

Attachment 2

Rengstorff Avenue Complete Streets Study

Existing Conditions Memorandum

April 2026



City of
Mountain View

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Project Overview

Study Goals



Explore ways to enhance **safety**, incorporate **green street** elements, and improve **multimodal access** for people walking, biking, using public transit, and driving along the Rengstorff Avenue Corridor

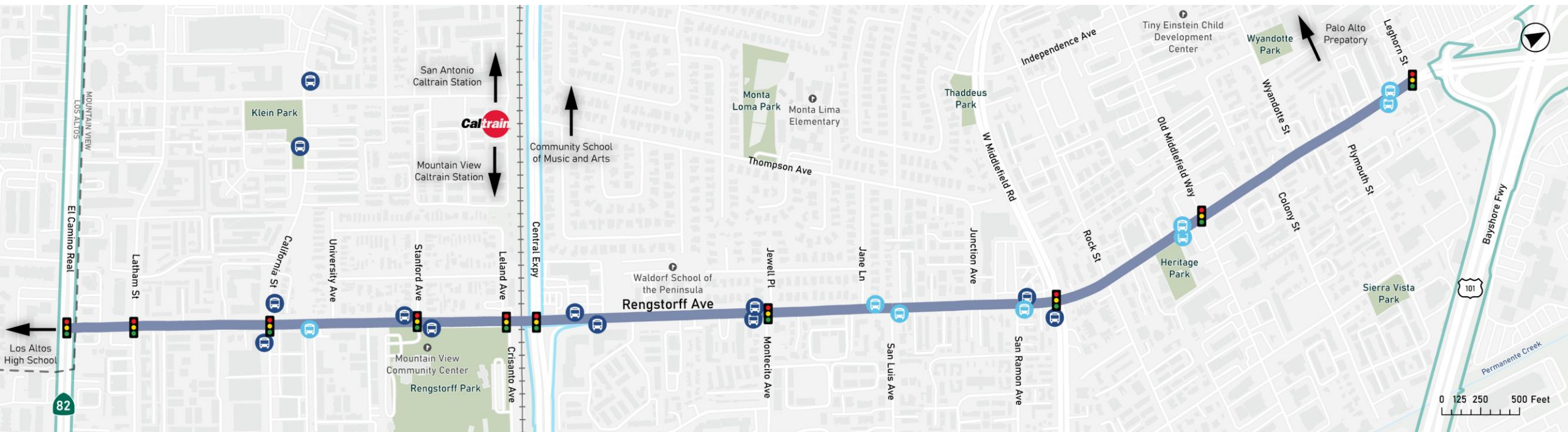


Identify a preferred alternative and develop preliminary concept drawings and cost estimates



Study funded by a Caltrans Sustainable Transportation Planning Grant and grant deadline is June 2027

Study Corridor



Legend

Study Corridor

Railroad

City Boundary

Santa Clara County
Right-of-Way

State Right-of-Way

Point of Interest

Signalized Intersection

Bus Stops

Shared VTA and Mountain View
Community Shuttle Stop

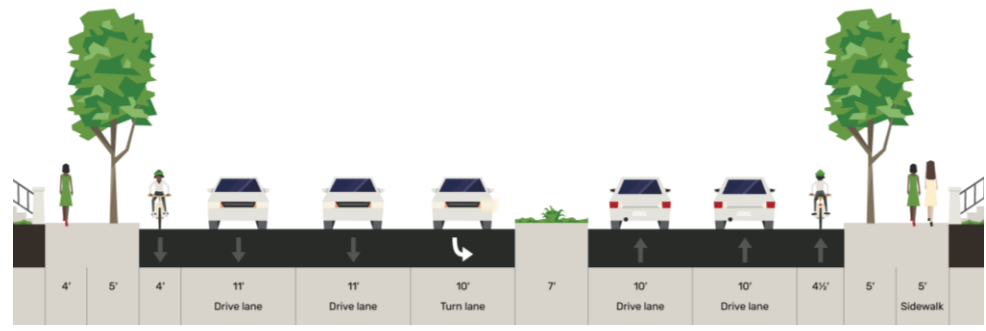
VTA Only Stop



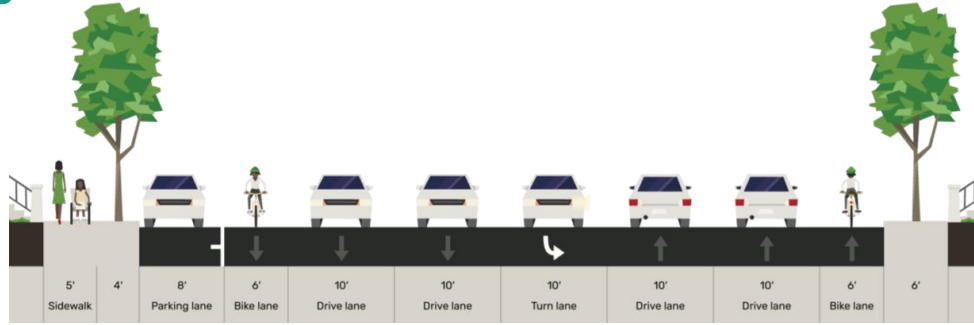
Existing Corridor Elements

Existing Corridor Configuration

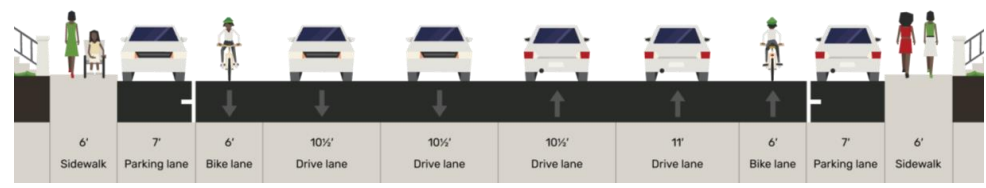
1 Rengstorff Ave between El Camino Real and University Ave



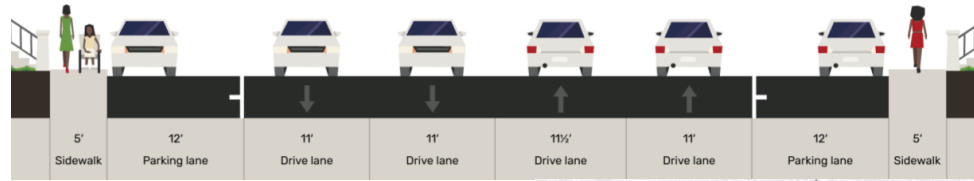
2 Rengstorff Ave between University Ave and Central Expy



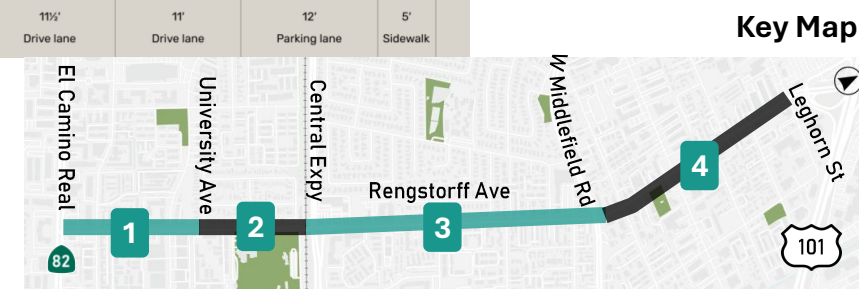
3 Rengstorff Ave between Central Expy and W Middlefield Rd



4 Rengstorff Ave between W Middlefield Rd and Leghorn St

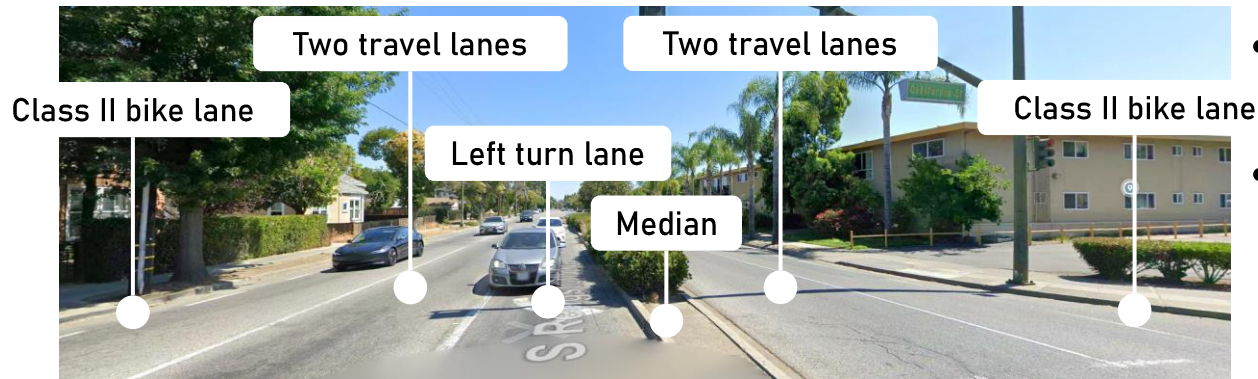


Rengstorff Ave looking north



Existing Corridor Configuration

1 Rengstorff Ave between El Camino Real and University Ave



Rengstorff Ave looking north

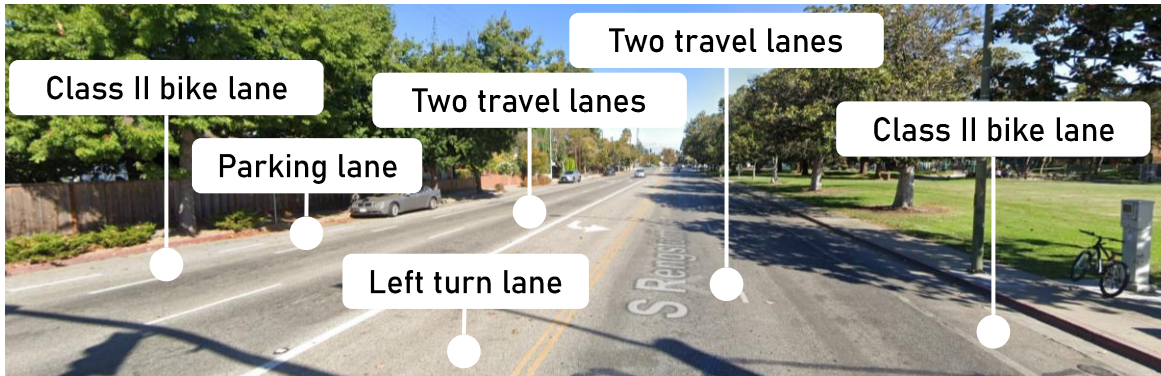
- Mix of commercial and residential buildings on both sides
- Connects students to Los Altos High School, Mariano Castro Elementary School, and Gabriela Mistral Elementary School

Key Map



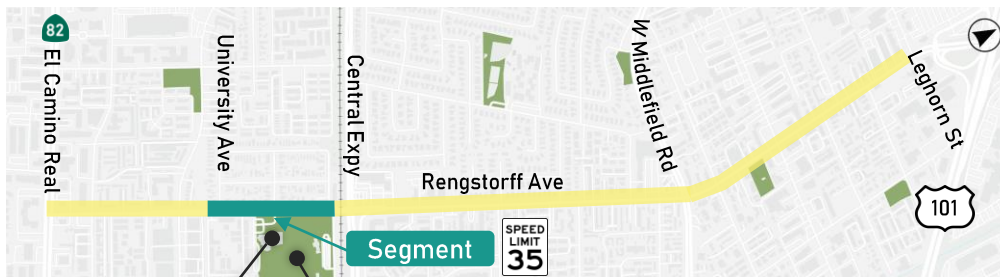
Existing Corridor Configuration

2 Rengstorff Ave between University Ave and Central Expy



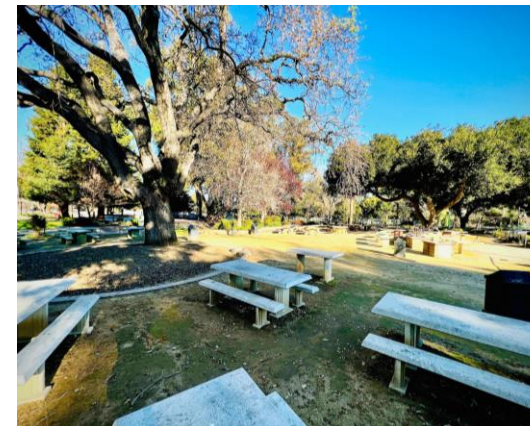
Rengstorff Ave looking north

Key Map



Mountain View
Community Center
Rengstorff Park

- West side is residential buildings
- East side is adjacent to Rengstorff Park and Mountain View Community Center



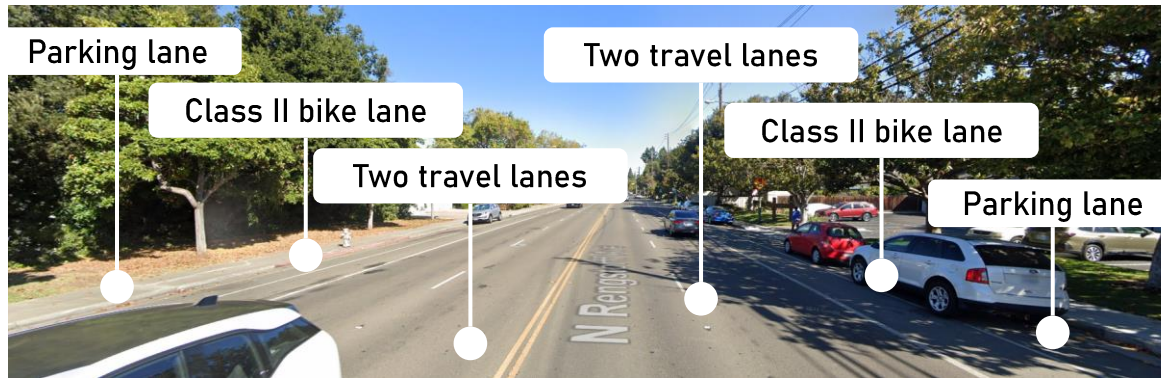
Rengstorff Park



*Mountain View
Community Center*

Existing Corridor Configuration

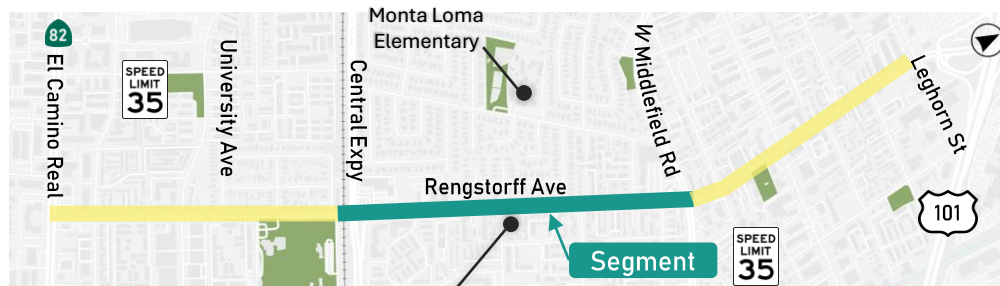
3 Rengstorff Ave between Central Expy and W Middlefield Rd



Rengstorff Ave looking north

- East and west side are a mix of residential and community buildings (e.g. churches and fire department)
- Monta Loma Elementary is west of Rengstorff Ave
- Caltrain has a planned grade separation project that would be implemented in the future
- Rengstorff Avenue improvements would not preclude future Caltrain grade separation project

Key Map



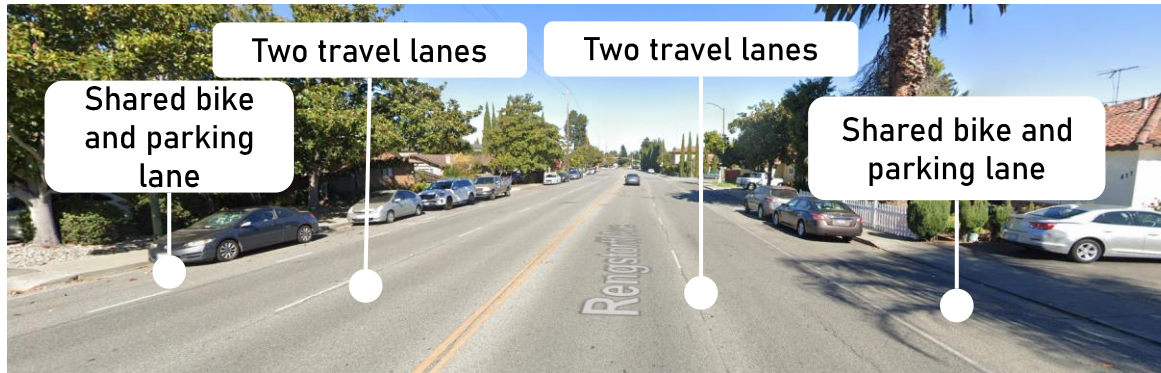
Mountain View
Fire Station



Monta Loma Elementary

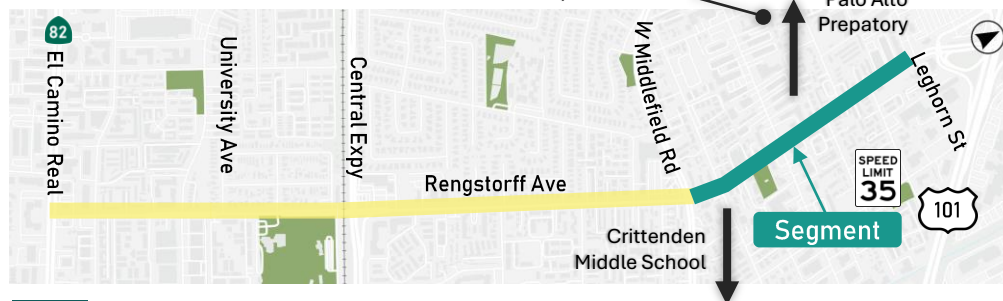
Existing Corridor Configuration

4 Rengstorff Ave between W Middlefield Rd and Leghorn St



Rengstorff Ave looking north

Key Map



- Mix of commercial and residential buildings on both sides
- Tiny Einstein Child Development Center and Palo Alto Preparatory are west of Rengstorff Ave
- Crittenden Middle School is to the east of Rengstorff Ave



Tiny Einstein Child Development Center



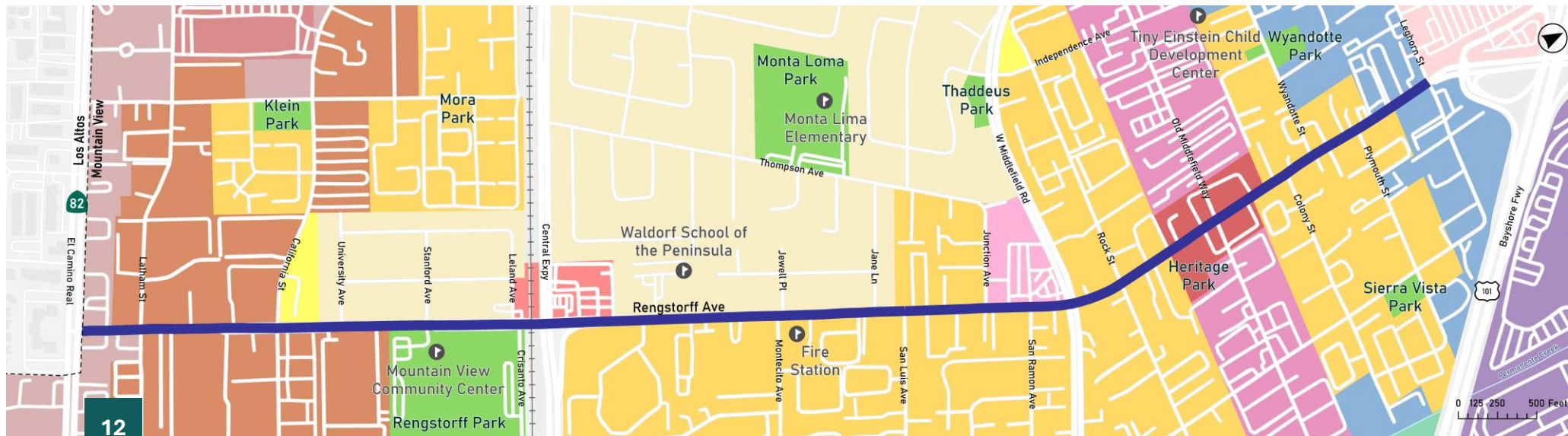
Palo Alto Preparatory

Land Use

- Predominantly residential uses along Rengstorff Avenue
 - Cluster of high density just north of El Camino Real
 - Low to medium density along most of the corridor north of Rengstorff Park
- Commercial land uses at intersections with Central Expressway and W Middlefield Road
- Pockets of mixed-use near Old Middlefield Way and El Camino Real
- Industrial uses around the northern portion of corridor, near US-101

Legend

- Study Corridor
- Railroad
- Point of Interest
- Land Use**
- Residential**
 - Low Density Residential (up to 6 DU/ac)
 - Medium Low-Density Residential (7 to 12 DU/ac)
 - Medium-Density Residential (13 to 25 DU/ac)
 - Medium High-Density Residential (26 to 35 DU/ac)
- Commercial**
 - Neighborhood Commercial
 - General Commercial
 - Industrial/Regional Commercial
- Office/Industrial**
 - High-Intensity Office
 - General Industrial
- Public/Institutional**
 - Parks, Schools and City Facilities
 - Institutional
- Mixed-Use**
 - Neighborhood Mixed-Use
 - General Mixed-Use
 - Mixed-Use Corridor
 - Mixed-Use Center



Curb-to-Curb Width

- Curb-to-curb width does not vary much throughout the corridor
 - Most constrained for brief section near Plymouth Street
 - Least constrained just south of Central Expressway
- Presence of on-street parking varies along the corridor and significantly influences available roadway width and the opportunities for improvements

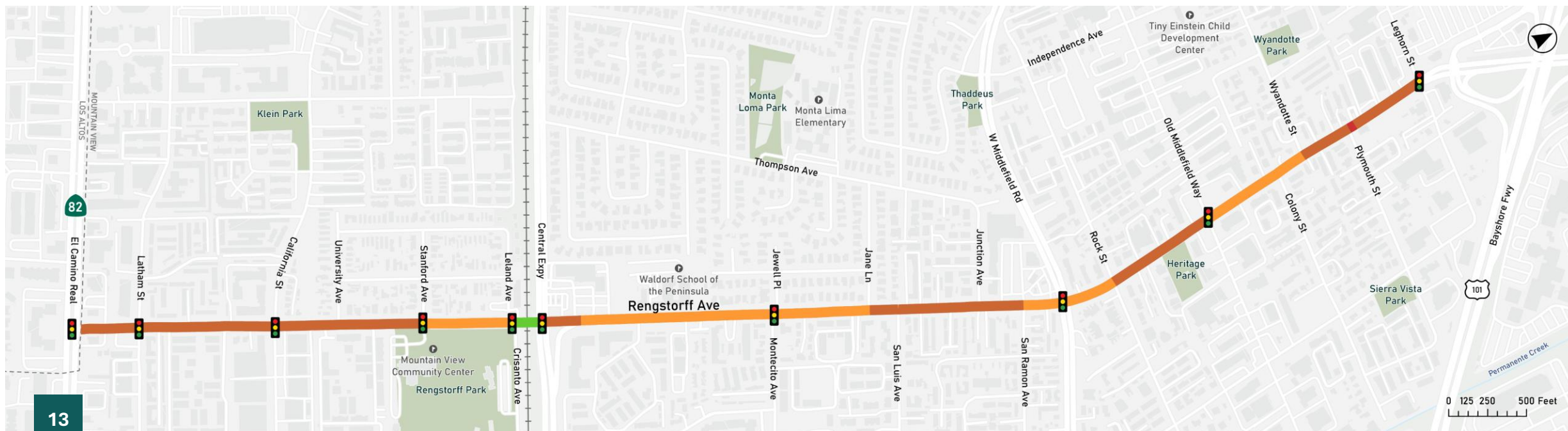
Legend

- +— Railroad
- 📍 Point of Interest
- 🚦 Signalized Intersection
- - - City Boundary

Curb-to-Curb Width (ft)

- 60 - 64
- 65 - 69
- 70 - 74
- 80 - 84

Note: no widths 75 - 79 ft.



Right-of-Way (ROW) Width

- ROW width does not vary much throughout the corridor
 - Most constrained for brief sections near Plymouth Street and San Luis Avenue
 - Least constrained just north of Central Expressway

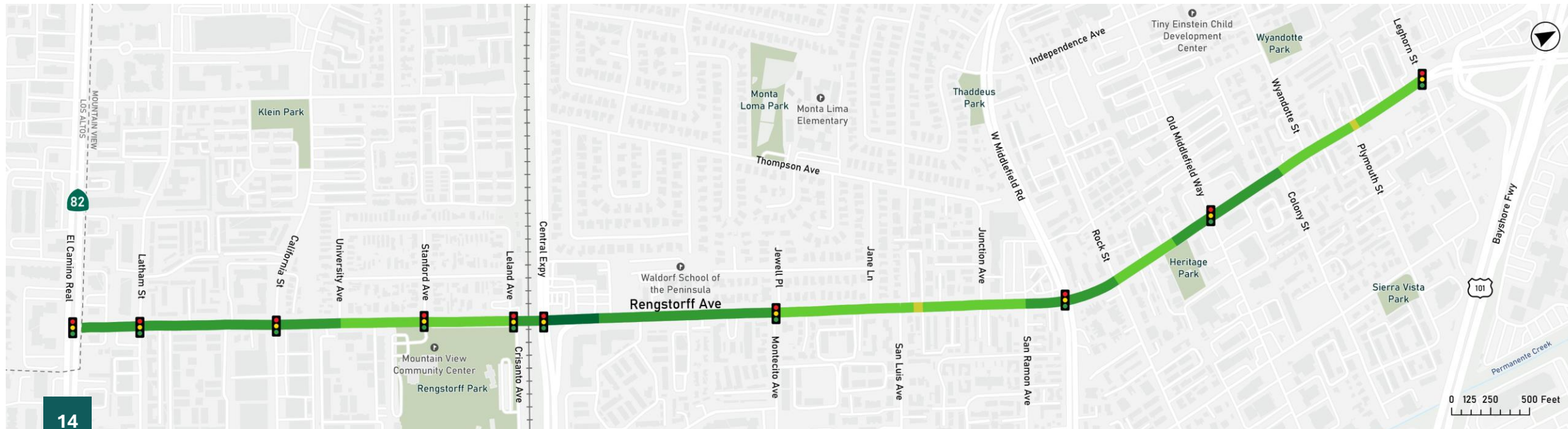
Legend

- +— Railroad
- 📍 Point of Interest
- 🚦 Signalized Intersection
- - - City Boundary

Right-of-Way Width (ft)

- 75 - 79
- 80 - 84
- 85 - 89
- 95 - 99

Note: no widths 90 - 94 ft.



Existing and Planned Bike Facilities

- Bicycle Facilities on Rengstorff Ave corridor:
 - Existing Class II Bike Lane along entire corridor
 - Proposed Class IV Cycle Track along entire corridor per the City's Bicycle Transportation Plan (2015)
- City's Bicycle Transportation Plan (2015) calls for bicycle intersection marking improvements at Rengstorff Ave intersections at Crisanto Ave, Central Expy, Middlefield Rd, Rock St, and all US-101 ramps
 - Bicycle intersection turning improvements are also recommended at Middlefield Rd intersection

Legend

- Railroad
- Point of Interest
- City Boundary

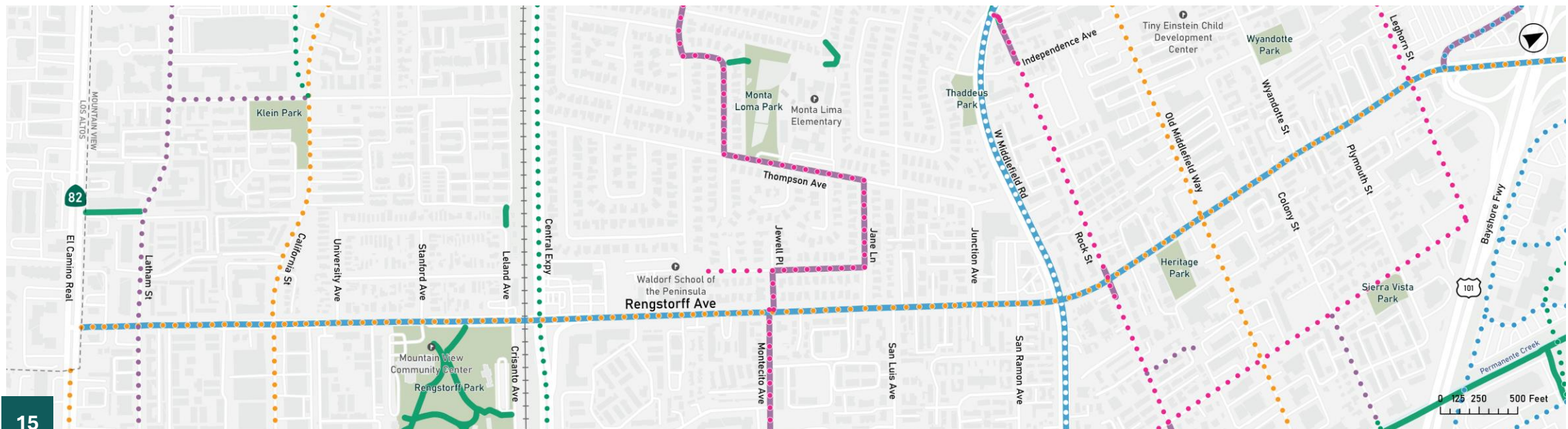
Existing Bicycle Facilities

- Class I Multi-Use Trail
- Class II Bike Lane
- Class III Bike Route

Planned Bicycle Facilities*

- Class I Multi-Use Trail
- Class II Bike Lane
- Class III Bike Route
- Class III Bike Boulevard
- Class IV Cycle Track
- Improvement to Existing Facility

*City of Mountain View's Bicycle Transportation Plan (2015)



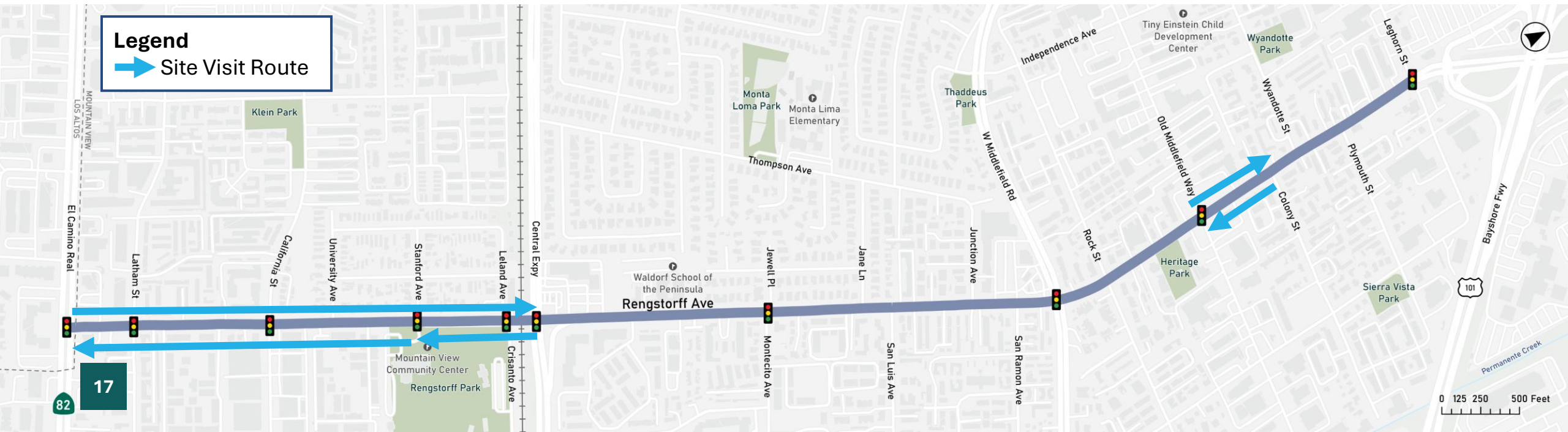
Source: City of Mountain View, 2025



Site Visit

Site Visit

- Conducted on morning of January 23rd, 2026
- Site visit route included walking on Rengstorff Avenue between El Camino Real and Central Expressway, and between Old Middlefield Way and Colony Street.





Site Visit Key Findings

- Constant bicycle and pedestrian activity throughout corridor
- Bicycle and pedestrian visibility issues at crossings

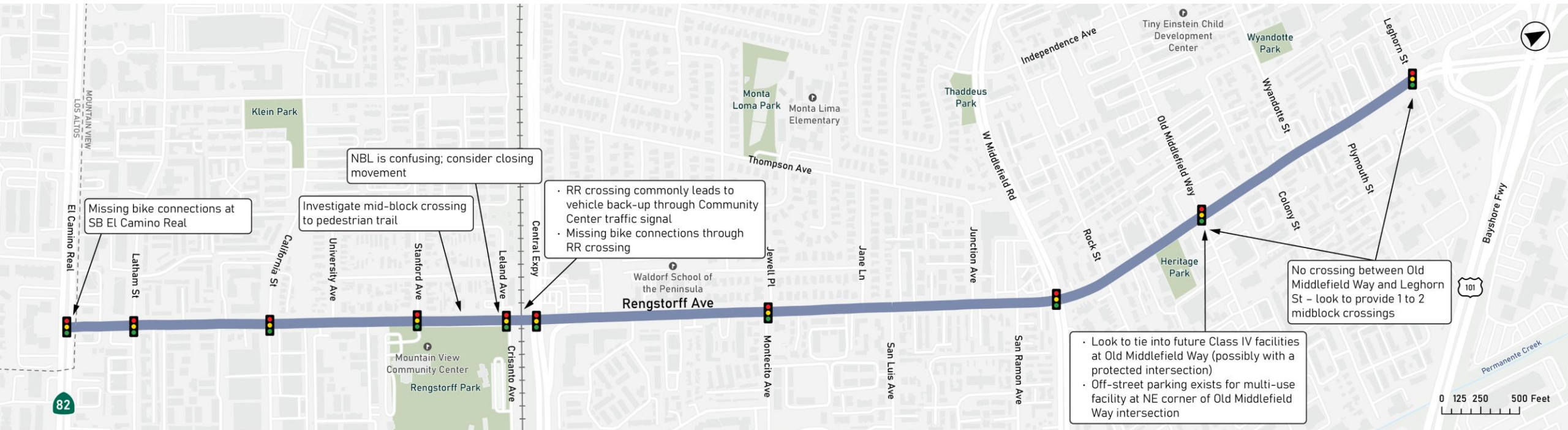
South of Central Expressway

- City noted that conflicts between right turning vehicles and cyclists has been an ongoing issue
- Minimal driveways south of Central Expressway – may be good candidate for parking protected bike lanes

North of Central Expressway

- Consistent bike facility between Old Middlefield Way and Leghorn St is preferred
- Consider occasional bulbouts where parking exists to meet greening requirements
- High commercial parking usages near Old Middlefield Way
- Very concrete and bare near Old Middlefield Way

Site Visit Key Findings



Note: Some findings for challenges near Central Expressway and Leland Avenue will be addressed through work on the future Caltrain Grade Separation project.



Traffic and Collisions Analysis

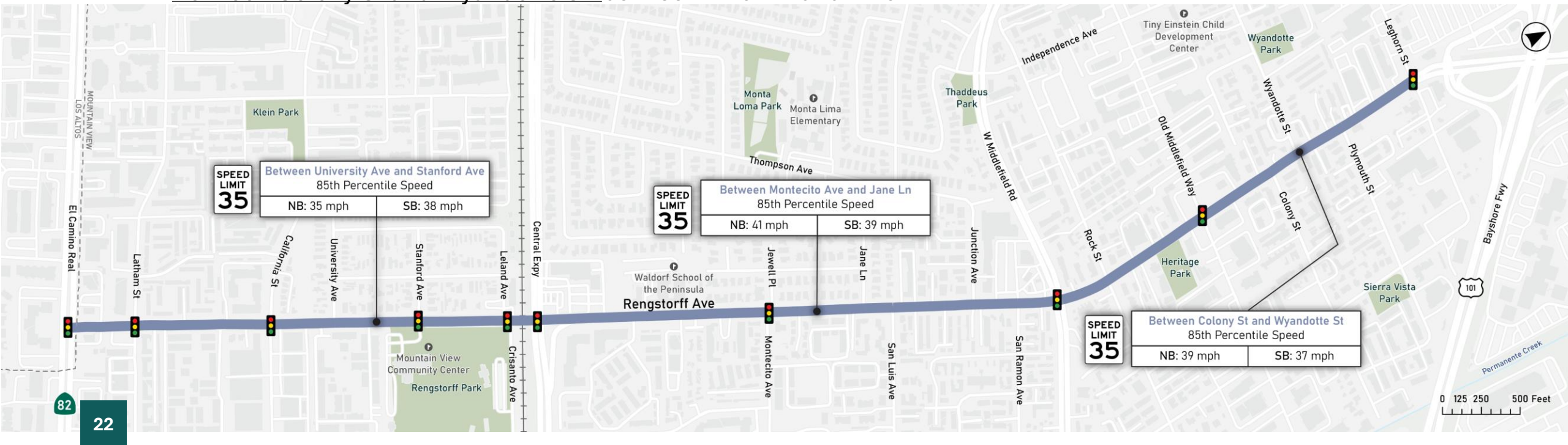
Traffic Analysis Methodology

- 12 intersections analyzed
- Intersection volume counts were collected on December 9, 2025, from 7 AM to 7 PM
 - AM peak hour: 8 AM to 9 AM
 - PM peak hour: 4:45 PM to 5:45 PM
- Intersection counts are included in [Appendix A](#)
- HCM 2000¹ Level of Service (LOS) Reports are included in [Appendix B](#)
- SimTraffic Reports are included in [Appendix C](#)
- Calculated delay and LOS
 - LOS: measure of vehicle traffic flows
 - Letter grades from A (free flow) to F (near gridlock)
 - LOS D or better is acceptable for City
- 50th and 95th percentile queue lengths calculated using SimTraffic for 10 runs

¹HCM 2000 was used due to non-NEMA standard phasing.

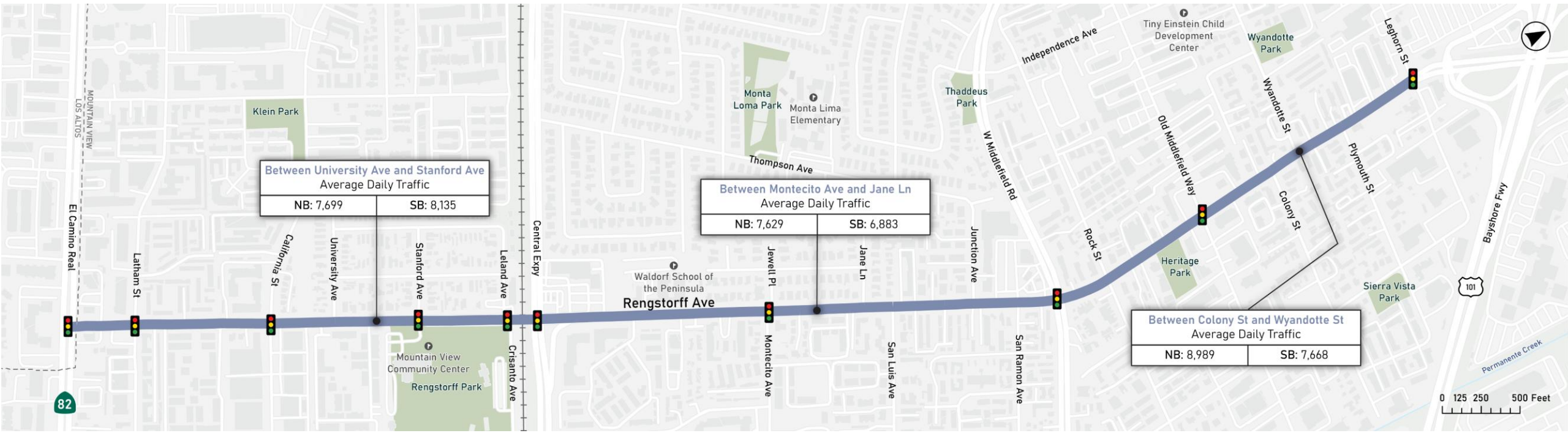
Speed

- Data collected on Tuesday, December 9, 2025 for one hour:
 - Between University Ave and Stanford Ave: between 9:20 AM and 10:20 AM
 - Between Montecito Ave and Jane Ln: between 2 PM and 3 PM
 - Between Colony St and Wyandotte St: between 1:10 PM and 2:10 PM



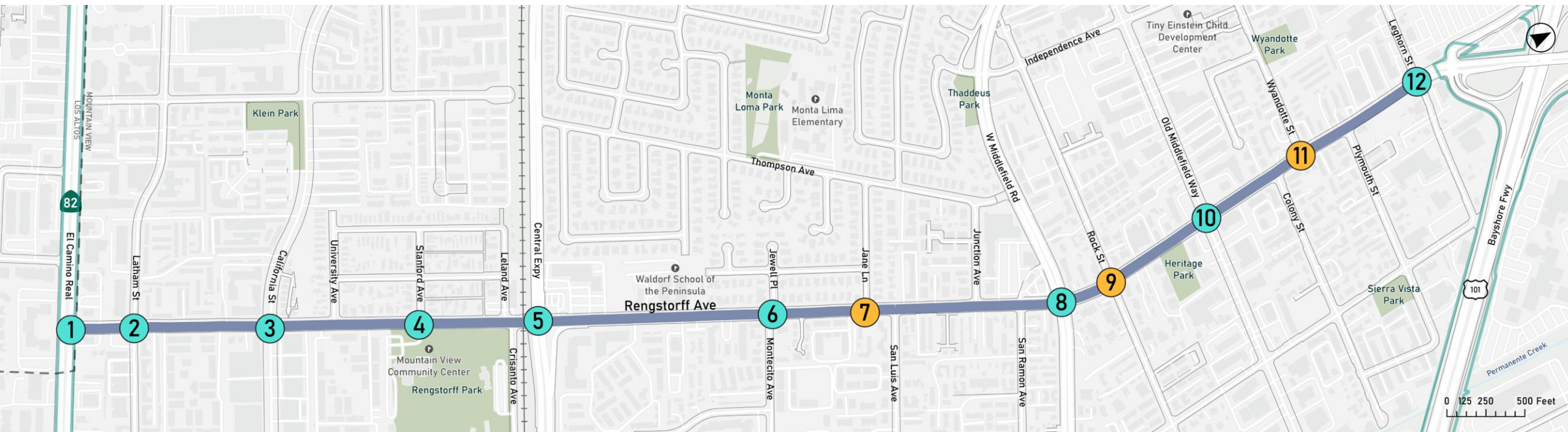
Average Daily Traffic

- Data collected on Tuesday, December 9, 2025 for 24 hours



Intersection Analysis Location Map

- 12 intersections analyzed: 9 signalized and 3 unsignalized



Legend

- Study Corridor
- Railroad
- City Boundary
- County Right-of-Way
- State Right-of-Way
- Point of Interest

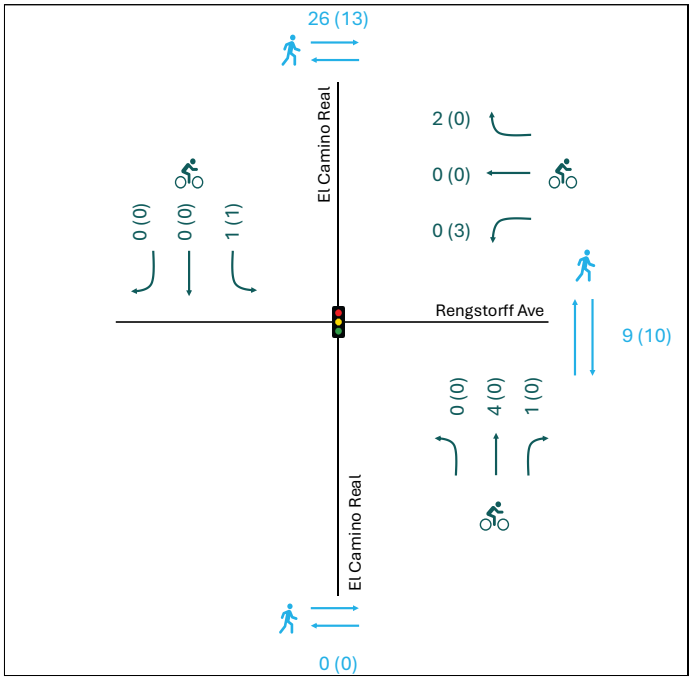
Intersection ID

Intersection Control

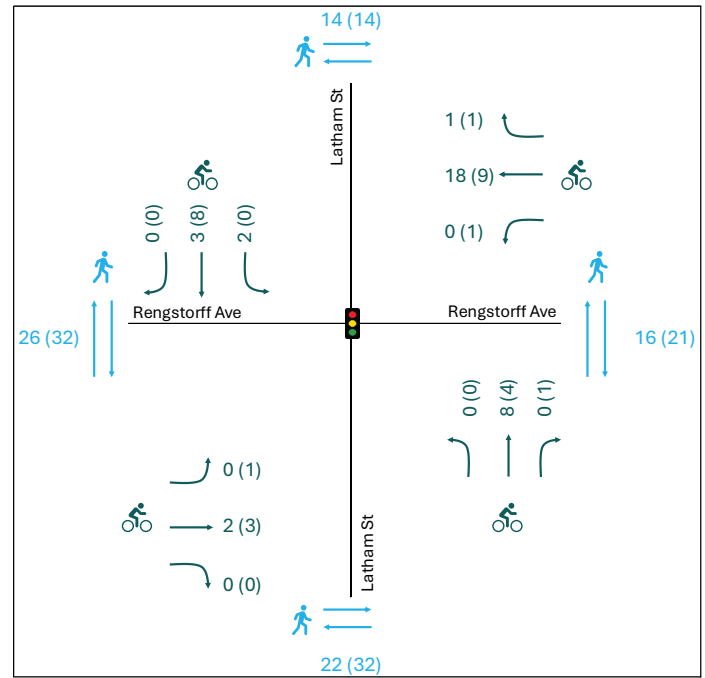
- Signalized Intersection
- Side Street Stop-Controlled

Bike and Pedestrian Volumes

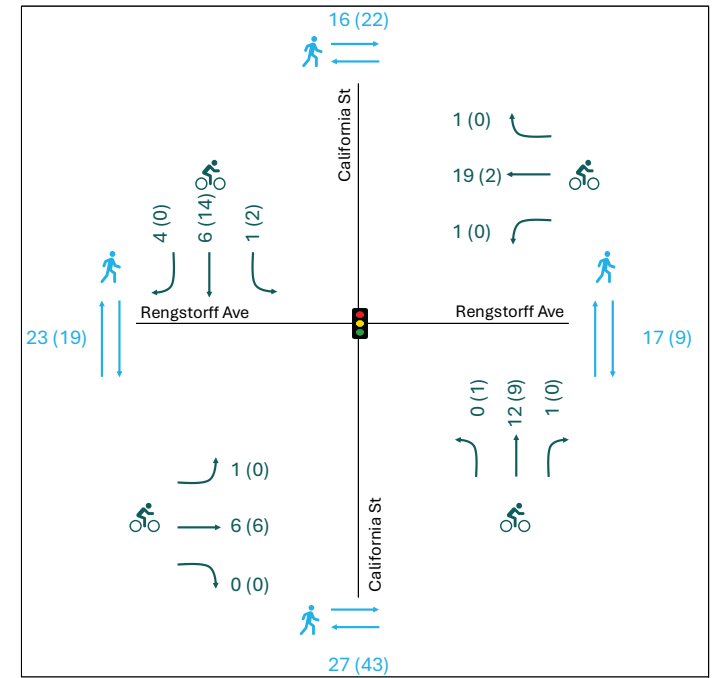
1. Rengstorff Ave and El Camino Real



2. Rengstorff Ave and Latham St



3. Rengstorff Ave and California St



Legend

XX(XX): AM Peak Volume (PM Peak Volume)

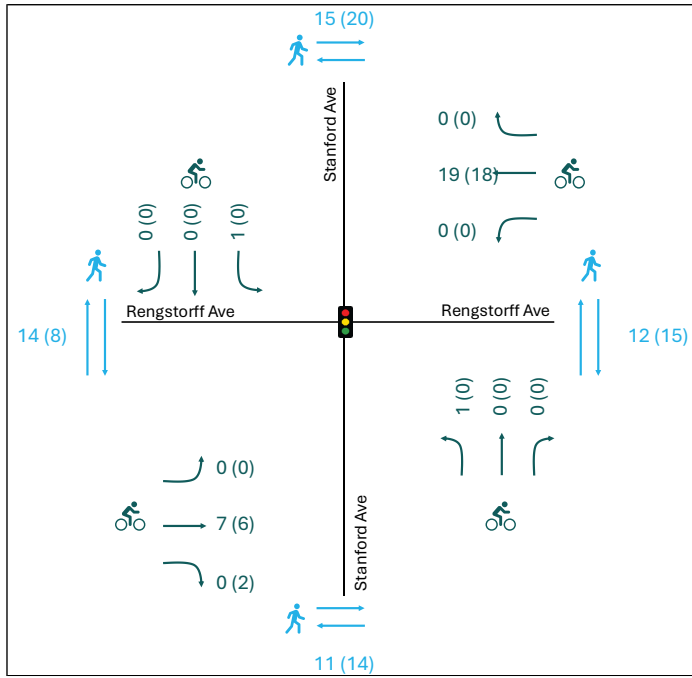
Signalized Intersection

Stop Controlled Movement

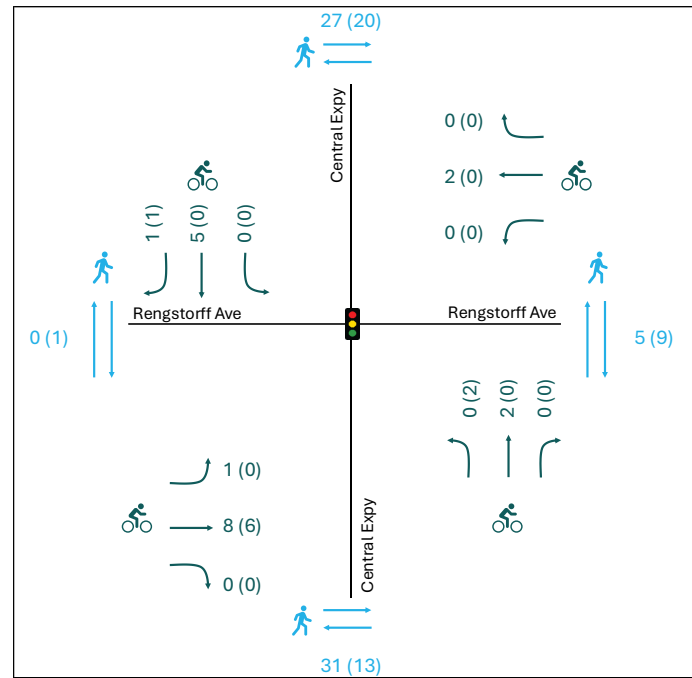


Bike and Pedestrian Volumes

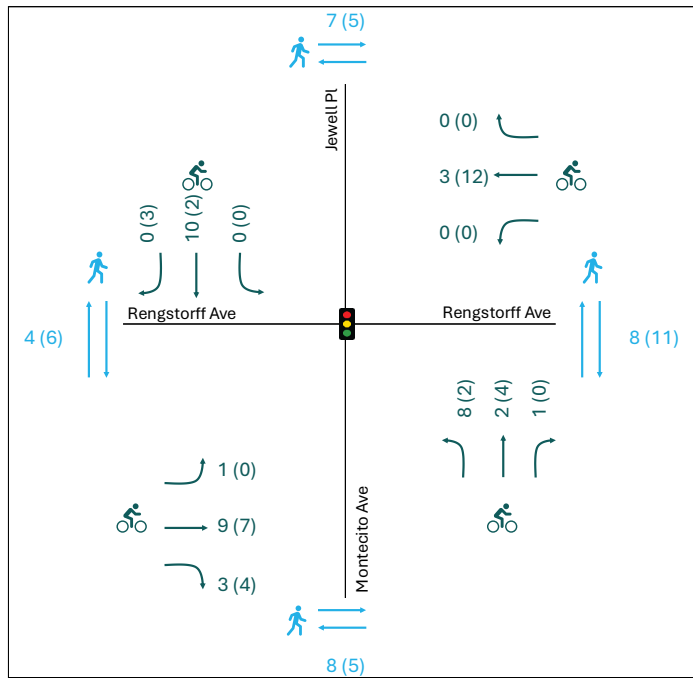
4. Rengstorff Ave and Stanford Ave



5. Rengstorff Ave and Central Expy



6. Rengstorff Ave and Jewell
Pl/Montecito Ave



Legend

XX(XX): AM Peak Volume (PM Peak Volume)

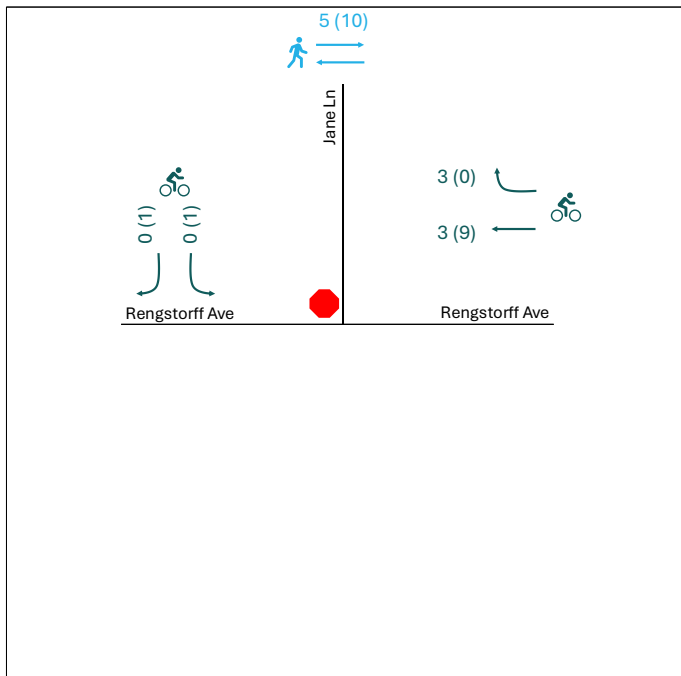
Signalized Intersection

Stop Controlled Movement

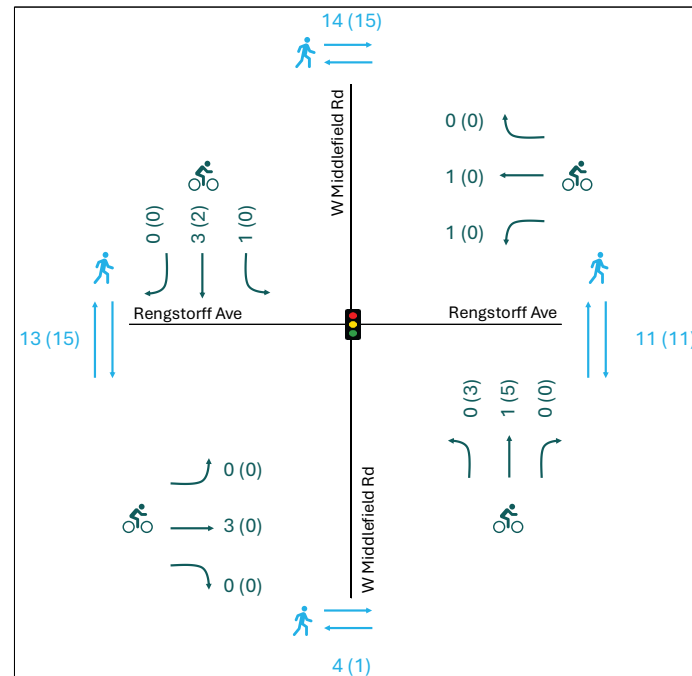


Bike and Pedestrian Volumes

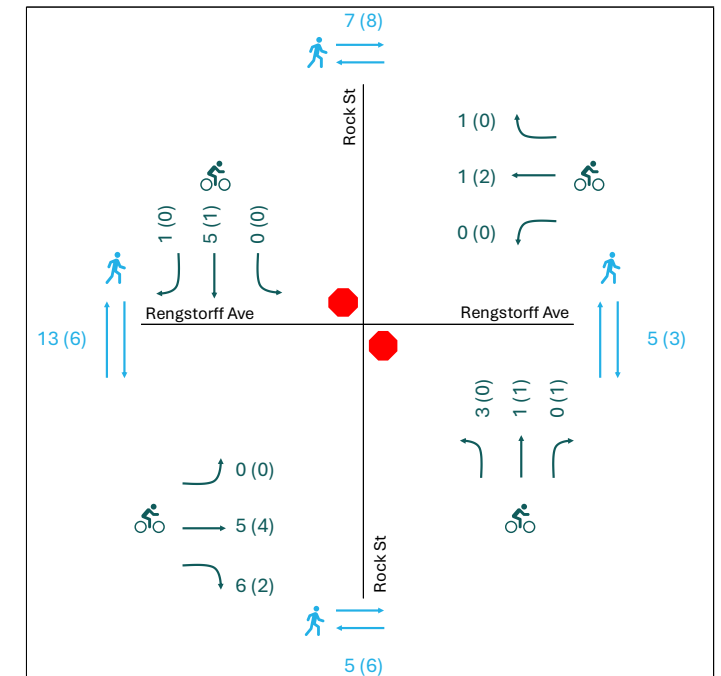
7. Rengstorff Ave and Jane Ln



8. Rengstorff Ave and W Middlefield Rd



9. Rengstorff Ave and Rock St



Legend

XX(XX): AM Peak Volume (PM Peak Volume)



Signalized Intersection

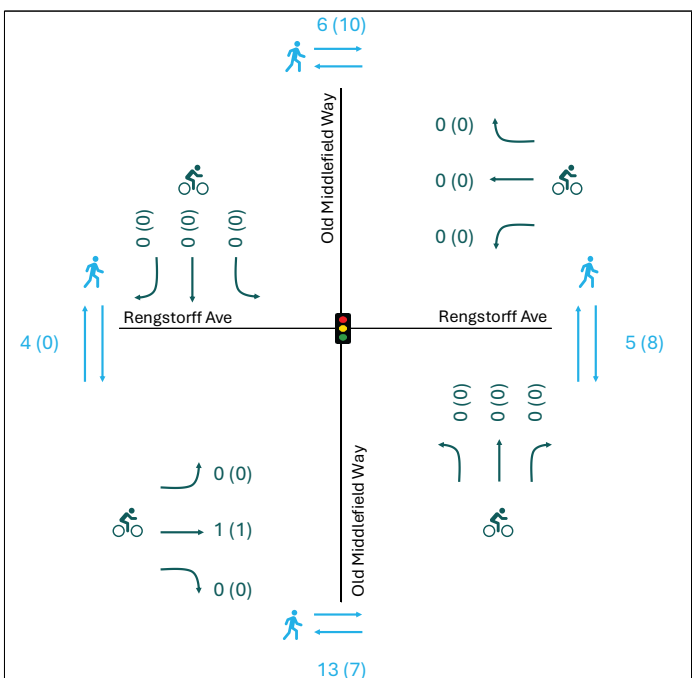


Stop Controlled Movement

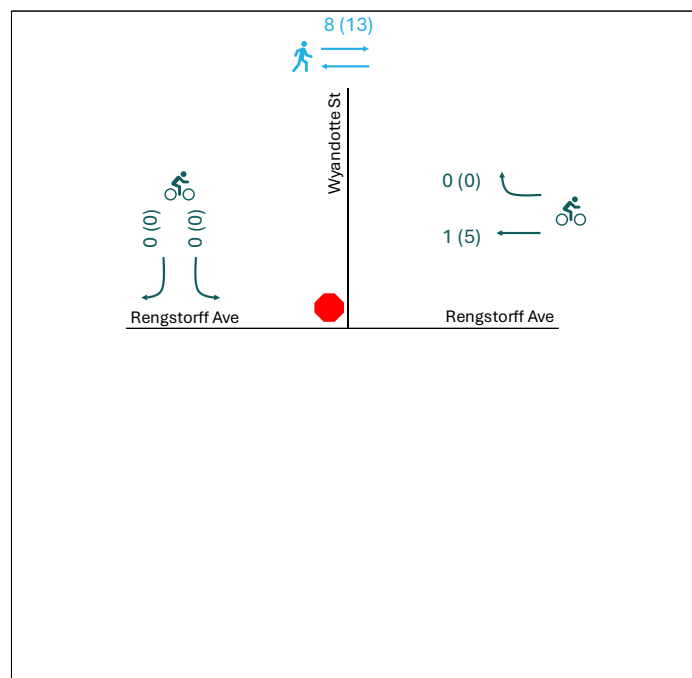


Bike and Pedestrian Volumes

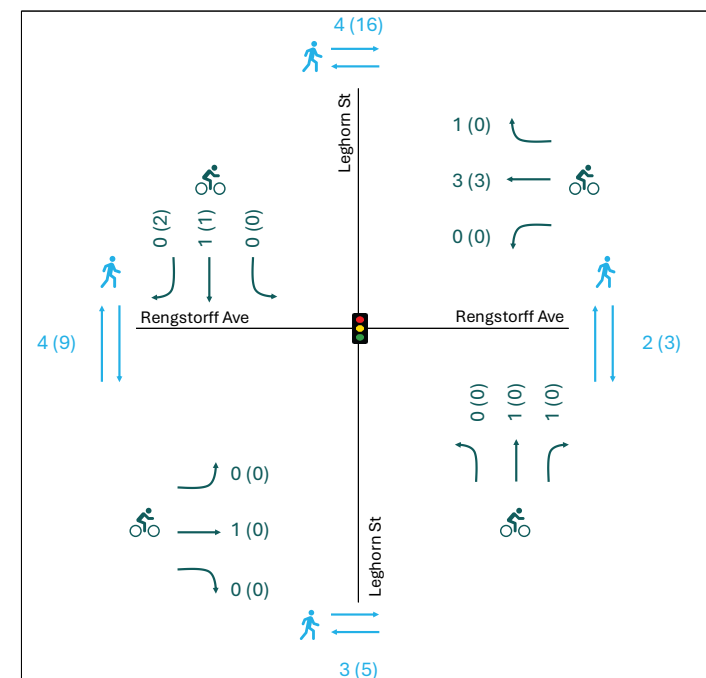
10. Rengstorff Ave and Old Middlefield Way



11. Rengstorff Ave and Wyandotte St



12. Rengstorff Ave and California St



Legend

XX(XX): AM Peak Volume (PM Peak Volume)

Signalized Intersection

Stop Controlled Movement



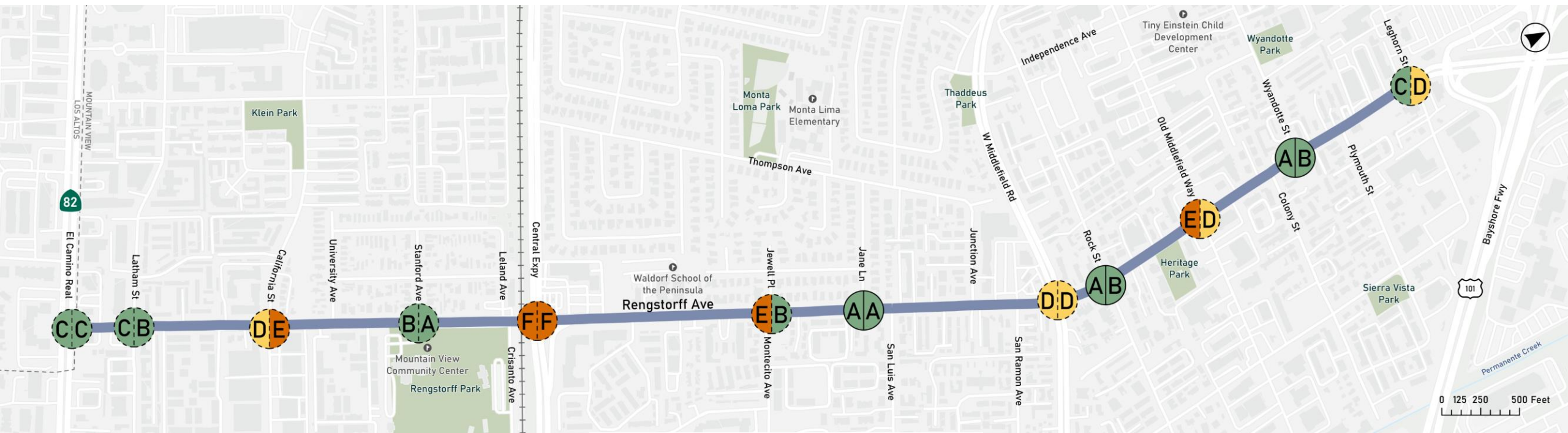
Intersection Results

Intersection ID	Intersection Name	Existing AM		Existing PM	
		LOS	Delay	LOS	Delay
1	El Camino Real & Rengstorff Ave	C	33.3	C	23.9
2	Rengstorff Ave & Latham St	C	29.9	B	18.9
3	Rengstorff Ave & California St	D	45.1	E	62.1
4	Rengstorff Ave & Stanford Ave	B	11.9	A	9
5	Rengstorff Ave & Central Expy	F	85.4	F	112.4
6	Rengstorff Ave & Montecito Ave	E	67.6	B	15.8
7	Rengstorff Ave & Jane Lane	A	1.2	A	1
8	Rengstorff Ave & W Middlefield Rd	D	38.2	D	43.2
9	Rengstorff Ave & Rock St	A	1.8	B	1
10	Rengstorff Ave & Old Middlefield Way	E	77.5	D	45.6
11	Rengstorff Ave & Wyandotte St	A	0.8	B	1
12	Rengstorff Ave & Leghorn St	C	23.1	D	42.3

Level of Service (LOS) and Delay

- Intersection at Central Expy operates at LOS F in both AM and PM peak hours.
- Intersections at Montecito Ave and Old Middlefield Way operate at LOS E in AM peak hour.
- Intersection at California St operates at LOS E in PM peak hour.

LOS Results



Legend

- Study Corridor
- Railroad
- Point of Interest
- City Boundary

Level of Service

○ Unsignalized
 ○ Signalized

AM	PM	A, B, or C
		D
		E or F

Queueing Results

Intersection ID	Intersection Name	Number of Movements with Queues Exceeding Storage Length		Movements with Queues Exceeding Storage Length	
		Existing AM	Existing PM	Existing AM	Existing PM
1	El Camino Real & Rengstorff Ave	2	2	EBL, SBR	EBL, SBR
2	Rengstorff Ave & Latham St	1	1	SBL	NBL
3	Rengstorff Ave & California St	3	2	EBL, WBL, NBL	EBL, WBL
4	Rengstorff Ave & Stanford Ave	1	2	EBL	EBL, WBL
5	Rengstorff Ave & Central Expy	4	5	EBL, WBL, WBR, NBL	EBL, WBL, WBR, NBL, SBL
6	Rengstorff Ave & Montecito Ave	1	1	WBL	WBL
7	Rengstorff Ave & Jane Lane	-	-	-	-
8	Rengstorff Ave & W Middlefield Rd	1	2	SBL	WBL, SBL
9	Rengstorff Ave & Rock St	-	-	-	-
10	Rengstorff Ave & Old Middlefield Way	2	3	EBL, WBL	EBL, WBL, SBL
11	Rengstorff Ave & Wyandotte St	-	-	-	-
12	Rengstorff Ave & Leghorn St	1	1	NBL	NBL

Signal Warrant Analysis

- 3 intersections analyzed
- Full signal warrant analyses in [Appendix D](#)
- New traffic signal should be considered for Jane Lane due to high peak hour volumes with recorded speed along Rengstorff Avenue over 40 mph, which is above the posted speed limit of 35 MPH

	Warrant Satisfied?		
	Jane Lane	Rock Street	Wyandotte Street
Warrant 1, Eight-Hour Vehicular Volume	No	No	No
Warrant 2, Four-Hour Vehicular Volume	Yes	No	No
Warrant 3, Peak Hour	Yes	No	No
Warrant 4, Pedestrian Volume	No	No	No
Conclusion	Consider Installing a New Traffic Signal	No Signal Warranted	No Signal Warranted

Collisions

- Collision data pulled from SWITRS from July 2020 through June 2025
- 72 collisions recorded

Legend

- Study Corridor
- Railroad
- Point of Interest
- City Boundary

Locations with Multiple Collisions

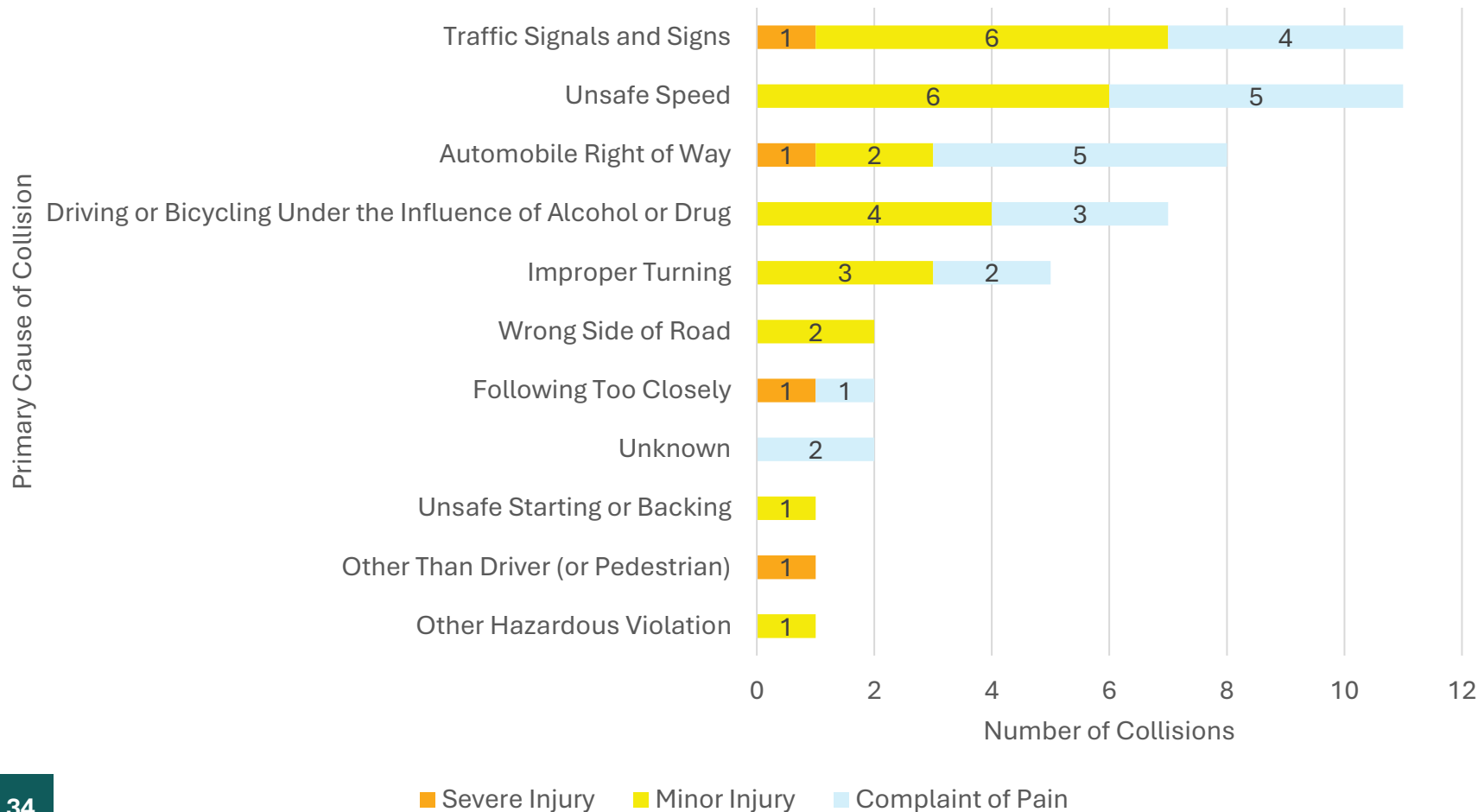
- 25 Collisions
- 9 Collisions
- 1 Collisions
- Pedestrian Involved Collision
- Bicycle Involved Collision
- Auto Only Collision

Collision Injury Severity

- Severe Injury
 - Other Visible Injury
 - Pedestrian Involved Collision
 - Bicycle Involved Collision
 - Auto Only Collision*
- For auto only collisions, only severe injuries are called out.



Primary Causes of Auto Collisions



- Highest number of auto collisions due to drivers violating traffic signals and signage

Injury Bicycle and Pedestrian Collisions by Cause

- 21 total bicycle and pedestrian involved collisions
- 5 minor injury collisions (not pictured below)

Legend

- Study Corridor
- Railroad
- Point of Interest
- City Boundary

Locations with Multiple Collisions

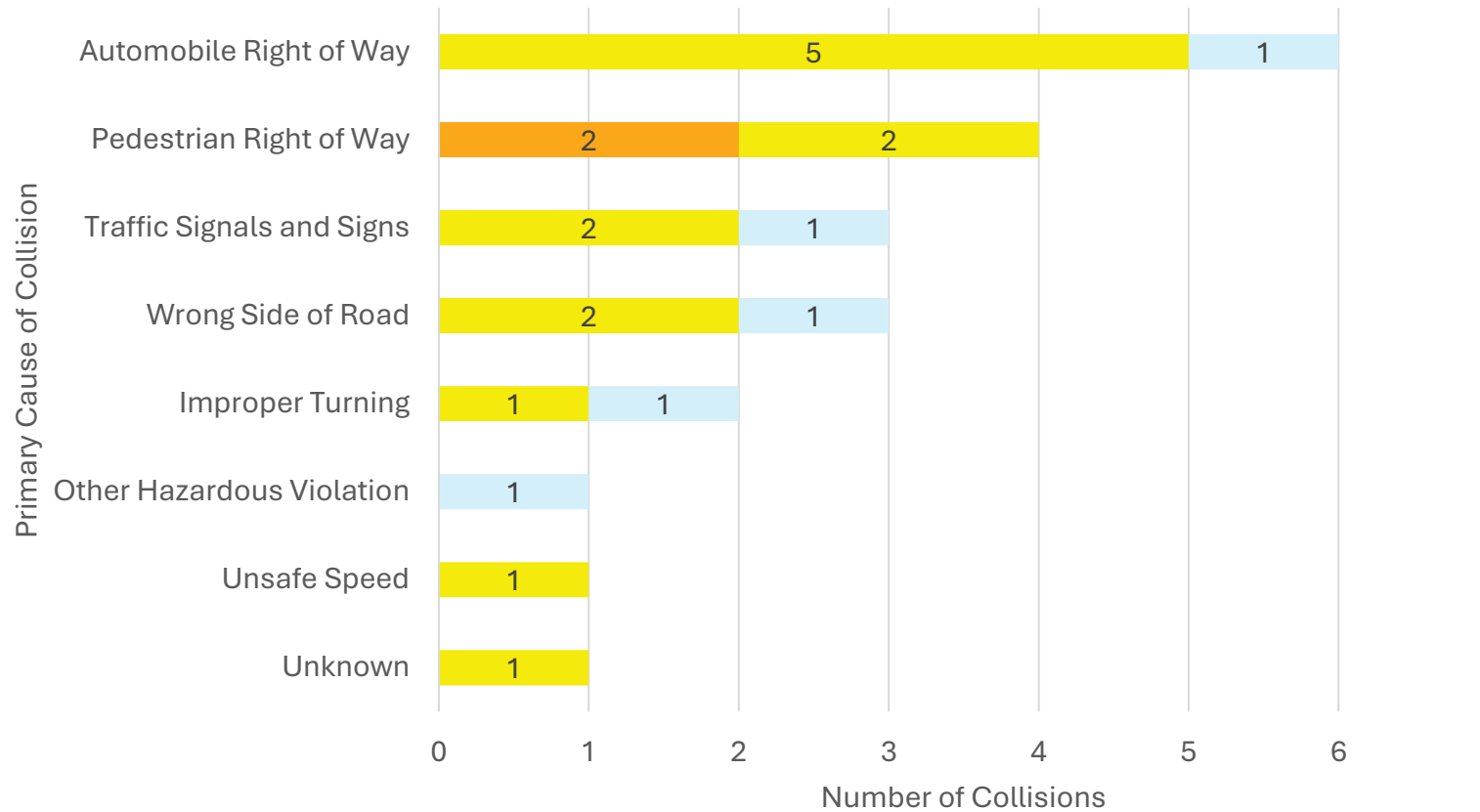
- 25 Collisions
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- 1 Collisions
- Pedestrian Involved Collision
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- Auto Only Collision

Collision Injury Severity

- Severe Injury
 - Other Visible Injury
 - Pedestrian Involved Collision
 - Bicycle Involved Collision
 - Auto Only Collision*
- For auto only collisions, only severe injuries are called out.



Primary Causes of Bicycle and Pedestrian Collisions



- Highest number of collisions due to violations
- Bicyclists were at fault for wrong side of road violations

Severe Injury Minor Injury Complaint of Pain



Parking Analysis



Parking Data Collection Overview

- Parking counts were taken on December 9, 11, and 13, 2025 (Tuesday, Thursday, and Saturday)
- Weekday counts (Tuesday & Thursday)
 - Daytime Counts: 8 AM, 12 PM, 4 PM, 6 PM
 - Nighttime Counts: 3 AM
- Weekend counts (Saturday)
 - Daytime Counts: 6 AM, 9 AM, 12 PM, 4 PM, 8 PM
 - Nighttime Counts: 12 AM, 3 AM
- Full results in [Appendix E](#)

On-Street Parking Inventory

- There are 253 on-street parking spots available along the corridor
- Parking is allowed on approximately 40% of corridor
 - Limited on-street parking allowed south of Central Expy.

Legend

- +— Railroad
- 📍 Point of Interest
- - - City Boundary

Parking

- No Parking Segment
- On Street Parking Segment
- Ⓢ Total Number of Parking Spaces

Parking segments and number of spaces were estimated by in-field observations.
The number of parking spots was estimated using an assumption that a parking space was 18 ft.



Parking – Weekday Daytime

- On-street parking is typically near or at capacity north of Old Middlefield Way
- On-street parking is typically available between Jewel Pl and Junction Ave

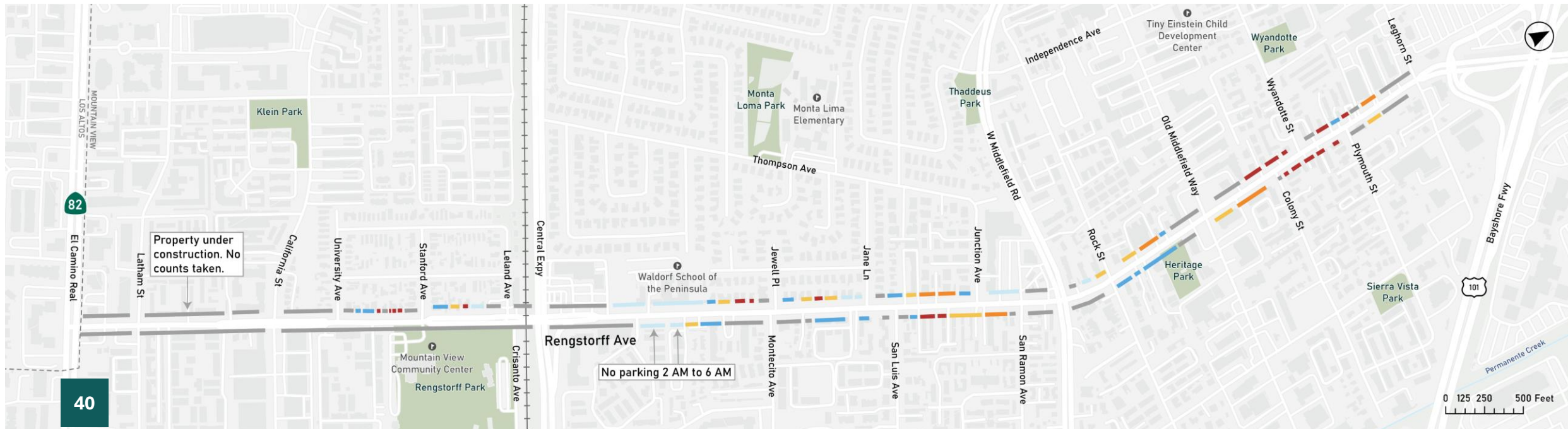
Legend

- +— Railroad
- 📍 Point of Interest
- - - City Boundary

Average Occupancy (% of Total Parking Used)

- No Parking Allowed
- 0% - 25%
- 26% - 50%
- 51% - 75%
- 76% - 95%
- ≥ 96%

Daytime parking counts were collected on Tuesday and Thursday at 8 AM, 12 PM, 4 PM, and 6 PM. Occupancy for each segment was averaged across these days and times.



Parking – Weekday Nighttime

- On-Street parking is overall more constrained at night than during the day in between Central Expy and W Middlefield Rd
- Similar pattern to daytime parking occupancy, with segments north of Old Middlefield Way typically most constrained

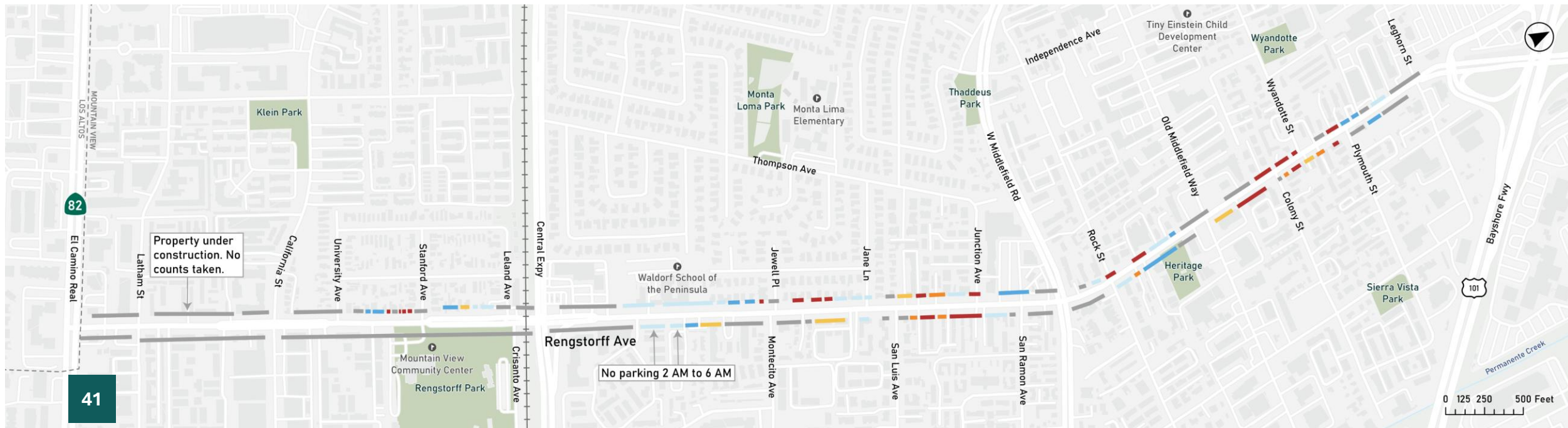
Legend

- Railroad
- Point of Interest
- City Boundary

Average Occupancy (% of Total Parking Used)

- No Parking Allowed
- 0% - 25%
- 26% - 50%
- 51% - 75%
- 76% - 95%
- ≥ 96%

Nighttime parking counts were collected on Tuesday and Thursday at 3 AM. Occupancy for each segment was averaged across these days.



Parking – Weekend Daytime

- Parking occupancy is higher during weekend daytime than weekday daytime, overall.
- Segments north of Old Middlefield Way are once again the most constrained, but more segments south of Old Middlefield Way are also near capacity

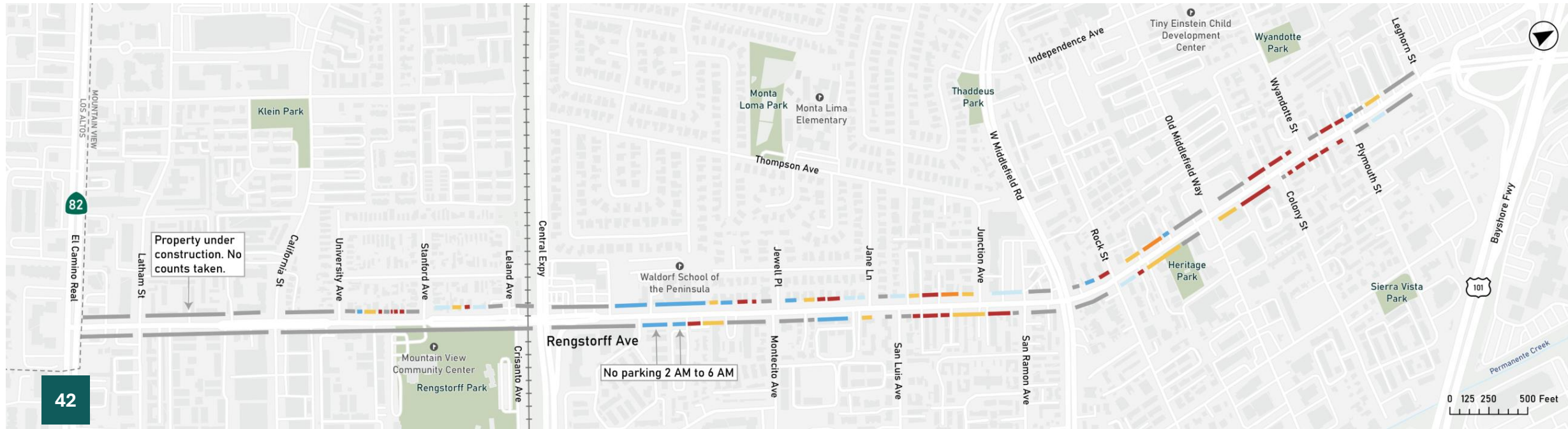
Legend

- +— Railroad
- Point of Interest
- - - City Boundary

Average Occupancy (% of Total Parking Used)

- No Parking Allowed
- 0% - 25%
- 26% - 50%
- 51% - 75%
- 76% - 95%
- ≥ 96%

Daytime parking counts were collected on Saturday at 6 AM, 9 AM, 12 PM, 4 PM, 8 PM. Occupancy for each segment was averaged across these times.



Parking – Weekend Nighttime

- Generally similar patterns to daytime, but on-street parking segments near parks are emptier at night

Legend

— Railroad

● Point of Interest

--- City Boundary

Average Occupancy (% of Total Parking Used)

— No Parking Allowed

0% - 25%

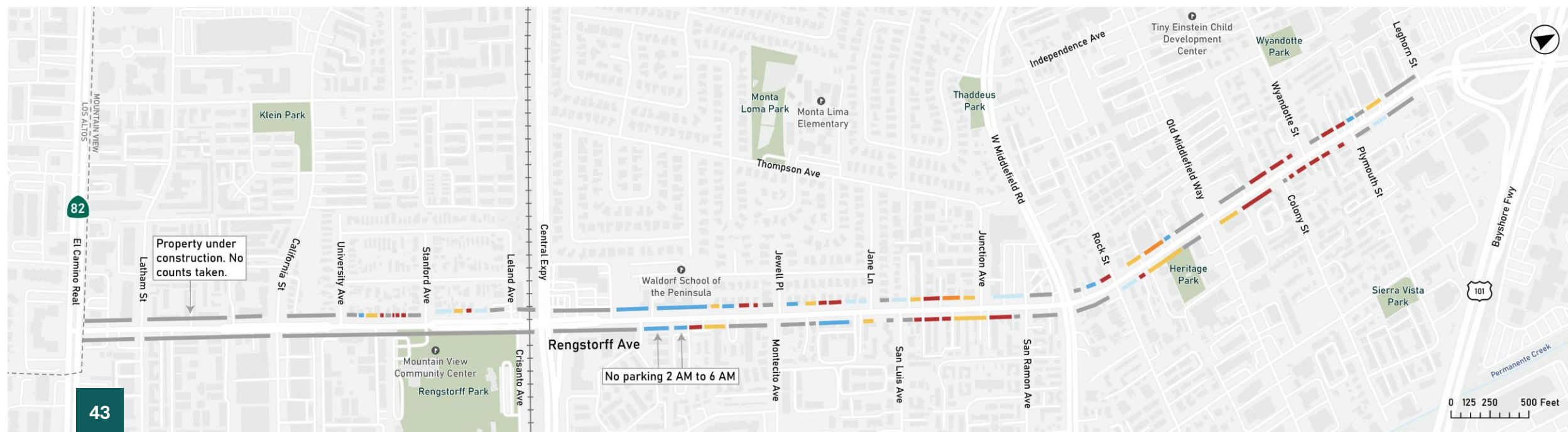
26% - 50%

51% - 75%

76% - 95%

≥ 96%

Nighttime parking counts were collected on Saturday at 12 AM and 3 AM. Occupancy for each segment was averaged across these times.



Parking Findings Summary

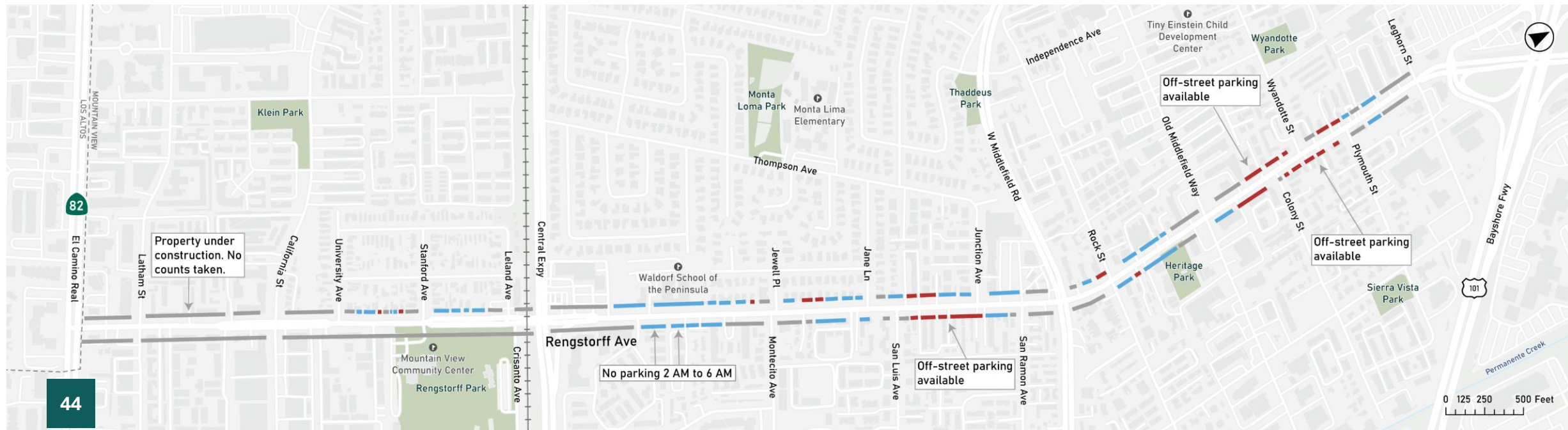
- Limited on-street parking is allowed south of Central Expy.
- Average parking occupancy is highest north of Old Middlefield Way, but parking is also constrained for some segments between Jane Ln. and W. Middlefield Rd.
- Parking overall tends to be more constrained on nights and weekends on corridor due to multi-unit dwellings

Legend

- +— Railroad
- 📍 Point of Interest
- City Boundary

Average Occupancy (% of Total Parking Used)

- No Parking Allowed
- 0% - 75%
- ≥ 75%





Corridor Transit Performance

Transit Boardings

Legend

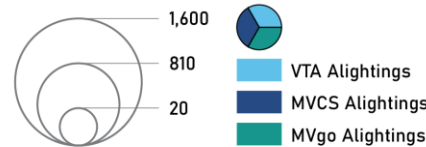
- +— Railroad
- 📍 Point of Interest
- 🚦 Signalized Intersection
- - - City Boundary

Bus Routes

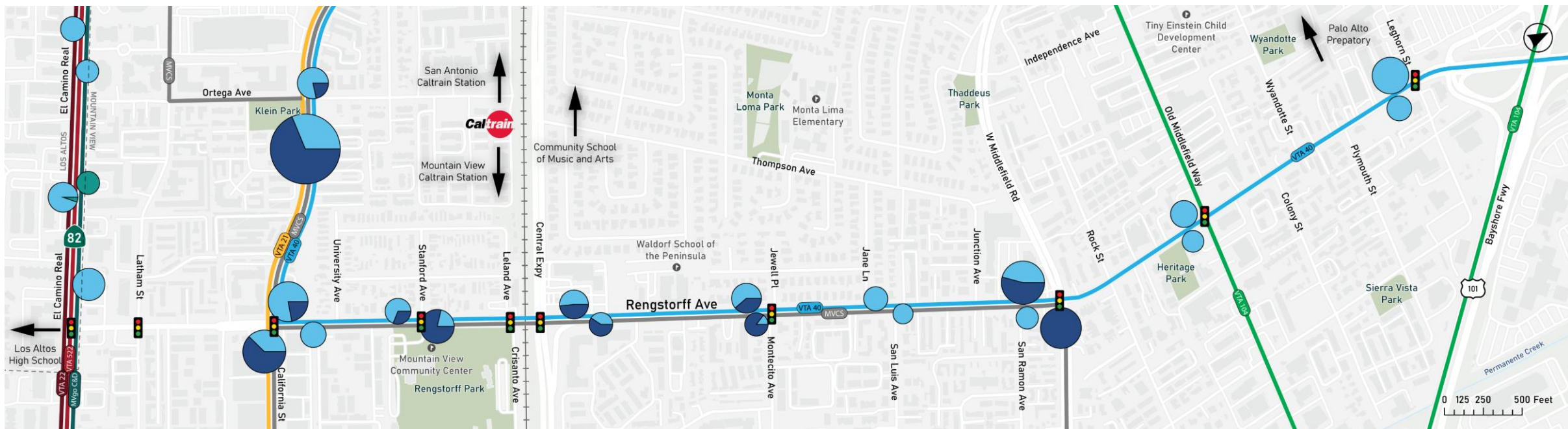
- VTA Route 20
- VTA Route 22
- VTA Route 522
- VTA Route 40

- MVCS Red & Gray
- MVgo Route C & D
- VTA Route 104

Bus Stop Alightings, October 2025 Total



- Corridor is served by:
 - VTA Route 40, 30 min peak frequency
 - MVCS Red & Gray Routes, 30 min peak frequency
- Ridership activity greatest near California Street intersection, followed by W Middlefield Road intersection



Source: VTA, MVgo, and Mountain View Community Shuttle, October 2025

Transit Alightings

Legend

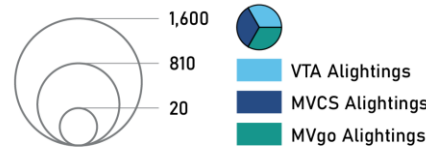
- +— Railroad
- 📍 Point of Interest
- 🚦 Signalized Intersection
- City Boundary

Bus Routes

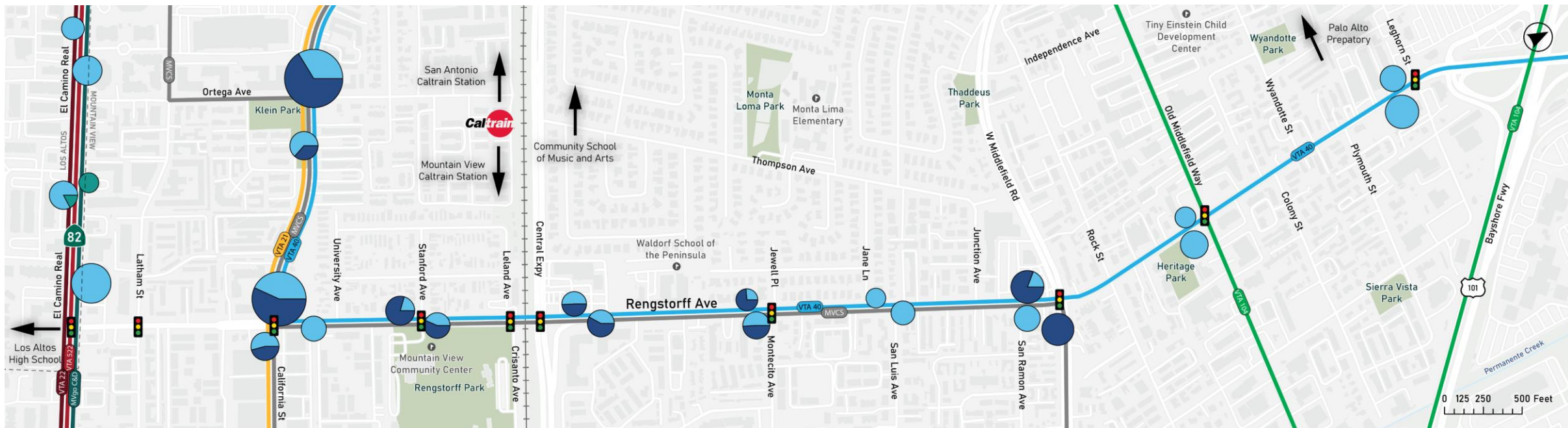
- VTA Route 20
- VTA Route 22
- VTA Route 522
- VTA Route 40

- MVCS Red & Gray
- MVgo Route C & D
- VTA Route 104

Bus Stop Alightings, October 2025 Total



- Corridor is served by:
 - VTA Route 40, 30 min peak frequency
 - MVCS Red & Gray Routes, 30 min peak frequency
- Ridership activity greatest near California Street intersection, followed by Middlefield Road and Leghorn St intersections



Source: VTA, MVgo, and Mountain View Community Shuttle, October 2025



Previous Plan Review

City of Mountain View, Pedestrian Master Plan, 2014



Mountain View Pedestrian Master Plan

Updated January 2014



Background

- Overview: The Pedestrian Master Plan is the City's first citywide plan focused on improving pedestrian walkability, connectivity, and accessibility.

Takeaways

- Barriers to Walking: Rengstorff Avenue is characterized as a mix of light industrial, retail, and residential uses with cul-de-sacs and long blocks, which create greater distances between origins and destinations as well as other barriers to connectivity.
- Recommendations: Rengstorff Avenue is identified as a potential location for streetscape and pedestrian environment enhancements.

Relevance to Study

- The pedestrian challenges raised by the Pedestrian Master Plan—such as gaps in pedestrian network, limited connectivity to destinations, safety concerns, and pedestrian comfort—will be addressed.

City of Mountain View, Bicycle Transportation Plan, 2015

Background

- Overview: The Bicycle Transportation Plan is the City's long-range strategy to create a safe, connected, and comfortable bicycling network.

Takeaways

- In an online survey, Rengstorff Avenue was one of the most highly identified corridor as needing bicycle improvements by respondents.
- Rengstorff Avenue is characterized as one of the City's major retail shopping areas.
- The intersection of Rengstorff Avenue and Central Expressway had one of the highest numbers of bicycle-related collisions between 2009 and 2013.
- This plan recommends upgrading the existing Class II bike lanes on Rengstorff Avenue to a Class IV cycle track.
- The plan recommends spot improvements for the following intersections on Rengstorff Avenue: Central Expressway, Rock Street, Crisanto Avenue, 101 ramps, and Middlefield Road.

Relevance to Study

- This Study will reference the recommendations for bikeway and spot improvements outlined in the Bicycle Transportation Plan.



MOUNTAIN VIEW

BICYCLE TRANSPORTATION
PLAN UPDATE

ADOPTED
NOVEMBER 17, 2015





City of Mountain View, Vision Zero Analysis, 2019

Table 1: Vision Zero Actions Suggested by Community Members

Engineering and Infrastructure	Evaluation	Enforcement and Emergency Response	Education, Encouragement, Engagement, and Equity
Design Complete Streets to improve safety while reducing VMT and lowering speeds	Collision trends and near-miss data, e.g., witness reporting, anonymous text reporting, Neighborhood Watch	Increase traffic enforcement	Education and awareness of Vision Zero
Implement transit priority treatments		Prioritize response to traffic violations, including speed limits, keeping parked cars out of bike lanes, e.g. on Middlefield Road, crosswalk enforcement	Encourage lower speeds, stopping at crosswalks
Design, pave, paint, maintain trails as transportation facilities	Improve tracking of distracted driving		Increase diversity of input and provide multi-lingual materials
Increase maintenance of bikeways or bike lanes			Collaborate with cities working on Vision Zero
Keep trails open at night			Involve companies
Improve access during construction			
Address barriers to Neighborhood Traffic Management Program			

Background

- **Overview:** In January 2019, a draft Vision Zero Policy was developed based on an analysis of collision history. This policy identified the City’s High Injury Network (HIN) and was adopted in December 2019.

Takeaways

- The policy established the goal of eliminating fatal traffic collisions and reducing KSI (killed or severe injury) collisions by 50% by 2030.
- During the policy’s development, an interdepartmental Vision Zero Working Group identified specific Vision Zero strategies.
- Community engagement of the community received support for the policy and initial action plan components.

Relevance to Study

- Following its adoption, the Vision Zero Policy was used to develop the subsequent Vision Zero Action Plan.

City of Mountain View, Comprehensive Modal Plan, 2021



Background

- AccessMV unifies over 30 existing transportation plans, studies, and policies into one coordinated multimodal transportation plan for the City.

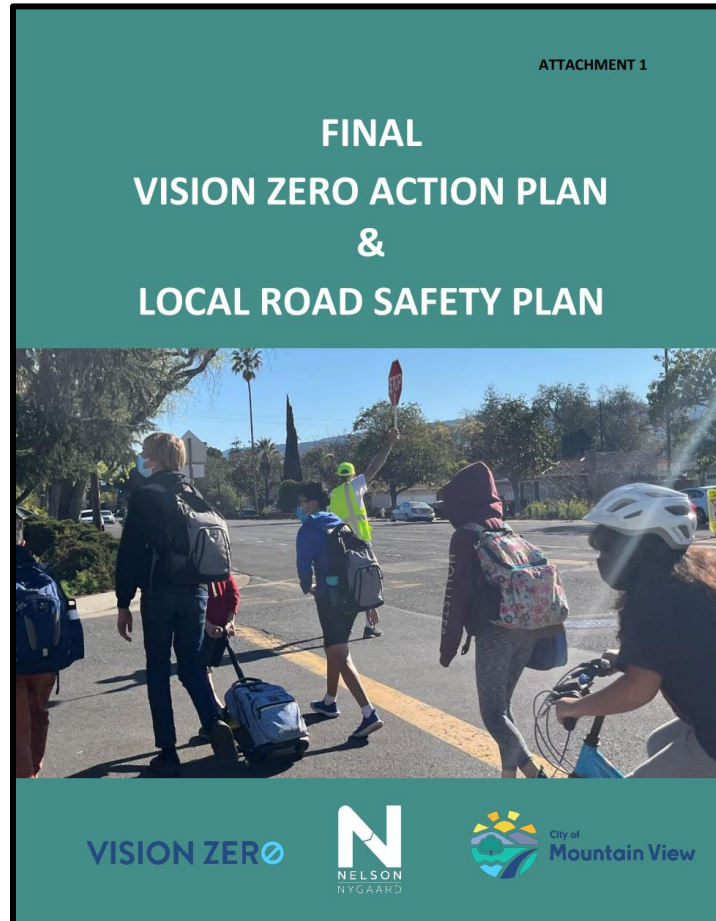
Takeaways

- Based on an analysis of a set of network criteria, Rengstorff Avenue ranked as the corridor with the second highest priority for improvements.
- Rengstorff Avenue had the third highest number of fatal and severe collisions of all corridors in the City.
- An analysis of daily average travel speed found that Rengstorff Avenue had lower prevailing speeds than the posted speed limit, indicating either high levels of congestion or more complex, unpredictable environments.
- The proposed Class IV cycle track on Rengstorff Avenue was ranked a Tier 2 priority bicycle project.
- The Rengstorff Avenue Adaptive Signal System Project was ranked a Tier 1 priority roadway project.

Relevance to Study

- This plan emphasizes the importance of improvements on Rengstorff Avenue for connectivity to the greater multimodal network and safety.

City of Mountain View, Vision Zero Action Plan and Local Road Safety Plan, 2024



Background

- This plan provides a framework to identify and prioritize strategies to prevent fatal and severe collisions to help the City meet its Vision Zero goal to eliminate all fatal crashes by 2030.

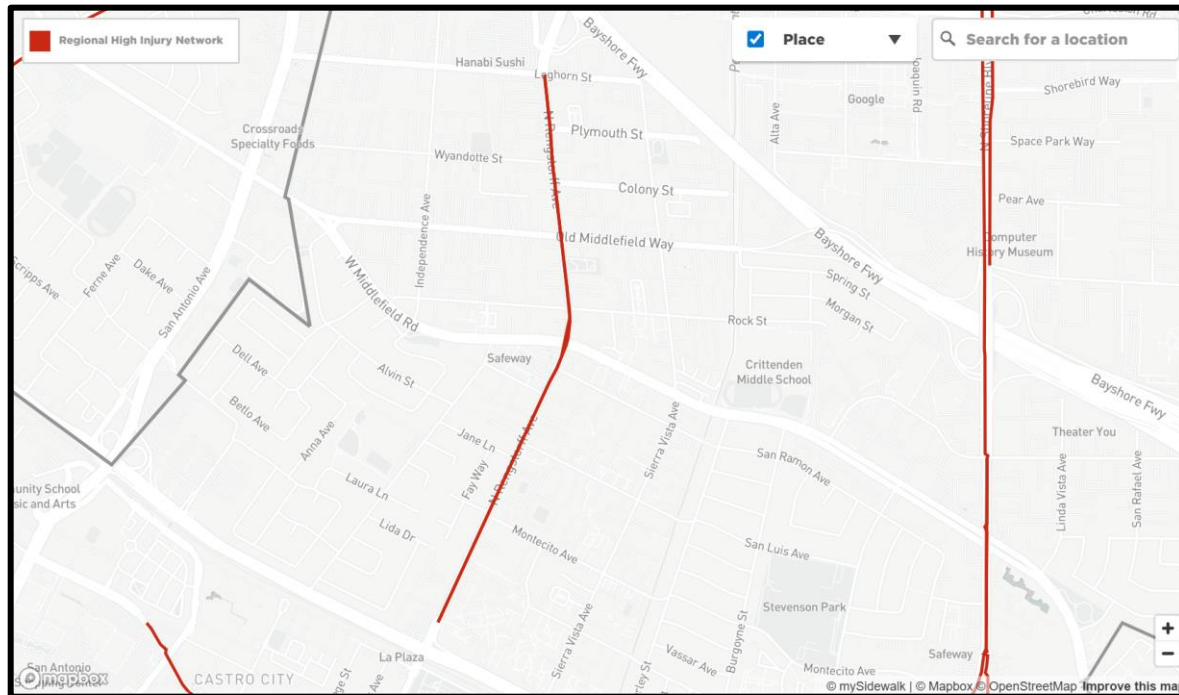
Takeaways

- Based on this plan's analysis, Rengstorff Avenue from El Camino Real to Central Expressway was identified as the highest priority in the City for safety improvements.
- The Rengstorff Avenue Green Complete Streets Project is recommended to address the corridor's concerns.
 - Safety intersection improvements are recommended at the intersections of Rengstorff Avenue/Old Middlefield Way, Rengstorff Avenue/Junction Avenue, and Rengstorff Avenue/Plymouth Street.
 - The project recommends repurposing lanes to implement a Class IV protected bike lane.

Relevance to Study

- This plan recommends the Rengstorff Avenue Green Complete Streets Project to address the high priority safety concerns on the corridor.

Metropolitan Transportation Commission (MTC), Regional High Injury Network, 2022



Source: <https://bayviz.mysidewalk.com/>

Background

- In 2020, MTC adopted a Regional Safety/Vision Zero policy to encourage and support progress toward eliminating traffic fatalities in serious injuries in the Bay Area by 2030.

Takeaways

- Rengstorff Avenue between Central Expressway and Leghorn Street is identified as part of MTC's high injury network.

Relevance to Study

- MTC's policy outlines regional support that the City may leverage for safety improvements on Rengstorff Avenue.



Caltrans, Sustainable Transportation Planning Grant, 2024



Background

- The City received \$352,000 from Caltrans to conduct the Rengstorff Avenue Complete Streets Study.

Takeaways

- The project received funding because it is identified in the City's high injury network, MTC's high injury network, MTC's regional high injury network, and as a highest priority corridor in AccessMV.

Relevance to Study

- This funding will allow this project to complete a parking and traffic analysis, community and stakeholder engagement, preliminary concept development and feasibility analysis, and plan line drawings for a preferred concept.

City of Mountain View, Capital Improvement Program, 2025-26



Background

- The City's Capital Improvement Program that was adopted for fiscal year (FY) 2025-26 will outline planned infrastructure investments from FY 2026-27 through 2029-30.

Takeaways

- Safety crossing improvements are approved for the Rengstorff Caltrain crossing and will include rail intrusion warning technology and a Quiet Zone analysis in FY 2025-26.
- The Rengstorff Avenue grade separation project has construction slated for FY 2028-29.
- The design of a protected intersection at El Camino Real/Rengstorff Avenue is scheduled to occur in FY 2029-30.

Relevance to Study

- This study will plan for integration with ongoing and planned improvement.

City of Mountain View, Rengstorff Avenue Grade Separation Project, 2024 – Present



Background

- The project proposes to depress the intersection of Rengstorff Avenue/Central Expressway to enhance safety, traffic flow, railroad operational safety and traffic, and movement along adjacent streets and intersections.

Takeaways

Relevance to Study

- The project is currently in the final design and right-of-way acquisition phase with design to be scheduled to be completed in early 2027, and construction is pending funding availability. This study will incorporate the final design's changes.

City of Mountain View, El Camino Real Precise Plan, 2024

El Camino Real Precise Plan



Background

- This zoning and design plan covers the roughly 3.9 mile stretch of El Camino Real that passes through the City.

Takeaways

- The plan aims to transform the low density and auto-oriented corridor into a livable, mixed-use, and multimodal friendly corridor.
- Recommendations for El Camino Real are being implemented as projects outlined in the El Camino Real Streetscape Plan.

Relevance to Study

- This study will plan for integration with ongoing and planned improvements on El Camino Real.



Key Takeaways



Key Takeaways

- Land uses along the corridor transition from high density residential just north of El Camino Real, to low-to-medium density residential from Rengstorff Park to Old Middlefield Way, to mixed-use and industrial north of there
- Class II bicycle lane, or shared parking and bicycle lane, is provided along the whole corridor
- Curb-to-curb width ranges from 65-75 feet along the corridor, and ROW width ranges from 80-90 feet along the corridor
- Corridor has long segments without mid-block crossings
- Mountain View Community Center serves a diverse population
- New connections are needed to the Mountain View Community Center

Traffic Takeaways

- Corridor has certain intersections that do not operate at an acceptable LOS
 - California Street, Central Expressway, Montecito Avenue, and Old Middlefield Way
- All signalized intersections have at least one movement where 95th percentile queue exceeds storage length in both peak periods.
- A signal or other intersection control measure could be considered at Jane Lane based on side-street volumes and recorded speeds on Rengstorff Avenue
- Collisions are high at the intersections of Central Expressway and Old Middlefield Way
- A key cause of bicycle collisions is related to automobile right-of-way violations
- A key cause of pedestrian collisions is related to pedestrian right-of-way violations



Parking Takeaways

- Parking is allowed on approximately 40% of corridor
 - Limited existing on-street parking south of Central Expy.
- Average parking occupancy is highest north of Old Middlefield Way, but parking is also constrained for some segments between Jane Ln. and W. Middlefield Rd.
- Parking overall tends to be more constrained on nights and weekends

Transit Takeaways

- Highest transit ridership activity occurs at the intersections at California St and W Middlefield Rd



Appendix A: Intersection Counts

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

tdsbay@cs.com

File Name : 1 - FINAL
Site Code : 00000001
Start Date : 12/9/2025
Page No : 1

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					LEGHORN ST Westbound					RENGSTORFF AVE Northbound					LEGHORN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	28	29	0	0	57	0	3	2	3	8	1	75	20	3	99	4	2	16	2	24	188
07:15 AM	17	40	4	3	64	7	5	0	0	12	0	82	15	2	99	11	0	24	3	38	213
07:30 AM	22	36	0	0	58	13	8	1	0	22	0	100	21	3	124	12	3	21	0	36	240
07:45 AM	26	28	0	0	54	7	8	3	0	18	0	116	18	1	135	10	1	23	0	34	241
Total	93	133	4	3	233	27	24	6	3	60	1	373	74	9	457	37	6	84	5	132	882
08:00 AM	25	45	2	0	72	4	4	0	1	9	0	142	25	0	167	15	5	31	1	52	300
08:15 AM	21	46	4	2	73	10	9	1	1	21	1	185	24	0	210	12	1	46	2	61	365
08:30 AM	36	42	1	0	79	8	10	2	1	21	1	135	24	3	163	22	1	42	0	65	328
08:45 AM	21	45	3	0	69	14	9	1	0	24	1	160	33	1	195	14	3	51	1	69	357
Total	103	178	10	2	293	36	32	4	3	75	3	622	106	4	735	63	10	170	4	247	1350
09:00 AM	23	42	6	0	71	9	9	1	2	21	2	143	47	3	195	11	3	37	5	56	343
09:15 AM	18	38	1	0	57	11	8	1	1	21	1	151	35	2	189	18	4	35	1	58	325
09:30 AM	14	44	2	1	61	8	11	2	1	22	3	142	40	1	186	25	3	31	1	60	329
09:45 AM	24	61	2	3	90	8	7	1	2	18	2	139	49	2	192	20	5	35	2	62	362
Total	79	185	11	4	279	36	35	5	6	82	8	575	171	8	762	74	15	138	9	236	1359
10:00 AM	30	54	2	1	87	4	4	1	0	9	1	108	60	1	170	22	3	25	2	52	318
10:15 AM	37	60	1	2	100	7	7	0	1	15	0	114	50	1	165	25	5	26	1	57	337
10:30 AM	32	49	6	5	92	8	13	1	3	25	0	91	38	3	132	18	3	28	5	54	303
10:45 AM	21	42	2	3	68	3	2	0	0	5	1	91	41	0	133	24	3	30	1	58	264
Total	120	205	11	11	347	22	26	2	4	54	2	404	189	5	600	89	14	109	9	221	1222
11:00 AM	24	50	5	0	79	7	5	1	1	14	1	103	58	0	162	27	3	36	0	66	321
11:15 AM	27	54	2	1	84	3	5	0	0	8	1	97	38	2	138	36	2	30	4	72	302
11:30 AM	25	85	4	0	114	8	3	1	0	12	1	94	43	0	138	25	1	37	3	66	330
11:45 AM	29	90	1	0	120	6	4	1	0	11	2	79	39	0	120	31	7	35	2	75	326
Total	105	279	12	1	397	24	17	3	1	45	5	373	178	2	558	119	13	138	9	279	1279
12:00 PM	38	82	0	1	121	8	3	1	1	13	2	93	44	0	139	35	1	39	13	88	361
12:15 PM	33	77	5	0	115	5	9	3	0	17	1	80	39	2	122	38	1	43	3	85	339
12:30 PM	35	62	5	0	102	10	6	0	0	16	1	92	35	1	129	41	5	33	0	79	326
12:45 PM	30	81	3	3	117	8	7	1	2	18	1	84	44	1	130	34	2	30	7	73	338
Total	136	302	13	4	455	31	25	5	3	64	5	349	162	4	520	148	9	145	23	325	1364
01:00 PM	33	73	0	3	109	4	6	1	0	11	0	88	51	3	142	30	3	34	3	70	332
01:15 PM	23	77	1	5	106	2	4	0	2	8	0	71	56	3	130	39	4	39	4	86	330
01:30 PM	29	70	6	5	110	1	6	0	1	8	2	58	49	1	110	43	1	32	2	78	306
01:45 PM	19	73	6	1	99	7	9	1	1	18	1	78	55	1	135	29	4	31	2	66	318
Total	104	293	13	14	424	14	25	2	4	45	3	295	211	8	517	141	12	136	11	300	1286
02:00 PM	35	54	3	2	94	6	7	2	1	16	1	79	41	0	121	33	6	36	3	78	309
02:15 PM	19	72	1	0	92	4	8	2	1	15	0	70	51	3	124	46	5	25	5	81	312
02:30 PM	14	70	6	2	92	14	5	1	0	20	3	92	50	3	148	38	5	50	3	96	356
02:45 PM	23	86	3	1	113	10	7	0	0	17	1	94	67	3	165	39	2	32	3	76	371
Total	91	282	13	5	391	34	27	5	2	68	5	335	209	9	558	156	18	143	14	331	1348
03:00 PM	25	85	3	0	113	10	9	1	0	20	0	74	58	5	137	55	4	30	4	93	363
03:15 PM	24	108	2	3	137	7	11	1	3	22	4	54	54	4	116	48	6	26	2	82	357
03:30 PM	35	136	3	0	174	5	21	1	0	27	0	81	55	0	136	54	6	22	4	86	423
03:45 PM	53	131	4	0	188	15	38	1	0	54	0	77	58	2	137	52	10	25	4	91	470
Total	137	460	12	3	612	37	79	4	3	123	4	286	225	11	526	209	26	103	14	352	1613

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

tdsbay@cs.com

File Name : 1 - FINAL
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Start Date : 12/9/2025
Page No : 2

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					LEGHORN ST Westbound					RENGSTORFF AVE Northbound					LEGHORN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	124	3	0	164	20	17	0	0	37	2	137	60	2	201	49	11	36	4	100	502
04:15 PM	24	115	0	2	141	22	19	0	0	41	2	124	57	2	185	54	7	32	3	96	463
04:30 PM	24	136	1	0	161	9	12	0	1	22	1	92	44	0	137	64	9	50	1	124	444
04:45 PM	14	110	0	1	125	24	20	1	0	45	1	138	55	1	195	67	9	50	1	127	492
Total	99	485	4	3	591	75	68	1	1	145	6	491	216	5	718	234	36	168	9	447	1901
05:00 PM	39	123	0	0	162	23	27	0	3	53	1	115	51	4	171	50	5	45	6	106	492
05:15 PM	42	162	2	2	208	9	19	1	1	30	1	149	44	2	196	52	5	25	6	88	522
05:30 PM	17	163	2	0	182	16	21	3	1	41	0	94	57	2	153	63	9	24	3	99	475
05:45 PM	25	196	11	2	234	9	26	2	1	38	0	83	47	0	130	50	8	42	1	101	503
Total	123	644	15	4	786	57	93	6	6	162	2	441	199	8	650	215	27	136	16	394	1992
06:00 PM	36	153	12	1	202	31	17	1	1	50	3	130	33	1	167	47	10	27	2	86	505
06:15 PM	30	94	3	0	127	39	21	0	0	60	1	108	46	1	156	35	7	42	4	88	431
06:30 PM	26	142	3	0	171	11	15	2	0	28	0	62	49	0	111	49	5	53	3	110	420
06:45 PM	20	109	4	0	133	5	10	0	0	15	1	64	52	1	118	41	3	30	5	79	345
Total	112	498	22	1	633	86	63	3	1	153	5	364	180	3	552	172	25	152	14	363	1701
Grand Total	1302	3944	140	55	5441	479	514	46	37	1076	49	4908	2120	76	7153	1657	211	1622	137	3627	17297
Apprch %	23.9	72.5	2.6	1		44.5	47.8	4.3	3.4		0.7	68.6	29.6	1.1		45.7	5.8	44.7	3.8		
Total %	7.5	22.8	0.8	0.3	31.5	2.8	3	0.3	0.2	6.2	0.3	28.4	12.3	0.4	41.4	9.6	1.2	9.4	0.8	21	

	RENGSTORFF AVE Southbound				LEGHORN ST Westbound				RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	21	46	4	71	10	9	1	20	1	185	24	210	12	1	46	59	360
08:30 AM	36	42	1	79	8	10	2	20	1	135	24	160	22	1	42	65	324
08:45 AM	21	45	3	69	14	9	1	24	1	160	33	194	14	3	51	68	355
09:00 AM	23	42	6	71	9	9	1	19	2	143	47	192	11	3	37	51	333
Total Volume	101	175	14	290	41	37	5	83	5	623	128	756	59	8	176	243	1372
% App. Total	34.8	60.3	4.8		49.4	44.6	6		0.7	82.4	16.9		24.3	3.3	72.4		
PHF	.701	.951	.583	.918	.732	.925	.625	.865	.625	.842	.681	.900	.670	.667	.863	.893	.953

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

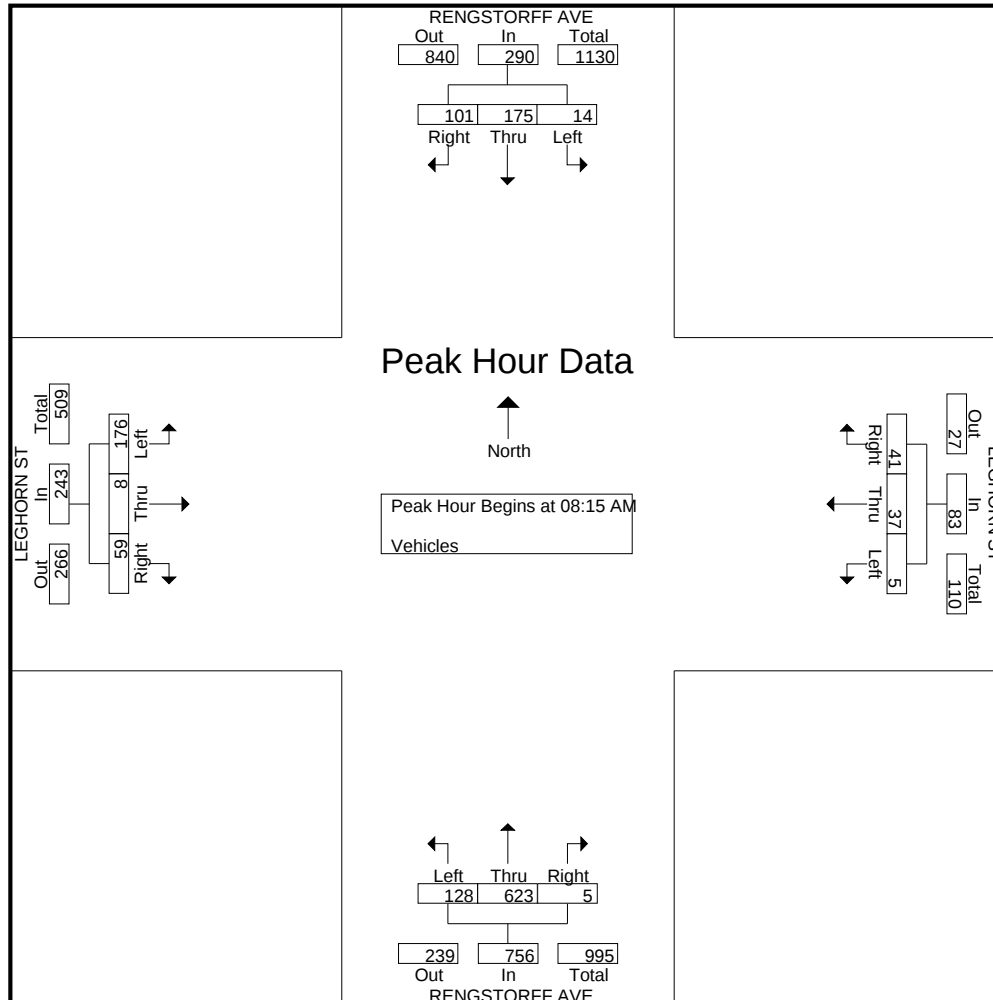
tdsbay@cs.com

File Name : 1 - FINAL

Site Code : 00000001

Start Date : 12/9/2025

Page No : 3



Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	25	85	4	114	8	3	1	12	1	94	43	138	25	1	37	63	327
11:45 AM	29	90	1	120	6	4	1	11	2	79	39	120	31	7	35	73	324
12:00 PM	38	82	0	120	8	3	1	12	2	93	44	139	35	1	39	75	346
12:15 PM	33	77	5	115	5	9	3	17	1	80	39	120	38	1	43	82	334
Total Volume	125	334	10	469	27	19	6	52	6	346	165	517	129	10	154	293	1331
% App. Total	26.7	71.2	2.1		51.9	36.5	11.5		1.2	66.9	31.9		44	3.4	52.6		
PHF	.822	.928	.500	.977	.844	.528	.500	.765	.750	.920	.938	.930	.849	.357	.895	.893	.962

TRAFFIC DATA SERVICE

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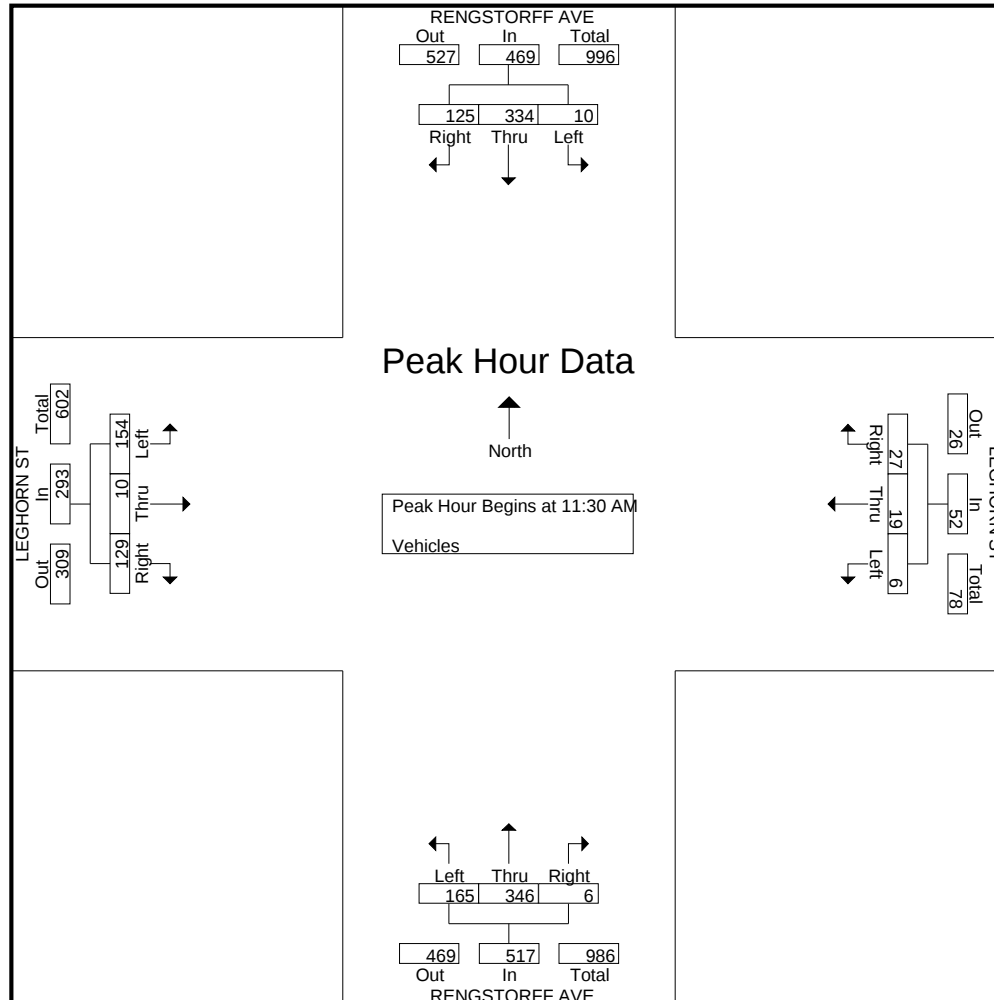
tdsbay@cs.com

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Start Date : 12/9/2025

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	42	162	2	206	9	19	1	29	1	149	44	194	52	5	25	82	511
05:30 PM	17	163	2	182	16	21	3	40	0	94	57	151	63	9	24	96	469
05:45 PM	25	196	11	232	9	26	2	37	0	83	47	130	50	8	42	100	499
06:00 PM	36	153	12	201	31	17	1	49	3	130	33	166	47	10	27	84	500
Total Volume	120	674	27	821	65	83	7	155	4	456	181	641	212	32	118	362	1979
% App. Total	14.6	82.1	3.3		41.9	53.5	4.5		0.6	71.1	28.2		58.6	8.8	32.6		
PHF	.714	.860	.563	.885	.524	.798	.583	.791	.333	.765	.794	.826	.841	.800	.702	.905	.968

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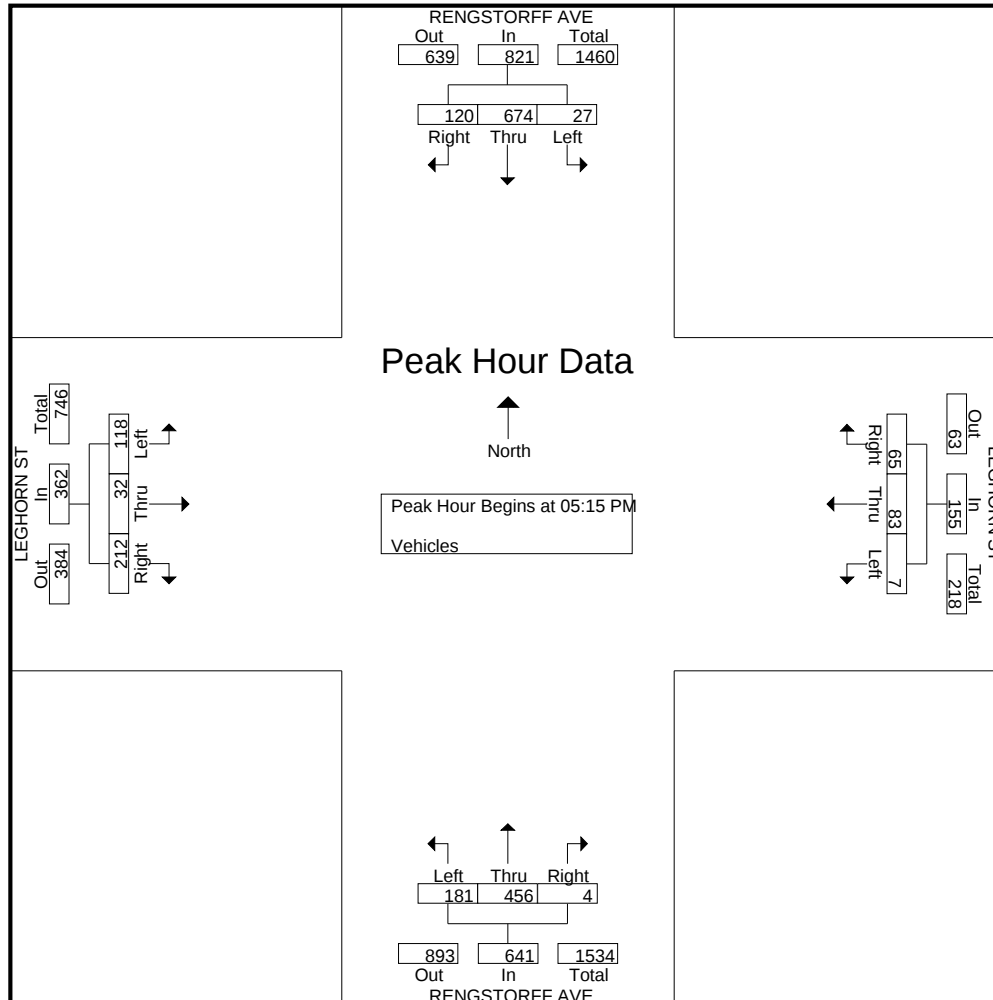
tdsbay@cs.com

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Site Code : 00000001

Start Date : 12/9/2025

Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	42	162	2	206	9	19	1	29	1	149	44	194	52	5	25	82	511
05:30 PM	17	163	2	182	16	21	3	40	0	94	57	151	63	9	24	96	469
05:45 PM	25	196	11	232	9	26	2	37	0	83	47	130	50	8	42	100	499
06:00 PM	36	153	12	201	31	17	1	49	3	130	33	166	47	10	27	84	500
Total Volume	120	674	27	821	65	83	7	155	4	456	181	641	212	32	118	362	1979
% App. Total	14.6	82.1	3.3		41.9	53.5	4.5		0.6	71.1	28.2		58.6	8.8	32.6		
PHF	.714	.860	.563	.885	.524	.798	.583	.791	.333	.765	.794	.826	.841	.800	.702	.905	.968

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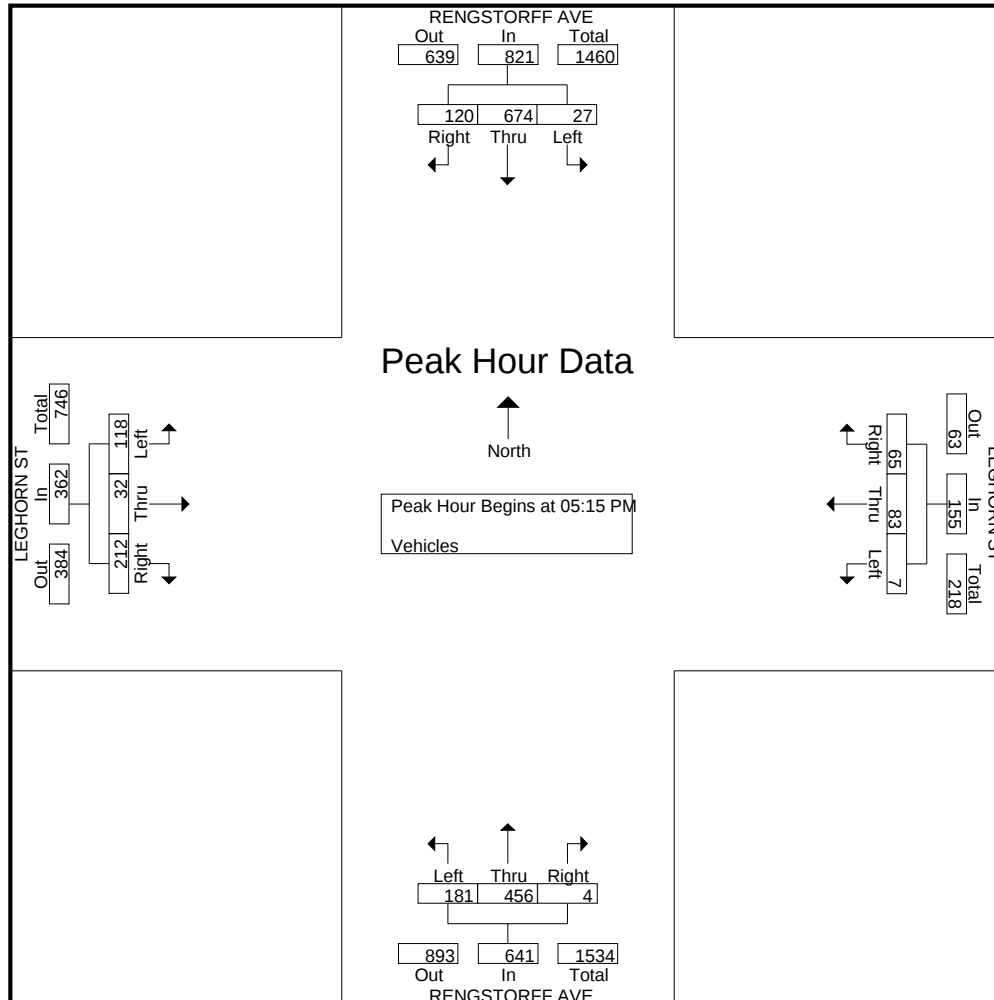
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File Name : 1 - FINAL
Site Code : 00000001
Start Date : 12/9/2025
Page No : 1

Groups Printed- Bikes

	RENGSTORFF AVE Southbound					LEGHORN ST Westbound					RENGSTORFF AVE Northbound					LEGHORN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	2	0	0	2	0	3	0	0	3	0	4	0	0	4	1	0	0	0	1	10
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	0	4	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Total	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	8	1	1	0	10	13
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	1	1	1	0	3	0	1	0	0	1	0	3	2	0	5	2	2	0	0	4	13

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File Name : 1 - FINAL
Site Code : 00000001
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Groups Printed- Bikes

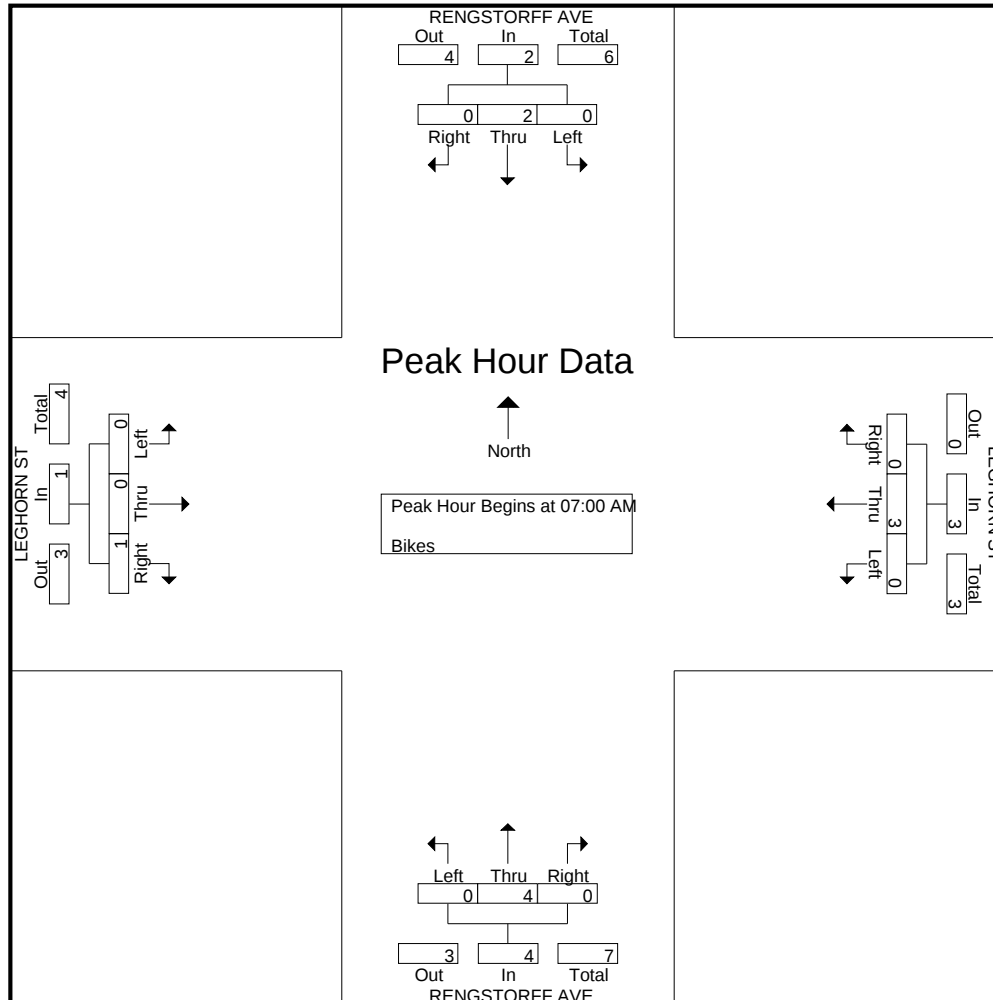
	RENGSTORFF AVE Southbound					LEGHORN ST Westbound					RENGSTORFF AVE Northbound					LEGHORN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	7
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	8
Grand Total	4	15	2	0	21	1	9	0	0	10	0	16	3	0	19	19	9	1	0	29	79
Apprch %	19	71.4	9.5	0		10	90	0	0		0	84.2	15.8	0		65.5	31	3.4	0		
Total %	5.1	19	2.5	0	26.6	1.3	11.4	0	0	12.7	0	20.3	3.8	0	24.1	24.1	11.4	1.3	0	36.7	

	RENGSTORFF AVE Southbound				LEGHORN ST Westbound				RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Total Volume	0	2	0	2	0	3	0	3	0	4	0	4	1	0	0	1	10
% App. Total	0	100	0		0	100	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.750	.000	.750	.000	.500	.000	.500	.250	.000	.000	.250	.625

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

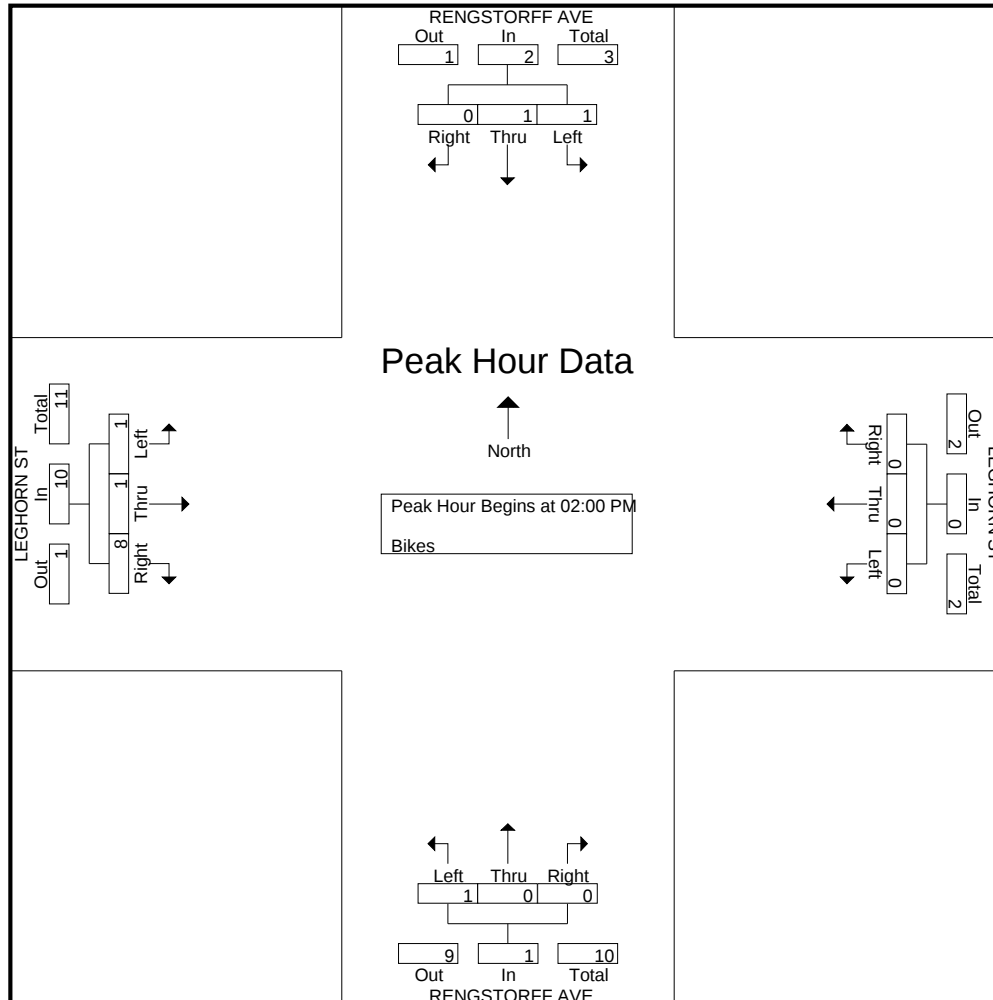
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
02:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total Volume	0	1	1	2	0	0	0	0	0	0	1	1	8	1	1	10	13
% App. Total	0	50	50		0	0	0		0	0	100		80	10	10		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.250	.250	.667	.250	.250	.833	.813

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Page No : 4



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

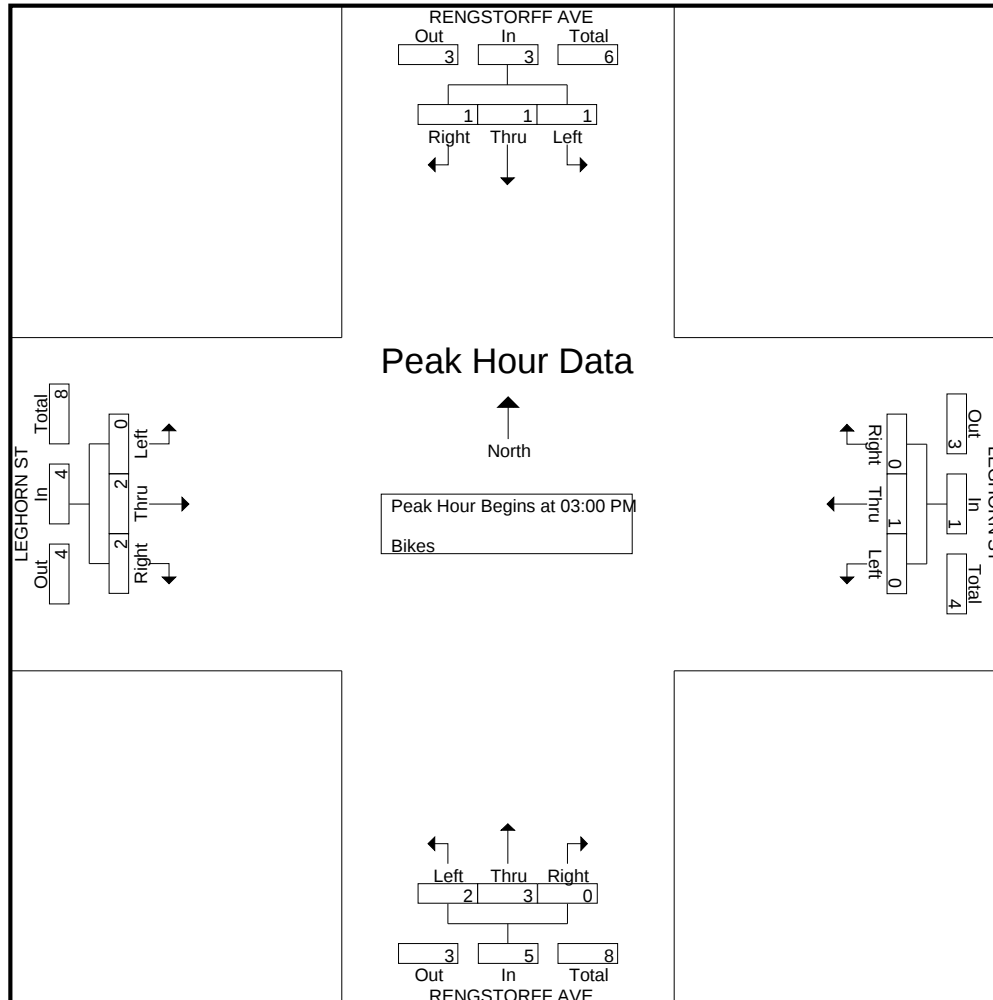
Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	1	0	1	0	0	0	0	0	0	0	1	1	1	1	0	2	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:30 PM	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	4
03:45 PM	0	0	1	1	0	0	0	0	0	2	1	3	0	0	0	0	0	4
Total Volume	1	1	1	3	0	1	0	1	0	3	2	5	2	2	0	0	4	13
% App. Total	33.3	33.3	33.3		0	100	0		0	60	40		50	50	0			
PHF	.250	.250	.250	.750	.000	.250	.000	.250	.000	.375	.500	.417	.500	.500	.000	.500		.813

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File Name : 1 - FINAL
Site Code : 00000001
Start Date : 12/9/2025
Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
02:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	2	3
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	3	4
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	1	1	1	1	0	2	4
Total Volume	0	2	1	3	0	0	0	0	0	0	0	2	2	8	1	0	9	14
% App. Total	0	66.7	33.3		0	0	0		0	0	100			88.9	11.1	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.500	.500		.667	.250	.000	.750	.875

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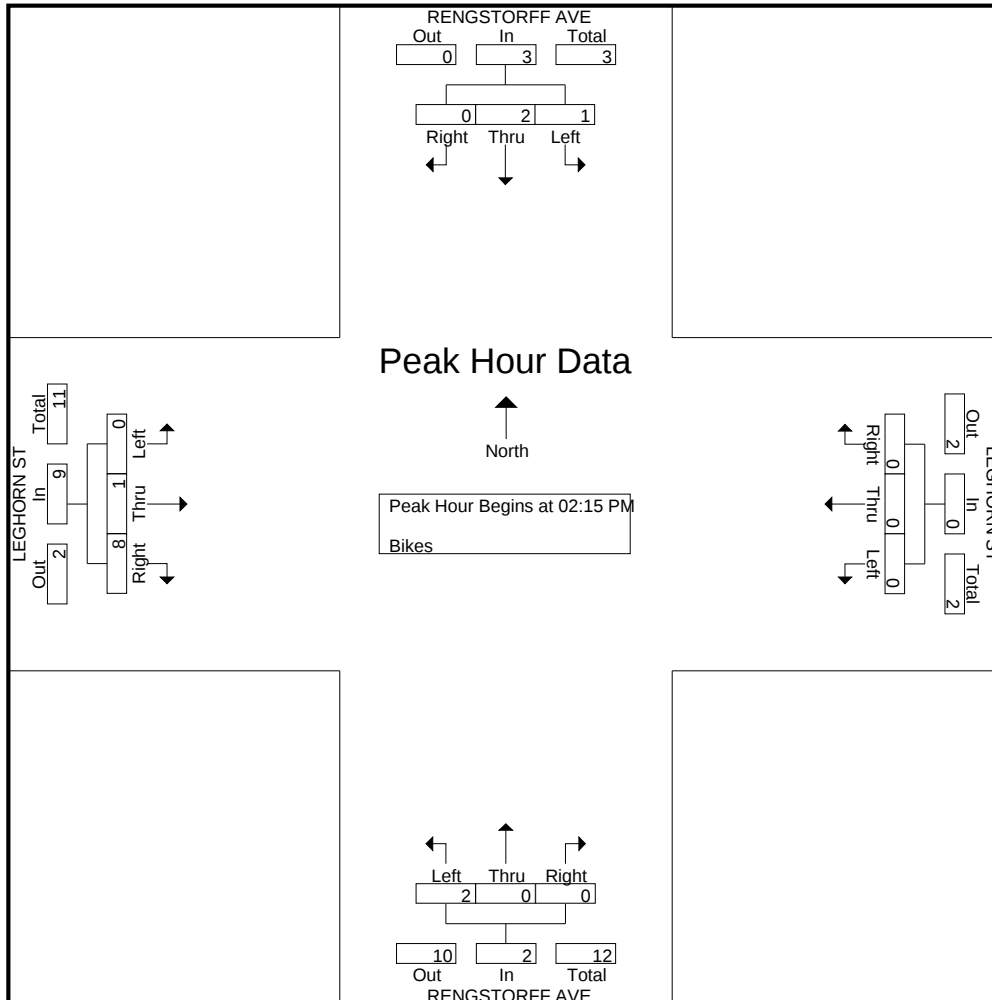
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Start Date : 12/9/2025

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TRAFFIC DATA SERVICE

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File Name : 2 - FINAL
Site Code : 00000002
Start Date : 12/9/2025
Page No : 1

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					WYANDOTTE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	42	0	0	44	0	0	0	0	0	0	81	14	0	95	6	0	4	1	11	150
07:15 AM	3	56	0	0	59	0	0	0	0	0	0	97	14	0	111	6	0	0	0	6	176
07:30 AM	3	44	0	0	47	0	0	0	0	0	0	107	10	0	117	8	0	4	1	13	177
07:45 AM	2	43	0	0	45	0	0	0	0	0	0	132	10	0	142	14	0	4	1	19	206
Total	10	185	0	0	195	0	0	0	0	0	0	417	48	0	465	34	0	12	3	49	709
08:00 AM	0	61	0	0	61	0	0	0	0	0	0	171	11	0	182	7	0	6	3	16	259
08:15 AM	1	58	0	0	59	0	0	0	0	0	0	204	7	0	211	11	0	4	0	15	285
08:30 AM	5	57	0	0	62	0	0	0	0	0	0	162	6	0	168	11	0	5	2	18	248
08:45 AM	7	53	0	0	60	0	0	0	0	0	0	200	9	0	209	7	0	3	3	13	282
Total	13	229	0	0	242	0	0	0	0	0	0	737	33	0	770	36	0	18	8	62	1074
09:00 AM	4	54	0	0	58	0	0	0	0	0	0	189	19	0	208	15	0	8	2	25	291
09:15 AM	2	65	0	0	67	0	0	0	0	0	0	172	5	0	177	7	0	11	0	18	262
09:30 AM	2	66	0	0	68	0	0	0	0	0	0	193	9	0	202	9	0	2	2	13	283
09:45 AM	5	64	0	0	69	0	0	0	0	0	0	195	7	0	202	10	0	2	0	12	283
Total	13	249	0	0	262	0	0	0	0	0	0	749	40	0	789	41	0	23	4	68	1119
10:00 AM	1	72	0	0	73	0	0	0	0	0	0	175	6	0	181	5	0	3	1	9	263
10:15 AM	3	84	0	0	87	0	0	0	0	0	0	146	5	0	151	11	0	1	3	15	253
10:30 AM	1	67	0	0	68	0	0	0	0	0	0	129	8	0	137	5	0	5	1	11	216
10:45 AM	5	65	0	0	70	0	0	0	0	0	0	132	11	0	143	10	0	2	2	14	227
Total	10	288	0	0	298	0	0	0	0	0	0	582	30	0	612	31	0	11	7	49	959
11:00 AM	2	78	0	0	80	0	0	0	0	0	0	155	5	0	160	5	0	2	1	8	248
11:15 AM	4	88	0	0	92	0	0	0	0	0	0	141	5	0	146	6	0	2	4	12	250
11:30 AM	4	112	0	0	116	0	0	0	0	0	0	126	4	0	130	14	0	6	1	21	267
11:45 AM	2	124	0	0	126	0	0	0	0	0	0	122	5	0	127	7	0	2	2	11	264
Total	12	402	0	0	414	0	0	0	0	0	0	544	19	0	563	32	0	12	8	52	1029
12:00 PM	4	113	0	0	117	0	0	0	0	0	0	116	3	0	119	3	0	2	3	8	244
12:15 PM	3	113	0	0	116	0	0	0	0	0	0	118	8	0	126	5	0	5	2	12	254
12:30 PM	2	101	2	0	105	0	0	0	0	0	0	112	9	0	121	13	0	3	2	18	244
12:45 PM	3	107	0	0	110	0	0	0	0	0	0	134	9	0	143	9	0	1	2	12	265
Total	12	434	2	0	448	0	0	0	0	0	0	480	29	0	509	30	0	11	9	50	1007
01:00 PM	2	103	0	0	105	0	0	0	0	0	0	122	4	0	126	8	0	3	0	11	242
01:15 PM	3	113	0	0	116	0	0	0	0	0	0	125	11	0	136	6	0	3	6	15	267
01:30 PM	1	108	0	0	109	0	0	0	0	0	0	104	8	0	112	13	0	3	0	16	237
01:45 PM	1	100	0	0	101	0	0	0	0	0	0	130	5	0	135	10	0	3	0	13	249
Total	7	424	0	0	431	0	0	0	0	0	0	481	28	0	509	37	0	12	6	55	995
02:00 PM	1	89	0	0	90	0	0	0	0	0	0	120	4	0	124	5	0	8	8	21	235
02:15 PM	1	115	0	0	116	0	0	0	0	0	0	116	16	0	132	8	0	3	4	15	263
02:30 PM	1	108	0	1	110	0	0	0	0	0	0	150	10	0	160	8	0	2	2	12	282
02:45 PM	1	120	0	0	121	0	0	0	0	0	0	146	9	0	155	10	0	1	3	14	290
Total	4	432	0	1	437	0	0	0	0	0	0	532	39	0	571	31	0	14	17	62	1070
03:00 PM	4	139	0	0	143	0	0	0	0	0	0	131	8	0	139	5	0	3	4	12	294
03:15 PM	0	156	1	0	157	0	0	0	0	0	0	124	13	0	137	14	0	3	1	18	312
03:30 PM	4	182	0	0	186	0	0	0	0	0	0	119	12	0	131	13	0	2	2	17	334
03:45 PM	0	182	0	0	182	0	0	0	0	0	0	137	12	0	149	13	0	4	5	22	353
Total	8	659	1	0	668	0	0	0	0	0	0	511	45	0	556	45	0	12	12	69	1293

TRAFFIC DATA SERVICE

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Groups Printed- Vehicles

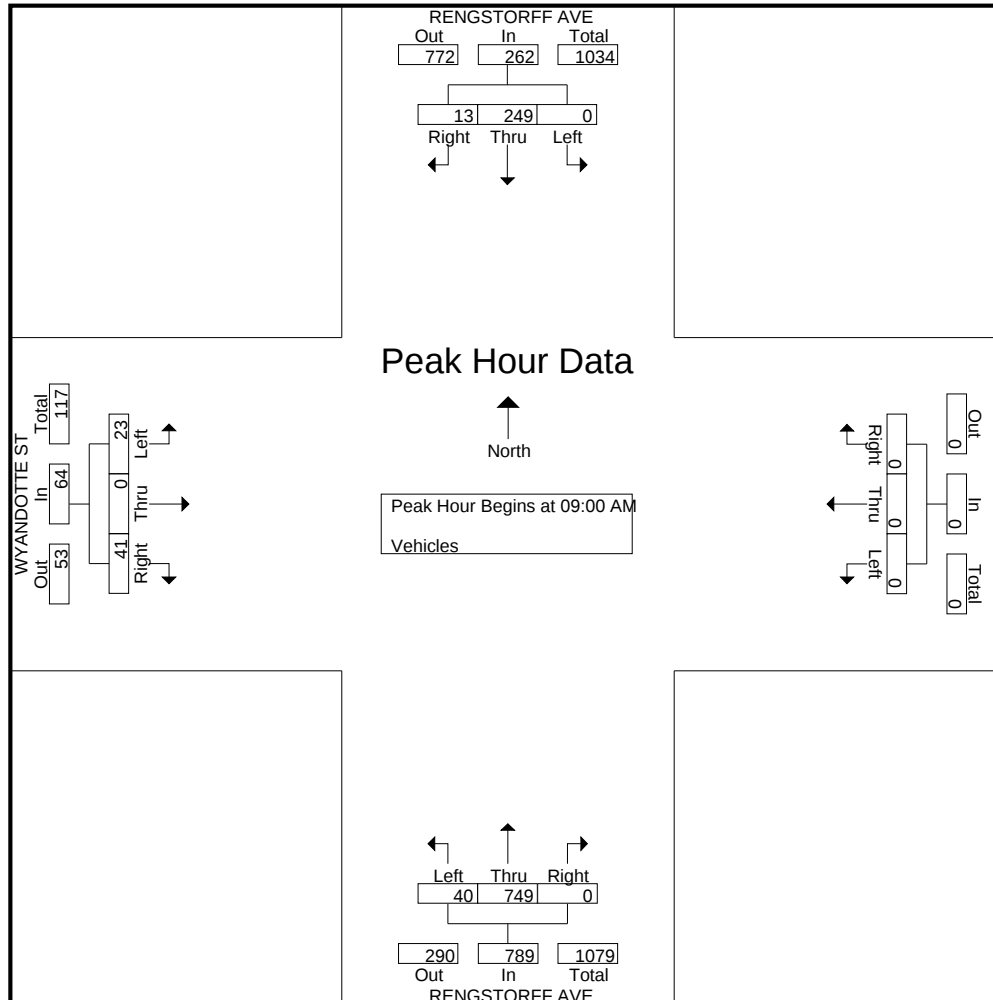
	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					WYANDOTTE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	176	0	1	181	0	0	0	0	0	0	214	13	0	227	12	0	3	0	15	423
04:15 PM	5	170	0	0	175	0	0	0	0	0	0	166	9	0	175	6	0	1	1	8	358
04:30 PM	6	187	0	0	193	0	0	0	0	0	0	165	7	0	172	22	0	2	0	24	389
04:45 PM	6	178	1	1	186	0	0	0	0	0	0	180	11	0	191	19	0	4	1	24	401
Total	21	711	1	2	735	0	0	0	0	0	0	725	40	0	765	59	0	10	2	71	1571
05:00 PM	6	180	0	0	186	0	0	0	0	0	0	181	8	0	189	23	0	4	9	36	411
05:15 PM	5	212	0	0	217	0	0	0	0	0	0	175	10	0	185	23	0	5	2	30	432
05:30 PM	9	243	0	0	252	0	0	0	0	0	0	167	6	0	173	25	0	3	1	29	454
05:45 PM	8	244	0	0	252	0	0	0	0	0	0	117	8	0	125	13	0	1	6	20	397
Total	28	879	0	0	907	0	0	0	0	0	0	640	32	0	672	84	0	13	18	115	1694
06:00 PM	2	198	0	0	200	0	0	0	0	0	0	177	11	0	188	15	0	2	2	19	407
06:15 PM	6	123	0	0	129	0	0	0	0	0	0	156	16	0	172	14	0	1	0	15	316
06:30 PM	5	185	0	0	190	0	0	0	0	0	0	117	2	0	119	11	0	1	6	18	327
06:45 PM	2	155	0	0	157	0	0	0	0	0	0	124	1	2	127	5	0	4	1	10	294
Total	15	661	0	0	676	0	0	0	0	0	0	574	30	2	606	45	0	8	9	62	1344
Grand Total	153	5553	4	3	5713	0	0	0	0	0	0	6972	413	2	7387	505	0	156	103	764	13864
Apprch %	2.7	97.2	0.1	0.1		0	0	0	0		0	94.4	5.6	0		66.1	0	20.4	13.5		
Total %	1.1	40.1	0	0	41.2	0	0	0	0	0	0	50.3	3	0	53.3	3.6	0	1.1	0.7	5.5	

	RENGSTORFF AVE Southbound				Westbound				RENGSTORFF AVE Northbound				WYANDOTTE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	4	54	0	58	0	0	0	0	0	189	19	208	15	0	8	23	289
09:15 AM	2	65	0	67	0	0	0	0	0	172	5	177	7	0	11	18	262
09:30 AM	2	66	0	68	0	0	0	0	0	193	9	202	9	0	2	11	281
09:45 AM	5	64	0	69	0	0	0	0	0	195	7	202	10	0	2	12	283
Total Volume	13	249	0	262	0	0	0	0	0	749	40	789	41	0	23	64	1115
% App. Total	5	95	0		0	0	0		0	94.9	5.1		64.1	0	35.9		
PHF	.650	.943	.000	.949	.000	.000	.000	.000	.000	.960	.526	.948	.683	.000	.523	.696	.965

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	1	89	0	90	0	0	0	0	0	120	4	124	5	0	8	13	227
02:15 PM	1	115	0	116	0	0	0	0	0	116	16	132	8	0	3	11	259
02:30 PM	1	108	0	109	0	0	0	0	0	150	10	160	8	0	2	10	279
02:45 PM	1	120	0	121	0	0	0	0	0	146	9	155	10	0	1	11	287
Total Volume	4	432	0	436	0	0	0	0	0	532	39	571	31	0	14	45	1052
% App. Total	0.9	99.1	0		0	0	0		0	93.2	6.8		68.9	0	31.1		
PHF	1.00	.900	.000	.901	.000	.000	.000	.000	.000	.887	.609	.892	.775	.000	.438	.865	.916

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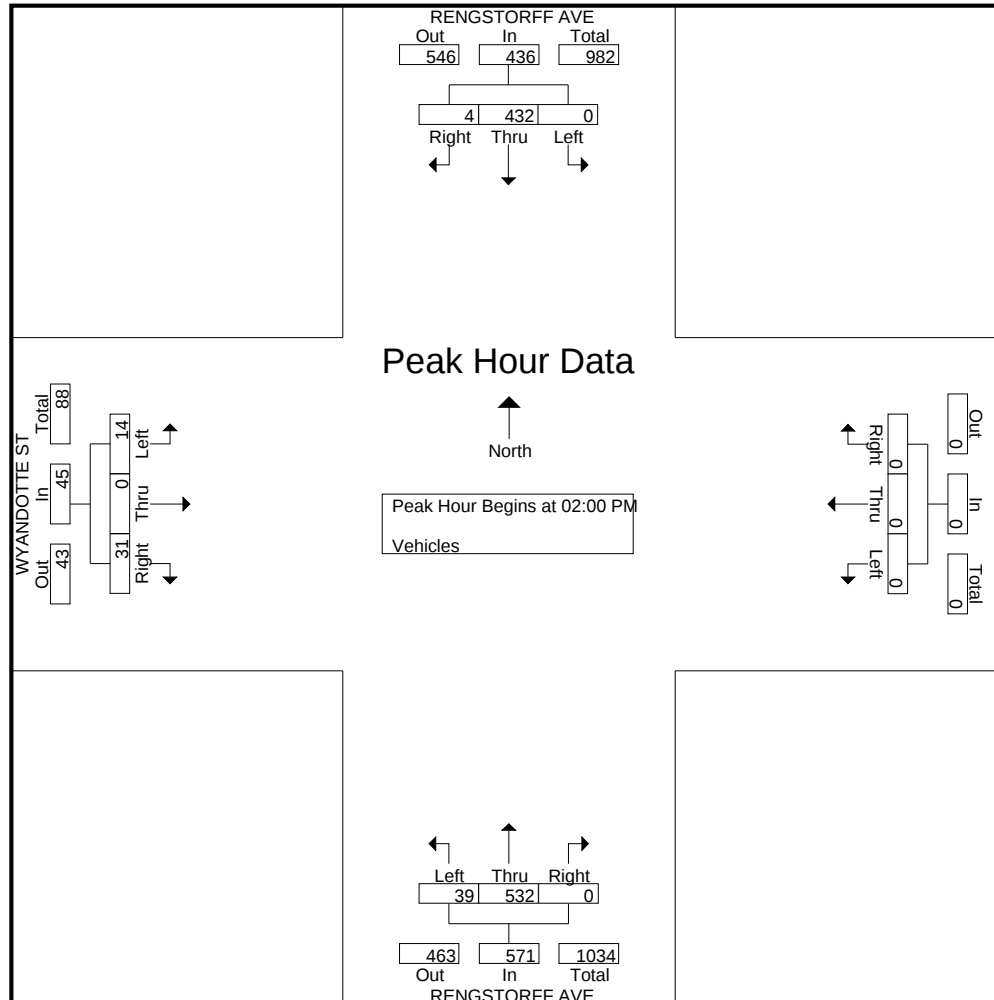
tdsbay@cs.com

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Site Code : 00000002

Start Date : 12/9/2025

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	6	178	1	185	0	0	0	0	0	180	11	191	19	0	4	23	399
05:00 PM	6	180	0	186	0	0	0	0	0	181	8	189	23	0	4	27	402
05:15 PM	5	212	0	217	0	0	0	0	0	175	10	185	23	0	5	28	430
05:30 PM	9	243	0	252	0	0	0	0	0	167	6	173	25	0	3	28	453
Total Volume	26	813	1	840	0	0	0	0	0	703	35	738	90	0	16	106	1684
% App. Total	3.1	96.8	0.1		0	0	0		0	95.3	4.7		84.9	0	15.1		
PHF	.722	.836	.250	.833	.000	.000	.000	.000	.000	.971	.795	.966	.900	.000	.800	.946	.929

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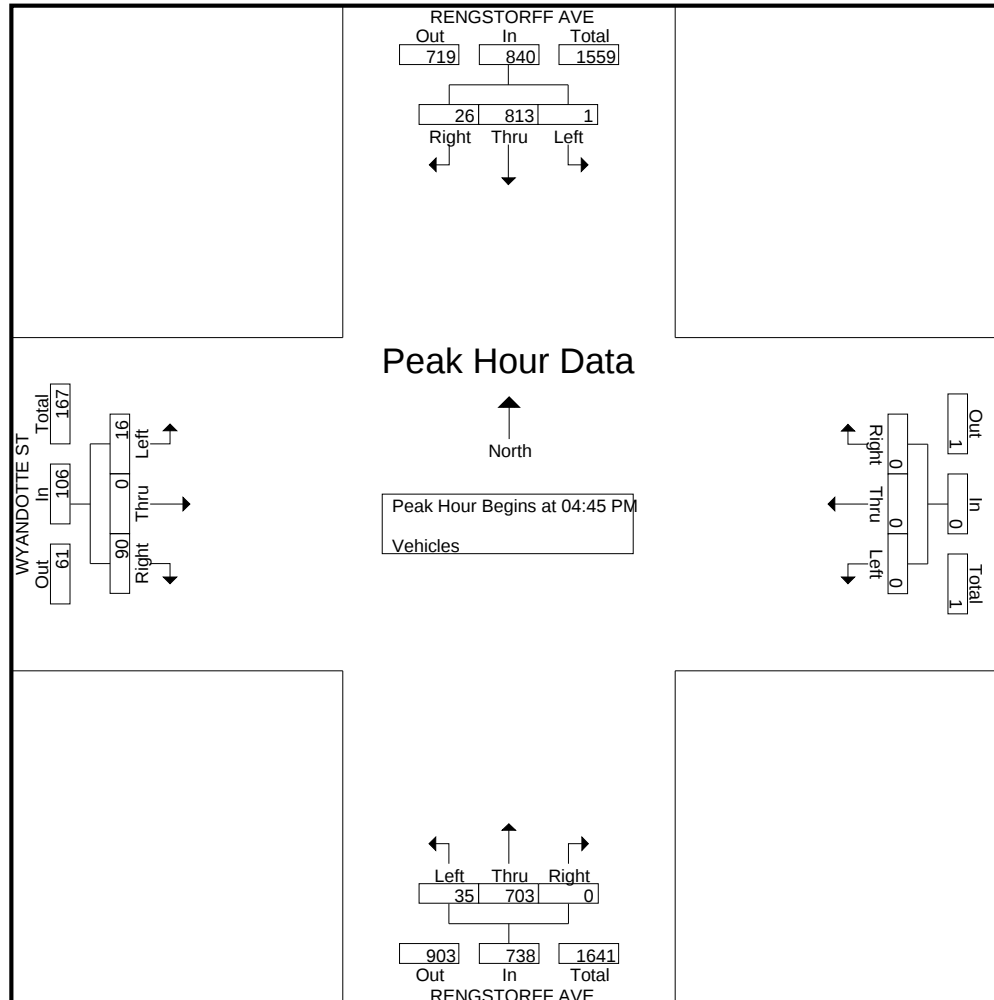
tdsbay@cs.com

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

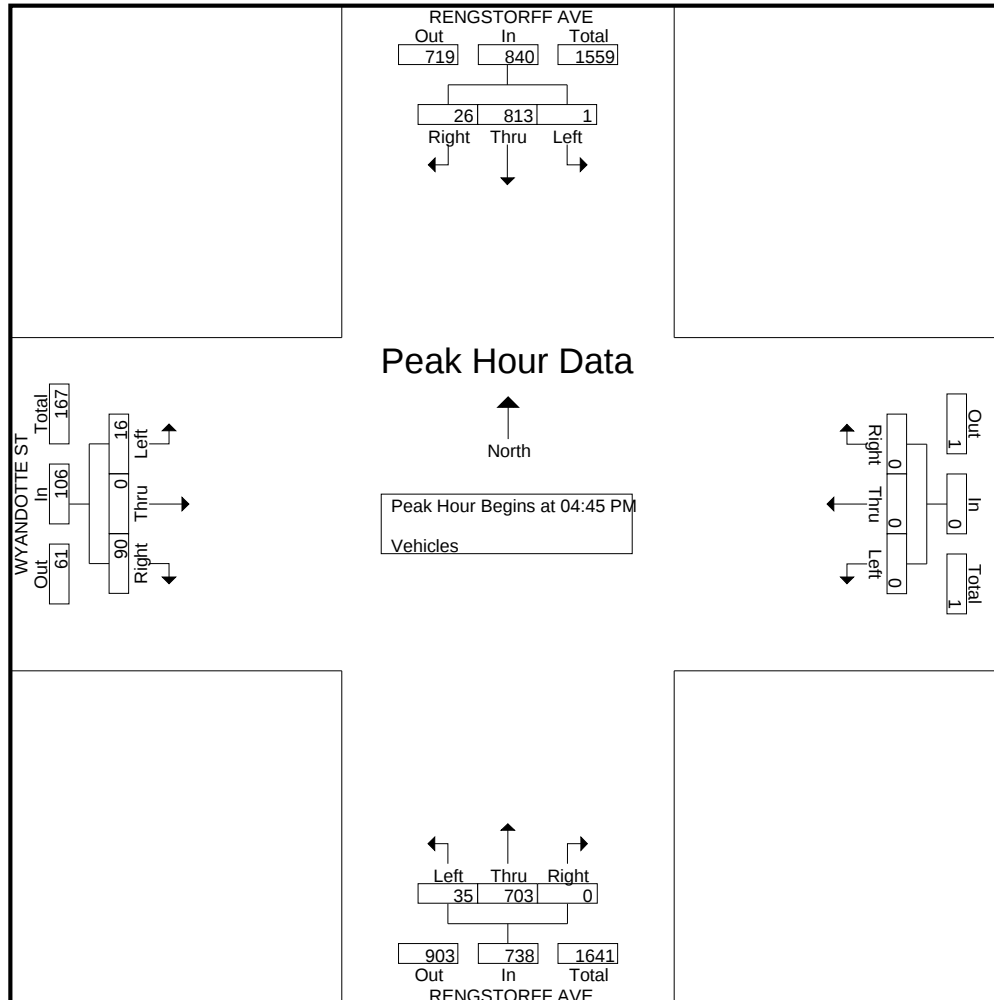
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	6	178	1	185	0	0	0	0	0	180	11	191	19	0	4	23	399
05:00 PM	6	180	0	186	0	0	0	0	0	181	8	189	23	0	4	27	402
05:15 PM	5	212	0	217	0	0	0	0	0	175	10	185	23	0	5	28	430
05:30 PM	9	243	0	252	0	0	0	0	0	167	6	173	25	0	3	28	453
Total Volume	26	813	1	840	0	0	0	0	0	703	35	738	90	0	16	106	1684
% App. Total	3.1	96.8	0.1		0	0	0		0	95.3	4.7		84.9	0	15.1		
PHF	.722	.836	.250	.833	.000	.000	.000	.000	.000	.971	.795	.966	.900	.000	.800	.946	.929

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File Name : 2 - FINAL
Site Code : 00000002
Start Date : 12/9/2025
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					WYANDOTTE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	7
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	11
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	12

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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File Name : 2 - FINAL
Site Code : 00000002
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Groups Printed- Bikes

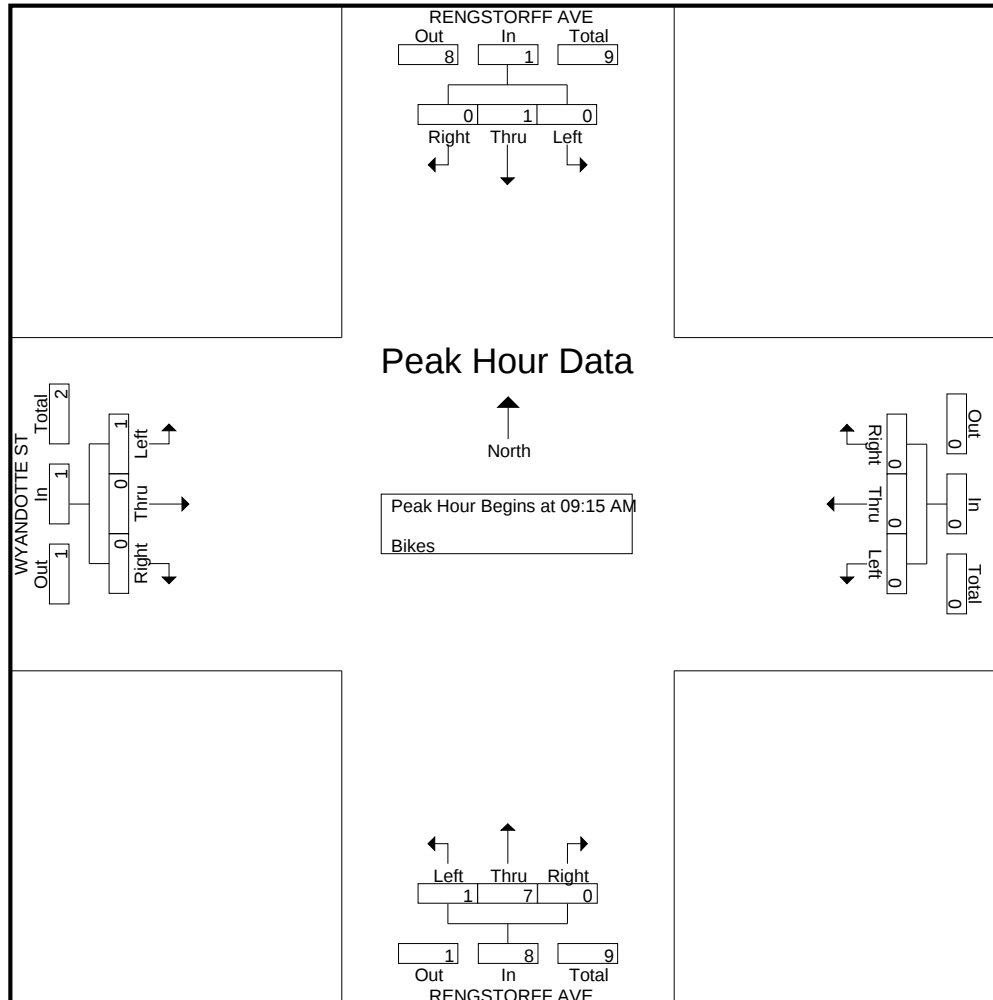
	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					WYANDOTTE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	38	0	0	39	0	0	0	0	0	0	42	3	0	45	8	0	2	0	10	94
Apprch %	2.6	97.4	0	0		0	0	0	0		0	93.3	6.7	0		80	0	20	0		
Total %	1.1	40.4	0	0	41.5	0	0	0	0	0	0	44.7	3.2	0	47.9	8.5	0	2.1	0	10.6	

	RENGSTORFF AVE Southbound					Westbound				RENGSTORFF AVE Northbound				WYANDOTTE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:15 AM																		
09:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3	
09:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	
10:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4	
Total Volume	0	1	0	1	0	0	0	0	0	7	1	8	0	0	1	1	10	
% App. Total	0	100	0		0	0	0		0	87.5	12.5		0	0	100			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.250	.500	.000	.000	.250	.250	.625	

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119
tdsbay@cs.com

File Name : 2 - FINAL
Site Code : 00000002
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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

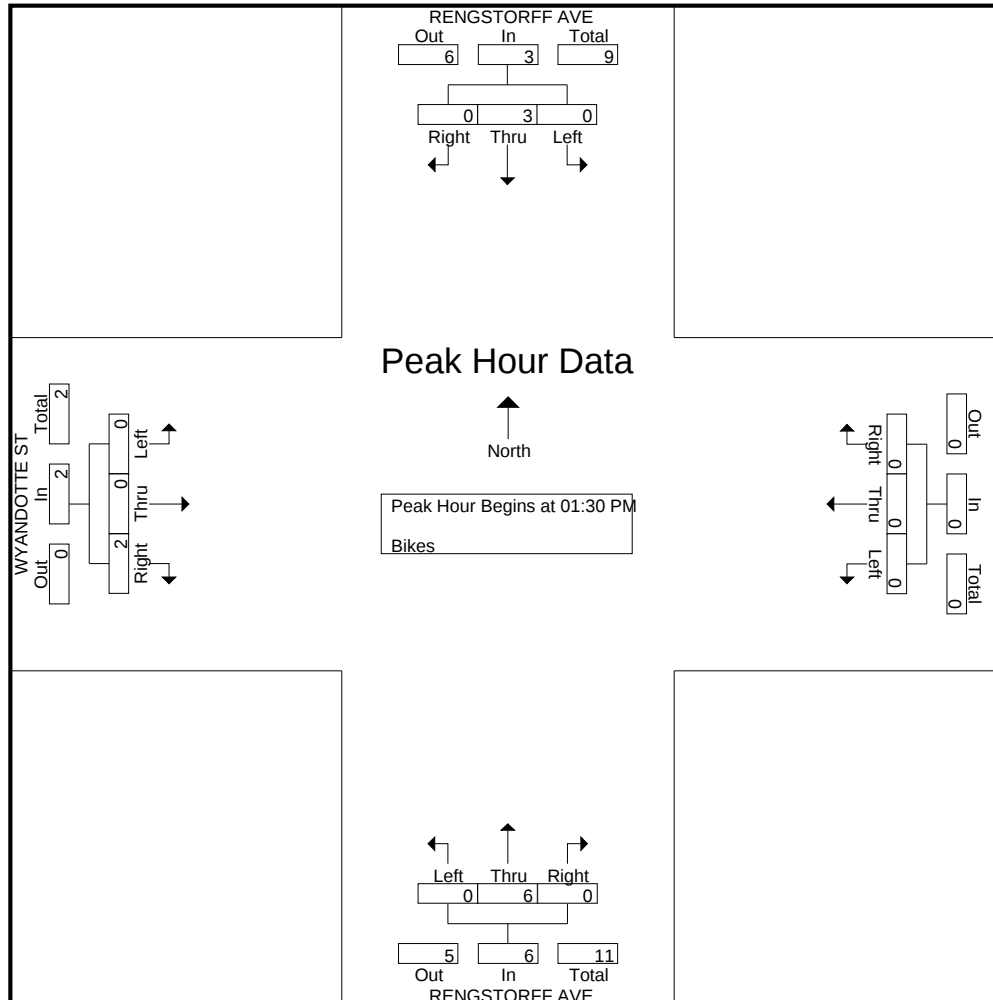
Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	1	0	1	0	0	0	0	0	0	4	0	4	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	3
02:15 PM	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	3	0	3	0	0	0	0	0	0	6	0	6	2	0	0	2	11
% App. Total	0	100	0		0	0	0		0	100	0			100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.550	

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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File Name : 2 - FINAL
Site Code : 00000002
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

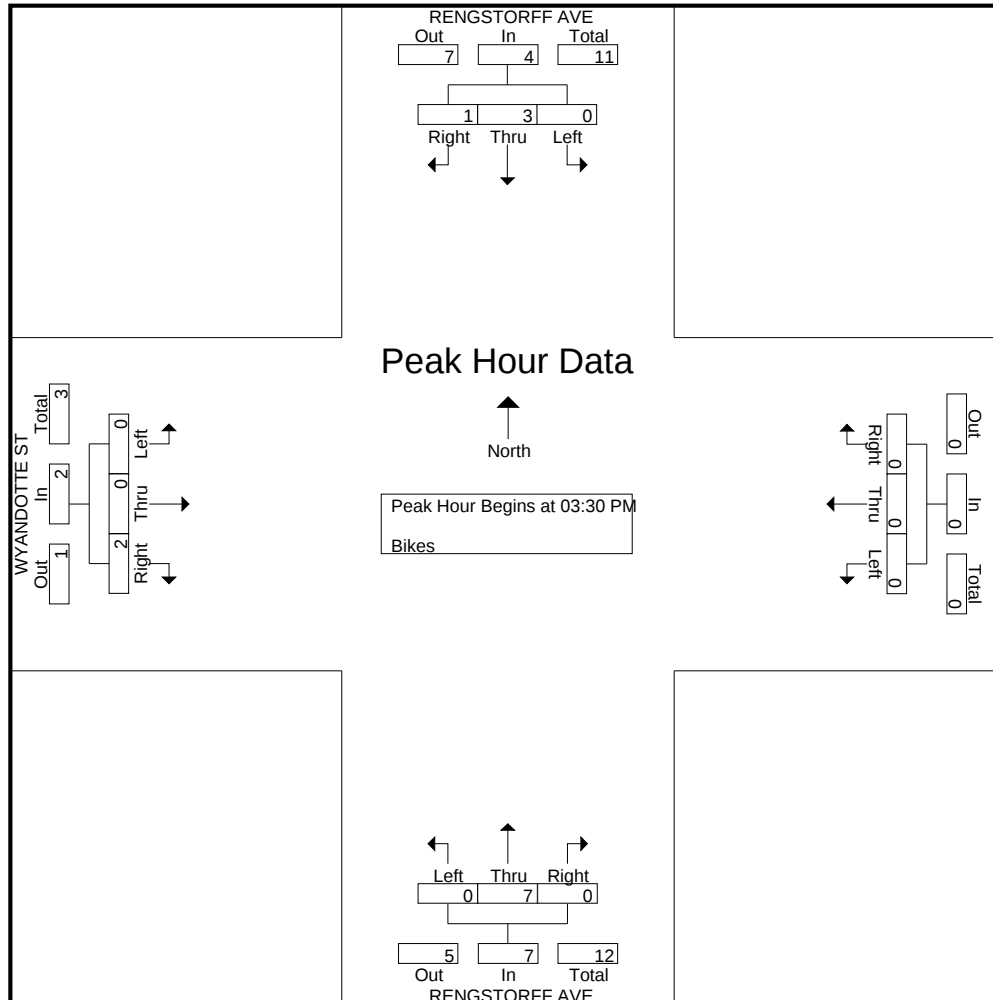
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2
04:00 PM	1	1	0	2	0	0	0	0	0	3	0	3	1	0	0	6
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	3
Total Volume	1	3	0	4	0	0	0	0	0	7	0	7	2	0	0	13
% App. Total	25	75	0		0	0	0		0	100	0		100	0	0	
PHF	.250	.750	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.500	.000	.000	.542

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File Name : 2 - FINAL
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

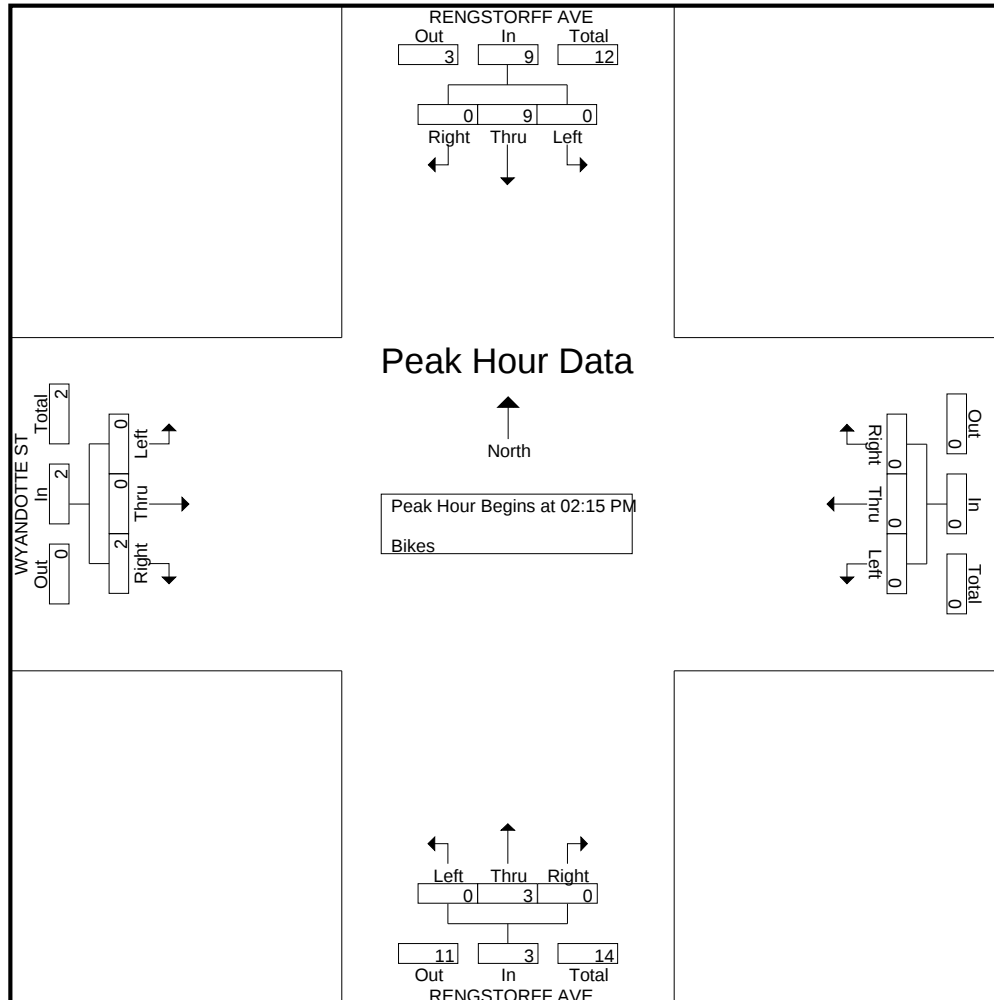
Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	2	0	0	2	6
Total Volume	0	9	0	9	0	0	0	0	0	3	0	3	2	0	0	2	14
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.583

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TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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tdsbay@cs.com

File Name : 3 - FINAL
Site Code : 00000003
Start Date : 12/9/2025
Page No : 1

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	25	10	0	50	17	128	15	1	161	38	74	3	0	115	4	53	3	0	60	386
07:15 AM	9	42	10	0	61	12	140	21	1	174	44	87	6	0	137	2	71	6	0	79	451
07:30 AM	4	31	11	3	49	18	151	30	1	200	56	91	3	2	152	3	112	6	4	125	526
07:45 AM	10	48	13	0	71	21	177	45	6	249	69	128	7	3	207	3	116	10	2	131	658
Total	38	146	44	3	231	68	596	111	9	784	207	380	19	5	611	12	352	25	6	395	2021
08:00 AM	5	59	16	1	81	17	167	59	2	245	65	136	8	0	209	6	138	15	0	159	694
08:15 AM	12	52	9	1	74	15	154	20	6	195	82	190	9	3	284	10	196	14	1	221	774
08:30 AM	15	42	14	1	72	24	150	28	2	204	63	144	7	1	215	4	207	16	4	231	722
08:45 AM	12	40	12	2	66	20	142	23	3	188	68	166	13	0	247	9	174	14	1	198	699
Total	44	193	51	5	293	76	613	130	13	832	278	636	37	4	955	29	715	59	6	809	2889
09:00 AM	18	35	21	1	75	25	132	21	3	181	52	182	7	1	242	3	157	15	1	176	674
09:15 AM	16	42	16	0	74	19	108	20	1	148	53	150	7	1	211	6	146	9	0	161	594
09:30 AM	9	58	5	0	72	21	77	15	1	114	67	176	9	1	253	10	168	14	2	194	633
09:45 AM	15	49	14	1	79	27	133	28	2	190	45	158	13	1	217	7	125	10	0	142	628
Total	58	184	56	2	300	92	450	84	7	633	217	666	36	4	923	26	596	48	3	673	2529
10:00 AM	12	47	13	1	73	27	134	24	6	191	38	141	5	1	185	5	108	19	0	132	581
10:15 AM	8	78	19	0	105	13	146	37	2	198	38	132	7	1	178	11	123	8	2	144	625
10:30 AM	6	55	9	0	70	19	146	23	1	189	54	115	7	0	176	8	99	12	1	120	555
10:45 AM	10	60	8	1	79	21	130	35	1	187	40	106	11	1	158	7	103	15	2	127	551
Total	36	240	49	2	327	80	556	119	10	765	170	494	30	3	697	31	433	54	5	523	2312
11:00 AM	4	66	14	0	84	23	122	32	2	179	38	116	7	0	161	10	109	16	0	135	559
11:15 AM	9	74	13	3	99	19	113	35	2	169	50	110	5	1	166	11	113	9	6	139	573
11:30 AM	18	86	19	2	125	16	127	29	0	172	35	120	10	1	166	8	118	8	3	137	600
11:45 AM	24	90	18	2	134	13	128	36	1	178	41	101	9	1	152	11	110	9	2	132	596
Total	55	316	64	7	442	71	490	132	5	698	164	447	31	3	645	40	450	42	11	543	2328
12:00 PM	12	93	11	2	118	24	117	43	0	184	41	85	6	3	135	13	101	12	1	127	564
12:15 PM	12	91	10	3	116	16	107	38	1	162	43	98	12	3	156	10	118	15	6	149	583
12:30 PM	17	90	13	3	123	11	111	33	1	156	47	103	3	2	155	20	122	14	5	161	595
12:45 PM	17	89	14	0	120	16	128	42	2	188	40	115	5	1	161	10	118	12	1	141	610
Total	58	363	48	8	477	67	463	156	4	690	171	401	26	9	607	53	459	53	13	578	2352
01:00 PM	13	84	15	1	113	17	131	44	2	194	55	102	14	0	171	19	121	6	2	148	626
01:15 PM	16	97	15	0	128	23	139	35	1	198	43	100	7	0	150	12	91	11	2	116	592
01:30 PM	13	89	16	1	119	27	146	49	2	224	37	83	16	1	137	12	119	6	0	137	617
01:45 PM	19	73	22	0	114	28	170	38	1	237	51	97	14	0	162	9	122	13	2	146	659
Total	61	343	68	2	474	95	586	166	6	853	186	382	51	1	620	52	453	36	6	547	2494
02:00 PM	12	76	13	1	102	18	123	25	2	168	42	103	6	2	153	4	132	14	2	152	575
02:15 PM	14	93	20	1	128	35	149	45	4	233	36	94	5	2	137	8	130	6	6	150	648
02:30 PM	10	94	16	0	120	41	143	38	0	222	38	123	5	1	167	10	119	9	1	139	648
02:45 PM	18	90	26	1	135	33	167	27	2	229	22	109	15	4	150	14	149	9	3	175	689
Total	54	353	75	3	485	127	582	135	8	852	138	429	31	9	607	36	530	38	12	616	2560
03:00 PM	19	106	23	1	149	27	172	40	4	243	45	107	8	5	165	12	138	6	3	159	716
03:15 PM	17	123	23	2	165	36	199	49	3	287	23	95	10	3	131	12	139	12	4	167	750
03:30 PM	29	148	14	3	194	40	267	69	2	378	37	99	16	4	156	26	81	6	2	115	843
03:45 PM	28	141	20	1	190	54	179	69	1	303	34	84	10	3	131	22	124	10	4	160	784
Total	93	518	80	7	698	157	817	227	10	1211	139	385	44	15	583	72	482	34	13	601	3093

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

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File Name : 3 - FINAL
Site Code : 00000003
Start Date : 12/9/2025
Page No : 2

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	144	14	1	189	89	207	57	5	358	19	125	9	1	154	28	107	12	1	148	849
04:15 PM	23	145	20	0	188	59	142	41	5	247	22	107	7	2	138	23	121	12	2	158	731
04:30 PM	20	155	23	0	198	46	125	40	0	211	20	118	9	3	150	19	133	19	0	171	730
04:45 PM	37	137	25	2	201	41	158	37	1	237	29	127	16	0	172	19	147	20	2	188	798
Total	110	581	82	3	776	235	632	175	11	1053	90	477	41	6	614	89	508	63	5	665	3108
05:00 PM	32	147	30	0	209	57	161	33	1	252	21	119	11	0	151	30	158	22	4	214	826
05:15 PM	21	158	31	5	215	49	122	26	5	202	11	121	9	0	141	35	121	16	3	175	733
05:30 PM	43	167	60	1	271	38	151	34	0	223	19	127	22	0	168	20	133	20	1	174	836
05:45 PM	12	167	53	0	232	33	168	43	2	246	16	79	17	0	112	22	167	13	2	204	794
Total	108	639	174	6	927	177	602	136	8	923	67	446	59	0	572	107	579	71	10	767	3189
06:00 PM	20	159	40	0	219	55	140	41	1	237	24	110	17	1	152	28	166	23	1	218	826
06:15 PM	19	106	23	0	148	32	156	59	0	247	17	138	17	0	172	17	120	13	1	151	718
06:30 PM	23	136	28	0	187	29	227	41	0	297	36	85	6	0	127	18	161	6	7	192	803
06:45 PM	30	100	26	0	156	39	218	48	0	305	28	83	7	0	118	10	147	12	0	169	748
Total	92	501	117	0	710	155	741	189	1	1086	105	416	47	1	569	73	594	54	9	730	3095
Grand Total	807	4377	908	48	6140	1400	7128	1760	92	10380	1932	5559	452	60	8003	620	6151	577	99	7447	31970
Apprch %	13.1	71.3	14.8	0.8		13.5	68.7	17	0.9		24.1	69.5	5.6	0.7		8.3	82.6	7.7	1.3		
Total %	2.5	13.7	2.8	0.2	19.2	4.4	22.3	5.5	0.3	32.5	6	17.4	1.4	0.2	25	1.9	19.2	1.8	0.3	23.3	

	RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	59	16	80	17	167	59	243	65	136	8	209	6	138	15	159	691
08:15 AM	12	52	9	73	15	154	20	189	82	190	9	281	10	196	14	220	763
08:30 AM	15	42	14	71	24	150	28	202	63	144	7	214	4	207	16	227	714
08:45 AM	12	40	12	64	20	142	23	185	68	166	13	247	9	174	14	197	693
Total Volume	44	193	51	288	76	613	130	819	278	636	37	951	29	715	59	803	2861
% App. Total	15.3	67	17.7		9.3	74.8	15.9		29.2	66.9	3.9		3.6	89	7.3		
PHF	.733	.818	.797	.900	.792	.918	.551	.843	.848	.837	.712	.846	.725	.864	.922	.884	.937

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

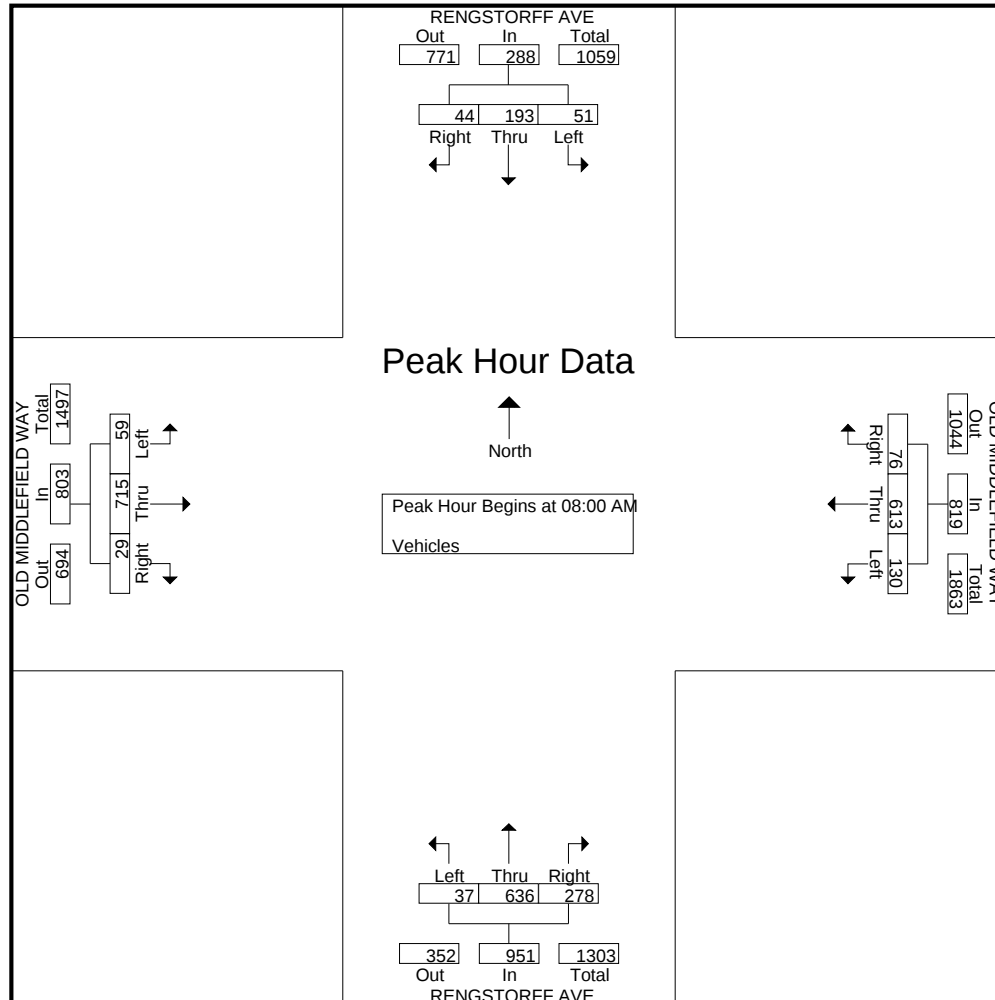
tdsbay@cs.com

File Name : 3 - FINAL

Site Code : 00000003

Start Date : 12/9/2025

Page No : 3



Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	12	76	13	101	18	123	25	166	42	103	6	151	4	132	14	150	568
02:15 PM	14	93	20	127	35	149	45	229	36	94	5	135	8	130	6	144	635
02:30 PM	10	94	16	120	41	143	38	222	38	123	5	166	10	119	9	138	646
02:45 PM	18	90	26	134	33	167	27	227	22	109	15	146	14	149	9	172	679
Total Volume	54	353	75	482	127	582	135	844	138	429	31	598	36	530	38	604	2528
% App. Total	11.2	73.2	15.6		15	69	16		23.1	71.7	5.2		6	87.7	6.3		
PHF	.750	.939	.721	.899	.774	.871	.750	.921	.821	.872	.517	.901	.643	.889	.679	.878	.931

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

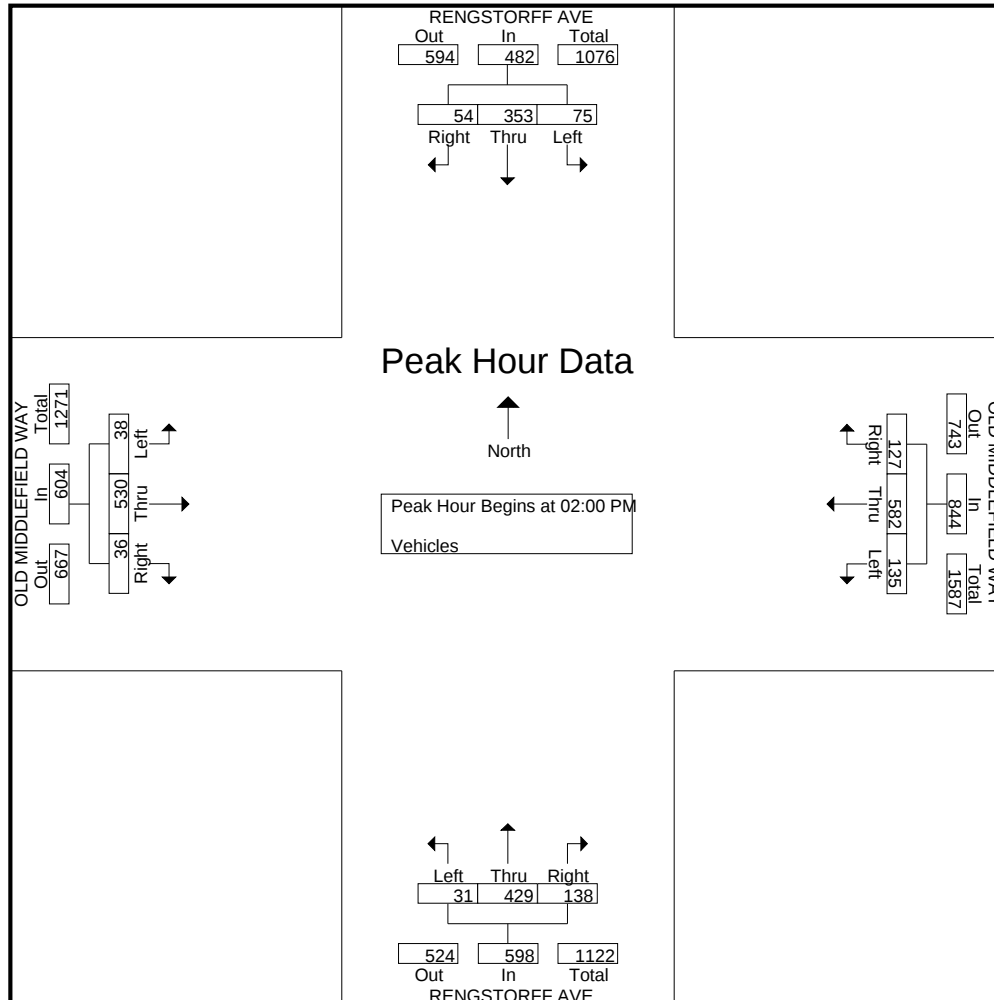
tdsbay@cs.com

File Name : 3 - FINAL

Site Code : 00000003

Start Date : 12/9/2025

Page No : 4



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	17	123	23	163	36	199	49	284	23	95	10	128	12	139	12	163	738
03:30 PM	29	148	14	191	40	267	69	376	37	99	16	152	26	81	6	113	832
03:45 PM	28	141	20	189	54	179	69	302	34	84	10	128	22	124	10	156	775
04:00 PM	30	144	14	188	89	207	57	353	19	125	9	153	28	107	12	147	841
Total Volume	104	556	71	731	219	852	244	1315	113	403	45	561	88	451	40	579	3186
% App. Total	14.2	76.1	9.7		16.7	64.8	18.6		20.1	71.8	8		15.2	77.9	6.9		
PHF	.867	.939	.772	.957	.615	.798	.884	.874	.764	.806	.703	.917	.786	.811	.833	.888	.947

TRAFFIC DATA SERVICE

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San Jose, CA 95119

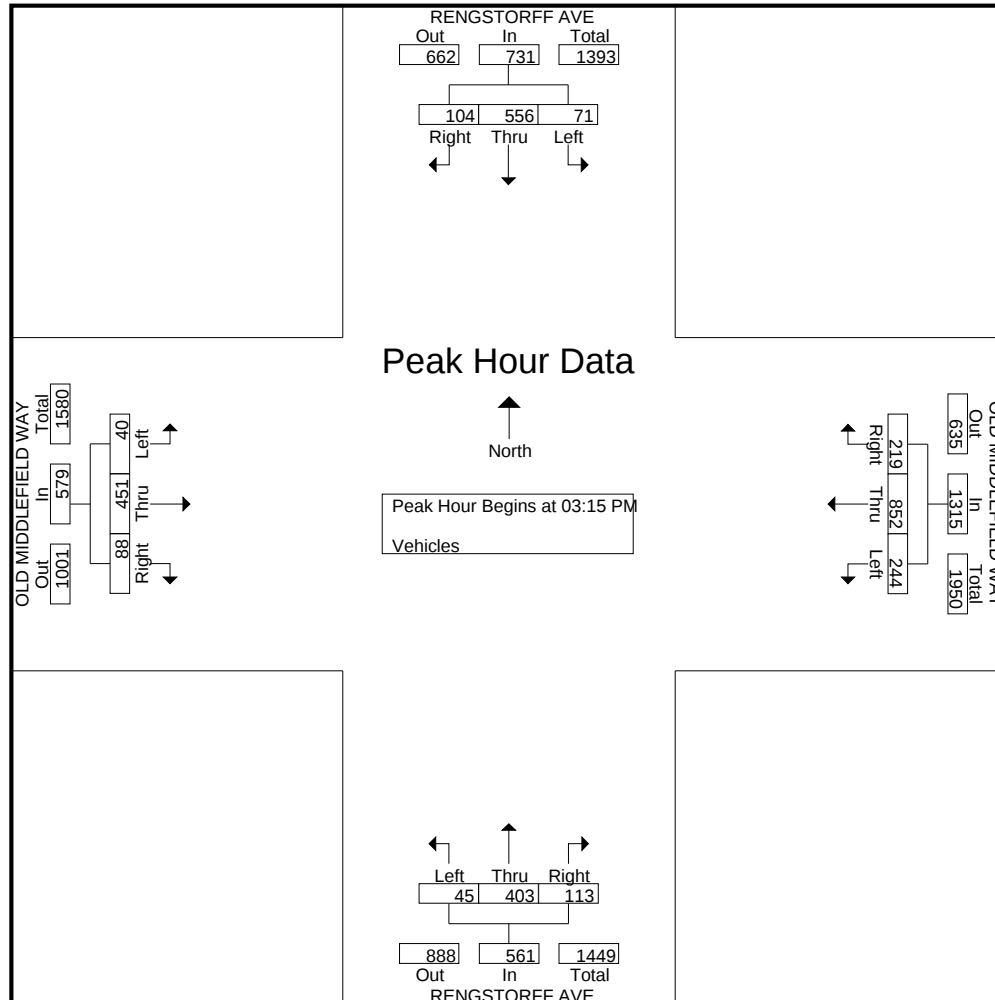
tdsbay@cs.com

File Name : 3 - FINAL

Site Code : 00000003

Start Date : 12/9/2025

Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	17	123	23	163	36	199	49	284	23	95	10	128	12	139	12	163	738
03:30 PM	29	148	14	191	40	267	69	376	37	99	16	152	26	81	6	113	832
03:45 PM	28	141	20	189	54	179	69	302	34	84	10	128	22	124	10	156	775
04:00 PM	30	144	14	188	89	207	57	353	19	125	9	153	28	107	12	147	841
Total Volume	104	556	71	731	219	852	244	1315	113	403	45	561	88	451	40	579	3186
% App. Total	14.2	76.1	9.7		16.7	64.8	18.6		20.1	71.8	8		15.2	77.9	6.9		
PHF	.867	.939	.772	.957	.615	.798	.884	.874	.764	.806	.703	.917	.786	.811	.833	.888	.947

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

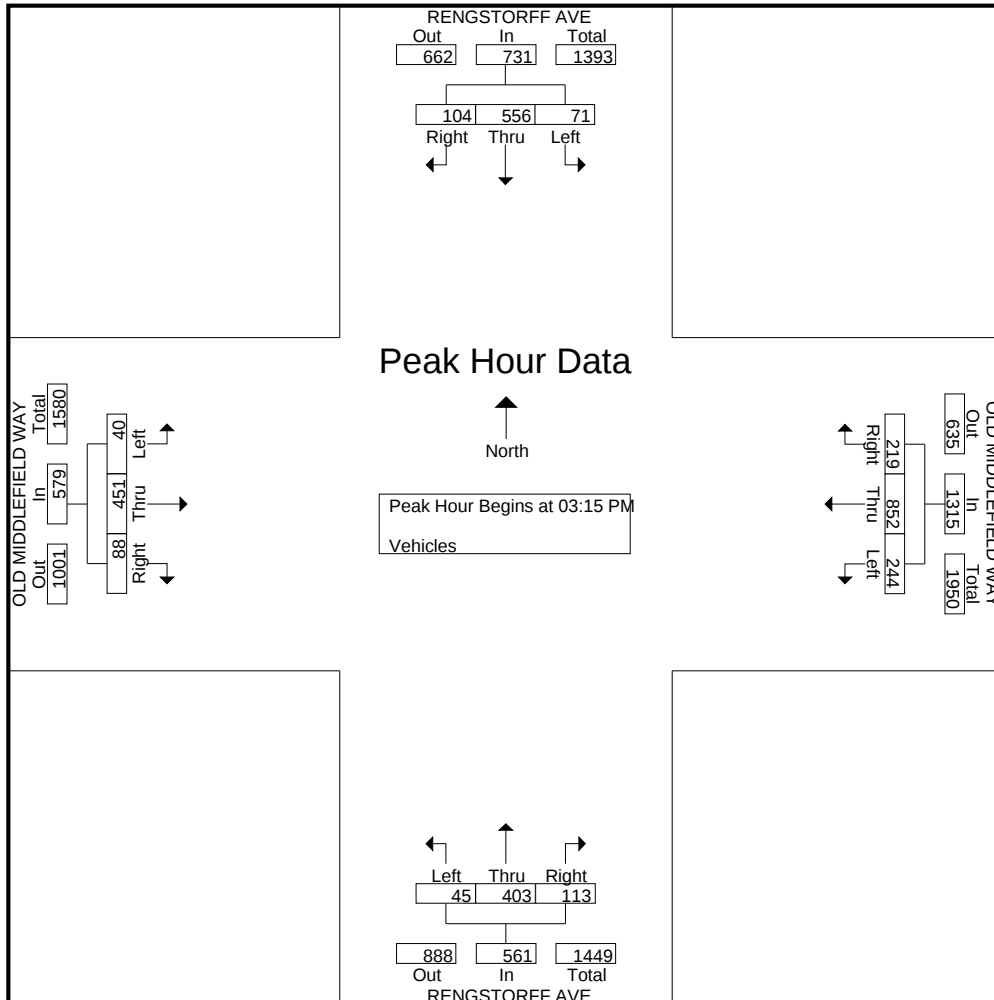
tdsbay@cs.com

File Name : 3 - FINAL

Site Code : 00000003

Start Date : 12/9/2025

Page No : 6



TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

tdsbay@cs.com

File Name : 3 - FINAL
Site Code : 00000003
Start Date : 12/9/2025
Page No : 1

Groups Printed- Bikes

Start Time	RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
02:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	12
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7

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Groups Printed- Bikes

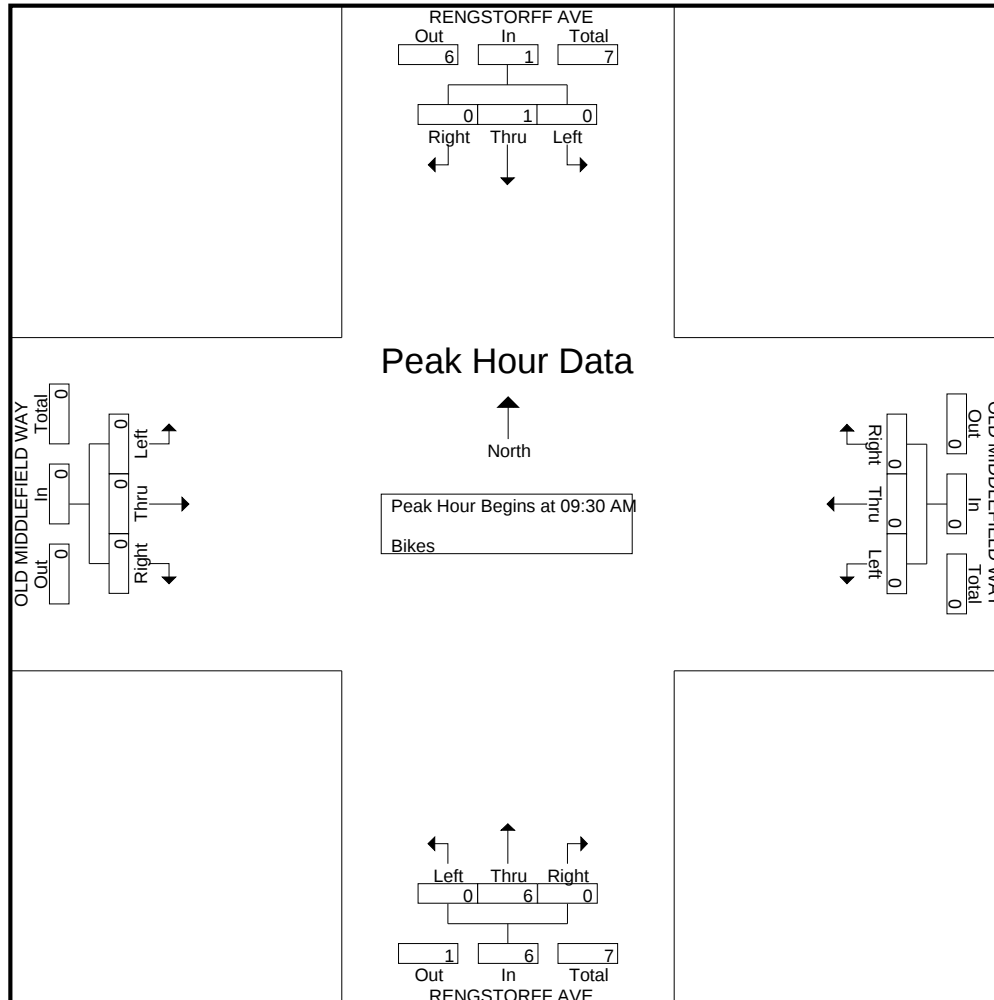
	RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	28	1	0	29	0	1	0	0	1	0	17	0	0	17	0	2	0	0	2	49
Apprch %	0	96.6	3.4	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	57.1	2	0	59.2	0	2	0	0	2	0	34.7	0	0	34.7	0	4.1	0	0	4.1	

	RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.875

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

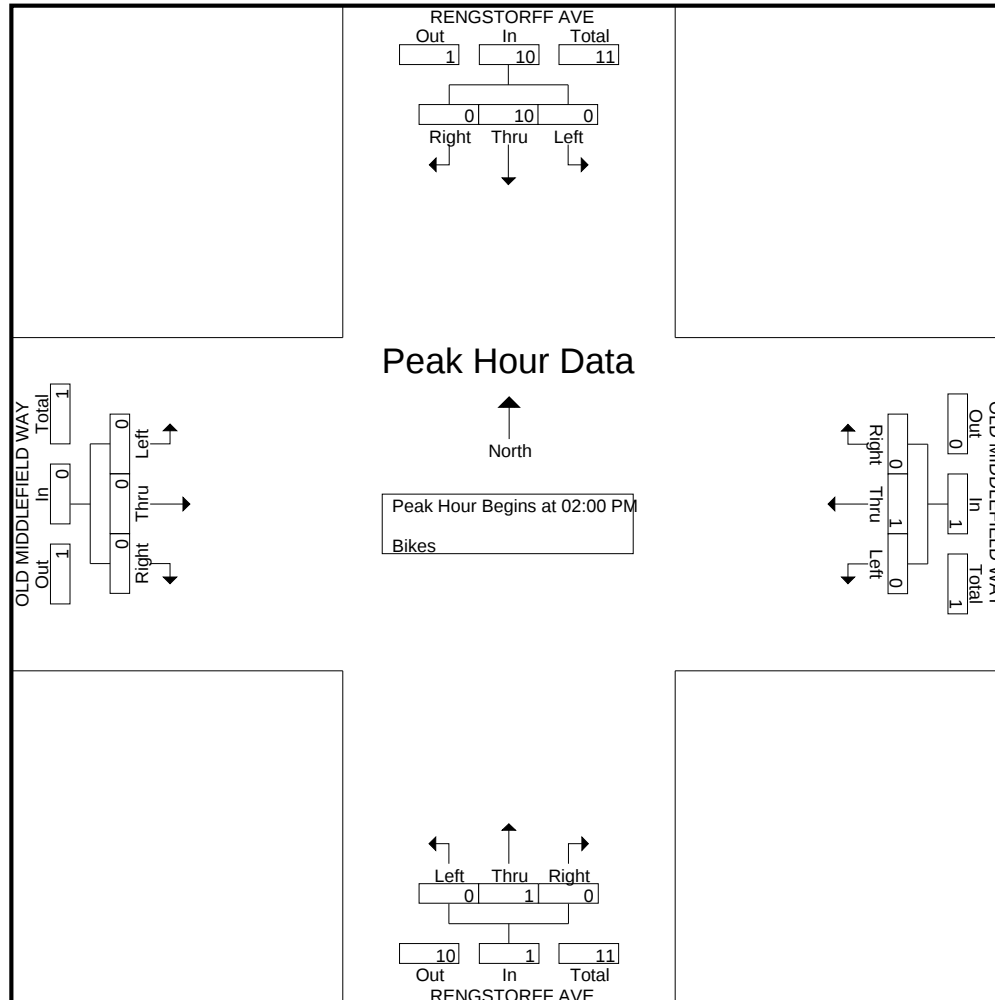
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
02:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
02:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	10	0	10	0	1	0	1	0	1	0	1	0	0	0	0	12
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.833	.000	.833	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.750

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

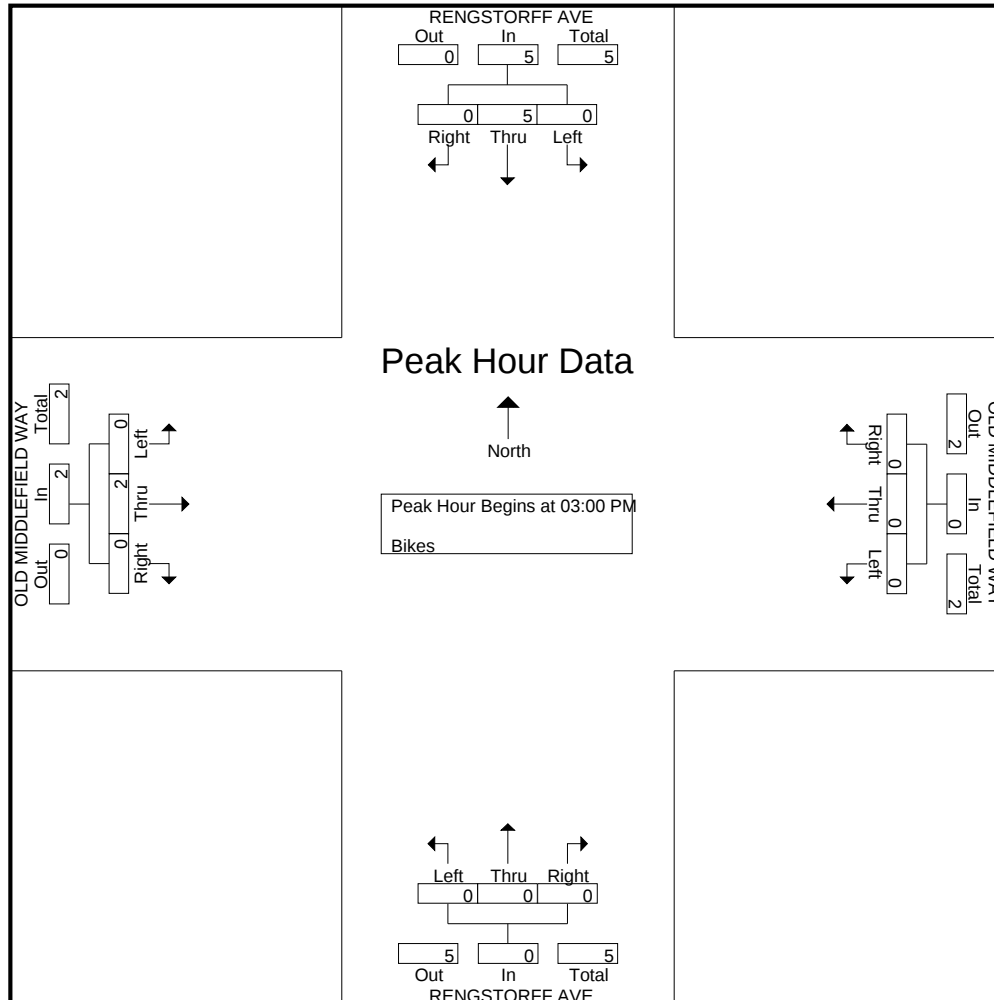
Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	0	0	0	0	2	0	2	7
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.350

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

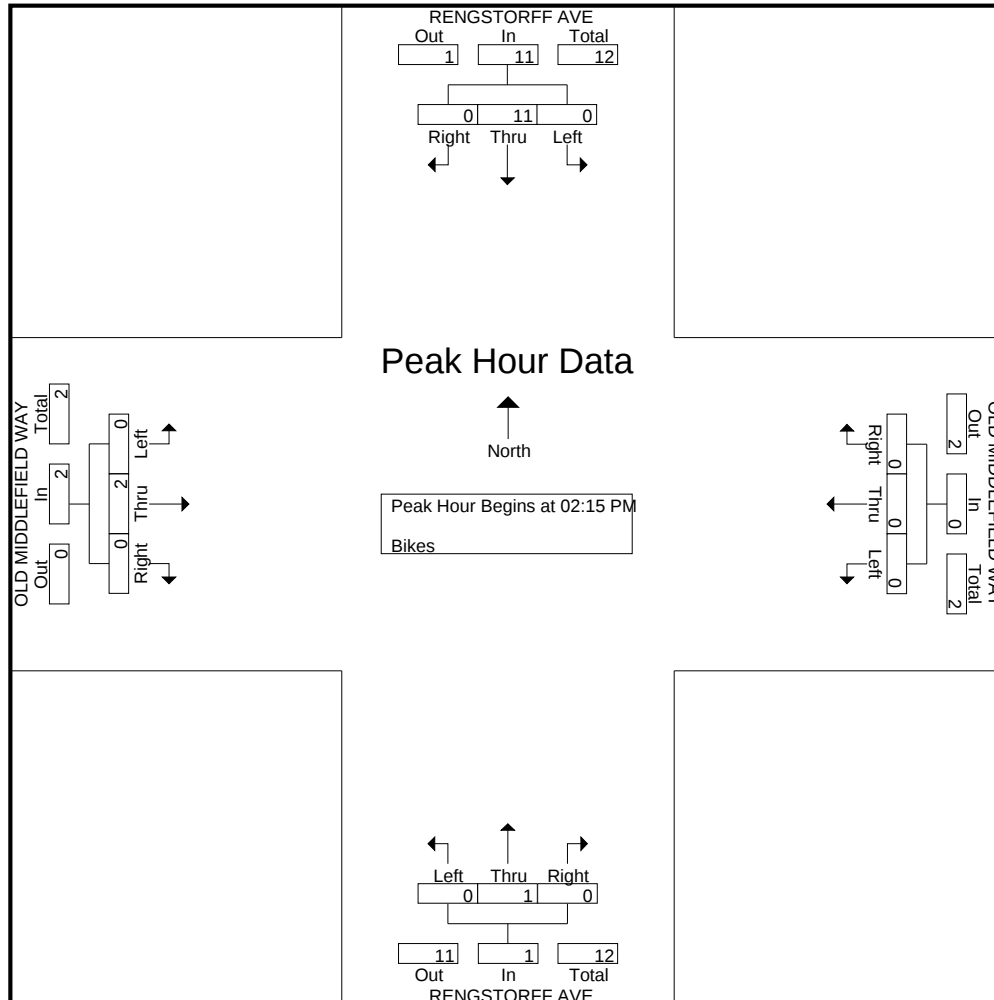
Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
02:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Volume	0	11	0	11	0	0	0	0	0	1	0	1	0	2	0	2	14
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.917	.000	.917	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.700

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TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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File Name : 4 - FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					ROCK ST Westbound					RENGSTORFF AVE Northbound					ROCK ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	41	2	1	45	6	1	6	1	14	3	106	0	1	110	1	0	0	1	2	171
07:15 AM	0	55	1	0	56	7	1	0	5	13	5	130	0	2	137	1	1	0	0	2	208
07:30 AM	2	61	3	0	66	8	0	4	4	16	5	145	1	0	151	3	0	2	2	7	240
07:45 AM	3	87	4	1	95	9	0	6	2	17	12	174	1	7	194	7	1	7	3	18	324
Total	6	244	10	2	262	30	2	16	12	60	25	555	2	10	592	12	2	9	6	29	943
08:00 AM	6	115	3	0	124	16	2	12	1	31	23	188	2	8	221	9	1	3	1	14	390
08:15 AM	4	73	6	4	87	12	1	9	1	23	23	259	7	2	291	1	3	4	2	10	411
08:30 AM	3	56	3	1	63	3	1	4	2	10	4	207	2	2	215	2	0	5	2	9	297
08:45 AM	6	62	3	0	71	8	0	6	1	15	11	232	0	1	244	6	0	6	2	14	344
Total	19	306	15	5	345	39	4	31	5	79	61	886	11	13	971	18	4	18	7	47	1442
09:00 AM	1	57	1	2	61	7	2	2	1	12	4	225	3	1	233	8	0	7	2	17	323
09:15 AM	3	62	1	0	66	6	0	6	1	13	6	194	2	1	203	5	0	5	1	11	293
09:30 AM	4	78	2	0	84	3	2	9	5	19	5	237	2	2	246	1	1	5	2	9	358
09:45 AM	3	75	5	0	83	6	1	2	3	12	4	215	2	1	222	2	1	6	1	10	327
Total	11	272	9	2	294	22	5	19	10	56	19	871	9	5	904	16	2	23	6	47	1301
10:00 AM	1	71	3	0	75	6	0	3	2	11	6	174	3	1	184	4	0	2	1	7	277
10:15 AM	5	117	0	0	122	5	0	2	0	7	4	169	2	3	178	3	0	4	2	9	316
10:30 AM	0	82	1	0	83	5	1	2	1	9	9	163	1	0	173	2	0	2	1	5	270
10:45 AM	3	100	1	0	104	4	0	1	2	7	6	150	3	1	160	1	1	3	2	7	278
Total	9	370	5	0	384	20	1	8	5	34	25	656	9	5	695	10	1	11	6	28	1141
11:00 AM	3	92	2	0	97	2	1	4	1	8	2	154	1	3	160	3	1	3	3	10	275
11:15 AM	3	109	2	0	114	4	0	3	3	10	5	166	5	2	178	1	0	1	3	5	307
11:30 AM	6	118	1	1	126	7	0	3	1	11	9	154	3	1	167	7	0	0	0	7	311
11:45 AM	2	134	5	0	141	5	1	4	0	10	10	155	3	1	169	1	1	3	1	6	326
Total	14	453	10	1	478	18	2	14	5	39	26	629	12	7	674	12	2	7	7	28	1219
12:00 PM	5	136	5	2	148	3	0	3	0	6	5	132	2	1	140	1	0	4	6	11	305
12:15 PM	7	137	4	0	148	4	0	0	2	6	3	142	1	1	147	0	1	2	2	5	306
12:30 PM	3	137	3	0	143	4	0	1	0	5	2	149	3	1	155	3	0	2	3	8	311
12:45 PM	5	121	2	2	130	6	0	4	2	12	3	149	3	1	156	1	3	0	2	6	304
Total	20	531	14	4	569	17	0	8	4	29	13	572	9	4	598	5	4	8	13	30	1226
01:00 PM	4	148	2	0	154	6	0	2	2	10	9	166	3	1	179	6	0	6	5	17	360
01:15 PM	4	127	5	1	137	5	1	4	3	13	4	134	2	2	142	1	1	2	1	5	297
01:30 PM	2	142	5	0	149	8	1	4	3	16	3	128	2	2	135	4	0	0	1	5	305
01:45 PM	6	115	3	3	127	8	0	2	3	13	8	158	2	0	168	1	1	3	3	8	316
Total	16	532	15	4	567	27	2	12	11	52	24	586	9	5	624	12	2	11	10	35	1278
02:00 PM	4	98	3	1	106	3	0	1	5	9	4	138	1	0	143	4	1	2	2	9	267
02:15 PM	4	129	5	4	142	4	1	1	2	8	4	127	2	0	133	4	1	3	5	13	296
02:30 PM	2	143	3	0	148	7	0	5	1	13	4	163	1	0	168	3	1	2	1	7	336
02:45 PM	0	128	3	0	131	3	1	5	3	12	9	137	6	1	153	3	0	4	4	11	307
Total	10	498	14	5	527	17	2	12	11	42	21	565	10	1	597	14	3	11	12	40	1206
03:00 PM	3	146	5	0	154	3	0	3	1	7	12	163	4	1	180	5	2	1	6	14	355
03:15 PM	2	181	6	2	191	5	2	4	3	14	13	120	5	4	142	2	1	1	5	9	356
03:30 PM	5	223	1	1	230	3	2	7	1	13	6	146	1	5	158	2	0	2	0	4	405
03:45 PM	3	240	1	2	246	4	1	4	3	12	9	132	2	0	143	1	0	1	3	5	406
Total	13	790	13	5	821	15	5	18	8	46	40	561	12	10	623	10	3	5	14	32	1522

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					ROCK ST Westbound					RENGSTORFF AVE Northbound					ROCK ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	220	7	1	234	11	1	1	4	17	9	148	2	1	160	2	0	3	1	6	417
04:15 PM	4	195	7	6	212	5	0	5	0	10	12	124	7	0	143	10	0	3	4	17	382
04:30 PM	4	198	1	2	205	3	1	3	0	7	11	140	3	1	155	2	0	4	8	14	381
04:45 PM	3	192	9	0	204	3	2	4	2	11	5	174	2	1	182	4	0	4	1	9	406
Total	17	805	24	9	855	22	4	13	6	45	37	586	14	3	640	18	0	14	14	46	1586
05:00 PM	7	192	8	1	208	5	1	3	1	10	16	139	7	3	165	13	3	1	4	21	404
05:15 PM	7	213	7	2	229	11	0	1	3	15	8	153	4	1	166	5	2	1	2	10	420
05:30 PM	7	201	7	0	215	6	1	1	0	8	10	147	3	1	161	4	1	4	1	10	394
05:45 PM	4	210	8	1	223	5	2	3	3	13	9	112	4	0	125	6	3	1	1	11	372
Total	25	816	30	4	875	27	4	8	7	46	43	551	18	5	617	28	9	7	8	52	1590
06:00 PM	4	222	6	2	234	5	1	4	1	11	10	168	4	0	182	5	0	1	0	6	433
06:15 PM	8	164	7	0	179	2	0	4	0	6	11	145	6	1	163	4	0	4	3	11	359
06:30 PM	8	203	4	4	219	4	0	4	0	8	3	130	2	0	135	6	0	0	5	11	373
06:45 PM	2	155	4	2	163	0	1	2	0	3	7	110	5	1	123	2	0	2	1	5	294
Total	22	744	21	8	795	11	2	14	1	28	31	553	17	2	603	17	0	7	9	33	1459
Grand Total	182	6361	180	49	6772	265	33	173	85	556	365	7571	132	70	8138	172	32	131	112	447	15913
Apprch %	2.7	93.9	2.7	0.7		47.7	5.9	31.1	15.3		4.5	93	1.6	0.9		38.5	7.2	29.3	25.1		
Total %	1.1	40	1.1	0.3	42.6	1.7	0.2	1.1	0.5	3.5	2.3	47.6	0.8	0.4	51.1	1.1	0.2	0.8	0.7	2.8	

	RENGSTORFF AVE Southbound				ROCK ST Westbound				RENGSTORFF AVE Northbound				ROCK ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	115	3	124	16	2	12	30	23	188	2	213	9	1	3	13	380
08:15 AM	4	73	6	83	12	1	9	22	23	259	7	289	1	3	4	8	402
08:30 AM	3	56	3	62	3	1	4	8	4	207	2	213	2	0	5	7	290
08:45 AM	6	62	3	71	8	0	6	14	11	232	0	243	6	0	6	12	340
Total Volume	19	306	15	340	39	4	31	74	61	886	11	958	18	4	18	40	1412
% App. Total	5.6	90	4.4		52.7	5.4	41.9		6.4	92.5	1.1		45	10	45		
PHF	.792	.665	.625	.685	.609	.500	.646	.617	.663	.855	.393	.829	.500	.333	.750	.769	.878

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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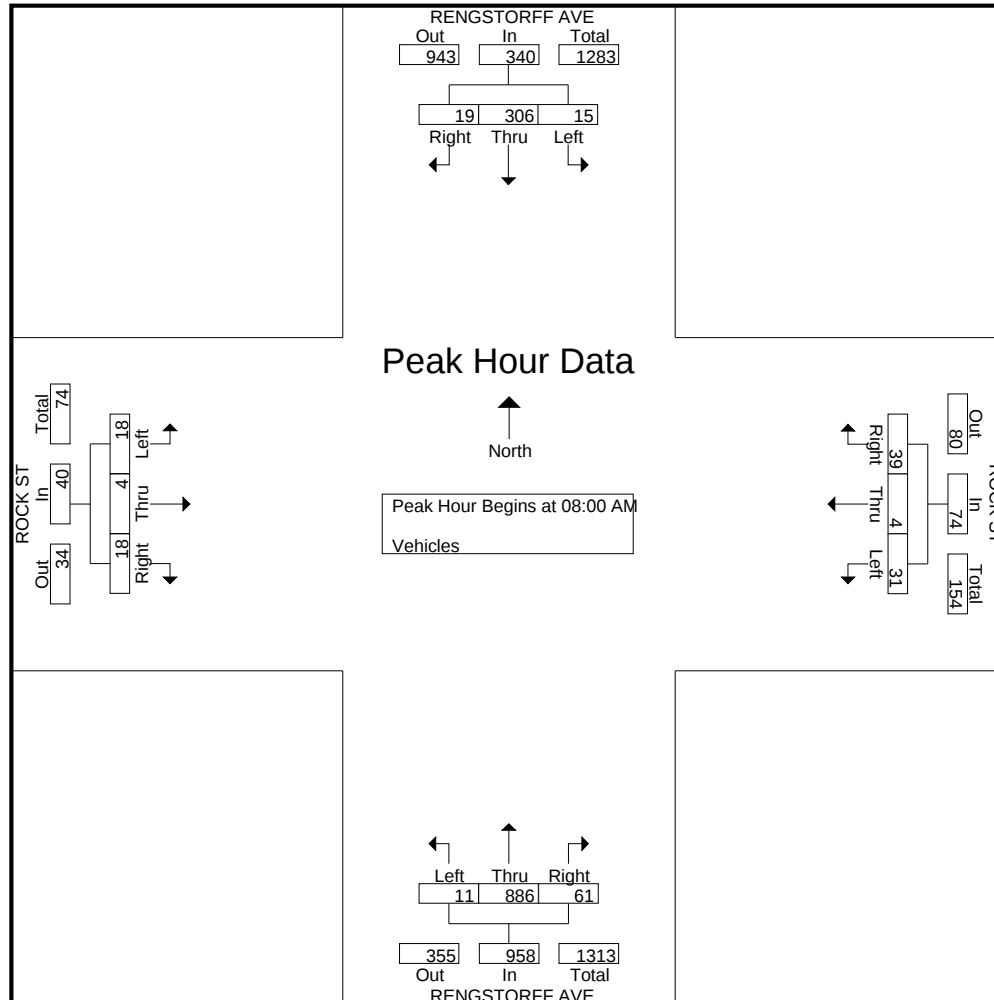
tdsbay@cs.com

File Name : 4 - FINAL

Site Code : 00000004

Start Date : 12/9/2025

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	7	137	4	148	4	0	0	4	3	142	1	146	0	1	2	3	301
12:30 PM	3	137	3	143	4	0	1	5	2	149	3	154	3	0	2	5	307
12:45 PM	5	121	2	128	6	0	4	10	3	149	3	155	1	3	0	4	297
01:00 PM	4	148	2	154	6	0	2	8	9	166	3	178	6	0	6	12	352
Total Volume	19	543	11	573	20	0	7	27	17	606	10	633	10	4	10	24	1257
% App. Total	3.3	94.8	1.9		74.1	0	25.9		2.7	95.7	1.6		41.7	16.7	41.7		
PHF	.679	.917	.688	.930	.833	.000	.438	.675	.472	.913	.833	.889	.417	.333	.417	.500	.893

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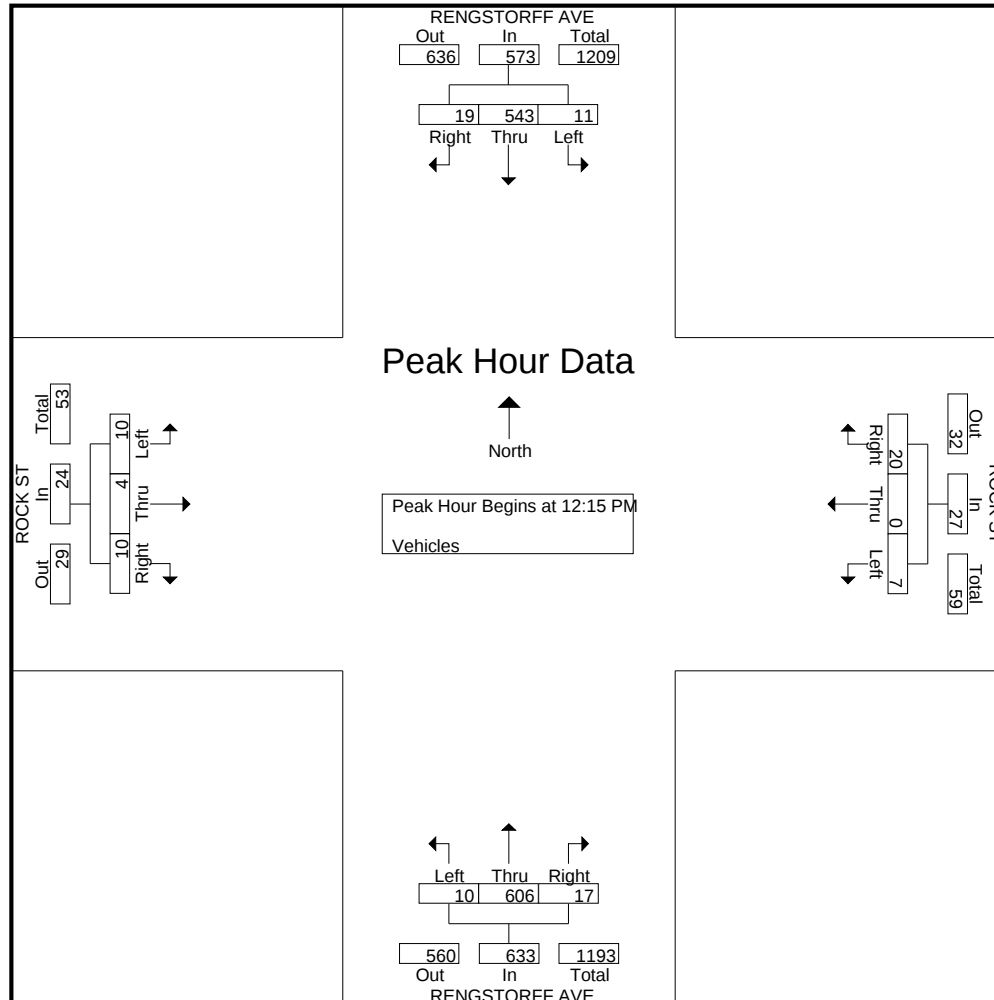
tdsbay@cs.com

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Site Code : 00000004

Start Date : 12/9/2025

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	3	192	9	204	3	2	4	9	5	174	2	181	4	0	4	8	402
05:00 PM	7	192	8	207	5	1	3	9	16	139	7	162	13	3	1	17	395
05:15 PM	7	213	7	227	11	0	1	12	8	153	4	165	5	2	1	8	412
05:30 PM	7	201	7	215	6	1	1	8	10	147	3	160	4	1	4	9	392
Total Volume	24	798	31	853	25	4	9	38	39	613	16	668	26	6	10	42	1601
% App. Total	2.8	93.6	3.6		65.8	10.5	23.7		5.8	91.8	2.4		61.9	14.3	23.8		
PHF	.857	.937	.861	.939	.568	.500	.563	.792	.609	.881	.571	.923	.500	.500	.625	.618	.971

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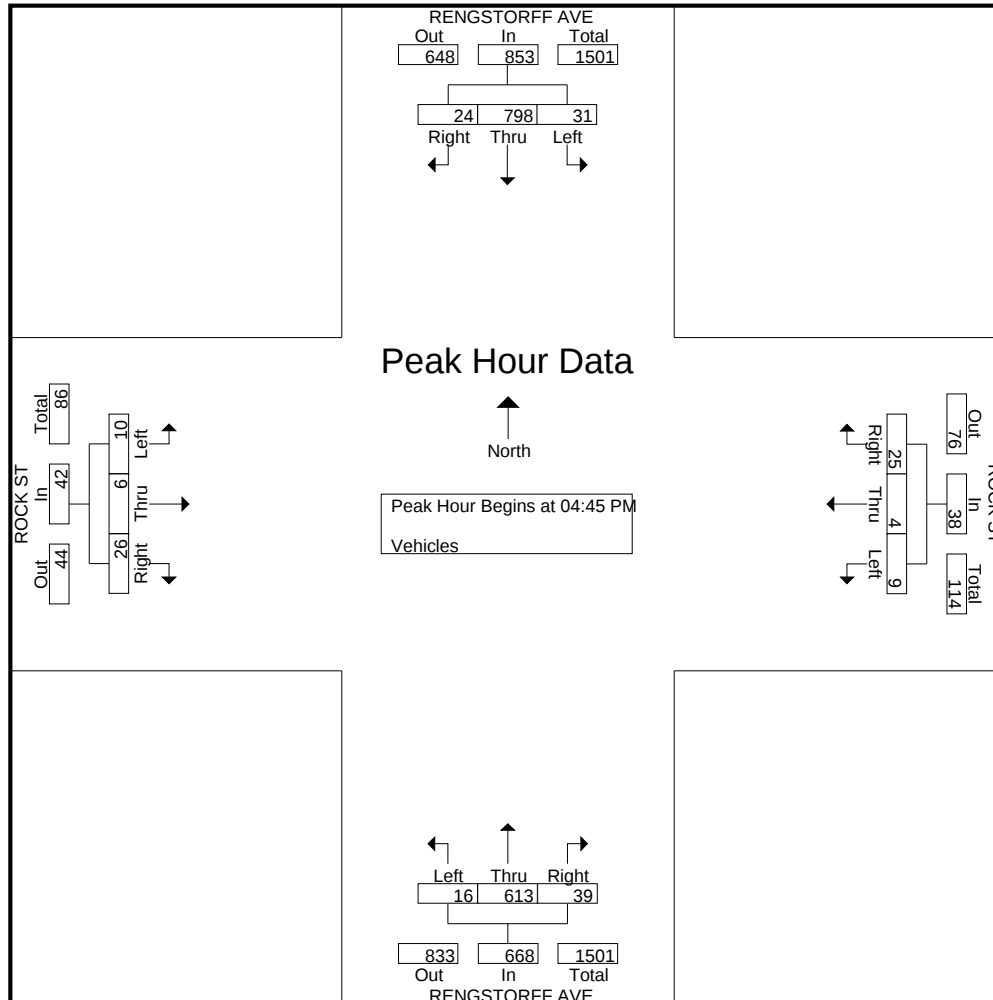
tdsbay@cs.com

File Name : 4 - FINAL

Site Code : 00000004

Start Date : 12/9/2025

Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	3	192	9	204	3	2	4	9	5	174	2	181	4	0	4	8	402
05:00 PM	7	192	8	207	5	1	3	9	16	139	7	162	13	3	1	17	395
05:15 PM	7	213	7	227	11	0	1	12	8	153	4	165	5	2	1	8	412
05:30 PM	7	201	7	215	6	1	1	8	10	147	3	160	4	1	4	9	392
Total Volume	24	798	31	853	25	4	9	38	39	613	16	668	26	6	10	42	1601
% App. Total	2.8	93.6	3.6		65.8	10.5	23.7		5.8	91.8	2.4		61.9	14.3	23.8		
PHF	.857	.937	.861	.939	.568	.500	.563	.792	.609	.881	.571	.923	.500	.500	.625	.618	.971

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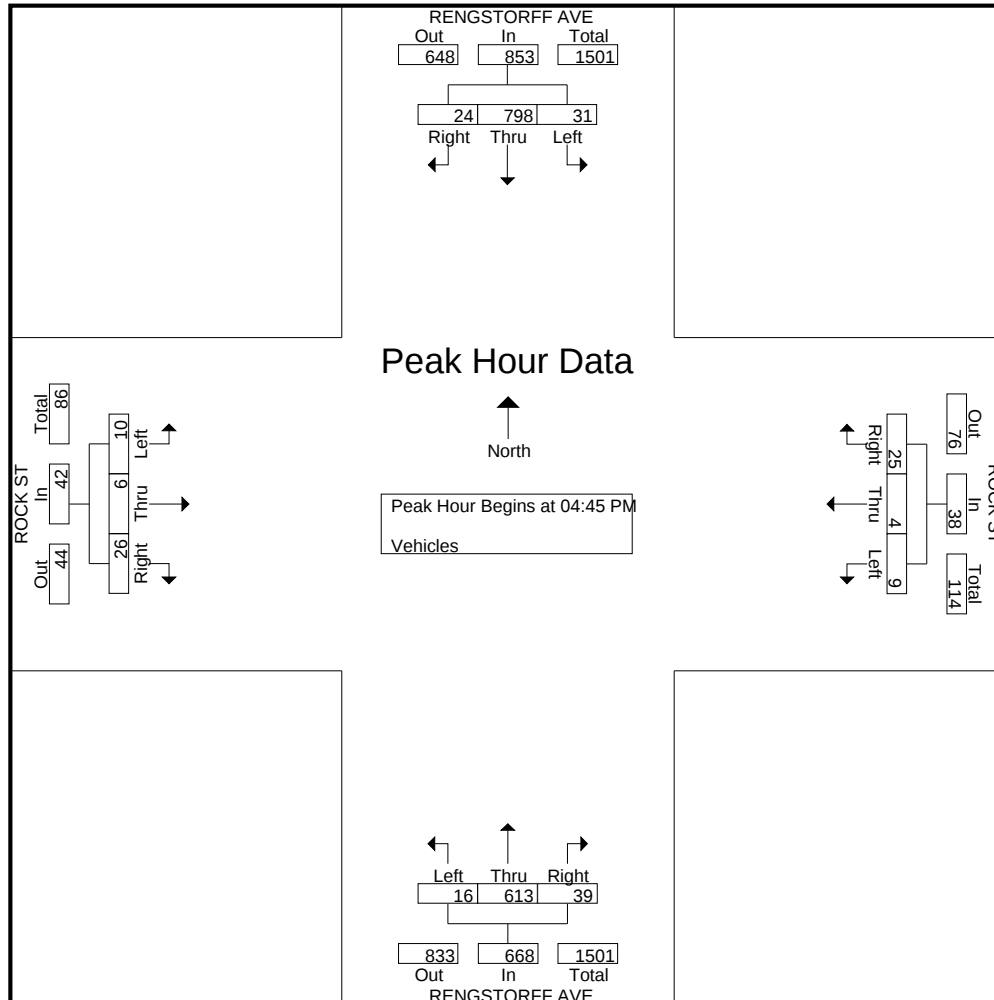
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Site Code : 00000004

Start Date : 12/9/2025

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File Name : 4 - FINAL
Site Code : 00000004
Start Date : 12/9/2025
Page No : 1

Groups Printed- Bikes

Start Time	RENGSTORFF AVE Southbound					ROCK ST Westbound					RENGSTORFF AVE Northbound					ROCK ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	2	0	0	3	9
Total	0	4	0	0	4	0	0	0	0	0	2	8	1	0	11	1	3	0	0	4	19
08:00 AM	0	1	0	0	1	0	0	2	0	2	1	3	0	0	4	0	1	0	0	1	8
08:15 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	6
08:30 AM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	1	0	0	2	5
Total	1	1	0	0	2	0	1	3	0	4	6	5	0	0	11	1	5	0	0	6	23
09:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	4
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	2	0	0	2	0	1	0	0	1	3	3	0	0	6	1	0	0	0	1	10
10:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	7
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:15 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	1	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	9
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:15 PM	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	7
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	14
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
03:15 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	7	0	0	7	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	13

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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File Name : 4 - FINAL

Site Code : 00000004

Start Date : 12/9/2025

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Groups Printed- Bikes

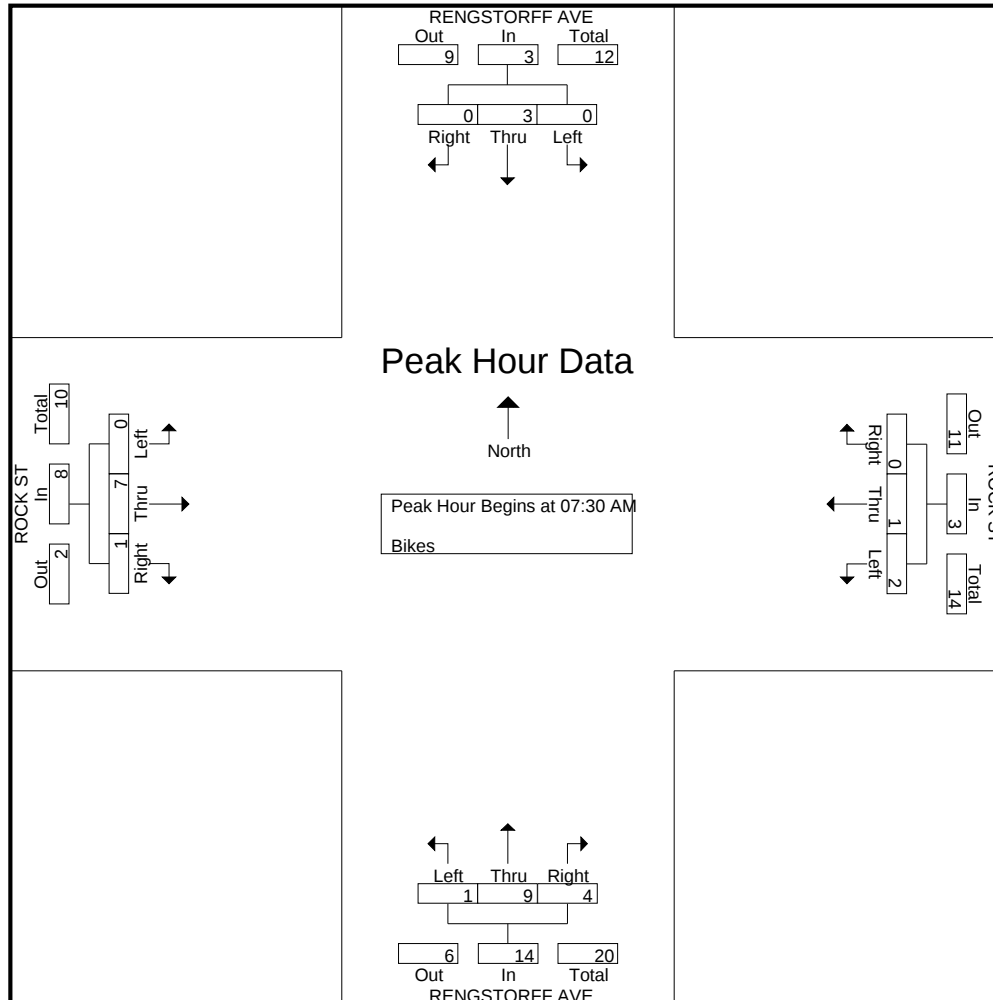
	RENGSTORFF AVE Southbound					ROCK ST Westbound					RENGSTORFF AVE Northbound					ROCK ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	2	1	0	3	2	1	0	0	3	0	0	0	0	0	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	1	3	1	0	5	4	1	0	0	5	0	0	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	10
06:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
06:30 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	11
Grand Total	1	42	1	0	44	1	11	4	0	16	26	43	2	0	71	3	9	0	0	12	143
Apprch %	2.3	95.5	2.3	0		6.2	68.8	25	0		36.6	60.6	2.8	0		25	75	0	0		
Total %	0.7	29.4	0.7	0	30.8	0.7	7.7	2.8	0	11.2	18.2	30.1	1.4	0	49.7	2.1	6.3	0	0	8.4	

	RENGSTORFF AVE Southbound					ROCK ST Westbound					RENGSTORFF AVE Northbound					ROCK ST Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	1	0	1		0	0	0	0		1	1	1	3		0	1	0	1		5
07:45 AM	0	1	0	1		0	0	0	0		1	4	0	5		1	2	0	3		9
08:00 AM	0	1	0	1		0	0	2	2		1	3	0	4		0	1	0	1		8
08:15 AM	0	0	0	0		0	1	0	1		1	1	0	2		0	3	0	3		6
Total Volume	0	3	0	3		0	1	2	3		4	9	1	14		1	7	0	8		28
% App. Total	0	100	0			0	33.3	66.7			28.6	64.3	7.1			12.5	87.5	0			
PHF	.000	.750	.000	.750		.000	.250	.250	.375		1.00	.563	.250	.700		.250	.583	.000	.667		.778

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Site Code : 00000004
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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

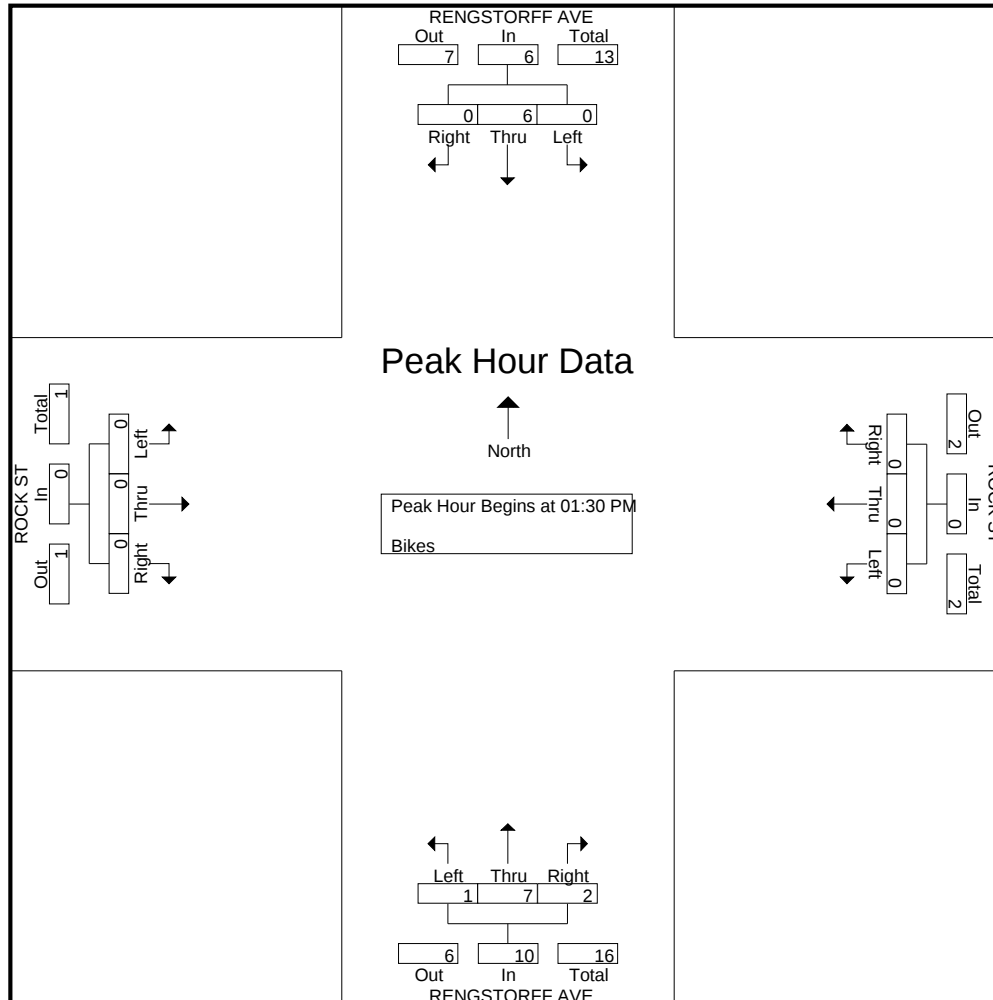
Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
02:15 PM	0	3	0	3	0	0	0	0	0	2	2	4	0	0	0	0	7
Total Volume	0	6	0	6	0	0	0	0	2	7	1	10	0	0	0	0	16
% App. Total	0	100	0		0	0	0		20	70	10		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.438	.250	.500	.000	.000	.000	.000	.571

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File Name : 4 - FINAL
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

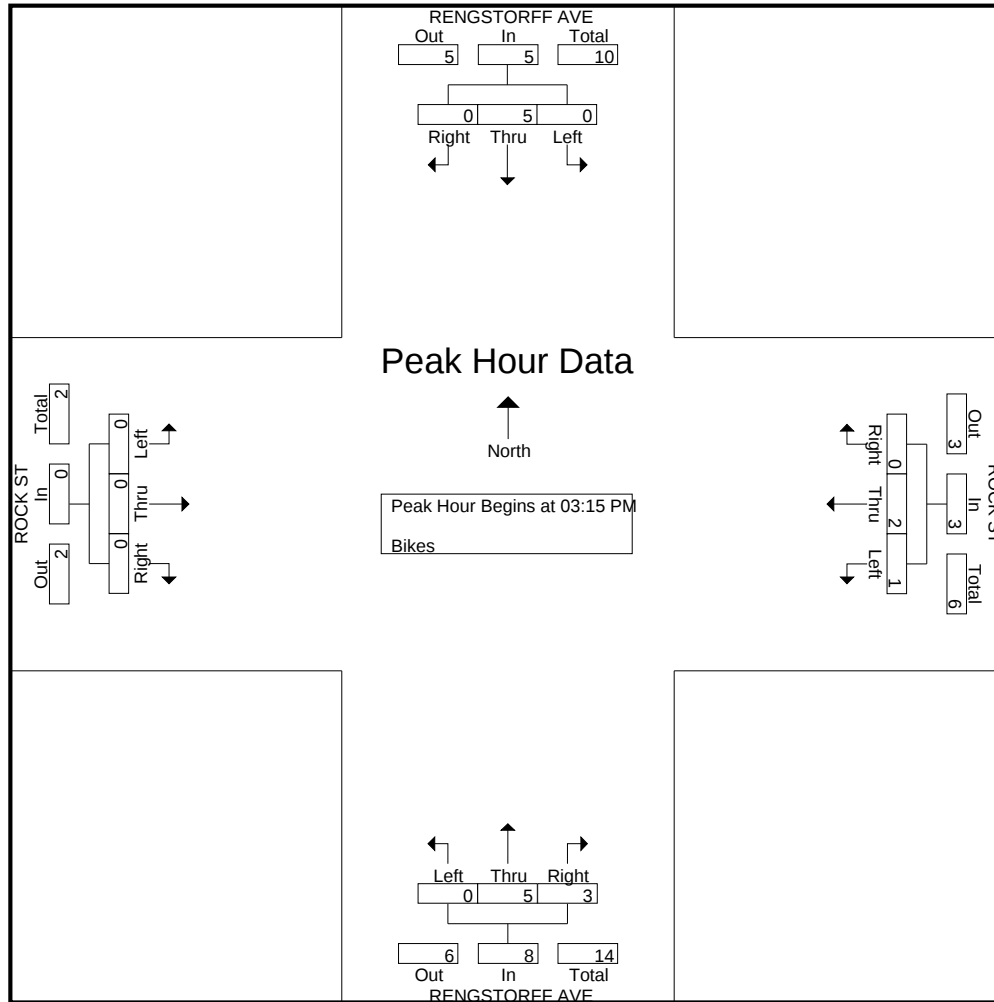
Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:00 PM	0	1	0	1	0	2	1	3	2	1	0	3	0	0	0	0	7
Total Volume	0	5	0	5	0	2	1	3	3	5	0	8	0	0	0	0	16
% App. Total	0	100	0		0	66.7	33.3		37.5	62.5	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.250	.250	.250	.375	.417	.000	.667	.000	.000	.000	.000	.571

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File Name : 4 - FINAL
Site Code : 00000004
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	0	1	0	1	0	0	0	0	1	1	1	3	0	1	0	1	5
07:45 AM	0	1	0	1	0	0	0	0	1	4	0	5	1	2	0	3	9
08:00 AM	0	1	0	1	0	0	2	2	1	3	0	4	0	1	0	1	8
08:15 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3	6
Total Volume	0	3	0	3	0	1	2	3	4	9	1	14	1	7	0	8	28
% App. Total	0	100	0		0	33.3	66.7		28.6	64.3	7.1		12.5	87.5	0		
PHF	.000	.750	.000	.750	.000	.250	.250	.375	1.00	.563	.250	.700	.250	.583	.000	.667	.778

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

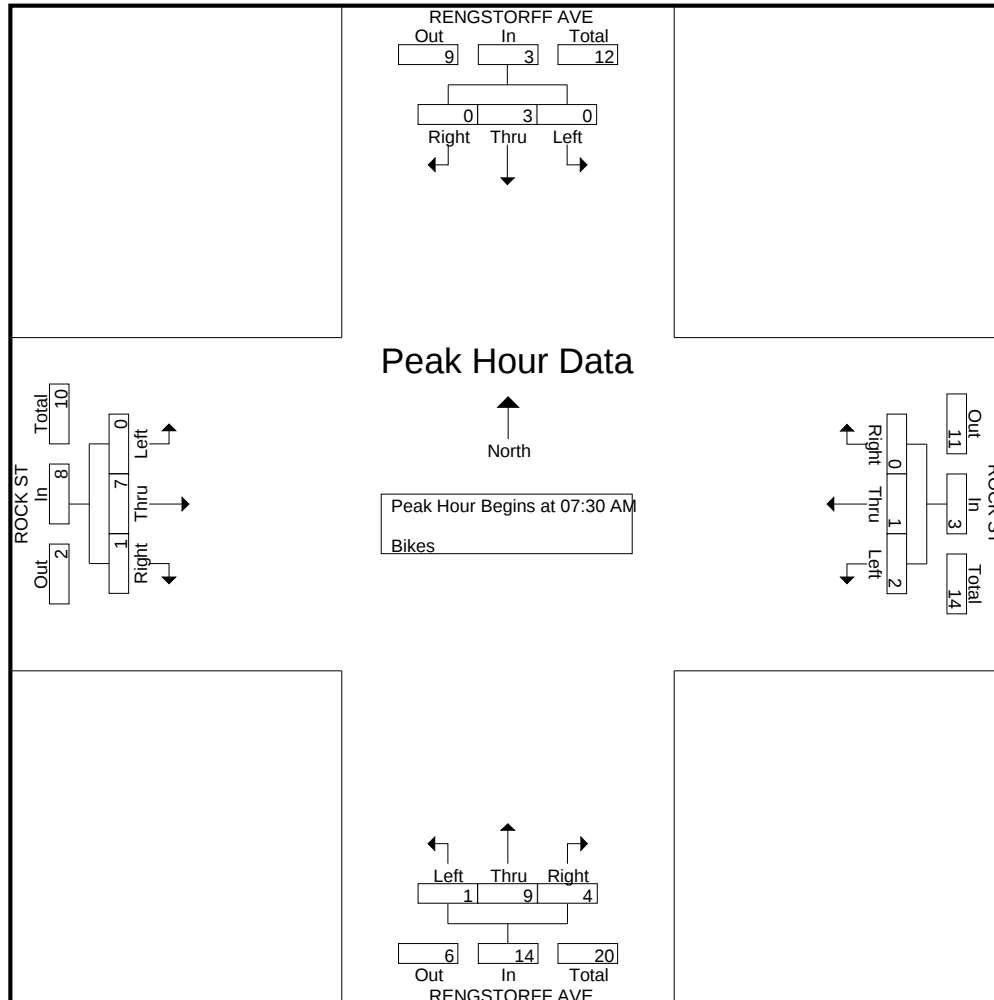
tdsbay@cs.com

File Name : 4 - FINAL

Site Code : 00000004

Start Date : 12/9/2025

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TRAFFIC DATA SERVICE

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File Name : 5 - FINAL
Site Code : 00000005
Start Date : 12/9/2025
Page No : 1

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					RENGSTORFF AVE Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	42	4	0	49	13	24	13	0	50	4	86	8	1	99	4	12	10	1	27	225
07:15 AM	4	52	4	2	62	21	27	14	0	62	5	102	7	1	115	2	17	14	4	37	276
07:30 AM	2	52	8	4	66	18	39	19	0	76	2	114	4	6	126	4	27	15	3	49	317
07:45 AM	0	96	9	4	109	38	62	31	0	131	18	137	18	3	176	9	33	20	6	68	484
Total	9	242	25	10	286	90	152	77	0	319	29	439	37	11	516	19	89	59	14	181	1302
08:00 AM	6	117	13	3	139	34	90	71	2	197	15	147	15	9	186	14	43	33	7	97	619
08:15 AM	4	65	12	4	85	41	73	43	0	157	13	207	20	1	241	16	50	41	4	111	594
08:30 AM	4	48	10	1	63	26	84	19	2	131	9	171	12	3	195	13	41	23	2	79	468
08:45 AM	9	64	9	3	85	50	62	20	0	132	15	164	24	0	203	13	52	37	1	103	523
Total	23	294	44	11	372	151	309	153	4	617	52	689	71	13	825	56	186	134	14	390	2204
09:00 AM	3	46	15	1	65	35	39	16	3	93	9	181	18	5	213	11	44	23	1	79	450
09:15 AM	9	54	8	2	73	39	51	21	2	113	8	145	7	5	165	9	34	15	3	61	412
09:30 AM	2	71	15	4	92	42	53	16	2	113	12	180	10	1	203	2	24	23	5	54	462
09:45 AM	3	57	18	0	78	44	41	15	2	102	8	155	14	7	184	14	27	16	1	58	422
Total	17	228	56	7	308	160	184	68	9	421	37	661	49	18	765	36	129	77	10	252	1746
10:00 AM	5	67	12	2	86	32	31	15	1	79	8	129	8	2	147	7	35	28	0	70	382
10:15 AM	1	95	27	2	125	35	28	19	1	83	12	122	8	0	142	7	26	23	1	57	407
10:30 AM	3	64	24	0	91	30	26	9	2	67	5	122	7	1	135	8	30	19	2	59	352
10:45 AM	2	86	20	0	108	26	33	17	2	78	9	119	10	1	139	7	26	18	3	54	379
Total	11	312	83	4	410	123	118	60	6	307	34	492	33	4	563	29	117	88	6	240	1520
11:00 AM	4	67	29	0	100	35	30	15	0	80	8	96	12	2	118	8	31	26	0	65	363
11:15 AM	1	95	17	5	118	31	20	10	4	65	7	130	4	0	141	11	43	20	2	76	400
11:30 AM	5	101	20	0	126	29	19	5	2	55	11	108	4	2	125	8	43	34	1	86	392
11:45 AM	3	105	26	1	135	20	28	14	0	62	10	127	15	3	155	13	30	20	3	66	418
Total	13	368	92	6	479	115	97	44	6	262	36	461	35	7	539	40	147	100	6	293	1573
12:00 PM	5	114	25	1	145	29	25	17	0	71	9	88	4	2	103	12	37	18	3	70	389
12:15 PM	3	106	26	1	136	24	41	19	2	86	12	107	10	2	131	6	32	25	1	64	417
12:30 PM	1	115	22	1	139	26	19	13	4	62	8	113	6	6	133	11	24	20	2	57	391
12:45 PM	0	107	18	0	125	24	17	13	1	55	9	116	7	3	135	9	28	22	5	64	379
Total	9	442	91	3	545	103	102	62	7	274	38	424	27	13	502	38	121	85	11	255	1576
01:00 PM	6	127	21	1	155	29	16	8	3	56	9	135	9	0	153	13	31	24	2	70	434
01:15 PM	7	102	15	1	125	21	21	16	1	59	8	98	10	2	118	9	43	23	1	76	378
01:30 PM	3	125	29	0	157	16	23	16	3	58	14	102	10	2	128	8	38	19	0	65	408
01:45 PM	2	88	26	0	116	27	24	22	1	74	11	131	9	2	153	16	55	20	2	93	436
Total	18	442	91	2	553	93	84	62	8	247	42	466	38	6	552	46	167	86	5	304	1656
02:00 PM	5	81	15	8	109	26	40	13	3	82	8	105	10	4	127	18	35	21	6	80	398
02:15 PM	5	102	24	0	131	23	32	19	2	76	11	93	4	3	111	9	38	13	4	64	382
02:30 PM	2	111	26	2	141	30	34	22	1	87	9	109	11	5	134	11	47	24	6	88	450
02:45 PM	5	107	34	3	149	43	33	15	4	95	9	89	7	2	107	21	62	18	6	107	458
Total	17	401	99	13	530	122	139	69	10	340	37	396	32	14	479	59	182	76	22	339	1688
03:00 PM	9	128	35	0	172	23	50	17	1	91	16	116	13	3	148	15	60	27	1	103	514
03:15 PM	3	135	32	3	173	23	41	24	0	88	11	94	11	3	119	22	76	23	2	123	503
03:30 PM	10	172	42	3	227	39	58	36	0	133	21	95	15	1	132	25	99	18	0	142	634
03:45 PM	30	170	55	1	256	40	92	18	0	150	20	80	10	5	115	21	111	32	4	168	689
Total	52	605	164	7	828	125	241	95	1	462	68	385	49	12	514	83	346	100	7	536	2340

TRAFFIC DATA SERVICE

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Groups Printed- Vehicles

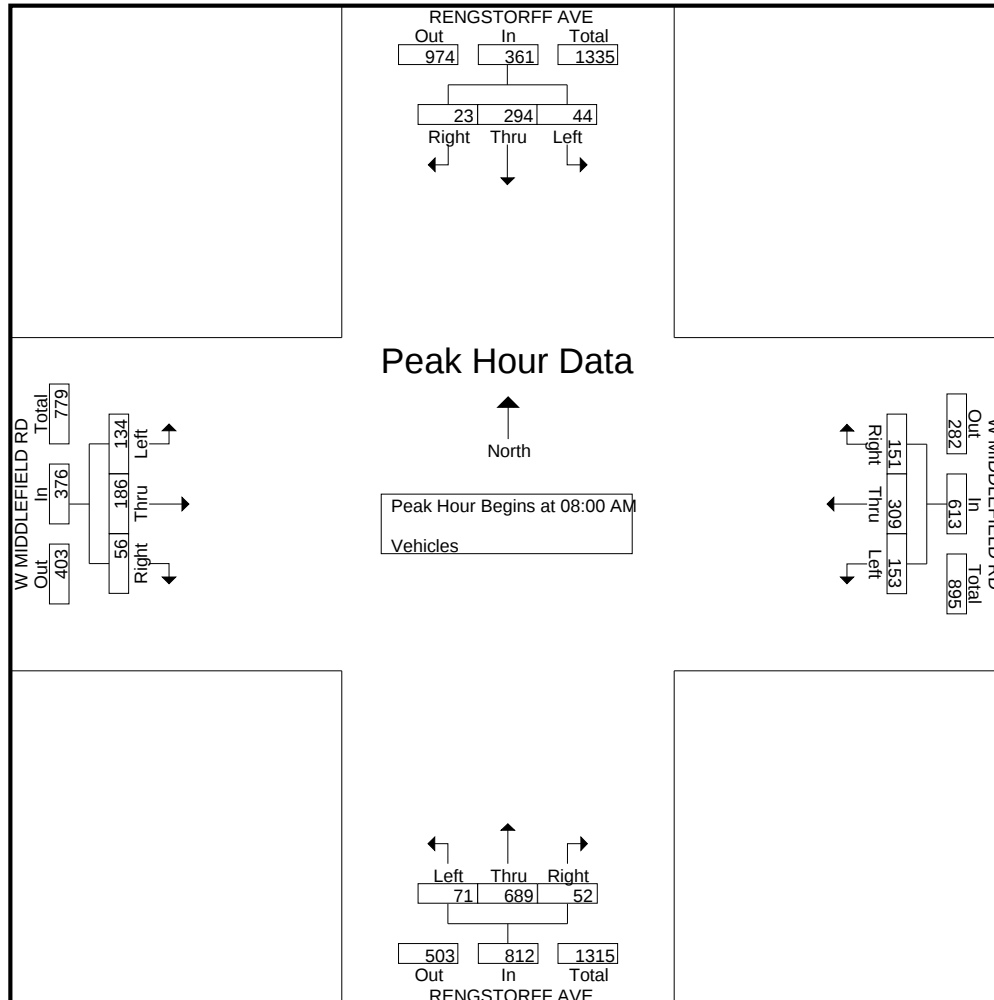
	RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					RENGSTORFF AVE Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	163	58	3	243	49	96	24	5	174	26	92	11	4	133	20	124	18	0	162	712
04:15 PM	11	146	43	3	203	40	96	33	2	171	16	89	16	9	130	23	140	27	6	196	700
04:30 PM	10	144	59	8	221	39	112	30	1	182	17	93	10	9	129	31	109	22	13	175	707
04:45 PM	3	134	58	3	198	54	134	26	0	214	20	104	20	3	147	26	161	23	6	216	775
Total	43	587	218	17	865	182	438	113	8	741	79	378	57	25	539	100	534	90	25	749	2894
05:00 PM	6	130	31	5	172	48	150	60	1	259	19	92	16	8	135	35	162	30	2	229	795
05:15 PM	7	157	59	0	223	75	166	35	0	276	9	66	14	3	92	20	141	24	2	187	778
05:30 PM	8	134	63	3	208	65	154	52	0	271	28	77	12	1	118	23	131	21	5	180	777
05:45 PM	3	142	77	0	222	46	126	44	2	218	15	55	7	5	82	32	165	32	5	234	756
Total	24	563	230	8	825	234	596	191	3	1024	71	290	49	17	427	110	599	107	14	830	3106
06:00 PM	14	145	79	1	239	67	108	28	0	203	30	94	7	0	131	20	217	20	0	257	830
06:15 PM	5	114	48	2	169	66	99	43	0	208	18	61	11	0	90	35	176	24	1	236	703
06:30 PM	6	156	58	0	220	26	76	27	0	129	15	85	6	1	107	25	126	27	3	181	637
06:45 PM	3	131	33	0	167	20	52	14	0	86	10	87	7	0	104	20	100	17	5	142	499
Total	28	546	218	3	795	179	335	112	0	626	73	327	31	1	432	100	619	88	9	816	2669
Grand Total	264	5030	1411	91	6796	1677	2795	1106	62	5640	596	5408	508	141	6653	716	3236	1090	143	5185	24274
Apprch %	3.9	74	20.8	1.3		29.7	49.6	19.6	1.1		9	81.3	7.6	2.1		13.8	62.4	21	2.8		
Total %	1.1	20.7	5.8	0.4	28	6.9	11.5	4.6	0.3	23.2	2.5	22.3	2.1	0.6	27.4	2.9	13.3	4.5	0.6	21.4	

	RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	117	13	136	34	90	71	195	15	147	15	177	14	43	33	90	598
08:15 AM	4	65	12	81	41	73	43	157	13	207	20	240	16	50	41	107	585
08:30 AM	4	48	10	62	26	84	19	129	9	171	12	192	13	41	23	77	460
08:45 AM	9	64	9	82	50	62	20	132	15	164	24	203	13	52	37	102	519
Total Volume	23	294	44	361	151	309	153	613	52	689	71	812	56	186	134	376	2162
% App. Total	6.4	81.4	12.2		24.6	50.4	25		6.4	84.9	8.7		14.9	49.5	35.6		
PHF	.639	.628	.846	.664	.755	.858	.539	.786	.867	.832	.740	.846	.875	.894	.817	.879	.904

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

01:00 PM	6	127	21	154	29	16	8	53	9	135	9	153	13	31	24	68	428
01:15 PM	7	102	15	124	21	21	16	58	8	98	10	116	9	43	23	75	373
01:30 PM	3	125	29	157	16	23	16	55	14	102	10	126	8	38	19	65	403
01:45 PM	2	88	26	116	27	24	22	73	11	131	9	151	16	55	20	91	431
Total Volume	18	442	91	551	93	84	62	239	42	466	38	546	46	167	86	299	1635
% App. Total	3.3	80.2	16.5		38.9	35.1	25.9		7.7	85.3	7		15.4	55.9	28.8		
PHF	.643	.870	.784	.877	.802	.875	.705	.818	.750	.863	.950	.892	.719	.759	.896	.821	.948

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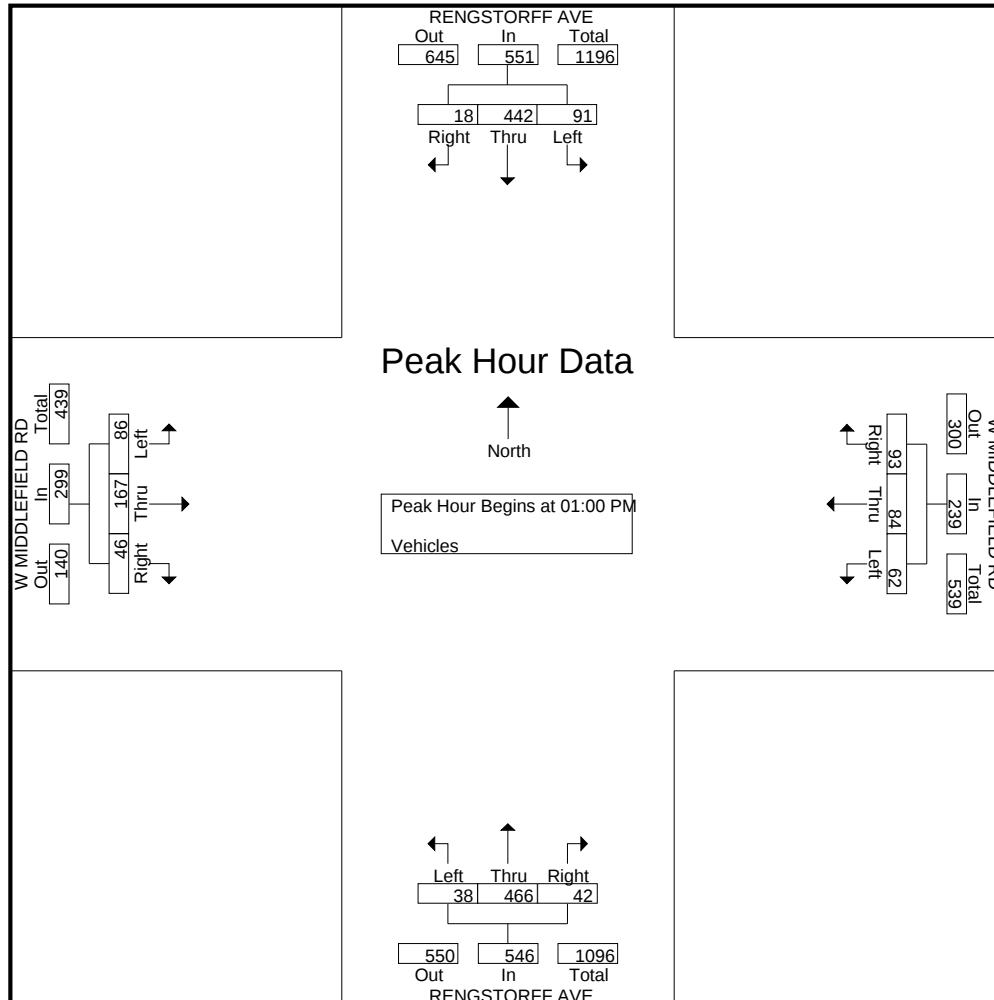
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	7	157	59	223	75	166	35	276	9	66	14	89	20	141	24	185	773
05:30 PM	8	134	63	205	65	154	52	271	28	77	12	117	23	131	21	175	768
05:45 PM	3	142	77	222	46	126	44	216	15	55	7	77	32	165	32	229	744
06:00 PM	14	145	79	238	67	108	28	203	30	94	7	131	20	217	20	257	829
Total Volume	32	578	278	888	253	554	159	966	82	292	40	414	95	654	97	846	3114
% App. Total	3.6	65.1	31.3		26.2	57.3	16.5		19.8	70.5	9.7		11.2	77.3	11.5		
PHF	.571	.920	.880	.933	.843	.834	.764	.875	.683	.777	.714	.790	.742	.753	.758	.823	.939

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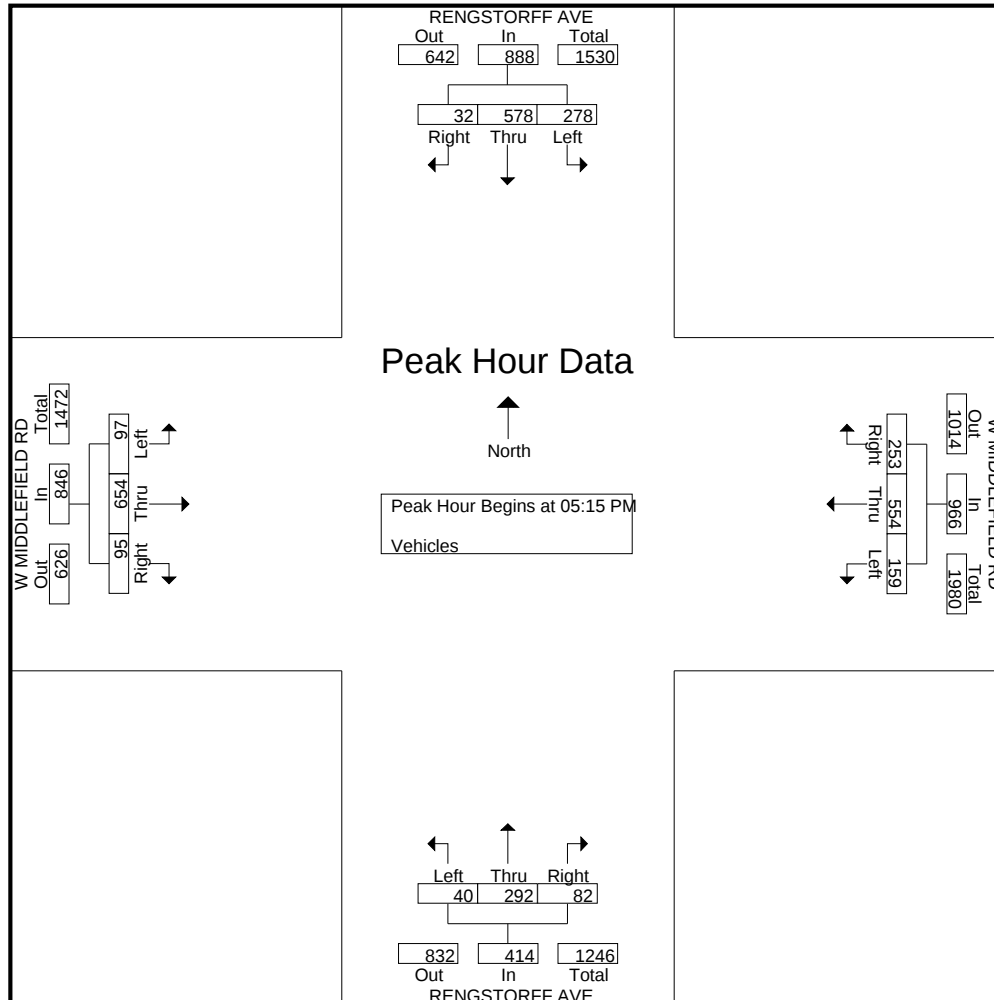
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

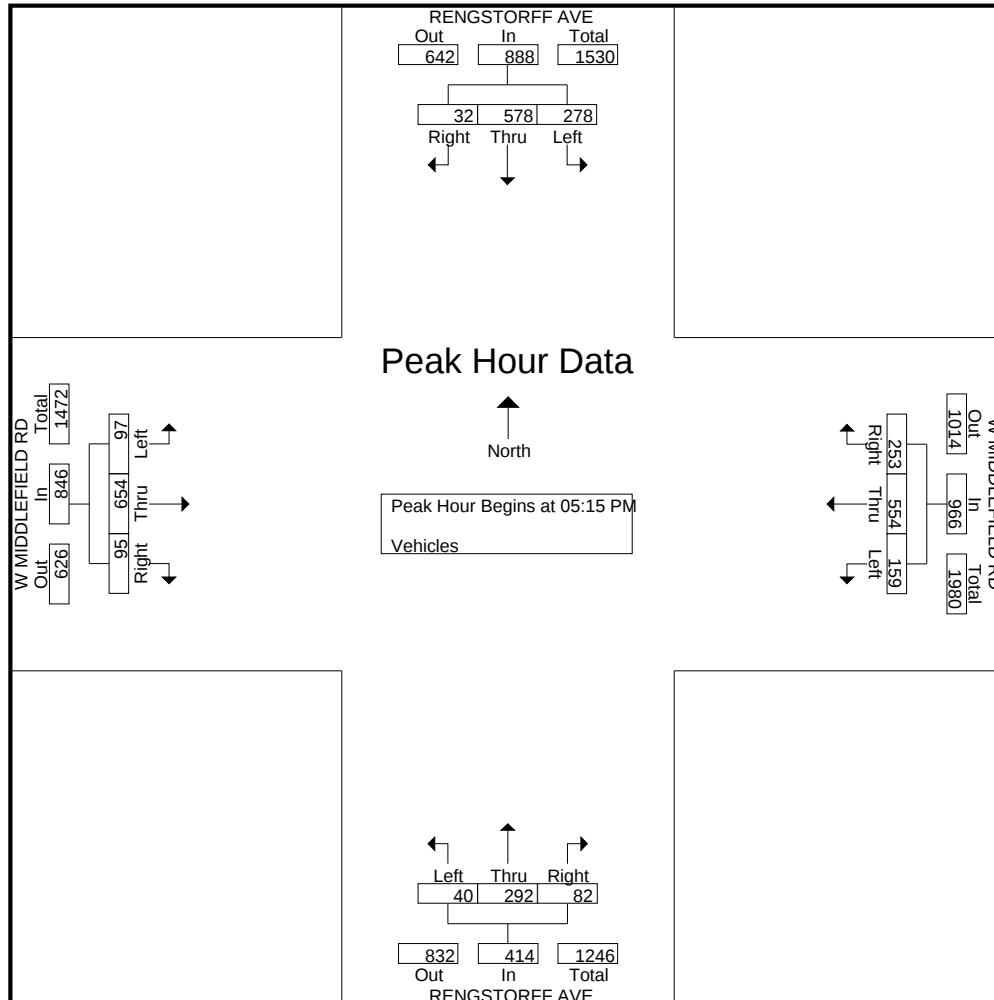
Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	7	157	59	223	75	166	35	276	9	66	14	89	20	141	24	185	773
05:30 PM	8	134	63	205	65	154	52	271	28	77	12	117	23	131	21	175	768
05:45 PM	3	142	77	222	46	126	44	216	15	55	7	77	32	165	32	229	744
06:00 PM	14	145	79	238	67	108	28	203	30	94	7	131	20	217	20	257	829
Total Volume	32	578	278	888	253	554	159	966	82	292	40	414	95	654	97	846	3114
% App. Total	3.6	65.1	31.3		26.2	57.3	16.5		19.8	70.5	9.7		11.2	77.3	11.5		
PHF	.571	.920	.880	.933	.843	.834	.764	.875	.683	.777	.714	.790	.742	.753	.758	.823	.939

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Groups Printed- Bikes

Start Time	RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					RENGSTORFF AVE Northbound					W MIDDLEFIELD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	7	1	0	8	12
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
Total	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	3	1	0	4	10
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	6
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	0	2	1	0	3	11
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	2	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	3	0	5	7
12:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	1	2	0	4	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	0	3	1	0	4	8
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:15 PM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	10
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	1	0	0	1	5
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
03:45 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	2	4	2	0	8	0	0	0	0	0	0	6	0	0	6	14

TRAFFIC DATA SERVICE

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Groups Printed- Bikes

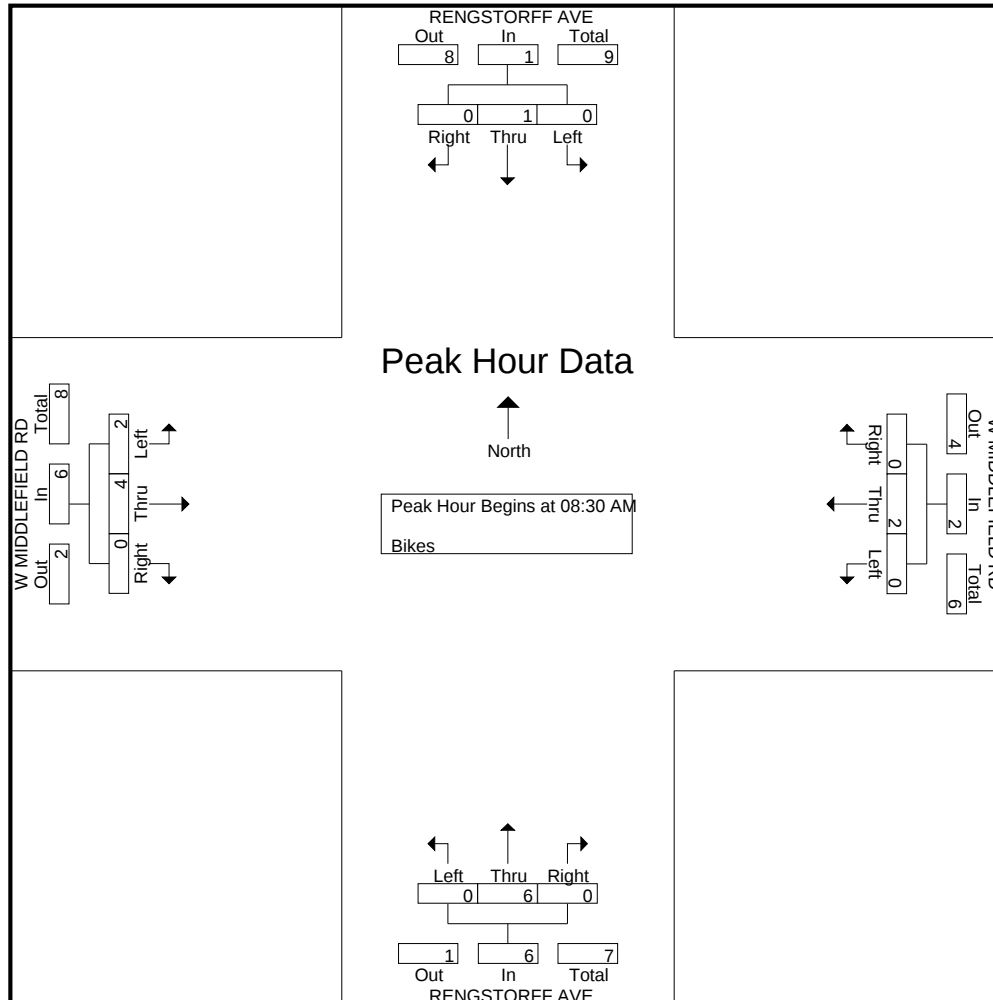
	RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					RENGSTORFF AVE Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	1	2	0	3	0	1	1	0	2	1	1	2	0	4	10
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	11
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	6	3	0	9	2	18	10	0	30	2	12	2	0	16	3	42	11	0	56	111
Apprch %	0	66.7	33.3	0		6.7	60	33.3	0		12.5	75	12.5	0		5.4	75	19.6	0		
Total %	0	5.4	2.7	0	8.1	1.8	16.2	9	0	27	1.8	10.8	1.8	0	14.4	2.7	37.8	9.9	0	50.5	

	RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
09:00 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	2	0	2	6
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	0	1	0	1	0	2	0	2	0	6	0	6	0	4	2	6	15
% App. Total	0	100	0		0	100	0		0	100	0		0	66.7	33.3		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.750	.000	.750	.000	.500	.500	.750	.625

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

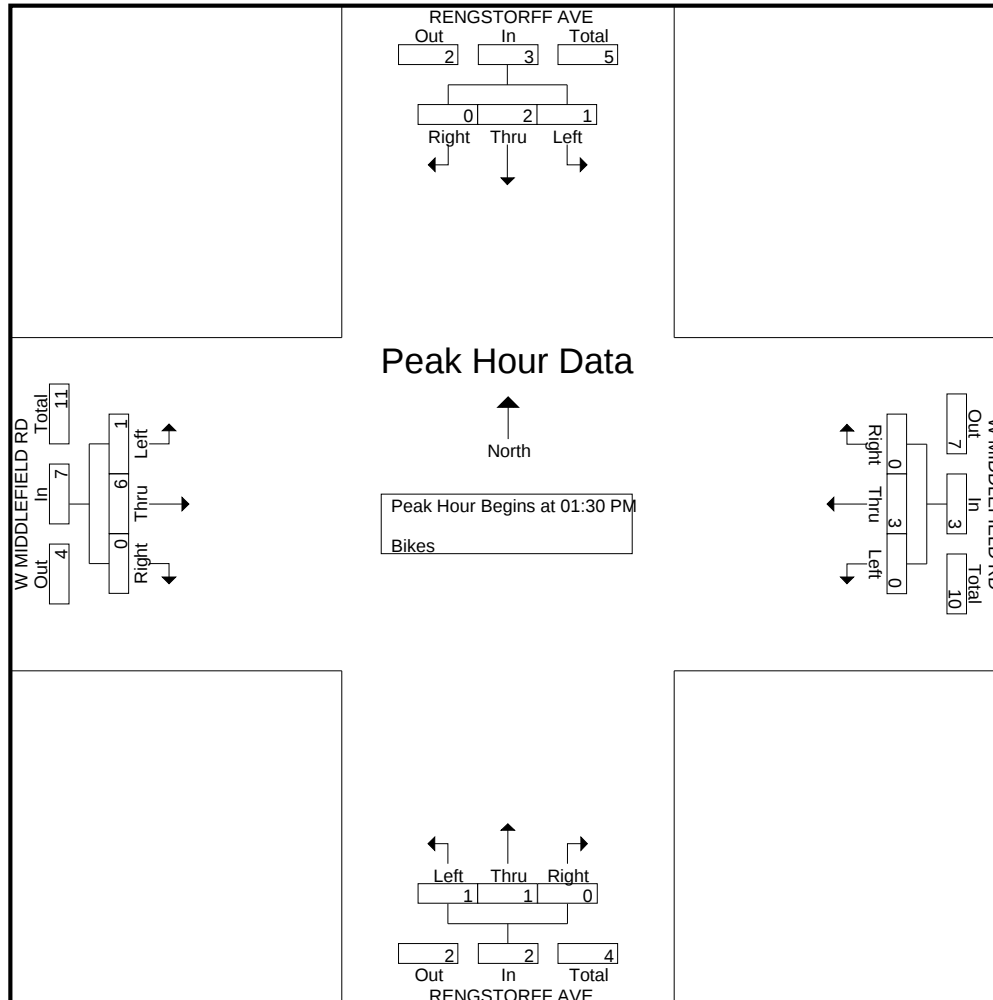
Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	1	2	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:15 PM	0	2	1	3	0	2	0	2	0	0	0	0	0	2	0	2	7
Total Volume	0	2	1	3	0	3	0	3	0	1	1	2	0	6	1	7	15
% App. Total	0	66.7	33.3		0	100	0		0	50	50		0	85.7	14.3		
PHF	.000	.250	.250	.250	.000	.375	.000	.375	.000	.250	.250	.500	.000	.750	.250	.875	.536

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

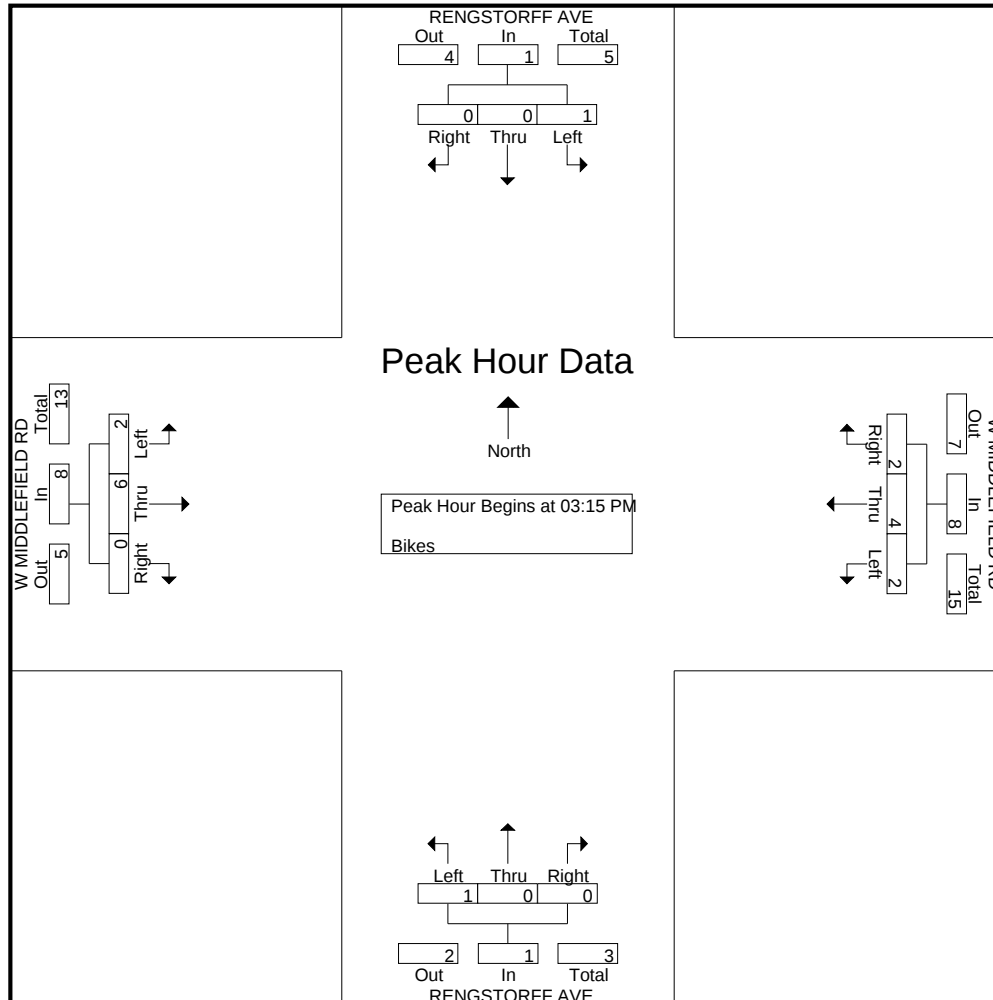
Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	1	0	1	5
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:45 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	2	0	2	5
04:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	1	2	3	5
Total Volume	0	0	1	1	2	4	2	8	0	0	1	1	0	6	2	8	18
% App. Total	0	0	100		25	50	25		0	0	100		0	75	25		
PHF	.000	.000	.250	.250	.500	.500	.500	.500	.000	.000	.250	.250	.000	.750	.250	.667	.900

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	1	0	1	5
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:45 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	2	0	2	5
04:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	1	2	3	5
Total Volume	0	0	1	1	2	4	2	8	0	0	1	1	0	6	2	8	18
% App. Total	0	0	100		25	50	25		0	0	100		0	75	25		
PHF	.000	.000	.250	.250	.500	.500	.500	.500	.000	.000	.250	.250	.000	.750	.250	.667	.900

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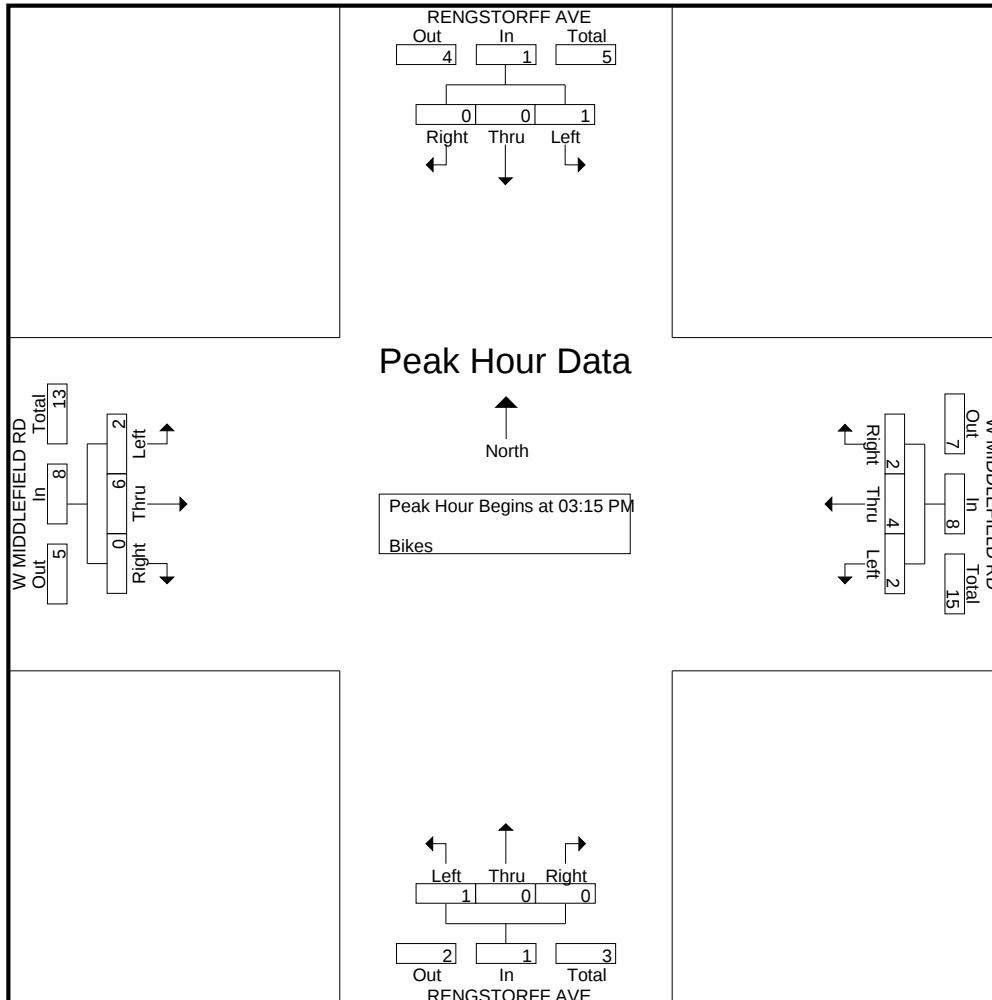
tdsbay@cs.com

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TRAFFIC DATA SERVICE

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File Name : 6 - FINAL
Site Code : 00000006
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					JANE LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	42	0	0	44	0	0	0	0	0	0	102	0	0	102	6	0	4	0	10	156
07:15 AM	3	56	0	1	60	0	0	0	0	0	0	98	4	0	102	1	0	2	0	3	165
07:30 AM	5	51	0	0	56	0	0	0	0	0	0	98	5	0	103	4	0	11	1	16	175
07:45 AM	7	74	0	0	81	0	0	0	0	0	0	149	7	0	156	6	0	11	0	17	254
Total	17	223	0	1	241	0	0	0	0	0	0	447	16	0	463	17	0	28	1	46	750
08:00 AM	22	115	0	0	137	0	0	0	0	0	0	155	14	0	169	9	0	19	0	28	334
08:15 AM	8	108	0	0	116	0	0	0	0	0	0	200	4	0	204	8	0	33	3	44	364
08:30 AM	5	61	1	0	67	0	0	0	0	0	0	170	1	0	171	1	0	10	0	11	249
08:45 AM	4	76	0	0	80	0	0	0	0	0	0	187	3	0	190	4	0	11	2	17	287
Total	39	360	1	0	400	0	0	0	0	0	0	712	22	0	734	22	0	73	5	100	1234
09:00 AM	3	56	0	0	59	0	0	0	0	0	0	184	2	0	186	3	0	14	0	17	262
09:15 AM	6	58	0	0	64	0	0	0	0	0	0	155	2	0	157	1	0	8	0	9	230
09:30 AM	5	69	0	0	74	0	0	0	0	0	0	183	5	0	188	5	0	8	0	13	275
09:45 AM	3	68	0	0	71	0	0	0	0	0	0	149	1	0	150	4	0	7	0	11	232
Total	17	251	0	0	268	0	0	0	0	0	0	671	10	0	681	13	0	37	0	50	999
10:00 AM	5	53	0	0	58	0	0	0	0	0	0	131	1	0	132	7	0	10	0	17	207
10:15 AM	4	83	0	1	88	0	0	0	0	0	0	114	1	0	115	4	0	7	3	14	217
10:30 AM	4	59	0	0	63	0	0	0	0	0	0	124	3	0	127	0	0	3	0	3	193
10:45 AM	3	78	0	0	81	0	0	0	0	0	0	127	2	0	129	1	0	1	3	5	215
Total	16	273	0	1	290	0	0	0	0	0	0	496	7	0	503	12	0	21	6	39	832
11:00 AM	6	70	0	2	78	0	0	0	0	0	0	111	1	0	112	3	0	8	1	12	202
11:15 AM	6	86	0	0	92	0	0	0	0	0	0	108	0	0	108	4	0	9	1	14	214
11:30 AM	4	106	0	0	110	0	0	0	0	0	0	131	1	0	132	2	0	5	4	11	253
11:45 AM	2	104	0	0	106	0	0	0	0	0	0	136	2	0	138	2	0	4	2	8	252
Total	18	366	0	2	386	0	0	0	0	0	0	486	4	0	490	11	0	26	8	45	921
12:00 PM	2	113	2	0	117	0	0	0	0	0	0	105	0	0	105	3	0	10	0	13	235
12:15 PM	6	106	0	1	113	0	0	0	0	0	0	108	3	0	111	3	0	8	0	11	235
12:30 PM	4	107	0	0	111	0	0	0	0	0	0	117	3	0	120	3	0	6	3	12	243
12:45 PM	4	115	0	0	119	0	0	0	0	0	0	119	2	0	121	4	0	5	3	12	252
Total	16	441	2	1	460	0	0	0	0	0	0	449	8	0	457	13	0	29	6	48	965
01:00 PM	2	107	0	1	110	0	0	0	0	0	0	146	4	0	150	1	0	4	6	11	271
01:15 PM	7	105	0	0	112	0	0	0	0	0	0	123	1	0	124	3	0	7	0	10	246
01:30 PM	7	106	0	0	113	0	0	0	0	0	0	112	6	0	118	4	0	3	1	8	239
01:45 PM	3	100	0	0	103	0	0	0	0	0	0	117	4	0	121	11	0	13	1	25	249
Total	19	418	0	1	438	0	0	0	0	0	0	498	15	0	513	19	0	27	8	54	1005
02:00 PM	1	108	0	0	109	0	0	0	0	0	0	111	4	0	115	2	0	8	0	10	234
02:15 PM	4	103	0	0	107	0	0	0	0	0	0	117	2	0	119	1	0	5	0	6	232
02:30 PM	4	112	0	0	116	0	0	0	0	0	0	125	5	0	130	2	0	7	2	11	257
02:45 PM	5	107	0	0	112	0	0	0	0	0	0	113	9	0	122	6	0	12	0	18	252
Total	14	430	0	0	444	0	0	0	0	0	0	466	20	0	486	11	0	32	2	45	975
03:00 PM	7	127	0	0	134	0	0	0	0	0	0	132	6	0	138	7	0	18	3	28	300
03:15 PM	5	146	0	0	151	0	0	0	0	0	0	109	2	0	111	1	0	10	0	11	273
03:30 PM	7	223	0	0	230	0	0	0	0	0	0	129	0	0	129	4	0	10	0	14	373
03:45 PM	12	152	0	0	164	0	0	0	0	0	0	103	4	0	107	9	0	11	0	20	291
Total	31	648	0	0	679	0	0	0	0	0	0	473	12	0	485	21	0	49	3	73	1237

TRAFFIC DATA SERVICE

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File Name : 6 - FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					JANE LN Eastbound					
Start Time	Right	Thru	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	154	0	0	169	0	0	0	0	0	0	106	4	0	110	7	0	18	0	25	304
04:15 PM	26	166	0	0	192	0	0	0	0	0	0	120	6	0	126	14	0	16	3	33	351
04:30 PM	8	149	0	0	157	0	0	0	0	0	0	90	3	0	93	7	0	10	1	18	268
04:45 PM	10	127	0	0	137	0	0	0	0	0	0	124	6	0	130	13	0	8	3	24	291
Total	59	596	0	0	655	0	0	0	0	0	0	440	19	0	459	41	0	52	7	100	1214
05:00 PM	11	162	0	1	174	0	0	0	0	0	0	102	6	0	108	6	0	9	4	19	301
05:15 PM	11	158	0	0	169	0	0	0	0	0	0	87	5	0	92	12	0	13	3	28	289
05:30 PM	6	149	0	1	156	0	0	0	0	0	0	116	2	0	118	4	0	17	0	21	295
05:45 PM	6	183	0	0	189	0	0	0	0	0	0	62	2	0	64	8	0	9	2	19	272
Total	34	652	0	2	688	0	0	0	0	0	0	367	15	0	382	30	0	48	9	87	1157
06:00 PM	19	127	0	0	146	0	0	0	0	0	0	122	6	0	128	2	0	13	1	16	290
06:15 PM	16	151	0	0	167	0	0	0	0	0	0	94	1	0	95	9	0	9	0	18	280
06:30 PM	10	150	0	0	160	0	0	0	0	0	0	97	2	0	99	9	0	14	1	24	283
06:45 PM	5	134	0	0	139	0	0	0	0	0	0	99	0	0	99	3	0	8	3	14	252
Total	50	562	0	0	612	0	0	0	0	0	0	412	9	0	421	23	0	44	5	72	1105
Grand Total	330	5220	3	8	5561	0	0	0	0	0	0	5917	157	0	6074	233	0	466	60	759	12394
Apprch %	5.9	93.9	0.1	0.1		0	0	0	0		0	97.4	2.6	0		30.7	0	61.4	7.9		
Total %	2.7	42.1	0	0.1	44.9	0	0	0	0	0	0	47.7	1.3	0	49	1.9	0	3.8	0.5	6.1	

	RENGSTORFF AVE Southbound				Westbound				RENGSTORFF AVE Northbound				JANE LN 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	22	115	0	137	0	0	0	0	0	155	14	169	9	0	19	28	334
08:15 AM	8	108	0	116	0	0	0	0	0	200	4	204	8	0	33	41	361
08:30 AM	5	61	1	67	0	0	0	0	0	170	1	171	1	0	10	11	249
08:45 AM	4	76	0	80	0	0	0	0	0	187	3	190	4	0	11	15	285
Total Volume	39	360	1	400	0	0	0	0	0	712	22	734	22	0	73	95	1229
% App. Total	9.8	90	0.2		0	0	0		0	97	3		23.2	0	76.8		
PHF	.443	.783	.250	.730	.000	.000	.000	.000	.000	.890	.393	.900	.611	.000	.553	.579	.851

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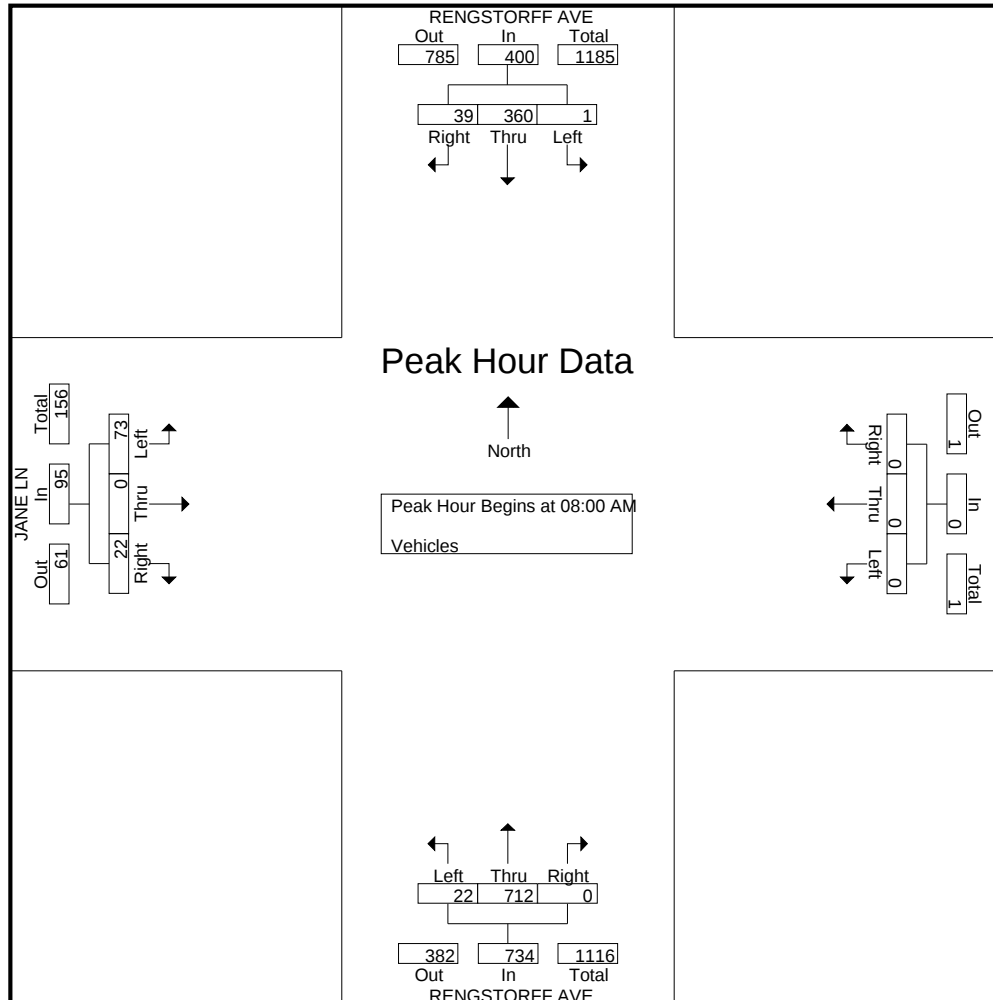
tdsbay@cs.com

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

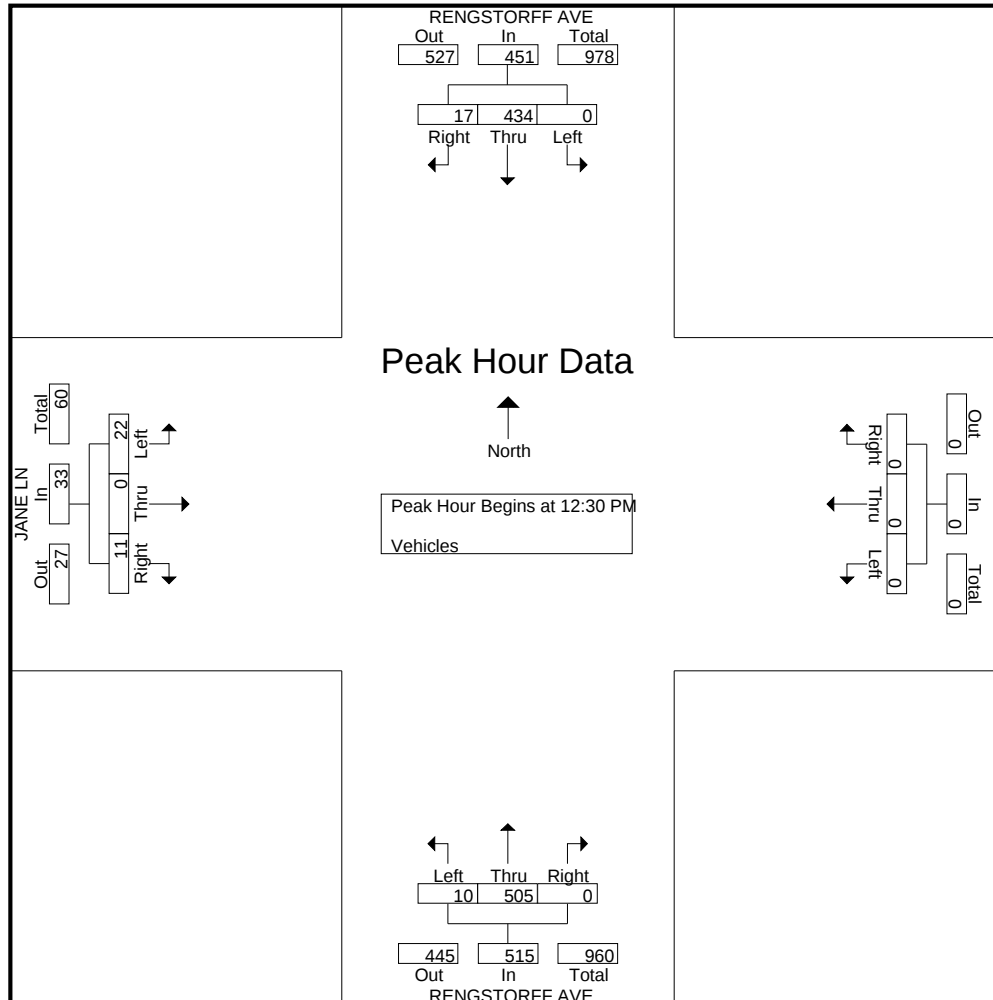
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	4	107	0	111	0	0	0	0	0	117	3	120	3	0	6	9	240
12:45 PM	4	115	0	119	0	0	0	0	0	119	2	121	4	0	5	9	249
01:00 PM	2	107	0	109	0	0	0	0	0	146	4	150	1	0	4	5	264
01:15 PM	7	105	0	112	0	0	0	0	0	123	1	124	3	0	7	10	246
Total Volume	17	434	0	451	0	0	0	0	0	505	10	515	11	0	22	33	999
% App. Total	3.8	96.2	0		0	0	0		0	98.1	1.9		33.3	0	66.7		
PHF	.607	.943	.000	.947	.000	.000	.000	.000	.000	.865	.625	.858	.688	.000	.786	.825	.946

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

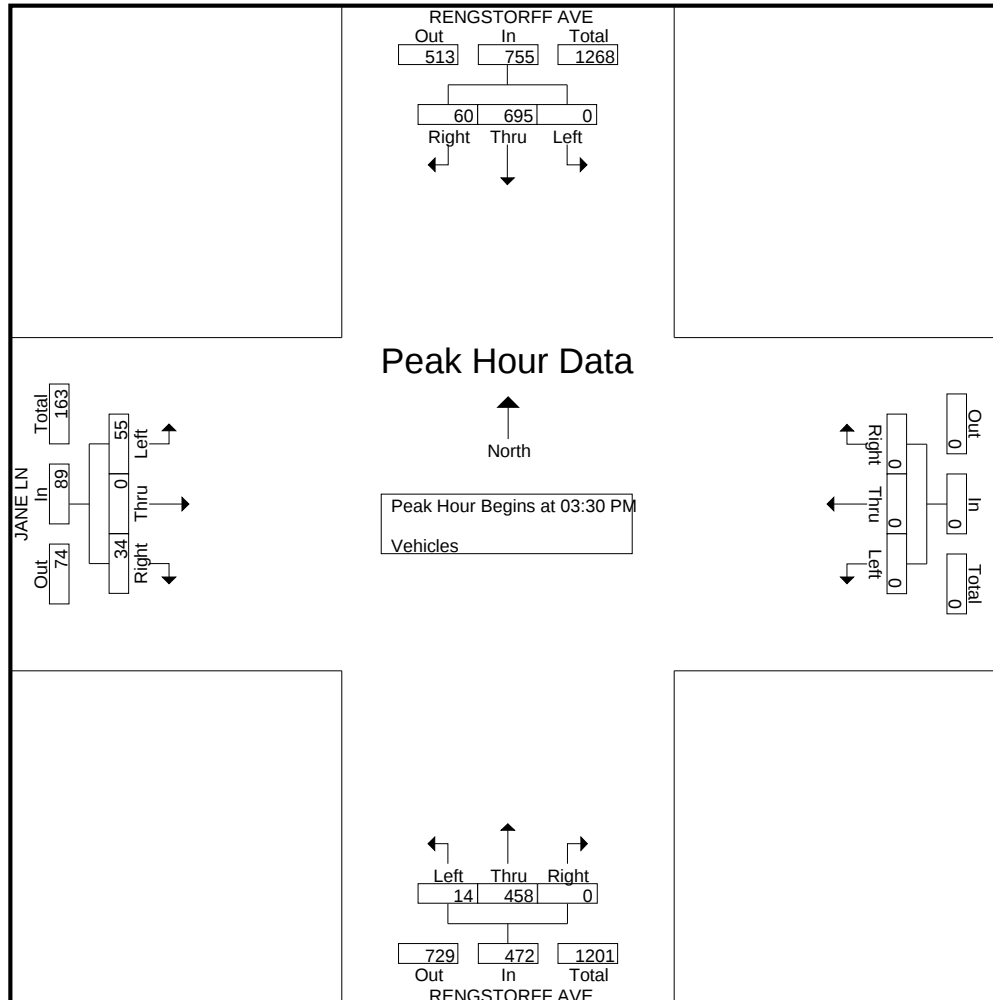
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	7	223	0	230	0	0	0	0	0	129	0	129	4	0	10	14	373
03:45 PM	12	152	0	164	0	0	0	0	0	103	4	107	9	0	11	20	291
04:00 PM	15	154	0	169	0	0	0	0	0	106	4	110	7	0	18	25	304
04:15 PM	26	166	0	192	0	0	0	0	0	120	6	126	14	0	16	30	348
Total Volume	60	695	0	755	0	0	0	0	0	458	14	472	34	0	55	89	1316
% App. Total	7.9	92.1	0		0	0	0		0	97	3		38.2	0	61.8		
PHF	.577	.779	.000	.821	.000	.000	.000	.000	.000	.888	.583	.915	.607	.000	.764	.742	.882

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

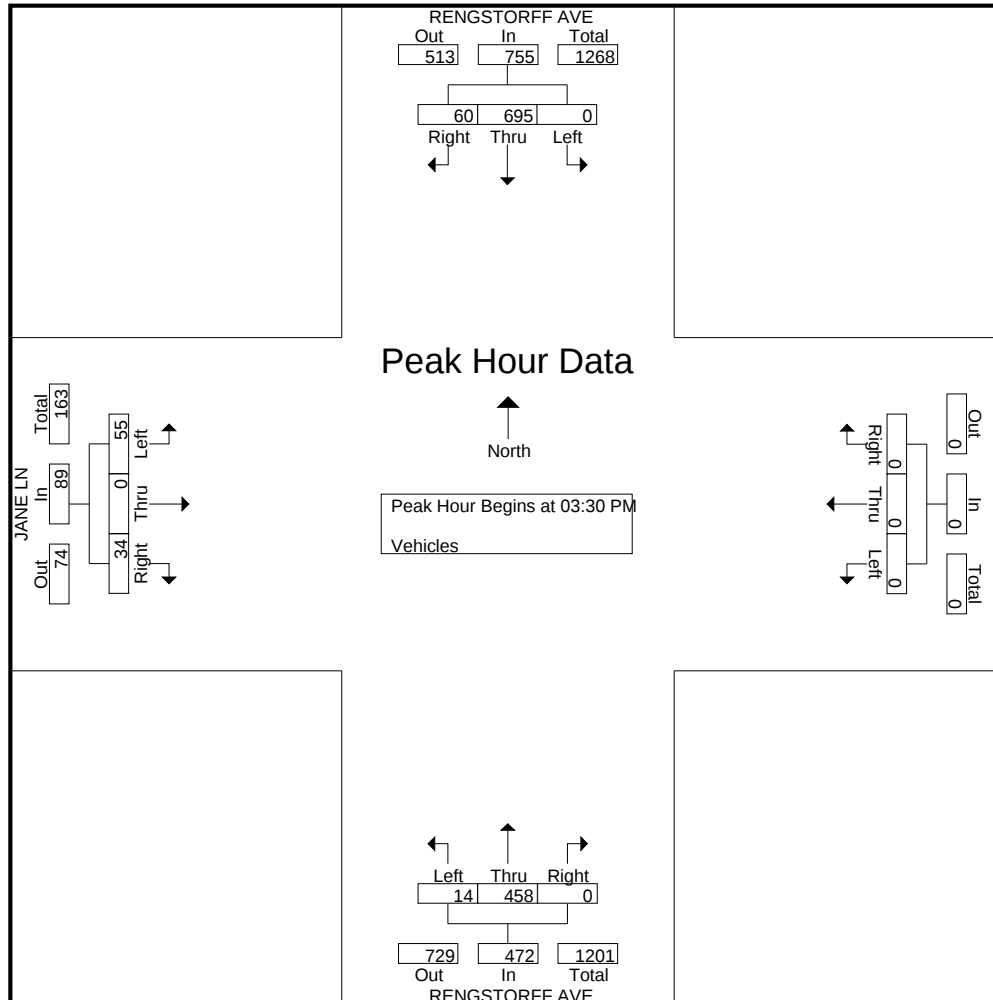
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	7	223	0	230	0	0	0	0	0	129	0	129	4	0	10	14	373
03:45 PM	12	152	0	164	0	0	0	0	0	103	4	107	9	0	11	20	291
04:00 PM	15	154	0	169	0	0	0	0	0	106	4	110	7	0	18	25	304
04:15 PM	26	166	0	192	0	0	0	0	0	120	6	126	14	0	16	30	348
Total Volume	60	695	0	755	0	0	0	0	0	458	14	472	34	0	55	89	1316
% App. Total	7.9	92.1	0		0	0	0		0	97	3		38.2	0	61.8		
PHF	.577	.779	.000	.821	.000	.000	.000	.000	.000	.888	.583	.915	.607	.000	.764	.742	.882

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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					JANE LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	1	9	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
08:45 AM	3	0	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14
Total	3	3	0	0	6	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	28
09:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	2	4	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
Total	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15
02:00 PM	1	5	0	0	6	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	8
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	9	0	0	10	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	16
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	11

TRAFFIC DATA SERVICE

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Groups Printed- Bikes

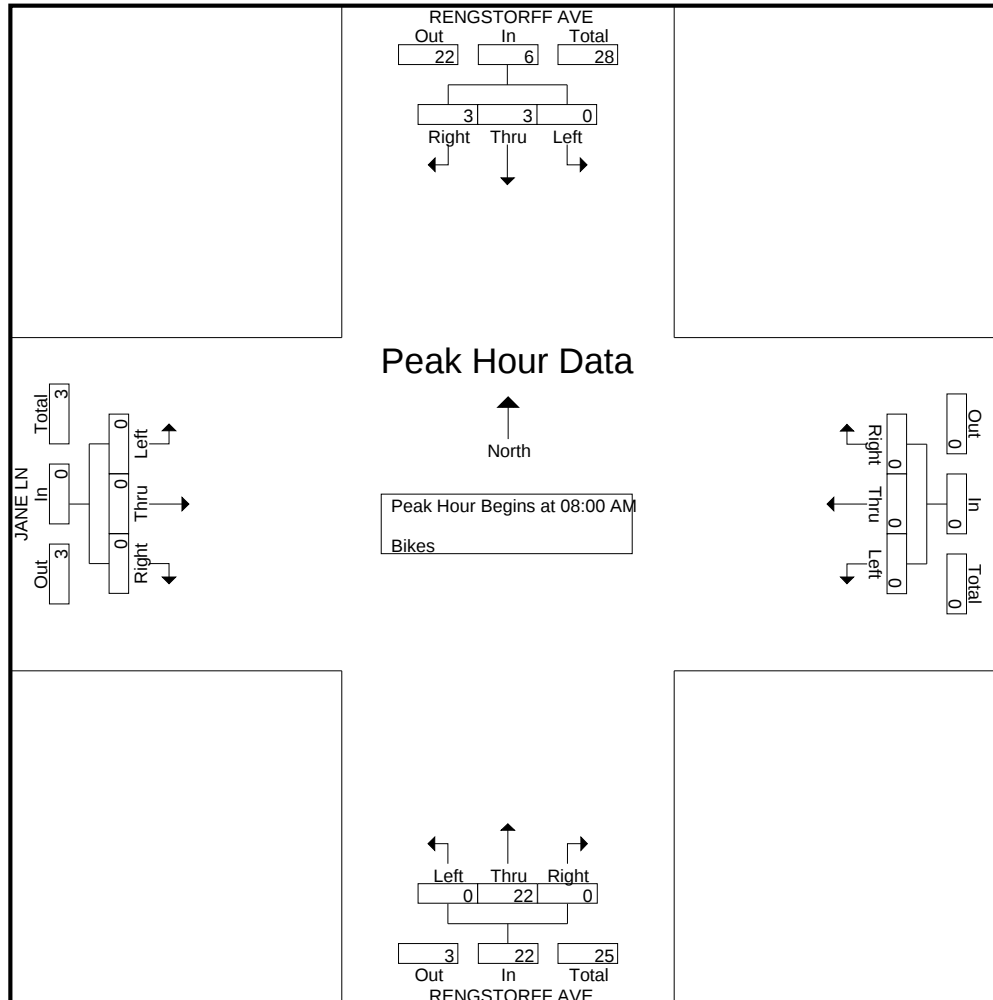
	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					JANE LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	15
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	11
Grand Total	7	60	0	0	67	0	0	0	0	0	0	80	1	0	81	3	0	7	0	10	158
Apprch %	10.4	89.6	0	0		0	0	0	0		0	98.8	1.2	0		30	0	70	0		
Total %	4.4	38	0	0	42.4	0	0	0	0	0	0	50.6	0.6	0	51.3	1.9	0	4.4	0	6.3	

	RENGSTORFF AVE Southbound					Westbound					RENGSTORFF AVE Northbound					JANE LN 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 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	3	0	3		0	0	0	0		0	3	0	3		0	0	0	0		6
08:15 AM	0	0	0	0		0	0	0	0		0	2	0	2		0	0	0	0		2
08:30 AM	0	0	0	0		0	0	0	0		0	6	0	6		0	0	0	0		6
08:45 AM	3	0	0	3		0	0	0	0		0	11	0	11		0	0	0	0		14
Total Volume	3	3	0	6		0	0	0	0		0	22	0	22		0	0	0	0		28
% App. Total	50	50	0			0	0	0			0	100	0			0	0	0			
PHF	.250	.250	.000	.500		.000	.000	.000	.000		.000	.500	.000	.500		.000	.000	.000	.000		.500

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

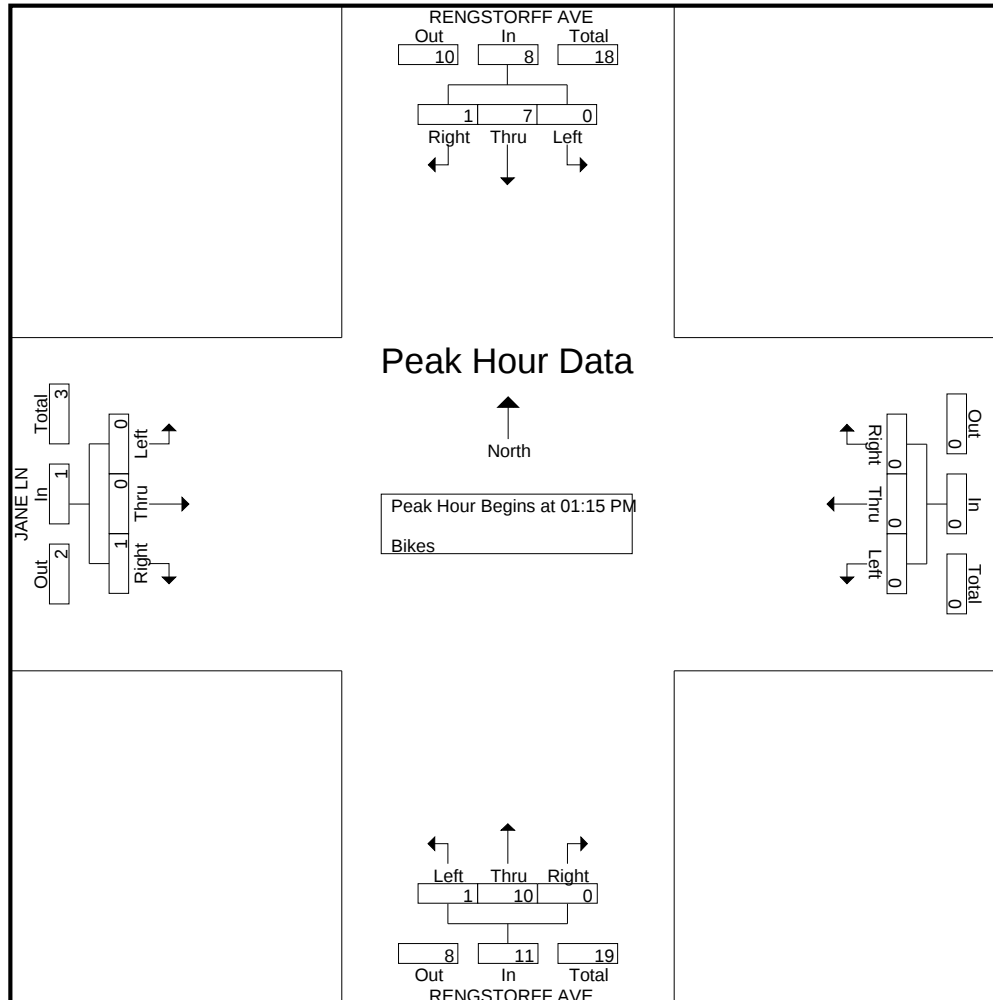
Peak Hour for Entire Intersection Begins at 01:15 PM

01:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
01:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
02:00 PM	1	5	0	6	0	0	0	0	0	1	1	2	0	0	0	0	8
Total Volume	1	7	0	8	0	0	0	0	0	10	1	11	1	0	0	1	20
% App. Total	12.5	87.5	0		0	0	0		0	90.9	9.1		100	0	0		
PHF	.250	.350	.000	.333	.000	.000	.000	.000	.000	.625	.250	.688	.250	.000	.000	.250	.625

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:00 PM	0	4	0	4	0	0	0	0	0	4	0	4	1	0	0	1	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	9	0	9	0	0	0	0	0	7	0	7	1	0	1	2	18
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.438	.000	.438	.250	.000	.250	.500	.500

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RENGSTORFF AVE

Out	In	Total
8	9	17

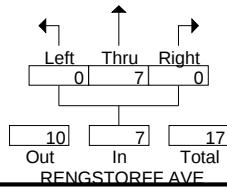
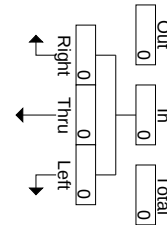
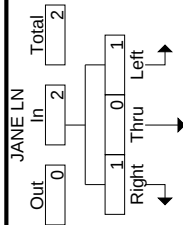
0 9 0

Right Thru Left

← ↓ →

North

Peak Hour Begins at 04:45 PM
Bikes



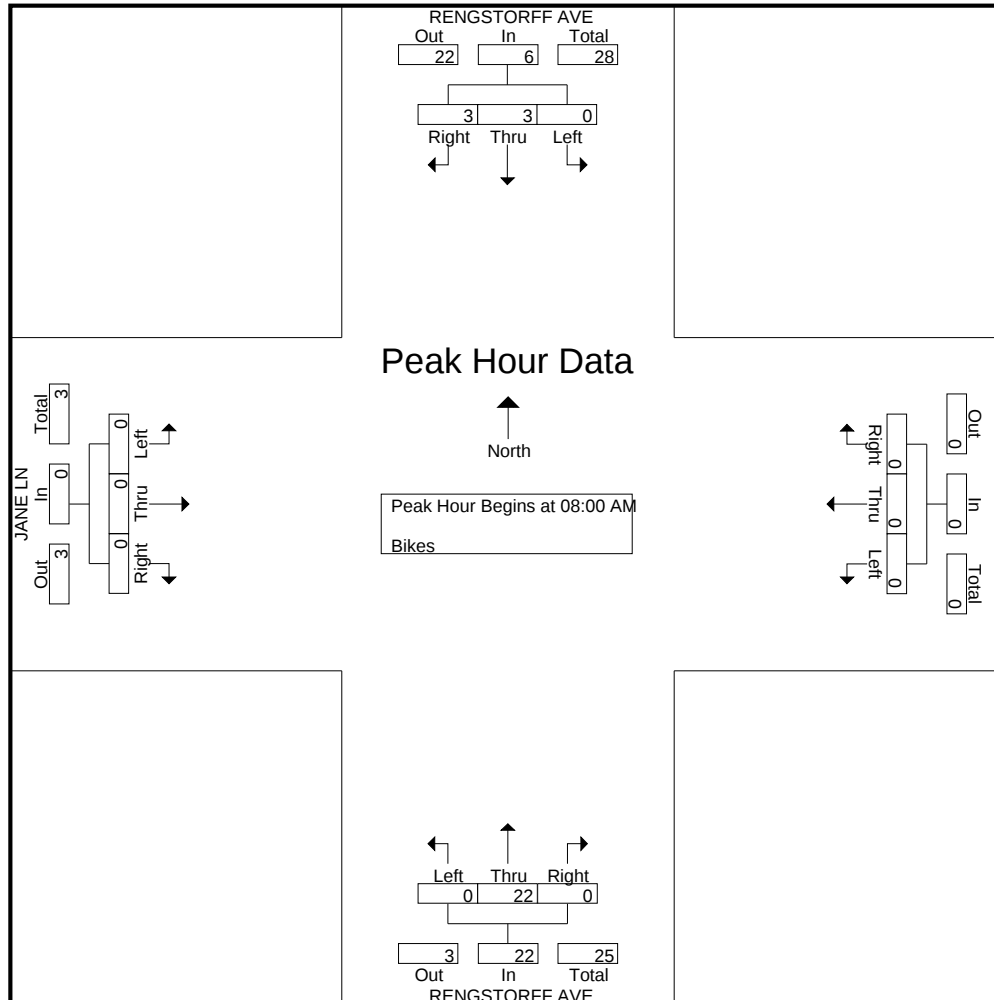
Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
08:45 AM	3	0	0	3	0	0	0	0	0	11	0	11	0	0	0	0	14
Total Volume	3	3	0	6	0	0	0	0	0	22	0	22	0	0	0	0	28
% App. Total	50	50	0		0	0	0			100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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File Name : 7 - FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					RENGSTORFF AVE Northbound					JEWELL PL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	45	2	0	47	16	0	5	0	21	4	88	0	0	92	2	1	0	0	3	163
07:15 AM	1	54	2	0	57	6	0	11	1	18	10	86	1	1	98	1	1	1	0	3	176
07:30 AM	3	51	3	0	57	13	0	10	0	23	2	92	1	1	96	3	1	3	0	7	183
07:45 AM	3	77	3	1	84	12	2	24	2	40	6	140	4	5	155	2	3	2	1	8	287
Total	7	227	10	1	245	47	2	50	3	102	22	406	6	7	441	8	6	6	1	21	809
08:00 AM	2	107	7	0	116	30	5	34	2	71	18	140	4	3	165	4	5	3	0	12	364
08:15 AM	1	103	12	2	118	16	1	26	2	45	10	156	2	0	168	1	1	8	2	12	343
08:30 AM	2	58	5	1	66	18	2	14	3	37	9	146	3	0	158	1	0	4	0	5	266
08:45 AM	2	74	3	5	84	15	1	17	1	34	12	188	4	1	205	4	3	3	5	15	338
Total	7	342	27	8	384	79	9	91	8	187	49	630	13	4	696	10	9	18	7	44	1311
09:00 AM	1	59	2	1	63	12	1	14	2	29	6	166	4	1	177	5	0	3	0	8	277
09:15 AM	1	56	3	0	60	15	1	21	3	40	16	126	1	0	143	1	1	3	1	6	249
09:30 AM	0	66	5	5	76	15	0	10	1	26	22	169	1	1	193	1	2	3	3	9	304
09:45 AM	1	66	6	0	73	16	1	15	2	34	8	129	3	0	140	0	1	0	0	1	248
Total	3	247	16	6	272	58	3	60	8	129	52	590	9	2	653	7	4	9	4	24	1078
10:00 AM	2	57	2	2	63	8	1	8	2	19	6	136	3	0	145	4	2	3	1	10	237
10:15 AM	2	80	6	3	91	9	0	10	3	22	12	103	1	2	118	1	4	1	2	8	239
10:30 AM	1	52	6	4	63	9	2	10	1	22	7	106	1	1	115	1	1	1	1	4	204
10:45 AM	2	71	4	0	77	12	0	18	1	31	5	119	4	3	131	1	0	1	0	2	241
Total	7	260	18	9	294	38	3	46	7	94	30	464	9	6	509	7	7	6	4	24	921
11:00 AM	0	68	7	1	76	7	1	9	1	18	8	92	0	0	100	1	0	3	1	5	199
11:15 AM	1	82	6	0	89	13	0	7	0	20	8	97	1	1	107	1	0	0	0	1	217
11:30 AM	1	101	8	0	110	9	1	17	2	29	13	131	2	0	146	1	0	4	3	8	293
11:45 AM	1	92	12	0	105	10	2	12	2	26	11	106	2	2	121	1	0	2	2	5	257
Total	3	343	33	1	380	39	4	45	5	93	40	426	5	3	474	4	0	9	6	19	966
12:00 PM	1	108	7	0	116	10	1	11	2	24	12	100	0	3	115	0	2	0	0	2	257
12:15 PM	0	102	4	1	107	11	2	15	1	29	9	103	2	1	115	1	1	2	0	4	255
12:30 PM	1	103	8	5	117	9	0	12	2	23	9	105	2	0	116	2	0	0	5	7	263
12:45 PM	0	103	9	0	112	4	0	11	2	17	12	108	2	1	123	0	2	2	5	9	261
Total	2	416	28	6	452	34	3	49	7	93	42	416	6	5	469	3	5	4	10	22	1036
01:00 PM	2	103	7	4	116	7	2	10	6	25	8	134	1	1	144	0	0	1	1	2	287
01:15 PM	0	94	9	0	103	9	0	7	3	19	6	109	0	2	117	0	2	1	0	3	242
01:30 PM	1	95	8	0	104	6	0	4	1	11	11	105	4	3	123	1	1	0	1	3	241
01:45 PM	0	102	7	1	110	16	3	13	1	33	15	104	2	0	121	0	0	3	2	5	269
Total	3	394	31	5	433	38	5	34	11	88	40	452	7	6	505	1	3	5	4	13	1039
02:00 PM	1	93	14	1	109	9	0	11	2	22	13	102	1	0	116	1	0	1	4	6	253
02:15 PM	0	97	11	0	108	7	0	6	0	13	15	115	2	0	132	0	1	1	1	3	256
02:30 PM	0	100	9	0	109	9	2	5	0	16	14	115	0	1	130	1	2	2	1	6	261
02:45 PM	0	101	12	1	114	11	0	11	2	24	13	105	0	0	118	2	1	3	0	6	262
Total	1	391	46	2	440	36	2	33	4	75	55	437	3	1	496	4	4	7	6	21	1032
03:00 PM	1	121	9	3	134	12	2	17	0	31	11	114	1	1	127	1	2	4	2	9	301
03:15 PM	2	136	10	1	149	7	2	10	3	22	17	102	2	4	125	1	2	0	1	4	300
03:30 PM	2	168	25	2	197	5	2	21	2	30	18	105	5	4	132	3	3	2	0	8	367
03:45 PM	2	134	25	1	162	7	0	11	1	19	18	109	1	1	129	2	4	4	9	19	329
Total	7	559	69	7	642	31	6	59	6	102	64	430	9	10	513	7	11	10	12	40	1297

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File Name : 7 - FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					RENGSTORFF AVE Northbound					JEWELL PL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	139	24	2	166	8	1	12	8	29	15	90	1	0	106	1	3	4	0	8	309
04:15 PM	6	135	24	0	165	7	1	13	2	23	17	117	4	9	147	0	3	1	3	7	342
04:30 PM	0	146	18	3	167	7	3	13	2	25	17	77	4	3	101	1	4	4	2	11	304
04:45 PM	3	99	27	6	135	12	3	10	1	26	16	117	1	1	135	2	5	0	1	8	304
Total	10	519	93	11	633	34	8	48	13	103	65	401	10	13	489	4	15	9	6	34	1259
05:00 PM	2	143	17	1	163	5	1	17	2	25	11	97	0	1	109	0	3	1	1	5	302
05:15 PM	3	115	46	2	166	8	3	7	0	18	14	81	4	0	99	0	7	3	2	12	295
05:30 PM	5	107	35	2	149	10	1	18	2	31	18	96	1	4	119	4	2	2	1	9	308
05:45 PM	1	125	36	2	164	9	4	10	4	27	17	56	3	0	76	2	3	3	1	9	276
Total	11	490	134	7	642	32	9	52	8	101	60	330	8	5	403	6	15	9	5	35	1181
06:00 PM	5	117	27	1	150	5	2	6	0	13	30	106	6	0	142	3	6	4	0	13	318
06:15 PM	2	114	31	1	148	9	2	7	2	20	24	83	4	4	115	2	4	0	0	6	289
06:30 PM	2	125	29	0	156	3	0	10	1	14	15	87	3	0	105	5	8	2	1	16	291
06:45 PM	2	112	16	3	133	5	1	11	0	17	22	96	1	5	124	1	4	0	3	8	282
Total	11	468	103	5	587	22	5	34	3	64	91	372	14	9	486	11	22	6	4	43	1180
Grand Total	72	4656	608	68	5404	488	59	601	83	1231	610	5354	99	71	6134	72	101	98	69	340	13109
Apprch %	1.3	86.2	11.3	1.3		39.6	4.8	48.8	6.7		9.9	87.3	1.6	1.2		21.2	29.7	28.8	20.3		
Total %	0.5	35.5	4.6	0.5	41.2	3.7	0.5	4.6	0.6	9.4	4.7	40.8	0.8	0.5	46.8	0.5	0.8	0.7	0.5	2.6	

	RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	107	7	116	30	5	34	69	18	140	4	162	4	5	3	12	359
08:15 AM	1	103	12	116	16	1	26	43	10	156	2	168	1	1	8	10	337
08:30 AM	2	58	5	65	18	2	14	34	9	146	3	158	1	0	4	5	262
08:45 AM	2	74	3	79	15	1	17	33	12	188	4	204	4	3	3	10	326
Total Volume	7	342	27	376	79	9	91	179	49	630	13	692	10	9	18	37	1284
% App. Total	1.9	91	7.2		44.1	5	50.8		7.1	91	1.9		27	24.3	48.6		
PHF	.875	.799	.563	.810	.658	.450	.669	.649	.681	.838	.813	.848	.625	.450	.563	.771	.894

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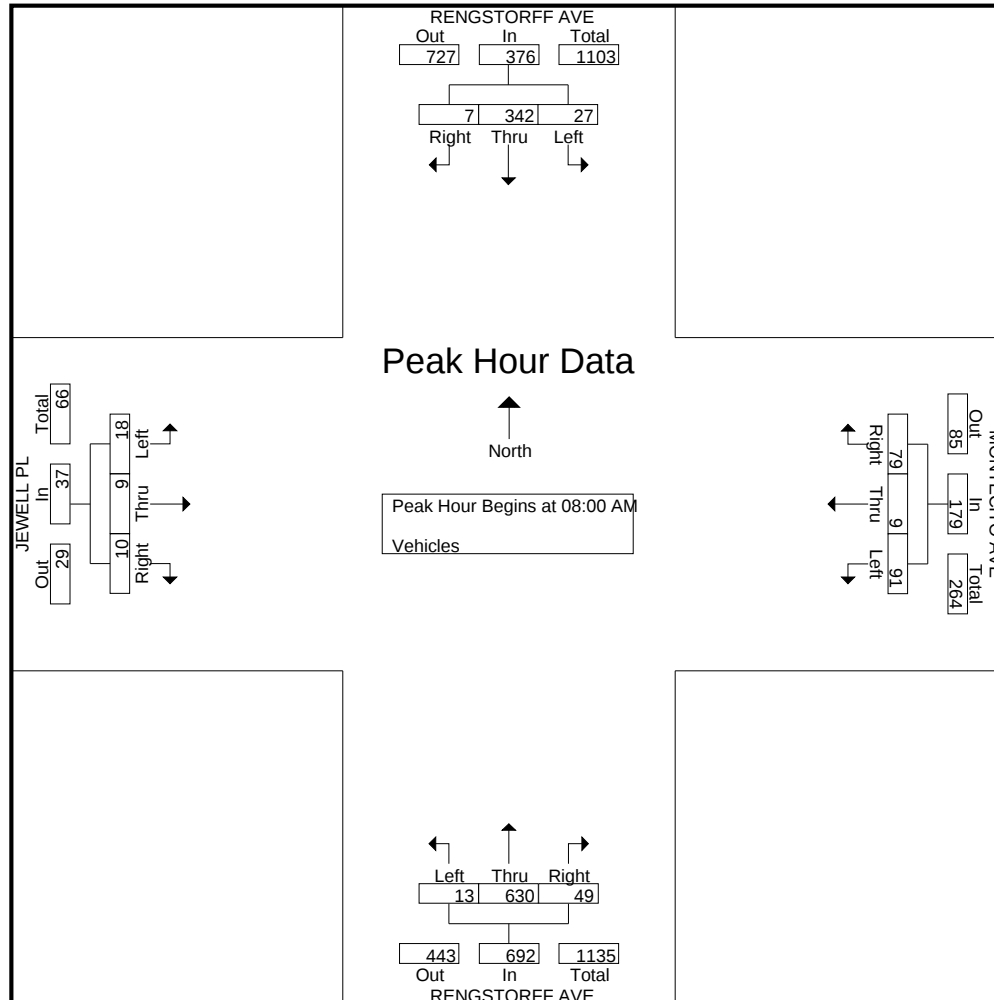
tdsbay@cs.com

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Site Code : 00000007

Start Date : 12/9/2025

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	1	101	8	110	9	1	17	27	13	131	2	146	1	0	4	5	288
11:45 AM	1	92	12	105	10	2	12	24	11	106	2	119	1	0	2	3	251
12:00 PM	1	108	7	116	10	1	11	22	12	100	0	112	0	2	0	2	252
12:15 PM	0	102	4	106	11	2	15	28	9	103	2	114	1	1	2	4	252
Total Volume	3	403	31	437	40	6	55	101	45	440	6	491	3	3	8	14	1043
% App. Total	0.7	92.2	7.1		39.6	5.9	54.5		9.2	89.6	1.2		21.4	21.4	57.1		
PHF	.750	.933	.646	.942	.909	.750	.809	.902	.865	.840	.750	.841	.750	.375	.500	.700	.905

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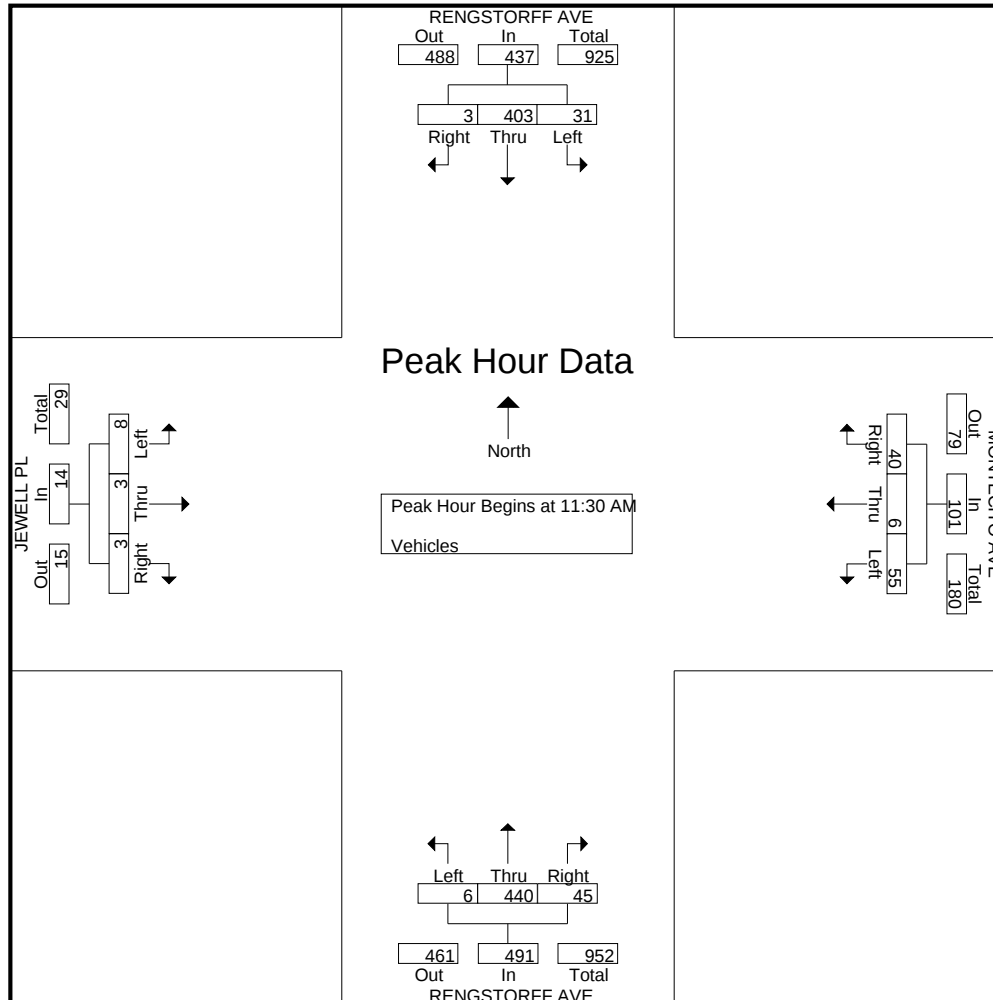
tdsbay@cs.com

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Site Code : 00000007

Start Date : 12/9/2025

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

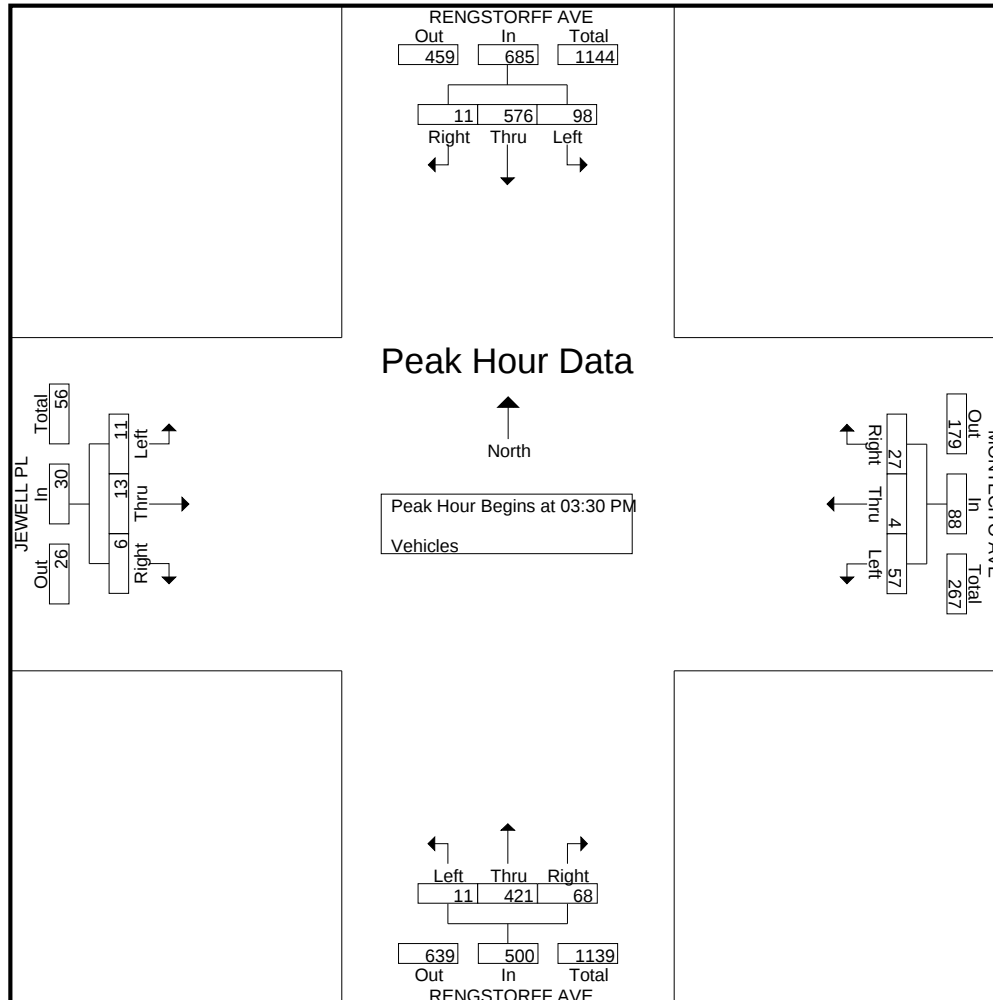
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	168	25	195	5	2	21	28	18	105	5	128	3	3	2	8	359
03:45 PM	2	134	25	161	7	0	11	18	18	109	1	128	2	4	4	10	317
04:00 PM	1	139	24	164	8	1	12	21	15	90	1	106	1	3	4	8	299
04:15 PM	6	135	24	165	7	1	13	21	17	117	4	138	0	3	1	4	328
Total Volume	11	576	98	685	27	4	57	88	68	421	11	500	6	13	11	30	1303
% App. Total	1.6	84.1	14.3		30.7	4.5	64.8		13.6	84.2	2.2		20	43.3	36.7		
PHF	.458	.857	.980	.878	.844	.500	.679	.786	.944	.900	.550	.906	.500	.813	.688	.750	.907

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	168	25	195	5	2	21	28	18	105	5	128	3	3	2	8	359
03:45 PM	2	134	25	161	7	0	11	18	18	109	1	128	2	4	4	10	317
04:00 PM	1	139	24	164	8	1	12	21	15	90	1	106	1	3	4	8	299
04:15 PM	6	135	24	165	7	1	13	21	17	117	4	138	0	3	1	4	328
Total Volume	11	576	98	685	27	4	57	88	68	421	11	500	6	13	11	30	1303
% App. Total	1.6	84.1	14.3		30.7	4.5	64.8		13.6	84.2	2.2		20	43.3	36.7		
PHF	.458	.857	.980	.878	.844	.500	.679	.786	.944	.900	.550	.906	.500	.813	.688	.750	.907

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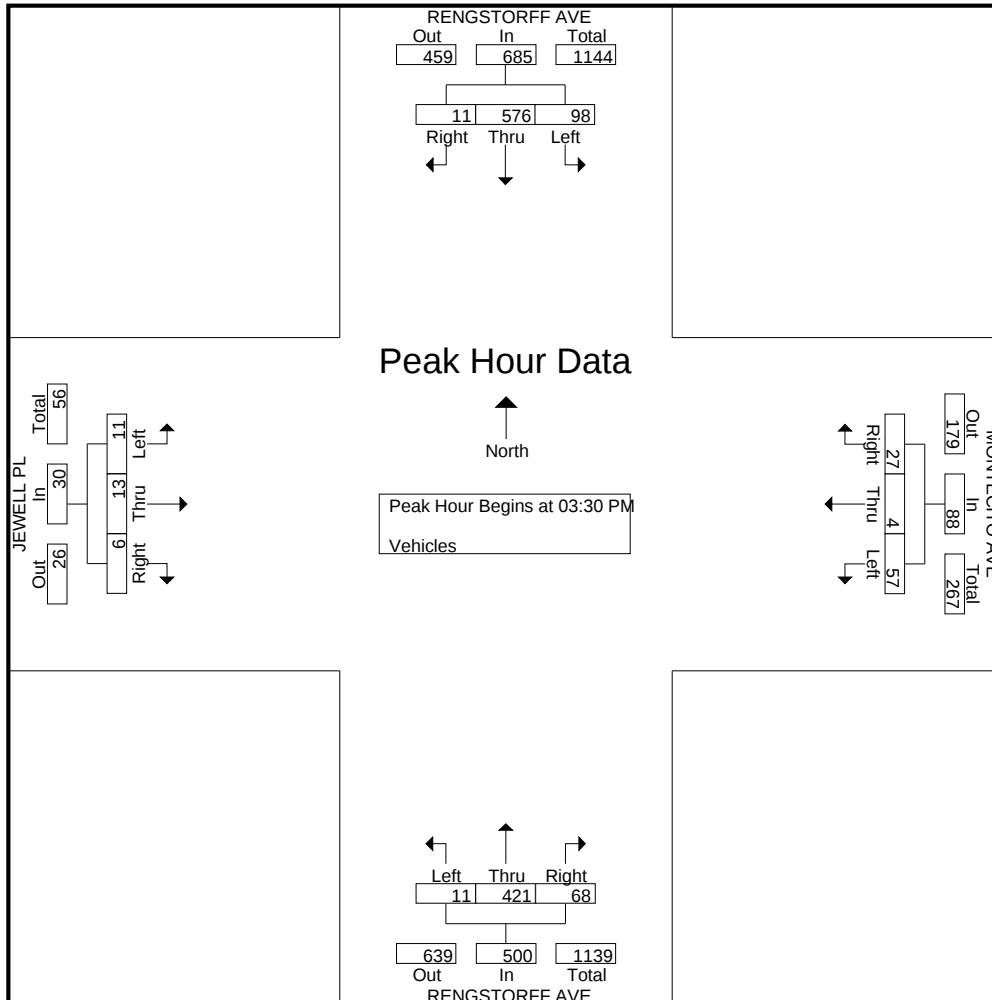
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					RENGSTORFF AVE Northbound					JEWELL PL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	1	1	0	0	2	9
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:30 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	2	0	0	2	0	1	6	0	7	0	3	0	0	3	0	0	0	0	0	12
Total	0	9	0	0	9	0	2	9	0	11	0	9	0	0	9	1	1	0	0	2	31
08:00 AM	0	3	0	0	3	0	0	4	0	4	0	1	1	0	2	0	8	0	0	8	17
08:15 AM	0	0	0	0	0	1	1	2	0	4	1	1	0	0	2	0	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	6
Total	0	3	0	0	3	1	2	8	0	11	3	9	1	0	13	0	10	0	0	10	37
09:00 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
09:15 AM	1	0	0	0	1	0	1	0	0	1	1	2	1	0	4	0	0	0	0	0	6
09:30 AM	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	6
09:45 AM	0	1	0	0	1	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	7
Total	1	3	0	0	4	1	2	3	0	6	5	6	1	0	12	0	0	0	0	0	22
10:00 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	5
10:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	1	0	0	2	6
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	5	0	0	6	0	5	0	0	5	1	1	0	0	2	15
11:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	1	0	0	1	5
11:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	2	0	0	2	2	3	0	0	5	2	2	0	0	4	0	2	0	0	2	13
12:00 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	1	0	0	0	1	5
12:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	3	0	0	3	3	1	1	0	5	0	3	0	0	3	1	2	0	0	3	14
01:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
01:15 PM	0	1	0	0	1	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	9
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
01:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Total	1	2	0	0	3	1	4	0	0	5	0	12	0	0	12	0	1	0	0	1	21
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
02:45 PM	0	2	2	0	4	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	8
Total	0	8	2	0	10	0	1	1	0	2	1	7	0	0	8	1	1	0	0	2	22
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
Total	0	2	0	0	2	1	3	1	0	5	4	3	0	0	7	0	0	0	0	0	14

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Groups Printed- Bikes

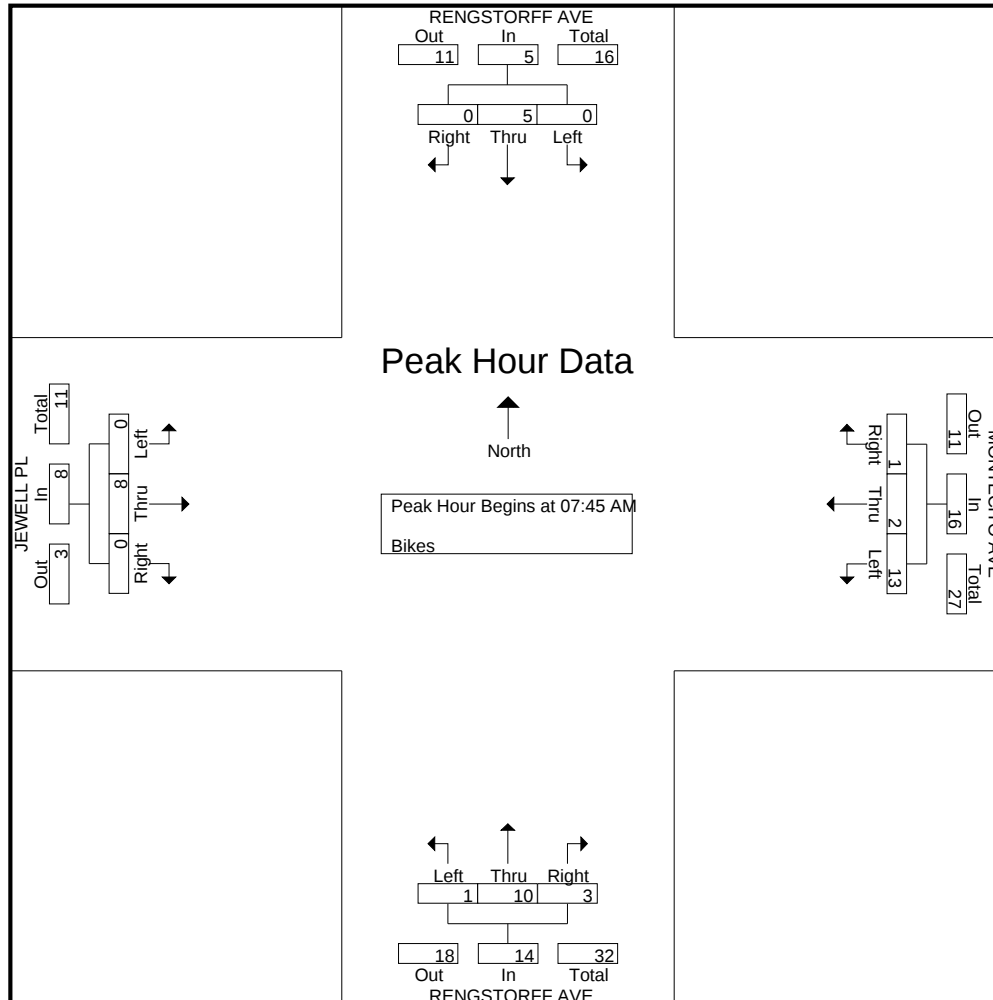
	RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					RENGSTORFF AVE Northbound					JEWELL PL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	1	0	0	1	7
04:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	4	0	0	4	0	0	1	0	1	1	3	0	0	4	1	1	0	0	2	11
Total	0	5	0	0	5	1	7	6	0	14	2	3	0	0	5	1	2	0	0	3	27
05:00 PM	0	4	0	0	4	0	1	1	0	2	0	3	0	0	3	2	0	0	0	2	11
05:15 PM	0	0	0	0	0	0	2	0	0	2	3	1	0	0	4	0	0	0	0	0	6
05:30 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6
05:45 PM	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	2	1	0	0	3	8
Total	0	9	0	0	9	0	5	1	0	6	4	5	1	0	10	4	2	0	0	6	31
06:00 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	6
06:15 PM	0	4	0	0	4	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	10
06:30 PM	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	10	0	0	10	0	0	3	0	3	6	2	0	0	8	1	2	0	0	3	24
Grand Total	2	58	2	0	62	11	35	33	0	79	27	66	3	0	96	10	24	0	0	34	271
Apprch %	3.2	93.5	3.2	0		13.9	44.3	41.8	0		28.1	68.8	3.1	0		29.4	70.6	0	0		
Total %	0.7	21.4	0.7	0	22.9	4.1	12.9	12.2	0	29.2	10	24.4	1.1	0	35.4	3.7	8.9	0	0	12.5	

	RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	1	6	7	0	3	0	3	0	0	0	0	12
08:00 AM	0	3	0	3	0	0	4	4	0	1	1	2	0	8	0	8	17
08:15 AM	0	0	0	0	1	1	2	4	1	1	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	1	1	2	5	0	7	0	0	0	0	8
Total Volume	0	5	0	5	1	2	13	16	3	10	1	14	0	8	0	8	43
% App. Total	0	100	0		6.2	12.5	81.2		21.4	71.4	7.1		0	100	0		
PHF	.000	.417	.000	.417	.250	.500	.542	.571	.375	.500	.250	.500	.000	.250	.000	.250	.632

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

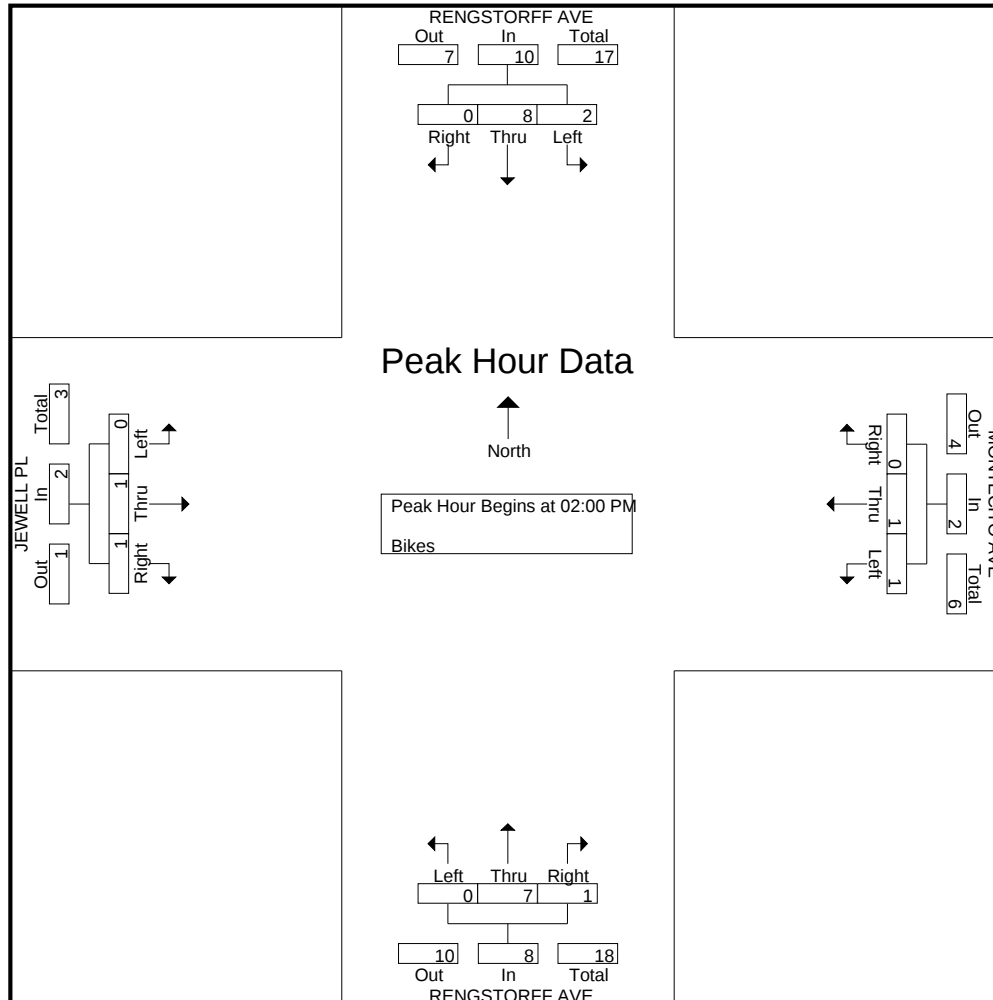
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
02:15 PM	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0	5
02:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
02:45 PM	0	2	2	4	0	1	1	2	0	2	0	2	0	0	0	0	8
Total Volume	0	8	2	10	0	1	1	2	1	7	0	8	1	1	0	2	22
% App. Total	0	80	20		0	50	50		12.5	87.5	0		50	50	0		
PHF	.000	.667	.250	.625	.000	.250	.250	.250	.250	.583	.000	.500	.250	.250	.000	.250	.688

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

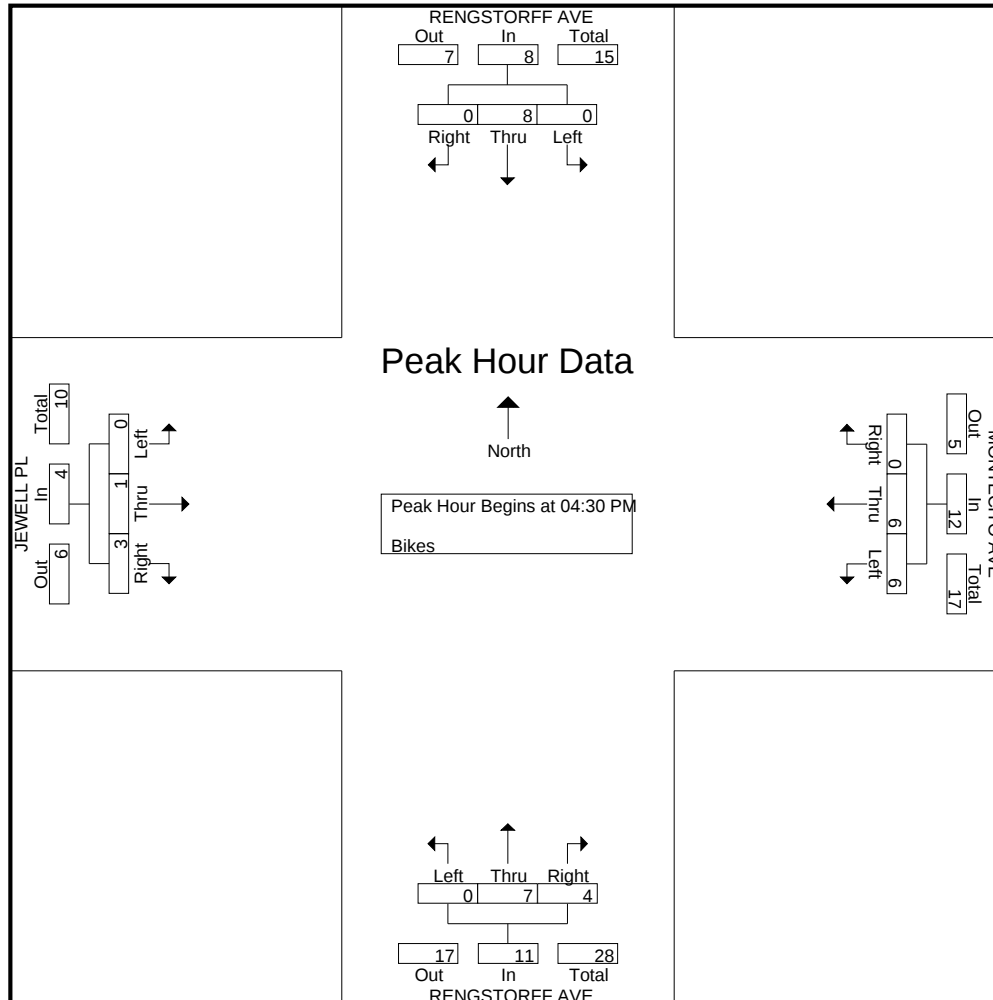
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	7
04:45 PM	0	4	0	4	0	0	1	1	1	3	0	4	1	1	0	2	11
05:00 PM	0	4	0	4	0	1	1	2	0	3	0	3	2	0	0	2	11
05:15 PM	0	0	0	0	0	2	0	2	3	1	0	4	0	0	0	0	6
Total Volume	0	8	0	8	0	6	6	12	4	7	0	11	3	1	0	4	35
% App. Total	0	100	0		0	50	50		36.4	63.6	0		75	25	0		
PHF	.000	.500	.000	.500	.000	.500	.375	.429	.333	.583	.000	.688	.375	.250	.000	.500	.795

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	0	2	0	2	0	1	6	7	0	3	0	3	0	0	0	0	12
08:00 AM	0	3	0	3	0	0	4	4	0	1	1	2	0	8	0	8	17
08:15 AM	0	0	0	0	1	1	2	4	1	1	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	1	1	2	5	0	7	0	0	0	0	8
Total Volume	0	5	0	5	1	2	13	16	3	10	1	14	0	8	0	8	43
% App. Total	0	100	0		6.2	12.5	81.2		21.4	71.4	7.1		0	100	0		
PHF	.000	.417	.000	.417	.250	.500	.542	.571	.375	.500	.250	.500	.000	.250	.000	.250	.632

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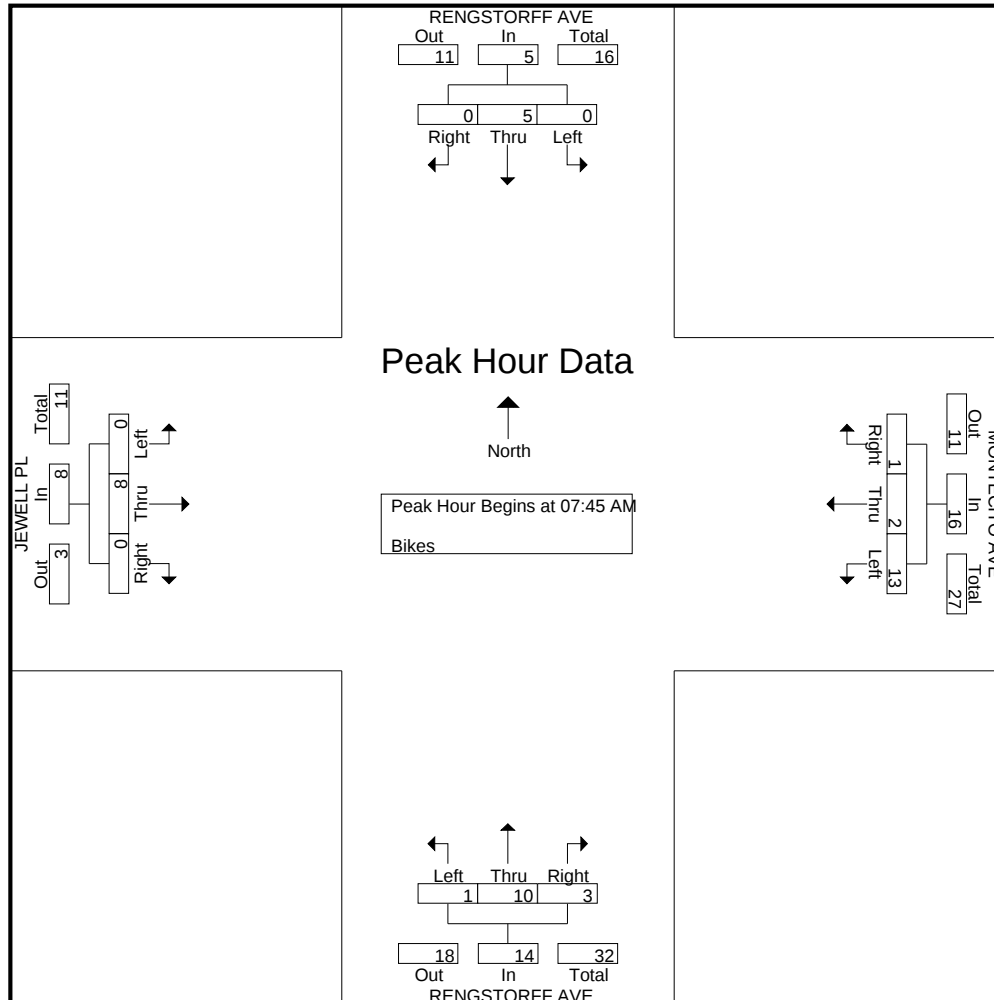
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San Jose, CA 95119

tdsbay@cs.com

File Name : 8 - FINAL
Site Code : 00000008
Start Date : 12/9/2025
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					CENTRAL EXPY Westbound					RENGSTORFF 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	12	36	9	1	58	13	183	19	5	220	18	73	22	0	113	5	32	8	2	47	438
07:15 AM	10	37	2	1	50	14	274	18	9	315	12	58	17	0	87	9	48	10	4	71	523
07:30 AM	18	40	1	0	59	17	281	21	2	321	20	78	45	0	143	12	66	3	5	86	609
07:45 AM	15	59	6	0	80	42	311	21	4	378	22	93	40	0	155	15	129	18	4	166	779
Total	55	172	18	2	247	86	1049	79	20	1234	72	302	124	0	498	41	275	39	15	370	2349
08:00 AM	30	88	8	0	126	41	312	32	10	395	17	121	37	0	175	18	102	18	11	149	845
08:15 AM	25	91	6	0	122	28	289	35	6	358	38	99	38	0	175	18	143	17	6	184	839
08:30 AM	15	52	10	3	80	23	323	23	8	377	27	106	26	0	159	10	161	21	5	197	813
08:45 AM	25	47	10	2	84	34	241	30	7	312	37	159	26	0	222	13	142	26	5	186	804
Total	95	278	34	5	412	126	1165	120	31	1442	119	485	127	0	731	59	548	82	27	716	3301
09:00 AM	25	44	8	1	78	41	267	34	11	353	38	117	15	0	170	20	157	13	2	192	793
09:15 AM	19	43	5	1	68	28	251	30	9	318	33	96	24	0	153	12	112	9	5	138	677
09:30 AM	14	45	10	2	71	32	246	37	7	322	40	131	17	0	188	15	101	24	2	142	723
09:45 AM	13	64	7	1	85	27	282	36	5	350	24	99	25	0	148	18	120	10	5	153	736
Total	71	196	30	5	302	128	1046	137	32	1343	135	443	81	0	659	65	490	56	14	625	2929
10:00 AM	18	41	4	1	64	25	216	26	10	277	37	107	23	0	167	21	81	13	3	118	626
10:15 AM	17	63	10	0	90	21	197	25	4	247	22	76	23	0	121	28	112	13	1	154	612
10:30 AM	12	41	6	1	60	13	216	32	4	265	26	70	26	0	122	7	98	18	0	123	570
10:45 AM	16	55	5	2	78	22	196	26	1	245	32	100	25	0	157	20	106	9	1	136	616
Total	63	200	25	4	292	81	825	109	19	1034	117	353	97	0	567	76	397	53	5	531	2424
11:00 AM	15	52	7	4	78	16	198	47	1	262	24	62	23	0	109	20	113	16	4	153	602
11:15 AM	17	65	9	0	91	13	146	26	13	198	30	104	17	0	151	22	96	17	4	139	579
11:30 AM	23	77	10	1	111	12	162	38	4	216	20	93	17	0	130	27	131	23	1	182	639
11:45 AM	10	86	10	0	106	26	159	38	2	225	26	73	13	1	113	23	125	25	4	177	621
Total	65	280	36	5	386	67	665	149	20	901	100	332	70	1	503	92	465	81	13	651	2441
12:00 PM	15	75	12	0	102	15	164	64	5	248	29	85	25	1	140	19	104	14	5	142	632
12:15 PM	24	82	6	2	114	21	128	31	3	183	30	76	32	0	138	43	108	17	0	168	603
12:30 PM	11	80	9	0	100	19	137	48	5	209	35	84	30	0	149	14	105	15	5	139	597
12:45 PM	12	100	15	1	128	10	147	40	9	206	31	88	21	0	140	22	101	17	5	145	619
Total	62	337	42	3	444	65	576	183	22	846	125	333	108	1	567	98	418	63	15	594	2451
01:00 PM	8	66	14	2	90	22	139	36	3	200	46	101	19	0	166	19	121	22	3	165	621
01:15 PM	15	81	19	0	115	20	142	37	7	206	39	84	27	0	150	16	121	17	3	157	628
01:30 PM	13	82	11	2	108	14	159	27	6	206	31	92	26	0	149	20	149	16	4	189	652
01:45 PM	15	82	8	2	107	20	185	32	4	241	53	80	32	0	165	18	152	19	6	195	708
Total	51	311	52	6	420	76	625	132	20	853	169	357	104	0	630	73	543	74	16	706	2609
02:00 PM	4	91	5	2	102	13	154	44	6	217	38	83	30	1	152	9	143	20	5	177	648
02:15 PM	10	65	11	1	87	18	169	41	6	234	36	76	26	0	138	24	194	23	6	247	706
02:30 PM	12	87	11	0	110	19	150	38	2	209	44	100	19	0	163	24	175	17	5	221	703
02:45 PM	14	92	12	1	119	20	204	48	2	274	32	87	31	0	150	14	233	18	5	270	813
Total	40	335	39	4	418	70	677	171	16	934	150	346	106	1	603	71	745	78	21	915	2870
03:00 PM	21	81	9	1	112	24	236	34	1	295	43	91	15	0	149	18	265	18	5	306	862
03:15 PM	16	93	10	0	119	30	204	52	6	292	49	94	21	0	164	23	192	15	9	239	814
03:30 PM	13	97	23	3	136	27	278	56	6	367	48	71	33	0	152	22	269	13	6	310	965
03:45 PM	15	116	35	0	166	19	261	49	11	340	47	109	22	0	178	17	253	8	8	286	970
Total	65	387	77	4	533	100	979	191	24	1294	187	365	91	0	643	80	979	54	28	1141	3611

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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					CENTRAL EXPY Westbound					RENGSTORFF 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	4	88	11	2	105	27	273	45	2	347	24	51	23	0	98	28	260	7	2	297	847
04:15 PM	22	121	23	1	167	35	252	42	5	334	46	98	24	0	168	19	231	9	3	262	931
04:30 PM	14	105	18	0	137	33	342	50	5	430	49	59	18	0	126	10	183	8	5	206	899
04:45 PM	9	84	5	3	101	24	317	63	3	407	40	93	24	1	158	14	240	12	5	271	937
Total	49	398	57	6	510	119	1184	200	15	1518	159	301	89	1	550	71	914	36	15	1036	3614
05:00 PM	8	106	26	4	144	23	294	29	6	352	51	80	34	0	165	24	230	12	8	274	935
05:15 PM	13	91	34	1	139	25	315	46	1	387	57	74	31	0	162	24	229	11	6	270	958
05:30 PM	13	66	12	1	92	35	346	41	3	425	45	76	20	0	141	16	305	19	1	341	999
05:45 PM	4	45	7	3	59	20	320	32	6	378	15	35	8	1	59	14	279	19	7	319	815
Total	38	308	79	9	434	103	1275	148	16	1542	168	265	93	1	527	78	1043	61	22	1204	3707
06:00 PM	8	86	13	3	110	29	283	68	3	383	41	81	29	0	151	21	225	16	4	266	910
06:15 PM	8	97	28	1	134	23	314	47	9	393	42	81	14	0	137	21	203	17	6	247	911
06:30 PM	9	75	21	2	107	24	257	44	3	328	52	70	19	0	141	23	226	21	5	275	851
06:45 PM	14	84	19	0	117	29	212	45	3	289	52	78	26	0	156	24	195	24	6	249	811
Total	39	342	81	6	468	105	1066	204	18	1393	187	310	88	0	585	89	849	78	21	1037	3483
Grand Total	693	3544	570	59	4866	1126	11132	1823	253	14334	1688	4192	1178	5	7063	893	7666	755	212	9526	35789
Apprch %	14.2	72.8	11.7	1.2		7.9	77.7	12.7	1.8		23.9	59.4	16.7	0.1		9.4	80.5	7.9	2.2		
Total %	1.9	9.9	1.6	0.2	13.6	3.1	31.1	5.1	0.7	40.1	4.7	11.7	3.3	0	19.7	2.5	21.4	2.1	0.6	26.6	

	RENGSTORFF AVE Southbound				CENTRAL EXPY Westbound				RENGSTORFF 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	30	88	8	126	41	312	32	385	17	121	37	175	18	102	18	138	824
08:15 AM	25	91	6	122	28	289	35	352	38	99	38	175	18	143	17	178	827
08:30 AM	15	52	10	77	23	323	23	369	27	106	26	159	10	161	21	192	797
08:45 AM	25	47	10	82	34	241	30	305	37	159	26	222	13	142	26	181	790
Total Volume	95	278	34	407	126	1165	120	1411	119	485	127	731	59	548	82	689	3238
% App. Total	23.3	68.3	8.4		8.9	82.6	8.5		16.3	66.3	17.4		8.6	79.5	11.9		
PHF	.792	.764	.850	.808	.768	.902	.857	.916	.783	.763	.836	.823	.819	.851	.788	.897	.979

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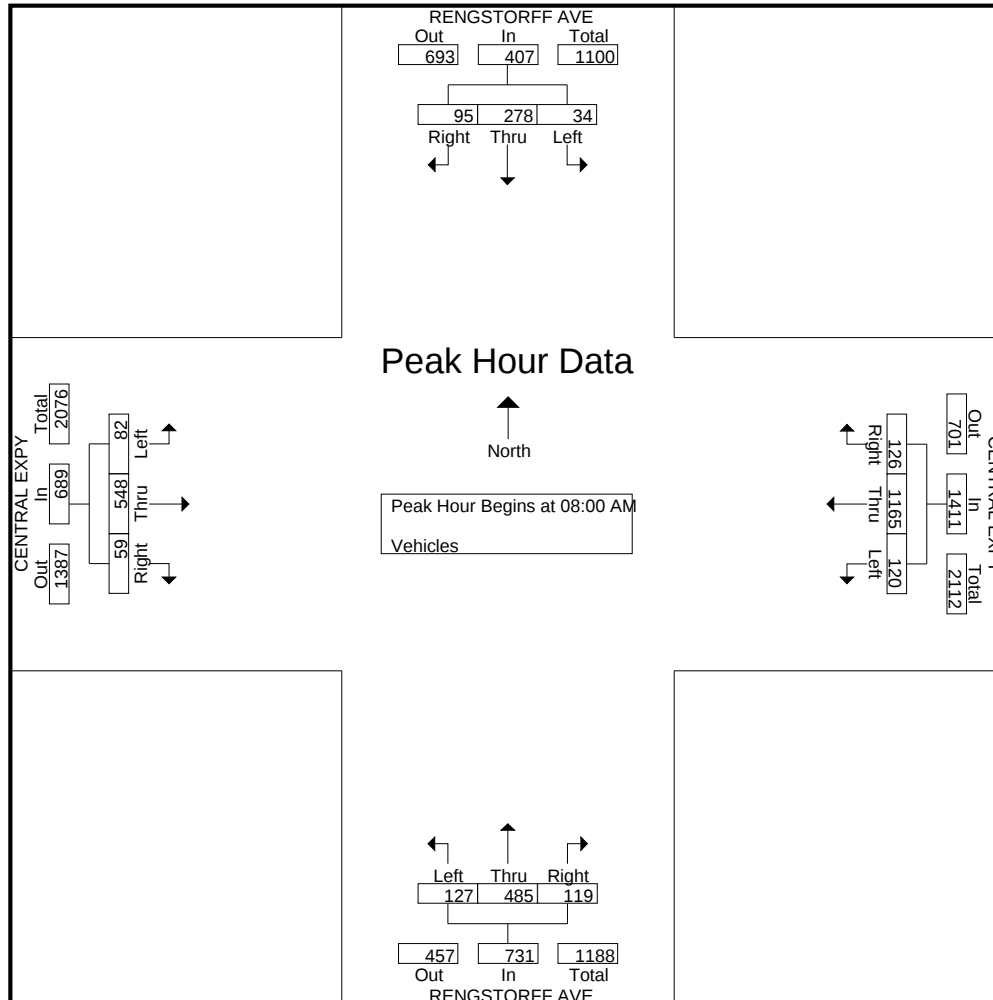
tdsbay@cs.com

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	4	91	5	100	13	154	44	211	38	83	30	151	9	143	20	172	634
02:15 PM	10	65	11	86	18	169	41	228	36	76	26	138	24	194	23	241	693
02:30 PM	12	87	11	110	19	150	38	207	44	100	19	163	24	175	17	216	696
02:45 PM	14	92	12	118	20	204	48	272	32	87	31	150	14	233	18	265	805
Total Volume	40	335	39	414	70	677	171	918	150	346	106	602	71	745	78	894	2828
% App. Total	9.7	80.9	9.4		7.6	73.7	18.6		24.9	57.5	17.6		7.9	83.3	8.7		
PHF	.714	.910	.813	.877	.875	.830	.891	.844	.852	.865	.855	.923	.740	.799	.848	.843	.878

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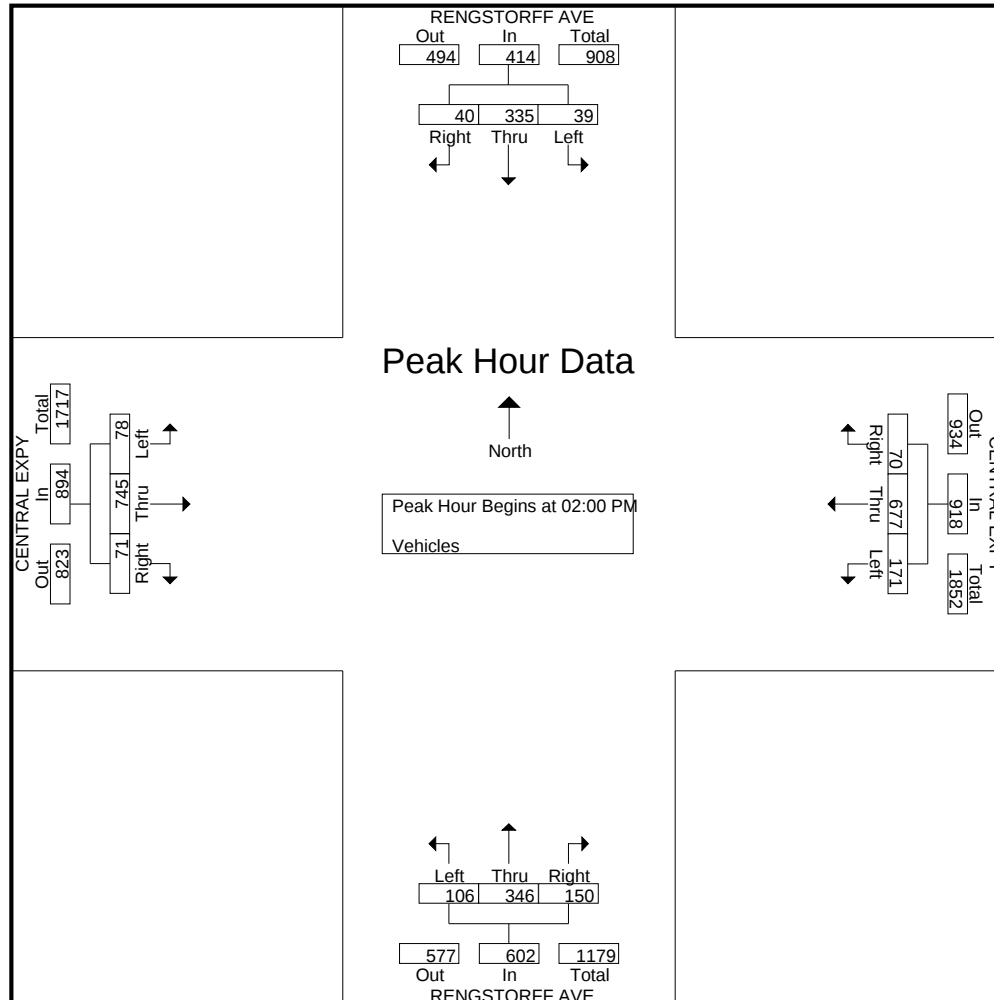
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

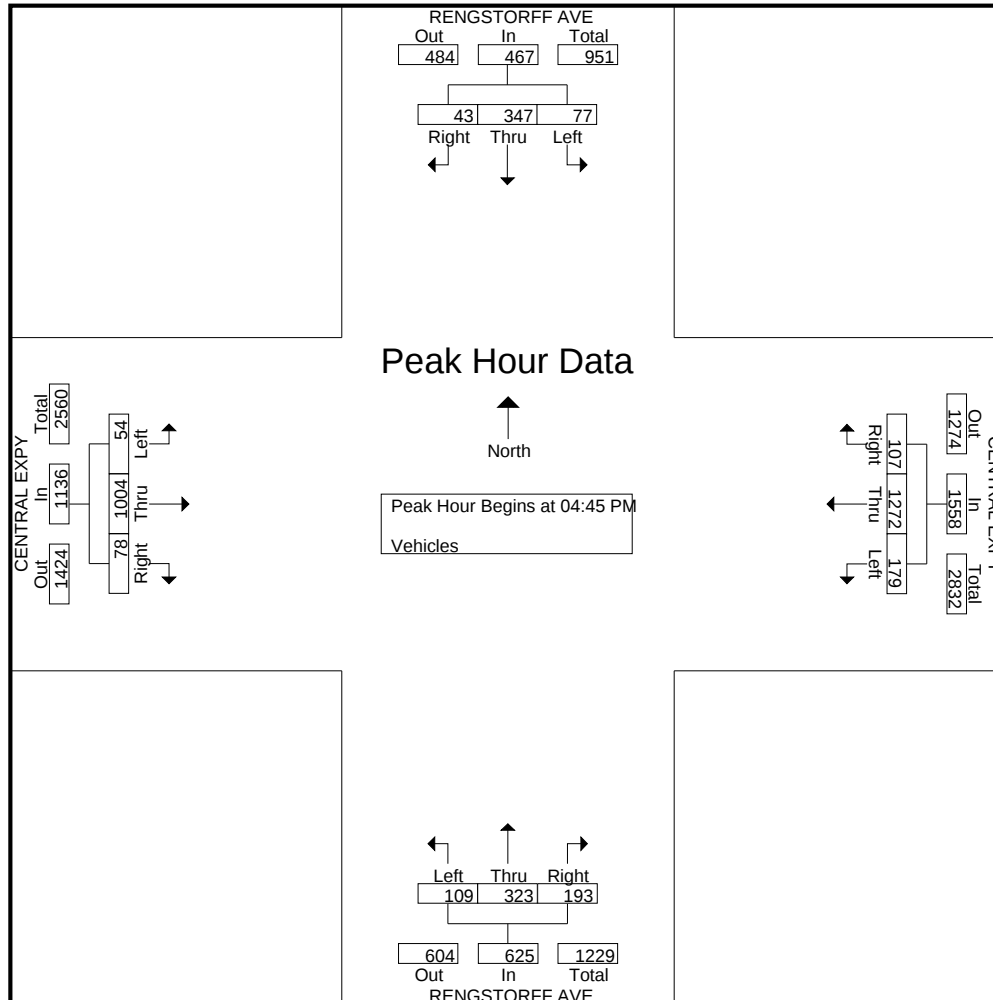
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	9	84	5	98	24	317	63	404	40	93	24	157	14	240	12	266	925
05:00 PM	8	106	26	140	23	294	29	346	51	80	34	165	24	230	12	266	917
05:15 PM	13	91	34	138	25	315	46	386	57	74	31	162	24	229	11	264	950
05:30 PM	13	66	12	91	35	346	41	422	45	76	20	141	16	305	19	340	994
Total Volume	43	347	77	467	107	1272	179	1558	193	323	109	625	78	1004	54	1136	3786
% App. Total	9.2	74.3	16.5		6.9	81.6	11.5		30.9	51.7	17.4		6.9	88.4	4.8		
PHF	.827	.818	.566	.834	.764	.919	.710	.923	.846	.868	.801	.947	.813	.823	.711	.835	.952

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	9	84	5	98	24	317	63	404	40	93	24	157	14	240	12	266	925
05:00 PM	8	106	26	140	23	294	29	346	51	80	34	165	24	230	12	266	917
05:15 PM	13	91	34	138	25	315	46	386	57	74	31	162	24	229	11	264	950
05:30 PM	13	66	12	91	35	346	41	422	45	76	20	141	16	305	19	340	994
Total Volume	43	347	77	467	107	1272	179	1558	193	323	109	625	78	1004	54	1136	3786
% App. Total	9.2	74.3	16.5		6.9	81.6	11.5		30.9	51.7	17.4		6.9	88.4	4.8		
PHF	.827	.818	.566	.834	.764	.919	.710	.923	.846	.868	.801	.947	.813	.823	.711	.835	.952

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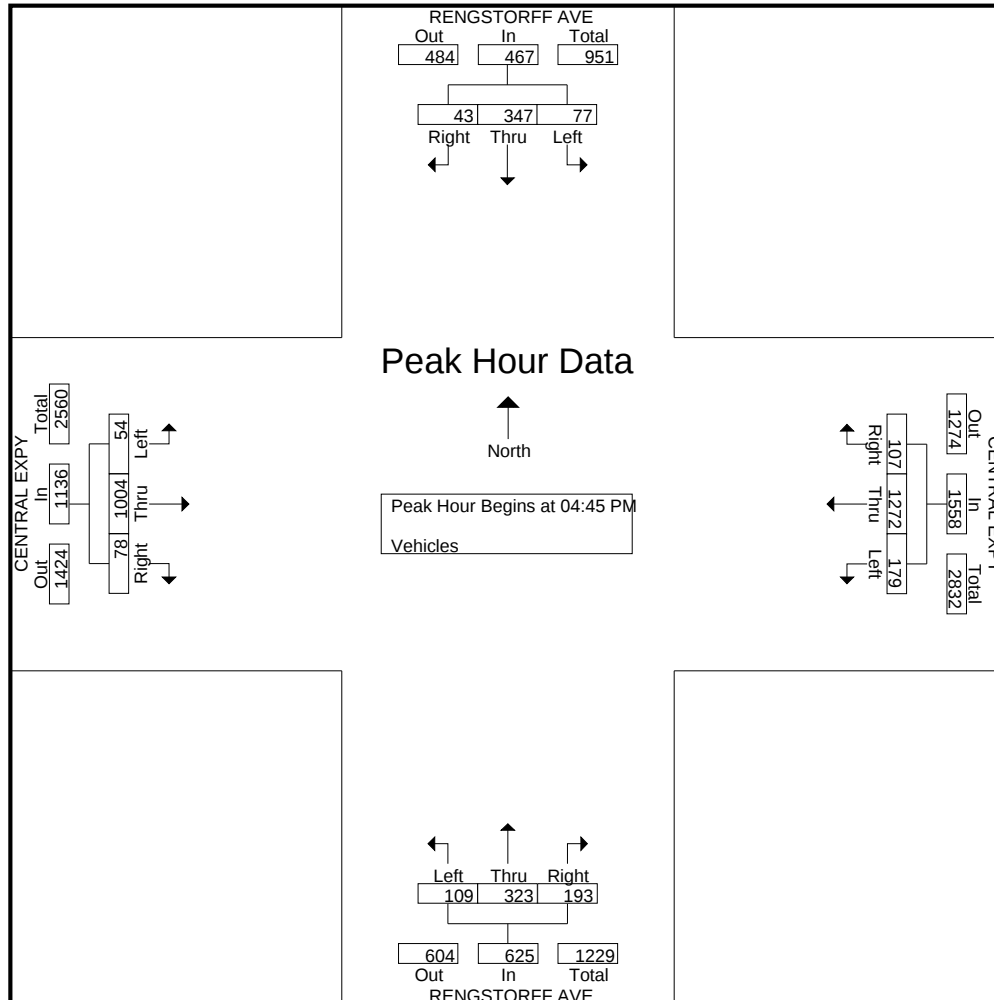
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					CENTRAL EXPY Westbound					RENGSTORFF 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	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	7
08:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	2	0	0	2	0	2	0	0	2	0	8	1	0	9	1	5	0	0	6	19
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	1	2	0	0	3	9
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
01:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	7
02:00 PM	0	0	0	0	0	1	1	0	0	2	1	1	1	0	3	0	0	0	0	0	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	1	2	1	0	4	0	0	0	0	0	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	13
Total	0	1	0	0	1	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	14

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Groups Printed- Bikes

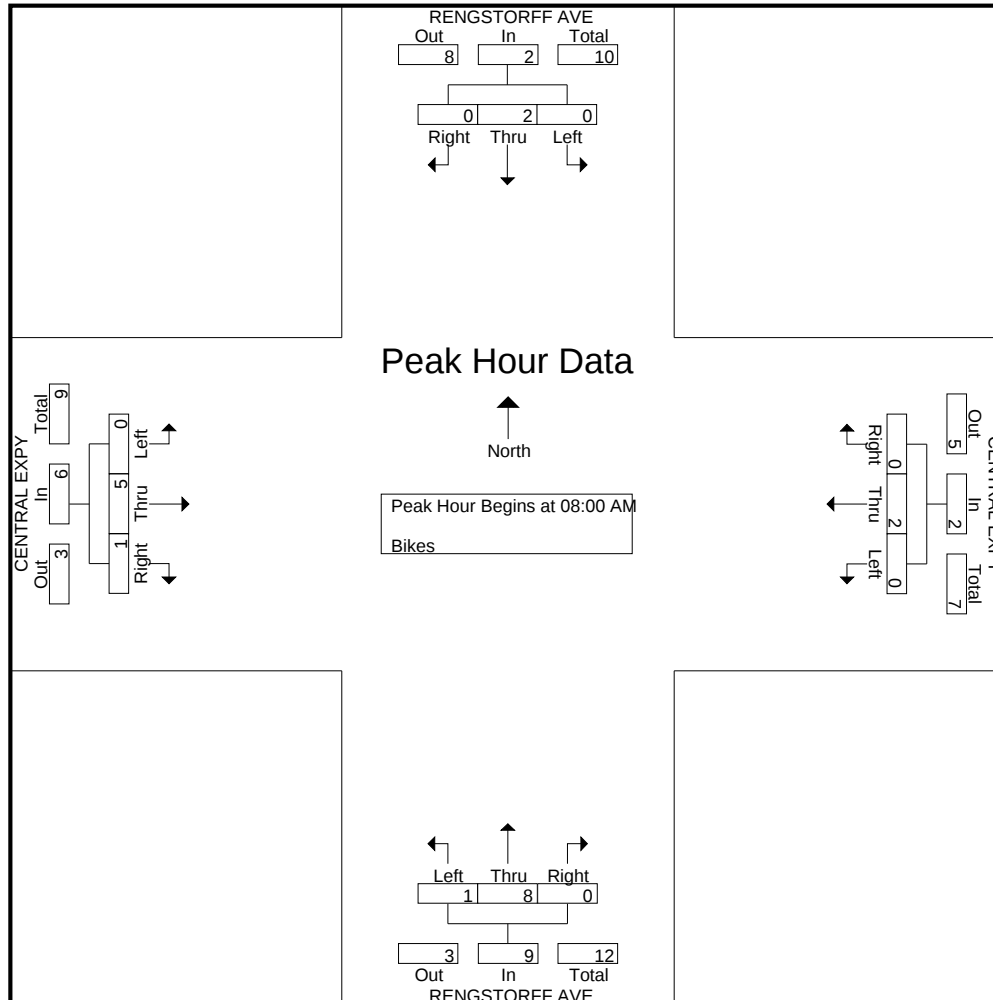
	RENGSTORFF AVE Southbound					CENTRAL EXPY Westbound					RENGSTORFF AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	1	1	1	0	3	0	7	0	0	7	0	1	0	0	1	12
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
Total	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	1	1	0	0	2	11
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	6
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	2	0	0	2	0	3	0	0	3	1	1	0	0	2	11
Grand Total	0	11	1	0	12	2	9	2	0	13	1	55	4	0	60	5	14	0	0	19	104
Apprch %	0	91.7	8.3	0		15.4	69.2	15.4	0		1.7	91.7	6.7	0		26.3	73.7	0	0		
Total %	0	10.6	1	0	11.5	1.9	8.7	1.9	0	12.5	1	52.9	3.8	0	57.7	4.8	13.5	0	0	18.3	

	RENGSTORFF AVE Southbound					CENTRAL EXPY Westbound				RENGSTORFF 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 10:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	1	0	1	0	2	0	2	0	2	0	2	1	0	0	1	6	
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3	
08:30 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	1	0	1	6	
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4	
Total Volume	0	2	0	2	0	2	0	2	0	8	1	9	1	5	0	6	19	
% App. Total	0	100	0		0	100	0		0	88.9	11.1		16.7	83.3	0			
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.667	.250	.563	.250	.417	.000	.500	.792	

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

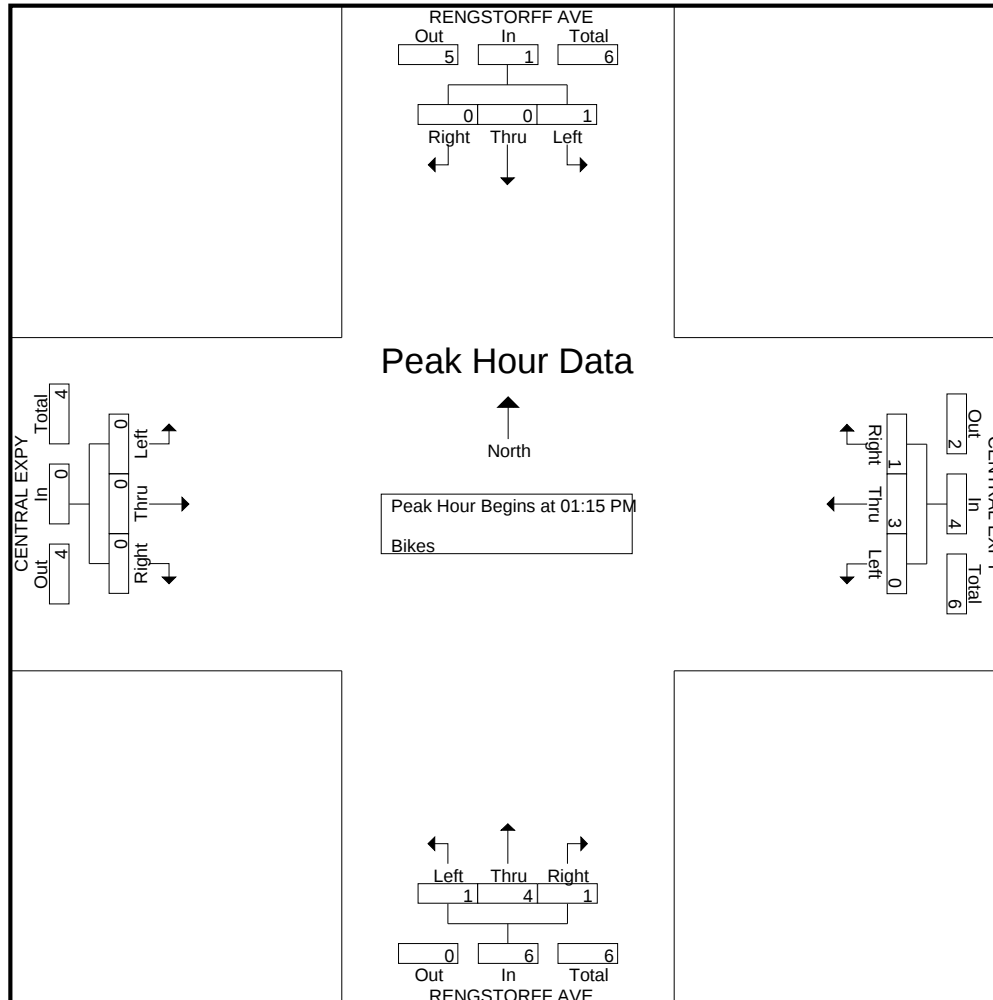
Peak Hour for Entire Intersection Begins at 01:15 PM

01:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
01:30 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:00 PM	0	0	0	0	1	1	0	2	1	1	1	3	0	0	0	0	5
Total Volume	0	0	1	1	1	3	0	4	1	4	1	6	0	0	0	0	11
% App. Total	0	0	100		25	75	0		16.7	66.7	16.7		0	0	0		
PHF	.000	.000	.250	.250	.250	.750	.000	.500	.250	1.00	.250	.500	.000	.000	.000	.000	.550

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	11	1	12	0	0	0	0	13
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
Total Volume	0	2	0	2	1	1	0	2	0	16	1	17	0	1	0	1	22
% App. Total	0	100	0		50	50	0		0	94.1	5.9		0	100	0		
PHF	.000	.500	.000	.500	.250	.250	.000	.250	.000	.364	.250	.354	.000	.250	.000	.250	.423

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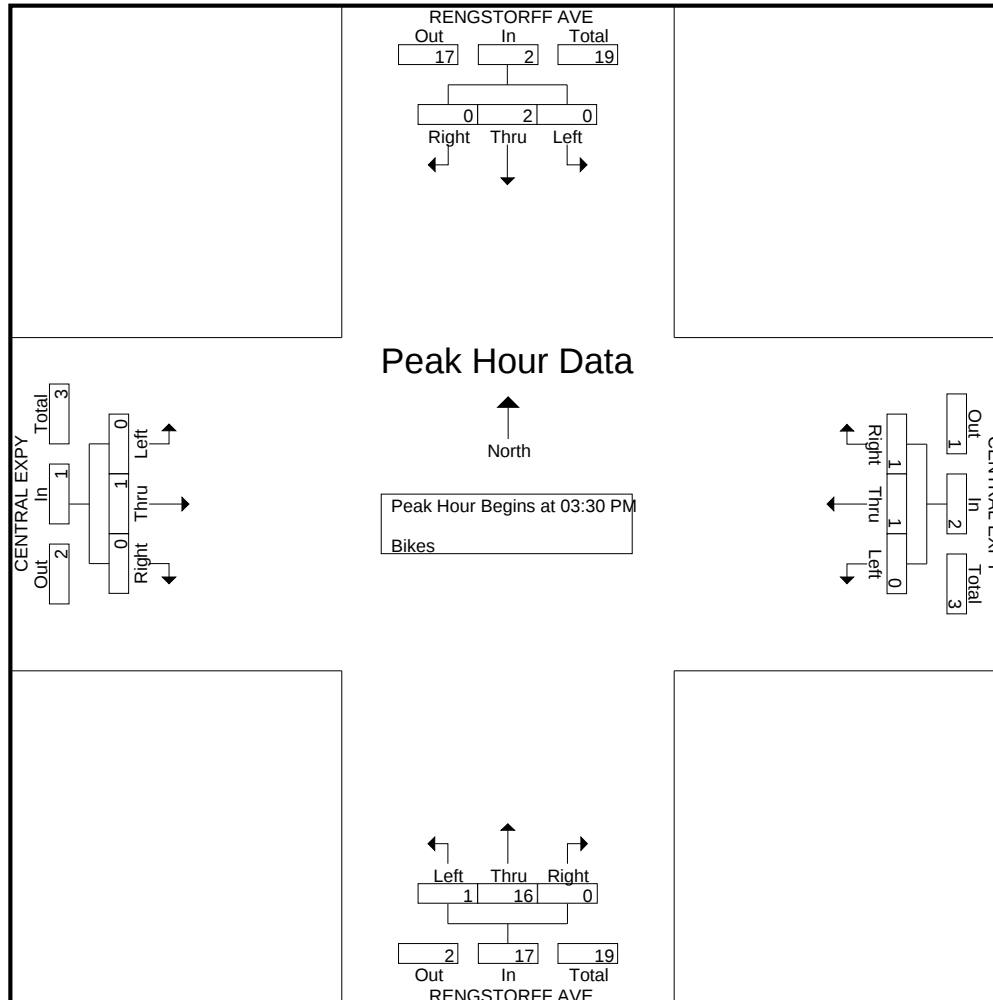
tdsbay@cs.com

File Name : 8 - FINAL

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

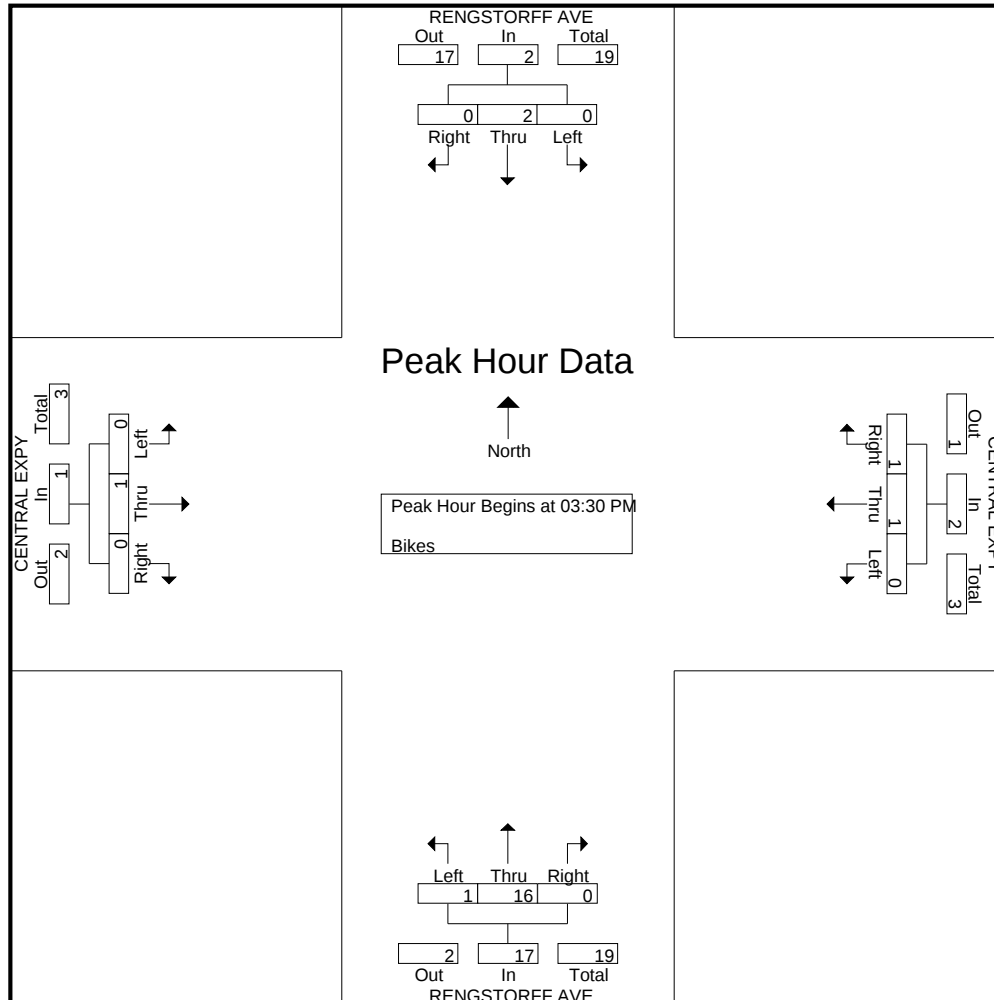
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	11	1	12	0	0	0	0	13
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
Total Volume	0	2	0	2	1	1	0	2	0	16	1	17	0	1	0	1	22
% App. Total	0	100	0		50	50	0		0	94.1	5.9		0	100	0		
PHF	.000	.500	.000	.500	.250	.250	.000	.250	.000	.364	.250	.354	.000	.250	.000	.250	.423

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File Name : 9 - FINAL
Site Code : 00000009
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					DRIVEWAY Westbound					RENGSTORFF AVE Northbound					STANFORD 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	1	56	1	2	60	0	0	0	2	2	0	90	2	1	93	4	0	5	0	9	164
07:15 AM	0	57	2	3	62	1	0	1	3	5	0	77	0	2	79	3	0	9	3	15	161
07:30 AM	2	68	0	3	73	0	0	0	0	0	1	104	0	2	107	4	1	5	4	14	194
07:45 AM	1	104	5	3	113	6	0	1	1	8	0	119	1	3	123	4	1	14	3	22	266
Total	4	285	8	11	308	7	0	2	6	15	1	390	3	8	402	15	2	33	10	60	785
08:00 AM	0	131	3	1	135	1	0	1	2	4	1	132	1	0	134	7	0	13	1	21	294
08:15 AM	3	130	5	3	141	3	0	0	4	7	4	136	1	5	146	6	0	14	4	24	318
08:30 AM	1	82	7	6	96	5	0	3	4	12	2	130	3	5	140	7	1	8	10	26	274
08:45 AM	4	83	8	2	97	7	0	1	1	9	5	145	7	4	161	6	0	3	0	9	276
Total	8	426	23	12	469	16	0	5	11	32	12	543	12	14	581	26	1	38	15	80	1162
09:00 AM	1	84	10	0	95	9	0	2	0	11	6	113	1	0	120	6	0	8	1	15	241
09:15 AM	2	77	7	5	91	5	0	3	2	10	5	140	0	1	146	0	0	13	1	14	261
09:30 AM	1	91	5	1	98	3	0	2	1	6	4	130	2	4	140	0	0	5	1	6	250
09:45 AM	1	112	4	1	118	2	0	1	1	4	3	105	3	2	113	2	0	11	3	16	251
Total	5	364	26	7	402	19	0	8	4	31	18	488	6	7	519	8	0	37	6	51	1003
10:00 AM	0	89	6	4	99	3	0	5	3	11	4	123	1	0	128	1	0	5	2	8	246
10:15 AM	0	103	6	1	110	0	0	1	4	5	3	101	1	1	106	1	0	5	1	7	228
10:30 AM	1	72	3	0	76	5	0	5	4	14	9	122	1	0	132	1	0	2	1	4	226
10:45 AM	1	84	15	2	102	3	0	6	0	9	21	113	3	2	139	2	0	9	1	12	262
Total	2	348	30	7	387	11	0	17	11	39	37	459	6	3	505	5	0	21	5	31	962
11:00 AM	5	93	8	4	110	4	2	1	3	10	8	103	2	0	113	1	0	6	2	9	242
11:15 AM	4	109	11	10	134	3	0	1	0	4	7	108	3	1	119	3	0	5	2	10	267
11:30 AM	2	121	14	2	139	9	0	5	1	15	4	111	3	2	120	0	0	6	1	7	281
11:45 AM	4	128	8	0	140	4	0	3	1	8	4	103	1	1	109	2	0	7	4	13	270
Total	15	451	41	16	523	20	2	10	5	37	23	425	9	4	461	6	0	24	9	39	1060
12:00 PM	3	138	5	1	147	6	0	6	2	14	13	109	0	4	126	2	0	7	6	15	302
12:15 PM	3	156	9	2	170	5	0	2	2	9	4	107	3	0	114	1	0	7	0	8	301
12:30 PM	2	125	8	0	135	12	0	4	1	17	3	122	2	4	131	2	0	9	3	14	297
12:45 PM	2	137	7	5	151	9	1	12	1	23	5	97	2	0	104	3	0	12	6	21	299
Total	10	556	29	8	603	32	1	24	6	63	25	435	7	8	475	8	0	35	15	58	1199
01:00 PM	3	115	8	1	127	11	0	8	2	21	4	134	4	0	142	1	0	15	4	20	310
01:15 PM	0	120	5	17	142	18	0	22	2	42	3	124	5	0	132	8	0	8	2	18	334
01:30 PM	2	117	0	5	124	9	0	8	3	20	4	111	4	2	121	2	0	10	1	13	278
01:45 PM	2	119	6	6	133	11	0	6	1	18	1	127	4	0	132	3	0	7	1	11	294
Total	7	471	19	29	526	49	0	44	8	101	12	496	17	2	527	14	0	40	8	62	1216
02:00 PM	2	137	0	2	141	5	0	8	2	15	2	133	2	2	139	6	0	11	4	21	316
02:15 PM	2	114	8	4	128	9	0	3	2	14	5	110	4	1	120	4	0	5	4	13	275
02:30 PM	0	143	3	3	149	4	0	2	6	12	2	120	7	3	132	2	0	4	1	7	300
02:45 PM	3	148	1	0	152	11	0	6	2	19	3	107	2	0	112	5	0	6	2	13	296
Total	7	542	12	9	570	29	0	19	12	60	12	470	15	6	503	17	0	26	11	54	1187
03:00 PM	1	127	1	3	132	2	0	0	0	2	5	139	2	3	149	2	0	12	4	18	301
03:15 PM	5	154	9	0	168	5	0	5	0	10	3	130	4	2	139	2	0	8	0	10	327
03:30 PM	2	152	6	6	166	3	0	4	5	12	8	151	5	4	168	3	0	6	4	13	359
03:45 PM	8	166	6	1	181	5	0	2	6	13	7	126	1	6	140	4	0	1	4	9	343
Total	16	599	22	10	647	15	0	11	11	37	23	546	12	15	596	11	0	27	12	50	1330

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File Name : 9 - FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					DRIVEWAY Westbound					RENGSTORFF AVE Northbound					STANFORD 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	3	139	4	4	150	6	0	6	1	13	4	101	6	2	113	4	0	5	1	10	286
04:15 PM	1	176	9	3	189	3	1	2	3	9	5	137	4	2	148	9	0	14	3	26	372
04:30 PM	0	140	6	2	148	9	0	7	3	19	6	92	4	3	105	2	1	10	2	15	287
04:45 PM	2	157	4	3	166	6	1	3	5	15	3	118	3	2	126	3	1	10	6	20	327
Total	6	612	23	12	653	24	2	18	12	56	18	448	17	9	492	18	2	39	12	71	1272
05:00 PM	2	147	6	4	159	9	0	6	2	17	3	135	4	3	145	3	0	7	7	17	338
05:15 PM	1	138	4	5	148	5	2	7	3	17	4	112	5	1	122	6	0	2	5	13	300
05:30 PM	1	131	3	3	138	5	0	3	4	12	9	114	5	2	130	5	1	2	2	10	290
05:45 PM	4	100	0	1	105	3	0	5	0	8	4	80	2	3	89	4	1	4	3	12	214
Total	8	516	13	13	550	22	2	21	9	54	20	441	16	9	486	18	2	15	17	52	1142
06:00 PM	2	124	5	4	135	4	1	1	5	11	6	114	4	0	124	2	1	5	0	8	278
06:15 PM	5	183	4	3	195	10	0	1	2	13	8	105	6	2	121	3	0	8	2	13	342
06:30 PM	1	128	4	1	134	4	0	0	1	5	2	130	3	2	137	3	0	3	4	10	286
06:45 PM	2	156	6	0	164	3	0	5	3	11	6	99	6	1	112	4	0	4	2	10	297
Total	10	591	19	8	628	21	1	7	11	40	22	448	19	5	494	12	1	20	8	41	1203
Grand Total	98	5761	265	142	6266	265	8	186	106	565	223	5589	139	90	6041	158	8	355	128	649	13521
Apprch %	1.6	91.9	4.2	2.3		46.9	1.4	32.9	18.8		3.7	92.5	2.3	1.5		24.3	1.2	54.7	19.7		
Total %	0.7	42.6	2	1.1	46.3	2	0.1	1.4	0.8	4.2	1.6	41.3	1	0.7	44.7	1.2	0.1	2.6	0.9	4.8	

	RENGSTORFF AVE Southbound				DRIVEWAY Westbound				RENGSTORFF AVE Northbound				STANFORD 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	131	3	134	1	0	1	2	1	132	1	134	7	0	13	20	290
08:15 AM	3	130	5	138	3	0	0	3	4	136	1	141	6	0	14	20	302
08:30 AM	1	82	7	90	5	0	3	8	2	130	3	135	7	1	8	16	249
08:45 AM	4	83	8	95	7	0	1	8	5	145	7	157	6	0	3	9	269
Total Volume	8	426	23	457	16	0	5	21	12	543	12	567	26	1	38	65	1110
% App. Total	1.8	93.2	5		76.2	0	23.8		2.1	95.8	2.1		40	1.5	58.5		
PHF	.500	.813	.719	.828	.571	.000	.417	.656	.600	.936	.429	.903	.929	.250	.679	.813	.919

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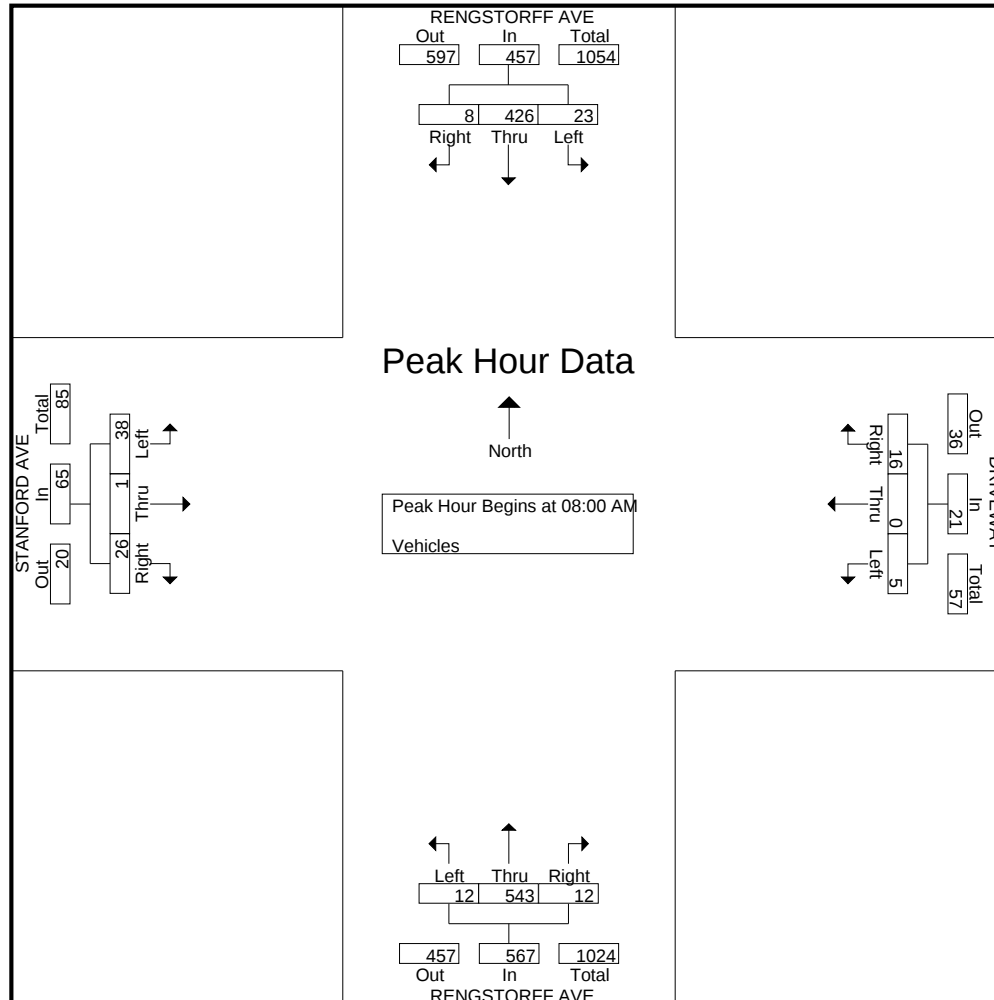
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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

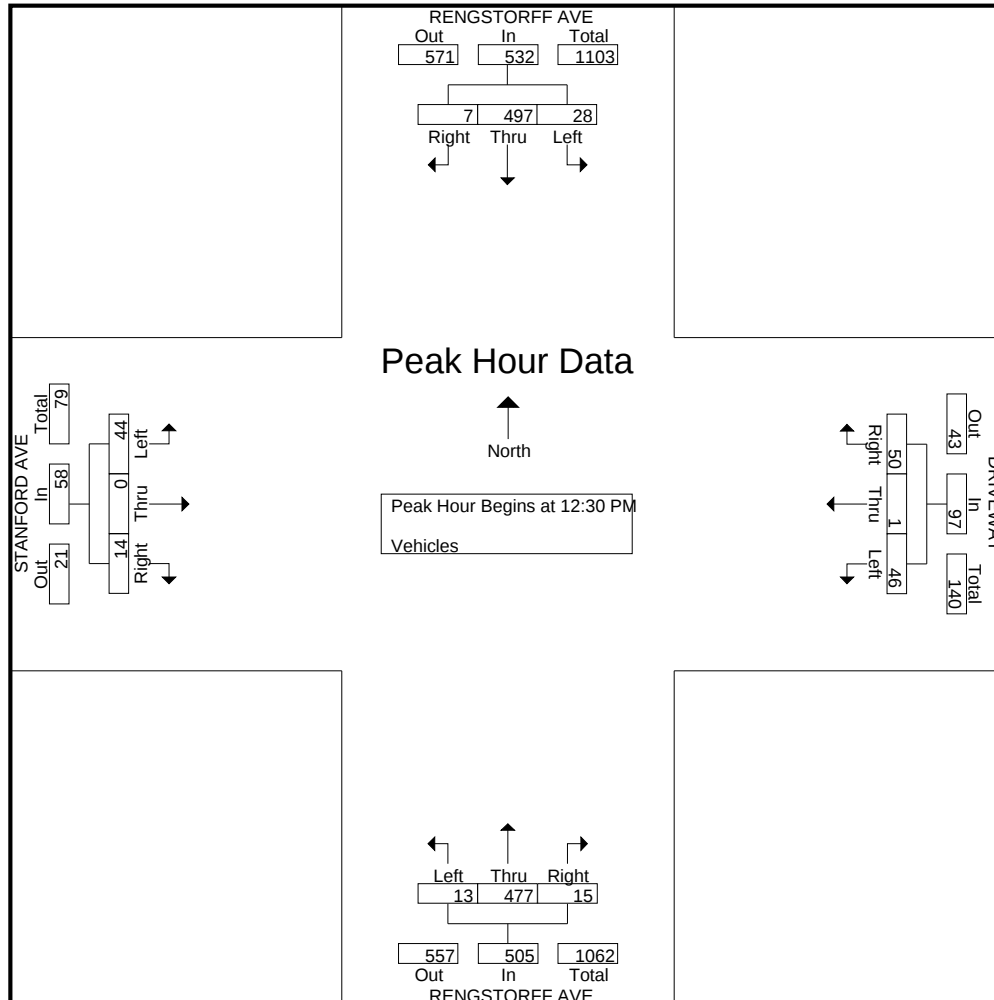
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	2	125	8	135	12	0	4	16	3	122	2	127	2	0	9	11	289
12:45 PM	2	137	7	146	9	1	12	22	5	97	2	104	3	0	12	15	287
01:00 PM	3	115	8	126	11	0	8	19	4	134	4	142	1	0	15	16	303
01:15 PM	0	120	5	125	18	0	22	40	3	124	5	132	8	0	8	16	313
Total Volume	7	497	28	532	50	1	46	97	15	477	13	505	14	0	44	58	1192
% App. Total	1.3	93.4	5.3		51.5	1	47.4		3	94.5	2.6		24.1	0	75.9		
PHF	.583	.907	.875	.911	.694	.250	.523	.606	.750	.890	.650	.889	.438	.000	.733	.906	.952

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	152	6	160	3	0	4	7	8	151	5	164	3	0	6	9	340
03:45 PM	8	166	6	180	5	0	2	7	7	126	1	134	4	0	1	5	326
04:00 PM	3	139	4	146	6	0	6	12	4	101	6	111	4	0	5	9	278
04:15 PM	1	176	9	186	3	1	2	6	5	137	4	146	9	0	14	23	361
Total Volume	14	633	25	672	17	1	14	32	24	515	16	555	20	0	26	46	1305
% App. Total	2.1	94.2	3.7		53.1	3.1	43.8		4.3	92.8	2.9		43.5	0	56.5		
PHF	.438	.899	.694	.903	.708	.250	.583	.667	.750	.853	.667	.846	.556	.000	.464	.500	.904

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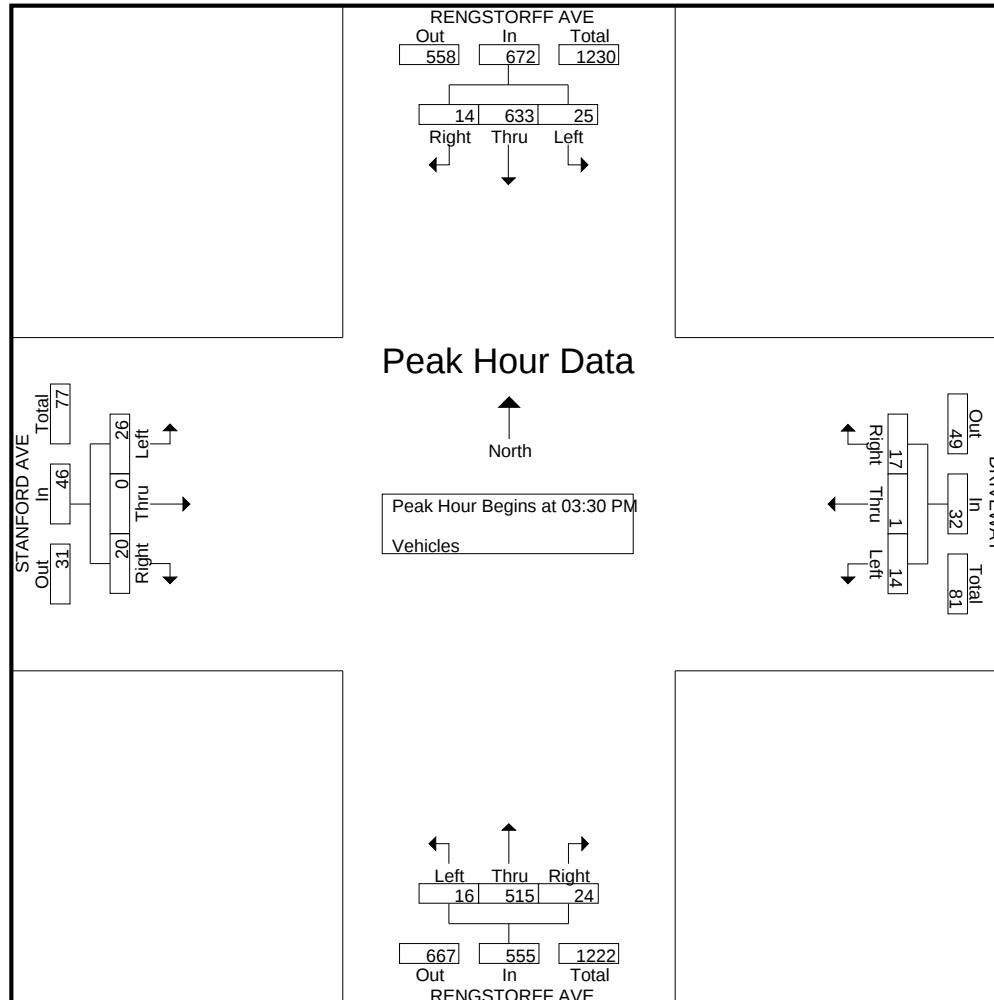
tdsbay@cs.com

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Site Code : 00000009

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

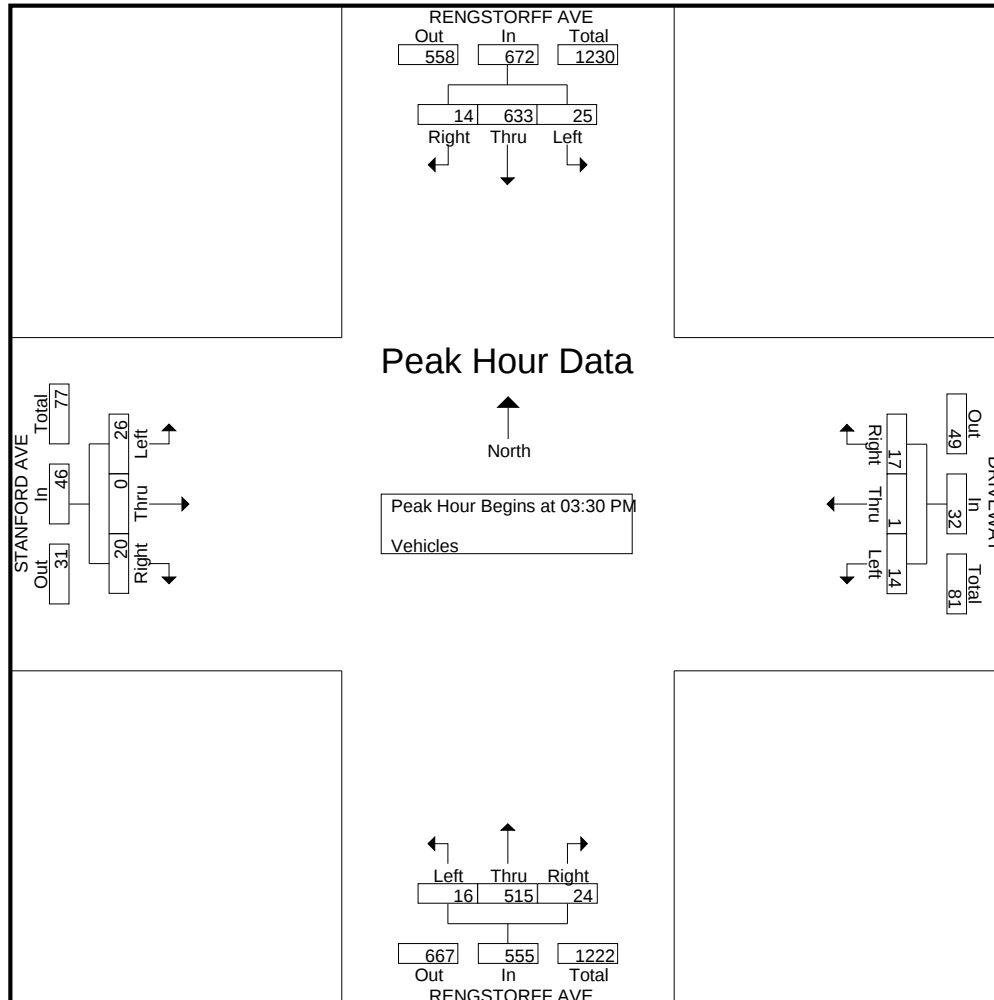
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	152	6	160	3	0	4	7	8	151	5	164	3	0	6	9	340
03:45 PM	8	166	6	180	5	0	2	7	7	126	1	134	4	0	1	5	326
04:00 PM	3	139	4	146	6	0	6	12	4	101	6	111	4	0	5	9	278
04:15 PM	1	176	9	186	3	1	2	6	5	137	4	146	9	0	14	23	361
Total Volume	14	633	25	672	17	1	14	32	24	515	16	555	20	0	26	46	1305
% App. Total	2.1	94.2	3.7		53.1	3.1	43.8		4.3	92.8	2.9		43.5	0	56.5		
PHF	.438	.899	.694	.903	.708	.250	.583	.667	.750	.853	.667	.846	.556	.000	.464	.500	.904

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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					DRIVEWAY Westbound					RENGSTORFF AVE Northbound					STANFORD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	8	1	0	9	0	0	0	0	0	2	3	0	0	5	0	1	0	0	1	15
08:00 AM	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
Total	0	19	0	0	19	0	0	1	0	1	0	7	0	0	7	0	0	1	0	1	28
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
10:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
02:15 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
02:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	16
03:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
03:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
03:45 PM	0	2	0	0	2	0	0	2	0	2	1	14	0	0	15	0	1	0	0	1	20
Total	1	6	0	0	7	0	0	2	0	2	4	15	0	0	19	0	1	0	0	1	29

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Groups Printed- Bikes

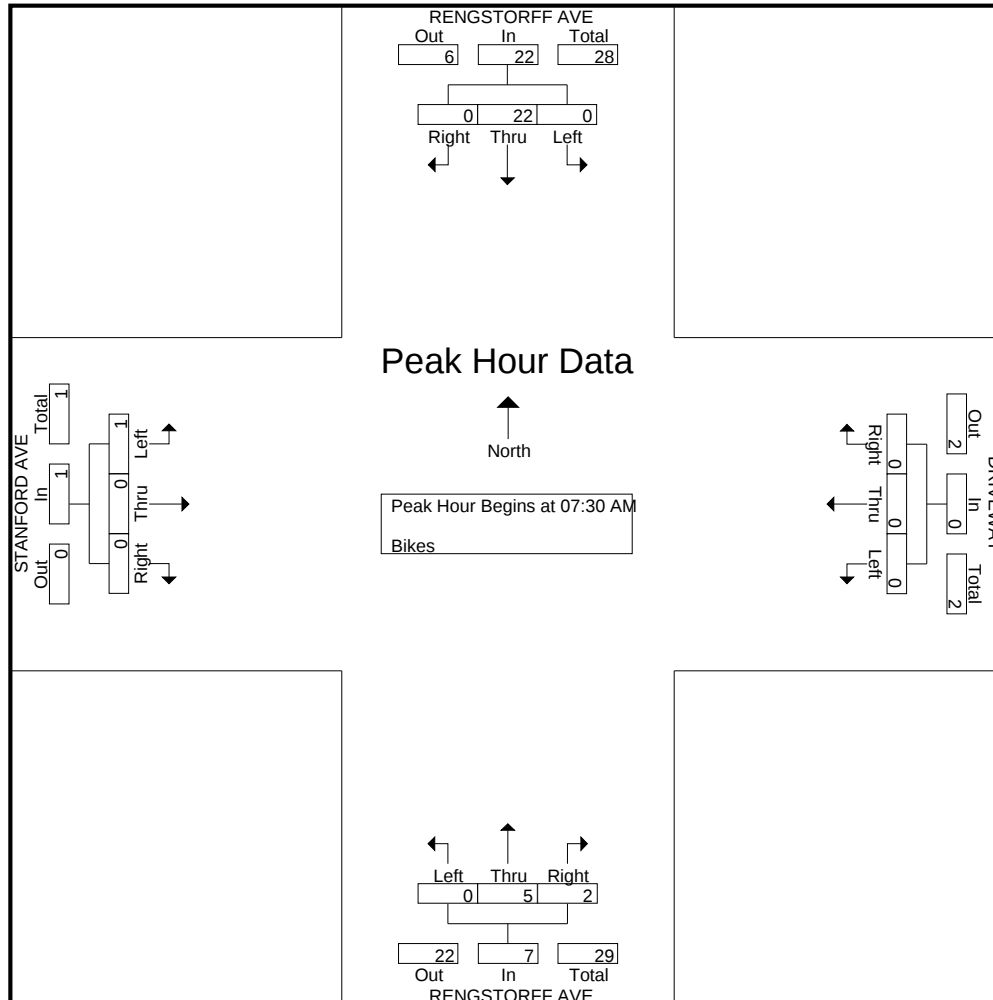
	RENGSTORFF AVE Southbound					DRIVEWAY Westbound					RENGSTORFF AVE Northbound					STANFORD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	5
04:15 PM	0	1	0	0	1	1	0	1	0	2	4	0	0	0	4	0	0	0	0	0	7
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Total	0	12	0	0	12	2	1	1	0	4	4	7	0	0	11	0	0	0	0	0	27
05:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	13	0	0	13	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	19
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	1	0	11	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	14
Grand Total	1	84	2	0	87	2	3	6	0	11	21	59	0	0	80	0	3	1	0	4	182
Apprch %	1.1	96.6	2.3	0		18.2	27.3	54.5	0		26.2	73.8	0	0		0	75	25	0		
Total %	0.5	46.2	1.1	0	47.8	1.1	1.6	3.3	0	6	11.5	32.4	0	0	44	0	1.6	0.5	0	2.2	

	RENGSTORFF AVE Southbound				DRIVEWAY Westbound				RENGSTORFF AVE Northbound				STANFORD 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
07:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:00 AM	0	14	0	14	0	0	0	0	0	0	0	0	0	0	1	1	15
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	0	22	0	22	0	0	0	0	2	5	0	7	0	0	1	1	30
% App. Total	0	100	0		0	0	0		28.6	71.4	0		0	0	100		
PHF	.000	.393	.000	.393	.000	.000	.000	.000	.250	.417	.000	.583	.000	.000	.250	.250	.500

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
02:15 PM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
02:30 PM	0	4	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
02:45 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	0	8	0	8	0	0	1	1	2	5	0	7	0	0	0	0	16
% App. Total	0	100	0		0	0	100		28.6	71.4	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.500	.417	.000	.438	.000	.000	.000	.000	.667

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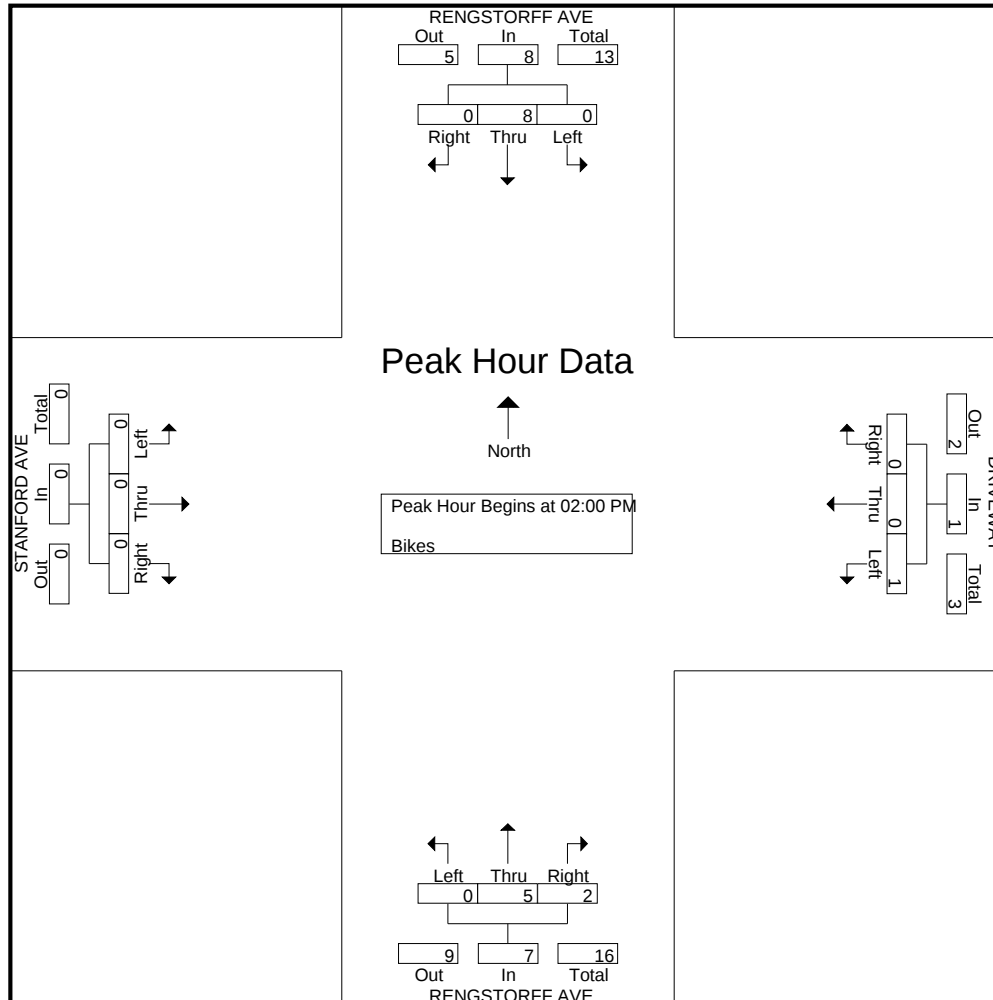
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

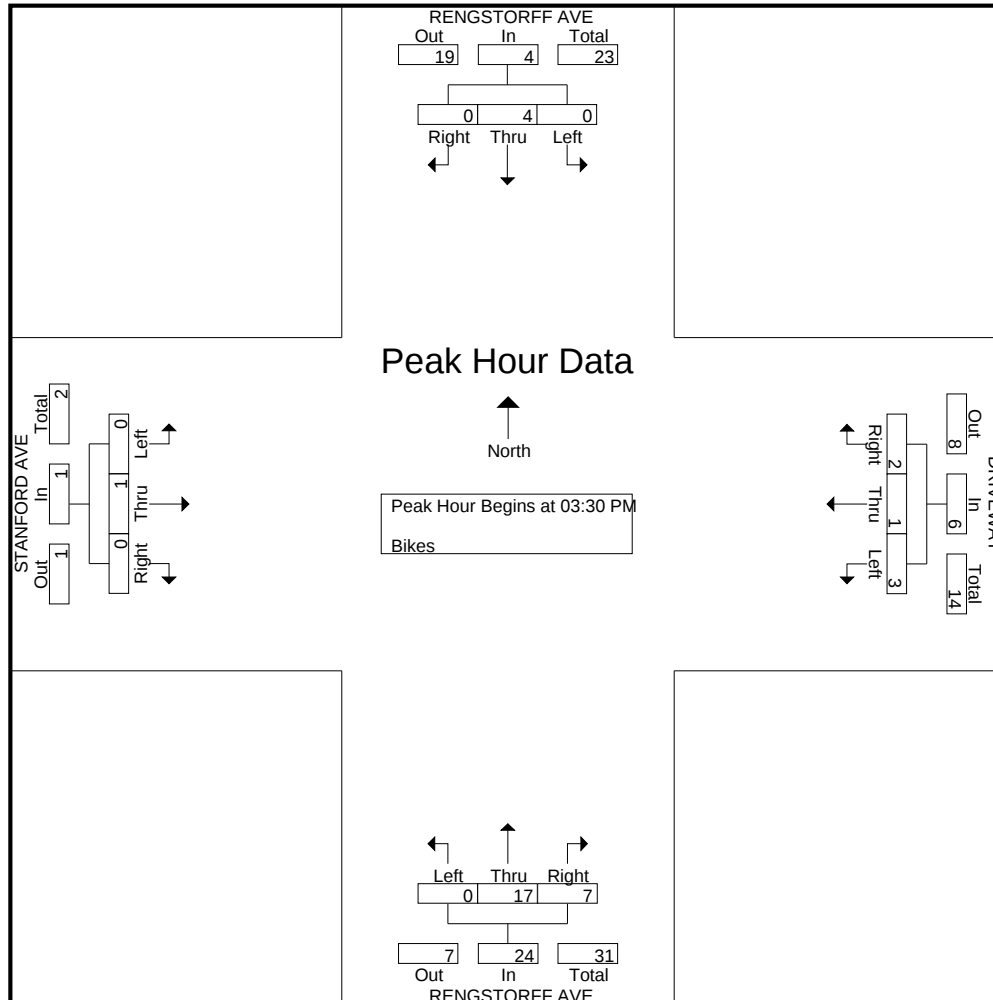
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
03:45 PM	0	2	0	2	0	0	2	2	1	14	0	15	0	1	0	1	20
04:00 PM	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0	5
04:15 PM	0	1	0	1	1	0	1	2	4	0	0	4	0	0	0	0	7
Total Volume	0	4	0	4	2	1	3	6	7	17	0	24	0	1	0	1	35
% App. Total	0	100	0		33.3	16.7	50		29.2	70.8	0		0	100	0		
PHF	.000	.500	.000	.500	.500	.250	.375	.750	.438	.304	.000	.400	.000	.250	.000	.250	.438

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
03:45 PM	0	2	0	2	0	0	2	2	1	14	0	15	0	1	0	1	20
04:00 PM	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0	5
04:15 PM	0	1	0	1	1	0	1	2	4	0	0	4	0	0	0	0	7
Total Volume	0	4	0	4	2	1	3	6	7	17	0	24	0	1	0	1	35
% App. Total	0	100	0		33.3	16.7	50		29.2	70.8	0		0	100	0		
PHF	.000	.500	.000	.500	.500	.250	.375	.750	.438	.304	.000	.400	.000	.250	.000	.250	.438

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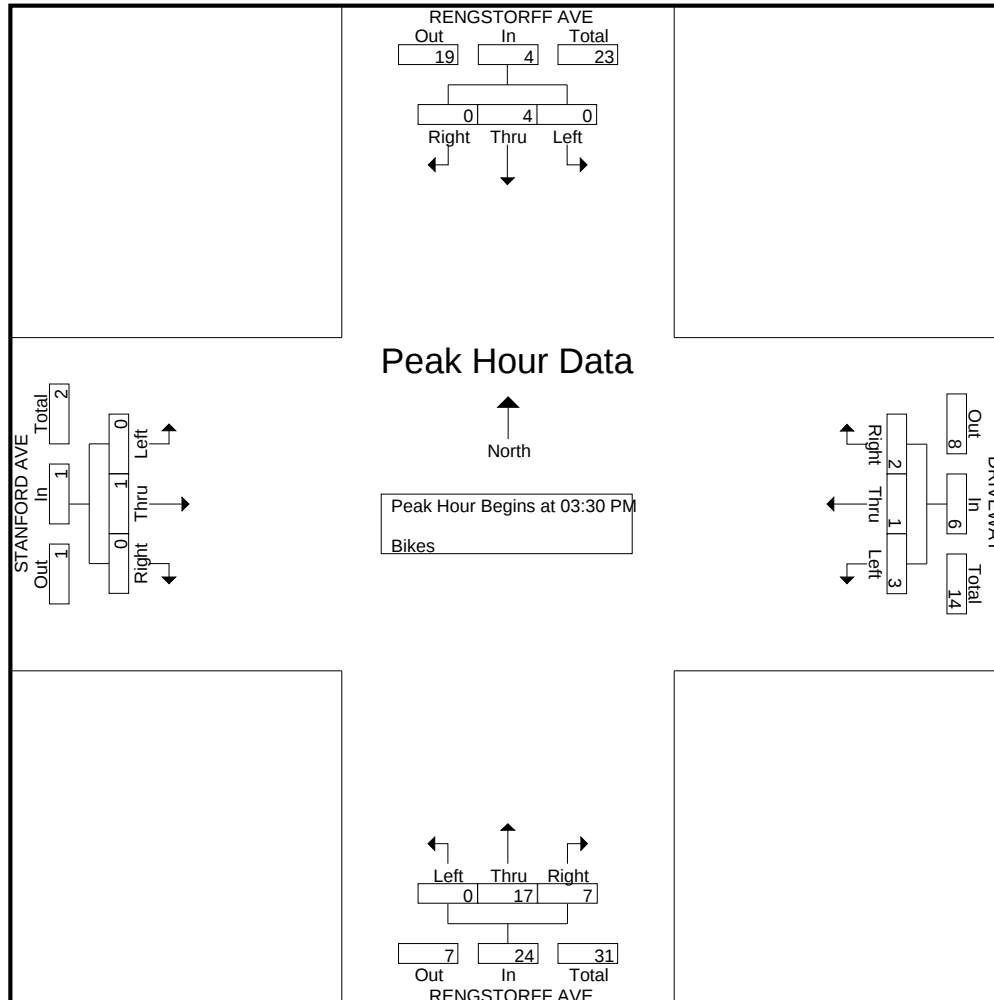
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					CALIFORNIA ST Westbound					RENGSTORFF AVE Northbound					CALIFORNIA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	35	10	0	62	20	25	2	2	49	2	44	7	0	53	5	18	21	0	44	208
07:15 AM	17	31	17	4	69	18	32	5	2	57	3	37	6	2	48	7	31	14	2	54	228
07:30 AM	14	54	15	5	88	25	52	5	4	86	6	60	11	4	81	14	42	18	3	77	332
07:45 AM	23	59	21	4	107	25	51	13	8	97	5	58	18	9	90	11	54	19	6	90	384
Total	71	179	63	13	326	88	160	25	16	289	16	199	42	15	272	37	145	72	11	265	1152
08:00 AM	23	109	18	2	152	27	45	33	10	115	9	84	7	4	104	20	40	26	3	89	460
08:15 AM	34	81	19	6	140	28	87	14	12	141	12	87	13	9	121	18	47	24	5	94	496
08:30 AM	31	51	15	4	101	32	65	7	2	106	11	114	22	4	151	8	77	32	3	120	478
08:45 AM	26	51	21	5	103	21	64	4	3	92	7	70	10	6	93	10	51	32	5	98	386
Total	114	292	73	17	496	108	261	58	27	454	39	355	52	23	469	56	215	114	16	401	1820
09:00 AM	30	54	24	5	113	17	32	6	5	60	7	78	5	2	92	8	48	29	2	87	352
09:15 AM	27	38	16	8	89	19	44	4	4	71	3	79	5	4	91	6	34	37	2	79	330
09:30 AM	34	47	16	4	101	29	44	1	1	75	4	72	5	1	82	7	47	39	3	96	354
09:45 AM	38	63	11	7	119	18	43	4	4	69	0	56	5	0	61	9	41	31	6	87	336
Total	129	202	67	24	422	83	163	15	14	275	14	285	20	7	326	30	170	136	13	349	1372
10:00 AM	36	42	27	4	109	22	39	4	2	67	1	72	1	1	75	4	38	33	3	78	329
10:15 AM	33	53	23	5	114	19	41	4	5	69	3	58	6	4	71	8	31	31	4	74	328
10:30 AM	24	31	19	3	77	26	29	0	6	61	5	62	3	1	71	8	50	43	4	105	314
10:45 AM	42	45	19	1	107	14	51	2	0	67	1	86	8	1	96	6	46	34	2	88	358
Total	135	171	88	13	407	81	160	10	13	264	10	278	18	7	313	26	165	141	13	345	1329
11:00 AM	30	48	21	7	106	13	37	3	5	58	5	72	3	1	81	7	44	32	2	85	330
11:15 AM	26	62	15	7	110	26	43	2	2	73	5	57	4	2	68	7	46	32	0	85	336
11:30 AM	40	65	22	4	131	13	48	4	4	69	3	77	2	9	91	4	60	39	4	107	398
11:45 AM	36	71	38	9	154	12	49	5	6	72	5	54	7	4	70	9	43	36	9	97	393
Total	132	246	96	27	501	64	177	14	17	272	18	260	16	16	310	27	193	139	15	374	1457
12:00 PM	54	68	29	5	156	15	34	2	4	55	8	60	6	5	79	12	52	43	2	109	399
12:15 PM	46	67	51	2	166	29	41	3	2	75	2	50	4	3	59	10	51	34	2	97	397
12:30 PM	44	52	34	3	133	13	59	5	5	82	8	72	4	4	88	7	66	44	2	119	422
12:45 PM	37	71	25	2	135	22	51	9	3	85	2	55	4	4	65	8	70	35	3	116	401
Total	181	258	139	12	590	79	185	19	14	297	20	237	18	16	291	37	239	156	9	441	1619
01:00 PM	43	67	42	3	155	16	51	4	3	74	4	69	4	3	80	10	61	54	2	127	436
01:15 PM	34	78	27	2	141	21	47	12	1	81	6	70	5	1	82	11	62	42	4	119	423
01:30 PM	45	64	25	2	136	11	50	1	4	66	7	59	7	1	74	7	57	49	1	114	390
01:45 PM	36	61	28	6	131	19	42	4	9	74	2	73	9	6	90	9	62	46	4	121	416
Total	158	270	122	13	563	67	190	21	17	295	19	271	25	11	326	37	242	191	11	481	1665
02:00 PM	55	86	29	3	173	20	35	2	8	65	7	99	7	3	116	6	60	35	4	105	459
02:15 PM	33	47	33	3	116	14	43	4	2	63	6	50	6	3	65	7	73	51	6	137	381
02:30 PM	50	77	32	1	160	20	44	4	6	74	10	89	6	3	108	11	56	32	4	103	445
02:45 PM	52	71	28	4	155	20	64	8	5	97	5	62	6	2	75	12	84	36	5	137	464
Total	190	281	122	11	604	74	186	18	21	299	28	300	25	11	364	36	273	154	19	482	1749
03:00 PM	55	73	22	2	152	27	63	4	4	98	7	73	11	4	95	7	81	51	5	144	489
03:15 PM	41	84	28	0	153	19	49	9	1	78	10	78	14	5	107	11	74	49	4	138	476
03:30 PM	50	77	29	4	160	17	60	13	9	99	9	87	13	6	115	10	80	60	3	153	527
03:45 PM	54	72	23	3	152	13	63	8	11	95	20	85	12	6	123	11	100	30	1	142	512
Total	200	306	102	9	617	76	235	34	25	370	46	323	50	21	440	39	335	190	13	577	2004

TRAFFIC DATA SERVICE

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File Name : 10 - FINAL

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Groups Printed- Vehicles

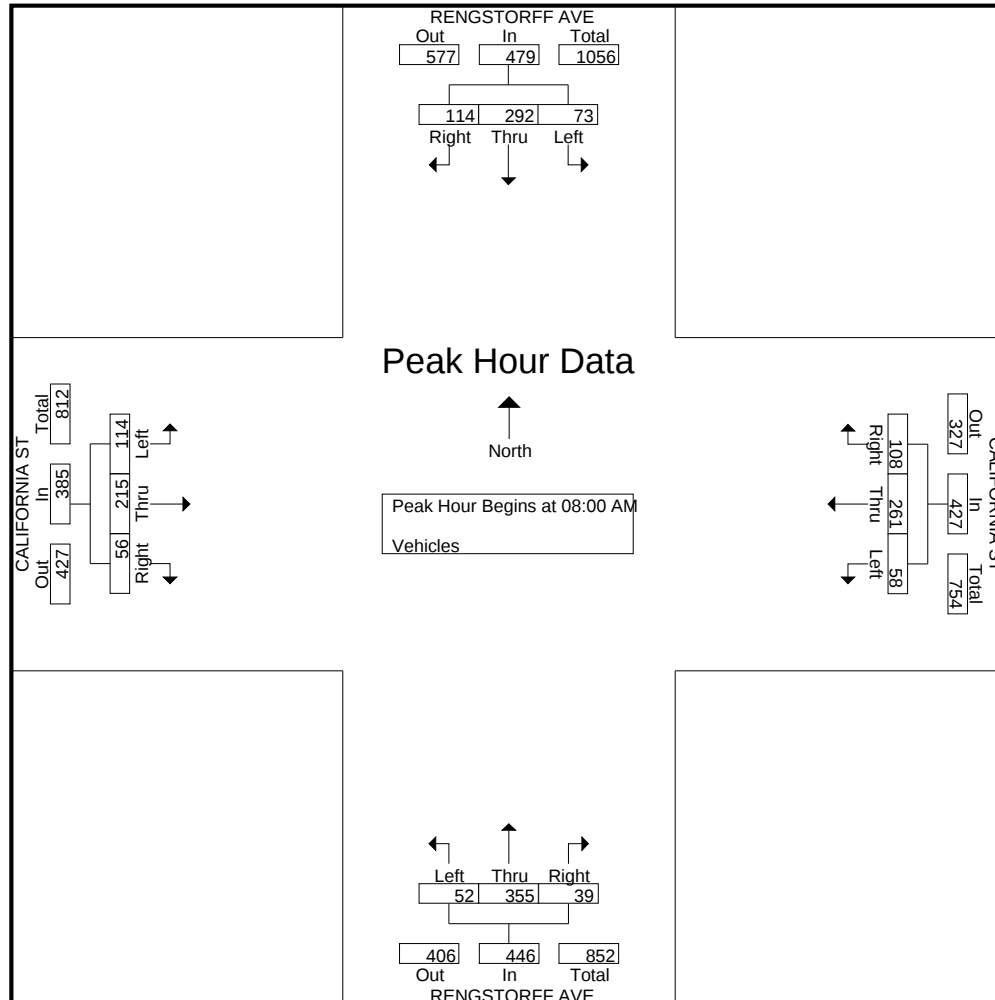
	RENGSTORFF AVE Southbound					CALIFORNIA ST Westbound					RENGSTORFF AVE Northbound					CALIFORNIA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	61	87	31	4	183	18	65	13	10	106	19	73	10	5	107	15	116	33	1	165	561
04:15 PM	54	94	35	4	187	18	75	9	11	113	10	88	11	7	116	10	97	46	2	155	571
04:30 PM	37	70	30	5	142	25	88	9	8	130	14	69	10	7	100	13	106	29	5	153	525
04:45 PM	45	72	21	1	139	20	78	10	12	120	12	61	9	4	86	8	98	45	0	151	496
Total	197	323	117	14	651	81	306	41	41	469	55	291	40	23	409	46	417	153	8	624	2153
05:00 PM	58	67	26	2	153	16	78	15	14	123	19	98	10	5	132	15	92	48	6	161	569
05:15 PM	48	72	30	3	153	21	76	12	9	118	21	77	13	4	115	14	113	43	13	183	569
05:30 PM	48	73	30	3	154	15	68	17	8	108	31	72	6	6	115	15	78	40	3	136	513
05:45 PM	35	28	26	1	90	14	92	17	9	132	25	62	15	10	112	9	116	43	4	172	506
Total	189	240	112	9	550	66	314	61	40	481	96	309	44	25	474	53	399	174	26	652	2157
06:00 PM	39	82	37	5	163	22	70	12	8	112	20	59	9	10	98	10	98	39	4	151	524
06:15 PM	48	81	31	4	164	24	84	20	7	135	18	68	9	11	106	13	94	41	3	151	556
06:30 PM	44	49	36	5	134	14	58	4	10	86	32	69	17	7	125	14	97	58	1	170	515
06:45 PM	45	82	46	3	176	18	53	13	5	89	13	33	8	2	56	18	69	43	2	132	453
Total	176	294	150	17	637	78	265	49	30	422	83	229	43	30	385	55	358	181	10	604	2048
Grand Total	1872	3062	1251	179	6364	945	2602	365	275	4187	444	3337	393	205	4379	479	3151	1801	164	5595	20525
Apprch %	29.4	48.1	19.7	2.8		22.6	62.1	8.7	6.6		10.1	76.2	9	4.7		8.6	56.3	32.2	2.9		
Total %	9.1	14.9	6.1	0.9	31	4.6	12.7	1.8	1.3	20.4	2.2	16.3	1.9	1	21.3	2.3	15.4	8.8	0.8	27.3	

	RENGSTORFF AVE Southbound				CALIFORNIA ST Westbound				RENGSTORFF AVE Northbound				CALIFORNIA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	23	109	18	150	27	45	33	105	9	84	7	100	20	40	26	86	441
08:15 AM	34	81	19	134	28	87	14	129	12	87	13	112	18	47	24	89	464
08:30 AM	31	51	15	97	32	65	7	104	11	114	22	147	8	77	32	117	465
08:45 AM	26	51	21	98	21	64	4	89	7	70	10	87	10	51	32	93	367
Total Volume	114	292	73	479	108	261	58	427	39	355	52	446	56	215	114	385	1737
% App. Total	23.8	61	15.2		25.3	61.1	13.6		8.7	79.6	11.7		14.5	55.8	29.6		
PHF	.838	.670	.869	.798	.844	.750	.439	.828	.813	.779	.591	.759	.700	.698	.891	.823	.934

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

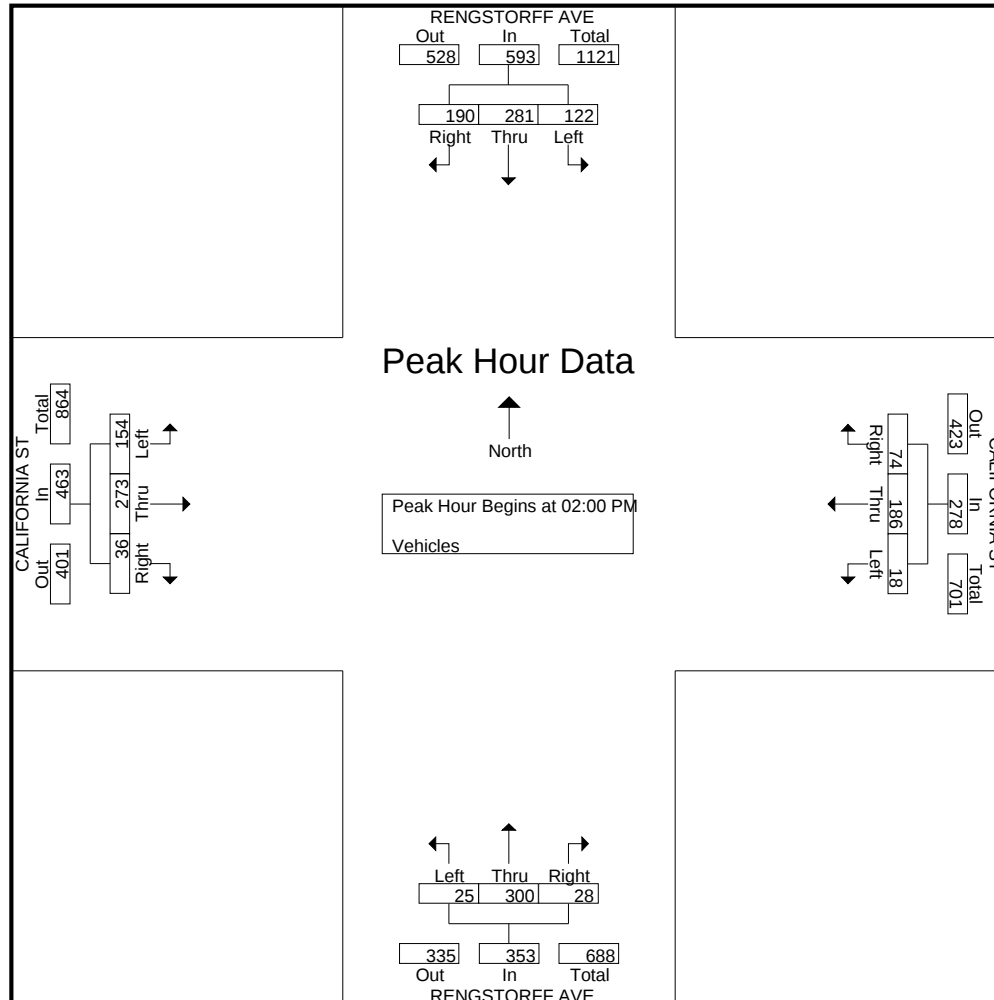
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	55	86	29	170	20	35	2	57	7	99	7	113	6	60	35	101	441
02:15 PM	33	47	33	113	14	43	4	61	6	50	6	62	7	73	51	131	367
02:30 PM	50	77	32	159	20	44	4	68	10	89	6	105	11	56	32	99	431
02:45 PM	52	71	28	151	20	64	8	92	5	62	6	73	12	84	36	132	448
Total Volume	190	281	122	593	74	186	18	278	28	300	25	353	36	273	154	463	1687
% App. Total	32	47.4	20.6		26.6	66.9	6.5		7.9	85	7.1		7.8	59	33.3		
PHF	.864	.817	.924	.872	.925	.727	.563	.755	.700	.758	.893	.781	.750	.813	.755	.877	.941

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	50	77	29	156	17	60	13	90	9	87	13	109	10	80	60	150	505
03:45 PM	54	72	23	149	13	63	8	84	20	85	12	117	11	100	30	141	491
04:00 PM	61	87	31	179	18	65	13	96	19	73	10	102	15	116	33	164	541
04:15 PM	54	94	35	183	18	75	9	102	10	88	11	109	10	97	46	153	547
Total Volume	219	330	118	667	66	263	43	372	58	333	46	437	46	393	169	608	2084
% App. Total	32.8	49.5	17.7		17.7	70.7	11.6		13.3	76.2	10.5		7.6	64.6	27.8		
PHF	.898	.878	.843	.911	.917	.877	.827	.912	.725	.946	.885	.934	.767	.847	.704	.927	.952

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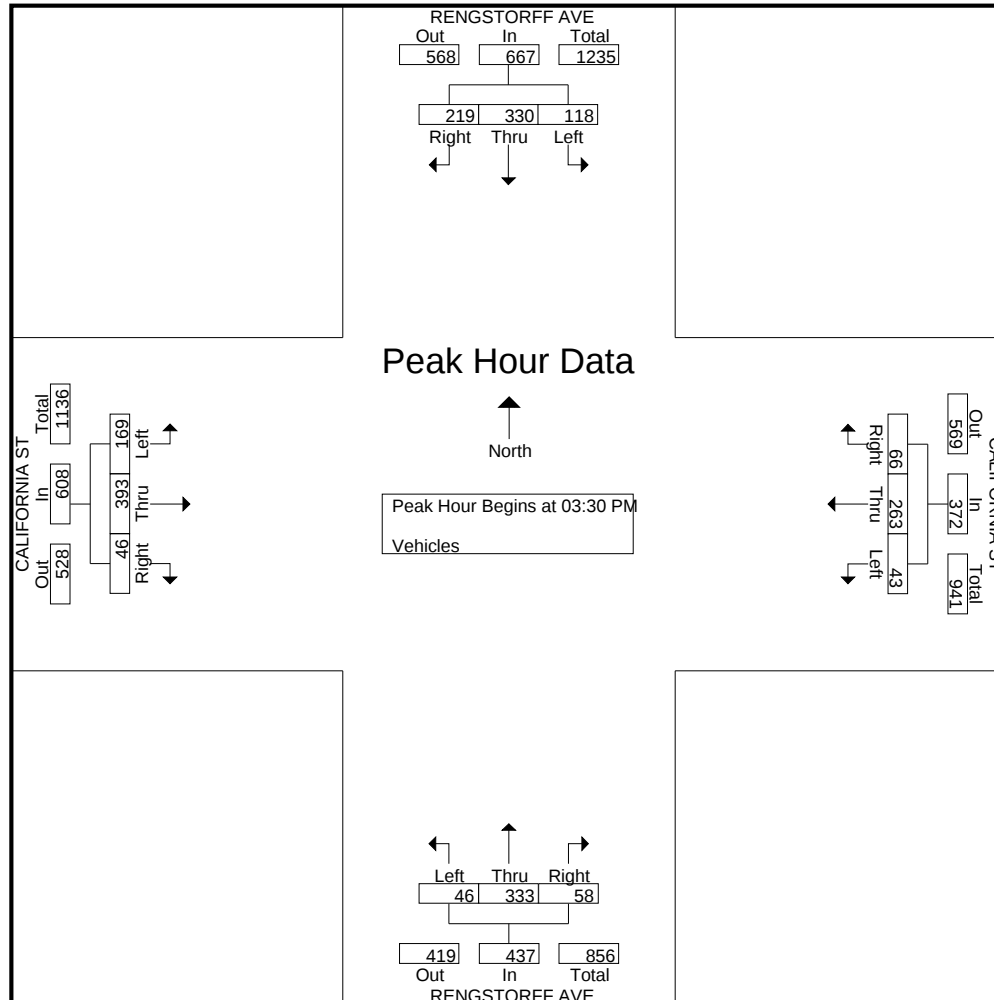
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

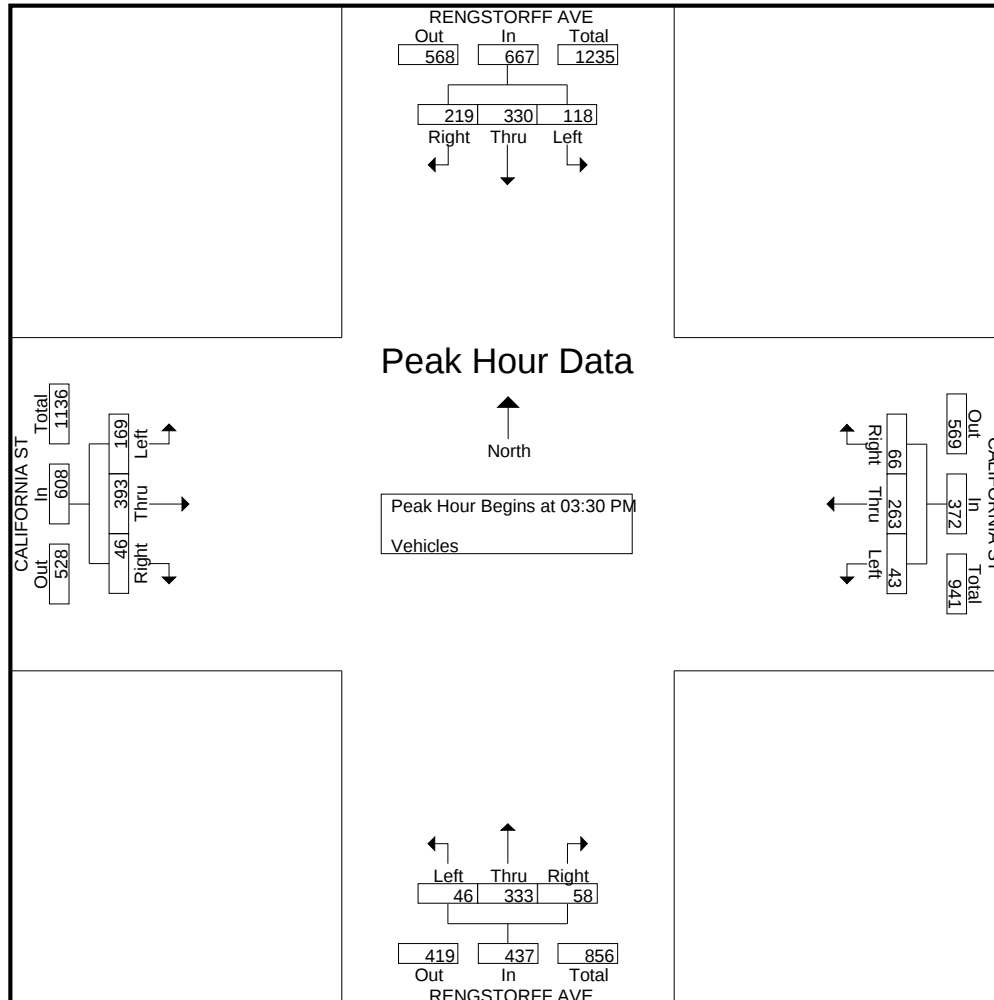
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	50	77	29	156	17	60	13	90	9	87	13	109	10	80	60	150	505
03:45 PM	54	72	23	149	13	63	8	84	20	85	12	117	11	100	30	141	491
04:00 PM	61	87	31	179	18	65	13	96	19	73	10	102	15	116	33	164	541
04:15 PM	54	94	35	183	18	75	9	102	10	88	11	109	10	97	46	153	547
Total Volume	219	330	118	667	66	263	43	372	58	333	46	437	46	393	169	608	2084
% App. Total	32.8	49.5	17.7		17.7	70.7	11.6		13.3	76.2	10.5		7.6	64.6	27.8		
PHF	.898	.878	.843	.911	.917	.877	.827	.912	.725	.946	.885	.934	.767	.847	.704	.927	.952

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File Name : 10 - FINAL

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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					CALIFORNIA ST Westbound					RENGSTORFF AVE Northbound					CALIFORNIA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
07:45 AM	2	5	0	0	7	0	4	0	0	4	0	2	0	0	2	0	5	1	0	6	19
Total	5	5	0	0	10	0	7	0	0	7	0	4	0	0	4	0	7	1	0	8	29
08:00 AM	1	15	1	0	17	0	5	0	0	5	0	0	1	0	1	2	1	0	0	3	26
08:15 AM	0	3	0	0	3	1	4	0	0	5	0	3	0	0	3	0	1	0	0	1	12
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	2	1	1	0	4	8
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
Total	1	19	1	0	21	1	12	0	0	13	0	6	1	0	7	4	6	1	0	11	52
09:00 AM	2	0	0	0	2	1	8	0	0	9	0	0	0	0	0	0	2	1	0	3	14
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	10
09:45 AM	1	2	0	0	3	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	11
Total	4	3	0	0	7	1	21	0	0	22	0	3	0	0	3	0	4	1	0	5	37
10:00 AM	1	1	1	0	3	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	9
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	1	0	3	0	7	0	0	7	0	2	0	0	2	0	4	0	0	4	16
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	5
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
11:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	4	2	0	6	14
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
12:30 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	1	1	0	2	0	8	0	0	8	0	1	0	0	1	0	3	0	0	3	14
01:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	5
01:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	4
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	1	2	0	0	3	0	4	1	0	5	0	3	0	0	3	13
02:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	7
02:15 PM	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	9
02:30 PM	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8
02:45 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6
Total	6	4	0	0	10	0	5	0	0	5	0	5	0	0	5	0	9	1	0	10	30
03:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
03:15 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
03:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	11
Total	0	0	0	0	0	0	10	0	0	10	0	11	0	0	11	0	7	1	0	8	29

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Groups Printed- Bikes

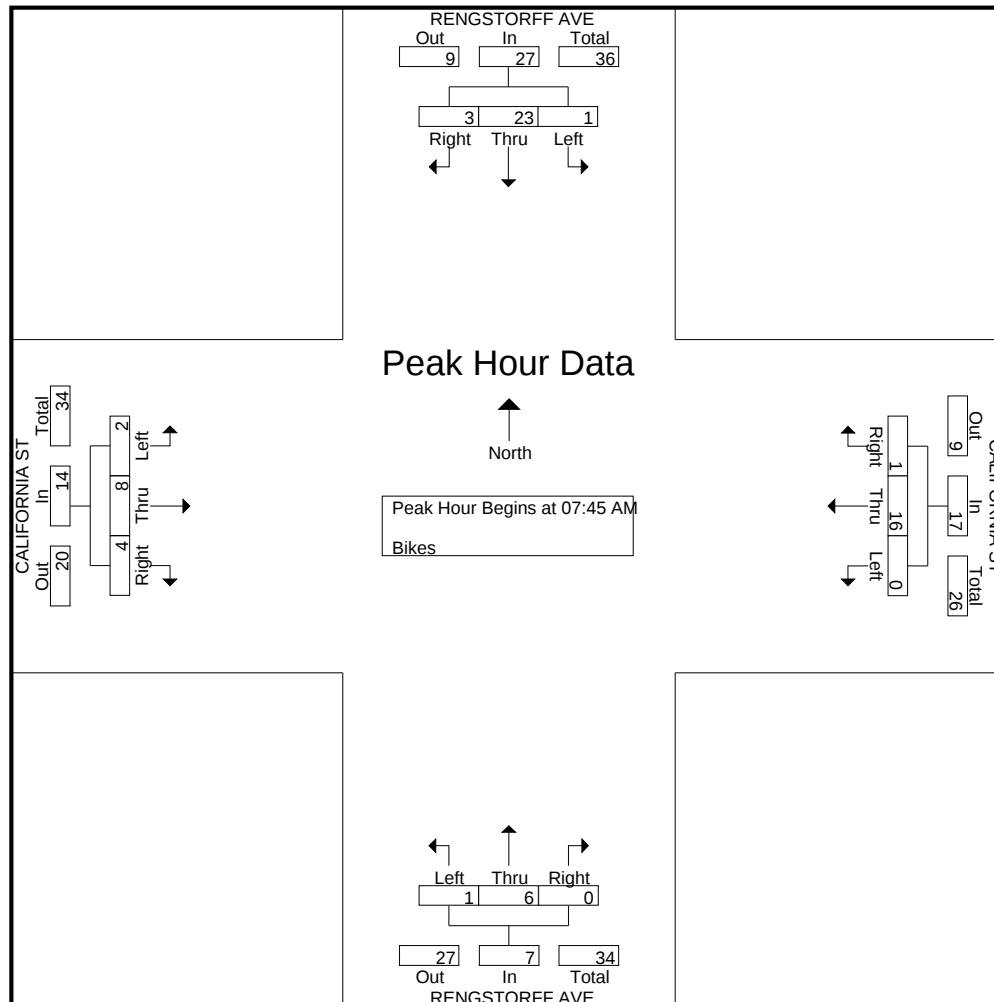
	RENGSTORFF AVE Southbound					CALIFORNIA ST Westbound					RENGSTORFF AVE Northbound					CALIFORNIA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	6
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	4	0	0	4	10
Total	0	2	0	0	2	0	8	0	0	8	0	5	0	0	5	0	11	2	0	13	28
05:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	6
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	4	2	0	6	11
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
Total	0	2	0	0	2	0	8	1	0	9	0	4	0	0	4	0	12	2	0	14	29
06:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
06:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
Total	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	25
Grand Total	18	40	4	0	62	3	101	1	0	105	0	45	2	0	47	4	87	11	0	102	316
Apprch %	29	64.5	6.5	0		2.9	96.2	1	0		0	95.7	4.3	0		3.9	85.3	10.8	0		
Total %	5.7	12.7	1.3	0	19.6	0.9	32	0.3	0	33.2	0	14.2	0.6	0	14.9	1.3	27.5	3.5	0	32.3	

	RENGSTORFF AVE Southbound				CALIFORNIA ST Westbound				RENGSTORFF AVE Northbound				CALIFORNIA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	5	0	7	0	4	0	4	0	2	0	2	0	5	1	6	19
08:00 AM	1	15	1	17	0	5	0	5	0	0	1	1	2	1	0	3	26
08:15 AM	0	3	0	3	1	4	0	5	0	3	0	3	0	1	0	1	12
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	2	1	1	4	8
Total Volume	3	23	1	27	1	16	0	17	0	6	1	7	4	8	2	14	65
% App. Total	11.1	85.2	3.7		5.9	94.1	0		0	85.7	14.3		28.6	57.1	14.3		
PHF	.375	.383	.250	.397	.250	.800	.000	.850	.000	.500	.250	.583	.500	.400	.500	.583	.625

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

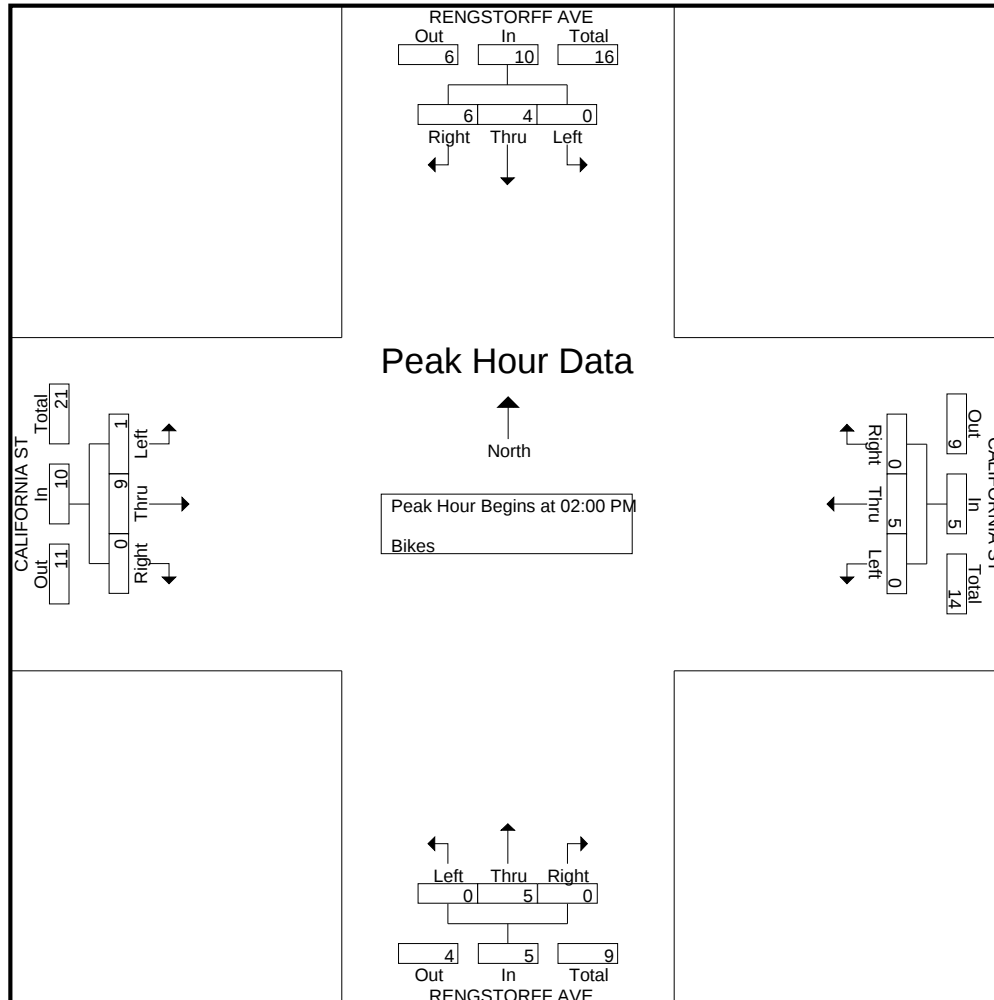
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	3	0	3	7
02:15 PM	2	3	0	5	0	0	0	0	0	2	0	2	0	1	1	2	9
02:30 PM	3	1	0	4	0	1	0	1	0	0	0	0	0	3	0	3	8
02:45 PM	1	0	0	1	0	2	0	2	0	1	0	1	0	2	0	2	6
Total Volume	6	4	0	10	0	5	0	5	0	5	0	5	0	9	1	10	30
% App. Total	60	40	0		0	100	0		0	100	0		0	90	10		
PHF	.500	.333	.000	.500	.000	.625	.000	.625	.000	.625	.000	.625	.000	.750	.250	.833	.833

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

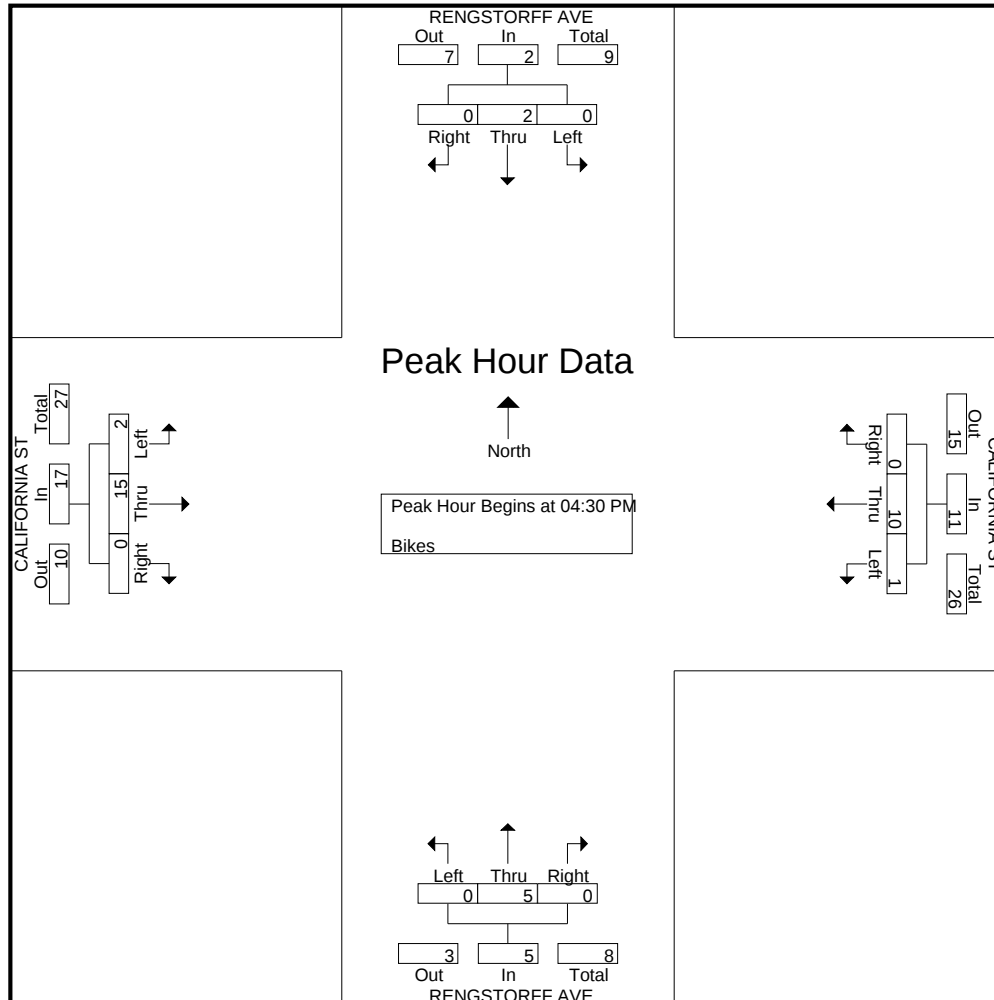
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	0	0	0	0	3	0	3	0	3	0	3	0	4	0	4	10
05:00 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	3	0	3	6
05:15 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	4	2	6	11
Total Volume	0	2	0	2	0	10	1	11	0	5	0	5	0	15	2	17	35
% App. Total	0	100	0		0	90.9	9.1		0	100	0		0	88.2	11.8		
PHF	.000	.500	.000	.500	.000	.625	.250	.688	.000	.417	.000	.417	.000	.938	.250	.708	.795

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119
tdsbay@cs.com

File Name : 10 - FINAL
Site Code : 00000010
Start Date : 12/9/2025
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	2	5	0	7	0	4	0	4	0	2	0	2	0	5	1	6	19
08:00 AM	1	15	1	17	0	5	0	5	0	0	1	1	2	1	0	3	26
08:15 AM	0	3	0	3	1	4	0	5	0	3	0	3	0	1	0	1	12
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	2	1	1	4	8
Total Volume	3	23	1	27	1	16	0	17	0	6	1	7	4	8	2	14	65
% App. Total	11.1	85.2	3.7		5.9	94.1	0		0	85.7	14.3		28.6	57.1	14.3		
PHF	.375	.383	.250	.397	.250	.800	.000	.850	.000	.500	.250	.583	.500	.400	.500	.583	.625

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

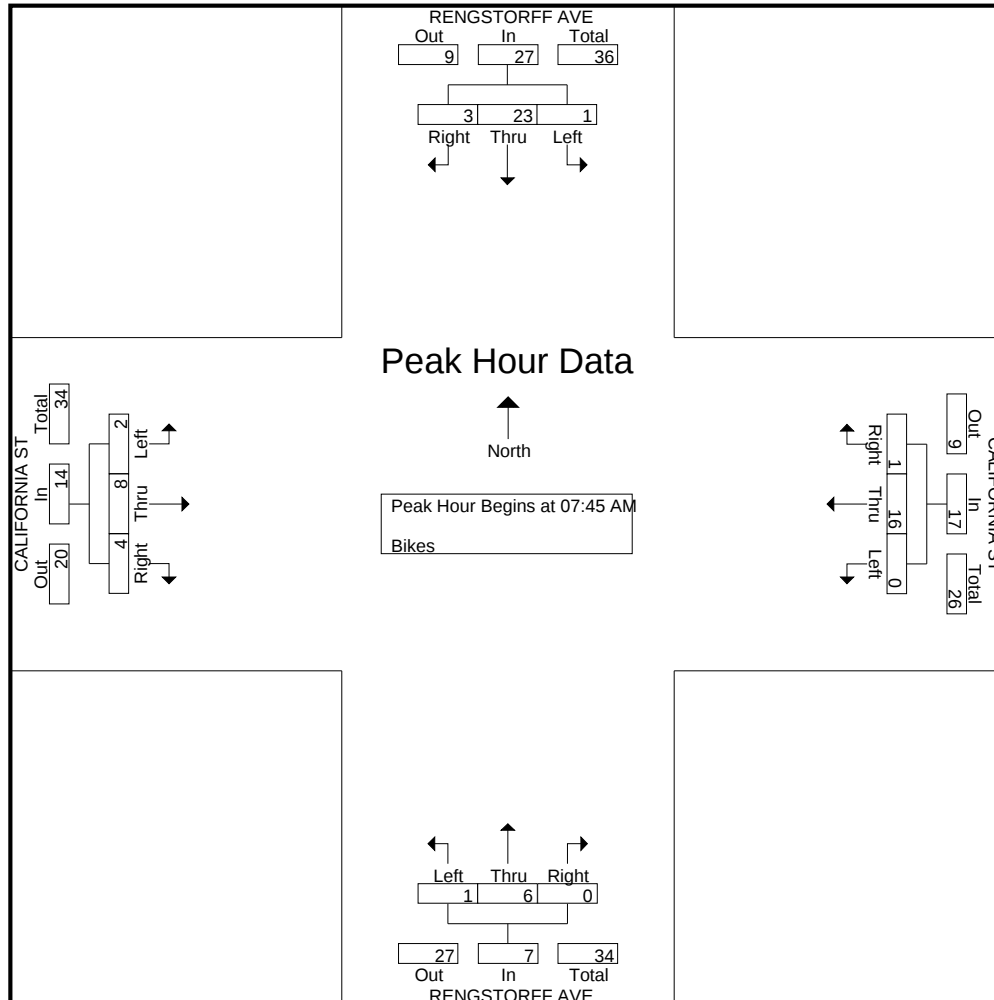
tdsbay@cs.com

File Name : 10 - FINAL

Site Code : 00000010

Start Date : 12/9/2025

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TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

tdsbay@cs.com

File Name : 11 - FINAL

Site Code : 00000011

Start Date : 12/9/2025

Page No : 1

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					LATHAM ST Westbound					RENGSTORFF AVE Northbound					LATHAM ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	24	11	6	46	11	7	2	0	20	1	20	3	2	26	2	5	5	2	14	106
07:15 AM	4	37	10	1	52	10	5	4	1	20	1	26	0	3	30	8	9	9	3	29	131
07:30 AM	3	52	16	5	76	19	17	7	3	46	1	31	1	3	36	11	10	9	4	34	192
07:45 AM	8	71	22	6	107	26	14	5	2	47	0	37	3	1	41	11	12	4	10	37	232
Total	20	184	59	18	281	66	43	18	6	133	3	114	7	9	133	32	36	27	19	114	661
08:00 AM	8	126	18	8	160	27	22	12	9	70	1	56	5	10	72	22	22	12	3	59	361
08:15 AM	14	117	9	2	142	22	21	9	7	59	4	95	6	7	112	20	7	14	6	47	360
08:30 AM	7	56	7	3	73	27	16	7	2	52	6	85	4	5	100	14	12	15	3	44	269
08:45 AM	7	50	8	3	68	11	12	4	4	31	1	62	9	4	76	6	9	11	2	28	203
Total	36	349	42	16	443	87	71	32	22	212	12	298	24	26	360	62	50	52	14	178	1193
09:00 AM	10	53	7	2	72	11	6	5	2	24	3	47	7	3	60	10	6	10	2	28	184
09:15 AM	8	46	4	2	60	24	12	4	2	42	3	43	3	2	51	5	10	18	1	34	187
09:30 AM	8	47	8	1	64	11	3	5	3	22	4	50	3	2	59	10	3	13	1	27	172
09:45 AM	6	65	5	1	77	10	7	3	0	20	1	39	3	4	47	5	9	6	0	20	164
Total	32	211	24	6	273	56	28	17	7	108	11	179	16	11	217	30	28	47	4	109	707
10:00 AM	4	43	9	6	62	7	13	1	2	23	3	49	4	1	57	4	10	11	3	28	170
10:15 AM	3	51	6	3	63	13	10	2	1	26	1	44	3	2	50	13	10	7	0	30	169
10:30 AM	3	34	6	4	47	14	4	2	2	22	5	48	1	2	56	3	5	13	4	25	150
10:45 AM	7	40	3	0	50	10	10	0	0	20	4	70	2	2	78	10	5	3	2	20	168
Total	17	168	24	13	222	44	37	5	5	91	13	211	10	7	241	30	30	34	9	103	657
11:00 AM	5	42	8	2	57	15	11	3	2	31	2	51	3	1	57	4	8	13	0	25	170
11:15 AM	4	67	4	2	77	11	11	4	1	27	1	50	3	1	55	4	11	13	0	28	187
11:30 AM	9	54	6	0	69	9	10	2	0	21	3	66	3	1	73	7	12	6	1	26	189
11:45 AM	9	66	6	2	83	14	7	1	3	25	2	43	0	4	49	10	3	7	2	22	179
Total	27	229	24	6	286	49	39	10	6	104	8	210	9	7	234	25	34	39	3	101	725
12:00 PM	7	63	10	3	83	8	12	3	1	24	4	54	3	4	65	2	13	6	2	23	195
12:15 PM	9	61	15	2	87	12	7	3	0	22	3	48	2	7	60	2	7	6	0	15	184
12:30 PM	7	48	7	2	64	8	9	3	1	21	0	58	4	3	65	3	10	6	0	19	169
12:45 PM	13	68	9	2	92	11	15	3	3	32	2	49	3	1	55	7	4	5	0	16	195
Total	36	240	41	9	326	39	43	12	5	99	9	209	12	15	245	14	34	23	2	73	743
01:00 PM	7	59	13	2	81	17	4	3	2	26	3	52	3	3	61	6	6	6	3	21	189
01:15 PM	8	76	18	5	107	7	13	5	3	28	9	63	4	10	86	9	9	10	4	32	253
01:30 PM	4	60	8	1	73	14	10	4	3	31	7	54	1	4	66	5	9	7	1	22	192
01:45 PM	10	54	10	2	76	6	15	3	1	25	2	75	2	2	81	6	9	5	1	21	203
Total	29	249	49	10	337	44	42	15	9	110	21	244	10	19	294	26	33	28	9	96	837
02:00 PM	7	74	9	1	91	13	6	4	8	31	4	83	5	3	95	10	15	15	1	41	258
02:15 PM	5	50	11	3	69	11	11	1	2	25	5	51	4	6	66	14	18	8	5	45	205
02:30 PM	11	53	23	3	90	17	19	1	0	37	3	74	2	7	86	8	20	12	1	41	254
02:45 PM	6	63	11	3	83	9	14	2	0	25	1	56	6	2	65	11	19	9	3	42	215
Total	29	240	54	10	333	50	50	8	10	118	13	264	17	18	312	43	72	44	10	169	932
03:00 PM	19	61	17	5	102	17	15	5	1	38	5	68	3	3	79	6	19	5	1	31	250
03:15 PM	5	77	15	5	102	17	14	6	0	37	7	69	3	3	82	5	23	9	3	40	261
03:30 PM	10	83	10	4	107	15	18	6	4	43	5	80	7	7	99	5	23	7	2	37	286
03:45 PM	12	68	12	6	98	14	15	6	6	41	7	88	12	15	122	6	17	11	11	45	306
Total	46	289	54	20	409	63	62	23	11	159	24	305	25	28	382	22	82	32	17	153	1103

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

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File Name : 11 - FINAL

Site Code : 00000011

Start Date : 12/9/2025

Page No : 2

Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					LATHAM ST Westbound					RENGSTORFF AVE Northbound					LATHAM ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	75	24	5	120	21	14	10	2	47	10	93	6	12	121	4	28	7	9	48	336
04:15 PM	12	67	16	10	105	18	20	9	5	52	7	70	9	5	91	9	26	10	5	50	298
04:30 PM	19	76	16	9	120	12	19	5	5	41	10	69	3	14	96	8	35	12	3	58	315
04:45 PM	16	79	10	7	112	10	27	8	13	58	9	83	13	15	120	7	27	12	6	52	342
Total	63	297	66	31	457	61	80	32	25	198	36	315	31	46	428	28	116	41	23	208	1291
05:00 PM	13	57	19	0	89	14	18	8	9	49	8	80	7	7	102	5	23	14	0	42	282
05:15 PM	12	66	18	4	100	12	30	3	9	54	11	93	5	9	118	7	28	17	5	57	329
05:30 PM	10	74	17	10	111	21	22	5	1	49	21	77	4	1	103	4	38	17	3	62	325
05:45 PM	6	36	14	2	58	18	21	6	6	51	13	58	8	2	81	11	30	18	1	60	250
Total	41	233	68	16	358	65	91	22	25	203	53	308	24	19	404	27	119	66	9	221	1186
06:00 PM	15	69	21	5	110	25	30	4	6	65	9	74	5	3	91	11	25	14	2	52	318
06:15 PM	17	73	16	6	112	14	24	7	6	51	7	76	8	6	97	12	26	16	2	56	316
06:30 PM	7	42	15	10	74	15	14	6	1	36	9	91	7	5	112	11	26	11	4	52	274
06:45 PM	9	79	19	5	112	9	17	1	3	30	5	37	5	2	49	6	28	7	5	46	237
Total	48	263	71	26	408	63	85	18	16	182	30	278	25	16	349	40	105	48	13	206	1145
Grand Total	424	2952	576	181	4133	687	671	212	147	1717	233	2935	210	221	3599	379	739	481	132	1731	11180
Apprch %	10.3	71.4	13.9	4.4		40	39.1	12.3	8.6		6.5	81.6	5.8	6.1		21.9	42.7	27.8	7.6		
Total %	3.8	26.4	5.2	1.6	37	6.1	6	1.9	1.3	15.4	2.1	26.3	1.9	2	32.2	3.4	6.6	4.3	1.2	15.5	

	RENGSTORFF AVE Southbound				LATHAM ST Westbound				RENGSTORFF AVE Northbound				LATHAM ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	71	22	101	26	14	5	45	0	37	3	40	11	12	4	27	213
08:00 AM	8	126	18	152	27	22	12	61	1	56	5	62	22	22	12	56	331
08:15 AM	14	117	9	140	22	21	9	52	4	95	6	105	20	7	14	41	338
08:30 AM	7	56	7	70	27	16	7	50	6	85	4	95	14	12	15	41	256
Total Volume	37	370	56	463	102	73	33	208	11	273	18	302	67	53	45	165	1138
% App. Total	8	79.9	12.1		49	35.1	15.9		3.6	90.4	6		40.6	32.1	27.3		
PHF	.661	.734	.636	.762	.944	.830	.688	.852	.458	.718	.750	.719	.761	.602	.750	.737	.842

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

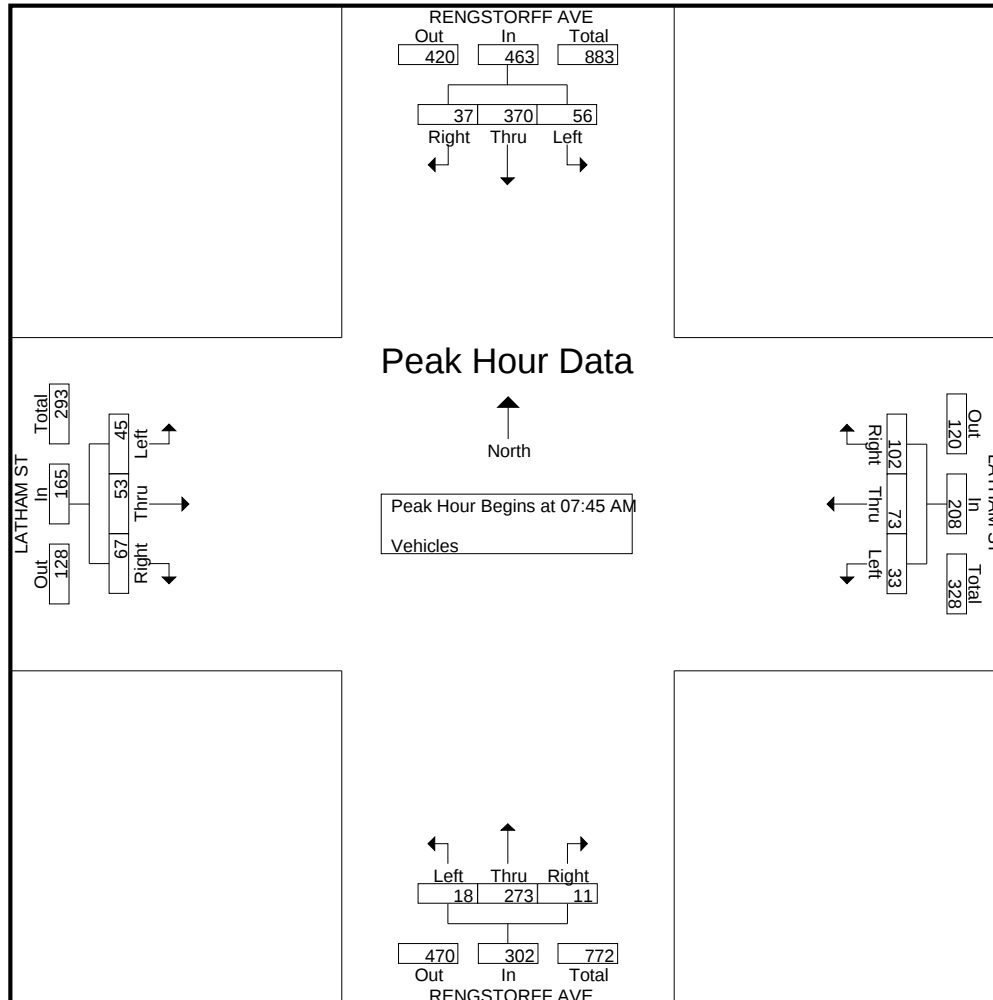
tdsbay@cs.com

File Name : 11 - FINAL

Site Code : 00000011

Start Date : 12/9/2025

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

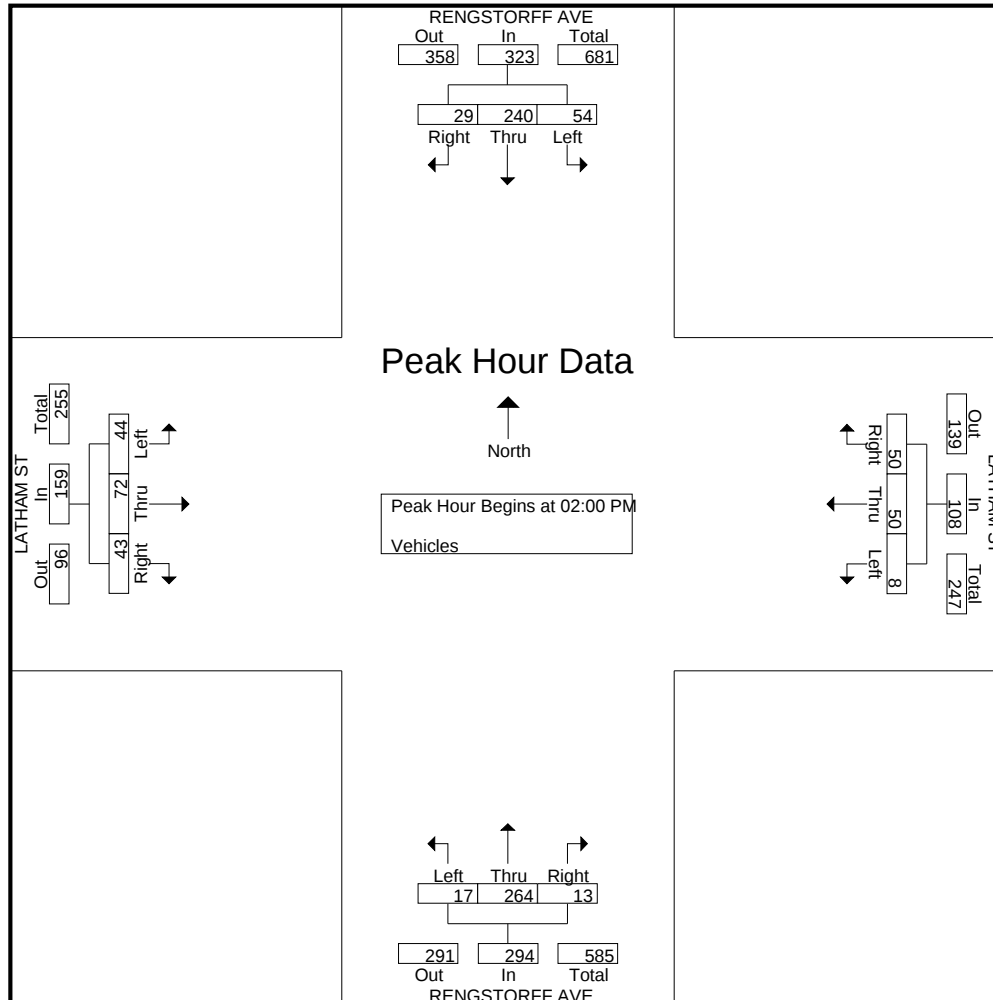
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	7	74	9	90	13	6	4	23	4	83	5	92	10	15	15	40	245
02:15 PM	5	50	11	66	11	11	1	23	5	51	4	60	14	18	8	40	189
02:30 PM	11	53	23	87	17	19	1	37	3	74	2	79	8	20	12	40	243
02:45 PM	6	63	11	80	9	14	2	25	1	56	6	63	11	19	9	39	207
Total Volume	29	240	54	323	50	50	8	108	13	264	17	294	43	72	44	159	884
% App. Total	9	74.3	16.7		46.3	46.3	7.4		4.4	89.8	5.8		27	45.3	27.7		
PHF	.659	.811	.587	.897	.735	.658	.500	.730	.650	.795	.708	.799	.768	.900	.733	.994	.902

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119
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File Name : 11 - FINAL
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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

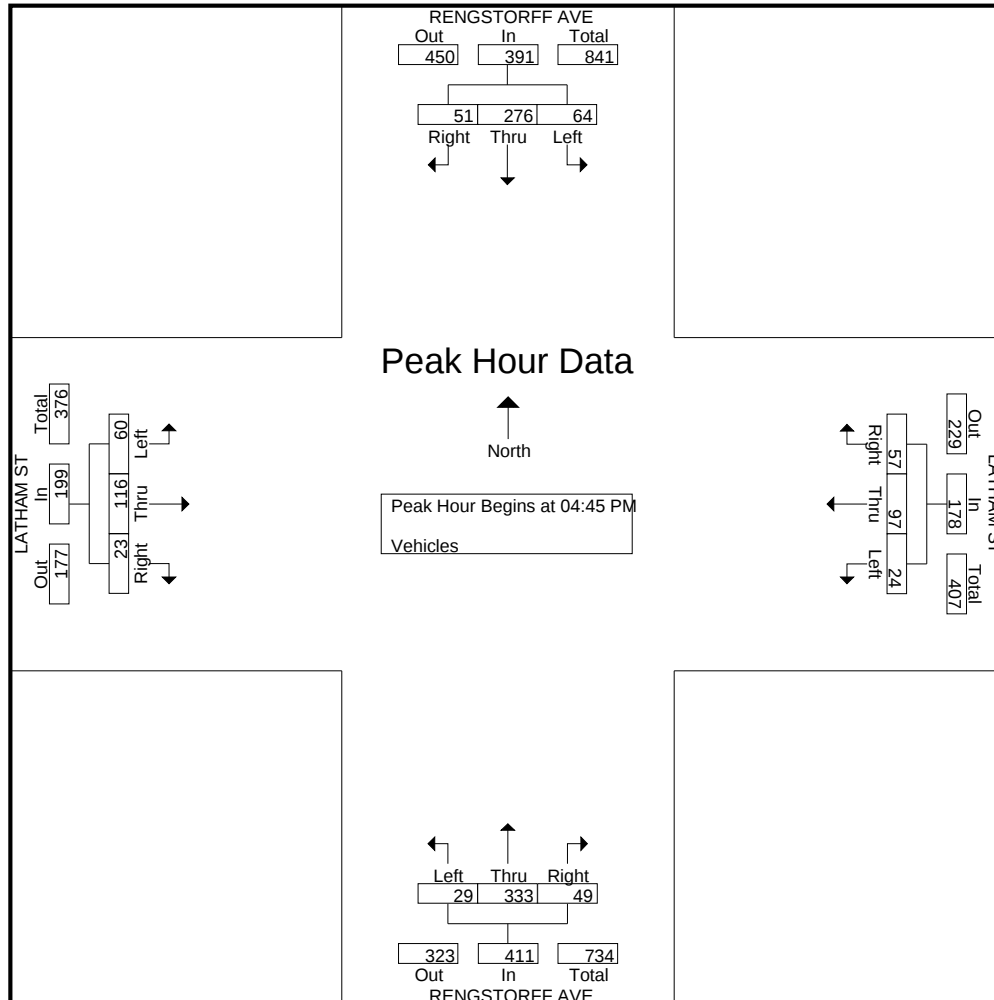
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	16	79	10	105	10	27	8	45	9	83	13	105	7	27	12	46	301
05:00 PM	13	57	19	89	14	18	8	40	8	80	7	95	5	23	14	42	266
05:15 PM	12	66	18	96	12	30	3	45	11	93	5	109	7	28	17	52	302
05:30 PM	10	74	17	101	21	22	5	48	21	77	4	102	4	38	17	59	310
Total Volume	51	276	64	391	57	97	24	178	49	333	29	411	23	116	60	199	1179
% App. Total	13	70.6	16.4		32	54.5	13.5		11.9	81	7.1		11.6	58.3	30.2		
PHF	.797	.873	.842	.931	.679	.808	.750	.927	.583	.895	.558	.943	.821	.763	.882	.843	.951

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
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File Name : 11 - FINAL
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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	16	79	10	105	10	27	8	45	9	83	13	105	7	27	12	46	301
05:00 PM	13	57	19	89	14	18	8	40	8	80	7	95	5	23	14	42	266
05:15 PM	12	66	18	96	12	30	3	45	11	93	5	109	7	28	17	52	302
05:30 PM	10	74	17	101	21	22	5	48	21	77	4	102	4	38	17	59	310
Total Volume	51	276	64	391	57	97	24	178	49	333	29	411	23	116	60	199	1179
% App. Total	13	70.6	16.4		32	54.5	13.5		11.9	81	7.1		11.6	58.3	30.2		
PHF	.797	.873	.842	.931	.679	.808	.750	.927	.583	.895	.558	.943	.821	.763	.882	.843	.951

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

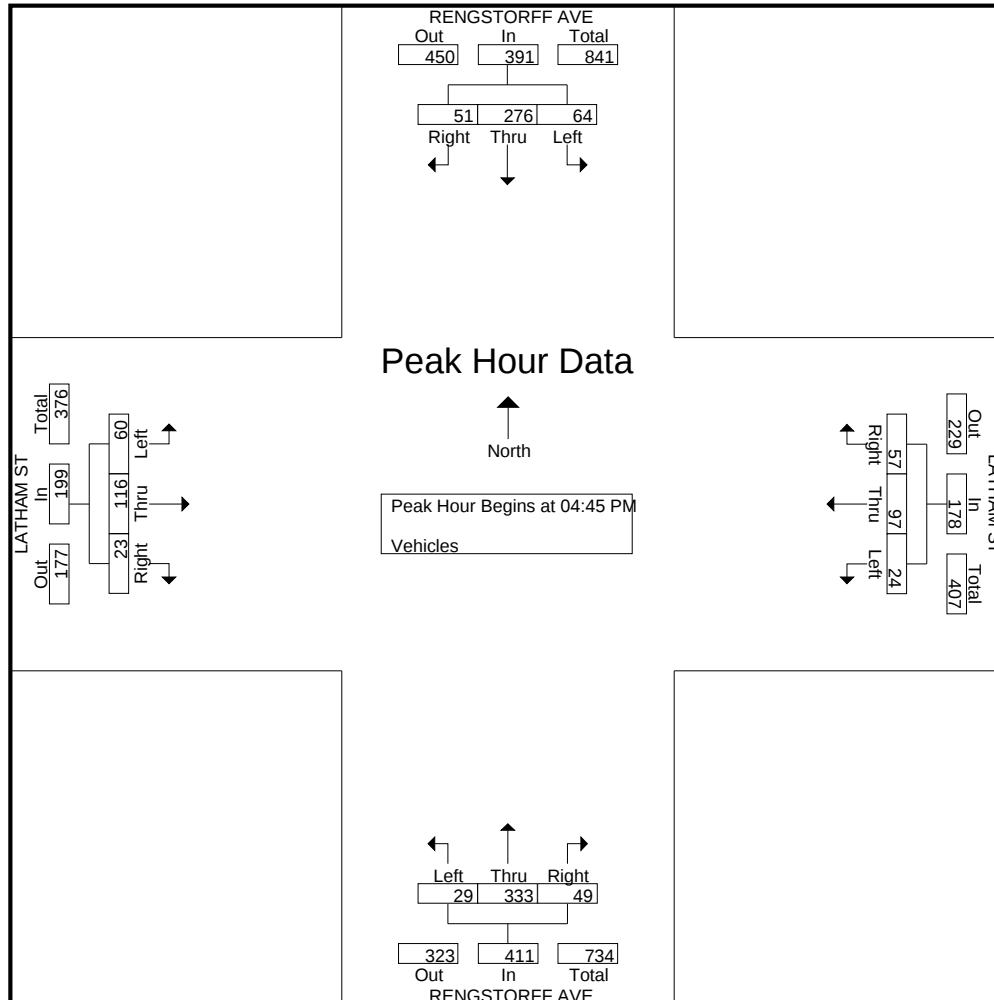
tdsbay@cs.com

File Name : 11 - FINAL

Site Code : 00000011

Start Date : 12/9/2025

Page No : 6



TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

tdsbay@cs.com

File Name : 11 - FINAL

Site Code : 00000011

Start Date : 12/9/2025

Page No : 1

Groups Printed- Bikes

	RENGSTORFF AVE Southbound					LATHAM ST Westbound					RENGSTORFF AVE Northbound					LATHAM ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	0	0	1	2	7	0	0	9	0	0	0	0	0	0	0	1	0	1	11
08:00 AM	1	12	0	0	13	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	9
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
08:45 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	6
Total	1	18	0	0	19	0	8	0	0	8	0	2	0	0	2	0	3	2	0	5	34
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
09:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	6
Total	0	3	0	0	3	0	7	0	0	7	0	2	0	0	2	0	4	1	0	5	17
10:00 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
10:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	4	2	0	6	0	0	0	0	0	0	1	1	0	2	10
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	9
01:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7
01:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	1	0	1	2	7	0	0	9	0	0	0	0	0	0	4	0	0	4	14
02:00 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	6
02:30 PM	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	0	3	0	0	3	7
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Total	0	2	0	0	2	2	3	0	0	5	2	4	0	0	6	0	8	0	0	8	21
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:45 PM	0	1	0	0	1	2	1	0	0	3	1	12	0	0	13	0	2	0	0	2	19
Total	0	2	0	0	2	2	3	0	0	5	1	14	0	0	15	0	4	0	0	4	26

TRAFFIC DATA SERVICE

6280 San Ignacio Ave Suite C
San Jose, CA 95119

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File Name : 11 - FINAL

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Groups Printed- Bikes

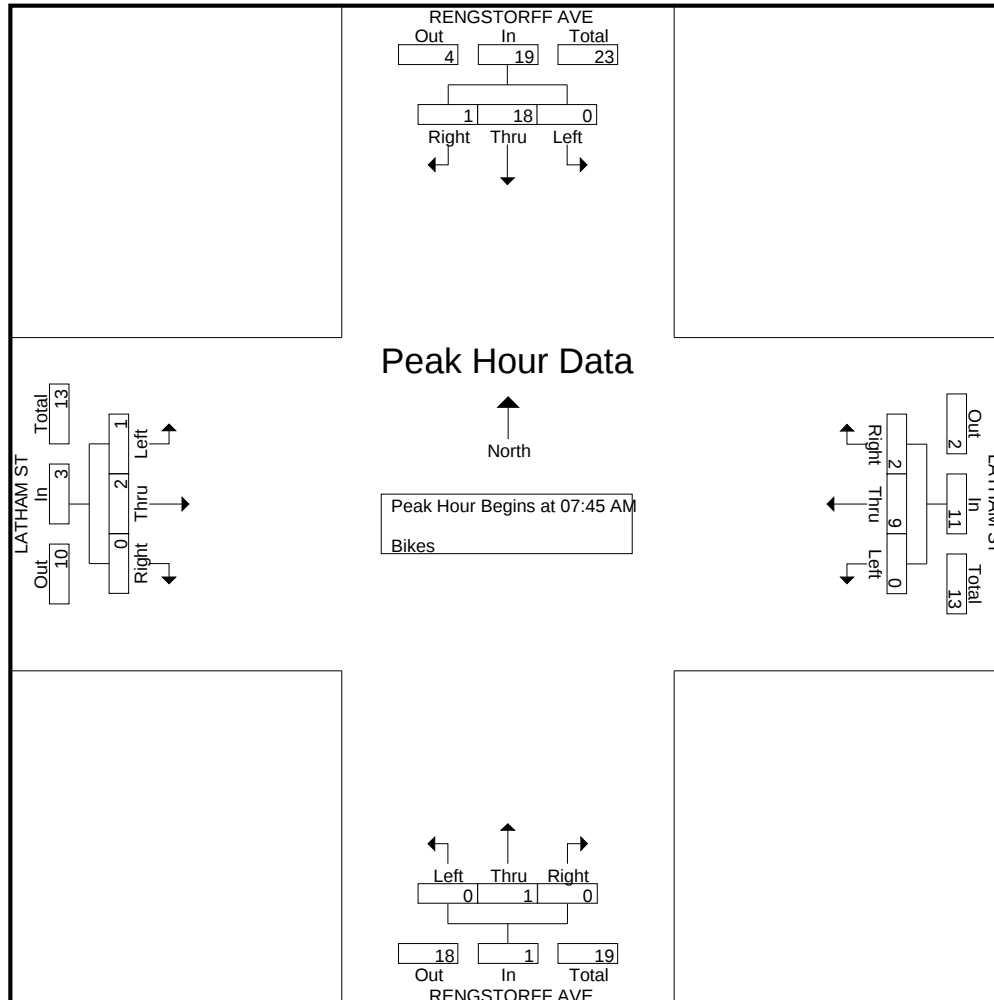
	RENGSTORFF AVE Southbound					LATHAM ST Westbound					RENGSTORFF AVE Northbound					LATHAM ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	0	1	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
04:45 PM	0	4	1	0	5	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	11
Total	1	5	1	0	7	2	6	0	0	8	0	2	0	0	2	0	4	1	0	5	22
05:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	6
05:15 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	5
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	1	5	0	0	6	1	3	1	0	5	0	2	1	0	3	0	6	1	0	7	21
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
06:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	6	0	0	7	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	15
Grand Total	5	44	2	0	51	11	53	4	0	68	3	27	1	0	31	1	45	7	0	53	203
Apprch %	9.8	86.3	3.9	0		16.2	77.9	5.9	0		9.7	87.1	3.2	0		1.9	84.9	13.2	0		
Total %	2.5	21.7	1	0	25.1	5.4	26.1	2	0	33.5	1.5	13.3	0.5	0	15.3	0.5	22.2	3.4	0	26.1	

	RENGSTORFF AVE Southbound				LATHAM ST Westbound				RENGSTORFF AVE Northbound				LATHAM ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	2	3	0	5	0	0	0	0	0	0	0	0	6
08:00 AM	1	12	0	13	0	2	0	2	0	0	0	0	0	0	0	0	15
08:15 AM	0	5	0	5	0	2	0	2	0	0	0	0	0	1	1	2	9
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total Volume	1	18	0	19	2	9	0	11	0	1	0	1	0	2	1	3	34
% App. Total	5.3	94.7	0		18.2	81.8	0		0	100	0		0	66.7	33.3		
PHF	.250	.375	.000	.365	.250	.750	.000	.550	.000	.250	.000	.250	.000	.500	.250	.375	.567

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

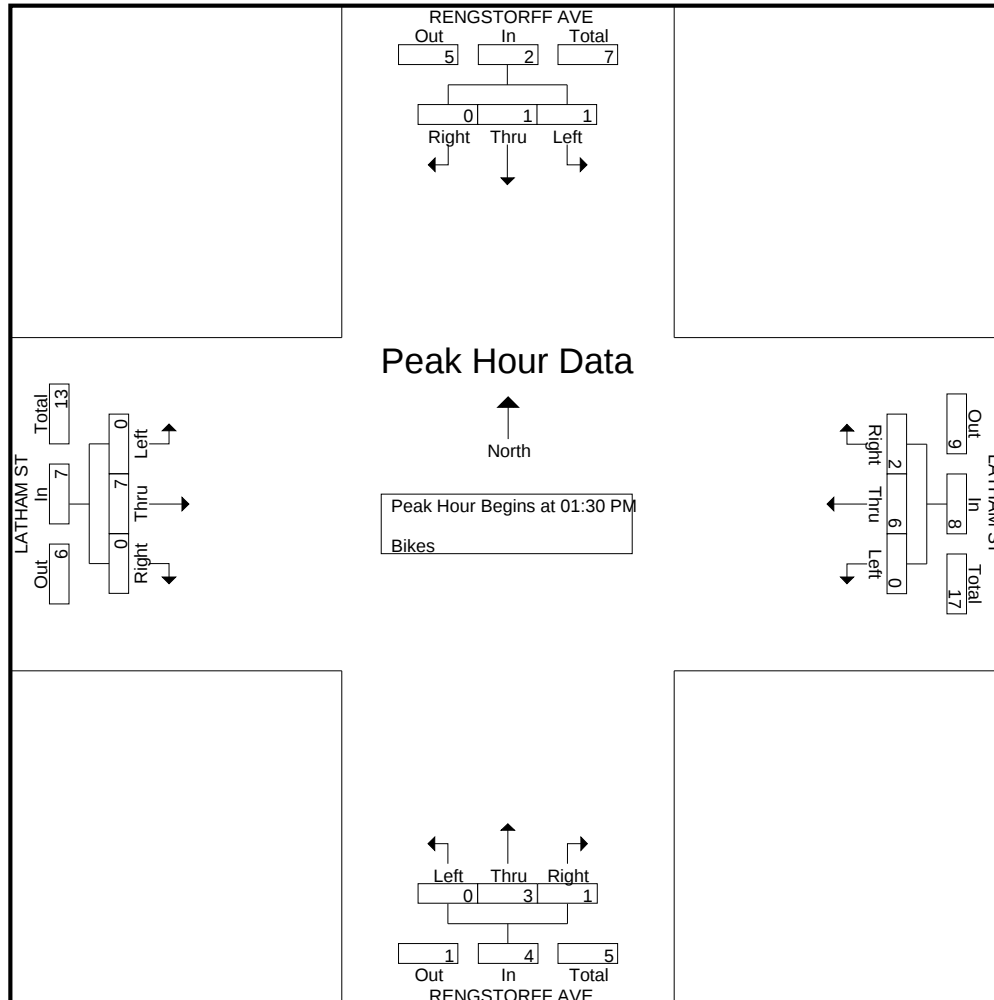
Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
01:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
02:00 PM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
02:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	3	0	3	6
Total Volume	0	1	1	2	2	6	0	8	1	3	0	4	0	7	0	7	21
% App. Total	0	50	50		25	75	0		25	75	0		0	100	0		
PHF	.000	.250	.250	.500	.500	.500	.000	.500	.250	.375	.000	.333	.000	.583	.000	.583	.750

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Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

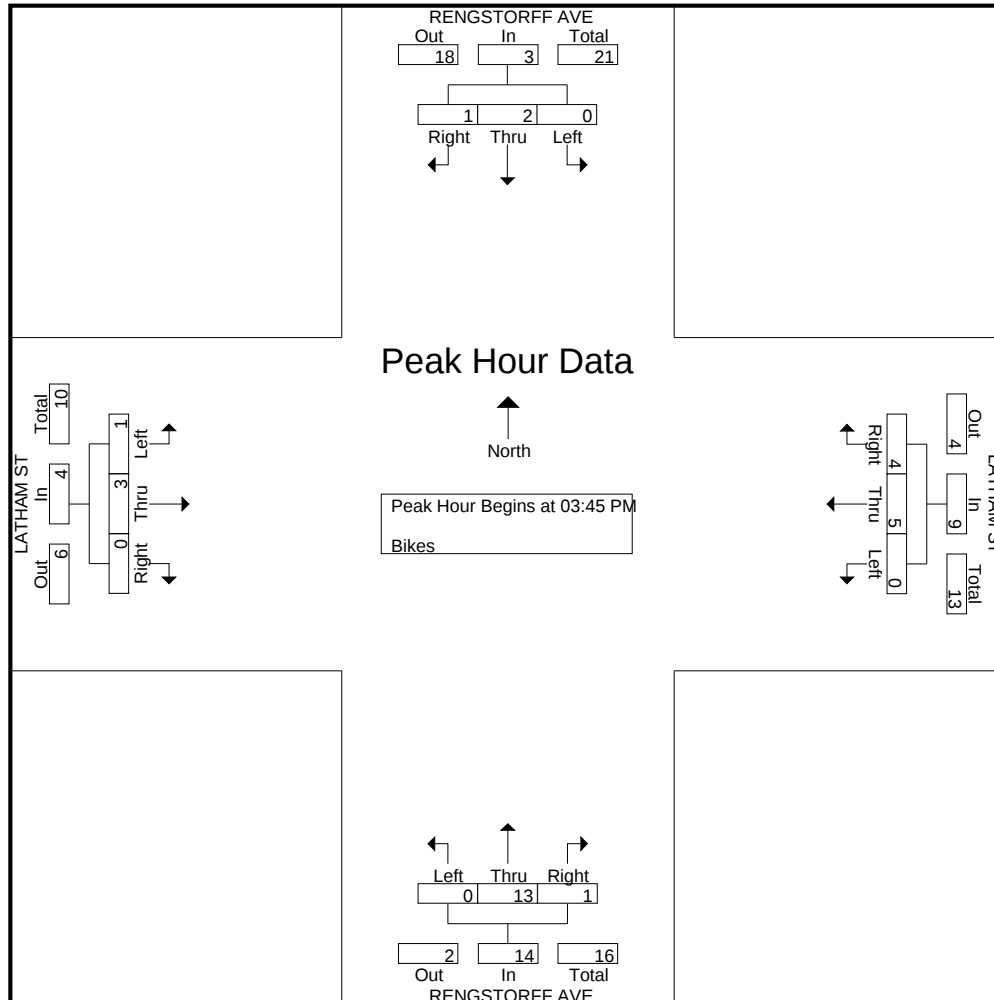
Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	1	0	1	2	1	0	3	1	12	0	13	0	2	0	2	19
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	1	1	3	0	4	0	1	0	1	0	0	0	0	6
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total Volume	1	2	0	3	4	5	0	9	1	13	0	14	0	3	1	4	30
% App. Total	33.3	66.7	0		44.4	55.6	0		7.1	92.9	0		0	75	25		
PHF	.250	.500	.000	.750	.500	.417	.000	.563	.250	.271	.000	.269	.000	.375	.250	.500	.395

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Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

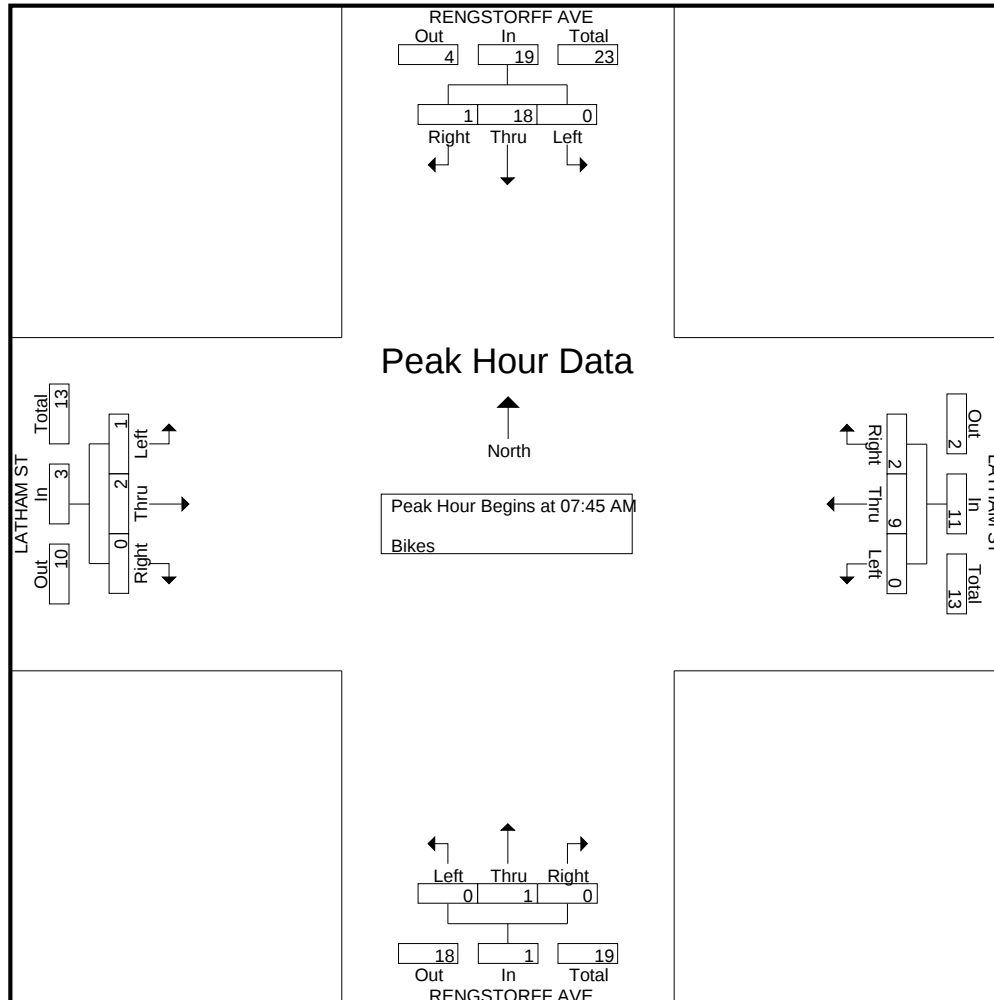
Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	0	1	0	1	2	3	0	5	0	0	0	0	0	0	0	0	6
08:00 AM	1	12	0	13	0	2	0	2	0	0	0	0	0	0	0	0	15
08:15 AM	0	5	0	5	0	2	0	2	0	0	0	0	0	1	1	2	9
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total Volume	1	18	0	19	2	9	0	11	0	1	0	1	0	2	1	3	34
% App. Total	5.3	94.7	0		18.2	81.8	0		0	100	0		0	66.7	33.3		
PHF	.250	.375	.000	.365	.250	.750	.000	.550	.000	.250	.000	.250	.000	.500	.250	.375	.567

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File Name : 12 - FINAL

Site Code : 00000012

Start Date : 12/9/2025

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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					W EL CAMINO REAL Westbound					Northbound					W EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	0	18	0	26	21	130	7	0	158	0	0	0	0	0	0	61	4	1	66	250
07:15 AM	19	0	29	2	50	22	159	5	0	186	0	0	0	0	0	0	74	5	0	79	315
07:30 AM	26	0	47	1	74	27	229	7	0	263	0	0	0	0	0	0	107	5	1	113	450
07:45 AM	28	0	49	5	82	32	233	6	0	271	0	0	0	0	0	0	134	9	3	146	499
Total	81	0	143	8	232	102	751	25	0	878	0	0	0	0	0	0	376	23	5	404	1514
08:00 AM	63	0	92	0	155	38	187	13	0	238	0	0	0	0	0	0	126	28	8	162	555
08:15 AM	77	0	82	5	164	47	236	13	0	296	0	0	0	0	0	0	214	46	10	270	730
08:30 AM	39	0	38	0	77	51	228	9	0	288	0	0	0	0	0	0	190	43	3	236	601
08:45 AM	26	0	33	4	63	50	267	6	0	323	0	0	0	0	0	0	152	22	5	179	565
Total	205	0	245	9	459	186	918	41	0	1145	0	0	0	0	0	0	682	139	26	847	2451
09:00 AM	23	0	43	3	69	42	193	3	0	238	0	0	0	0	0	0	169	18	1	188	495
09:15 AM	23	0	36	0	59	31	163	11	0	205	0	0	0	0	0	0	158	17	0	175	439
09:30 AM	16	0	37	4	57	51	235	11	0	297	0	0	0	0	0	0	157	11	1	169	523
09:45 AM	29	0	55	2	86	30	208	2	0	240	0	0	0	0	0	0	143	14	1	158	484
Total	91	0	171	9	271	154	799	27	0	980	0	0	0	0	0	0	627	60	3	690	1941
10:00 AM	13	0	30	5	48	39	177	8	0	224	0	0	0	0	0	0	179	20	3	202	474
10:15 AM	15	0	48	3	66	34	156	8	0	198	0	0	0	0	0	0	150	12	2	164	428
10:30 AM	14	0	25	4	43	47	210	7	0	264	0	0	0	0	0	0	197	19	3	219	526
10:45 AM	10	0	36	3	49	52	195	4	0	251	0	0	0	0	0	0	178	17	1	196	496
Total	52	0	139	15	206	172	738	27	0	937	0	0	0	0	0	0	704	68	9	781	1924
11:00 AM	21	0	26	0	47	41	160	10	0	211	0	0	0	0	0	0	147	18	1	166	424
11:15 AM	20	0	52	0	72	38	148	10	0	196	0	0	0	0	0	0	163	19	2	184	452
11:30 AM	19	0	49	1	69	49	194	5	2	250	0	0	0	0	0	0	173	22	5	200	519
11:45 AM	18	0	53	4	75	32	203	3	2	240	0	0	0	0	0	0	190	15	2	207	522
Total	78	0	180	5	263	160	705	28	4	897	0	0	0	0	0	0	673	74	10	757	1917
12:00 PM	23	0	52	6	81	43	143	13	0	199	0	0	0	0	0	0	157	27	5	189	469
12:15 PM	16	0	45	12	73	34	201	10	0	245	0	0	0	0	0	0	195	25	4	224	542
12:30 PM	18	0	35	1	54	41	164	11	0	216	0	0	0	0	0	0	190	23	0	213	483
12:45 PM	27	0	57	1	85	32	207	11	0	250	0	0	0	0	0	0	224	29	2	255	590
Total	84	0	189	20	293	150	715	45	0	910	0	0	0	0	0	0	766	104	11	881	2084
01:00 PM	20	0	48	1	69	36	178	13	0	227	0	0	0	0	0	0	146	18	2	166	462
01:15 PM	30	0	55	1	86	49	189	11	0	249	0	0	0	0	0	0	194	22	0	216	551
01:30 PM	26	0	42	2	70	50	147	6	0	203	0	0	0	0	0	0	228	12	1	241	514
01:45 PM	29	0	41	6	76	54	174	7	0	235	0	0	0	0	0	0	175	25	0	200	511
Total	105	0	186	10	301	189	688	37	0	914	0	0	0	0	0	0	743	77	3	823	2038
02:00 PM	28	0	50	3	81	56	167	11	0	234	0	0	0	0	0	0	194	36	0	230	545
02:15 PM	20	0	52	1	73	31	163	13	1	208	0	0	0	0	0	0	256	27	4	287	568
02:30 PM	16	0	38	2	56	42	190	3	0	235	0	0	0	0	0	0	186	33	1	220	511
02:45 PM	28	0	57	2	87	41	205	6	0	252	0	0	0	0	0	0	192	26	1	219	558
Total	92	0	197	8	297	170	725	33	1	929	0	0	0	0	0	0	828	122	6	956	2182
03:00 PM	30	0	43	2	75	50	172	11	0	233	0	0	0	0	0	0	215	29	4	248	556
03:15 PM	28	0	49	3	80	52	193	10	1	256	0	0	0	0	0	0	204	30	3	237	573
03:30 PM	49	0	51	5	105	52	242	11	0	305	0	0	0	0	0	0	251	42	4	297	707
03:45 PM	36	0	44	8	88	49	229	7	0	285	0	0	0	0	0	0	302	59	6	367	740
Total	143	0	187	18	348	203	836	39	1	1079	0	0	0	0	0	0	972	160	17	1149	2576

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File Name : 12 - FINAL

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Groups Printed- Vehicles

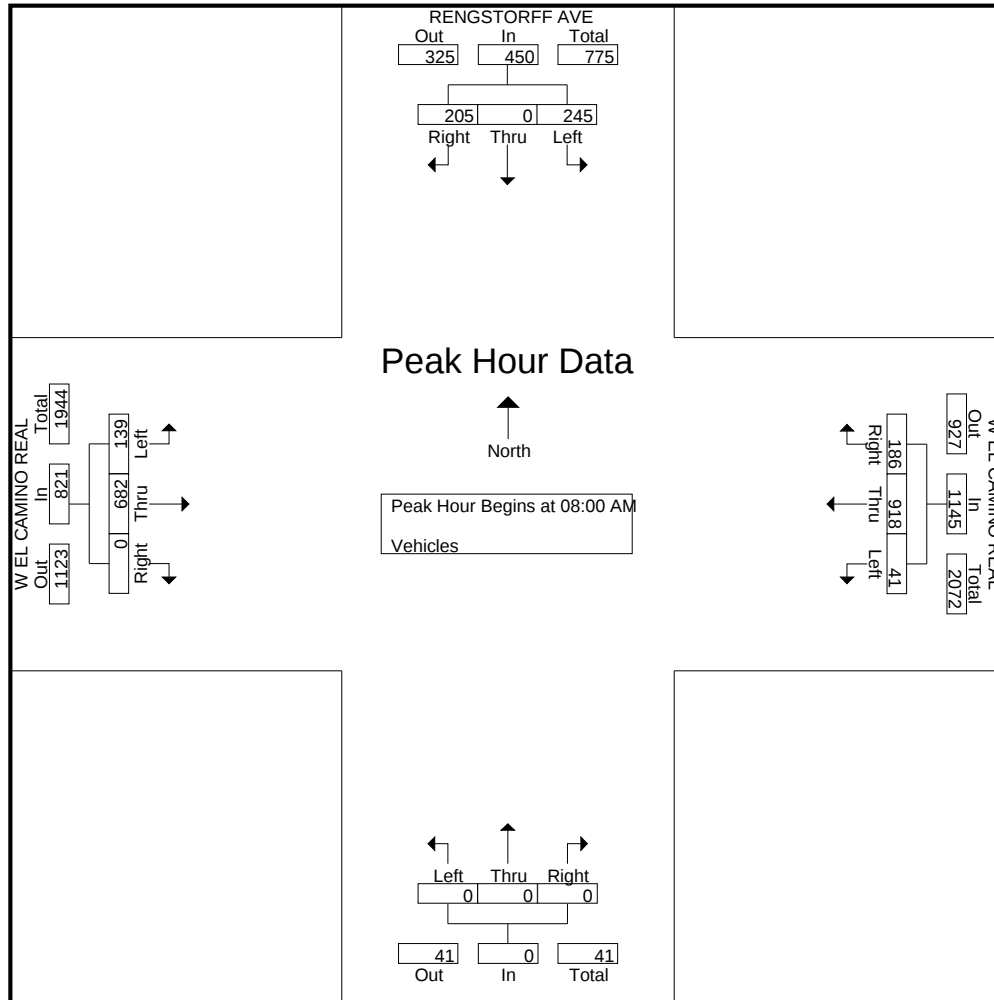
	RENGSTORFF AVE Southbound					W EL CAMINO REAL Westbound					Northbound					W EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	45	0	44	4	93	53	176	11	0	240	0	0	0	0	0	0	251	62	8	321	654
04:15 PM	34	0	51	2	87	47	193	6	0	246	0	0	0	0	0	0	237	43	8	288	621
04:30 PM	40	0	52	2	94	48	187	6	0	241	0	0	0	0	0	0	270	43	2	315	650
04:45 PM	46	0	46	3	95	60	255	4	0	319	0	0	0	0	0	0	280	45	2	327	741
Total	165	0	193	11	369	208	811	27	0	1046	0	0	0	0	0	0	1038	193	20	1251	2666
05:00 PM	28	0	38	1	67	43	198	10	0	251	0	0	0	0	0	0	262	53	4	319	637
05:15 PM	37	0	43	4	84	43	184	12	0	239	0	0	0	0	0	0	336	69	7	412	735
05:30 PM	37	0	45	2	84	44	234	7	0	285	0	0	0	0	0	0	260	54	0	314	683
05:45 PM	21	0	28	4	53	45	234	10	0	289	0	0	0	0	0	0	262	28	1	291	633
Total	123	0	154	11	288	175	850	39	0	1064	0	0	0	0	0	0	1120	204	12	1336	2688
06:00 PM	31	0	55	2	88	43	216	10	0	269	0	0	0	0	0	0	291	47	4	342	699
06:15 PM	31	0	59	0	90	45	258	11	0	314	0	0	0	0	0	0	208	49	0	257	661
06:30 PM	18	0	37	1	56	50	198	8	0	256	0	0	0	0	0	0	281	55	1	337	649
06:45 PM	23	0	27	2	52	46	224	10	0	280	0	0	0	0	0	0	204	32	0	236	568
Total	103	0	178	5	286	184	896	39	0	1119	0	0	0	0	0	0	984	183	5	1172	2577
Grand Total	1322	0	2162	129	3613	2053	9432	407	6	11898	0	0	0	0	0	0	9513	1407	127	11047	26558
Apprch %	36.6	0	59.8	3.6		17.3	79.3	3.4	0.1		0	0	0	0	0	0	86.1	12.7	1.1		
Total %	5	0	8.1	0.5	13.6	7.7	35.5	1.5	0	44.8	0	0	0	0	0	0	35.8	5.3	0.5	41.6	

	RENGSTORFF AVE Southbound				W EL CAMINO REAL Westbound				Northbound				W EL CAMINO REAL 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 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	63	0	92	155	38	187	13	238	0	0	0	0	0	126	28	154	547
08:15 AM	77	0	82	159	47	236	13	296	0	0	0	0	0	214	46	260	715
08:30 AM	39	0	38	77	51	228	9	288	0	0	0	0	0	190	43	233	598
08:45 AM	26	0	33	59	50	267	6	323	0	0	0	0	0	152	22	174	556
Total Volume	205	0	245	450	186	918	41	1145	0	0	0	0	0	682	139	821	2416
% App. Total	45.6	0	54.4		16.2	80.2	3.6		0	0	0		0	83.1	16.9		
PHF	.666	.000	.666	.708	.912	.860	.788	.886	.000	.000	.000	.000	.000	.797	.755	.789	.845

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Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	28	0	50	78	56	167	11	234	0	0	0	0	0	194	36	230	542
02:15 PM	20	0	52	72	31	163	13	207	0	0	0	0	0	256	27	283	562
02:30 PM	16	0	38	54	42	190	3	235	0	0	0	0	0	186	33	219	508
02:45 PM	28	0	57	85	41	205	6	252	0	0	0	0	0	192	26	218	555
Total Volume	92	0	197	289	170	725	33	928	0	0	0	0	0	828	122	950	2167
% App. Total	31.8	0	68.2		18.3	78.1	3.6		0	0	0		0	87.2	12.8		
PHF	.821	.000	.864	.850	.759	.884	.635	.921	.000	.000	.000	.000	.000	.809	.847	.839	.964

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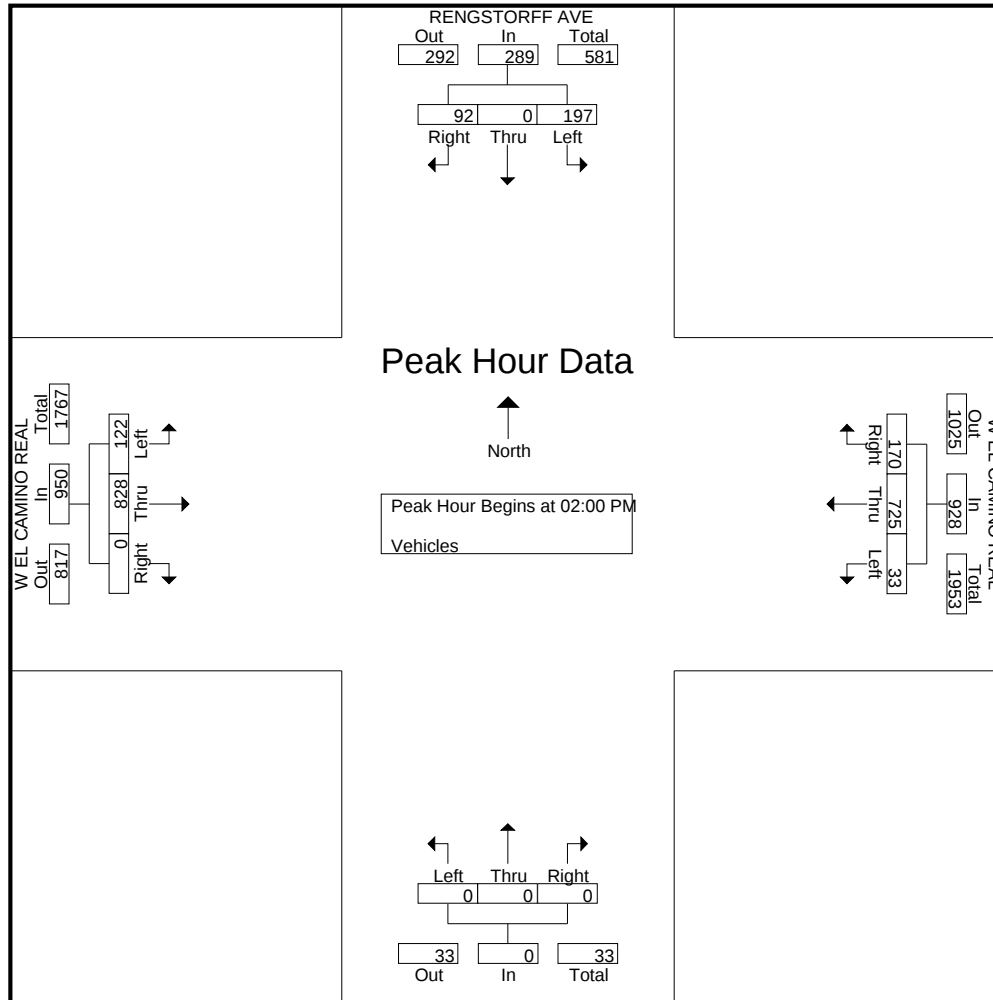
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File Name : 12 - FINAL

Site Code : 00000012

Start Date : 12/9/2025

Page No : 4



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	46	0	46	92	60	255	4	319	0	0	0	0	0	280	45	325	736
05:00 PM	28	0	38	66	43	198	10	251	0	0	0	0	0	262	53	315	632
05:15 PM	37	0	43	80	43	184	12	239	0	0	0	0	0	336	69	405	724
05:30 PM	37	0	45	82	44	234	7	285	0	0	0	0	0	260	54	314	681
Total Volume	148	0	172	320	190	871	33	1094	0	0	0	0	0	1138	221	1359	2773
% App. Total	46.2	0	53.8		17.4	79.6	3		0	0	0		0	83.7	16.3		
PHF	.804	.000	.935	.870	.792	.854	.688	.857	.000	.000	.000	.000	.000	.847	.801	.839	.942

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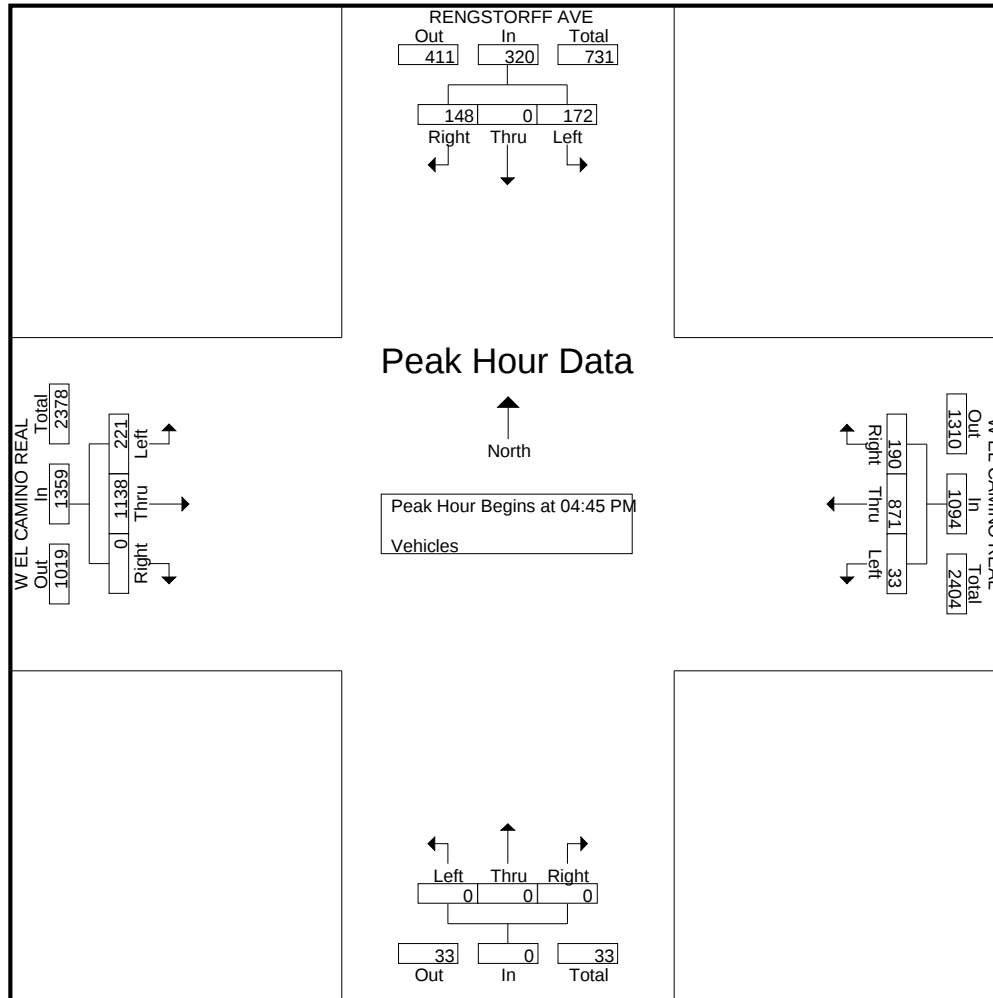
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File Name : 12 - FINAL

Site Code : 00000012

Start Date : 12/9/2025

Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	46	0	46	92	60	255	4	319	0	0	0	0	0	280	45	325	736
05:00 PM	28	0	38	66	43	198	10	251	0	0	0	0	0	262	53	315	632
05:15 PM	37	0	43	80	43	184	12	239	0	0	0	0	0	336	69	405	724
05:30 PM	37	0	45	82	44	234	7	285	0	0	0	0	0	260	54	314	681
Total Volume	148	0	172	320	190	871	33	1094	0	0	0	0	0	1138	221	1359	2773
% App. Total	46.2	0	53.8		17.4	79.6	3		0	0	0		0	83.7	16.3		
PHF	.804	.000	.935	.870	.792	.854	.688	.857	.000	.000	.000	.000	.000	.847	.801	.839	.942

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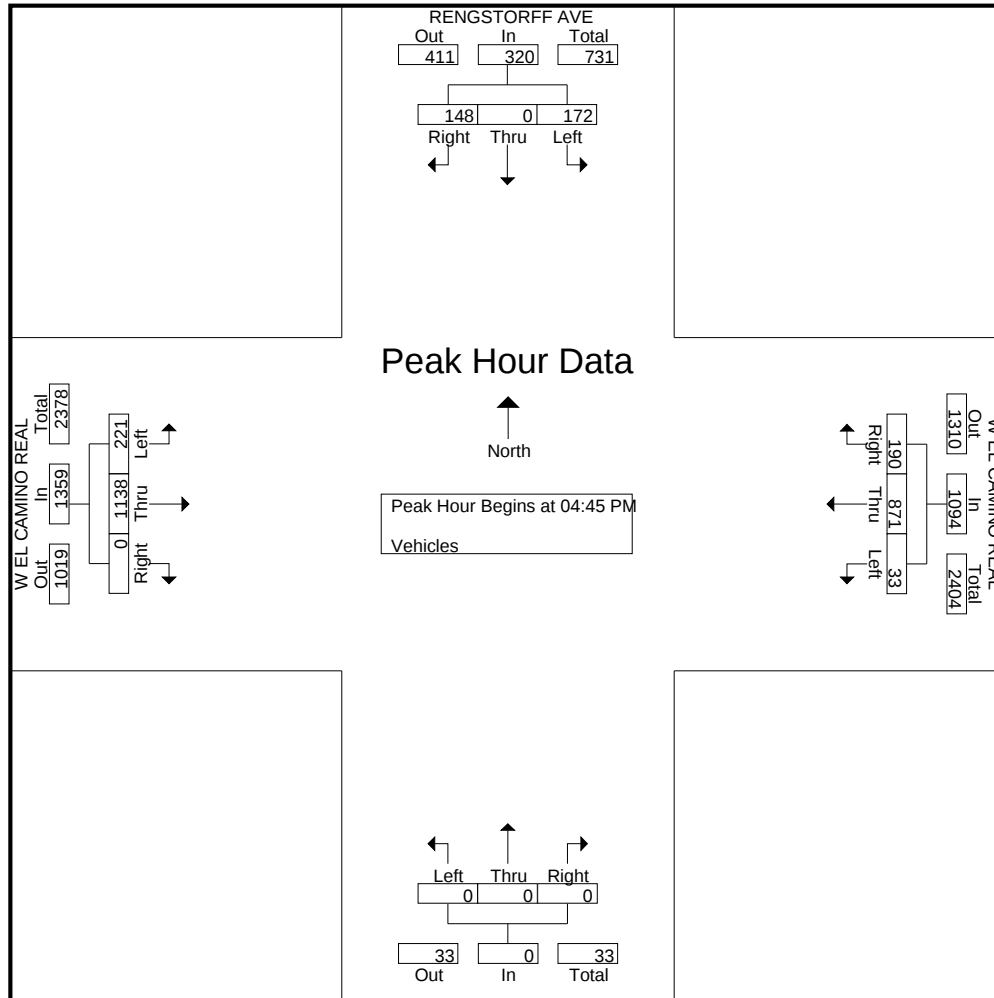
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File Name : 12 - FINAL

Site Code : 00000012

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File Name : 12 - FINAL

Site Code : 00000012

Start Date : 12/9/2025

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Groups Printed- Bikes

Start Time	RENGSTORFF AVE Southbound					W EL CAMINO REAL Westbound					Northbound					W EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	8
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Total	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	8
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	8
11:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
01:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	6
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	4

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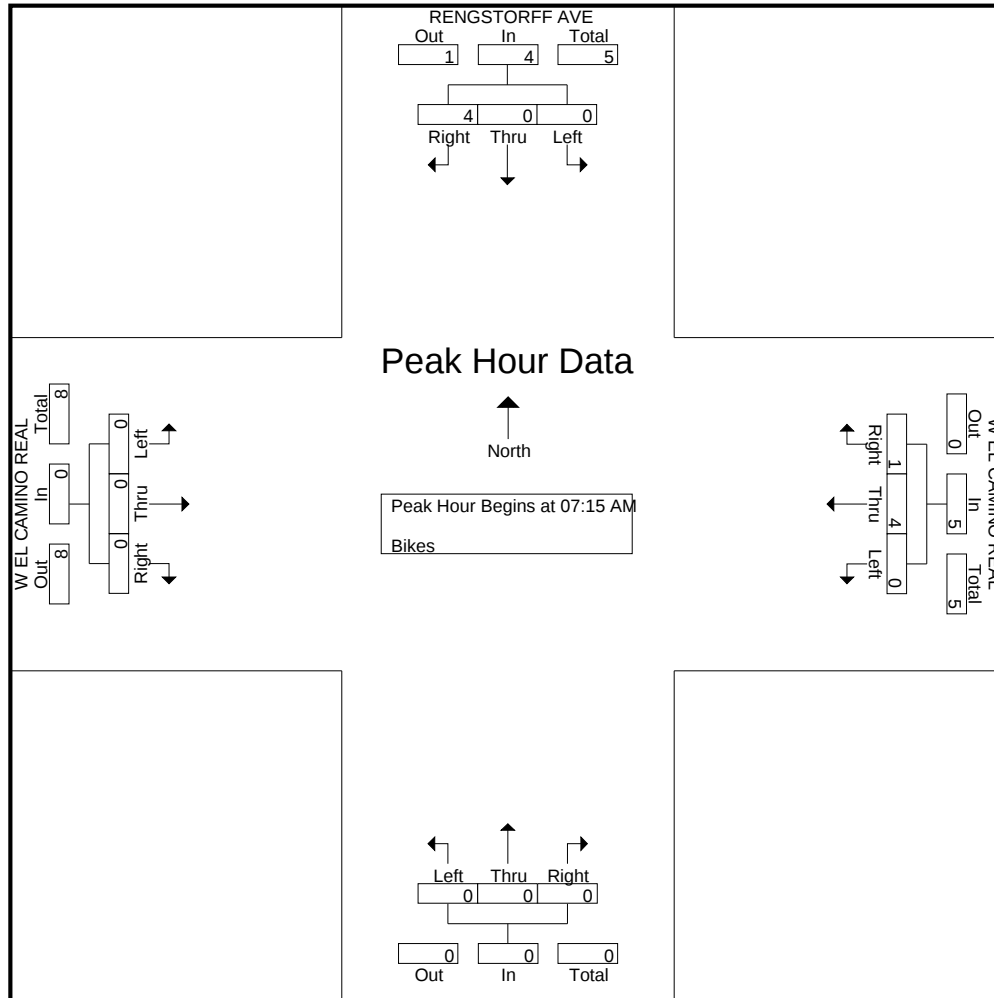
	RENGSTORFF AVE Southbound					W EL CAMINO REAL Westbound					Northbound					W EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	11
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
06:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Grand Total	7	0	9	0	16	8	33	0	0	41	0	0	0	0	0	0	10	6	0	16	73
Apprch %	43.8	0	56.2	0		19.5	80.5	0	0		0	0	0	0		0	62.5	37.5	0		
Total %	9.6	0	12.3	0	21.9	11	45.2	0	0	56.2	0	0	0	0	0	0	13.7	8.2	0	21.9	

[illegible]

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Page No : 3



Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1

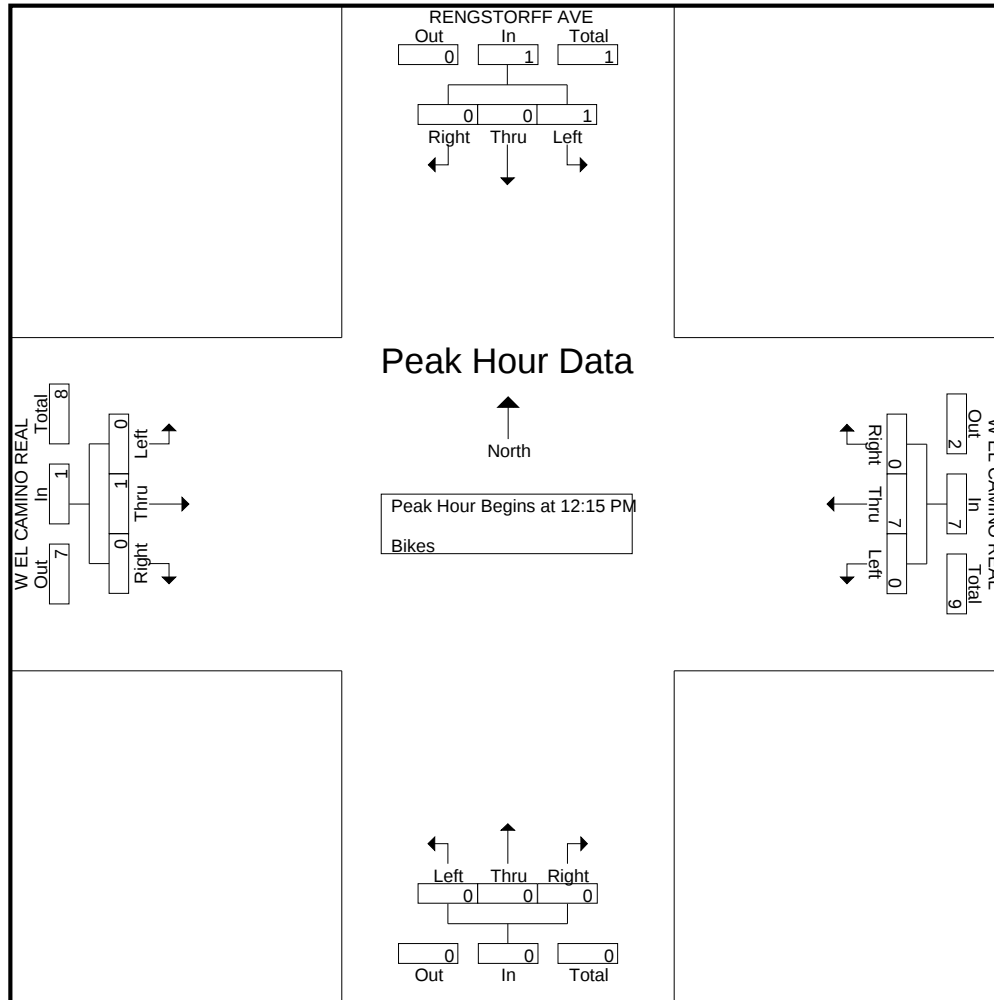
Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	0	1	5
12:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	1	1	0	7	0	7	0	0	0	0	0	0	1	0	1	9
% App. Total	0	0	100		0	100	0		0	0	0		0	0	100	0		
PHF	.000	.000	.250	.250	.000	.438	.000	.438	.000	.000	.000	.000	.000	.000	.250	.000	.250	.450

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File Name : 12 - FINAL
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Page No : 4



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

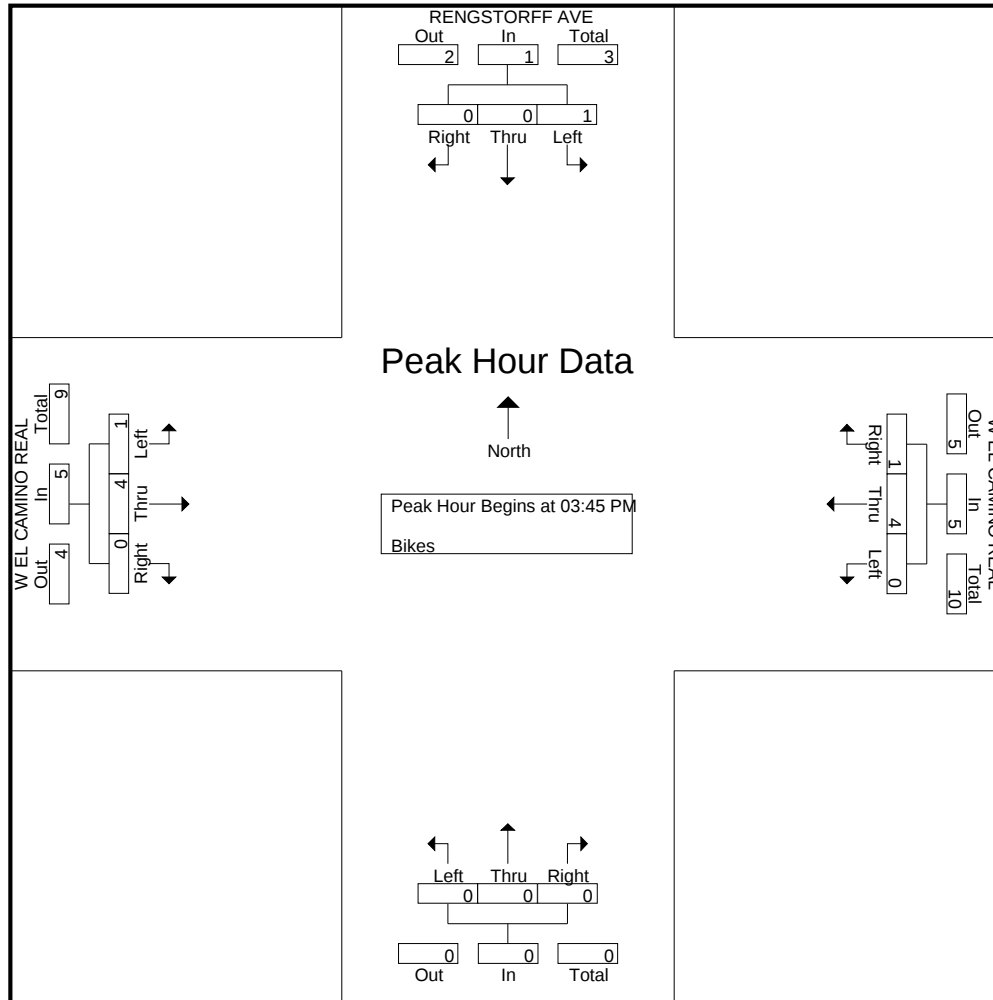
Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	1	4	0	5	0	0	0	0	0	0	4	1	5	11
% App. Total	0	0	100		20	80	0		0	0	0		0	80	20			
PHF	.000	.000	.250	.250	.250	.500	.000	.417	.000	.000	.000	.000	.000	.000	.333	.250	.417	.458

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File Name : 12 - FINAL
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Page No : 5



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	1	4	0	5	0	0	0	0	0	0	4	1	5	11
% App. Total	0	0	100		20	80	0		0	0	0		0	80	20			
PHF	.000	.000	.250	.250	.250	.500	.000	.417	.000	.000	.000	.000	.000	.000	.333	.250	.417	.458

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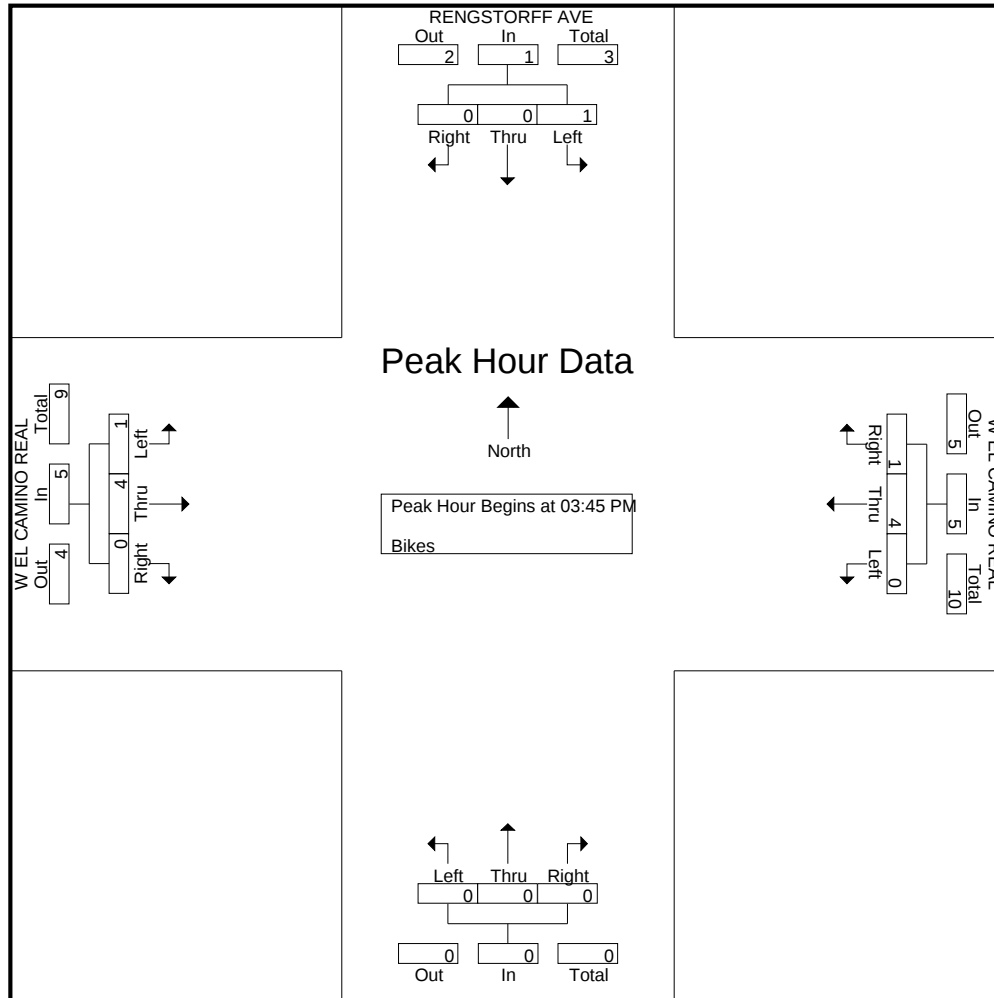
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File Name : 12 - FINAL

Site Code : 00000012

Start Date : 12/9/2025

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Appendix B: HCM Reports

Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM
			LOS	
1	El Camino Real & Rengstorff Ave	EBL	F	E
		EBT	A	A
		WBU	F	F
		WBT	B	B
		SBL	F	E
		SBR	E	E
		SB	F	E
		EB	C	B
		WB	B	B
		Intersection	C	C
		EBL	D	D
2	Rengstorff Ave & Latham St	EBT	C	D
		WBL	C	C
		WBT	D	D
		NBL	D	D
		NBT	C	A
		SBL	D	D
		SBT	C	A
		NB	C	B
		SB	C	B
		EB	D	D
		WB	D	D
		Intersection	C	B
3	Rengstorff Ave & California St	EBL	E	F
		EBT	D	E
		WBL	E	E
		WBT	E	D
		NBL	D	D
		NBT	D	D
		SBL	D	F
		SBT	C	C
		NB	D	D
		SB	C	D
		EB	D	F
		WB	E	D
		Intersection	D	E
4	Rengstorff Ave & Stanford Ave	EBL	E	E
		EBT	D	D
		WBL	E	E
		WBT	E	D
		NBL	D	E
		NBT	A	A
		SBL	E	E
		SBT	A	A
		NB	A	A
		SB	A	A
		EB	D	E
		WB	E	E
		Intersection	B	A
		EBL	E	E
		EBT	D	F
		WBL	E	F

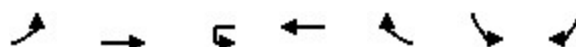
Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM
			LOS	
5	Rengstorff Ave & Central Expy	WBL	E	F
		WBT	F	F
		WBR	D	D
		NBL	E	E
		NBT	F	F
		SBL	D	D
		SBT	D	D
		NB	F	F
		SB	D	D
		EB	D	F
		WB	F	F
		Intersection	F	F
6	Rengstorff Ave & Montecito Ave	EBL	D	D
		EBT	D	D
		WBL	F	E
		WBT	C	C
		NBL	C	B
		NBT	D	B
		SBL	D	B
		SBT	D	B
		NB	D	B
		SB	D	B
		EB	D	D
		WB	F	D
		Intersection	E	B
7	Rengstorff Ave & Jane Lane	EBL	C	C
		EBT	C	C
		NBL	A	A
		EB	C	C
		Intersection	A	A
8	Rengstorff Ave & W Middlefield Rd	EBL	E	D
		EBT	D	D
		WBL	E	E
		WBT	D	D
		NBL	E	E
		NBT	C	D
		SBL	E	E
		SBT	C	C
		NB	C	D
		SB	C	D
		EB	D	D
		WB	D	D
		Intersection	D	D
9	Rengstorff Ave & Rock St	EBL	C	B
		EBT	C	B
		EBR	C	B
		WBL	C	B
		WBT	C	B
		WBR	C	B
		NBL	A	A
		NBT	A	A

Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM
			LOS	
		SBL	A	A
		SBT	A	A
		EB	C	B
		WB	C	B
		Intersection	A	B
10	Rengstorff Ave & Old Middlefield Way	EBL	D	E
		EBT	E	D
		WBL	D	E
		WBT	E	D
		NBL	D	E
		NBT	F	D
		SBL	D	E
		SBT	D	C
		NB	F	D
		SB	D	D
		EB	E	D
		WB	E	D
		Intersection	E	D
		EBL	A	B
		EBT	A	B
11	Rengstorff Ave & Wyandotte St	NBL	A	A
		EB	A	B
		Intersection	A	B
		EBT	D	F
		WBT	C	C
12	Rengstorff Ave & Leghorn St	NBL	D	E
		NBT	B	B
		SBL	E	E
		SBT	B	C
		NB	B	C
		SB	B	C
		EB	D	F
		WB	C	C
		Intersection	C	D

HCM Signalized Intersection Capacity Analysis

1: El Camino Real & Rengstorff Ave

02/05/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	←←	↑↑↑	←	↑↑↑		←←	↑
Traffic Volume (vph)	166	682	41	918	233	256	208
Future Volume (vph)	166	682	41	918	233	256	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	10.1	4.7	10.1		4.7	4.7
Lane Util. Factor	0.97	0.91	1.00	0.91		0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1770	4918		3433	1526
Flt Permitted	0.95	1.00	0.33	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	621	4918		3433	1526
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	198	812	49	1093	277	305	248
RTOR Reduction (vph)	0	0	0	13	0	0	161
Lane Group Flow (vph)	198	812	49	1357	0	305	87
Confl. Peds. (#/hr)							9
Confl. Bikes (#/hr)					4		
Turn Type	Prot	NA	custom	NA		Perm	Perm
Protected Phases	5	2		6			
Permitted Phases			1			4	4
Actuated Green, G (s)	15.8	127.7	13.3	125.2		19.5	19.5
Effective Green, g (s)	15.8	127.7	13.3	125.2		19.5	19.5
Actuated g/C Ratio	0.09	0.71	0.07	0.70		0.11	0.11
Clearance Time (s)	4.7	10.1	4.7	10.1		4.7	4.7
Vehicle Extension (s)	1.3	3.0	1.0	3.0		1.0	1.0
Lane Grp Cap (vph)	301	3607	45	3420		371	165
v/s Ratio Prot	c0.06	0.16		c0.28			
v/s Ratio Perm			c0.08			c0.09	0.06
v/c Ratio	0.66	0.23	1.09	0.40		0.82	0.52
Uniform Delay, d1	79.5	9.0	83.4	11.5		78.6	75.9
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.9	0.1	161.4	0.3		13.0	1.4
Delay (s)	83.4	9.2	244.8	11.9		91.6	77.3
Level of Service	F	A	F	B		F	E
Approach Delay (s/veh)		23.7		19.9		85.2	
Approach LOS		C		B		F	
Intersection Summary							
HCM 2000 Control Delay (s/veh)			33.3		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.54				
Actuated Cycle Length (s)			180.0		Sum of lost time (s)		19.5
Intersection Capacity Utilization			62.5%		ICU Level of Service		B
Analysis Period (min)			15				
c Critical Lane Group							

HCM Signalized Intersection Capacity Analysis

2: Rengstorff Ave & Latham St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	50	62	32	71	114	24	363	12	42	370	36
Future Volume (vph)	65	50	62	32	71	114	24	363	12	42	370	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.98	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.91		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1739	1678		1745	1644		1770	3512		1770	3469	
Flt Permitted	0.47	1.00		0.62	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	859	1678		1148	1644		1770	3512		1770	3469	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	79	61	76	39	87	139	29	443	15	51	451	44
RTOR Reduction (vph)	0	39	0	0	50	0	0	2	0	0	6	0
Lane Group Flow (vph)	79	98	0	39	176	0	29	456	0	51	489	0
Confl. Peds. (#/hr)	22		14	14		22	16		26	26		16
Confl. Bikes (#/hr)			3			8			2			18
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	30.0	30.0		30.0	30.0		24.5	44.5		24.5	44.5	
Effective Green, g (s)	30.0	30.0		30.0	30.0		24.5	44.5		24.5	44.5	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.21	0.39		0.21	0.39	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lane Grp Cap (vph)	224	437		299	428		377	1358		377	1342	
v/s Ratio Prot		0.06			c0.11		0.02	0.13		c0.03	c0.14	
v/s Ratio Perm	0.09			0.03								
v/c Ratio	0.35	0.22		0.13	0.41		0.08	0.34		0.14	0.36	
Uniform Delay, d1	34.6	33.4		32.5	35.2		36.2	24.8		36.7	25.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	1.2		0.9	2.9		0.4	0.7		0.7	0.8	
Delay (s)	38.9	34.5		33.4	38.1		36.6	25.5		37.4	25.9	
Level of Service	D	C		C	D		D	C		D	C	
Approach Delay (s/veh)		36.1			37.4			26.2			27.0	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		29.9					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.32										
Actuated Cycle Length (s)		115.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		75.0%					ICU Level of Service		D			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Rengstorff Ave & California St

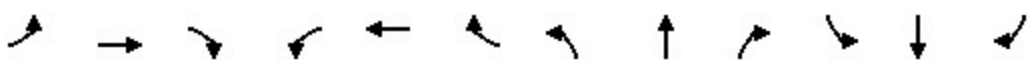
02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	215	56	58	261	134	52	451	39	84	334	130
Future Volume (vph)	143	215	56	58	261	134	52	451	39	84	334	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	9.1		4.2	9.1		4.2	9.1		4.2	9.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.95		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1792		1770	1737		1770	3476		1770	3315	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1792		1770	1737		1770	3476		1770	3315	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	154	231	60	62	281	144	56	485	42	90	359	140
RTOR Reduction (vph)	0	8	0	0	16	0	0	5	0	0	34	0
Lane Group Flow (vph)	154	283	0	62	409	0	56	522	0	90	465	0
Confl. Peds. (#/hr)	27		16	16		27	17		23	23		17
Confl. Bikes (#/hr)			6			12			6			19
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	13.8	36.1		9.6	31.9		13.2	33.9		13.8	34.5	
Effective Green, g (s)	13.8	36.1		9.6	31.9		13.2	33.9		13.8	34.5	
Actuated g/C Ratio	0.12	0.30		0.08	0.27		0.11	0.28		0.12	0.29	
Clearance Time (s)	4.2	9.1		4.2	9.1		4.2	9.1		4.2	9.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	203	539		141	461		194	981		203	953	
v/s Ratio Prot	c0.09	c0.16		0.04	c0.24		0.03	c0.15		c0.05	0.14	
v/s Ratio Perm												
v/c Ratio	0.76	0.52		0.44	0.89		0.29	0.53		0.44	0.49	
Uniform Delay, d1	51.5	34.8		52.6	42.3		49.1	36.4		49.5	35.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.88	0.84	
Incremental Delay, d2	23.0	0.9		9.6	18.2		3.7	2.1		6.8	1.8	
Delay (s)	74.5	35.7		62.3	60.5		52.8	38.4		50.3	31.6	
Level of Service	E	D		E	E		D	D		D	C	
Approach Delay (s/veh)		49.2			60.8			39.8			34.5	
Approach LOS		D			E			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)	45.1			HCM 2000 Level of Service			D					
HCM 2000 Volume to Capacity ratio	0.66											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			26.6					
Intersection Capacity Utilization	86.8%			ICU Level of Service			E					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Rengstorff Ave & Stanford Ave

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1	26	5	0	16	12	704	12	27	517	8
Future Volume (vph)	38	1	26	5	0	16	12	704	12	27	517	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	5.1		4.0	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1549		1770	1545		1770	3527		1770	3527	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1549		1770	1545		1770	3527		1770	3527	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	1	28	5	0	17	13	765	13	29	562	9
RTOR Reduction (vph)	0	26	0	0	16	0	0	1	0	0	1	0
Lane Group Flow (vph)	41	3	0	5	1	0	13	777	0	29	570	0
Confl. Peds. (#/hr)	11		15	15		11	14		12	12		14
Confl. Bikes (#/hr)									7			19
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.7	9.7		1.8	3.8		3.6	85.7		5.1	87.2	
Effective Green, g (s)	7.7	9.7		1.8	3.8		3.6	85.7		5.1	87.2	
Actuated g/C Ratio	0.06	0.08		0.02	0.03		0.03	0.71		0.04	0.73	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	5.1		4.0	5.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	113	125		26	48		53	2518		75	2562	
v/s Ratio Prot	c0.02	c0.00		0.00	0.00		0.01	c0.22		c0.02	0.16	
v/s Ratio Perm												
v/c Ratio	0.36	0.03		0.19	0.01		0.25	0.31		0.39	0.22	
Uniform Delay, d1	53.8	50.8		58.4	56.3		56.9	6.3		55.9	5.3	
Progression Factor	1.00	1.00		1.00	1.00		0.85	1.41		1.00	1.00	
Incremental Delay, d2	2.0	0.1		3.6	0.1		1.9	0.3		3.3	0.2	
Delay (s)	55.8	50.9		62.0	56.4		50.0	9.1		59.2	5.5	
Level of Service	E	D		E	E		D	A		E	A	
Approach Delay (s/veh)		53.8			57.6			9.8			8.1	
Approach LOS		D			E			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		11.9					HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)			17.7		
Intersection Capacity Utilization		46.3%					ICU Level of Service			A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Rengstorff Ave & Central Expy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	548	59	120	1165	133	127	512	119	43	373	123
Future Volume (vph)	85	548	59	120	1165	133	127	512	119	43	373	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	5.8		5.0	5.8	5.1	4.9	5.4		4.5	5.1	
Lane Util. Factor	1.00	0.95		1.00	0.91	0.91	0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.94	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3474		1770	3382	1356	3433	3426		1770	3390	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3474		1770	3382	1356	3433	3426		1770	3390	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	87	559	60	122	1189	136	130	522	121	44	381	126
RTOR Reduction (vph)	0	5	0	0	1	59	0	11	0	0	17	0
Lane Group Flow (vph)	87	614	0	122	1202	63	130	632	0	44	490	0
Confl. Peds. (#/hr)	31		27	27		31	5					5
Confl. Bikes (#/hr)			5			2			8			2
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	3		4	8	
Permitted Phases						8						
Actuated Green, G (s)	25.2	53.3		25.0	53.3	58.1	12.8	34.6		36.4	58.1	
Effective Green, g (s)	25.2	53.3		25.0	53.3	58.1	12.8	34.6		36.4	58.1	
Actuated g/C Ratio	0.15	0.31		0.15	0.31	0.34	0.08	0.20		0.21	0.34	
Clearance Time (s)	4.8	5.8		5.0	5.8	5.1	4.9	5.4		4.5	5.1	
Vehicle Extension (s)	3.0	6.0		3.0	6.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	262	1089		260	1060	463	258	697		378	1158	
v/s Ratio Prot	0.05	0.18		c0.07	c0.36		0.04	c0.18		0.02	c0.14	
v/s Ratio Perm						0.05						
v/c Ratio	0.33	0.56		0.47	1.13	0.14	0.50	0.91		0.12	0.42	
Uniform Delay, d1	64.9	48.7		66.4	58.4	38.6	75.5	66.1		53.8	43.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	2.1		6.0	72.4	0.6	2.1	17.6		0.2	1.1	
Delay (s)	68.2	50.8		72.4	130.7	39.2	77.7	83.8		54.0	44.2	
Level of Service	E	D		E	F	D	E	F		D	D	
Approach Delay (s/veh)		52.9			118.1			82.7			45.0	
Approach LOS		D			F			F			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		85.4										
HCM 2000 Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		170.0										
Intersection Capacity Utilization		93.4%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: Rengstorff Ave & Montecito Ave

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	9	10	91	9	83	13	668	49	36	438	7
Future Volume (vph)	18	9	10	91	9	83	13	668	49	36	438	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6		5.1	5.1		5.1	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1688		1770	1575		1755	3493		1766	3528	
Flt Permitted	0.69	1.00		0.09	1.00		0.36	1.00		0.17	1.00	
Satd. Flow (perm)	1273	1688		166	1575		670	3493		324	3528	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	20	10	11	102	10	93	15	751	55	40	492	8
RTOR Reduction (vph)	0	9	0	0	62	0	0	4	0	0	1	0
Lane Group Flow (vph)	20	12	0	102	41	0	15	802	0	40	499	0
Confl. Peds. (#/hr)	8		7	7		8	8		4	4		8
Confl. Bikes (#/hr)			10			2			9			3
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			3			2			2	
Permitted Phases	4			3			2			2		
Actuated Green, G (s)	30.0	30.0		45.0	45.0		45.0	45.0		45.0	45.0	
Effective Green, g (s)	30.0	30.0		45.0	45.0		45.0	45.0		45.0	45.0	
Actuated g/C Ratio	0.22	0.22		0.34	0.34		0.34	0.34		0.34	0.34	
Clearance Time (s)	4.6	4.6		4.6	4.6		5.1	5.1		5.1	5.1	
Lane Grp Cap (vph)	284	377		55	527		224	1170		108	1182	
v/s Ratio Prot		0.01			0.03			0.23			0.14	
v/s Ratio Perm	0.02			0.62			0.02			0.12		
v/c Ratio	0.07	0.03		1.85	0.08		0.07	0.69		0.37	0.42	
Uniform Delay, d1	41.1	40.8		44.7	30.5		30.4	38.5		33.9	34.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		445.8	0.3		0.6	3.3		9.5	1.1	
Delay (s)	41.6	41.0		490.5	30.8		30.9	41.8		43.4	35.7	
Level of Service	D	D		F	C		C	D		D	D	
Approach Delay (s/veh)		41.3			259.5			41.6			36.3	
Approach LOS		D			F			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			67.6			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			134.3			Sum of lost time (s)			14.3			
Intersection Capacity Utilization			61.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

7: Rengstorff Ave & Jane Lane

02/05/2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	22	22	747	459	50
Future Volume (Veh/h)	65	22	22	747	459	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	76	26	26	879	540	59
Pedestrians				5		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				604	1254	
pX, platoon unblocked	0.81	0.99	0.99			
vC, conflicting volume	1061	305	599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	542	266	565			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	96	97			
cM capacity (veh/h)	373	718	989			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	102	319	586	360	239	
Volume Left	76	26	0	0	0	
Volume Right	26	0	0	0	59	
cSH	425	989	1700	1700	1700	
Volume to Capacity	0.24	0.03	0.34	0.21	0.14	
Queue Length 95th (ft)	23	2	0	0	0	
Control Delay (s/veh)	16.1	1.0	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s/veh)	16.1	0.3		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			49.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Rengstorff Ave & W Middlefield Rd

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	186	56	153	309	151	71	689	52	44	300	23
Future Volume (vph)	134	186	56	153	309	151	71	689	52	44	300	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.1		4.6	5.1		4.6	5.1		4.6	5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3393		1770	3346		1770	3495		1770	3494	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3393		1770	3346		1770	3495		1770	3494	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	149	207	62	170	343	168	79	766	58	49	333	26
RTOR Reduction (vph)	0	28	0	0	60	0	0	3	0	0	4	0
Lane Group Flow (vph)	149	241	0	170	451	0	79	821	0	49	355	0
Confl. Peds. (#/hr)	4		14	14		4	11		13	13		11
Confl. Bikes (#/hr)			3			1			3			1
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.9	22.8		14.4	23.3		9.4	55.4		8.0	54.0	
Effective Green, g (s)	13.9	22.8		14.4	23.3		9.4	55.4		8.0	54.0	
Actuated g/C Ratio	0.12	0.19		0.12	0.19		0.08	0.46		0.07	0.45	
Clearance Time (s)	4.6	5.1		4.6	5.1		4.6	5.1		4.6	5.1	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	205	644		212	649		138	1613		118	1572	
v/s Ratio Prot	0.08	0.07		c0.10	c0.13		c0.04	c0.23		0.03	0.10	
v/s Ratio Perm												
v/c Ratio	0.73	0.37		0.80	0.70		0.57	0.51		0.42	0.23	
Uniform Delay, d1	51.2	42.4		51.4	45.0		53.4	22.7		53.8	20.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.1	0.5		19.2	3.5		5.6	1.2		2.4	0.1	
Delay (s)	63.3	42.9		70.6	48.5		59.0	23.9		56.1	20.3	
Level of Service	E	D		E	D		E	C		E	C	
Approach Delay (s/veh)		50.2			54.1			26.9			24.6	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		38.2			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			19.4				
Intersection Capacity Utilization		72.6%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Rengstorff Ave & Rock St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	4	18	31	4	39	11	902	61	15	318	19
Future Volume (Veh/h)	18	4	18	31	4	39	11	902	61	15	318	19
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	20	5	20	35	5	44	13	1025	69	17	361	22
Pedestrians	5				13				7			
Lane Width (ft)	12.0				12.0				12.0			
Walking Speed (ft/s)	3.5				3.5				3.5			
Percent Blockage	0				1				1			
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							340			719		
pX, platoon unblocked	0.85	0.85	0.97	0.85	0.85	0.84	0.97				0.84	
vC, conflicting volume	1001	1544	204	1343	1521	565	388				1107	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506	1143	122	906	1115	96	312				742	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	94	97	98	80	97	94	99				98	
cM capacity (veh/h)	336	161	871	177	167	776	1204				713	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	45	84	526	582	198	203						
Volume Left	20	35	13	0	17	0						
Volume Right	20	44	0	69	0	22						
cSH	396	296	1204	1700	713	1700						
Volume to Capacity	0.11	0.28	0.01	0.34	0.02	0.12						
Queue Length 95th (ft)	10	29	1	0	2	0						
Control Delay (s/veh)	15.2	21.9	0.3	0.0	1.1	0.0						
Lane LOS	C	C	A	A								
Approach Delay (s/veh)	15.2	21.9	0.2	0.6								
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			48.3%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

10: Rengstorff Ave & Old Middlefield Way

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	715	29	130	613	76	37	644	278	51	193	44
Future Volume (vph)	59	715	29	130	613	76	37	644	278	51	193	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3515		1770	3467		1770	3359		1770	3427	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3515		1770	3467		1770	3359		1770	3427	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	761	31	138	652	81	39	685	296	54	205	47
RTOR Reduction (vph)	0	2	0	0	7	0	0	34	0	0	14	0
Lane Group Flow (vph)	63	790	0	138	726	0	39	947	0	54	238	0
Confl. Peds. (#/hr)	13		6	6		13	5		4	4		5
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	26.0	35.4		26.0	35.4		26.0	35.4		26.0	35.4	
Effective Green, g (s)	26.0	35.4		26.0	35.4		26.0	35.4		26.0	35.4	
Actuated g/C Ratio	0.19	0.25		0.19	0.25		0.19	0.25		0.19	0.25	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Lane Grp Cap (vph)	328	888		328	876		328	849		328	866	
v/s Ratio Prot	0.04	c0.22		c0.08	0.21		0.02	c0.28		c0.03	0.07	
v/s Ratio Perm												
v/c Ratio	0.19	0.89		0.42	0.83		0.12	1.11		0.16	0.27	
Uniform Delay, d1	48.1	50.4		50.3	49.4		47.5	52.3		47.9	42.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	12.9		3.9	8.9		0.7	67.5		1.1	0.8	
Delay (s)	49.4	63.3		54.3	58.4		48.2	119.8		49.0	42.8	
Level of Service	D	E		D	E		D	F		D	D	
Approach Delay (s/veh)		62.3			57.7			117.1			43.9	
Approach LOS		E			E			F			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		77.5			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		140.0			Sum of lost time (s)			17.2				
Intersection Capacity Utilization		72.4%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

11: Rengstorff Ave & Wyandotte St

02/05/2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	36	33	746	252	13
Future Volume (Veh/h)	18	36	33	746	252	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	19	38	35	794	268	14
Pedestrians				8		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				725	897	
pX, platoon unblocked	0.78					
vC, conflicting volume	742	149	282			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97	149	282			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	97			
cM capacity (veh/h)	675	864	1277			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	57	300	529	179	103	
Volume Left	19	35	0	0	0	
Volume Right	38	0	0	0	14	
cSH	790	1277	1700	1700	1700	
Volume to Capacity	0.07	0.03	0.31	0.11	0.06	
Queue Length 95th (ft)	6	2	0	0	0	
Control Delay (s/veh)	9.9	1.1	0.0	0.0	0.0	
Lane LOS	A	A				
Approach Delay (s/veh)	9.9	0.4		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			45.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Signalized Intersection Capacity Analysis

12: Rengstorff Ave & Leghorn St

02/05/2026

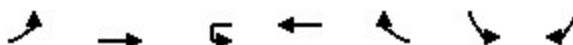
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	10	68	4	32	36	113	648	3	10	193	103
Future Volume (vph)	170	10	68	4	32	36	113	648	3	10	193	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.0	5.1		4.0	5.1	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.96			0.93		1.00	1.00		1.00	0.95	
Flt Protected		0.97			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1723			1717		1770	3536		1770	3320	
Flt Permitted		0.76			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1350			1694		1770	3536		1770	3320	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	183	11	73	4	34	39	122	697	3	11	208	111
RTOR Reduction (vph)	0	16	0	0	30	0	0	0	0	0	39	0
Lane Group Flow (vph)	0	251	0	0	47	0	122	700	0	11	280	0
Confl. Peds. (#/hr)	3		4	4		3	2		4	4		2
Confl. Bikes (#/hr)			1			1			1			3
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		26.0			26.0		12.9	68.7		1.6	57.4	
Effective Green, g (s)		26.0			26.0		12.9	68.7		1.6	57.4	
Actuated g/C Ratio		0.24			0.24		0.12	0.62		0.01	0.52	
Clearance Time (s)		4.6			4.6		4.0	5.1		4.0	5.1	
Vehicle Extension (s)		3.0			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		319			400		207	2208		25	1732	
v/s Ratio Prot							c0.07	c0.20		0.01	0.08	
v/s Ratio Perm		c0.19			0.03							
v/c Ratio		0.79			0.12		0.59	0.32		0.44	0.16	
Uniform Delay, d1		39.4			33.0		46.0	9.7		53.8	13.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.1			0.1		4.2	0.4		11.9	0.2	
Delay (s)		51.5			33.1		50.3	10.0		65.6	13.9	
Level of Service		D			C		D	B		E	B	
Approach Delay (s/veh)		51.5			33.1			16.0			15.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		23.1					HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		110.0					Sum of lost time (s)			13.7		
Intersection Capacity Utilization		57.8%					ICU Level of Service			B		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: El Camino Real & Rengstorff Ave

02/05/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	238	1138	33	871	200	212	181
Future Volume (vph)	238	1138	33	871	200	212	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	10.1	4.7	10.1		4.7	4.7
Lane Util. Factor	0.97	0.91	1.00	0.91		0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1770	4943		3433	1520
Flt Permitted	0.95	1.00	0.35	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	654	4943		3433	1520
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	253	1211	35	927	213	226	193
RTOR Reduction (vph)	0	0	0	14	0	0	173
Lane Group Flow (vph)	253	1211	35	1126	0	226	20
Confl. Peds. (#/hr)							10
Turn Type	Prot	NA	custom	NA		Perm	Perm
Protected Phases	5	2		6			
Permitted Phases			1			4	4
Actuated Green, G (s)	16.9	102.6	11.4	97.1		15.5	15.5
Effective Green, g (s)	16.9	102.6	11.4	97.1		15.5	15.5
Actuated g/C Ratio	0.11	0.69	0.08	0.65		0.10	0.10
Clearance Time (s)	4.7	10.1	4.7	10.1		4.7	4.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	389	3501	50	3221		357	158
v/s Ratio Prot	c0.07	0.24		c0.23			
v/s Ratio Perm			c0.05			c0.07	0.01
v/c Ratio	0.65	0.35	0.70	0.35		0.63	0.13
Uniform Delay, d1	63.2	9.5	67.1	11.7		64.0	60.6
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.9	0.3	35.8	0.3		3.6	0.4
Delay (s)	67.1	9.8	103.0	12.0		67.7	61.0
Level of Service	E	A	F	B		E	E
Approach Delay (s/veh)		19.7		14.7		64.6	
Approach LOS		B		B		E	
Intersection Summary							
HCM 2000 Control Delay (s/veh)			23.9		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.46				
Actuated Cycle Length (s)			149.0		Sum of lost time (s)		19.5
Intersection Capacity Utilization			60.9%		ICU Level of Service		B
Analysis Period (min)			15				
c Critical Lane Group							

HCM Signalized Intersection Capacity Analysis

2: Rengstorff Ave & Latham St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	116	23	24	97	63	29	360	49	79	346	62
Future Volume (vph)	64	116	23	24	97	63	29	360	49	79	346	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.98	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1731	1806		1752	1721		1770	3441		1770	3427	
Flt Permitted	0.52	1.00		0.59	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	952	1806		1089	1721		1770	3441		1770	3427	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	122	24	25	102	66	31	379	52	83	364	65
RTOR Reduction (vph)	0	7	0	0	23	0	0	6	0	0	8	0
Lane Group Flow (vph)	67	139	0	25	145	0	31	425	0	83	421	0
Confl. Peds. (#/hr)	32		14	14		32	21		32	32		21
Confl. Bikes (#/hr)			8			4			3			9
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	12.3	12.3		12.3	12.3		3.1	48.3		7.8	53.0	
Effective Green, g (s)	12.3	12.3		12.3	12.3		3.1	48.3		7.8	53.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.04	0.57		0.09	0.63	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	138	263		158	250		65	1969		163	2152	
v/s Ratio Prot		0.08			c0.08		0.02	c0.12		c0.05	c0.12	
v/s Ratio Perm	0.07			0.02								
v/c Ratio	0.49	0.53		0.16	0.58		0.48	0.22		0.51	0.20	
Uniform Delay, d1	33.1	33.4		31.5	33.6		39.9	8.8		36.5	6.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	1.9		0.5	3.2		5.4	0.3		2.5	0.2	
Delay (s)	35.8	35.3		32.0	36.9		45.3	9.1		39.0	6.9	
Level of Service	D	D		C	D		D	A		D	A	
Approach Delay (s/veh)		35.5			36.2			11.5			12.1	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		18.9			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		84.4			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		70.4%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Rengstorff Ave & California St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	381	52	54	300	72	39	360	88	146	381	266
Future Volume (vph)	185	381	52	54	300	72	39	360	88	146	381	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	9.1		4.2	9.1		4.2	9.1		4.2	9.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1819		1770	1785		1770	3389		1770	3264	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1819		1770	1785		1770	3389		1770	3264	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	401	55	57	316	76	41	379	93	154	401	280
RTOR Reduction (vph)	0	4	0	0	8	0	0	18	0	0	105	0
Lane Group Flow (vph)	195	452	0	57	384	0	41	454	0	154	576	0
Confl. Peds. (#/hr)	43		22	22		43	9		19	19		9
Confl. Bikes (#/hr)			14			9			6			2
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	9.8	33.4		10.8	34.4		14.3	35.9		13.3	34.9	
Effective Green, g (s)	9.8	33.4		10.8	34.4		14.3	35.9		13.3	34.9	
Actuated g/C Ratio	0.08	0.28		0.09	0.29		0.12	0.30		0.11	0.29	
Clearance Time (s)	4.2	9.1		4.2	9.1		4.2	9.1		4.2	9.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	144	506		159	511		210	1013		196	949	
v/s Ratio Prot	c0.11	c0.25		0.03	0.22		0.02	0.13		c0.09	c0.18	
v/s Ratio Perm												
v/c Ratio	1.35	0.89		0.36	0.75		0.20	0.45		0.79	0.61	
Uniform Delay, d1	55.1	41.6		51.3	38.9		47.7	34.0		52.0	36.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.17	0.83	
Incremental Delay, d2	197.9	17.8		6.2	6.2		2.1	1.4		25.9	2.8	
Delay (s)	253.0	59.4		57.5	45.1		49.7	35.5		86.5	33.1	
Level of Service	F	E		E	D		D	D		F	C	
Approach Delay (s/veh)		117.4			46.7			36.6			43.0	
Approach LOS		F			D			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		62.1			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			26.6				
Intersection Capacity Utilization		89.7%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Rengstorff Ave & Stanford Ave

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	2	17	19	3	25	18	579	20	24	757	6
Future Volume (vph)	21	2	17	19	3	25	18	579	20	24	757	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	5.1		4.0	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.87		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1562		1770	1571		1770	3516		1770	3534	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1562		1770	1571		1770	3516		1770	3534	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	23	2	18	20	3	27	19	623	22	26	814	6
RTOR Reduction (vph)	0	17	0	0	26	0	0	1	0	0	0	0
Lane Group Flow (vph)	23	3	0	20	4	0	19	644	0	26	820	0
Confl. Peds. (#/hr)	14		20	20		14	15		8	8		15
Confl. Bikes (#/hr)									6			18
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.4	7.6		3.6	5.8		3.6	86.1		5.0	87.5	
Effective Green, g (s)	5.4	7.6		3.6	5.8		3.6	86.1		5.0	87.5	
Actuated g/C Ratio	0.05	0.06		0.03	0.05		0.03	0.72		0.04	0.73	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	5.1		4.0	5.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	79	98		53	75		53	2522		73	2576	
v/s Ratio Prot	c0.01	0.00		0.01	c0.00		0.01	0.18		c0.01	c0.23	
v/s Ratio Perm												
v/c Ratio	0.29	0.03		0.38	0.06		0.36	0.26		0.36	0.32	
Uniform Delay, d1	55.4	52.7		57.1	54.5		57.1	5.9		55.9	5.7	
Progression Factor	1.00	1.00		1.00	1.00		1.10	0.33		1.00	1.00	
Incremental Delay, d2	2.0	0.1		4.5	0.3		2.7	0.2		3.0	0.3	
Delay (s)	57.5	52.9		61.6	54.8		65.7	2.1		58.9	6.1	
Level of Service	E	D		E	D		E	A		E	A	
Approach Delay (s/veh)		55.3			57.5			3.9			7.7	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		9.0										
HCM 2000 Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		46.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: Rengstorff Ave & Central Expy

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1004	78	179	1272	107	109	323	193	119	530	65
Future Volume (vph)	54	1004	78	179	1272	107	109	323	193	119	530	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	5.8		5.0	5.8	5.1	4.9	5.4		4.5	5.1	
Lane Util. Factor	1.00	0.95		1.00	0.91	0.91	0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3493		1770	3385	1396	3433	3312		1770	3472	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3493		1770	3385	1396	3433	3312		1770	3472	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	1057	82	188	1339	113	115	340	203	125	558	68
RTOR Reduction (vph)	0	3	0	0	0	56	0	52	0	0	5	0
Lane Group Flow (vph)	57	1136	0	188	1350	46	115	491	0	125	621	0
Confl. Peds. (#/hr)	13		20	20		13	9		1	1		9
Confl. Bikes (#/hr)									6			
Turn Type	Prot	NA		Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	3		4	8	
Permitted Phases						8						
Actuated Green, G (s)	25.2	54.2		25.0	54.2	58.0	12.0	24.6		45.5	58.0	
Effective Green, g (s)	25.2	54.2		25.0	54.2	58.0	12.0	24.6		45.5	58.0	
Actuated g/C Ratio	0.15	0.32		0.15	0.32	0.34	0.07	0.14		0.27	0.34	
Clearance Time (s)	4.8	5.8		5.0	5.8	5.1	4.9	5.4		4.5	5.1	
Vehicle Extension (s)	3.0	6.0		3.0	6.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	262	1113		260	1079	476	242	479		473	1184	
v/s Ratio Prot	0.03	0.33		c0.11	c0.40		0.03	c0.15		0.07	c0.18	
v/s Ratio Perm						0.03						
v/c Ratio	0.22	1.02		0.72	1.25	0.10	0.48	1.02		0.26	0.52	
Uniform Delay, d1	63.7	57.9		69.2	57.9	38.2	76.0	72.7		49.1	44.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	32.2		16.0	120.8	0.4	2.0	47.6		0.4	1.7	
Delay (s)	65.6	90.1		85.2	178.7	38.6	78.0	120.3		49.5	46.6	
Level of Service	E	F		F	F	D	E	F		D	D	
Approach Delay (s/veh)		88.9			159.3			112.9			47.1	
Approach LOS		F			F			F			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			112.4			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			170.0			Sum of lost time (s)			20.8			
Intersection Capacity Utilization			96.0%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Rengstorff Ave & Montecito Ave

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	17	6	52	8	35	6	415	63	178	656	13
Future Volume (vph)	6	17	6	52	8	35	6	415	63	178	656	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6		5.1	5.1		5.1	5.1	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.96		1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1761	1778		1765	1608		1757	3452		1760	3526	
Flt Permitted	0.75	1.00		0.16	1.00		0.35	1.00		0.46	1.00	
Satd. Flow (perm)	1399	1778		293	1608		652	3452		846	3526	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	6	17	6	53	8	35	6	419	64	180	663	13
RTOR Reduction (vph)	0	6	0	0	26	0	0	8	0	0	1	0
Lane Group Flow (vph)	6	17	0	53	17	0	6	475	0	180	675	0
Confl. Peds. (#/hr)	5		5	5		5	11		6	6		11
Confl. Bikes (#/hr)			2			4			7			12
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			3			2			2	
Permitted Phases	4			3			2			2		
Actuated Green, G (s)	5.3	5.3		25.4	25.4		56.0	56.0		56.0	56.0	
Effective Green, g (s)	5.3	5.3		25.4	25.4		56.0	56.0		56.0	56.0	
Actuated g/C Ratio	0.05	0.05		0.25	0.25		0.55	0.55		0.55	0.55	
Clearance Time (s)	4.6	4.6		4.6	4.6		5.1	5.1		5.1	5.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	73	93		73	404		361	1913		469	1955	
v/s Ratio Prot		c0.01			0.01			0.14			0.19	
v/s Ratio Perm	0.00			c0.18			0.01			c0.21		
v/c Ratio	0.08	0.19		0.73	0.04		0.02	0.25		0.38	0.35	
Uniform Delay, d1	45.5	45.8		34.6	28.6		10.1	11.6		12.7	12.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.0		29.9	0.0		0.1	0.3		2.4	0.5	
Delay (s)	46.0	46.8		64.5	28.6		10.2	11.9		15.1	12.9	
Level of Service	D	D		E	C		B	B		B	B	
Approach Delay (s/veh)		46.6			48.4			11.9			13.4	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		15.8										
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		101.0										
Intersection Capacity Utilization		58.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

7: Rengstorff Ave & Jane Lane

02/05/2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	35	19	437	812	50
Future Volume (Veh/h)	47	35	19	437	812	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	48	36	19	446	829	51
Pedestrians	2			10		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	0			1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				604	1254	
pX, platoon unblocked	0.91	0.88	0.88			
vC, conflicting volume	1118	452	882			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698	117	604			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	95	98			
cM capacity (veh/h)	331	797	856			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	84	168	297	553	327	
Volume Left	48	19	0	0	0	
Volume Right	36	0	0	0	51	
cSH	442	856	1700	1700	1700	
Volume to Capacity	0.19	0.02	0.17	0.33	0.19	
Queue Length 95th (ft)	17	2	0	0	0	
Control Delay (s/veh)	15.0	1.3	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s/veh)	15.0	0.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			40.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Rengstorff Ave & W Middlefield Rd

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	595	104	173	604	242	62	345	77	224	585	24
Future Volume (vph)	98	595	104	173	604	242	62	345	77	224	585	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	5.1		4.6	5.1		4.6	5.1		4.6	5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3445		1770	3371		1770	3423		1770	3515	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3445		1770	3371		1770	3423		1770	3515	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	99	601	105	175	610	244	63	348	78	226	591	24
RTOR Reduction (vph)	0	12	0	0	37	0	0	16	0	0	2	0
Lane Group Flow (vph)	99	694	0	175	817	0	63	410	0	226	613	0
Confl. Peds. (#/hr)	1		15	15		1	11		15	15		11
Confl. Bikes (#/hr)			2			5						
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.3	33.8		14.6	36.1		8.6	32.9		19.3	43.6	
Effective Green, g (s)	12.3	33.8		14.6	36.1		8.6	32.9		19.3	43.6	
Actuated g/C Ratio	0.10	0.28		0.12	0.30		0.07	0.27		0.16	0.36	
Clearance Time (s)	4.6	5.1		4.6	5.1		4.6	5.1		4.6	5.1	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	181	970		215	1014		126	938		284	1277	
v/s Ratio Prot	0.06	0.20		c0.10	c0.24		0.04	0.12		c0.13	c0.17	
v/s Ratio Perm												
v/c Ratio	0.55	0.72		0.81	0.81		0.50	0.44		0.80	0.48	
Uniform Delay, d1	51.2	38.8		51.4	38.7		53.6	35.9		48.5	29.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	2.7		20.5	5.0		3.1	1.5		14.2	0.4	
Delay (s)	54.6	41.5		71.9	43.7		56.7	37.4		62.7	29.8	
Level of Service	D	D		E	D		E	D		E	C	
Approach Delay (s/veh)		43.1			48.5			39.9			38.7	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		43.2			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			19.4				
Intersection Capacity Utilization		86.5%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Rengstorff Ave & Rock St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	6	26	9	4	25	16	630	39	31	798	24
Future Volume (Veh/h)	10	6	26	9	4	25	16	630	39	31	798	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	10	6	27	9	4	26	16	649	40	32	823	25
Pedestrians		3			6			8			6	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								340			719	
pX, platoon unblocked	0.89	0.89	0.85	0.89	0.89	0.91	0.85			0.91		
vC, conflicting volume	1293	1630	435	1221	1622	357	851			695		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	640	1018	0	559	1010	103	461			474		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	97	97	97	98	97	98			97		
cM capacity (veh/h)	290	198	908	328	200	841	925			984		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	43	39	341	365	444	437						
Volume Left	10	9	16	0	32	0						
Volume Right	27	26	0	40	0	25						
cSH	455	498	925	1700	984	1700						
Volume to Capacity	0.09	0.08	0.02	0.21	0.03	0.26						
Queue Length 95th (ft)	8	6	1	0	3	0						
Control Delay (s/veh)	13.7	12.8	0.6	0.0	1.0	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s/veh)	13.7	12.8	0.3		0.5							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			58.2%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

10: Rengstorff Ave & Old Middlefield Way

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	559	104	130	592	185	59	519	87	149	619	135
Future Volume (vph)	78	559	104	130	592	185	59	519	87	149	619	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3440		1770	3393		1770	3456		1770	3428	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3440		1770	3393		1770	3456		1770	3428	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	588	109	137	623	195	62	546	92	157	652	142
RTOR Reduction (vph)	0	11	0	0	20	0	0	9	0	0	11	0
Lane Group Flow (vph)	82	686	0	137	798	0	62	629	0	157	783	0
Confl. Peds. (#/hr)	7		10	10		7	8					8
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.8	38.2		17.0	42.4		10.5	48.1		19.5	57.1	
Effective Green, g (s)	12.8	38.2		17.0	42.4		10.5	48.1		19.5	57.1	
Actuated g/C Ratio	0.09	0.27		0.12	0.30		0.08	0.34		0.14	0.41	
Clearance Time (s)	4.0	4.6		4.0	4.6		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	4.0	5.0		4.0	5.0		5.0	6.0		5.0	6.0	
Lane Grp Cap (vph)	161	938		214	1027		132	1187		246	1398	
v/s Ratio Prot	0.05	0.20		c0.08	c0.24		0.04	0.18		c0.09	c0.23	
v/s Ratio Perm												
v/c Ratio	0.51	0.73		0.64	0.78		0.47	0.53		0.64	0.56	
Uniform Delay, d1	60.6	46.2		58.6	44.5		62.1	36.9		56.9	31.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	3.6		7.1	4.4		5.4	1.7		7.4	1.6	
Delay (s)	64.0	49.8		65.7	48.9		67.5	38.6		64.3	33.4	
Level of Service	E	D		E	D		E	D		E	C	
Approach Delay (s/veh)		51.3			51.3			41.1			38.5	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		45.6			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		140.0			Sum of lost time (s)			17.2				
Intersection Capacity Utilization		66.5%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

11: Rengstorff Ave & Wyandotte St

02/05/2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	90	35	747	813	26
Future Volume (Veh/h)	16	90	35	747	813	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	17	97	38	803	874	28
Pedestrians	1			13		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	0			1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				725	897	
pX, platoon unblocked	0.93	0.87	0.87			
vC, conflicting volume	1367	465	903			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	96	598			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	88	96			
cM capacity (veh/h)	364	811	850			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	114	306	535	583	319	
Volume Left	17	38	0	0	0	
Volume Right	97	0	0	0	28	
cSH	686	850	1700	1700	1700	
Volume to Capacity	0.17	0.04	0.31	0.34	0.19	
Queue Length 95th (ft)	15	4	0	0	0	
Control Delay (s/veh)	11.3	1.6	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s/veh)	11.3	0.6		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			62.7%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

12: Rengstorff Ave & Leghorn St

02/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	28	244	5	87	72	223	537	3	4	590	112
Future Volume (vph)	144	28	244	5	87	72	223	537	3	4	590	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.0	5.1		4.0	5.1	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1654			1736		1770	3536		1770	3436	
Flt Permitted		0.75			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1255			1718		1770	3536		1770	3436	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	152	29	257	5	92	76	235	565	3	4	621	118
RTOR Reduction (vph)	0	47	0	0	26	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	391	0	0	147	0	235	568	0	4	726	0
Confl. Peds. (#/hr)	5		16	16		5	3		9	9		3
Confl. Bikes (#/hr)			1									3
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		32.0			32.0		18.5	62.7		1.6	45.8	
Effective Green, g (s)		32.0			32.0		18.5	62.7		1.6	45.8	
Actuated g/C Ratio		0.29			0.29		0.17	0.57		0.01	0.42	
Clearance Time (s)		4.6			4.6		4.0	5.1		4.0	5.1	
Vehicle Extension (s)		3.0			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		365			499		297	2015		25	1430	
v/s Ratio Prot							c0.13	0.16		0.00	c0.21	
v/s Ratio Perm		c0.31			0.09							
v/c Ratio		1.07			0.30		0.79	0.28		0.16	0.51	
Uniform Delay, d1		39.0			30.3		43.9	12.1		53.5	23.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		67.5			0.3		13.4	0.3		3.0	1.3	
Delay (s)		106.5			30.6		57.3	12.5		56.5	25.0	
Level of Service		F			C		E	B		E	C	
Approach Delay (s/veh)		106.5			30.6			25.6			25.2	
Approach LOS		F			C			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			42.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			13.7		
Intersection Capacity Utilization			85.0%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group



Appendix C: SimTraffic Reports

Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM	Existing AM	Existing PM
			Queue		Storage	
1	El Camino Real & Rengstorff Ave	EBL	149	149	125	125
		EBT	251	756		
		WBU	52	29	160	160
		WBT	228	293		
		SBL	184	222		
		SBR	95	95	70	70
2	Rengstorff Ave & Latham St	EBL	49	29	100	100
		WBL	46	73	100	100
		NBL	28	99	75	75
		NBT	148	175		
		SBL	109	72	85	85
		SBT	110	87		
3	Rengstorff Ave & California St	EBL	125	125	100	100
		WBL	124	125	100	100
		NBL	124	28	100	100
		NBT	221	116		
		SBL	91	72	110	110
		SBT	128	286		
4	Rengstorff Ave & Stanford Ave	EBL	50	64	40	40
		WBL	28	64	40	40
		NBL	50	30	50	50
		NBT	248	39		
		SBL	30	30	200	200
		SBT	180	239		
5	Rengstorff Ave & Central Expy	EBL	259	259	235	235
		EBT	350	516		
		WBL	228	221	205	205
		WBT	1033	1035		
		WBR	415	415	390	390
		NBL	134	134	110	110
		NBT	387	218		
		SBL	29	174	150	150
		SBT	222	230		

Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM	Existing AM	Existing PM
			Queue		Storage	
6	Rengstorff Ave & Montecito Ave	WBL	64	64	40	40
		NBL	28	27	90	90
		NBT	337	29		
		SBL	69	91	120	120
		SBT	137	75		
7	Rengstorff Ave & Jane Lane	EBL	575	425		
		EBT	575	425		
		NBL	50	50		
		NBT	0	0		
		SBT	0	0		
		SBR	0	0		
8	Rengstorff Ave & W Middlefield Rd	EBL	115	50	230	230
		EBT	86	286		
		WBL	223	264	240	240
		WBT	158	523		
		NBL	71	35	90	90
		NBT	237	212		
		SBL	124	124	100	100
		SBT	110	256		
9	Rengstorff Ave & Rock St	EBL	250	200		
		EBT	250	200		
		EBR	250	200		
		WBL	725	150		
		WBT	725	150		
		WBR	725	150		
		NBL	25	25		
		NBT	25	25		
		NBR	0	0		
		SBL	50	75		
		SBT	50	75		
		SBR	0	0		
		EBL	111	124	100	100
		EBT	388	267		

Intersection Num	Intersection Name	Movement/Approach/Intersection	Existing AM	Existing PM	Existing AM	Existing PM
			Queue		Storage	
10	Rengstorff Ave & Old Middlefield Way	WBL	124	124	100	100
		WBT	420	440		
		NBL	66	87	100	100
		NBT	533	234		
		SBL	67	124	100	100
		SBT	111	407		
11	Rengstorff Ave & Wyandotte St	EBL	150	375		
		EBT	150	375		
		NBL	50	100		
		NBT	0	0		
		SBT	0	0		
		SBR	0	0		
12	Rengstorff Ave & Leghorn St	NBL	154	154	130	130
		NBT	232	241		
		SBL	23		50	
		SBT	93	204		

Intersection: 1: El Camino Real & Rengstorff Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	U	T	T	TR	L	L	R
Maximum Queue (ft)	72	149	251	138	138	52	228	139	94	163	184	95
Average Queue (ft)	54	104	168	104	59	30	154	72	64	93	90	69
95th Queue (ft)	73	142	266	146	134	64	266	154	112	164	191	110
Link Distance (ft)			744	744	744		786	786	786	330	330	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125	125				160						70
Storage Blk Time (%)		5	7				6				32	2
Queuing Penalty (veh)		12	11				3				67	3

Intersection: 2: Rengstorff Ave & Latham St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	49	120	46	90	28	148	162	109	110	188
Average Queue (ft)	24	68	21	58	16	92	119	38	56	114
95th Queue (ft)	51	118	50	100	38	162	184	99	111	194
Link Distance (ft)		202		260		330	330		819	819
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		75			85		
Storage Blk Time (%)		2		0		11			2	
Queuing Penalty (veh)		1		0		3			1	

Intersection: 3: Rengstorff Ave & California St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	125	310	124	475	124	221	248	91	128	315
Average Queue (ft)	117	217	82	416	49	153	168	60	69	150
95th Queue (ft)	134	311	140	557	114	235	275	103	150	295
Link Distance (ft)		336		441		819	819		868	868
Upstream Blk Time (%)				32						
Queuing Penalty (veh)				0						
Storage Bay Dist (ft)	100		100		100			110		
Storage Blk Time (%)	40	14		75		21		0	4	
Queuing Penalty (veh)	108	20		43		11		0	3	

Intersection: 4: Rengstorff Ave & Stanford Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	30	28	30	50	248	245	30	180	124
Average Queue (ft)	29	9	9	11	16	148	108	6	71	68
95th Queue (ft)	56	29	28	35	49	244	225	26	170	144
Link Distance (ft)		190		187		868	868		681	681
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	40		40		50			200		
Storage Blk Time (%)	1	0	0	0	5	24				
Queuing Penalty (veh)	0	0	0	0	17	3				

Intersection: 5: Rengstorff Ave & Central Expy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	R	L	L	T	TR	L
Maximum Queue (ft)	259	350	330	228	1033	1020	415	122	134	387	384	29
Average Queue (ft)	119	257	193	123	956	837	140	73	111	283	279	14
95th Queue (ft)	252	339	342	220	1151	1083	407	144	174	432	429	35
Link Distance (ft)		875	875		1018	1018				681	681	
Upstream Blk Time (%)					4	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	235			205			390	110	110			150
Storage Blk Time (%)	0	7			68	55	0	0	18	35		
Queuing Penalty (veh)	0	6			81	36	1	1	46	45		

Intersection: 5: Rengstorff Ave & Central Expy

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	222	204
Average Queue (ft)	140	169
95th Queue (ft)	221	218
Link Distance (ft)	1408	1408
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	4	
Queuing Penalty (veh)	2	

Intersection: 6: Rengstorff Ave & Montecito Ave

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	26	64	173	28	337	359	69	137	140
Average Queue (ft)	12	52	81	16	189	194	46	99	118
95th Queue (ft)	31	69	187	37	363	390	77	140	145
Link Distance (ft)	181		340		1408	1408		544	544
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		40		90			120		
Storage Blk Time (%)	0	21	18		32			8	
Queuing Penalty (veh)	0	19	16		4			3	

Intersection: 7: Rengstorff Ave & Jane Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	53
Average Queue (ft)	36	11
95th Queue (ft)	50	45
Link Distance (ft)	201	544
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Rengstorff Ave & W Middlefield Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	115	86	68	223	158	173	71	237	263	124	110	135
Average Queue (ft)	80	51	33	122	97	108	36	140	152	76	59	88
95th Queue (ft)	122	83	62	223	161	179	77	249	314	136	126	169
Link Distance (ft)		524	524		651	651		1166	1166		250	250
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	230			240			90			100		
Storage Blk Time (%)				0			0	9		7	4	
Queuing Penalty (veh)				0			0	6		11	2	

Intersection: 9: Rengstorff Ave & Rock St

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	53	71
Average Queue (ft)	22	51
95th Queue (ft)	54	72
Link Distance (ft)	130	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Rengstorff Ave & Old Middlefield Way

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	111	388	388	124	420	312	66	533	598	67	111	97
Average Queue (ft)	57	377	334	92	349	250	30	299	319	51	73	72
95th Queue (ft)	119	402	444	140	414	323	76	556	588	77	107	97
Link Distance (ft)		373	373		493	493		635	635		653	653
Upstream Blk Time (%)		16	5									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	100			100			100			100		
Storage Blk Time (%)	6	62		10	68			41			2	
Queuing Penalty (veh)	21	36		30	88			15			1	

Intersection: 11: Rengstorff Ave & Wyandotte St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	26	138
Average Queue (ft)	26	39
95th Queue (ft)	26	124
Link Distance (ft)	319	653
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Rengstorff Ave & Leghorn St

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	134	69	154	232	267	23	93	73
Average Queue (ft)	90	39	89	97	105	9	59	51
95th Queue (ft)	154	78	158	232	262	27	106	74
Link Distance (ft)	396	480		817	817		194	194
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			130			50		
Storage Blk Time (%)			0	6			19	
Queuing Penalty (veh)			0	7			2	

Network Summary

Network wide Queuing Penalty: 786

Intersection: 1: El Camino Real & Rengstorff Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	U	T	T	TR	L	L	R
Maximum Queue (ft)	137	149	756	710	597	29	288	293	202	165	222	95
Average Queue (ft)	103	115	564	481	299	20	196	149	100	100	177	60
95th Queue (ft)	181	199	913	796	600	38	341	325	209	189	262	117
Link Distance (ft)			744	744	744		786	786	786	330	330	
Upstream Blk Time (%)			4									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	125	125				160						70
Storage Blk Time (%)	1	31	32				21				47	10
Queuing Penalty (veh)	3	116	75				7				85	10

Intersection: 2: Rengstorff Ave & Latham St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	29	76	73	71	99	175	223	72	87	140
Average Queue (ft)	15	59	23	53	41	88	125	45	43	88
95th Queue (ft)	36	78	68	79	96	174	247	73	96	169
Link Distance (ft)		202		260		330	330		819	819
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		75			85		
Storage Blk Time (%)					2	10		0	0	
Queuing Penalty (veh)					3	3		0	0	

Intersection: 3: Rengstorff Ave & California St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	125	351	125	386	28	116	128	72	286	315
Average Queue (ft)	122	351	77	272	6	79	77	58	193	230
95th Queue (ft)	129	351	146	400	24	125	122	77	337	337
Link Distance (ft)		336		441		819	819		868	868
Upstream Blk Time (%)		52								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	100		100		100			110		
Storage Blk Time (%)	68	42	2	48		3			1	
Queuing Penalty (veh)	296	77	9	26		1			1	

Intersection: 4: Rengstorff Ave & Stanford Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	29	64	73	30	39	81	30	239	242
Average Queue (ft)	27	11	29	27	15	30	67	15	132	164
95th Queue (ft)	62	34	72	71	37	39	88	37	252	276
Link Distance (ft)		190		187		868	868		681	681
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	40		40		50			200		
Storage Blk Time (%)	13	0	5	8	0	2			0	
Queuing Penalty (veh)	3	0	2	1	0	0			0	

Intersection: 5: Rengstorff Ave & Central Expy

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	R	L	L	T	TR	L
Maximum Queue (ft)	259	516	498	221	1035	1034	415	122	134	218	264	174
Average Queue (ft)	114	481	374	143	1008	951	249	59	83	143	182	110
95th Queue (ft)	278	528	494	215	1080	1143	584	133	167	235	283	197
Link Distance (ft)		875	875		1018	1018				681	681	
Upstream Blk Time (%)					21	11						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	235			205			390	110	110			150
Storage Blk Time (%)		45			65	62	0	0	13	28		11
Queuing Penalty (veh)		24			117	33	1	1	20	31		28

Intersection: 5: Rengstorff Ave & Central Expy

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	230	259
Average Queue (ft)	149	170
95th Queue (ft)	218	260
Link Distance (ft)	1408	1408
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	2	
Queuing Penalty (veh)	2	

Intersection: 6: Rengstorff Ave & Montecito Ave

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	64	28	27	29	80	91	75	116
Average Queue (ft)	25	24	25	5	12	32	53	30	53
95th Queue (ft)	54	63	34	23	35	83	95	78	118
Link Distance (ft)	181		340		1408	1408		544	544
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		40		90			120		
Storage Blk Time (%)	6	6	1						
Queuing Penalty (veh)	0	3	1						

Intersection: 7: Rengstorff Ave & Jane Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	72	29
Average Queue (ft)	39	6
95th Queue (ft)	66	25
Link Distance (ft)	201	544
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Rengstorff Ave & W Middlefield Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	286	247	264	523	497	35	212	196	124	256	201
Average Queue (ft)	25	234	191	160	259	220	20	93	67	121	180	172
95th Queue (ft)	62	298	252	298	495	454	40	192	176	130	283	210
Link Distance (ft)		524	524		651	651		1166	1166		250	250
Upstream Blk Time (%)												1
Queuing Penalty (veh)												5
Storage Bay Dist (ft)	230			240			90			100		
Storage Blk Time (%)		6		4	15			5		46	4	
Queuing Penalty (veh)		5		12	26			3		133	8	

Intersection: 9: Rengstorff Ave & Rock St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	TR
Maximum Queue (ft)	70	50	28	140	55
Average Queue (ft)	31	36	6	67	11
95th Queue (ft)	68	53	24	161	47
Link Distance (ft)	130	421	250	635	635
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Rengstorff Ave & Old Middlefield Way

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	124	267	228	124	440	266	87	234	244	124	407	341
Average Queue (ft)	99	222	187	122	330	229	51	164	168	119	296	220
95th Queue (ft)	158	267	255	129	484	310	105	264	264	136	451	381
Link Distance (ft)		373	373		493	493		635	635		653	653
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			100			100		
Storage Blk Time (%)	18	39		35	40		0	21		66	17	
Queuing Penalty (veh)	51	30		104	53		0	12		205	26	

Intersection: 11: Rengstorff Ave & Wyandotte St

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	51	71	52	31
Average Queue (ft)	40	35	10	6
95th Queue (ft)	58	74	45	27
Link Distance (ft)	319	653	653	817
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Rengstorff Ave & Leghorn St

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	T	TR
Maximum Queue (ft)	262	177	154	241	202	204	173
Average Queue (ft)	177	95	130	124	89	174	124
95th Queue (ft)	286	170	174	262	186	228	196
Link Distance (ft)	396	480		817	817	194	194
Upstream Blk Time (%)						5	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)			130				
Storage Blk Time (%)			19			40	
Queuing Penalty (veh)			52			2	

Network Summary

Network wide Queuing Penalty: 1707



Appendix D: Signal Warrant Analyses

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario:	Existing (2025)
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	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	No	
Warrant 2, Four-Hour Vehicular Volume	Yes	Yes	Figure 4C-2 (70% Factor).
Warrant 3, Peak Hour	Yes	Yes	Figure 4C-4 (70% Factor).
Warrant 4, Pedestrian Volume	Yes	No	
Warrant 5, School Crossing	No		
Warrant 6, Coordinated Signal System	No		
Warrant 7, Crash Experience	No		
Warrant 8, Roadway Network	No		
Warrant 9, Intersection Near a Grade Crossing	No		

Conclusion: **Consider Installing a New Traffic Signal**

Notes:

[illegible]

Rengstorff Ave and Jane Ln

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Jane Ln.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **Yes**

[illegible]

Rengstorff Ave and Jane Ln

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Jane Ln.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

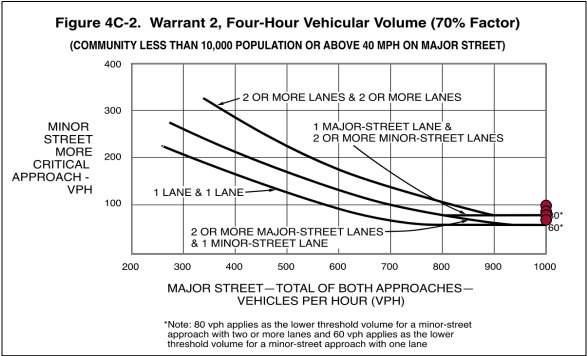
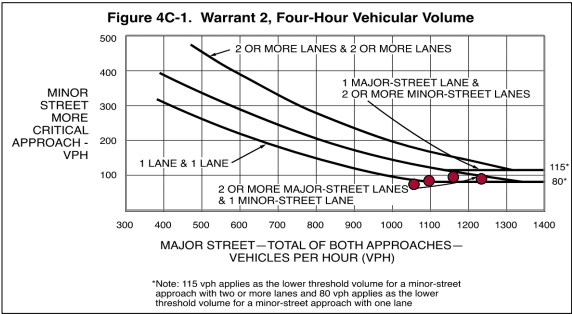
Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	0
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	5

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major Northbound	Major Southbound	Minor 1 Eastbound	Minor 2 Westbound			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	103	47	10	0	150		
6:30 AM	207	110	13	0	317		
6:45 AM	310	167	28	0	477		
7:00 AM	469	250	45	0	719		
7:15 AM	538	343	63	0	881		
7:30 AM	640	396	101	0	1036		
7:45 AM	714	406	97	0	1120		
8:00 AM	756	406	95	0	1162		
8:15 AM	771	328	84	0	1099		
8:30 AM	724	277	52	0	1001		
8:45 AM	736	285	54	0	1023		
9:00 AM	689	274	50	0	963		
9:15 AM	637	271	50	0	908		
9:30 AM	594	293	52	0	887		
9:45 AM	531	281	42	0	812		
10:00 AM	509	290	34	0	799		
10:15 AM	488	307	28	0	795		
10:30 AM	481	313	30	0	794		
10:45 AM	486	360	34	0	846		
11:00 AM	494	385	37	0	879		
11:15 AM	487	426	39	0	913		
11:30 AM	489	446	38	0	935		
11:45 AM	476	448	40	0	924		
12:00 PM	461	462	44	0	923		
12:15 PM	507	454	36	0	961		
12:30 PM	523	454	34	0	977		
12:45 PM	525	456	32	0	981		
1:00 PM	525	439	47	0	964		
1:15 PM	489	445	52	0	934		
1:30 PM	484	440	48	0	924		
1:45 PM	492	445	50	0	937		
2:00 PM	492	454	43	0	946		
2:15 PM	513	474	60	0	987		
2:30 PM	502	519	65	0	1021		
2:45 PM	502	630	70	0	1132		
3:00 PM	488	685	72	0	1173		
3:15 PM	462	719	70	0	1181		
3:30 PM	477	759	89	0	1236		
3:45 PM	440	686	93	0	1126		
4:00 PM	464	659	84	0	1123		
4:15 PM	464	667	85	0	1131		
4:30 PM	430	643	81	0	1073		
4:45 PM	455	643	84	0	1098		
5:00 PM	386	695	80	0	1081		
5:15 PM	402	667	79	0	1069		
5:30 PM	405	668	71	0	1073		
5:45 PM	386	672	74	0	1058		
6:00 PM	422	621	68	0	1043		
6:15 PM	294	472	53	0	766		
6:30 PM	199	302	35	0	501		
6:45 PM	100	141	11	0	241		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		



Top Hours for Figure 4C-1 - Minor Street 1 (EB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	3:30 PM	4:30 PM	1236	89
2nd Highest Hour	8:00 AM	9:00 AM	1162	95
3rd Highest Hour	4:45 PM	5:45 PM	1098	84
4th Highest Hour	5:45 PM	6:45 PM	1058	74
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 1 (EB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:30 AM	8:30 AM	1036	101
2nd Highest Hour	3:30 PM	4:30 PM	1236	89
3rd Highest Hour	4:30 PM	5:30 PM	1073	81
4th Highest Hour	5:30 PM	6:30 PM	1073	71
Top Hours for Figure 4C-1 - Minor Street 2 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 2 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

WARRANT 3, PEAK HOUR

Intersection Name: Rengstorff Ave. & Jane Ln.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach		
Major Street (NB/SB)	2 or More Lanes	
Minor Street 1 (EB)	1 Lane	
Minor Street 2 (WB)	N/A	

Hour Interval Beginning At	Major Street (NB/SB)	Minor Street 1 (EB) Vehicles Per Hour	Minor Street 2 (WB) Vehicles Per Hour	A2	A3
12:00 AM	0	0	0		
12:15 AM	0	0	0		
12:30 AM	0	0	0		
12:45 AM	0	0	0		
3:00 AM	0	0	0		
3:15 AM	0	0	0		
5:00 AM	0	0	0		
5:15 AM	0	0	0		
5:30 AM	0	0	0		
5:45 AM	0	0	0		
6:00 AM	0	0	0		
7:45 AM	1120	97	0		Y
8:00 AM	1162	95	0		Y
8:15 AM	1099	84	0		Y
8:30 AM	1001	52	0		Y
8:45 AM	1023	54	0		Y
10:15 AM	795	28	0		Y
10:30 AM	794	30	0		Y
10:45 AM	846	34	0		Y
11:00 AM	879	37	0		Y
11:15 AM	913	39	0		Y
11:30 AM	935	38	0		Y
11:45 AM	924	40	0		Y
12:00 PM	923	44	0		Y
12:15 PM	961	36	0		Y
12:30 PM	977	34	0		Y
12:45 PM	981	32	0		Y
1:00 PM	964	47	0		Y
1:15 PM	934	52	0		Y
1:30 PM	924	48	0		Y
1:45 PM	937	50	0		Y
2:00 PM	946	43	0		Y
2:15 PM	987	60	0		Y
2:30 PM	1021	65	0		Y
2:45 PM	1132	70	0		Y
3:00 PM	1173	72	0		Y
3:15 PM	1181	70	0		Y
3:30 PM	1236	89	0		Y
3:45 PM	1126	93	0		Y
4:00 PM	1123	94	0		Y
4:15 PM	1131	85	0		Y
4:30 PM	1073	81	0		Y
4:45 PM	1098	84	0		Y
5:00 PM	1081	80	0		Y
5:15 PM	1069	79	0		Y
5:30 PM	1073	71	0		Y
5:45 PM	1058	74	0		Y
6:00 PM	1043	68	0		Y
6:15 PM	766	53	0		Y
6:30 PM	501	35	0		
6:45 PM	241	11	0		
7:00 PM	0	0	0		
7:15 PM	0	0	0		
7:30 PM	0	0	0		
7:45 PM	0	0	0		
8:00 PM	0	0	0		
8:15 PM	0	0	0		
8:30 PM	0	0	0		
8:45 PM	0	0	0		
9:00 PM	0	0	0		
9:15 PM	0	0	0		
9:30 PM	0	0	0		
9:45 PM	0	0	0		
10:00 PM	0	0	0		
10:15 PM	0	0	0		
10:30 PM	0	0	0		
10:45 PM	0	0	0		
11:00 PM	0	0	0		
11:15 PM	0	0	0		
11:30 PM	0	0	0		
11:45 PM	0	0	0		

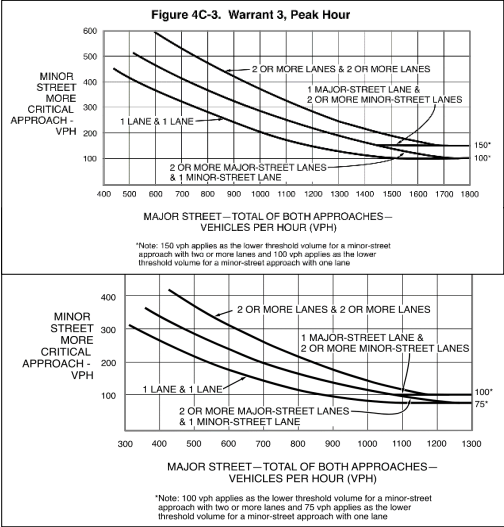
Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Category A: If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
A1: The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach
A2: The volume on one same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane or traffic or 150 vehicles per hour for two moving lanes
Category B:

Figure	Peak Hour	Peak Hour End	Major Traffic	Minor Traffic	Threshold Minor	Met?
4C-4 (70% Factor)	N/A	N/A	N/A	N/A	N/A	Not Met

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.



Rengstorff Ave and Jane Ln

WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Rengstorff Ave. & Jane Ln.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met: No

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:30 PM	4:30 PM	1236	0	No
4C-8 (70%)	4:45 PM	5:45 PM	1098	2	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	0

Peak Hour					
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (70% Factor)
12:00 AM	0	0			
12:15 AM	0	0			
12:30 AM	0	0			
12:45 AM	0	0			
1:00 AM	0	0			
1:15 AM	0	0			
1:30 AM	0	0			
1:45 AM	0	0			
2:00 AM	0	0			
2:15 AM	0	0			
2:30 AM	0	0			
2:45 AM	0	0			
3:00 AM	0	0			
3:15 AM	0	0			
3:30 AM	0	0			
3:45 AM	0	0			
4:00 AM	0	0			
4:15 AM	0	0			
4:30 AM	0	0			
4:45 AM	0	0			
5:00 AM	0	0			
5:15 AM	0	0			
5:30 AM	0	0			
5:45 AM	0	0			
6:00 AM	0	0			
6:15 AM	150	0			
6:30 AM	317	1			
6:45 AM	477	1			
7:00 AM	719	1			
7:15 AM	881	1			
7:30 AM	1036	0			
7:45 AM	1120	0			
8:00 AM	1162	0			
8:15 AM	1089	0			
8:30 AM	1001	0			
8:45 AM	1023	0			
9:00 AM	963	0			
9:15 AM	908	0			
9:30 AM	887	1			
9:45 AM	812	1			
10:00 AM	799	1			
10:15 AM	795	3			
10:30 AM	784	2			
10:45 AM	846	2			
11:00 AM	879	2			
11:15 AM	913	0			
11:30 AM	935	1			
11:45 AM	924	1			
12:00 PM	923	1			
12:15 PM	961	2			
12:30 PM	977	1			
12:45 PM	981	1			
1:00 PM	984	1			
1:15 PM	934	0			
1:30 PM	924	0			
1:45 PM	937	0			
2:00 PM	946	0			
2:15 PM	987	0			
2:30 PM	1021	0			
2:45 PM	1132	0			
3:00 PM	1173	0			
3:15 PM	1181	0			
3:30 PM	1236	0			
3:45 PM	1126	0			
4:00 PM	1123	0			
4:15 PM	1131	1			
4:30 PM	1073	1			
4:45 PM	1098	2			
5:00 PM	1081	2			
5:15 PM	1069	1			
5:30 PM	1073	1			
5:45 PM	1058	0			
6:00 PM	1043	0			
6:15 PM	766	0			
6:30 PM	501	0			
6:45 PM	241	0			
7:00 PM	0	0			
7:15 PM	0	0			
7:30 PM	0	0			
7:45 PM	0	0			
8:00 PM	0	0			
8:15 PM	0	0			
8:30 PM	0	0			
8:45 PM	0	0			
9:00 PM	0	0			
9:15 PM	0	0			
9:30 PM	0	0			
9:45 PM	0	0			
10:00 PM	0	0			
10:15 PM	0	0			
10:30 PM	0	0			
10:45 PM	0	0			
11:00 PM	0	0			
11:15 PM	0	0			
11:30 PM	0	0			
11:45 PM	0	0			

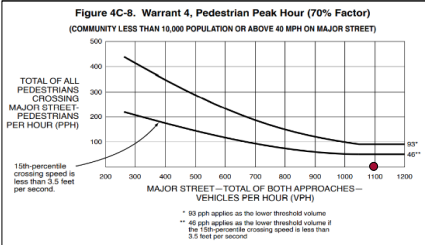
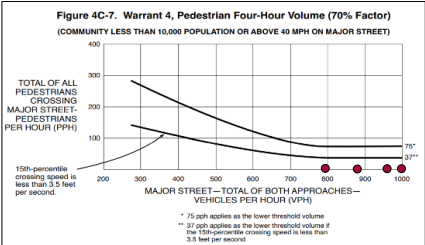
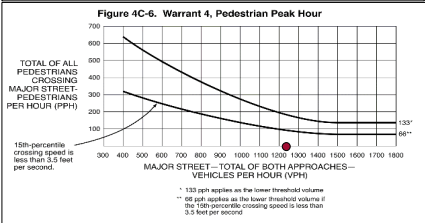
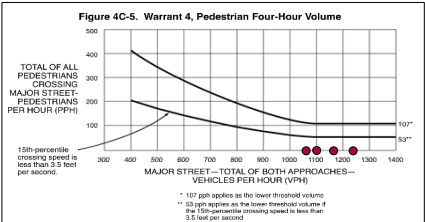
15th Percentile Pedestrian Crossing Speed:
Less than 3.5 ft/s? No

Is the major street divided with a median wide enough for pedestrians to wait? No

Is the distance to the nearest traffic control signal or STOP sign controlling the major street that pedestrians desire to cross less than 300 feet? No

Top Hours for Figure 4C-5				
Start Time	End Time	Vehicles	Pedestrians	
Top Hour	4:45 PM	5:45 PM	1098	2
2nd Highest Hour	3:30 PM	4:30 PM	1236	0
3rd Highest Hour	8:00 AM	9:00 AM	1162	0
4th Highest Hour	5:45 PM	6:45 PM	1058	0

Top Hours for Figure 4C-7 (70% Factor)				
Start Time	End Time	Vehicles	Pedestrians	
Top Hour	10:15 AM	11:15 AM	795	3
2nd Highest Hour	4:45 PM	5:45 PM	1098	2
3rd Highest Hour	12:15 PM	1:15 PM	981	2
4th Highest Hour	7:15 AM	8:15 AM	881	1



TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario:	Existing (2025)
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	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	No	
Warrant 2, Four-Hour Vehicular Volume	Yes	No	
Warrant 3, Peak Hour	Yes	No	
Warrant 4, Pedestrian Volume	Yes	No	
Warrant 5, School Crossing	No		
Warrant 6, Coordinated Signal System	No		
Warrant 7, Crash Experience	No		
Warrant 8, Roadway Network	No		
Warrant 9, Intersection Near a Grade Crossing	No		

Conclusion: **Do Not Install New Traffic Signal**

Notes:

[illegible]

Intersection Name: Rengstorff Ave. & Rock St.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Notes:

ds? **No**

2/16/2026

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Rock St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

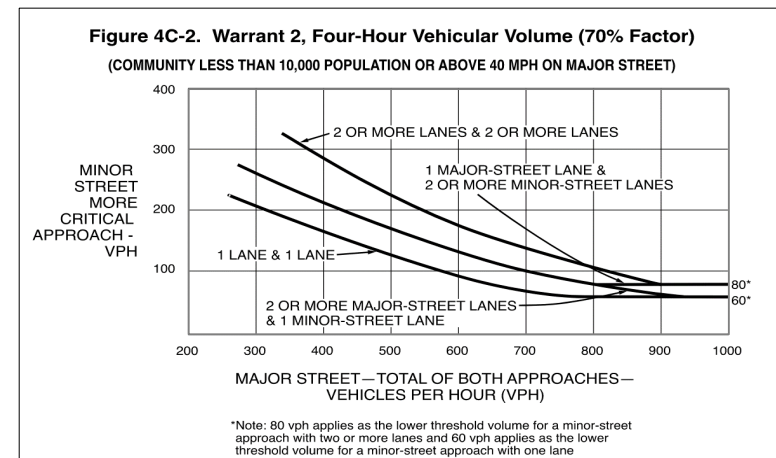
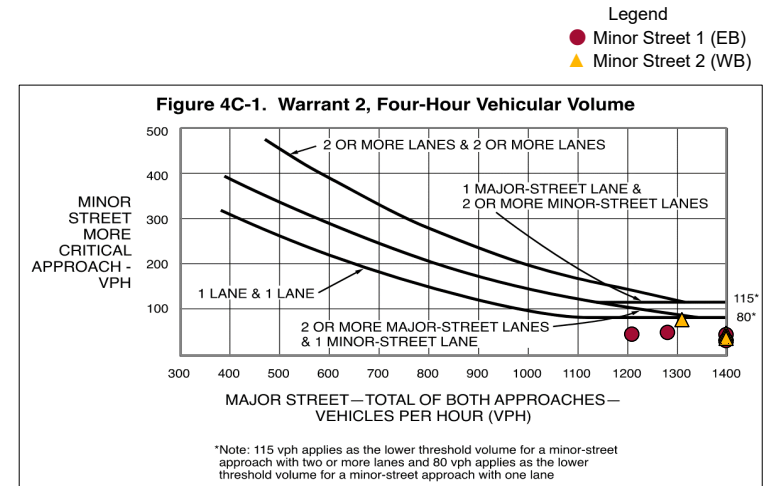
Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	1 Lane

Apply 70% Reduction to Warrant Thresholds? **No**

Total Number of Unique Hours Met on Figure 4C-1	0
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	N/A

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major Northbound	Major Southbound	Minor 1 Eastbound	Minor 2 Westbound			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	110	45	1	13	155		
6:30 AM	247	102	3	21	349		
6:45 AM	401	169	9	33	570		
7:00 AM	593	264	27	48	857		
7:15 AM	700	344	40	67	1044		
7:30 AM	854	370	49	82	1224		
7:45 AM	916	366	50	78	1282		
8:00 AM	969	342	46	78	1311		
8:15 AM	985	277	47	57	1262		
8:30 AM	899	260	46	47	1159		
8:45 AM	928	282	46	53	1210		
9:00 AM	905	294	42	47	1199		
9:15 AM	857	310	33	47	1167		
9:30 AM	828	366	30	41	1194		
9:45 AM	757	364	27	35	1121		
10:00 AM	694	385	22	31	1079		
10:15 AM	668	406	23	27	1074		
10:30 AM	671	399	18	27	1070		
10:45 AM	663	441	21	29	1104		
11:00 AM	672	479	21	34	1151		
11:15 AM	654	528	19	33	1182		
11:30 AM	621	563	20	30	1184		
11:45 AM	610	581	18	25	1191		
12:00 PM	597	569	17	25	1166		
12:15 PM	634	577	24	27	1211		
12:30 PM	631	563	25	33	1194		
12:45 PM	614	570	24	41	1184		
1:00 PM	627	564	25	41	1191		
1:15 PM	593	517	20	37	1110		
1:30 PM	587	522	24	33	1109		
1:45 PM	617	521	26	32	1138		
2:00 PM	601	531	28	31	1132		
2:15 PM	637	581	29	33	1218		



WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Rock St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met:

No

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (EB) 1 Lane

Minor Street 2 (WB) 1 Lane

Apply 70% Reduction to Warrant Thresholds?

No

Total Number of Unique Hours Met on

Figure 4C-1

0

Total Number of Unique Hours Met on

Figure 4C-2 (70% Factor)

N/A

Legend

● Minor Street 1 (EB)

▲ Minor Street 2 (WB)

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Eastbound	Westbound			
2:30 PM	639	632	25	38	1271		
2:45 PM	625	712	23	38	1337		
3:00 PM	619	823	18	38	1442		
3:15 PM	601	900	15	48	1501		
3:30 PM	605	915	24	47	1520		
3:45 PM	606	890	26	43	1496		
4:00 PM	642	849	32	44	1491		
4:15 PM	644	822	44	37	1466		
4:30 PM	668	842	40	39	1510		
4:45 PM	674	855	43	40	1529		
5:00 PM	617	874	45	40	1491		
5:15 PM	635	901	34	42	1536		
5:30 PM	631	855	33	36	1486		
5:45 PM	606	855	30	37	1461		
6:00 PM	603	793	24	30	1396		
6:15 PM	421	559	18	19	980		
6:30 PM	258	378	10	13	636		
6:45 PM	122	161	4	3	283		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Top Hours for Figure 4C-1 - Minor Street 1 (EB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	5:00 PM	6:00 PM	1491	45
2nd Highest Hour	7:45 AM	8:45 AM	1282	50
3rd Highest Hour	4:00 PM	5:00 PM	1491	32
4th Highest Hour	8:45 AM	9:45 AM	1210	46

Top Hours for Figure 4C-1 - Minor Street 2 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	8:00 AM	9:00 AM	1311	78
2nd Highest Hour	3:15 PM	4:15 PM	1501	48
3rd Highest Hour	5:15 PM	6:15 PM	1536	42
4th Highest Hour	4:15 PM	5:15 PM	1466	37

Rengstorff Ave and Rock St

WARRANT 3, PEAK HOUR

Intersection Name: Rengstorff Ave. & Rock St.
 Jurisdiction: City of Mountain View
 Scenario: Existing (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	1 Lane

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Hour Interval Beginning At	Major Street (NB/SB)	Minor Street 1 (EB) Vehicles Per Hour	Minor Street 2 (WB) Vehicles Per	A2	A3
12:00 AM	0	0	0		
12:15 AM	0	0	0		
12:30 AM	0	0	0		
12:45 AM	0	0	0		
3:00 AM	0	0	0		
3:15 AM	0	0	0		
5:00 AM	0	0	0		
5:15 AM	0	0	0		
5:30 AM	0	0	0		
5:45 AM	0	0	0		
6:00 AM	0	0	0		
7:45 AM	1282	50	78		Y
8:00 AM	1311	46	78		Y
8:15 AM	1262	47	57		Y
8:30 AM	1159	46	47		Y
8:45 AM	1210	46	53		Y
10:15 AM	1074	23	27		Y
10:30 AM	1070	18	27		Y
10:45 AM	1104	21	29		Y
11:00 AM	1151	21	34		Y
11:15 AM	1182	19	33		Y
11:30 AM	1184	20	30		Y
11:45 AM	1191	18	25		Y

Category A: If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

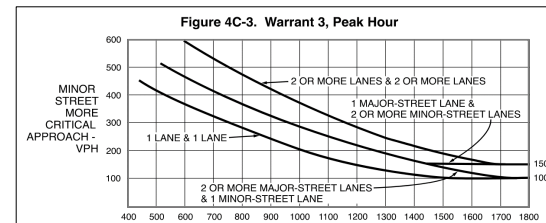
A1: The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach

A2: The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes

Category B:

Figure	Peak Hour	Peak Hour End	Major Traffic	Minor Traffic	Threshold Minor	Met?
--------	-----------	---------------	---------------	---------------	-----------------	------

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.



WARRANT 3, PEAK HOUR

Intersection Name: Rengstorff Ave. & Rock St.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met:

No

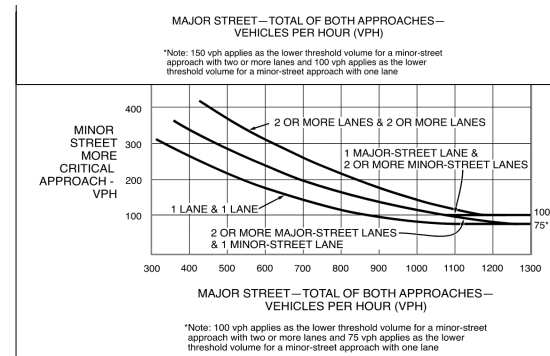
Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	1 Lane

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Hour Interval Beginning At	Major Street (NB/SB)	Minor Street 1 (EB) Vehicles Per Hour	Minor Street 2 (WB) Vehicles Per Hour	A2	A3
12:00 PM	1166	17	25		Y
12:15 PM	1211	24	27		Y
12:30 PM	1194	25	33		Y
12:45 PM	1184	24	41		Y
1:00 PM	1191	25	41		Y
1:15 PM	1110	20	37		Y
1:30 PM	1109	24	33		Y
1:45 PM	1138	26	32		Y
2:00 PM	1132	28	31		Y
2:15 PM	1218	29	33		Y
2:30 PM	1271	25	38		Y
2:45 PM	1337	23	38		Y
3:00 PM	1442	18	38		Y
3:15 PM	1501	15	48		Y
3:30 PM	1520	24	47		Y
3:45 PM	1496	26	43		Y
4:00 PM	1491	32	44		Y
4:15 PM	1466	44	37		Y
4:30 PM	1510	40	39		Y
4:45 PM	1529	43	40		Y
5:00 PM	1491	45	40		Y
5:15 PM	1536	34	42		Y
5:30 PM	1486	33	36		Y
5:45 PM	1461	30	37		Y
6:00 PM	1396	24	30		Y
6:15 PM	980	18	19		Y
6:30 PM	636	10	13		
6:45 PM	283	4	3		
7:00 PM	0	0	0		
7:15 PM	0	0	0		
7:30 PM	0	0	0		
7:45 PM	0	0	0		
8:00 PM	0	0	0		
8:15 PM	0	0	0		
8:30 PM	0	0	0		
8:45 PM	0	0	0		
9:00 PM	0	0	0		
9:15 PM	0	0	0		
9:30 PM	0	0	0		
9:45 PM	0	0	0		
10:00 PM	0	0	0		
10:15 PM	0	0	0		
10:30 PM	0	0	0		
10:45 PM	0	0	0		
11:00 PM	0	0	0		
11:15 PM	0	0	0		
11:30 PM	0	0	0		
11:45 PM	0	0	0		



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Rengstorff Ave. & Rock St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:30 PM	4:30 PM	1520	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
12:00 AM	0	0				
12:15 AM	0	0				
12:30 AM	0	0				
12:45 AM	0	0				
1:00 AM	0	0				
1:15 AM	0	0				
1:30 AM	0	0				
1:45 AM	0	0				
2:00 AM	0	0				
2:15 AM	0	0				
2:30 AM	0	0				
2:45 AM	0	0				
3:00 AM	0	0				
3:15 AM	0	0				
3:30 AM	0	0				
3:45 AM	0	0				
4:00 AM	0	0				
4:15 AM	0	0				
4:30 AM	0	0				
4:45 AM	0	0				
5:00 AM	0	0				
5:15 AM	0	0				
5:30 AM	0	0				
5:45 AM	0	0				
6:00 AM	0	0				
6:15 AM	155	2				
6:30 AM	349	4				
6:45 AM	570	4				
7:00 AM	857	12				
7:15 AM	1044	18				
7:30 AM	1224	22				
7:45 AM	1282	25				
8:00 AM	1311	18				
8:15 AM	1262	13				
8:30 AM	1159	8				
8:45 AM	1210	7				
9:00 AM	1199	7				
9:15 AM	1167	5				
9:30 AM	1194	7				
9:45 AM	1121	5				
10:00 AM	1079	5				
10:15 AM	1074	7				
10:30 AM	1070	6				
10:45 AM	1104	8				
11:00 AM	1151	8				
11:15 AM	1182	8				
11:30 AM	1184	7				
11:45 AM	1191	6				
12:00 PM	1166	8				
12:15 PM	1211	6				
12:30 PM	1194	8				
12:45 PM	1184	9				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s? **No**

Is the major street divided with a median wide enough for pedestrians to wait? **No**

Is the distance to the nearest traffic control signal or STOP sign controlling the major street that pedestrians desire to cross less than 300 feet? **Yes**

Will the proposed traffic control signal restrict the progressive movement of traffic? **No**

Top Hours for Figure 4C-5				
	Start Time	End Time	Vehicles	Pedestrians
Top Hour	7:45 AM	8:45 AM	1282	25
2nd Highest Hour	3:30 PM	4:30 PM	1520	16
3rd Highest Hour	4:30 PM	5:30 PM	1510	11
4th Highest Hour	6:00 PM	7:00 PM	1396	10

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

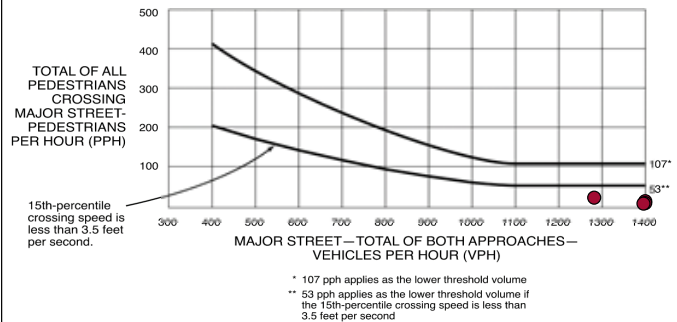
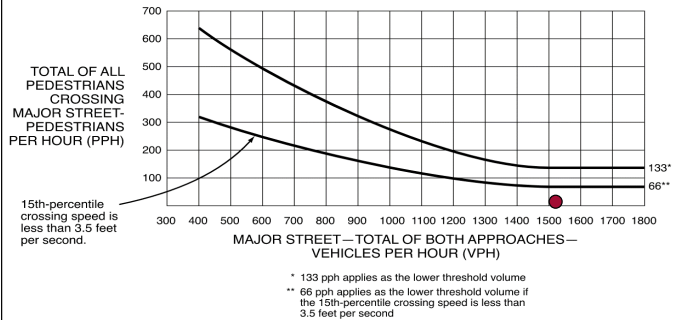


Figure 4C-6. Warrant 4, Pedestrian Peak Hour



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Rengstorff Ave. & Rock St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	3:30 PM	4:30 PM	1520	16	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
1:00 PM	1191	9				
1:15 PM	1110	9				
1:30 PM	1109	10				
1:45 PM	1138	8				
2:00 PM	1132	6				
2:15 PM	1218	6				
2:30 PM	1271	8				
2:45 PM	1337	14				
3:00 PM	1442	15				
3:15 PM	1501	16				
3:30 PM	1520	16				
3:45 PM	1496	13				
4:00 PM	1491	12				
4:15 PM	1466	14				
4:30 PM	1510	11				
4:45 PM	1529	9				
5:00 PM	1491	9				
5:15 PM	1536	7				
5:30 PM	1486	5				
5:45 PM	1461	8				
6:00 PM	1396	10				
6:15 PM	980	8				
6:30 PM	636	7				
6:45 PM	283	3				
7:00 PM	0	0				
7:15 PM	0	0				
7:30 PM	0	0				
7:45 PM	0	0				
8:00 PM	0	0				
8:15 PM	0	0				
8:30 PM	0	0				
8:45 PM	0	0				
9:00 PM	0	0				
9:15 PM	0	0				
9:30 PM	0	0				
9:45 PM	0	0				
10:00 PM	0	0				
10:15 PM	0	0				
10:30 PM	0	0				
10:45 PM	0	0				
11:00 PM	0	0				
11:15 PM	0	0				
11:30 PM	0	0				
11:45 PM	0	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s? **No**

Is the major street divided with a median wide enough for pedestrians to wait? **No**

Is the distance to the nearest traffic control signal or STOP sign controlling the major street that pedestrians desire to cross less than 300 feet? **Yes**

Will the proposed traffic control signal restrict the progressive movement of traffic? **No**

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

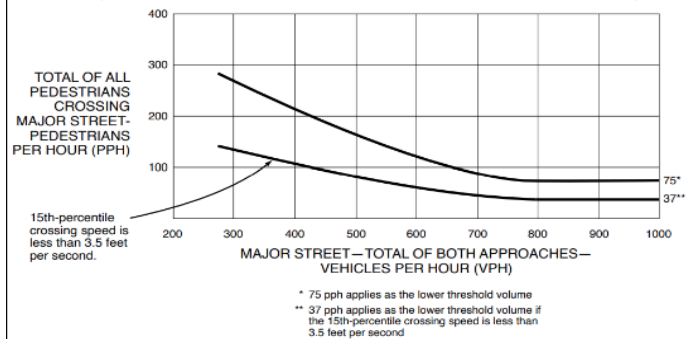
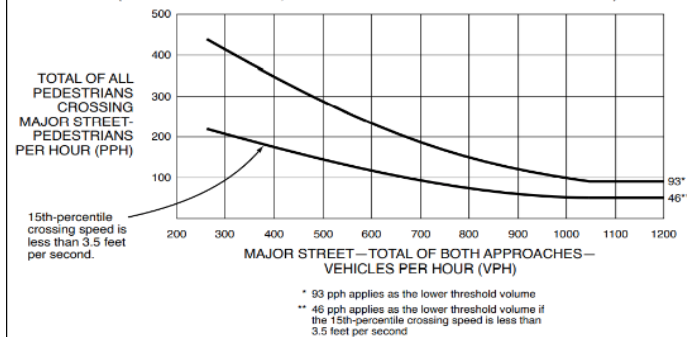


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario:	Existing (2025)
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	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	No	
Warrant 2, Four-Hour Vehicular Volume	Yes	No	
Warrant 3, Peak Hour	Yes	No	
Warrant 4, Pedestrian Volume	Yes	No	
Warrant 5, School Crossing	No		
Warrant 6, Coordinated Signal System	No		
Warrant 7, Crash Experience	No		
Warrant 8, Roadway Network	No		
Warrant 9, Intersection Near a Grade Crossing	No		

Conclusion: Do Not Install New Traffic Signal

Notes:

[illegible]

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met: **No**

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? **No**

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
	Major Street (NB/SB)	Minor Street 1 (EB)	Minor Street 2 (WB)	100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%		
				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2						
1 / 1				500	150	150				750	75	75				400	120	120	600	60	60						
2+ / 1	X	X		600	150	150				900	75	75				480	120	120	720	60	60						
2+ / 2+	X			600	200	200				900	100	100				480	160	160	720	80	80						
1 / 2+				500	200	200				750	100	100				400	160	160	600	80	80						
HOURS MET				12	0					11	1					12	0		12	4							
WARRANT SATISFIED (8+ Hours)?				NO						NO						NO			NO								
12:00 AM	0	0	0																								
12:15 AM	0	0	0																								
12:30 AM	0	0	0																								
12:45 AM	0	0	0																								
1:00 AM	0	0	0																								
1:15 AM	0	0	0																								
1:30 AM	0	0	0																								
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5:30 AM	0	0	0																								
5:45 AM	0	0	0																								
6:00 AM	0	0	0																								
6:15 AM	140	10	0																								
6:30 AM	313	16	0																								
6:45 AM	478	28	0																								
7:00 AM	668	47	0	X												X			X								
7:15 AM	772	50	0																								
7:30 AM	870	59	0																								
7:45 AM	936	63	0							X																	
8:00 AM	1016	54	0	X												X											
8:15 AM	1038	64	0																								
8:30 AM	1013	68	0																X	X		X					
8:45 AM	1054	63	0							X																	
9:00 AM	1056	65	0	X												X											
9:15 AM	1048	50	0																								
9:30 AM	1042	43	0																X								
9:45 AM	977	42	0							X																	
10:00 AM	918	42	0	X												X											
10:15 AM	901	41	0																X								
10:30 AM	901	37	0																								
10:45 AM	941	47	0							X																	
11:00 AM	982	44	0	X												X											
11:15 AM	977	42	0																X								
11:30 AM	981	44	0																								
11:45 AM	961	40	0							X																	

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? No

Lanes		Adjusted Volumes			Condition A						Condition B						Combination A/B											
Major/Minor	Major Street (NB/SB)	Minor Street 1 (EB)	Minor Street 2 (WB)	100%			70%			100%			70%			Cond. A 80%			Cond. B 80%			Cond. A 56%			Cond. B 56%			
				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2							
1 / 1				500	150	150							750	75	75				400	120	120	600	60	60				
2+ / 1	X	X		600	150	150							900	75	75				480	120	120	720	60	60				
2+ / 2+	X			600	200	200							900	100	100				480	160	160	720	80	80				
1 / 2+				500	200	200							750	100	100				400	160	160	600	80	80				
HOURS MET				12	0								11	1					12	0		12	4					
WARRANT SATISFIED (8+ Hours)?				NO									NO						NO									
12:00 PM	963	41	0	X														X				X						
12:15 PM	959	47	0																		X							
12:30 PM	968	46	0																									
12:45 PM	967	46	0										X															
1:00 PM	947	49	0	X														X										
1:15 PM	930	53	0																		X							
1:30 PM	928	55	0																									
1:45 PM	973	49	0										X															
2:00 PM	1016	47	0	X														X										
2:15 PM	1087	42	0																		X							
2:30 PM	1130	50	0																									
2:45 PM	1178	55	0										X															
3:00 PM	1232	61	0	X														X										
3:15 PM	1358	67	0																		X	X		X				
3:30 PM	1416	56	0																									
3:45 PM	1463	65	0										X															
4:00 PM	1506	71	0	X														X										
4:15 PM	1471	82	0																		X	X		X				
4:30 PM	1523	102	0																									
4:45 PM	1586	106	0										X	X	X													
5:00 PM	1588	97	0	X														X										
5:15 PM	1602	87	0																		X	X		X				
5:30 PM	1501	74	0																									
5:45 PM	1382	58	0										X															
6:00 PM	1287	53	0	X															X									
6:15 PM	896	36	0																		X							
6:30 PM	593	21	0																									
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11:15 PM	0	0	0																									
11:30 PM	0	0	0																									
11:45 PM	0	0	0																									

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met:

No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

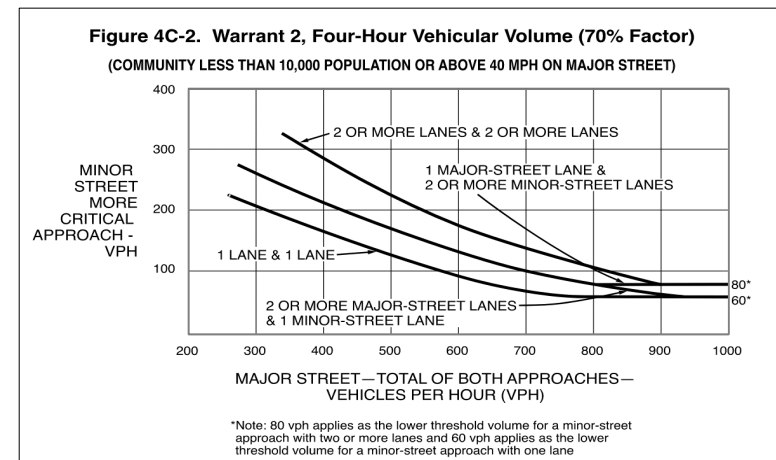
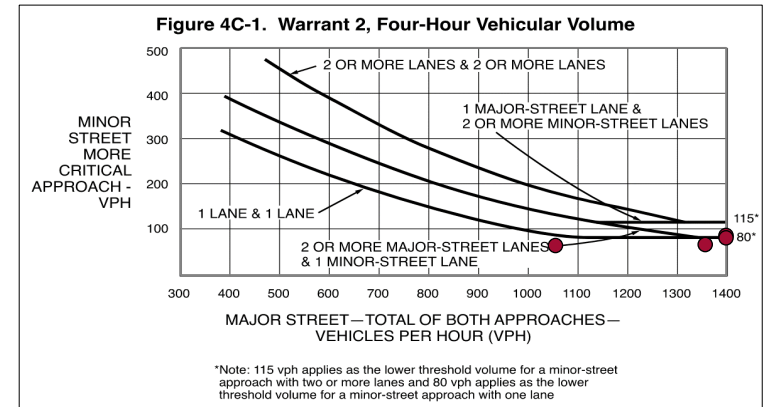
Apply 70% Reduction to Warrant Thresholds? No

Total Number of Unique Hours Met on Figure 4C-1	2
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	N/A

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major Northbound	Major Southbound	Minor 1 Eastbound	Minor 2 Westbound			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	96	44	10	0	140		
6:30 AM	208	105	16	0	313		
6:45 AM	326	152	28	0	478		
7:00 AM	470	198	47	0	668		
7:15 AM	557	215	50	0	772		
7:30 AM	657	213	59	0	870		
7:45 AM	708	228	63	0	936		
8:00 AM	773	243	54	0	1016		
8:15 AM	798	240	64	0	1038		
8:30 AM	764	249	68	0	1013		
8:45 AM	799	255	63	0	1054		
9:00 AM	793	263	65	0	1056		
9:15 AM	770	278	50	0	1048		
9:30 AM	745	297	43	0	1042		
9:45 AM	680	297	42	0	977		
10:00 AM	620	298	42	0	918		
10:15 AM	596	305	41	0	901		
10:30 AM	590	311	37	0	901		
10:45 AM	582	359	47	0	941		
11:00 AM	566	416	44	0	982		
11:15 AM	524	453	42	0	977		
11:30 AM	504	477	44	0	981		
11:45 AM	494	467	40	0	961		
12:00 PM	512	451	41	0	963		
12:15 PM	520	439	47	0	959		
12:30 PM	530	438	46	0	968		
12:45 PM	525	442	46	0	967		
1:00 PM	515	432	49	0	947		
1:15 PM	512	418	53	0	930		
1:30 PM	509	419	55	0	928		
1:45 PM	553	420	49	0	973		
2:00 PM	573	443	47	0	1016		
2:15 PM	589	498	42	0	1087		

Legend

● Minor Street 1 (EB)



WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met:

No

Number of Lanes for Moving Traffic on Each Approach

Major Street (NB/SB) 2 or More Lanes

Minor Street 1 (EB) 1 Lane

Minor Street 2 (WB) N/A

Apply 70% Reduction to Warrant Thresholds?

No

Total Number of Unique Hours Met on

Figure 4C-1

2

Total Number of Unique Hours Met on

Figure 4C-2 (70% Factor)

N/A

Legend

● Minor Street 1 (EB)

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Northbound	Southbound	Eastbound	Westbound			
2:30 PM	592	538	50	0	1130		
2:45 PM	564	614	55	0	1178		
3:00 PM	560	672	61	0	1232		
3:15 PM	650	706	67	0	1358		
3:30 PM	689	727	56	0	1416		
3:45 PM	729	734	65	0	1463		
4:00 PM	769	737	71	0	1506		
4:15 PM	730	741	82	0	1471	Min. 1 Met	
4:30 PM	740	783	102	0	1523		
4:45 PM	741	845	106	0	1586		
5:00 PM	675	913	97	0	1588		
5:15 PM	672	930	87	0	1602	Min. 1 Met	
5:30 PM	658	843	74	0	1501		
5:45 PM	604	778	58	0	1382		
6:00 PM	604	683	53	0	1287		
6:15 PM	416	480	36	0	896		
6:30 PM	244	349	21	0	593		
6:45 PM	125	158	9	0	283		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Top Hours for Figure 4C-1 - Minor Street 1 (EB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	5:15 PM	6:15 PM	1602	87
2nd Highest Hour	4:15 PM	5:15 PM	1471	82
3rd Highest Hour	3:15 PM	4:15 PM	1358	67
4th Highest Hour	9:00 AM	10:00 AM	1056	65

Top Hours for Figure 4C-1 - Minor Street 2 (WB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

Rengstorff Ave and Wyandotte St

Intersection Name: Rengstorff Ave. & Wyandotte St.
Jurisdiction: City of Mountain View
Scenario: Existing (2025)

WARRANT 3, PEAK HOUR

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Hour Interval Beginning At	Major Street (NB/SB)	Minor Street 1 (EB) Vehicles Per Hour	Minor Street 2 (WB) Vehicles Per Hour	A2	A3
12:00 AM	0	0	0		
12:15 AM	0	0	0		
12:30 AM	0	0	0		
12:45 AM	0	0	0		
3:00 AM	0	0	0		
3:15 AM	0	0	0		
5:00 AM	0	0	0		
5:15 AM	0	0	0		
5:30 AM	0	0	0		
5:45 AM	0	0	0		
6:00 AM	0	0	0		
7:45 AM	936	63	0		Y
8:00 AM	1016	54	0		Y
8:15 AM	1038	64	0		Y
8:30 AM	1013	68	0		Y
8:45 AM	1054	63	0		Y
10:15 AM	901	41	0		Y
10:30 AM	901	37	0		Y
10:45 AM	941	47	0		Y
11:00 AM	982	44	0		Y
11:15 AM	977	42	0		Y
11:30 AM	981	44	0		Y
11:45 AM	961	40	0		Y

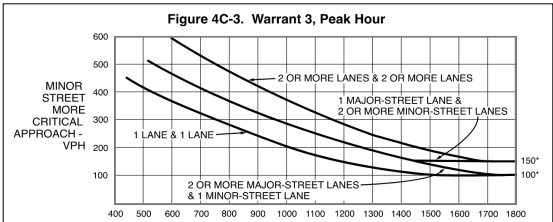
Category A: If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

- A1: The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach
A2: The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes

Category B:

Figure	Peak Hour	Peak Hour End	Major Traffic	Minor Traffic	Threshold Minor	Met?
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Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.



WARRANT 3, PEAK HOUR

Intersection Name: Rengstorff Ave. & Wyandotte St.
 Jurisdiction: City of Mountain View
 Scenario: Existing (2025)

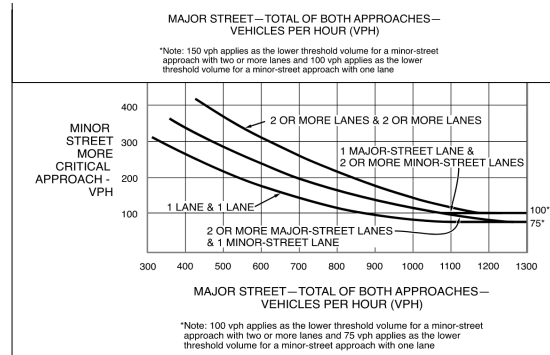
Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (NB/SB)	2 or More Lanes
Minor Street 1 (EB)	1 Lane
Minor Street 2 (WB)	N/A

Is traffic at this intersection generated by office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?

Yes

Hour Interval Beginning At	Major Street (NB/SB)	Minor Street 1 (EB) Vehicles Per Hour	Minor Street 2 (WB) Vehicles Per Hour	A2	A3
12:00 PM	963	41	0		Y
12:15 PM	959	47	0		Y
12:30 PM	968	46	0		Y
12:45 PM	967	46	0		Y
1:00 PM	947	49	0		Y
1:15 PM	930	53	0		Y
1:30 PM	928	55	0		Y
1:45 PM	973	49	0		Y
2:00 PM	1016	47	0		Y
2:15 PM	1087	42	0		Y
2:30 PM	1130	50	0		Y
2:45 PM	1178	55	0		Y
3:00 PM	1232	61	0		Y
3:15 PM	1358	67	0		Y
3:30 PM	1416	56	0		Y
3:45 PM	1463	65	0		Y
4:00 PM	1506	71	0		Y
4:15 PM	1471	82	0		Y
4:30 PM	1523	102	0	Y	Y
4:45 PM	1586	106	0	Y	Y
5:00 PM	1588	97	0		Y
5:15 PM	1602	87	0		Y
5:30 PM	1501	74	0		Y
5:45 PM	1382	58	0		Y
6:00 PM	1287	53	0		Y
6:15 PM	896	36	0		Y
6:30 PM	593	21	0		
6:45 PM	283	9	0		
7:00 PM	0	0	0		
7:15 PM	0	0	0		
7:30 PM	0	0	0		
7:45 PM	0	0	0		
8:00 PM	0	0	0		
8:15 PM	0	0	0		
8:30 PM	0	0	0		
8:45 PM	0	0	0		
9:00 PM	0	0	0		
9:15 PM	0	0	0		
9:30 PM	0	0	0		
9:45 PM	0	0	0		
10:00 PM	0	0	0		
10:15 PM	0	0	0		
10:30 PM	0	0	0		
10:45 PM	0	0	0		
11:00 PM	0	0	0		
11:15 PM	0	0	0		
11:30 PM	0	0	0		
11:45 PM	0	0	0		



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met: No

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	4:00 PM	5:00 PM	1506	2	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
12:00 AM	0	0				
12:15 AM	0	0				
12:30 AM	0	0				
12:45 AM	0	0				
1:00 AM	0	0				
1:15 AM	0	0				
1:30 AM	0	0				
1:45 AM	0	0				
2:00 AM	0	0				
2:15 AM	0	0				
2:30 AM	0	0				
2:45 AM	0	0				
3:00 AM	0	0				
3:15 AM	0	0				
3:30 AM	0	0				
3:45 AM	0	0				
4:00 AM	0	0				
4:15 AM	0	0				
4:30 AM	0	0				
4:45 AM	0	0				
5:00 AM	0	0				
5:15 AM	0	0				
5:30 AM	0	0				
5:45 AM	0	0				
6:00 AM	0	0				
6:15 AM	140	0				
6:30 AM	313	0				
6:45 AM	478	0				
7:00 AM	668	0				
7:15 AM	772	0				
7:30 AM	870	0				
7:45 AM	936	0				
8:00 AM	1016	0				
8:15 AM	1038	0				
8:30 AM	1013	0				
8:45 AM	1054	0				
9:00 AM	1056	0				
9:15 AM	1048	0				
9:30 AM	1042	0				
9:45 AM	977	0				
10:00 AM	918	0				
10:15 AM	901	0				
10:30 AM	901	0				
10:45 AM	941	0				
11:00 AM	982	0				
11:15 AM	977	0				
11:30 AM	981	0				
11:45 AM	961	0				
12:00 PM	963	0				
12:15 PM	959	0				
12:30 PM	968	0				
12:45 PM	967	0				

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s? No

Is the major street divided with a median
wide enough for pedestrians to wait? No

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet? No

Top Hours for Figure 4C-5				
	Start Time	End Time	Vehicles	Pedestrians
Top Hour	4:00 PM	5:00 PM	1506	2
2nd Highest Hour	6:00 PM	7:00 PM	1287	2
3rd Highest Hour	2:30 PM	3:30 PM	1130	1
4th Highest Hour	5:00 PM	6:00 PM	1588	0

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

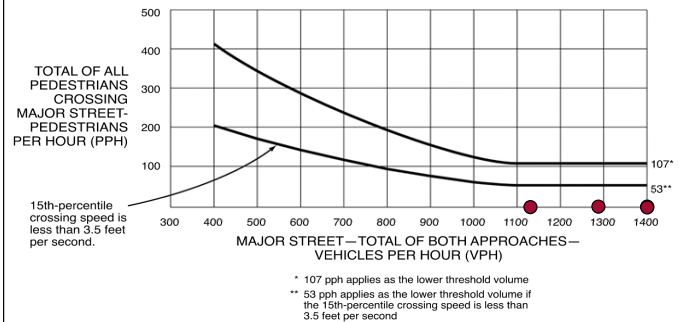
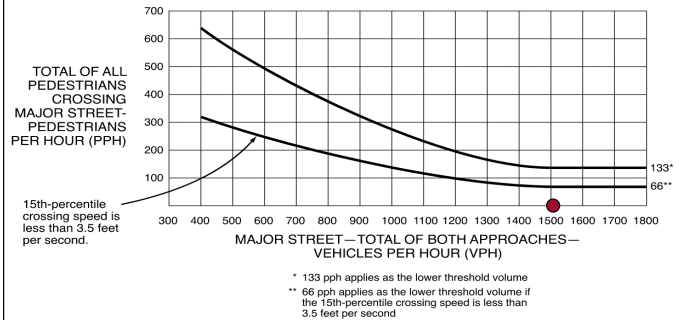


Figure 4C-6. Warrant 4, Pedestrian Peak Hour



WARRANT 4, PEDESTRIAN VOLUME

Intersection Name: Rengstorff Ave. & Wyandotte St.

Jurisdiction: City of Mountain View

Scenario: Existing (2025)

Warrant Met: **No**

Peak Hour					
Figure	Start Time	End Time	Vehicles	Pedestrians	Met?
4C-6	4:00 PM	5:00 PM	1506	2	No

Note: The hours plotted may not always be the "peak" hour. The hours plotted are the hours that most dramatically meet the threshold.

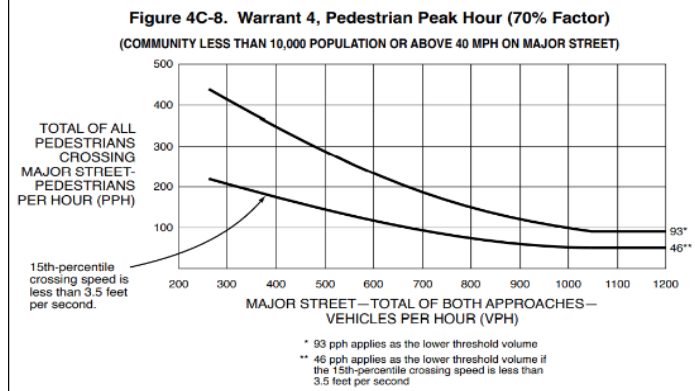
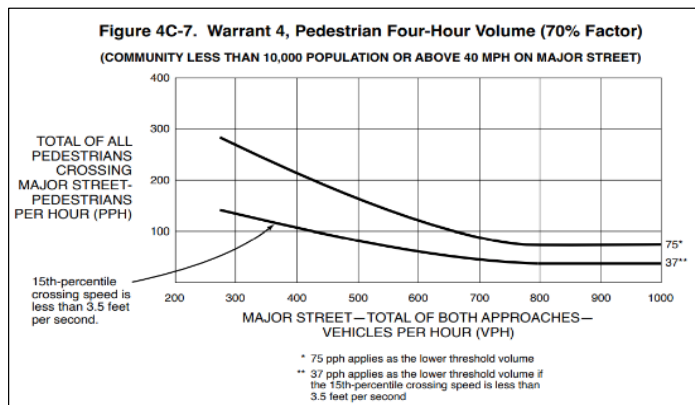
Number of Hours That Met the 4-Hour Criteria 4C-5	0
Number of Hours That Met the 4-Hour Criteria 4C-7 (70% Factor)	N/A

15th Percentile Pedestrian Crossing Speed
Less than 3.5 f/s? **No**

Is the major street divided with a median
wide enough for pedestrians to wait? **No**

Is the distance to the nearest traffic control
signal or STOP sign controlling the major
street that pedestrians desire to cross less
than 300 feet? **No**

Peak Hour						
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Total of All Pedestrians Crossing Major Street Pedestrians Per Hour (PPH)	Fig. 4C-5 Hour Met? (4-Hour)	Fig. 4C-6 Hour Met? (Peak Hour)	Fig. 4C-7 Hour Met? (4-Hour 70%)	Fig. 4C-8 Hour Met? (Peak Hour 70%)
1:00 PM	947	0				
1:15 PM	930	0				
1:30 PM	928	0				
1:45 PM	973	1				
2:00 PM	1016	1				
2:15 PM	1087	1				
2:30 PM	1130	1				
2:45 PM	1178	0				
3:00 PM	1232	0				
3:15 PM	1358	1				
3:30 PM	1416	1				
3:45 PM	1463	1				
4:00 PM	1506	2				
4:15 PM	1471	1				
4:30 PM	1523	1				
4:45 PM	1586	1				
5:00 PM	1588	0				
5:15 PM	1602	0				
5:30 PM	1501	0				
5:45 PM	1382	0				
6:00 PM	1287	2				
6:15 PM	896	2				
6:30 PM	593	2				
6:45 PM	283	2				
7:00 PM	0	0				
7:15 PM	0	0				
7:30 PM	0	0				
7:45 PM	0	0				
8:00 PM	0	0				
8:15 PM	0	0				
8:30 PM	0	0				
8:45 PM	0	0				
9:00 PM	0	0				
9:15 PM	0	0				
9:30 PM	0	0				
9:45 PM	0	0				
10:00 PM	0	0				
10:15 PM	0	0				
10:30 PM	0	0				
10:45 PM	0	0				
11:00 PM	0	0				
11:15 PM	0	0				
11:30 PM	0	0				
11:45 PM	0	0				





Appendix E: Parking Analysis

				Note: -1 means NO PARKING ZONE							
				Weekday - Daytime (8 AM - 6PM)		Weekday - Nighttime (3 AM)		Weekend - Daytime (6 AM - 8 PM)		Weekend - Nighttime (12 AM - 3AM)	
DATE:	Name:										
DESCRIPTION	Address Number	Street	Number of spaces on street (rounded down)	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy
		Leghorn St									
Pichanga Pumping	987	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Pichanga Pumping	927	N Rengstorff Ave	5.0	3	60%	2	40%	1	20%	2	40%
Pichanga Pumping SE	901-987	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		Plymouth St									
housing	891	N Rengstorff Ave	1.0	3	300%	2	200%	3	300%	2	200%
housing	877	N Rengstorff Ave	2.0	2	100%	2	100%	2	100%	3	150%
housing	865	N Rengstorff Ave	4.0	2	100%	1	75%	3	125%	2	100%
housing	863	N Rengstorff Ave		2	100%	2	100%	2	100%	2	100%
housing	849	N Rengstorff Ave	3.0	3	133%	3	133%	3	167%	2	133%
housing	843	N Rengstorff Ave		1	133%	1	133%	2	167%	2	133%
housing	841	N Rengstorff Ave	1.0	1	100%	1	100%	2	200%	1	100%
housing	839	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		Colony St									
housing	835	N Rengstorff Ave	11.0	4	91%	2	109%	3	100%	2	109%
housing	833	N Rengstorff Ave		3	91%	8	109%	7	100%	4	109%
rowhouses	821-833	N Rengstorff Ave		3	91%	2	109%	1	100%	6	109%
housing stack	2078	Old Middlefield Way	7.0	4	57%	5	71%	5	71%	6	86%
		Old Middlefield Way									
McDSP	2083	Old Middlefield Way		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Heritage Park	771	N Rengstorff Ave	13.0	1	38%	1	38%	3	62%	4	31%
housing	765	N Rengstorff Ave		4	38%	4	38%	5	62%	0	31%
housing	725	N Rengstorff Ave		1	50%	2	100%	2	100%	3	150%
housing	701	N Rengstorff Ave	4.0	2	50%	1	25%	1	25%	0	0%
		Rock St									
housing	675	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Magnolia Square Cond	663	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
housing	2040	W Middlefield Rd		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		W Middlefield Rd									
Alpine Meadows Apar	2035	W Middlefield Rd		-1	-100%	-1	-100%	-1	-100%	-1	-100%
housing	2064	San Ramon Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		San Ramon Ave									
housing	2065	San Ramon Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
housing	487	N Rengstorff Ave	6.0	4	83%	0	0%	3	100%	3	67%
housing	453	N Rengstorff Ave		1	83%	0	0%	3	100%	1	67%
Fairview Townhouse A	429	N Rengstorff Ave	5.0	2	60%	4	120%	1	60%	4	80%
housing	3010	Rialto Ct		1	60%	2	120%	2	60%	0	80%
		Rialto Court									
housing	2067	Rialto Ct	2.0	3	150%	2	100%	2	100%	0	0%
apartment homes	413-415	Rialto Ct	4.0	4	100%	5	125%	4	100%	6	150%
house	405	Rialto Ct	2.0	1	50%	2	100%	2	100%	3	150%

				Note: -1 means NO PARKING ZONE, -2 means special zone							
				Weekday - Daytime (8 AM - 6PM)		Weekday - Nighttime (3 AM)		Weekend - Daytime (6 AM - 8 PM)		Weekend - Nighttime (12 AM - 3AM)	
DATE:	NAME:										
DESCRIPTION	Address Number	Street	Number of spaces on-street Rounded Down	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy	Number of Cars parked on-street	Parking Occupancy
		Leghorn St									
Heartwood Window and Door	990	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Reliable Robotics	950	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Western Ballet	914	N Rengstorff Ave	5.0	4	80%	0	0%	3	60%	0	0%
Windsor Preschool	908	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
house	898	N Rengstorff Ave	2.0	2	100%	1	50%	1	50%	1	50%
housing	890	N Rengstorff Ave	2.0	1	50%	1	50%	3	150%	2	100%
housing	888	N Rengstorff Ave		2	100%	3	100%	2	100%	0	100%
housing north building	2112	Wyandotte	4.0	2	100%	1	100%	2	100%	4	100%
housing south building	2112	Wyandotte		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		Wyandotte St									
house	844	N Rengstorff Ave	1.0	1	100%	1	100%	2	200%	0	0%
Boom Balloon	842	N Rengstorff Ave	5.0	3	120%	3	100%	2	100%	3	120%
Windrose Place north half	2110-2115	Windrose Pl		3		2	100%	3	100%	3	
Windrose Place south half			5.0	2	120%	3	120%	2	140%	3	120%
Public Storage	830	N Rengstorff Ave		4		3		5		3	
Salga2 Auto Repair	826	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		Old Middlefield Way									
Taqueria/Briyani	2105	Old Middlefield Way		-1	-100%	-1	-100%	-1	-100%	-1	-100%
housing	792	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
housing	772	N Rengstorff Ave	3.0	1	33%	1	33%	1	33%	2	67%
housing complex	768	N Rengstorff Ave	5.0	4	80%	1	20%	4	80%	6	120%
housing complex	715	Astor Ct	6.0	2	67%	6	133%	2	67%	0	17%
housing complex	707	Astor Ct		2		2		2		1	
		Rock St									
housing	2101	Rock St	3.0	2	67%	3	100%	3	100%	2	67%
housing	668	N Rengstorff Ave	4.0	1	25%	1	25%	2	50%	2	50%
housing complex	2110	W Middlefield Rd		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		W Middlefield Rd									
Valero	584	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
Safeway/Shoreline Pet Hospital	580	N Rengstorff Ave	8.0	2	25%	3	38%	2	25%	3	38%
		Junction Ave									
housing	444	N Rengstorff Ave	3.0	1	33%	3	100%	2	67%	2	67%
housing	436	N Rengstorff Ave	5.0	4	80%	1	20%	4	80%	0	0%
housing	428	N Rengstorff Ave		2	80%	2	80%	3	120%	4	120%
housing	424	N Rengstorff Ave	5.0	2		3		3		2	
Garden Terrace Townhomes	406	N Rengstorff Ave	3.0	2	67%	3	100%	2	67%	3	100%
Happy Geniuses Daycare	392	N Rengstorff Ave	5.0	2	40%	3	60%	1	20%	2	40%
house	2300	Jane Ln		-1	-100%	-1	-100%	-1	-100%	-1	-100%
		Jane Ln									
house	378	N Rengstorff Ave	1.0	0	0%	0	0%	0	0%	0	0%
house	374	N Rengstorff Ave	3.0	0	0%	0	0%	0	0%	0	0%
house	370	N Rengstorff Ave		0	0%	0	0%	0	0%	0	0%
house	364	N Rengstorff Ave		1	67%	0	0%	2	100%	2	67%
house	358	N Rengstorff Ave	3.0	1		0		1		0	
house	352	N Rengstorff Ave	1.0	1	100%	2	200%	1	100%	1	100%
house	346	N Rengstorff Ave		1	67%	2	100%	1	67%	0	100%
house	340	N Rengstorff Ave	3.0	1		1		1		3	
house	334	N Rengstorff Ave		1	33%	2	100%	1	33%	0	0%
house	2302	Jewell Pl	3.0	0		1		0		0	
		Jewell Pl									
house	290	N Rengstorff Ave		-1	-100%	-1	-100%	-1	-100%	-1	-100%
house	284	N Rengstorff Ave	1.0	1	100%	1	100%	1	100%	1	100%
house	278	N Rengstorff Ave		2	100%	0	33%	2	100%	0	0%
house	272	N Rengstorff Ave	3.0	1		1		1		0	

