US 101	Maude Av.	0.71	2	2	0	08:40 - 09:00	36	0	D		61		4400		0	0	0	0	36	0	D	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
98	SR 237	WB	Maude Av.	Central Pkwy.	0.8	2	2	0	08:00 - 08:20	39	0	D		57		4450		0	5	5	0	39	0	D	n/a	4400	0	0.11%	0.00%	0	0	NO	NO
99	SR 237	WB	Central Pkwy.	SR 85	0.63	2	2	0	08:00 - 08:20	28	0	D		66		3670		0	7	7	0	28	0	D	n/a	4400	0	0.16%	0.00%	0	0	NO	NO
100	SR 237	WB	SR 85	El Camino Real	0.4	2	2	0	08:00 - 08:20	65	0	F		29		3770		0	4	4	0	65	0	F	n/a	4400	0	0.09%	0.00%	0	0	NO	NO

Table D-2 PM Existing with Project Freeway LOS

2016 Freeway LOS PM																	PM Freeway LOS Existing with Project													
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow			Project Trips		205	Project Density		Project LOS		Capacity		% Traffic Added				IMPACT	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	%HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV			MF	HOV
SR 85 NB																																
169	SR 85	NB	W. Fremont Av.	El Camino Real	1.89	3	2	1	15:20 - 15:40	29	8	D	A	65	70	3770	560	0.1293303	4	3	1	29	8	D	A	4600	1650	0.07%	0.06%	0	0	NO	NO
168	SR 85	NB	El Camino Real	SR 237	0.41	3	2	1	15:20 - 15:40	25	10	C	A	66	70	3300	700	0.175	4	3	1	25	10	C	A	4600	1650	0.07%	0.06%	0	0	NO	NO
US 101 NB																																
302	US 101	NB	N. Mathilda Av.	SR 237	0.35	4	3	1	17:40 - 18:00	24	20	C	C	66	70	4760	1400	0.2272727	8	7	1	24	20	C	C	6900	1650	0.10%	0.06%	0	0	NO	NO
302.1	US 101	NB	SR 237	Ellis Street	1.68	4	3	1	17:20 - 17:40	53	33	E	D	39	70	6210	2310	0.2711268	14	12	2	53	33	E	D	6900	1650	0.17%	0.12%	0	0	NO	NO
303	US 101	NB	Ellis Street	Moffett Blvd.	1.68	4	3	1	17:20 - 17:40	53	33	E	D	39	70	6210	2310	0.2711268	24	20	4	53	33	E	D	6900	1650	0.29%	0.24%	0	0	NO	NO
SR 237 EB																																
88	SR 237	EB	El Camino Real	SR 85	0.4	2	2	0	15:40 - 16:00	19	0	C		66		2510		0	4	4	0	19	0	C	n/a	4400	0	0.09%	0.00%	0	0	NO	NO
87	SR 237	EB	SR 85	Central Pkwy.	0.63	2	2	0	16:20 - 16:40	25	0	C		66		3300		0	7	7	0	25	0	C	n/a	4400	0	0.16%	0.00%	0	0	NO	NO
86	SR 237	EB	Central Pkwy.	Maude Av.	0.8	2	2	0	16:20 - 16:40	33	0	D		64		4230		0	6	6	0	33	0	D	n/a	4400	0	0.14%	0.00%	0	0	NO	NO
85	SR 237	EB	Maude Av.	US 101	0.71	2	2	0	17:40 - 18:00	99		F		14		2780		0	0	0	0	99	0	F	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
84	SR 237	EB	US 101	Mathilda Av.	0.53	2	2	0	17:00 - 17:20	121	0	F		9		2180		0	22	22	0	122	0	F	n/a	4400	0	0.50%	0.00%	0	0	NO	NO
SR 85 SB																																
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	17:20 - 17:40	124	60	F	F	8	40	2480	2400	0.4918033	15	13	2	104	60	F	F	6900	1650	0.19%	0.12%	0	0	NO	NO
188	SR 85	SB	EL Camino Real	W. Fremont Av.	1.89	3	2	1	17:20 - 17:40	66	47	F	E	29	50	3830	2350	0.3802589	15	13	2	66	47	F	E	4600	1650	0.28%	0.12%	0	0	NO	NO
US 101 S																																
269	US 101	SB	Moffett Blvd.	Ellis Street	1.68	4	3	1	17:20 - 17:40	76	57	F	E	23	40	5250	2280	0.3027888	32	27	5	76	57	F	E	6900	1650	0.39%	0.30%	0	0	NO	NO
269.1	US 101	SB	Ellis Street	SR 237	1.68	4	3	1	17:20 - 17:40	76	57	F	E	23	40	5250	2280	0.3027888	55	47	8	77	57	F	E	6900	1650	0.68%	0.48%	0	0	NO	NO
268	US 101	SB	SR 237	N. Mathilda Av.	0.35	4	3	1	17:00 - 17:20	87	60	F	F	18	40	4700	2400	0.3380282	9	8	1	87	60	F	F	6900	1650	0.12%	0.06%	0	0	NO	NO
SR 237 WB																																
96	SR 237	WB	Mathilda Av.	US 101	0.53	2	2	0	17:40 - 18:00	82	0	F		20		3280		0	6	6	0	82	0	F	n/a	4400	0	0.14%	0.00%	0	0	NO	NO
97	SR 237	WB	US 101	Maude Av.	0.71	2	2	0	17:40 - 18:00	95	0	F		15		2850		0	0	0	0	95	0	F	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
98	SR 237	WB	Maude Av.	Central Pkwy.	0.8	2	2	0	18:00 - 18:20	77	0	F		23		3550		0	25	25	0	78	0	F	n/a	4400	0	0.57%	0.00%	0	0	NO	NO
99	SR 237	WB	Central Pkwy.	SR 85	0.63	2	2	0	17:40 - 18:00	64	0	F		30		3840		0	29	29	0	64	0	F	n/a	4400	0	0.66%	0.00%	0	0	NO	NO
100	SR 237	WB	SR 85	El Camino Real	0.4	2	2	0	17:20 - 17:40	43	0	D		51		4390		0	16	16	0	43	0	D	n/a	4400	0	0.36%	0.00%	0	0	NO	NO

Table D-3 AM Background with Project Freeway LOS

2016 Freeway LOS Background AM																	AM Freeway LOS Background with Project													
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow			Project Trips		205	Project Density		Project LOS		Capacity		% Traffic Added				IMPACT	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	%HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV			MF	HOV
SR 85 NB																																
169	SR 85	NB	W. Fremont Av.	El Camino Real	1.89	3	2	1	09:00 - 09:20	78	80	F	F	25	22	3920	1768	0.3108298	18	15	3	79	81	F	F	4600	1650	0.33%	0.18%	0	0	NO	NO
168	SR 85	NB	El Camino Real	SR 237	0.41	3	2	1	08:40 - 09:00	44	43	D	D	54	52	4700	2238	0.3225713	18	15	3	44	43	D	D	4600	1650	0.33%	0.18%	0	0	NO	NO
US 101 NB																																
302	US 101	NB	N. Mathilda Av.	SR 237	0.35	4	3	1	07:20 - 07:40	52	74	E	F	43	26	6729	1920	0.221991	39	33	6	52	74	E	F	6900	1650	0.48%	0.36%	0	0	NO	NO
302.1	US 101	NB	SR 237	Ellis Street	1.68	4	3	1	07:40 - 08:00	71	66	F	F	28	30	5950	1977	0.2494008	65	55	10	71	66	F	F	6900	1650	0.80%	0.61%	0	0	NO	NO
303	US 101	NB	Ellis Street	Moffett Blvd.	1.68	4	3	1	07:40 - 08:00	70	66	F	F	28	30	5907	1969	0.25	6	5	1	70	66	F	F	6900	1650	0.07%	0.06%	0	0	NO	NO
SR 237 EB																																
88	SR 237	EB	El Camino Real	SR 85	0.4	2	2	0	09:00 - 09:20	46		D		50		4645			20	20	0	47	0	E	n/a	4400	0	0.45%	0.00%	0	0	NO	NO
87	SR 237	EB	SR 85	Central Pkwy.	0.63	2	2	0	08:40 - 09:00	82		F		25		4088			35	35	0	82	0	F	n/a	4400	0	0.80%	0.00%	0	0	NO	NO
86	SR 237	EB	Central Pkwy.	Maude Av.	0.8	2	2	0	08:20 - 08:40	56		E		41		4571			30	30	0	56	0	E	n/a	4400	0	0.68%	0.00%	0	0	NO	NO
85	SR 237	EB	Maude Av.	US 101	0.71	2	2	0	08:00 - 08:20	23		C		66		3082			0	0	0	23	0	C	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
84	SR 237	EB	US 101	Mathilda Av.	0.53	2	2	0	09:00 - 09:20	41		D		55		4489			5	5	0	41	0	D	n/a	4400	0	0.11%	0.00%	0	0	NO	NO
SR 85 SB																																
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	07:20 - 07:40	26	14	C	B	65	67	5132	956	0.1570302	3	3	0	26	14	C	B	6900	1650	0.04%	0.00%	0	0	NO	NO
188	SR 85	SB	EL Camino Real	W. Fremont Av.	1.89	3	2	1	08:00 - 08:20	39	16	D	B	58	67	4502	1096	0.1957842	3	3	0	39	16	D	B	4600	1650	0.07%	0.00%	0	0	NO	NO
US 101 S																																
269	US 101	SB	Moffett Blvd.	Ellis Street	1.68	4	3	1	08:20 - 08:40	48	33	E	D	50	65	7134	2114	0.22859	29	25	4	48	33	E	D	6900	1650	0.36%	0.24%	0	0	NO	NO
269.1	US 101	SB	Ellis Street	SR 237	1.68	4	3	1	08:20 - 08:40	47	32	E	D	50	65	6987	2088	0.2300826	12	10	2	47	32	E	D	6900	1650	0.14%	0.12%	0	0	NO	NO
268	US 101	SB	SR 237	N. Mathilda Av.	0.35	4	3	1	08:20 - 08:40	25	41	C	D	66	55	4938	2267	0.3146426	7	6	1	25	41	C	D	6900	1650	0.09%	0.06%	0	0	NO	NO
SR 237 WB																																
96	SR 237	WB	Mathilda Av.	US 101	0.53	2	2	0	09:00 - 09:20	54		E		41		4411			27	27	0	54	0	E	n/a	4400	0	0.61%	0.00%	0	0	NO	NO
97	SR 237	WB	US 101	Maude Av.	0.71	2	2	0	08:40 - 09:00	36		D		61		4439			0	0	0	36	0	D	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
98	SR 237	WB	Maude Av.	Central Pkwy.	0.8	2	2	0	08:00 - 08:20	40		D		57		4548			5	5	0	40	0	D	n/a	4400	0	0.11%	0.00%	0	0	NO	NO
99	SR 237	WB	Central Pkwy.	SR 85	0.63	2	2	0	08:00 - 08:20	29		D		66		3809			7	7	0	29	0	D	n/a	4400	0	0.16%	0.00%	0	0	NO	NO
100	SR 237	WB	SR 85	El Camino Real	0.4	2	2	0	08:00 - 08:20	66		F		29		3841			4	4	0	66	0	F	n/a	4400	0	0.09%	0.00%	0	0	NO	NO

Table D-4 PM Background with Project Freeway LOS

2016 Freeway LOS Background PM																	PM Freeway LOS Background with Project													
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow			Project Trips		205	Project Density		Project LOS		Capacity		% Traffic Added				IMPACT	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	%HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV			MF	HOV
SR 85 NB																																
169	SR 85	NB	W. Fremont Av.	El Camino Real	1.89	3	2	1	09:00 - 09:20	30	8	D	A	65	70	3880	576	0.1292639	4	3	1	30	8	D	A	4600	1650	0.07%	0.06%	0	0	NO	NO
168	SR 85	NB	El Camino Real	SR 237	0.41	3	2	1	08:40 - 09:00	26	10	C	A	66	70	3407	719	0.1742608	4	3	1	26	10	C	A	4600	1650	0.07%	0.06%	0	0	NO	NO
US 101 NB																																
302	US 101	NB	N. Mathilda Av.	SR 237	0.35	4	3	1	07:20 - 07:40	26	21	C	C	66	70	5114	1462	0.2223236	8	7	1	26	21	C	C	6900	1650	0.10%	0.06%	0	0	NO	NO
302.1	US 101	NB	SR 237	Ellis Street	1.68	4	3	1	07:40 - 08:00	56	34	E	D	39	70	6599	2379	0.2649811	14	12	2	57	34	E	D	6900	1650	0.17%	0.12%	0	0	NO	NO
303	US 101	NB	Ellis Street	Moffett Blvd.	1.68	4	3	1	07:40 - 08:00	57	34	E	D	39	70	6719	2400	0.2631868	24	20	4	58	34	E	D	6900	1650	0.29%	0.24%	0	0	NO	NO
SR 237 EB																																
88	SR 237	EB	El Camino Real	SR 85	0.4	2	2	0	09:00 - 09:20	20		C		66		2592			4	4	0	20	0	C	n/a	4400	0	0.09%	0.00%	0	0	NO	NO
87	SR 237	EB	SR 85	Central Pkwy.	0.63	2	2	0	08:40 - 09:00	26		C		66		3460			7	7	0	26	0	C	n/a	4400	0	0.16%	0.00%	0	0	NO	NO
86	SR 237	EB	Central Pkwy.	Maude Av.	0.8	2	2	0	08:20 - 08:40	34		D		64		4346			6	6	0	34	0	D	n/a	4400	0	0.14%	0.00%	0	0	NO	NO
85	SR 237	EB	Maude Av.	US 101	0.71	2	2	0	08:00 - 08:20	101		F		14		2823			0	0	0	101	0	F	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
84	SR 237	EB	US 101	Mathilda Av.	0.53	2	2	0	09:00 - 09:20	133		F		9		2389			22	22	0	134	0	F	n/a	4400	0	0.50%	0.00%	0	0	NO	NO
SR 85 SB																																
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	07:20 - 07:40	115	61	F	F	8	40	2749	2447	0.4709392	15	13	2	115	61	F	F	6900	1650	0.19%	0.12%	0	0	NO	NO
188	SR 85	SB	EL Camino Real	W. Fremont Av.	1.89	3	2	1	08:00 - 08:20	71	48	F	E	29	50	4099	2397	0.3689963	15	13	2	71	48	F	E	4600	1650	0.28%	0.12%	0	0	NO	NO
US 101 S																																
269	US 101	SB	Moffett Blvd.	Ellis Street	1.68	4	3	1	08:20 - 08:40	81	58	F	E	23	40	5559	2334	0.2957051	32	27	5	81	58	F	E	6900	1650	0.39%	0.30%	0	0	NO	NO
269.1	US 101	SB	Ellis Street	SR 237	1.68	4	3	1	08:20 - 08:40	81	59	F	F	23	40	5598	2342	0.2949622	55	47	8	82	59	F	F	6900	1650	0.68%	0.48%	0	0	NO	NO
268	US 101	SB	SR 237	N. Mathilda Av.	0.35	4	3	1	08:20 - 08:40	95	62	F	F	18	40	5116	2473	0.3258664	9	8	1	95	62	F	F	6900	1650	0.12%	0.06%	0	0	NO	NO
SR 237 WB																																
96	SR 237	WB	Mathilda Av.	US 101	0.53	2	2	0	09:00 - 09:20	86		F		20		3435			6	6	0	86	0	F	n/a	4400	0	0.14%	0.00%	0	0	NO	NO
97	SR 237	WB	US 101	Maude Av.	0.71	2	2	0	08:40 - 09:00	97		F		15		2911			0	0	0	97	0	F	n/a	4400	0	0.00%	0.00%	0	0	NO	NO
98	SR 237	WB	Maude Av.	Central Pkwy.	0.8	2	2	0	08:00 - 08:20	85		F		23		3913			25	25	0	86	0	F	n/a	4400	0	0.57%	0.00%	0	0	NO	NO
99	SR 237	WB	Central Pkwy.	SR 85	0.63	2	2	0	08:00 - 08:20	71		F		30		4275			29	29	0	72	0	F	n/a	4400	0	0.66%	0.00%	0	0	NO	NO
100	SR 237	WB	SR 85	El Camino Real	0.4	2	2	0	08:00 - 08:20	45		D		51		4629			16	16	0	46	0	D	n/a	4400	0	0.36%	0.00%	0	0	NO	NO

Appendix E:
Trip Generation Land Use Assumptions

FEHR PEERS

Appendix E: Trip Generation Assumptions

Vehicle Trip Generation Methods

The Long-Term Office and Research & Development (R&D) trip generation rates presented in the *East Whisman Precise Plan Project-Level Transportation Analysis* report (August 2019) are areawide average trip generation rates for office, R&D and industrial land uses.[1] As presented in Chapter 2: Vision + Plan (page 52) of the *East Whisman Precise Plan* (2019), these areawide average vehicle trip generation rates are 0.95 vehicle trips per 1,000 square feet during the morning peak hour and 0.88 vehicle trips per 1,000 square feet during the evening peak hour. In Chapter 3 of the EWPP, Development Standards, these plan area average trip rates are used to calculate "long-term trip caps" that must be met by future new and redeveloped office development. To meet these long-term trip caps, each project must implement a Transportation Demand Management (TDM) program that includes regular monitoring of its actual vehicle trip rate that will be compared to the long-term trip caps.

Overview

To accommodate a new modern office building the existing buildings at the 600 Ellis Street Commercial Project would be demolished and redeveloped as a portion of the new project. While the new project would have redeveloped and new square footage the day-to-day travel behavior would need to achieve the long-term trip rates. The following discussion describes how the City of Mountain View developed the office trip generation estimates for this project, which will also be used to establish this project's trip cap.

The trip generation estimates in the *East Whisman Precise Plan Project-Level Transportation Analysis* (August 2019) report were based on areawide average office trip generation rates. Vehicle trip generation rates for office space in the East Whisman Precise Plan (EWPP) area will vary depending on the employee density, commute mode share, and trip internalization due to the addition of residential units and retail space to the area. Employee commute mode share for future office space (new or reconstructed) will be influenced by the EWPP Transportation Demand Management (TDM) trip reduction requirements. City staff has established that there will be

[1] For this analysis, office development/land use within the EWPP area includes general office, R&D, and industrial uses.

separate trip rates for 1) legacy (renovated existing space without a TDM requirement) and 2) future office development (new or reconstructed space with a TDM requirement).

The following outlines the vehicle trip reduction assumptions established by City staff considering proximity to transit, internalization due to housing, and effectiveness of future TDM programs for legacy and future office development.

- Trip rates of legacy office space will be higher than future development since legacy space is exempt from the EWPP TDM development standards;
- Future office development will have a lower trip generation rate than legacy development since it will be subject to the EWPP TDM development standards; and

The trip generation method assumes travel cost and behavior would be similar to historical patterns. However, the trip generation rates would be expected to be lower, if one or more of the following occurs:

- Travel costs increase;
- Additional housing is built within or near the East Whisman Precise Plan; or
- Regional transportation solutions are constructed that fundamentally change trip generation rates and travel patterns.

The following discussion documents how the long-term trip cap for future office development was established.

Land Use Inputs

For the trip generation analysis, two basic categories of office space are assumed:

- Legacy office space – existing space that can be renovated, but will not be required to meet the EWPP TDM development standard or trip cap.
- Future office development – new or reconstructed office space that will be required to meet the EWPP TDM development standard including the trip cap.

Based on data provided by City staff, legacy office space is divided into two subcategories based on its proximity to the light rail stations:

- Legacy office space within 2,000 feet of the light rail station
- Legacy office space > 2,000 feet from the light rail station

Table E-1 summarizes the estimated quantity of each category of office space in the EWPP area.

Table E-1: EWPP Office Land Use Categories

Land Use	Total Building Area (square feet)	Subject to EWPP TDM Development Standard?
Legacy Office Space within 2,000 feet of the Light Rail Station	1,594,762	No
Legacy Office Space more than 2,000 feet from the Light Rail Station	1,826,500	No
Future Office Development (including reconstructed office space)	5,174,266	Yes
Total	8,594,528	-

Source: City of Mountain View, April 2020.

Areawide Trip Generation

The maximum allowed trip generation for the office, R&D, and industrial land uses in East Whisman was established as the East Whisman Precise Plan trip generation estimate used for the Cumulative with Project Conditions. The Cumulative with Project Conditions peak hour trip generation for the office land uses was 60,292 daily trips, 8,163 AM peak hour trips, and 7,586 PM peak hour trips (see Table 6 of *East Whisman Precise Plan - Project Trip Estimates*, Fehr & Peers, May 2019). These trip estimates include trip reductions for the increase in nearby residential development, which was applied to the legacy office space and future office development.

Peak Hour Trip Generation Rates

For the initial allocation of the allowable peak hour trip generation to the office land use, the following assumptions were applied to the legacy office space per City staff direction:

- AM & PM Peak Hour Trip Rates – General office (land use code 710) average vehicle trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* 10th Edition (October 2018):
  - AM Peak Hour 1.16 trips / 1,000 sf
  - PM Peak Hour 1.15 trips / 1,000 sf
- Transit Trip Reduction – A 6 percent reduction in trips for space within 2,000 feet of a light rail station per the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program *Transportation Impact Analysis (TIA) Guidelines*, October 2014, page 37.

For each land use, **Table E-2** summarizes the calculated AM and PM peak hour trip generation rates on a 1,000 square feet basis. The AM peak hour trip generate rate is calculated to be 0.83

trips per ksf and the PM peak hour trip generation rate is calculated to be 0.72 trips per ksf for future office developments.

Table E-2: Peak Hour Trip Generation Rates

Land Use	AM Peak Hour[1]	PM Peak Hour[1]
Legacy Office Space within 2,000 feet of the Light Rail Station	1.09	1.08
Legacy Office Space more than 2,000 feet from the Light Rail Station	1.16	1.15
Future Office Development	0.83[2]	0.72[2]

Notes:

1. Peak hour trip generation rate expressed as trips per 1,000 square feet (peak hour trip generation rate expressed as trips per employee). The trips per employee rates are calculated using the assumed density of 4.0 employees per 1,000 square feet.
2. These future office development trip rates per 1,000 s.f basis are similar to the North Bayshore driveway trip caps for office development of 0.85 vehicles per 1,000 s.f during the morning peak hour and 0.72 vehicles per 1,000 s.f. during the evening peak hour.

Source: Fehr & Peers, April 2020.

Table E-3 compares the EWPP office trip generation rates to the ITE 10th Edition average trip generation rates for General Office based on the rate per 1,000 square feet of development and a per employee rate. This comparison shows that on a per 1,000 square foot basis, the legacy office space will be equal to or 6 percent below the ITE rates. The legacy office space would have an office vehicle trip reduction of 22 percent to 27 percent (AM peak hour) to 28 percent to 33 percent (PM peak hour) lower than ITE rate on a per employee basis. The future office development would have an office vehicle trip reduction of 28 percent (AM peak hour) to 37 percent (PM peak hour) lower than ITE rate on a per 1,000 square feet basis. The future office development would have an office vehicle trip reduction of 43 percent (AM peak hour) to 58 percent (PM peak hour) lower than ITE rate on a per employee basis. The future office development would have nearly identical peak hour trip rates (both on a per 1,000 square foot basis) as the North Bayshore Driveway Trip Cap for Office.

Table E-3: Comparison of ITE 10th Edition and EWPP and NBS Office Trip Generation Rates

Office Category	Source	AM Peak Hour				PM Peak Hour			
		Rate / KSF	Δ% from ITE	Rate / Emply[1]	Δ% from ITE	Rate / KSF	Δ% from ITE	Rate / Emply[1]	Δ% from ITE
ITE Trip Generation 10th Edition	ITE	1.16	--	0.37	--	1.15	--	0.40	--
Legacy within 2,000 ft of Light Rail	ITE 10th (KSF) with VTA Reduction	1.09	- 6%	0.27	- 27%	1.08	- 6%	0.27	- 33%
Legacy > 2,000 ft from Light Rail	ITE 10th (KSF)	1.16	0%	0.29	- 22%	1.15	0%	0.29	- 28%
Future Office Development	Calculated	0.83	- 28%	0.21	- 43%	0.73	- 37%	0.17	- 58%
EWPP Areawide Average	Calculated	0.95	- 18%	0.24	- 35%	0.88	- 23%	0.22	- 45%
North Bayshore Driveway Trip Cap for Office	Driveway Goal	0.85	- 28%	0.21	- 43%	0.72	- 37%	0.18	- 55%

1. EWPP trip rate per employee assumes an employee density of 4 employees/1,000 square feet. The ITE rate per employee is approximately 3 employees/1,000 square feet.

Source: Fehr & Peers, April 2020

Daily Trip Rate

The daily trip rate for the future office development was developed using the same methods as the peak hour trip rates. The daily trip rate calculations are summarized below in **TableE-4**. For the initial allocation of the allowable daily trip generation to the office land use, the following assumptions were applied to the legacy office space:

- Daily Trip Rates – General office (land use code 710) average vehicle trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* 10th Edition (October 2018):
    - Daily (24 hour) 9.73 trips / 1,000 sf
- Transit Trip Reduction – A 1.2% reduction in daily trips for space within 2,000 feet of a light rail station.

Table E-4: Daily Trip Rate Calculation

Land Use	Total Building Area (square feet)	Daily Trips	Daily Rate
Legacy Office Space within 2,000 feet of the Light Rail Station	1,593,762	15,332	9.62
Legacy Office Space more than 2,000 feet from the Light Rail Station	1,826,500	17,790	9.73
Future Office Development	5,174,266	27,170	5.25
Total	8,594,528	60,292	7.02

Source: ITE *Trip Generation Manual* (10th Edition), City of Mountain View, and Fehr & Peers, April 2020.

Table E-1 Background Trip Generation

Address	Description	City	Zone	Project Status	Land Use #1	Land Use #1 Size	Land Use #2	Land Use #2 Size	Existing Land Use #1	Existing Land Use Size #1	Existing Land Use #2	Existing Land Use Size #2	Existing AM In	Existing AM Out	Existing PM In	Existing PM Out	Approved AM IN	Approved AM Out	Approved PM In	Approved PM Out	Net AM In	Net AM Out	Total AM	Net PM IN	Net PM Out	Total PM Out
Flower Mart (525,555, and 769 East Evelyn Avenue)	471 apartment development with 0.68 acre public park	MV	6	Approved	Multifamily Housing (Mid-Rise)	471							0	0	0	0	44	125	126	81	**44**	**125**	**170**	**126**	**81**	**207**
777 West Middlefield Road	716 apartment development	MV	17	Approved	Multifamily Housing (Mid-Rise)	716			Multifamily Housing (Mid-Rise)	208			19	55	56	36	67	191	192	123	**48**	**135**	**183**	**136**	**87**	**224**
759 West Middlefield Road	75-unit apartment complex	MV	17	Approved	Multifamily Housing (Mid-Rise)	75							0	0	0	0	7	20	20	13	**7**	**20**	**27**	**20**	**13**	**33**
Hope Street Lots	115 ksf hotel and a 52 ksf mixed-use building	MV	10	Approved	Hotel	115	Office	52					0	0	0	0	84	31	45	84	**84**	**31**	**114**	**45**	**84**	**129**
840 East El Camino Real	18 ksf addition to an existing 160-room hotel	MV	6	Approved	Retail	18							0	0	0	0	10	6	33	36	**10**	**6**	**17**	**33**	**36**	**69**
369 N Whisman Rd	Office development with a 70 ksf office building, a 100 ksf office building, and 2 4-story parking structures	MV	3	Approved	Office	170							0	0	0	0	170	28	31	164	**170**	**28**	**197**	**31**	**164**	**196**
1075 Terra Bella Ave	19 ksf office building development	MV	17	Approved	Office	19							0	0	0	0	19	3	3	18	**19**	**3**	**22**	**3**	**18**	**22**
870 Leong Drive	Construct new 41,039 sf, 78-room hotel on project Site	MV	11	Approved	Hotel	78							0	0	0	0	22	15	24	23	**22**	**15**	**37**	**24**	**23**	**47**
1255 Pear Avenue	Mixed use developpment with 231 ksf of office space with 635 multi-family residential units	MV	17	Approved	Multifamily Housing (Mid-Rise)	635	Office	231					0	0	0	0	290	207	213	332	**290**	**207**	**497**	**213**	**332**	**545**
Marwood (701 West Evelyn Avenue)	6.5 ksf of ground-floor retail and 28 ksf of office space	MV	10	Approved	Office	28	Retail	6.5					0	0	0	0	32	7	17	40	**32**	**7**	**39**	**17**	**40**	**57**
700 Middlefield	1.08 million sf office on a 28.7 acre campus	MV	2	Under Construction	Office	1080							0	0	0	0	672	91	124	606	**672**	**91**	**763**	**124**	**606**	**730**
257 - 279 Calderon Avenue	16-unit rowhouse development	MV	10	Under Construction	Single Family Homes	16			Single Family Homes	9			2	5	6	3	3	9	10	6	**1**	**4**	**5**	**4**	**3**	**7**
535 and 555 Walker Drive	58-unit rowhouse development	MV	11	Under Construction	Single Family Homes	58							0	0	0	0	11	32	36	21	**11**	**32**	**43**	**36**	**21**	**57**
Shashi Hotel (1625 North Shoreline Boulevard)	200-room hotel with a 5-level parking structure	MV	17	Under Construction	Hotel	200			Retail	12.1			7	4	22	24	55	39	61	59	**48**	**34**	**83**	**39**	**35**	**74**
Microsoft (1045-1085 La Avenida)	128 ksf office expansion	MV	17	Under Construction	Office	128							0	0	0	0	128	21	24	124	**128**	**21**	**148**	**24**	**124**	**147**
750 Moffett Blvd	255 room hotel and 200 ksf office development	MV	11	Under Construction	Hotel	255	Office	200					0	0	0	0	270	82	115	268	**270**	**82**	**352**	**115**	**268**	**383**
500 Ferguson Dr	394-unit apartment development with 3 ksf commercial space	MV	4	Under Construction	Multifamily Housing (Mid-Rise)	394	Retail	3					0	0	0	0	39	106	111	74	**39**	**106**	**145**	**111**	**74**	**185**
277 Fairchild Dr	22-unit rowhouse	MV	11	Under Construction	Single Family Homes	22							0	0	0	0	4	12	14	8	**4**	**12**	**16**	**14**	**8**	**22**
580 – 620 Clyde Ave.	178 ksf office building with a 3-story parking garage	MV	18	Under Construction	Office	178			General Light Industrial	75			46	6	6	41	178	29	33	172	**131**	**23**	**154**	**27**	**131**	**157**
1100 N. Mathilda Ave.	Addition, demolition, renovation to an existing 173-room hotel to result in a 358-room hotel (net new 185 rooms)	SVL	13	Approved	Hotel	358			Hotel	173			0	0	0	0	65	38	72	78	**65**	**38**	**103**	**72**	**78**	**150**
1120 Innovation Way	Redevelopment of a former fire station site to a new 7-story, 113,550 sq. ft. hotel with 180 rooms including a 4,500 sf restaurant area.	SVL	13	Approved	Hotel	180	High-turnover (sit-down) restaurant	4.5	Fire and Rescue Station	5.3			0	0	1	2	75	55	82	70	**75**	**55**	**129**	**82**	**68**	**149**
1152 Bordeaux Dr.	1.77 million square feet of office with parking structures and amenities building. Buildings 1, 2, 3, and 5 occupied. Building 4 built but not occupied. Building 6 under construction.	SVL	13	Under Construction	Office	1779.5			Office	598.1			597	97	110	578	1775	289	327	1719	**1179**	**192**	**1370**	**217**	**1141**	**1359**
1235 Bordeaux Dr.	Demolish an existing 41,832 sq. ft. one-story industrial building and construct two new hotels on the same site - 8-story, 164-room AC Hotel and 8-story, 186-room Courtyard Marriott Hotel	SVL	13	Under Construction	Hotel	350			General Light Industrial	41.8			26	4	3	23	97	67	107	103	**71**	**64**	**135**	**104**	**80**	**184**
265 Sobrante Way	Allow a 4-story office/R&D building with a detached parking structure, resulting in 120,740 square feet	SVL	7	Approved	Office	120			General Light Industrial	45.6			13	9	14	13	55	10	9	49	**42**	**1**	**43**	**-5**	**36**	**31**
370 San Aleso Ave.	Redevelop existing industrial site with 18 duets and 47 townhomes for a total of 65 residential units	SVL	16	Approved	Multifamily Housing (Low-Rise)	65			General Light Industrial	31.4			19	3	3	17	7	23	23	13	**-12**	**20**	**8**	**20**	**-4**	**17**
445 N. Mary Ave.	New 4-story office building, 4.5-level parking structure. The project will result in 100% FAR.	SVL	9	Approved	Office	366.8			Office	194.2			194	32	36	188	366	60	67	354	**172**	**28**	**200**	**32**	**167**	**198**
520 Almanor Ave.	Peery Park Plan Review Permit to construct a 207,620-sq. ft., four-story corporate/research and development (R&D) office building and a 7-level, partially underground parking structure with attached ground floor retail of up to 4,000 sq. ft.	SVL	8	Under Construction	Office	207.6	Retail	4	General Light Industrial	81.5			50	7	7	45	209	35	46	208	**159**	**28**	**188**	**39**	**164**	**203**
589 W. Java Dr.	Yahoo! campus expansion to add a new, 6-story 315,000 sq. ft. office building, 24,000 sq. ft. special use amenities building and one parking structure.	SVL	13	Approved	Office	339			Office	171.4			171	28	32	166	338	55	62	327	**167**	**27**	**194**	**31**	**162**	**193**
610 N. Mary Ave.	Demolition of 28 existing office/industrial buildings totaling 768,665 sq. ft. & construction of nine three-story & three four-story office buildings totaling 1,471,400 sq. ft.; a one-story & two, two-story amenity buildings totaling 40,000 sq. ft.; Demolition underway.	SVL	8	Under Construction	Office	1511.4			Office	768.7			0	0	0	0	1349	232	224	1166	**1349**	**232**	**1581**	**224**	**1166**	**1390**
615 N. Mathilda Ave.	Redevelop 8 parcels by combining the site into one site and construct two new 4-story office R&D buildings with a total of 330,353 sf (includes 13,988 sf amenities area) resulting in 100% FAR	SVL	8	Approved	Office	330.3			General Light Industrial	109.3			67	9	9	60	330	54	61	319	**262**	**44**	**307**	**52**	**259**	**311**
623 Pastoria Ave.	Peery Park Plan Review Permit for a new 56,817 sq. ft. three-story office building with one level of underground parking. The two existing industrial buildings totaling 23,520 sq. ft. will be demolished.	SVL	8	Approved	Office	56.8			General Light Industrial	23.5			14	2	2	13	57	9	10	55	**42**	**7**	**49**	**9**	**42**	**51**
675 Almanor Ave.	Allow a 150,651 sq. ft. four-story office/R&D building and a detached five-level and partial underground parking structure, resulting in 100% FAR and located within the Peery Park Specific Plan area. The project includes a 2,500 sq. ft. retail space on the ground floor	SVL	8	Approved	Office	150.7	Retail	2.5	General Light Industrial	60			37	5	5	33	152	25	32	151	**115**	**20**	**135**	**27**	**118**	**145**
684 W. Maude Ave.	Peery Park Plan Review Permit to construct a 174,545-square foot, four-story corporate/research and development (R&D) office building and a 6-level parking structure on a 4.01-acre site resulting in a total of 100% FAR.	SVL	7	Under Construction	Office	620			Office	198.8			0	0	0	0	689	98	107	566	**689**	**98**	**787**	**107**	**566**	**673**
728, 740, 750, 760 and 814 San Aleso Ave.	Redevelop industrial property into 118 multi-family units, including 96 townhome condominiums and 22 duets) within the Peery Park Specific Plan.	SVL	16	Approved	Multifamily Housing (Low-Rise)	118			Automobile Care Center	14	Office	90.7	0	0	0	0	0	43	37	0	**0**	**43**	**43**	**37**	**0**	**37**
810 W. Maude Ave.	Phase 2 of the W. Maude Ave Campus project to construct two 4-story R&D office buildings of approximately 162,000 each and a 5-level parking structure. An existing approximately 58,188 sf building is to be retained. A total of approximately 382,188 sf and 85% FAR is requested.	SVL	7	Approved	Office	324			Office	162.6			162	26	30	157	323	53	60	313	**161**	**26**	**187**	**30**	**156**	**186**
824 San Aleso Ave.	Consideration of the location of a high school for 400 students (Summit School). Project is within the Peery Park Specific Plan Neighborhood Transition Subdistrict.	SVL	16	Approved	High School	29.9			General Light Industrial	25.6			16	2	2	14	72	29	16	13	**56**	**27**	**83**	**14**	**-1**	**13**

Appendix F:
Background Project Trip Generation

Appendix F: Trip Generation Land Use Assumptions

Address	Existing and App	City	TMLU	FAR (Find	Shape_Are	Net New	TotalFloor	Change	LRT2000ft	Category
301 N WHISMAN RD	17100	OFF	0.392563	43559.84	-17100	0	Y	<Null>		New
340 E MIDDLEFIELD RD	17740	OFF	0.352771	50287.61	-17740	0	Y	<Null>		New
500 ELLIS ST	17992	R&D	0.333369	53970.23	-17992	0	Y		1	New
335 E MIDDLEFIELD RD	30250	R&D	0.347209	87123.36	-30250	0	Y	<Null>		New
325 E MIDDLEFIELD RD	33314	R&D	0.373429	89211.09	-33314	0	Y	<Null>		New
410 LOGUE AV	42210	R&D	0.382273	110418.5	-42210	0	Y		1	New
485 CLYDE AV	47482	R&D	0.468892	101264.2	-47482	0	Y	<Null>		New
475 ELLIS ST	65616	R&D	0.335119	195799.1	-65616	0	Y		1	New
515 N WHISMAN RD	76226	R&D	0.367266	207550.1	-76226	0	Y	<Null>		New
545 N WHISMAN RD	76226	R&D	0.331509	229936.4	-76226	0	Y	<Null>		New
355 E MIDDLEFIELD RD	83585	R&D	0.319742	261414	-83585	0	Y		1	New
401 ELLIS ST	100842	R&D	0.513255	196475.5	-100842	0	Y		1	New
500 E MIDDLEFIELD RD	136377	R&D	0.536552	254172.8	-136733	0	Y		1	New
685 E MIDDLEFIELD RD	162090	R&D	0.345282	469441.8	-162090	0	Y		1	New
815 MAUDE AV	8500	R&D	0.2102	40437.68	-8500	0	Y		1	New
891 MAUDE AV	9570	R&D	0.278798	34325.92	0	9570	N		1	Legacy<2000ft
411 CLYDE AV	10208	R&D	0.257734	39606.7	0	10208	N		1	Legacy<2000ft
441 CLYDE AV	11480	IND	0.267917	42849.1	0	11480	N	<Null>		Legacy>2000ft
625 NATIONAL AV	12000	IND	0.496294	24179.19	0	12000	Y	<Null>		New
380 LOGUE AV	13200	IND	0.312318	42264.63	0	13200	N		1	Legacy<2000ft
450 E MIDDLEFIELD RD	13400	R&D	0.307028	43644.29	0	13400	N		1	Legacy<2000ft
405 CLYDE AV	14256	R&D	0.326285	43691.88	0	14256	N		1	Legacy<2000ft
636 ELLIS ST	14612	R&D	0.33967	43018.2	0	14612	N		1	Legacy<2000ft
415 CLYDE AV	14960	R&D	0.360217	41530.5	0	14960	N	<Null>		Legacy>2000ft
835 MAUDE AV	15000	R&D	0.380851	39385.45	0	15000	N		1	Legacy<2000ft
605 ELLIS ST	15330	OFF	0.301657	50819.32	0	15330	N		1	Legacy<2000ft
855 MAUDE AV	15638	R&D	0.36906	42372.51	0	15638	N		1	Legacy<2000ft
411 NATIONAL AV	15826	R&D	0.352758	44863.68	0	15826	N		1	Legacy<2000ft
885 MAUDE AV	16000	R&D	0.357623	44739.88	0	16000	N		1	Legacy<2000ft
599 FAIRCHILD DR	16182	R&D	0.32303	50094.43	0	16182	N		1	Legacy<2000ft
875 MAUDE AV	16250	IND	0.390148	41650.86	0	16250	N		1	Legacy<2000ft
495 CLYDE AV	16407	R&D	0.260877	62891.8	0	16407	N	<Null>		Legacy>2000ft
480 ELLIS ST	17000	IND	0.373828	45475.41	0	17000	N		1	Legacy<2000ft
455 NATIONAL AV	17230	IND	0.372451	46261.14	0	17230	N	<Null>		Legacy>2000ft
440 E MIDDLEFIELD RD	17740	OFF	0.350612	50597.23	0	17740	N		1	Legacy<2000ft
433 CLYDE AV	18042	IND	0.345887	52161.52	0	18042	N	<Null>		Legacy>2000ft
425 CLYDE AV	18251	IND	0.449287	40622.12	0	18251	Y	<Null>		New
460 E MIDDLEFIELD RD	18450	OFF	0.333215	55369.64	0	18450	N		1	Legacy<2000ft
615 NATIONAL AV	19176	OFF	0.346089	55407.76	0	19176	N	<Null>		Legacy>2000ft
645 NATIONAL AV	24000	IND	0.456779	52541.81	1	24001	Y	<Null>		New
440 N BERNARDO AV	28566	R&D	0.31045	92014.85	0	28566	N	<Null>		Legacy>2000ft
453 RAVENDALE DR	29120	R&D	0.336253	86601.45	0	29120	N	<Null>		Legacy>2000ft
205 RAVENDALE DR	30000	R&D	0.30956	96911.73	0	30000	N	<Null>		Legacy>2000ft
755 RAVENDALE DR	30443	R&D	0.348169	87437.45	0	30443	N	<Null>		Legacy>2000ft
630 CLYDE AV	30995	R&D	0.312941	99044.31	0	30995	N	<Null>		Legacy>2000ft
420 N BERNARDO AV	31000	R&D	0.304448	101823.5	0	31000	N	<Null>		Legacy>2000ft
650 CLYDE CT	31851	IND	0.303394	104982.3	0	31851	N	<Null>		Legacy>2000ft
625 ELLIS ST	35100	OFF	0.409933	85623.79	0	35100	N		1	Legacy<2000ft
405 NATIONAL AV	35177	R&D	0.340947	103174.4	0	35177	N	<Null>		Legacy>2000ft
450 NATIONAL AV	35343	R&D	0.364267	97025.03	0	35343	N	<Null>		Legacy>2000ft
550 ELLIS ST	14490	R&D	0.359414	40315.58	23000	37490	Y		1	New
640 CLYDE CT	39703	R&D	0.385552	102977	0	39703	N	<Null>		Legacy>2000ft
565 CLYDE AV	48102	OFF	0.362231	132793.7	0	48102	N	<Null>		Legacy>2000ft
201 RAVENDALE DR	50450	R&D	0.314842	160239.3	0	50450	N	<Null>		Legacy>2000ft
280 N BERNARDO AV	53160	R&D	0.294016	180806.4	0	53160	N	<Null>		Legacy>2000ft
605 FAIRCHILD DR	53360	R&D	0.34597	154233.1	0	53360	N		1	Legacy<2000ft
280 N BERNARDO AV	53740	R&D	0.321916	166938.1	0	53740	N	<Null>		Legacy>2000ft
701 E MIDDLEFIELD RD	56000	R&D	0.44082	127036.1	0	56000	N		1	Legacy<2000ft
350 N BERNARDO AV	56069	R&D	0.32309	173540.1	0	56069	N	<Null>		Legacy>2000ft
777 E MIDDLEFIELD RD	58525	R&D	0.337351	173483.9	0	58525	N		1	Legacy<2000ft

Appendix F: Trip Generation Land Use Assumptions

490 E MIDDLEFIELD RD	43488	R&D	0.352497	123371.3	22000	65488	Y		1	New
345 RAVENDALE DR	69138	R&D	0.332411	207989.7	0	69138	N	<Null>		Legacy>2000ft
445 N WHISMAN RD	72576	OFF	0.339471	213791.5	0	72576	N	<Null>		Legacy>2000ft
501 ELLIS ST	25975	R&D	0.304119	85410.66	60000	85975	Y		1	New
555 ELLIS ST	27331	R&D	0.313842	87085.32	60000	87331	Y		1	New
331 FAIRCHILD DR	87565	OFF	0.467031	187492.7	0	87565	N		1	Legacy<2000ft
515 ELLIS ST	28796	R&D	0.32704	88050.44	60000	88796	Y		1	New
320 LOGUE AV	30636	R&D	0.33675	90975.61	60000	90636	Y		1	New
590 E MIDDLEFIELD RD	97500	OFF	0.586352	166282.4	0	97500	N		1	Legacy<2000ft
313 FAIRCHILD DR	131561	OFF	0.356136	369412.2	0	131561	N	<Null>		Legacy>2000ft
600 NATIONAL AV	140650	OFF	0.66732	210768.5	0	140650	N	<Null>		Legacy>2000ft
189 N BERNARDO AV	58356	R&D	0.329713	176990.1	86000	144356	Y	<Null>		New
455 N BERNARDO AV	168084	R&D	0.338137	497088.6	0	168084	N	<Null>		Legacy>2000ft
620 CLYDE AV	178477	OFF	0.788058	226477	0	178477	N	<Null>		Legacy>2000ft
303 RAVENDALE DR	67000	R&D	0.358217	187037.3	114000	181000	Y	<Null>		New
465 FAIRCHILD DR	59640	R&D	0.388858	153372.3	196000	255640	Y		1	New
690 E MIDDLEFIELD RD	340000	OFF	0.479813	708609.4	0	340000	N		1	Legacy<2000ft
339 N BERNARDO AV	241080	R&D	0.354011	680995.1	132000	373080	Y	<Null>		New
625 CLYDE AVE	385000	OFF	0.996219	386461.1	0	385000	N	<Null>		Legacy>2000ft
455 E MIDDLEFIELD RD	131124	R&D	0.283718	462162.8	331000	462124	Y		1	New
464 ELLIS ST	627050	R&D	0.557184	1125391	0	627050	N		1	Legacy<2000ft
	426502	R&D	0.496398	859194.2	430000	856502	Y		1	New
1100 W MAUDE AV	460641	R&D	0.369887	1245355	612000	1072641	Y		1	New
500 LOGUE AV	333955	R&D	0.335564	995206.3	985000	1318955	Y		1	New

Appendix G:
Peak Hour Traffic Signal Warrant Analysis

FEHR PEERS

Major Street	Ellis Street
Minor Street	Project Driveway

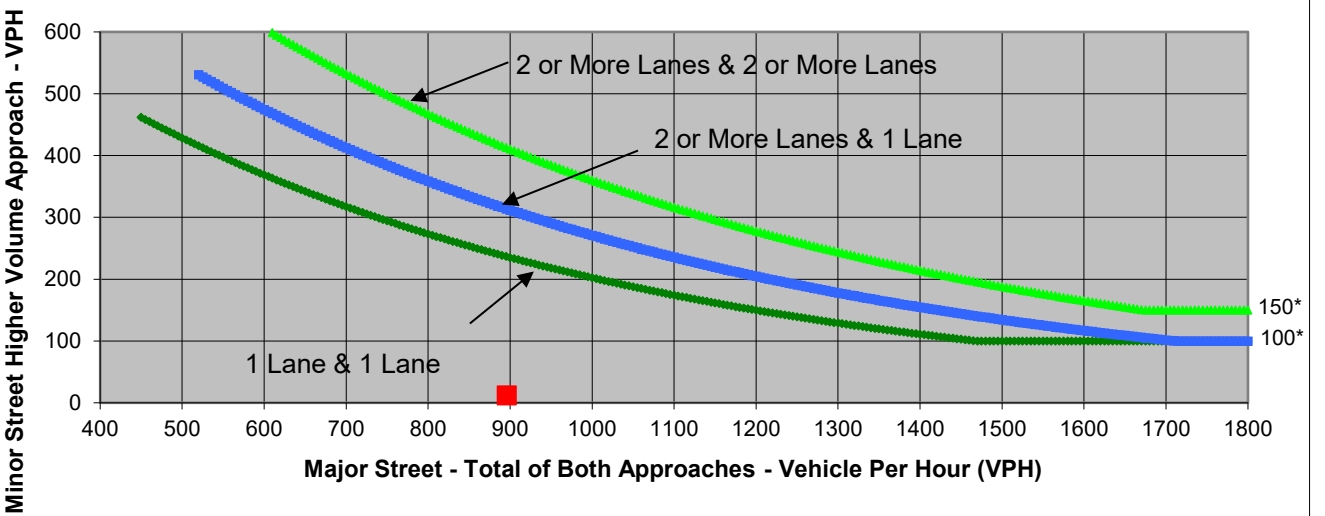
Project	465 Fairchild SSTA
Scenario	Existing plus Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	2	0
Through	470	423	0	0
Right	0	3	10	0
Total	470	426	12	0

Major Street Direction

x	North/South
	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Project Driveway	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**896**	**12**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Ellis Street
Minor Street	Project Driveway

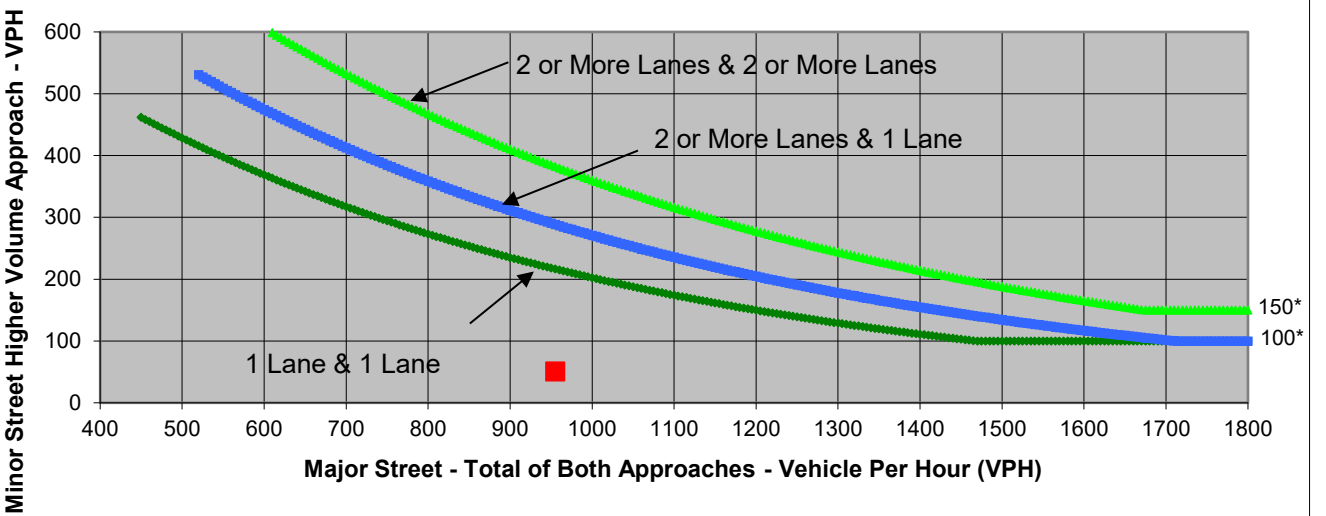
Project	465 Fairchild SSTA
Scenario	Existing plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	5	0
Through	418	534	0	0
Right	0	3	46	0
Total	418	537	51	0

Major Street Direction

x	North/South
	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Project Driveway	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**955**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

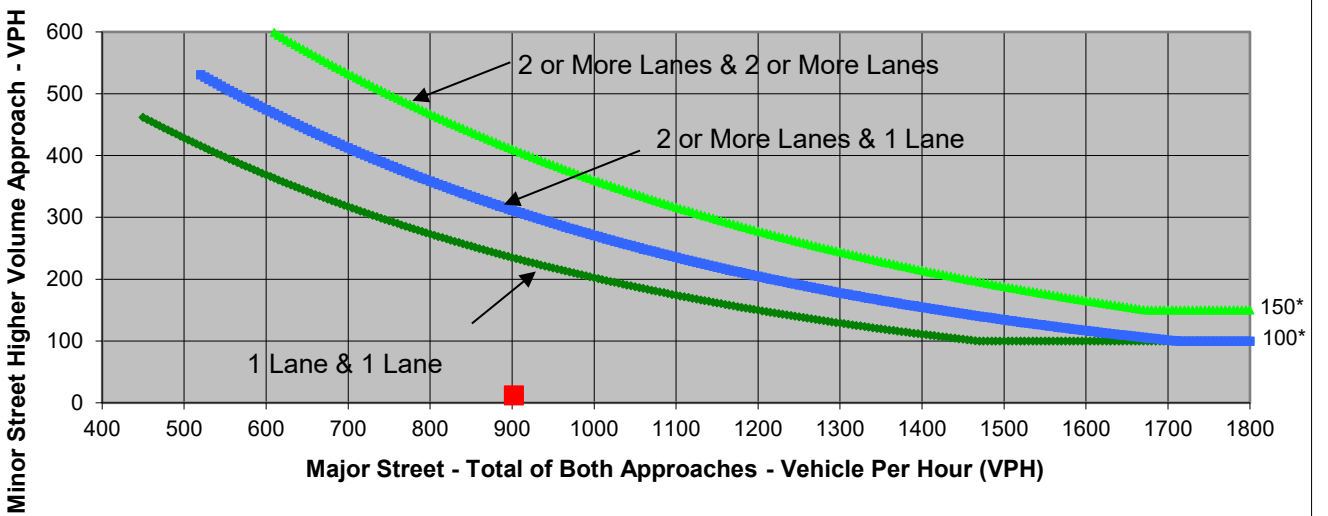
Major Street	Ellis Street	Project	465 Fairchild SSTA
Minor Street	Project Driveway	Scenario	Background plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	2	0
Through	476	423	0	0
Right	0	3	10	0
Total	476	426	12	0

Major Street Direction

x	North/South
	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Project Driveway	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**902**	**12**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Ellis Street
Minor Street	Project Driveway

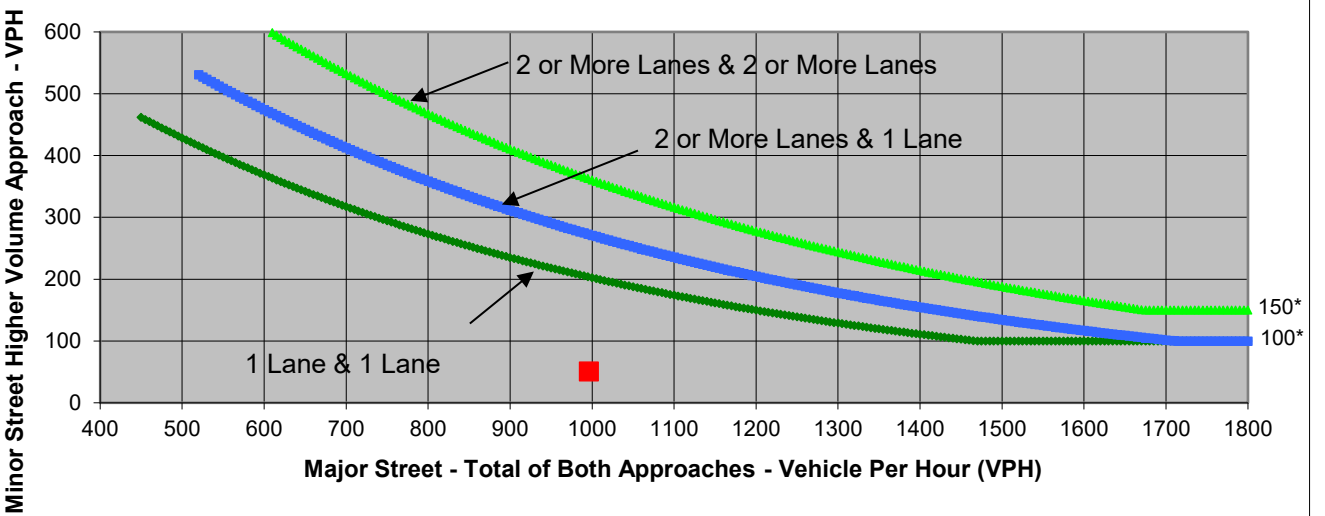
Project	465 Fairchild SSTA
Scenario	Background plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	5	0
Through	459	534	0	0
Right	0	3	46	0
Total	459	537	51	0

Major Street Direction

x	North/South
	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Project Driveway	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**996**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

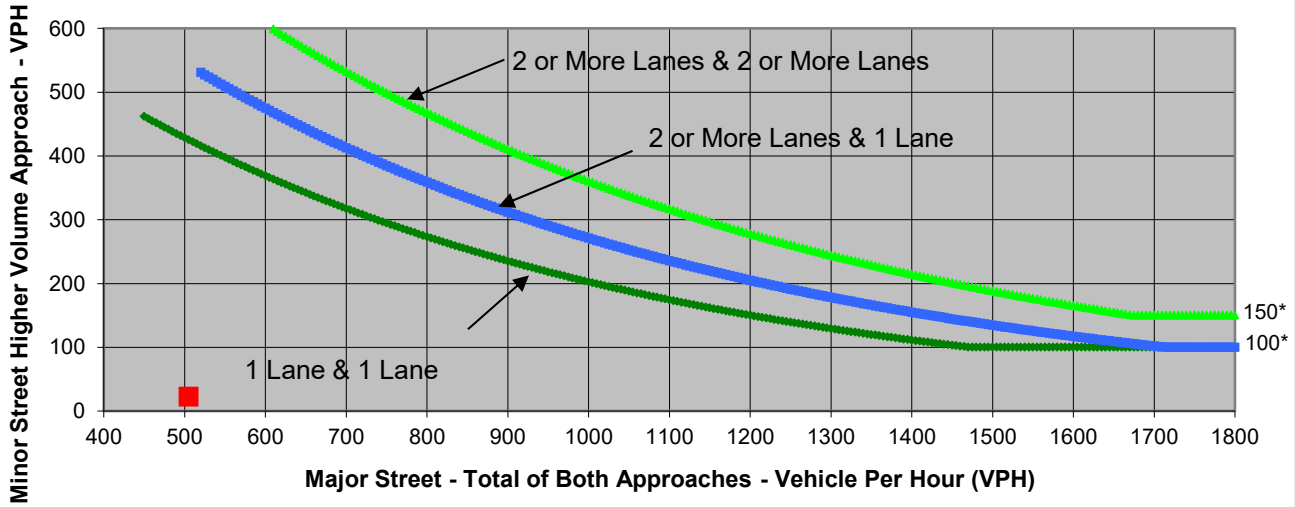
Major Street	Fairchild Drive	Project	465 Fairchild SSTA
Minor Street	Project Driveway	Scenario	Existing plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	168
Through	0	0	192	138
Right	20	0	7	0
Total	22	0	199	306

Major Street Direction

	North/South
x	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Fairchild Drive	Project Driveway	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**505**	**22**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Fairchild Drive
Minor Street	Project Driveway

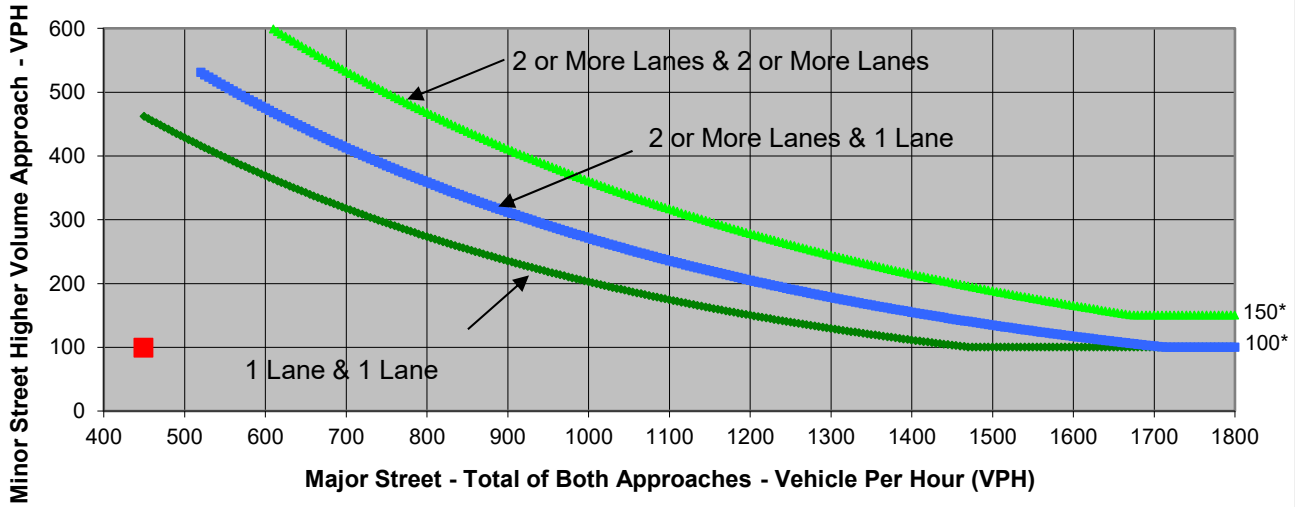
Project	465 Fairchild SSTA
Scenario	Existing plus Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	0	0	32
Through	0	0	181	233
Right	92	0	3	0
Total	99	0	184	265

Major Street Direction

	North/South
x	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Fairchild Drive	Project Driveway	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**449**	**99**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

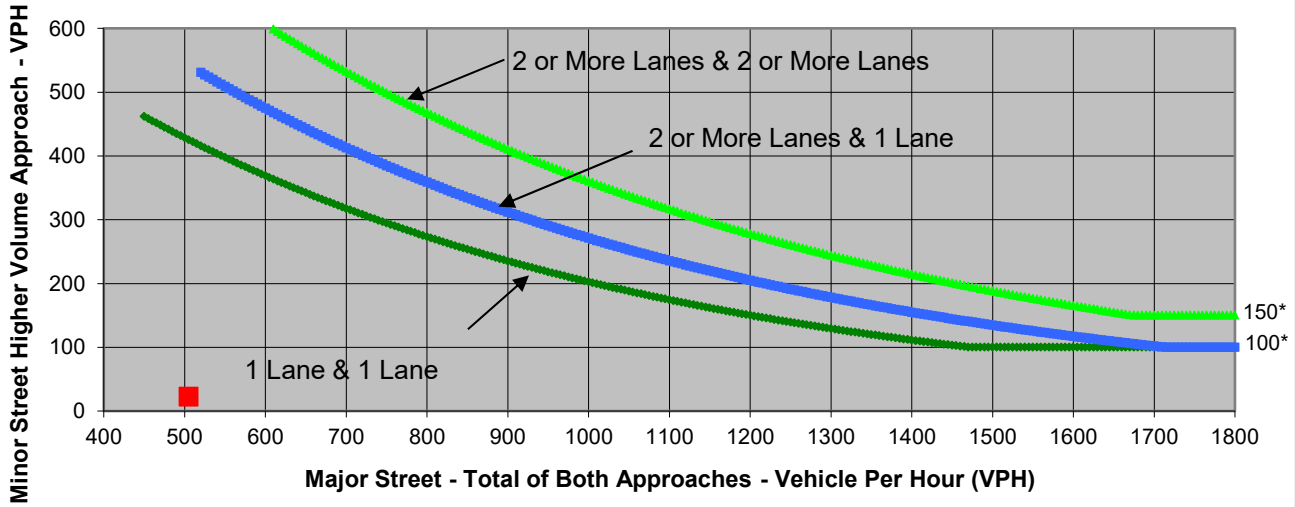
Major Street	Fairchild Drive	Project	465 Fairchild SSTA
Minor Street	Project Driveway	Scenario	Background plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	168
Through	0	0	192	138
Right	20	0	7	0
Total	22	0	199	306

Major Street Direction

	North/South
x	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Fairchild Drive	Project Driveway	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**505**	**22**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Fairchild Drive
Minor Street	Project Driveway

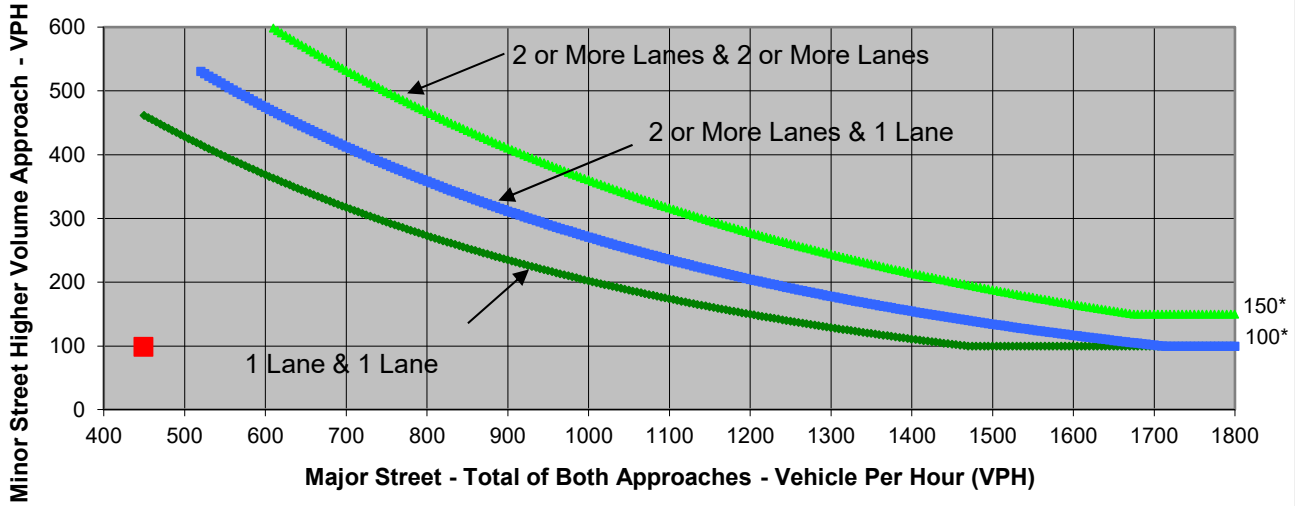
Project	465 Fairchild SSTA
Scenario	Background plus Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	0	0	32
Through	0	0	181	233
Right	92	0	3	0
Total	99	0	184	265

Major Street Direction

	North/South
x	East/West



* 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, 2014

	Major Street	Minor Street	Warrant Met
	Fairchild Drive	Project Driveway	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**449**	**99**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.