Appendix 3.16-1

Transportation Analysis

Fehr & Peers

Berkeley Space Center at NASA Research Park Transportation Analysis



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1. Introduction and Project Description

This report presents the findings of the transportation analysis (TA) conducted to assess the impacts of the Berkeley Space Center at NASA Research Park (NRP) (Project). The transportation analysis addresses vehicle miles traveled (VMT), level of service (LOS), and potential effects on multimodal circulation networks, including transit, roadways, parking, bicycles, and pedestrians. This chapter describes the Project and presents the report purpose and organization.

1.1 Introduction and Executive Summary

Moffett Partners, LLC (Project Proponent), a joint venture of The Regents of the University of California (UC Regents) and SKSP NRP, LLC, is proposing a master-planned mixed-use academic and research project, referred to as the Berkeley Space Center at the National Aeronautics and Space Administration (NASA) Research Park (NRP) (proposed project/proposed action).[1] The Project Proponent will require authorization from the UC Regents to proceed with the proposed project under the California Environmental Quality Act (CEQA), and NASA's approval to proceed following analysis consistent with the National Environmental Policy Act (NEPA). NASA is the NEPA Lead Agency for the proposed action and, as the Authority Having Jurisdiction, NASA would issue building permits and monitor applicable mitigation measures related to development and operation of the proposed project. The UC Regents is the CEQA Lead Agency for the proposed project and would provide authorization before the proposed action is submitted for NASA's approval.[2]

The University of California, Berkeley (UC Berkeley) (on behalf of UC Regents) and NASA are preparing a joint environmental impact report/environmental impact statement (joint EIR/EIS) for the proposed project that evaluates the following:[3]

- CEQA Proposed Project (NEPA Build Alternative 1)
- CEQA Reduced Density Alternative (NEPA Build Alternative 2)
- CEQA No-Project/Existing Conditions Alternative
- NEPA No-Action Alternative

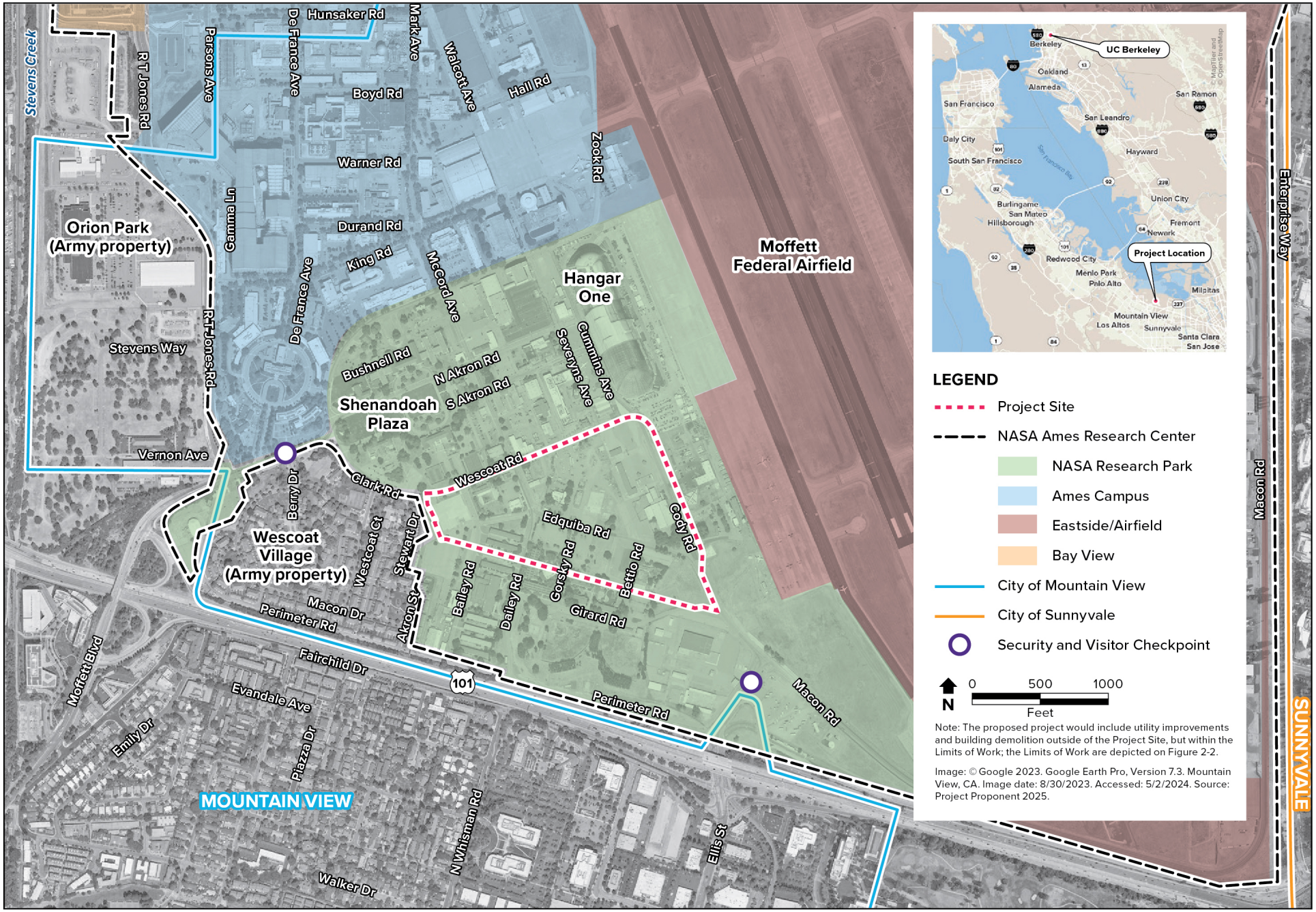
1.2 Project Location

The proposed project is located at NASA's Ames Research Center (NASA ARC), as depicted on **Figure 1**, on an approximately 39-acre project site (Project Site), along with approximately 6 acres of off-site areas (Off-Site Areas) where utility improvements and building demolition would take place. Together, the Project Site and Off-Site Areas comprise the approximate 45-acre limits of work (Limits of Work), as depicted on **Figure 2** and as more fully described below.

[1] Throughout this report, *proposed project* refers to both the proposed project (under the California Environmental Quality Act) and the proposed action (under the National Environmental Policy Act).

[2] UC Regents is a legal entity that includes all of the University of California campuses.

[3] Throughout this report, the discussion of the CEQA Proposed Project and the CEQA Reduced Density Alternative also applies to the corresponding Build Alternative under NEPA.



Note: The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure 2-2.

Image: © Google 2023. Google Earth Pro, Version 7.3. Mountain View, CA. Image date: 8/30/2023. Accessed: 5/2/2024. Source: Project Proponent 2025.

FIGURE 1

Project Location

Source: ICF, 2025

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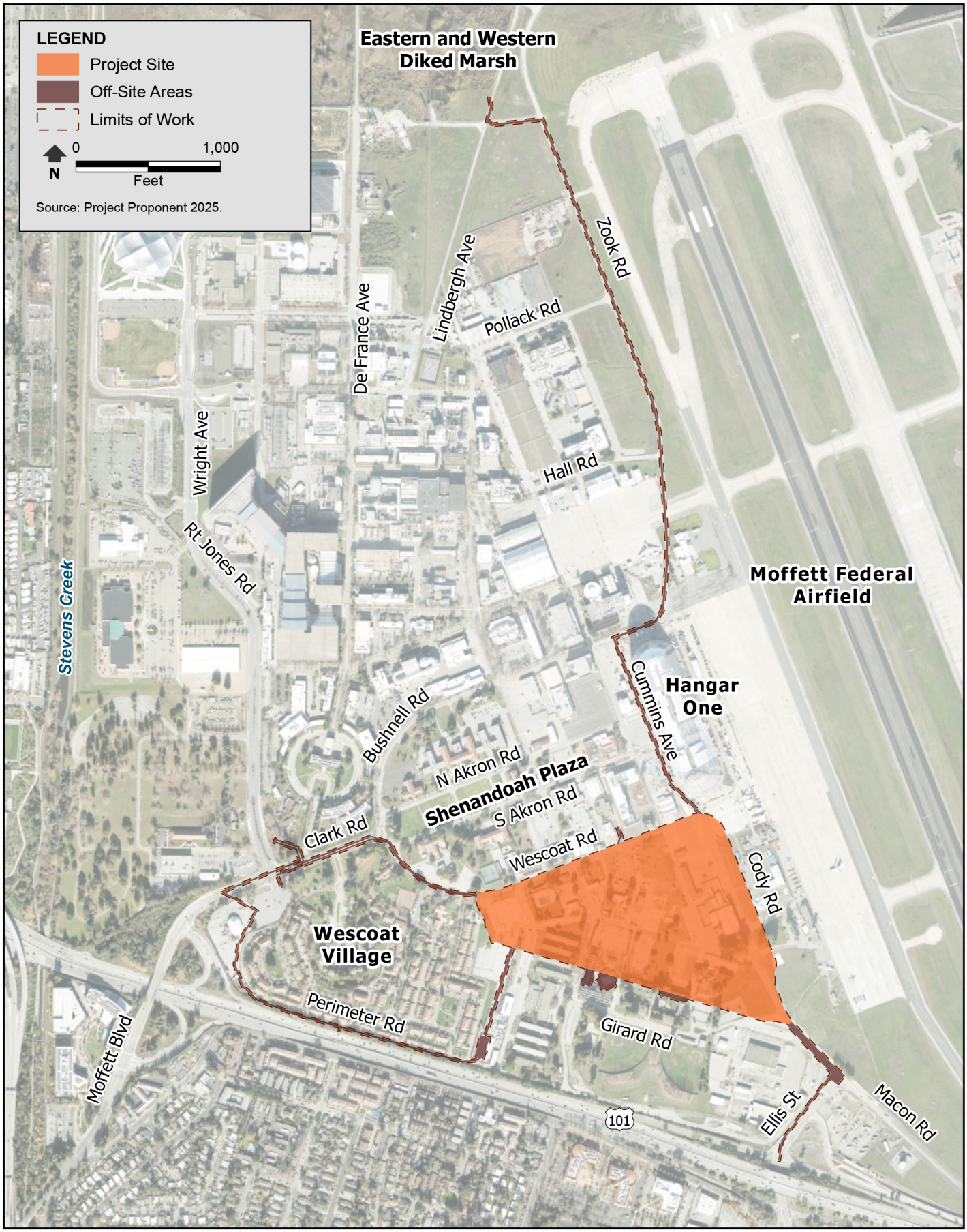


FIGURE 2

Limits of Work

Source: ICF, 2025

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The Limits of Work are located primarily on federal land within NASA ARC, an approximately 2,000-acre facility located in unincorporated Santa Clara County, California between U.S. 101 and the southwestern edge of San Francisco Bay. A small portion of the Off-Site Areas is on federal land owned by the United States Army (Army). The city of Mountain View borders NASA ARC to the north and southwest, and the city of Sunnyvale borders NASA ARC to the southeast and east. NASA ARC is approximately 33 miles south of the city of San Francisco and 8 miles north of the city of San José.

The Project Site is within the city of Mountain View Sphere of Influence but outside of any city's jurisdictional limits. The Off-Site Areas are also within the city of Mountain View Sphere of Influence; most of the Off-Site Areas are outside of any city's jurisdictional limits, with the exception of the northern portion and the southwestern portion, which are within the city of Mountain View. The Project Site is bounded by Wescoat Road to the north and Cody Road to the east.[4] The southern boundary of the Project Site is between Edquiba Road and Girard Road. The western boundary of the Project Site is within an empty lot immediately west of Bailey Road. The Project Site is a portion of Santa Clara Couty Assessor's Parcel Number 116-18-012.

The Limits of Work is currently developed with 18 one- to three-story buildings that total approximately 185,600 square feet, along with surface parking lots, roadways, and utility infrastructure. The existing buildings are mostly vacant; many were formerly used as ancillary buildings that supported Navy operations (e.g., offices, food service, a gas station, pool, recreation center, and lodging). The other existing buildings within the Limits of Work comprise industrial, storage, and utility facilities. As of mid-2024, approximately 42 people were employed within the Limits of Work; no full time residents or short term occupants (e.g., summer interns) lived within the Limits of Work.

The Project Site is relatively flat, with existing grades gradually sloping from south to north. The Project Site is currently covered with a substantial amount of impervious hardscape. This includes roads, surface parking lots, streets, and paths, which, in total, cover approximately 70 percent of the site. Existing landscaping includes approximately 245 trees located throughout the Project Site.

Soil and groundwater at the Project Site have been affected by contamination associated with the Middlefield-Ellis-Whisman (MEW) Superfund site and the U.S. Navy's operations at Naval Air Station Moffett Field, which is no longer in operation. The MEW extraction and treatment system is directly adjacent to and within the Project Site. Within the Project Site there are several recovery wells and underground piping for the treatment system. No potable water supplies are fed or contaminated by NASA ARC groundwater; all potable water is purchased from the San Francisco Public Utilities Commission, which contains some portion of off-site groundwater sources.

1.3 Proposed Berkeley Space Center Master Plan and Proposed Berkeley Space Center Development Guidelines

The proposed project will include the proposed Berkeley Space Center Master Plan (Master Plan), which establishes the overall project vision, conceptual plans, and illustrative renderings, and the proposed Berkeley Space Center Development Guidelines (Development Guidelines), which provide Maximum and Minimum Development Parameters and Standards for the proposed project buildings

[4] Cody Road would be realigned to the east as part of the proposed project and would be the eastern boundary of the Project Site.

and open space. The Maximum and Minimum Development Parameters are a conceptual layout depicting the horizontal and vertical dimensions of the project. Standards are mandatory requirements that would be required to be implemented for the project. Together, the Master Plan and the Development Guidelines will be included as part of the project application submitted by the Project Proponent to NASA. The analysis of the environmental impacts of the proposed project is based on the proposed Maximum and Minimum Development Parameters and the Standards established in the Development Guidelines.

1.4 Project Characteristics

The proposed project under consideration by NASA (i.e., the proposed action) would include academic and research facilities, consisting of offices, laboratories, research-and-development (R&D) uses, and related amenities (collectively, "Research and Office Uses"); conference center and related amenities ("Conference Uses"); ground-floor retail, food and beverage, maker spaces (i.e., collaborative work spaces for using various tools and materials), and other complementary accessory uses that would be publicly accessible (collectively, "Active Uses"); student/faculty housing, including associated amenities ("Student/Faculty Housing"); short-term lodging, including associated amenities ("Short-Term Lodging"); transportation networks; and open spaces, as well as landscaped spaces, to create a state-of-the-art research and education hub that shapes the future of technology and innovation and advance the UC Regents educational, scientific research, charitable, and other exempt purposes (within the meaning of Section 501(c)(3) of the United States Internal Revenue Code).

Figure 3 shows the conceptual land use plan for the proposed project.[5] Implementation of the proposed project would include demolition of all existing buildings on the Project Site. In addition, as discussed above, the proposed project also includes Off-Site Areas consisting of utility improvements and building demolition. Together, the Project Site and the Off-Site Areas comprise the Limits of Work.

Pursuant to NEPA, the joint EIR/EIS evaluates the following alternatives at an equal level of detail:

- **CEQA Proposed Project (NEPA Build Alternative 1)**, which would create approximately 2.3 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference attendees. The CEQA Proposed Project would include approximately 2 million square feet for Research and Office Uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 130,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging. Only the CEQA Proposed Project includes the Water Reuse Facility (WRF) Option and the Central Utility Plant (CUP) Option.[6]
- **CEQA Reduced Density Alternative (NEPA Build Alternative 2),** which would create approximately 1.4 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference

[5] Both the parcel boundary and the Project Site boundary are shown in the conceptual plans. The parcel boundary includes the leased premises; it is provided for informational purposes only. The Project Site boundary includes the area that would be redeveloped as part of the proposed project.

[6] Under the Water Reuse Facility Option, portions of the non-potable supply would be provided on-site rather than by Mountain View. The Central Utility Plant Option would provide a centralized heating and cooling system for all buildings instead of building-by-building heating, ventilation, and air-conditioning (HVAC) systems.

attendees. Compared to the CEQA Proposed Project, the CEQA Reduced Density Alternative would provide less space for Research and Office Uses. The CEQA Reduced Density Alternative would include approximately 1.1 million square feet for Research and Office Uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 130,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging.

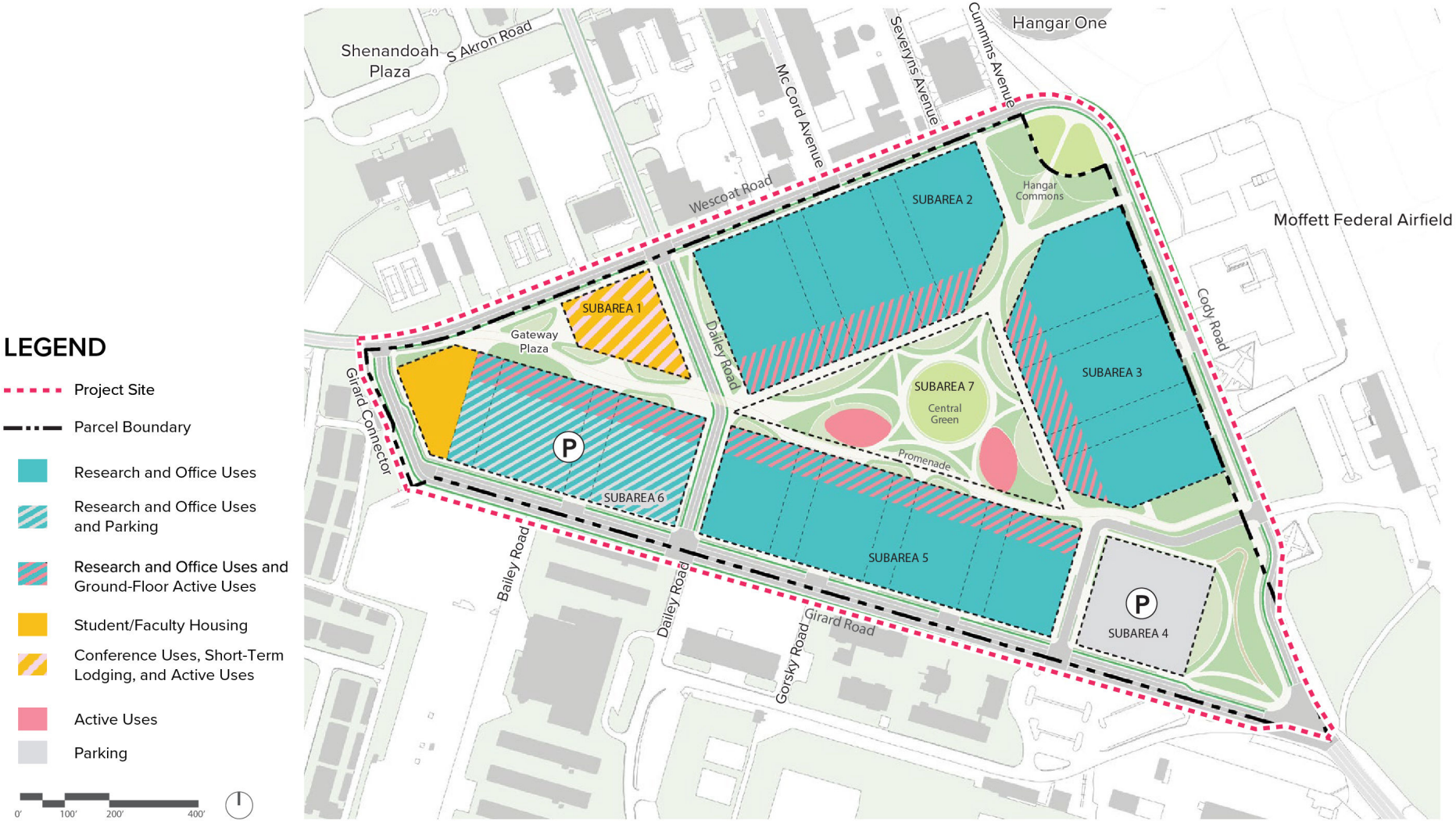
- **NEPA No-Action Alternative**, under which the proposed action would not be constructed and operated at the Project Site. The buildings within the Limits of Work that are currently operational would continue to be operational. The buildings within the Limits of Work that are currently vacant could be reoccupied consistent with the prior uses of the buildings (e.g., ancillary buildings that supported Navy operations as well as industrial, storage, and utility facilities); reoccupying the vacant buildings would not require construction activity. The NASA Ames Development Plan (NADP), which established NASA's vision for long-term development of NASA ARC, also allows other types of uses at the Project Site. The NEPA No-Action Alternative could result in retaining the approximately 185,600 square feet of existing mixed uses, resulting in approximately 668 employees.[7] The NEPA No-Action Alternative would not result in the reoccupation of any buildings formerly used for lodging; thus, the NEPA No-Action Alternative would not generate any new full-time residents or short term occupants (e.g., summer interns) within the Limits of Work.

Consistent with the guidance in State CEQA Guidelines Sections 15126.6(d) and 15126.6(e), the joint EIR/EIS evaluates the following alternatives in comparison to the CEQA Proposed Project with or without the No Student/Faculty Housing Variant/Sub-Alternative described below. The following alternatives are evaluated qualitatively in the joint EIR/EIS and no detailed analysis is provided in this report.

- **CEQA Reduced Height Alternative,** which would create approximately 2 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference attendees. Compared to the CEQA Proposed Project, the CEQA Reduced Height Alternative would achieve lower maximum building height and a greater step-down depth for the Subareas along Wescoat Road. In addition, the CEQA Reduced Height Alternative would provide less space for Research and Office Uses and less space for Student/Faculty Housing compared to the CEQA Proposed Project. The CEQA Reduced Height Alternative would include approximately 1.66 million square feet for Research and Office uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 100,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging.
- **CEQA No-Project/Existing Conditions Alternative**, under which the Project Proponent would not construct and operate the CEQA Proposed Project at the Project Site. The buildings within the Limits of Work that are currently operational would continue to be operational and the buildings within the Limits of Work that are currently vacant would remain vacant.[8]

[7] This is based on a generation rate of 3.6 employees per 1,000 square feet.

[8] This provides a conservative analysis under CEQA for the purposes of comparison.



Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure 2-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

Source: Project Proponent 2024.

FIGURE 3

Conceptual Land Use Plan for the CEQA Proposed Project and CEQA Reduced Density Alternative

Source: ICF, 2025

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Table 1 summarizes the similarities and differences between the CEQA Proposed Project and the CEQA Reduced Density Build Alternative.

Table 1: Summary of Similarities and Differences between the CEQA Proposed Project and the CEQA Reduced Density Alternative

Characteristic	CEQA Proposed Project (NEPA Build Alternative 1)	CEQA Reduced Density Alternative (NEPA Build Alternative 2)
Similarities		
Types of Land Uses	Same	Same
Location of Land Uses	Same (see **Figure 3**)	Same (see **Figure 3**)
Site Plan	Same (see **Figure 3**)	Same (see **Figure 3**)
Limits of Work (i.e., Project Footprint)	Same (45 acres, including 39-acre Project Site and 6 acres of Off-Site Areas)	Same (45 acres, including 39-acre Project Site and 6 acres of Off-Site Areas)
Maximum Building Height[1]	Same (Approximately 80 feet, with an exceedance of up to 25 feet for mechanical equipment and screens)	Same (Approximately 80 feet, with an exceedance of up to 25 feet for mechanical equipment and screens)
Amount of Conference Uses, Active Uses, Student/Faculty Housing, Short-Term Lodging, and Open Space	Same (25,000-square-feet of Conference Uses, 90,000 square feet of Active Uses, 145 Student/Faculty Housing units, 100 Short-Term Lodging units, and a minimum of 10 acres of open space)	Same (25,000-square-feet of Conference Uses, 90,000 square feet of Active Uses, 145 Student/Faculty Housing units, 100 Short-Term Lodging units, and a minimum of 10 acres of open space)
Number of Residents and Guests	Same (200 guests and 363 residents)	Same (200 guests and 363 residents)
Utility Infrastructure and Roadways[2]	Same	Same
Parking Ratio	Same	Same
Construction Start and End Dates	Same (begin in 2027 and end in 2040)	Same (begin in 2027 and end in 2040)
No Student/Faculty Housing Variant/Sub-Alternative	Same (Variant included)	Same (Variant included)
Differences		
Number of Internal Floors[1]	Greater to accommodate increased square footage and building height restriction	Less given reduced overall square footage

Characteristic	CEQA Proposed Project (NEPA Build Alternative 1)	CEQA Reduced Density Alternative (NEPA Build Alternative 2)
Internal Floor-to-Floor Heights[1]	Lower to accommodate increased square footage and building height restriction	Higher given reduced overall square footage
Amount of Square Footage for Research and Office Uses	Greater (2,000,000 square feet)	Less (1,080,000 square feet)
Number of Employees and Students[3]	Greater (5,997 employees and 177 students)	Less (3,331 employees and 95 students)
Number of Parking Spaces[3]	Greater	Less
WRF Option and CUP Option[4]	Yes	No

Notes:
WRF = Water Reuse Facility; CUP = Central Utility Plant

1. The internal floor-to-floor heights could be lower under the CEQA Proposed Project to accommodate more square footage in each building, whereas the internal floor-to-floor heights under the CEQA Reduced Density Alternative could be higher because less square footage would need to be accommodated in each building.
2. Only the CEQA Proposed Project includes the WRF Option and the CUP Option; see footnote "4" for more information regarding these options. The proposed roadways would be the same.
3. The difference in the number of employees, students, and parking is due to the greater amount of Research and Office Uses that would be included in the CEQA Proposed Project.
4. Under the WRF Option, portions of the non-potable demand would be met using on-site reuse supply rather than recycled water from Mountain View. The non-potable demand that cannot be met by the WRF Option would require the use of potable water. The CUP Option would provide a centralized heating and cooling system for all buildings instead of building-by-building heating, ventilation, and air-conditioning (HVAC) systems.

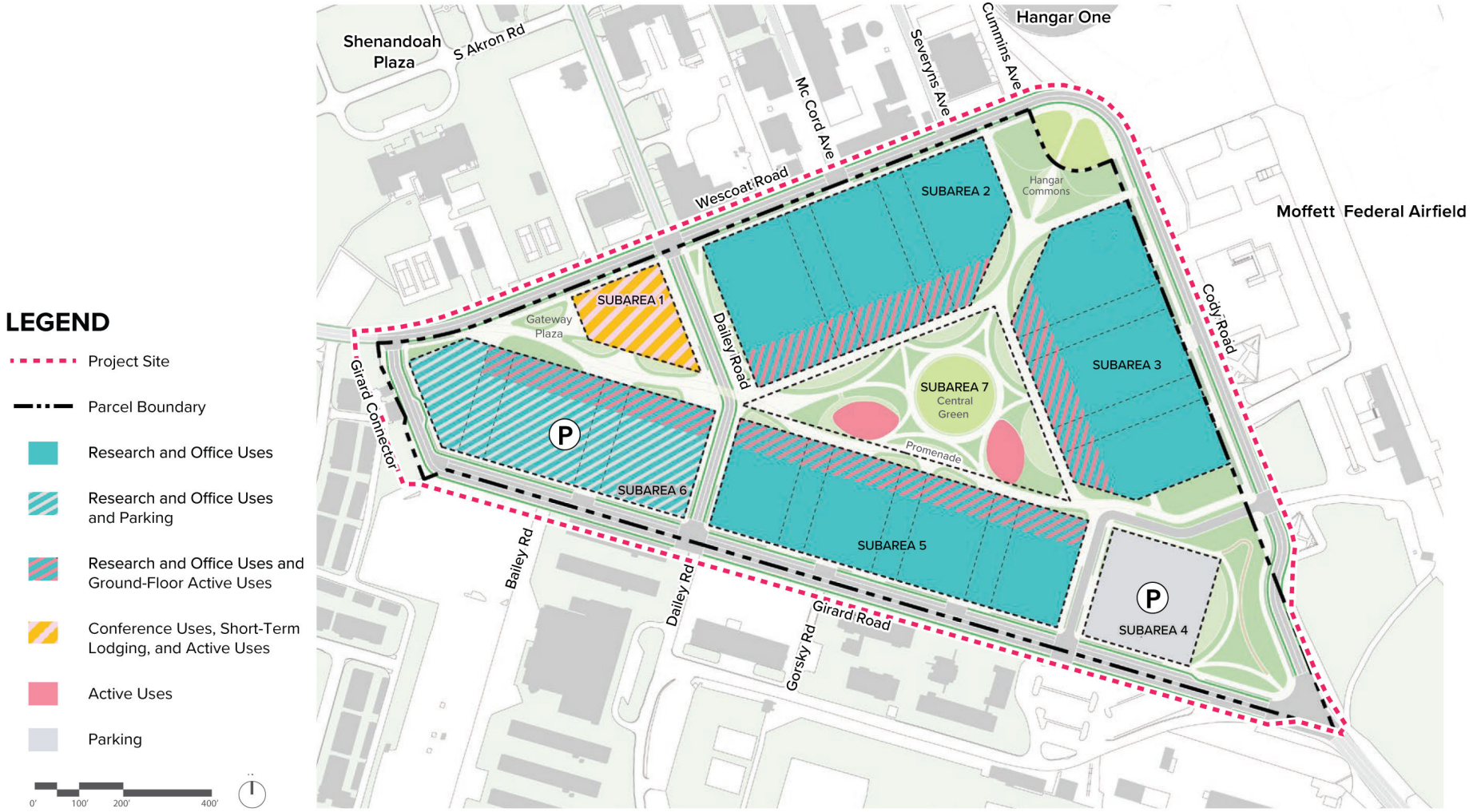
Source: Proposed Berkeley Space Center Development Guidelines, Spring 2026.

1.4.1 No Student/Faculty Housing Variant/Sub-Alternative

The Project Proponent has identified one variant/sub-alternative that includes certain project features that are different from those of the CEQA Proposed Project and CEQA Reduced Density Alternative: the No Student/Faculty Housing Variant/Sub-Alternative (Variant).[9] Both the CEQA Proposed Project and the CEQA Reduced Density Alternative include the Variant. The Variant would replace the 130,000 square feet of Student/Faculty Housing in Subarea 6 with 130,000 square feet of Research and Office Uses under both the CEQA Proposed Project and CEQA Reduced Density Alternative. Specifically, the Variant would include 90,000 square feet of laboratory and R&D uses, 25,000 square feet of office uses, and 15,000 square feet of academic uses. The Variant would have the same type of land uses; the same general site plan; the same maximum building height; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same utility infrastructure; the same parking ratio; and the same construction activities proposed and evaluated under the CEQA Proposed Project and CEQA Reduced Density Alternative. Because the amount of Research and Office Uses and the number of Student/Faculty Housing units would be different under the Variant, the number of bicycle parking spaces, and the number of residents, employees, and students would likewise change. This

[9] Throughout this report, Variant refers to both the variant (under CEQA) and the Sub-Alternative (under NEPA).

potential difference in proposed land use is identified as a variant because it may or may not be included as part of the project during implementation. **Figure 4** shows the conceptual land use plan for the Variant.



Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure 2-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

Source: Project Proponent 2025.

FIGURE 4

Conceptual Land Use Plan for the No Student/Faculty Housing Variant

Source: ICF, 2025

1.4.2 Project Transportation Characteristics

Various transportation characteristics of the project are discussed below. These characteristics are the same under both the CEQA Proposed Project and the CEQA Reduced Density Alternative, unless noted.

1.4.2.1 Open Campus

Public access to the Project Site under existing conditions is controlled by a perimeter fence as well as security and visitor checkpoints located at the main gate on Clark Road and the gate located on Ellis Street. By Phase 1 occupancy, NASA anticipates operational modifications to allow a free flow of traffic at these two checkpoints. No physical improvements are required for these operational modifications, which are referred to as "Open Campus," and are not part of the Project. The following describes the baseline conditions:

- The baseline for the Phase 1 construction analysis (i.e., project-related activities before Phase 1 occupancy) is a typical existing-conditions baseline scenario because Open Campus improvements would not be completed yet.

The baseline for all operational analyses and Phases 2 to 4 construction analyses is a future baseline scenario that accounts for Open Campus improvements.

1.4.2.2 Proposed Circulation

Vehicular access to the Project Site would be primarily from Wescoat, Cody, and Girard Roads. Under both CEQA/NEPA Alternatives, the existing street network would be reconfigured to support improved multimodal circulation and parcel access and connections to the NRP and the Ames Campus. Proposed street improvements within the Limits of Work include:

- Realignment of Cody Road to the east along the northern boundary of the Project Site
- Realignment of Girard Road to the north along the southern boundary of the Project Site
- Construction of the Girard Connector to connect Girard Road and Wescoat Road
- Extension of and improvements to Dailey Road between Subareas 1, 2, 5 and 6 to connect Girard Road to Wescoat Road in the western portion of the Project Site
- Connection of the Subarea 4 Street between Subareas 3, 4, and 5 to connect Girard Road to Cody Road in the southeastern portion of the Project Site for access to the Project Site's parking structure in Subarea 4 and loading access to portions of Subareas 3 and 7.
- Construction of Shared-Use Streets within each Subarea that would generally terminate at the Central Green and Promenade. The Shared Use Streets would provide vehicular access to primarily loading and service areas.
- Construction of an east-west promenade to provide pedestrian/bicycle connectivity between the various Project components.
- Construction of pedestrian and bicycle facilities, including sidewalks along all street and Class II bicycle lanes on Wescoat, Cody, and Girard Roads, to provide pedestrian and bicycle access and connections within the Project Site, to other portions of the NASA ARC, and to areas outside the NASA ARC, including the Bayshore/NASA Valley Transportation Authority (VTA) light rail station.

1.4.2.3 Parking and TDM

In addition to the proposed land uses and circulation changes described above, the Project also proposes the following:

- The CEQA Proposed Project, CEQA Reduced Density Alternative, and NEPA Alternatives include a project-specific TDM plan to reduce the vehicle trips and associated VMT generated by the proposed project. The *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* would reduce vehicle trips and associated VMT through a range of design features (e.g., mix of complementary land uses to increase internal trips, on-site amenities to reduce off-site trips, pedestrian and bicycle infrastructure, preferential carpool and vanpool parking, limited automobile parking supply, and ample bicycle parking) and ongoing operational programs (e.g., transit pass/subsidy programs, shuttles, and participation in the NRP Transportation Management Association) to achieve TDM mode-shift targets and thereby reduce the number of trips made by project-generated employees, students/faculty, and visitors. The project-specific TDM plan is designed to reduce the trip generation by 22 percent. The 22 percent TDM reduction aligns with the TDM assumptions in the 2002 programmatic EIS.
- Provision of long-term and short-term bicycle parking throughout the Project Site in support of the TDM plan. With the implementation of the TDM plan, the CEQA Proposed Project (NEPA Build Alternative 1) would provide 1,239 short-term bicycle parking spaces and 418 long-term bicycle parking spaces at buildout and the CEQA Reduced Density Alternative (NEPA Build Alternative 2) would provide 818 short-term bicycle parking spaces and 260 long-term bicycle parking spaces at buildout. Both CEQA/NEPA Alternatives also include requirements to provide parking spaces for scooters, e-bikes, and cargo bikes.
- Consolidation of vehicular parking in two parking garages, with combined capacity of up to 3,419 parking spaces under CEQA Proposed Project (NEPA Build Alternative 1) and 2,063 parking spaces under CEQA Reduced Density Alternative (NEPA Build Alternative 2). Both Project Alternatives would provide EV chargers, EV-capable, carpool/ vanpool, and accessible parking spaces as required by California Building Code.

1.5 Purpose

The primary purpose of this transportation analysis is to evaluate the potential transportation related environmental impacts of the Project in accordance with CEQA and NEPA. This includes identification of potentially significant transportation impacts, including those related to VMT for the purposes of CEQA and LOS for the purposes of NEPA, and the identification of appropriate feasible mitigation strategies.

Using guidelines established by the Governor's Office of Planning and Research (OPR), UC CEQA guidance, and applicable local and regional policies, the analysis evaluates effects of the Project and alternatives on the transportation network surrounding the Project Site.

Specifically, this report includes:

- A description of the Project including the proposed land use program and CEQA/NEPA Alternatives.
- A summary of the analytical approach and key assumptions used under both CEQA and NEPA, including methodology and significance criteria for VMT analysis and LOS analysis.

- An overview of existing transportation conditions in the study area, including roadway, transit, bicycle, pedestrian, site access, intersection operations, and freeway operations.
- A review of applicable federal, state, regional, and local circulation and transportation plans and policies
- A CEQA transportation analysis evaluating the Project's consistency with these applicable transportation plans, VMT, transportation hazards, and emergency-vehicle access, as well as a cumulative/reasonably foreseeable effects analysis.
- A quantitative NEPA transportation analysis of the NEPA Build Alternatives evaluating impacts on traffic operations under existing and reasonably foreseeable conditions.
- These elements provide the evidentiary basis for the transportation conclusions that are documented in this report.

1.6 Report Organization

The remainder of the report is as follows: Chapter 2 addresses the approach and analysis methods under both CEQA and NEPA. The CEQA section primarily addresses the selection of VMT metrics, thresholds, and modeling tools in accordance with State and local requirements, and the NEPA section primarily addresses the methodology, thresholds, and requirements for evaluating impacts on traffic operations and congestion. Chapter 3 describes the existing transportation system in and around the Project Site, including roadways, transit service, bike, and pedestrian infrastructure. Chapter 4 provides a summary of relevant regional circulation and transportation plans used for the plan consistency evaluation. Chapter 5 presents the CEQA impact analysis and evaluates the Project against the thresholds of significance under CEQA and presents feasible mitigation measures to avoid, minimize, or offset those impacts. Chapter 6 presents the NEPA transportation analysis that evaluates the project against the thresholds of significance under NEPA, which focuses on traffic operations. It estimates trip generation and distribution of the NEPA Build Alternatives and reasonably foreseeable conditions. Chapter 7 lists the references used in preparing this report, and Chapter 8 provides a glossary of the technical terms used in the report. The report also includes four appendices containing the following information: Appendix A–Data Collection; Appendix B–Intersection LOS Calculations; Appendix C–Signal Warrant Analysis; and Appendix D–Freeway LOS Calculations.

2. Approach and Analysis Methods

This chapter describes the approach and methods used to evaluate the Project under CEQA and NEPA.

2.1 CEQA Approach and Analysis Methods

This chapter summarizes the use of CEQA, provides an overview of SB 743 and legal framework, as well as the assessment approach and analysis methods for assessing VMT.

2.1.1 Significance Criteria

For purposes of CEQA, the proposed Project would have the potential to have impacts related to transportation if it would result in any of the conditions listed below.

Would the project:

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
b) Conflict or be inconsistent with *CEQA Guidelines* Section 10564.3, subdivision (B)?
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d) Result in inadequate emergency access?

2.1.2 Overview of Senate Bill 743 and Legal Framework

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. Specifically, the legislation directed the State of California's OPR to look at different metrics for identifying transportation impacts and make corresponding revisions to the *CEQA Statute & Guidelines*. The initial bill included two legislative intent statements (emphasis and bullets added):

- **New methods** under the California Environmental Quality Act are **needed for evaluating transportation impacts** that are better able to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.
- More appropriately balance the needs of congestion management with statewide goals related to **infill development**, promotion of public health through **active transportation**, and **reduction of GHG emissions**.

These statements provide direction to OPR and to lead agencies. For OPR, the direction is about what the new metrics should achieve. For lead agencies, the direction is about expected changes in transportation analysis (and related technical areas) and what factors to consider for significance thresholds.

To implement this intent, SB 743 contains amendments to current congestion management law that allow cities and counties to opt out of the LOS standards that would otherwise apply. SB 743 does not prevent a lead agency from continuing to analyze delay or LOS as part of other plans (e.g., a general

plan), fee programs, or ongoing network monitoring. However, automobile delay as described by LOS is not considered a significant impact on the environment for purposes of CEQA. Lead agencies may still consider vehicle LOS outside of the CEQA process if they determine it is an important part of their transportation planning process. The most common applications will occur for jurisdictions wanting to use vehicle LOS to plan roadways in their general plans or determine nexus relationships for their impact fee programs. Jurisdictions can also continue to condition projects to build transportation improvements through the entitlement process in a variety of ways.

Following several years of draft proposals and related public comments, OPR selected VMT as the preferred metric for assessing passenger vehicle-related impacts and issued revised *CEQA Statute & Guidelines* in December 2018, along with a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) (OPR *Technical Advisory*) to assist practitioners in implementing the *CEQA Statute & Guidelines* revisions. Under the revised *CEQA Statute & Guidelines*, vehicle LOS is no longer to be used as a determinant of significant environmental impacts under CEQA, and analysis of a project's impacts will now be based on assessment of VMT.

The OPR *Technical Advisory* provides guidance and recommendations for SB 743 implementation. However, lead agencies must still make their own specific decisions about metrics, methods, thresholds, and mitigation. Further, the OPR guidance is primarily tied to statewide goals for GHG reduction and does not attempt to balance or resolve potential conflicts between state and lead agency goals, such as those expressed in local agency general plans and/or climate action plans.

The use of VMT as a metric focuses on the total *amount* of driving, rather than the driving *experience.* This new view presents an impact filter intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. VMT can help identify how projects (land development and infrastructure) influence accessibility (i.e., access to places and people), noise, and emissions; thus, its selection as a metric is aligned with the objectives of SB 743.

Based on the background context outlined above, the remainder of this section provides more detail about the approach and methodology for preparing the VMT analysis, including the applicability of VMT screening to the Project, the method used to estimate VMT, selecting the appropriate VMT metric for analysis, and quantifying the threshold of significance.

2.1.3 Approach and Methodology

2.1.3.1 VMT Screening

Project VMT screening applies to projects with characteristics that could readily lead to the conclusion that the project would not cause a VMT impact and therefore could be screened out from a detailed VMT analysis. The OPR *Technical Advisory* includes several screening criteria. The criterion applicable to the Project is the Near Transit Stations criterion. According to this criterion, projects

located within 0.5 mile of a major transit stop[10] or a stop along a high-quality transit corridor[11] can be assumed to have a less-than-significant impact on VMT. The less-than-significant presumption may not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

Most of the Project Site is located within 0.5 mile of the Bayshore/NASA VTA light rail station, which is a fixed-rail transit service and considered a major transit stop. In addition, both the CEQA Proposed Project and the CEQA Reduced Density Alternative would have relatively high densities (FARs of 1.6 and 1.0, respectively, which are over 0.75), would not provide excessive parking (the Project proposed parking ratios are less than the typical parking demand for similar uses), would not demolish affordable residential units, and would be consistent with the applicable Sustainable Communities Strategy (i.e., Plan Bay Area 2050) by locating a mixed-use high-density development within 0.5 miles of a major transit stop. Although the Project meets the Near Transit Stations criterion and has characteristics specified by OPR that lead to the presumption that a project would not generate significant levels of VMT, a detailed quantitative VMT analysis is conducted for the Project to present a conservative analysis.

2.1.3.2 VMT Estimation Method

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located farther from complementary land uses and in areas with poor access to non-single occupancy vehicle travel modes generates more automobile travel compared to development located in urban areas with higher density development, a mix of land uses, and travel options other than private vehicles are available.

Estimating VMT is typically completed using travel demand models to fully capture the length of trips on the transportation network as well as the changes in VMT behavior that may occur with the introduction of a development project. The VMT analysis uses the Metropolitan Transportation Commission (MTC) Travel Model version 1.5, which was released in 2021 to support MTC's 2021 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), also known as Plan Bay Area 2050 (PBA 2050), consistent with SB 375 requirements. The MTC Travel Model version 1.5 was a major update to MTC's previous model version that was used for Plan Bay Area 2040. Most notable, MTC Travel Model 1.5 added ride-hailing (or Transportation Network Company (TNC) such as Uber

[10] Major transit stop is defined as an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, Division 13 Environmental Quality Chapter 2.5 Definitions Section 21064.3).

[11] High-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, Division 13 Environmental Quality Chapter 4.2 Implementation of the Sustainable Communities Strategy Section 21155).

and Lyft) and taxi modes, as well as ownership and availability of autonomous vehicles, and includes refinements to the telecommuting assumptions.

There are several other models available for the Project Site, including the VTA-C/CAG Travel Demand Model maintained by VTA, and the City of Sunnyvale and City of Mountain View travel models developed by the respective jurisdictions. The MTC Travel Model was selected because it is a regional activity-based model, which is consistent with PBA 2050 and includes ride-hailing, autonomous vehicle, and telecommuting enhancements. The other models do not include these modal updates and are not consistent with PBA 2050; thus, the MTC Travel Model, which is the most recently developed model, represents the best available tool.

The MTC Travel Model estimates various transportation metrics, such as VMT, transit ridership, and motor vehicle volumes on freeways and major roadways, for the nine-county San Francisco Bay Area region based on inputs such as various land use and demographic and transportation network characteristics.

The MTC Travel Model, similar to other travel demand models, expresses geographic areas in transportation analysis zones (TAZs). The MTC Travel Model includes 1,454 TAZs for the nine-county region, including 368 in Santa Clara County. The TAZs vary in size from several city blocks in the downtown core areas, to whole neighborhoods in suburban areas, to even larger geographic areas in lower density rural areas. TAZs are used in transportation planning models for transportation analysis and other planning purposes. The MTC Travel Model uses land use and demographic data for each TAZ as input into the Model. The Project is located in TAZ 402, which comprises the entire Moffett Field area including the NASA ARC campus. **Figure 5** shows the location of TAZ 402, where the project is located.

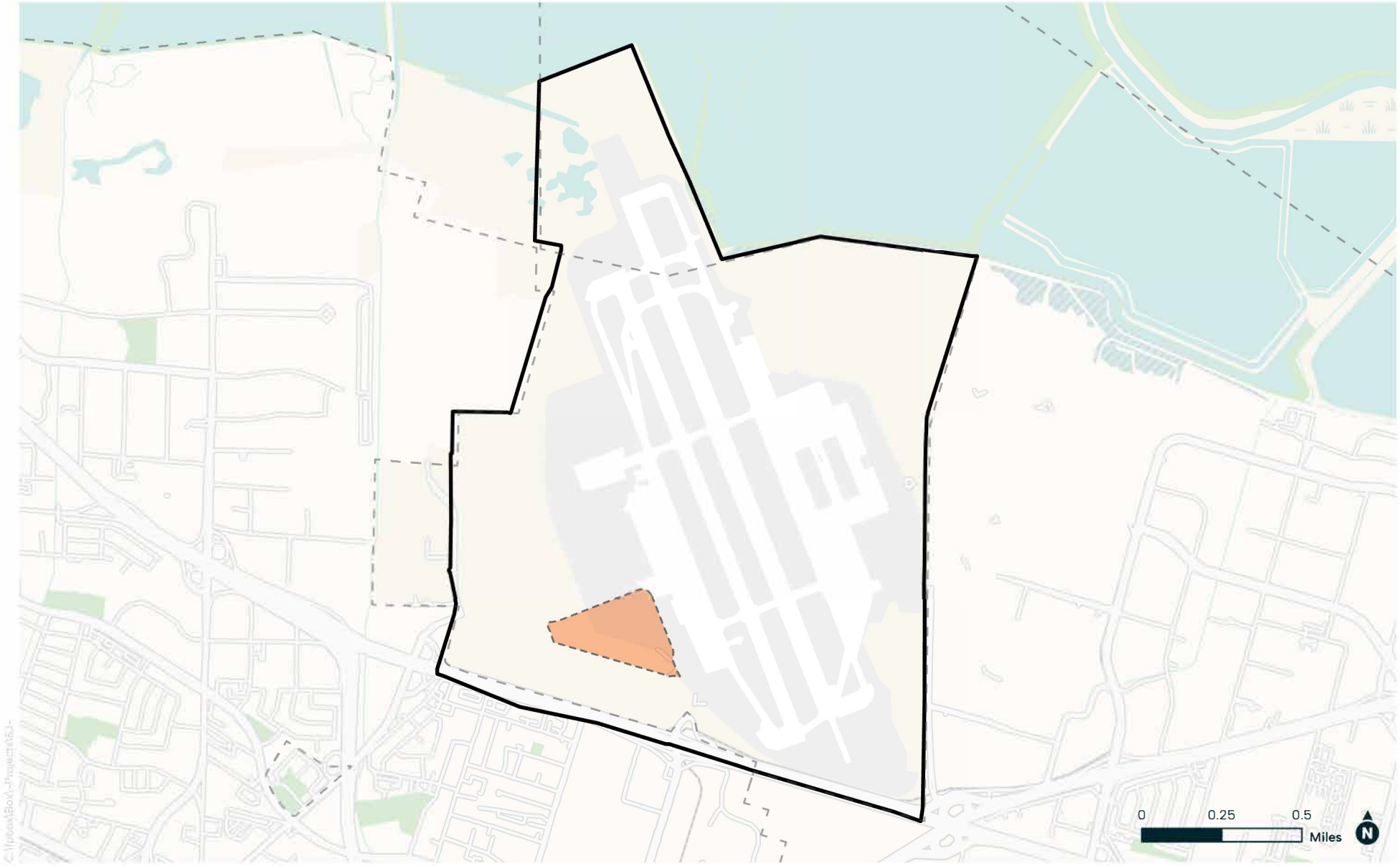


FIGURE 5

Project TAZ Location

Source: ACE, 2025; Caltrain, 2025; Santa Clara Valley Transportation Authority (VTA), 2025

Fehr & Peers

The MTC Travel Model assigns all predicted trips within, across, to or from the nine-county San Francisco Bay Area region on the roadway network and the transit system, by travel mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a given scenario.

The MTC Travel Model forecasts travel behavior based on the following inputs:

- Socioeconomic data developed by the Association of Bay Area Governments
- Population data created using U.S. Census American Community Survey data and modified using the open source PopSyn software
- Zonal accessibility measurements for destinations of interest
- Travel characteristics and automobile ownership rates
- Observed vehicle counts and transit boardings

The daily VMT output from the MTC Travel Model for residential and commercial land uses comes from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from a destination. In this way, all the VMT for an individual resident or worker is included, not just trips to and from the person's home or workplace. For example: a resident leaves their apartment in the morning, stops for coffee, and then goes to the office. In the afternoon they head out to lunch, stops at the drycleaners on the way, then returns to the office. After work, they go to the gym and joins some friends at a restaurant for dinner before returning home. The tour-based approach would add up the total amount driven and assign the daily VMT to this resident as the total number of miles driven on the entire "tour." As a result, tour-based models better account for built-environment factors, such as availability of various travel modes and proximity of complementary uses, and how they influence an individual's trips, including VMT, on a daily basis. In addition, tour-based models are more sensitive to policies such as congestion pricing, parking strategies, and telecommuting.

MTC calibrated and validated the MTC Travel Demand Model for the year 2015 conditions and provides forecasts for various future scenarios, including year 2050 (Future Model). The 2050 Future Model represents the changes in land use as envisioned in PBA 2050 and the planned and funded transportation network expected by 2050. For comparison, the VTA-C/CAG Travel Demand Model includes years 2015 and 2040; the City of Mountain View model includes years 2017 and 2030; and the City of Sunnyvale model includes years 2015 and 2040.

Fehr & Peers conducted the following model runs for this Project:

- **MTC Year 2015 Base Model** – MTC's base year 2015 travel demand model run without any adjustments.
- **MTC Year 2015 Base Model With Project** - The land use database for the MTC Travel Model for the year 2015 was adjusted to reflect the development of the CEQA Proposed Project in the TAZ 402 where the Project is located. As described in Section 1.4.2.3, this model run assumes the implementation of a TDM Plan that would reduce Project VMT and trip generation by 22 percent.
- **MTC Year 2050 Future Model** – Based on our review of the MTC Travel Model, the 2050 land use database did not accurately reflect expected development in the TAZ 402 where the Project is located. Thus, Fehr & Peers adjusted the land use variables for TAZ 402 to better reflect the expected development in the TAZ, which consists of up to 2,078 residential units, and 314,000 square feet of office/R&D uses in the NRP area and up to 335,000 square feet of

office/R&D space in the Ames Campus.[12] The land use variables for TAZ 402 were also adjusted to assume full occupancy of currently vacant uses within the Project Site, which consists of about 15,000 square feet of office, 9,000 square feet of R&D, 97,200 square feet of lodging, 5,200 square feet of recreation, and 5,000 square feet of retail use. The Project would demolish the currently vacant uses.[13] Our review of the land use database showed that the assumed land uses in the nearby TAZs correctly reflect the expected developments in these areas.

- **MTC Year 2050 Future Model With Project** – The land use database for the 2050 No Project model run was adjusted to reflect the development of the CEQA Proposed Project in TAZ 402 where the Project is located. As described in Section 1.4.2.3, this model run assumes the implementation of a TDM Plan that would reduce Project VMT and trip generation by 22 percent.

Full buildout is assumed to occur in 2041, which is the first year following completion of construction. However, based on information available at the time of the technical analysis, VMT was quantified assuming project operations would begin in 2040. Travel conditions in 2041 are anticipated to be similar to, or slightly lower than, those in 2040 because additional regional development and increased land use density would generally reduce average trip lengths and associated VMT. Accordingly, the analysis reflects a conservative representation of VMT.

2.1.3.2.1 VMT ESTIMATES FOR CEQA REDUCED DENSITY ALTERNATIVE AND BOTH VARIANTS

Fehr & Peers did not conduct a separate model run using MTC Travel Model for the CEQA Reduced Density Alternative, as well as the No Student/Faculty Housing Variants for both the CEQA Proposed Project and CEQA Reduced Density alternatives.

To estimate VMT for the CEQA Reduced Density Alternative and the No Student/Faculty Housing variants for both the CEQA Proposed Project Alternative and the CEQA Reduced Density Alternative, the analysis compared the total daily vehicle trip generation for each to the total daily vehicle trip generation for the CEQA Proposed Project Alternative. The proportional difference in total trip generation was then applied to the modeled VMT results for the CEQA Proposed Project Alternative.

Because vehicle trips and VMT are directly related, VMT for the CEQA Proposed Project No Student/Faculty Housing Variant, the CEQA Reduced Density Alternative, and the CEQA Reduced Density Alternative No Student/Faculty Housing Variant were scaled up or down in proportion to the change in total daily trip generation. This straight-line interpolation approach provides a reasonable estimate of VMT in the absence of a separate travel model runs, while maintaining consistency with the methodology used for the CEQA Proposed Project Alternative.

2.1.3.3 VMT Metric for Analysis

According to CEQA Section 15064.3, subdivision (a), for the purpose of evaluating transportation impacts, "'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Thus, the VMT estimated for this transportation analysis consists of the VMT generated by passenger vehicles and light trucks and excludes heavy trucks.

[12] Source: *Berkeley Space Center at NASA Research Park – NASA ARC Buildout Assumptions (2025)*
[13] Source: *Berkeley Space Center at NASA Research Park – NASA ARC Buildout Assumptions (2025)*

Consistent with OPR guidance, many jurisdictions find it useful to express VMT as an efficiency metric (e.g., VMT per person or VMT per employee). This form of the metric is unrelated to the level of activity in a particular location and more about how efficiently the people at that location travel. A project that contributes to a more efficient use of the transportation system would reduce total VMT per person compared to a no-project scenario.

The VMT analysis herein uses "total VMT per service population" in which:

- "Total VMT," the numerator, is defined as the total VMT for all trip purposes generated by passenger vehicles and light trucks in the selected geographic area (i.e., the Project TAZ).
- "Service population," the denominator, includes all the variables that generate vehicle trips in the models that estimate VMT. For this project, this consists of the total number of all residents, employees, and university students for the Project.

The VMT analysis uses "total VMT per service population" rather than separate metrics for each population group to account for all the VMT generated by the Project and better capture the interaction and trip internalization between the various Project components. Using partial VMT for project generated VMT analysis, such as home-based-work VMT for employment uses, may not tell the full story of the project's benefits. For example, mixed-use projects help reduce VMT by shortening vehicle trip lengths or reducing vehicle trips because of the convenience of walking, bicycling, or using transit between project destinations. A comprehensive VMT analysis more accurately captures the interactions within the mixed-use project and presents a more complete evaluation.

2.1.3.4 VMT Threshold of Significance

Consistent with OPR Guidance, the VMT analysis uses the following threshold of significance to determine if the Project would have a significant impact on VMT:

- The Project's VMT impact is significant if its total VMT per service population exceeds the existing average VMT per service population for the Bay Area region minus 15 percent.

As discussed in previous sections, the MTC Travel Model is used to estimate the total VMT per service population for both the Project and the region. For the purpose of this analysis, the "region" is defined as the nine-county Bay Area region, since the Project and it's direct connections to UC Berkeley represents a regional project that affects travel not only in Santa Clara County, but throughout the Bay Area.

Consistent with SB 743, OPR Guidelines, and the State's VMT reduction goals, the Project's VMT impacts are assessed against baseline (2024) conditions instead of future years. The year 2024 corresponds to when the NOP for the Project was published, as the existing conditions or baseline for the Project. However, the MTC Travel Model was validated and calibrated for the year 2015. To present a more accurate VMT estimate under Existing conditions, the VMT analysis estimates the total VMT per service population under 2024 conditions by interpolating the total VMT and the total service population for the Bay Area region between the 2015 Base Year and the 2050 Future Year model runs, as summarized in **Table 2**.

Table 2: Existing (2024) Bay Area Region Total VMT per Service Population Threshold Calculation

Scenario	Total VMT	Service Population	Total VMT / Service Population
MTC Year 2015 Base Model [1]	263,621,945	11,442,714	23.0
MTC Year 2050 Future Model [2]	335,071,147	15,741,107	21.3
MTC Interpolated 2024 Existing [3]	289,343,658	12,990,135	22.3
Threshold of Significance (15% below 2024 Existing):	—	—	**22.3 x (1.00-0.15) = 19.0**

Notes:
1. Based on MTC Travel Model forecasts for the year 2015.
2. Based on MTC Travel Model forecasts for the year 2050 adjusted to reflect the expected development in TAZ 402 (TAZ where the Project is located) without the Project.
3. Based on straight-line interpolation between the MTC Year 2015 Base Model and MTC Year 2050 Future Model scenarios. Existing 2024 corresponds to when the Project NOP was published.

Source: MTC Travel Model, 2026; Fehr & Peers, 2026.

As shown in **Table 2**, the estimated ratio of total VMT per service population for the Bay Area region under 2024 (Existing) conditions is estimated to be 22.3. Thus, the threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0.

2.2 NEPA Approach and Analysis Methods

This section summarizes the overview of NEPA assessment approach decisions, with an emphasis on the traffic operations analysis, which is not included in the CEQA analysis.

2.2.1 Significance Criteria

For purposes of NEPA, the proposed Project would have the potential to have impacts related to transportation if it would result in any of the conditions listed below.

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
b) Increase vehicle parking demand without providing for either adequate vehicle parking capacity or sufficient alternative modes of transportation.
c) Substantially increases vehicle trips that results in traffic congestion that degrades the level of service of intersections to below locally adopted LOS thresholds (generally LOS D for local intersections and LOS E for Congestion Management Program (CMP) intersections).
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
e) Result in inadequate emergency access.

Significance criteria a, d, and e are the same as under the CEQA analysis and addressed under the CEQA section of this report. Thus, the NEPA analysis focuses on significance criteria b and c.

2.2.2 Study Area

2.2.2.1 Intersections

Project effects on the study area roadway facilities were evaluated by measuring intersection operations during the hour with the highest volumes during the morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak periods. The following 15 intersections, located in the Cities of Mountain View and Sunnyvale, were selected as study locations because they are the intersections most likely to be affected by the traffic generated by the Project:

City of Mountain View:

1. Moffett Boulevard / SR 85 Northbound Off-Ramp
2. Moffett Boulevard / US 101 Southbound Ramps
3. Moffett Boulevard / US 101 Northbound Ramps
4. Moffett Boulevard / RT Jones Road
5. Ellis Street / Middlefield Road
6. Ellis Street / Fairchild Drive
7. Ellis Street / US 101 Southbound Ramps
8. Ellis Street / US 101 Northbound Ramps
9. Ellis Street / Manila Avenue
10. SR 237 Eastbound Off-Ramp / Middlefield Road
11. SR 237 Westbound On-Ramp / Middlefield Road

City of Sunnyvale:

12. Enterprise Way / Moffett Park Drive
13. Mathilda Avenue / Ross Drive
14. Mathilda Avenue / SR 237 Eastbound Ramps

15. Mathilda Avenue / SR 237 Westbound Ramps / Moffett Park Drive

2.2.2.2 Freeway Segments

Project effects on the study area freeway segments were evaluated by measuring freeway segment operations during the AM and PM peak hours. A total of 12 freeway segments were selected as study locations. The segments are along SR 85, SR 237, and US 101. This analysis evaluates the following freeway segments:

1. Northbound SR 85 from Central Expressway to US 101
2. Southbound SR 85 from US 101 to Central Expressway
3. Eastbound SR 237 from Mathilda Avenue to Fair Oaks Avenue
4. Westbound SR 237 from Fair Oaks Avenue to Mathilda Avenue
5. Northbound US 101 from Mathilda Avenue to SR 237
6. Northbound US 101 from SR 237 to Moffett Boulevard
7. Northbound US 101 from Moffett Boulevard to SR 85
8. Northbound US 101 from Shoreline Boulevard to Rengstorff Avenue
9. Southbound US 101 from Rengstorff Avenue to Shoreline Boulevard
10. Southbound US 101 from SR 85 to Moffett Boulevard
11. Southbound US 101 from Moffett Boulevard to SR 237
12. Southbound US 101 from SR 237 to N. Mathilda Avenue

Figure 6 shows the location of the study intersections and study freeway segments.

2.2.3 Analysis Scenarios

Intersection operations were evaluated during the weekday AM and PM peak hours under the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from 2024 traffic counts.

Scenario 2: *Existing with NEPA Build Alternative 1 Conditions* – Scenario 1 volumes plus trips generated by the buildout of Alternative 1.

Scenario 3: *Existing with NEPA Build Alternative 2 Conditions* - Scenario 1 volumes plus trips generated by buildout of Alternative 2.

Scenario 4: *Reasonably Foreseeable NEPA No-Action Alternative Conditions* – Year 2040 volumes reflecting traffic generated by major developments in the Project vicinity and consistent with the VTA travel demand model and financially constrained roadway improvements in the Valley Transportation Plan (VTP 2040).

Scenario 5: *Reasonably Foreseeable with NEPA Build Alternative 1 Conditions* – Scenario 4 volumes plus trips generated by buildout of Alternative 1.

Scenario 6: *Reasonably Foreseeable with NEPA Build Alternative 2 Conditions* – Scenario 4 volumes plus traffic generated by buildout of Alternative 2.

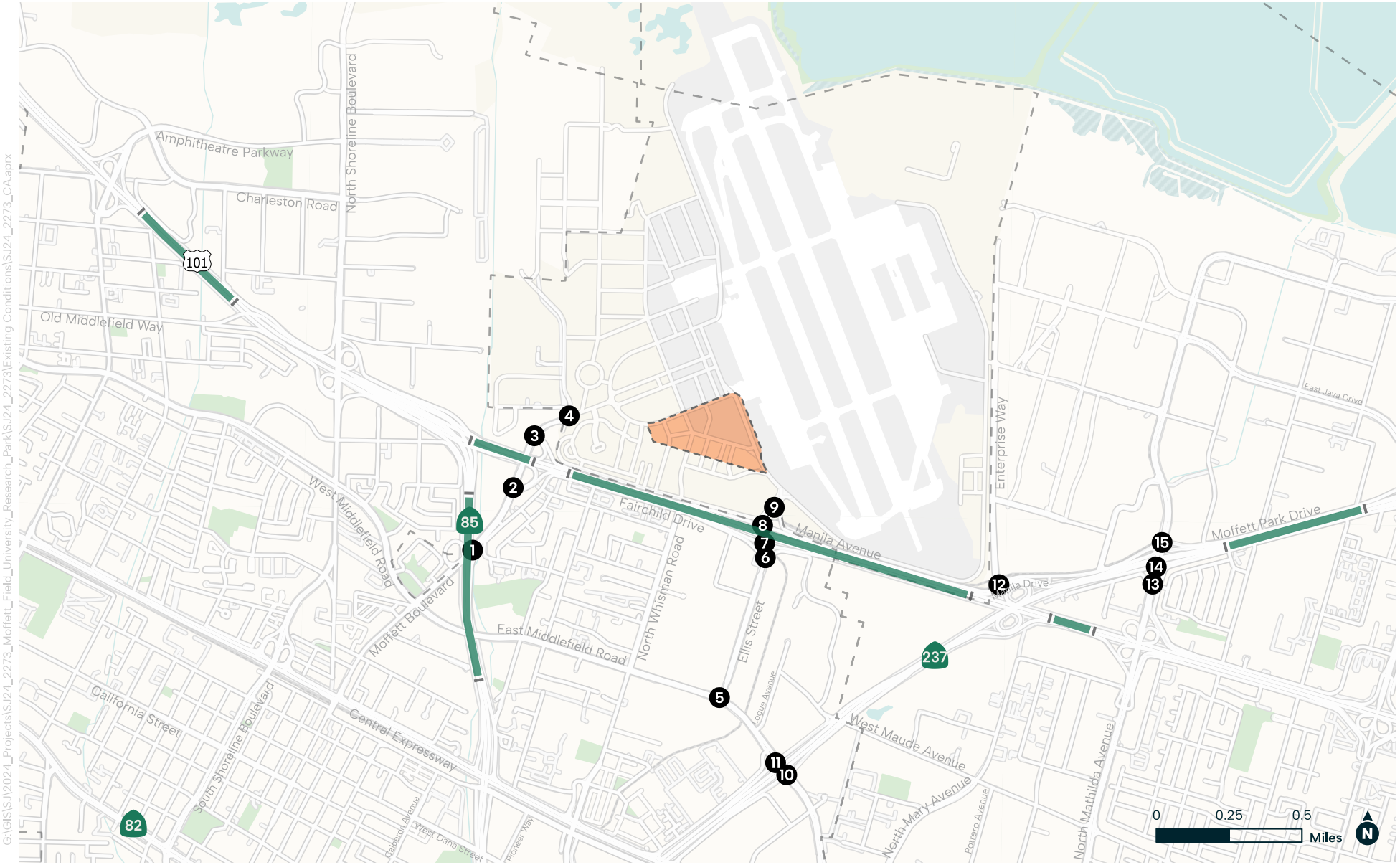


FIGURE 6

Study Intersections and Freeway Segments

Fehr & Peers

2.2.4 Analysis Methods

Consistent with VTA guidelines and practices in Santa Clara County, the TRAFFIX analysis software, which is based on the 2000 *Highway Capacity Manual (HCM)* methods, is used to perform the intersection operations analysis. The analysis results are summarized in vehicle delay in seconds and corresponding level of service (LOS). LOS is a qualitative description of operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the vehicle volume exceeds the capacity, resulting in long queues and excessive delays.

This section describes the intersection LOS methods applied for the purposes of this transportation analysis.

2.2.4.1 Signalized Intersections

For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. This method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the delay per vehicle. The delay per vehicle is a portion of the total delay attributed to the signal operations and includes initial deceleration, queue move up time, time stopped, and acceleration.

2.2.4.2 Unsignalized Intersections

At unsignalized intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement. This incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For all-way stop-controlled intersections, the LOS is represented by the average control delay for the whole intersection. For side-street stop-controlled intersections, the LOS is represented by the average delay and worst-case approach delay.

2.2.4.3 Signal Warrant Analysis Methods

The traffic signal warrant analysis assesses the need for installing a signal at stop-controlled intersections. The analysis is based on warrant criteria as defined in the *California Manual of Uniform Traffic Control Devices* (CA MUTCD) Chapter 4C. "Traffic Control Signal Needs," which provides eight warrant criteria. According to the CA MUTCD Chapter 4C (2014), if one or more of the warrants are satisfied, a traffic signal could be installed at the intersection.[14]

This analysis uses the peak hour vehicular volume warrant (Warrant 3) for urban areas from the CA MUTCD to determine if a traffic signal is warranted at the unsignalized study intersections that operate at LOS E or worse. The peak hour volume warrant is based on the major-street volume and the higher-volume minor-street approach volume. This warrant determines if the minor street traffic

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

experiences undue delay when entering or crossing the major street for a minimum of one hour on a typical day.

2.2.4.4 Freeway Level of Service Analysis Methods

Freeway segments were evaluated using the VTA analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane.

2.2.4.5 Level of Service Definitions

Table 3 summarizes the LOS designations for signalized intersections, unsignalized intersections, and freeway segments.

Table 3: Level of Service Definitions for Intersections and Freeway Segments

LOS	Signalized Intersection (seconds/vehicle)	Unsignalized Intersection (seconds/vehicle)[1]	Freeway Segment (vehicles/mile/lane)[1]
A	≤ 10.0	≤ 10.0	≤ 11.0
B+ B B-	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0	10.1 to 15.0	11.1 to 18.0
C+ C C-	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0	15.1 to 25.0	18.1 to 26.0
D+ D D-	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0	25.1 to 35.0	26.1 to 46.0
E+ E E-	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0	35.1 to 50.0	46.1 to 58.0
F	> 80.0	> 50.0	> 58.0

Note:
1. Unsignalized intersection and freeway segment LOS both only apply whole letter grades and do not include "+" or "–" grades.

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

2.2.5 Significance Thresholds

As described in Section 4.1, NASA's ARC, including the area where the proposed action would be built and operated, is an area of exclusive federal jurisdiction, and state and local government requirements are not considered applicable to the proposed action. NASA may, at its discretion, expressly apply a state or local requirement for purposes of establishing a threshold or standard of significance. For purposes of the NEPA transportation analysis, NASA considered the transportation and traffic standards from the Santa Clara Valley Transportation Authority, as well as City of Mountain View and Sunnyvale Guidelines. The significance thresholds for signalized intersections, unsignalized intersections, and freeway segments are discussed below.

2.2.5.1 Signalized Intersections Significance Thresholds

Signalized intersection operations and significant impacts are evaluated based on the appropriate jurisdiction's LOS standards, as outlined in the significance criteria discussion below.

City of Mountain View: The City of Mountain View has established a minimum acceptable operation level of LOS D for all City of Mountain View intersections (*City of Mountain View 2030 General Plan*, 2012 and Multi-Modal Transportation Analysis Handbook, 2021). Significant impact at signalized City of Mountain View intersections would occur when the addition of project traffic would cause one of the following:

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

City of Sunnyvale: The City of Sunnyvale has established a minimum acceptable operation level of LOS D for all local intersections and LOS E for regionally significant roadways (*City of Sunnyvale General Plan Land Use and Transportation Element, 2024*). A Significant impact at signalized City of Sunnyvale intersections would occur when the addition of project traffic would cause one of the following:

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

Regionally significant study intersections consist of intersections along Mathilda Avenue (study intersections #13 through #15).

2.2.5.2 Unsignalized Intersections Significance Thresholds

LOS analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e., all-way stop or signalization). One unsignalized study intersection (Ellis Street / Manila Avenue) is within the jurisdiction of the City of Mountain View.[15] There are no unsignalized study intersection within the City of Sunnyvale. The City of Mountain View does not have an adopted standard for unsignalized intersections, but the City strives to maintain LOS D. Consistent with City of Mountain View LOS goals outlined in their MTA Handbook (2021), the Project would cause a significant impact at an unsignalized intersections if it meets both of the following criteria:

[15] The Ellis Street / Manila Avenue intersection is in exclusive federal jurisdiction and lands of the USA but granted to the City of Mountain View via easement(s).

- The addition of project traffic causes the average intersection delay to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); and
- The addition of project traffic results in the intersection meeting the California *Manual of Uniform Traffic Control Devices* (CA MUTCD) peak hour volume signal warrant.

2.2.5.3 Freeway Significance Thresholds

VTA has established a minimum acceptable operation level of LOS F for freeway segments (*VTA Transportation Impact Analysis Guidelines*, 2024). Significant impacts on freeway segments would occur when the addition of Project traffic would cause one of the following:

- Freeway segment operations degrade from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbates unacceptable operations due to the number of project vehicle trips added exceeding one percent of the freeway capacity.

3. Existing Conditions

This chapter describes the existing multi-modal transportation system serving the Project Site by detailing the street system, transit service, bicycle facilities, and pedestrian facilities, as well as summarizing traffic operations at intersections in and around the Project vicinity.

3.1 Existing Street System

The following freeways provide regional access to the Project Site: State Route (SR) 237, US 101, and SR 85. Key local roadways that provide access to the Project Site include Moffett Boulevard, Ellis Street, Manila Avenue-Moffett Park Drive, Mathilda Avenue, and Middlefield Road. These freeways and local roadways are described below.

3.1.1 Freeways

US 101 is a north-south interstate highway located south of the Project Site that extends between State of Washington in the north and Los Angeles in the south. In the Project vicinity, it provides four mixed-flow travel lanes in each direction, two express lanes in each direction north of Moffett Boulevard, and one express lane in each direction south of Moffett Boulevard. The express lanes operate from 5:00 AM to 8:00 PM on weekdays. The posted speed limit is 65 miles per hour. US 101 provides access to the Project via interchanges at Ellis Street and Moffett Boulevard.

SR 237 is a generally east-west freeway southeast of the Project Site that extends between Mountain View in the west and I-880 in Milpitas in the east. It provides two travel lanes in each direction west of Mathilda Avenue and three travel lanes, including an express lane,[16] in each direction east of Mathilda Ave. The express lane is in effect from 5:00 AM to 8:00 PM on weekdays. SR 237 has a posted speed limit of 55 miles per hour in both directions. It provides access to the Project via an interchange at Mathilda Avenue.

SR 85 is a state-operated freeway located southwest of the Project Site that extends between US 101 in Southern San José in the south and US 101 in Mountain View in the north. In the Project vicinity, it provides two mixed-flow travel lanes and one high occupancy vehicle (HOV) lane in each direction. The HOV lanes operate from 5:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM on weekdays. The posted speed limit on SR 85 is 65 miles per hour. It provides access to the Project Site via an interchange at Moffett Boulevard.

3.1.2 Local Roadways

Moffett Boulevard is a north-south arterial with two travel lanes in each direction and a posted speed limit of 40 miles per hour. It extends between the NASA ARC main gate in the north and Central Expressway in the south. South of Central Expressway, Moffett Boulevard continues as Castro Street. Moffett Boulevard connects the Project to US 101 and SR 85.

[16] Express lanes are limited-access freeway lanes that are dynamically priced based on demand and are available to anyone to use; however, vehicles with multiple passengers are eligible to use the lanes at discounted prices.

Ellis Street, is a north-south arterial with two travel lanes in each direction and a posted speed limit of 40 miles per hour. It extends between the NASA ARC secondary gate in the north and Middlefield Road in the south. Ellis Street connects the Project to US 101.

Manila Avenue, is generally an east-west roadway with one travel lane in each direction and has a posted speed limit of 20 miles per hour. Generally parallel to US 101 and the VTA light rail line, Manila Avenue extends between Ellis Street in the west and Enterprise Way in the east. East of Enterprise Way, Manila Avenue continues as Moffett Park Drive.

Mathilda Avenue is a north-south arterial with three travel lanes in each direction and a posted speed limit of 45 miles per hour near the Project. It extends between El Camino Real (SR 82) in the south and Caribbean Drive in the north. Mathilda Avenue connects to SR 237 and US 101 and connects to the Project through Manila Avenue-West Moffett Park Drive.

Middlefield Road is a generally east-west arterials with two travel lanes in each direction and a posted speed limit of 35 miles per hour. It extends between Central Expressway in Mountain View in the south and Jefferson Avenue in Redwood City in the north. It connects to SR 85 and SR 237 and connects to the Project through Ellis Street.

3.2 Existing Transit Service

VTA operates bus and light rail service and Caltrain provides commuter rail service in the Project Site. There are also two shuttle services provided in the Project Site. **Table 4** summarizes and

Figure 7 shows the transit service in the vicinity of Project Site as of July 2025. Each service is described in more detail:

3.2.1 VTA Bus Service

VTA operates the following bus routes in the Project vicinity:

Route 21 operates with a weekday peak headway of 30 minutes between the Stanford Shopping Center in Palo Alto in the north and Santa Clara Transit center in the south. The nearest stops to the Project Site are on Middlefield Road at Moffett Boulevard and Ellis Street, about one mile south of the Project.

Route 40 operates with a weekday peak headway of 30 minutes between Mountain View Transit Center in the north and Foothill College in the south via North Bayshore. The nearest stop to the Project Site is at Mountain View Transit Center, about two miles south of the Project along Castro Street.

Route 51 operates with a weekday peak headway of 30 minutes between NASA ARC in the north and West Valley College in the south via Mountain View Transit Center. The nearest stop to the Project Site is on Akron Road at McCord Avenue within NASA ARC, about a quarter mile west of the Project.

Route 52 operates with a weekday peak headway of 30 minutes between Mountain View Transit Center in the north and Foothill College in the south via El Monte Avenue. The nearest stop to the Project Site is at Mountain View Transit Center, about two miles south of the Project along Castro Street.

Rapid Route 523 is a rapid bus route with weekday peak headway of 20 minutes between Lockheed Martin Transit Center in the north and San José State University in the south. The nearest stops to the Project are on Mathilda Avenue at Moffett Park Drive, about two miles east of the Project.

Table 4: Existing Transit Service

Route	From	To	Nearest Bus Stop	Weekday Operating Hours	Weekday Peak Headway (minutes)	Weekend Operating Hours	Weekend Headway (minutes)
21	Stanford Shopping Center	Santa Clara Transit Center	Middlefield Rd at Moffett Blvd and Ellis St	6:00 AM – 9:30 PM	30	8:00 AM –9:00 PM	45
VTA Bus Routes							
40	Mountain View Transit Center	Foothill College	Mountain View Transit Center	6:30 AM – 10:00 PM	30	8:30 AM –7:00 PM	35 – 45
51	NASA ARC	West Valley College	Akron Rd at McCord Ave	6:00 AM – 7:30 PM	30	N/A	N/A
52	Mountain View Transit Center	Foothill College	Mountain View Transit Center	7:00 AM – 7:00 PM	30	N/A	N/A
Rapid 523	Lockheed Martin Transit Center	San José State University	Mathilda Ave at Moffett Park Drive	5:30 AM – 11:00 PM	20	6:30 AM –11:00 PM	20 – 30
VTA Light Rail Routes							
Orange Line	Mountain View Station	Alum Rock Station	Bayshore/ NASA Station	5:00 AM – 12:00 AM	15	6:00 AM –12:00 AM	30
Commuter Rail Service							
Caltrain	San José	San Francisco	Mountain View Station	5:00 AM – 12:00 AM	10 – 20	7:00 AM – 1:30 AM	30

Source: VTA, 2025; Caltrain, July 2025.

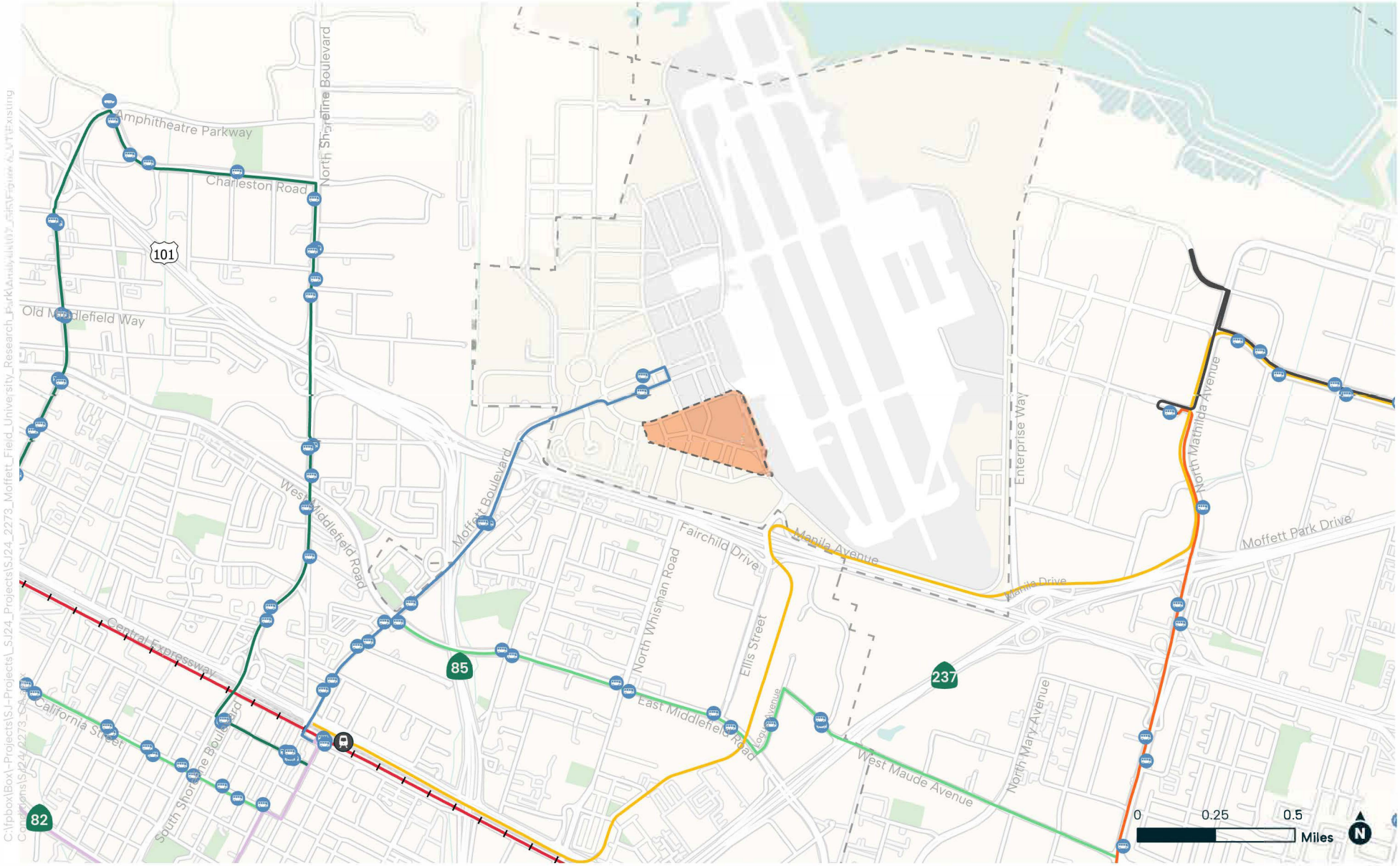


FIGURE 7

Existing Transit Service

Source: ACE, 2025; Caltrain, 2025; Santa Clara Valley Transportation Authority (VTA), 2025

Fehr & Peers

3.2.2 VTA Light Rail Service

VTA operates the following light rail service in the Project vicinity:

VTA Orange Line is a light rail line with peak 15-minute headway that carries passengers between downtown Mountain View and Alum Rock. The nearest light rail station to the Project is the Bayshore NASA Station, located north of Manila Avenue and east of Ellis Street. Most of the Project Site is within 0.5 mile of the Bayshore NASA Station.

3.2.3 Caltrain

Caltrain provides commuter rail service between San Francisco, San Mateo, and Santa Clara Counties. The Peninsula Corridor Joint Powers Board operates Caltrain 365 days a year, with reduced service on weekends and holidays. Weekday service is a mix of Express, Limited, and Local trains.

The nearest Caltrain station to the Project is the Mountain View Caltrain Station, located in downtown Mountain View less than two miles south of the Project. Caltrain operates 52 northbound and 52 southbound (total of 104) trains per day with stops at the Mountain View Caltrain Station on a typical weekday. VTA Bus Route 51 and the Orange Line connect the Mountain View Caltrain Station to the Project.

3.2.4 Shuttle Services

There are two shuttle lines that serve the Project Site, Altamont Corridor Express (ACE) "Red Shuttle: North Sunnyvale" and the NASA shuttle operated within NASA ARC campus. The ACE Red Shuttle is a public route with service between the Great America Station in the City of Santa Clara and Moffett Park. There are four morning and four evening shuttles timed with the station's morning arrival and afternoon departure schedules for the ACE trains. The NASA shuttle runs on a regular schedule within the Ames area and is only available for NASA badged employees and authorized personnel and is not available for public use.

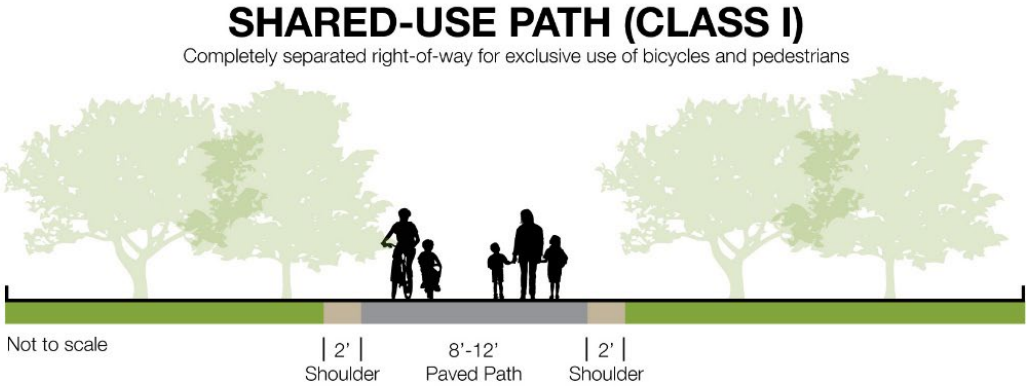
In addition, the Mountain View Transportation Management Association provides a free shuttle connecting commuters with the Mountain View Transit Center (Caltrain and VTA Light Rail) and various locations around Mountain View during weekday AM and PM commute hours. MVgo currently does not service the vicinity of Project Site directly, with the closest stop provided over a half a mile away on Clyde Avenue on the south side of US 101.

3.3 Existing and Currently Proposed Bicycle Facilities

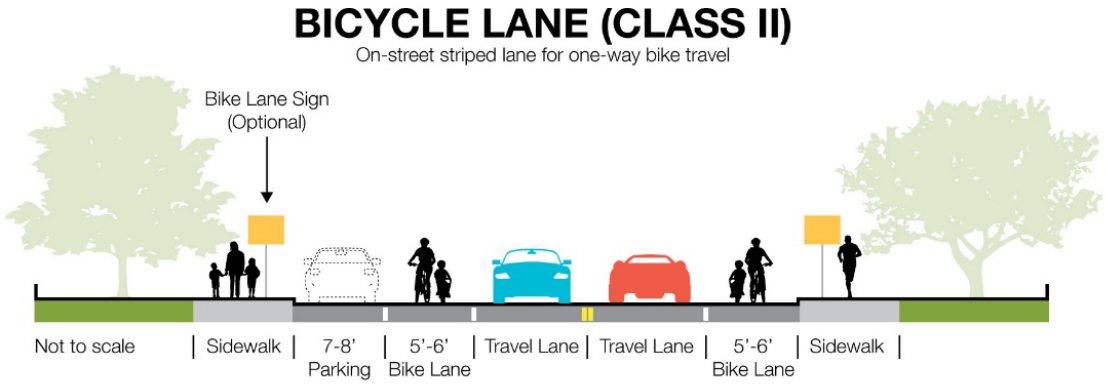
Bicycle facilities can be classified into four classes. These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways consistent with California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. Under California Law, bicyclists are allowed to use all roadways unless prohibited by signage. Therefore, most roadways without designated (or proposed) bikeways identified are open for cycling.

The four bikeway types and appropriate contexts for each are presented below. **Figure 8** shows the existing and proposed bicycle facilities within a two-mile radius of the Project Site.

Class I Bikeway (Shared-Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes. Examples of Class I shared-use paths near the Project include: Stevens Creek Trail, the Bay Trail, and the Crittenden Hill Trail.

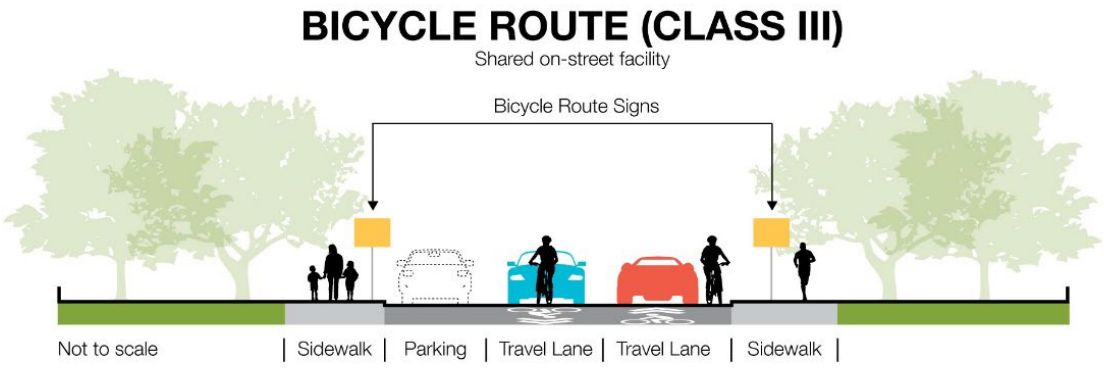


Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The VTA *Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking and green paint at conflict zones (such as driveways or intersections). Examples of Class II on-street bike lanes near the Project include Moffett Boulevard between SR 85 and RT Jones Road, RT Jones Road between Moffett Boulevard and Hunsaker Road, Ellis Street between Middlefield Road and Fairchild Drive, and Mathilda Avenue between Maude Avenue and Innovation Way.



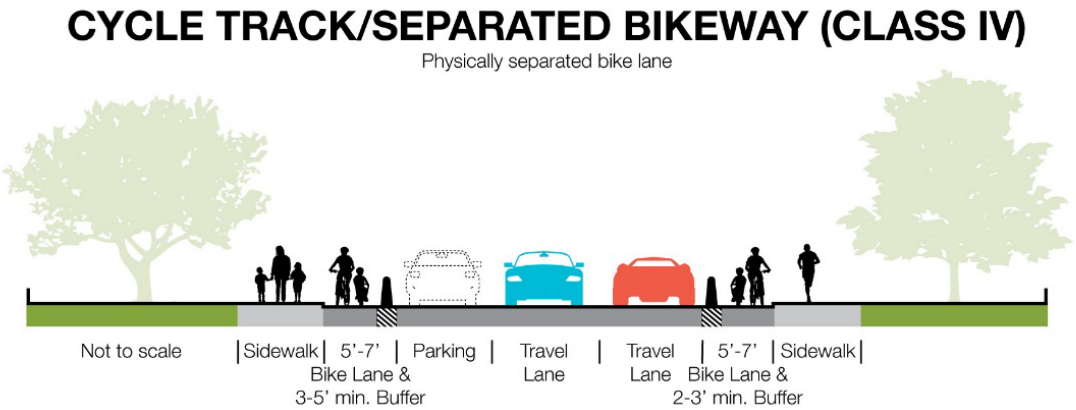
Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough, and the traffic volume is low enough, to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use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

- Moffett Boulevard between Central Expressway and SR 85Ellis Street between Manila Avenue and Fairchild Drive
- Fairchild Drive between Moffett Boulevard and Ellis Street



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

- West side of Perimeter Road between Crittenden Crossing and RT Jones Road
- Mary Avenue between Maude Avenue and Almanor Avenue
- North of Moffett Park Drive between Enterprise Way and Bordeaux Drive



3.3.1 Proposed Bicycle Facilities

The *Santa Clara Countywide Bicycle Plan* (2018), *Mountain View Bicycle Transportation Plan Update* (2015), and *Sunnyvale Active Transportation Plan* (2020) identify the proposed bicycle improvements in the Project vicinity, which include crossing improvements, existing bikeway enhancements, and new bikeway facilities.

3.3.1.1 Santa Clara Countywide Bicycle Plan

The *Santa Clara Countywide Bicycle Plan* summarizes local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. The long-range countywide transportation plan, funding, and prioritization are documented in *Valley Transportation Plan 2040* (VTP 2040). Proposed facilities in the Project vicinity include:

- Mary Avenue Overcrossing – Extension of Mary Avenue north over US 101, SR 237, and the VTA Light Rail lines as a Class IV Cycle Track. This improvement is also included in the *Sunnyvale Active Transportation Plan*

3.3.1.2 Mountain View Bicycle Transportation Plan

The *Mountain View Bicycle Transportation Plan Update* summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education, enforcement, and promotion. Proposed facilities in the Project vicinity include:

- Ellis Street - between Fairchild Drive and Manila Drive as a Class I trail/shared-use path and Class II bike lanes
- Fairchild Drive – between National Avenue and Clyde Avenue as Class II bike lanes
- Moffett Boulevard – between Central Expressway and Clark Road as Class IV cycle tracks
- North Whisman Road – between Fairchild Drive and Middlefield Road as Class II bike lanes

The City of Mountain View is currently preparing the Active Transportation Plan (ATP), which is expected to be completed in fall/winter 2025/2026.

3.3.1.3 Sunnyvale Active Transportation Plan

The *Sunnyvale Active Transportation Plan* summarizes goals for improving the citywide walking and bicycle network, existing and proposed facilities, and programs improving pedestrian and bicycle safety. Proposed facilities in the Project vicinity include:

- Innovation Way – between Moffett Park Drive to Bordeaux Drive as Class IV cycle track
- Mathilda Avenue – between Innovation Way to Moffett Park Drive as Class IV cycle track
- Mary Avenue Overcrossing - between Mary Avenue and D Street over US 101, SR 237, and VTA Light Rail as a Class IV cycle track (Project is also proposed in the *Santa Clara Countywide Bicycle Plan)*

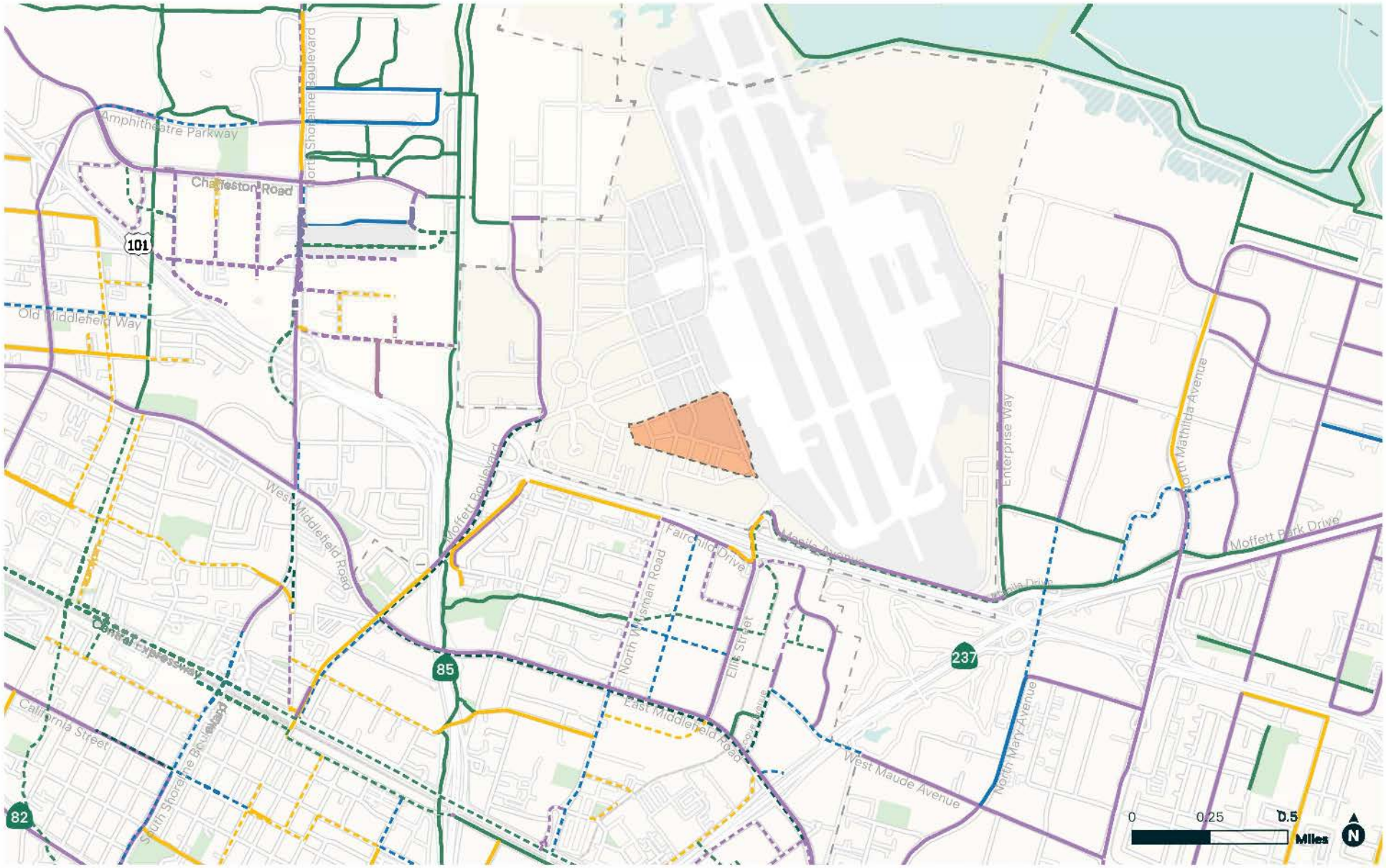


FIGURE 8

Existing and Proposed Bicycle Infrastructure

Source: Santa Clara Valley Transportation Authority (VTA), 2025. City of Mountain View, 2025.

Fehr & Peers

3.4 Existing and Proposed Pedestrian Facilities

Pedestrian facilities in the study area include sidewalks, foot paths, and marked crosswalks. Most facilities are located along local roadways and are separated from vehicular lanes by standard-height curbs. Major corridors with pedestrian infrastructure include Moffett Boulevard, Ellis Street, Manila Avenue-Moffett Park Drive, Mathilda Avenue, and Middlefield Road.

Most streets provide sidewalks on both sides of the roadway through the study intersections, with a few exceptions. Most sidewalks are at least five feet wide without a landscaping strip between the sidewalk and the paved roadway, except for segments along Ellis Street between Fairchild Drive and Middlefield Road. Gaps in the sidewalk network include:

- On the west side of Moffett Boulevard between RT Jones Road and US 101 Southbound Ramps and between Leong Drive and SR 85 southbound on-ramp
- On the east side of Ellis Street between Manila Avenue and Fairchild Drive
- On the west side of Ellis Street between National Avenue and 250 feet south of National Avenue
- On the south side of Manila Avenue-Moffett Park Drive between Ellis Street and North Mathilda Avenue

All study intersections provide crosswalks on all legs of the intersection, except for corners without sidewalks along the roadway. All signalized pedestrian crossings provide pedestrian crosswalks and countdown pedestrian signal heads.

3.4.1 Proposed Pedestrian Facilities

Proposed pedestrian improvements within 0.5 miles of the Project Site were identified through review of local and regional planning documents **Table 5** summarizes the proposed pedestrian infrastructure within 0.5-mile of the Project Site. These improvements include new sidewalk connections, mid-block crossings, signalized intersections, and enhancements to access trails and transit stops to address existing network gaps, improve pedestrian safety, and encourage walkability as part of broader multimodal access goals.

Table 5: Proposed Pedestrian Facilities

Facility/Improvement	Location/Description	Source Plan or Project
Bicycle/pedestrian bridge over US 101	Connecting East Whisman to North Bayshore as an extension of the Hetch-Hetchy Trail	*North Bayshore Precise Plan (2023)*
Pavement resurfacing and sidewalk gap closures	Along Moffett Boulevard	*Moffett Boulevard Complete Streets Project*

Source: Fehr & Peers, 2026.

3.5 Existing Internal Access and Circulation

The Project Site is located within NASA ARC campus where access to the Project Site under existing conditions is limited to employees and authorized visitors only. Access to NASA ARC is provided by

regional roadways, local arterial and collector streets, public transit, and bicycle and pedestrian facilities which were described earlier in this chapter.

Access into NASA ARC, including the Project Site, is provided through two secured gates along the southern boundary of the campus:

- Main gate on Clark Road north of RT Jones Road
- Secondary gate on Ellis Street north of Manila Avenue

As described in Section 1.4.2.1, by Phase 1 occupancy NASA anticipates operational modifications to allow a free flow of traffic at the Clark Road and Ellis Street checkpoints. No physical improvements are required for these operational modifications, which are referred to as "Open Campus," and are not part of the Project. Therefore, the Phase 1 construction analysis uses a typical existing-conditions baseline scenario, and the operational analyses and construction Phases 2 to 4 uses a future baseline scenario that accounts for Open Campus improvements. The Open Campus would not change the Project's trip generation or distribution characteristics since the Project would use the same location and access is provided at the same access points on Clark Road and Ellis Street. Thus, the Open Campus would not affect the baseline conditions for the transportation analysis presented in this report.

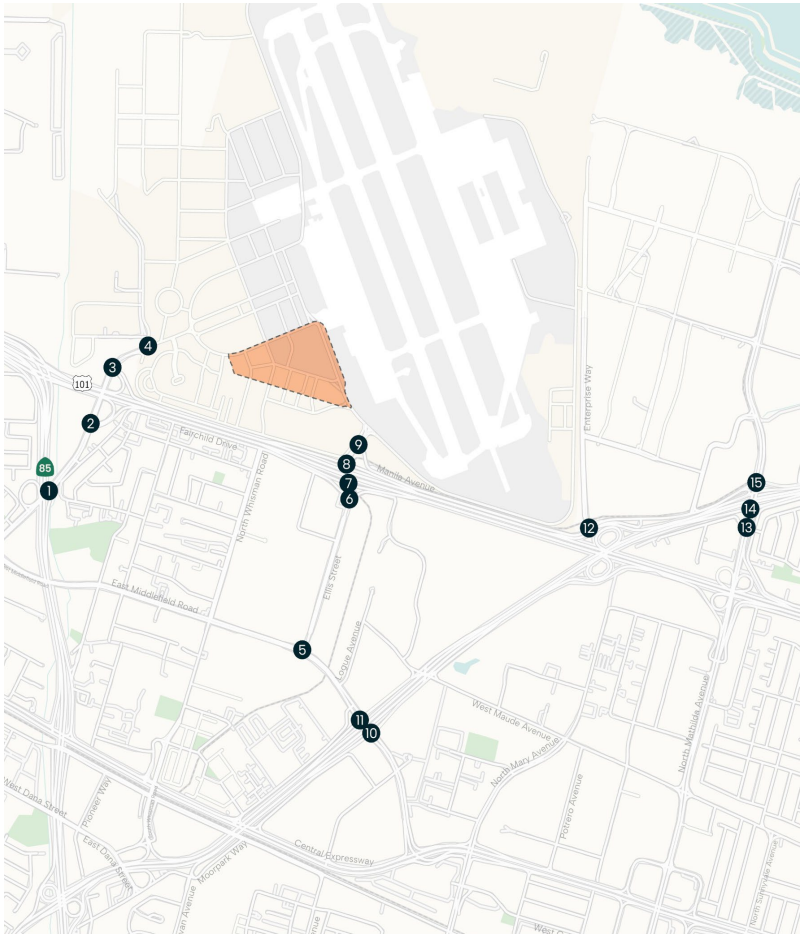
Based on data collected in October 2024, NASA ARC generates 532 AM peak hour and 604 PM peak hour automobile trips on a typical weekday. Approximately 60 percent of vehicles use the main gate on Clark Road and 40 percent use the secondary gate on Ellis Street.

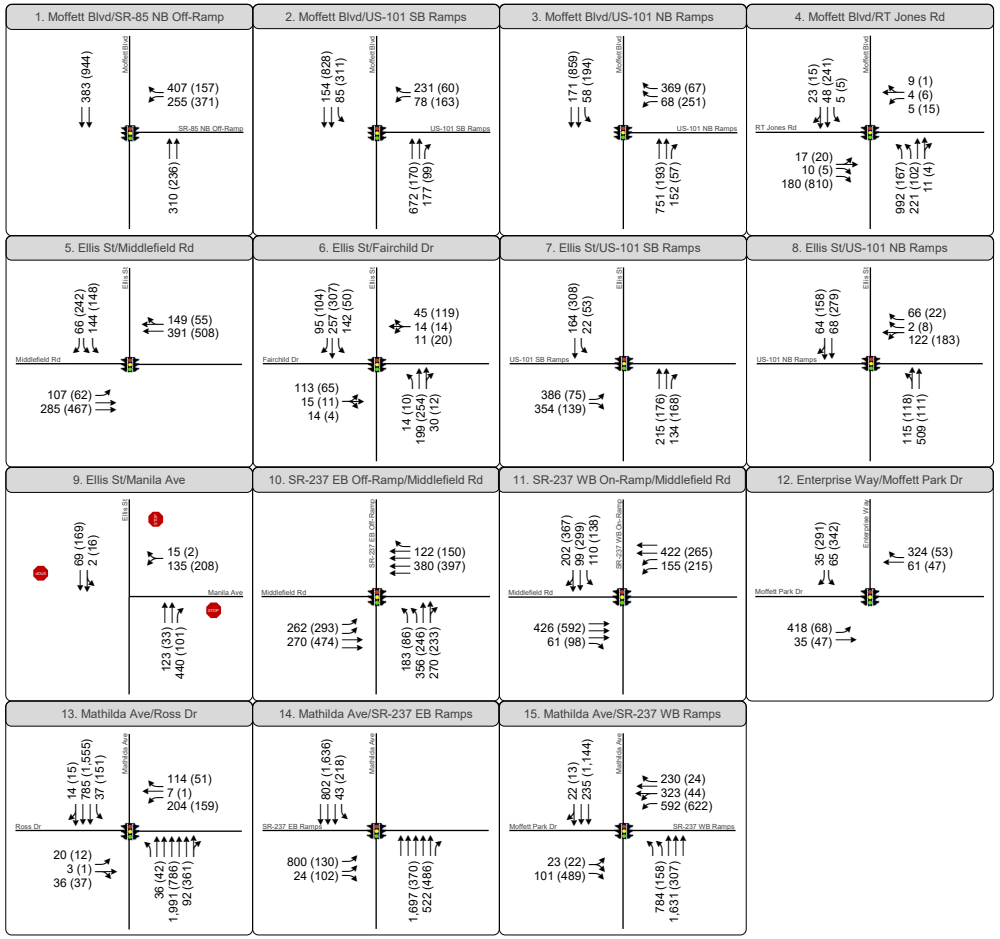
The Project Site is bounded by Wescoat Road to the north, Cody Road to the east, Edquiba Road and Girard Road to the south, and divides an empty lot immediately west of Bailey Road to the west. Vehicular, bicycle, and pedestrian access from the two secured gates to the Project Site are provided by Wescoat and Cody Roads. Wescoat Road has a continuous sidewalk on the south side of the roadway that connects Clark Road and the site; Clark Road has sidewalks on both sides of the roadway and Ellis Street, outside of the secured gates, has a sidewalk on the east side of the street leading to the secured gates. Just north of the Ellis Street gates, a marked crosswalk across Ellis Street and Perimeter Road connect to a designated pedestrian path of travel on the west side of Perimeter Road. Currently, there are no designated pedestrian facilities on Girard Road, Cody Road, or Edquiba Road. Sidewalks along Ellis Street and Manilla Avenue connect the Project Site to the Bayshore NASA VTA Light Rail Station. Although there are no designated bicycle facilities between the Project Site and either of the two secured gates, bicyclists can share the roadways with vehicles. Main vehicular access through the Project Site is currently limited to the edges of the Project Site, with some smaller side streets and driveways within the Project Site providing access to parcels.

3.6 Existing Intersection Operations

Existing intersection lane configurations and peak hour turning movement volumes, presented on **Figure 9**, were used to calculate delay and the corresponding LOS during the weekday AM and PM peak hours at the study intersections. Existing traffic counts were collected at the study intersections in October 2024 on a weekday with good weather and local schools in normal session from 7:00 to 10:00 AM for the morning (AM) peak period and from 4:00 to 7:00 PM for the evening (PM) peak period**. Appendix A** presents the intersection traffic counts. For each study intersection, the 60-minute period with the highest traffic volumes during each three-hour count period was identified as the respective peak hour of traffic.

Table 6 presents the existing LOS analysis results using the analysis methods described in Chapter 2. **Appendix B** provides the detailed calculation sheets. Under Existing Conditions, all study intersections operate at acceptable LOS D or better for local roadways and acceptable LOS E or better for regionally significant roadways in Sunnyvale during both the AM and PM peak hours.





LEGEND

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

Figure 9

Existing No Project

Peak Hour Traffic Volumes and Lane Configurations

Table 6: Existing Conditions Intersection LOS Results

#	Intersection	Control[1]	Jurisdiction	LOS Standard	Peak Hour[2]	Existing Conditions Delay[3]	Existing Conditions LOS[4]
1	Moffett Boulevard / SR 85 NB Off-Ramp	Signal	Mountain View	LOS D	AM	10.1	B+
—	—	—	—	—	PM	9.7	A
2	Moffett Boulevard / SR 101 SB Ramps	Signal	Mountain View	LOS D	AM	9.1	A
—	—	—	—	—	PM	11.6	B+
3	Moffett Boulevard / SR 101 NB Ramps	Signal	Mountain View	LOS D	AM	10.0	A
—	—	—	—	—	PM	11.1	B+
4	Moffett Boulevard / RT Jones Road	Signal	Mountain View	LOS D	AM	15.4	B
—	—	—	—	—	PM	17.4	B
5	Ellis Street / Middlefield Road	Signal	Mountain View	LOS D	AM	11.3	B+
—	—	—	—	—	PM	12.8	B
6	Ellis Street / Fairchild Drive	Signal	Mountain View	LOS D	AM	13.0	B
—	—	—	—	—	PM	12.4	B
7	Ellis Street / SR 101 SB Ramps	Signal	Mountain View	LOS D	AM	14.5	B
—	—	—	—	—	PM	18.2	B-
8	Ellis Street / SR 101 NB Ramps	Signal	Mountain View	LOS D	AM	15.7	B
—	—	—	—	—	PM	21.4	C+
9	Ellis Street / Manila Avenue	AWSC	Mountain View	LOS D	AM	10.4	B
—	—	—	—	—	PM	8.9	A
10	SR 237 EB Off-Ramp / Middlefield Road	Signal	Mountain View	LOS D	AM	17.3	B
—	—	—	—	—	PM	12.9	B
11	SR 237 WB Off-Ramp / Middlefield Road	Signal	Mountain View	LOS D	AM	13.4	B
—	—	—	—	—	PM	18.6	B-
12	Enterprise Way / Moffett Park Drive	Signal	Sunnyvale	LOS D	AM	17.4	B
—	—	—	—	—	PM	10.0	B+

#	Intersection	Control[1]	Jurisdiction	LOS Standard	Peak Hour[2]	Existing Conditions Delay[3]	Existing Conditions LOS[4]
13	Mathilda Avenue / Ross Dr	Signal	Sunnyvale	LOS E	AM	20.9	C+
—	—	—	—	—	PM	20.7	C+
14	Mathilda Avenue / SR 237 EB Ramps	Signal	Sunnyvale	LOS E	AM	27.4	C
—	—	—	—	—	PM	9.4	A
15	Mathilda Avenue / SR 237 WB Ramps / Moffett Park Drive	Signal	Sunnyvale	LOS E	AM	28.7	C
—	—	—	—	—	PM	45.2	D

Notes:

1. Intersection control. Signal = signalized intersection, AWSC = all-way stop-controlled intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using 2000 *HCM* methods, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections.
4. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the 2000 HCM methods, consistent with VTA requirements.

Source: Fehr & Peers, 2026.

3.7 Existing Freeway Operations

Table 7 summarizes the results of the freeway segment analysis. Freeway segments operating at LOS F are highlighted in bold. **Appendix D** presents the detailed results for all mixed-flow and HOV lane freeway segment reported in *VTA's 2016 Monitoring and Conformance Report* (May 2016), which is the latest available data. For each freeway segment, the mixed-flow lanes and the HOV lanes are evaluated separately. For the mixed-flow lanes, freeway segment capacities are defined as 2,300 vehicles per hour per lane (vphpl). HOV lane capacities are defined as 1,650 vphpl.

Table 7: Existing Conditions Freeway Segment Analysis Results

Direction	From	To	Total # of Lanes	Mixed-Flow # of Lanes	HOV[1] # of Lanes	Peak Hour[2]	Mixed-Flow Density	HOV Density	Mixed-Flow LOS	HOV LOS
SR 85										
Northbound	Central Expressway	US 101	3	2	1	AM	34	32	D	D
—	—	—	—	—	—	PM	17	7	B	A
Southbound	US 101	Central Expressway	3	2	1	AM	16	5	B	A
—	—	—	—	—	—	PM	**81**	**84**	**F**	**F**
SR 237										
Eastbound	Mathilda Avenue	Fair Oaks Avenue	3	2	1	AM	33	12	D	B

Direction	From	To	Total # of Lanes	Mixed-Flow # of Lanes	HOV[1] # of Lanes	Peak Hour[2]	Mixed-Flow Density	HOV Density	Mixed-Flow LOS	HOV LOS
—	—	—	—	—	—	PM	**100**	**81**	**F**	**F**
Westbound	Fair Oaks Avenue	Mathilda Avenue	3	3	0	AM	**89**	-	**F**	-
—	—	—	—	—	—	PM	**84**	-	**F**	-
US 101										
Northbound	Mathilda Avenue	SR 237	4	3	1	AM	49	**71**	E	**F**
—	—	—	—	—	—	PM	24	20	C	C
Northbound	SR 237	Moffett Boulevard	4	3	1	AM	**67**	**64**	**F**	**F**
—	—	—	—	—	—	PM	53	33	E	D
Northbound	Moffett Boulevard	SR 85	4	3	1	AM	**97**	**67**	**F**	**F**
—	—	—	—	—	—	PM	**93**	36	**F**	D
Northbound	Shoreline Boulevard	Rengstorff Avenue	5	3	2	AM	**70**	34	**F**	D
—	—	—	—	—	—	PM	**112**	18	**F**	B
Southbound	Rengstorff Avenue	Shoreline Boulevard	5	3	2	AM	38	22	D	C
—	—	—	—	—	—	PM	**66**	25	**F**	C
Southbound	SR 85	Moffett Boulevard	4	3	1	AM	31	17	D	B
—	—	—	—	—	—	PM	**95**	**84**	**F**	**F**
Southbound	Moffett Boulevard	SR 237	4	3	1	AM	44	31	D	D
—	—	—	—	—	—	PM	**76**	57	**F**	E
Southbound	SR 237	Mathilda Avenue	4	3	1	AM	23	40	C	D
—	—	—	—	—	—	PM	**87**	**60**	**F**	**F**

Notes:

- **Bold** indicates freeway segment operating below the established standard for the intersection
- HOV = high-occupancy vehicle
- AM = morning peak hour, PM = evening peak hour.
- LOS = Level of Service. AM LOS results based on the 2016 freeway LOS data presented in Table 4.7 of *VTA's 2016 Monitoring and Conformance Report*. PM LOS results based on the 2016 freeway LOS data presented in Table 4.8 of *VTA's 2016 Monitoring and Conformance Report*.

Source: *VTA's 2016 Monitoring and Conformance Report,* 2016, summarized by Fehr & Peers, 2026.

4. Summary of Relevant Circulation and Transportation Regulations and Plans

This chapter summarizes circulation and transportation regulations and plans relevant to the Project because of its location at the boundary of two cities, a federal property, and several regional multimodal corridors. These plans establish the policy and regulatory framework guiding transportation improvements, multimodal connectivity, and sustainability initiatives affecting the Project Site.

UC Berkeley is constitutionally exempt from local governments' regulations, such as city and county general plans, land use policies, and zoning regulations, whenever using property under its control in furtherance of its educational purposes. As such, UC Berkeley does not consider local policies and regulations in its evaluation of the environmental effects of the proposed project unless UC Berkeley expressly decides to use a local policy or regulation as a threshold or standard of significance.

NASA ARC, including the area where the proposed action would be built and operated, is an area of exclusive federal jurisdiction. In the absence of an explicit waiver of sovereign immunity by Congress, state, and local government regulations (e.g., city and county general plans, land use policies, zoning regulations, and state environmental laws) do not apply to areas of exclusive federal jurisdiction. Therefore, state and local government requirements are not considered as applicable to the proposed action when the proposed action and environmental effects are located on ARC jurisdictional property. This includes mitigation measures proposed in accordance with those state and local government regulations that are not applicable in areas of federal jurisdiction; such proposed mitigation measures are optional on the part of NASA. However, NASA may, at its discretion, expressly apply a state or local requirement for purposes of establishing a threshold or standard of significance and may elect to comply with mitigations measures required by state or local governmental agencies. For the purposes of NEPA, NASA has elected to use the transportation and traffic standards from the Santa Clara Valley Transportation Authority, as well as City of Mountain View and Sunnyvale Guidelines.

4.1 Federal Regulations

4.1.1 Federal Highway Administration

The Federal Highway Administration (FHWA) is a division of the United States Department of Transportation (USDOT) responsible for overseeing federal highway transportation. The agency's major activities are grouped into two programs, the Federal-aid Highway Program, which supports state and local government road improvements, and the Federal Lands Highway Program, which provides funding for transportation infrastructure on federal and tribal lands. FHWA Multimodal Roadway Policy mandates that all federally funded transportation projects safely accommodate pedestrians and bicyclists alongside vehicles, treating walking and cycling *"as equals with other transportation modes."* Consistent with Complete Streets principles, FHWA guidelines require federal-aid roadway improvements within the Project Site to incorporate safe and convenient pedestrian and bicycle facilities for users of all ages and abilities.

4.1.2 Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) is a federal civil rights law that prohibits discrimination based on disability. It mandates accessible design standards for transportation infrastructure, ensuring that public facilities, including sidewalks, transit stations, and pedestrian pathways, accommodate individuals with disabilities. Title II of the ADA requires that public transportation facilities – including roads, sidewalks, crosswalks, and paths on federal or local property – be accessible to people with disabilities. Any roadway or streetscape modifications due to the project must incorporate ADA-compliant features such as curb ramps, tactile warnings, proper signal timing for pedestrian crossings, and barrier-free access.

4.1.3 Executive Order 13150

Executive Order 13150 (EO 13150), issued in 2000, requires federal agencies to implement transportation fringe benefit programs that offer qualified federal employees the option to exclude mass transportation and vanpool costs from taxable wages and compensation, consistent with Section 132 of Title 26, United States Code. This policy, which is capped at the maximum level allowed by law (26 U.S.C. 132[f][2]), aims to reduce vehicle miles traveled by encouraging the use of public transit and rideshare options.

4.1.4 NASA Ames Development Plan

The NASA Ames Development Plan (NADP) is the long-term master plan for NASA's federal campus at Moffett Field published in 2002. The NADP details transformation of the original 500-acre campus of ARC and 1,500 acres of the former Naval Air Station Moffett Field into an integrated, dynamic research and education community. The transformation was led by the establishment of the NASA Research Park, a research-and-development campus for partners from academia, industry, and non-profit organizations with shared goals in support of NASA's mission.

A key element of the NADP is a Transportation Demand Management (TDM) program to minimize traffic impacts from campus growth. The TDM Plan's purpose is to "*support NASA's sustainable development goals*" and "*provide a transportation infrastructure that supports a pedestrian-oriented environment.*" It sets goals to reduce vehicle trips generated by the site including forming a Transportation Management Association (TMA) partnering with local agencies to implement trip-reduction measures. Some of the TDM Measures planned include transit shuttles, rideshare programs, parking management, and improved bicycle/pedestrian facilities on the federal campus.

4.2 State Regulations

4.2.1 Senate Bill 743

Senate Bill 743 (SB 743), signed by Governor Jerry Brown in 2013, updated the way transportation impacts are identified under CEQA to align transportation impact analysis with the state's climate and sustainability goals. The legislation directed the State of California's Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts and make corresponding revisions to the *CEQA Statue & Guidelines*. In December 2018, OPR issued the *Technical Advisory on Evaluating Transportation Impacts in* CEQA to assist practitioners in implementing the CEQA Guidelines revisions to use VMT as the preferred metric for assessing passenger vehicle related impacts and eliminating automobile delay and level of service as a CEQA significance criteria. Lead

agencies must still make their own specific decisions about metrics, methods, thresholds, and mitigation. OPR guidance is primarily tied to statewide goals for greenhouse gas (GHG) reduction and does not attempt to balance or resolve potential conflicts between state and lead agency goals.

The use of VMT as a metric focuses on the total amount of driving, rather than the driving experience. The shift presents an impact filter intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. VMT can help identify how projects influence accessibility to places and people, noise, and emissions. Therefore, the selection of VMT as a metric is aligned with the objectives of SB 743.

4.2.2 Senate Bill 375

Senate Bill 375 (SB 375) (Steinberg, 2008), the Sustainable Communities and Climate Protection Act, is a State of California law targeting greenhouse gas (GHG) emissions from passenger vehicles. It requires each metropolitan region to adopt a Sustainable Communities Strategy (SCS) as part of its regional transportation plan to reduce GHG emissions from cars and light trucks. The Global Warming Solutions Act of 2006 (AB 32) sets goals for the reduction of statewide GHG emissions. Passenger vehicles are the single largest source of GHG emissions statewide, accounting for 30 percent of total emissions. SB 375 therefore provides key support to achieve the goals of AB 32. SB 375's goals influence local projects by promoting transit-oriented development, infill housing near jobs, improved transit service, and active transportation all aimed at reducing VMT and GHG emissions.

4.3 Local Regulations

4.3.1 Metropolitan Transportation Commission's Regional Transportation Plan

Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (*Plan Bay Area 2050*) is a joint regional planning document overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's Sustainable Communities Strategy (SCS) pursuant to SB 375 and the 2050 Regional Transportation Plan (RTP) (preceded by Plan Bay Area 2040) and integrates four elements (Housing, Economy, Transportation, and Environment) and five guiding principles (affordable, connected, diverse, healthy, and vibrant) to manage GHG emissions and plan for future population growth.

4.3.2 Santa Clara Valley Transportation Authority Congestion Management Program

As the county's Congestion Management Agency (CMA), the Santa Clara Valley Transportation Authority (VTA) is responsible for managing the county's Congestion Management Program (CMP) in accordance with California Government code §65089 to reduce congestion and improve air quality. The CMP establishes roadways LOS standards, monitors transportation network performance through traffic counts and LOS assessments and requires mitigation measures from jurisdictions whose projects impact CMP network intersections below adopted standards. VTA is authorized to set state and federal funding priorities for transportation improvements affecting the Santa Clara County CMP transportation system. The CMP regional roadway network in the Project vicinity includes US 101, SR 237, Moffett Boulevard, and Mathilda Avenue. None of the study intersections in this report are CMP intersections. VTA's CMP also includes transit and bicycle networks, prioritizing key corridors

identified in the Cross County Bicycle Corridors, which is a network of 57 routes that are identified in the *Santa Clara Countywide Bicycle Plan* (2018).

Funding priorities and project implementation strategies to manage congestion, improve multimodal connectivity, and support air quality are detailed in the long-range countywide *Valley Transportation Plan 2040* (VTP 2040). As of July 2025, VTA is working to update its long-range countywide plan to *Valley Transportation Plan 2050* (VTP 2050).

4.3.3 City of Mountain View Multimodal Transportation Analysis (MTA) Handbook

The Multimodal Transportation Analysis (MTA) Handbook, updated in 2021, establishes a clear and consistent technical approach to undertaking local-level analysis of multi-modal transportation and traffic effects for projects or plans, including the effects of bicycle, pedestrian, and vehicle movements. The MTA establishes a nexus between project operational effects and proposed improvements. It is based on the current City processes and state-of-practice in transportation planning and traffic engineering and consistent with their General Plan policies. The MTA provides the LOS significance threshold that can be used in the NEPA analysis of intersections within the City of Mountain View.

4.3.4 City of Sunnyvale General Plan Land Use and Transportation Element

The City of Sunnyvale General Plan Land Use and Transportation Element, adopted in 2011 and updated in 2024, includes goals and policies that guide decisions related to land use, development, and transportation facilities, ensuring they reflect the City's vision of a more coordinated and sustainable future. The Land Use and Transportation Element includes the Transportation chapter that outlines goals and policies relating to transportation improvements. It provides the LOS significance threshold that can be used in the NEPA analysis of intersections within the City of Sunnyvale.

5. CEQA Impact Analysis

This chapter describes the analysis methods, assumptions, and results used to identify potential significant impacts of the Project on the transportation system under CEQA. If necessary, this chapter also identifies mitigation measures to reduce the magnitude of identified significant impacts.

For purposes of CEQA, the proposed Project would have the potential to have impacts related to transportation if it would result in any of the conditions listed below.

Would the project:

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b) related to vehicle miles travelled (VMT)?
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d) Result in inadequate emergency access?

CEQA significance criteria a, c, and d are the same as under the NEPA analysis and are addressed in this chapter. Each Project Alternative and the applicability of the significance criteria are addressed below.

5.1 CEQA No-Project Alternative and (NEPA No-Action Alternative)

Under the CEQA No-Project Alternative, neither the CEQA Proposed Project nor the CEQA Reduced Density Alternative would be constructed, and the on-site buildings that are currently operational would continue to be operational. The CEQA No-Project Alternative assumes that existing vacant buildings would remain vacant, which is different from the NEPA No-Action Alternative described below. Existing conditions would remain, and therefore, the CEQA No-Project Alternative would not result in impacts on transportation.

Under the NEPA No-Action Alternative, the proposed action would not be constructed and operated at the Project Site. Similar to the CEQA No-Project Alternative, the on-site buildings that are currently operational would continue to be operational; however, the NEPA No-Action Alternative assumes that the on-site buildings that are currently vacant would be reoccupied pursuant to the NADP. An impact would occur if the NEPA No-Action Alternative would modify the multi-modal transportation system serving the vicinity of Project Site. This analysis assumes reoccupation of the existing buildings would not modify any elements of the multi-modal transportation system. Therefore, the NEPA No-Action Alternative would not result in impacts on transportation.

5.2 CEQA Proposed Project (NEPA Build Alternative 1)

5.2.1 Plan Conflict Evaluation

5.2.1.1 Operations Consistency with Federal Regulations

The CEQA Proposed Project does not conflict with the federal transportation-related goals and policies set by FHWA, ADA, EO 13150, or NADP.

The FHWA Multimodal Roadway Policy mandates transportation improvements funded by the federal government to safely accommodate pedestrians and bicyclists alongside motor vehicles. Consistent with the Complete Streets principles, FHWA guidelines require federal-aid roadway improvements within the vicinity of Project Site to incorporate safe and convenient pedestrian and bicycle facilities for users of all ages and abilities. While there is no federally funded transportation improvements proposed as part of the Project, FHWA guidelines require federal-aid roadway improvements within the Project Site to incorporate safe and convenient pedestrian and bicycle facilities for users of all ages and abilities, consistent with the Complete Streets principles. The Project proposes to modify existing roadways on and bordering the Project Site and to construct new roadway access within the Project Site, all of which incorporate the principles of Complete Streets and consider motor vehicle, shuttle, bicycle, and pedestrian circulation. The Project's Development Guidelines include typical roadway widths of modified and new roadways for vehicle travel lanes, bike infrastructure with buffer where feasible, and sidewalk to accommodate safe and convenient pedestrian and bicycle facilities around and through the Project Site, which is consistent with the FHWA Multimodal Roadway Policy.

ADA mandates accessible design standards for transportation infrastructure, ensuring that public facilities, including sidewalks, transit stations, and pedestrian pathways, accommodate individuals with disabilities. The Project proposes to modify existing roadways on and bordering the Project Site and construct new roadway access to new buildings to improve pedestrian circulation. The Project adheres to the Development Guidelines that includes general street network and design guidelines for sidewalks along modified and new roadways. The typical sidewalk width is a minimum of six feet. Any modified or new pedestrian facility would be subject to ADA regulations including sidewalk widths, curb ramps, and accessible pedestrian signals. The Project design features are consistent with ADA regulations.

EO 13150 requires federal agencies to implement transportation fringe benefit programs to reduce vehicle miles traveled by encouraging the use of public transit and rideshare options. The Project includes the project-specific TDM Plan to reduce the vehicle trips generated by the Project through strategies, such as transit pass subsidy programs, rideshare programs, and participation in the NRP Transportation Management Association. The Project's implementation of the project-specific TDM Plan is consistent with EO 13150 requirements.

NADP is a long-term development plan for an integrated, dynamic research and education community including a research and development campus to support NASA's sustainable development goals. The Project proposes primarily research and education land uses along with supporting land uses in the NRP area that align with the overall NADP goals. The Project proposes higher density of research and education land uses in the NRP area, and the increase in density near a transit stop supports NADP transportation and sustainability goals. The Project adheres to the NADP

TDM Plan that provides sustainable transportation options to reduce vehicle trips generated by the site, including improved bicycle and pedestrian circulation network through and around the Project Site. The Project is consistent with NADP development goals for a dynamic research and education community.

Overall, the CEQA Proposed Project would not conflict with federal adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.2.1.2 Operations Consistency with State Regulations

The CEQA Proposed Project does not conflict with the transportation-related goals and policies set by CEQA, SB 743, and SB 375.

SB 743 updated the primary metric for evaluating transportation impacts under CEQA from congestion and delay to VMT. CEQA requires projects to determine if the project would cause a substantial increase in VMT and identify feasible mitigation measures or alternatives. CEQA also requires analyzing inconsistencies with applicable transportation regulations and plans, transportation hazards, and emergency vehicle access as part of the environmental review. For the CEQA Proposed Project, the analysis evaluates VMT and identifies potential feasible mitigation measures, inconsistencies with applicable transportation regulations and plans, transportation hazards, and emergency vehicle access. The Project transportation analysis is consistent with CEQA requirements. Section 5.2.2 details the VMT analysis results.

SB 375 requires each metropolitan region to adopt a SCS as part of its regional transportation plan to reduce greenhouse gas emissions from cars and light trucks. For local projects, SB 375 goals promote transit-oriented development, infill housing near jobs, improved transit service, and active transportation to reduce VMT and GHG emissions. The Project proposes short-term lodging and student/faculty housing, is located about 0.5 mile from the Bayshore/NASA VTA light rail station and two miles from the Mountain View Caltrain Station, proposes limited parking supply, and proposes bicycle and pedestrian roadway improvements to encourage active transportation. The Project land uses, location, parking supply, and roadway improvements are consistent with SB 375 goals.

Overall, the CEQA Proposed Project would not conflict with State adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.2.1.3 Operations Consistency with Transit

The CEQA Proposed Project estimated transit ridership would not exceed available capacity on surrounding transit systems. Based on 2024 data, the VTA Orange Line, which most directly serves the Project Site, has a total average daily boardings and alightings of 60 passengers for each direction. Within the cities of Mountain View and Sunnyvale, the maximum load is 46 people, with an average load of 33. Pre-pandemic data from 2020 from VTA's Next Generation High-Capacity Study (October 2021) shows that systemwide about 40% of Orange Lines AM peak capacity is used, indicating that there is additional capacity for over 400 passengers in the AM peak hour.

5.2.1.4 Operations Consistency with Bicycle and Pedestrian in NADP

The Project proposes to reconfigure the existing street network to support improved multimodal circulation, parcel access and connections to the NRP and the Ames Campus as described in Section 1.4.2.2. Proposed bicycle and pedestrian improvements within the Limits of Work include:

- Construction of an east-west promenade to provide pedestrian/bicycle connectivity between the various Project components.
- Construction of pedestrian and bicycle facilities, including sidewalks along all street and Class II bicycle lanes on Wescoat, Cody, and Girard Roads, to provide pedestrian and bicycle access and connections within the Project Site, to other portions of the NASA ARC, and to areas outside the NASA ARC, including the Bayshore/NASA Valley Transportation Authority (VTA) light rail station.

The proposed east-west promenade for pedestrian/bicycle connectivity is consistent with NADP planning goal for a linked system of parks, plazas and pathways to create a pedestrian-oriented system separate from vehicle circulation zones. The proposed Class II bicycle lane improvement at Cody Road is consistent with NADP roadway configuration for a dedicated bicycle facilities along Cody Road. The proposed Class II bicycle lane improvement at Wescoat and Girard Roads connect the bicycle network within NASA ARC and support the NADP goal for a connected campus. The Project bicycle and pedestrian facility improvements are consistent with NADP development goals for campus with transportation infrastructure that supports a pedestrian and bicycle-friendly environment.

5.2.1.5 Construction Consistency with Regulations

Construction activities could potentially interfere with federal and state transportation-related goals and policies if temporary closures impede roadways, bikeways or pedestrian facilities in a way that prohibits the achievement of identified goals. Similarly, construction activities could have a detrimental impact on existing bicycle and pedestrian facilities if temporary closure impedes the use of these facilities. Almost all construction activities would be within the Limits of Work and the NASA ARC campus with little or no effect on the public right-of-way outside of the NASA ARC campus.

Trucks for construction activity would access the site through US 101, Ellis Street ramps, and the secured gate located on Ellis Street. In Phases 1 to 3, all construction activity would be within the Project Site. In portions of Phase 4, some off-site construction activity may occur within the existing paved areas adjacent to the Project Site and within the Limits of Work within the NASA ARC campus that would be suitable for construction material. The Project is not expected to include construction activity within the existing public right-of-way outside of the Limits of Work or the NASA ARC campus.

If construction activities occur within the public right-of-way, partial or full temporary closure of roadways, bikeways, and/or pedestrian facilities may be needed. Any closures would be temporary and include appropriate traffic control and detours for all users, including vehicles, buses, bicycles, and pedestrians, to ensure access and circulation during the temporary closure. Detours would be temporary, continue to maintain multi-modal access, and would not fully impede movement or have a detrimental effect on existing transit, bicycle, or pedestrian facilities.

Overall, the Project would not produce a detrimental impact on existing bicycle and pedestrian facilities during construction because construction activity would be temporary and not expected

within the existing public right-of-way. Project construction would not conflict with with adopted federal and state plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.2.2 VMT Evaluation

5.2.2.1 Full Operations

As described in Section 2.1.3.3, the VMT analysis uses total VMT per service population as the metric to evaluate VMT impact of the Project. The following threshold of significance is used to determine if the Project would have a significant VMT impact:

- The Project's VMT impact is significant if its total VMT per service population exceeds the existing average VMT per service population for the Bay Area region minus 15 percent.

As described in Section 2.1.3.4, the total VMT per service population for the Bay Area region under 2024 (Existing) conditions is 22.3. The threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0.

Table 8 summarizes the estimated total VMT per service population for the CEQA Proposed Project under 2040 conditions, which corresponds to the buildout of the Project. As described in Section 2.1.3.2, the MTC's travel demand model used for the VMT analysis has a year 2015 base model and a year 2050 future model. To estimate VMT under 2040 conditions, the total VMT generated by the Project is estimated by straight-line interpolating the difference between the model runs for the MTC Year 2015 Base Model with Project and the MTC Year 2050 Future Model with the Project. This approach is consistent with the interpolation method use to estimate 2024 conditions to determine the threshold of significance as described in Section 2.1.3.4. The CEQA Proposed Project is estimated to generate about 136,820 VMT under 2040 conditions. The VMT analysis assumes implementation of the project-specific TDM Plan that would reduce Project VMT and trip generation by 22 percent.

Table 8: CEQA Proposed Project VMT Assessment

Metric	VMT
Total Project Generated VMT (CEQA Proposed Project)[1]	136,820
Project Service Population[2]	6,737
Total VMT per Service Population[3]	20.3
Threshold of Significance (15% below the average existing total VMT per service population for the Bay Area Region)[4]	19.0
Exceed Threshold of Significance?	Yes

Notes:
1. Based on the results of the MTC Travel Model using a straight-line interpolation between forecasts for the year 2015 with Project and 2050 with Project.
2. Includes all employees, students, and residents under the CEQA Proposed Project (see
3. **Table** 1 for details).
4. Total VMT per Service Population = Total Project-Generated VMT divided by Project Service Population (136,820/6,737 = 20.3).
5. Total VMT per service population for the Bay Area region under 2024 (existing) conditions is estimated to be 22.3. The threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0 (22.3 x (1-0.15) = 19.0).

Source: MTC Travel Model, 2026; Fehr & Peers, 2026.

As summarized in **Table 8**, the Project would have a service population of 6,737, which includes all Project employees, students, and residents, (analysis assumes that about 6% of residents would be children). Dividing the total project-generated VMT by the project's service population of 6,737, the total VMT per service population for the Project is estimated to be 20.3 under 2040 conditions, which is greater than the threshold of significance of 19.0.

As described in Section 1.4.2.3, the Project would implement the project-specific TDM Plan to reduce the vehicle trip generation and VMT generated by the Project through a range of design features and ongoing operational programs. The TDM plan is designed to reduce the Project trip generation and associated VMT by 22 percent. To reduce this impact to below the threshold of significance the CEQA Proposed Project would need to reduce vehicle trips and associated VMT by an additional 7 percentage points ((20.3 total VMT per service population – 19.0 VMT threshold) / 19.0 VMT threshold = 0.07 (or 7 percent)).[17] The additional 7 percentage point trip reduction would result in a total trip reduction of 29 percent (22 percent project-specific TDM + 7 percent mitigated TDM = 29 percent total TDM reduction).

Mitigation Measure TRAN-1 – Mitigated TDM Plan that Further Reduces VMT

As part of the *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* (project-specific TDM plan and mitigated TDM plan), the Project Proponent shall implement the *Mitigated Transportation Demand Management Program* (mitigated TDM plan) to reduce project-generated trip generation and associated vehicle miles traveled (VMT) by at least an additional 7 percentage points above the project-specific TDM plan (29 percent total reduction) for the CEQA Proposed Project and by at least an additional 9 percentage points above the project-specific TDM plan (31 percent total reduction) for the CEQA Proposed Project No Student/Faculty Housing Variant. The mitigated TDM plan would achieve up to a 31 percent reduction and would meet the mitigation requirements of 29 percent under the CEQA Proposed Project and 31 percent under the CEQA Proposed Project No Student/Faculty Housing Variant.

The mitigated TDM plan includes both project-specific TDM elements and mitigated TDM elements and specifies which TDM measures need to be completed before construction completion, before Phase 1 certificate of occupancy, and ongoing during implementation of the proposed project. The mitigated TDM plan outlines monitoring requirements to evaluate TDM effectiveness on a regular basis. For the purposes of monitoring, it is assumed that reductions in trip generation directly correlate with reductions in VMT (i.e., a one percent reduction in trip generation would also result in a one percent reduction in VMT). Specifically, about one year after Phase 1 certificate of occupancy and once every 2 years thereafter, the Project Proponent shall conduct a daily vehicle trip survey on a weekday on the Project Site.). The survey will count vehicles entering and leaving the parking garages and entering and leaving the pick-up/drop off zones. If the daily vehicle trips exceed the daily trip reduction goal, the Project Proponent shall work with the TDM Coordinator to submit a plan to NASA and the Transportation Management Association detailing modifications to the TDM Program to achieve compliance and a timeline for implementation.

[17] Since the TDM Plan in the 2002 PEIS establishes effectiveness in terms of trip reduction, this analysis assumes that reduction in trip generation directly correlates with reduction in VMT. In other words, a one percent reduction in trip generation would also result in a one percent reduction in VMT, which is a reasonable assumption considering the close relationship between trip generation and VMT.

5.2.2.2 Construction

Project construction would generate vehicle travel associated with construction workers commuting to and from the Project Site. Construction-related vehicle travel would be temporary in nature and limited to the duration of construction activities. The construction VMT analysis considers only construction worker commute travel; vehicle travel associated with construction trucks, material deliveries, and equipment hauling is not included in the VMT analysis for transportation.

Construction worker travel would not represent a net increase in regional VMT, as the regional construction labor force generally remains relatively constant over time, with workers shifting among job sites as individual projects begin and end. As a result, construction worker travel associated with the project would primarily redistribute existing regional travel patterns, rather than induce new long-term vehicle travel. Therefore, the construction of the CEQA Proposed Project would have a less-than-significant VMT impact.

5.2.3 Transportation Hazards Evaluation

5.2.3.1 Full Operations

Potential impacts on transportation hazards are assessed to determine whether any changes made to the roadway system by the CEQA Proposed Project would increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) incompatible uses (e.g., farm equipment).

The CEQA Proposed Project would not modify public streets outside the Limits of Work. The Project would modify the existing roadways on and bordering the Project Site. The new roadways would be constructed to provide access to new buildings and to improve shuttle, bicycle, and pedestrian circulation. On the interior perimeter of the Project Site, Girard Road would be realigned south of the Project Site, and a new roadway would connect Wescoat Road and Edquiba Road west of the Project Site. The Project would also modify the existing roadways on the interior perimeter of the Project Site to primarily improve the pedestrian and bicycle facilities.

Future roadways and proposed modifications to the existing roadways would be designed consistent with the applicable regulations and standards at the time of the Project design, including those related to roadway widths, design speed, and sight distance for the various travel modes. Specifically, the Development Guidelines establish general street network and design guidelines for addressing various roadway characteristics including roadway widths for vehicular, bike, and pedestrian rights-of-way for new roadways and modifications to existing roadways. All new or modified roadways would be subject to and constructed in accordance with the Development Guidelines and California Building Standards Code, Parts 1 to 12, and all amendments. The Project would also comply with the current best practices in roadway design guidelines such as the Caltrans *Highway Design Manual* (HDM) and the California *Manual on Uniform Traffic Control Devices* (CA MUTCD) and may follow non-mandatory best practices described in National Association of City Transportation Officials (NACTO) publications.

The Project would adhere to the NADP long term development plan for an integrated, dynamic research and education community including a research and development campus in the NRP area; therefore, it would not introduce an incompatible use with the potential to create a transportation hazard.

Modified or new roadway on the NASA ARC campus with the Project would be designed based on applicable design standards, such as the Caltrans HDM Seventh Edition, CA MUTCD 2014 Revision 9, NACTO, and Development Guidelines in effect at the time of the Project design and would not substantially increase hazards due to geometric design features. In addition, the Project would continue to provide similar land uses on the NASA ARC campus and would not propose any incompatible uses. Therefore, the implementation of the Project would not result in increased hazards due to geometric design features or incompatible uses.

5.2.3.2 Construction

Construction activities result in temporary conditions and usually do not result in permanent changes to the transportation network. The proposed project would include a construction traffic control plan (TCP) for each phase of the project to address construction traffic on regional and local roads within and in the vicinity of the Project Site.

Construction could begin in 2027 and end in 2040, a period of approximately 13.5 years (162 months). The proposed project is anticipated to be constructed in four phases. Each phase of construction would include some or all of the following subphases: demolition, site preparation and grading, building, utility and road, parking structure, and surface parking.

During each phase, the entire construction site area for that phase would be fenced to control pedestrian and vehicular entry, except at controlled (i.e., gated) points. The construction fencing would remain locked during non-construction hours.

The haul route for demolition materials would be US 101. Trucks traveling to the Limits of Work would exit U.S. 101 at Ellis Street, go through the applicable access control points along Ellis Street, and continue to their destination. Trucks traveling from the Limits of Work would exit via Cody Road, then continue to Ellis Street and through the applicable access control points and onto the U.S. 101 on-ramp.

The CEQA Proposed Project would include a construction traffic control plan for each phase of the project to address construction traffic on regional and local roads in the vicinity of the Project Site. Appendix 2-3 of the joint EIR/EIS includes the temporary traffic control procedures, which establish required procedures for temporary traffic control during construction pursuant to APR 8715.1, Chapter 27, Section 27.8, Temporary Traffic Disruption. There are no specific details about the specific temporary roadway closures anticipated to be required for the CEQA Proposed Project. However, the construction traffic control plan will address temporary roadway closures and detours to ensure access and circulation for all travel modes, consistent with all applicable standards, during construction

5.2.4 Emergency Vehicle Access Evaluation

5.2.4.1 Full Operations

Potential impacts on emergency vehicle access are assessed to determine whether any changes made to the roadway system by the CEQA Proposed Project would impair, hinder, or preclude adequate emergency vehicle access.

Under existing conditions, primary emergency services for the NASA ARC campus are provided through an on-site fire station – NASA Ames Fire Station 1 (Moffett Field) operated by NASA Ames

Fire Department located in the Ames Campus area, about 0.5 miles driving distance from the Project Site. The fire station is complemented by external agencies, such as the County of Santa Clara Emergency Medical Services Agency.If necessary, external agencies' emergency vehicles can access NASA ARC campus through either gate on Moffett Boulevard or Ellis Street.

The existing fire station on the NASA ARC campus would continue to provide services as it does now, and the existing vehicular circulation network within the NASA ARC campus would continue accommodating emergency vehicle access. The Project would modify the existing roadways on and bordering the Project Site. The new roadways would be constructed to provide access to new buildings and to improve shuttle, bicycle, and pedestrian circulation. On the interior perimeter of the Project Site, Girard Road would be realigned south of the Project Site, and a new roadway would connect Wescoat Road and Edquiba Road west of the Project Site. Within the Project Site, Edquiba Road via Westcoat Road would provide emergency vehicle access to interior faces of buildings. Future roadways and modifications to the existing roadways would be consistent with applicable design regulations and standards, including guidance for roadway widths, turning radii, number of access points, and to accommodate emergency vehicle access throughout the Project Site and to ensure at least two emergency vehicle access points for every Project building.

The Project would not modify public streets outside the Project Site. All public streets outside the Project Site would continue to accommodate emergency vehicles, similar to current conditions. As required by the California Vehicle Code, non-emergency vehicles would continue to yield the right-of-way to emergency vehicles on both internal NASA ARC and Project roadway network and external public streets serving the NASA ARC campus.

The Project would not make any changes to public streets or include elements that would conflict with adopted codes regarding street widths and turning movements. The Project would not include any design features that would hinder or preclude emergency vehicle access. Therefore, implementation of the Project would not result in inadequate emergency access.

5.2.4.2 Construction

Emergency access is defined as the ability for emergency vehicles to move into, out of, and throughout the construction area. Part 6 of the CA MUTCD outlines guidance and standards for accommodating emergency vehicles in construction areas. While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide enough flexibility in the authority for, and implementation of, temporary traffic control to respond to the needs of changing conditions found in traffic incident management areas.[18]

The construction TCP that will be prepared by the Project Proponent for every phase of project construction will address emergency access to and from the construction site throughout Project

[18] *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2023 Edition (pg. 726). Available online at: https://mutcd.fhwa.dot.gov/.

construction. The construction traffic control plan will include coordination with local emergency agencies. If temporary roadway closures are needed during the construction period, the TCP will also identify alternative emergency vehicle routes.

5.3 CEQA Proposed Project No Student/Faculty Housing Variant (NEPA Build Alternative 1, No Student/Faculty Housing Sub-Alternative)

The primary differences between the CEQA Proposed Project No Student/Faculty Housing Variant and the CEQA Proposed Project would be the amount of Research and Office Uses, the number of Student/Faculty Housing units, the number of bicycle parking spaces, and the number of residents, employees, and students. The CEQA Proposed Project No Student/Faculty Housing Variant would include an additional 130,000 square feet of Research and Office Uses instead of 130,000 square feet of Student/Faculty Housing in Subarea 6. The Variant would have the same type of land uses; the same general site plan; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same parking ratio; and similar construction activities proposed under the CEQA Proposed Project. The Variant would have the same multi-modal transportation network and infrastructure and have the same applicable parking ratios and TDM strategies as under the CEQA Proposed Project.

Since the CEQA Proposed Project No Student/Faculty Housing Variant has the same circulation improvements as the CEQA Proposed Project, the potential impacts on plan conflict, transportation hazards, and emergency vehicle access for both full operations and constructions would not change from those described in Section 5.2, above for the CEQA Proposed Project, except for the VMT analysis. As summarized in **Table 9**, the CEQA Proposed Project No Student/Faculty Housing Variant is estimated to have a total VMT per service population of 20.7 under 2040 conditions, which is greater than the threshold of significance of 19.0.

Table 9: CEQA Proposed Project No Student/Faculty Housing Variant VMT Assessment

Metric	VMT
Total Project Generated VMT (CEQA Proposed Project No Student/Faculty Housing Variant)[1]	139,700
Project Service Population[2]	6,751
Total VMT per Service Population[3]	20.7
Threshold of Significance (15% below the average existing total VMT per service population for the Bay Area Region)[4]	19.0
Exceed Threshold of Significance?	Yes

Notes:

1. VMT estimates for the CEQA Proposed Project No Student/Faculty Housing Variant are derived from the CEQA Proposed Project VMT results that were developed using the MTC Travel Model. A separate travel model run was not conducted for the CEQA Proposed Project No Student/Faculty Housing Variant. VMT for the CEQA Proposed Project No Student/Faculty Housing Variant was estimated by applying the proportional change in trip generation between the CEQA Proposed Project and the CEQA Proposed Project No Student/Faculty Housing Variant to the modeled VMT results. Specifically, a straight-line interpolation based on the proportional difference in trip generation was used to estimate VMT for the CEQA Proposed Project No Student/Faculty Housing Variant.

2. Includes all employees, students, and residents under the CEQA Proposed Project No Student/Faculty Housing Variant.
3. Total VMT per Service Population = Total Project-Generated VMT divided by Project Service Population (139,700/6,751 = 20.7).
4. Total VMT per service population for the Bay Area region under 2024 (existing) conditions is estimated to be 22.3. The threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0 (22.3 x (1-0.15) = 19.0).

Source: MTC Travel Model, 2026; Fehr & Peers, 2026.

To reduce this impact to below the threshold of significance the CEQA Proposed Project No Student/Faculty Housing Variant would need to reduce vehicle trips and associated VMT per service population by an additional 9 percentage points (20.7 × [1 - 0.09] = 18.8), which would be below the threshold of 19.0). The additional 9 percentage point trip reduction would result in a total trip reduction of 31 percent (22 percent project-specific TDM + 9 percent mitigated TDM = 31 percent total TDM reduction).

Mitigation Measure TRAN-1 – Mitigated TDM Plan that Further Reduces VMT

As part of the *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* (project-specific TDM plan and mitigated TDM plan), the Project Proponent shall implement the *Mitigated Transportation Demand Management Program* (mitigated TDM plan) to reduce project-generated trip generation and associated vehicle miles traveled (VMT) by at least an additional 7 percentage points above the project-specific TDM plan (29 percent total reduction) for the CEQA Proposed Project and by at least an additional 9 percentage points above the project-specific TDM plan (31 percent total reduction) for the CEQA Proposed Project No Student/Faculty Housing Variant. The mitigated TDM plan would achieve up to a 31 percent reduction and would meet the mitigation requirements of 29 percent under the CEQA Proposed Project and 31 percent under the CEQA Proposed Project No Student/Faculty Housing Variant.

The mitigated TDM plan includes both project-specific TDM elements and mitigated TDM elements and specifies which TDM measures need to be completed before construction completion, before Phase 1 certificate of occupancy, and ongoing during implementation of the proposed project. The mitigated TDM plan outlines monitoring requirements to evaluate TDM effectiveness on a regular basis. For the purposes of monitoring, it is assumed that reductions in trip generation directly correlate with reductions in VMT (i.e., a one percent reduction in trip generation would also result in a one percent reduction in VMT). Specifically, about one year after Phase 1 certificate of occupancy and once every 2 years thereafter, the Project Proponent shall conduct a daily vehicle trip survey on a weekday on the Project Site. The survey will count vehicles entering and leaving the parking garages and entering and leaving the pick-up/drop off zones. If the daily vehicle trips exceed the daily trip reduction goal, the Project Proponent shall work with the TDM Coordinator to submit a plan to NASA and the Transportation Management Association detailing modifications to the TDM Program to achieve compliance and a timeline for implementation.

5.4 CEQA Reduced Density Alternative (NEPA Build Alternative 2)

The primary differences between the CEQA Reduced Density Alternative and the CEQA Proposed Project would be the number of internal floors, internal floor-to-floor heights, amount of square footage for Research and Office Uses, the number of employees, the number of students, and the

number of parking spaces. The CEQA Reduced Density Alternative would create approximately 1.1 million square feet for Research and Office Uses, compared to the Proposed Project's approximately 2 million square feet for Research and Office Uses. The CEQA Reduced Density Alternative and the CEQA Proposed Project would have the same types of land uses in the same locations; the same site plan; the same amount of square footage for Conference Uses, Active Uses, Student/Faculty Housing, Short-Term Lodging, and open space; the same number of residents and guests; the same roadways; and the same parking ratio. The CEQA Reduced Density Alternative would have the same multi-modal transportation network and infrastructure, have the same parking ratios, implement the same TDM strategies, and have a similar mix of uses as under the CEQA Proposed Project. In addition, less square footage would need to be constructed in each building under the CEQA Reduced Density Alternative; thus, the duration of some construction subphases may be reduced under the CEQA Reduced Density Alternative compared to the CEQA Proposed Project. Therefore, the potential impacts on transportation under the CEQA Reduced Density Alternative for full operations and constructions would be the same as the CEQA Proposed Project described in Section 5.2, above, except for the VMT analysis.

The reduction of Research and Office Use would result in fewer employees on the site, thereby reducing opportunities for trip internalization and multimodal travel, while also increasing travel distances between land uses, leading to a greater share of trips being made by vehicle over longer distances. As summarized in **Table 10**, the CEQA Reduced Density Alternative is estimated to have a total VMT per service population of 22.7 under 2040 conditions, which is greater than the threshold of significance of 19.0.

Table 10: CEQA Reduced Density Alternative VMT Assessment

Metric	VMT
Total Project Generated VMT (CEQA Reduced Density Alternative)[1]	90,540
Project Service Population[2]	3,989
Total VMT per Service Population[3]	22.7
Threshold of Significance (15% below the average existing total VMT per service population for the Bay Area Region)[4]	19.0
Exceed Threshold of Significance?	Yes

Notes:

1. VMT estimates for the CEQA Reduced Density Alternative are derived from the CEQA Proposed Project VMT results that were developed using the MTC Travel Model. A separate travel model run was not conducted for the CEQA Reduced Density Alternative. VMT for the CEQA Reduced Density Alternative was estimated by applying the proportional change in trip generation between the CEQA Proposed Project and the CEQA Reduced Density Alternative to the modeled VMT results. Specifically, a straight-line interpolation based on the proportional difference in trip generation was used to estimate VMT for the CEQA Reduced Density Alternative.
2. Includes all employees, students, and residents under the CEQA Reduced Density Alternative.
3. Total VMT per Service Population = Total Project-Generated VMT divided by Project Service Population (90,540/3,989 = 22.7).
4. Total VMT per service population for the Bay Area region under 2024 (existing) conditions is estimated to be 22.3. The threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0 (22.3 x (1-0.15) = 19.0).

Source: MTC Travel Model, 2026; Fehr & Peers, 2026.

To reduce this impact to below the threshold of significance the CEQA Reduced Density Alternative would need to reduce vehicle trips and associated VMT per service population by an additional 17 percentage points ((22.7 × [1 – 0.17] = 18.8), which would be below the threshold of 19.0). The additional 17 percentage points trip reduction would result in a total trip reduction of 39 percent (22 percent project-specific TDM + 17 percent mitigated TDM = 39 percent total TDM reduction).

As described in Section 1.4.2.3, the Project would implement a project-specific TDM plan to reduce the vehicle trip generation and VMT generated by the Project through a range of design features and ongoing operational programs. The *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* is anticipated to be able to achieve a 31 percent reduction, which would not fully mitigate the VMT impact for the CEQA Reduced Density Alternative. The TDM Plan would need to achieve a TDM target of 39 percent, which is deemed infeasible because achieving such a reduction would require fundamental changes to the project description to mitigate the impact. The impact for the CEQA Reduced Density Alternative is considered significant and unavoidable with mitigation.

Mitigation Measure TRAN-1 – Mitigated TDM Plan that Further Reduces VMT

As part of the *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* (project-specific TDM plan and mitigated TDM plan), the Project Proponent shall implement the *Mitigated Transportation Demand Management Program* (mitigated TDM plan) to reduce project-generated trips and associated vehicle miles traveled (VMT) by at least an additional 7 percentage points above the project-specific TDM plan (total of 29 percent total reduction) for the CEQA Proposed Project and by at least an additional 9 percentage points above the project-specific TDM plan (31 percent total reduction) for the CEQA Proposed Project No Student/Faculty Housing Variant. The mitigated TDM plan would achieve up to a 31 percent reduction and not meet the mitigation requirements of 39 percent under the CEQA Reduced Density Alternative. The impact for the CEQA Reduced Density Alternative is considered significant and unavoidable with mitigation.

The mitigated TDM plan includes both project-specific TDM elements and mitigated TDM elements and specifies which TDM measures need to be completed before construction completion, before Phase 1 certificate of occupancy, and ongoing during implementation of the proposed project. The mitigated TDM plan outlines monitoring requirements to evaluate TDM effectiveness on a regular basis. For the purposes of monitoring, it is assumed that reductions in trip generation directly correlate with reductions in VMT (i.e., a one percent reduction in trip generation would also result in a one percent reduction in VMT Specifically, about one year after Phase 1 certificate of occupancy and once every 2 years thereafter, the Project Proponent shall conduct a daily vehicle trip survey on a weekday on the Project Site.). The survey will count vehicles entering and leaving the parking garages and entering and leaving the pick-up/drop off zones. If the daily vehicle trips exceed the daily trip reduction goal, the Project Proponent shall work with the TDM Coordinator to submit a plan to NASA and the Transportation Management Association detailing modifications to the TDM Program to achieve compliance and a timeline for implementation.

5.5 CEQA Reduced Density Alternative No Student/Faculty Housing Variant (NEPA Build Alternative 2, No Student/Faculty Housing Sub-Alternative)

The primary differences between the CEQA Reduced Density Alternative No Student/Faculty Housing Variant and the CEQA Reduced Density Alternative would be the amount of Research and Office Uses, the number of Student/Faculty Housing units, the number of bicycle parking spaces, and the number of residents, employees, and students. Under the Variant, the CEQA Reduced Density Alternative would include an additional 130,000 square feet of Research and Office Uses instead of 130,000 square feet of Student/Faculty Housing in Subarea 6. The Variant would have the same type of land uses; the same general site plan; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same parking ratio; and similar construction activities proposed under the CEQA Reduced Density Alternative. The Variant would have the same multi-modal transportation network and infrastructure, have the same parking ratios, and implement the same TDM strategies as under the CEQA Reduced Density Alternative.

Since the CEQA Reduced Density Alternative No Student/Faculty Housing Variant has the same circulation improvements as the CEQA Proposed Project, the potential impacts on plan conflict, transportation hazards, and emergency vehicle access for both full operations and construction would not change from those described in Section 5.2, above for the CEQA Proposed Project, except for the VMT analysis.

The addition of employees from the added Research and Office Uses and the elimination of the student/faculty housing would result in additional employees and students driving to and from the site. As summarized in **Table 11**, the CEQA Reduced Density Alternative No Student/Faculty Housing Variant is estimated to have a total VMT per service population of 23.4 under 2040 conditions, which is greater than the threshold of significance of 19.0. To reduce this impact to below the threshold of significance the CEQA Reduced Density Alternative No Student/Faculty Housing Variant would need to reduce vehicle trips and associated VMT by an additional 23 percentage points ((23.4 total VMT per service population – 19.0 VMT threshold) / 19.0 VMT threshold = 0.23 (or 23 percent)). The additional 23 percentage point trip reduction would result in a total trip reduction of 45 percent (22 percent project-specific TDM + 23 percent mitigated TDM = 45 percent total TDM reduction).

As described in Section 1.4.2.3, the Project would implement a project-specific TDM plan to reduce the vehicle trip generation and VMT generated by the Project through a range of design features and ongoing operational programs. The *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* is anticipated to be able to achieve a 31 percent reduction, which would not fully mitigate the VMT impact for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant. The TDM Plan would need to achieve a TDM target of 41 percent, which is deemed infeasible because achieving such a reduction would require fundamental changes to the project description to mitigate the impact. The impact for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant is considered significant and unavoidable with mitigation.

Table 11: CEQA Reduced Density Alternative No Student/Faculty Housing Variant VMT Assessment

Metric	VMT
Total Project Generated VMT (CEQA Reduced Density Alternative No Student/Faculty Housing Variant)[1]	93,560
Project Service Population[2]	4,002
Total VMT per Service Population[3]	23.4
Threshold of Significance (15% below the average existing total VMT per service population for the Bay Area Region)[4]	19.0
Exceed Threshold of Significance?	Yes

Notes:

1. VMT estimates for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant are derived from the CEQA Proposed Project VMT results that were developed using the MTC Travel Model. A separate travel model run was not conducted for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant. VMT for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant was estimated by applying the proportional change in trip generation between the CEQA Proposed Project and the CEQA Reduced Density Alternative No Student/Faculty Housing Variant to the modeled VMT results. Specifically, a straight-line interpolation based on the proportional difference in trip generation was used to estimate VMT for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant.
2. Includes all employees, students, and residents under the CEQA Reduced Density Alternative No Student/Faculty Housing Variant.
3. Total VMT per Service Population = Total Project-Generated VMT divided by Project Service Population (93,560/4,002= 23.4). Total VMT per service population for the Bay Area region under 2024 (existing) conditions is estimated to be 22.3.
4. Total VMT per service population for the Bay Area region under 2024 (existing) conditions is estimated to be 22.3. The threshold of significance, which is 15 percent below the existing total VMT per service population for the Bay Area region, is 19.0 (22.3 x (1-0.15) = 19.0)

Source: MTC Travel Model, 2026; Fehr & Peers, 2026.

To reduce this impact to below the threshold of significance the CEQA Reduced Density Alternative No Student/Faculty Housing Variant would need to reduce vehicle trips and associated VMT per service population by an additional 19 percentage points ((23.4 × [1 - 0.19] = 18.9), which would be below the threshold of 19.0). The additional 19 percentage points trip reduction would result in a total trip reduction of 31 percent (22 percent project-specific TDM + 19 percent mitigated TDM = 41 percent total TDM reduction).

Mitigation Measure TRAN-1 – Mitigated TDM Plan that Further Reduces VMT

As part of the *Berkeley Space Center at NASA Research Park Transportation Demand Management Plan* (project-specific TDM plan and mitigated TDM plan), the Project Proponent shall implement the *Mitigated Transportation Demand Management Program* (mitigated TDM plan) to reduce project-generated trips and associated vehicle miles traveled (VMT) by at least an additional 7 percentage points above the project-specific TDM plan (total of 29 percent total reduction) for the CEQA Proposed Project and by at least an additional 9 percentage points above the project-specific TDM plan (31 percent total reduction) for the CEQA Proposed Project No Student/Faculty Housing Variant. The mitigated TDM plan would achieve up to a 31 percent reduction and not meet the mitigation requirements of 41 percent under the CEQA Reduced Density Alternative No Student/Faculty

Housing Variant. The impact for the CEQA Reduced Density Alternative No Student/Faculty Housing Variant is considered significant and unavoidable with mitigation.

The mitigated TDM plan includes both project-specific TDM elements and mitigated TDM elements and specifies which TDM measures need to be completed before construction completion, before Phase 1 certificate of occupancy, and ongoing during implementation of the proposed project. The mitigated TDM plan outlines monitoring requirements to evaluate TDM effectiveness on a regular basis. For the purposes of monitoring, it is assumed that reductions in trip generation directly correlate with reductions in VMT (i.e., a one percent reduction in trip generation would also result in a one percent reduction in VMT Specifically, about one year after Phase 1 certificate of occupancy and once every 2 years thereafter, the Project Proponent shall conduct a daily vehicle trip survey on a weekday on the Project Site.). The survey will count vehicles entering and leaving the parking garages and entering and leaving the pick-up/drop off zones. If the daily vehicle trips exceed the daily trip reduction goal, the Project Proponent shall work with the TDM Coordinator to submit a plan to NASA and the Transportation Management Association detailing modifications to the TDM Program to achieve compliance and a timeline for implementation.

6. NEPA Transportation Analysis

This chapter presents the impact analysis conducted under NEPA evaluating the impacts construction and full operations of the two NEPA Build Alternatives and the NEPA No-Action Alternative. For purposes of NEPA, the proposed Project would have the potential to have impacts related to transportation if it would result in any of the conditions listed below.

Would the project:

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
b) Increase vehicle parking demand without providing for either adequate vehicle parking capacity or sufficient alternative modes of transportation?
c) Substantially increases vehicle trips that results in traffic congestion that degrades the level of service of intersections to below locally adopted LOS thresholds (generally LOS D for local intersections and LOS E for intersections on regionally significant roadway)?
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
e) Result in inadequate emergency access?

Significance criteria a, d, and e are the same as under the CEQA analysis and are addressed in Chapter 5, CEQA Impact Analysis. Thus, the NEPA analysis presented in this chapter focuses on significance criteria b and c, and addresses the impacts of the Project on adequate parking capacity and on traffic operations at intersections and freeway segments.

NEPA requires analyzing direct, indirect, and reasonably foreseeable impacts and identifying alternatives and mitigation measures to ensure roadway, transit, or multimodal improvements on federal land are evaluated for their potential impacts on the natural and built environment. Each NEPA Build Alternative was analyzed to evaluate consistency with applicable transportation regulations and plans, parking demand, existing and reasonably foreseeable intersection operations, transportation hazards, and emergency vehicle access to identify potential impacts and identify necessary mitigation measures. The Project transportation analysis is consistent with NEPA requirements.

6.1 Project Parking Demand

6.1.1 Construction

During each phase of construction, temporary surface parking areas would be provided within the Limits of Work to support construction activities. These areas would accommodate construction equipment, contractor vehicles, and construction workers. At this time, detailed information regarding the size and location of temporary parking spaces is not available, and therefore construction-related parking demand cannot be estimated. However, any parking demand generated by construction activities would be temporary in nature and would occur only for the duration of active construction. Construction-related parking demand would be managed within the Limits of Work and would not displace other parking facilities within or outside the Limits of Work. As a result, construction of either NEPA Build Alternative would not result in a permanent reduction in parking supply or a long-term increase in parking demand. Therefore, no adverse impacts to parking capacity are anticipated during construction.

6.1.2 Full Operations

Increasing vehicle parking demand without providing for either adequate vehicle parking capacity or sufficient alternative modes of transportation is considered a significant impact under the NEPA analysis for the project. The two NEPA Build Alternatives would provide automobile parking at the same maximum ratios established in the Development Guidelines. Thus, although the total parking supply under each NEPA Build Alternative would be different, the ratio of parking supply to each land use would be the same under both NEPA Build Alternatives.

Table 12 compares the proposed maximum parking rates with the estimated parking demand rates for the project uses. The average parking demand rates are based on the peak parking demand rates for similar stand-alone uses in a suburban setting, as published in the ITE *Parking Generation Manual,* and account for use of shared parking and the implementation of the TDM plan as required by Mitigation Measure TRAN-1. The proposed parking ratios exceed or are the same as the estimated parking demand rates for all use types.

Table 12: ITE Parking Rate Comparison

Use	Unit[1]	Proposed Parking Rate per Unit[2]	ITE Average Parking Demand Rate per Unit[3]	Average Parking Demand Rate per Unit[4]
Short-Term Lodging	DU	1.3 spaces	0.7 spaces[5]	0.4 spaces
Student/Faculty Housing	DU	1.0 space	1.3 spaces[6]	0.7 spaces
Office	KSF	1.5 spaces	2.0 spaces[7]	1.1 spaces
Laboratory and R&D	KSF	1.5 spaces	2.6 spaces[8]	1.5 spaces
Academic	KSF	1.3 spaces	2.0 spaces[7]	1.1 spaces
Conference Uses	KSF	1.7 spaces	2.0 spaces[7]	1.1 spaces
Active Uses	KSF	1.7 spaces	3.1 spaces[9]	1.7 spaces

Notes:
1. DU = dwelling units; KSF = 1,000 square feet
2. Source: Project Proponent, 2024.
3. The average parking demand rate is defined as the highest average parking demand across all peak periods.
4. The average parking demand rate is estimated based on the ITE peak parking demand rate and accounts for reductions in parking demand due to shared parking (-15 percent) and the TDM plan required by Mitigation Measure TRAN-1, Mitigated TDM Plan that Further Reduces VMT (-29 percent) (ITE Average Parking Demand Rate per Unit * (1-0.15) * (1-0.29))
5. Source: ITE Parking Generation land use category (312) Limited Service Hotel in general urban/suburban setting on a weekday.
6. Source: ITE Parking Generation land use category (221) Multifamily Housing (Mid-Rise) in general urban/ suburban setting close to transit on a Saturday.
7. Source: ITE Parking Generation land use category (710) General Office Building in general urban/ suburban setting on a weekday.
8. Source: ITE Parking Generation land use category (760) Research and Development Center in general urban/suburban setting on a weekday.
9. Source: ITE Parking Generation land use category (821) Shopping Plaza (40-150k) in general urban/ suburban setting on a weekday.

Source: Fehr & Peers, 2026.

The ITE parking demand rates are generally based on single-use sites in suburban settings where minimal non-automobile infrastructure is available. The proposed maximum parking ratios, as well as the average parking demand rates, are generally lower than those published in ITE because they account for the following Project characteristics that would reduce overall parking demand at the Project:

- Most of the Project Site would be within 0.5 mile of the Bayshore/NASA VTA light rail station and the Project would improve the non-motorized connections between the Project Site and the light rail station to further encourage use of transit.
- All of the proposed parking ratios and average parking demand rates summarized in **Table 12** include an approximately 15 percent reduction from overall parking supply for shared parking spaces. Shared parking is defined as a parking space that is not assigned to a specific person or use and can be used to reduce the overall parking supply for mixed-use projects. Thus, a shared parking space can be used by an employee during business hours, a visitor to the active uses in the evening, and a project resident at night, which reduces the overall parking supply.
- The Project includes various design features such as a mix of complementary land uses to increase internal trips, on-site amenities to reduce off-site trips, pedestrian and bicycle infrastructure, preferential carpool and vanpool parking, and ample bicycle parking throughout the Project Site that encourage non-automobile travel, lower automobile dependance, and reduce parking demand.
- The Project would implement a robust project-specific TDM plan to reduce the vehicle trips and the resulting parking demand through ongoing operational programs, which include transit pass/subsidy programs, shuttles, priced on-site parking, and participation in the NRP Transportation Management Association. As required by Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT), the TDM plan is required to reduce the Project trip generation, which also corresponds to Project parking demand, by at least 29 percent.

In addition, the proposed maximum parking ratios would be similar to other nearby comparable development plans as summarized in **Table 13.** For example, the *Moffett Park Specific Plan* (July 2023) in Sunnyvale establishes a parking maximum ratio of 2.0 spaces per 1,000 square feet at the time of plan adoption, but over time as the Specific Plan is developed, those parking ratios would be reduced to 1.0 spaces at the mid-point of development and then 0.75 spaces per 1,000 square feet at buildout. The Project's proposed ratio of 1.5 spaces falls well within that range.

The *North Bayshore Precise Plan* (November 2014) in Mountain View has more conservative parking maximums that are more in line with the ITE's standard parking demand rates. However, the North Bayshore Precise Plan has trip cap monitoring requirement that assumes a 40% single-occupancy vehicle rate that would likely result in developments needing to provide much less parking than the maximums outlined in the plan over time.

Table 13: Parking Supply Ratio Comparison

Use	Unit[1]	Proposed Parking Rate per Unit[2]	Moffett Park Specific Plan[3]	North Bayshore Precise Plan[4]
Short-Term Lodging	DU	1.3 spaces	0.75 spaces for hotels	n/a
Student/Faculty Housing	DU	1.0 space	0.75 to 1.0 spaces for residential	0.5 to 1.0 spaces for residential

Use	Unit[1]	Proposed Parking Rate per Unit[2]	Moffett Park Specific Plan[3]	North Bayshore Precise Plan[4]
Office	KSF	1.5 spaces	2.0 to 0.75 spaces	2.7 spaces
Laboratory and R&D	KSF	1.5 spaces	2.0 to 0.75 spaces	2.7 spaces
Academic	KSF	1.3 spaces	n/a	n/a
Conference Uses	KSF	1.7 spaces	n/a	n/a
Active Uses	KSF	1.7 spaces	1.25 spaces	3.11 spaces based on the *ITE Parking Generation Manual*[5]

Notes:
1. DU = dwelling units; KSF = 1,000 square feet; Emp = Employees
2. Source: Project Proponent, 2024.
3. Source: rates from "Table 26: Off-Street Maximum Vehicle Parking Standards for New Development" from *The Moffett Park Specific Plan* (July 2023). For some land uses the *Specific Plan* includes a range of parking maximum rates. The higher rates are intended for the time of the plan adoption and would decrease over time as the *Specific Plan* builds out.
4. Source: rates from "Table 23: Maximum Parking Requirements" from the *North Bayshore Precise Plan* (November 2014).
5. The maximum parking ratio is equivalent to the Institute of Transportation Engineers *Parking Generation Manual* peak period parking demand for the most comparable land use as determined by the Zoning Administrator.

Based on the above, both NEPA Build Alternative 1 and NEPA Build Alternative 2 would provide adequate parking supply to meet the parking demand and provide sufficient alternative modes of transportation to reduce the overall parking demand. The operations of both NEPA Build Alternatives would not have an impact on parking capacity.

6.2 Project Vehicle Traffic – Construction

Construction activities would generate temporary traffic associated with the movement of construction equipment, delivery vehicles, and construction personnel traveling to and from the Project Site. These construction-related trips would occur only during active construction periods and would not represent a permanent increase in traffic volumes. At this stage of project development, detailed construction phasing and trip generation estimates are not available; however, construction traffic would be temporary in nature and typically limited to off-peak hours where feasible. In addition, traffic generated during construction would be less than the traffic associated with full buildout and operation of the completed project, as evaluated later in this chapter. Upon completion of construction, construction-related traffic would cease entirely. Because construction-related trips would be short-term, intermittent, and limited in duration, construction of either NEPA Build Alternative would result in a less than significant impact to the local and regional transportation network.

6.3 Project Vehicle Traffic – Full Operations

This section presents estimates of traffic generated by the full operation of the Project. The amount of vehicle traffic associated with the Project was estimated using a three-step process:

1. Trip Generation – The amount of traffic entering/exiting the Project Site is estimated.
2. Trip Distribution – The direction trips use to approach and depart the site are projected.
3. Trip Assignment – Trips estimated in Step 1 are assigned to specific roadway segments and intersection turning movements based on the trip distribution developed in Step 2.

The following sections describe each step.

6.3.1 Project Trip Generation Estimates

Trip generation refers to the process of estimating vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates are typically prepared for a 24-hour weekday period as well as the one-hour weekday AM and PM commute peak hours, when traffic volumes on adjacent streets are typically the highest. The *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers' (ITE) provides trip generation data for a variety of land uses based on data collected at similar uses throughout the country.

Fehr & Peers used the data and methodology published in the ITE *Trip Generation Manual* as a starting point to estimate the Project trip generation. For each Project use, the ITE land use category most similar to the proposed use was selected as outlined in **Table 14**.

Table 14: ITE Land Use Categories

Proposed Land Uses	ITE Code	ITE Land Use Description
Office, Academic, and Conference Uses	710	General Office Building in general urban/suburban setting
Lab/R&D	760	Research and Development Center in general urban/ suburban setting
Active Uses	821	Shopping Plaza (40-150k) in general urban/suburban setting
Short Term Lodging	312	Business Hotel in general urban/suburban setting
Student/Faculty Housing	221	Multifamily Housing (Mid-Rise) in general urban/suburban setting

Source: Fehr & Peers, 2026; Institute of Transportation Engineers, *Trip Generation, 11th Edition (2021)*

Since ITE does not provide a specific category for conference uses and the proposed academic uses do not align with the academic use categories under ITE, such as universities and junior colleges,[19] this analysis selects the ITE office land use for both of these uses because they have similar employment densities and similar trip making characteristics on typical weekdays as typical office uses.

6.3.1.1 Trip Generation Adjustments

The gross ITE-based trips estimated to be added to the surrounding roadway system by the Project was adjusted to account for the following.

[19] The ITE rates for academic uses, such as universities and junior colleges is based on the number of employees or students. Typical universities and junior colleges have far more students than employees. However, the academic uses of the Project would include more employees than students; thus, using either the number of employees or students to estimate the trip generation for the academic uses would not be accurate.

- ***TDM*** – The project would implement a project-specific TDM Plan to reduce the trips generated by the project by at least 22 percent, compared to the trip generation estimated by ITE rates. The TDM adjustment accounts for the internal trips between the various project uses and external trips that are accomplished by walking, bicycling, or transit. This analysis assumes that both NEPA Build Alternatives would implement project-specific TDM strategies, including design features and on-going operational measures, that would further reduce project trip generation. It is estimated that project-specific TDM strategies would reduce trip generation by 22 percent, consistent with the 2002 PEIS.
- ***Existing Trips*** – The trip generation also accounts for the trips generated by the current active uses at the site that would be demolished by the Project. The existing uses at the site are estimated to generate 125 daily, 15 AM peak hour, and 14 PM peak hour trips that would be eliminated by the Project.

6.3.1.2 Trip Generation Summary

Table 15 and **Table 16** present the trip generation for NEPA Build Alternative 1 and NEPA Build Alternative 2, respectively, based on the land uses summarized in Section 1.4 and accounting for the adjustments described above. NEPA Build Alternative 1 is estimated to generate 20,671 daily, 1,801 AM peak hour, and 1,950 PM peak hour net new trips. NEPA Build Alternative 2 is estimated to generate 14,035 daily, 1,104 AM peak hour, and 1,300 PM peak hour net new trips.

Table 15: Project Trip Generation – NEPA Build Alternative 1

Land Uses	ITE Code	Size[1]	Unit	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Office, Academic, and Conference Uses[2]	710	635	KSF	5,794	723	98	821	131	639	770
Proposed Project										
Lab/R&D[3]	760	1,390	KSF	13,731	1,035	227	1,262	191	1,002	1,193
Active Uses[4]	821	90	KSF	6,077	97	59	156	229	238	467
Short Term Lodging[5]	312	100	DU	402	14	22	36	17	14	31
Student/Faculty Housing[6]	221	145	DU	658	12	41	53	34	22	56
Proposed Total [a]	—	—	—	**26,662**	**1,881**	**447**	**2,328**	**602**	**1,915**	**2,517**
TDM Adjustments										
Total TDM Adjustments (22%)[7] [b]	—	—	—	**-5,866**	**-414**	**-98**	**-512**	**-132**	**-421**	**-553**
Existing Trip Credit										
Existing Uses[8] [c]	760	-37	Emp	-125	-13	-2	-15	-2	-12	-14
Net New Project Trips = [a] + [b] + [c]	—	—	—	**20,671**	**1,454**	**347**	**1,801**	**468**	**1,482**	**1,950**

Notes:

1. DU = dwelling units; KSF = 1,000 square feet; Emp = Employees
2. ITE Trip Generation land use category (710) General Office Building in general urban/suburban setting:
   Daily: Ln(T) = 0.87 * ln(X) + 3.05
   AM Peak Hour: Ln(T) = 0.86 * ln(X) + 1.16 (88% in, 12% out)
   PM Peak Hour: Ln(T) = 0.83 * ln(X) + 1.29 (17% in, 83% out)
3. ITE Trip Generation land use category (760) Research and Development Center in general urban/ suburban setting:
   Daily: T = 9.70(X) + 247.71
   AM Peak Hour: T = 0.89(X) + 24.54 (86% in, 14% out)
   PM Peak Hour: T = 0.84(X) + 25.08 (10% in, 90% out)
4. ITE Trip Generation land use category (821) Shopping Plaza (40–150k) in general urban/suburban setting:
   Daily: T = 67.52(X)
   AM Peak Hour: T = 1.73(X) (62% in, 38% out)
   PM Peak Hour: T = 5.19(X) (49% in, 51% out)
5. ITE Trip Generation land use category (312) Business Hotel in general urban/suburban setting:
   Daily: T = 4.02(X)
   AM Peak Hour: T = 0.36(X) (59% in, 41% out)
   PM Peak Hour: T = 0.31(X) (60% in, 40% out)
6. ITE Trip Generation land use category (221) Multifamily Housing (Mid-Rise) in general urban/suburban setting:
   Daily: T = 4.54(X)
   AM Peak Hour: T = 0.37(X) (21% in, 79% out)
   PM Peak Hour: T = 0.39(X) (65% in, 35% out)
7. Adjustments to account for internal trips and external pedestrian, bicycle, and transit trips based on the implementation of a project-specific TDM plan as required by the 2002 PEIS.
8. ITE Trip Generation land use category (760) Research and Development Center in general urban/ suburban setting:
   Daily: T = 3.37(X)
   AM Peak Hour: T = 0.40(X) (85% in, 15% out)
   PM Peak Hour: T = 0.38(X) (12% in, 88% out)

Source: Fehr & Peers, 2026; Institute of Transportation Engineers, *Trip Generation, 11th Edition (2021).*

Table 16: Project Trip Generation – NEPA Build Alternative 2

Land Uses	ITE Code	Size[1]	Unit	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Project										
Office, Academic, and Conference Uses[2]	710	355	KSF	3,494	438	60	498	81	395	476
Lab/R&D[3]	760	790	KSF	7,523	567	125	692	105	550	655
Active Uses[4]	821	90	KSF	6,077	97	59	156	229	238	467
Short Term Lodging[5]	312	100	Units	402	14	22	36	17	14	31
Student/Faculty Housing[6]	221	145	Units	658	12	41	53	34	22	56
Proposed Total [a]	—	—	—	**18,154**	**1,128**	**307**	**1,435**	**466**	**1,219**	**1,685**
Adjustments										
Total TDM Adjustments (22%)[7] [b]	—	—	—	**-3,994**	**-248**	**-68**	**-316**	**-103**	**-268**	**-371**

Land Uses	ITE Code	Size[1]	Unit	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Existing Trip Credit										
Existing Uses[8] [c]	760	-37	Emp	-125	-13	-2	-15	-2	-12	-14
Net New Project Trips = [a] + [b] + [c]	—	—	—	**14,035**	**867**	**237**	**1,104**	**361**	**939**	**1,300**

Notes:

1. DU = dwelling units; KSF = 1,000 square feet; Emp = Employees
2. ITE Trip Generation land use category (710) General Office Building in general urban/suburban setting:
   Daily: Ln(T) = 0.87 * ln(X) + 3.05
   AM Peak Hour: Ln(T) = 0.86 * ln(X) + 1.16 (88% in, 12% out)
   PM Peak Hour: Ln(T) = 0.83 * ln(X) + 1.29 (17% in, 83% out)
3. ITE Trip Generation land use category (760) Research and Development Center in general urban/ suburban setting:
   Daily: T = 9.70(X) + 247.71
   AM Peak Hour: T = 0.89(X) + 24.54 (86% in, 14% out)
   PM Peak Hour: T = 0.84(X) + 25.08 (10% in, 90% out)
4. ITE Trip Generation land use category (821) Shopping Plaza (40-150k) in general urban/suburban setting:
   Daily: T = 67.52(X)
   AM Peak Hour: T = 1.73(X) (62% in, 38% out)
   PM Peak Hour: T = 5.19(X) (49% in, 51% out)
5. ITE Trip Generation land use category (312) Business Hotel in general urban/suburban setting:
   Daily: T = 4.02(X)
   AM Peak Hour: T = 0.36(X) (59% in, 41% out)
   PM Peak Hour: T = 0.31(X) (60% in, 40% out)
6. ITE Trip Generation land use category (221) Multifamily Housing (Mid-Rise) in general urban/suburban setting:
   Daily: T = 4.54(X)
   AM Peak Hour: T = 0.37(X) (21% in, 79% out)
   PM Peak Hour: T = 0.39(X) (65% in, 35% out)
7. Adjustments to account for internal trips and external pedestrian, bicycle, and transit trips based on the implementation of a project-specific TDM plan as required by the 2002 PEIS.
8. ITE Trip Generation land use category (760) Research and Development Center in general urban/ suburban setting:
   Daily: T = 3.37(X)
   AM Peak Hour: T = 0.40(X) (85% in, 15% out)
   PM Peak Hour: T = 0.38(X) (12% in, 88% out)

Source: Fehr & Peers, 2026; Institute of Transportation Engineers, *Trip Generation, 11th Edition (2021).*

6.3.2 Project Trip Distribution and Assignment

Project trip distribution refers to the directions of approach and departure that vehicles would use to access and leave the site. Estimates of regional project trip distribution were developed based on existing travel patterns in the area, the location of complementary land uses, the street network serving the Project Site, and information from the VTA travel demand model. **Figure 10** shows the resulting trip distribution percentages.

The project trip generation (**Table 15** and **Table 16**) were assigned to the roadway network according to the trip distribution shown on **Figure 10**. **Figure 11** and **Figure 12** present the AM and PM peak hour project trips at the study intersections under NEPA Build Alternative 1 and NEPA Build Alternative 2, respectively.

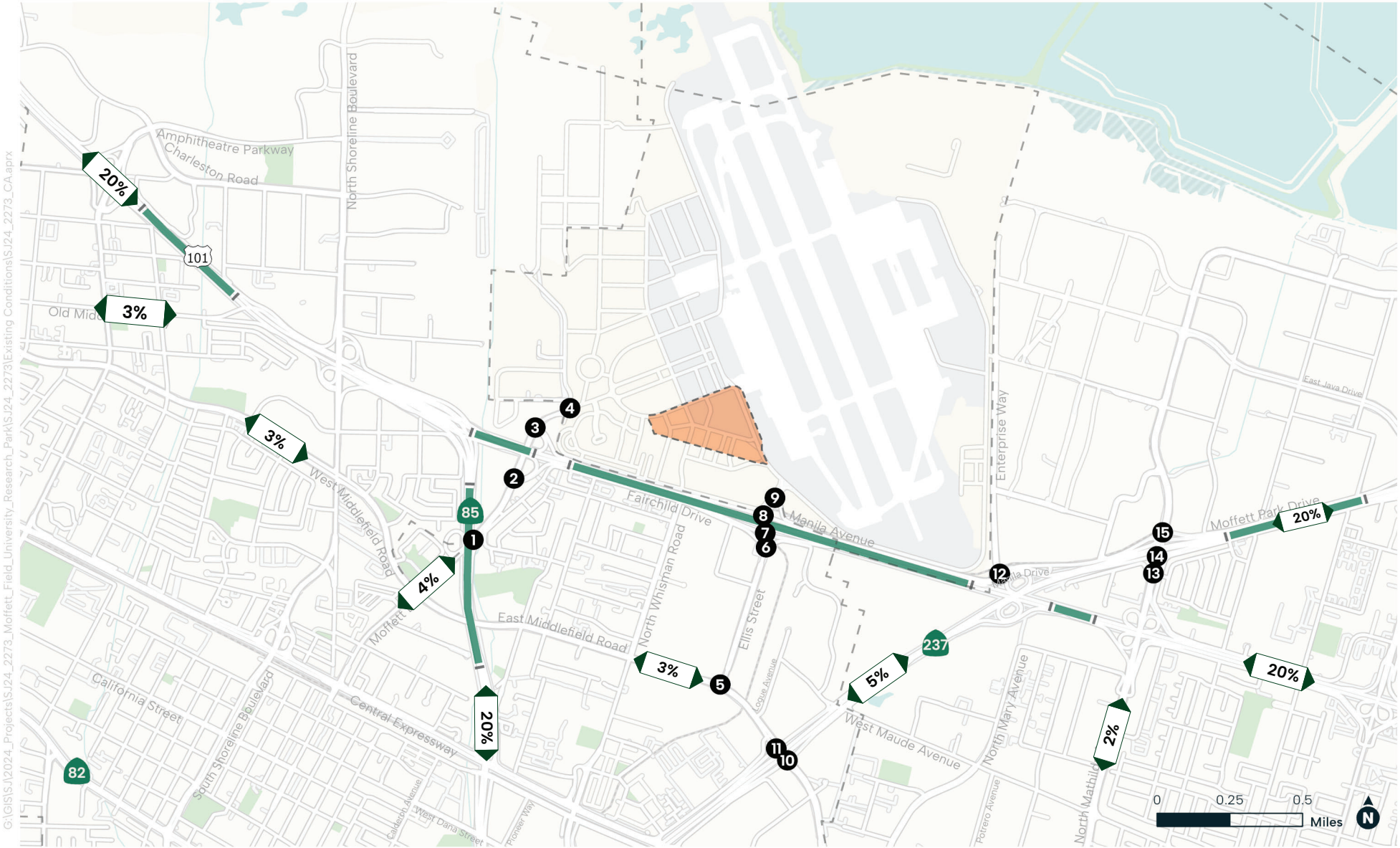
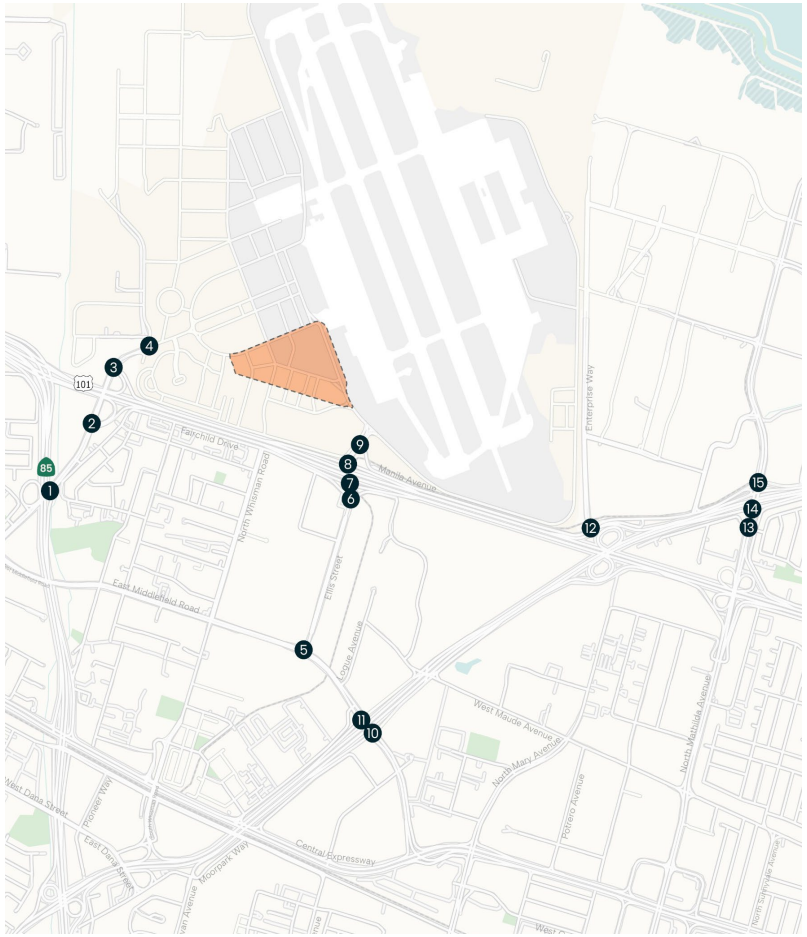
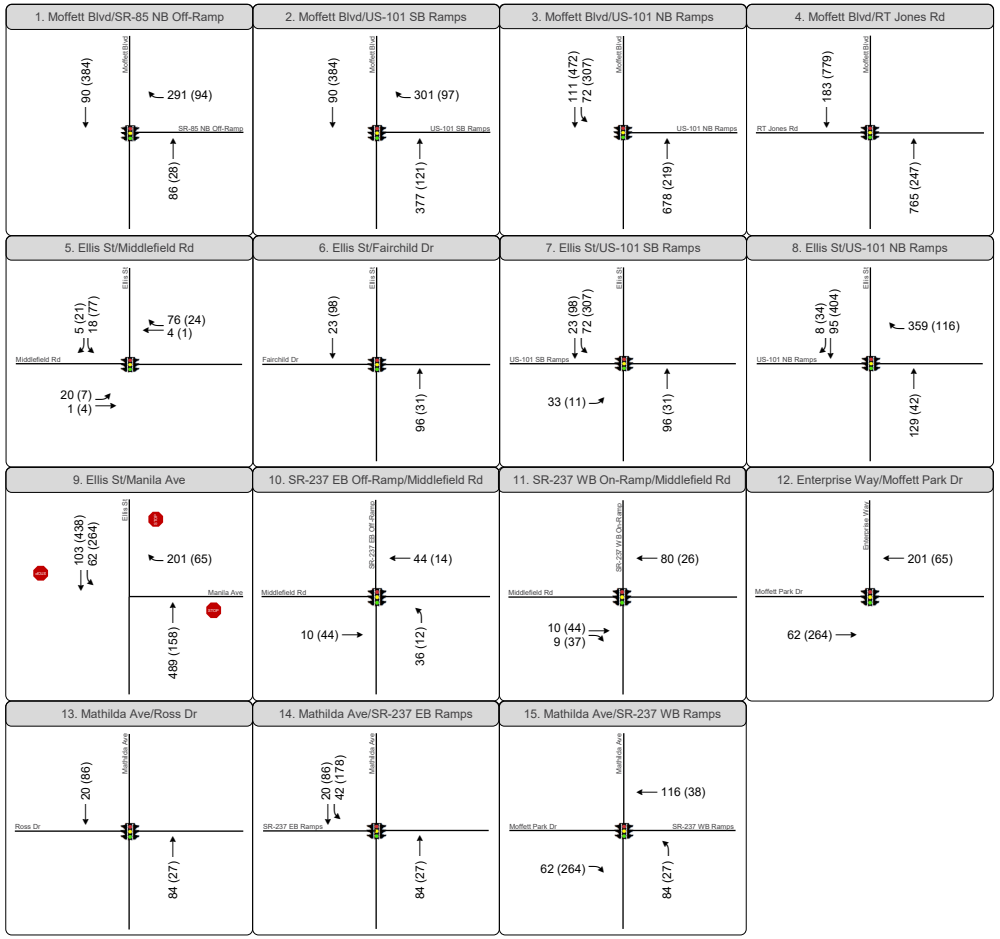


FIGURE 10

Project Trip Distribution

Fehr & Peers



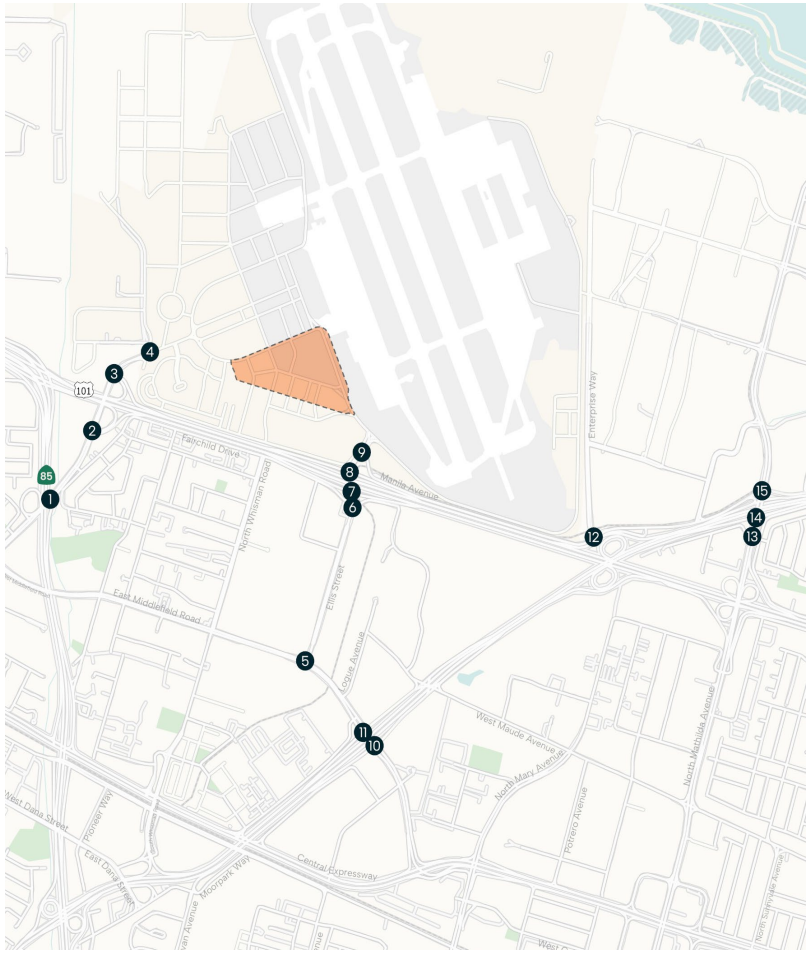


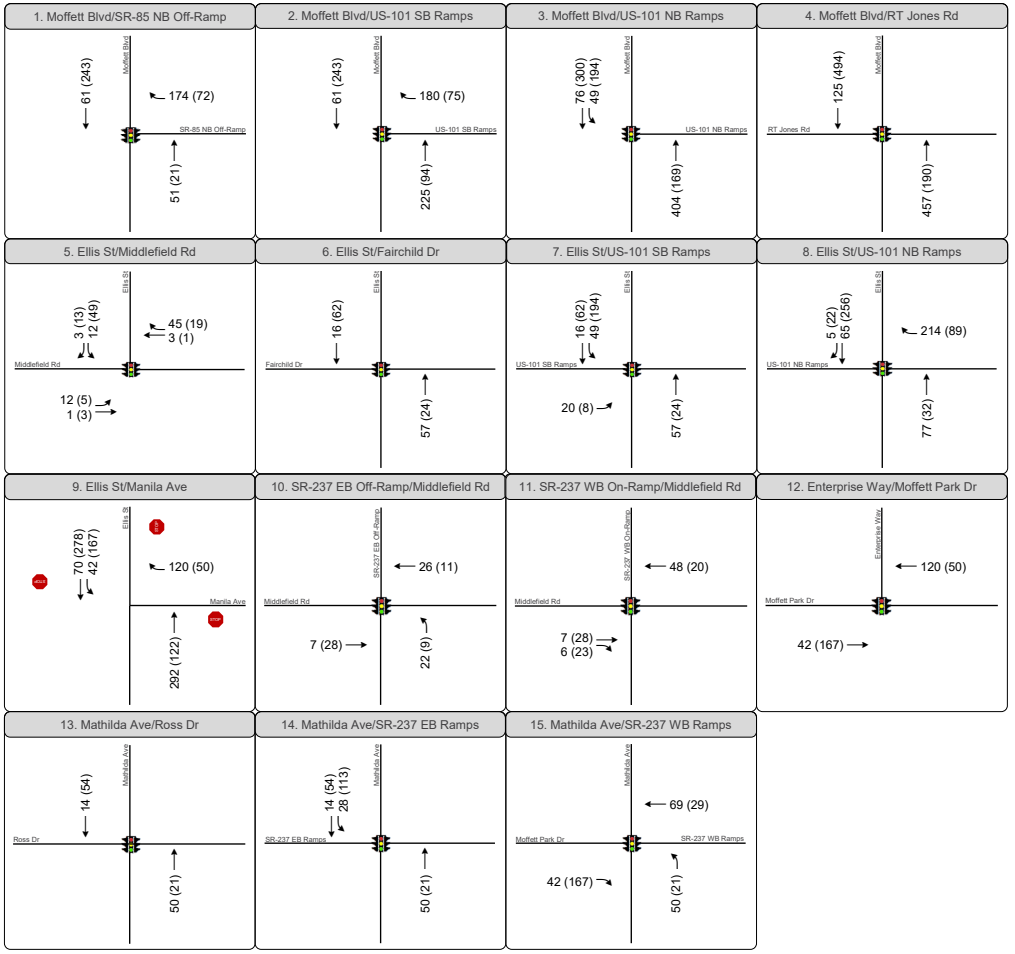
LEGEND

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

Figure 11

Project Trip Assignment – NEPA Build Alternative 1
Peak Hour Traffic Volumes and Lane Configurations





LEGEND

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

Figure 12

Project Trip Assignment – NEPA Build Alternative 2
Peak Hour Traffic Volumes and Lane Configurations

6.4 Existing with NEPA Build Alternatives Conditions

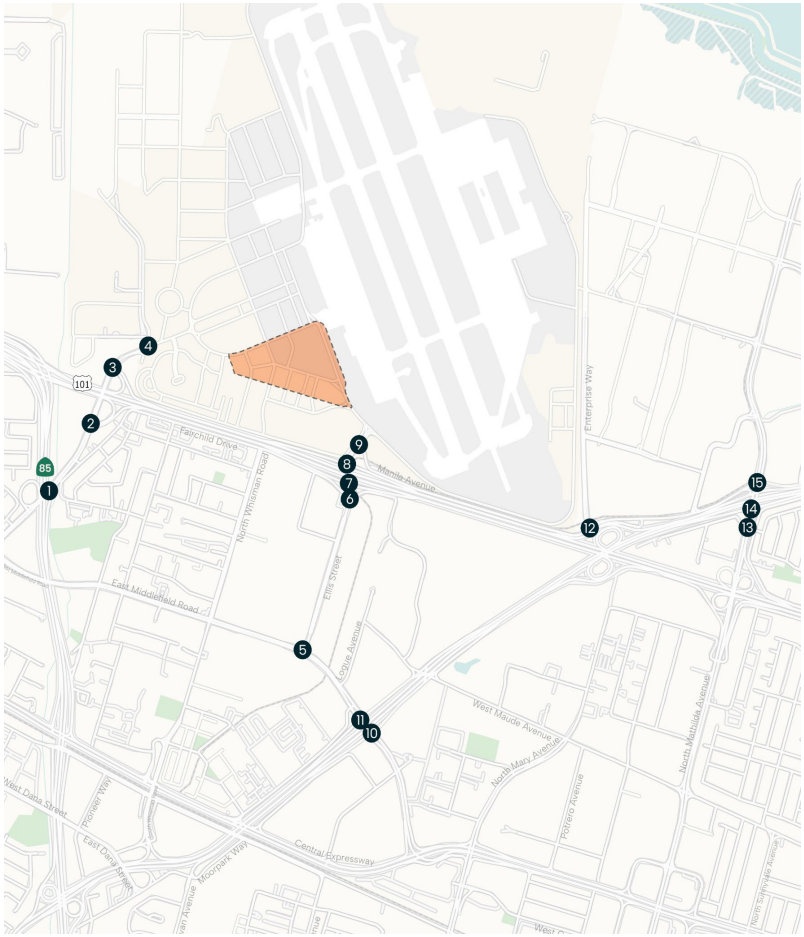
This section presents the operations of study intersections under Existing with NEPA Build Alternative 1 Conditions and Existing with NEPA Build Alternative 2 Conditions. The NEPA No-Action Alternative is qualitatively discussed in **Section 6.7.1**

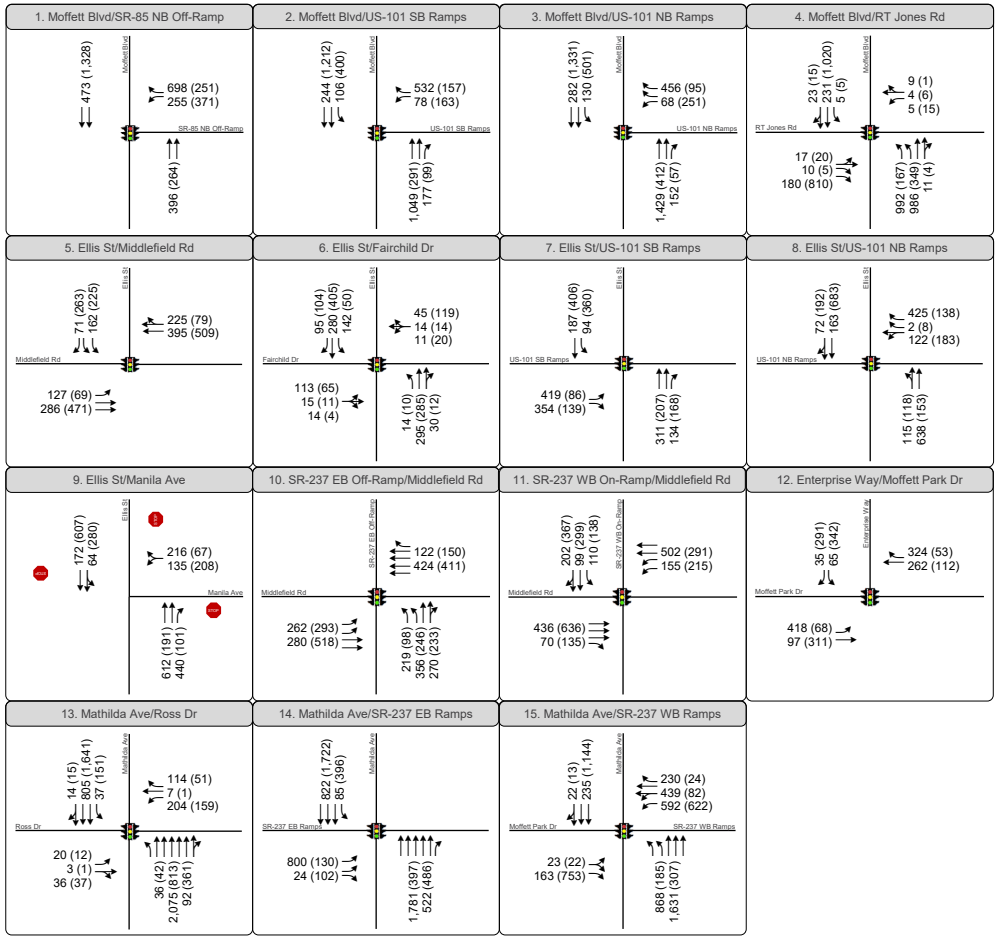
6.4.1 Existing with NEPA Build Alternatives Conditions LOS Results

Project trip assignment volumes were added to Existing Conditions volumes, which include the current 37 employees on the site, to develop Existing with NEPA Build Alternative 1 and Existing with NEPA Build Alternative 2 analysis volumes presented on **Figure 13** and **Figure 14**, respectively. **Table 17** summarizes intersection operations analysis under the Existing with NEPA Build Alternative 1 and Existing with NEPA Build Alternative 2 Conditions. **Appendix B** provides the detailed calculation sheets. Potential intersection impacts under these scenarios are identified by comparing the LOS results under the Existing with NEPA Build Alternatives Conditions to the LOS standards.

As shown in **Table 17**, the addition of NEPA Build Alternative 1 trips would generally maintain or slightly increase the average intersection delays compared to Existing Conditions. All study intersections would continue operating at an acceptable LOS D or better (LOS E or better for the intersections on the regionally significant roadways in Sunnyvale) during both the AM and PM peak hours.

Similar to NEPA Build Alternative 1, the addition of NEPA Build Alternative 2 trips would maintain or increase the average intersection delays compared to Existing Conditions. However, the increases are less than those compared to NEPA Build Alternative 1, since NEPA Build Alternative 2 has a lower trip generation. All study intersections under NEPA Build Alternative 2 would continue operating at an acceptable LOS D or better (LOS E or better for regionally significant roadways in Sunnyvale) during the AM and PM peak hours.



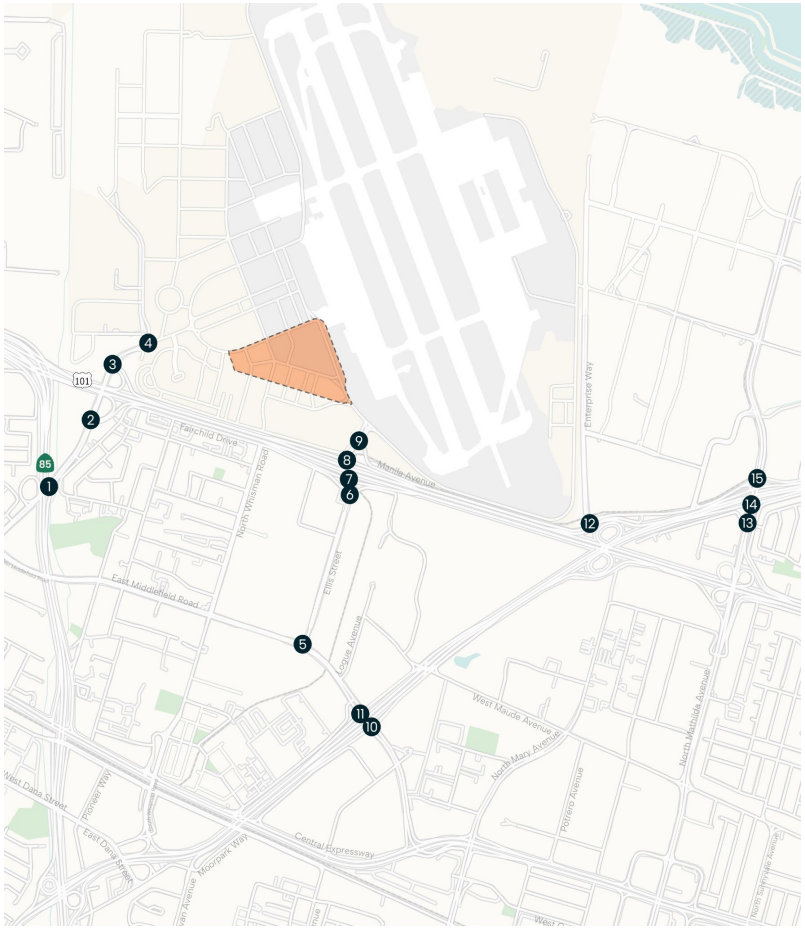


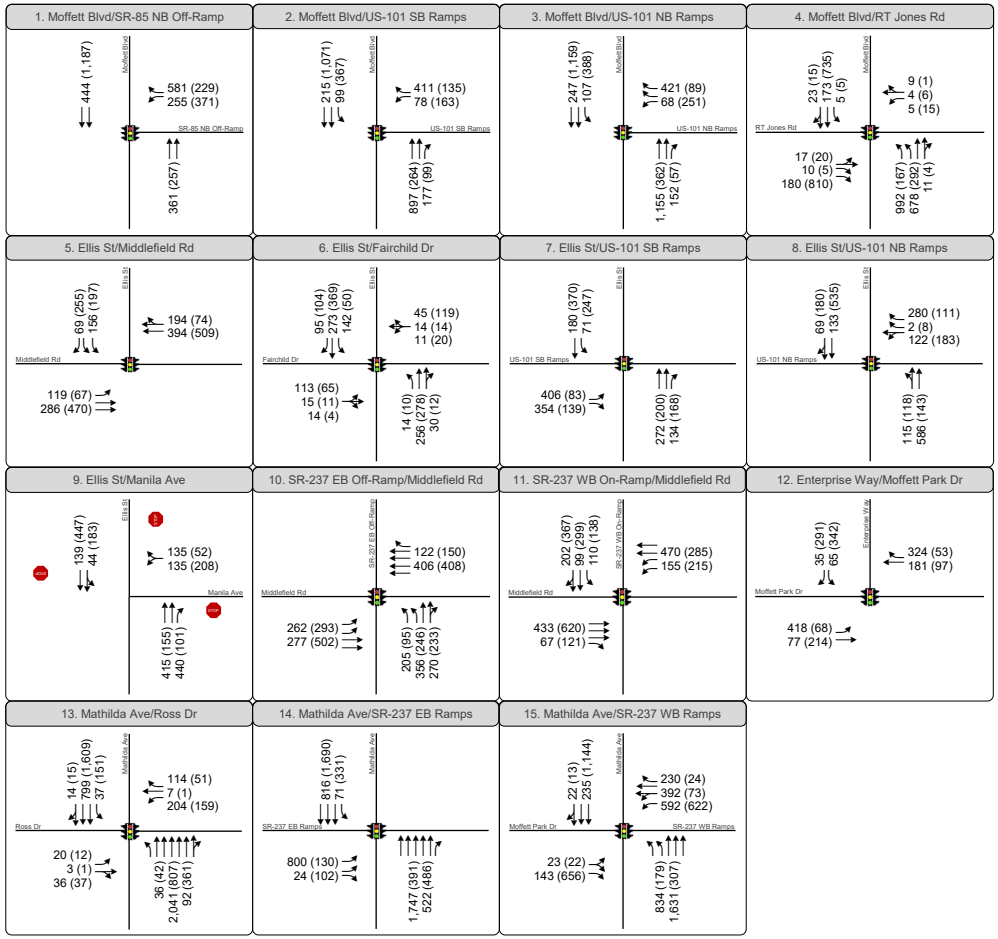
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- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 13

Existing with NEPA Build Alternative 1
Peak Hour Traffic Volumes and Lane Configurations





LEGEND

- # — Study Intersection
- AM (PM) — Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 14

Existing with NEPA Build Alternative 2
Peak Hour Traffic Volumes and Lane Configurations

Table 17: Existing with NEPA Build Alternatives Conditions LOS Results

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Existing Conditions Delay[3]	Existing Conditions LOS[4]	Existing with NEPA Build Alternative 1 Delay[3]	Existing with NEPA Build Alternative 1 LOS[4]	Existing with NEPA Build Alternative 1 Exceed Threshold of Significance ?	Existing with NEPA Build Alternative 2 Delay[3]	Existing with NEPA Build Alternative 2 LOS[4]	Existing with NEPA Build Alternative 2 Exceed Threshold of Significance ?
1	Moffett Boulevard / SR 85 NB Off-Ramp	Mountain View	Signal	LOS D	AM	10.1	B+	11.4	B+	No	10.7	B+	No
—	—	—	—	—	PM	9.7	A	10.1	B+	No	9.9	A	No
2	Moffett Boulevard / US 101 SB Ramp	Mountain View	Signal	LOS D	AM	9.1	A	15.2	B	No	10.7	B+	No
—	—	—	—	—	PM	11.6	B+	11.1	B+	No	11.3	B+	No
3	Moffett Boulevard / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	10.0	A	11.0	B+	No	10.3	B+	No
—	—	—	—	—	PM	11.1	B+	11.4	B+	No	11.0	B+	No
4	Moffett Boulevard / RT Jones Road	Mountain View	Signal	LOS D	AM	15.4	B	17.5	B	No	16.9	B	No
—	—	—	—	—	PM	17.4	B	28.8	C	No	21.1	C+	No
5	Ellis Street / Middlefield Road	Mountain View	Signal	LOS D	AM	11.3	B+	11.8	B+	No	11.6	B+	No
—	—	—	—	—	PM	12.8	B	13.1	B	No	13.0	B	No
6	Ellis Street / Fairchild Drive	Mountain View	Signal	LOS D	AM	13.0	B	14.3	B	No	14.4	B	No
—	—	—	—	—	PM	12.4	B	12.1	B	No	12.2	B	No
7	Ellis Street / US 101 SB Ramps	Mountain View	Signal	LOS D	AM	14.5	B	16.4	B	No	15.7	B	No
—	—	—	—	—	PM	18.2	B-	20.7	C+	No	20.9	C+	No

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Existing Conditions Delay[3]	Existing Conditions LOS[4]	Existing with NEPA Build Alternative 1 Delay[3]	Existing with NEPA Build Alternative 1 LOS[4]	Existing with NEPA Build Alternative 1 Exceed Threshold of Significance ?	Existing with NEPA Build Alternative 2 Delay[3]	Existing with NEPA Build Alternative 2 LOS[4]	Existing with NEPA Build Alternative 2 Exceed Threshold of Significance ?
8	Ellis Street / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	15.7	B	19.5	B-	No	18.3	B-	No
—	—	—	—	—	PM	21.4	C+	19.4	B-	No	20.0	C+	No
9	Ellis Street / Manila Avenue	Mountain View	AWSC	LOS D	AM	10.4	B	14.8	B	No	12.1	B	No
—	—	—	—	—	PM	8.9	A	18.6	C	No	12.7	B	No
10	SR 237 EB Off-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	17.3	B	17.3	B	No	17.3	B	No
—	—	—	—	—	PM	12.9	B	12.8	B	No	12.8	B	No
11	SR 237 WB On-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	13.4	B	13.3	B	No	13.3	B	No
—	—	—	—	—	PM	18.6	B-	18.7	B-	No	18.7	B-	No
12	Enterprise Way / Moffett Park Drive	Mountain View	Signal	LOS D	AM	17.4	B	16.8	B	No	16.8	B	No
—	—	—	—	—	PM	10.0	B+	13.7	B	No	12.4	B	No
13	Mathilda Avenue / Ross Drive	Sunnyvale	Signal	LOS E	AM	20.9	C+	20.5	C+	No	20.7	C+	No
—	—	—	—	—	PM	20.7	C+	20.2	C+	No	20.4	C+	No
14	Mathilda Avenue/ SR 237 EB Ramps	Sunnyvale	Signal	LOS E	AM	27.4	C	28.3	C	No	28.0	C	No
—	—	—	—	—	PM	9.4	A	10.7	B+	No	10.9	B+	No

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Existing Conditions Delay[3]	Existing Conditions LOS[4]	Existing with NEPA Build Alternative 1 Delay[3]	Existing with NEPA Build Alternative 1 LOS[4]	Existing with NEPA Build Alternative 1 Exceed Threshold of Significance ?	Existing with NEPA Build Alternative 2 Delay[3]	Existing with NEPA Build Alternative 2 LOS[4]	Existing with NEPA Build Alternative 2 Exceed Threshold of Significance ?
15	Mathilda Avenue/ SR 237 WB Ramps / Moffett Park Drive	Sunnyvale	Signal	LOS E	AM	28.7	C	30.0	C	No	29.5	C	No
—	—	—	—	—	PM	45.2	D	48.3	D	No	47.3	D	No

Notes:

1. Intersection control. Signal = signalized intersection, AWSC = all-way stop-controlled intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using the 2000 HCM methods, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections.
4. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the 2000 HCM methods, consistent with VTA requirements.

Source: Fehr & Peers, 2026.

6.5 Reasonably Foreseeable Conditions

This section evaluates the intersection LOS under Reasonably Foreseeable NEPA No-Action Alternative, Reasonably Foreseeable with NEPA Build Alternative 1, and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions. Reasonably Foreseeable NEPA No-Action Alternative Conditions represent year 2040 conditions, which corresponds to the buildout date of the Project.

6.5.1 Reasonably Foreseeable NEPA No-Action Alternative Conditions Volumes

Reasonably Foreseeable traffic volumes are forecasted using a combined list-based and projection-based approach. The intersection volume forecasts are consistent with the latest publicly available version of the VTA Travel Demand Model, which reflects MTC's *Plan Bay Area 2040* land use projection for the region and the transportation network in Santa Clara County, as envisioned in the *Valley Transportation Plan* (VTP) 2040, and accounts for the general changes in land use and traffic patterns in the region.

The intersection forecasts were then checked and if necessary adjusted to ensure that they reflect and are generally consistent with the buildout of the following major developments proposed in approved areawide plans in the Project vicinity:

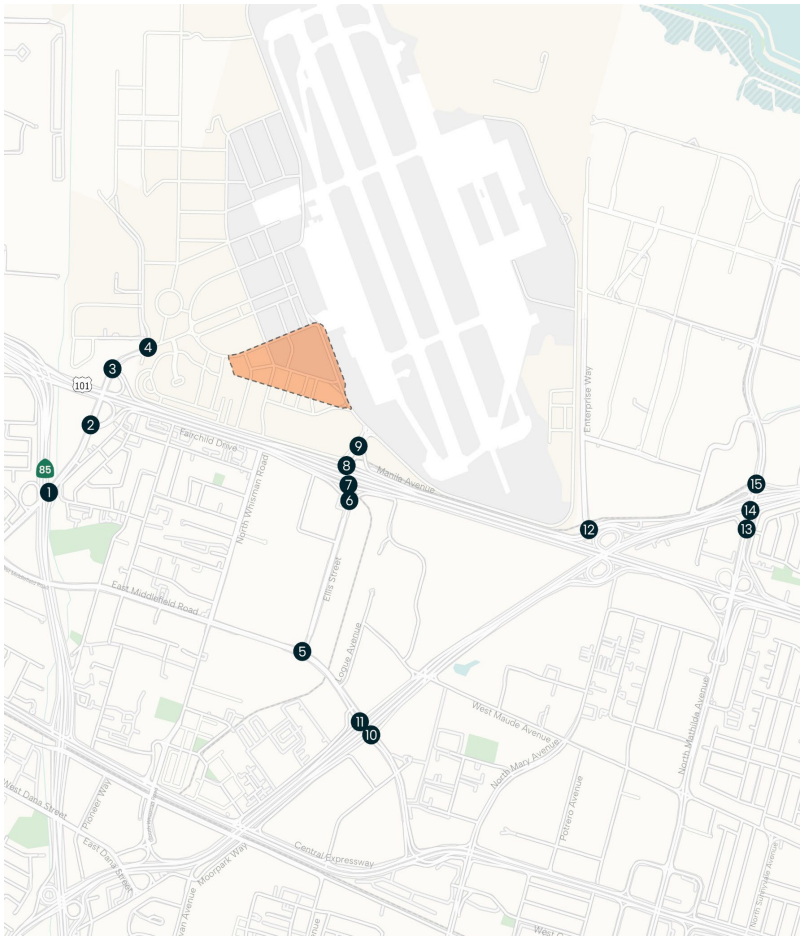
- ***East Whisman Precise Plan*** – Located in the City of Mountain View in an area bound by Whisman Road to the west, US 101 to the north, Central Expressway to the south, and City of Sunnyvale to the east, the Precise Plan would repurpose up to 2.2 million square feet of existing R&D and industrial space as new office space, and construct up to 5,000 residential units, 100,000 square feet of retail space, 2.3 million square feet of office, and 200 hotel rooms.[20]
- ***Moffett Park Specific Plan*** – Located in the City of Sunnyvale in an area north of SR 237, east of Moffett Federal Airfield, and south of the Bay, the Specific Plan would include up to 20,000 residential units, 558,100 square feet of retail, 27.4 million square feet of office, 607,000 square feet of hotel, 4.6 million square feet of industrial, and 326,000 square feet of institutional space.[21]
- ***North Bayshore Master Plan*** - Located in the City of Mountain View in an area north of US 101, west of Moffett Federal Airfield, and south of the Bay, the Master Plan would include up to 7,000 residential units, 240,000 square feet of retail and commercial, 3.15 million square feet of office, 525 hotel rooms, and 4,000 square feet of active space kiosks.[22]
- ***NASA ARC*** – Located in unincorporated Santa Clara County on federal land in an area north of US 101 and the southwestern edge of San Francisco Bay.
- ***Outside of the Project Site*** - Includes development of up to 2,078 residential units, 50,000 square feet of education use, and 314,000 square feet of office/R&D uses in the NRP area and up to 335,000 square feet of office/R&D space in the Ames Campus.[23]
- ***Project Site*** – In addition, the Reasonably Foreseeable NEPA No-Action Alternative Conditions assumes the full occupancy of the currently vacant uses within the Project Site, which consists of about 15,000 square feet of office, 9,000 square feet of R&D, 97,200

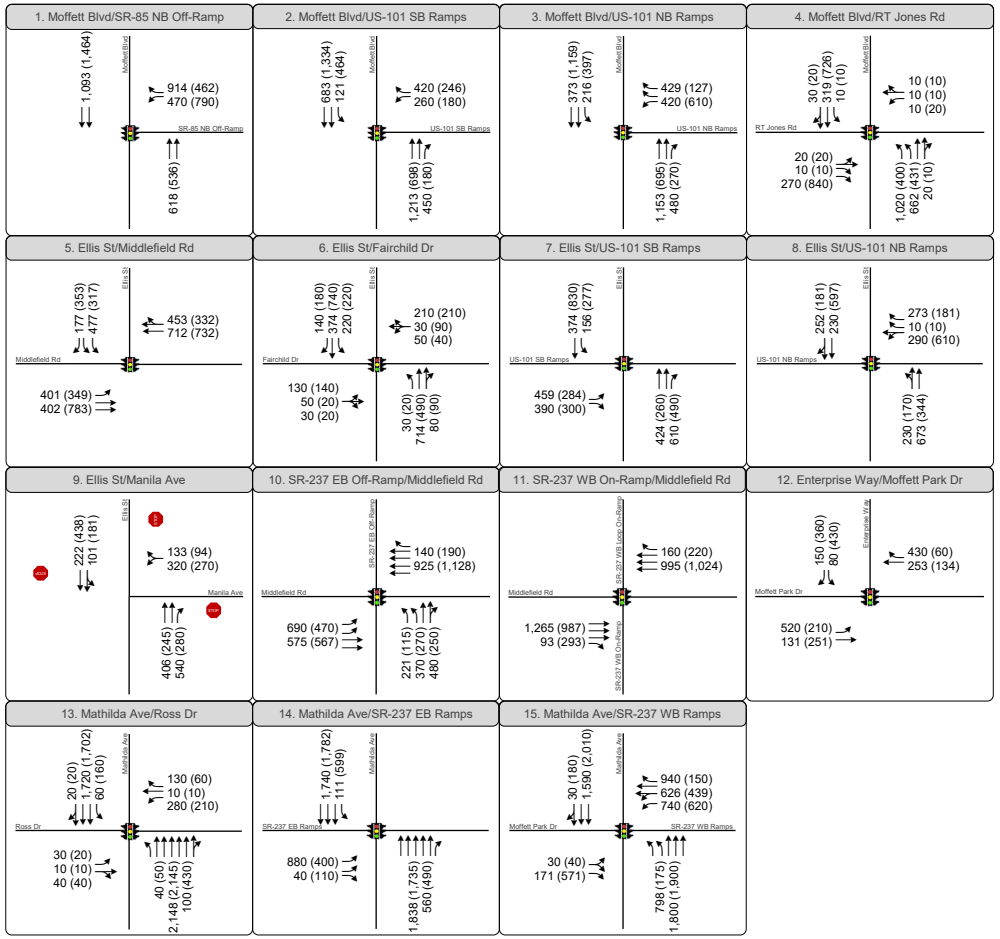
[20] Source: *East Whisman Precise Plan Project EIR* (City of Mountain View, 2020)
[21] Source: *Moffett Park Specific Plan EIR* (City of Sunnyvale, 2022)
[22] Source: *North Bayshore Master Plan EIR* (City of Mountain View, 2023)
[23] Source: *Berkeley Space Center at NASA Research Park – NASA ARC Buildout Assumptions (2025)*

square feet of lodging, 5,200 square feet of recreation, and 5,000 square feet of retail use. These uses would be demolished under the Reasonably Foreseeable with Build Alternatives Conditions and are not accounted for in the analyses for the Reasonably Foreseeable with NEPA Build Alternatives.[24]

Figure 15 presents the intersection volumes under the Reasonably Foreseeable NEPA No-Action Alternative Conditions.

[24] Source: *Berkeley Space Center at NASA Research Park – NASA ARC Buildout Assumptions (2025)*





LEGEND

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

Figure 15

Reasonably Foreseeable NEPA No-Action Alternative
Peak Hour Traffic Volumes and Lane Configurations

6.5.2 Reasonably Foreseeable NEPA No-Action Alternative Conditions Transportation Network

The roadway network under Reasonably Foreseeable Conditions accounts for planned and fully funded improvements. The VTP 2040 identifies the following fully funded roadway improvement that would affect the intersection LOS analysis at the study intersections:

- **Intersection #11 – SR 237 WB On-Ramp / Middlefield Road:** Construct westbound loop on-ramp from northbound Middlefield Road to westbound SR 237. Eliminate signalized intersection at study intersection and realign frontage road to form a new intersection at intersection of Middlefield Road and Ferguson Drive (VTP 2040, Project H32)

6.5.3 Reasonably Foreseeable NEPA No-Action Alternative Conditions LOS Results

LOS calculations were conducted to evaluate intersection operations with the volumes and transportation network improvements under Reasonably Foreseeable NEPA No-Action Alternative Conditions. **Figure 15** presents the intersection volumes, lane configurations, and signal controls under Reasonably Foreseeable NEPA No-Action Alternative Conditions. **Table 18** summarizes the Reasonably Foreseeable NEPA No-Action Alternative Conditions intersection LOS results with unacceptable operations highlighted. **Appendix B** provides the detailed calculation sheets.

As shown in **Table 18**, the study intersections would generally experience more delay under Reasonably Foreseeable NEPA No-Action Alternative Conditions than under Existing Conditions. All study intersections would continue to operate at an acceptable LOS standard under Reasonably Foreseeable Conditions except one. The signalized Mathilda Avenue / SR 237 Westbound Ramps / Moffett Park Drive intersection (#15) would operate at LOS F during the AM peak hour.

6.5.4 Reasonably Foreseeable with NEPA Build Alternatives LOS Results

Project trip assignment volumes under NEPA Build Alternative 1 and NEPA Build Alternative 2 were added to the Reasonably Foreseeable NEPA No-Action Alternative Conditions volumes to develop the Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 volumes, presented on **Figure 16** and **Figure 17**, respectively. **Table 19** summarizes intersection operations analysis under the Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions. **Appendix B** provides the detailed calculation sheets. Potential intersection impacts under these scenarios are identified by comparing the LOS results under the Reasonably Foreseeable with NEPA Build Alternatives Conditions to the LOS standards.

Table 18: Reasonably Foreseeable NEPA No-Action Alternative Condition LOS Results

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour[2]	Existing Conditions Delay[3]	Existing Conditions LOS[4]	Reasonably Foreseeable NEPA No-Action Alternative Delay[3]	Reasonably Foreseeable NEPA No-Action Alternative LOS[4]
1	Moffett Boulevard / SR 85 NB Off-Ramp	Mountain View	Signal	LOS D	AM	10.1	B+	25.4	C
—	—	—	—	—	PM	9.7	A	23.5	C
2	Moffett Boulevard / US 101 SB Ramp	Mountain View	Signal	LOS D	AM	9.1	A	11.1	B+
—	—	—	—	—	PM	11.6	B+	13.0	B
3	Moffett Boulevard / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	10.0	A	16.4	B
—	—	—	—	—	PM	11.1	B+	29.2	C
4	Moffett Boulevard / RT Jones Road	Mountain View	Signal	LOS D	AM	15.4	B	20.0	C+
—	—	—	—	—	PM	17.4	B	27.2	C
5	Ellis Street / Middlefield Road	Mountain View	Signal	LOS D	AM	11.3	B+	21.9	C+
—	—	—	—	—	PM	12.8	B	21.7	C+
6	Ellis Street / Fairchild Drive	Mountain View	Signal	LOS D	AM	13.0	B	16.3	B
—	—	—	—	—	PM	12.4	B	20.3	C+
7	Ellis Street / US 101 SB Ramps	Mountain View	Signal	LOS D	AM	14.5	B	22.4	C+
—	—	—	—	—	PM	18.2	B-	24.4	C
8	Ellis Street / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	15.7	B	22.9	C+

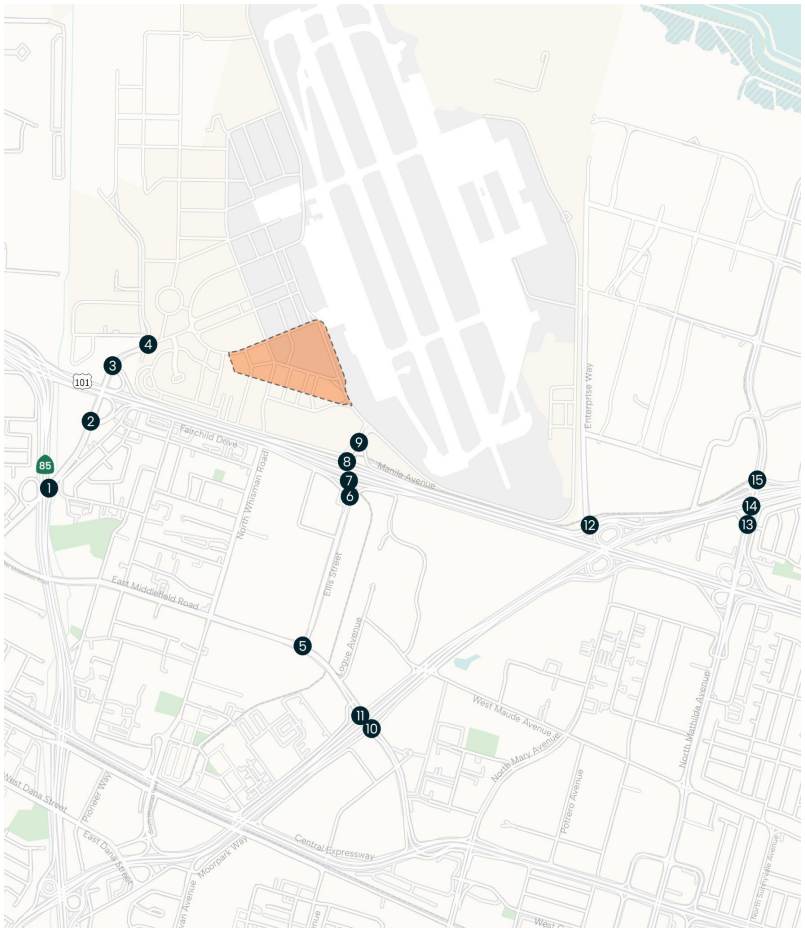
#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour[2]	Existing Conditions Delay[3]	Existing Conditions LOS[4]	Reasonably Foreseeable NEPA No-Action Alternative Delay[3]	Reasonably Foreseeable NEPA No-Action Alternative LOS[4]
—	—	—	—	—	PM	21.4	C+	29.1	C
9	Ellis Street / Manila Avenue	Mountain View	AWSC	LOS D	AM	10.4	B	23.9	C
—	—	—	—	—	PM	8.9	A	15.8	C
10	SR 237 EB Off-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	17.3	B	21.2	C+
—	—	—	—	—	PM	12.9	B	13.8	B
11	SR 237 WB On-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	13.4	B	0.9	A
—	—	—	—	—	PM	18.6	B-	0.7	A
12	Enterprise Way / Moffett Park Drive	Mountain View	Signal	LOS D	AM	17.4	B	20.0	C+
—	—	—	—	—	PM	10.0	B+	13.9	B
13	Mathilda Avenue / Ross Drive	Sunnyvale	Signal	LOS E	AM	20.9	C+	21.2	C+
—	—	—	—	—	PM	20.7	C+	23.8	C
14	Mathilda Avenue / SR 237 EB Ramps	Sunnyvale	Signal	LOS E	AM	27.4	C	28.5	C
—	—	—	—	—	PM	9.4	A	18.4	B-
15	Mathilda Avenue / SR 237 WB Ramps / Moffett Park Drive	Sunnyvale	Signal	LOS E	AM	28.7	C	**112.8**	**F**
—	—	—	—	—	PM	45.2	D	46.2	D

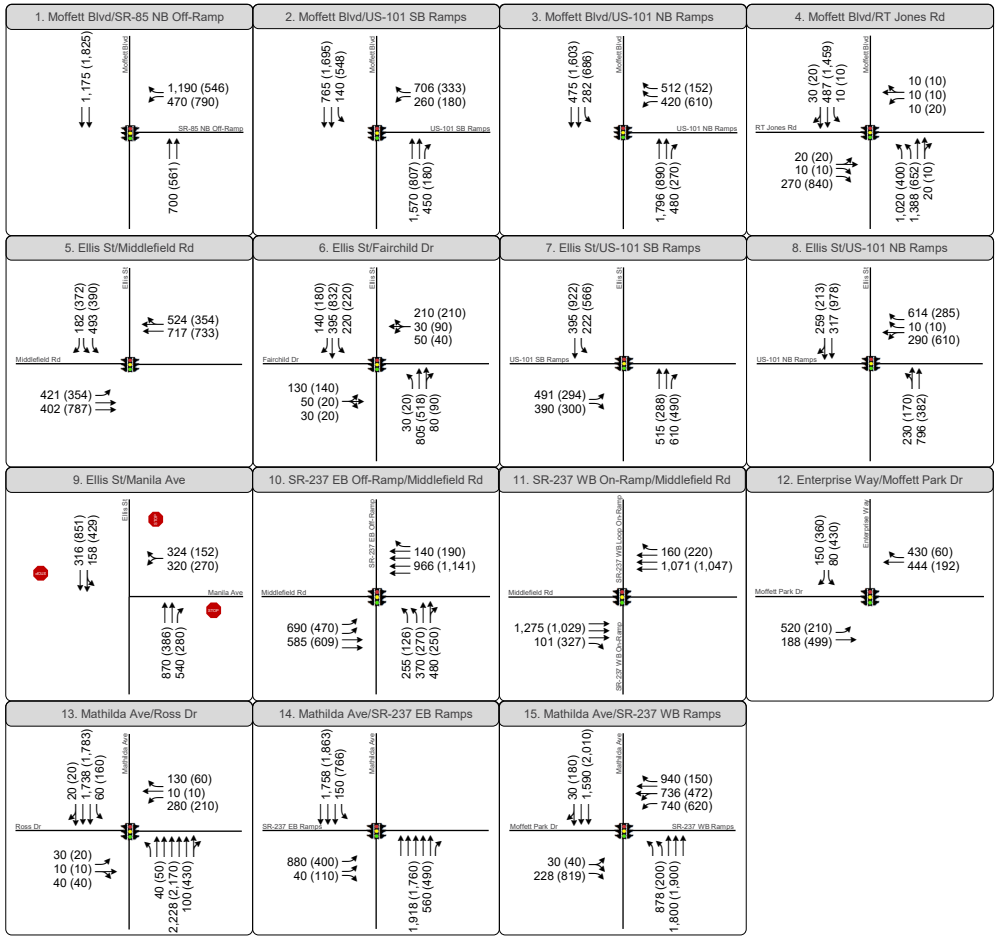
Notes:

Bold indicates intersection operating below the established standard for the intersection.

1. Intersection control. Signal = signalized intersection, AWSC = all-way stop-controlled intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections.
4. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the 2000 HCM methods, consistent with VTA requirements.

Source: Fehr & Peers, 2026.



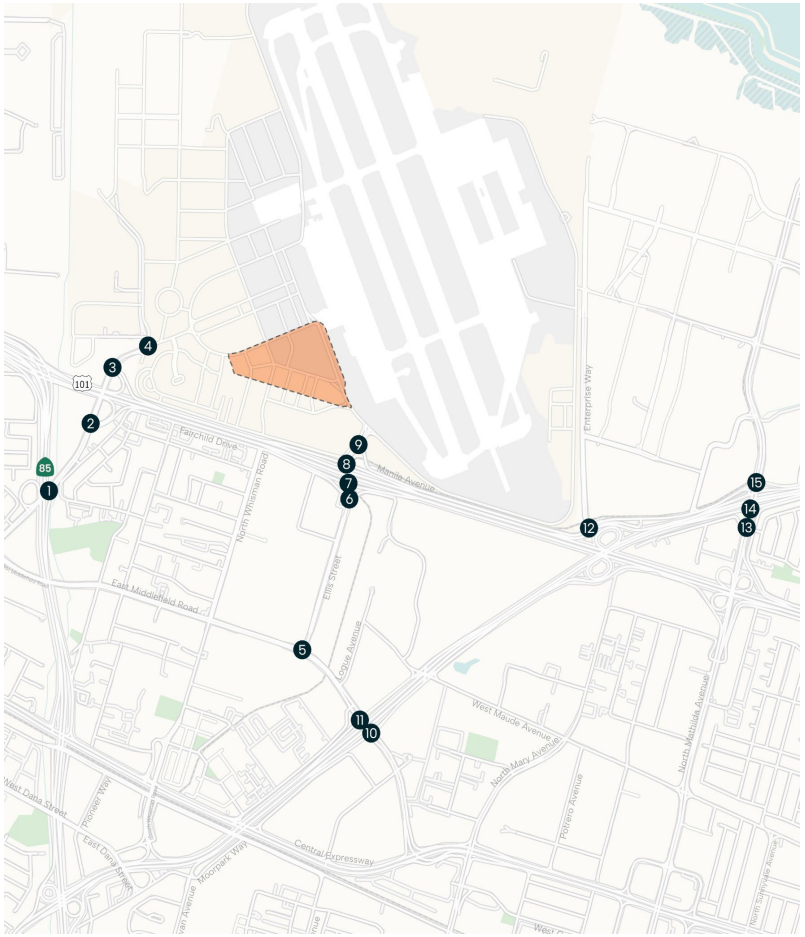


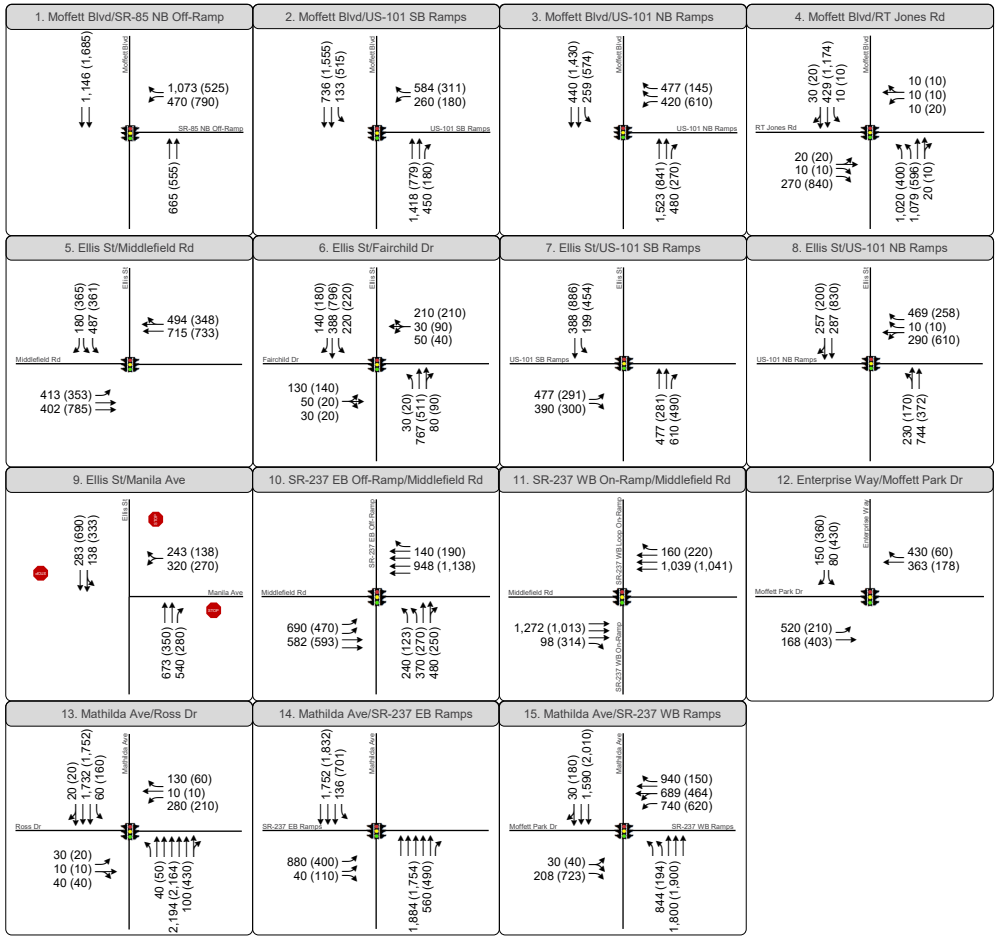
LEGEND

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

Figure 16

Reasonably Foreseeable with NEPA Build Alternative 1
Peak Hour Traffic Volumes and Lane Configurations





LEGEND

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

Figure 17

Reasonably Foreseeable with NEPA Build Alternative 2
Peak Hour Traffic Volumes and Lane Configurations

Table 19: Reasonably Foreseeable with NEPA Build Alternatives LOS Results

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Reasonably Foreseeable NEPA No-Action Alternative Delay[3]	Reasonably Foreseeable NEPA No-Action Alternative LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 1 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Exceed Threshold of Significance?	Reasonably Foreseeable with NEPA Build Alternative 2 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 2 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 2 Exceed Threshold of Significance?
1	Moffett Boulevard / SR 85 NB Off-Ramp	Mountain View	Signal	LOS D	AM	25.4	C	52.5	D-	No	36.8	D+	No
—	—	—	—	—	PM	23.5	C	43.1	D	No	33.9	C-	No
2	Moffett Boulevard / US 101 SB Ramp	Mountain View	Signal	LOS D	AM	11.1	B+	26.9	C	No	15.0	B	No
—	—	—	—	—	PM	13.0	B	13.6	B	No	13.3	B	No
3	Moffett Boulevard / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	16.4	B	37.5	D+	No	23.6	C	No
—	—	—	—	—	PM	29.2	C	54.0	D-	No	41.6	D	No
4	Moffett Boulevard / RT Jones Road	Mountain View	Signal	LOS D	AM	20.0	C+	21.2	C+	No	20.7	C+	No
—	—	—	—	—	PM	27.2	C	32.5	C-	No	29.4	C	No
5	Ellis Street / Middlefield Road	Mountain View	Signal	LOS D	AM	21.9	C+	24.3	C	No	23.2	C	No
—	—	—	—	—	PM	21.7	C+	23.2	C	No	22.8	C+	No
6	Ellis Street / Fairchild Drive	Mountain View	Signal	LOS D	AM	16.3	B	16.5	B	No	16.4	B	No
—	—	—	—	—	PM	20.3	C+	25.1	C	No	22.8	C+	No
7	Ellis Street / US 101 SB Ramps	Mountain View	Signal	LOS D	AM	22.4	C+	26.2	C	No	24.7	C	No
—	—	—	—	—	PM	24.4	C	32.2	C-	No	28.4	C	No

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Reasonably Foreseeable NEPA No-Action Alternative Delay[3]	Reasonably Foreseeable NEPA No-Action Alternative LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 1 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Exceed Threshold of Significance?	Reasonably Foreseeable with NEPA Build Alternative 2 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 2 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 2 Exceed Threshold of Significance?
8	Ellis Street / US 101 NB Ramps	Mountain View	Signal	LOS D	AM	22.9	C+	25.3	C	No	24.0	C	No
—	—	—	—	—	PM	29.1	C	38.5	D+	No	33.6	C-	No
9	Ellis Street / Manila Avenue	Mountain View	AWSC	LOS D	AM	23.9	C	**59.5**	**F**	**Yes**	**40.0**	**E**	**Yes**
—	—	—	—	—	PM	15.8	C	**92.9**	**F**	**Yes**	**41.2**	**E**	**Yes**
10	SR 237 EB Off-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	21.2	C+	21.3	C+	No	21.3	C+	No
—	—	—	—	—	PM	13.8	B	13.8	B	No	13.8	B	No
11	SR 237 WB On-Ramp / Middlefield Road	Mountain View	Signal	LOS D	AM	0.9	A	0.9	A	No	0.9	A	No
—	—	—	—	—	PM	0.7	A	0.7	A	No	0.7	A	No
12	Enterprise Way / Moffett Park Drive	Mountain View	Signal	LOS D	AM	20.0	C+	21.0	C+	No	20.0	C+	No
—	—	—	—	—	PM	13.9	B	15.7	B	No	14.9	B	No
13	Mathilda Avenue / Ross Drive	Sunnyvale	Signal	LOS E	AM	21.2	C+	21.0	C+	No	21.1	C+	No
—	—	—	—	—	PM	23.8	C	23.5	C	No	23.7	C	No
14	Mathilda Avenue / SR 237 EB Ramps	Sunnyvale	Signal	LOS E	AM	28.5	C	29.9	C	No	29.4	C	No
—	—	—	—	—	PM	18.4	B-	21.1	C+	No	19.7	B-	No

#	Intersection	Jurisdiction	Control[1]	LOS Standard	Peak Hour	Reasonably Foreseeable NEPA No-Action Alternative Delay[3]	Reasonably Foreseeable NEPA No-Action Alternative LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 1 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 1 Exceed Threshold of Significance?	Reasonably Foreseeable with NEPA Build Alternative 2 Delay[3]	Reasonably Foreseeable with NEPA Build Alternative 2 LOS[4]	Reasonably Foreseeable with NEPA Build Alternative 2 Exceed Threshold of Significance?
15	Mathilda Avenue / SR 237 WB Ramps / Moffett Park Drive	Sunnyvale	Signal	LOS E	AM	**112.8**	**F**	**118.8**	**F**	**Yes**	**116.2**	**F**	**Yes[5]**
—	—	—	—	—	PM	46.2	D	**58.0**	**E+**	**Yes**	52.7	D-	**Yes**

Notes: **Bold** text indicates intersection operates at unacceptable LOS or when the addition of Project traffic degrades the operations from acceptable to unacceptable LOS; or when the addition of Project traffic further exacerbates unacceptable operations.

1. Intersection control. Signal = signalized intersection, AWSC = all-way stop-controlled intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using the 2000 HCM methods, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections.
4. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the 2000 HCM methods, consistent with VTA requirements.
5. 5. See **Table 20** for detailed analysis of the Mathilda Avenue / SR 237 WB Ramps / Moffett Park Drive intersection.

Source: Fehr & Peers, 2026.

As shown in **Table 19**, all study intersections would continue to operate at an acceptable LOS standard during both the AM and PM peak hours under both the Reasonably Foreseeable with NEPA Build Alternative 1 and the Reasonably Foreseeable with NEPA Build Alternative 2 Conditions except for the following intersections:

- **Intersection #9 – Ellis Street / Manila Avenue**: LOS F during the AM and PM peak hours under Reasonably Foreseeable with NEPA Build Alternative 1 and LOS E during the AM and PM peak hours under Reasonably Foreseeable with NEPA Build Alternative 2 Conditions
- **Intersection #15 – Mathilda Avenue / SR 237 Westbound Ramps / Moffett Park Drive:** LOS F during AM peak hour under both the Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions. **Table 20** shows the change in critical v/c ratio and the average critical movement delay between Reasonably Foreseeable NEPA No-Action Alternative and Reasonably Foreseeable with NEPA Build Alternatives Conditions. As shown in the table, the Project would increase the critical V/C ratio by more than 0.01 and the critical delay by more than four seconds under both Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions.

Table 20: Reasonably Foreseeable with NEPA Build Alternatives at Mathilda Avenue/ SR 237 WB Ramps / Moffett Park Drive Intersection

Project Scenario	Peak Hour	Reasonably Foreseeable NEPA No-Action Alternative Conditions Delay[1]	Reasonably Foreseeable NEPA No-Action Alternative Conditions LOS[2]	Reasonably Foreseeable with NEPA Build Alternatives Delay[1]	Reasonably Foreseeable with NEPA Build Alternatives LOS[2]	Reasonably Foreseeable with NEPA Build Alternatives Change in Critical V/C[3]	Reasonably Foreseeable with NEPA Build Alternatives Change in Critical Delay[4]
Reasonably Foreseeable with NEPA Build Alternative 1	AM	**112.8**	**F**	**118.8**	**F**	**0.046**	**14.2**
—	PM	46.2	D	58.0	E+	0.092	18.1
Reasonably Foreseeable with NEPA Build Alternative 2	AM	**112.8**	**F**	**116.2**	**F**	**0.028**	**7.9**
—	PM	46.2	D	52.7	D-	0.059	9.8

Notes: **Bold** text indicates intersection operates at unacceptable LOS or when the addition of Project traffic degrades the operations from acceptable to unacceptable LOS; or when the addition of Project traffic further exacerbates unacceptable operations.

1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using the 2000 HCM methods, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
2. LOS = Level of Service. LOS calculations were conducted using the TRAFFIX analysis software packages, which apply the 2000 HCM methods, consistent with VTA requirements.
3. Change in critical volume to capacity ratio between Reasonably Foreseeable NEPA No-Action Alternative and Reasonably Foreseeable with Build Alternatives Conditions.
4. Change in average critical movement delay between Reasonably Foreseeable NEPA No-Action Alternative and Reasonably Foreseeable with Build Alternatives Conditions.

Source: Fehr & Peers, 2026.

6.5.5 Reasonably Foreseeable Signal Warrant Analysis

A signal warrant analysis evaluates criteria established by CA MUTCD to help determine whether installing a traffic signal at a stop-sign controlled intersection would potentially be justified. Specifically, this section evaluates the peak hour volume warrant (Warrant 3) for unsignalized study intersections operating at LOS F. As shown in **Table 19**, the Ellis Street / Manila Drive intersection (#9) would operate at LOS F during both the AM and PM peak hours with the addition of the Project traffic under Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions. The results of the peak hour signal warrant analysis, presented in **Appendix C**, shows that the intersection would satisfy the peak hour volume warrant under the Reasonably Foreseeable with NEPA Build Alternative 1 and Reasonably Foreseeable with NEPA Build Alternative 2 Conditions.

6.6 Freeway Operations

Freeway segments of SR 85, SR 237, and US 101 were analyzed during the AM and PM peak hours to identify mixed-flow and HOV segments that exceed the appropriate freeway standards with the addition of Project traffic under Existing with NEPA Build Alternatives Conditions. **Table 21** summarizes the results of the freeway segment analysis, where freeway segments exceeding the threshold of significance are highlighted in bold. **Appendix D** presents the detailed density and LOS results for each study freeway segment.

Table 21: Existing with NEPA Build Alternatives Conditions Freeway Segment Analysis Results

Direction	From	To	Peak Hour[1]	NEPA Build Alternative 1 Exceed Threshold of Significance? Mixed-Flow	NEPA Build Alternative 1 Exceed Threshold of Significance? HOV[2]	NEPA Build Alternative 2 Exceed Threshold of Significance? Mixed-Flow	NEPA Build Alternative 2 Exceed Threshold of Significance? HOV
SR 85							
Northbound	Central Expressway	US 101	AM	No	No	No	No
—	—	—	PM	No	No	No	No
Southbound	US 101	Central Expressway	AM	No	No	No	No
—	—	—	PM	**Yes**	**Yes**	**Yes**	**Yes**
SR 237							
Eastbound	Mathilda Avenue	Fair Oaks Avenue	AM	No	No	No	No
—	—	—	PM	**Yes**	**Yes**	**Yes**	**Yes**
Westbound	Fair Oaks Avenue	Mathilda Avenue	AM	**Yes**	—	**Yes**	—
—	—	—	PM	**Yes**	—	**Yes**	—
US 101							
Northbound	Mathilda Avenue	SR 237	AM	No	**Yes**	No	**Yes**
—	—	—	PM	No	No	No	No
Northbound	SR 237	Moffett Boulevard	AM	**Yes**	**Yes**	**Yes**	**Yes**
—	—	—	PM	No	No	No	No
Northbound	Moffett Boulevard	SR 85	AM	No	No	No	No
—	—	—	PM	**Yes**	No	**Yes**	No
Northbound	Shoreline Boulevard	Rengstorff Avenue	AM	No	No	No	No
—	—	—	PM	**Yes**	No	**Yes**	No
Southbound	Rengstorff Avenue	Shoreline Boulevard	AM	No	No	No	No
—	—	—	PM	**Yes**	No	No	No
Southbound	SR 85	Moffett Boulevard	AM	No	No	No	No
—	—	—	PM	**Yes**	No	**Yes**	No
Southbound	Moffett Boulevard	SR 237	AM	No	No	No	No

Direction	From	To	Peak Hour[1]	NEPA Build Alternative 1 Exceed Threshold of Significance? Mixed-Flow	NEPA Build Alternative 1 Exceed Threshold of Significance? HOV[2]	NEPA Build Alternative 2 Exceed Threshold of Significance? Mixed-Flow	NEPA Build Alternative 2 Exceed Threshold of Significance? HOV
—	—	—	PM	**Yes**	No	**Yes**	No
Southbound	SR 237	Mathilda Avenue	AM	No	No	No	No
—	—	—	PM	**Yes**	**Yes**	**Yes**	**Yes**

Notes:

1. AM = morning peak hour, PM = evening peak hour.
2. HOV = high-occupancy vehicle.

Source: Fehr & Peers, 2026.

6.7 Impacts

Impacts under each NEPA Alternative and potential mitigation measures are described below.

6.7.1 NEPA No-Action Alternative

Under the NEPA No-Action Alternative, the proposed action would not be constructed and operated at the Project Site. However, the on-site buildings that are currently operational would continue to be operational and the on-site buildings that are currently vacant would be reoccupied pursuant to the NADP. The re-occupation of the currently vacant buildings is estimated to generate minimal new traffic and have a minimal increase to intersection delay at the study locations. Therefore, the NEPA No-Action Alternative would not result in impacts on transportation.

6.7.2 NEPA Build Alternative 1

Based on the analysis presented in Sections 6.1 through 6.4, the NEPA Build Alternative 1 would result in the following impacts under the Reasonably Foreseeable conditions. Each impact includes an evaluation of how the NEPA Build Alternative 1 would exceeds the threshold of significance and discusses potential mitigation measures for consideration.

Ellis Street / Manila Avenue Intersection – The operations at this all-way stop-controlled intersection in the City of Mountain View exceeds the threshold of significance because NEPA Build Alternative 1 would degrade the intersection from acceptable LOS C to unacceptable LOS F during both the AM and PM peak hours under Reasonably Foreseeable conditions. In addition, the intersection would meet the MUTCD peak hour volume signal warrant under the Reasonably Foreseeable with NEPA Build Alternative 1 Conditions. Physical improvements to reduce the impact at the Ellis Street / Manila Avenue intersection includes signalization of the intersection. The Ellis Street / Manila Avenue intersection would operate at LOS B in both the AM and PM peak hours. Previously identified Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT) would need to reduce the NEPA Build Alternative 1 trip generation by an additional 35 percentage points (total of 57% trip reduction accounting for the project-specific TDM plan assumed as part of the project) to mitigate this impact, which would not be considered feasible for the project, as achieving such a reduction would require fundamental changes to the project description.

Mathilda Avenue/ SR 237 Westbound Ramps / Moffett Park Drive intersection – The operations at this signalized intersection in the City of Sunnyvale exceeds the threshold of significance because the Reasonably Foreseeable with NEPA Build Alternative 1 would exacerbate unacceptable LOS F operations during the AM peak hour under, while increasing the critical delay by more than four seconds and increasing the critical V/C ratio at the intersection by more than 0.01.

Physical improvements to mitigate the impact would require the provision of a third northbound left-turn lane on Mathilda Avenue to Moffett Park Drive. However, there are right-of-way constraints that render this possible mitigation measure infeasible. A third left-turn lane would require approximately 11 feet of right of way on Mathilda Avenue. In addition, the Moffett Park Drive approach at the intersection would need to be widened by approximately 11 feet to accommodate a third receiving lane. The Mathilda Avenue / SR 237 Westbound Ramps / Moffett Park Drive intersection was built to capacity in 2020 with the *Mathilda Avenue Improvements at SR 237 and US 101 Project* and no further right-of-way is available to widen the intersection; there are no feasible physical improvements measures for this intersection.[25]

The City of Sunnyvale is currently evaluating several design alternatives for the Mary Avenue Overcrossing, which would provide multimodal connection from Mary Avenue and Almanor Avenues, over US 101, SR 237 and Moffett Park Light Rail Station to 11th Avenue and Discovery Way in Moffett Park. The Mary Avenue Overcrossing would provide an additional north-south connection to the Project Site that could be an alternative to using Mathilda Avenue; thus, reducing the impact at the Mathilda Avenue/ SR 237 Westbound Ramps / Moffett Park Drive intersection. The impact would likely not be reduced to less-than-significant levels with the provision of the Mary Avenue Overcrossing, since only a portion of the project trips would potentially divert from Mathilda Avenue to Mary Avenue. Mathilda Avenue would continue to accommodate most project trips between the two roadways for the following reasons:

- The project description for Mary Avenue includes two HOV lanes for transit, carpools, and shuttles with sidewalks and Class IV cycle tracks; thus limited access for single occupancy vehicles.
- Mathilda Avenue provides direct connections to regional facilities via interchanges at SR 237 and US 101.

The City of Sunnyvale is preparing the Draft EIR for the Mary Avenue Overcrossing, which has not yet been released for public review as of February 2026. VTA does not have an established impact fee program or formally adopted mechanism for collecting fair share contributions to regional transportation projects. The City of Sunnyvale collects a Transportation Impact Fee for developments within its jurisdiction, which the Project is not subject to.

Previously identified Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT) would need to reduce the NEPA Build Alternative 1 trip generation by an additional 40 percent to mitigate this impact. An additional 40 percent TDM reduction target would not be considered feasible for the Project, as achieving such a reduction would require fundamental changes to the project description.

Multiple Freeway Segments – The operations of freeway segments exceed the threshold of significance because NEPA Build Alternative 1 would cause multiple freeway segments to degrade from LOS E to LOS F or exacerbate LOS F conditions by increasing the freeway segment volume by

[25] See https://www.vta.org/projects/mathilda-avenue-improvements-sr-237-and-us-101 for more detail.

one percent or more. The VTA *Valley Transportation Plan 2040* (October 2014)[26] identifies several improvement projects for the freeway segments where the threshold of significance is exceeded. Those that have not already been constructed as of 2025 consist of new freeway express lanes on SR 85, SR 237, and US 101 (VTA VTP 2040 Project #H1, H2 and H5), and new freeway auxiliary lanes on SR 237 and US 101 (VTA VTP 2040 Project #H47 and H49) that to improve freeway operations. Complete improvement of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement. Since VTA does not have an established impact fee program or formally adopted mechanism for collecting fair share contributions to regional transportation projects, there are no feasible mitigation measures for this project.

Previously identified Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT) would need to reduce the NEPA Build Alternative 1 trip generation by an additional 85 percent (total of 88 percentage points trip reduction) to mitigate this impact. An additional 85 percent TDM reduction target would not be considered feasible for the Project, as achieving such a reduction would require fundamental changes to the project description.

6.7.2.1 Identified Mitigation Measures

Based on the discussion above in Section 6.7.2, the following feasible mitigation measure has been identified.

Mitigation Measure TRAN-2 – Signalize the Ellis Street / Manila Avenue Intersection – the Project Proponent or its contractor(s) shall install a signal at the Ellis Street / Manila Avenue intersection. Signalizing this intersection shall require coordination with the nearby signalized intersections on Ellis Streets at the US 101 northbound and southbound ramp intersections (study intersections #7 and #8), as well as the at-grade light rail crossing on Manila Street about 240 feet east of the intersection. The project's fair share contribution is 50 percent based on percent growth and 36 percent based on total intersection volume. Percent growth is determined by calculating the "total growth" between the volumes for Existing and Reasonably Foreseeable NEPA Build Alternative scenarios and dividing the "total Project trips" at the Ellis Street / Manila Avenue intersection by that "total growth" (Total Project Trips/(Reasonably Foreseeable NEPA Build Alternative 1 volumes – Existing Conditions volumes)). Percent of total intersection volume is determined by dividing the total Project trips at the Ellis Street / Manila Avenue intersection by the total intersection volume under Reasonably Foreseeable NEPA Build Alternative 1 conditions.

Implementing Mitigation Measure TRAN-2 would result in the Ellis Street / Manila Avenue intersection operating at LOS B during both the AM and PM peak hours under both Reasonably Foreseeable with NEPA Build Alternatives Conditions.

While the intersection is is in exclusive federal jurisdiction and lands of the USA but granted to the City of Mountain View via easement(s). Installation of a new signal would therefore require coordination with the City. Due to the need for coordination, the Project Proponent cannot ensure implementation of the signal and the impact at the Ellis Street / Manila Avenue intersection would be

[26] The Valley Transportation Plan is a long-range vision for transportation in Santa Clara. The VTA is responsible for preparing and updating the VTP. The draft list for the VTP 2040 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.

considered significant with mitigation. The Project Proponent would be required to coordinate with the City of Mountain view to pursue the signalization of the intersection.

It is estimated that the impact would be triggered when approximately 65 percent of NEPA Build Alternative 1 is occupied, which corresponds to Phase 3 of the development. Thus, the mitigation measure shall be implemented prior to the occupancy of Phase 3 of the NEPA Build Alternative 1.

This mitigation measure is consistent with the mitigation measures identified at this intersection in the *NASA Ames Development Plan Final PEIS* (2002), the *East Whisman Precise Plan EIR* (2019) and the *Moffett Park Specific Plan EIR* (2020).

6.7.3 NEPA Build Alternative 1, No Student/Faculty Housing Sub-Alternative

The primary differences between the NEPA Build Alternative 1, No Student/Faculty Housing Sub-Alternative and NEPA Build Alternative 1 would be the amount of Research and Office Uses, the number of Student/Faculty Housing units, the number of bicycle parking spaces, and the number of residents, employees, and students. The Variant would have the same type of land uses; the same general site plan; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same parking ratio; and the same construction activities proposed under NEPA Build Alternative 2. The Variant would have the same multi-modal transportation network and infrastructure, have the same parking ratios, and implement the same TDM strategies as under NEPA Build Alternative 1.During the AM and PM peak hours, the NEPA Build Alternative 1, No Student/Faculty Housing Sub-Alternative is estimated to generate approximately 70 to 110 additional peak hour trips, which equates to approximately four to six percent additional trips, which would not substantially change the intersection and freeway LOS analysis compared to the NEPA Build Alternative 1. Thus, the impacts and mitigation measures identified under the NEPA Build Alternative 1 would also be applicable under the NEPA Build Alternative 1, No Student/Faculty Housing Sub-Alternative.

6.7.4 NEPA Build Alternative 2

Operation of NEPA Build Alternative 2 is estimated to generate 14,035 daily, 1,104 AM peak hour, and 1,300 PM peak hour net new trips. Based on the analysis presented in Sections 6.1 through 6.4, the NEPA Build Alternative 2 would result in the following impacts:

Ellis Street / Manila Avenue Intersection – the operations at this all-way stop-controlled intersection in the City of Mountain View exceeds the threshold of significance because NEPA Build Alternative 2 would degrade the intersection from acceptable LOS C to unacceptable LOS E during both the AM and PM peak hours. In addition, the intersection would meet the MUTCD peak hour volume signal warrant under the Reasonably Foreseeable with NEPA Build Alternative 2 Conditions. Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT) and TRAN-2 (Signalize the Ellis Street / Manila Avenue intersection) are identified to reduce the impact at the Ellis Street / Manila Avenue intersection. Mitigation Measure TRAN-1 would need to reduce the NEPA Build Alternative 2 trip generation by an additional 10 percentage points (total of 32% trip reduction accounting for the project-specific TDM plan assumed as part of the project) to mitigate this impact, which would not be considered feasible for the project, as achieving such a reduction would require fundamental changes to the project description to mitigate the impact. The project's fair share contribution is 39 percent based on percent growth and 37 percent based on total intersection volume. It is estimated

that the impact would be triggered when approximately 90 percent of the project is occupied, which corresponds to Phase 4 of the development. Thus, the mitigation measure shall be implemented prior to the occupancy of the Phase 4 of the NEPA Build Alternative 2.

Mathilda Avenue/ SR 237 Westbound Ramps / Moffett Park Drive intersection – The operations at this signalized intersection in the City of Sunnyvale exceeds the threshold of significance because the intersection would operate at unacceptable LOS F during the AM peak hour under Reasonably Foreseeable with NEPA Build Alternative 2 Conditions and Build Alternative 2 would increase the critical V/C ratio at the intersection by more than 0.01. Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT)is identified to reduce the impact at the Mathilda Avenue/ SR 237 Westbound Ramps / Moffett Park Drive intersection. Mitigation Measure TRAN-1 would need to reduce the NEPA Build Alternative 2 trip generation by an additional 25 percent to mitigate this impact. An additional 25 percent TDM reduction target would not be considered feasible for the project, as achieving such a reduction would require fundamental changes to the project description.

Multiple Freeway Segments – The operations of freeway segments exceeds the threshold of significance because NEPA Build Alternative 2 would cause multiple freeway segments to degrade from LOS E to LOS F or exacerbate LOS F conditions by increasing the freeway segment volume by one percent or more. Mitigation Measure TRAN-1 (Mitigated TDM Plan that Further Reduces VMT) is identified to reduce the impact on freeway segments. Mitigation Measure TRAN-1 would need to reduce the NEPA Build Alternative 2 trip generation by additional 75 percent to mitigate this impact. An additional 75 percent TDM reduction target would not be considered feasible for the project, as achieving such a reduction would require fundamental changes to the project description.

6.7.5 NEPA Build Alternative 2, No Student/Faculty Housing Sub-Alternative

The primary differences between the NEPA Build Alternative 2, No Student/Faculty Housing Sub-Alternative and NEPA Build Alternative 1 would be the amount of Research and Office Uses, the number of Student/Faculty Housing units, the number of bicycle parking spaces, and the number of residents, employees, and students. The Variant would have the same type of land uses; the same general site plan; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same parking ratio; and the same construction activities proposed under NEPA Build Alternative 2. The Variant would have the same multi-modal transportation network and infrastructure, have the same parking ratios, and implement the same TDM strategies as under NEPA Build Alternative 2. During the AM and PM peak hours, the NEPA Build Alternative 2, No Student/Faculty Housing Sub-Alternative is estimated to generate approximately 70 to 110 additional peak hour trips, which equates to approximately five to ten percent additional trips, which would not substantially change the intersection and freeway LOS analysis compared to the NEPA Build Alternative 2. Thus, the impacts and mitigation measures identified under the NEPA Build Alternative 2 would also be applicable under the Alternative 2, No Student/Faculty Housing Sub-Alternative.

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8. Glossary of Terms

Americans with Disabilities Act of 1990 (ADA)	Federal civil rights law that prohibits discrimination based on disability. It mandates accessible design standards for transportation infrastructure, ensuring that public facilities, including sidewalks, transit stations, and pedestrian pathways, accommodate individuals with disabilities.
Association of Bay Area Governments (ABAG)	The comprehensive regional planning agency and council of governments for the nine counties and 101 cities and towns of the San Francisco Bay region.
Berkeley Space Center Development Guidelines (Development Guidelines)	Provides Maximum and Minimum Development Parameters and Standards for the proposed project buildings and open space. The Maximum and Minimum Development Parameters is a conceptual layout depicting the horizontal and vertical dimensions of the project. Standards are mandatory requirements that would be required to be implemented for the project.
Berkeley Space Center Master Plan (Master Plan)	The conceptual blueprint of the Berkeley Space Center, establishing vision, land use distribution, and site circulation.
California Environmental Quality Act (CEQA)	California statute passed in 1970 and signed in to law by then-governor Ronald Reagan, shortly after the United States federal government passed the National Environmental Policy Act, to institute a statewide policy of environmental protection. CEQA requires projects requiring discretionary approval in California to evaluate the impacts of the project on various topics, including transportation.
California Manual of Uniform Traffic Control Devices (CA MUTCD)	Provides uniform standards and specifications for all official traffic control devices in California.
City of Mountain View Bicycle Transportation Plan Update	City of Mountain View document to implement the City's 2030 General Plan mobility goals by providing a recommended citywide network of bicycle paths, lanes and routes along with bicycle-related programs and support facilities, intended to ensure bicycling continues to be a viable transportation option for people of all ages and abilities who live, work, and play in Mountain View.
City of Mountain View Multi-Modal Transportation Analysis Handbook	City of Mountain View document that establishes a clear and consistent technical approach to undertaking local-level analysis of multi-modal transportation and traffic effects for projects or plans, including the effects of bicycle, pedestrian, and vehicle movements.
City of Sunnyvale Active Transportation Plan	City of Sunnyvale document to lays out goals, strategies, suggested infrastructure projects, and supporting programs, as well as identifies funding sources and implementation priorities for bicycling and walking.

City of Sunnyvale General Plan	City of Sunnyvale document that includes goals and policies that guide decisions related to land use, development, and transportation facilities, ensuring they reflect the City's vision of a more coordinated and sustainable future.
Congestion Management Program (CMP)	The CMP establishes roadways LOS standards, monitors transportation network performance through traffic counts and LOS assessments and requires mitigation measures from jurisdictions whose projects impact CMP network intersections below adopted standards.
Executive Order 13150 (EO 13150)	Requires federal agencies to implement transportation fringe benefit programs that offer qualified federal employees the option to exclude mass transportation and vanpool costs from taxable wages and compensation
Federal Highway Administration (FHWA)	A division of the United States Department of Transportation (USDOT) responsible for overseeing federal highway transportation
Floor Area Ratio (FAR)	A ratio of total building floor area to site area.
High-Quality Transit Corridor	A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, Division 13 Environmental Quality Chapter 4.2 Implementation of the Sustainable Communities Strategy Section 21155).
High Occupancy Vehicle Lane (HOV Lane)	Designated travel lanes for vehicles with multiple occupants.
Internalization	Reduction of external trip generation by enabling people to meet their daily travel needs within the Project Site through walking, cycling, transit, or other sustainable travel options.
Level of Service (LOS)	A qualitative description of traffic operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the vehicle volume exceeds the capacity, resulting in long queues and excessive delays. LOS is a metric used for NEPA analysis.
Light Rail Train (LRT)	An electric-powered passenger rail system operating on fixed tracks, typically serving urban areas with frequent stops and moderate passenger capacity
Major Transit Stop	An existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.
Metropolitan Transportation Commission (MTC)	The transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area
Metropolitan Transportation Commission (MTC) Travel Model Version 1.5	Released in 2021 to support MTC's 2021 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). MTC Travel Model 1.5 is an update to MTC's previous model version and added ride-hailing and taxi modes, as well as ownership and availability of autonomous vehicles, and includes refinements to the telecommuting assumptions. The model is used to estimate VMT for CEQA analysis.

National Aeronautics and Space Administration (NASA)	United States government agency that is responsible for science and technology related to air and space. NEPA Lead agency for the Berkeley Space Center project.
NASA Ames Research Center (NASA ARC)	Approximately 2,000-acre federal facility located in unincorporated Santa Clara County, California between US 101 and the southwestern edge of San Francisco Bay.
NASA Ames Development Plan (NADP)	The long-term master plan for NASA's federal campus at Moffett Field published in 2002.
NASA Research Park (NRP)	Subarea within NASA ARC where the Berkeley Space Center Project Site is located.
National Environmental Policy Act (NEPA)	Federal law enacted in 1970 that requires federal agencies to assess the environmental effects of their proposed actions prior to making planning decisions.
Plan Bay Area 2050 (PBA 2050)	A joint regional planning document overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's Sustainable Communities Strategy (SCS) pursuant to SB 375.
Project Proponent	Moffett Partners, LLC, a joint venture between UC Regents and SKSP NRP, LLC.
Regents of the University of California (UC Regents)	Governing board of the University of California. CEQA Lead agency for the Berkeley Space Center project.
Santa Clara Countywide Bicycle Plan	Santa Clara County document that establishes a countywide bicycle network that is safe, convenient, and connected.
Santa Clara Valley Transportation Authority (VTA)	VTA is the county's Congestion Management Agency (CMA) and is responsible for managing the county's Congestion Management Program (CMP) in accordance with California Government code §65089 to reduce congestion and improve air quality.
Santa Clara Valley Transportation Authority 2016 Monitoring and Conformance Report	VTA document that documents CMP conformance findings based on State Statute 65089 that requires CMAs to conduct analysis of all CMP roadways every two years.
Senate Bill 743 (SB 743)	Legislation approved by the California State Senate in 2013 requiring lead agencies to replace LOS to better align transportation impact criteria with State environmental, economic, and public health goals. According to the legislation, the criteria for determining the significance of transportation impacts and setting new thresholds must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Starting in July 2020, all CEQA documents must use VMT, instead of LOS or other measures of delay or congestion, to identify impacts on transportation.
Senate Bill 375 (SB 375)	A State of California law targeting greenhouse gas (GHG) emissions from passenger vehicles. It requires each metropolitan region to adopt a Sustainable Communities Strategy (SCS) as part of its regional transportation plan to reduce GHG emissions from cars and light trucks.

Transportation Analysis Zone (TAZ)	Geographic areas in a travel demand model that vary in size from several city blocks to whole neighborhoods based on density.
Transportation Demand Management (TDM) Plan	A document with a set of strategies and programs aimed to reduce drive-alone trips by encouraging and enabling alternative modes such as public transit, carpooling, biking, and walking.
Vehicle Miles Traveled (VMT)	A metric for assessing passenger vehicle-related impacts that focuses on the total amount of driving to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. VMT is a metric used for CEQA analysis.

Appendix A.
Data Collection

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 9/19/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks

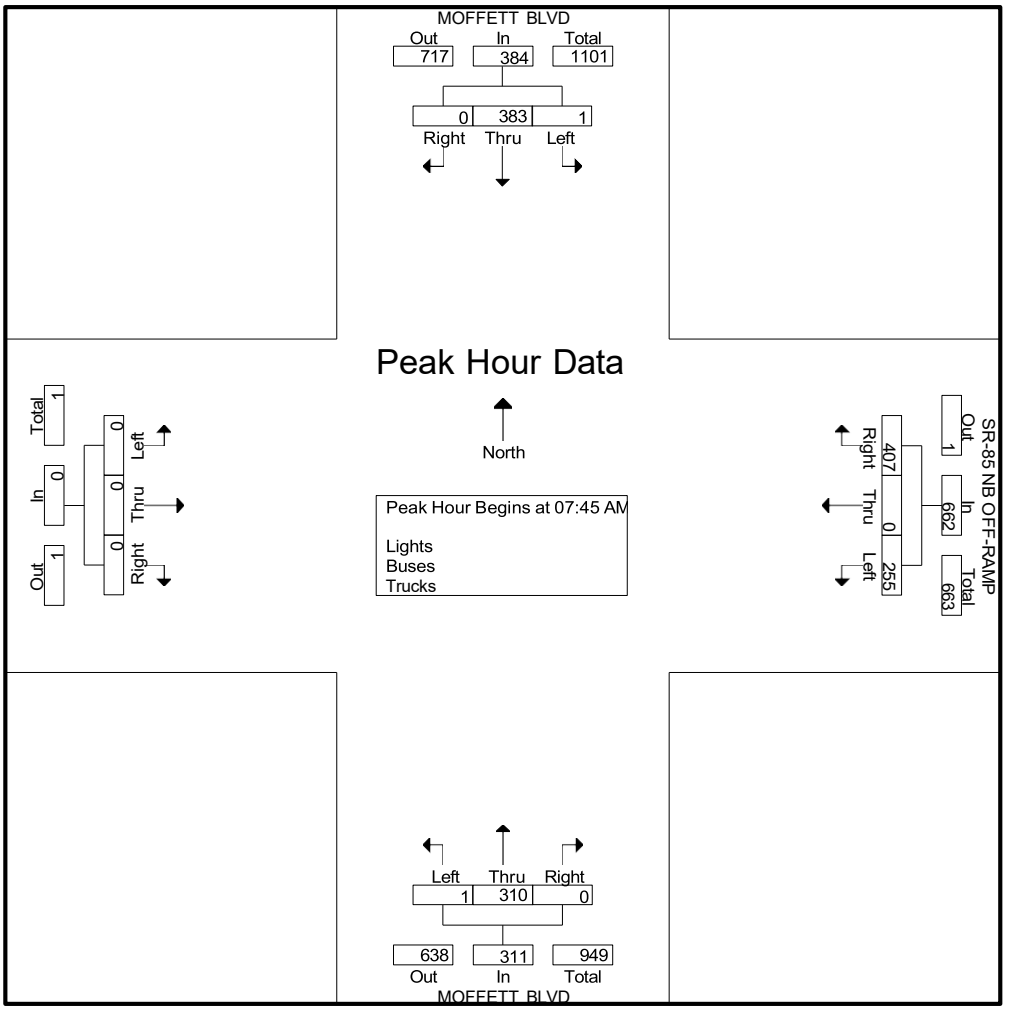
	MOFFETT BLVD Southbound					SR-85 NB OFF-RAMP Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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07:15 AM	0	57	0	5	62	45	0	30	4	79	0	39	0	0	39	0	0	0	0	0	180
07:30 AM	0	91	0	4	95	73	0	38	0	111	0	46	0	0	46	0	0	0	0	0	252
07:45 AM	0	115	0	5	120	108	0	85	8	201	0	52	0	0	52	0	0	0	0	0	373
Total	0	307	0	16	323	273	0	185	15	473	0	174	0	0	174	0	0	0	0	0	970
08:00 AM	0	113	0	6	119	95	0	58	3	156	0	69	0	0	69	0	0	0	0	0	344
08:15 AM	0	80	0	7	87	113	0	53	4	170	0	123	1	0	124	0	0	0	0	0	381
08:30 AM	0	75	1	9	85	91	0	59	8	158	0	66	0	0	66	0	0	0	0	0	309
08:45 AM	0	87	0	5	92	112	0	61	2	175	0	82	0	0	82	0	0	0	0	0	349
Total	0	355	1	27	383	411	0	231	17	659	0	340	1	0	341	0	0	0	0	0	1383
09:00 AM	0	57	0	7	64	96	0	70	5	171	0	109	0	0	109	0	0	0	0	0	344
09:15 AM	0	67	0	2	69	115	0	65	5	185	0	88	0	0	88	0	0	0	0	0	342
09:30 AM	0	55	0	14	69	83	0	65	10	158	0	72	0	0	72	0	0	0	0	0	299
09:45 AM	0	72	0	2	74	85	0	40	4	129	0	70	0	0	70	0	0	0	0	0	273
Total	0	251	0	25	276	379	0	240	24	643	0	339	0	0	339	0	0	0	0	0	1258
Grand Total	0	913	1	68	982	1063	0	656	56	1775	0	853	1	0	854	0	0	0	0	0	3611
Apprch %	0	93	0.1	6.9		59.9	0	37	3.2		0	99.9	0.1	0		0	0	0	0		
Total %	0	25.3	0	1.9	27.2	29.4	0	18.2	1.6	49.2	0	23.6	0	0	23.6	0	0	0	0	0	
Lights	0	882	1	68	951	1060	0	653	56	1769	0	837	1	0	838	0	0	0	0	0	3558
% Lights	0	96.6	100	100	96.8	99.7	0	99.5	100	99.7	0	98.1	100	0	98.1	0	0	0	0	0	98.5
Buses	0	16	0	0	16	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	30
% Buses	0	1.8	0	0	1.6	0	0	0.3	0	0.1	0	1.4	0	0	1.4	0	0	0	0	0	0.8
Trucks	0	15	0	0	15	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	23
% Trucks	0	1.6	0	0	1.5	0.3	0	0.2	0	0.2	0	0.5	0	0	0.5	0	0	0	0	0	0.6

	MOFFETT BLVD Southbound				SR-85 NB OFF-RAMP Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**115**	0	**115**	108	0	**85**	**193**	0	52	0	52	0	0	0	0	360
08:00 AM	0	113	0	113	95	0	58	153	0	69	0	69	0	0	0	0	335
08:15 AM	0	80	0	80	**113**	0	53	166	0	**123**	**1**	**124**	0	0	0	0	**370**
08:30 AM	0	75	**1**	76	91	0	59	150	0	66	0	66	0	0	0	0	292
Total Volume	0	383	1	384	407	0	255	662	0	310	1	311	0	0	0	0	1357
% App. Total	0	99.7	0.3		61.5	0	38.5		0	99.7	0.3		0	0	0		
PHF	.000	.833	.250	.835	.900	.000	.750	.858	.000	.630	.250	.627	.000	.000	.000	.000	.917

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File Name : 1AM FINAL
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Traffic Data Service

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

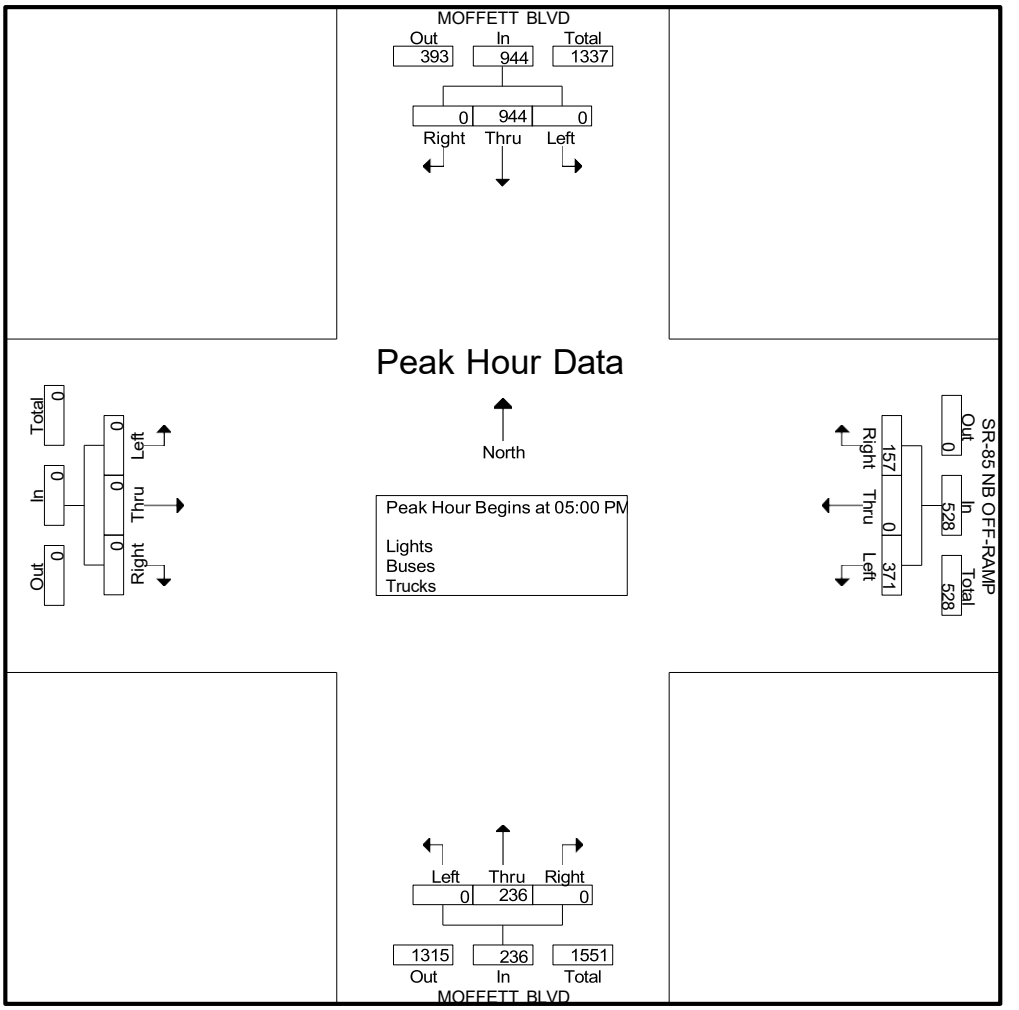
	MOFFETT BLVD Southbound					SR-85 NB OFF-RAMP Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	152	0	1	153	36	0	50	2	88	0	48	0	0	48	0	0	0	0	0	289
04:15 PM	0	170	0	3	173	38	0	74	5	117	0	50	0	0	50	0	0	0	0	0	340
04:30 PM	0	217	1	8	226	36	0	74	5	115	0	58	0	0	58	0	0	0	0	0	399
04:45 PM	0	238	0	6	244	34	0	76	2	112	0	49	0	0	49	0	0	0	0	0	405
Total	0	777	1	18	796	144	0	274	14	432	0	205	0	0	205	0	0	0	0	0	1433
05:00 PM	0	228	0	7	235	40	0	67	3	110	0	53	0	0	53	0	0	0	0	0	398
05:15 PM	0	262	0	10	272	40	0	105	4	149	0	58	0	0	58	0	0	0	0	0	479
05:30 PM	0	238	0	4	242	39	0	84	7	130	0	72	0	0	72	0	0	0	0	0	444
05:45 PM	0	216	0	9	225	38	0	115	6	159	0	53	0	0	53	0	0	0	0	0	437
Total	0	944	0	30	974	157	0	371	20	548	0	236	0	0	236	0	0	0	0	0	1758
06:00 PM	0	175	0	6	181	51	0	70	0	121	0	49	0	0	49	0	0	0	0	0	351
06:15 PM	0	191	0	9	200	43	0	57	9	109	0	46	0	0	46	0	0	0	0	0	355
06:30 PM	0	126	0	6	132	24	0	62	3	89	0	62	0	0	62	0	0	0	0	0	283
06:45 PM	0	121	0	7	128	30	0	56	8	94	0	57	0	0	57	0	0	0	0	0	279
Total	0	613	0	28	641	148	0	245	20	413	0	214	0	0	214	0	0	0	0	0	1268
Grand Total	0	2334	1	76	2411	449	0	890	54	1393	0	655	0	0	655	0	0	0	0	0	4459
Apprch %	0	96.8	0	3.2		32.2	0	63.9	3.9		0	100	0	0		0	0	0	0		
Total %	0	52.3	0	1.7	54.1	10.1	0	20	1.2	31.2	0	14.7	0	0	14.7	0	0	0	0	0	
Lights	0	2326	1	76	2403	446	0	888	54	1388	0	640	0	0	640	0	0	0	0	0	4431
% Lights	0	99.7	100	100	99.7	99.3	0	99.8	100	99.6	0	97.7	0	0	97.7	0	0	0	0	0	99.4
Buses	0	7	0	0	7	1	0	1	0	2	0	11	0	0	11	0	0	0	0	0	20
% Buses	0	0.3	0	0	0.3	0.2	0	0.1	0	0.1	0	1.7	0	0	1.7	0	0	0	0	0	0.4
Trucks	0	1	0	0	1	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	8
% Trucks	0	0	0	0	0	0.4	0	0.1	0	0.2	0	0.6	0	0	0.6	0	0	0	0	0	0.2

	MOFFETT BLVD Southbound				SR-85 NB OFF-RAMP Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	228	0	228	**40**	0	67	107	0	53	0	53	0	0	0	0	388
05:15 PM	0	**262**	0	**262**	40	0	105	145	0	58	0	58	0	0	0	0	**465**
05:30 PM	0	238	0	238	39	0	84	123	0	**72**	0	**72**	0	0	0	0	433
05:45 PM	0	216	0	216	38	0	**115**	**153**	0	53	0	53	0	0	0	0	422
Total Volume	0	944	0	944	157	0	371	528	0	236	0	236	0	0	0	0	1708
% App. Total	0	100	0		29.7	0	70.3		0	100	0		0	0	0		
PHF	.000	.901	.000	.901	.981	.000	.807	.863	.000	.819	.000	.819	.000	.000	.000	.000	.918

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File Name : 2AM FINAL
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Groups Printed- Lights - Buses - Trucks

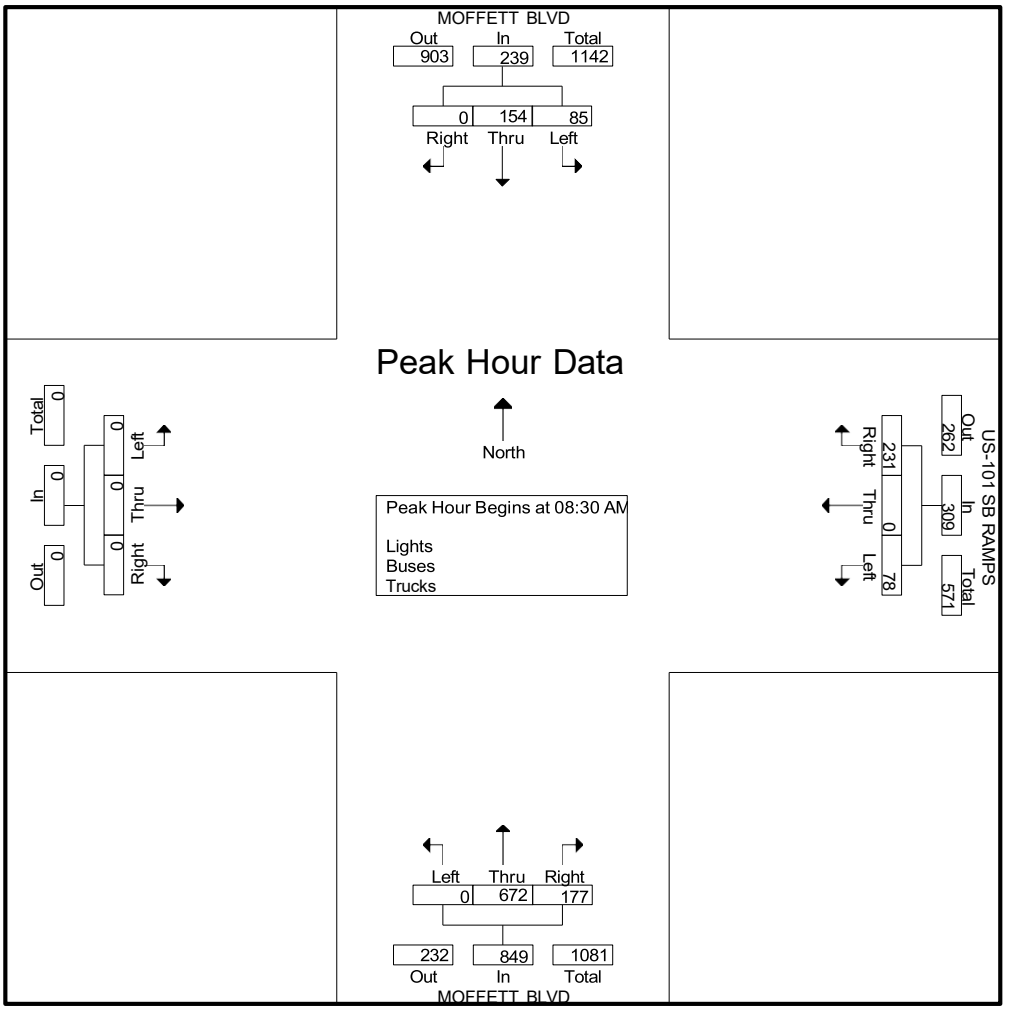
	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	43	19	0	62	21	0	9	0	30	17	82	0	0	99	0	0	0	0	0	191
07:15 AM	0	32	15	0	47	25	0	21	1	47	34	73	0	0	107	0	0	0	0	0	201
07:30 AM	0	37	12	0	49	43	0	22	2	67	36	100	0	0	136	0	0	0	0	0	252
07:45 AM	0	57	16	0	73	29	0	30	2	61	37	110	0	0	147	0	0	0	0	0	281
Total	0	169	62	0	231	118	0	82	5	205	124	365	0	0	489	0	0	0	0	0	925
08:00 AM	0	44	12	0	56	53	0	25	1	79	50	124	0	0	174	0	0	0	0	0	309
08:15 AM	0	39	13	0	52	51	0	19	0	70	46	185	0	0	231	0	0	0	0	0	353
08:30 AM	0	36	23	0	59	58	0	20	3	81	40	154	0	0	194	0	0	0	0	0	334
08:45 AM	0	43	28	0	71	58	0	25	1	84	46	162	0	0	208	0	0	0	0	0	363
Total	0	162	76	0	238	220	0	89	5	314	182	625	0	0	807	0	0	0	0	0	1359
09:00 AM	0	34	15	0	49	52	0	17	0	69	45	183	0	0	228	0	0	0	0	0	346
09:15 AM	0	41	19	0	60	63	0	16	1	80	46	173	0	0	219	0	0	0	0	0	359
09:30 AM	0	31	17	0	48	52	0	18	0	70	32	137	0	0	169	0	0	0	0	0	287
09:45 AM	0	47	19	1	67	39	0	18	3	60	29	139	0	0	168	0	0	0	0	0	295
Total	0	153	70	1	224	206	0	69	4	279	152	632	0	0	784	0	0	0	0	0	1287
Grand Total	0	484	208	1	693	544	0	240	14	798	458	1622	0	0	2080	0	0	0	0	0	3571
Apprch %	0	69.8	30	0.1		68.2	0	30.1	1.8		22	78	0	0		0	0	0	0		
Total %	0	13.6	5.8	0	19.4	15.2	0	6.7	0.4	22.3	12.8	45.4	0	0	58.2	0	0	0	0	0	
Lights	0	461	199	1	661	532	0	231	14	777	452	1607	0	0	2059	0	0	0	0	0	3497
% Lights	0	95.2	95.7	100	95.4	97.8	0	96.2	100	97.4	98.7	99.1	0	0	99	0	0	0	0	0	97.9
Buses	0	11	0	0	11	3	0	3	0	6	3	5	0	0	8	0	0	0	0	0	25
% Buses	0	2.3	0	0	1.6	0.6	0	1.2	0	0.8	0.7	0.3	0	0	0.4	0	0	0	0	0	0.7
Trucks	0	12	9	0	21	9	0	6	0	15	3	10	0	0	13	0	0	0	0	0	49
% Trucks	0	2.5	4.3	0	3	1.7	0	2.5	0	1.9	0.7	0.6	0	0	0.6	0	0	0	0	0	1.4

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	36	23	59	58	0	20	78	40	154	0	194	0	0	0	0	331
08:45 AM	0	**43**	**28**	**71**	58	0	**25**	**83**	**46**	162	0	208	0	0	0	0	**362**
09:00 AM	0	34	15	49	52	0	17	69	45	**183**	0	**228**	0	0	0	0	346
09:15 AM	0	41	19	60	**63**	0	16	79	46	173	0	219	0	0	0	0	358
Total Volume	0	154	85	239	231	0	78	309	177	672	0	849	0	0	0	0	1397
% App. Total	0	64.4	35.6		74.8	0	25.2		20.8	79.2	0		0	0	0		
PHF	.000	.895	.759	.842	.917	.000	.780	.931	.962	.918	.000	.931	.000	.000	.000	.000	.965

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Traffic Data Service

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File Name : 2PM FINAL
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Groups Printed- Lights - Buses - Trucks

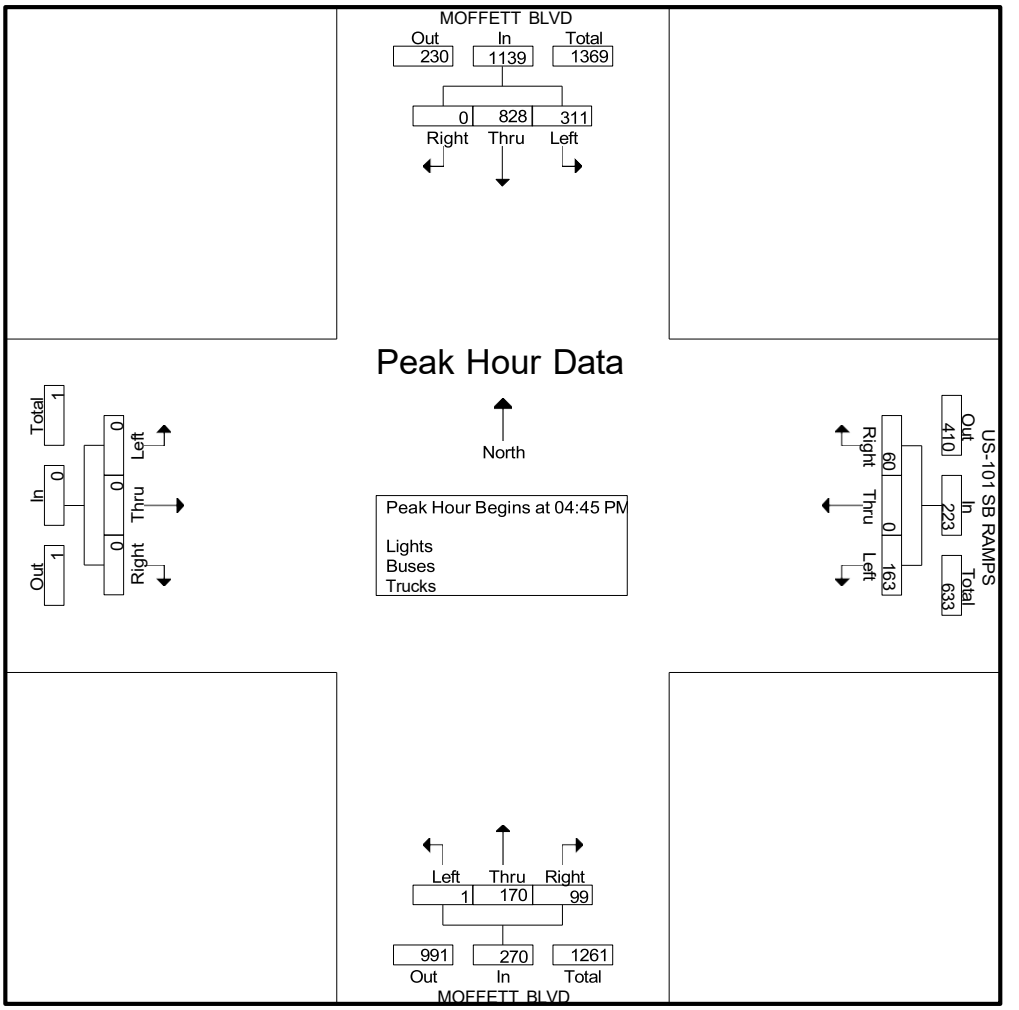
	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	118	71	0	189	16	0	29	1	46	23	43	0	0	66	0	0	0	0	0	301
04:15 PM	0	165	81	0	246	13	0	25	1	39	17	44	0	0	61	0	0	0	0	0	346
04:30 PM	0	178	54	0	232	20	0	21	2	43	30	54	0	0	84	0	0	0	0	0	359
04:45 PM	0	209	75	0	284	25	0	35	3	63	25	38	0	0	63	0	0	0	0	0	410
Total	0	670	281	0	951	74	0	110	7	191	95	179	0	0	274	0	0	0	0	0	1416
05:00 PM	0	212	83	0	295	14	0	44	0	58	22	47	0	0	69	0	0	0	0	0	422
05:15 PM	0	211	83	0	294	9	0	45	5	59	15	51	1	0	67	0	0	0	0	0	420
05:30 PM	0	196	70	0	266	12	0	39	2	53	37	34	0	0	71	0	0	0	0	0	390
05:45 PM	0	160	85	2	247	11	0	44	1	56	38	38	0	0	76	0	0	0	0	0	379
Total	0	779	321	2	1102	46	0	172	8	226	112	170	1	0	283	0	0	0	0	0	1611
06:00 PM	0	147	77	0	224	8	0	33	6	47	22	31	0	0	53	0	0	0	0	0	324
06:15 PM	0	143	63	0	206	9	0	45	0	54	15	34	0	0	49	0	0	0	0	0	309
06:30 PM	0	97	59	0	156	10	0	30	2	42	27	34	0	0	61	0	0	0	0	0	259
06:45 PM	0	94	46	0	140	6	0	32	1	39	30	36	1	0	67	0	0	0	0	0	246
Total	0	481	245	0	726	33	0	140	9	182	94	135	1	0	230	0	0	0	0	0	1138
Grand Total	0	1930	847	2	2779	153	0	422	24	599	301	484	2	0	787	0	0	0	0	0	4165
Apprch %	0	69.4	30.5	0.1		25.5	0	70.5	4		38.2	61.5	0.3	0		0	0	0	0		
Total %	0	46.3	20.3	0	66.7	3.7	0	10.1	0.6	14.4	7.2	11.6	0	0	18.9	0	0	0	0	0	
Lights	0	1923	842	2	2767	152	0	416	24	592	294	471	2	0	767	0	0	0	0	0	4126
% Lights	0	99.6	99.4	100	99.6	99.3	0	98.6	100	98.8	97.7	97.3	100	0	97.5	0	0	0	0	0	99.1
Buses	0	6	2	0	8	0	0	1	0	1	3	10	0	0	13	0	0	0	0	0	22
% Buses	0	0.3	0.2	0	0.3	0	0	0.2	0	0.2	1	2.1	0	0	1.7	0	0	0	0	0	0.5
Trucks	0	1	3	0	4	1	0	5	0	6	4	3	0	0	7	0	0	0	0	0	17
% Trucks	0	0.1	0.4	0	0.1	0.7	0	1.2	0	1	1.3	0.6	0	0	0.9	0	0	0	0	0	0.4

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	209	75	284	**25**	0	35	**60**	25	38	0	63	0	0	0	0	407
05:00 PM	0	**212**	**83**	**295**	14	0	44	58	22	47	0	69	0	0	0	0	**422**
05:15 PM	0	211	83	294	9	0	**45**	54	15	**51**	**1**	67	0	0	0	0	415
05:30 PM	0	196	70	266	12	0	39	51	**37**	34	0	**71**	0	0	0	0	388
Total Volume	0	828	311	1139	60	0	163	223	99	170	1	270	0	0	0	0	1632
% App. Total	0	72.7	27.3		26.9	0	73.1		36.7	63	0.4		0	0	0		
PHF	.000	.976	.937	.965	.600	.000	.906	.929	.669	.833	.250	.951	.000	.000	.000	.000	.967

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Traffic Data Service

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File Name : 3AM FINAL
Site Code : 00000003
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Groups Printed- Lights - Buses - Trucks

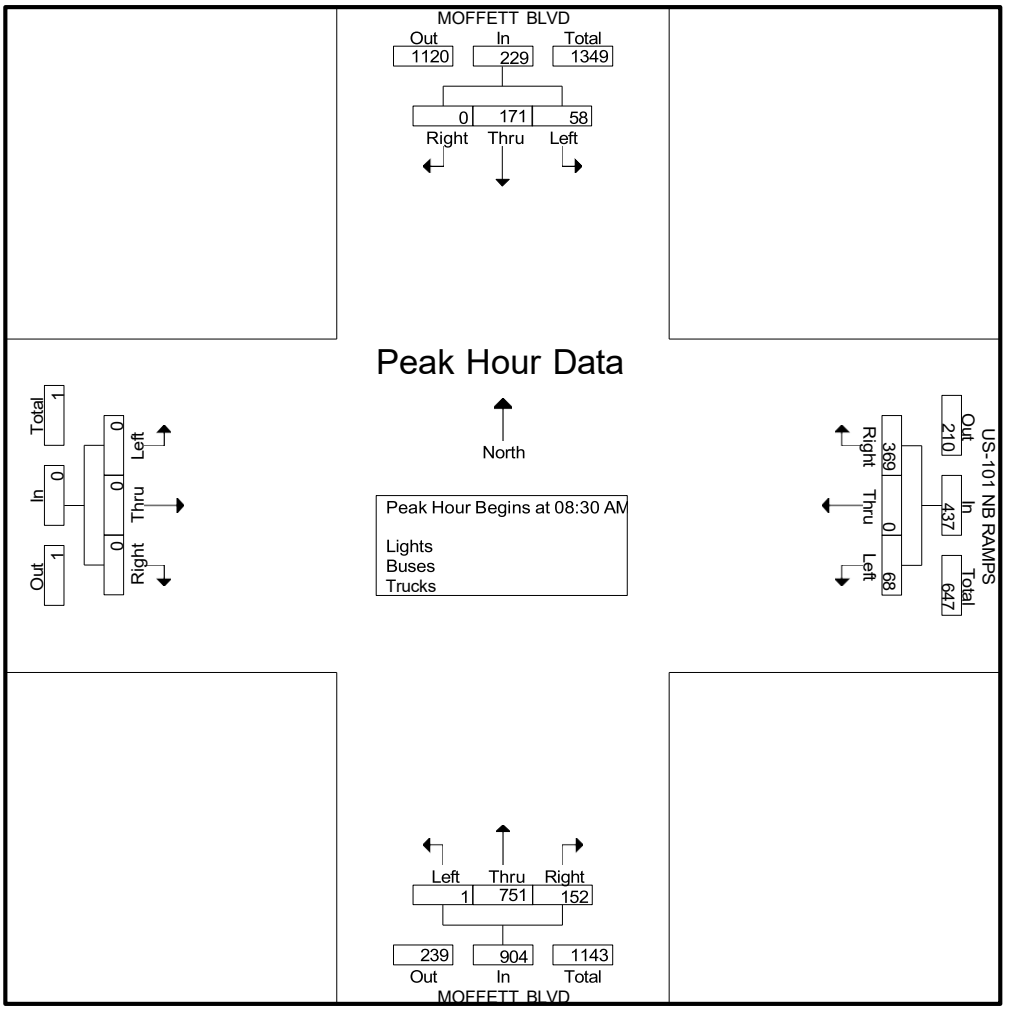
	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	42	6	0	48	28	0	19	0	47	26	77	0	0	103	0	0	0	0	0	198
07:15 AM	0	26	8	0	34	36	0	21	1	58	26	73	1	0	100	0	0	0	0	0	192
07:30 AM	0	36	12	0	48	42	0	14	2	58	41	94	0	0	135	0	0	0	0	0	241
07:45 AM	0	46	11	0	57	49	0	25	3	77	41	101	0	0	142	0	0	0	0	0	276
Total	0	150	37	0	187	155	0	79	6	240	134	345	1	0	480	0	0	0	0	0	907
08:00 AM	0	37	16	0	53	48	0	19	1	68	35	138	0	0	173	0	0	0	0	0	294
08:15 AM	0	34	11	0	45	76	0	20	1	97	43	191	0	0	234	0	0	0	0	0	376
08:30 AM	0	40	12	0	52	96	0	18	4	118	45	168	0	0	213	0	0	0	0	0	383
08:45 AM	0	52	14	0	66	95	0	18	0	113	25	203	0	0	228	0	0	0	0	0	407
Total	0	163	53	0	216	315	0	75	6	396	148	700	0	0	848	0	0	0	0	0	1460
09:00 AM	0	32	12	0	44	92	0	16	0	108	40	182	1	0	223	0	0	0	0	0	375
09:15 AM	0	47	20	0	67	86	0	16	1	103	42	198	0	0	240	0	0	0	0	0	410
09:30 AM	0	34	16	0	50	74	0	12	0	86	39	153	1	0	193	0	0	0	0	0	329
09:45 AM	0	47	13	0	60	96	0	16	3	115	29	141	0	0	170	0	0	0	0	0	345
Total	0	160	61	0	221	348	0	60	4	412	150	674	2	0	826	0	0	0	0	0	1459
Grand Total	0	473	151	0	624	818	0	214	16	1048	432	1719	3	0	2154	0	0	0	0	0	3826
Apprch %	0	75.8	24.2	0		78.1	0	20.4	1.5		20.1	79.8	0.1	0		0	0	0	0		
Total %	0	12.4	3.9	0	16.3	21.4	0	5.6	0.4	27.4	11.3	44.9	0.1	0	56.3	0	0	0	0	0	
Lights	0	445	145	0	590	807	0	210	16	1033	424	1702	3	0	2129	0	0	0	0	0	3752
% Lights	0	94.1	96	0	94.6	98.7	0	98.1	100	98.6	98.1	99	100	0	98.8	0	0	0	0	0	98.1
Buses	0	8	1	0	9	0	0	3	0	3	2	8	0	0	10	0	0	0	0	0	22
% Buses	0	1.7	0.7	0	1.4	0	0	1.4	0	0.3	0.5	0.5	0	0	0.5	0	0	0	0	0	0.6
Trucks	0	20	5	0	25	11	0	1	0	12	6	9	0	0	15	0	0	0	0	0	52
% Trucks	0	4.2	3.3	0	4	1.3	0	0.5	0	1.1	1.4	0.5	0	0	0.7	0	0	0	0	0	1.4

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	40	12	52	**96**	0	**18**	**114**	**45**	168	0	213	0	0	0	0	379
08:45 AM	0	**52**	14	66	95	0	18	113	25	**203**	0	228	0	0	0	0	407
09:00 AM	0	32	12	44	92	0	16	108	40	182	**1**	223	0	0	0	0	375
09:15 AM	0	47	**20**	**67**	86	0	16	102	42	198	0	**240**	0	0	0	0	**409**
Total Volume	0	171	58	229	369	0	68	437	152	751	1	904	0	0	0	0	1570
% App. Total	0	74.7	25.3		84.4	0	15.6		16.8	83.1	0.1		0	0	0		
PHF	.000	.822	.725	.854	.961	.000	.944	.958	.844	.925	.250	.942	.000	.000	.000	.000	.960

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File Name : 3PM FINAL
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Groups Printed- Lights - Buses - Trucks

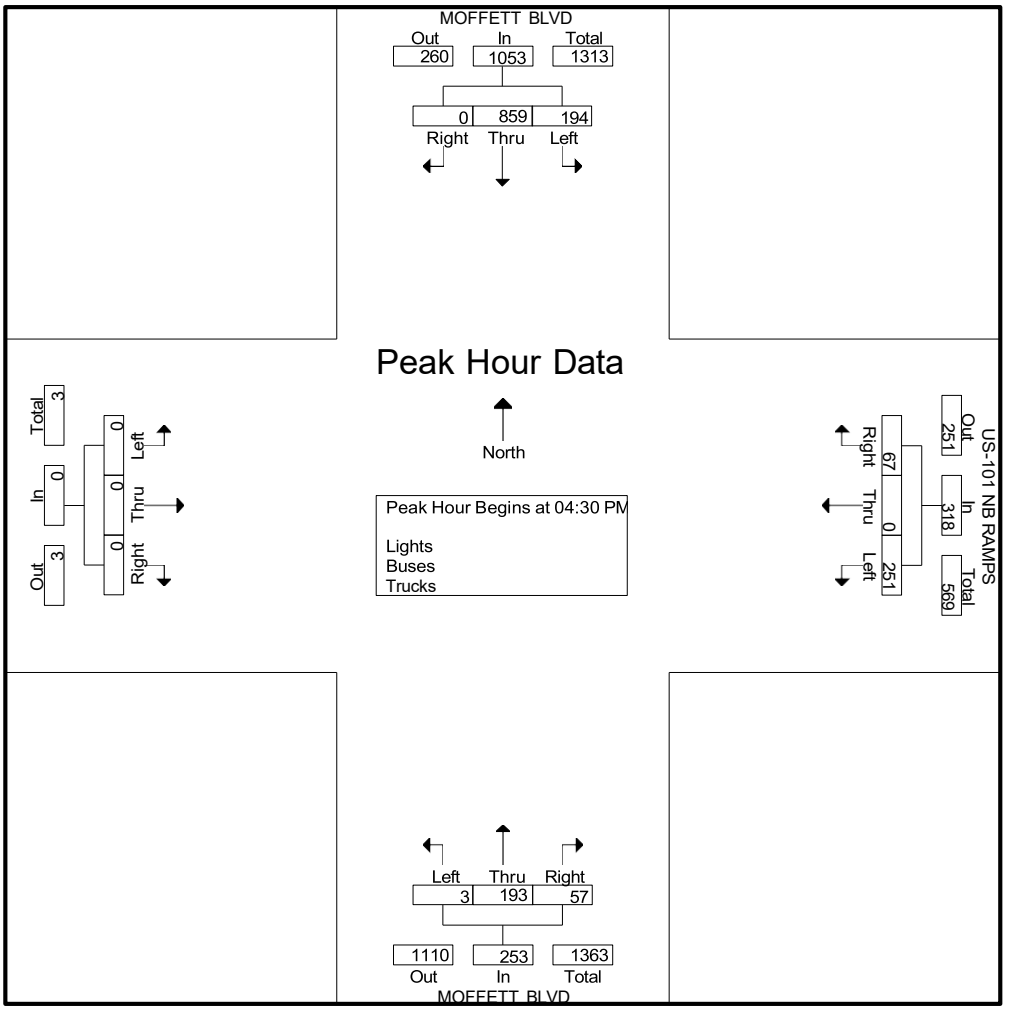
	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	160	39	0	199	18	0	30	2	50	20	41	0	0	61	0	0	0	0	0	310
04:15 PM	0	201	48	0	249	16	0	40	1	57	16	42	0	0	58	0	0	0	0	0	364
04:30 PM	0	189	49	0	238	16	0	52	0	68	17	52	1	0	70	0	0	0	0	0	376
04:45 PM	0	206	52	0	258	17	0	76	4	97	14	51	0	0	65	0	0	0	0	0	420
Total	0	756	188	0	944	67	0	198	7	272	67	186	1	0	254	0	0	0	0	0	1470
05:00 PM	0	213	52	0	265	18	0	70	1	89	13	50	0	0	63	0	0	0	0	0	417
05:15 PM	0	251	41	0	292	16	0	53	4	73	13	40	2	0	55	0	0	0	0	0	420
05:30 PM	0	216	39	0	255	14	0	52	4	70	14	37	0	0	51	0	0	0	0	0	376
05:45 PM	0	191	28	0	219	20	0	43	1	64	11	33	0	0	44	0	0	0	0	0	327
Total	0	871	160	0	1031	68	0	218	10	296	51	160	2	0	213	0	0	0	0	0	1540
06:00 PM	0	182	29	0	211	15	0	39	4	58	11	28	0	1	40	0	0	0	0	0	309
06:15 PM	0	152	31	0	183	15	0	54	1	70	9	34	0	0	43	0	0	0	0	0	296
06:30 PM	0	121	30	0	151	17	0	32	3	52	15	27	0	0	42	0	0	0	0	0	245
06:45 PM	0	112	32	0	144	14	0	35	1	50	18	27	0	0	45	0	0	0	0	0	239
Total	0	567	122	0	689	61	0	160	9	230	53	116	0	1	170	0	0	0	0	0	1089
Grand Total	0	2194	470	0	2664	196	0	576	26	798	171	462	3	1	637	0	0	0	0	0	4099
Apprch %	0	82.4	17.6	0		24.6	0	72.2	3.3		26.8	72.5	0.5	0.2		0	0	0	0		
Total %	0	53.5	11.5	0	65	4.8	0	14.1	0.6	19.5	4.2	11.3	0.1	0	15.5	0	0	0	0	0	
Lights	0	2182	467	0	2649	195	0	575	26	796	170	451	3	1	625	0	0	0	0	0	4070
% Lights	0	99.5	99.4	0	99.4	99.5	0	99.8	100	99.7	99.4	97.6	100	100	98.1	0	0	0	0	0	99.3
Buses	0	10	2	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
% Buses	0	0.5	0.4	0	0.5	0	0	0	0	0	0	2.2	0	0	1.6	0	0	0	0	0	0.5
Trucks	0	2	1	0	3	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	7
% Trucks	0	0.1	0.2	0	0.1	0.5	0	0.2	0	0.3	0.6	0.2	0	0	0.3	0	0	0	0	0	0.2

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	189	49	238	16	0	52	68	**17**	**52**	1	**70**	0	0	0	0	376
04:45 PM	0	206	**52**	258	17	0	**76**	**93**	14	51	0	65	0	0	0	0	**416**
05:00 PM	0	213	52	265	**18**	0	70	88	13	50	0	63	0	0	0	0	416
05:15 PM	0	**251**	41	**292**	16	0	53	69	13	40	**2**	55	0	0	0	0	416
Total Volume	0	859	194	1053	67	0	251	318	57	193	3	253	0	0	0	0	1624
% App. Total	0	81.6	18.4		21.1	0	78.9		22.5	76.3	1.2		0	0	0		
PHF	.000	.856	.933	.902	.931	.000	.826	.855	.838	.928	.375	.904	.000	.000	.000	.000	.976

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Groups Printed- Lights - Buses - Trucks

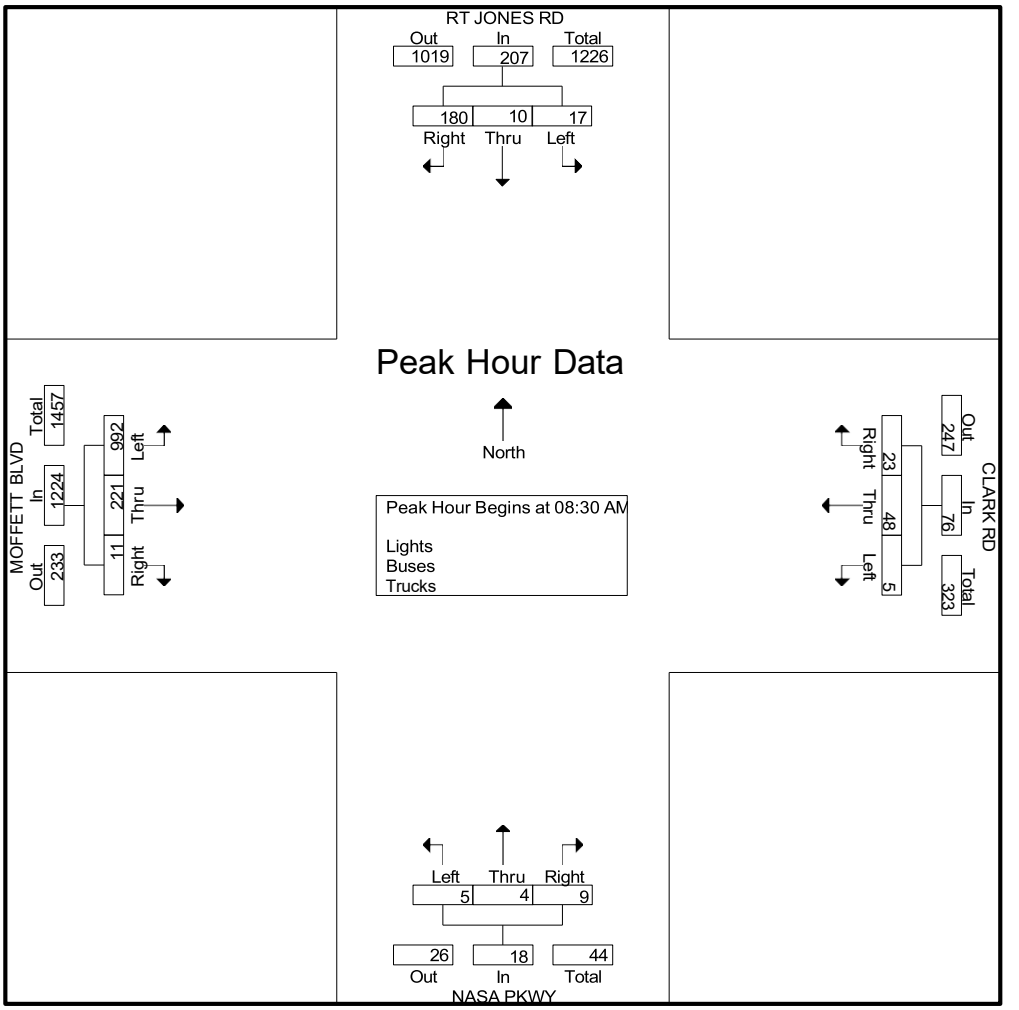
	RT JONES RD Southbound					CLARK RD Westbound					NASA PKWY Northbound					MOFFETT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	11	2	0	29	3	19	2	0	24	8	4	2	0	14	4	46	53	0	103	170
07:15 AM	17	2	4	0	23	4	21	2	1	28	2	1	4	0	7	3	50	58	0	111	169
07:30 AM	21	2	4	0	27	3	32	2	2	39	5	4	0	0	9	3	36	62	0	101	176
07:45 AM	36	0	2	0	38	4	41	2	3	50	4	2	1	0	7	2	57	124	0	183	278
Total	90	15	12	0	117	14	113	8	6	141	19	11	7	0	37	12	189	297	0	498	793
08:00 AM	29	2	2	0	33	7	28	4	1	40	1	0	0	0	1	3	63	136	0	202	276
08:15 AM	32	3	2	0	37	15	13	0	1	29	3	4	2	0	9	0	55	164	0	219	294
08:30 AM	40	2	4	0	46	8	11	3	4	26	2	1	0	0	3	5	46	237	0	288	363
08:45 AM	50	3	6	0	59	4	9	0	0	13	4	1	3	0	8	3	54	251	0	308	388
Total	151	10	14	0	175	34	61	7	6	108	10	6	5	0	21	11	218	788	0	1017	1321
09:00 AM	50	3	5	0	58	7	9	1	0	17	1	0	1	0	2	1	53	259	0	313	390
09:15 AM	40	2	2	0	44	4	19	1	1	25	2	2	1	0	5	2	68	245	0	315	389
09:30 AM	51	1	1	0	53	7	21	1	0	29	3	0	1	0	4	0	54	200	0	254	340
09:45 AM	52	1	4	0	57	1	20	1	3	25	0	1	2	0	3	1	51	211	0	263	348
Total	193	7	12	0	212	19	69	4	4	96	6	3	5	0	14	4	226	915	0	1145	1467
Grand Total	434	32	38	0	504	67	243	19	16	345	35	20	17	0	72	27	633	2000	0	2660	3581
Apprch %	86.1	6.3	7.5	0		19.4	70.4	5.5	4.6		48.6	27.8	23.6	0		1	23.8	75.2	0		
Total %	12.1	0.9	1.1	0	14.1	1.9	6.8	0.5	0.4	9.6	1	0.6	0.5	0	2	0.8	17.7	55.9	0	74.3	
Lights	434	4	32	0	470	56	243	15	16	330	27	3	17	0	47	27	633	2000	0	2660	3507
% Lights	100	12.5	84.2	0	93.3	83.6	100	78.9	100	95.7	77.1	15	100	0	65.3	100	100	100	0	100	97.9
Buses	0	8	1	0	9	0	0	3	0	3	2	8	0	0	10	0	0	0	0	0	22
% Buses	0	25	2.6	0	1.8	0	0	15.8	0	0.9	5.7	40	0	0	13.9	0	0	0	0	0	0.6
Trucks	0	20	5	0	25	11	0	1	0	12	6	9	0	0	15	0	0	0	0	0	52
% Trucks	0	62.5	13.2	0	5	16.4	0	5.3	0	3.5	17.1	45	0	0	20.8	0	0	0	0	0	1.5

	RT JONES RD Southbound				CLARK RD Westbound				NASA PKWY Northbound				MOFFETT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	40	2	4	46	**8**	11	**3**	22	2	1	0	3	**5**	46	237	288	359
08:45 AM	**50**	**3**	**6**	**59**	4	9	0	13	**4**	1	**3**	**8**	3	54	251	308	388
09:00 AM	50	3	5	58	7	9	1	17	1	0	1	2	1	53	**259**	313	**390**
09:15 AM	40	2	2	44	4	**19**	1	**24**	2	**2**	1	5	2	**68**	245	**315**	388
Total Volume	180	10	17	207	23	48	5	76	9	4	5	18	11	221	992	1224	1525
% App. Total	87	4.8	8.2		30.3	63.2	6.6		50	22.2	27.8		0.9	18.1	81		
PHF	.900	.833	.708	.877	.719	.632	.417	.792	.563	.500	.417	.563	.550	.813	.958	.971	.978

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Groups Printed- Lights - Buses - Trucks

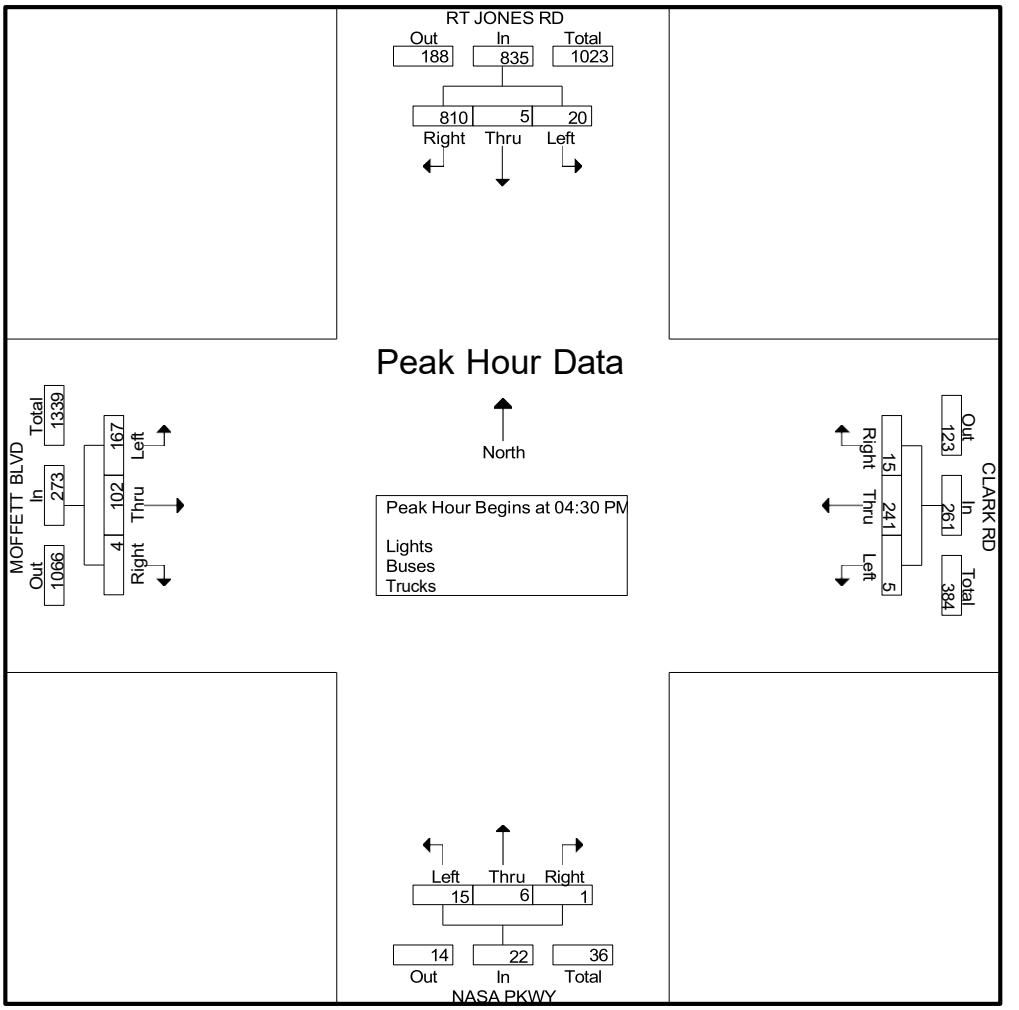
	RT JONES RD Southbound					CLARK RD Westbound					NASA PKWY Northbound					MOFFETT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	133	0	6	0	139	1	67	2	2	72	1	0	3	0	4	1	21	24	0	46	261
04:15 PM	148	5	4	0	157	6	60	4	1	71	2	4	0	0	6	1	21	38	0	60	294
04:30 PM	177	0	6	0	183	1	63	1	0	65	0	1	5	0	6	2	18	31	0	51	305
04:45 PM	191	3	7	0	201	3	57	4	4	68	1	4	5	0	10	0	33	42	0	75	354
Total	649	8	23	0	680	11	247	11	7	276	4	9	13	0	26	4	93	135	0	232	1214
05:00 PM	208	0	3	0	211	6	67	0	1	74	0	0	4	0	4	0	25	56	0	81	370
05:15 PM	234	2	4	0	240	5	54	0	4	63	0	1	1	0	2	2	26	38	0	66	371
05:30 PM	179	0	2	0	181	3	51	0	4	58	0	0	2	0	2	2	14	44	0	60	301
05:45 PM	159	1	6	0	166	10	49	0	1	60	0	1	0	0	1	1	12	40	0	53	280
Total	780	3	15	0	798	24	221	0	10	255	0	2	7	0	9	5	77	178	0	260	1322
06:00 PM	179	0	4	0	183	0	50	1	4	55	0	0	1	1	2	0	19	30	0	49	289
06:15 PM	147	1	2	0	150	0	58	0	1	59	0	1	1	0	2	1	12	33	0	46	257
06:30 PM	98	0	0	0	98	0	39	0	3	42	0	1	2	0	3	2	13	27	0	42	185
06:45 PM	105	1	3	0	109	0	32	3	1	36	1	0	1	0	2	1	17	32	0	50	197
Total	529	2	9	0	540	0	179	4	9	192	1	2	5	1	9	4	61	122	0	187	928
Grand Total	1958	13	47	0	2018	35	647	15	26	723	5	13	25	1	44	13	231	435	0	679	3464
Apprch %	97	0.6	2.3	0		4.8	89.5	2.1	3.6		11.4	29.5	56.8	2.3		1.9	34	64.1	0		
Total %	56.5	0.4	1.4	0	58.3	1	18.7	0.4	0.8	20.9	0.1	0.4	0.7	0	1.3	0.4	6.7	12.6	0	19.6	
Lights	1958	1	44	0	2003	34	647	14	26	721	4	2	25	1	32	13	231	435	0	679	3435
% Lights	100	7.7	93.6	0	99.3	97.1	100	93.3	100	99.7	80	15.4	100	100	72.7	100	100	100	0	100	99.2
Buses	0	10	2	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
% Buses	0	76.9	4.3	0	0.6	0	0	0	0	0	0	76.9	0	0	22.7	0	0	0	0	0	0.6
Trucks	0	2	1	0	3	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	7
% Trucks	0	15.4	2.1	0	0.1	2.9	0	6.7	0	0.3	20	7.7	0	0	4.5	0	0	0	0	0	0.2

	RT JONES RD Southbound				CLARK RD Westbound				NASA PKWY Northbound				MOFFETT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	177	0	6	183	1	63	1	65	0	1	**5**	6	**2**	18	31	51	305
04:45 PM	191	**3**	**7**	201	3	57	**4**	64	**1**	**4**	5	**10**	0	**33**	42	75	350
05:00 PM	208	0	3	211	**6**	**67**	0	**73**	0	0	4	4	0	25	**56**	**81**	**369**
05:15 PM	**234**	2	4	**240**	5	54	0	59	0	1	1	2	2	26	38	66	367
Total Volume	810	5	20	835	15	241	5	261	1	6	15	22	4	102	167	273	1391
% App. Total	97	0.6	2.4		5.7	92.3	1.9		4.5	27.3	68.2		1.5	37.4	61.2		
PHF	.865	.417	.714	.870	.625	.899	.313	.894	.250	.375	.750	.550	.500	.773	.746	.843	.942

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Groups Printed- Lights - Buses - Trucks

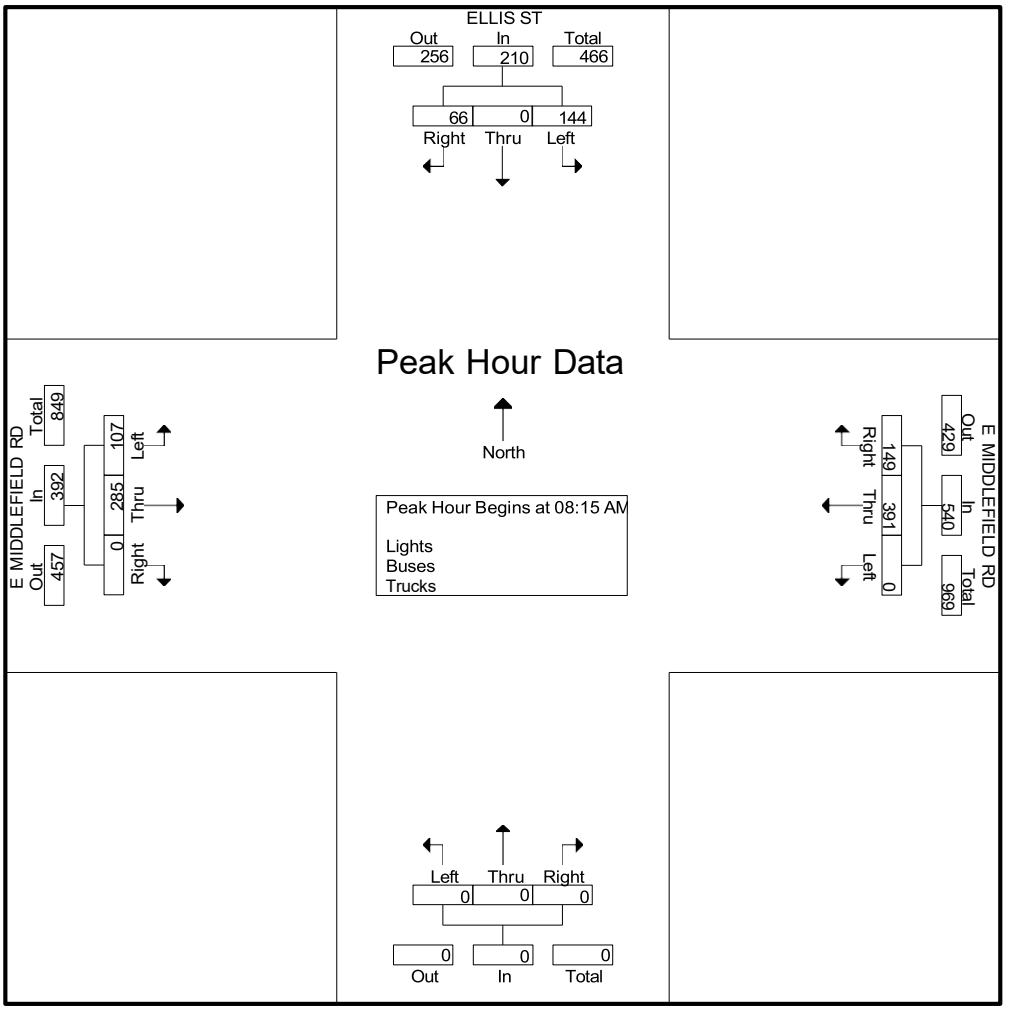
	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	0	14	0	24	17	50	0	0	67	0	0	0	0	0	0	30	16	0	46	137
07:15 AM	13	0	23	0	36	20	75	0	1	96	0	0	0	0	0	0	22	15	0	37	169
07:30 AM	13	0	30	2	45	20	82	0	1	103	0	0	0	0	0	0	35	28	0	63	211
07:45 AM	14	0	20	0	34	16	122	0	0	138	0	0	0	0	0	0	70	24	0	94	266
Total	50	0	87	2	139	73	329	0	2	404	0	0	0	0	0	0	157	83	0	240	783
08:00 AM	12	0	38	1	51	27	95	0	0	122	0	0	0	0	0	0	69	18	0	87	260
08:15 AM	14	0	35	0	49	34	100	0	1	135	0	0	0	0	0	0	84	24	1	109	293
08:30 AM	14	0	29	4	47	34	98	0	0	132	0	0	0	0	0	0	66	22	0	88	267
08:45 AM	24	0	41	1	66	42	105	0	2	149	0	0	0	0	0	0	64	40	1	105	320
Total	64	0	143	6	213	137	398	0	3	538	0	0	0	0	0	0	283	104	2	389	1140
09:00 AM	14	0	39	1	54	39	88	0	1	128	0	0	0	0	0	0	71	21	0	92	274
09:15 AM	12	0	48	1	61	53	76	0	1	130	0	0	0	0	0	0	55	31	1	87	278
09:30 AM	17	0	49	2	68	42	68	0	0	110	0	0	0	0	0	0	48	23	2	73	251
09:45 AM	11	0	33	0	44	35	64	0	0	99	0	0	0	0	0	0	46	22	0	68	211
Total	54	0	169	4	227	169	296	0	2	467	0	0	0	0	0	0	220	97	3	320	1014
Grand Total	168	0	399	12	579	379	1023	0	7	1409	0	0	0	0	0	0	660	284	5	949	2937
Apprch %	29	0	68.9	2.1		26.9	72.6	0	0.5		0	0	0	0		0	69.5	29.9	0.5		
Total %	5.7	0	13.6	0.4	19.7	12.9	34.8	0	0.2	48	0	0	0	0	0	0	22.5	9.7	0.2	32.3	
Lights	164	0	384	12	560	376	1000	0	7	1383	0	0	0	0	0	0	639	278	5	922	2865
% Lights	97.6	0	96.2	100	96.7	99.2	97.8	0	100	98.2	0	0	0	0	0	0	96.8	97.9	100	97.2	97.5
Buses	1	0	5	0	6	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	32
% Buses	0.6	0	1.3	0	1	0	1.4	0	0	1	0	0	0	0	0	0	1.8	0	0	1.3	1.1
Trucks	3	0	10	0	13	3	9	0	0	12	0	0	0	0	0	0	9	6	0	15	40
% Trucks	1.8	0	2.5	0	2.2	0.8	0.9	0	0	0.9	0	0	0	0	0	0	1.4	2.1	0	1.6	1.4

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	14	0	35	49	34	100	0	134	0	0	0	0	0	**84**	24	**108**	291
08:30 AM	14	0	29	43	34	98	0	132	0	0	0	0	0	66	22	88	263
08:45 AM	**24**	0	**41**	**65**	**42**	**105**	0	**147**	0	0	0	0	0	64	**40**	104	**316**
09:00 AM	14	0	39	53	39	88	0	127	0	0	0	0	0	71	21	92	272
Total Volume	66	0	144	210	149	391	0	540	0	0	0	0	0	285	107	392	1142
% App. Total	31.4	0	68.6		27.6	72.4	0		0	0	0		0	72.7	27.3		
PHF	.688	.000	.878	.808	.887	.931	.000	.918	.000	.000	.000	.000	.000	.848	.669	.907	.903

Traffic Data Service

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File Name : 5AM FINAL
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Groups Printed- Lights - Buses - Trucks

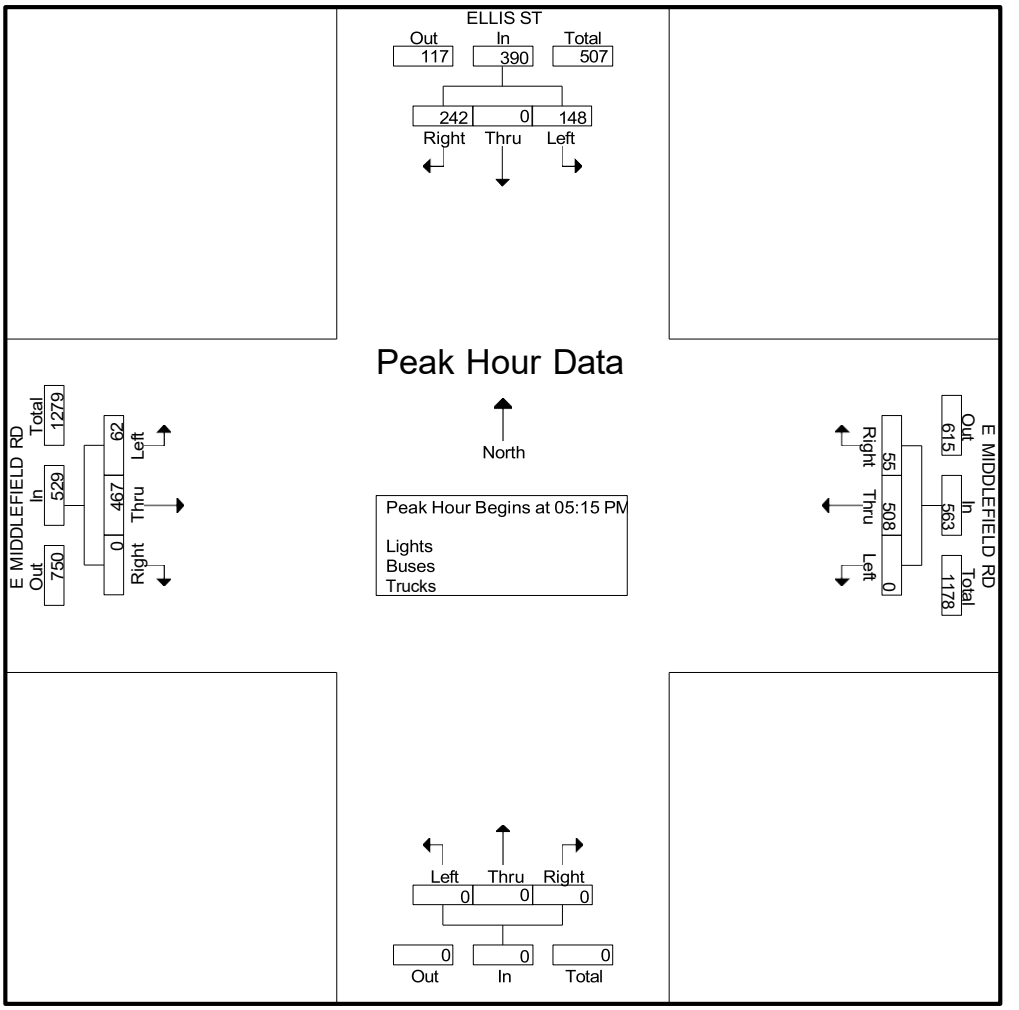
	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	0	26	0	43	21	59	0	0	80	0	0	0	0	0	0	92	15	0	107	230
04:15 PM	18	0	31	0	49	10	58	0	1	69	0	0	0	0	0	0	99	13	1	113	231
04:30 PM	25	0	22	0	47	21	75	0	2	98	0	0	0	0	0	0	90	18	0	108	253
04:45 PM	39	0	34	0	73	14	78	0	1	93	0	0	0	0	0	0	107	22	0	129	295
Total	99	0	113	0	212	66	270	0	4	340	0	0	0	0	0	0	388	68	1	457	1009
05:00 PM	42	0	35	2	79	21	83	0	2	106	0	0	0	0	0	0	116	21	0	137	322
05:15 PM	47	0	39	4	90	13	115	0	0	128	0	0	0	0	0	0	104	16	3	123	341
05:30 PM	68	0	32	6	106	19	119	0	0	138	0	0	0	0	0	0	124	19	0	143	387
05:45 PM	81	0	38	0	119	14	151	0	0	165	0	0	0	0	0	0	112	17	1	130	414
Total	238	0	144	12	394	67	468	0	2	537	0	0	0	0	0	0	456	73	4	533	1464
06:00 PM	46	0	39	0	85	9	123	0	0	132	0	0	0	0	0	0	127	10	1	138	355
06:15 PM	31	0	34	0	65	18	88	0	0	106	0	0	0	0	0	0	72	13	0	85	256
06:30 PM	22	0	17	1	40	13	57	0	3	73	0	0	0	0	0	0	62	14	1	77	190
06:45 PM	10	0	20	2	32	21	63	0	0	84	0	0	0	0	0	0	39	8	1	48	164
Total	109	0	110	3	222	61	331	0	3	395	0	0	0	0	0	0	300	45	3	348	965
Grand Total	446	0	367	15	828	194	1069	0	9	1272	0	0	0	0	0	0	1144	186	8	1338	3438
Apprch %	53.9	0	44.3	1.8		15.3	84	0	0.7		0	0	0	0		0	85.5	13.9	0.6		
Total %	13	0	10.7	0.4	24.1	5.6	31.1	0	0.3	37	0	0	0	0	0	0	33.3	5.4	0.2	38.9	
Lights	444	0	367	15	826	188	1059	0	9	1256	0	0	0	0	0	0	1129	185	8	1322	3404
% Lights	99.6	0	100	100	99.8	96.9	99.1	0	100	98.7	0	0	0	0	0	0	98.7	99.5	100	98.8	99
Buses	2	0	0	0	2	6	10	0	0	16	0	0	0	0	0	0	13	1	0	14	32
% Buses	0.4	0	0	0	0.2	3.1	0.9	0	0	1.3	0	0	0	0	0	0	1.1	0.5	0	1	0.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0.1

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	47	0	**39**	86	13	115	0	128	0	0	0	0	0	104	16	120	334
05:30 PM	68	0	32	100	**19**	119	0	138	0	0	0	0	0	124	**19**	**143**	381
05:45 PM	**81**	0	38	**119**	14	**151**	0	**165**	0	0	0	0	0	112	17	129	**413**
06:00 PM	46	0	39	85	9	123	0	132	0	0	0	0	0	**127**	10	137	354
Total Volume	242	0	148	390	55	508	0	563	0	0	0	0	0	467	62	529	1482
% App. Total	62.1	0	37.9		9.8	90.2	0		0	0	0		0	88.3	11.7		
PHF	.747	.000	.949	.819	.724	.841	.000	.853	.000	.000	.000	.000	.000	.919	.816	.925	.897

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Groups Printed- Lights - Buses - Trucks

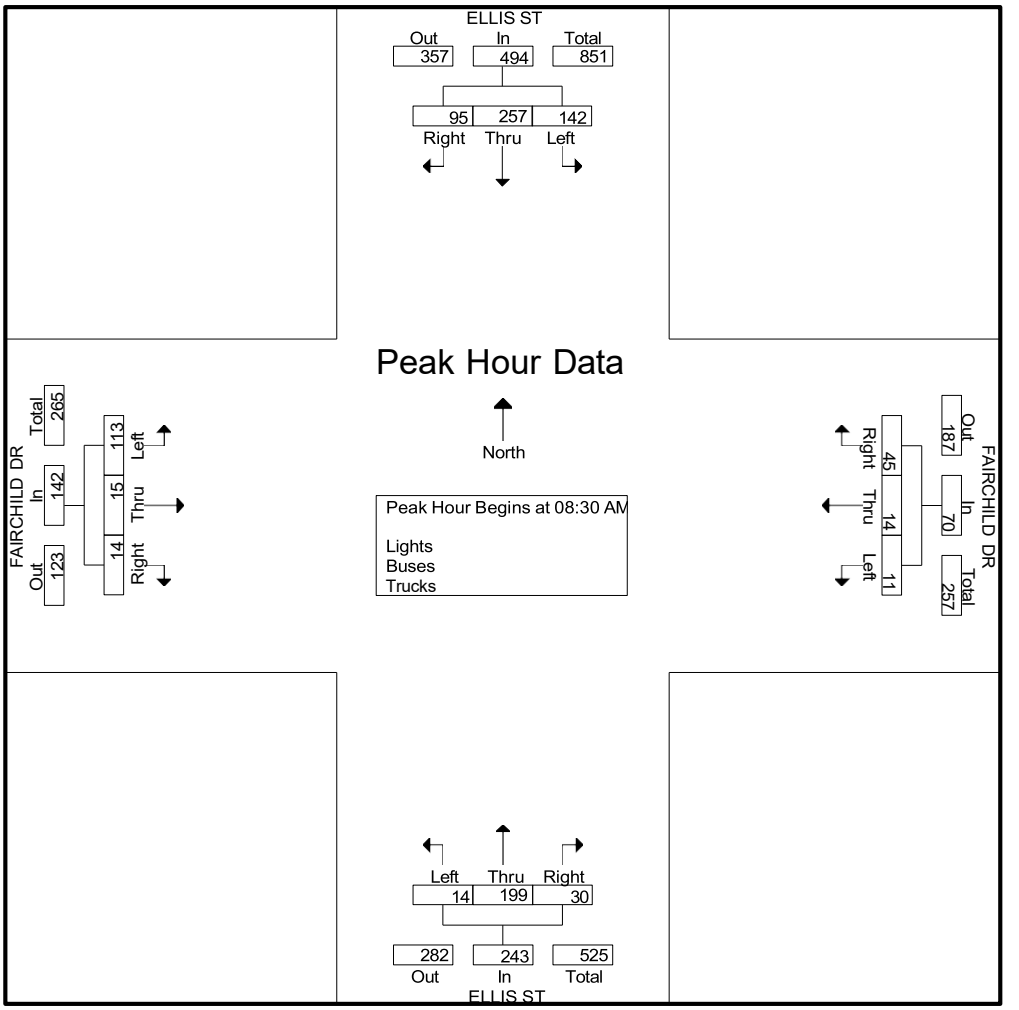
	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	31	5	0	61	6	1	0	0	7	1	27	0	0	28	1	1	15	0	17	113
07:15 AM	17	37	14	0	68	4	1	0	0	5	2	28	0	2	32	1	2	13	0	16	121
07:30 AM	18	39	12	0	69	3	2	0	0	5	1	34	0	1	36	3	1	23	0	27	137
07:45 AM	21	59	25	0	105	3	4	1	0	8	3	31	1	1	36	4	2	23	1	30	179
Total	81	166	56	0	303	16	8	1	0	25	7	120	1	4	132	9	6	74	1	90	550
08:00 AM	18	50	16	0	84	7	1	1	0	9	4	43	4	5	56	5	12	29	2	48	197
08:15 AM	18	59	21	0	98	9	3	0	0	12	4	36	5	0	45	7	6	36	0	49	204
08:30 AM	19	51	30	0	100	14	1	2	0	17	6	57	5	1	69	5	4	32	0	41	227
08:45 AM	35	69	37	0	141	11	4	2	0	17	4	53	4	2	63	3	4	34	2	43	264
Total	90	229	104	0	423	41	9	5	0	55	18	189	18	8	233	20	26	131	4	181	892
09:00 AM	26	81	33	0	140	10	1	3	0	14	12	41	0	0	53	2	1	26	0	29	236
09:15 AM	15	56	42	0	113	10	8	4	0	22	8	48	5	3	64	4	6	21	0	31	230
09:30 AM	12	44	26	0	82	13	5	3	1	22	6	63	3	0	72	1	3	28	0	32	208
09:45 AM	17	61	20	0	98	10	4	7	0	21	12	45	3	0	60	5	4	20	0	29	208
Total	70	242	121	0	433	43	18	17	1	79	38	197	11	3	249	12	14	95	0	121	882
Grand Total	241	637	281	0	1159	100	35	23	1	159	63	506	30	15	614	41	46	300	5	392	2324
Apprch %	20.8	55	24.2	0		62.9	22	14.5	0.6		10.3	82.4	4.9	2.4		10.5	11.7	76.5	1.3		
Total %	10.4	27.4	12.1	0	49.9	4.3	1.5	1	0	6.8	2.7	21.8	1.3	0.6	26.4	1.8	2	12.9	0.2	16.9	
Lights	234	612	271	0	1117	97	26	23	1	147	63	488	29	15	595	41	45	294	5	385	2244
% Lights	97.1	96.1	96.4	0	96.4	97	74.3	100	100	92.5	100	96.4	96.7	100	96.9	100	97.8	98	100	98.2	96.6
Buses	2	6	7	0	15	1	6	0	0	7	0	6	1	0	7	0	0	1	0	1	30
% Buses	0.8	0.9	2.5	0	1.3	1	17.1	0	0	4.4	0	1.2	3.3	0	1.1	0	0	0.3	0	0.3	1.3
Trucks	5	19	3	0	27	2	3	0	0	5	0	12	0	0	12	0	1	5	0	6	50
% Trucks	2.1	3	1.1	0	2.3	2	8.6	0	0	3.1	0	2.4	0	0	2	0	2.2	1.7	0	1.5	2.2

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	19	51	30	100	**14**	1	2	17	6	**57**	**5**	**68**	**5**	4	32	**41**	226
08:45 AM	**35**	69	37	**141**	11	4	2	17	4	53	4	61	3	4	**34**	41	**260**
09:00 AM	26	**81**	33	140	10	1	3	14	**12**	41	0	53	2	1	26	29	236
09:15 AM	15	56	**42**	113	10	**8**	**4**	**22**	8	48	5	61	4	**6**	21	31	227
Total Volume	95	257	142	494	45	14	11	70	30	199	14	243	14	15	113	142	949
% App. Total	19.2	52	28.7		64.3	20	15.7		12.3	81.9	5.8		9.9	10.6	79.6		
PHF	.679	.793	.845	.876	.804	.438	.688	.795	.625	.873	.700	.893	.700	.625	.831	.866	.913

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Groups Printed- Lights - Buses - Trucks

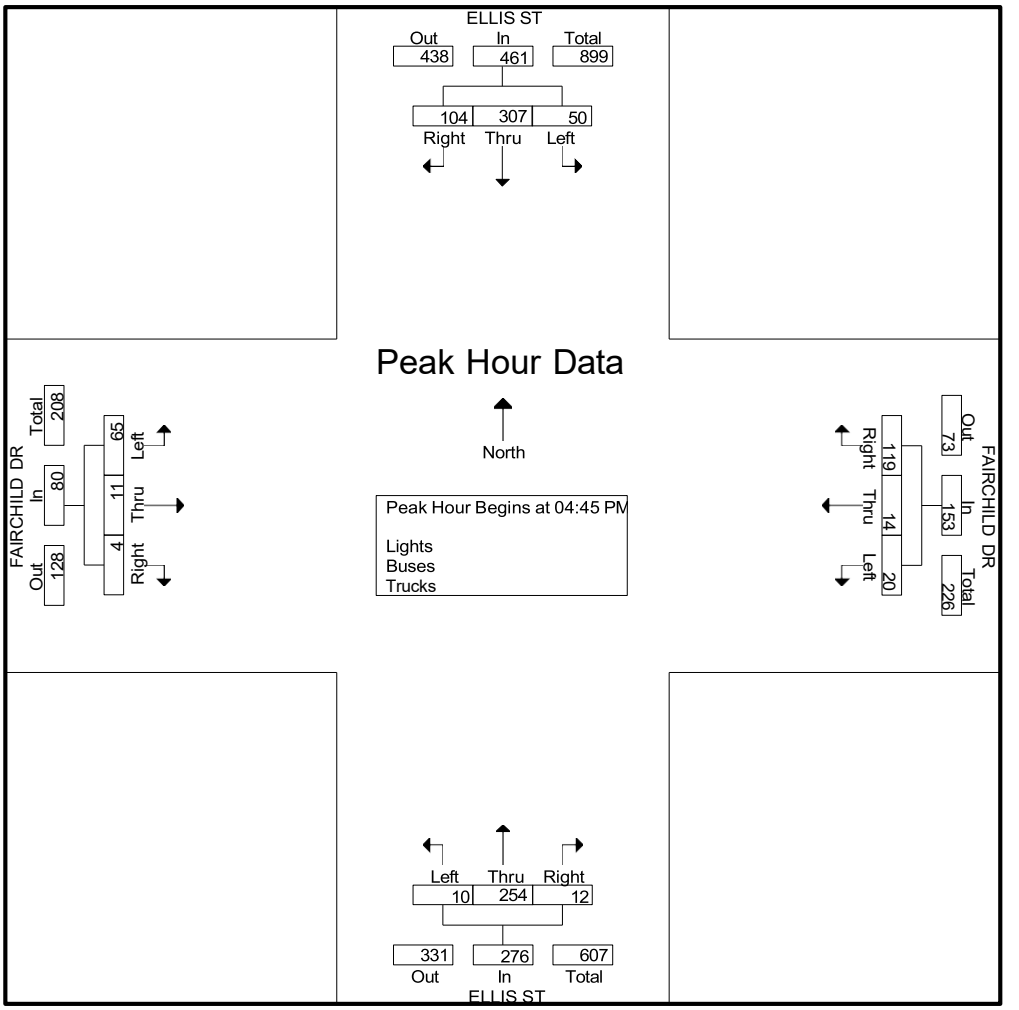
	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	44	9	0	71	29	4	2	0	35	3	44	1	1	49	12	0	16	2	30	185
04:15 PM	31	42	20	0	93	28	3	3	0	34	4	45	1	1	51	11	1	23	0	35	213
04:30 PM	20	56	7	0	83	22	2	3	0	27	0	51	0	0	51	3	2	23	0	28	189
04:45 PM	19	55	8	0	82	31	2	7	1	41	5	72	2	1	80	3	1	24	0	28	231
Total	88	197	44	0	329	110	11	15	1	137	12	212	4	3	231	29	4	86	2	121	818
05:00 PM	24	59	16	0	99	35	4	4	0	43	4	66	1	0	71	1	2	14	0	17	230
05:15 PM	32	80	11	0	123	34	5	2	0	41	2	63	5	2	72	0	5	13	0	18	254
05:30 PM	29	113	15	0	157	19	3	7	2	31	1	53	2	2	58	0	3	14	0	17	263
05:45 PM	27	64	8	0	99	24	2	10	0	36	3	32	2	1	38	4	4	16	1	25	198
Total	112	316	50	0	478	112	14	23	2	151	10	214	10	5	239	5	14	57	1	77	945
06:00 PM	34	58	11	0	103	25	2	4	0	31	1	29	1	1	32	2	2	21	0	25	191
06:15 PM	29	34	7	0	70	27	3	4	0	34	1	34	2	1	38	2	1	22	0	25	167
06:30 PM	21	43	7	0	71	33	4	0	0	37	2	29	2	0	33	5	2	16	0	23	164
06:45 PM	21	23	5	0	49	19	1	0	0	20	2	33	0	1	36	4	0	14	0	18	123
Total	105	158	30	0	293	104	10	8	0	122	6	125	5	3	139	13	5	73	0	91	645
Grand Total	305	671	124	0	1100	326	35	46	3	410	28	551	19	11	609	47	23	216	3	289	2408
Apprch %	27.7	61	11.3	0		79.5	8.5	11.2	0.7		4.6	90.5	3.1	1.8		16.3	8	74.7	1		
Total %	12.7	27.9	5.1	0	45.7	13.5	1.5	1.9	0.1	17	1.2	22.9	0.8	0.5	25.3	2	1	9	0.1	12	
Lights	304	667	124	0	1095	321	29	46	3	399	28	542	19	11	600	47	23	211	3	284	2378
% Lights	99.7	99.4	100	0	99.5	98.5	82.9	100	100	97.3	100	98.4	100	100	98.5	100	100	97.7	100	98.3	98.8
Buses	1	3	0	0	4	4	6	0	0	10	0	8	0	0	8	0	0	3	0	3	25
% Buses	0.3	0.4	0	0	0.4	1.2	17.1	0	0	2.4	0	1.5	0	0	1.3	0	0	1.4	0	1	1
Trucks	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	5
% Trucks	0	0.1	0	0	0.1	0.3	0	0	0	0.2	0	0.2	0	0	0.2	0	0	0.9	0	0.7	0.2

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	55	8	82	31	2	**7**	40	**5**	**72**	2	**79**	**3**	1	**24**	**28**	229
05:00 PM	24	59	**16**	99	**35**	4	4	**43**	4	66	1	71	1	2	14	17	230
05:15 PM	**32**	80	11	123	34	**5**	2	41	2	63	**5**	70	0	**5**	13	18	252
05:30 PM	29	**113**	15	**157**	19	3	7	29	1	53	2	56	0	3	14	17	**259**
Total Volume	104	307	50	461	119	14	20	153	12	254	10	276	4	11	65	80	970
% App. Total	22.6	66.6	10.8		77.8	9.2	13.1		4.3	92	3.6		5	13.8	81.2		
PHF	.813	.679	.781	.734	.850	.700	.714	.890	.600	.882	.500	.873	.333	.550	.677	.714	.936

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 10/10/2024
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Traffic Data Service

San Jose, CA
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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 10/3/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks

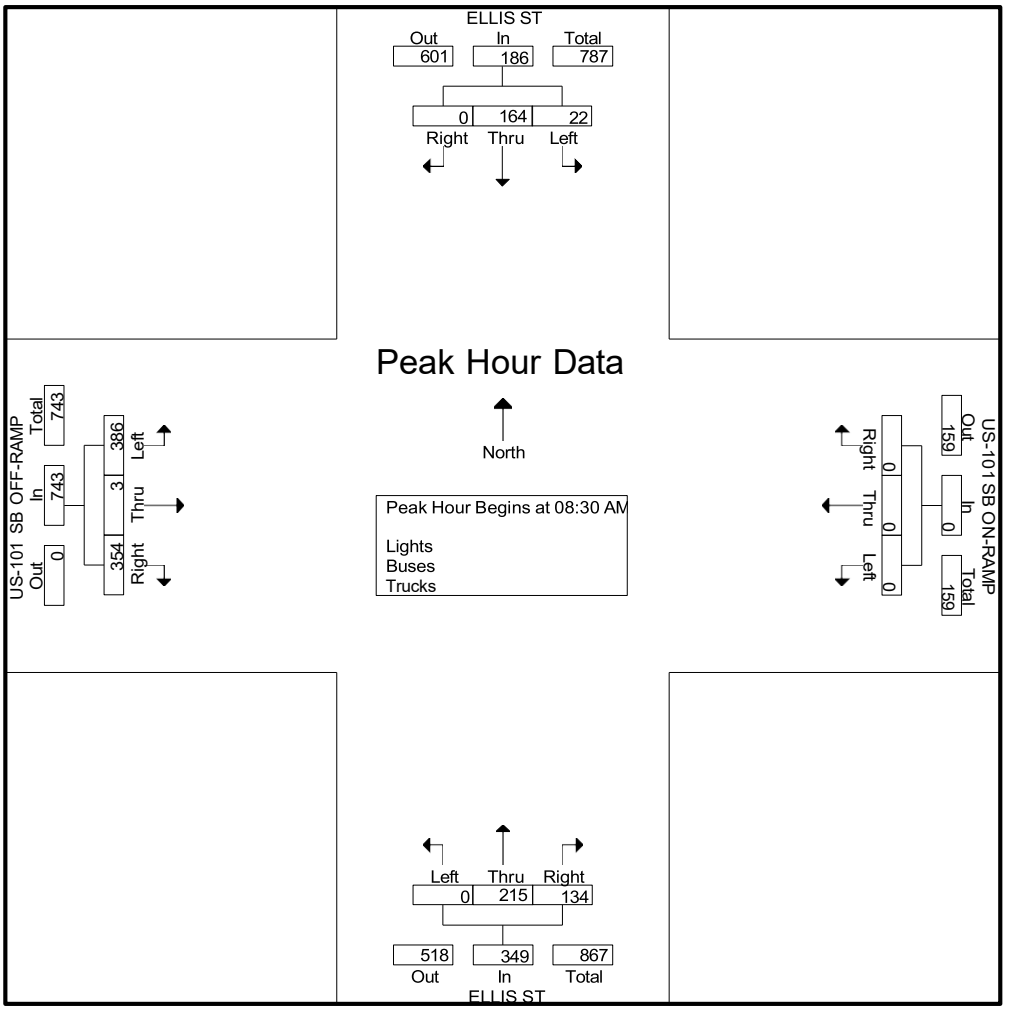
	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	30	7	0	37	0	0	0	0	0	20	27	0	0	47	30	0	32	0	62	146
07:15 AM	0	24	1	0	25	0	0	0	0	0	24	26	0	0	50	45	0	29	0	74	149
07:30 AM	0	18	8	0	26	0	0	0	0	0	34	29	0	0	63	41	0	37	0	78	167
07:45 AM	0	25	3	0	28	0	0	0	0	0	29	29	0	0	58	55	0	62	2	119	205
Total	0	97	19	0	116	0	0	0	0	0	107	111	0	0	218	171	0	160	2	333	667
08:00 AM	0	35	3	0	38	0	0	0	0	0	29	48	0	0	77	64	0	84	0	148	263
08:15 AM	0	31	4	0	35	0	0	0	0	0	22	38	0	0	60	67	0	66	0	133	228
08:30 AM	0	40	1	0	41	0	0	0	0	0	44	59	0	0	103	92	1	93	0	186	330
08:45 AM	0	39	5	0	44	0	0	0	0	0	31	49	0	0	80	79	1	90	0	170	294
Total	0	145	13	0	158	0	0	0	0	0	126	194	0	0	320	302	2	333	0	637	1115
09:00 AM	0	40	7	0	47	0	0	0	0	0	32	55	0	0	87	90	1	100	0	191	325
09:15 AM	0	45	9	0	54	0	0	0	0	0	27	52	0	0	79	93	0	103	0	196	329
09:30 AM	0	22	5	0	27	0	0	0	1	1	32	60	0	1	93	71	0	98	0	169	290
09:45 AM	0	38	5	0	43	0	0	0	0	0	33	52	0	0	85	81	0	89	0	170	298
Total	0	145	26	0	171	0	0	0	1	1	124	219	0	1	344	335	1	390	0	726	1242
Grand Total	0	387	58	0	445	0	0	0	1	1	357	524	0	1	882	808	3	883	2	1696	3024
Apprch %	0	87	13	0		0	0	0	100		40.5	59.4	0	0.1		47.6	0.2	52.1	0.1		
Total %	0	12.8	1.9	0	14.7	0	0	0	0	0	11.8	17.3	0	0	29.2	26.7	0.1	29.2	0.1	56.1	
Lights	0	374	49	0	423	0	0	0	1	1	349	514	0	1	864	781	3	810	2	1596	2884
% Lights	0	96.6	84.5	0	95.1	0	0	0	100	100	97.8	98.1	0	100	98	96.7	100	91.7	100	94.1	95.4
Buses	0	4	1	0	5	0	0	0	0	0	3	5	0	0	8	21	0	36	0	57	70
% Buses	0	1	1.7	0	1.1	0	0	0	0	0	0.8	1	0	0	0.9	2.6	0	4.1	0	3.4	2.3
Trucks	0	9	8	0	17	0	0	0	0	0	5	5	0	0	10	6	0	37	0	43	70
% Trucks	0	2.3	13.8	0	3.8	0	0	0	0	0	1.4	1	0	0	1.1	0.7	0	4.2	0	2.5	2.3

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	40	1	41	0	0	0	0	**44**	**59**	0	**103**	92	**1**	93	186	**330**
08:45 AM	0	39	5	44	0	0	0	0	31	49	0	80	79	1	90	170	294
09:00 AM	0	40	7	47	0	0	0	0	32	55	0	87	90	1	100	191	325
09:15 AM	0	**45**	**9**	**54**	0	0	0	0	27	52	0	79	**93**	0	**103**	**196**	329
Total Volume	0	164	22	186	0	0	0	0	134	215	0	349	354	3	386	743	1278
% App. Total	0	88.2	11.8		0	0	0		38.4	61.6	0		47.6	0.4	52		
PHF	.000	.911	.611	.861	.000	.000	.000	.000	.761	.911	.000	.847	.952	.750	.937	.948	.968

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Traffic Data Service

San Jose, CA
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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 10/3/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks

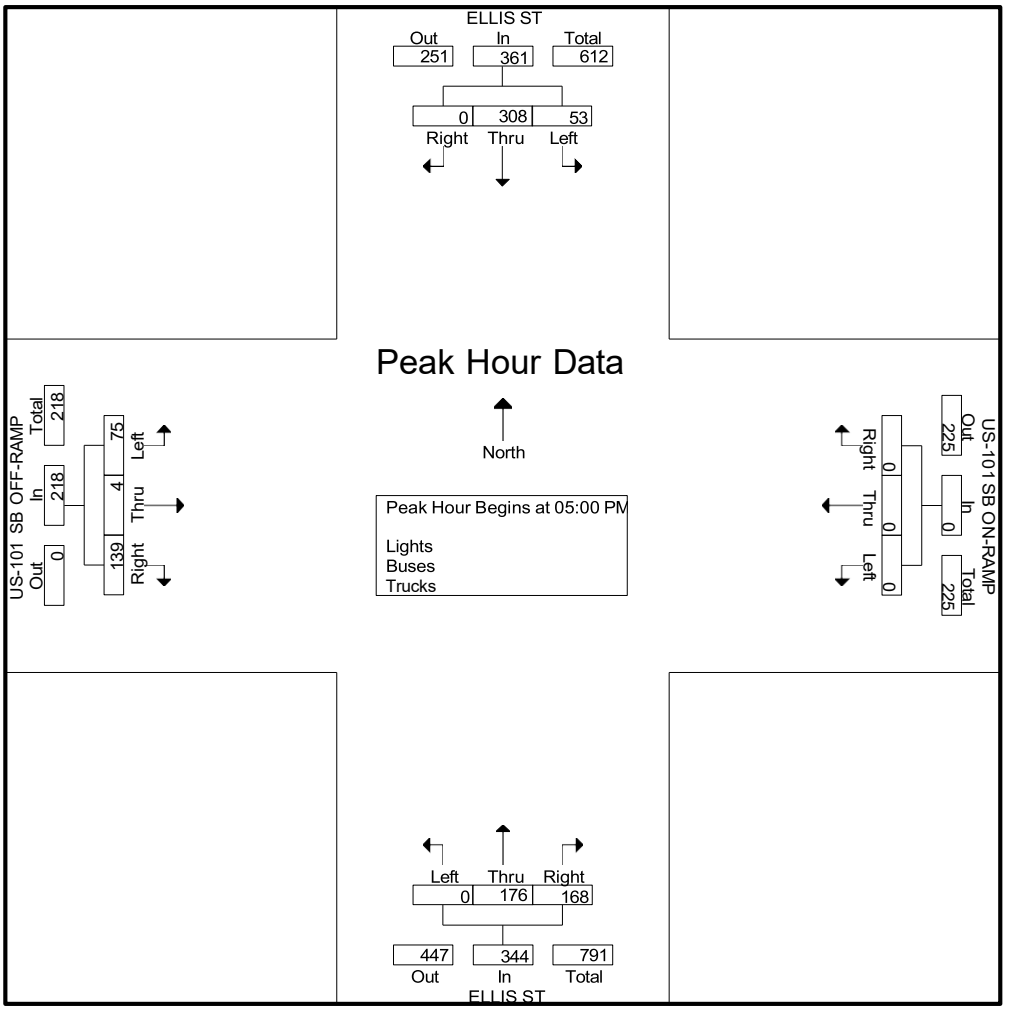
	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	65	18	0	83	0	0	0	0	0	41	52	0	0	93	25	0	17	0	42	218
04:15 PM	0	71	16	0	87	0	0	0	0	0	49	52	0	0	101	12	0	19	0	31	219
04:30 PM	0	42	38	0	80	0	0	0	0	0	32	57	0	0	89	19	0	16	0	35	204
04:45 PM	0	69	19	0	88	0	0	0	0	0	44	50	0	0	94	23	0	18	0	41	223
Total	0	247	91	0	338	0	0	0	0	0	166	211	0	0	377	79	0	70	0	149	864
05:00 PM	0	86	19	0	105	0	0	0	0	0	45	44	0	0	89	21	1	11	0	33	227
05:15 PM	0	80	14	0	94	0	0	0	0	0	49	41	0	0	90	34	0	19	1	54	238
05:30 PM	0	74	10	0	84	0	0	0	0	0	34	39	0	0	73	45	1	24	0	70	227
05:45 PM	0	68	10	0	78	0	0	0	0	0	40	52	0	0	92	39	2	21	0	62	232
Total	0	308	53	0	361	0	0	0	0	0	168	176	0	0	344	139	4	75	1	219	924
06:00 PM	0	54	1	0	55	0	0	0	0	0	63	35	0	0	98	23	0	8	0	31	184
06:15 PM	0	45	2	0	47	0	0	0	1	1	36	45	0	0	81	20	0	11	0	31	160
06:30 PM	0	41	2	0	43	0	0	0	0	0	39	43	0	0	82	23	1	11	0	35	160
06:45 PM	0	26	2	0	28	0	0	0	0	0	34	28	0	0	62	18	0	11	0	29	119
Total	0	166	7	0	173	0	0	0	1	1	172	151	0	0	323	84	1	41	0	126	623
Grand Total	0	721	151	0	872	0	0	0	1	1	506	538	0	0	1044	302	5	186	1	494	2411
Apprch %	0	82.7	17.3	0		0	0	0	100		48.5	51.5	0	0		61.1	1	37.7	0.2		
Total %	0	29.9	6.3	0	36.2	0	0	0	0	0	21	22.3	0	0	43.3	12.5	0.2	7.7	0	20.5	
Lights	0	719	149	0	868	0	0	0	1	1	504	523	0	0	1027	301	5	175	1	482	2378
% Lights	0	99.7	98.7	0	99.5	0	0	0	100	100	99.6	97.2	0	0	98.4	99.7	100	94.1	100	97.6	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	1	0	11	0	12	26
% Buses	0	0	0	0	0	0	0	0	0	0	0	2.6	0	0	1.3	0.3	0	5.9	0	2.4	1.1
Trucks	0	2	2	0	4	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	7
% Trucks	0	0.3	1.3	0	0.5	0	0	0	0	0	0.4	0.2	0	0	0.3	0	0	0	0	0	0.3

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**86**	**19**	**105**	0	0	0	0	45	44	0	89	21	1	11	33	227
05:15 PM	0	80	14	94	0	0	0	0	**49**	41	0	90	34	0	19	53	**237**
05:30 PM	0	74	10	84	0	0	0	0	34	39	0	73	**45**	1	**24**	**70**	227
05:45 PM	0	68	10	78	0	0	0	0	40	**52**	0	**92**	39	**2**	21	62	232
Total Volume	0	308	53	361	0	0	0	0	168	176	0	344	139	4	75	218	923
% App. Total	0	85.3	14.7		0	0	0		48.8	51.2	0		63.8	1.8	34.4		
PHF	.000	.895	.697	.860	.000	.000	.000	.000	.857	.846	.000	.935	.772	.500	.781	.779	.974

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File Name : 7PM FINAL
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Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 8AM FINAL
Site Code : 00000008
Start Date : 9/19/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks

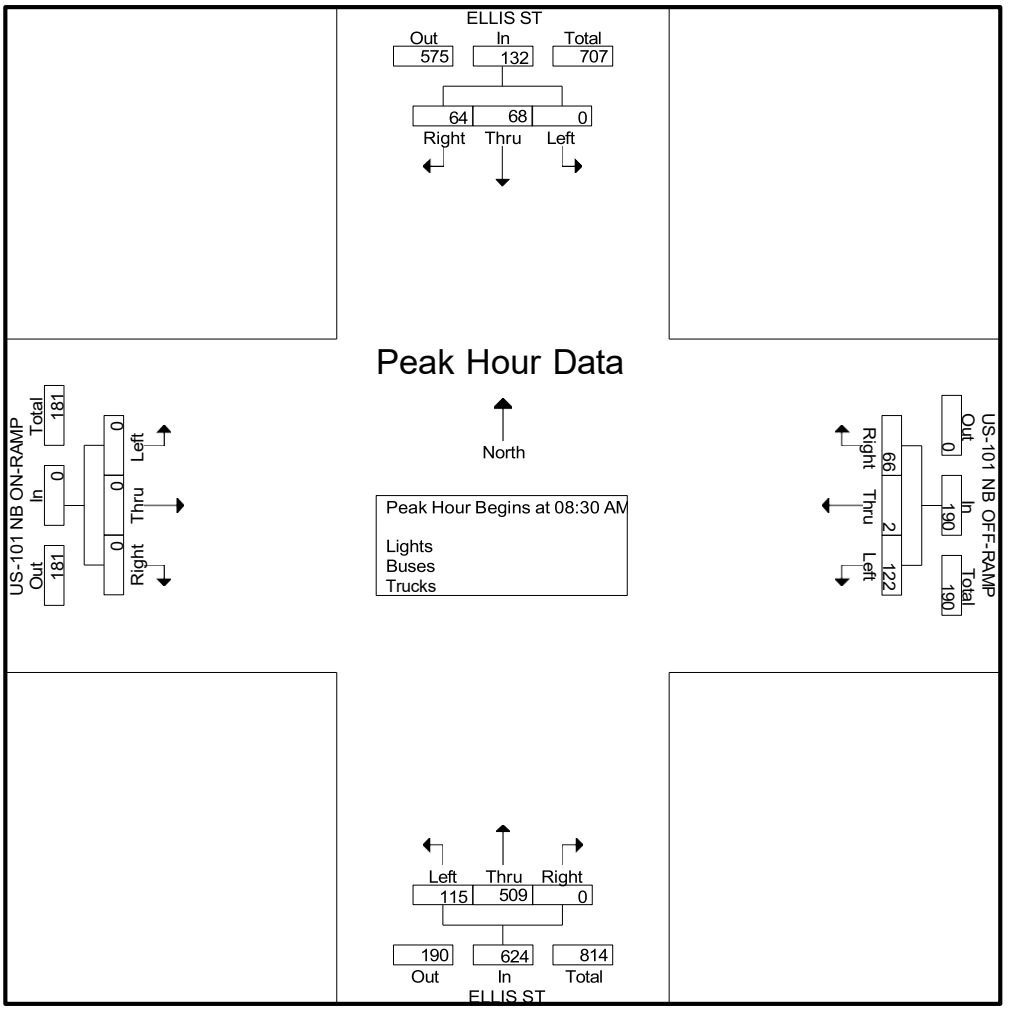
	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	16	0	0	34	15	0	28	0	43	0	48	14	0	62	0	0	0	0	0	139
07:15 AM	12	8	0	0	20	16	2	21	0	39	0	55	12	0	67	0	0	0	1	1	127
07:30 AM	16	11	0	0	27	10	0	19	0	29	0	49	22	0	71	0	0	0	0	0	127
07:45 AM	11	7	0	0	18	19	0	32	0	51	0	89	15	0	104	0	0	0	1	1	174
Total	57	42	0	0	99	60	2	100	0	162	0	241	63	0	304	0	0	0	2	2	567
08:00 AM	16	9	0	0	25	17	0	37	0	54	0	86	20	0	106	0	0	0	1	1	186
08:15 AM	29	9	0	0	38	10	1	24	0	35	0	93	20	0	113	0	0	0	1	1	187
08:30 AM	23	21	0	0	44	19	1	26	0	46	0	120	20	0	140	0	0	0	0	0	230
08:45 AM	18	19	0	0	37	20	0	36	0	56	0	123	25	0	148	0	0	0	0	0	241
Total	86	58	0	0	144	66	2	123	0	191	0	422	85	0	507	0	0	0	2	2	844
09:00 AM	11	18	0	0	29	12	0	26	0	38	0	135	28	0	163	0	0	0	1	1	231
09:15 AM	12	10	0	0	22	15	1	34	0	50	0	131	42	0	173	0	0	0	0	0	245
09:30 AM	26	18	0	0	44	11	0	30	0	41	0	122	23	0	145	0	0	0	0	0	230
09:45 AM	16	11	0	0	27	13	1	35	0	49	0	89	20	0	109	0	0	0	0	0	185
Total	65	57	0	0	122	51	2	125	0	178	0	477	113	0	590	0	0	0	1	1	891
Grand Total	208	157	0	0	365	177	6	348	0	531	0	1140	261	0	1401	0	0	0	5	5	2302
Apprch %	57	43	0	0		33.3	1.1	65.5	0		0	81.4	18.6	0		0	0	0	100		
Total %	9	6.8	0	0	15.9	7.7	0.3	15.1	0	23.1	0	49.5	11.3	0	60.9	0	0	0	0.2	0.2	
Lights	192	145	0	0	337	169	3	344	0	516	0	1087	255	0	1342	0	0	0	5	5	2200
% Lights	92.3	92.4	0	0	92.3	95.5	50	98.9	0	97.2	0	95.4	97.7	0	95.8	0	0	0	100	100	95.6
Buses	3	2	0	0	5	1	1	1	0	3	0	31	3	0	34	0	0	0	0	0	42
% Buses	1.4	1.3	0	0	1.4	0.6	16.7	0.3	0	0.6	0	2.7	1.1	0	2.4	0	0	0	0	0	1.8
Trucks	13	10	0	0	23	7	2	3	0	12	0	22	3	0	25	0	0	0	0	0	60
% Trucks	6.2	6.4	0	0	6.3	4	33.3	0.9	0	2.3	0	1.9	1.1	0	1.8	0	0	0	0	0	2.6

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**23**	**21**	0	**44**	19	**1**	26	46	0	120	20	140	0	0	0	0	230
08:45 AM	18	19	0	37	**20**	0	**36**	**56**	0	123	25	148	0	0	0	0	241
09:00 AM	11	18	0	29	12	0	26	38	0	**135**	28	163	0	0	0	0	230
09:15 AM	12	10	0	22	15	1	34	50	0	131	**42**	**173**	0	0	0	0	**245**
Total Volume	64	68	0	132	66	2	122	190	0	509	115	624	0	0	0	0	946
% App. Total	48.5	51.5	0		34.7	1.1	64.2		0	81.6	18.4		0	0	0		
PHF	.696	.810	.000	.750	.825	.500	.847	.848	.000	.943	.685	.902	.000	.000	.000	.000	.965

Traffic Data Service

San Jose, CA
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File Name : 8AM FINAL
Site Code : 00000008
Start Date : 9/19/2024
Page No : 2



Traffic Data Service

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(408) 622-4787
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File Name : 8PM FINAL
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Start Date : 9/19/2024
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Groups Printed- Lights - Buses - Trucks

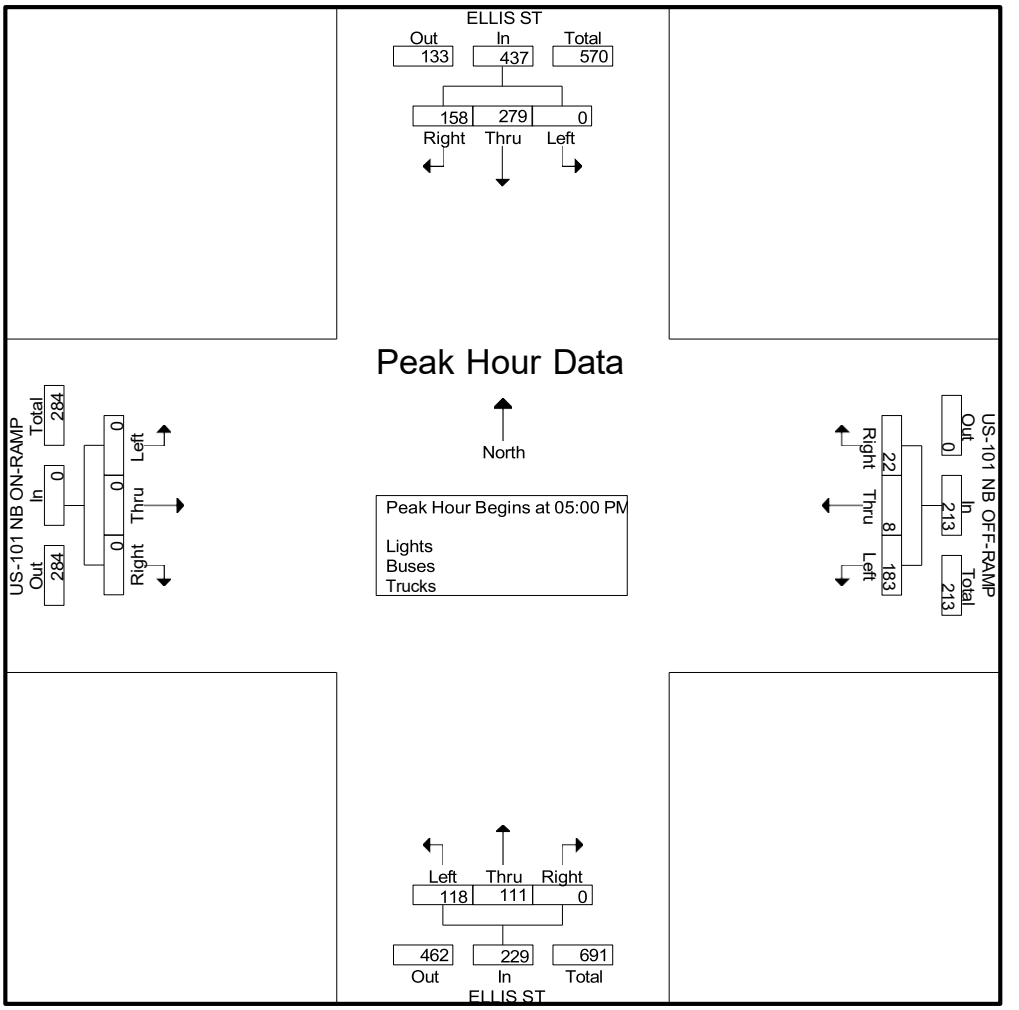
	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	38	48	0	0	86	3	1	15	0	19	0	31	42	0	73	0	0	0	1	1	179
04:15 PM	36	53	0	0	89	8	1	30	0	39	0	17	31	0	48	0	0	0	1	1	177
04:30 PM	39	78	0	0	117	4	0	23	0	27	0	20	30	0	50	0	0	0	0	0	194
04:45 PM	29	57	0	0	86	3	0	27	0	30	0	25	31	0	56	0	0	0	0	0	172
Total	142	236	0	0	378	18	2	95	0	115	0	93	134	0	227	0	0	0	2	2	722
05:00 PM	35	74	0	0	109	3	0	28	0	31	0	20	34	0	54	0	0	0	2	2	196
05:15 PM	46	52	0	0	98	5	0	44	0	49	0	31	32	0	63	0	0	0	0	0	210
05:30 PM	46	76	0	0	122	10	3	50	0	63	0	40	28	0	68	0	0	0	0	0	253
05:45 PM	31	77	0	0	108	4	5	61	0	70	0	20	24	0	44	0	0	0	0	0	222
Total	158	279	0	0	437	22	8	183	0	213	0	111	118	0	229	0	0	0	2	2	881
06:00 PM	36	45	0	0	81	3	1	40	0	44	0	22	29	0	51	0	0	0	1	1	177
06:15 PM	23	30	0	0	53	0	1	29	0	30	0	14	38	0	52	0	0	0	1	1	136
06:30 PM	17	14	0	0	31	2	0	29	0	31	0	16	27	0	43	0	0	0	0	0	105
06:45 PM	16	19	0	0	35	0	0	18	0	18	0	11	29	0	40	0	0	0	0	0	93
Total	92	108	0	0	200	5	2	116	0	123	0	63	123	0	186	0	0	0	2	2	511
Grand Total	392	623	0	0	1015	45	12	394	0	451	0	267	375	0	642	0	0	0	6	6	2114
Apprch %	38.6	61.4	0	0		10	2.7	87.4	0		0	41.6	58.4	0		0	0	0	100		
Total %	18.5	29.5	0	0	48	2.1	0.6	18.6	0	21.3	0	12.6	17.7	0	30.4	0	0	0	0.3	0.3	
Lights	379	623	0	0	1002	45	12	391	0	448	0	249	360	0	609	0	0	0	6	6	2065
% Lights	96.7	100	0	0	98.7	100	100	99.2	0	99.3	0	93.3	96	0	94.9	0	0	0	100	100	97.7
Buses	10	0	0	0	10	0	0	2	0	2	0	15	12	0	27	0	0	0	0	0	39
% Buses	2.6	0	0	0	1	0	0	0.5	0	0.4	0	5.6	3.2	0	4.2	0	0	0	0	0	1.8
Trucks	3	0	0	0	3	0	0	1	0	1	0	3	3	0	6	0	0	0	0	0	10
% Trucks	0.8	0	0	0	0.3	0	0	0.3	0	0.2	0	1.1	0.8	0	0.9	0	0	0	0	0	0.5

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	74	0	109	3	0	28	31	0	20	**34**	54	0	0	0	0	194
05:15 PM	**46**	52	0	98	5	0	44	49	0	31	32	63	0	0	0	0	210
05:30 PM	46	76	0	**122**	**10**	3	50	63	0	**40**	28	**68**	0	0	0	0	**253**
05:45 PM	31	**77**	0	108	4	**5**	**61**	**70**	0	20	24	44	0	0	0	0	222
Total Volume	158	279	0	437	22	8	183	213	0	111	118	229	0	0	0	0	879
% App. Total	36.2	63.8	0		10.3	3.8	85.9		0	48.5	51.5		0	0	0		
PHF	.859	.906	.000	.895	.550	.400	.750	.761	.000	.694	.868	.842	.000	.000	.000	.000	.869

Traffic Data Service

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File Name : 8PM FINAL
Site Code : 00000008
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Traffic Data Service

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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 10/3/2024
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Groups Printed- Lights - Buses - Trucks

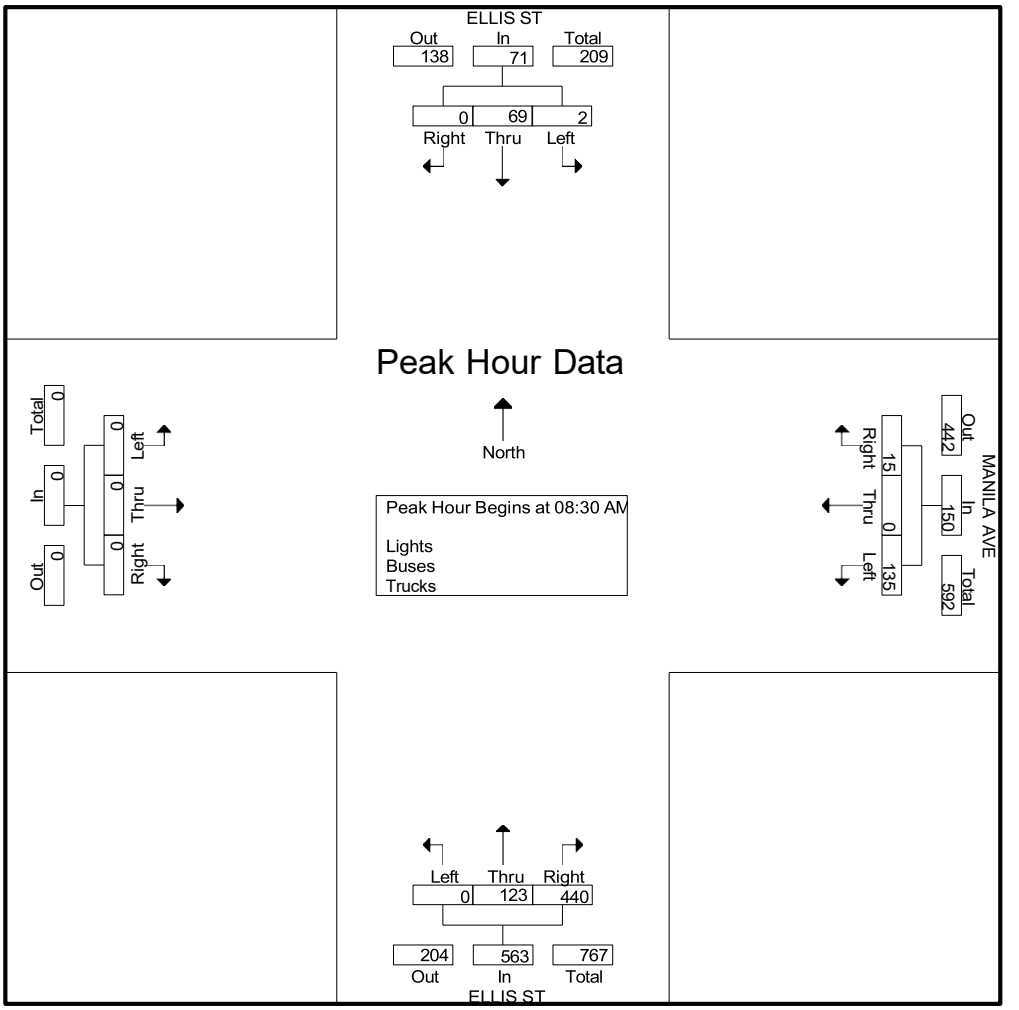
	ELLIS ST Southbound					MANILA AVE Westbound					ELLIS ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	8	0	0	8	3	0	10	0	13	30	38	0	0	68	0	0	0	0	0	89
07:15 AM	0	6	0	0	6	6	0	8	0	14	30	37	0	0	67	0	0	0	0	0	87
07:30 AM	0	12	0	1	13	5	0	24	0	29	36	21	0	0	57	0	0	0	0	0	99
07:45 AM	0	11	0	2	13	5	0	22	0	27	66	25	1	0	92	0	0	0	0	0	132
Total	0	37	0	3	40	19	0	64	0	83	162	121	1	0	284	0	0	0	0	0	407
08:00 AM	0	16	1	0	17	6	0	30	0	36	81	39	0	0	120	0	0	0	0	0	173
08:15 AM	0	19	0	1	20	8	0	41	0	49	75	25	0	0	100	0	0	0	0	0	169
08:30 AM	0	12	1	2	15	4	0	33	2	39	116	25	0	0	141	0	0	0	0	0	195
08:45 AM	0	18	0	0	18	4	0	33	1	38	99	32	0	0	131	0	0	0	0	0	187
Total	0	65	2	3	70	22	0	137	3	162	371	121	0	0	492	0	0	0	0	0	724
09:00 AM	0	16	1	1	18	4	0	33	1	38	106	36	0	0	142	0	0	0	0	0	198
09:15 AM	0	23	0	0	23	3	0	36	0	39	119	30	0	0	149	0	0	0	0	0	211
09:30 AM	0	11	0	1	12	4	0	24	0	28	98	39	0	0	137	0	0	0	0	0	177
09:45 AM	0	16	0	1	17	3	0	28	0	31	107	21	0	0	128	0	0	0	0	0	176
Total	0	66	1	3	70	14	0	121	1	136	430	126	0	0	556	0	0	0	0	0	762
Grand Total	0	168	3	9	180	55	0	322	4	381	963	368	1	0	1332	0	0	0	0	0	1893
Apprch %	0	93.3	1.7	5		14.4	0	84.5	1		72.3	27.6	0.1	0		0	0	0	0		
Total %	0	8.9	0.2	0.5	9.5	2.9	0	17	0.2	20.1	50.9	19.4	0.1	0	70.4	0	0	0	0	0	
Lights	0	113	2	9	124	51	0	300	4	355	920	317	1	0	1238	0	0	0	0	0	1717
% Lights	0	67.3	66.7	100	68.9	92.7	0	93.2	100	93.2	95.5	86.1	100	0	92.9	0	0	0	0	0	90.7
Buses	0	2	0	0	2	0	0	12	0	12	37	1	0	0	38	0	0	0	0	0	52
% Buses	0	1.2	0	0	1.1	0	0	3.7	0	3.1	3.8	0.3	0	0	2.9	0	0	0	0	0	2.7
Trucks	0	53	1	0	54	4	0	10	0	14	6	50	0	0	56	0	0	0	0	0	124
% Trucks	0	31.5	33.3	0	30	7.3	0	3.1	0	3.7	0.6	13.6	0	0	4.2	0	0	0	0	0	6.6

	ELLIS ST Southbound				MANILA AVE Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	12	**1**	13	**4**	0	33	37	116	25	0	141	0	0	0	0	191
08:45 AM	0	18	0	18	4	0	33	37	99	32	0	131	0	0	0	0	186
09:00 AM	0	16	1	17	4	0	33	37	106	**36**	0	142	0	0	0	0	196
09:15 AM	0	**23**	0	**23**	3	0	**36**	**39**	**119**	30	0	**149**	0	0	0	0	**211**
Total Volume	0	69	2	71	15	0	135	150	440	123	0	563	0	0	0	0	784
% App. Total	0	97.2	2.8		10	0	90		78.2	21.8	0		0	0	0		
PHF	.000	.750	.500	.772	.938	.000	.938	.962	.924	.854	.000	.945	.000	.000	.000	.000	.929

Traffic Data Service

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File Name : 9AM FINAL
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Traffic Data Service

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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 10/3/2024
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Groups Printed- Lights - Buses - Trucks

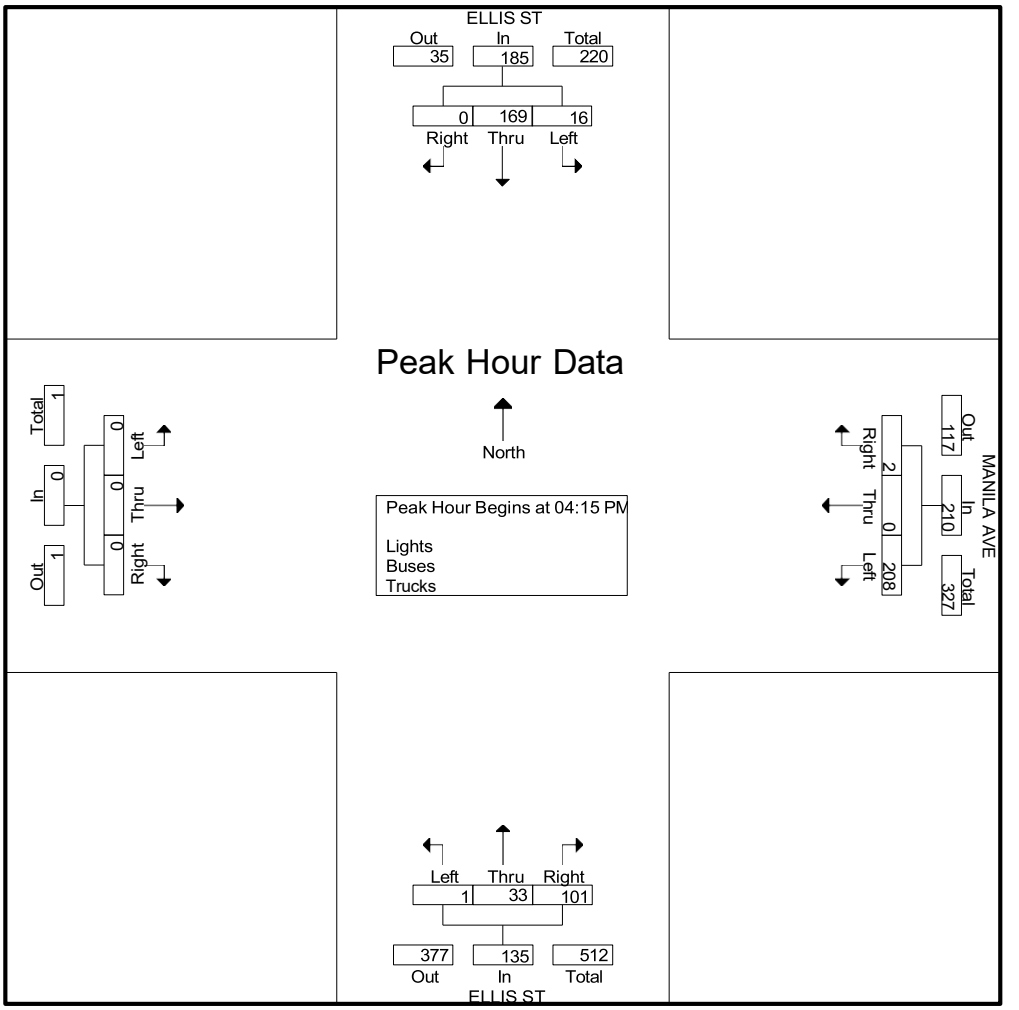
	ELLIS ST Southbound					MANILA AVE Westbound					ELLIS ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	44	2	0	46	1	0	39	0	40	29	6	0	0	35	0	0	0	0	0	121
04:15 PM	0	39	5	0	44	0	0	48	0	48	34	11	1	0	46	0	0	0	0	0	138
04:30 PM	0	49	6	0	55	0	0	34	0	34	17	10	0	0	27	0	0	0	0	0	116
04:45 PM	0	37	2	0	39	1	0	56	0	57	34	5	0	0	39	0	0	0	0	0	135
Total	0	169	15	0	184	2	0	177	0	179	114	32	1	0	147	0	0	0	0	0	510
05:00 PM	0	44	3	0	47	1	0	70	0	71	16	7	0	0	23	0	0	0	0	0	141
05:15 PM	0	12	0	2	14	0	0	71	0	71	32	7	0	0	39	0	0	0	0	0	124
05:30 PM	0	16	2	0	18	1	0	60	0	61	29	6	2	0	37	0	0	0	0	0	116
05:45 PM	0	18	1	1	20	0	0	55	0	55	37	8	1	0	46	0	0	0	0	0	121
Total	0	90	6	3	99	2	0	256	0	258	114	28	3	0	145	0	0	0	0	0	502
06:00 PM	0	0	0	0	0	0	0	40	0	40	12	0	1	0	13	0	0	0	0	0	53
06:15 PM	0	0	0	0	0	0	0	38	0	38	20	0	0	0	20	0	0	0	0	0	58
06:30 PM	0	0	0	0	0	0	0	38	0	38	20	0	0	0	20	0	0	0	0	0	58
06:45 PM	0	0	0	1	1	0	0	34	0	34	15	0	1	0	16	0	0	0	0	0	51
Total	0	0	0	1	1	0	0	150	0	150	67	0	2	0	69	0	0	0	0	0	220
Grand Total	0	259	21	4	284	4	0	583	0	587	295	60	6	0	361	0	0	0	0	0	1232
Apprch %	0	91.2	7.4	1.4		0.7	0	99.3	0		81.7	16.6	1.7	0		0	0	0	0		
Total %	0	21	1.7	0.3	23.1	0.3	0	47.3	0	47.6	23.9	4.9	0.5	0	29.3	0	0	0	0	0	
Lights	0	253	21	4	278	4	0	577	0	581	280	60	6	0	346	0	0	0	0	0	1205
% Lights	0	97.7	100	100	97.9	100	0	99	0	99	94.9	100	100	0	95.8	0	0	0	0	0	97.8
Buses	0	0	0	0	0	0	0	6	0	6	14	0	0	0	14	0	0	0	0	0	20
% Buses	0	0	0	0	0	0	0	1	0	1	4.7	0	0	0	3.9	0	0	0	0	0	1.6
Trucks	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
% Trucks	0	2.3	0	0	2.1	0	0	0	0	0	0.3	0	0	0	0.3	0	0	0	0	0	0.6

	ELLIS ST Southbound				MANILA AVE Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	39	5	44	0	0	48	48	**34**	**11**	**1**	**46**	0	0	0	0	138
04:30 PM	0	**49**	**6**	**55**	0	0	34	34	17	10	0	27	0	0	0	0	116
04:45 PM	0	37	2	39	**1**	0	56	57	34	5	0	39	0	0	0	0	135
05:00 PM	0	44	3	47	1	0	**70**	**71**	16	7	0	23	0	0	0	0	**141**
Total Volume	0	169	16	185	2	0	208	210	101	33	1	135	0	0	0	0	530
% App. Total	0	91.4	8.6		1	0	99		74.8	24.4	0.7		0	0	0		
PHF	.000	.862	.667	.841	.500	.000	.743	.739	.743	.750	.250	.734	.000	.000	.000	.000	.940

Traffic Data Service

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File Name : 9PM FINAL
Site Code : 00000009
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Traffic Data Service

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File Name : 10AM FINAL
Site Code : 00000010
Start Date : 9/19/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks

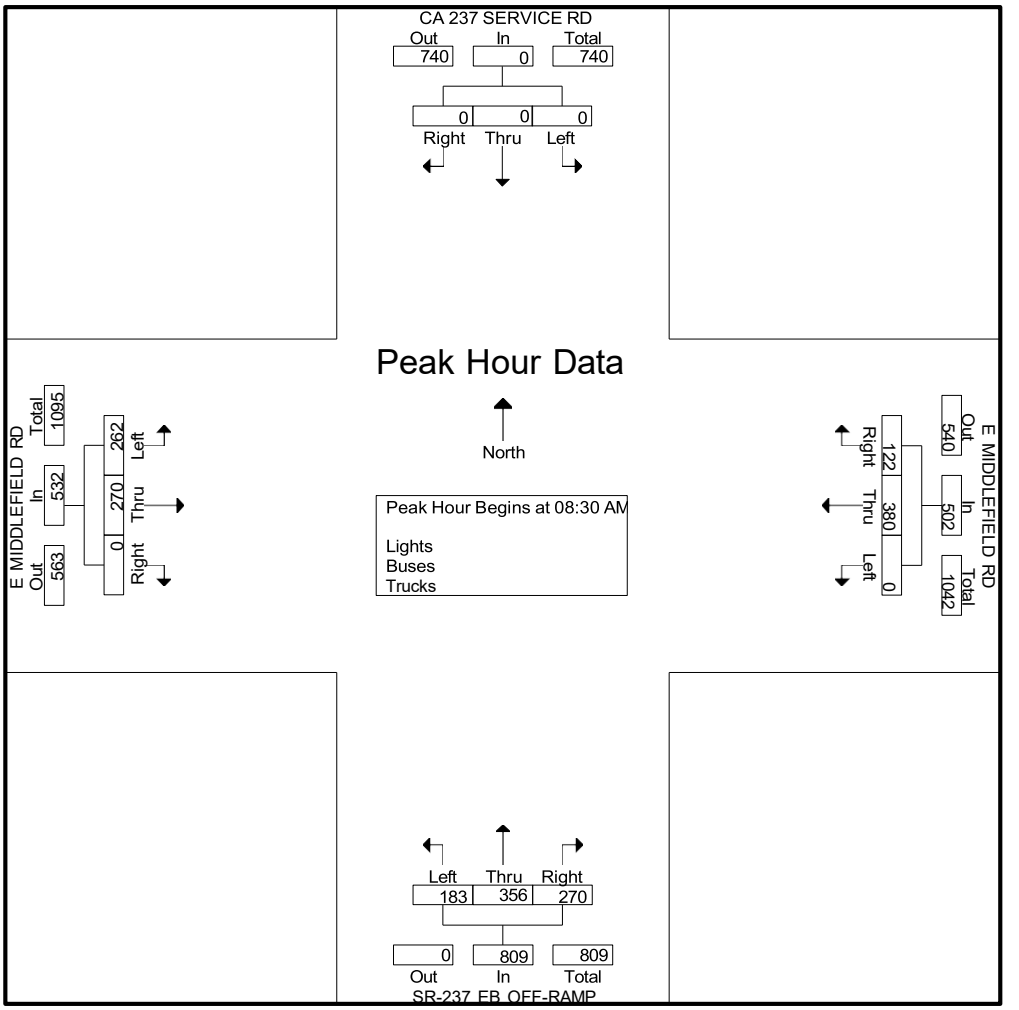
	CA 237 SERVICE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 EB OFF-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	11	53	0	0	64	33	28	26	0	87	0	29	21	0	50	202
07:15 AM	0	0	0	0	0	13	62	0	0	75	36	39	23	1	99	0	40	20	0	60	234
07:30 AM	0	0	0	1	1	17	100	0	0	117	33	53	24	1	111	0	35	21	0	56	285
07:45 AM	0	0	0	1	1	8	114	0	1	123	67	63	31	1	162	0	61	47	0	108	394
Total	0	0	0	3	3	49	329	0	1	379	169	183	104	3	459	0	165	109	0	274	1115
08:00 AM	0	0	0	0	0	23	88	0	0	111	71	73	28	0	172	0	56	63	0	119	402
08:15 AM	0	0	0	3	3	31	105	0	0	136	63	68	49	0	180	0	86	49	0	135	454
08:30 AM	0	0	0	1	1	27	91	0	1	119	60	77	40	1	178	0	63	70	0	133	431
08:45 AM	0	0	0	4	4	38	105	0	0	143	68	82	47	0	197	0	70	55	0	125	469
Total	0	0	0	8	8	119	389	0	1	509	262	300	164	1	727	0	275	237	0	512	1756
09:00 AM	0	0	0	3	3	29	87	0	0	116	66	91	44	3	204	0	73	83	0	156	479
09:15 AM	0	0	0	7	7	28	97	0	1	126	76	106	52	2	236	0	64	54	0	118	487
09:30 AM	0	0	0	2	2	27	67	0	0	94	63	96	36	0	195	0	46	50	0	96	387
09:45 AM	0	0	0	1	1	14	81	0	1	96	77	115	38	0	230	0	58	45	0	103	430
Total	0	0	0	13	13	98	332	0	2	432	282	408	170	5	865	0	241	232	0	473	1783
Grand Total	0	0	0	24	24	266	1050	0	4	1320	713	891	438	9	2051	0	681	578	0	1259	4654
Apprch %	0	0	0	100		20.2	79.5	0	0.3		34.8	43.4	21.4	0.4		0	54.1	45.9	0		
Total %	0	0	0	0.5	0.5	5.7	22.6	0	0.1	28.4	15.3	19.1	9.4	0.2	44.1	0	14.6	12.4	0	27.1	
Lights	0	0	0	24	24	244	1033	0	4	1281	705	888	436	9	2038	0	663	568	0	1231	4574
% Lights	0	0	0	100	100	91.7	98.4	0	100	97	98.9	99.7	99.5	100	99.4	0	97.4	98.3	0	97.8	98.3
Buses	0	0	0	0	0	19	1	0	0	20	3	2	0	0	5	0	6	2	0	8	33
% Buses	0	0	0	0	0	7.1	0.1	0	0	1.5	0.4	0.2	0	0	0.2	0	0.9	0.3	0	0.6	0.7
Trucks	0	0	0	0	0	3	16	0	0	19	5	1	2	0	8	0	12	8	0	20	47
% Trucks	0	0	0	0	0	1.1	1.5	0	0	1.4	0.7	0.1	0.5	0	0.4	0	1.8	1.4	0	1.6	1

	CA 237 SERVICE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 EB OFF-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	27	91	0	118	60	77	40	177	0	63	70	133	428
08:45 AM	0	0	0	0	**38**	**105**	0	**143**	68	82	47	197	0	70	55	125	465
09:00 AM	0	0	0	0	29	87	0	116	66	91	44	201	0	**73**	**83**	**156**	473
09:15 AM	0	0	0	0	28	97	0	125	**76**	**106**	**52**	**234**	0	64	54	118	**477**
Total Volume	0	0	0	0	122	380	0	502	270	356	183	809	0	270	262	532	1843
% App. Total	0	0	0		24.3	75.7	0		33.4	44	22.6		0	50.8	49.2		
PHF	.000	.000	.000	.000	.803	.905	.000	.878	.888	.840	.880	.864	.000	.925	.789	.853	.966

Traffic Data Service

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File Name : 10AM FINAL
Site Code : 00000010
Start Date : 9/19/2024
Page No : 2



Traffic Data Service

San Jose, CA
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File Name : 10PM FINAL
Site Code : 00000010
Start Date : 9/19/2024
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Groups Printed- Lights - Buses - Trucks

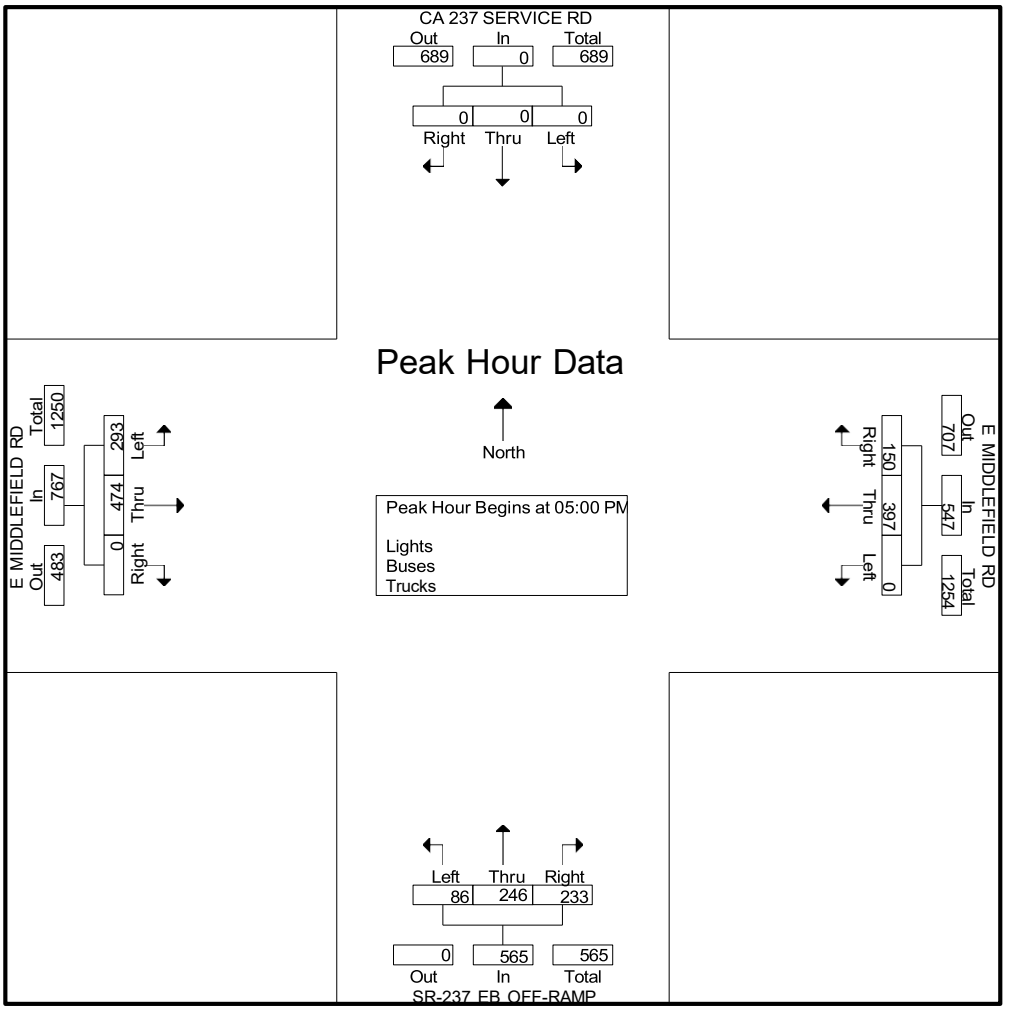
	CA 237 SERVICE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 EB OFF-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	29	73	0	0	102	62	40	23	1	126	0	94	43	0	137	365
04:15 PM	0	0	0	1	1	26	83	0	0	109	86	38	13	0	137	0	112	59	0	171	418
04:30 PM	0	0	0	1	1	36	79	0	0	115	62	41	24	1	128	0	109	60	0	169	413
04:45 PM	0	0	0	2	2	32	79	0	0	111	60	52	21	1	134	0	106	79	0	185	432
Total	0	0	0	4	4	123	314	0	0	437	270	171	81	3	525	0	421	241	0	662	1628
05:00 PM	0	0	0	0	0	32	92	0	0	124	80	42	15	3	140	0	147	63	0	210	474
05:15 PM	0	0	0	6	6	30	95	0	3	128	67	72	20	2	161	0	113	65	0	178	473
05:30 PM	0	0	0	2	2	52	103	0	0	155	48	60	29	0	137	0	119	87	0	206	500
05:45 PM	0	0	0	3	3	36	107	0	0	143	38	72	22	1	133	0	95	78	0	173	452
Total	0	0	0	11	11	150	397	0	3	550	233	246	86	6	571	0	474	293	0	767	1899
06:00 PM	0	0	0	0	0	33	90	0	0	123	78	46	19	1	144	0	113	57	0	170	437
06:15 PM	0	0	0	3	3	20	69	0	0	89	79	34	18	3	134	0	83	58	0	141	367
06:30 PM	0	0	0	2	2	27	50	0	0	77	64	39	22	0	125	0	70	41	0	111	315
06:45 PM	0	0	0	3	3	15	69	0	1	85	56	33	30	0	119	0	55	24	0	79	286
Total	0	0	0	8	8	95	278	0	1	374	277	152	89	4	522	0	321	180	0	501	1405
Grand Total	0	0	0	23	23	368	989	0	4	1361	780	569	256	13	1618	0	1216	714	0	1930	4932
Apprch %	0	0	0	100		27	72.7	0	0.3		48.2	35.2	15.8	0.8		0	63	37	0		
Total %	0	0	0	0.5	0.5	7.5	20.1	0	0.1	27.6	15.8	11.5	5.2	0.3	32.8	0	24.7	14.5	0	39.1	
Lights	0	0	0	23	23	363	977	0	4	1344	774	566	255	13	1608	0	1210	711	0	1921	4896
% Lights	0	0	0	100	100	98.6	98.8	0	100	98.8	99.2	99.5	99.6	100	99.4	0	99.5	99.6	0	99.5	99.3
Buses	0	0	0	0	0	3	9	0	0	12	4	2	1	0	7	0	4	0	0	4	23
% Buses	0	0	0	0	0	0.8	0.9	0	0	0.9	0.5	0.4	0.4	0	0.4	0	0.3	0	0	0.2	0.5
Trucks	0	0	0	0	0	2	3	0	0	5	2	1	0	0	3	0	2	3	0	5	13
% Trucks	0	0	0	0	0	0.5	0.3	0	0	0.4	0.3	0.2	0	0	0.2	0	0.2	0.4	0	0.3	0.3

	CA 237 SERVICE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 EB OFF-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	32	92	0	124	**80**	42	15	137	0	**147**	63	**210**	471
05:15 PM	0	0	0	0	30	95	0	125	67	**72**	20	**159**	0	113	65	178	462
05:30 PM	0	0	0	0	**52**	103	0	**155**	48	60	**29**	137	0	119	**87**	206	**498**
05:45 PM	0	0	0	0	36	**107**	0	143	38	72	22	132	0	95	78	173	448
Total Volume	0	0	0	0	150	397	0	547	233	246	86	565	0	474	293	767	1879
% App. Total	0	0	0		27.4	72.6	0		41.2	43.5	15.2		0	61.8	38.2		
PHF	.000	.000	.000	.000	.721	.928	.000	.882	.728	.854	.741	.888	.000	.806	.842	.913	.943

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File Name : 11AM FINAL
Site Code : 00000011
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Groups Printed- Lights - Buses - Trucks

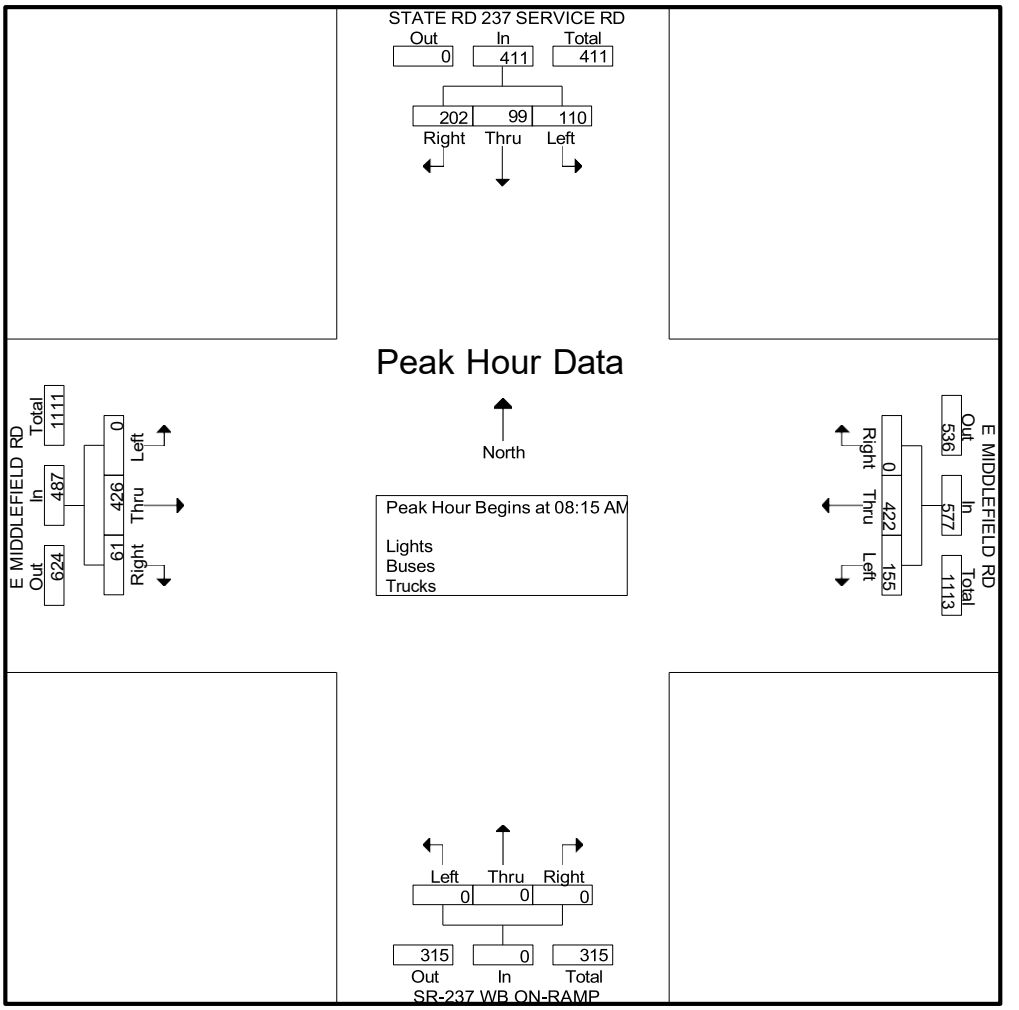
	STATE RD 237 SERVICE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 WB ON-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	32	17	8	0	57	0	51	26	0	77	0	0	0	0	0	2	41	0	0	43	177
07:15 AM	44	25	16	1	86	0	55	35	0	90	0	0	0	2	2	7	43	0	0	50	228
07:30 AM	43	39	13	1	96	0	73	57	0	130	0	0	0	1	1	9	57	0	0	66	293
07:45 AM	50	31	15	1	97	0	87	53	0	140	0	0	0	1	1	12	86	0	0	98	336
Total	169	112	52	3	336	0	266	171	0	437	0	0	0	4	4	30	227	0	0	257	1034
08:00 AM	41	36	24	1	102	0	73	52	0	125	0	0	0	0	0	26	89	0	0	115	342
08:15 AM	48	19	25	3	95	0	111	44	0	155	0	0	0	0	0	15	107	0	0	122	372
08:30 AM	64	22	29	4	119	0	88	42	0	130	0	0	0	1	1	13	106	0	0	119	369
08:45 AM	45	32	23	1	101	0	117	38	0	155	0	0	0	2	2	22	100	0	0	122	380
Total	198	109	101	9	417	0	389	176	0	565	0	0	0	3	3	76	402	0	0	478	1463
09:00 AM	45	26	33	2	106	0	106	31	0	137	0	0	0	1	1	11	113	0	0	124	368
09:15 AM	38	31	27	7	103	0	119	35	0	154	0	0	0	1	1	14	94	0	0	108	366
09:30 AM	46	30	18	2	96	0	76	26	0	102	0	0	0	0	0	18	78	0	0	96	294
09:45 AM	37	32	28	1	98	0	87	33	0	120	0	0	0	0	0	22	76	0	0	98	316
Total	166	119	106	12	403	0	388	125	0	513	0	0	0	2	2	65	361	0	0	426	1344
Grand Total	533	340	259	24	1156	0	1043	472	0	1515	0	0	0	9	9	171	990	0	0	1161	3841
Apprch %	46.1	29.4	22.4	2.1		0	68.8	31.2	0		0	0	0	100		14.7	85.3	0	0		
Total %	13.9	8.9	6.7	0.6	30.1	0	27.2	12.3	0	39.4	0	0	0	0.2	0.2	4.5	25.8	0	0	30.2	
Lights	523	337	249	24	1133	0	1035	462	0	1497	0	0	0	9	9	167	972	0	0	1139	3778
% Lights	98.1	99.1	96.1	100	98	0	99.2	97.9	0	98.8	0	0	0	100	100	97.7	98.2	0	0	98.1	98.4
Buses	2	1	2	0	5	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	11
% Buses	0.4	0.3	0.8	0	0.4	0	0	0.2	0	0.1	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Trucks	8	2	8	0	18	0	8	9	0	17	0	0	0	0	0	4	13	0	0	17	52
% Trucks	1.5	0.6	3.1	0	1.6	0	0.8	1.9	0	1.1	0	0	0	0	0	2.3	1.3	0	0	1.5	1.4

	STATE RD 237 SERVICE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 WB ON-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	48	19	25	92	0	111	**44**	**155**	0	0	0	0	15	107	0	122	369
08:30 AM	**64**	22	29	**115**	0	88	42	130	0	0	0	0	13	106	0	119	364
08:45 AM	45	**32**	23	100	0	**117**	38	155	0	0	0	0	**22**	100	0	122	**377**
09:00 AM	45	26	**33**	104	0	106	31	137	0	0	0	0	11	**113**	0	**124**	365
Total Volume	202	99	110	411	0	422	155	577	0	0	0	0	61	426	0	487	1475
% App. Total	49.1	24.1	26.8		0	73.1	26.9		0	0	0		12.5	87.5	0		
PHF	.789	.773	.833	.893	.000	.902	.881	.931	.000	.000	.000	.000	.693	.942	.000	.982	.978

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File Name : 11PM FINAL
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Groups Printed- Lights - Buses - Trucks

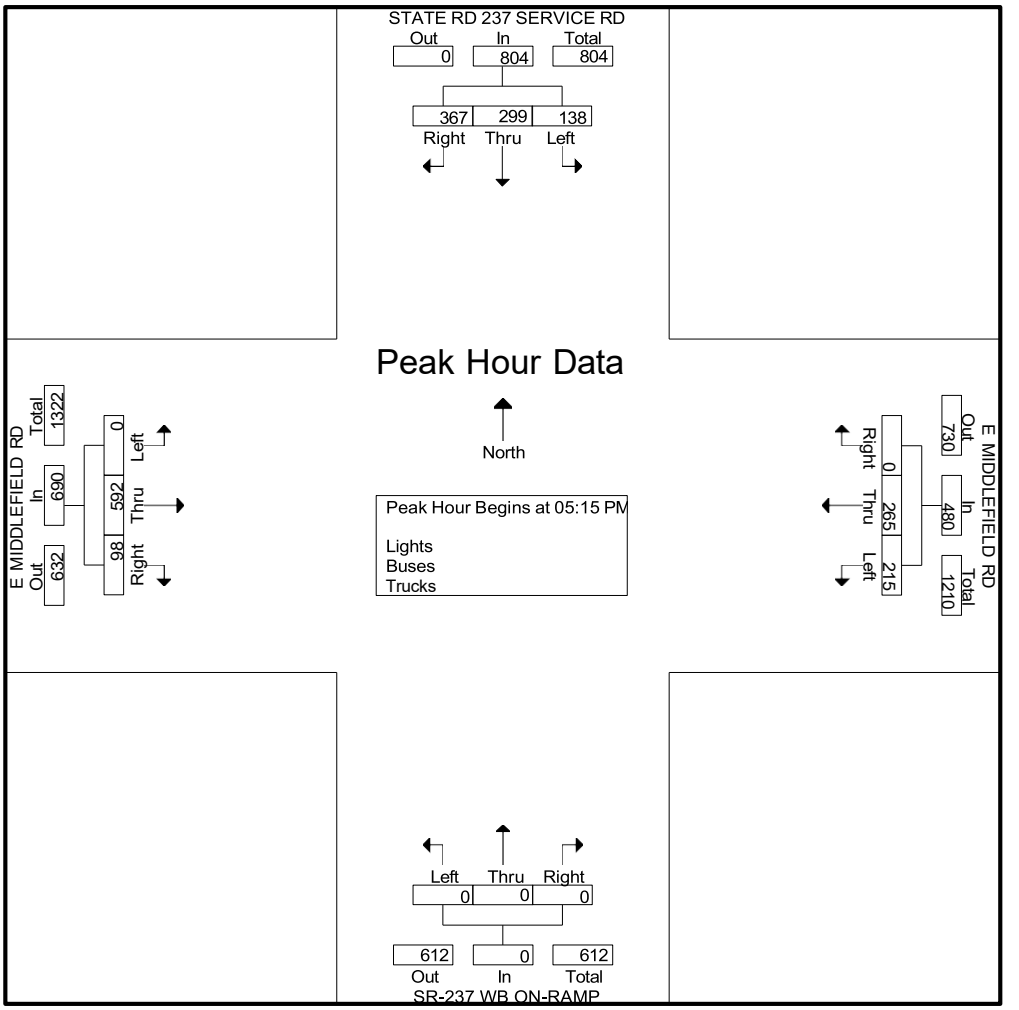
	STATE RD 237 SERVICE RD Southbound					E MIDDLEFIELD RD Westbound					SR-237 WB ON-RAMP Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	34	64	28	0	126	0	44	46	0	90	0	0	0	0	0	28	106	0	0	134	350
04:15 PM	32	52	29	1	114	0	44	59	0	103	0	0	0	0	0	31	136	0	0	167	384
04:30 PM	48	51	37	1	137	0	56	44	0	100	0	0	0	1	1	18	138	0	0	156	394
04:45 PM	50	64	32	2	148	0	51	52	0	103	0	0	0	0	0	19	151	0	0	170	421
Total	164	231	126	4	525	0	195	201	0	396	0	0	0	1	1	96	531	0	0	627	1549
05:00 PM	50	66	34	1	151	0	50	58	0	108	0	0	0	2	2	17	163	0	0	180	441
05:15 PM	71	83	45	5	204	0	55	63	0	118	0	0	0	1	1	29	149	0	0	178	501
05:30 PM	82	78	37	1	198	0	61	64	0	125	0	0	0	0	0	21	167	0	0	188	511
05:45 PM	97	73	22	3	195	0	79	48	0	127	0	0	0	0	0	26	143	0	0	169	491
Total	300	300	138	10	748	0	245	233	0	478	0	0	0	3	3	93	622	0	0	715	1944
06:00 PM	117	65	34	3	219	0	70	40	0	110	0	0	0	1	1	22	133	0	0	155	485
06:15 PM	65	86	23	3	177	0	52	36	0	88	0	0	0	0	0	19	117	0	0	136	401
06:30 PM	38	53	25	2	118	0	46	28	0	74	0	0	0	0	0	18	90	0	0	108	300
06:45 PM	34	62	22	1	119	0	48	42	0	90	0	0	0	1	1	15	55	0	0	70	280
Total	254	266	104	9	633	0	216	146	0	362	0	0	0	2	2	74	395	0	0	469	1466
Grand Total	718	797	368	23	1906	0	656	580	0	1236	0	0	0	6	6	263	1548	0	0	1811	4959
Apprch %	37.7	41.8	19.3	1.2		0	53.1	46.9	0		0	0	0	100		14.5	85.5	0	0		
Total %	14.5	16.1	7.4	0.5	38.4	0	13.2	11.7	0	24.9	0	0	0	0.1	0.1	5.3	31.2	0	0	36.5	
Lights	715	793	363	23	1894	0	649	574	0	1223	0	0	0	6	6	263	1544	0	0	1807	4930
% Lights	99.6	99.5	98.6	100	99.4	0	98.9	99	0	98.9	0	0	0	100	100	100	99.7	0	0	99.8	99.4
Buses	3	4	3	0	10	0	7	3	0	10	0	0	0	0	0	0	1	0	0	1	21
% Buses	0.4	0.5	0.8	0	0.5	0	1.1	0.5	0	0.8	0	0	0	0	0	0	0.1	0	0	0.1	0.4
Trucks	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	8
% Trucks	0	0	0.5	0	0.1	0	0	0.5	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0.2

	STATE RD 237 SERVICE RD Southbound				E MIDDLEFIELD RD Westbound				SR-237 WB ON-RAMP Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	71	**83**	**45**	199	0	55	63	118	0	0	0	0	**29**	149	0	178	495
05:30 PM	82	78	37	197	0	61	**64**	125	0	0	0	0	21	**167**	0	**188**	**510**
05:45 PM	97	73	22	192	0	**79**	48	**127**	0	0	0	0	26	143	0	169	488
06:00 PM	**117**	65	34	**216**	0	70	40	110	0	0	0	0	22	133	0	155	481
Total Volume	367	299	138	804	0	265	215	480	0	0	0	0	98	592	0	690	1974
% App. Total	45.6	37.2	17.2		0	55.2	44.8		0	0	0		14.2	85.8	0		
PHF	.784	.901	.767	.931	.000	.839	.840	.945	.000	.000	.000	.000	.845	.886	.000	.918	.968

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Groups Printed- Lights - Buses - Trucks

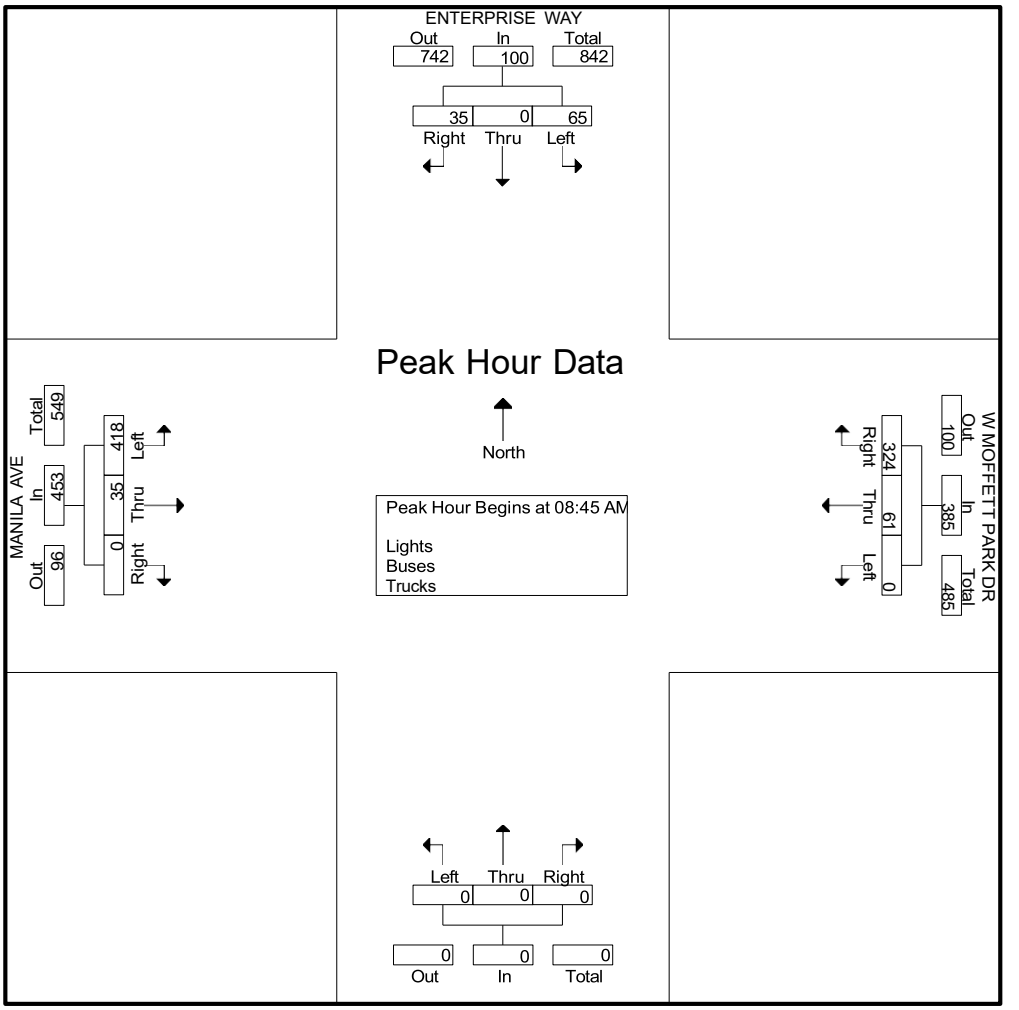
	ENTERPRISE WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					MANILA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	7	2	15	27	20	0	0	47	0	0	0	0	0	0	0	27	0	27	89
07:15 AM	7	0	8	0	15	27	15	0	0	42	0	0	0	0	0	0	0	31	0	31	88
07:30 AM	11	0	9	2	22	27	12	0	0	39	0	0	0	0	0	0	2	41	0	43	104
07:45 AM	2	0	4	0	6	44	18	0	0	62	0	0	0	0	0	0	8	58	0	66	134
Total	26	0	28	4	58	125	65	0	0	190	0	0	0	0	0	0	10	157	0	167	415
08:00 AM	7	0	11	1	19	30	19	0	0	49	0	0	0	0	0	0	4	53	0	57	125
08:15 AM	11	0	15	2	28	61	25	0	0	86	0	0	0	0	0	0	6	79	0	85	199
08:30 AM	10	0	16	0	26	75	24	0	0	99	0	0	0	0	0	0	9	91	0	100	225
08:45 AM	9	0	11	1	21	78	17	0	0	95	0	0	0	0	0	0	15	96	0	111	227
Total	37	0	53	4	94	244	85	0	0	329	0	0	0	0	0	0	34	319	0	353	776
09:00 AM	9	0	14	0	23	89	13	0	0	102	0	0	0	0	0	0	9	121	0	130	255
09:15 AM	5	0	20	0	25	79	9	0	0	88	0	0	0	0	0	0	5	97	0	102	215
09:30 AM	12	0	20	1	33	78	22	0	0	100	0	0	0	0	0	0	6	104	0	110	243
09:45 AM	9	0	24	0	33	78	10	0	0	88	0	0	0	0	0	0	2	72	0	74	195
Total	35	0	78	1	114	324	54	0	0	378	0	0	0	0	0	0	22	394	0	416	908
Grand Total	98	0	159	9	266	693	204	0	0	897	0	0	0	0	0	0	66	870	0	936	2099
Apprch %	36.8	0	59.8	3.4		77.3	22.7	0	0		0	0	0	0		0	7.1	92.9	0		
Total %	4.7	0	7.6	0.4	12.7	33	9.7	0	0	42.7	0	0	0	0	0	0	3.1	41.4	0	44.6	
Lights	85	0	136	9	230	687	199	0	0	886	0	0	0	0	0	0	60	833	0	893	2009
% Lights	86.7	0	85.5	100	86.5	99.1	97.5	0	0	98.8	0	0	0	0	0	0	90.9	95.7	0	95.4	95.7
Buses	6	0	23	0	29	2	0	0	0	2	0	0	0	0	0	0	1	29	0	30	61
% Buses	6.1	0	14.5	0	10.9	0.3	0	0	0	0.2	0	0	0	0	0	0	1.5	3.3	0	3.2	2.9
Trucks	7	0	0	0	7	4	5	0	0	9	0	0	0	0	0	0	5	8	0	13	29
% Trucks	7.1	0	0	0	2.6	0.6	2.5	0	0	1	0	0	0	0	0	0	7.6	0.9	0	1.4	1.4

	ENTERPRISE WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				MANILA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	9	0	11	20	78	17	0	95	0	0	0	0	0	**15**	96	111	226
09:00 AM	9	0	14	23	**89**	13	0	**102**	0	0	0	0	0	9	**121**	**130**	**255**
09:15 AM	5	0	**20**	25	79	9	0	88	0	0	0	0	0	5	97	102	215
09:30 AM	**12**	0	20	**32**	78	**22**	0	100	0	0	0	0	0	6	104	110	242
Total Volume	35	0	65	100	324	61	0	385	0	0	0	0	0	35	418	453	938
% App. Total	35	0	65		84.2	15.8	0		0	0	0		0	7.7	92.3		
PHF	.729	.000	.813	.781	.910	.693	.000	.944	.000	.000	.000	.000	.000	.583	.864	.871	.920

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File Name : 12PM FINAL
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Groups Printed- Lights - Buses - Trucks

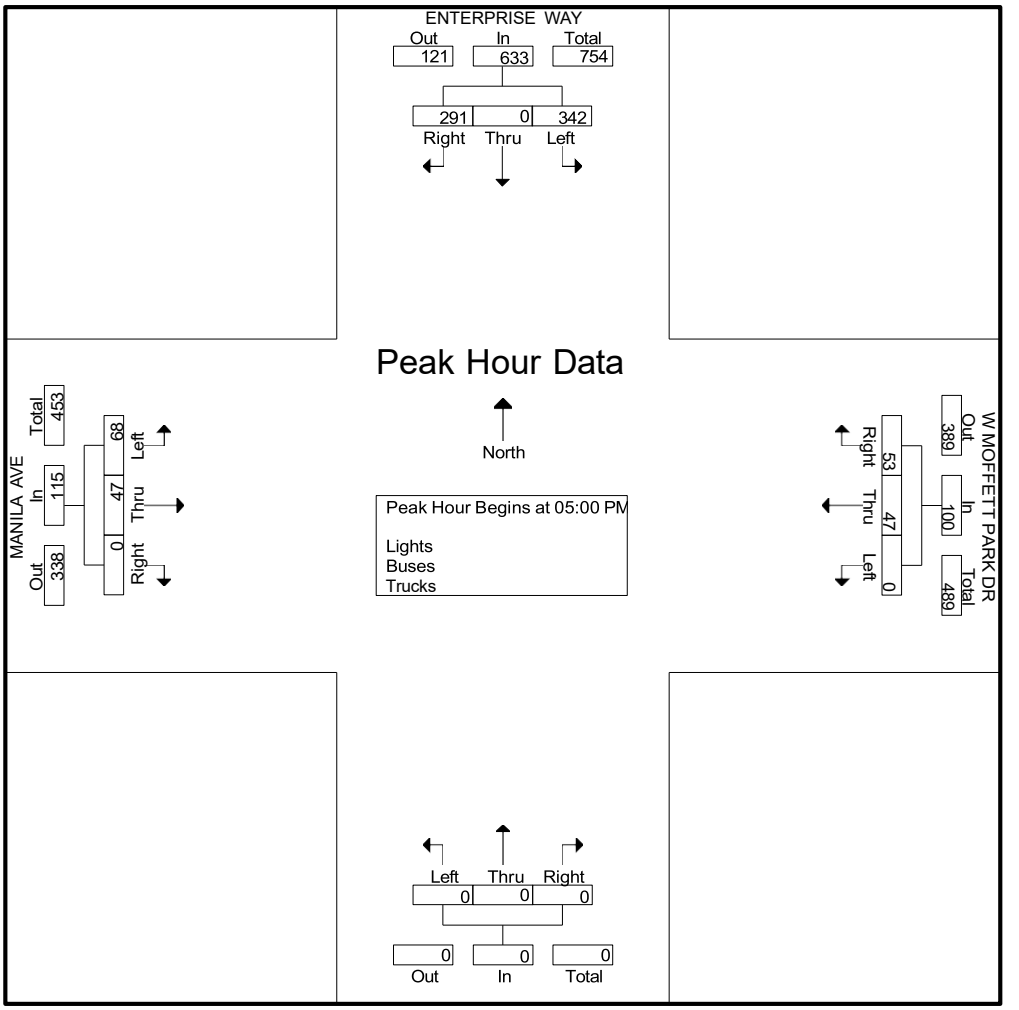
	ENTERPRISE WAY Southbound					W MOFFETT PARK DR Westbound					Northbound					MANILA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	45	0	91	1	137	12	6	0	0	18	0	0	0	0	0	0	6	24	0	30	185
04:15 PM	33	0	93	0	126	10	3	0	0	13	0	0	0	0	0	0	10	8	0	18	157
04:30 PM	52	0	92	1	145	4	5	0	0	9	0	0	0	0	0	0	11	17	0	28	182
04:45 PM	46	0	72	2	120	8	10	0	0	18	0	0	0	0	0	0	13	7	0	20	158
Total	176	0	348	4	528	34	24	0	0	58	0	0	0	0	0	0	40	56	0	96	682
05:00 PM	60	0	92	1	153	16	5	0	0	21	0	0	0	0	0	0	6	15	0	21	195
05:15 PM	73	0	100	5	178	2	13	0	0	15	0	0	0	0	0	0	14	19	0	33	226
05:30 PM	87	0	81	2	170	14	11	0	0	25	0	0	0	0	0	0	18	23	0	41	236
05:45 PM	71	0	69	2	142	21	18	0	0	39	0	0	0	0	0	0	9	11	0	20	201
Total	291	0	342	10	643	53	47	0	0	100	0	0	0	0	0	0	47	68	0	115	858
06:00 PM	63	0	77	3	143	8	13	0	0	21	0	0	0	0	0	0	8	14	0	22	186
06:15 PM	46	0	83	1	130	11	5	0	0	16	0	0	0	0	0	0	3	12	0	15	161
06:30 PM	26	0	74	1	101	5	6	0	0	11	0	0	0	0	0	0	3	13	0	16	128
06:45 PM	31	0	66	1	98	2	3	0	0	5	0	0	0	0	0	0	2	10	0	12	115
Total	166	0	300	6	472	26	27	0	0	53	0	0	0	0	0	0	16	49	0	65	590
Grand Total	633	0	990	20	1643	113	98	0	0	211	0	0	0	0	0	0	103	173	0	276	2130
Apprch %	38.5	0	60.3	1.2		53.6	46.4	0	0		0	0	0	0		0	37.3	62.7	0		
Total %	29.7	0	46.5	0.9	77.1	5.3	4.6	0	0	9.9	0	0	0	0	0	0	4.8	8.1	0	13	
Lights	623	0	939	20	1582	108	98	0	0	206	0	0	0	0	0	0	100	157	0	257	2045
% Lights	98.4	0	94.8	100	96.3	95.6	100	0	0	97.6	0	0	0	0	0	0	97.1	90.8	0	93.1	96
Buses	9	0	50	0	59	5	0	0	0	5	0	0	0	0	0	0	1	15	0	16	80
% Buses	1.4	0	5.1	0	3.6	4.4	0	0	0	2.4	0	0	0	0	0	0	1	8.7	0	5.8	3.8
Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	5
% Trucks	0.2	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	1.9	0.6	0	1.1	0.2

	ENTERPRISE WAY Southbound				W MOFFETT PARK DR Westbound				Northbound				MANILA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	60	0	92	152	16	5	0	21	0	0	0	0	0	6	15	21	194
05:15 PM	73	0	**100**	**173**	2	13	0	15	0	0	0	0	0	14	19	33	221
05:30 PM	**87**	0	81	168	14	11	0	25	0	0	0	0	0	**18**	**23**	**41**	**234**
05:45 PM	71	0	69	140	**21**	**18**	0	**39**	0	0	0	0	0	9	11	20	199
Total Volume	291	0	342	633	53	47	0	100	0	0	0	0	0	47	68	115	848
% App. Total	46	0	54		53	47	0		0	0	0		0	40.9	59.1		
PHF	.836	.000	.855	.915	.631	.653	.000	.641	.000	.000	.000	.000	.000	.653	.739	.701	.906

Traffic Data Service

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File Name : 12PM FINAL
Site Code : 00000012
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Traffic Data Service

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File Name : 13AM FINAL
Site Code : 00000013
Start Date : 9/19/2024
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Groups Printed- Lights - Buses - Trucks

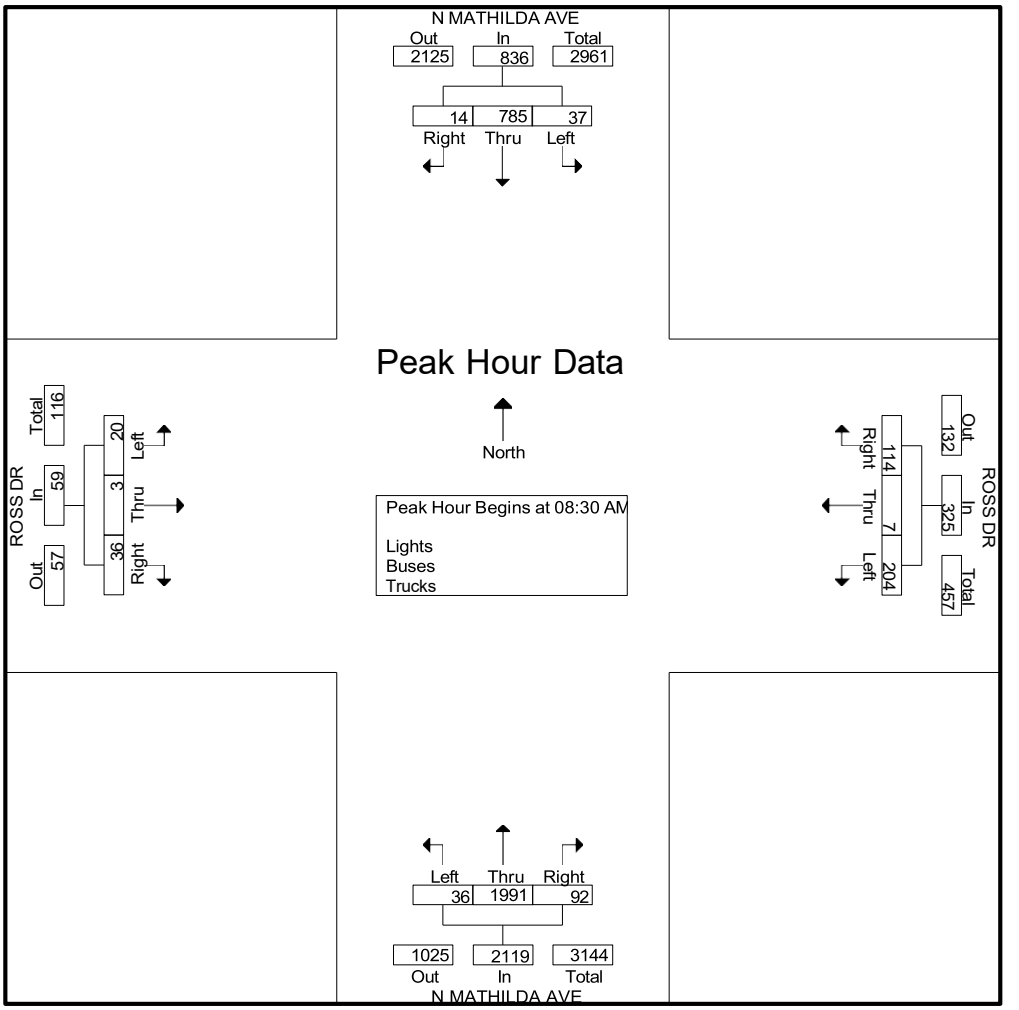
	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	112	7	0	123	12	0	34	0	46	6	173	6	1	186	7	0	1	0	8	363
07:15 AM	5	121	6	0	132	28	0	37	1	66	15	214	7	1	237	8	0	2	0	10	445
07:30 AM	4	104	2	0	110	40	1	47	1	89	16	256	3	3	278	7	0	2	0	9	486
07:45 AM	1	161	7	0	169	33	0	49	0	82	18	352	11	10	391	8	0	1	0	9	651
Total	14	498	22	0	534	113	1	167	2	283	55	995	27	15	1092	30	0	6	0	36	1945
08:00 AM	5	145	9	0	159	27	0	52	5	84	24	390	13	1	428	7	0	6	0	13	684
08:15 AM	5	158	2	0	165	25	1	49	2	77	30	454	7	0	491	5	0	3	0	8	741
08:30 AM	4	187	8	0	199	29	1	57	0	87	32	487	5	3	527	7	2	4	0	13	826
08:45 AM	1	192	11	0	204	27	2	47	0	76	24	569	5	1	599	12	0	9	0	21	900
Total	15	682	30	0	727	108	4	205	7	324	110	1900	30	5	2045	31	2	22	0	55	3151
09:00 AM	4	200	12	0	216	29	3	47	0	79	25	493	12	3	533	10	0	2	0	12	840
09:15 AM	5	206	6	0	217	29	1	53	0	83	11	442	14	3	470	7	1	5	0	13	783
09:30 AM	6	218	5	0	229	29	0	37	0	66	14	413	8	1	436	5	0	4	0	9	740
09:45 AM	6	260	6	0	272	26	0	27	0	53	13	371	6	3	393	4	0	3	0	7	725
Total	21	884	29	0	934	113	4	164	0	281	63	1719	40	10	1832	26	1	14	0	41	3088
Grand Total	50	2064	81	0	2195	334	9	536	9	888	228	4614	97	30	4969	87	3	42	0	132	8184
Apprch %	2.3	94	3.7	0		37.6	1	60.4	1		4.6	92.9	2	0.6		65.9	2.3	31.8	0		
Total %	0.6	25.2	1	0	26.8	4.1	0.1	6.5	0.1	10.9	2.8	56.4	1.2	0.4	60.7	1.1	0	0.5	0	1.6	
Lights	47	1991	76	0	2114	330	9	525	9	873	222	4497	91	30	4840	83	3	38	0	124	7951
% Lights	94	96.5	93.8	0	96.3	98.8	100	97.9	100	98.3	97.4	97.5	93.8	100	97.4	95.4	100	90.5	0	93.9	97.2
Buses	0	38	5	0	43	1	0	3	0	4	2	79	2	0	83	1	0	0	0	1	131
% Buses	0	1.8	6.2	0	2	0.3	0	0.6	0	0.5	0.9	1.7	2.1	0	1.7	1.1	0	0	0	0.8	1.6
Trucks	3	35	0	0	38	3	0	8	0	11	4	38	4	0	46	3	0	4	0	7	102
% Trucks	6	1.7	0	0	1.7	0.9	0	1.5	0	1.2	1.8	0.8	4.1	0	0.9	3.4	0	9.5	0	5.3	1.2

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	4	187	8	199	**29**	1	**57**	**87**	**32**	487	5	524	7	**2**	4	13	823
08:45 AM	1	192	11	204	27	2	47	76	24	**569**	5	**598**	**12**	0	**9**	**21**	**899**
09:00 AM	4	200	**12**	216	29	**3**	47	79	25	493	12	530	10	0	2	12	837
09:15 AM	**5**	**206**	6	**217**	29	1	53	83	11	442	**14**	467	7	1	5	13	780
Total Volume	14	785	37	836	114	7	204	325	92	1991	36	2119	36	3	20	59	3339
% App. Total	1.7	93.9	4.4		35.1	2.2	62.8		4.3	94	1.7		61	5.1	33.9		
PHF	.700	.953	.771	.963	.983	.583	.895	.934	.719	.875	.643	.886	.750	.375	.556	.702	.929

Traffic Data Service

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File Name : 13PM FINAL
Site Code : 00000013
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Groups Printed- Lights - Buses - Trucks

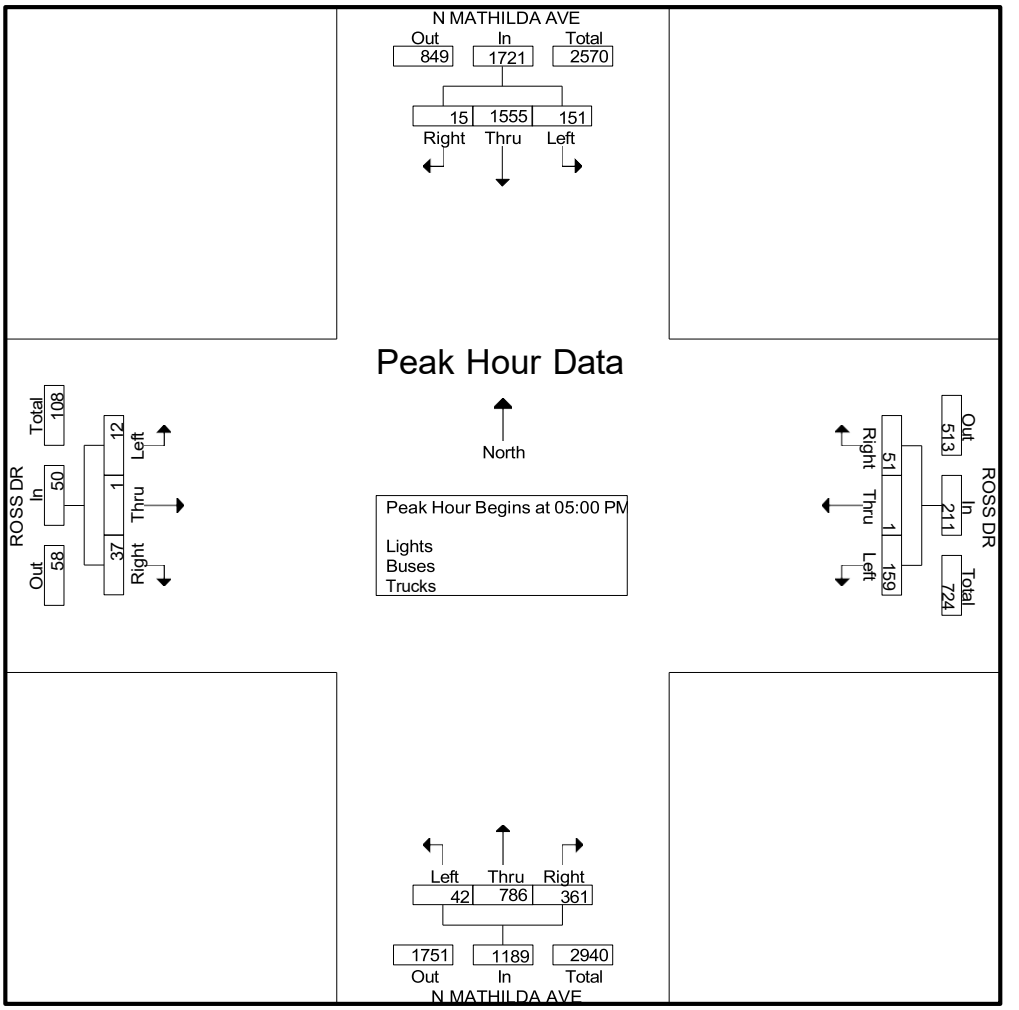
	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	279	19	0	300	10	0	23	1	34	51	208	8	3	270	13	1	0	1	15	619
04:15 PM	7	382	14	0	403	18	0	33	1	52	49	187	11	0	247	5	2	4	0	11	713
04:30 PM	4	375	18	0	397	11	0	38	0	49	56	225	12	3	296	10	1	5	0	16	758
04:45 PM	4	387	21	0	412	8	1	33	0	42	76	241	4	0	321	16	0	3	0	19	794
Total	17	1423	72	0	1512	47	1	127	2	177	232	861	35	6	1134	44	4	12	1	61	2884
05:00 PM	7	370	28	0	405	14	0	38	1	53	83	176	11	3	273	8	0	4	0	12	743
05:15 PM	4	390	33	0	427	10	1	41	0	52	103	189	15	0	307	12	0	4	0	16	802
05:30 PM	3	396	48	0	447	11	0	42	0	53	86	203	9	0	298	12	0	3	0	15	813
05:45 PM	1	399	42	0	442	16	0	38	1	55	89	218	7	2	316	5	1	1	0	7	820
Total	15	1555	151	0	1721	51	1	159	2	213	361	786	42	5	1194	37	1	12	0	50	3178
06:00 PM	4	363	30	0	397	9	2	34	1	46	91	180	7	4	282	3	0	0	1	4	729
06:15 PM	5	358	29	0	392	16	0	42	1	59	67	158	6	1	232	7	1	0	0	8	691
06:30 PM	3	299	19	0	321	7	1	43	0	51	68	165	11	4	248	5	0	1	0	6	626
06:45 PM	2	301	20	0	323	7	0	33	0	40	65	158	9	0	232	7	0	1	0	8	603
Total	14	1321	98	0	1433	39	3	152	2	196	291	661	33	9	994	22	1	2	1	26	2649
Grand Total	46	4299	321	0	4666	137	5	438	6	586	884	2308	110	20	3322	103	6	26	2	137	8711
Apprch %	1	92.1	6.9	0		23.4	0.9	74.7	1		26.6	69.5	3.3	0.6		75.2	4.4	19	1.5		
Total %	0.5	49.4	3.7	0	53.6	1.6	0.1	5	0.1	6.7	10.1	26.5	1.3	0.2	38.1	1.2	0.1	0.3	0	1.6	
Lights	46	4266	319	0	4631	137	5	435	6	583	879	2239	109	20	3247	102	6	26	2	136	8597
% Lights	100	99.2	99.4	0	99.2	100	100	99.3	100	99.5	99.4	97	99.1	100	97.7	99	100	100	100	99.3	98.7
Buses	0	24	0	0	24	0	0	0	0	0	1	56	0	0	57	0	0	0	0	0	81
% Buses	0	0.6	0	0	0.5	0	0	0	0	0	0.1	2.4	0	0	1.7	0	0	0	0	0	0.9
Trucks	0	9	2	0	11	0	0	3	0	3	4	13	1	0	18	1	0	0	0	1	33
% Trucks	0	0.2	0.6	0	0.2	0	0	0.7	0	0.5	0.5	0.6	0.9	0	0.5	1	0	0	0	0.7	0.4

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**7**	370	28	405	14	0	38	52	83	176	11	270	8	0	**4**	12	739
05:15 PM	4	390	33	427	10	**1**	41	52	**103**	189	**15**	307	**12**	0	4	**16**	802
05:30 PM	3	396	**48**	**447**	11	0	**42**	53	86	203	9	298	12	0	3	15	813
05:45 PM	1	**399**	42	442	**16**	0	38	**54**	89	**218**	7	**314**	5	**1**	1	7	**817**
Total Volume	15	1555	151	1721	51	1	159	211	361	786	42	1189	37	1	12	50	3171
% App. Total	0.9	90.4	8.8		24.2	0.5	75.4		30.4	66.1	3.5		74	2	24		
PHF	.536	.974	.786	.963	.797	.250	.946	.977	.876	.901	.700	.947	.771	.250	.750	.781	.970

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File Name : 14AM FINAL
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Groups Printed- Lights - Buses - Trucks

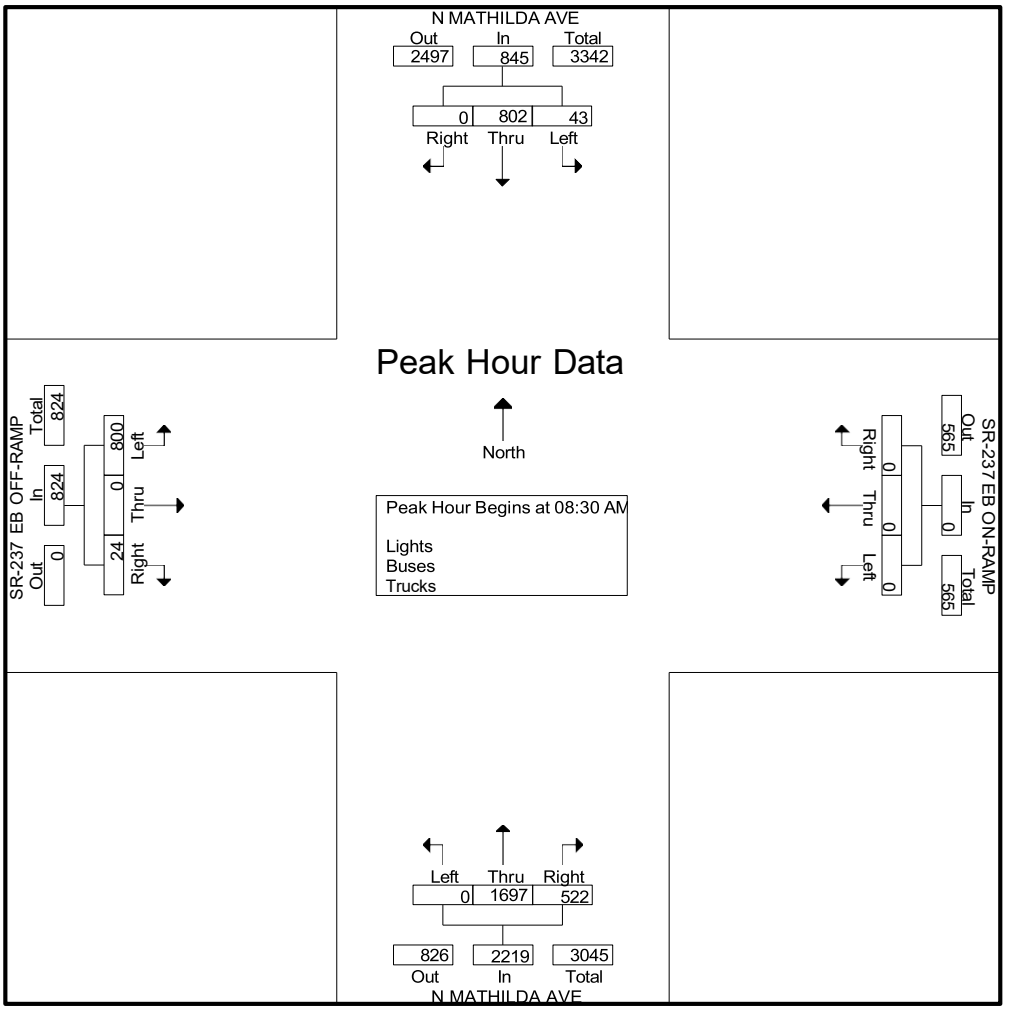
	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	123	7	0	130	0	0	0	0	0	53	144	0	0	197	6	0	70	0	76	403
07:15 AM	0	141	14	0	155	0	0	0	0	0	55	192	0	0	247	4	0	124	0	128	530
07:30 AM	0	125	2	0	127	0	0	0	0	0	99	217	0	0	316	2	0	127	0	129	572
07:45 AM	0	147	8	0	155	0	0	0	0	0	122	279	0	0	401	3	0	171	0	174	730
Total	0	536	31	0	567	0	0	0	0	0	329	832	0	0	1161	15	0	492	0	507	2235
08:00 AM	0	180	11	0	191	0	0	0	6	6	103	338	0	0	441	6	0	145	0	151	789
08:15 AM	0	152	7	0	159	0	0	0	3	3	120	360	0	0	480	4	0	206	0	210	852
08:30 AM	0	188	11	0	199	0	0	0	2	2	142	397	0	0	539	4	0	198	0	202	942
08:45 AM	0	180	8	0	188	0	0	0	1	1	160	469	0	0	629	5	0	207	0	212	1030
Total	0	700	37	0	737	0	0	0	12	12	525	1564	0	0	2089	19	0	756	0	775	3613
09:00 AM	0	209	10	0	219	0	0	0	0	0	114	440	0	0	554	8	0	193	0	201	974
09:15 AM	0	225	14	0	239	0	0	0	0	0	106	391	0	0	497	7	0	202	0	209	945
09:30 AM	0	195	11	0	206	0	0	0	0	0	88	360	0	0	448	7	0	167	0	174	828
09:45 AM	0	288	10	0	298	0	0	0	0	0	86	334	0	0	420	9	0	185	0	194	912
Total	0	917	45	0	962	0	0	0	0	0	394	1525	0	0	1919	31	0	747	0	778	3659
Grand Total	0	2153	113	0	2266	0	0	0	12	12	1248	3921	0	0	5169	65	0	1995	0	2060	9507
Apprch %	0	95	5	0		0	0	0	100		24.1	75.9	0	0		3.2	0	96.8	0		
Total %	0	22.6	1.2	0	23.8	0	0	0	0.1	0.1	13.1	41.2	0	0	54.4	0.7	0	21	0	21.7	
Lights	0	2073	92	0	2165	0	0	0	12	12	1228	3808	0	0	5036	63	0	1939	0	2002	9215
% Lights	0	96.3	81.4	0	95.5	0	0	0	100	100	98.4	97.1	0	0	97.4	96.9	0	97.2	0	97.2	96.9
Buses	0	47	17	0	64	0	0	0	0	0	9	81	0	0	90	1	0	43	0	44	198
% Buses	0	2.2	15	0	2.8	0	0	0	0	0	0.7	2.1	0	0	1.7	1.5	0	2.2	0	2.1	2.1
Trucks	0	33	4	0	37	0	0	0	0	0	11	32	0	0	43	1	0	13	0	14	94
% Trucks	0	1.5	3.5	0	1.6	0	0	0	0	0	0.9	0.8	0	0	0.8	1.5	0	0.7	0	0.7	1

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	188	11	199	0	0	0	0	142	397	0	539	4	0	198	202	940
08:45 AM	0	180	8	188	0	0	0	0	**160**	**469**	0	**629**	5	0	**207**	**212**	**1029**
09:00 AM	0	209	10	219	0	0	0	0	114	440	0	554	**8**	0	193	201	974
09:15 AM	0	**225**	**14**	**239**	0	0	0	0	106	391	0	497	7	0	202	209	945
Total Volume	0	802	43	845	0	0	0	0	522	1697	0	2219	24	0	800	824	3888
% App. Total	0	94.9	5.1		0	0	0		23.5	76.5	0		2.9	0	97.1		
PHF	.000	.891	.768	.884	.000	.000	.000	.000	.816	.905	.000	.882	.750	.000	.966	.972	.945

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File Name : 14AM FINAL
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File Name : 14PM FINAL
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Groups Printed- Lights - Buses - Trucks

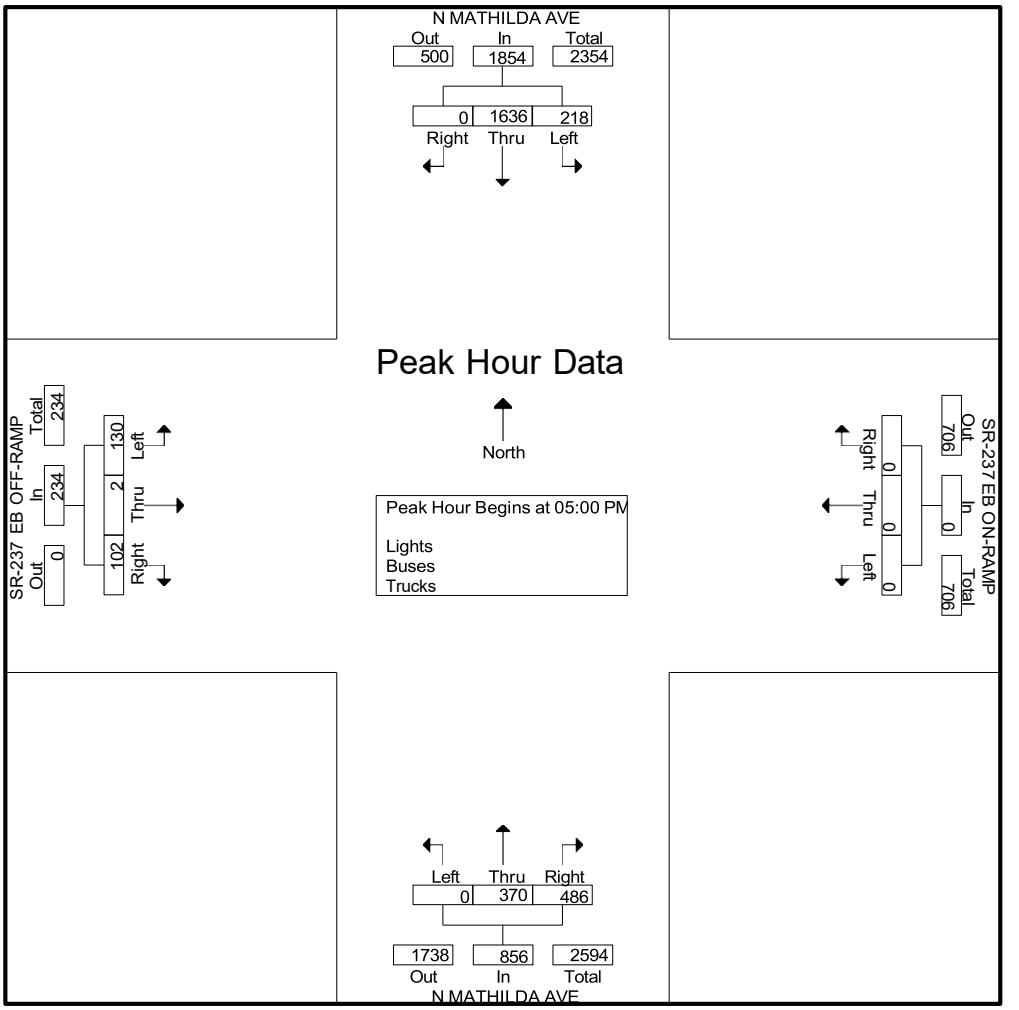
	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	319	61	0	380	0	0	0	1	1	157	50	0	0	207	19	1	38	0	58	646
04:15 PM	0	377	84	0	461	0	0	0	2	2	147	62	0	0	209	18	1	32	0	51	723
04:30 PM	0	401	64	0	465	0	0	0	0	0	164	74	0	0	238	13	1	17	0	31	734
04:45 PM	0	391	53	0	444	0	0	0	0	0	146	98	0	0	244	25	2	24	0	51	739
Total	0	1488	262	0	1750	0	0	0	3	3	614	284	0	0	898	75	5	111	0	191	2842
05:00 PM	0	383	54	0	437	0	0	0	0	0	117	77	0	0	194	21	0	39	0	60	691
05:15 PM	0	414	59	0	473	0	0	0	1	1	131	76	0	0	207	27	2	38	0	67	748
05:30 PM	0	413	70	0	483	0	0	0	0	0	128	89	0	0	217	30	0	24	0	54	754
05:45 PM	0	426	35	0	461	0	0	0	1	1	110	128	0	0	238	24	0	29	0	53	753
Total	0	1636	218	0	1854	0	0	0	2	2	486	370	0	0	856	102	2	130	0	234	2946
06:00 PM	0	351	64	0	415	0	0	0	0	0	121	77	0	0	198	25	1	34	0	60	673
06:15 PM	0	340	47	0	387	0	0	0	0	0	113	69	0	0	182	25	0	39	0	64	633
06:30 PM	0	315	73	0	388	0	0	0	0	0	100	52	0	0	152	17	0	37	0	54	594
06:45 PM	0	287	61	0	348	0	0	0	0	0	103	70	0	0	173	12	0	24	0	36	557
Total	0	1293	245	0	1538	0	0	0	0	0	437	268	0	0	705	79	1	134	0	214	2457
Grand Total	0	4417	725	0	5142	0	0	0	5	5	1537	922	0	0	2459	256	8	375	0	639	8245
Apprch %	0	85.9	14.1	0		0	0	0	100		62.5	37.5	0	0		40.1	1.3	58.7	0		
Total %	0	53.6	8.8	0	62.4	0	0	0	0.1	0.1	18.6	11.2	0	0	29.8	3.1	0.1	4.5	0	7.8	
Lights	0	4387	708	0	5095	0	0	0	5	5	1520	876	0	0	2396	253	8	342	0	603	8099
% Lights	0	99.3	97.7	0	99.1	0	0	0	100	100	98.9	95	0	0	97.4	98.8	100	91.2	0	94.4	98.2
Buses	0	24	16	0	40	0	0	0	0	0	10	44	0	0	54	0	0	30	0	30	124
% Buses	0	0.5	2.2	0	0.8	0	0	0	0	0	0.7	4.8	0	0	2.2	0	0	8	0	4.7	1.5
Trucks	0	6	1	0	7	0	0	0	0	0	7	2	0	0	9	3	0	3	0	6	22
% Trucks	0	0.1	0.1	0	0.1	0	0	0	0	0	0.5	0.2	0	0	0.4	1.2	0	0.8	0	0.9	0.3

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	383	54	437	0	0	0	0	117	77	0	194	21	0	**39**	60	691
05:15 PM	0	414	59	473	0	0	0	0	**131**	76	0	207	27	**2**	38	**67**	747
05:30 PM	0	413	**70**	**483**	0	0	0	0	128	89	0	217	**30**	0	24	54	**754**
05:45 PM	0	**426**	35	461	0	0	0	0	110	**128**	0	**238**	24	0	29	53	752
Total Volume	0	1636	218	1854	0	0	0	0	486	370	0	856	102	2	130	234	2944
% App. Total	0	88.2	11.8		0	0	0		56.8	43.2	0		43.6	0.9	55.6		
PHF	.000	.960	.779	.960	.000	.000	.000	.000	.927	.723	.000	.899	.850	.250	.833	.873	.976

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Northeastbound						W MOFFETT PARK DR Eastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	23	28	0	3	59	30	34	1	85	0	150	0	146	46	14	0	206	0	0	0	0	0	0	0	9	0	0	0	9	424
07:15 AM	1	14	31	0	4	50	25	32	2	112	1	172	0	217	64	23	0	304	0	0	0	0	0	0	0	9	0	0	0	9	535
07:30 AM	3	16	24	0	4	47	27	30	1	92	1	151	0	234	61	16	0	311	0	0	0	0	0	0	2	6	0	1	1	10	519
07:45 AM	2	17	39	0	3	61	27	52	0	105	0	184	0	283	129	12	0	424	0	0	0	0	0	0	2	7	0	7	0	16	685
Total	11	70	122	0	14	217	109	148	4	394	2	657	0	880	300	65	0	1245	0	0	0	0	0	0	4	31	0	8	1	44	2163
08:00 AM	1	15	40	0	5	61	33	71	1	127	3	235	0	353	85	12	0	450	0	0	0	0	0	0	2	15	0	2	0	19	765
08:15 AM	5	19	16	0	2	42	45	77	4	122	4	252	0	411	123	12	0	546	0	0	0	0	0	0	6	15	0	8	0	29	869
08:30 AM	8	21	32	0	7	68	38	86	1	146	1	272	0	433	132	10	0	575	0	0	0	0	0	0	4	20	0	6	0	30	945
08:45 AM	2	21	24	0	10	57	67	90	1	151	1	310	0	448	198	11	0	657	0	0	0	0	0	0	10	12	0	7	0	29	1053
Total	16	76	112	0	24	228	183	324	7	546	9	1069	0	1645	538	45	0	2228	0	0	0	0	0	0	22	62	0	23	0	107	3632
09:00 AM	9	19	47	0	5	80	59	71	1	153	0	284	0	385	214	12	0	611	0	0	0	0	0	0	5	21	0	6	0	32	1007
09:15 AM	3	13	58	0	4	78	66	76	0	139	0	281	0	365	199	8	0	572	0	0	0	0	0	0	5	24	0	4	0	33	964
09:30 AM	5	32	44	0	3	84	58	94	0	151	0	303	0	324	172	6	0	502	0	0	0	0	0	0	8	26	0	6	0	40	929
09:45 AM	4	29	50	0	3	86	70	91	1	192	2	356	0	343	150	7	0	500	0	0	0	0	0	0	4	21	0	1	0	26	968
Total	21	93	199	0	15	328	253	332	2	635	2	1224	0	1417	735	33	0	2185	0	0	0	0	0	0	22	92	0	17	0	131	3868
Grand Total	48	239	433	0	53	773	545	804	13	1575	13	2950	0	3942	1573	143	0	5658	0	0	0	0	0	0	48	185	0	48	1	282	9663
Apprch %	6.2	30.9	56	0	6.9		18.5	27.3	0.4	53.4	0.4		0	69.7	27.8	2.5	0		0	0	0	0	0		17	65.6	0	17	0.4		
Total %	0.5	2.5	4.5	0	0.5	8	5.6	8.3	0.1	16.3	0.1	30.5	0	40.8	16.3	1.5	0	58.6	0	0	0	0	0	0	0.5	1.9	0	0.5	0	2.9	
Lights	39	195	372	0	53	659	532	790	13	1553	13	2901	0	3791	1561	142	0	5494	0	0	0	0	0	0	46	173	0	41	1	261	9315
% Lights	81.2	81.6	85.9	0	100	85.3	97.6	98.3	100	98.6	100	98.3	0	96.2	99.2	99.3	0	97.1	0	0	0	0	0	0	95.8	93.5	0	85.4	100	92.6	96.4
Buses	4	25	38	0	0	67	6	7	0	9	0	22	0	113	7	1	0	121	0	0	0	0	0	0	1	10	0	5	0	16	226
% Buses	8.3	10.5	8.8	0	0	8.7	1.1	0.9	0	0.6	0	0.7	0	2.9	0.4	0.7	0	2.1	0	0	0	0	0	0	2.1	5.4	0	10.4	0	5.7	2.3
Trucks	5	19	23	0	0	47	7	7	0	13	0	27	0	38	5	0	0	43	0	0	0	0	0	0	1	2	0	2	0	5	122
% Trucks	10.4	7.9	5.3	0	0	6.1	1.3	0.9	0	0.8	0	0.9	0	1	0.3	0	0	0.8	0	0	0	0	0	0	2.1	1.1	0	4.2	0	1.8	1.3

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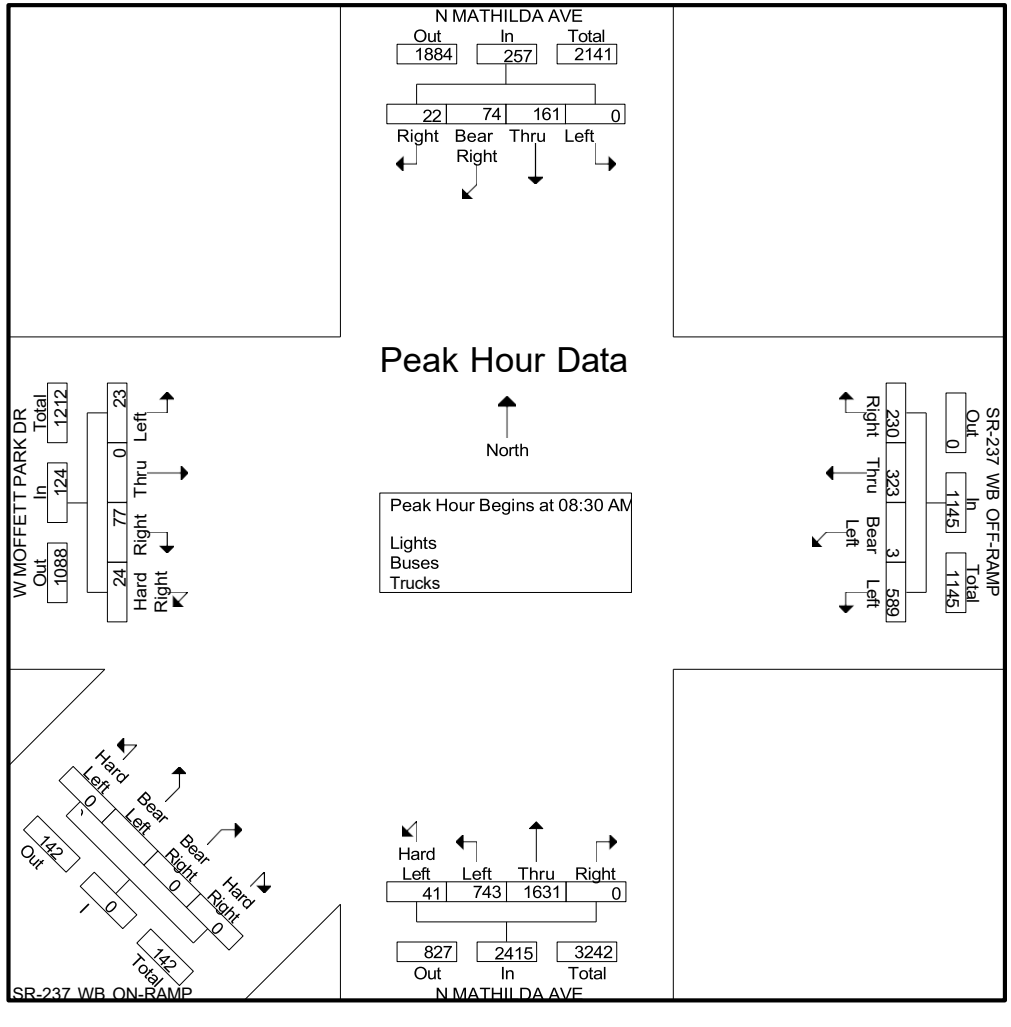
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Site Code : 00000015
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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Northeastbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:30 AM																										
08:30 AM	8	**21**	32	0	61	38	86	**1**	146	271	0	433	132	10	575	0	0	0	0	0	4	20	0	6	30	937
08:45 AM	2	21	24	0	47	**67**	**90**	1	151	**309**	0	**448**	198	11	**657**	0	0	0	0	0	**10**	12	0	**7**	29	**1042**
09:00 AM	**9**	19	47	0	**75**	59	71	1	**153**	284	0	385	**214**	**12**	611	0	0	0	0	0	5	21	0	6	32	1002
09:15 AM	3	13	**58**	0	74	66	76	0	139	281	0	365	199	8	572	0	0	0	0	0	5	**24**	0	4	**33**	960
Total Volume	22	74	161	0	257	230	323	3	589	1145	0	1631	743	41	2415	0	0	0	0	0	24	77	0	23	124	3941
% App. Total	8.6	28.8	62.6	0		20.1	28.2	0.3	51.4		0	67.5	30.8	1.7		0	0	0	0		19.4	62.1	0	18.5		
PHF	.611	.881	.694	.000	.857	.858	.897	.750	.962	.926	.000	.910	.868	.854	.919	.000	.000	.000	.000	.000	.600	.802	.000	.821	.939	.946

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File Name : 15PM FINAL
Site Code : 00000015
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Northeastbound						W MOFFETT PARK DR Eastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	71	187	0	6	269	10	12	4	104	0	130	0	66	24	5	0	95	0	0	0	0	0	0	20	103	0	4	0	127	621
04:15 PM	3	95	226	0	2	326	8	9	5	125	2	149	0	62	17	5	0	84	0	0	0	0	0	0	16	108	0	1	0	125	684
04:30 PM	4	72	221	0	2	299	8	15	3	148	0	174	0	73	12	5	0	90	0	0	0	0	0	0	7	99	0	5	0	111	674
04:45 PM	8	76	198	0	5	287	7	14	2	151	0	174	0	74	30	3	0	107	0	0	0	0	0	0	17	87	0	3	0	107	675
Total	20	314	832	0	15	1181	33	50	14	528	2	627	0	275	83	18	0	376	0	0	0	0	0	0	60	397	0	13	0	470	2654
05:00 PM	5	76	204	0	6	291	4	10	3	140	1	158	0	69	35	9	0	113	0	0	0	0	0	0	15	87	0	5	0	107	669
05:15 PM	3	94	198	0	10	305	8	9	2	178	1	198	0	62	30	9	0	101	0	0	0	0	0	0	27	103	0	5	0	135	739
05:30 PM	1	89	220	0	11	321	7	10	2	144	0	163	0	77	27	5	0	109	0	0	0	0	0	0	19	110	0	8	0	137	730
05:45 PM	4	85	200	0	12	301	5	15	3	150	1	174	0	99	36	7	0	142	0	0	0	0	0	0	21	107	0	4	0	132	749
Total	13	344	822	0	39	1218	24	44	10	612	3	693	0	307	128	30	0	465	0	0	0	0	0	0	82	407	0	22	0	511	2887
06:00 PM	6	80	179	0	6	271	12	19	6	127	0	164	0	67	25	10	0	102	0	0	0	0	0	0	9	114	0	3	0	126	663
06:15 PM	1	68	159	0	7	235	8	7	0	131	2	148	0	60	35	5	0	100	0	0	0	0	0	0	12	109	0	1	0	122	605
06:30 PM	4	84	182	0	3	273	7	8	1	99	0	115	0	77	13	3	0	93	0	0	0	0	0	0	20	95	0	4	0	119	600
06:45 PM	4	68	137	0	2	211	4	3	3	115	0	125	0	73	10	6	0	89	0	0	0	0	1	1	20	100	0	1	0	121	547
Total	15	300	657	0	18	990	31	37	10	472	2	552	0	277	83	24	0	384	0	0	0	0	1	1	61	418	0	9	0	488	2415
Grand Total	48	958	2311	0	72	3389	88	131	34	1612	7	1872	0	859	294	72	0	1225	0	0	0	0	1	1	203	1222	0	44	0	1469	7956
Apprch %	1.4	28.3	68.2	0	2.1		4.7	7	1.8	86.1	0.4		0	70.1	24	5.9	0		0	0	0	0	100		13.8	83.2	0	3	0		
Total %	0.6	12	29	0	0.9	42.6	1.1	1.6	0.4	20.3	0.1	23.5	0	10.8	3.7	0.9	0	15.4	0	0	0	0	0	0	2.6	15.4	0	0.6	0	18.5	
Lights	46	921	2283	0	72	3322	77	124	34	1603	7	1845	0	795	287	72	0	1154	0	0	0	0	1	1	202	1209	0	41	0	1452	7774
% Lights	95.8	96.1	98.8	0	100	98	87.5	94.7	100	99.4	100	98.6	0	92.5	97.6	100	0	94.2	0	0	0	0	100	100	99.5	98.9	0	93.2	0	98.8	97.7
Buses	1	30	24	0	0	55	10	7	0	4	0	21	0	57	6	0	0	63	0	0	0	0	0	0	1	12	0	1	0	14	153
% Buses	2.1	3.1	1	0	0	1.6	11.4	5.3	0	0.2	0	1.1	0	6.6	2	0	0	5.1	0	0	0	0	0	0	0.5	1	0	2.3	0	1	1.9
Trucks	1	7	4	0	0	12	1	0	0	5	0	6	0	7	1	0	0	8	0	0	0	0	0	0	0	1	0	2	0	3	29
% Trucks	2.1	0.7	0.2	0	0	0.4	1.1	0	0	0.3	0	0.3	0	0.8	0.3	0	0	0.7	0	0	0	0	0	0	0	0.1	0	4.5	0	0.2	0.4

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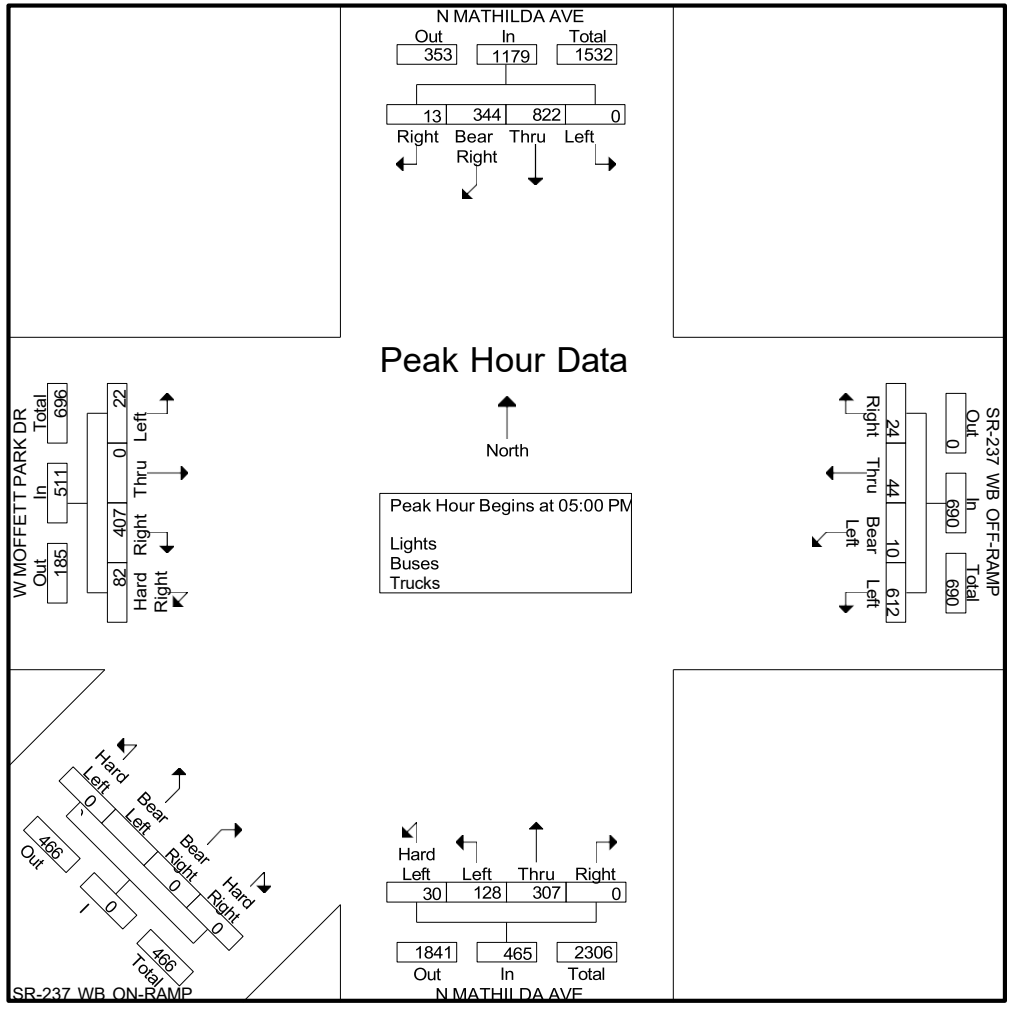
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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Northeastbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	**5**	76	204	0	285	4	10	**3**	140	157	0	69	35	**9**	113	0	0	0	0	0	15	87	0	5	107	662
05:15 PM	3	**94**	198	0	295	**8**	9	2	**178**	**197**	0	62	30	9	101	0	0	0	0	0	**27**	103	0	5	135	728
05:30 PM	1	89	**220**	0	**310**	7	10	2	144	163	0	77	27	5	109	0	0	0	0	0	19	**110**	0	**8**	**137**	719
05:45 PM	4	85	200	0	289	5	**15**	3	150	173	0	**99**	**36**	7	**142**	0	0	0	0	0	21	107	0	4	132	**736**
Total Volume	13	344	822	0	1179	24	44	10	612	690	0	307	128	30	465	0	0	0	0	0	82	407	0	22	511	2845
% App. Total	1.1	29.2	69.7	0		3.5	6.4	1.4	88.7		0	66	27.5	6.5		0	0	0	0		16	79.6	0	4.3		
PHF	.650	.915	.934	.000	.951	.750	.733	.833	.860	.876	.000	.775	.889	.833	.819	.000	.000	.000	.000	.000	.759	.925	.000	.688	.932	.966

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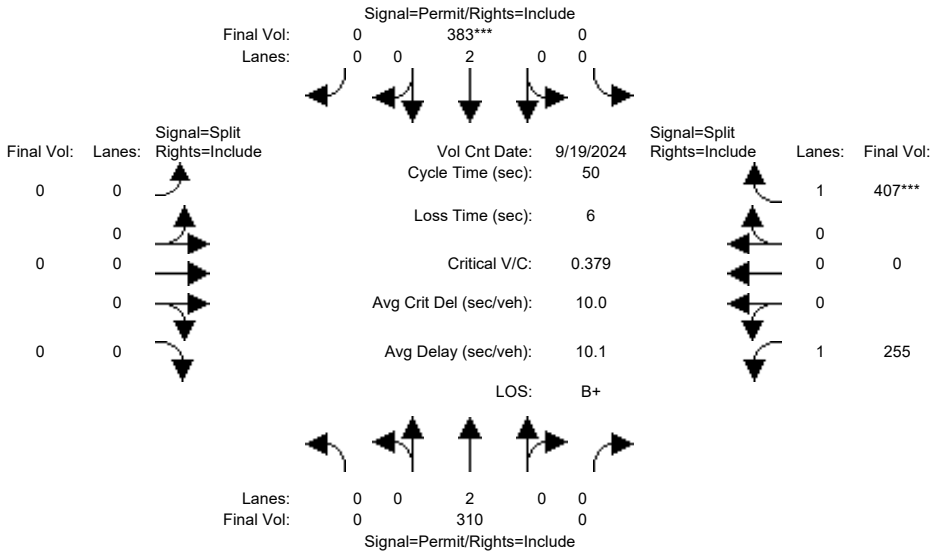


Appendix B. Intersection LOS Calculations

Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	310	0	0	383	0	0	0	0	255	0	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	0	0	383	0	0	0	0	255	0	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	0	0	383	0	0	0	0	255	0	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	310	0	0	383	0	0	0	0	255	0	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	0	0	383	0	0	0	0	255	0	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	310	0	0	383	0	0	0	0	255	0	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.15	0.00	0.23
Crit Moves:					****							****
Green Time:	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	30.7	0.0	30.7
Volume/Cap:	0.00	0.31	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.24	0.00	0.38
Delay/Veh:	0.0	14.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	4.5	0.0	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	4.5	0.0	5.1
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	2	0	0	0	0	2	0	4

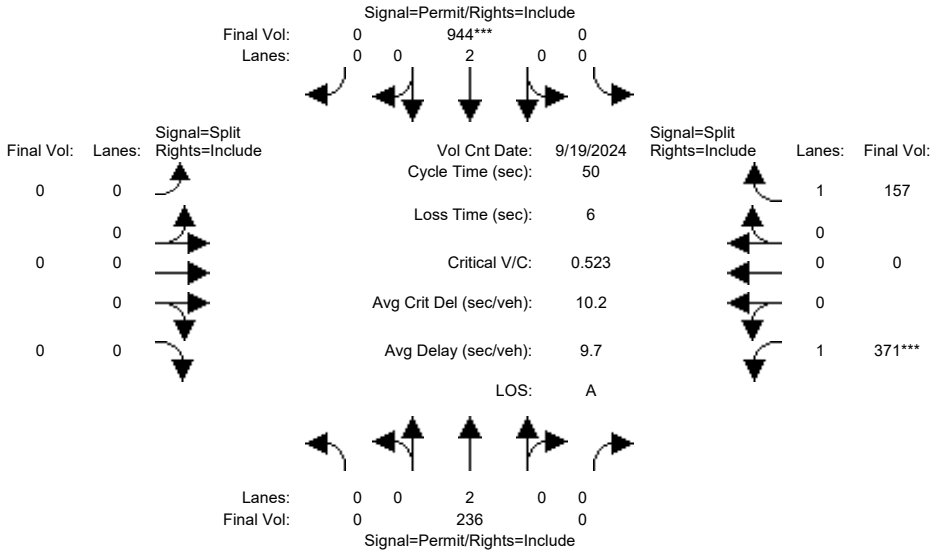
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	236	0	0	944	0	0	0	0	371	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	0	0	944	0	0	0	0	371	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	236	0	0	944	0	0	0	0	371	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	0	0	944	0	0	0	0	371	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	0	0	944	0	0	0	0	371	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	236	0	0	944	0	0	0	0	371	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.21	0.00	0.09
Crit Moves:					****					****		
Green Time:	0.0	23.7	0.0	0.0	23.7	0.0	0.0	0.0	0.0	20.3	0.0	20.3
Volume/Cap:	0.00	0.13	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.22
Delay/Veh:	0.0	7.4	0.0	0.0	9.5	0.0	0.0	0.0	0.0	11.9	0.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	0.0	9.5	0.0	0.0	0.0	0.0	11.9	0.0	9.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B+	A	A
HCM2kAvgQ:	0	1	0	0	5	0	0	0	0	5	0	2

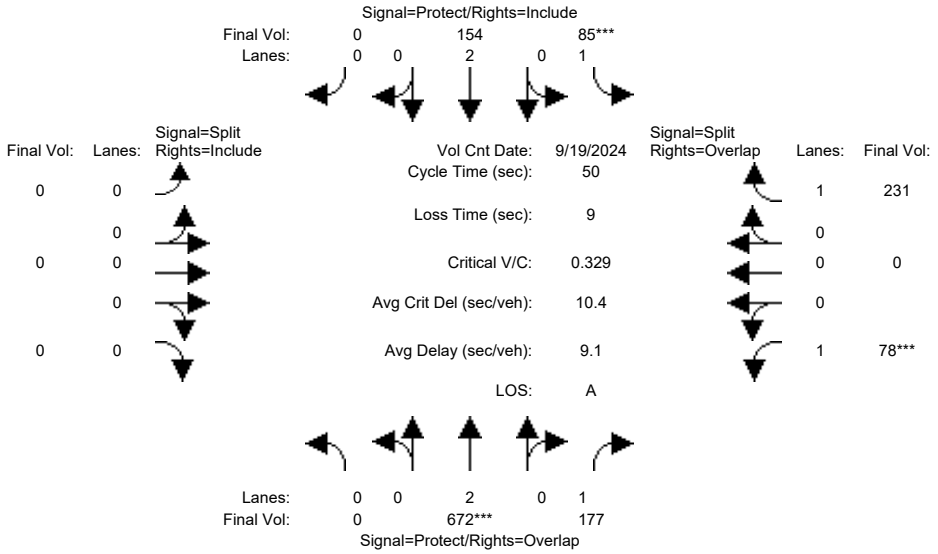
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	672	177	85	154	0	0	0	0	78	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	672	177	85	154	0	0	0	0	78	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	672	177	85	154	0	0	0	0	78	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	672	177	85	154	0	0	0	0	78	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	177	85	154	0	0	0	0	78	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	672	177	85	154	0	0	0	0	78	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.05	0.04	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	24.0	34.0	7.0	31.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.37	0.15	0.35	0.07	0.00	0.00	0.00	0.00	0.22	0.00	0.39
Delay/Veh:	0.0	8.3	2.9	20.3	3.8	0.0	0.0	0.0	0.0	17.1	0.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	2.9	20.3	3.8	0.0	0.0	0.0	0.0	17.1	0.0	13.0
LOS by Move:	A	A	A	C+	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	1	1	0	0	0	0	0	1	0	3

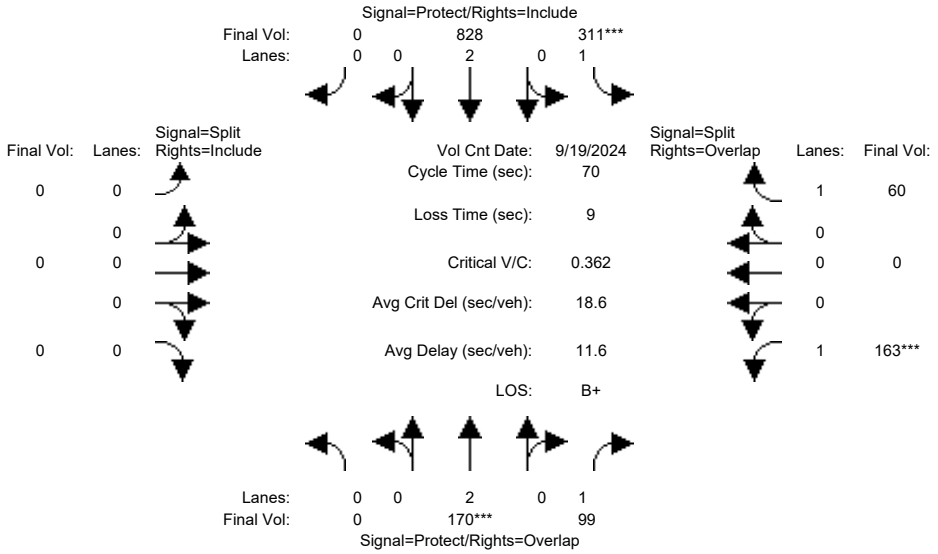
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	170	99	311	828	0	0	0	0	163	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	99	311	828	0	0	0	0	163	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	99	311	828	0	0	0	0	163	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	170	99	311	828	0	0	0	0	163	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	99	311	828	0	0	0	0	163	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	170	99	311	828	0	0	0	0	163	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.06	0.18	0.22	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	27.5	33.5	43.5	0.0	0.0	0.0	0.0	17.5	0.0	51.0
Volume/Cap:	0.00	0.31	0.14	0.37	0.35	0.00	0.00	0.00	0.00	0.37	0.00	0.05
Delay/Veh:	0.0	27.3	13.7	11.9	6.5	0.0	0.0	0.0	0.0	22.2	0.0	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	13.7	11.9	6.5	0.0	0.0	0.0	0.0	22.2	0.0	2.7
LOS by Move:	A	C	B	B+	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	2	1	4	4	0	0	0	0	3	0	0

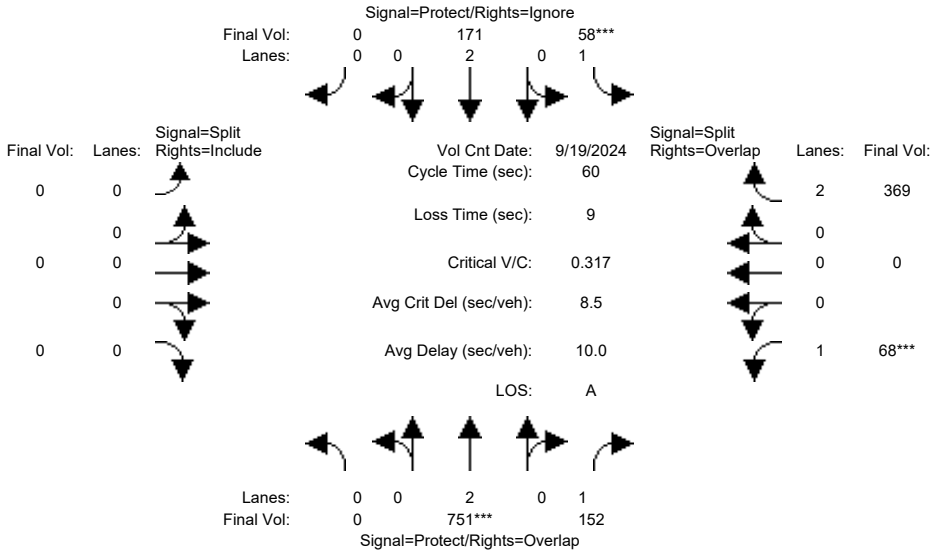
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	751	152	58	171	0	0	0	0	68	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	751	152	58	171	0	0	0	0	68	0	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	751	152	58	171	0	0	0	0	68	0	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	751	152	58	171	0	0	0	0	68	0	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	751	152	58	171	0	0	0	0	68	0	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	751	152	58	171	0	0	0	0	68	0	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.03	0.05	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	36.8	44.0	7.0	43.8	0.0	0.0	0.0	0.0	7.2	0.0	14.2
Volume/Cap:	0.00	0.32	0.12	0.28	0.06	0.00	0.00	0.00	0.00	0.32	0.00	0.49
Delay/Veh:	0.0	5.7	2.4	25.0	2.3	0.0	0.0	0.0	0.0	25.0	0.0	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	2.4	25.0	2.3	0.0	0.0	0.0	0.0	25.0	0.0	20.3
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	3	1	1	0	0	0	0	0	2	0	4

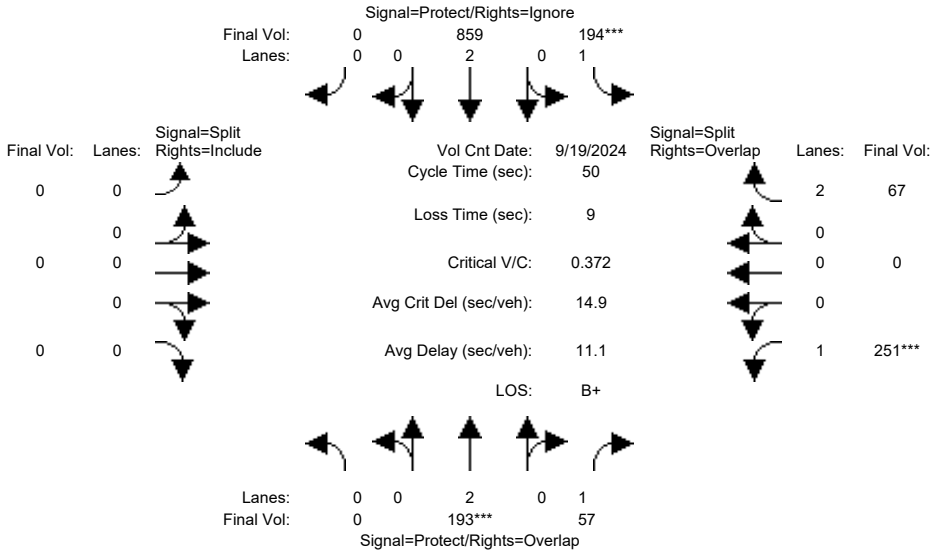
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	193	57	194	859	0	0	0	0	251	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	57	194	859	0	0	0	0	251	0	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	193	57	194	859	0	0	0	0	251	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	193	57	194	859	0	0	0	0	251	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	193	57	194	859	0	0	0	0	251	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	193	57	194	859	0	0	0	0	251	0	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.11	0.23	0.00	0.00	0.00	0.00	0.14	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	27.5	13.5	23.5	0.0	0.0	0.0	0.0	17.5	0.0	31.0
Volume/Cap:	0.00	0.25	0.06	0.41	0.48	0.00	0.00	0.00	0.00	0.41	0.00	0.03
Delay/Veh:	0.0	17.0	5.3	15.6	9.3	0.0	0.0	0.0	0.0	12.8	0.0	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	5.3	15.6	9.3	0.0	0.0	0.0	0.0	12.8	0.0	3.7
LOS by Move:	A	B	A	B	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	1	0	3	4	0	0	0	0	4	0	0

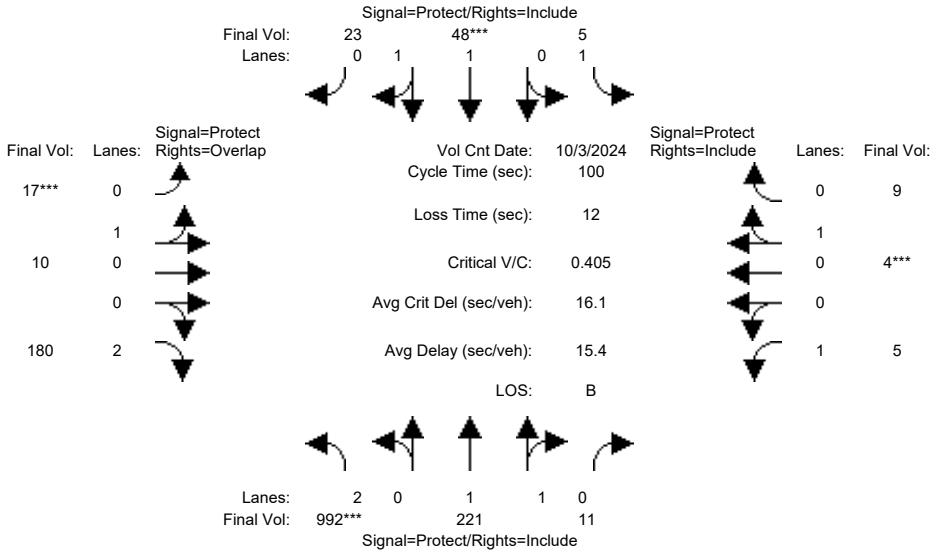
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	992	221	11	5	48	23	17	10	180	5	4	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	992	221	11	5	48	23	17	10	180	5	4	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	992	221	11	5	48	23	17	10	180	5	4	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	992	221	11	5	48	23	17	10	180	5	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	992	221	11	5	48	23	17	10	180	5	4	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	992	221	11	5	48	23	17	10	180	5	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.90	0.10	1.00	1.33	0.67	0.63	0.37	2.00	1.00	0.31	0.69
Final Sat.:	3150	3524	175	1750	2501	1198	1133	667	3150	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.31	0.06	0.06	0.00	0.02	0.02	0.02	0.02	0.06	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	58.0	40.0	40.0	28.0	10.0	10.0	10.0	10.0	68.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.16	0.16	0.01	0.19	0.19	0.15	0.15	0.08	0.03	0.07	0.07
Delay/Veh:	13.2	19.3	19.3	26.0	41.5	41.5	41.5	41.5	5.4	40.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	19.3	19.3	26.0	41.5	41.5	41.5	41.5	5.4	40.7	41.0	41.0
LOS by Move:	B	B-	B-	C	D	D	D	D	A	D	D	D
HCM2kAvgQ:	11	2	2	0	1	1	1	1	1	0	0	0

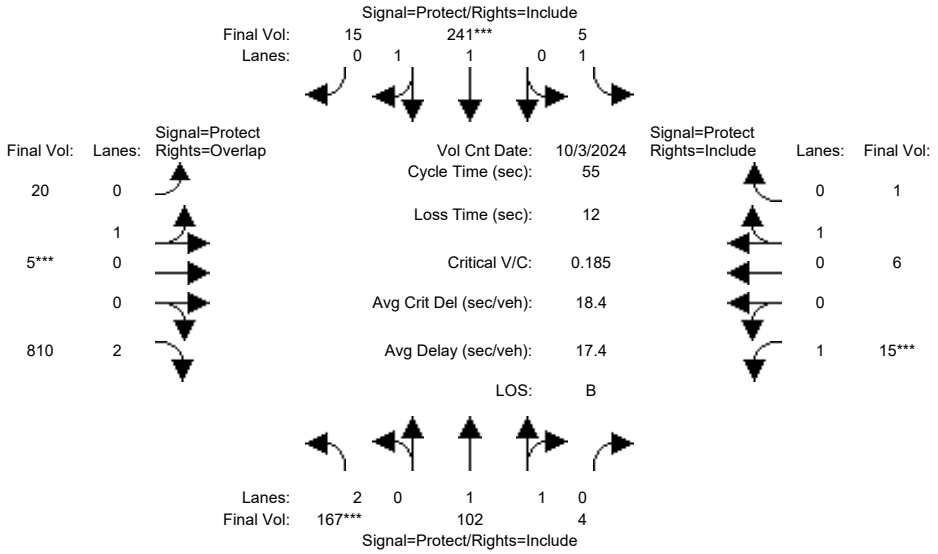
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	167	102	4	5	241	15	20	5	810	15	6	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	102	4	5	241	15	20	5	810	15	6	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	102	4	5	241	15	20	5	810	15	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	102	4	5	241	15	20	5	810	15	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	102	4	5	241	15	20	5	810	15	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	102	4	5	241	15	20	5	810	15	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.92	0.08	1.00	1.88	0.12	0.80	0.20	2.00	1.00	0.86	0.14
Final Sat.:	3150	3560	140	1750	3483	217	1440	360	3150	1750	1543	257
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.00	0.07	0.07	0.01	0.01	0.26	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	10.0	13.5	13.5	9.5	13.0	13.0	10.0	10.0	20.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.12	0.12	0.02	0.29	0.29	0.08	0.08	0.71	0.05	0.02	0.02
Delay/Veh:	19.7	16.2	16.2	18.9	17.4	17.4	18.8	18.8	17.1	18.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	16.2	16.2	18.9	17.4	17.4	18.8	18.8	17.1	18.6	18.5	18.5
LOS by Move:	B-	B	B	B-	B	B	B-	B-	B	B-	B-	B-
HCM2kAvgQ:	1	1	1	0	2	2	0	0	9	0	0	0

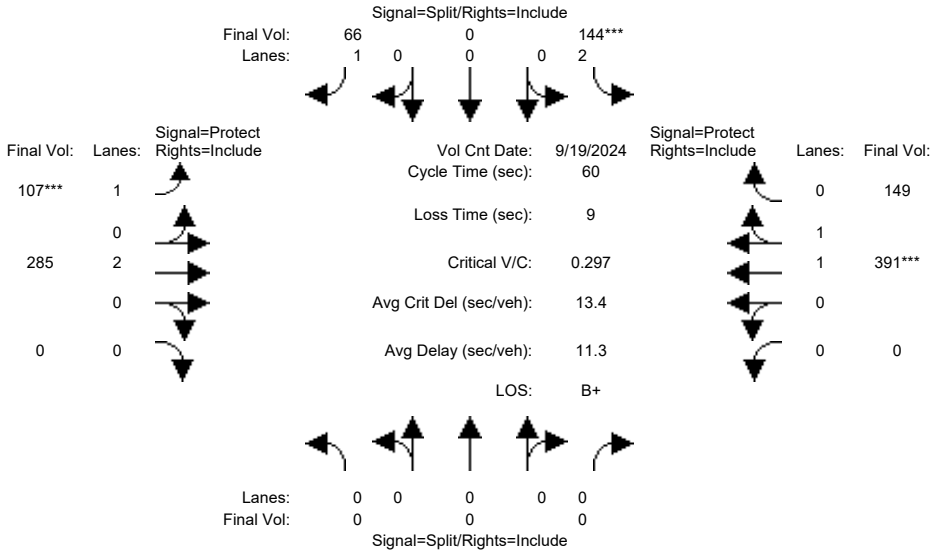
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	144	0	66	107	285	0	0	391	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	144	0	66	107	285	0	0	391	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	144	0	66	107	285	0	0	391	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	144	0	66	107	285	0	0	391	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	66	107	285	0	0	391	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	144	0	66	107	285	0	0	391	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.43	0.57
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2678	1021
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.06	0.08	0.00	0.00	0.15	0.15
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	12.1	41.0	0.0	0.0	28.9	28.9
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.23	0.30	0.11	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	22.0	20.9	3.3	0.0	0.0	9.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	22.0	20.9	3.3	0.0	0.0	9.5	9.5
LOS by Move:	A	A	A	C+	A	C+	C+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	2	1	0	0	3	3

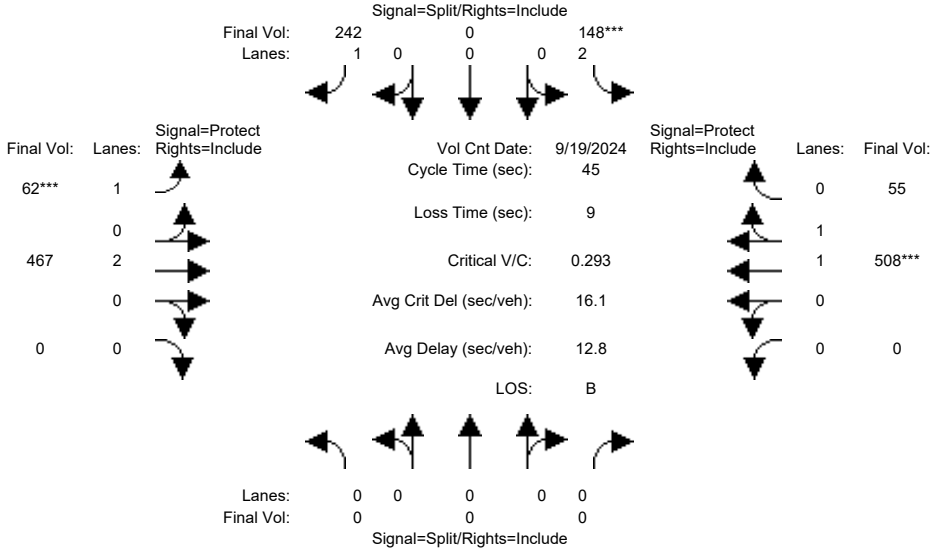
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	148	0	242	62	467	0	0	508	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	242	62	467	0	0	508	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	148	0	242	62	467	0	0	508	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	148	0	242	62	467	0	0	508	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	242	62	467	0	0	508	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	242	62	467	0	0	508	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3338	361
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.04	0.12	0.00	0.00	0.15	0.15
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	21.2	0.0	21.2	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.29	0.23	0.33	0.00	0.00	0.68	0.68
Delay/Veh:	0.0	0.0	0.0	6.6	0.0	7.5	17.1	10.1	0.0	0.0	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.6	0.0	7.5	17.1	10.1	0.0	0.0	18.5	18.5
LOS by Move:	A	A	A	A	A	A	B	B+	A	A	B-	B-
HCM2kAvgQ:	0	0	0	1	0	2	1	3	0	0	4	4

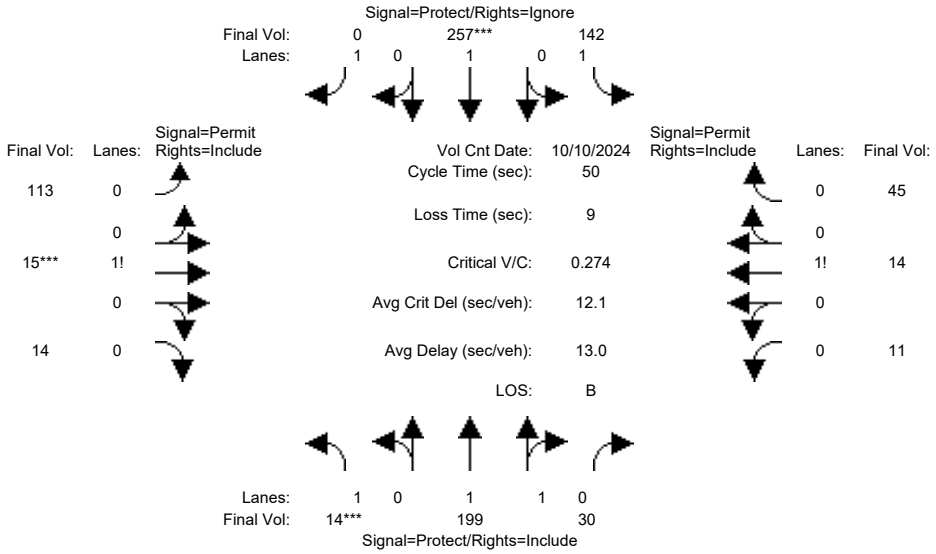
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 08:30:00 AM												
Base Vol:	14	199	30	142	257	95	113	15	14	11	14	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	199	30	142	257	95	113	15	14	11	14	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	199	30	142	257	95	113	15	14	11	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	199	30	142	257	0	113	15	14	11	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	199	30	142	257	0	113	15	14	11	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	199	30	142	257	0	113	15	14	11	14	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	0.80	0.10	0.10	0.16	0.20	0.64
Final Sat.:	1750	3215	485	1750	1900	1750	1393	185	173	275	350	1125
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.14	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	16.6	16.6	11.6	21.3	0.0	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.06	0.19	0.19	0.35	0.32	0.00	0.32	0.32	0.32	0.16	0.16	0.16
Delay/Veh:	18.7	12.0	12.0	16.5	9.8	0.0	15.5	15.5	15.5	14.6	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	12.0	12.0	16.5	9.8	0.0	15.5	15.5	15.5	14.6	14.6	14.6
LOS by Move:	B-	B+	B+	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	3	0	2	2	2	1	1	1

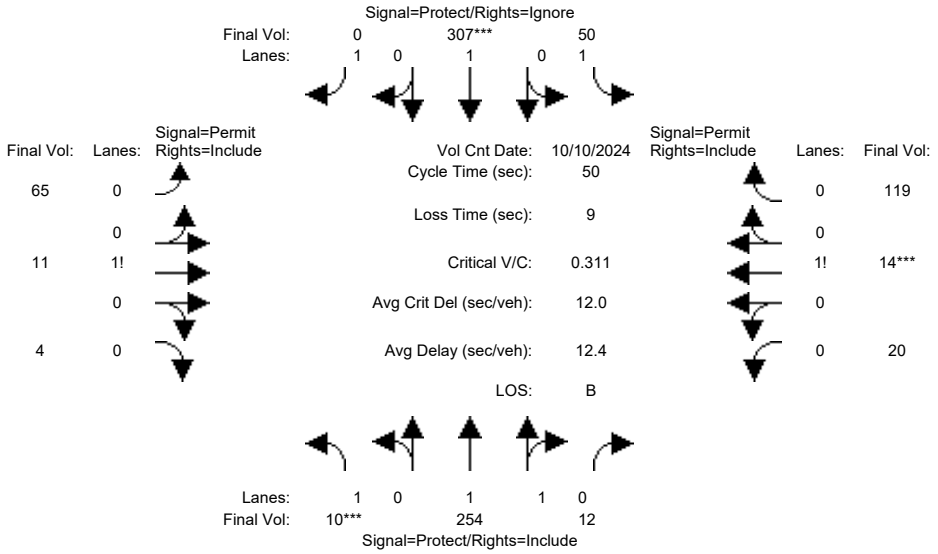
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	10	254	12	50	307	104	65	11	4	20	14	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	254	12	50	307	104	65	11	4	20	14	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	254	12	50	307	104	65	11	4	20	14	119
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	254	12	50	307	0	65	11	4	20	14	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	254	12	50	307	0	65	11	4	20	14	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	254	12	50	307	0	65	11	4	20	14	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	0.81	0.14	0.05	0.13	0.09	0.78
Final Sat.:	1750	3533	167	1750	1900	1750	1422	241	88	229	160	1361
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.03	0.16	0.00	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	17.1	17.1	12.0	22.1	0.0	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.04	0.21	0.21	0.12	0.37	0.00	0.19	0.19	0.19	0.37	0.37	0.37
Delay/Veh:	18.7	11.7	11.7	15.0	9.6	0.0	15.4	15.4	15.4	16.4	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	11.7	11.7	15.0	9.6	0.0	15.4	15.4	15.4	16.4	16.4	16.4
LOS by Move:	B-	B+	B+	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	1	3	0	1	1	1	2	2	2

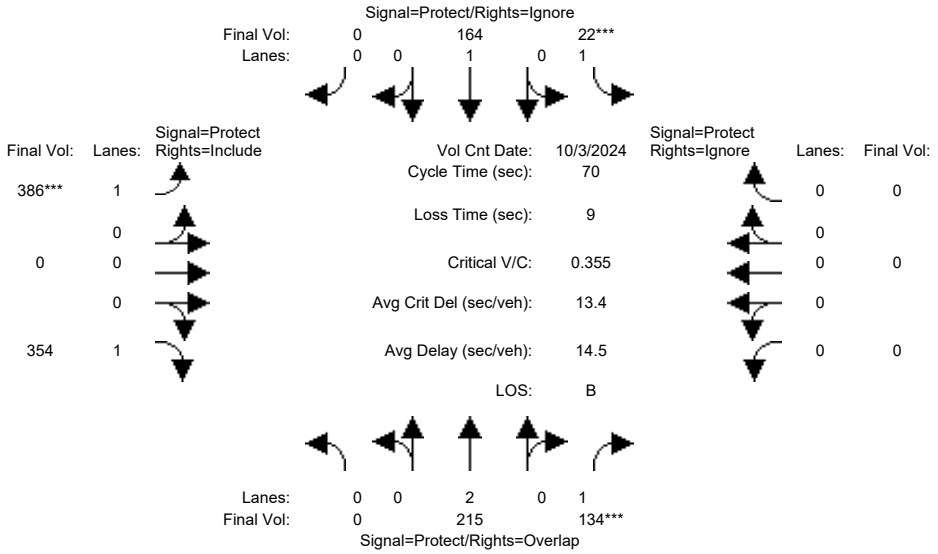
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	0	215	134	22	164	0	386	0	354	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	134	22	164	0	386	0	354	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	215	134	22	164	0	386	0	354	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	215	134	22	164	0	386	0	354	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	134	22	164	0	386	0	354	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	215	134	22	164	0	386	0	354	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.08	0.01	0.09	0.00	0.22	0.00	0.20	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	13.9	13.9	7.0	20.9	0.0	40.1	0.0	40.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.39	0.13	0.29	0.00	0.39	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	24.0	25.0	29.0	19.1	0.0	8.4	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	25.0	29.0	19.1	0.0	8.4	0.0	8.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	3	0	3	0	5	0	5	0	0	0

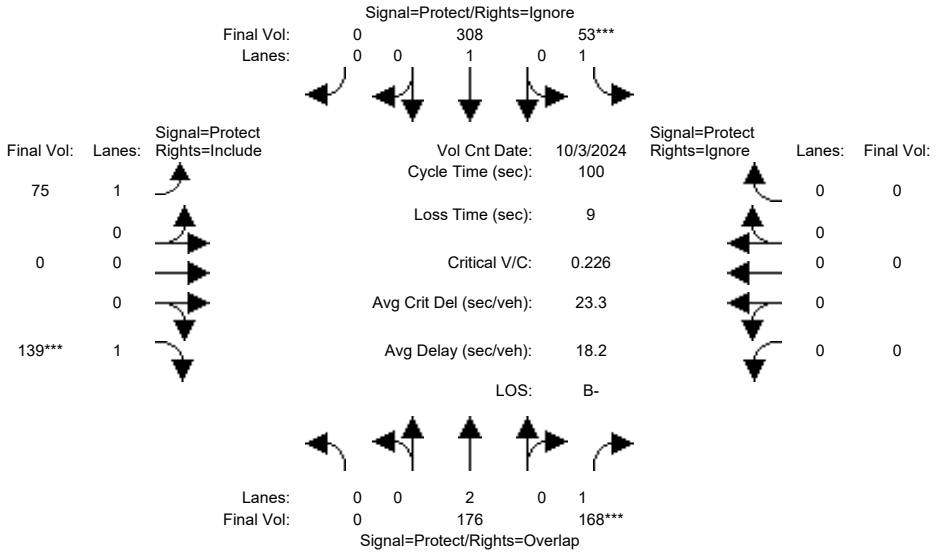
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	176	168	53	308	0	75	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	168	53	308	0	75	0	139	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	176	168	53	308	0	75	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	176	168	53	308	0	75	0	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	176	168	53	308	0	75	0	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	176	168	53	308	0	75	0	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.10	0.03	0.16	0.00	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	42.5	42.5	13.4	55.9	0.0	35.1	0.0	35.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.23	0.23	0.29	0.00	0.12	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	17.4	18.5	39.2	11.8	0.0	22.1	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	18.5	39.2	11.8	0.0	22.1	0.0	23.0	0.0	0.0	0.0
LOS by Move:	A	B	B-	D	B+	A	C+	A	C	A	A	A
HCM2kAvgQ:	0	2	3	2	5	0	2	0	3	0	0	0

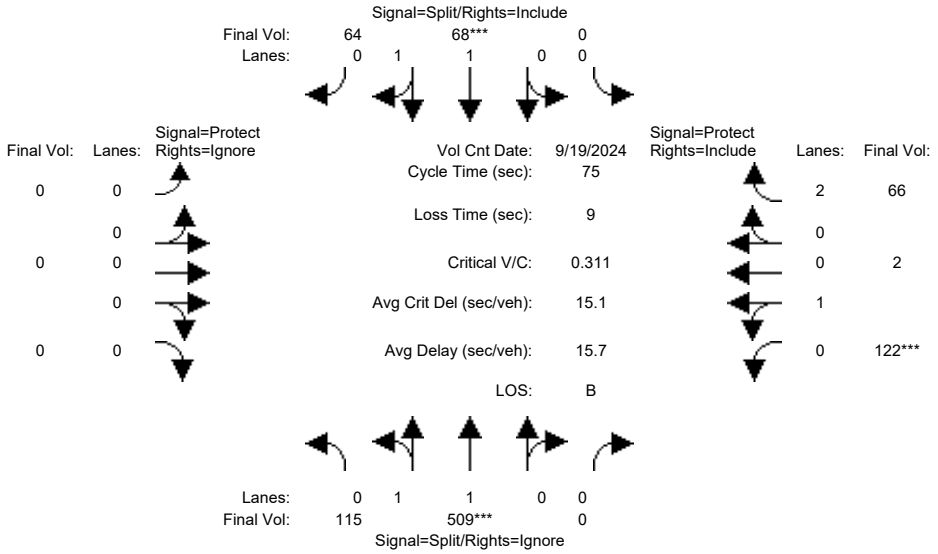
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	115	509	0	0	68	64	0	0	0	122	2	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	509	0	0	68	64	0	0	0	122	2	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	509	0	0	68	64	0	0	0	122	2	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	509	0	0	68	64	0	0	0	122	2	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	509	0	0	68	64	0	0	0	122	2	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	509	0	0	68	64	0	0	0	122	2	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.38	1.62	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	682	3018	0	0	1905	1793	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.07	0.07	0.02
Crit Moves:		****			****					****		
Green Time:	39.8	39.8	0.0	0.0	10.0	10.0	0.0	0.0	0.0	16.2	16.2	16.2
Volume/Cap:	0.32	0.32	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.32	0.32	0.10
Delay/Veh:	10.1	10.1	0.0	0.0	29.5	29.5	0.0	0.0	0.0	25.2	25.2	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	0.0	0.0	29.5	29.5	0.0	0.0	0.0	25.2	25.2	23.6
LOS by Move:	B+	B+	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	4	4	0	0	2	2	0	0	0	3	3	1

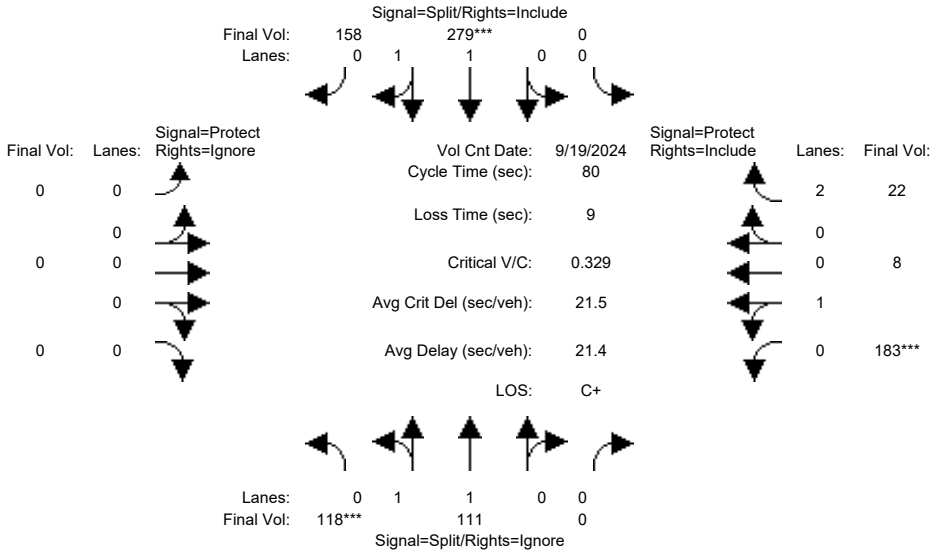
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	118	111	0	0	279	158	0	0	0	183	8	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	111	0	0	279	158	0	0	0	183	8	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	111	0	0	279	158	0	0	0	183	8	22
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	118	111	0	0	279	158	0	0	0	183	8	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	111	0	0	279	158	0	0	0	183	8	22
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	118	111	0	0	279	158	0	0	0	183	8	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	0.96	0.04	2.00
Final Sat.:	1750	1900	0	0	2361	1337	0	0	0	1725	75	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.11	0.11	0.01
Crit Moves:	****				****					****		
Green Time:	16.4	16.4	0.0	0.0	28.8	28.8	0.0	0.0	0.0	25.8	25.8	25.8
Volume/Cap:	0.33	0.28	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.33	0.33	0.02
Delay/Veh:	27.4	27.0	0.0	0.0	18.8	18.8	0.0	0.0	0.0	20.9	20.9	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.0	0.0	0.0	18.8	18.8	0.0	0.0	0.0	20.9	20.9	18.5
LOS by Move:	C	C	A	A	B-	B-	A	A	A	C+	C+	B-
HCM2kAvgQ:	3	2	0	0	4	4	0	0	0	4	4	0

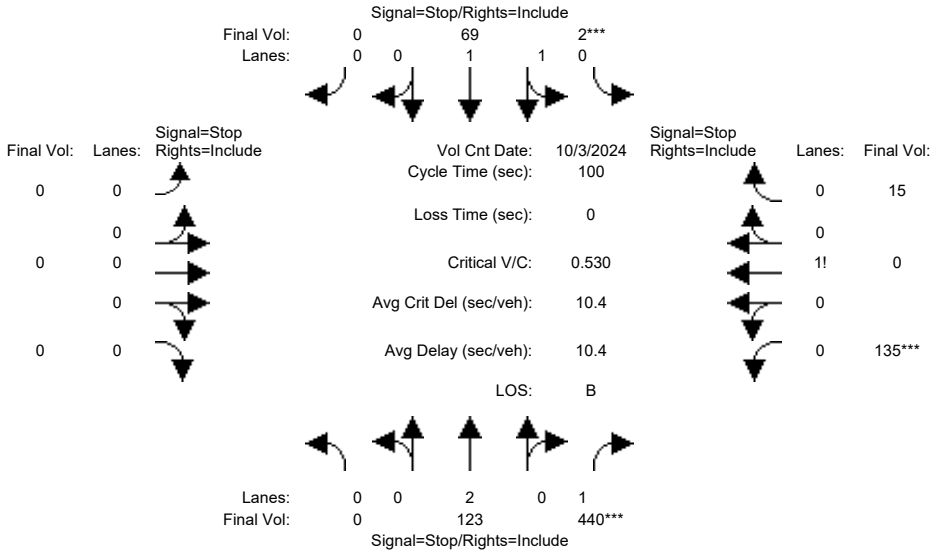
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #9: 9 - Ellis St & Manila Ave




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Street Name:              Ellis St                        Manila Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM
Base Vol:       0  123   440     2   69     0     0    0     0   135    0    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  123   440     2   69     0     0    0     0   135    0    15
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  123   440     2   69     0     0    0     0   135    0    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  123   440     2   69     0     0    0     0   135    0    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  123   440     2   69     0     0    0     0   135    0    15
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  123   440     2   69     0     0    0     0   135    0    15
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.06 1.94  0.00  0.00 0.00  0.00  0.90 0.00  0.10
Final Sat.:     0 1430   830    36 1256     0     0    0     0   581    0    65
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.09  0.53  0.06 0.05  xxxx  xxxx xxxx  xxxx  0.23 xxxx  0.23
Crit Moves:             ****  ****                               ****
Delay/Veh:    0.0  8.1  11.5   8.4  8.4   0.0   0.0  0.0   0.0   9.7  0.0   9.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.1  11.5   8.4  8.4   0.0   0.0  0.0   0.0   9.7  0.0   9.7
LOS by Move:    *    A     B     A    A     *     *    *     *     A    *     A
ApproachDel:       10.8              8.4            xxxxxx              9.7
Delay Adj:         1.00              1.00            xxxxx              1.00
ApprAdjDel:        10.8              8.4            xxxxxx              9.7
LOS by Appr:          B                A                 *                A
AllWayAvgQ:   0.0  0.1   1.1   0.1  0.1   0.0   0.0  0.0   0.0   0.3  0.3   0.3
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	123	440	2	69	0	0	0	0	135	0	15

Major Street Volume: 634
Minor Approach Volume: 150
Minor Approach Volume Threshold: 442

SIGNAL WARRANT DISCLAIMER

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

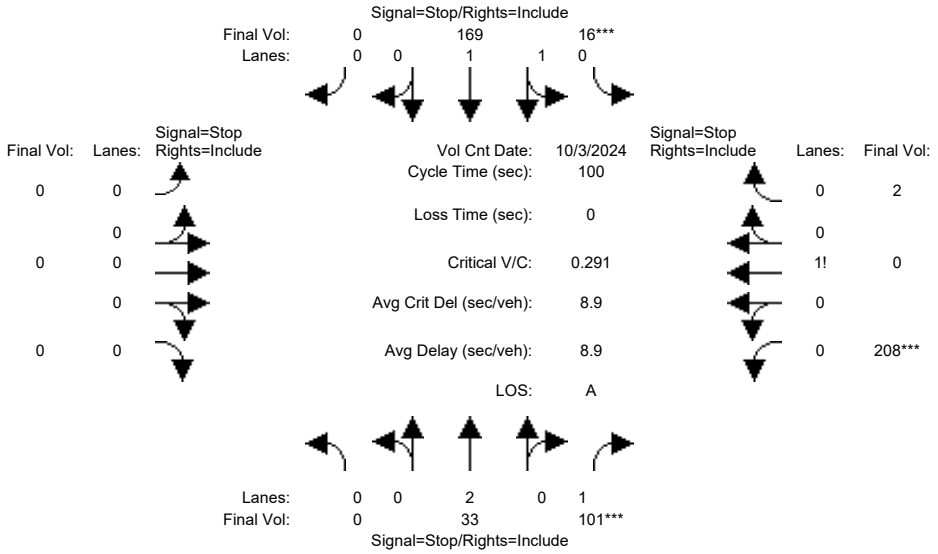
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	33	101	16	169	0	0	0	0	208	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	33	101	16	169	0	0	0	0	208	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	101	16	169	0	0	0	0	208	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	33	101	16	169	0	0	0	0	208	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	101	16	169	0	0	0	0	208	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	33	101	16	169	0	0	0	0	208	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.17	1.83	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1335	767	116	1231	0	0	0	0	714	0	7
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.13	0.14	0.14	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.0	7.8	8.7	8.7	0.0	0.0	0.0	0.0	9.7	0.0	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	7.8	8.7	8.7	0.0	0.0	0.0	0.0	9.7	0.0	9.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.9			8.7			xxxxxx			9.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.9			8.7			xxxxxx			9.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 33	101		16 169	0		0 0	0		208	0	2

Major Street Volume: 319
Minor Approach Volume: 210
Minor Approach Volume Threshold: 678

SIGNAL WARRANT DISCLAIMER

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

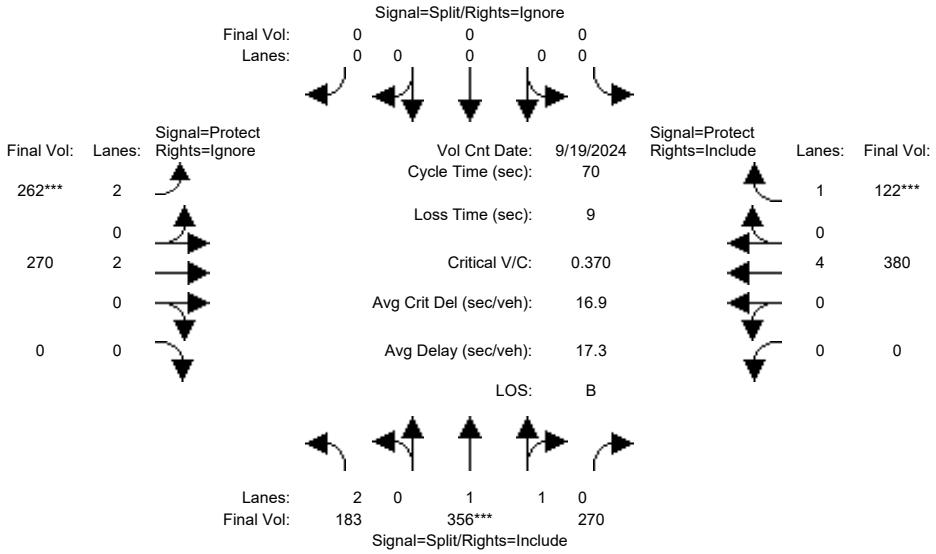
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	183	356	270	0	0	0	262	270	0	0	380	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	356	270	0	0	0	262	270	0	0	380	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	356	270	0	0	0	262	270	0	0	380	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	183	356	270	0	0	0	262	270	0	0	380	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	356	270	0	0	0	262	270	0	0	380	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	183	356	270	0	0	0	262	270	0	0	380	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.11	0.89	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2103	1595	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.00	0.00	0.00	0.08	0.07	0.00	0.00	0.05	0.07
Crit Moves:		****					****					****
Green Time:	32.1	32.1	32.1	0.0	0.0	0.0	15.7	28.9	0.0	0.0	13.2	13.2
Volume/Cap:	0.13	0.37	0.37	0.00	0.00	0.00	0.37	0.17	0.00	0.00	0.27	0.37
Delay/Veh:	11.0	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.4	25.5
LOS by Move:	B+	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	1	5	5	0	0	0	3	2	0	0	2	3

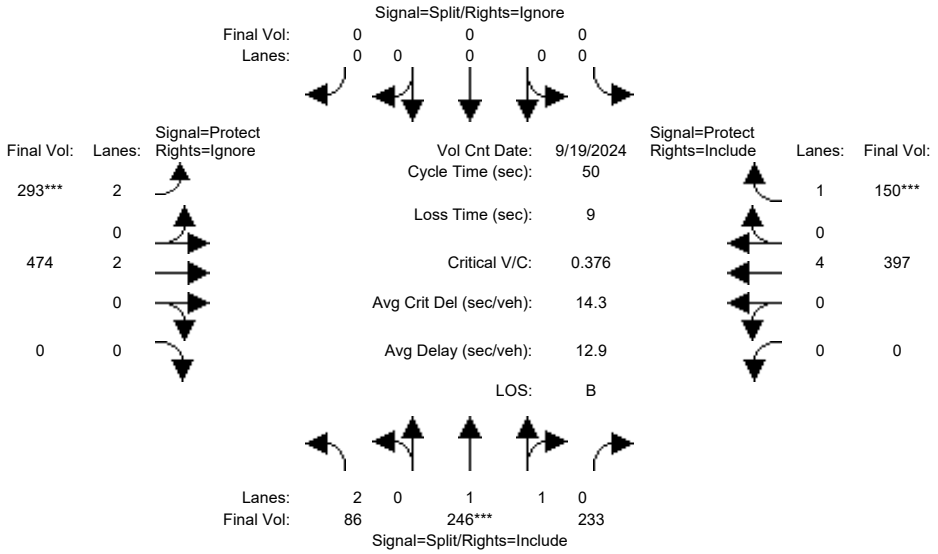
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	86	246	233	0	0	0	293	474	0	0	397	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	246	233	0	0	0	293	474	0	0	397	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	246	233	0	0	0	293	474	0	0	397	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	86	246	233	0	0	0	293	474	0	0	397	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	246	233	0	0	0	293	474	0	0	397	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	86	246	233	0	0	0	293	474	0	0	397	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1899	1799	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.00	0.00	0.00	0.09	0.12	0.00	0.00	0.05	0.09
Crit Moves:		****					****					****
Green Time:	17.2	17.2	17.2	0.0	0.0	0.0	12.4	23.8	0.0	0.0	11.4	11.4
Volume/Cap:	0.08	0.38	0.38	0.00	0.00	0.00	0.38	0.26	0.00	0.00	0.23	0.38
Delay/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	7.9	0.0	0.0	15.8	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	7.9	0.0	0.0	15.8	16.9
LOS by Move:	B+	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	3	3	0	0	0	2	2	0	0	1	3

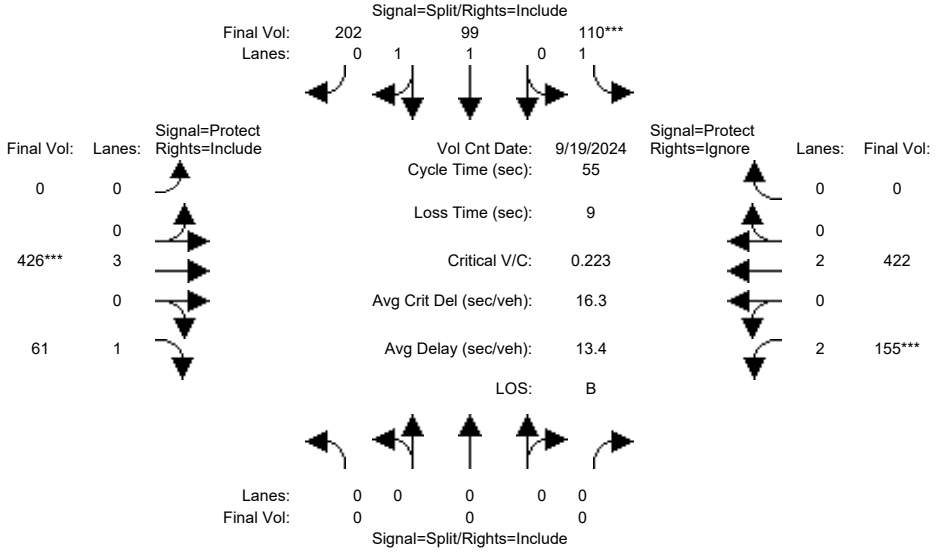
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	110	99	202	0	426	61	155	422	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	99	202	0	426	61	155	422	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	99	202	0	426	61	155	422	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	110	99	202	0	426	61	155	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	99	202	0	426	61	155	422	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	110	99	202	0	426	61	155	422	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.05	0.12	0.00	0.07	0.03	0.05	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	22.2	22.2	22.2	0.0	14.4	14.4	9.5	23.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.13	0.29	0.00	0.29	0.13	0.29	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	10.6	10.4	11.2	0.0	16.3	15.7	20.1	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	10.4	11.2	0.0	16.3	15.7	20.1	10.0	0.0
LOS by Move:	A	A	A	B+	B+	B+	A	B	B	C+	B+	A
HCM2kAvgQ:	0	0	0	1	1	3	0	2	1	1	2	0

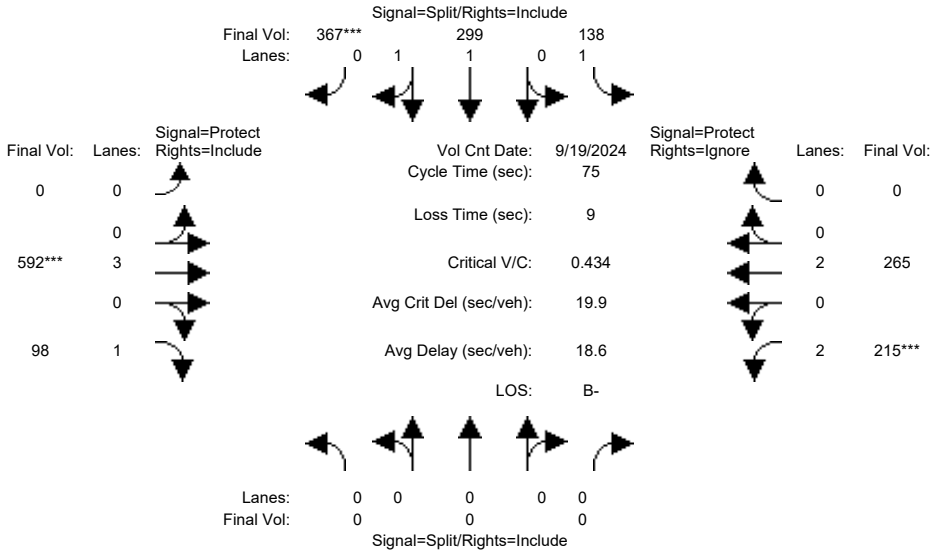
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	138	299	367	0	592	98	215	265	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	138	299	367	0	592	98	215	265	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	299	367	0	592	98	215	265	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	138	299	367	0	592	98	215	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	299	367	0	592	98	215	265	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	138	299	367	0	592	98	215	265	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.16	0.21	0.00	0.10	0.06	0.07	0.07	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	36.2	36.2	36.2	0.0	18.0	18.0	11.8	29.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.33	0.43	0.00	0.43	0.23	0.43	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	12.0	12.9	0.0	24.4	23.3	29.2	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	12.0	12.9	0.0	24.4	23.3	29.2	14.7	0.0
LOS by Move:	A	A	A	B+	B+	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	2	4	6	0	4	2	3	2	0

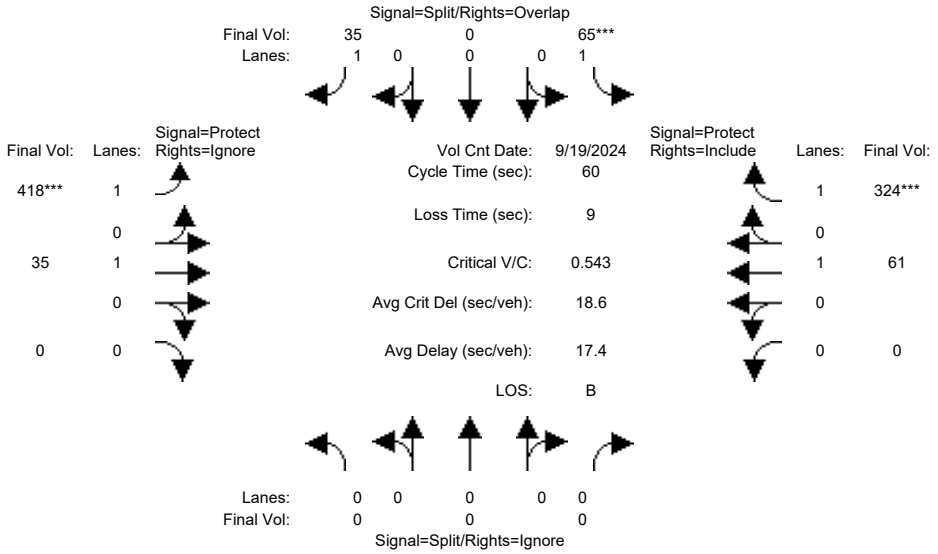
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	65	0	35	418	35	0	0	61	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	35	418	35	0	0	61	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	35	418	35	0	0	61	324
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	35	418	35	0	0	61	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	35	418	35	0	0	61	324
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	35	418	35	0	0	61	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.24	0.02	0.00	0.00	0.03	0.19
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	33.1	23.1	41.0	0.0	0.0	17.9	17.9
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.04	0.62	0.03	0.00	0.00	0.11	0.62
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.1	0.0	0.0	15.3	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.1	0.0	0.0	15.3	20.4
LOS by Move:	A	A	A	C+	A	A	B	A	A	A	B	C+
HCM2kAvgQ:	0	0	0	1	0	0	8	0	0	0	1	6

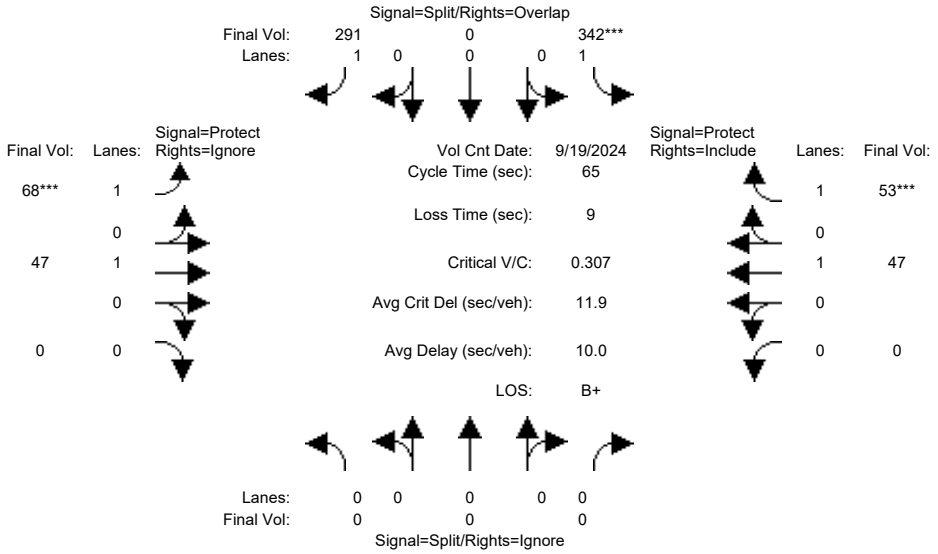
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	342	0	291	68	47	0	0	47	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	342	0	291	68	47	0	0	47	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	291	68	47	0	0	47	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	342	0	291	68	47	0	0	47	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	291	68	47	0	0	47	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	342	0	291	68	47	0	0	47	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.17	0.04	0.02	0.00	0.00	0.02	0.03
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	38.4	0.0	46.0	7.6	17.6	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.23	0.33	0.09	0.00	0.00	0.16	0.20
Delay/Veh:	0.0	0.0	0.0	7.0	0.0	3.4	27.3	17.8	0.0	0.0	24.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	0.0	3.4	27.3	17.8	0.0	0.0	24.1	24.4
LOS by Move:	A	A	A	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	2	2	1	0	0	1	1

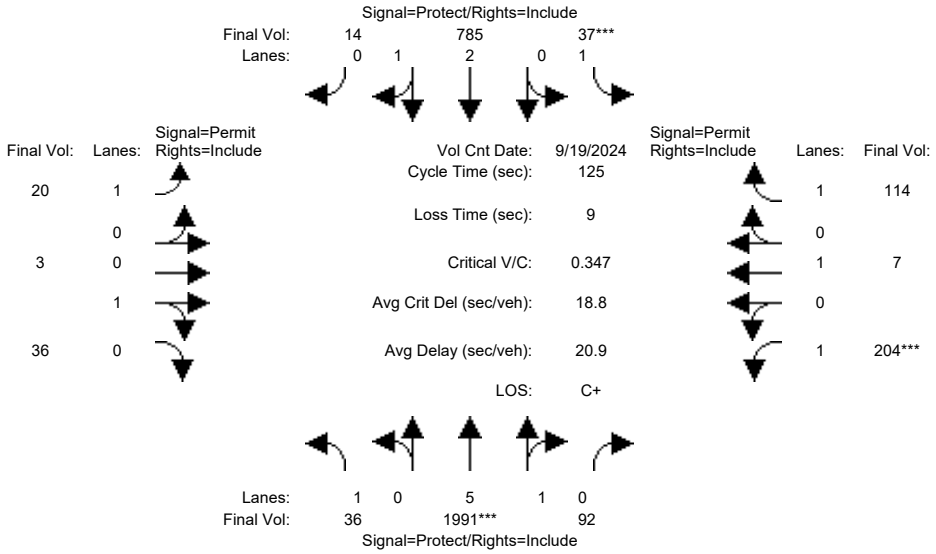
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	36	1991	92	37	785	14	20	3	36	204	7	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1991	92	37	785	14	20	3	36	204	7	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1991	92	37	785	14	20	3	36	204	7	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1991	92	37	785	14	20	3	36	204	7	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1991	92	37	785	14	20	3	36	204	7	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1991	92	37	785	14	20	3	36	204	7	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.72	0.28	1.00	2.95	0.05	1.00	0.08	0.92	1.00	1.00	1.00
Final Sat.:	1750	xxxx	499	1750	5502	98	1750	138	1662	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.02	0.14	0.14	0.01	0.02	0.02	0.12	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	20.9	66.4	66.4	7.6	53.2	53.2	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.12	0.35	0.35	0.35	0.34	0.34	0.03	0.06	0.06	0.35	0.01	0.19
Delay/Veh:	44.5	16.9	16.9	58.3	24.2	24.2	27.9	28.2	28.2	31.6	27.7	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	16.9	16.9	58.3	24.2	24.2	27.9	28.2	28.2	31.6	27.7	29.6
LOS by Move:	D	B	B	E+	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	1	7	7	1	1	1	6	0	3

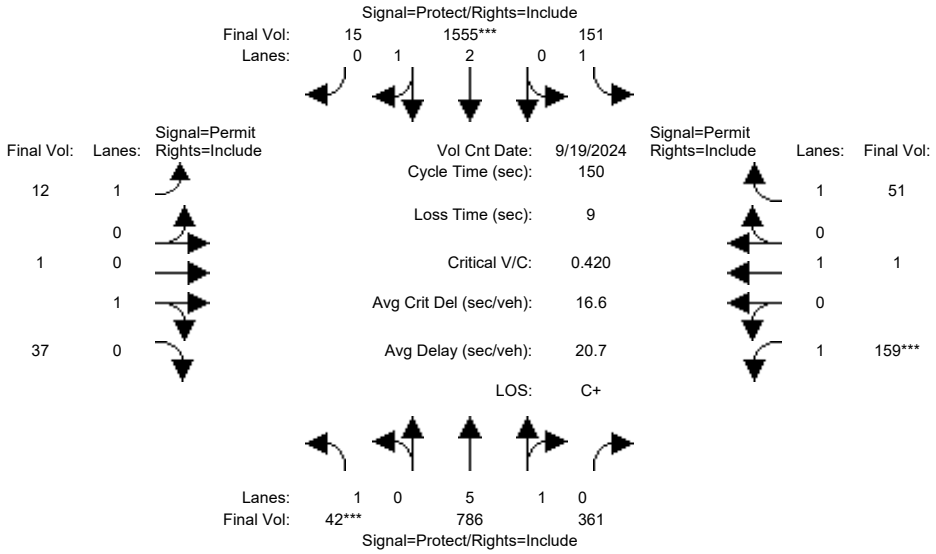
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	42	786	361	151	1555	15	12	1	37	159	1	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	786	361	151	1555	15	12	1	37	159	1	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	786	361	151	1555	15	12	1	37	159	1	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	786	361	151	1555	15	12	1	37	159	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	786	361	151	1555	15	12	1	37	159	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	786	361	151	1555	15	12	1	37	159	1	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.97	0.03	1.00	0.03	0.97	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5546	54	1750	47	1753	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.21	0.09	0.28	0.28	0.01	0.02	0.02	0.09	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	8.6	76.6	76.6	32.0	100	100.0	32.4	32.4	32.4	32.4	32.4	32.4
Volume/Cap:	0.42	0.16	0.40	0.40	0.42	0.42	0.03	0.10	0.10	0.42	0.00	0.13
Delay/Veh:	71.2	19.6	22.7	51.5	11.6	11.6	46.4	47.2	47.2	51.5	46.1	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	19.6	22.7	51.5	11.6	11.6	46.4	47.2	47.2	51.5	46.1	47.6
LOS by Move:	E	B-	C+	D-	B+	B+	D	D	D	D-	D	D
HCM2kAvgQ:	3	4	11	6	11	11	0	1	1	7	0	2

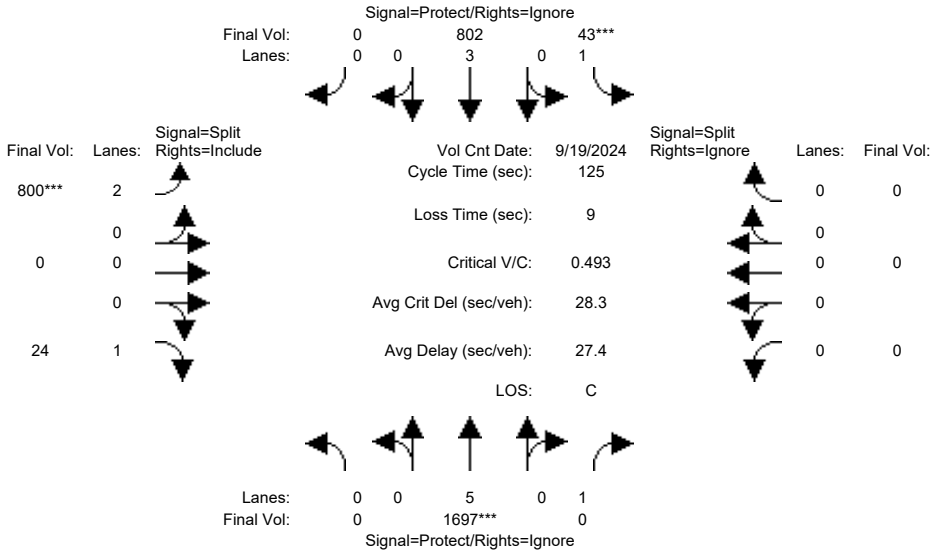
Note: Queue reported is the number of cars per lane.

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Existing No Project

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

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	1697	522	43	802	0	800	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1697	522	43	802	0	800	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1697	522	43	802	0	800	0	24	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1697	0	43	802	0	800	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1697	0	43	802	0	800	0	24	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1697	0	43	802	0	800	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.02	0.14	0.00	0.25	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	45.0	0.0	7.0	52.0	0.0	64.0	0.0	64.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.44	0.34	0.00	0.50	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	31.3	0.0	60.2	24.9	0.0	20.2	0.0	15.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.3	0.0	60.2	24.9	0.0	20.2	0.0	15.1	0.0	0.0	0.0
LOS by Move:	A	C	A	E	C	A	C+	A	B	A	A	A
HCM2kAvgQ:	0	10	0	2	7	0	12	0	0	0	0	0

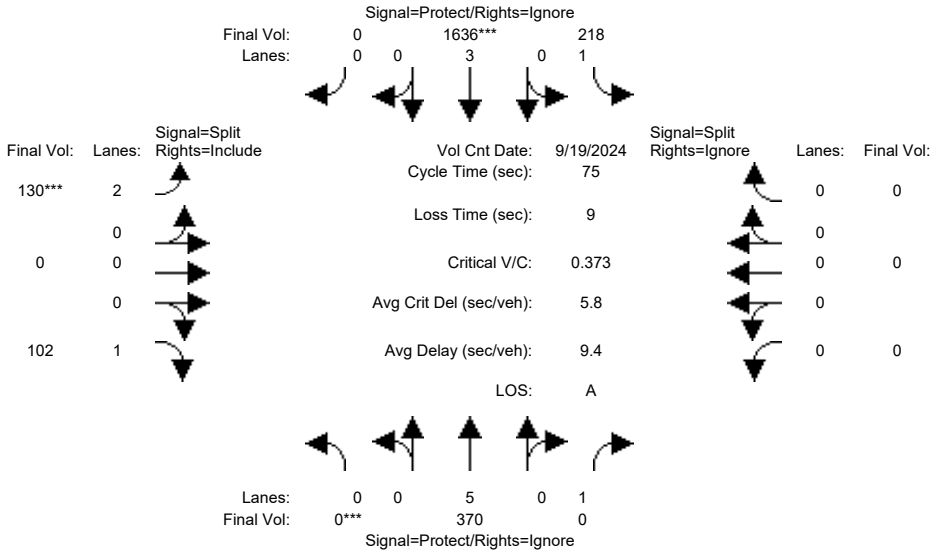
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	370	486	218	1636	0	130	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	486	218	1636	0	130	0	102	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	486	218	1636	0	130	0	102	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	370	0	218	1636	0	130	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	0	218	1636	0	130	0	102	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	370	0	218	1636	0	130	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.12	0.29	0.00	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	28.1	0.0	26.2	54.3	0.0	11.7	0.0	11.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.00	0.36	0.40	0.00	0.26	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	15.3	0.0	18.5	4.1	0.0	28.1	0.0	29.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	18.5	4.1	0.0	28.1	0.0	29.2	0.0	0.0	0.0
LOS by Move:	A	B	A	B-	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	1	0	4	5	0	2	0	3	0	0	0

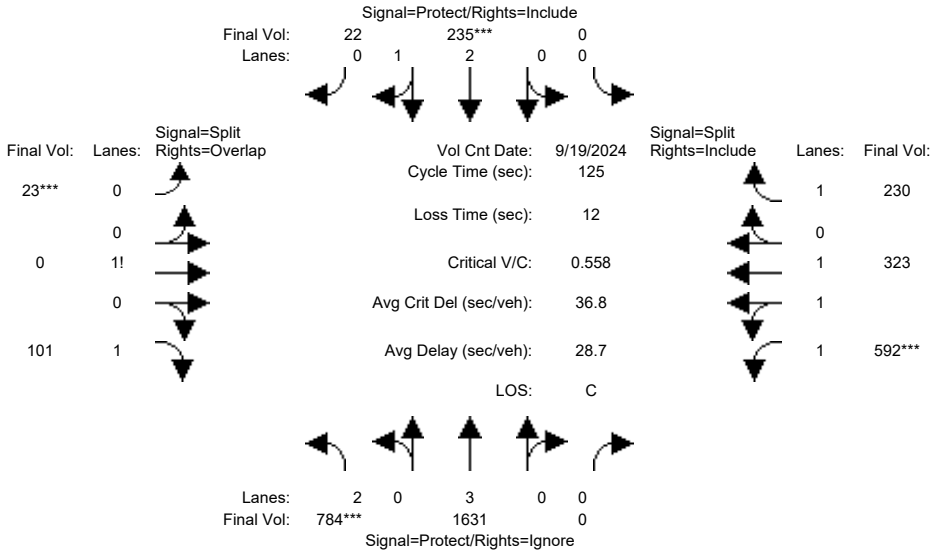
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	784	1631	0	0	235	22	23	0	101	592	323	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	784	1631	0	0	235	22	23	0	101	592	323	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	784	1631	0	0	235	22	23	0	101	592	323	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	784	1631	0	0	235	22	23	0	101	592	323	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	784	1631	0	0	235	22	23	0	101	592	323	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	784	1631	0	0	235	22	23	0	101	592	323	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	0.31	0.00	1.69	1.99	1.01	1.00
Final Sat.:	3150	5700	0	0	5120	479	548	0	2952	3523	1922	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.29	0.00	0.00	0.05	0.05	0.04	0.00	0.03	0.17	0.17	0.13
Crit Moves:	****				****		****			****		
Green Time:	55.4	65.6	0.0	0.0	10.2	10.2	10.0	0.0	65.4	37.4	37.4	37.4
Volume/Cap:	0.56	0.55	0.00	0.00	0.56	0.56	0.52	0.00	0.07	0.56	0.56	0.44
Delay/Veh:	26.3	20.0	0.0	0.0	56.8	56.8	57.4	0.0	14.7	37.3	37.3	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	20.0	0.0	0.0	56.8	56.8	57.4	0.0	14.7	37.3	37.3	35.9
LOS by Move:	C	B-	A	A	E+	E+	E+	A	B	D+	D+	D+
HCM2kAvgQ:	13	14	0	0	4	4	3	0	1	11	11	8

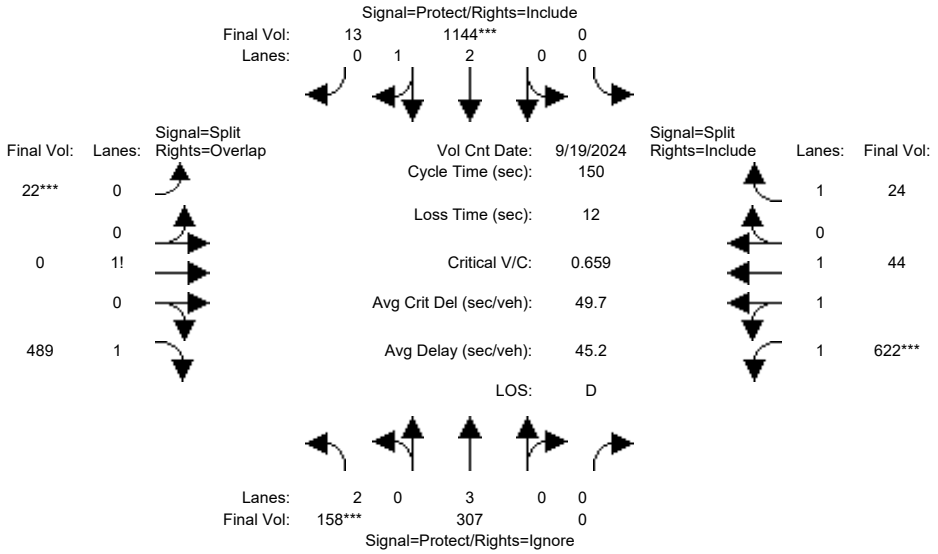
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing No Project

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

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	158	307	0	0	1144	13	22	0	489	622	44	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	307	0	0	1144	13	22	0	489	622	44	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	307	0	0	1144	13	22	0	489	622	44	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	307	0	0	1144	13	22	0	489	622	44	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	307	0	0	1144	13	22	0	489	622	44	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	307	0	0	1144	13	22	0	489	622	44	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.97	0.03	0.08	0.00	1.92	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	5537	63	144	0	3356	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.00	0.21	0.21	0.15	0.00	0.15	0.20	0.02	0.01
Crit Moves:	****				****		****			****		
Green Time:	11.4	58.4	0.0	0.0	47.0	47.0	34.6	0.0	46.1	44.9	44.9	44.9
Volume/Cap:	0.66	0.14	0.00	0.00	0.66	0.66	0.66	0.00	0.47	0.66	0.08	0.05
Delay/Veh:	74.0	29.6	0.0	0.0	45.5	45.5	54.4	0.0	42.5	47.5	37.7	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	29.6	0.0	0.0	45.5	45.5	54.4	0.0	42.5	47.5	37.7	37.3
LOS by Move:	E	C	A	A	D	D	D-	A	D	D	D+	D+
HCM2kAvgQ:	5	3	0	0	16	16	12	0	10	15	1	1

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

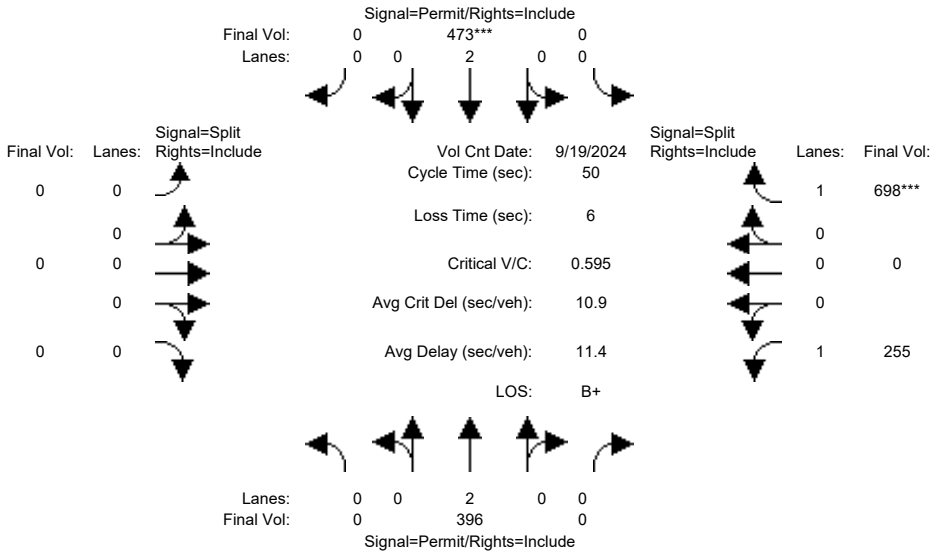
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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	310	0	0	383	0	0	0	0	255	0	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	0	0	383	0	0	0	0	255	0	407
Added Vol:	0	86	0	0	90	0	0	0	0	0	0	291
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	396	0	0	473	0	0	0	0	255	0	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	396	0	0	473	0	0	0	0	255	0	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	0	0	473	0	0	0	0	255	0	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	396	0	0	473	0	0	0	0	255	0	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.40
Crit Moves:					****							****
Green Time:	0.0	10.5	0.0	0.0	10.5	0.0	0.0	0.0	0.0	33.5	0.0	33.5
Volume/Cap:	0.00	0.50	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.22	0.00	0.59
Delay/Veh:	0.0	17.9	0.0	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	5.3
LOS by Move:	A	B	A	A	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	3	0	0	0	0	2	0	7

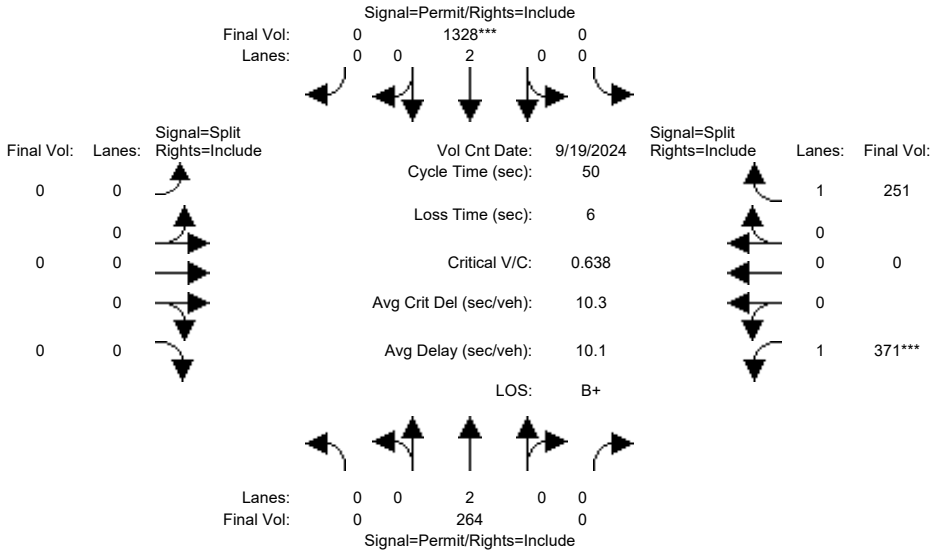
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	236	0	0	944	0	0	0	0	371	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	0	0	944	0	0	0	0	371	0	157
Added Vol:	0	28	0	0	384	0	0	0	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	0	0	1328	0	0	0	0	371	0	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	264	0	0	1328	0	0	0	0	371	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	0	0	1328	0	0	0	0	371	0	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	0	0	1328	0	0	0	0	371	0	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.21	0.00	0.14
Crit Moves:					****					****		
Green Time:	0.0	27.4	0.0	0.0	27.4	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.13	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.43
Delay/Veh:	0.0	5.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0	16.5	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0	16.5	0.0	13.5
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	0	7	0	0	0	0	6	0	4

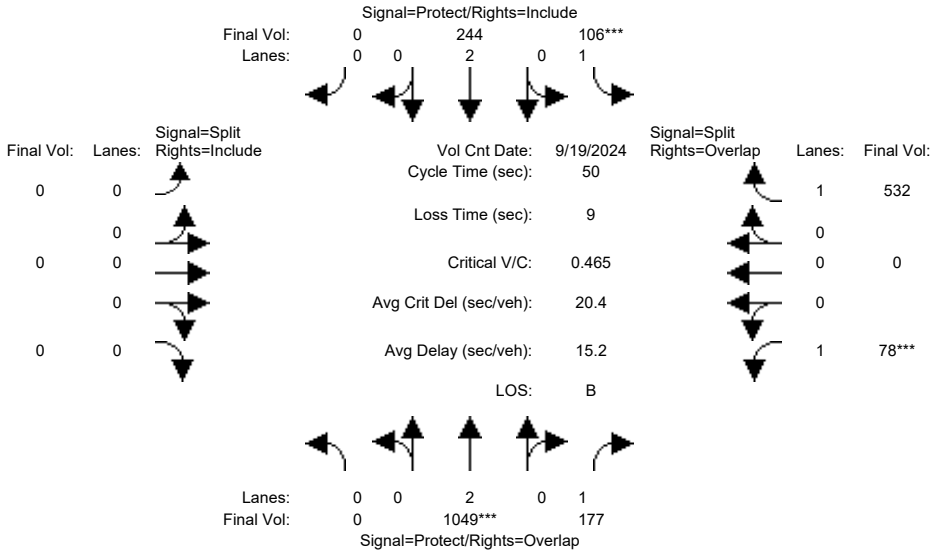
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	672	177	85	154	0	0	0	0	78	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	672	177	85	154	0	0	0	0	78	0	231
Added Vol:	0	377	0	21	90	0	0	0	0	0	0	301
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	177	106	244	0	0	0	0	78	0	532
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1049	177	106	244	0	0	0	0	78	0	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	177	106	244	0	0	0	0	78	0	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1049	177	106	244	0	0	0	0	78	0	532
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.10	0.06	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.30
Crit Moves:		****		****						****		
Green Time:	0.0	16.4	34.0	7.0	23.4	0.0	0.0	0.0	0.0	17.6	0.0	24.6
Volume/Cap:	0.00	0.84	0.15	0.43	0.14	0.00	0.00	0.00	0.00	0.13	0.00	0.62
Delay/Veh:	0.0	21.1	2.9	20.9	7.6	0.0	0.0	0.0	0.0	11.1	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	2.9	20.9	7.6	0.0	0.0	0.0	0.0	11.1	0.0	10.6
LOS by Move:	A	C+	A	C+	A	A	A	A	A	B+	A	B+
HCM2kAvgQ:	0	8	1	2	1	0	0	0	0	1	0	7

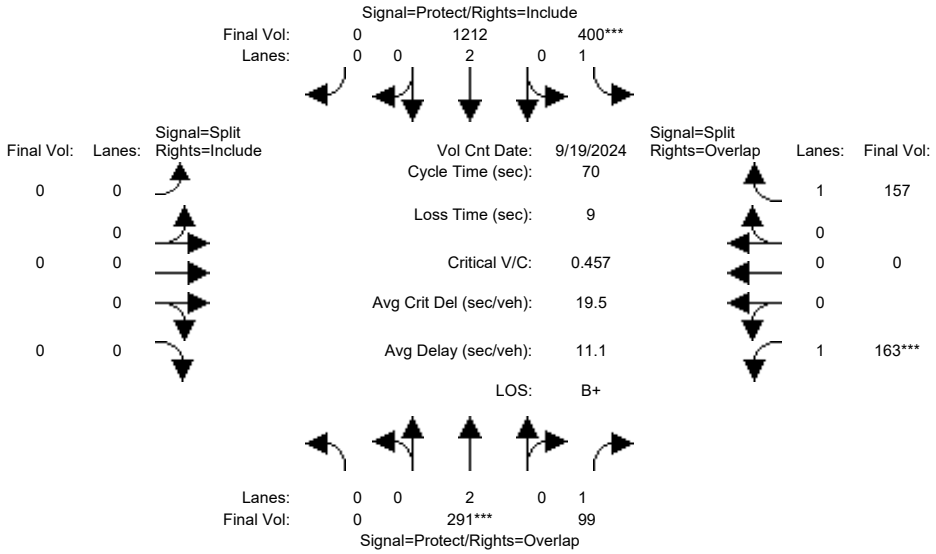
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	170	99	311	828	0	0	0	0	163	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	99	311	828	0	0	0	0	163	0	60
Added Vol:	0	121	0	89	384	0	0	0	0	0	0	97
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	291	99	400	1212	0	0	0	0	163	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	291	99	400	1212	0	0	0	0	163	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	291	99	400	1212	0	0	0	0	163	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	291	99	400	1212	0	0	0	0	163	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.06	0.23	0.32	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	11.7	26.0	35.0	46.7	0.0	0.0	0.0	0.0	14.3	0.0	49.3
Volume/Cap:	0.00	0.46	0.15	0.46	0.48	0.00	0.00	0.00	0.00	0.46	0.00	0.13
Delay/Veh:	0.0	26.8	14.8	11.7	5.8	0.0	0.0	0.0	0.0	25.4	0.0	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	14.8	11.7	5.8	0.0	0.0	0.0	0.0	25.4	0.0	3.4
LOS by Move:	A	C	B	B+	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	3	1	6	6	0	0	0	0	4	0	1

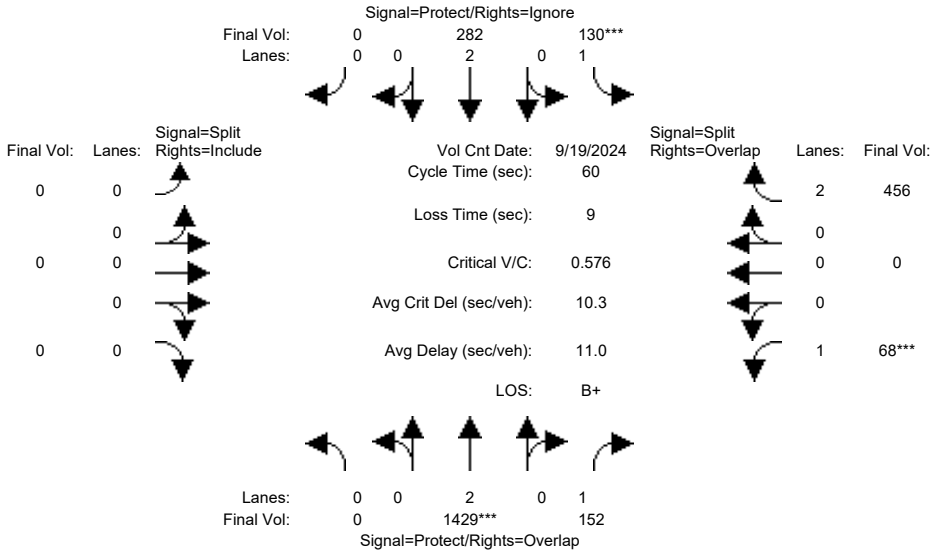
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	751	152	58	171	0	0	0	0	68	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	751	152	58	171	0	0	0	0	68	0	369
Added Vol:	0	678	0	72	111	0	0	0	0	0	0	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1429	152	130	282	0	0	0	0	68	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1429	152	130	282	0	0	0	0	68	0	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1429	152	130	282	0	0	0	0	68	0	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1429	152	130	282	0	0	0	0	68	0	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.09	0.07	0.07	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Crit Moves:		****		****						****		
Green Time:	0.0	36.7	43.7	7.3	44.0	0.0	0.0	0.0	0.0	7.0	0.0	14.3
Volume/Cap:	0.00	0.61	0.12	0.61	0.10	0.00	0.00	0.00	0.00	0.33	0.00	0.61
Delay/Veh:	0.0	7.7	2.5	30.3	2.3	0.0	0.0	0.0	0.0	25.3	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	2.5	30.3	2.3	0.0	0.0	0.0	0.0	25.3	0.0	21.9
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	8	1	3	1	0	0	0	0	2	0	6

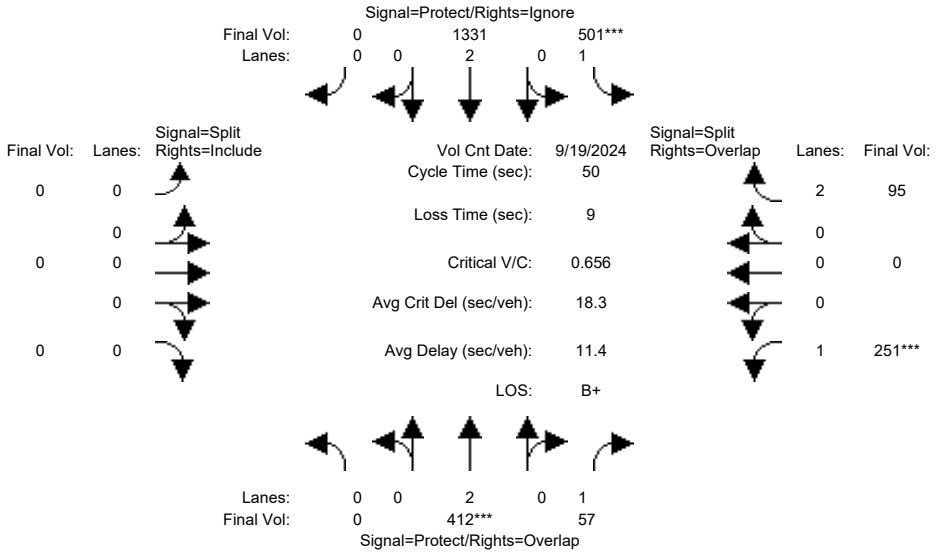
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	193	57	194	859	0	0	0	0	251	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	57	194	859	0	0	0	0	251	0	67
Added Vol:	0	219	0	307	472	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	412	57	501	1331	0	0	0	0	251	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	57	501	1331	0	0	0	0	251	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	412	57	501	1331	0	0	0	0	251	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	412	57	501	1331	0	0	0	0	251	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.29	0.35	0.00	0.00	0.00	0.00	0.14	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	20.3	20.7	30.7	0.0	0.0	0.0	0.0	10.3	0.0	31.0
Volume/Cap:	0.00	0.54	0.08	0.69	0.57	0.00	0.00	0.00	0.00	0.69	0.00	0.05
Delay/Veh:	0.0	18.7	9.1	15.0	6.1	0.0	0.0	0.0	0.0	24.1	0.0	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	9.1	15.0	6.1	0.0	0.0	0.0	0.0	24.1	0.0	3.7
LOS by Move:	A	B-	A	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	3	1	6	6	0	0	0	0	5	0	0

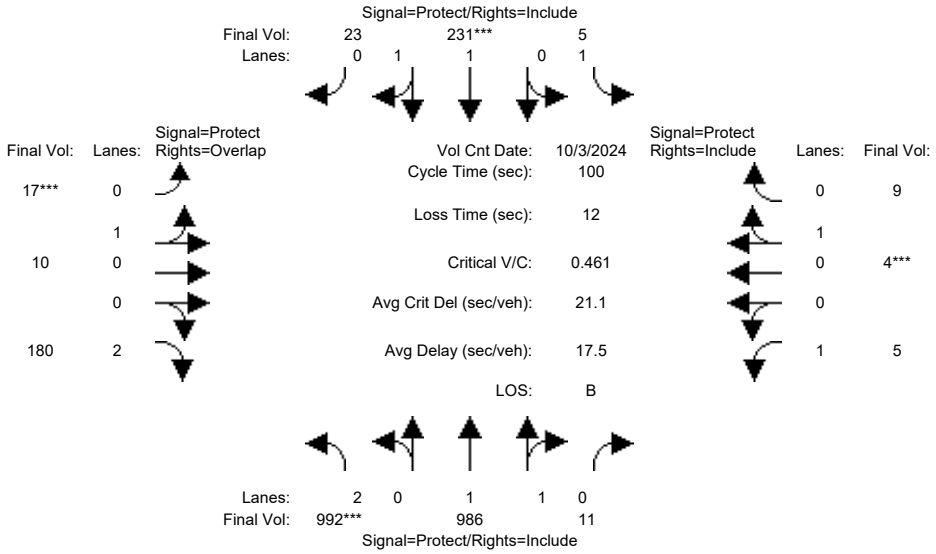
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	992	221	11	5	48	23	17	10	180	5	4	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	992	221	11	5	48	23	17	10	180	5	4	9
Added Vol:	0	765	0	0	183	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	992	986	11	5	231	23	17	10	180	5	4	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	992	986	11	5	231	23	17	10	180	5	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	992	986	11	5	231	23	17	10	180	5	4	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	992	986	11	5	231	23	17	10	180	5	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.98	0.02	1.00	1.81	0.19	0.63	0.37	2.00	1.00	0.31	0.69
Final Sat.:	3150	3659	41	1750	3365	335	1133	667	3150	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.31	0.27	0.27	0.00	0.07	0.07	0.02	0.02	0.06	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	55.8	54.0	54.0	14.0	12.2	12.2	10.0	10.0	65.8	10.0	10.0	10.0
Volume/Cap:	0.56	0.50	0.50	0.02	0.56	0.56	0.15	0.15	0.09	0.03	0.07	0.07
Delay/Veh:	14.7	14.7	14.7	37.1	43.1	43.1	41.5	41.5	6.2	40.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	14.7	37.1	43.1	43.1	41.5	41.5	6.2	40.7	41.0	41.0
LOS by Move:	B	B	B	D+	D	D	D	D	A	D	D	D
HCM2kAvgQ:	11	10	10	0	5	5	1	1	1	0	0	0

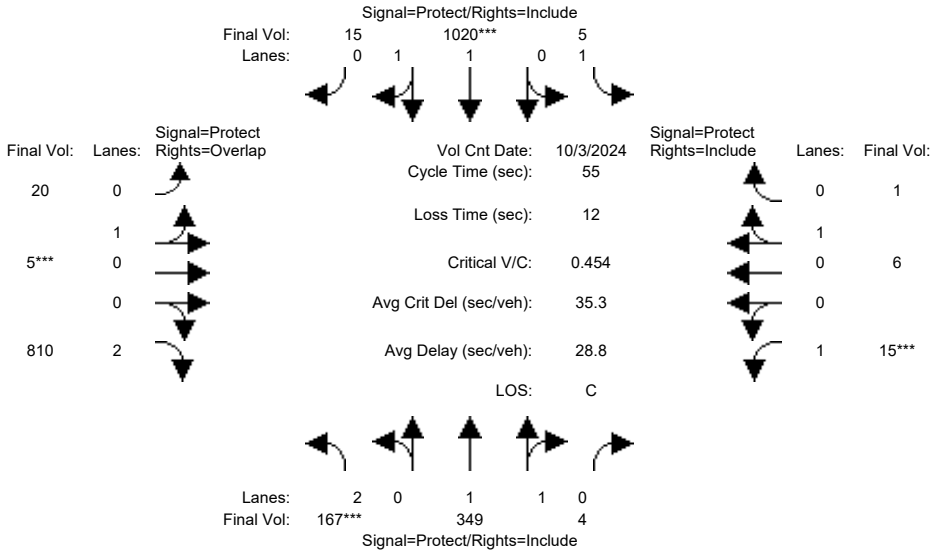
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	167	102	4	5	241	15	20	5	810	15	6	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	102	4	5	241	15	20	5	810	15	6	1
Added Vol:	0	247	0	0	779	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	349	4	5	1020	15	20	5	810	15	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	349	4	5	1020	15	20	5	810	15	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	349	4	5	1020	15	20	5	810	15	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	349	4	5	1020	15	20	5	810	15	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.98	0.02	1.00	1.97	0.03	0.80	0.20	2.00	1.00	0.86	0.14
Final Sat.:	3150	3658	42	1750	3646	54	1440	360	3150	1750	1543	257
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.00	0.28	0.28	0.01	0.01	0.26	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	7.0	13.5	13.5	9.5	16.0	16.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.42	0.39	0.39	0.02	0.96	0.96	0.08	0.08	0.83	0.05	0.02	0.02
Delay/Veh:	22.8	17.6	17.6	18.9	38.0	38.0	18.8	18.8	23.9	18.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	17.6	17.6	18.9	38.0	38.0	18.8	18.8	23.9	18.6	18.5	18.5
LOS by Move:	C+	B	B	B-	D+	D+	B-	B-	C	B-	B-	B-
HCM2kAvgQ:	2	2	2	0	15	15	0	0	11	0	0	0

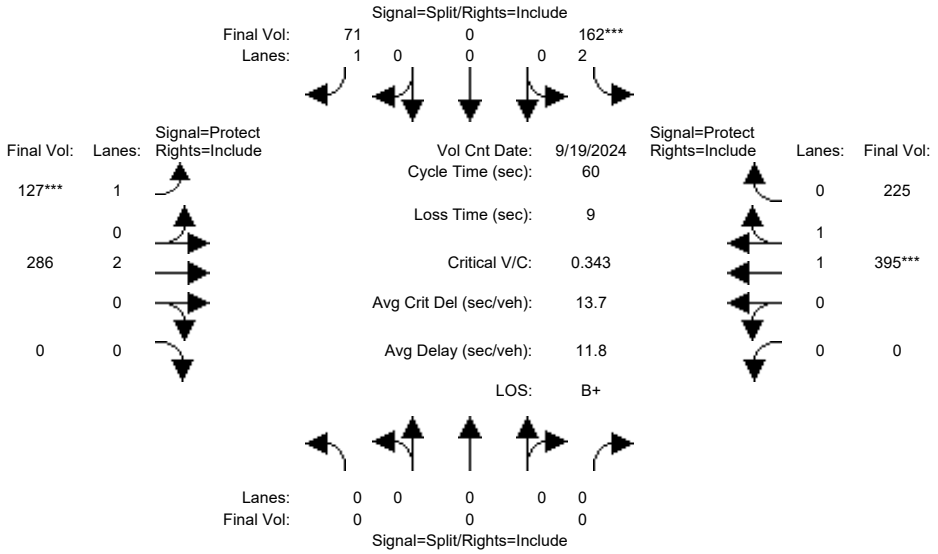
Note: Queue reported is the number of cars per lane.

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Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	144	0	66	107	285	0	0	391	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	144	0	66	107	285	0	0	391	149
Added Vol:	0	0	0	18	0	5	20	1	0	0	4	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	162	0	71	127	286	0	0	395	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	162	0	71	127	286	0	0	395	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	0	71	127	286	0	0	395	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	162	0	71	127	286	0	0	395	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.25	0.75
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2356	1342
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.07	0.08	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	12.4	41.0	0.0	0.0	28.6	28.6
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.24	0.35	0.11	0.00	0.00	0.35	0.35
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	22.2	21.0	3.3	0.0	0.0	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	22.2	21.0	3.3	0.0	0.0	10.0	10.0
LOS by Move:	A	A	A	C+	A	C+	C+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	2	1	0	0	4	4

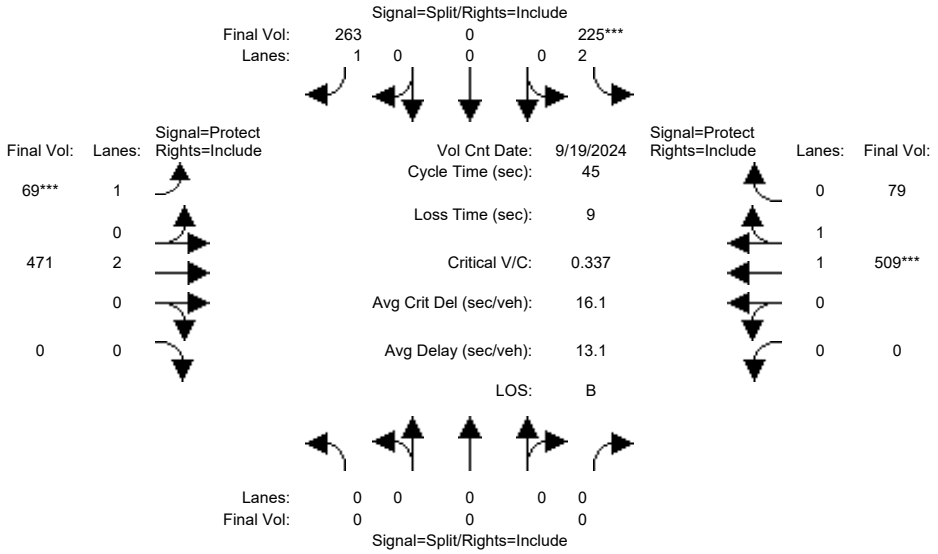
Note: Queue reported is the number of cars per lane.

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Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	148	0	242	62	467	0	0	508	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	242	62	467	0	0	508	55
Added Vol:	0	0	0	77	0	21	7	4	0	0	1	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	263	69	471	0	0	509	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	263	69	471	0	0	509	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	263	69	471	0	0	509	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	263	69	471	0	0	509	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3203	497
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.15	0.04	0.12	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	20.1	0.0	20.1	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.34	0.25	0.33	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	8.4	17.2	10.1	0.0	0.0	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	8.4	17.2	10.1	0.0	0.0	19.2	19.2
LOS by Move:	A	A	A	A	A	A	B	B+	A	A	B-	B-
HCM2kAvgQ:	0	0	0	1	0	3	1	3	0	0	4	4

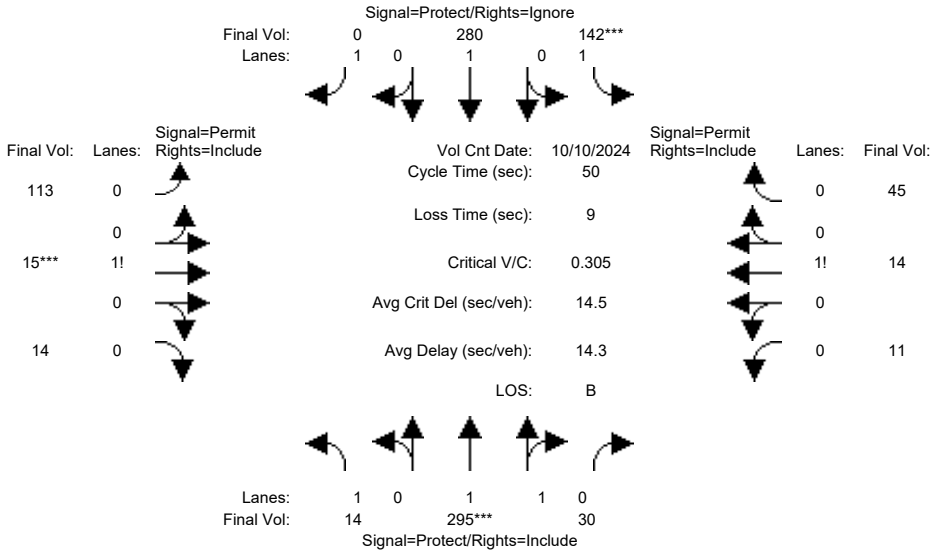
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 08:30:00 AM												
Base Vol:	14	199	30	142	257	95	113	15	14	11	14	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	199	30	142	257	95	113	15	14	11	14	45
Added Vol:	0	96	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	295	30	142	280	95	113	15	14	11	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	295	30	142	280	0	113	15	14	11	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	295	30	142	280	0	113	15	14	11	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	295	30	142	280	0	113	15	14	11	14	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	0.80	0.10	0.10	0.16	0.20	0.64
Final Sat.:	1750	3358	342	1750	1900	1750	1393	185	173	275	350	1125
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.08	0.15	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	11.4	14.4	14.4	13.3	16.3	0.0	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.04	0.31	0.31	0.31	0.45	0.00	0.31	0.31	0.31	0.15	0.15	0.15
Delay/Veh:	15.1	14.1	14.1	15.0	13.9	0.0	15.0	15.0	15.0	14.2	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	14.1	14.1	15.0	13.9	0.0	15.0	15.0	15.0	14.2	14.2	14.2
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	2	3	0	2	2	2	1	1	1

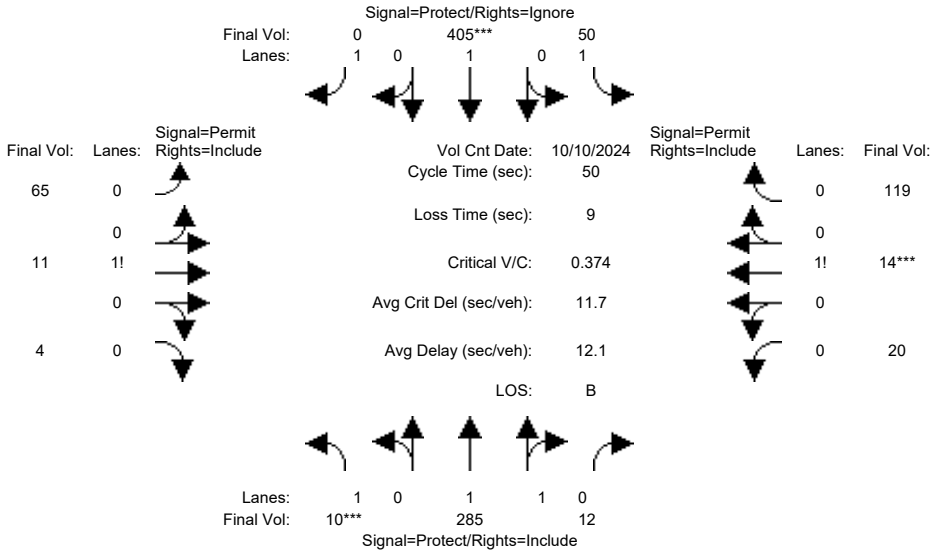
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Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	10	254	12	50	307	104	65	11	4	20	14	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	254	12	50	307	104	65	11	4	20	14	119
Added Vol:	0	31	0	0	98	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	285	12	50	405	104	65	11	4	20	14	119
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	285	12	50	405	0	65	11	4	20	14	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	285	12	50	405	0	65	11	4	20	14	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	285	12	50	405	0	65	11	4	20	14	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	0.81	0.14	0.05	0.13	0.09	0.78
Final Sat.:	1750	3550	149	1750	1900	1750	1422	241	88	229	160	1361
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.03	0.21	0.00	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	18.2	18.2	12.8	24.0	0.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.22	0.22	0.11	0.44	0.00	0.23	0.23	0.23	0.44	0.44	0.44
Delay/Veh:	18.7	11.1	11.1	14.4	8.9	0.0	17.1	17.1	17.1	18.4	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	11.1	11.1	14.4	8.9	0.0	17.1	17.1	17.1	18.4	18.4	18.4
LOS by Move:	B-	B+	B+	B	A	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	2	2	1	4	0	1	1	1	3	3	3

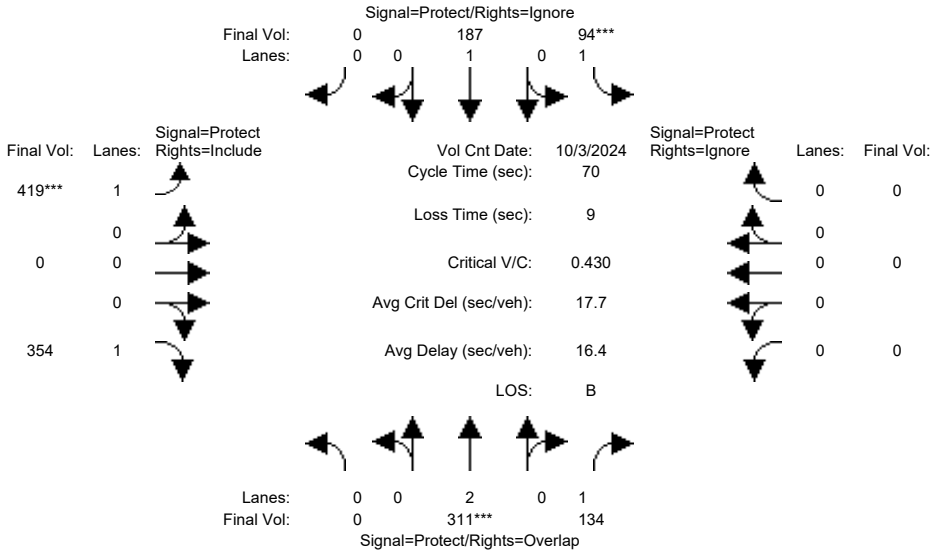
Note: Queue reported is the number of cars per lane.

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Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	0	215	134	22	164	0	386	0	354	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	134	22	164	0	386	0	354	0	0	0
Added Vol:	0	96	0	72	23	0	33	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	311	134	94	187	0	419	0	354	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	311	134	94	187	0	419	0	354	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	134	94	187	0	419	0	354	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	311	134	94	187	0	419	0	354	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.05	0.10	0.00	0.24	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	13.3	13.3	8.7	22.1	0.0	38.9	0.0	38.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.40	0.43	0.31	0.00	0.43	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	25.7	29.7	18.5	0.0	9.4	0.0	8.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	25.7	29.7	18.5	0.0	9.4	0.0	8.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	3	2	3	0	6	0	5	0	0	0

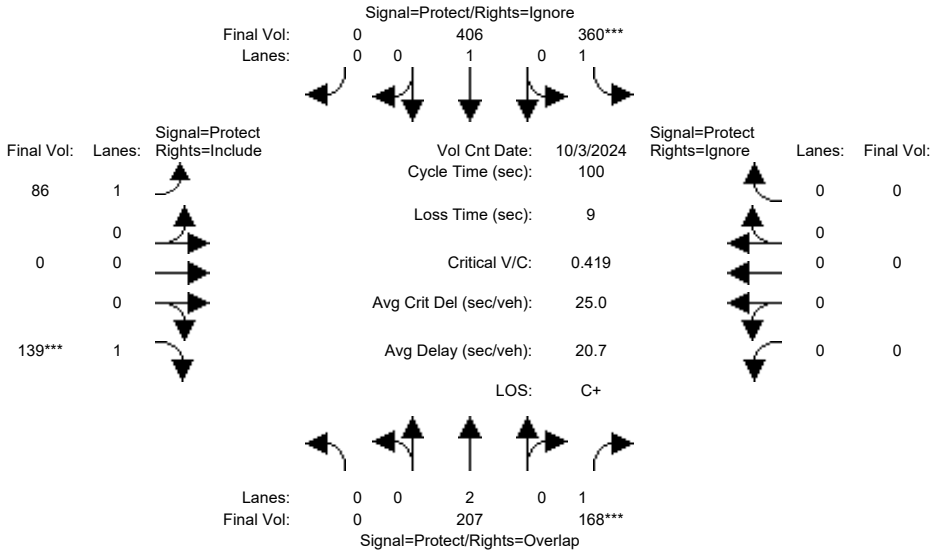
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	176	168	53	308	0	75	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	168	53	308	0	75	0	139	0	0	0
Added Vol:	0	31	0	307	98	0	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	168	360	406	0	86	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	207	168	360	406	0	86	0	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	207	168	360	406	0	86	0	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	207	168	360	406	0	86	0	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.10	0.21	0.21	0.00	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	22.9	22.9	49.1	72.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.42	0.42	0.30	0.00	0.26	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	33.6	16.6	5.1	0.0	34.9	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	33.6	16.6	5.1	0.0	34.9	0.0	36.5	0.0	0.0	0.0
LOS by Move:	A	C	C-	B	A	A	C-	A	D+	A	A	A
HCM2kAvgQ:	0	2	5	7	4	0	3	0	4	0	0	0

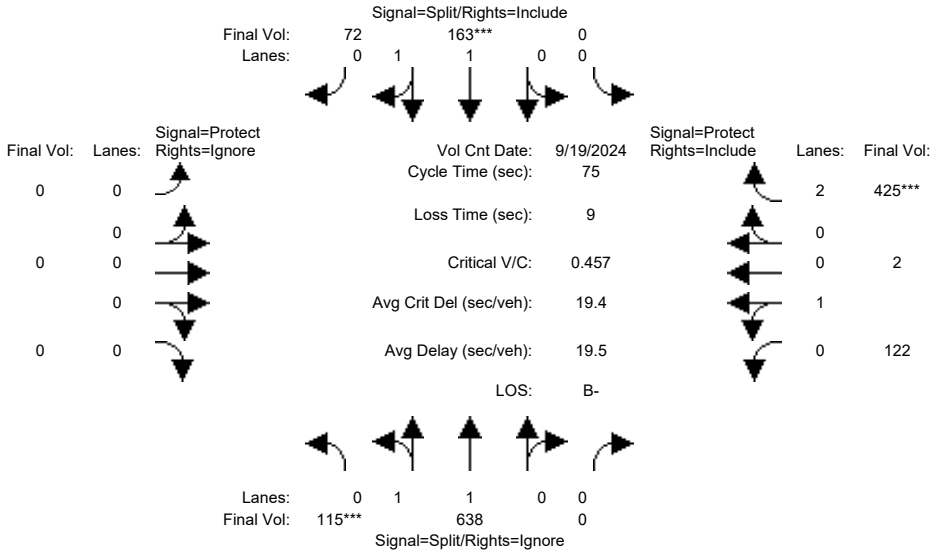
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	115	509	0	0	68	64	0	0	0	122	2	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	509	0	0	68	64	0	0	0	122	2	66
Added Vol:	0	129	0	0	95	8	0	0	0	0	0	359
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	638	0	0	163	72	0	0	0	122	2	425
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	638	0	0	163	72	0	0	0	122	2	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	638	0	0	163	72	0	0	0	122	2	425
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	638	0	0	163	72	0	0	0	122	2	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.31	1.69	0.00	0.00	1.37	0.63	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	565	3135	0	0	2566	1133	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.07	0.07	0.13
Crit Moves:	****				****							****
Green Time:	33.4	33.4	0.0	0.0	10.4	10.4	0.0	0.0	0.0	22.2	22.2	22.2
Volume/Cap:	0.46	0.46	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.23	0.23	0.46
Delay/Veh:	14.7	14.7	0.0	0.0	30.3	30.3	0.0	0.0	0.0	20.2	20.2	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	0.0	0.0	30.3	30.3	0.0	0.0	0.0	20.2	20.2	21.9
LOS by Move:	B	B	A	A	C	C	A	A	A	C+	C+	C+
HCM2kAvgQ:	6	6	0	0	3	3	0	0	0	2	2	5

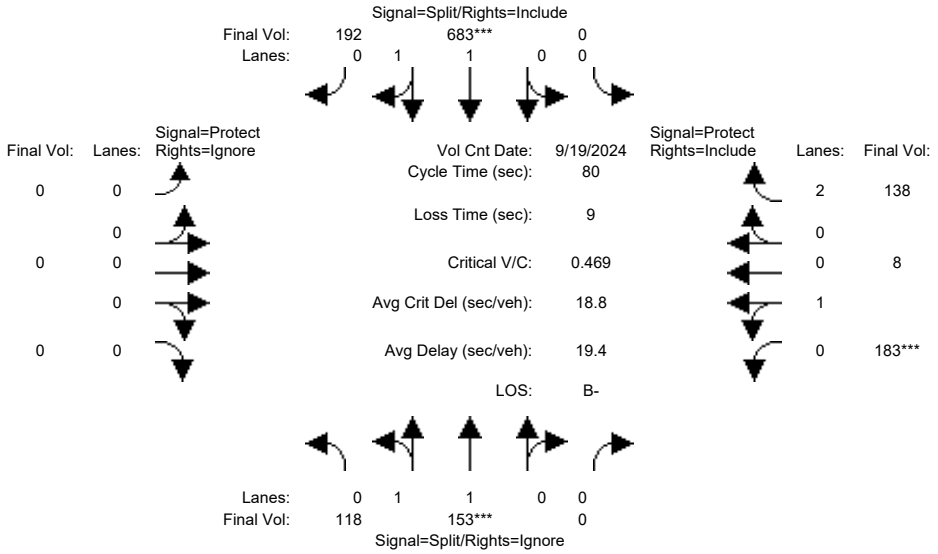
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	118	111	0	0	279	158	0	0	0	183	8	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	111	0	0	279	158	0	0	0	183	8	22
Added Vol:	0	42	0	0	404	34	0	0	0	0	0	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	153	0	0	683	192	0	0	0	183	8	138
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	118	153	0	0	683	192	0	0	0	183	8	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	153	0	0	683	192	0	0	0	183	8	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	118	153	0	0	683	192	0	0	0	183	8	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.89	1.11	0.00	0.00	1.55	0.45	0.00	0.00	0.00	0.96	0.04	2.00
Final Sat.:	1610	2088	0	0	2888	812	0	0	0	1725	75	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.11	0.11	0.04
Crit Moves:		****			****					****		
Green Time:	12.5	12.5	0.0	0.0	40.4	40.4	0.0	0.0	0.0	18.1	18.1	18.1
Volume/Cap:	0.47	0.47	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.47	0.19
Delay/Veh:	31.3	31.3	0.0	0.0	13.0	13.0	0.0	0.0	0.0	27.6	27.6	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	0.0	0.0	13.0	13.0	0.0	0.0	0.0	27.6	27.6	25.2
LOS by Move:	C	C	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	3	3	0	0	7	7	0	0	0	5	5	2

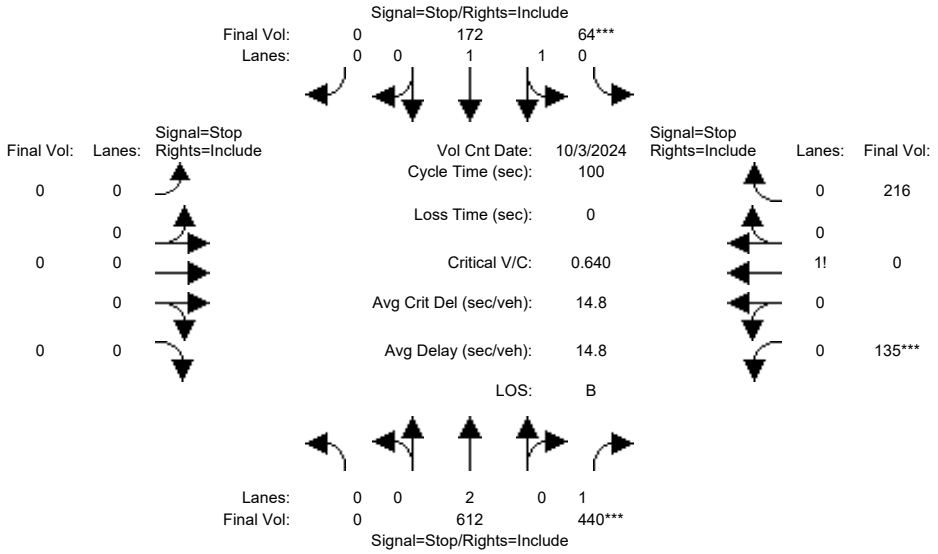
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave




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Street Name:              Ellis St                        Manila Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM
Base Vol:       0  123   440     2   69     0     0    0     0   135    0    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  123   440     2   69     0     0    0     0   135    0    15
Added Vol:      0  489     0    62  103     0     0    0     0     0    0   201
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  612   440    64  172     0     0    0     0   135    0   216
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  612   440    64  172     0     0    0     0   135    0   216
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  612   440    64  172     0     0    0     0   135    0   216
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  612   440    64  172     0     0    0     0   135    0   216
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.54 1.46  0.00  0.00 0.00  0.00  0.38 0.00  0.62
Final Sat.:     0 1212   687   267  737     0     0    0     0   237    0   380
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.50  0.64  0.24 0.23  xxxx  xxxx xxxx  xxxx  0.57 xxxx  0.57
Crit Moves:             ****  ****                               ****
Delay/Veh:    0.0 14.4  16.5  11.8 11.5   0.0   0.0  0.0   0.0  15.6  0.0  15.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 14.4  16.5  11.8 11.5   0.0   0.0  0.0   0.0  15.6  0.0  15.6
LOS by Move:    *    B     C     B    B     *     *    *     *     C    *     C
ApproachDel:       15.2              11.6            xxxxxx             15.6
Delay Adj:         1.00              1.00             xxxxx             1.00
ApprAdjDel:        15.2              11.6            xxxxxx             15.6
LOS by Appr:          C                 B                 *                C
AllWayAvgQ:   0.0  1.0   1.6   0.3  0.3   0.0   0.0  0.0   0.0   1.2  1.2   1.2
Note: Queue reported is the number of cars per lane.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 9 - Ellis St & Manila Ave
********************************************************************************
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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1	1	0	0 0	0	0	0 0	1!	0
Initial Vol:	0 612		440	64	172	0	0	0	0	135	0	216

Major Street Volume: 1288
Minor Approach Volume: 351
Minor Approach Volume Threshold: 198

SIGNAL WARRANT DISCLAIMER

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

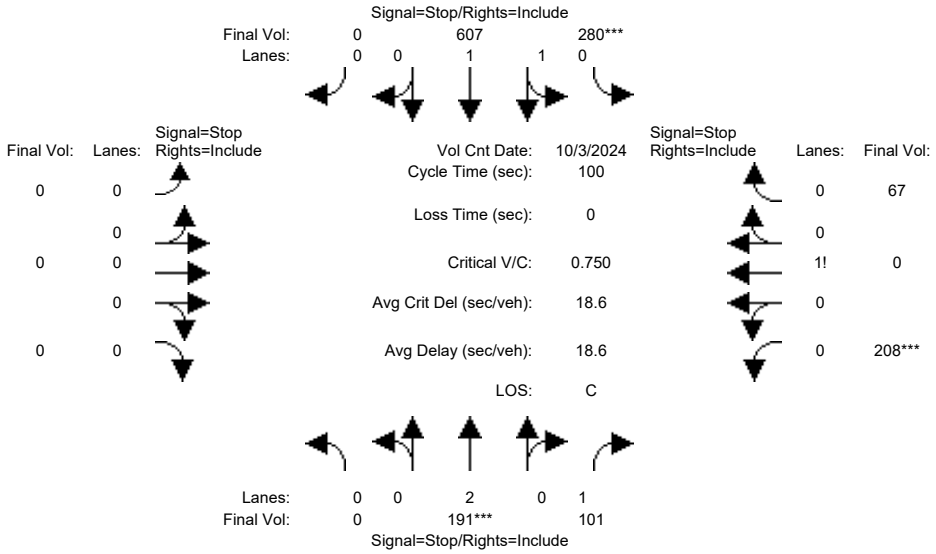
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	33	101	16	169	0	0	0	0	208	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	33	101	16	169	0	0	0	0	208	0	2
Added Vol:	0	158	0	264	438	0	0	0	0	0	0	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	191	101	280	607	0	0	0	0	208	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	101	280	607	0	0	0	0	208	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	191	101	280	607	0	0	0	0	208	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	191	101	280	607	0	0	0	0	208	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.63	1.37	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	1078	601	373	841	0	0	0	0	439	0	141
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.18	0.17	0.75	0.72	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	0.47
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.5	9.6	24.4	21.9	0.0	0.0	0.0	0.0	14.1	0.0	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	9.6	24.4	21.9	0.0	0.0	0.0	0.0	14.1	0.0	14.1
LOS by Move:	*	B	A	C	C	*	*	*	*	B	*	B
ApproachDel:		10.2			22.7			xxxxxx			14.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.2			22.7			xxxxxx			14.1	
LOS by Appr:		B			C			*			B	
AllWayAvgQ:	0.0	0.2	0.2	2.6	2.2	0.0	0.0	0.0	0.0	0.8	0.8	0.8

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 191	101		280 607	0		0 0	0		208	0	67

Major Street Volume: 1179
Minor Approach Volume: 275
Minor Approach Volume Threshold: 228

SIGNAL WARRANT DISCLAIMER

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

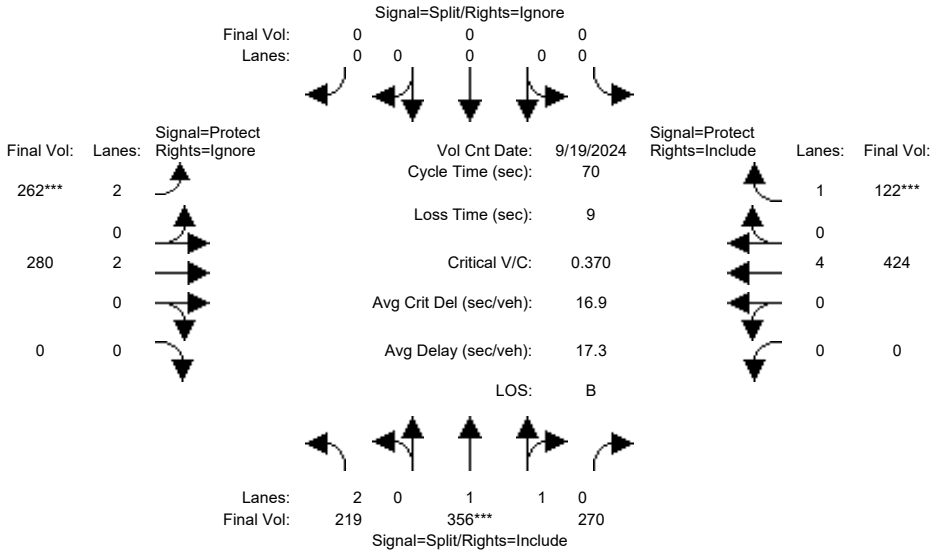
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	183	356	270	0	0	0	262	270	0	0	380	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	356	270	0	0	0	262	270	0	0	380	122
Added Vol:	36	0	0	0	0	0	0	10	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	356	270	0	0	0	262	280	0	0	424	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	219	356	270	0	0	0	262	280	0	0	424	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	356	270	0	0	0	262	280	0	0	424	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	219	356	270	0	0	0	262	280	0	0	424	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.11	0.89	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2103	1595	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.00	0.00	0.08	0.07	0.00	0.00	0.06	0.07
Crit Moves:		****					****					****
Green Time:	32.1	32.1	32.1	0.0	0.0	0.0	15.7	28.9	0.0	0.0	13.2	13.2
Volume/Cap:	0.15	0.37	0.37	0.00	0.00	0.00	0.37	0.18	0.00	0.00	0.30	0.37
Delay/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.5	25.5
LOS by Move:	B+	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	2	5	5	0	0	0	3	2	0	0	2	3

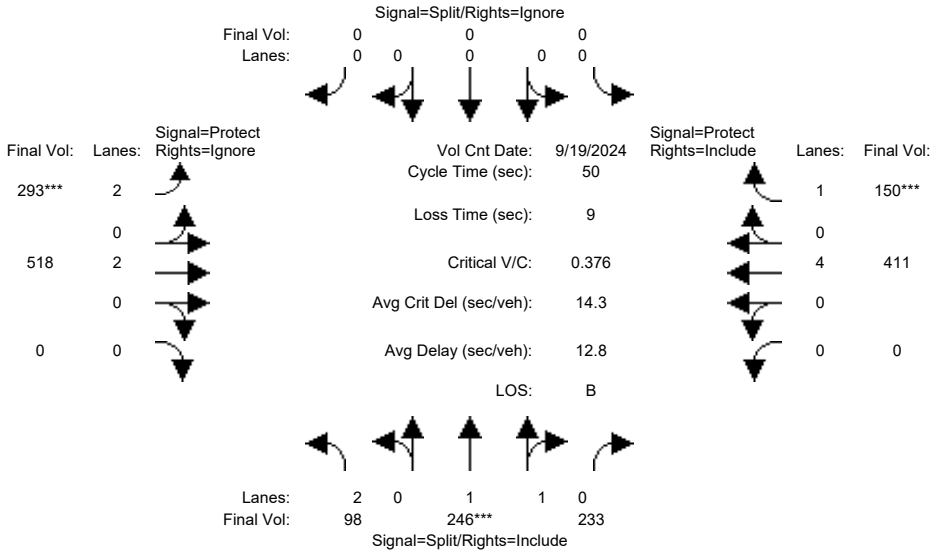
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	86	246	233	0	0	0	293	474	0	0	397	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	246	233	0	0	0	293	474	0	0	397	150
Added Vol:	12	0	0	0	0	0	0	44	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	246	233	0	0	0	293	518	0	0	411	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	98	246	233	0	0	0	293	518	0	0	411	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	246	233	0	0	0	293	518	0	0	411	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	98	246	233	0	0	0	293	518	0	0	411	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1899	1799	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.00	0.00	0.00	0.09	0.14	0.00	0.00	0.05	0.09
Crit Moves:		****					****					****
Green Time:	17.2	17.2	17.2	0.0	0.0	0.0	12.4	23.8	0.0	0.0	11.4	11.4
Volume/Cap:	0.09	0.38	0.38	0.00	0.00	0.00	0.38	0.29	0.00	0.00	0.24	0.38
Delay/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	8.1	0.0	0.0	15.8	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	8.1	0.0	0.0	15.8	16.9
LOS by Move:	B+	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	3	3	0	0	0	2	2	0	0	1	3

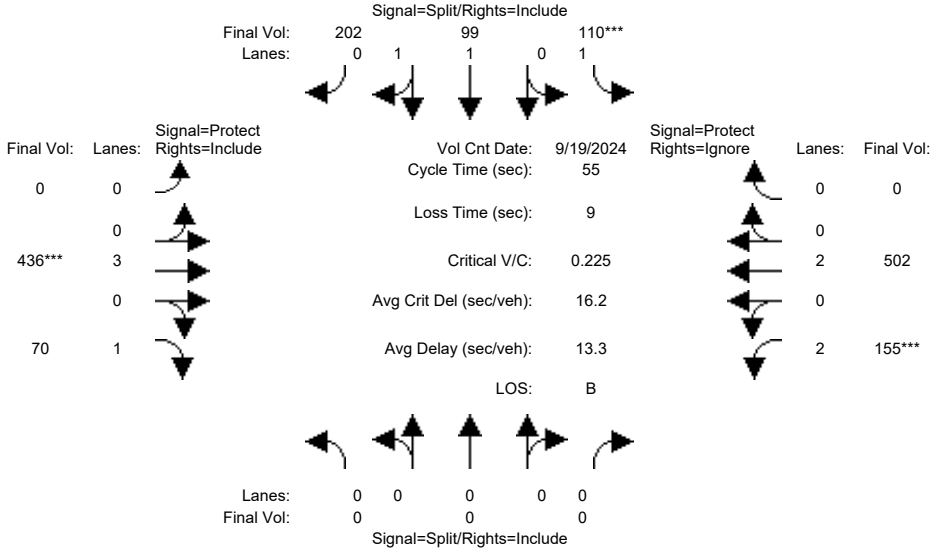
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	110	99	202	0	426	61	155	422	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	99	202	0	426	61	155	422	0
Added Vol:	0	0	0	0	0	0	0	10	9	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	99	202	0	436	70	155	502	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	110	99	202	0	436	70	155	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	99	202	0	436	70	155	502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	110	99	202	0	436	70	155	502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.05	0.12	0.00	0.08	0.04	0.05	0.13	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	22.0	22.0	22.0	0.0	14.6	14.6	9.4	24.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.13	0.29	0.00	0.29	0.15	0.29	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	10.5	11.3	0.0	16.2	15.6	20.2	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	10.5	11.3	0.0	16.2	15.6	20.2	10.2	0.0
LOS by Move:	A	A	A	B+	B+	B+	A	B	B	C+	B+	A
HCM2kAvgQ:	0	0	0	1	1	3	0	2	1	1	3	0

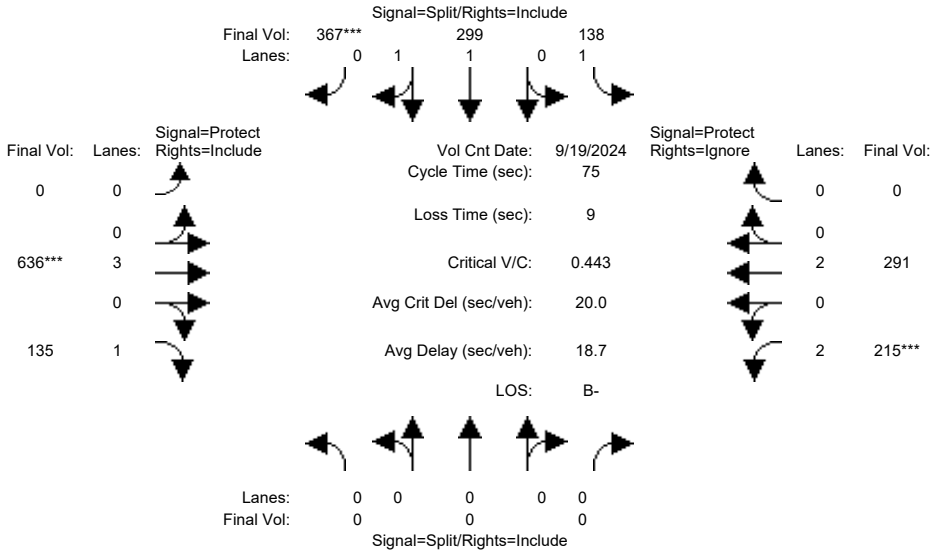
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	138	299	367	0	592	98	215	265	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	138	299	367	0	592	98	215	265	0
Added Vol:	0	0	0	0	0	0	0	44	37	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	299	367	0	636	135	215	291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	138	299	367	0	636	135	215	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	299	367	0	636	135	215	291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	138	299	367	0	636	135	215	291	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.16	0.21	0.00	0.11	0.08	0.07	0.08	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	18.9	18.9	11.6	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.33	0.44	0.00	0.44	0.31	0.44	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	11.4	12.4	13.3	0.0	23.8	23.1	29.4	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	12.4	13.3	0.0	23.8	23.1	29.4	14.4	0.0
LOS by Move:	A	A	A	B+	B	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	2	4	6	0	4	3	3	2	0

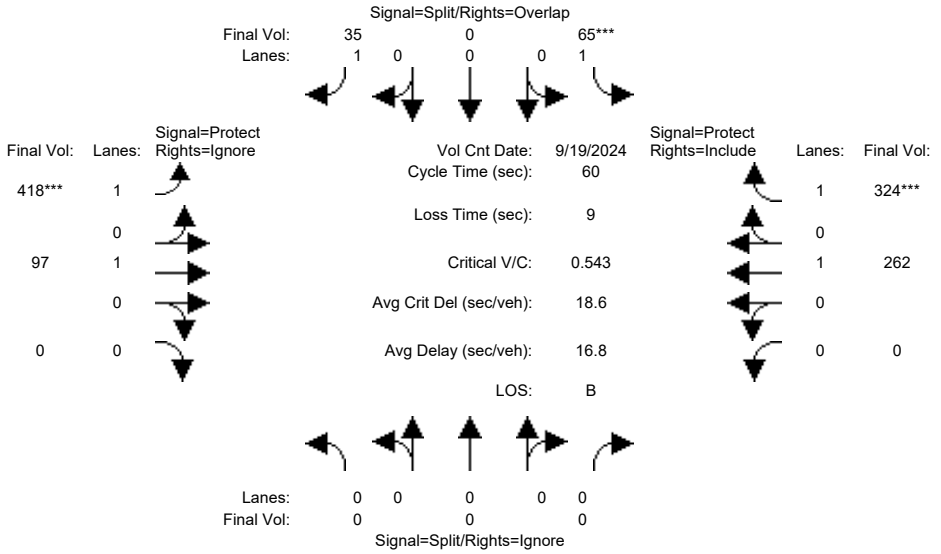
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	65	0	35	418	35	0	0	61	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	35	418	35	0	0	61	324
Added Vol:	0	0	0	0	0	0	0	62	0	0	201	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	35	418	97	0	0	262	324
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	35	418	97	0	0	262	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	35	418	97	0	0	262	324
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	35	418	97	0	0	262	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.24	0.05	0.00	0.00	0.14	0.19
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	33.1	23.1	41.0	0.0	0.0	17.9	17.9
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.04	0.62	0.07	0.00	0.00	0.46	0.62
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.2	0.0	0.0	17.7	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.2	0.0	0.0	17.7	20.4
LOS by Move:	A	A	A	C+	A	A	B	A	A	A	B	C+
HCM2kAvgQ:	0	0	0	1	0	0	8	1	0	0	4	5

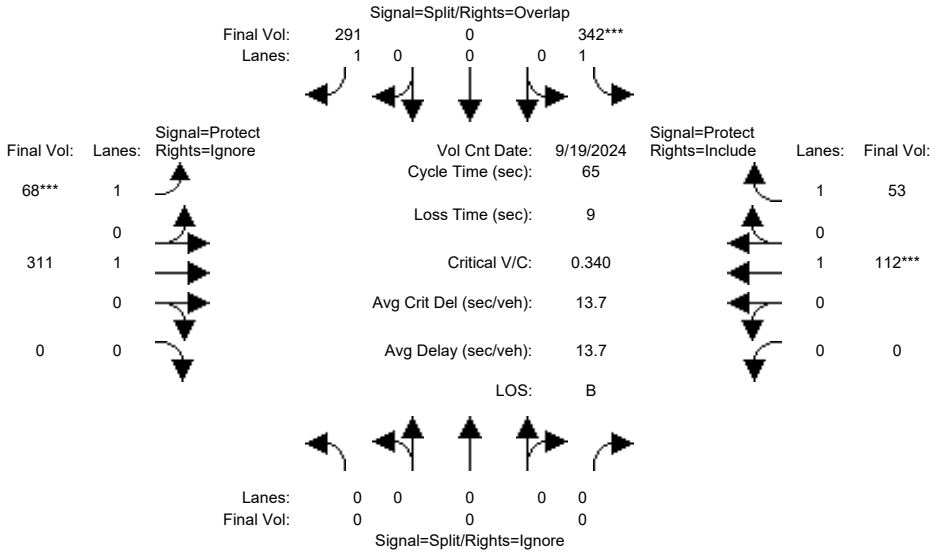
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	342	0	291	68	47	0	0	47	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	342	0	291	68	47	0	0	47	53
Added Vol:	0	0	0	0	0	0	0	264	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	291	68	311	0	0	112	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	342	0	291	68	311	0	0	112	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	291	68	311	0	0	112	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	342	0	291	68	311	0	0	112	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.17	0.04	0.16	0.00	0.00	0.06	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.3	0.0	44.7	7.4	18.7	0.0	0.0	11.3	11.3
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.24	0.34	0.57	0.00	0.00	0.34	0.17
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	3.9	27.6	21.2	0.0	0.0	24.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	3.9	27.6	21.2	0.0	0.0	24.2	23.2
LOS by Move:	A	A	A	A	A	A	C	C+	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	2	2	6	0	0	2	1

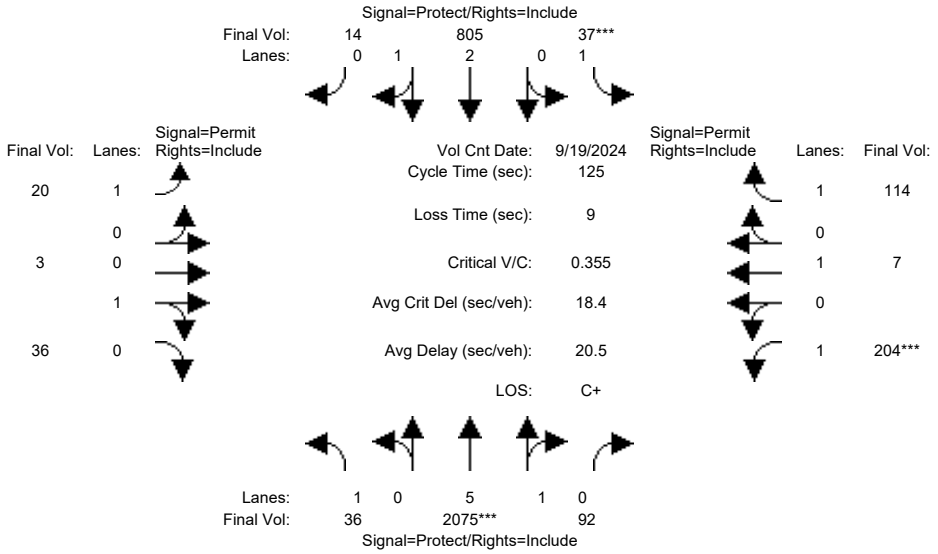
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	36	1991	92	37	785	14	20	3	36	204	7	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1991	92	37	785	14	20	3	36	204	7	114
Added Vol:	0	84	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2075	92	37	805	14	20	3	36	204	7	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2075	92	37	805	14	20	3	36	204	7	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2075	92	37	805	14	20	3	36	204	7	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2075	92	37	805	14	20	3	36	204	7	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.73	0.27	1.00	2.95	0.05	1.00	0.08	0.92	1.00	1.00	1.00
Final Sat.:	1750	xxxx	480	1750	5504	96	1750	138	1662	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.02	0.15	0.15	0.01	0.02	0.02	0.12	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	20.8	67.5	67.5	7.4	54.2	54.2	41.0	41.0	41.0	41.0	41.0	41.0
Volume/Cap:	0.12	0.36	0.36	0.36	0.34	0.34	0.03	0.07	0.07	0.36	0.01	0.20
Delay/Veh:	44.6	16.4	16.4	58.5	23.6	23.6	28.5	28.9	28.9	32.3	28.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	16.4	16.4	58.5	23.6	23.6	28.5	28.9	28.9	32.3	28.3	30.3
LOS by Move:	D	B	B	E+	C	C	C	C	C	C-	C	C
HCM2kAvgQ:	1	8	8	1	7	7	1	1	1	6	0	3

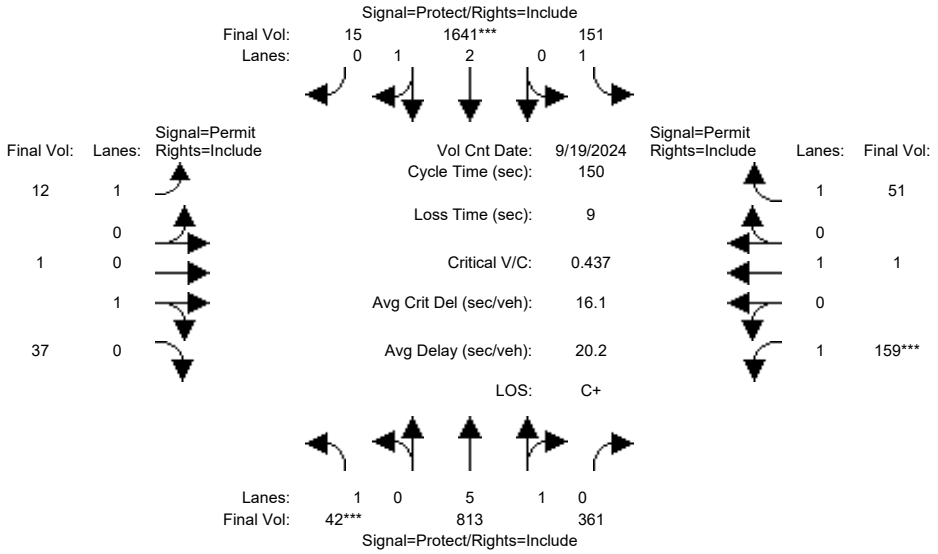
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	42	786	361	151	1555	15	12	1	37	159	1	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	786	361	151	1555	15	12	1	37	159	1	51
Added Vol:	0	27	0	0	86	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	813	361	151	1641	15	12	1	37	159	1	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	813	361	151	1641	15	12	1	37	159	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	813	361	151	1641	15	12	1	37	159	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	813	361	151	1641	15	12	1	37	159	1	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.97	0.03	1.00	0.03	0.97	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5549	51	1750	47	1753	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.21	0.09	0.30	0.30	0.01	0.02	0.02	0.09	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	8.2	77.4	77.4	32.4	102	101.6	31.2	31.2	31.2	31.2	31.2	31.2
Volume/Cap:	0.44	0.17	0.40	0.40	0.44	0.44	0.03	0.10	0.10	0.44	0.00	0.14
Delay/Veh:	71.8	19.2	22.2	51.2	11.2	11.2	47.4	48.2	48.2	52.6	47.1	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	19.2	22.2	51.2	11.2	11.2	47.4	48.2	48.2	52.6	47.1	48.6
LOS by Move:	E	B-	C+	D-	B+	B+	D	D	D	D-	D	D
HCM2kAvgQ:	3	4	11	6	11	11	0	1	1	7	0	2

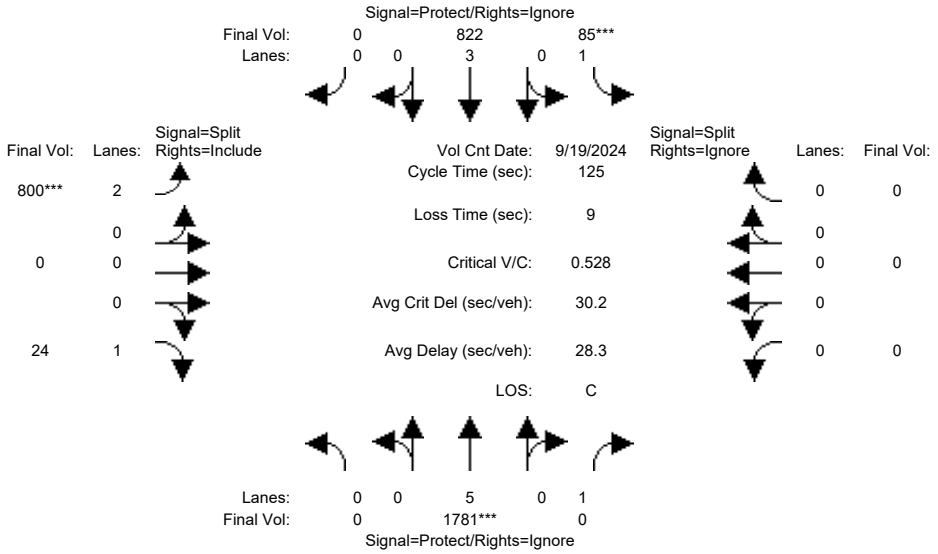
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	1697	522	43	802	0	800	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1697	522	43	802	0	800	0	24	0	0	0
Added Vol:	0	84	0	42	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1781	522	85	822	0	800	0	24	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1781	0	85	822	0	800	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1781	0	85	822	0	800	0	24	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1781	0	85	822	0	800	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.05	0.14	0.00	0.25	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	44.4	0.0	11.5	55.9	0.0	60.1	0.0	60.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.53	0.32	0.00	0.53	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	32.2	0.0	57.4	22.4	0.0	22.9	0.0	17.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.2	0.0	57.4	22.4	0.0	22.9	0.0	17.1	0.0	0.0	0.0
LOS by Move:	A	C-	A	E+	C+	A	C+	A	B	A	A	A
HCM2kAvgQ:	0	11	0	4	7	0	13	0	1	0	0	0

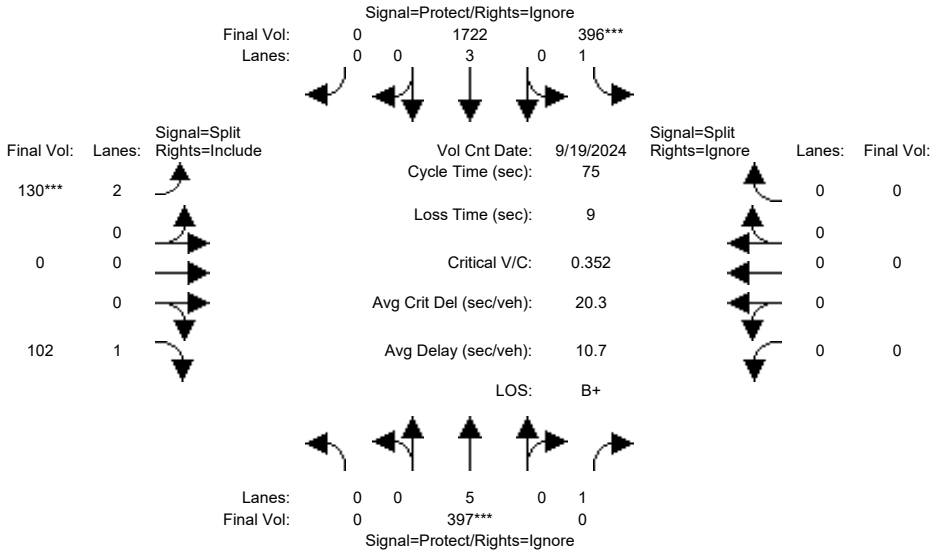
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	370	486	218	1636	0	130	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	486	218	1636	0	130	0	102	0	0	0
Added Vol:	0	27	0	178	86	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	397	486	396	1722	0	130	0	102	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	397	0	396	1722	0	130	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	397	0	396	1722	0	130	0	102	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	397	0	396	1722	0	130	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.23	0.30	0.00	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	0.0	43.6	53.6	0.0	12.4	0.0	12.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.39	0.42	0.00	0.25	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	29.5	0.0	8.8	4.5	0.0	27.5	0.0	28.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.5	0.0	8.8	4.5	0.0	27.5	0.0	28.4	0.0	0.0	0.0
LOS by Move:	A	C	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	2	0	5	6	0	2	0	3	0	0	0

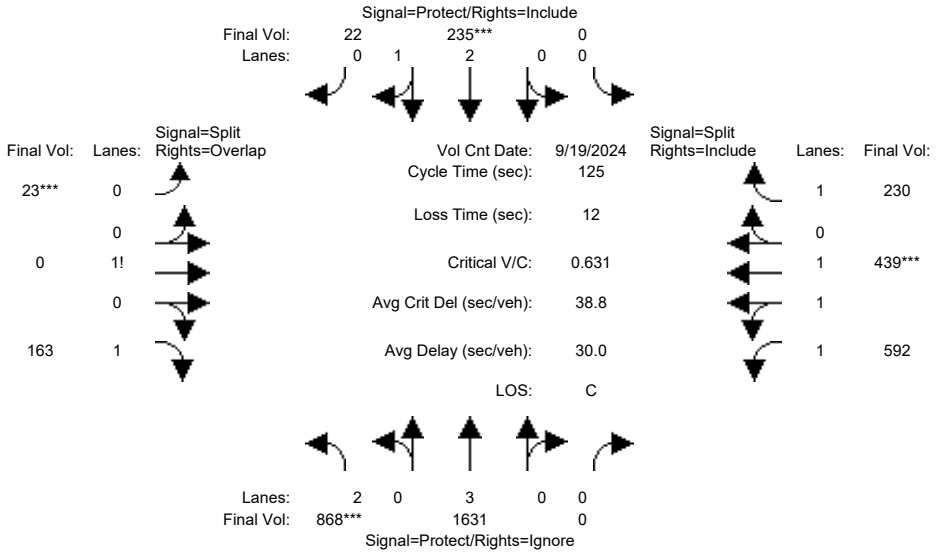
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 1

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	784	1631	0	0	235	22	23	0	101	592	323	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	784	1631	0	0	235	22	23	0	101	592	323	230
Added Vol:	84	0	0	0	0	0	0	0	62	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	868	1631	0	0	235	22	23	0	163	592	439	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	868	1631	0	0	235	22	23	0	163	592	439	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	868	1631	0	0	235	22	23	0	163	592	439	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	868	1631	0	0	235	22	23	0	163	592	439	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	0.22	0.00	1.78	1.77	1.23	1.00
Final Sat.:	3150	5700	0	0	5120	479	385	0	3115	3127	2319	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.29	0.00	0.00	0.05	0.05	0.06	0.00	0.05	0.19	0.19	0.13
Crit Moves:	****				****		****				****	
Green Time:	54.1	64.1	0.0	0.0	10.0	10.0	11.7	0.0	65.8	37.2	37.2	37.2
Volume/Cap:	0.64	0.56	0.00	0.00	0.57	0.57	0.64	0.00	0.10	0.64	0.64	0.44
Delay/Veh:	28.8	21.0	0.0	0.0	57.3	57.3	59.2	0.0	14.8	38.9	38.9	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	21.0	0.0	0.0	57.3	57.3	59.2	0.0	14.8	38.9	38.9	36.1
LOS by Move:	C	C+	A	A	E+	E+	E+	A	B	D+	D+	D+
HCM2kAvgQ:	16	14	0	0	4	4	4	0	2	12	12	8

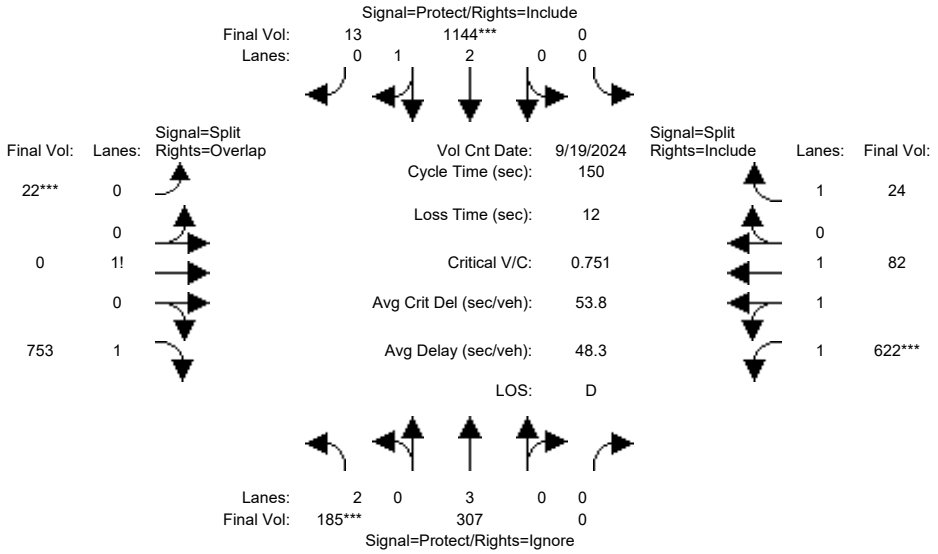
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 1

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	158	307	0	0	1144	13	22	0	489	622	44	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	307	0	0	1144	13	22	0	489	622	44	24
Added Vol:	27	0	0	0	0	0	0	0	264	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	307	0	0	1144	13	22	0	753	622	82	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	307	0	0	1144	13	22	0	753	622	82	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	307	0	0	1144	13	22	0	753	622	82	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	307	0	0	1144	13	22	0	753	622	82	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.97	0.03	0.06	0.00	1.94	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	5537	63	97	0	3403	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.00	0.00	0.21	0.21	0.23	0.00	0.22	0.20	0.04	0.01
Crit Moves:	****				****		****			****		
Green Time:	11.7	53.0	0.0	0.0	41.3	41.3	45.5	0.0	57.2	39.5	39.5	39.5
Volume/Cap:	0.75	0.15	0.00	0.00	0.75	0.75	0.75	0.00	0.58	0.75	0.16	0.05
Delay/Veh:	79.8	33.2	0.0	0.0	51.8	51.8	50.2	0.0	37.5	54.2	42.6	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	33.2	0.0	0.0	51.8	51.8	50.2	0.0	37.5	54.2	42.6	41.3
LOS by Move:	E-	C-	A	A	D-	D-	D	A	D+	D-	D	D
HCM2kAvgQ:	7	3	0	0	18	18	18	0	15	17	3	1

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

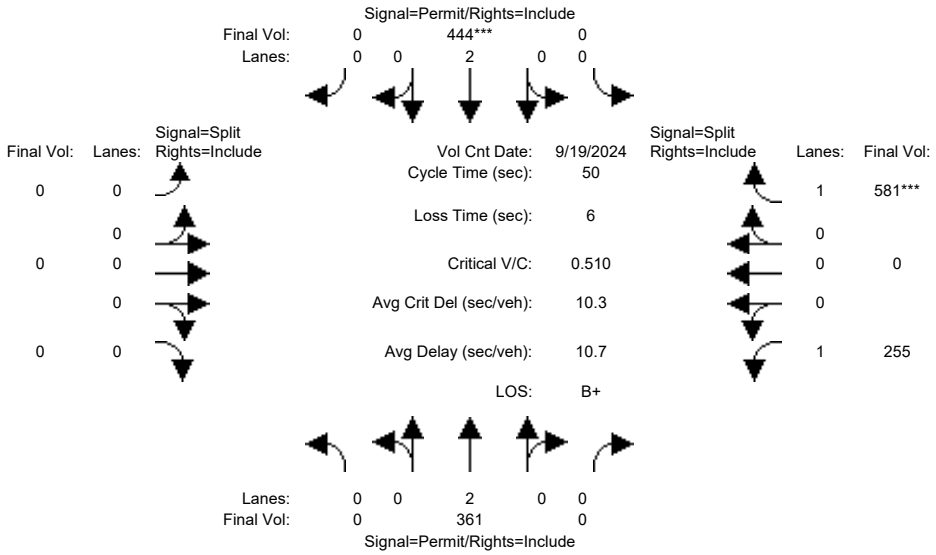
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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	310	0	0	383	0	0	0	0	255	0	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	0	0	383	0	0	0	0	255	0	407
Added Vol:	0	51	0	0	61	0	0	0	0	0	0	174
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	361	0	0	444	0	0	0	0	255	0	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	361	0	0	444	0	0	0	0	255	0	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	361	0	0	444	0	0	0	0	255	0	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	361	0	0	444	0	0	0	0	255	0	581
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.33
Crit Moves:					****							****
Green Time:	0.0	11.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	32.5	0.0	32.5
Volume/Cap:	0.00	0.41	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.22	0.00	0.51
Delay/Veh:	0.0	16.7	0.0	0.0	17.3	0.0	0.0	0.0	0.0	3.7	0.0	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	0.0	17.3	0.0	0.0	0.0	0.0	3.7	0.0	4.9
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	3	0	0	0	0	2	0	6

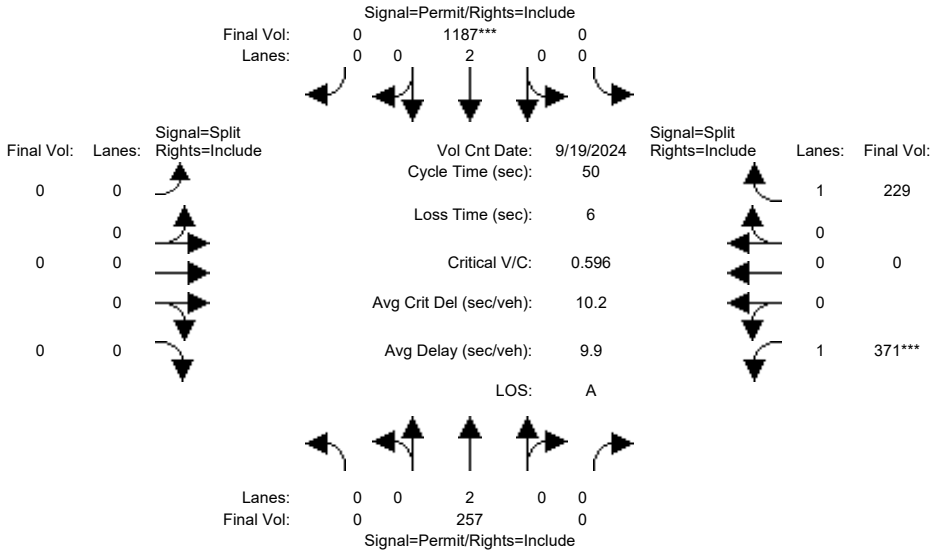
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	236	0	0	944	0	0	0	0	371	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	0	0	944	0	0	0	0	371	0	157
Added Vol:	0	21	0	0	243	0	0	0	0	0	0	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	0	0	1187	0	0	0	0	371	0	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	0	0	1187	0	0	0	0	371	0	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	0	0	1187	0	0	0	0	371	0	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	257	0	0	1187	0	0	0	0	371	0	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.21	0.00	0.13
Crit Moves:					****					****		
Green Time:	0.0	26.2	0.0	0.0	26.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.13	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.37
Delay/Veh:	0.0	6.1	0.0	0.0	8.7	0.0	0.0	0.0	0.0	14.7	0.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	8.7	0.0	0.0	0.0	0.0	14.7	0.0	12.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	0	6	0	0	0	0	6	0	3

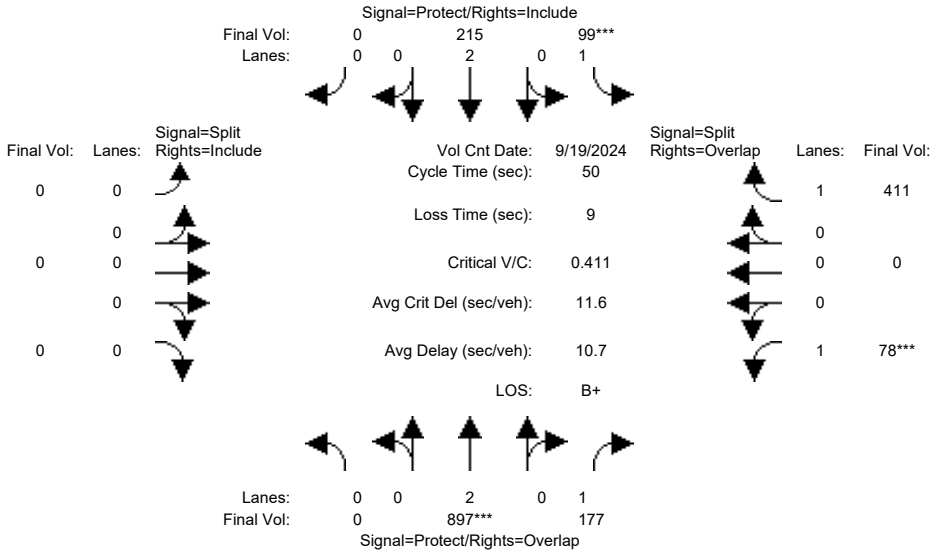
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	672	177	85	154	0	0	0	0	78	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	672	177	85	154	0	0	0	0	78	0	231
Added Vol:	0	225	0	14	61	0	0	0	0	0	0	180
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	897	177	99	215	0	0	0	0	78	0	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	897	177	99	215	0	0	0	0	78	0	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	177	99	215	0	0	0	0	78	0	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	897	177	99	215	0	0	0	0	78	0	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.10	0.06	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.23
Crit Moves:		****		****						****		
Green Time:	0.0	22.5	34.0	7.0	29.5	0.0	0.0	0.0	0.0	11.5	0.0	18.5
Volume/Cap:	0.00	0.53	0.15	0.40	0.10	0.00	0.00	0.00	0.00	0.19	0.00	0.63
Delay/Veh:	0.0	10.2	2.9	20.7	4.5	0.0	0.0	0.0	0.0	15.7	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	2.9	20.7	4.5	0.0	0.0	0.0	0.0	15.7	0.0	15.0
LOS by Move:	A	B+	A	C+	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	1	2	1	0	0	0	0	1	0	7

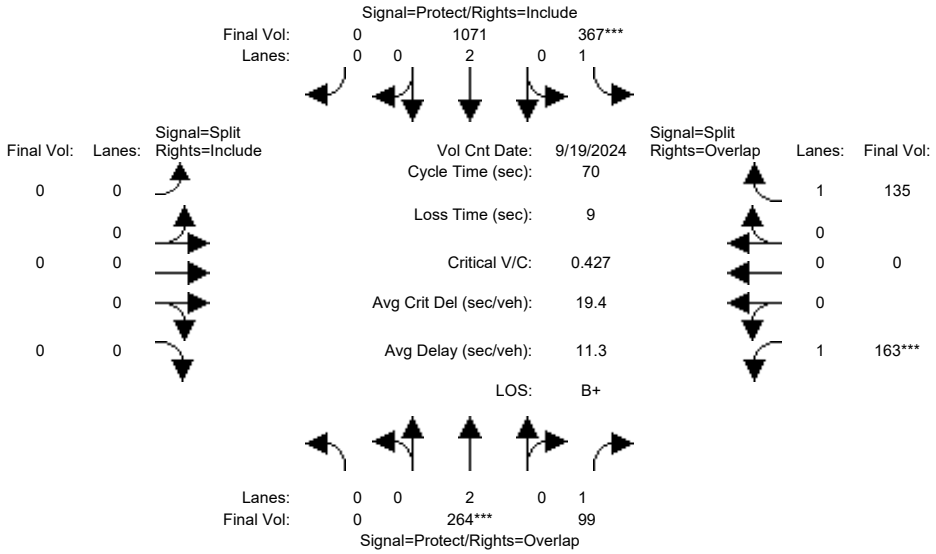
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	170	99	311	828	0	0	0	0	163	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	99	311	828	0	0	0	0	163	0	60
Added Vol:	0	94	0	56	243	0	0	0	0	0	0	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	99	367	1071	0	0	0	0	163	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	264	99	367	1071	0	0	0	0	163	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	99	367	1071	0	0	0	0	163	0	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	99	367	1071	0	0	0	0	163	0	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.06	0.21	0.28	0.00	0.00	0.00	0.00	0.09	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	11.4	26.6	34.4	45.7	0.0	0.0	0.0	0.0	15.3	0.0	49.6
Volume/Cap:	0.00	0.43	0.15	0.43	0.43	0.00	0.00	0.00	0.00	0.43	0.00	0.11
Delay/Veh:	0.0	26.9	14.3	11.8	6.0	0.0	0.0	0.0	0.0	24.4	0.0	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	14.3	11.8	6.0	0.0	0.0	0.0	0.0	24.4	0.0	3.3
LOS by Move:	A	C	B	B+	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	3	1	5	5	0	0	0	0	4	0	1

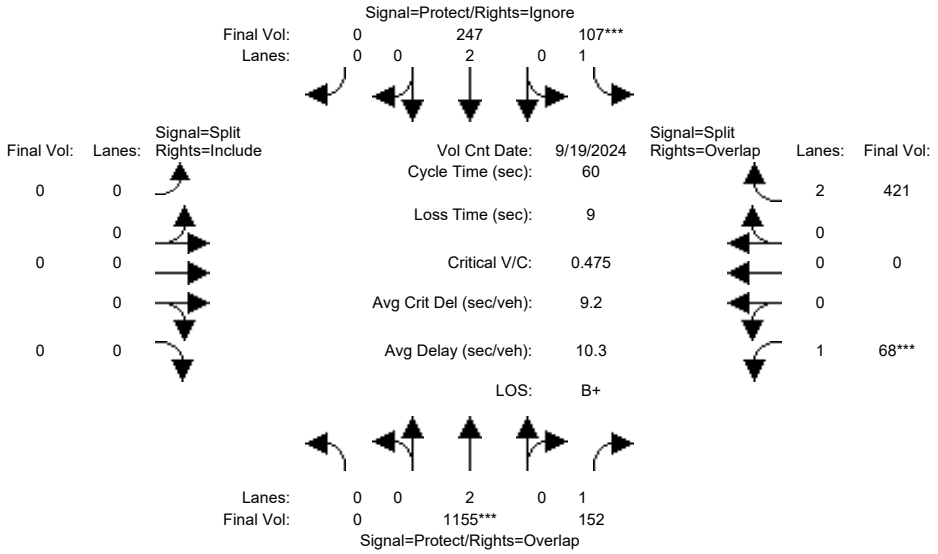
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	751	152	58	171	0	0	0	0	68	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	751	152	58	171	0	0	0	0	68	0	369
Added Vol:	0	404	0	49	76	0	0	0	0	0	0	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1155	152	107	247	0	0	0	0	68	0	421
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1155	152	107	247	0	0	0	0	68	0	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1155	152	107	247	0	0	0	0	68	0	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1155	152	107	247	0	0	0	0	68	0	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.06	0.07	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	36.6	43.6	7.4	44.0	0.0	0.0	0.0	0.0	7.0	0.0	14.4
Volume/Cap:	0.00	0.50	0.12	0.50	0.09	0.00	0.00	0.00	0.00	0.33	0.00	0.56
Delay/Veh:	0.0	6.7	2.5	26.4	2.3	0.0	0.0	0.0	0.0	25.3	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	2.5	26.4	2.3	0.0	0.0	0.0	0.0	25.3	0.0	21.0
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	6	1	2	1	0	0	0	0	2	0	5

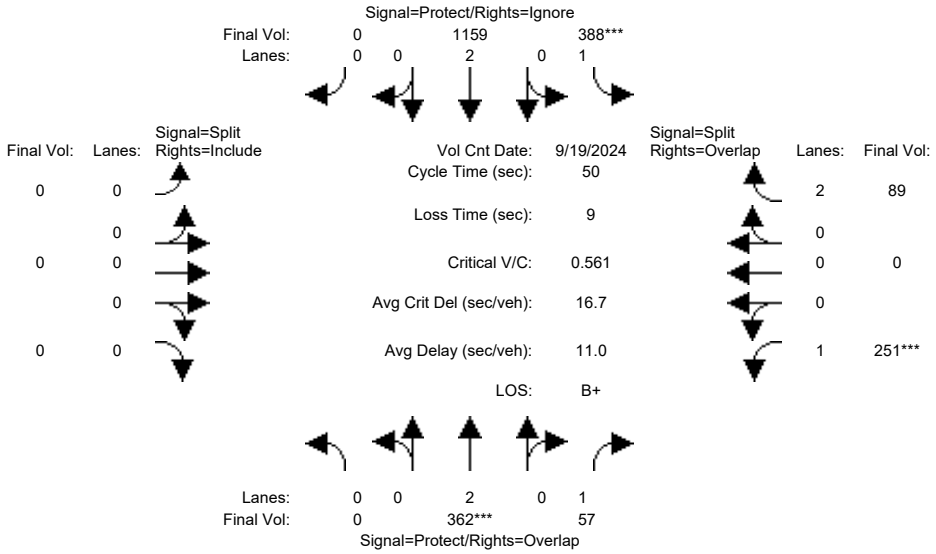
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	193	57	194	859	0	0	0	0	251	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	57	194	859	0	0	0	0	251	0	67
Added Vol:	0	169	0	194	300	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	57	388	1159	0	0	0	0	251	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	362	57	388	1159	0	0	0	0	251	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	57	388	1159	0	0	0	0	251	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	362	57	388	1159	0	0	0	0	251	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.03	0.22	0.31	0.00	0.00	0.00	0.00	0.14	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	22.2	18.8	28.8	0.0	0.0	0.0	0.0	12.2	0.0	31.0
Volume/Cap:	0.00	0.48	0.07	0.59	0.53	0.00	0.00	0.00	0.00	0.59	0.00	0.05
Delay/Veh:	0.0	18.2	8.0	13.9	6.7	0.0	0.0	0.0	0.0	18.9	0.0	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	8.0	13.9	6.7	0.0	0.0	0.0	0.0	18.9	0.0	3.7
LOS by Move:	A	B-	A	B	A	A	A	A	A	B-	A	A
HCM2kAvgQ:	0	2	1	5	5	0	0	0	0	5	0	0

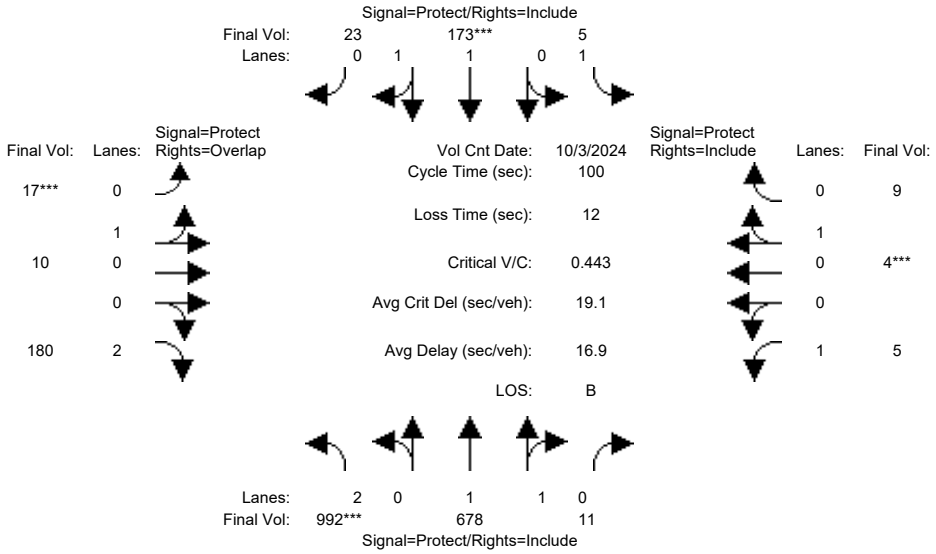
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	992	221	11	5	48	23	17	10	180	5	4	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	992	221	11	5	48	23	17	10	180	5	4	9
Added Vol:	0	457	0	0	125	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	992	678	11	5	173	23	17	10	180	5	4	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	992	678	11	5	173	23	17	10	180	5	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	992	678	11	5	173	23	17	10	180	5	4	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	992	678	11	5	173	23	17	10	180	5	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	1.76	0.24	0.63	0.37	2.00	1.00	0.31	0.69
Final Sat.:	3150	3641	59	1750	3265	434	1133	667	3150	1750	554	1246
Capacity Analysis Module:												
Vol/Sat:	0.31	0.19	0.19	0.00	0.05	0.05	0.02	0.02	0.06	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	58.0	49.4	49.4	18.6	10.0	10.0	10.0	10.0	68.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.38	0.38	0.02	0.53	0.53	0.15	0.15	0.08	0.03	0.07	0.07
Delay/Veh:	13.2	15.8	15.8	33.3	44.2	44.2	41.5	41.5	5.4	40.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	15.8	15.8	33.3	44.2	44.2	41.5	41.5	5.4	40.7	41.0	41.0
LOS by Move:	B	B	B	C-	D	D	D	D	A	D	D	D
HCM2kAvgQ:	11	6	6	0	4	4	1	1	1	0	0	0

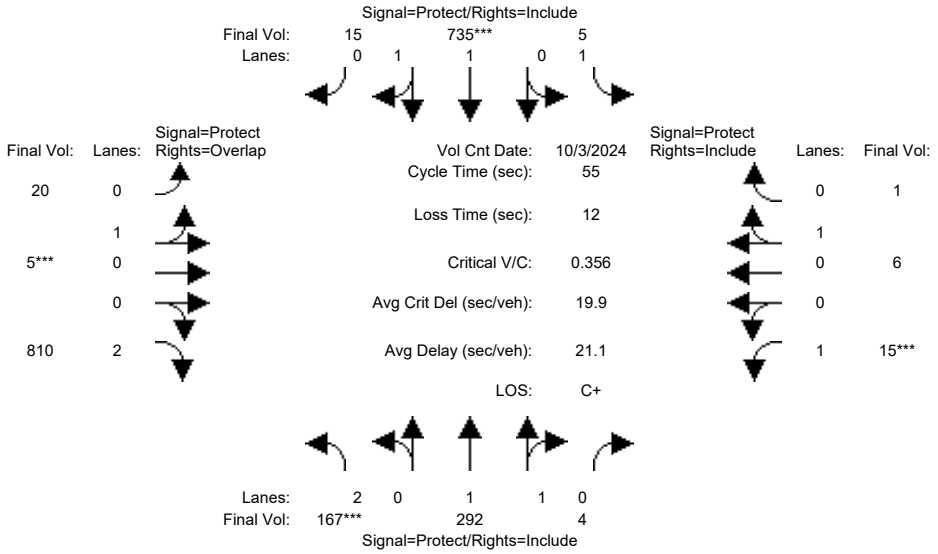
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	167	102	4	5	241	15	20	5	810	15	6	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	102	4	5	241	15	20	5	810	15	6	1
Added Vol:	0	190	0	0	494	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	292	4	5	735	15	20	5	810	15	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	292	4	5	735	15	20	5	810	15	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	292	4	5	735	15	20	5	810	15	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	292	4	5	735	15	20	5	810	15	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	1.96	0.04	0.80	0.20	2.00	1.00	0.86	0.14
Final Sat.:	3150	3650	50	1750	3626	74	1440	360	3150	1750	1543	257
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.00	0.20	0.20	0.01	0.01	0.26	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	7.0	13.5	13.5	9.5	16.0	16.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.42	0.33	0.33	0.02	0.70	0.70	0.08	0.08	0.83	0.05	0.02	0.02
Delay/Veh:	22.8	17.2	17.2	18.9	19.4	19.4	18.8	18.8	23.9	18.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	17.2	17.2	18.9	19.4	19.4	18.8	18.8	23.9	18.6	18.5	18.5
LOS by Move:	C+	B	B	B-	B-	B-	B-	B-	C	B-	B-	B-
HCM2kAvgQ:	2	2	2	0	7	7	0	0	11	0	0	0

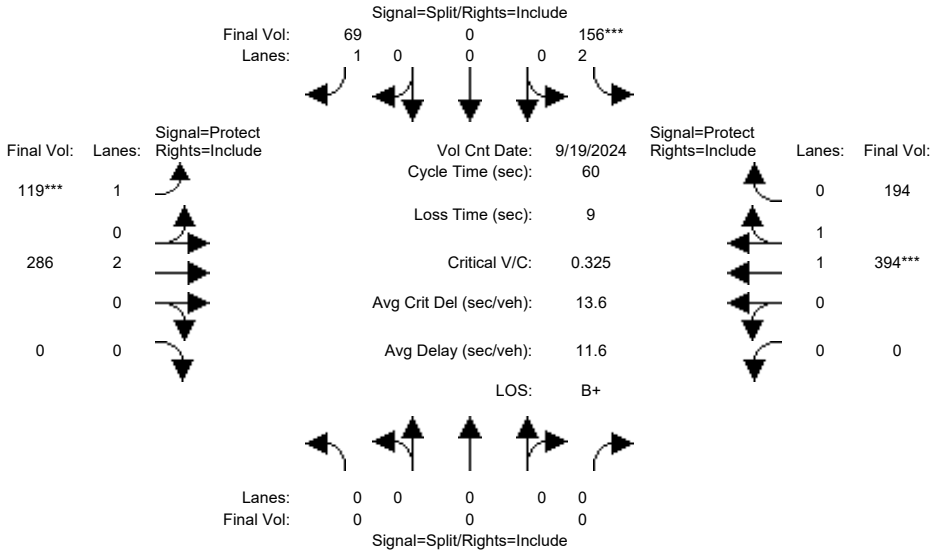
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	144	0	66	107	285	0	0	391	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	144	0	66	107	285	0	0	391	149
Added Vol:	0	0	0	12	0	3	12	1	0	0	3	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	69	119	286	0	0	394	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	69	119	286	0	0	394	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	69	119	286	0	0	394	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	156	0	69	119	286	0	0	394	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.32	0.68
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2478	1220
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.07	0.08	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	12.3	41.0	0.0	0.0	28.7	28.7
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.24	0.33	0.11	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	22.1	20.9	3.3	0.0	0.0	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	22.1	20.9	3.3	0.0	0.0	9.8	9.8
LOS by Move:	A	A	A	C+	A	C+	C+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	2	1	0	0	3	3

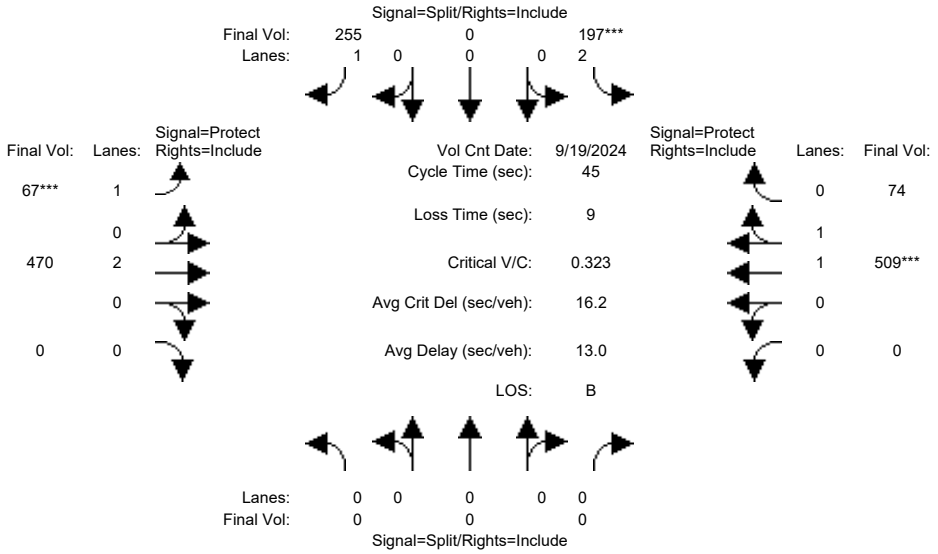
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	148	0	242	62	467	0	0	508	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	242	62	467	0	0	508	55
Added Vol:	0	0	0	49	0	13	5	3	0	0	1	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	255	67	470	0	0	509	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	197	0	255	67	470	0	0	509	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	255	67	470	0	0	509	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	197	0	255	67	470	0	0	509	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3230	470
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.15	0.04	0.12	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.32	0.25	0.33	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	7.3	0.0	8.2	17.2	10.1	0.0	0.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.3	0.0	8.2	17.2	10.1	0.0	0.0	19.0	19.0
LOS by Move:	A	A	A	A	A	A	B	B+	A	A	B-	B-
HCM2kAvgQ:	0	0	0	1	0	2	1	3	0	0	4	4

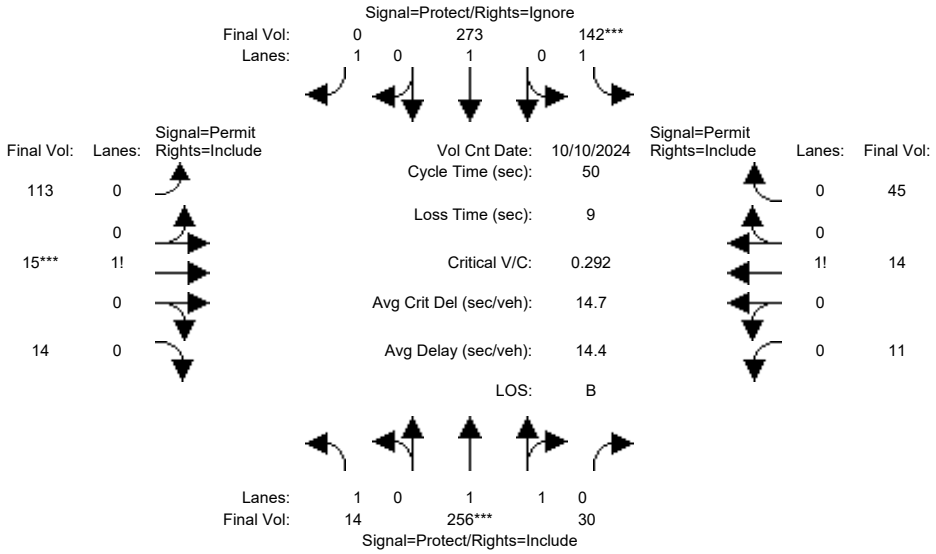
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 08:30:00 AM												
Base Vol:	14	199	30	142	257	95	113	15	14	11	14	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	199	30	142	257	95	113	15	14	11	14	45
Added Vol:	0	57	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	256	30	142	273	95	113	15	14	11	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	256	30	142	273	0	113	15	14	11	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	256	30	142	273	0	113	15	14	11	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	256	30	142	273	0	113	15	14	11	14	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	0.80	0.10	0.10	0.16	0.20	0.64
Final Sat.:	1750	3312	388	1750	1900	1750	1393	185	173	275	350	1125
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.08	0.14	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	11.2	13.2	13.2	13.9	15.9	0.0	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.04	0.29	0.29	0.29	0.45	0.00	0.29	0.29	0.29	0.14	0.14	0.14
Delay/Veh:	15.2	14.8	14.8	14.5	14.1	0.0	14.5	14.5	14.5	13.7	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	14.8	14.8	14.5	14.1	0.0	14.5	14.5	14.5	13.7	13.7	13.7
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	2	3	0	2	2	2	1	1	1

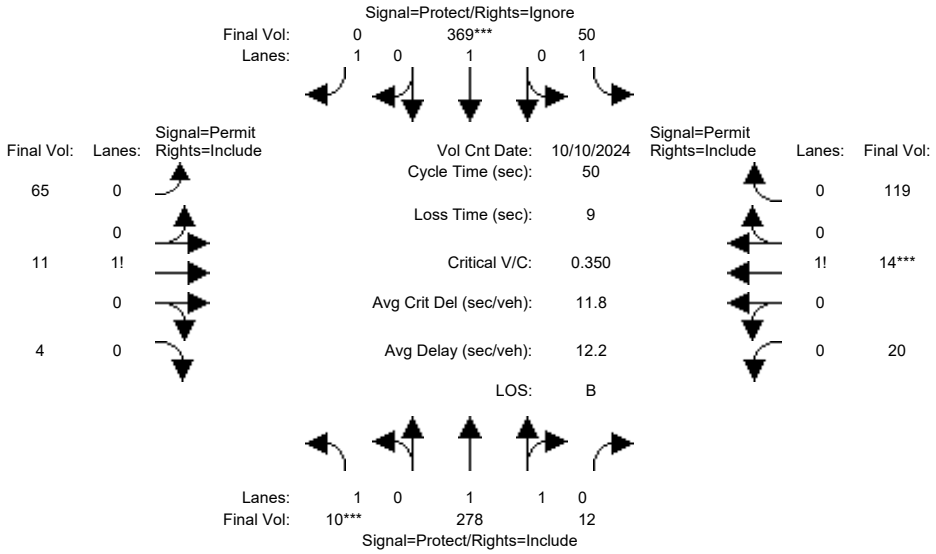
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	10	254	12	50	307	104	65	11	4	20	14	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	254	12	50	307	104	65	11	4	20	14	119
Added Vol:	0	24	0	0	62	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	278	12	50	369	104	65	11	4	20	14	119
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	278	12	50	369	0	65	11	4	20	14	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	278	12	50	369	0	65	11	4	20	14	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	278	12	50	369	0	65	11	4	20	14	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	0.81	0.14	0.05	0.13	0.09	0.78
Final Sat.:	1750	3547	153	1750	1900	1750	1422	241	88	229	160	1361
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.03	0.19	0.00	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	17.9	17.9	12.5	23.4	0.0	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.04	0.22	0.22	0.11	0.41	0.00	0.22	0.22	0.22	0.41	0.41	0.41
Delay/Veh:	18.7	11.3	11.3	14.6	9.1	0.0	16.6	16.6	16.6	17.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	11.3	11.3	14.6	9.1	0.0	16.6	16.6	16.6	17.8	17.8	17.8
LOS by Move:	B-	B+	B+	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	4	0	1	1	1	3	3	3

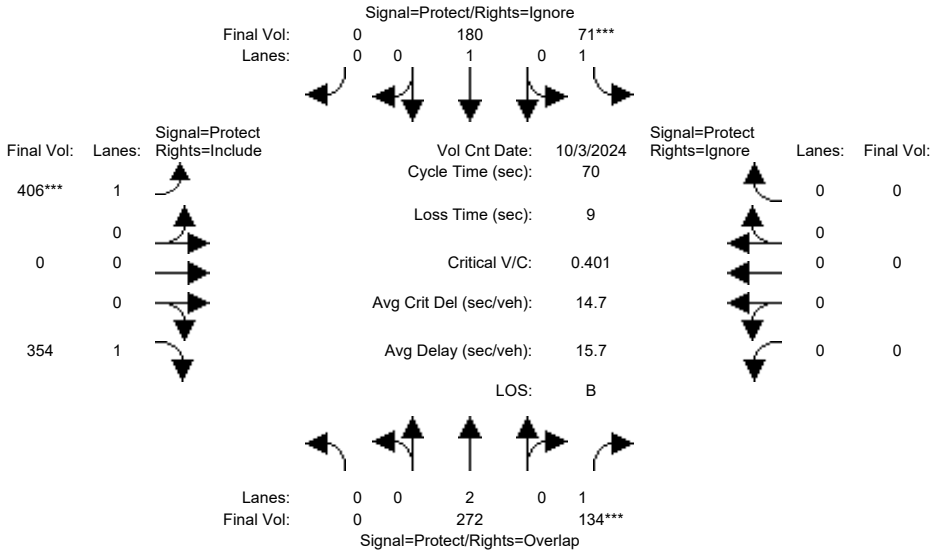
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	0	215	134	22	164	0	386	0	354	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	134	22	164	0	386	0	354	0	0	0
Added Vol:	0	57	0	49	16	0	20	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	272	134	71	180	0	406	0	354	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	272	134	71	180	0	406	0	354	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	134	71	180	0	406	0	354	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	272	134	71	180	0	406	0	354	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.08	0.04	0.09	0.00	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	13.4	13.4	7.1	20.5	0.0	40.5	0.0	40.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.40	0.40	0.32	0.00	0.40	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	25.6	31.0	19.7	0.0	8.3	0.0	8.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	25.6	31.0	19.7	0.0	8.3	0.0	8.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	3	2	3	0	5	0	4	0	0	0

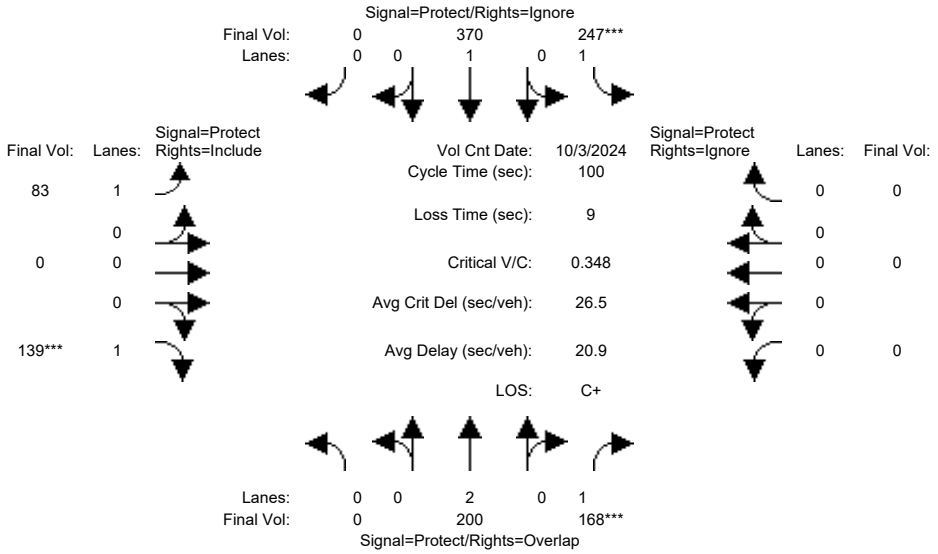
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	176	168	53	308	0	75	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	168	53	308	0	75	0	139	0	0	0
Added Vol:	0	24	0	194	62	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	200	168	247	370	0	83	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	200	168	247	370	0	83	0	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	200	168	247	370	0	83	0	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	200	168	247	370	0	83	0	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.10	0.14	0.19	0.00	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	27.6	27.6	40.6	68.2	0.0	22.8	0.0	22.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.35	0.35	0.29	0.00	0.21	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	27.8	29.4	20.9	6.4	0.0	31.5	0.0	32.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	29.4	20.9	6.4	0.0	31.5	0.0	32.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C+	A	A	C	A	C-	A	A	A
HCM2kAvgQ:	0	2	4	5	4	0	2	0	4	0	0	0

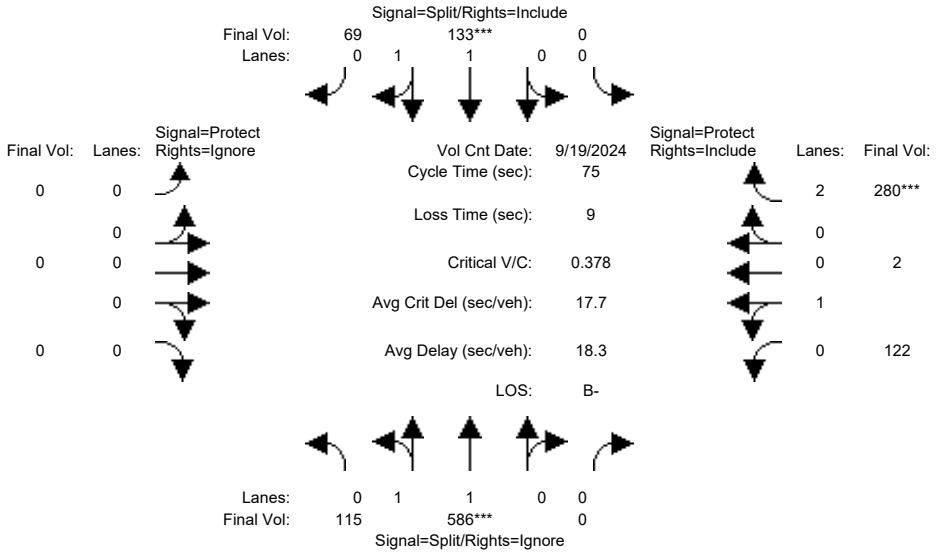
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	115	509	0	0	68	64	0	0	0	122	2	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	509	0	0	68	64	0	0	0	122	2	66
Added Vol:	0	77	0	0	65	5	0	0	0	0	0	214
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	586	0	0	133	69	0	0	0	122	2	280
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	586	0	0	133	69	0	0	0	122	2	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	586	0	0	133	69	0	0	0	122	2	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	586	0	0	133	69	0	0	0	122	2	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.34	1.66	0.00	0.00	1.30	0.70	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	607	3093	0	0	2435	1263	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.07	0.07	0.09
Crit Moves:		****			****							****
Green Time:	37.6	37.6	0.0	0.0	10.8	10.8	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.29	0.29	0.38
Delay/Veh:	11.7	11.7	0.0	0.0	29.5	29.5	0.0	0.0	0.0	24.0	24.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	0.0	0.0	29.5	29.5	0.0	0.0	0.0	24.0	24.0	24.4
LOS by Move:	B+	B+	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	5	5	0	0	3	3	0	0	0	3	3	4

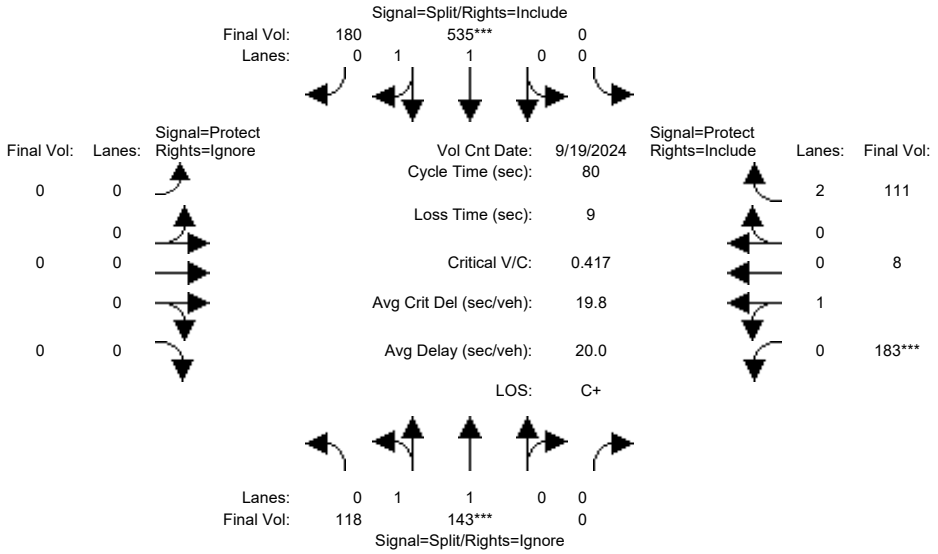
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	118	111	0	0	279	158	0	0	0	183	8	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	111	0	0	279	158	0	0	0	183	8	22
Added Vol:	0	32	0	0	256	22	0	0	0	0	0	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	143	0	0	535	180	0	0	0	183	8	111
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	118	143	0	0	535	180	0	0	0	183	8	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	143	0	0	535	180	0	0	0	183	8	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	118	143	0	0	535	180	0	0	0	183	8	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.93	1.07	0.00	0.00	1.48	0.52	0.00	0.00	0.00	0.96	0.04	2.00
Final Sat.:	1672	2026	0	0	2768	931	0	0	0	1725	75	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.11	0.11	0.04
Crit Moves:		****			****					****		
Green Time:	13.5	13.5	0.0	0.0	37.1	37.1	0.0	0.0	0.0	20.4	20.4	20.4
Volume/Cap:	0.42	0.42	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.14
Delay/Veh:	30.1	30.1	0.0	0.0	14.4	14.4	0.0	0.0	0.0	25.5	25.5	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	0.0	0.0	14.4	14.4	0.0	0.0	0.0	25.5	25.5	23.1
LOS by Move:	C	C	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	3	3	0	0	6	6	0	0	0	4	4	1

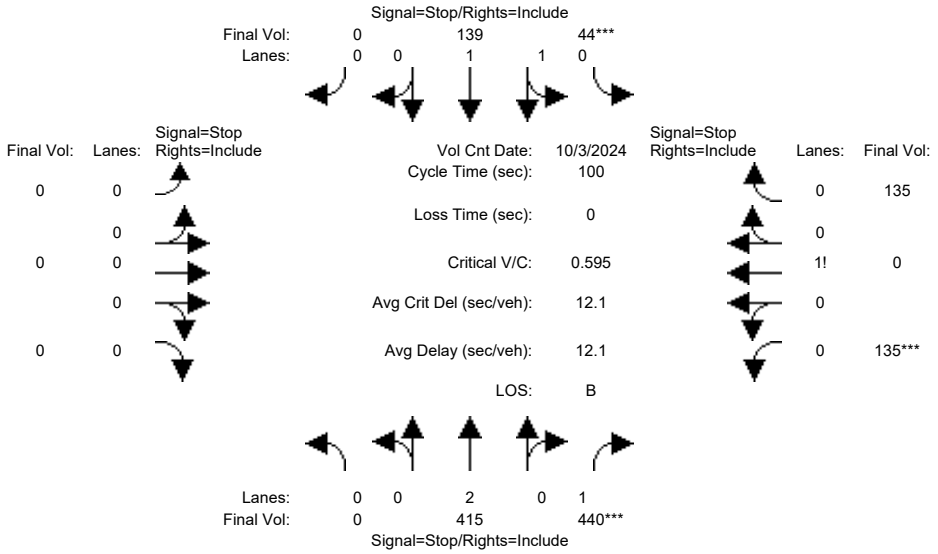
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 08:30:00 AM												
Base Vol:	0	123	440	2	69	0	0	0	0	135	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	123	440	2	69	0	0	0	0	135	0	15
Added Vol:	0	292	0	42	70	0	0	0	0	0	0	120
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	415	440	44	139	0	0	0	0	135	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	415	440	44	139	0	0	0	0	135	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	440	44	139	0	0	0	0	135	0	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	415	440	44	139	0	0	0	0	135	0	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.48	1.52	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	1291	740	259	839	0	0	0	0	314	0	314
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.32	0.59	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	0.43
Crit Moves:			****	****						****		
Delay/Veh:	0.0	10.7	14.1	10.3	10.1	0.0	0.0	0.0	0.0	12.3	0.0	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	14.1	10.3	10.1	0.0	0.0	0.0	0.0	12.3	0.0	12.3
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		12.5			10.2			xxxxxx			12.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.5			10.2			xxxxxx			12.3	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.0	0.5	1.4	0.2	0.2	0.0	0.0	0.0	0.0	0.7	0.7	0.7

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 415	440		44 139	0		0	0	0	135	0	135

Major Street Volume: 1038
Minor Approach Volume: 270
Minor Approach Volume Threshold: 272

SIGNAL WARRANT DISCLAIMER

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

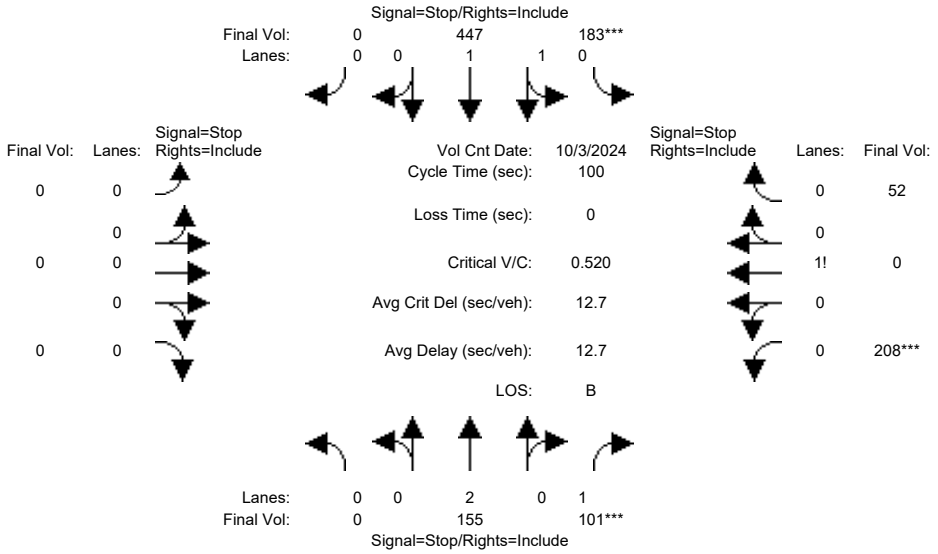
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	33	101	16	169	0	0	0	0	208	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	33	101	16	169	0	0	0	0	208	0	2
Added Vol:	0	122	0	167	278	0	0	0	0	0	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	101	183	447	0	0	0	0	208	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	101	183	447	0	0	0	0	208	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	155	101	183	447	0	0	0	0	208	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	155	101	183	447	0	0	0	0	208	0	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.58	1.42	0.00	0.00	0.00	0.00	0.80	0.00	0.20
Final Sat.:	0	1152	649	352	891	0	0	0	0	483	0	121
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.16	0.52	0.50	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	0.43
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.6	8.9	14.6	13.8	0.0	0.0	0.0	0.0	12.7	0.0	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	8.9	14.6	13.8	0.0	0.0	0.0	0.0	12.7	0.0	12.7
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.3			14.0			xxxxxx			12.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			14.0			xxxxxx			12.7	
LOS by Appr:		A			B			*			B	
AllWayAvgQ:	0.0	0.1	0.2	1.0	0.9	0.0	0.0	0.0	0.0	0.7	0.7	0.7

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 155	101		183 447	0		0 0	0		208	0	52

Major Street Volume: 886
Minor Approach Volume: 260
Minor Approach Volume Threshold: 327

SIGNAL WARRANT DISCLAIMER

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

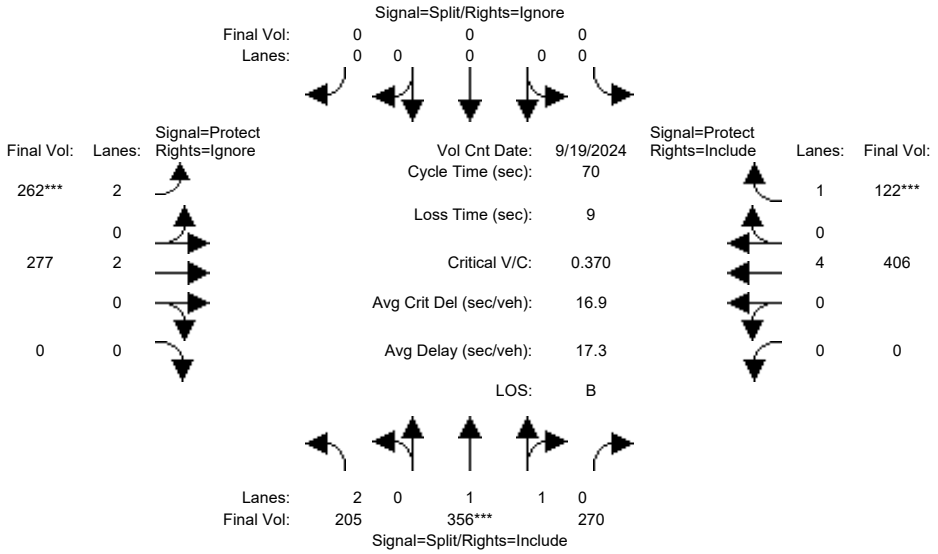
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	183	356	270	0	0	0	262	270	0	0	380	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	356	270	0	0	0	262	270	0	0	380	122
Added Vol:	22	0	0	0	0	0	0	7	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	356	270	0	0	0	262	277	0	0	406	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	356	270	0	0	0	262	277	0	0	406	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	356	270	0	0	0	262	277	0	0	406	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	356	270	0	0	0	262	277	0	0	406	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.11	0.89	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2103	1595	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.00	0.00	0.00	0.08	0.07	0.00	0.00	0.05	0.07
Crit Moves:		****					****					****
Green Time:	32.1	32.1	32.1	0.0	0.0	0.0	15.7	28.9	0.0	0.0	13.2	13.2
Volume/Cap:	0.14	0.37	0.37	0.00	0.00	0.00	0.37	0.18	0.00	0.00	0.28	0.37
Delay/Veh:	11.0	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	12.5	12.5	0.0	0.0	0.0	23.3	13.0	0.0	0.0	24.5	25.5
LOS by Move:	B+	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	2	5	5	0	0	0	3	2	0	0	2	3

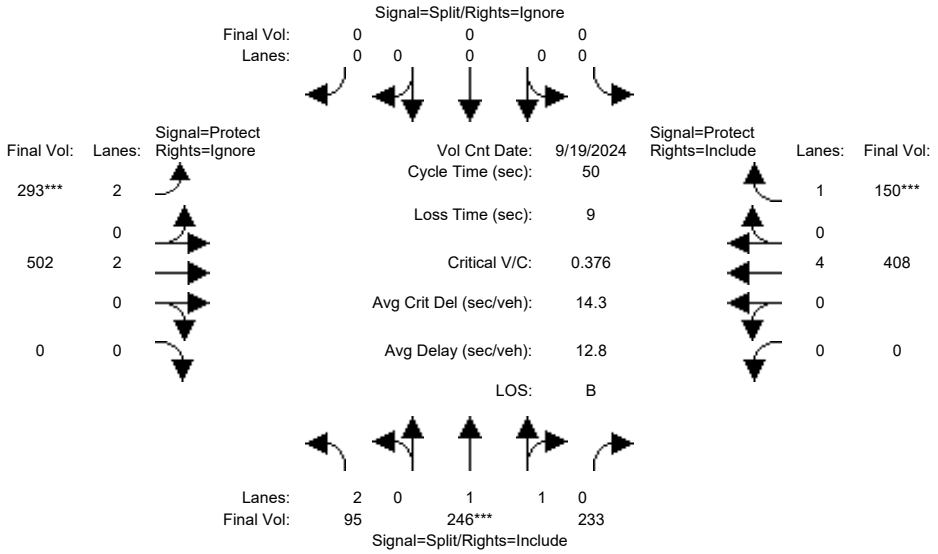
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	86	246	233	0	0	0	293	474	0	0	397	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	246	233	0	0	0	293	474	0	0	397	150
Added Vol:	9	0	0	0	0	0	0	28	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	246	233	0	0	0	293	502	0	0	408	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	246	233	0	0	0	293	502	0	0	408	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	246	233	0	0	0	293	502	0	0	408	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	246	233	0	0	0	293	502	0	0	408	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1899	1799	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.00	0.00	0.00	0.09	0.13	0.00	0.00	0.05	0.09
Crit Moves:		****					****					****
Green Time:	17.2	17.2	17.2	0.0	0.0	0.0	12.4	23.8	0.0	0.0	11.4	11.4
Volume/Cap:	0.09	0.38	0.38	0.00	0.00	0.00	0.38	0.28	0.00	0.00	0.24	0.38
Delay/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	8.0	0.0	0.0	15.8	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	12.5	12.5	0.0	0.0	0.0	15.9	8.0	0.0	0.0	15.8	16.9
LOS by Move:	B+	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	3	3	0	0	0	2	2	0	0	1	3

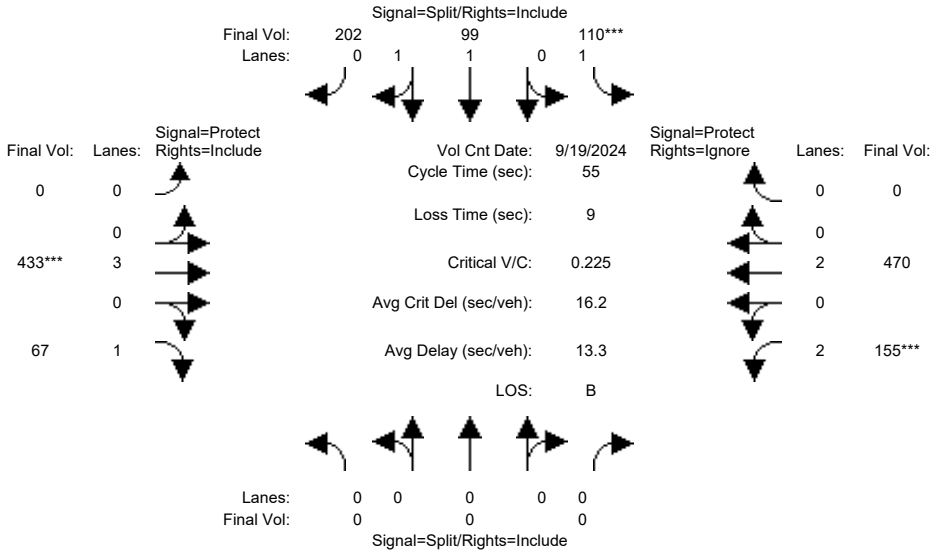
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	110	99	202	0	426	61	155	422	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	99	202	0	426	61	155	422	0
Added Vol:	0	0	0	0	0	0	0	7	6	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	99	202	0	433	67	155	470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	110	99	202	0	433	67	155	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	99	202	0	433	67	155	470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	110	99	202	0	433	67	155	470	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.05	0.12	0.00	0.08	0.04	0.05	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	22.1	22.1	22.1	0.0	14.5	14.5	9.4	23.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.13	0.29	0.00	0.29	0.14	0.29	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	10.6	10.4	11.3	0.0	16.2	15.6	20.2	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	10.4	11.3	0.0	16.2	15.6	20.2	10.1	0.0
LOS by Move:	A	A	A	B+	B+	B+	A	B	B	C+	B+	A
HCM2kAvgQ:	0	0	0	1	1	3	0	2	1	1	2	0

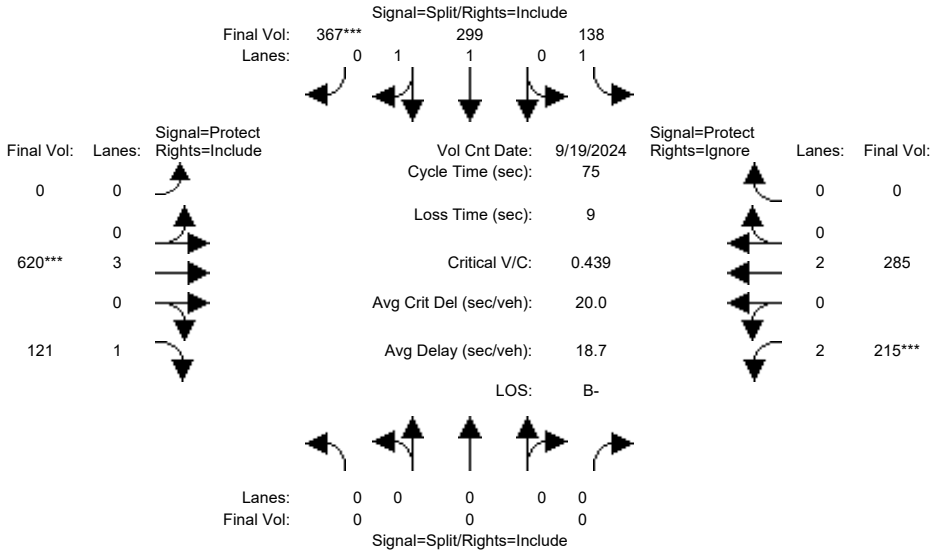
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	138	299	367	0	592	98	215	265	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	138	299	367	0	592	98	215	265	0
Added Vol:	0	0	0	0	0	0	0	28	23	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	299	367	0	620	121	215	285	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	138	299	367	0	620	121	215	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	299	367	0	620	121	215	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	138	299	367	0	620	121	215	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.16	0.21	0.00	0.11	0.07	0.07	0.08	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	35.8	35.8	35.8	0.0	18.6	18.6	11.6	30.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.33	0.44	0.00	0.44	0.28	0.44	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	12.3	13.2	0.0	24.0	23.2	29.3	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	12.3	13.2	0.0	24.0	23.2	29.3	14.5	0.0
LOS by Move:	A	A	A	B+	B	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	2	4	6	0	4	2	3	2	0

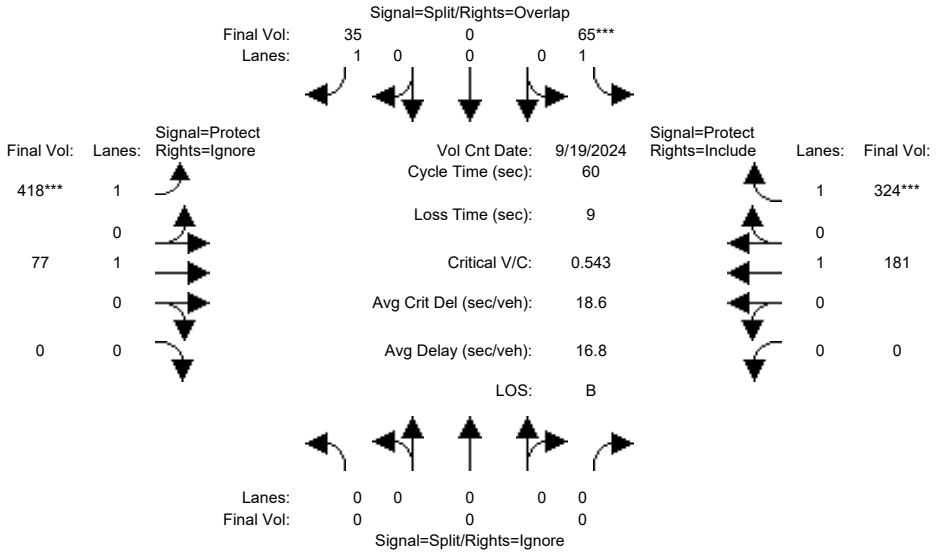
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	0	0	65	0	35	418	35	0	0	61	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	35	418	35	0	0	61	324
Added Vol:	0	0	0	0	0	0	0	42	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	35	418	77	0	0	181	324
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	35	418	77	0	0	181	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	35	418	77	0	0	181	324
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	35	418	77	0	0	181	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.24	0.04	0.00	0.00	0.10	0.19
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	33.1	23.1	41.0	0.0	0.0	17.9	17.9
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.04	0.62	0.06	0.00	0.00	0.32	0.62
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.2	0.0	0.0	16.7	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	6.2	16.7	3.2	0.0	0.0	16.7	20.4
LOS by Move:	A	A	A	C+	A	A	B	A	A	A	B	C+
HCM2kAvgQ:	0	0	0	1	0	0	8	0	0	0	2	6

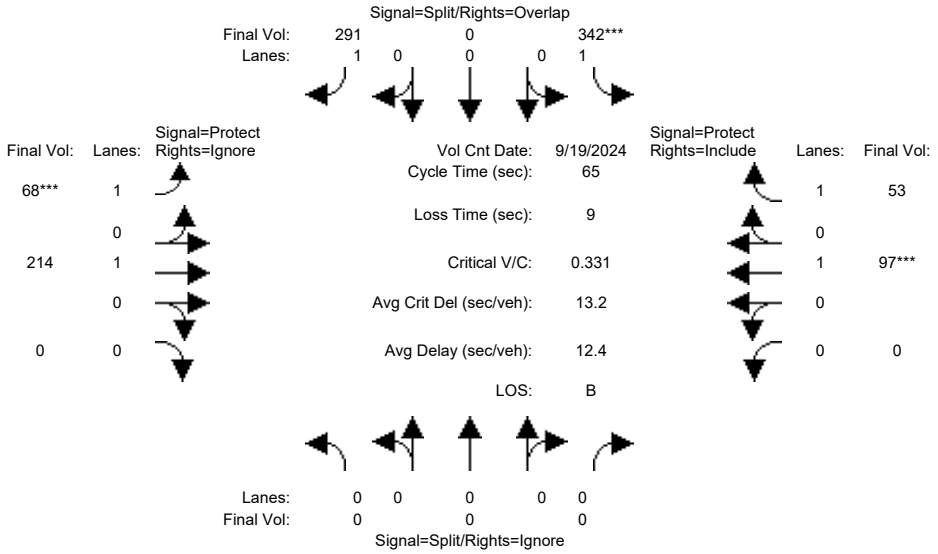
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	342	0	291	68	47	0	0	47	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	342	0	291	68	47	0	0	47	53
Added Vol:	0	0	0	0	0	0	0	167	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	291	68	214	0	0	97	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	342	0	291	68	214	0	0	97	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	291	68	214	0	0	97	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	342	0	291	68	214	0	0	97	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.17	0.04	0.11	0.00	0.00	0.05	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	38.4	0.0	46.0	7.6	17.6	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.24	0.33	0.41	0.00	0.00	0.33	0.20
Delay/Veh:	0.0	0.0	0.0	7.0	0.0	3.4	27.3	20.0	0.0	0.0	25.2	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	0.0	3.4	27.3	20.0	0.0	0.0	25.2	24.3
LOS by Move:	A	A	A	A	A	A	C	B-	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	2	2	4	0	0	2	1

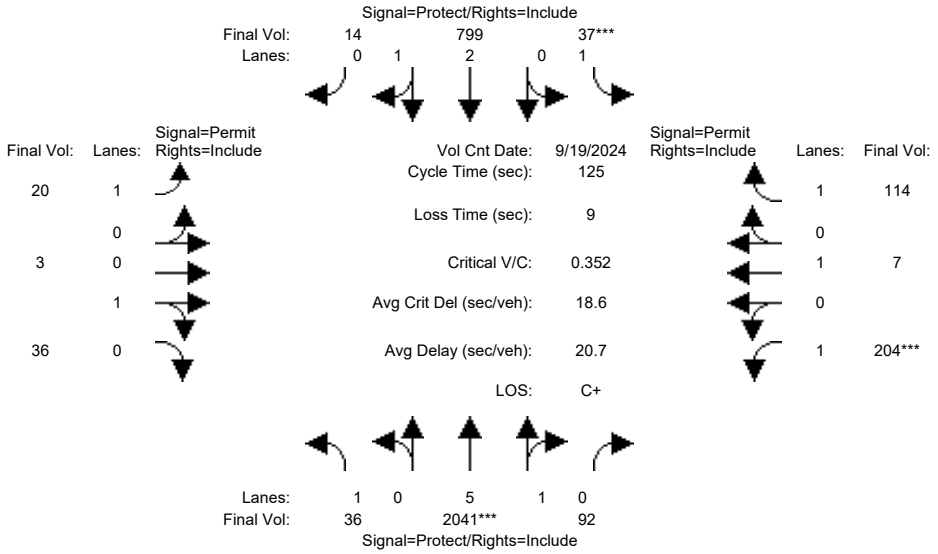
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	36	1991	92	37	785	14	20	3	36	204	7	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1991	92	37	785	14	20	3	36	204	7	114
Added Vol:	0	50	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2041	92	37	799	14	20	3	36	204	7	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2041	92	37	799	14	20	3	36	204	7	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2041	92	37	799	14	20	3	36	204	7	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2041	92	37	799	14	20	3	36	204	7	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.73	0.27	1.00	2.95	0.05	1.00	0.08	0.92	1.00	1.00	1.00
Final Sat.:	1750	xxxx	487	1750	5503	96	1750	138	1662	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.02	0.15	0.15	0.01	0.02	0.02	0.12	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	20.8	67.1	67.1	7.5	53.8	53.8	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.12	0.35	0.35	0.35	0.34	0.34	0.03	0.07	0.07	0.35	0.01	0.20
Delay/Veh:	44.6	16.6	16.6	58.4	23.8	23.8	28.3	28.6	28.6	32.0	28.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	16.6	16.6	58.4	23.8	23.8	28.3	28.6	28.6	32.0	28.1	30.1
LOS by Move:	D	B	B	E+	C	C	C	C	C	C-	C	C
HCM2kAvgQ:	1	8	8	1	7	7	1	1	1	6	0	3

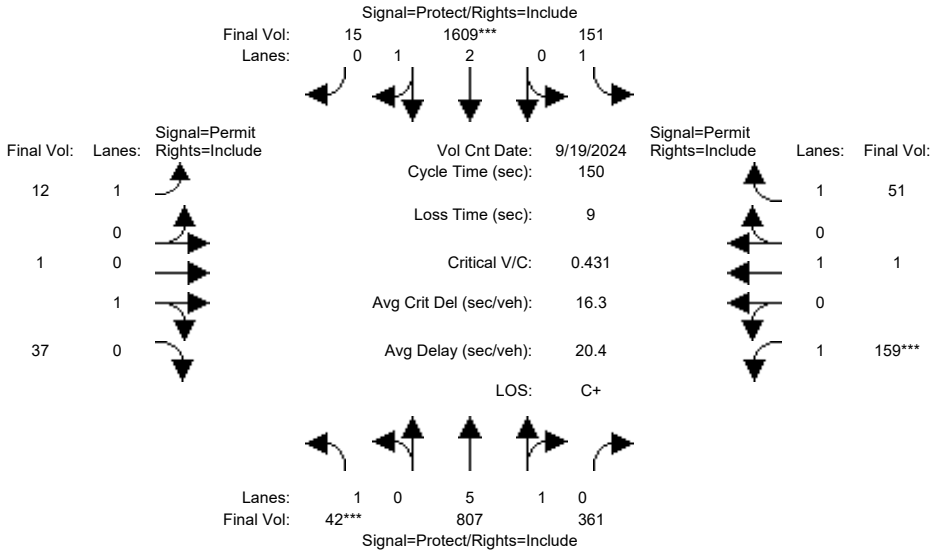
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	42	786	361	151	1555	15	12	1	37	159	1	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	786	361	151	1555	15	12	1	37	159	1	51
Added Vol:	0	21	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	807	361	151	1609	15	12	1	37	159	1	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	807	361	151	1609	15	12	1	37	159	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	807	361	151	1609	15	12	1	37	159	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	807	361	151	1609	15	12	1	37	159	1	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.97	0.03	1.00	0.03	0.97	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5548	52	1750	47	1753	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.21	0.09	0.29	0.29	0.01	0.02	0.02	0.09	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	8.4	77.1	77.1	32.3	101	101.0	31.6	31.6	31.6	31.6	31.6	31.6
Volume/Cap:	0.43	0.17	0.40	0.40	0.43	0.43	0.03	0.10	0.10	0.43	0.00	0.14
Delay/Veh:	71.6	19.4	22.4	51.3	11.4	11.4	47.1	47.8	47.8	52.2	46.7	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	19.4	22.4	51.3	11.4	11.4	47.1	47.8	47.8	52.2	46.7	48.3
LOS by Move:	E	B-	C+	D-	B+	B+	D	D	D	D-	D	D
HCM2kAvgQ:	3	4	11	6	11	11	0	1	1	7	0	2

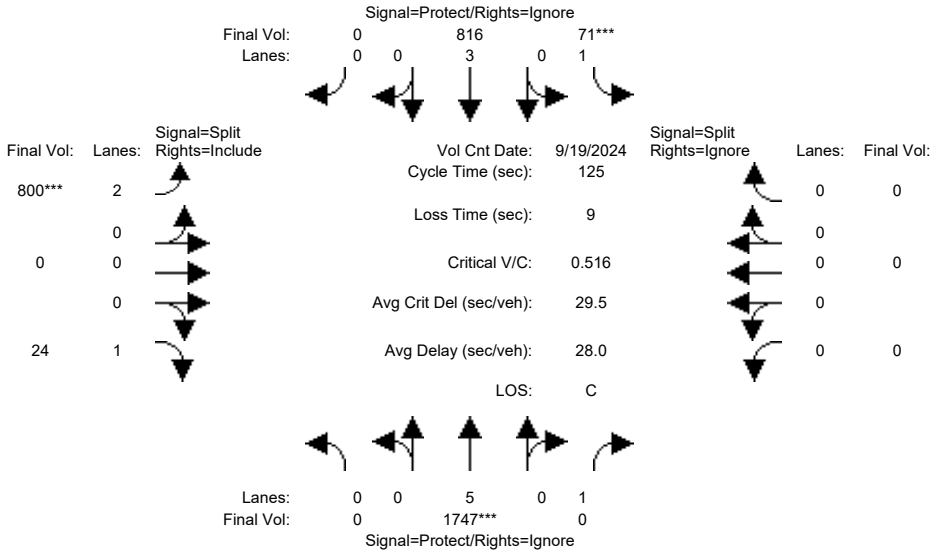
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	0	1697	522	43	802	0	800	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1697	522	43	802	0	800	0	24	0	0	0
Added Vol:	0	50	0	28	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1747	522	71	816	0	800	0	24	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1747	0	71	816	0	800	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1747	0	71	816	0	800	0	24	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1747	0	71	816	0	800	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.04	0.14	0.00	0.25	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	44.6	0.0	9.8	54.4	0.0	61.6	0.0	61.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.52	0.33	0.00	0.52	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	31.8	0.0	58.6	23.3	0.0	21.9	0.0	16.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	0.0	58.6	23.3	0.0	21.9	0.0	16.3	0.0	0.0	0.0
LOS by Move:	A	C	A	E+	C	A	C+	A	B	A	A	A
HCM2kAvgQ:	0	10	0	4	7	0	12	0	0	0	0	0

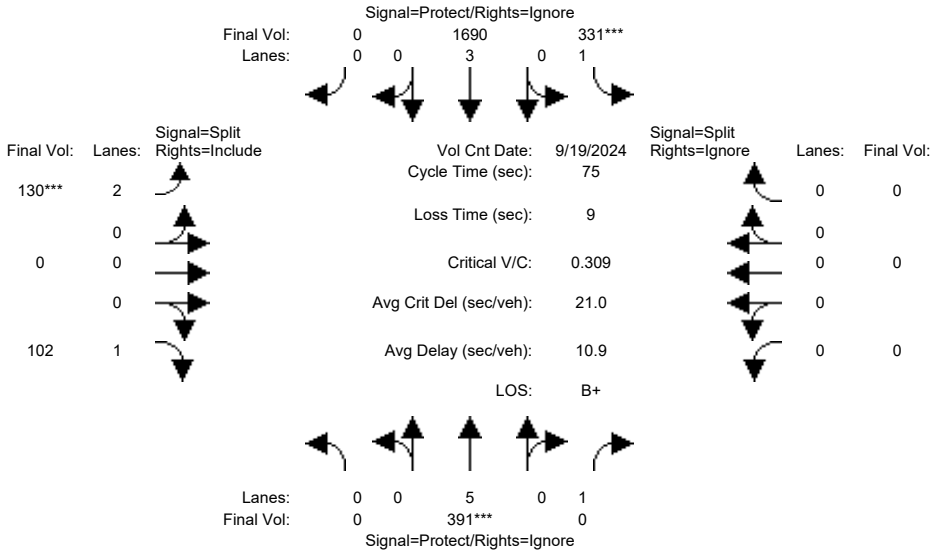
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	370	486	218	1636	0	130	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	486	218	1636	0	130	0	102	0	0	0
Added Vol:	0	21	0	113	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	391	486	331	1690	0	130	0	102	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	391	0	331	1690	0	130	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	0	331	1690	0	130	0	102	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	391	0	331	1690	0	130	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.19	0.30	0.00	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	0.0	42.8	52.8	0.0	13.2	0.0	13.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.33	0.42	0.00	0.23	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	29.5	0.0	8.7	4.7	0.0	26.8	0.0	27.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.5	0.0	8.7	4.7	0.0	26.8	0.0	27.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	2	0	4	6	0	2	0	3	0	0	0

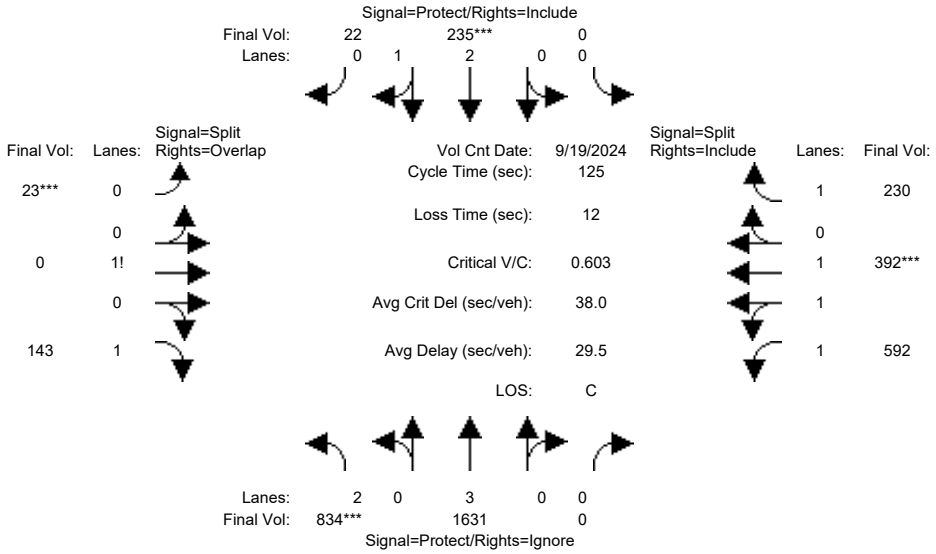
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM - Alt 2

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 08:30:00 AM												
Base Vol:	784	1631	0	0	235	22	23	0	101	592	323	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	784	1631	0	0	235	22	23	0	101	592	323	230
Added Vol:	50	0	0	0	0	0	0	0	42	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	1631	0	0	235	22	23	0	143	592	392	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	834	1631	0	0	235	22	23	0	143	592	392	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	1631	0	0	235	22	23	0	143	592	392	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	834	1631	0	0	235	22	23	0	143	592	392	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	0.24	0.00	1.76	1.85	1.15	1.00
Final Sat.:	3150	5700	0	0	5120	479	426	0	3074	3276	2169	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.00	0.00	0.05	0.05	0.05	0.00	0.05	0.18	0.18	0.13
Crit Moves:	****				****		****				****	
Green Time:	54.6	64.6	0.0	0.0	10.0	10.0	11.1	0.0	65.7	37.3	37.3	37.3
Volume/Cap:	0.61	0.55	0.00	0.00	0.57	0.57	0.61	0.00	0.09	0.61	0.61	0.44
Delay/Veh:	27.7	20.7	0.0	0.0	57.3	57.3	58.7	0.0	14.8	38.2	38.2	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	20.7	0.0	0.0	57.3	57.3	58.7	0.0	14.8	38.2	38.2	36.0
LOS by Move:	C	C+	A	A	E+	E+	E+	A	B	D+	D+	D+
HCM2kAvgQ:	15	14	0	0	4	4	4	0	2	12	12	8

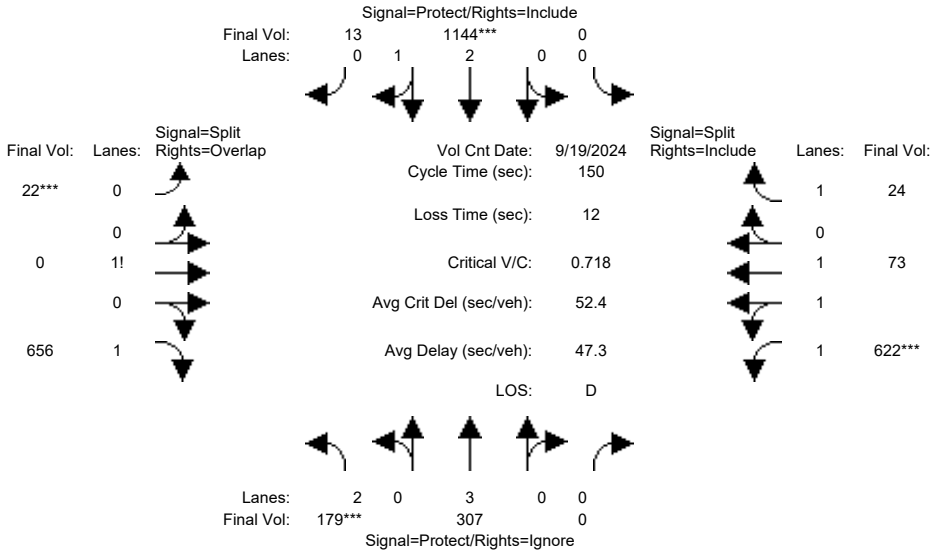
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Existing with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM - Alt 2

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	158	307	0	0	1144	13	22	0	489	622	44	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	307	0	0	1144	13	22	0	489	622	44	24
Added Vol:	21	0	0	0	0	0	0	0	167	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	307	0	0	1144	13	22	0	656	622	73	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	307	0	0	1144	13	22	0	656	622	73	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	307	0	0	1144	13	22	0	656	622	73	24
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	307	0	0	1144	13	22	0	656	622	73	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.97	0.03	0.06	0.00	1.94	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	5537	63	110	0	3390	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.00	0.00	0.21	0.21	0.20	0.00	0.19	0.20	0.04	0.01
Crit Moves:	****				****		****			****		
Green Time:	11.9	55.0	0.0	0.0	43.1	43.1	41.8	0.0	53.6	41.2	41.2	41.2
Volume/Cap:	0.72	0.15	0.00	0.00	0.72	0.72	0.72	0.00	0.54	0.72	0.14	0.05
Delay/Veh:	77.1	31.8	0.0	0.0	49.6	49.6	51.5	0.0	38.9	51.8	41.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	31.8	0.0	0.0	49.6	49.6	51.5	0.0	38.9	51.8	41.0	40.0
LOS by Move:	E-	C	A	A	D	D	D-	A	D+	D-	D	D
HCM2kAvgQ:	6	3	0	0	17	17	16	0	13	16	2	1

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

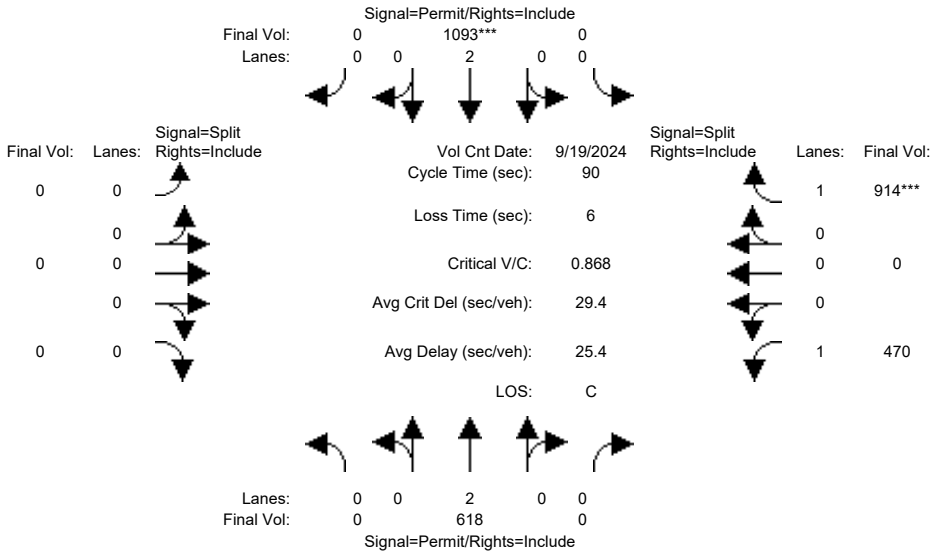
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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	570	0	0	960	0	0	0	0	470	0	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	0	0	960	0	0	0	0	470	0	750
Added Vol:	0	48	0	0	133	0	0	0	0	0	0	164
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	0	0	1093	0	0	0	0	470	0	914
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	618	0	0	1093	0	0	0	0	470	0	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	618	0	0	1093	0	0	0	0	470	0	914
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	618	0	0	1093	0	0	0	0	470	0	914
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.27	0.00	0.52
Crit Moves:					****							****
Green Time:	0.0	29.8	0.0	0.0	29.8	0.0	0.0	0.0	0.0	54.2	0.0	54.2
Volume/Cap:	0.00	0.49	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.45	0.00	0.87
Delay/Veh:	0.0	24.3	0.0	0.0	34.9	0.0	0.0	0.0	0.0	10.1	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.3	0.0	0.0	34.9	0.0	0.0	0.0	0.0	10.1	0.0	22.7
LOS by Move:	A	C	A	A	C-	A	A	A	A	B+	A	C+
HCM2kAvgQ:	0	7	0	0	15	0	0	0	0	8	0	26

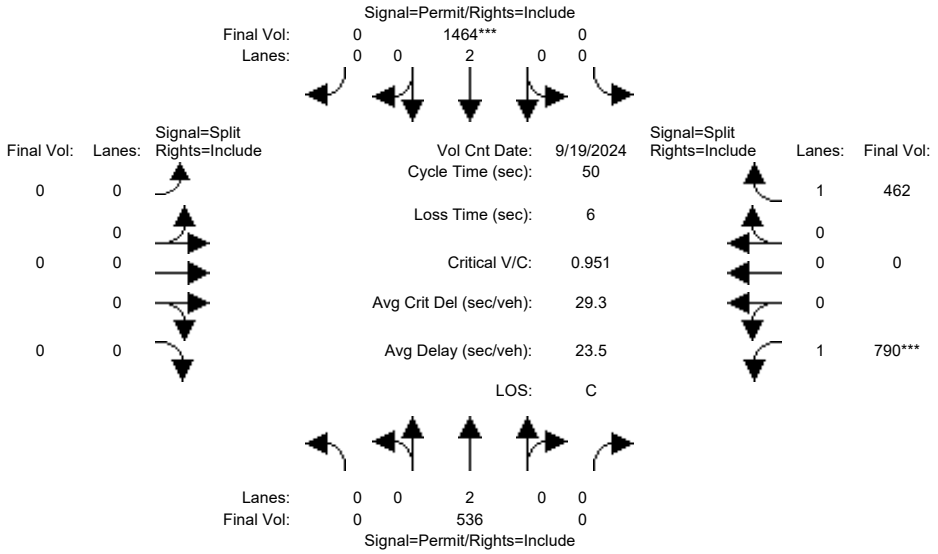
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	500	0	0	1230	0	0	0	0	790	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	0	0	1230	0	0	0	0	790	0	340
Added Vol:	0	36	0	0	234	0	0	0	0	0	0	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	0	0	1464	0	0	0	0	790	0	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	536	0	0	1464	0	0	0	0	790	0	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	536	0	0	1464	0	0	0	0	790	0	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	536	0	0	1464	0	0	0	0	790	0	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.45	0.00	0.26
Crit Moves:					****					****		
Green Time:	0.0	20.3	0.0	0.0	20.3	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	0.35	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.95	0.00	0.56
Delay/Veh:	0.0	10.4	0.0	0.0	27.5	0.0	0.0	0.0	0.0	32.7	0.0	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	0.0	0.0	27.5	0.0	0.0	0.0	0.0	32.7	0.0	10.2
LOS by Move:	A	B+	A	A	C	A	A	A	A	C-	A	B+
HCM2kAvgQ:	0	3	0	0	14	0	0	0	0	19	0	6

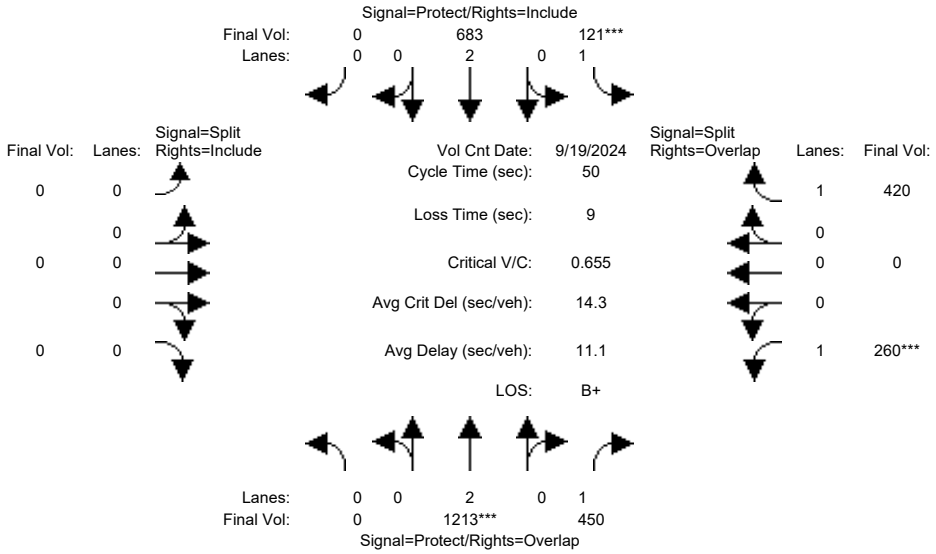
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1000	450	90	550	0	0	0	0	260	0	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1000	450	90	550	0	0	0	0	260	0	250
Added Vol:	0	213	0	31	133	0	0	0	0	0	0	170
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1213	450	121	683	0	0	0	0	260	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	450	121	683	0	0	0	0	260	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1213	450	121	683	0	0	0	0	260	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1213	450	121	683	0	0	0	0	260	0	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.26	0.07	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	23.2	34.0	7.0	30.2	0.0	0.0	0.0	0.0	10.8	0.0	17.8
Volume/Cap:	0.00	0.69	0.38	0.49	0.30	0.00	0.00	0.00	0.00	0.69	0.00	0.67
Delay/Veh:	0.0	11.7	3.6	21.4	4.9	0.0	0.0	0.0	0.0	23.3	0.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	3.6	21.4	4.9	0.0	0.0	0.0	0.0	23.3	0.0	16.6
LOS by Move:	A	B+	A	C+	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	7	3	2	3	0	0	0	0	6	0	7

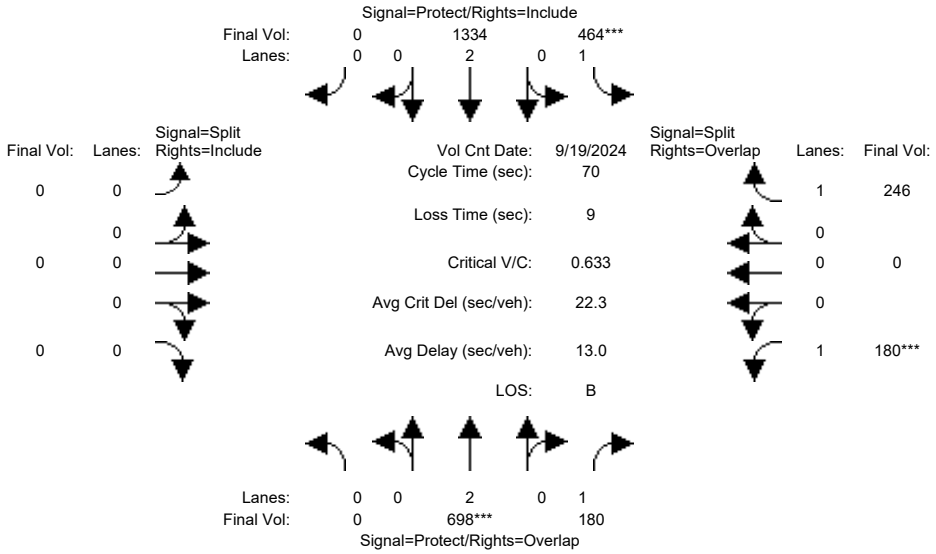
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	540	180	410	1100	0	0	0	0	180	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	180	410	1100	0	0	0	0	180	0	120
Added Vol:	0	158	0	54	234	0	0	0	0	0	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	698	180	464	1334	0	0	0	0	180	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	698	180	464	1334	0	0	0	0	180	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	180	464	1334	0	0	0	0	180	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	698	180	464	1334	0	0	0	0	180	0	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.27	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.14
Crit Moves:		****		****						****		
Green Time:	0.0	20.3	31.7	29.3	49.6	0.0	0.0	0.0	0.0	11.4	0.0	40.7
Volume/Cap:	0.00	0.63	0.23	0.63	0.50	0.00	0.00	0.00	0.00	0.63	0.00	0.24
Delay/Veh:	0.0	22.8	11.8	17.9	4.7	0.0	0.0	0.0	0.0	32.0	0.0	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	11.8	17.9	4.7	0.0	0.0	0.0	0.0	32.0	0.0	7.3
LOS by Move:	A	C+	B+	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	2	8	6	0	0	0	0	5	0	3

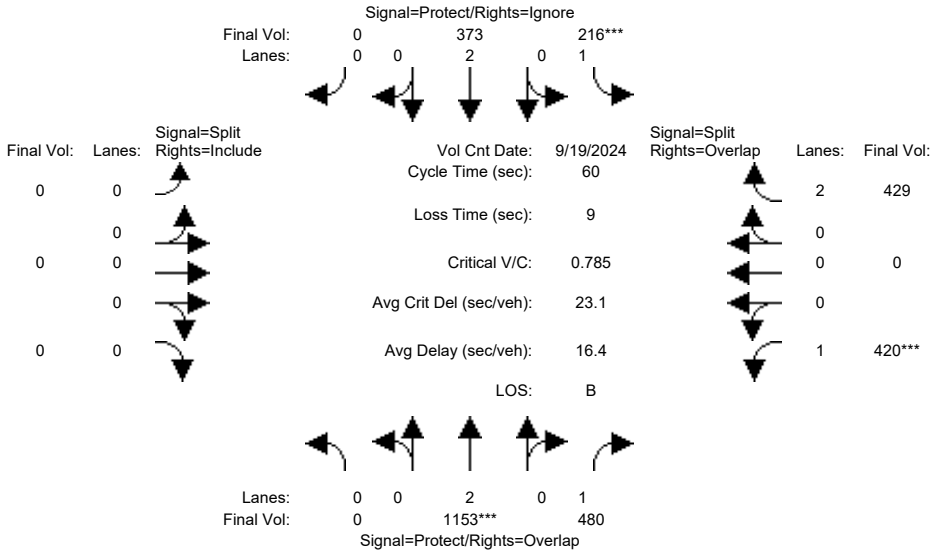
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	770	480	110	210	0	0	0	0	420	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	480	110	210	0	0	0	0	420	0	380
Added Vol:	0	383	0	106	163	0	0	0	0	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1153	480	216	373	0	0	0	0	420	0	429
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1153	480	216	373	0	0	0	0	420	0	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1153	480	216	373	0	0	0	0	420	0	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1153	480	216	373	0	0	0	0	420	0	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.27	0.12	0.10	0.00	0.00	0.00	0.00	0.24	0.00	0.14
Crit Moves:		****		****						****		
Green Time:	0.0	23.2	41.6	9.4	32.6	0.0	0.0	0.0	0.0	18.4	0.0	27.8
Volume/Cap:	0.00	0.78	0.40	0.78	0.18	0.00	0.00	0.00	0.00	0.78	0.00	0.29
Delay/Veh:	0.0	19.0	4.1	38.0	7.0	0.0	0.0	0.0	0.0	26.5	0.0	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	4.1	38.0	7.0	0.0	0.0	0.0	0.0	26.5	0.0	10.1
LOS by Move:	A	B-	A	D+	A	A	A	A	A	C	A	B+
HCM2kAvgQ:	0	9	4	4	2	0	0	0	0	10	0	3

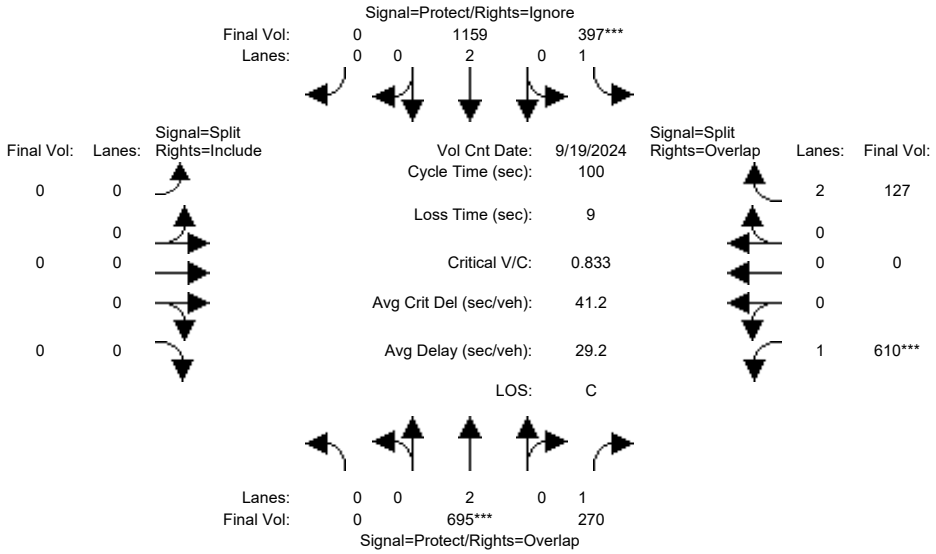
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	410	270	210	870	0	0	0	0	610	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	270	210	870	0	0	0	0	610	0	90
Added Vol:	0	285	0	187	289	0	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	695	270	397	1159	0	0	0	0	610	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	695	270	397	1159	0	0	0	0	610	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	695	270	397	1159	0	0	0	0	610	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	695	270	397	1159	0	0	0	0	610	0	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.15	0.23	0.31	0.00	0.00	0.00	0.00	0.35	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	21.9	63.8	27.2	49.2	0.0	0.0	0.0	0.0	41.8	0.0	69.1
Volume/Cap:	0.00	0.83	0.24	0.83	0.62	0.00	0.00	0.00	0.00	0.83	0.00	0.06
Delay/Veh:	0.0	44.5	7.9	46.2	19.2	0.0	0.0	0.0	0.0	34.1	0.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.5	7.9	46.2	19.2	0.0	0.0	0.0	0.0	34.1	0.0	5.0
LOS by Move:	A	D	A	D	B-	A	A	A	A	C-	A	A
HCM2kAvgQ:	0	11	4	13	13	0	0	0	0	20	0	1

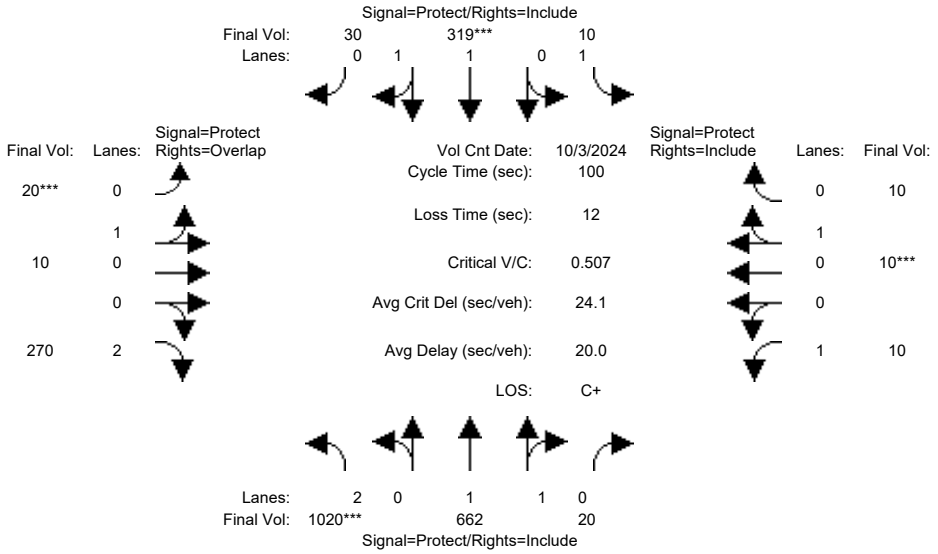
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	1020	230	20	10	50	30	20	10	270	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	230	20	10	50	30	20	10	270	10	10	10
Added Vol:	0	432	0	0	269	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	662	20	10	319	30	20	10	270	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1020	662	20	10	319	30	20	10	270	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	662	20	10	319	30	20	10	270	10	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	662	20	10	319	30	20	10	270	10	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	1.82	0.18	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3591	109	1750	3382	318	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.32	0.18	0.18	0.01	0.09	0.09	0.02	0.02	0.09	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	52.7	49.3	49.3	18.7	15.3	15.3	10.0	10.0	62.7	10.0	10.0	10.0
Volume/Cap:	0.61	0.37	0.37	0.03	0.61	0.61	0.17	0.17	0.14	0.06	0.11	0.11
Delay/Veh:	17.3	15.9	15.9	33.3	41.6	41.6	41.6	41.6	7.7	40.9	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	15.9	15.9	33.3	41.6	41.6	41.6	41.6	7.7	40.9	41.2	41.2
LOS by Move:	B	B	B	C-	D	D	D	D	A	D	D	D
HCM2kAvgQ:	13	6	6	0	6	6	1	1	2	0	1	1

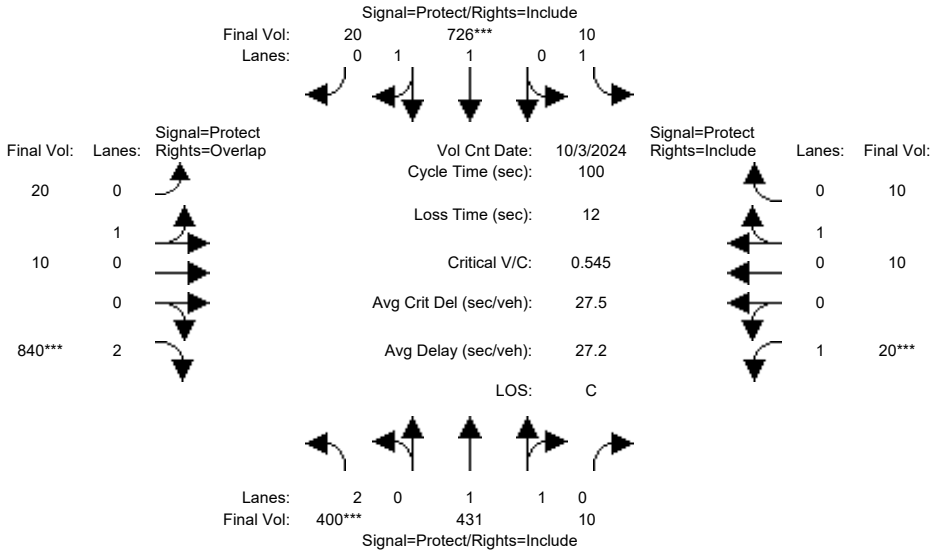
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	400	110	10	10	250	20	20	10	840	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	110	10	10	250	20	20	10	840	20	10	10
Added Vol:	0	321	0	0	476	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	431	10	10	726	20	20	10	840	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	431	10	10	726	20	20	10	840	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	431	10	10	726	20	20	10	840	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	431	10	10	726	20	20	10	840	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.95	0.05	1.00	1.94	0.06	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3616	84	1750	3601	99	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.01	0.20	0.20	0.02	0.02	0.27	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	21.2	34.5	34.5	20.3	33.6	33.6	16.6	23.3	44.4	10.0	16.6	16.6
Volume/Cap:	0.60	0.35	0.35	0.03	0.60	0.60	0.10	0.07	0.60	0.11	0.07	0.07
Delay/Veh:	37.1	24.5	24.5	32.0	28.5	28.5	35.5	30.0	21.8	41.3	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	24.5	24.5	32.0	28.5	28.5	35.5	30.0	21.8	41.3	35.2	35.2
LOS by Move:	D+	C	C	C-	C	C	D+	C	C+	D	D+	D+
HCM2kAvgQ:	6	5	5	0	10	10	1	1	12	1	1	1

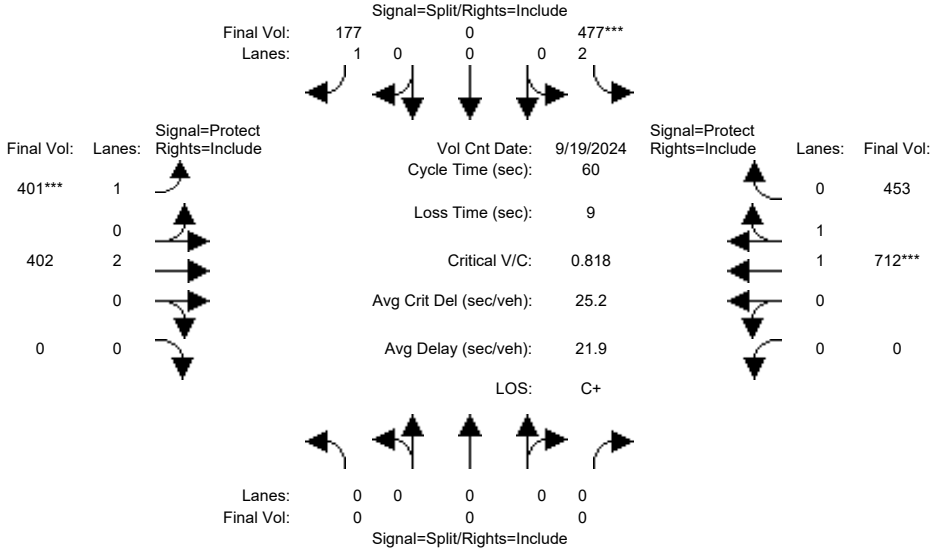
Note: Queue reported is the number of cars per lane.

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Cumulative No Project

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

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	450	0	170	390	400	0	0	710	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	170	390	400	0	0	710	410
Added Vol:	0	0	0	27	0	7	11	2	0	0	2	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	477	0	177	401	402	0	0	712	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	477	0	177	401	402	0	0	712	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	477	0	177	401	402	0	0	712	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	477	0	177	401	402	0	0	712	453
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.20	0.80
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2260	1438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.10	0.23	0.11	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	11.1	0.0	11.1	16.8	39.9	0.0	0.0	23.1	23.1
Volume/Cap:	0.00	0.00	0.00	0.82	0.00	0.55	0.82	0.16	0.00	0.00	0.82	0.82
Delay/Veh:	0.0	0.0	0.0	32.4	0.0	24.1	30.6	3.8	0.0	0.0	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.4	0.0	24.1	30.6	3.8	0.0	0.0	20.4	20.4
LOS by Move:	A	A	A	C-	A	C	C	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	5	0	3	10	1	0	0	11	11

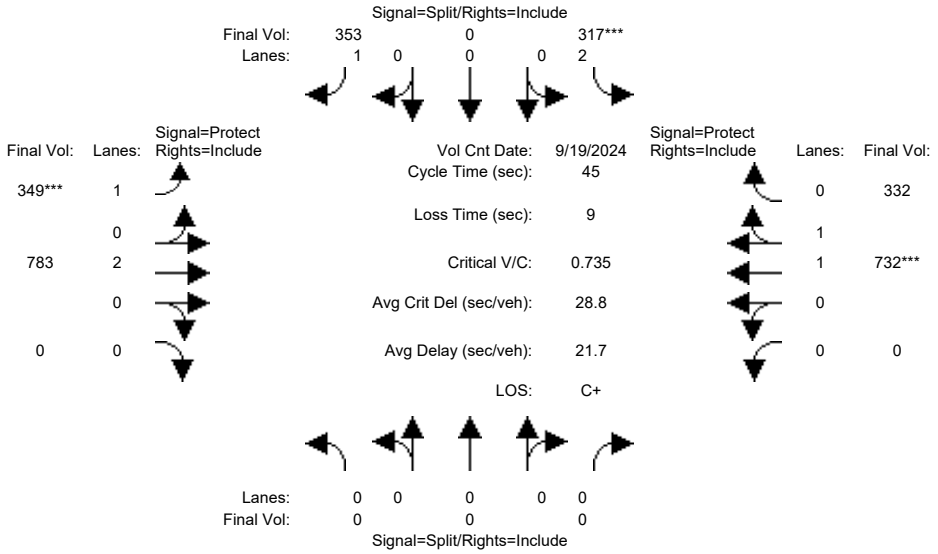
Note: Queue reported is the number of cars per lane.

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SJ24-2273
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	270	0	340	340	780	0	0	730	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	340	340	780	0	0	730	300
Added Vol:	0	0	0	47	0	13	9	3	0	0	2	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	317	0	353	349	783	0	0	732	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	317	0	353	349	783	0	0	732	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	0	353	349	783	0	0	732	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	317	0	353	349	783	0	0	732	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.36	0.64
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2545	1154
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.20	0.20	0.21	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.4	0.0	12.4	9.7	23.6	0.0	0.0	14.0	14.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.73	0.93	0.39	0.00	0.00	0.93	0.93
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	20.7	46.0	6.5	0.0	0.0	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	0.0	20.7	46.0	6.5	0.0	0.0	27.7	27.7
LOS by Move:	A	A	A	B	A	C+	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	2	0	5	10	4	0	0	9	9

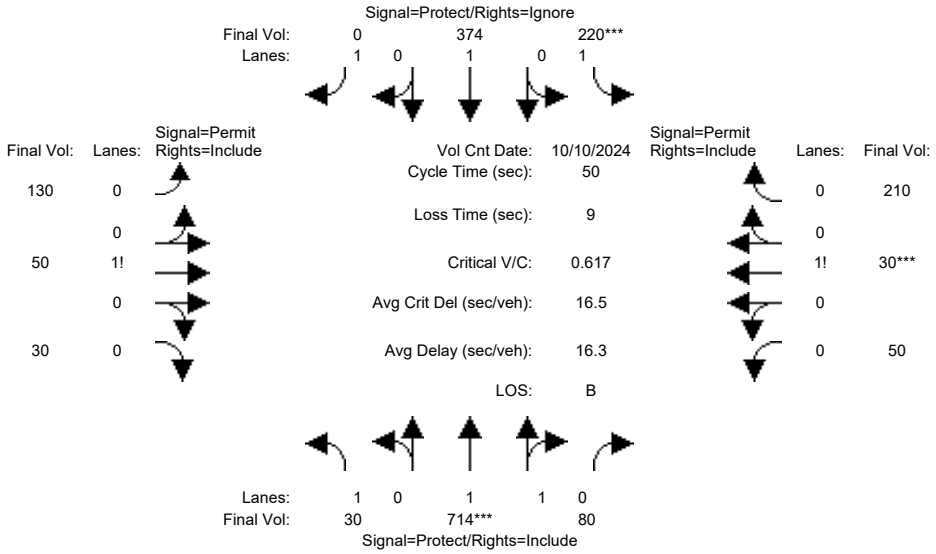
Note: Queue reported is the number of cars per lane.

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

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	30	660	80	220	340	140	130	50	30	50	30	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	660	80	220	340	140	130	50	30	50	30	210
Added Vol:	0	54	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	714	80	220	374	140	130	50	30	50	30	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	714	80	220	374	0	130	50	30	50	30	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	714	80	220	374	0	130	50	30	50	30	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	714	80	220	374	0	130	50	30	50	30	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	0.62	0.24	0.14	0.17	0.10	0.73
Final Sat.:	1750	3327	373	1750	1900	1750	1083	417	250	302	181	1267
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.13	0.20	0.00	0.12	0.12	0.12	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	11.4	17.4	17.4	10.2	16.2	0.0	13.4	13.4	13.4	13.4	13.4	13.4
Volume/Cap:	0.08	0.62	0.62	0.62	0.61	0.00	0.45	0.45	0.45	0.62	0.62	0.62
Delay/Veh:	15.3	14.5	14.5	21.4	16.0	0.0	15.9	15.9	15.9	18.5	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	14.5	14.5	21.4	16.0	0.0	15.9	15.9	15.9	18.5	18.5	18.5
LOS by Move:	B	B	B	C+	B	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	5	5	3	5	0	3	3	3	5	5	5

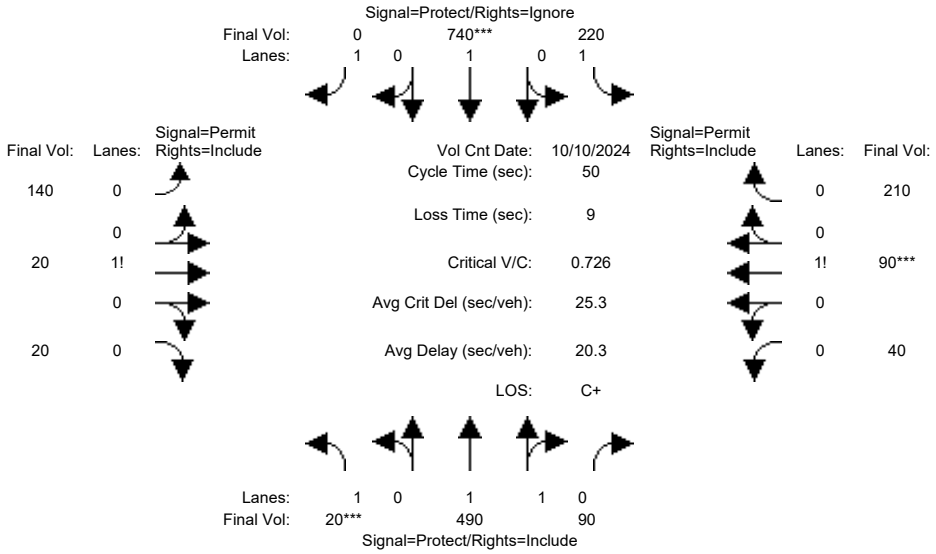
Note: Queue reported is the number of cars per lane.

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Cumulative No Project

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

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	20	450	90	220	680	180	140	20	20	40	90	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	450	90	220	680	180	140	20	20	40	90	210
Added Vol:	0	40	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	490	90	220	740	180	140	20	20	40	90	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	490	90	220	740	0	140	20	20	40	90	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	490	90	220	740	0	140	20	20	40	90	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	490	90	220	740	0	140	20	20	40	90	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.00	1.00	0.78	0.11	0.11	0.12	0.26	0.62
Final Sat.:	1750	3125	574	1750	1900	1750	1361	194	194	206	463	1081
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.13	0.39	0.00	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green Time:	7.0	17.5	17.5	12.2	22.7	0.0	11.3	11.3	11.3	11.3	11.3	11.3
Volume/Cap:	0.08	0.45	0.45	0.51	0.86	0.00	0.45	0.45	0.45	0.86	0.86	0.86
Delay/Veh:	18.8	12.8	12.8	17.4	20.9	0.0	17.5	17.5	17.5	35.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	12.8	12.8	17.4	20.9	0.0	17.5	17.5	17.5	35.4	35.4	35.4
LOS by Move:	B-	B	B	B	C+	A	B	B	B	D+	D+	D+
HCM2kAvgQ:	0	3	3	3	11	0	3	3	3	9	9	9

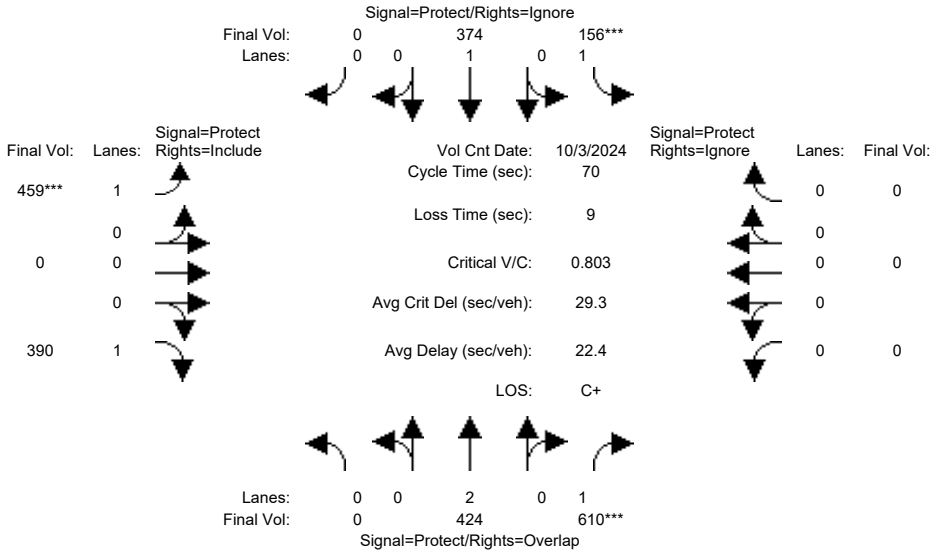
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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	370	610	50	340	0	440	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	610	50	340	0	440	0	390	0	0	0
Added Vol:	0	54	0	106	34	0	19	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	424	610	156	374	0	459	0	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	424	610	156	374	0	459	0	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	610	156	374	0	459	0	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	424	610	156	374	0	459	0	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.35	0.09	0.20	0.00	0.26	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	30.4	30.4	7.8	38.1	0.0	22.9	0.0	22.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.80	0.80	0.36	0.00	0.80	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	23.4	51.3	9.2	0.0	29.6	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	23.4	51.3	9.2	0.0	29.6	0.0	23.8	0.0	0.0	0.0
LOS by Move:	A	B	C	D-	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	13	4	4	0	12	0	9	0	0	0

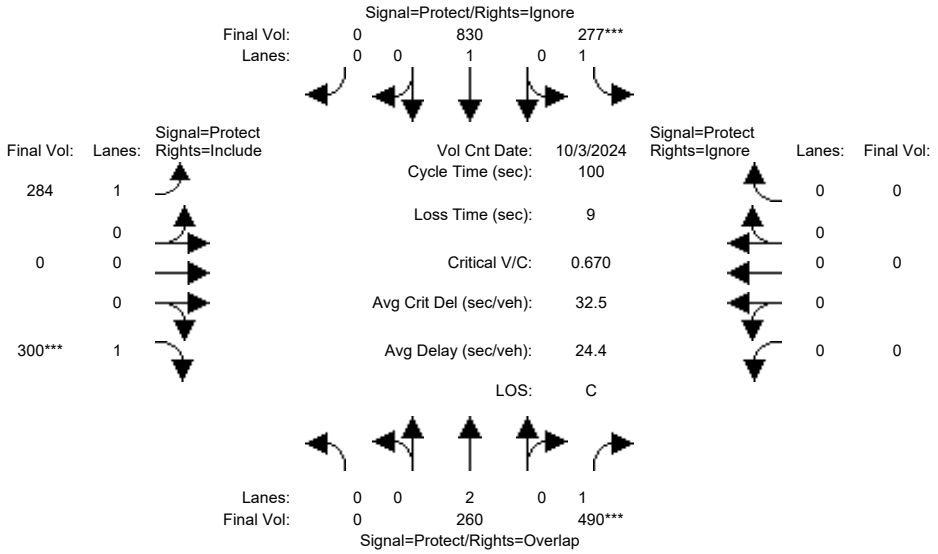
Note: Queue reported is the number of cars per lane.

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

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	220	490	90	770	0	270	0	300	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	490	90	770	0	270	0	300	0	0	0
Added Vol:	0	40	0	187	60	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	490	277	830	0	284	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	260	490	277	830	0	284	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	490	277	830	0	284	0	300	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	260	490	277	830	0	284	0	300	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.28	0.16	0.44	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	41.8	41.8	23.6	65.4	0.0	25.6	0.0	25.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.67	0.67	0.67	0.00	0.63	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	25.9	38.9	12.0	0.0	36.0	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	25.9	38.9	12.0	0.0	36.0	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	B-	C	D+	B	A	D+	A	D+	A	A	A
HCM2kAvgQ:	0	2	13	8	15	0	9	0	10	0	0	0

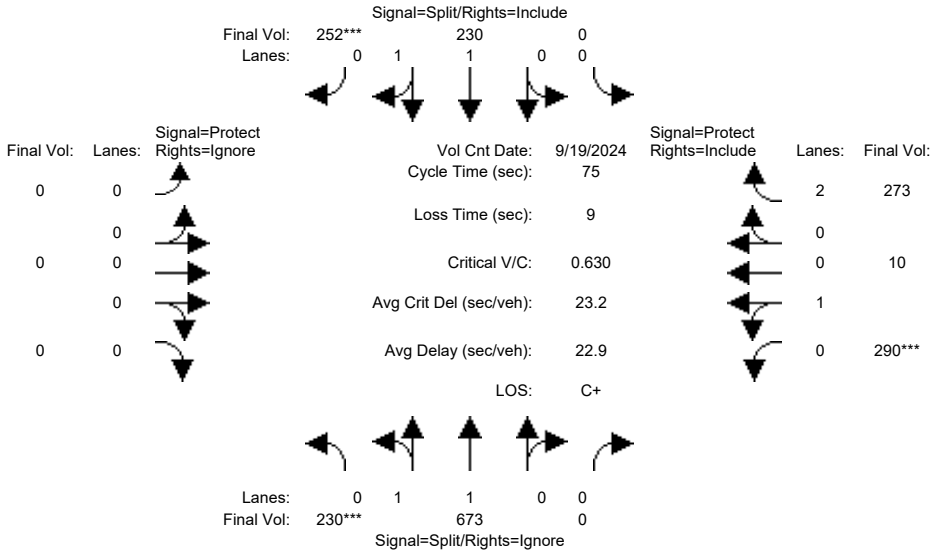
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	230	600	0	0	90	240	0	0	0	290	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	600	0	0	90	240	0	0	0	290	10	70
Added Vol:	0	73	0	0	140	12	0	0	0	0	0	203
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	673	0	0	230	252	0	0	0	290	10	273
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	673	0	0	230	252	0	0	0	290	10	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	673	0	0	230	252	0	0	0	290	10	273
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	673	0	0	230	252	0	0	0	290	10	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.52	1.48	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.97	0.03	2.00
Final Sat.:	942	2757	0	0	1900	1750	0	0	0	1740	60	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.12	0.14	0.00	0.00	0.00	0.17	0.17	0.09
Crit Moves:	****					****				****		
Green Time:	29.0	29.0	0.0	0.0	17.1	17.1	0.0	0.0	0.0	19.8	19.8	19.8
Volume/Cap:	0.63	0.63	0.00	0.00	0.53	0.63	0.00	0.00	0.00	0.63	0.63	0.33
Delay/Veh:	19.5	19.5	0.0	0.0	26.0	27.8	0.0	0.0	0.0	27.1	27.1	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	0.0	0.0	26.0	27.8	0.0	0.0	0.0	27.1	27.1	22.5
LOS by Move:	B-	B-	A	A	C	C	A	A	A	C	C	C+
HCM2kAvgQ:	9	9	0	0	5	7	0	0	0	7	7	3

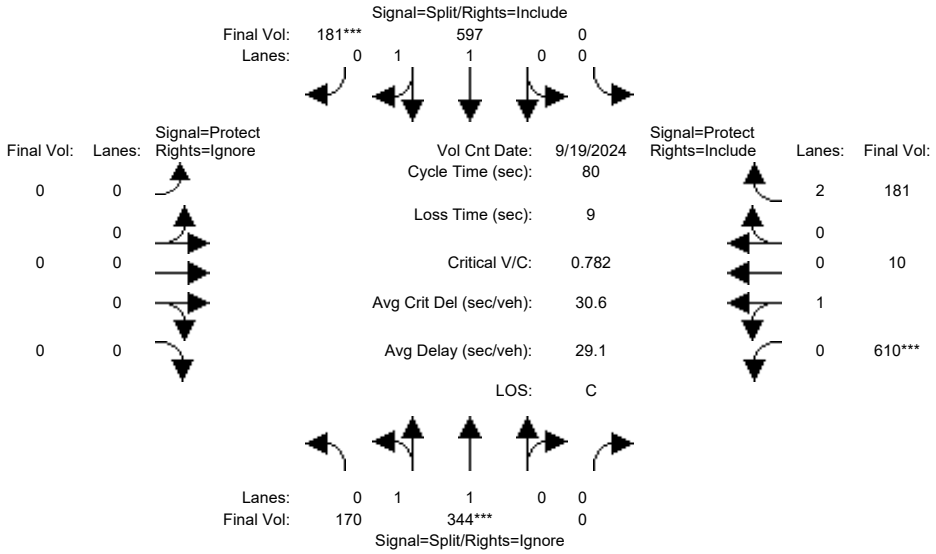
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	170	290	0	0	350	160	0	0	0	610	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	290	0	0	350	160	0	0	0	610	10	30
Added Vol:	0	54	0	0	247	21	0	0	0	0	0	151
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	344	0	0	597	181	0	0	0	610	10	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	344	0	0	597	181	0	0	0	610	10	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	344	0	0	597	181	0	0	0	610	10	181
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	344	0	0	597	181	0	0	0	610	10	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.68	1.32	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	1223	2475	0	0	2839	861	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.34	0.34	0.06
Crit Moves:		****				****				****		
Green Time:	14.2	14.2	0.0	0.0	21.5	21.5	0.0	0.0	0.0	35.3	35.3	35.3
Volume/Cap:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.78	0.13
Delay/Veh:	37.4	37.4	0.0	0.0	31.1	31.1	0.0	0.0	0.0	24.1	24.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	0.0	0.0	31.1	31.1	0.0	0.0	0.0	24.1	24.1	13.3
LOS by Move:	D+	D+	A	A	C	C	A	A	A	C	C	B
HCM2kAvgQ:	7	7	0	0	11	11	0	0	0	16	16	2

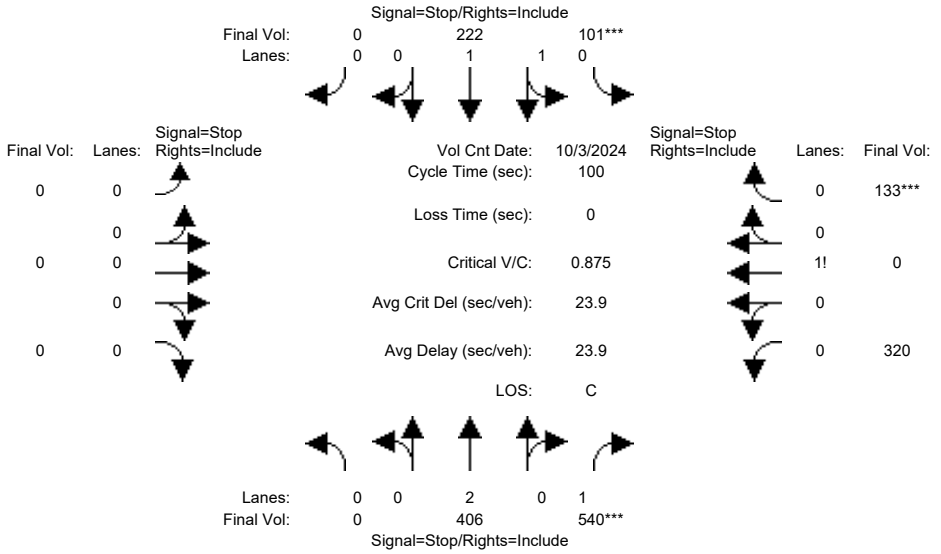
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative NP AM

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	130	540	10	70	0	0	0	0	320	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	540	10	70	0	0	0	0	320	0	20
Added Vol:	0	276	0	91	152	0	0	0	0	0	0	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	406	540	101	222	0	0	0	0	320	0	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	406	540	101	222	0	0	0	0	320	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	540	101	222	0	0	0	0	320	0	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	406	540	101	222	0	0	0	0	320	0	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.63	1.37	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	1096	617	291	658	0	0	0	0	407	0	169
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.37	0.88	0.35	0.34	xxxx	xxxx	xxxx	xxxx	0.79	xxxx	0.79
Crit Moves:			****	****								****
Delay/Veh:	0.0	12.9	35.5	13.9	13.4	0.0	0.0	0.0	0.0	27.4	0.0	27.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	35.5	13.9	13.4	0.0	0.0	0.0	0.0	27.4	0.0	27.4
LOS by Move:	*	B	E	B	B	*	*	*	*	D	*	D
ApproachDel:		25.8			13.6			xxxxxx			27.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		25.8			13.6			xxxxxx			27.4	
LOS by Appr:		D			B			*			D	
AllWayAvgQ:	0.0	0.6	4.6	0.5	0.5	0.0	0.0	0.0	0.0	2.9	2.9	2.9

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	406	540	101	222	0	0	0	0	320	0	133

Major Street Volume: 1269
Minor Approach Volume: 453
Minor Approach Volume Threshold: 203

SIGNAL WARRANT DISCLAIMER

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

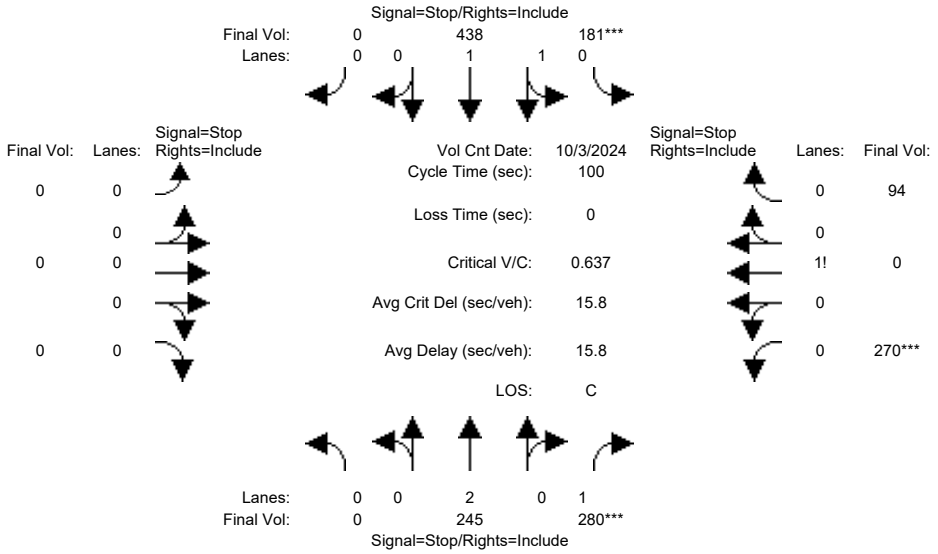
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #9: 9 - Ellis St & Manila Ave




```
Street Name:              Ellis St                        Manila Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM
Base Vol:       0   40   280    20  170     0     0    0     0   270     0    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   40   280    20  170     0     0    0     0   270     0    10
Added Vol:      0  205     0   161  268     0     0    0     0     0     0    84
PasserByVol:    0    0     0     0    0     0     0    0     0     0     0     0
Initial Fut:    0  245   280   181  438     0     0    0     0   270     0    94
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  245   280   181  438     0     0    0     0   270     0    94
Reduct Vol:     0    0     0     0    0     0     0    0     0     0     0     0
Reduced Vol:    0  245   280   181  438     0     0    0     0   270     0    94
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  245   280   181  438     0     0    0     0   270     0    94
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.58 1.42  0.00  0.00 0.00  0.00  0.74 0.00  0.26
Final Sat.:     0 1076   602   312  778     0     0    0     0   424     0   148
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.23  0.47  0.58 0.56  xxxx  xxxx xxxx  xxxx  0.64 xxxx  0.64
Crit Moves:              ****  ****                              ****
Delay/Veh:    0.0 11.1  13.3  17.9 16.9   0.0   0.0  0.0   0.0  18.7  0.0  18.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 11.1  13.3  17.9 16.9   0.0   0.0  0.0   0.0  18.7  0.0  18.7
LOS by Move:    *    B     B     C    C     *     *    *     *     C    *     C
ApproachDel:       12.3             17.2           xxxxxx            18.7
Delay Adj:         1.00             1.00            xxxxx            1.00
ApprAdjDel:        12.3             17.2           xxxxxx            18.7
LOS by Appr:          B                C                *               C
AllWayAvgQ:   0.0  0.3   0.8   1.3  1.1   0.0   0.0  0.0   0.0   1.5  1.5   1.5
Note: Queue reported is the number of cars per lane.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 9 - Ellis St & Manila Ave
********************************************************************************
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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1	1	0	0 0	0	0	0 0	1!	0 0
Initial Vol:	0 245	280		181 438		0	0	0	0	270	0	94

Major Street Volume: 1144
Minor Approach Volume: 364
Minor Approach Volume Threshold: 238

SIGNAL WARRANT DISCLAIMER

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

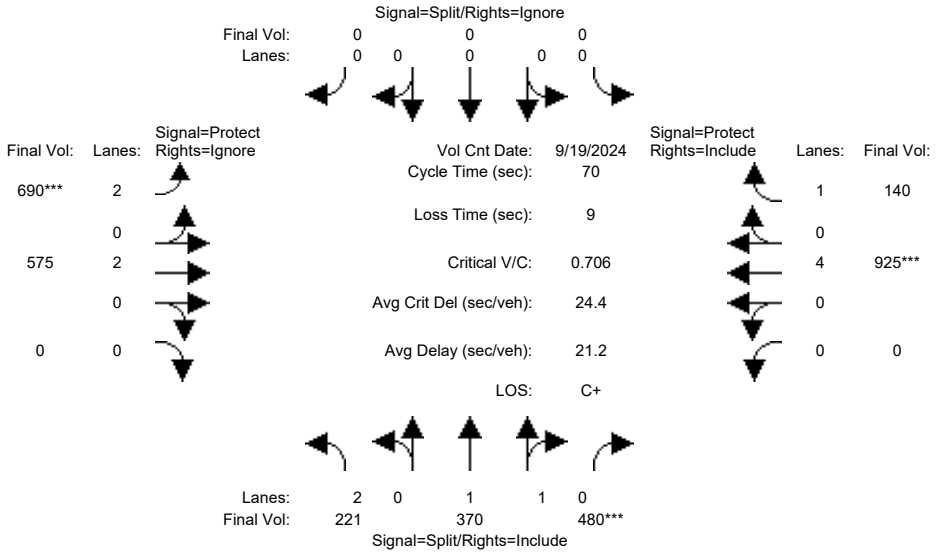
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	200	370	480	0	0	0	690	560	0	0	900	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	370	480	0	0	0	690	560	0	0	900	140
Added Vol:	21	0	0	0	0	0	0	15	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	370	480	0	0	0	690	575	0	0	925	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	221	370	480	0	0	0	690	575	0	0	925	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	370	480	0	0	0	690	575	0	0	925	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	221	370	480	0	0	0	690	575	0	0	925	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.27	0.00	0.00	0.00	0.22	0.15	0.00	0.00	0.12	0.08
Crit Moves:			****				****				****	
Green Time:	27.2	27.2	27.2	0.0	0.0	0.0	21.7	33.8	0.0	0.0	12.1	12.1
Volume/Cap:	0.18	0.50	0.71	0.00	0.00	0.00	0.71	0.31	0.00	0.00	0.71	0.46
Delay/Veh:	14.1	16.5	20.0	0.0	0.0	0.0	23.7	11.1	0.0	0.0	29.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	16.5	20.0	0.0	0.0	0.0	23.7	11.1	0.0	0.0	29.1	27.2
LOS by Move:	B	B	B-	A	A	A	C	B+	A	A	C	C
HCM2kAvgQ:	2	6	11	0	0	0	8	4	0	0	6	3

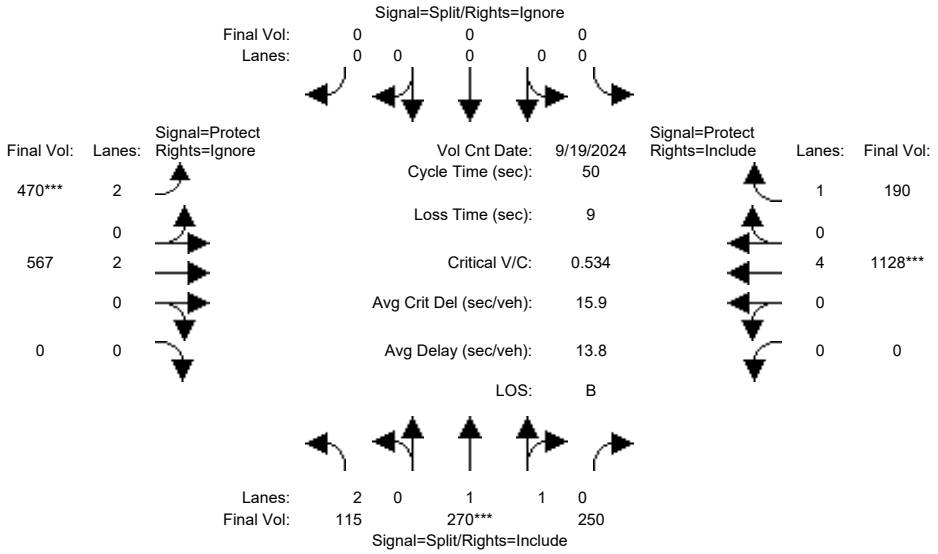
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	100	270	250	0	0	0	470	540	0	0	1110	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	250	0	0	0	470	540	0	0	1110	190
Added Vol:	15	0	0	0	0	0	0	27	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	270	250	0	0	0	470	567	0	0	1128	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	270	250	0	0	0	470	567	0	0	1128	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	270	250	0	0	0	470	567	0	0	1128	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	270	250	0	0	0	470	567	0	0	1128	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.01	0.99	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1920	1778	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.15	0.11
Crit Moves:		****					****				****	
Green Time:	13.2	13.2	13.2	0.0	0.0	0.0	14.0	27.8	0.0	0.0	13.9	13.9
Volume/Cap:	0.14	0.53	0.53	0.00	0.00	0.00	0.53	0.27	0.00	0.00	0.53	0.39
Delay/Veh:	14.2	16.4	16.4	0.0	0.0	0.0	15.9	5.8	0.0	0.0	15.6	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	16.4	16.4	0.0	0.0	0.0	15.9	5.8	0.0	0.0	15.6	15.2
LOS by Move:	B	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	4	4	0	0	0	4	2	0	0	4	3

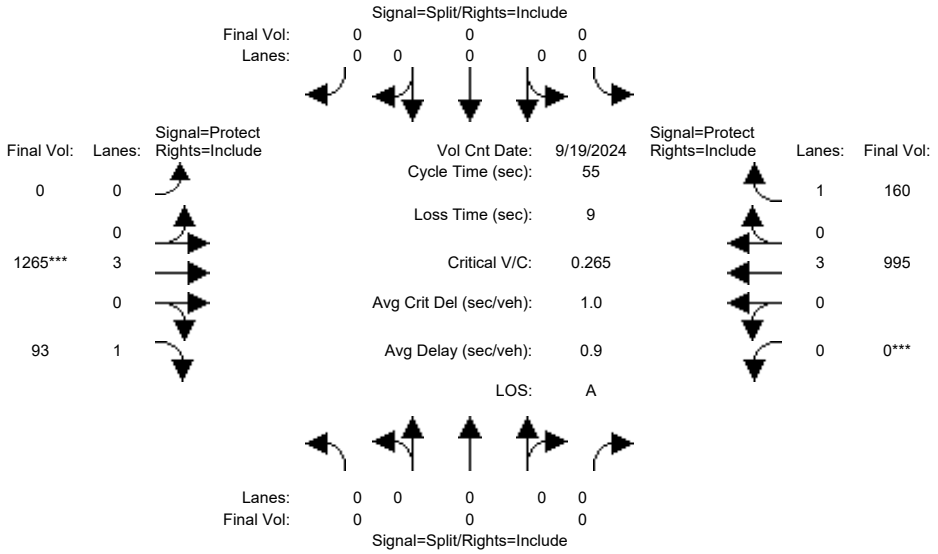
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	1250	80	0	950	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1250	80	0	950	160
Added Vol:	0	0	0	0	0	0	0	15	13	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1265	93	0	995	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1265	93	0	995	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1265	93	0	995	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1265	93	0	995	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.17	0.09
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	46.0	0.0	46.0	46.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.06	0.00	0.21	0.11
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	1	1

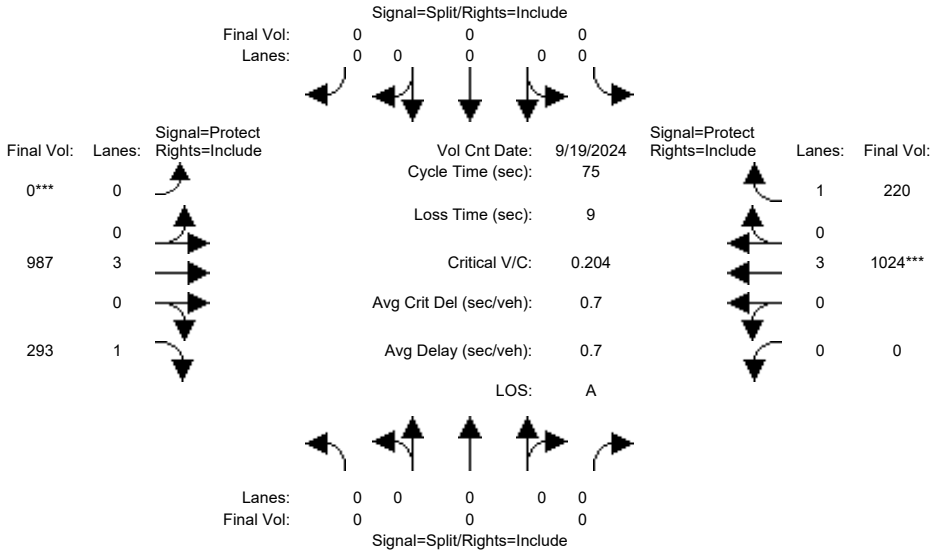
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	960	270	0	990	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	960	270	0	990	220
Added Vol:	0	0	0	0	0	0	0	27	23	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	987	293	0	1024	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	987	293	0	1024	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	987	293	0	1024	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	987	293	0	1024	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.18	0.13
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	66.0	0.0	66.0	66.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.19	0.00	0.20	0.14
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

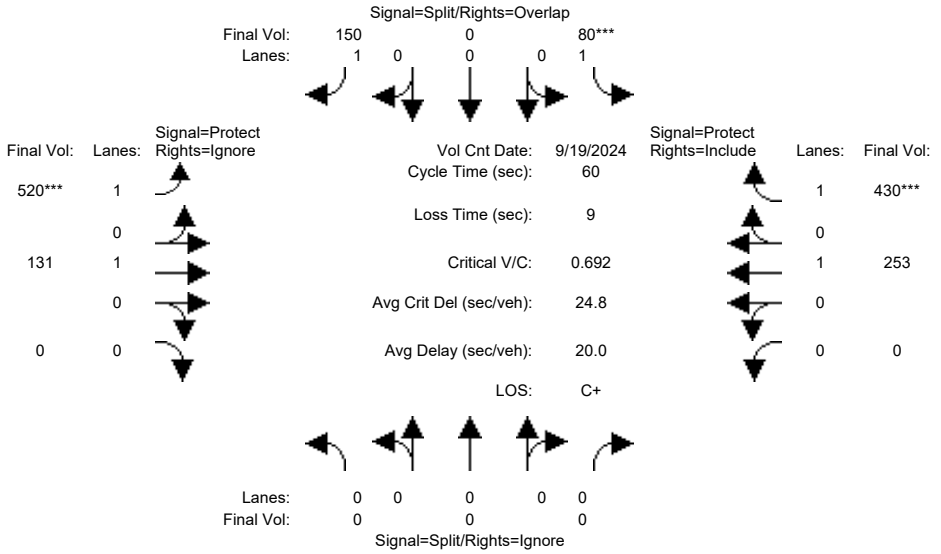
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	80	0	150	520	40	0	0	140	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	150	520	40	0	0	140	430
Added Vol:	0	0	0	0	0	0	0	91	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	150	520	131	0	0	253	430
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	150	520	131	0	0	253	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	150	520	131	0	0	253	430
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	150	520	131	0	0	253	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.30	0.07	0.00	0.00	0.13	0.25
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	32.4	22.4	41.0	0.0	0.0	18.6	18.6
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.16	0.79	0.10	0.00	0.00	0.43	0.79
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.3	0.0	0.0	17.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.3	0.0	0.0	17.0	26.9
LOS by Move:	A	A	A	C+	A	A	C	A	A	A	B	C
HCM2kAvgQ:	0	0	0	2	0	2	12	1	0	0	4	8

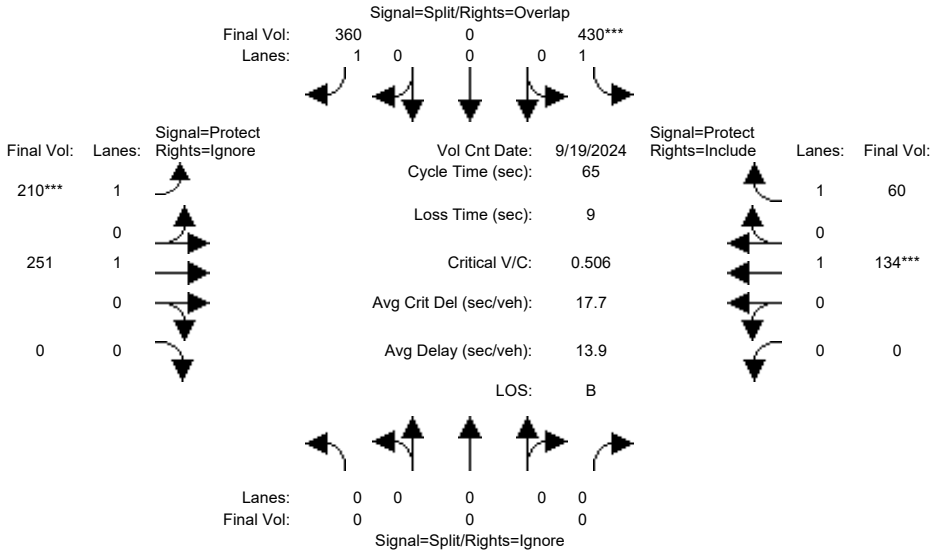
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative No Project

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

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	430	0	360	210	90	0	0	50	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	430	0	360	210	90	0	0	50	60
Added Vol:	0	0	0	0	0	0	0	161	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	360	210	251	0	0	134	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	430	0	360	210	251	0	0	134	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	360	210	251	0	0	134	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	430	0	360	210	251	0	0	134	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.21	0.12	0.13	0.00	0.00	0.07	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	30.9	0.0	46.0	15.1	25.1	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.29	0.52	0.34	0.00	0.00	0.46	0.22
Delay/Veh:	0.0	0.0	0.0	12.4	0.0	3.6	22.9	14.4	0.0	0.0	26.2	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	0.0	3.6	22.9	14.4	0.0	0.0	26.2	24.5
LOS by Move:	A	A	A	B	A	A	C+	B	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	3	5	4	0	0	2	1

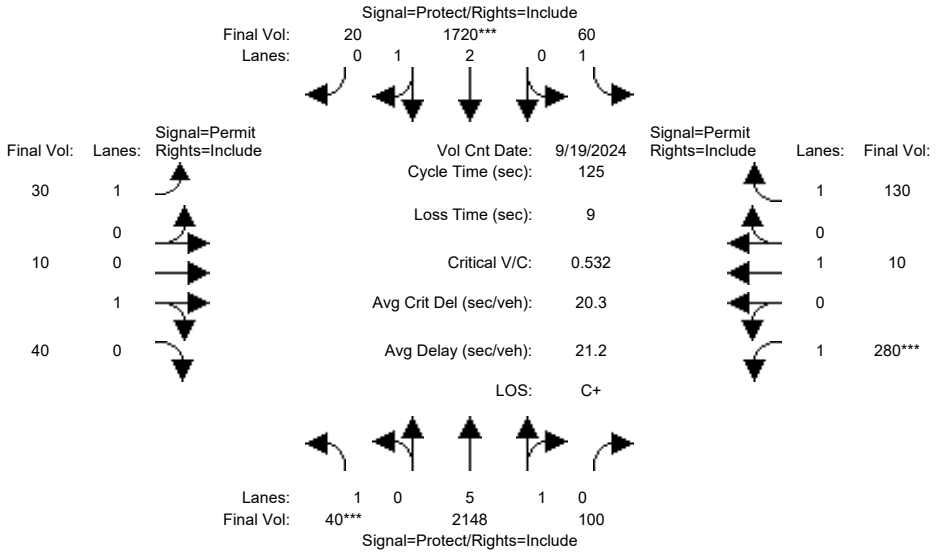
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	40	2100	100	60	1690	20	30	10	40	280	10	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	2100	100	60	1690	20	30	10	40	280	10	130
Added Vol:	0	48	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	2148	100	60	1720	20	30	10	40	280	10	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2148	100	60	1720	20	30	10	40	280	10	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2148	100	60	1720	20	30	10	40	280	10	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	2148	100	60	1720	20	30	10	40	280	10	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.72	0.28	1.00	2.96	0.04	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	xxxx	503	1750	5536	64	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.03	0.31	0.31	0.02	0.03	0.03	0.16	0.01	0.07
Crit Moves:	****				****					****		
Green Time:	7.0	61.6	61.6	17.3	72.0	72.0	37.0	37.0	37.0	37.0	37.0	37.0
Volume/Cap:	0.41	0.40	0.40	0.25	0.54	0.54	0.06	0.09	0.09	0.54	0.02	0.25
Delay/Veh:	59.8	20.1	20.1	48.5	16.5	16.5	31.5	31.9	31.9	38.0	31.1	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	20.1	20.1	48.5	16.5	16.5	31.5	31.9	31.9	38.0	31.1	33.7
LOS by Move:	E+	C+	C+	D	B	B	C	C	C	D+	C	C-
HCM2kAvgQ:	2	9	9	2	13	13	1	1	1	10	0	4

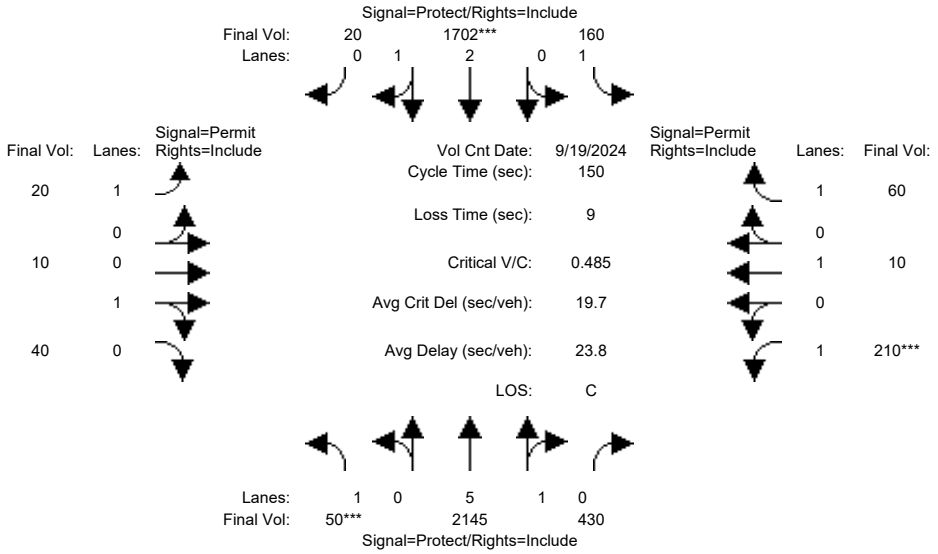
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	50	2110	430	160	1650	20	20	10	40	210	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2110	430	160	1650	20	20	10	40	210	10	60
Added Vol:	0	35	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2145	430	160	1702	20	20	10	40	210	10	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2145	430	160	1702	20	20	10	40	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2145	430	160	1702	20	20	10	40	210	10	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2145	430	160	1702	20	20	10	40	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.96	0.04	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5535	65	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.25	0.09	0.31	0.31	0.01	0.03	0.03	0.12	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	8.8	75.7	75.7	28.2	95.1	95.1	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.49	0.45	0.49	0.49	0.49	0.49	0.05	0.11	0.11	0.49	0.02	0.14
Delay/Veh:	71.9	23.8	24.5	55.6	14.6	14.6	43.0	43.8	43.8	49.1	42.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	23.8	24.5	55.6	14.6	14.6	43.0	43.8	43.8	49.1	42.7	44.1
LOS by Move:	E	C	C	E+	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	12	14	7	14	14	1	2	2	9	0	2

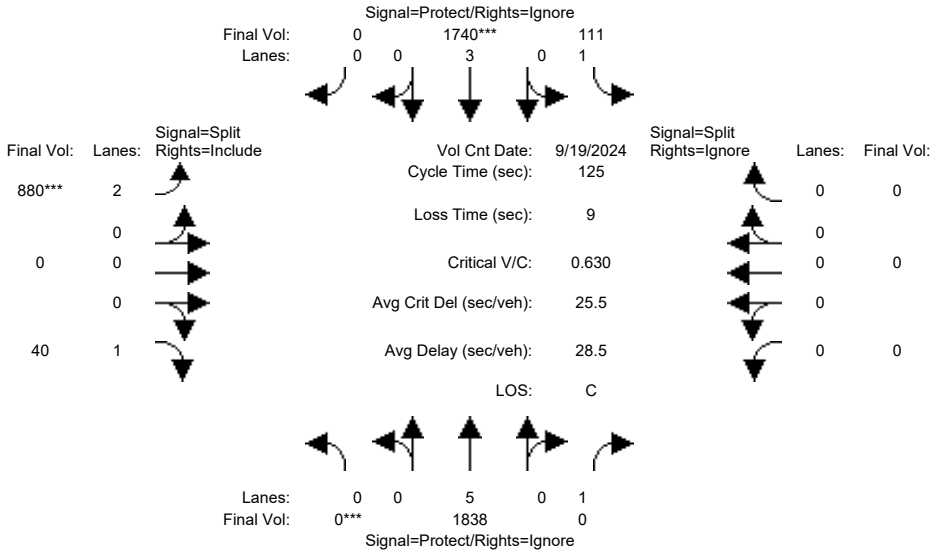
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative No Project

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

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1790	560	50	1710	0	880	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	560	50	1710	0	880	0	40	0	0	0
Added Vol:	0	48	0	61	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1838	560	111	1740	0	880	0	40	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1838	0	111	1740	0	880	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1838	0	111	1740	0	880	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1838	0	111	1740	0	880	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.06	0.31	0.00	0.28	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	45.6	0.0	15.0	60.6	0.0	55.4	0.0	55.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.53	0.63	0.00	0.63	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	31.4	0.0	54.3	24.4	0.0	27.8	0.0	19.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	0.0	54.3	24.4	0.0	27.8	0.0	19.8	0.0	0.0	0.0
LOS by Move:	A	C	A	D-	C	A	C	A	B-	A	A	A
HCM2kAvgQ:	0	11	0	5	17	0	16	0	1	0	0	0

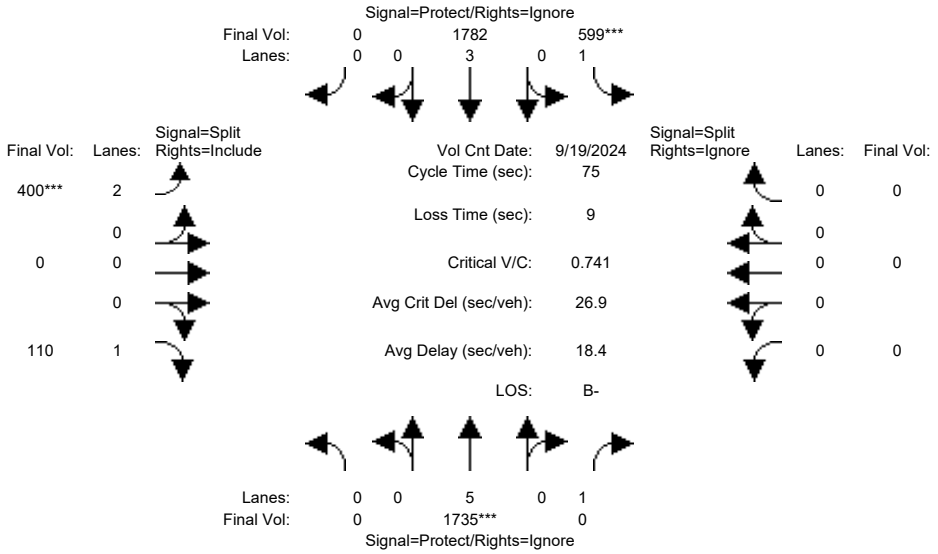
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative No Project

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

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1700	490	490	1730	0	400	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1700	490	490	1730	0	400	0	110	0	0	0
Added Vol:	0	35	0	109	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1735	490	599	1782	0	400	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1735	0	599	1782	0	400	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1735	0	599	1782	0	400	0	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1735	0	599	1782	0	400	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.34	0.31	0.00	0.13	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	18.5	0.0	34.7	53.1	0.0	12.9	0.0	12.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.00	0.74	0.44	0.00	0.74	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	27.3	0.0	20.2	4.7	0.0	34.9	0.0	28.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	0.0	20.2	4.7	0.0	34.9	0.0	28.2	0.0	0.0	0.0
LOS by Move:	A	C	A	C+	A	A	C-	A	C	A	A	A
HCM2kAvgQ:	0	8	0	14	6	0	7	0	3	0	0	0

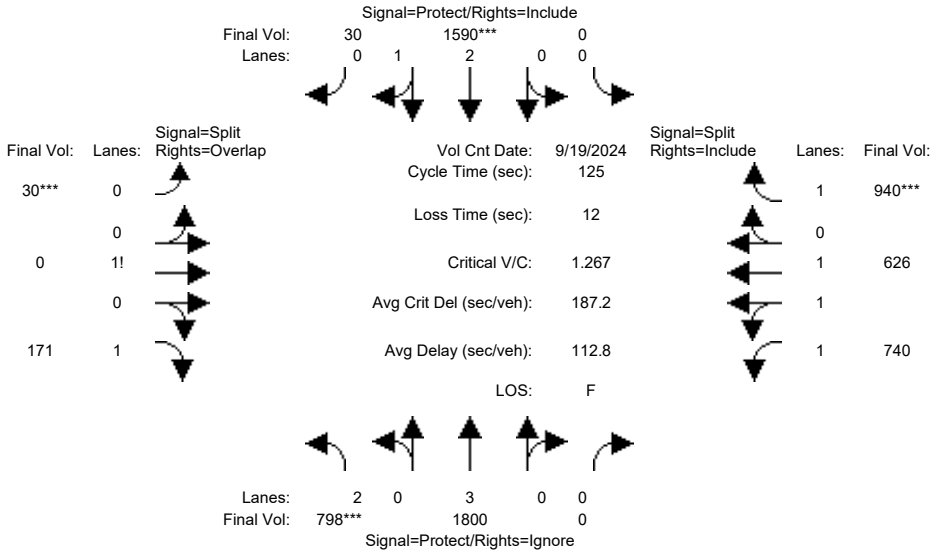
Note: Queue reported is the number of cars per lane.

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Cumulative No Project

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

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	750	1800	0	0	1590	30	30	0	80	740	560	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	1800	0	0	1590	30	30	0	80	740	560	940
Added Vol:	48	0	0	0	0	0	0	0	91	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	798	1800	0	0	1590	30	30	0	171	740	626	940
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	798	1800	0	0	1590	30	30	0	171	740	626	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	1800	0	0	1590	30	30	0	171	740	626	940
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	798	1800	0	0	1590	30	30	0	171	740	626	940
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.94	0.06	0.26	0.00	1.74	1.67	1.33	1.00
Final Sat.:	3150	5700	0	0	5496	104	455	0	3045	2950	2496	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.00	0.00	0.29	0.29	0.07	0.00	0.06	0.25	0.25	0.54
Crit Moves:	****				****		****					****
Green Time:	24.2	51.8	0.0	0.0	27.6	27.6	10.0	0.0	34.2	51.2	51.2	51.2
Volume/Cap:	1.31	0.76	0.00	0.00	1.31	1.31	0.82	0.00	0.21	0.61	0.61	1.31
Delay/Veh:	201.6	32.9	0.0	0.0	194	194.3	76.6	0.0	35.1	29.6	29.6	186.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	201.6	32.9	0.0	0.0	194	194.3	76.6	0.0	35.1	29.6	29.6	186.5
LOS by Move:	F	C-	A	A	F	F	E-	A	D+	C	C	F
HCM2kAvgQ:	34	21	0	0	39	39	5	0	3	15	15	69

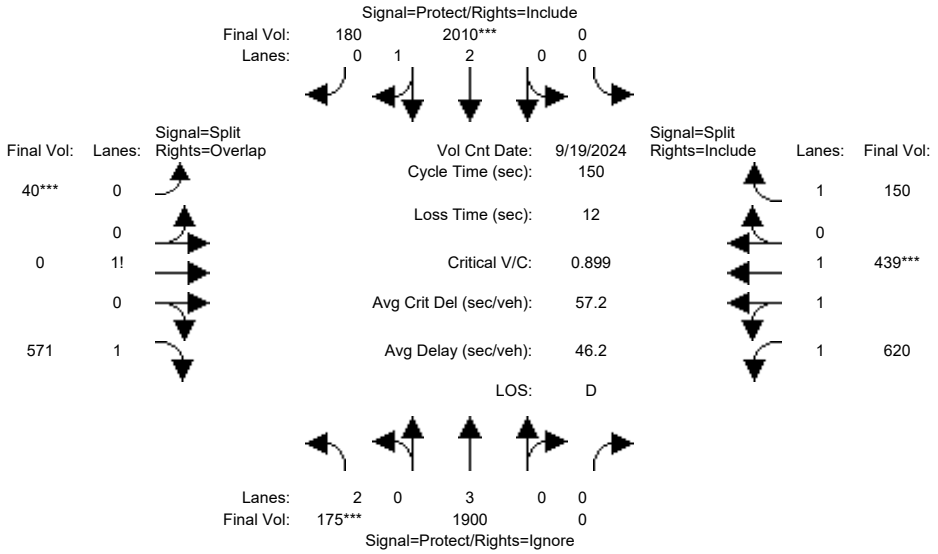
Note: Queue reported is the number of cars per lane.

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

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	140	1900	0	0	2010	180	40	0	410	620	390	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1900	0	0	2010	180	40	0	410	620	390	150
Added Vol:	35	0	0	0	0	0	0	0	161	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1900	0	0	2010	180	40	0	571	620	439	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1900	0	0	2010	180	40	0	571	620	439	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1900	0	0	2010	180	40	0	571	620	439	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1900	0	0	2010	180	40	0	571	620	439	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.74	0.26	0.12	0.00	1.88	1.80	1.20	1.00
Final Sat.:	3150	5700	0	0	5139	460	215	0	3285	3188	2257	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.39	0.39	0.19	0.00	0.17	0.19	0.19	0.09
Crit Moves:	****				****		****				****	
Green Time:	9.3	74.5	0.0	0.0	65.3	65.3	31.0	0.0	40.3	32.4	32.4	32.4
Volume/Cap:	0.90	0.67	0.00	0.00	0.90	0.90	0.90	0.00	0.65	0.90	0.90	0.40
Delay/Veh:	107.6	29.1	0.0	0.0	44.3	44.3	72.9	0.0	50.1	66.6	66.6	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.6	29.1	0.0	0.0	44.3	44.3	72.9	0.0	50.1	66.6	66.6	51.1
LOS by Move:	F	C	A	A	D	D	E	A	D	E	E	D-
HCM2kAvgQ:	7	22	0	0	34	34	17	0	13	20	20	6

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

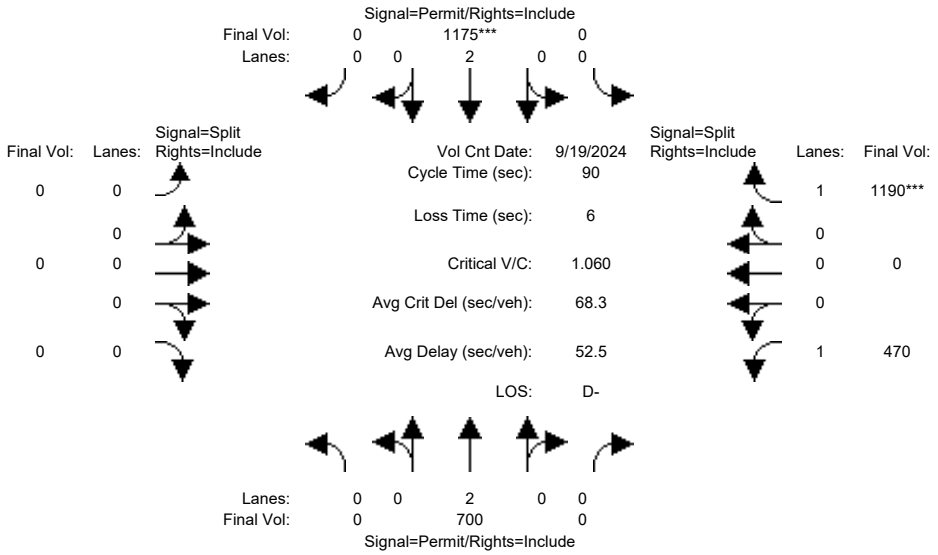
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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	570	0	0	960	0	0	0	0	470	0	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	0	0	960	0	0	0	0	470	0	750
Added Vol:	0	130	0	0	215	0	0	0	0	0	0	440
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	0	0	1175	0	0	0	0	470	0	1190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	700	0	0	1175	0	0	0	0	470	0	1190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	0	0	1175	0	0	0	0	470	0	1190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	700	0	0	1175	0	0	0	0	470	0	1190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.27	0.00	0.68
Crit Moves:					****							****
Green Time:	0.0	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	57.7	0.0	57.7
Volume/Cap:	0.00	0.63	0.00	0.00	1.06	0.00	0.00	0.00	0.00	0.42	0.00	1.06
Delay/Veh:	0.0	28.9	0.0	0.0	76.3	0.0	0.0	0.0	0.0	8.2	0.0	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	0.0	0.0	76.3	0.0	0.0	0.0	0.0	8.2	0.0	60.4
LOS by Move:	A	C	A	A	E-	A	A	A	A	A	A	E
HCM2kAvgQ:	0	9	0	0	23	0	0	0	0	7	0	50

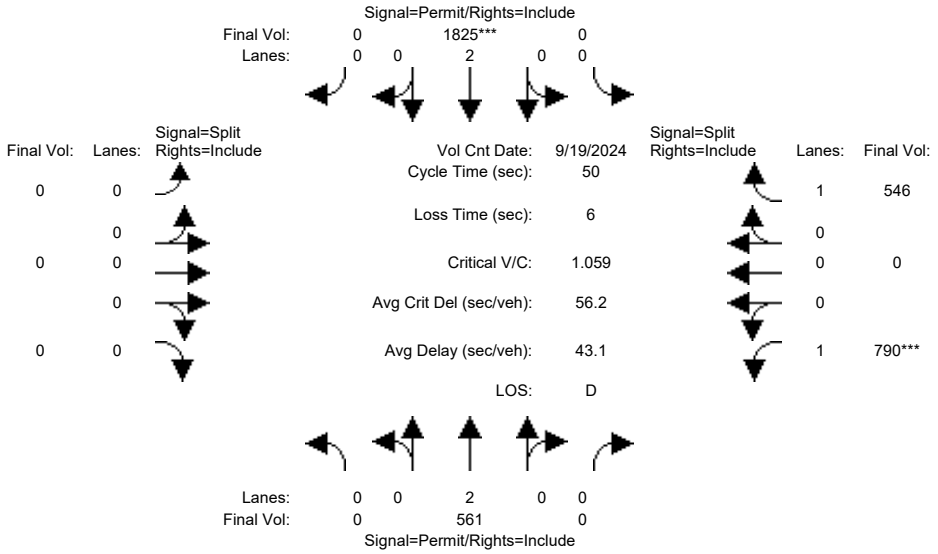
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	500	0	0	1230	0	0	0	0	790	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	0	0	1230	0	0	0	0	790	0	340
Added Vol:	0	61	0	0	595	0	0	0	0	0	0	206
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	561	0	0	1825	0	0	0	0	790	0	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1825	0	0	0	0	790	0	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1825	0	0	0	0	790	0	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1825	0	0	0	0	790	0	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.31
Crit Moves:					****					****		
Green Time:	0.0	22.7	0.0	0.0	22.7	0.0	0.0	0.0	0.0	21.3	0.0	21.3
Volume/Cap:	0.00	0.33	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.06	0.00	0.73
Delay/Veh:	0.0	8.9	0.0	0.0	52.8	0.0	0.0	0.0	0.0	63.9	0.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	0.0	0.0	52.8	0.0	0.0	0.0	0.0	63.9	0.0	15.7
LOS by Move:	A	A	A	A	D-	A	A	A	A	E	A	B
HCM2kAvgQ:	0	3	0	0	23	0	0	0	0	26	0	9

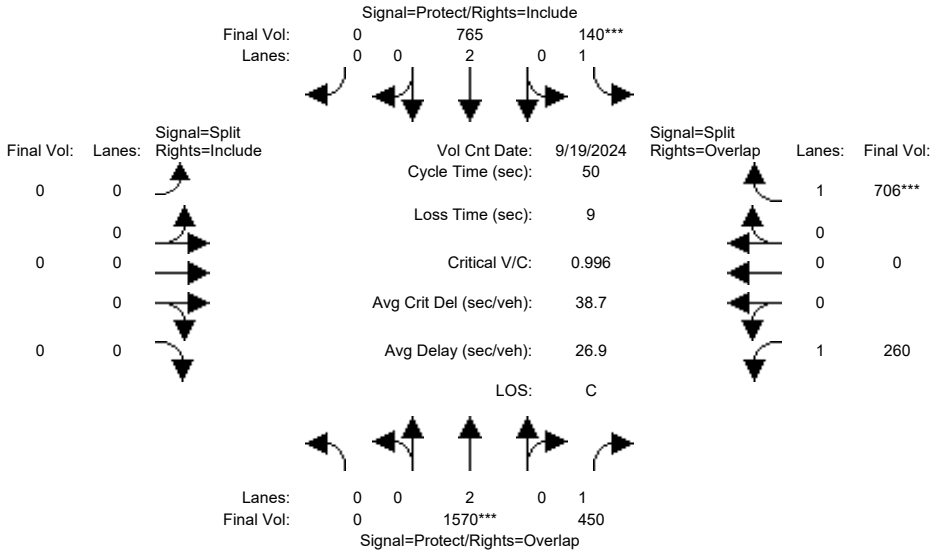
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1000	450	90	550	0	0	0	0	260	0	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1000	450	90	550	0	0	0	0	260	0	250
Added Vol:	0	570	0	50	215	0	0	0	0	0	0	456
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1570	450	140	765	0	0	0	0	260	0	706
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1570	450	140	765	0	0	0	0	260	0	706
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1570	450	140	765	0	0	0	0	260	0	706
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1570	450	140	765	0	0	0	0	260	0	706
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.26	0.08	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.40
Crit Moves:		****		****								****
Green Time:	0.0	20.8	34.0	7.0	27.8	0.0	0.0	0.0	0.0	13.2	0.0	20.2
Volume/Cap:	0.00	0.99	0.38	0.57	0.36	0.00	0.00	0.00	0.00	0.56	0.00	1.00
Delay/Veh:	0.0	36.0	3.6	23.3	6.3	0.0	0.0	0.0	0.0	17.4	0.0	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.0	3.6	23.3	6.3	0.0	0.0	0.0	0.0	17.4	0.0	47.8
LOS by Move:	A	D+	A	C	A	A	A	A	A	B	A	D
HCM2kAvgQ:	0	16	3	2	3	0	0	0	0	5	0	20

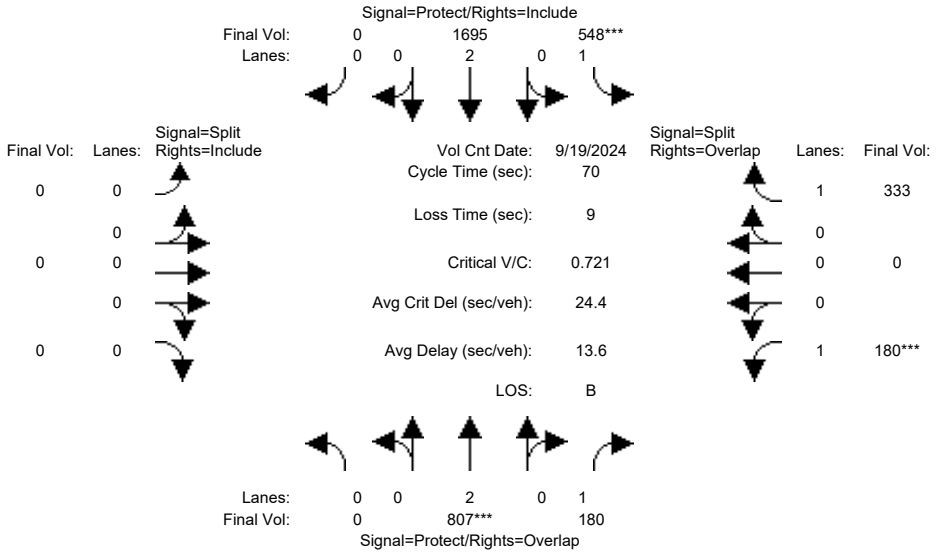
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	540	180	410	1100	0	0	0	0	180	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	180	410	1100	0	0	0	0	180	0	120
Added Vol:	0	267	0	138	595	0	0	0	0	0	0	213
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	807	180	548	1695	0	0	0	0	180	0	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	807	180	548	1695	0	0	0	0	180	0	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	180	548	1695	0	0	0	0	180	0	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	807	180	548	1695	0	0	0	0	180	0	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.10	0.31	0.45	0.00	0.00	0.00	0.00	0.10	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	20.6	30.6	30.4	51.0	0.0	0.0	0.0	0.0	10.0	0.0	40.4
Volume/Cap:	0.00	0.72	0.24	0.72	0.61	0.00	0.00	0.00	0.00	0.72	0.00	0.33
Delay/Veh:	0.0	24.5	12.5	19.7	5.1	0.0	0.0	0.0	0.0	38.4	0.0	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	12.5	19.7	5.1	0.0	0.0	0.0	0.0	38.4	0.0	7.9
LOS by Move:	A	C	B	B-	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	0	8	3	10	9	0	0	0	0	6	0	4

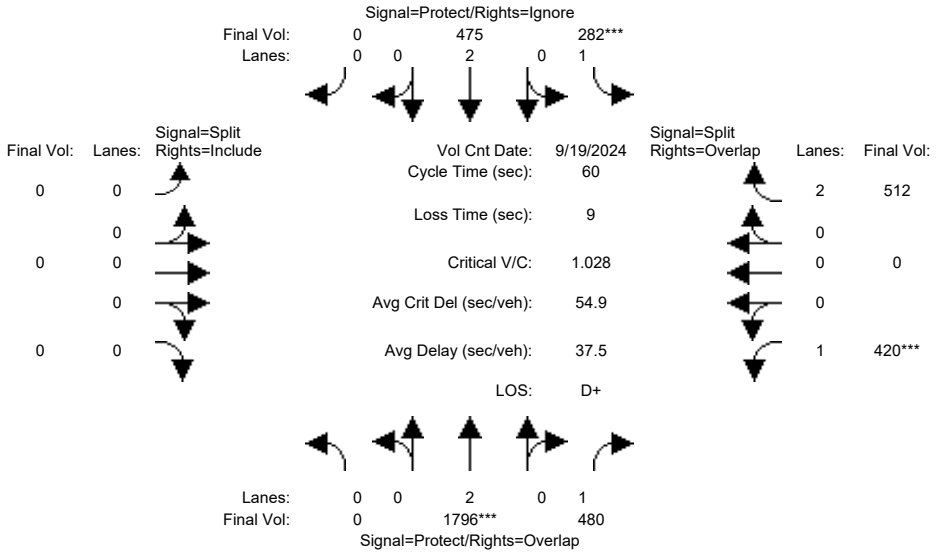
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	770	480	110	210	0	0	0	0	420	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	480	110	210	0	0	0	0	420	0	380
Added Vol:	0	1026	0	172	265	0	0	0	0	0	0	132
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1796	480	282	475	0	0	0	0	420	0	512
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1796	480	282	475	0	0	0	0	420	0	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1796	480	282	475	0	0	0	0	420	0	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1796	480	282	475	0	0	0	0	420	0	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.27	0.16	0.13	0.00	0.00	0.00	0.00	0.24	0.00	0.16
Crit Moves:		****		****						****		
Green Time:	0.0	27.6	41.6	9.4	37.0	0.0	0.0	0.0	0.0	14.0	0.0	23.4
Volume/Cap:	0.00	1.03	0.40	1.03	0.20	0.00	0.00	0.00	0.00	1.03	0.00	0.42
Delay/Veh:	0.0	45.2	4.1	87.0	5.1	0.0	0.0	0.0	0.0	74.9	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.2	4.1	87.0	5.1	0.0	0.0	0.0	0.0	74.9	0.0	13.5
LOS by Move:	A	D	A	F	A	A	A	A	A	E	A	B
HCM2kAvgQ:	0	19	4	8	2	0	0	0	0	16	0	4

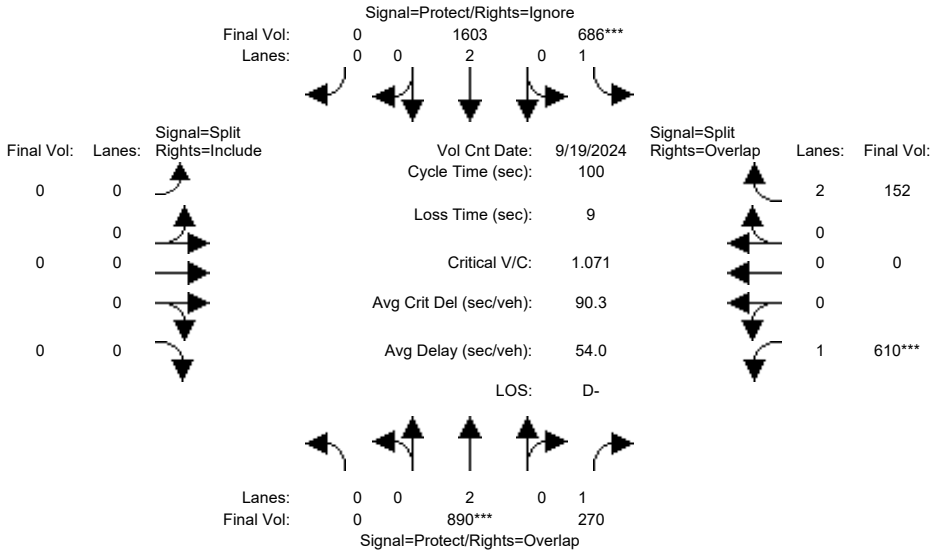
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	410	270	210	870	0	0	0	0	610	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	270	210	870	0	0	0	0	610	0	90
Added Vol:	0	480	0	476	733	0	0	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	890	270	686	1603	0	0	0	0	610	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	890	270	686	1603	0	0	0	0	610	0	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	890	270	686	1603	0	0	0	0	610	0	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	890	270	686	1603	0	0	0	0	610	0	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.15	0.39	0.42	0.00	0.00	0.00	0.00	0.35	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	21.9	54.4	36.6	58.5	0.0	0.0	0.0	0.0	32.5	0.0	69.1
Volume/Cap:	0.00	1.07	0.28	1.07	0.72	0.00	0.00	0.00	0.00	1.07	0.00	0.07
Delay/Veh:	0.0	91.2	12.5	87.9	16.1	0.0	0.0	0.0	0.0	91.9	0.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	91.2	12.5	87.9	16.1	0.0	0.0	0.0	0.0	91.9	0.0	5.0
LOS by Move:	A	F	B	F	B	A	A	A	A	F	A	A
HCM2kAvgQ:	0	18	5	29	17	0	0	0	0	31	0	1

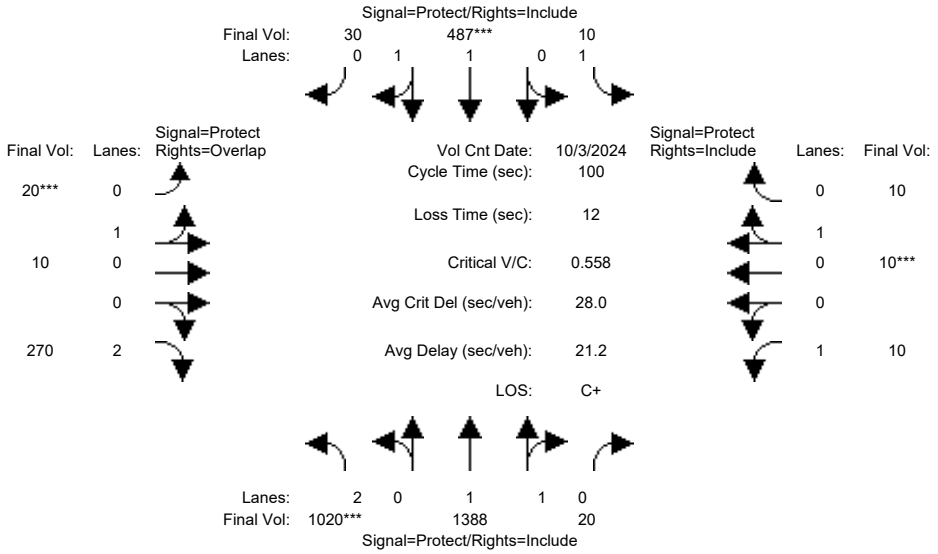
Note: Queue reported is the number of cars per lane.

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Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	1020	230	20	10	50	30	20	10	270	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	230	20	10	50	30	20	10	270	10	10	10
Added Vol:	0	1158	0	0	437	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	1388	20	10	487	30	20	10	270	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1020	1388	20	10	487	30	20	10	270	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	1388	20	10	487	30	20	10	270	10	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	1388	20	10	487	30	20	10	270	10	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	1.88	0.12	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3647	53	1750	3485	215	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.32	0.38	0.38	0.01	0.14	0.14	0.02	0.02	0.09	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	47.5	57.4	57.4	10.6	20.5	20.5	10.0	10.0	57.5	10.0	10.0	10.0
Volume/Cap:	0.68	0.66	0.66	0.05	0.68	0.68	0.17	0.17	0.15	0.06	0.11	0.11
Delay/Veh:	21.7	15.4	15.4	40.3	39.3	39.3	41.6	41.6	9.9	40.9	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	15.4	15.4	40.3	39.3	39.3	41.6	41.6	9.9	40.9	41.2	41.2
LOS by Move:	C+	B	B	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	13	14	14	0	9	9	1	1	2	0	1	1

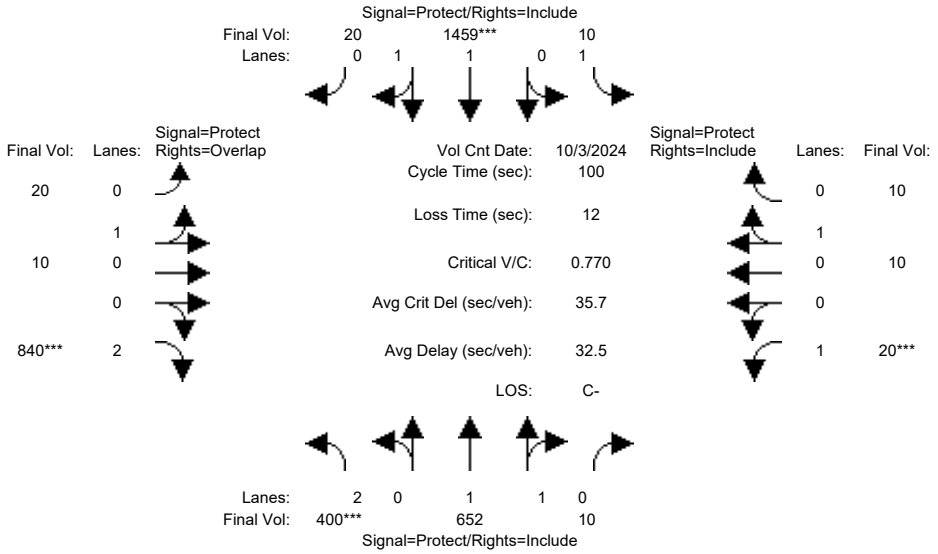
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	400	110	10	10	250	20	20	10	840	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	110	10	10	250	20	20	10	840	20	10	10
Added Vol:	0	542	0	0	1209	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	652	10	10	1459	20	20	10	840	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	652	10	10	1459	20	20	10	840	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	652	10	10	1459	20	20	10	840	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	652	10	10	1459	20	20	10	840	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	1.97	0.03	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3644	56	1750	3650	50	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.01	0.40	0.40	0.02	0.02	0.27	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	14.9	44.3	44.3	17.3	46.8	46.8	13.2	16.3	31.2	10.0	13.2	13.2
Volume/Cap:	0.85	0.40	0.40	0.03	0.85	0.85	0.13	0.10	0.85	0.11	0.08	0.08
Delay/Veh:	55.7	19.0	19.0	34.4	28.0	28.0	38.6	35.7	39.7	41.3	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	19.0	19.0	34.4	28.0	28.0	38.6	35.7	39.7	41.3	38.3	38.3
LOS by Move:	E+	B-	B-	C-	C	C	D+	D+	D	D	D+	D+
HCM2kAvgQ:	7	6	6	0	23	23	1	1	17	1	1	1

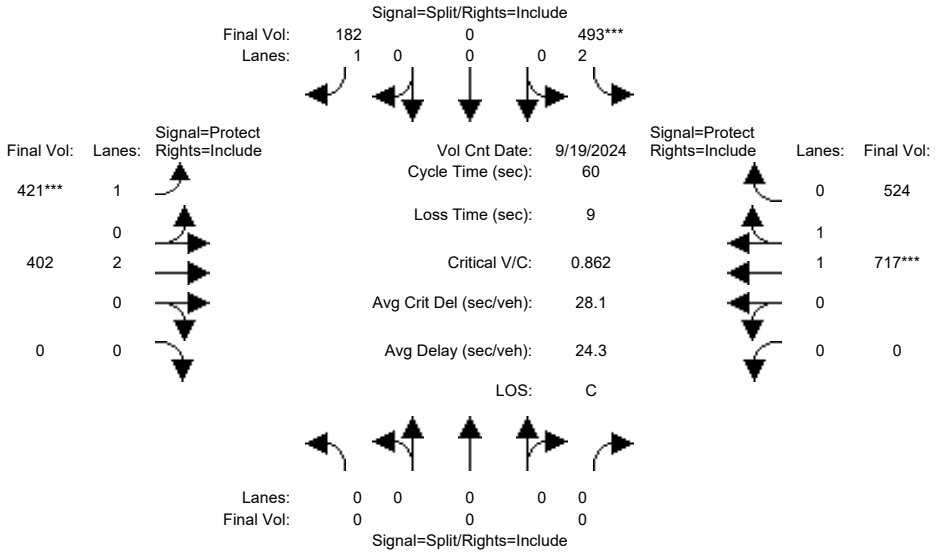
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SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	450	0	170	390	400	0	0	710	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	170	390	400	0	0	710	410
Added Vol:	0	0	0	43	0	12	31	2	0	0	7	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	493	0	182	421	402	0	0	717	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	493	0	182	421	402	0	0	717	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	493	0	182	421	402	0	0	717	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	493	0	182	421	402	0	0	717	524
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.13	0.87
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2137	1561
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.10	0.24	0.11	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.9	0.0	10.9	16.7	40.1	0.0	0.0	23.4	23.4
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.57	0.86	0.16	0.00	0.00	0.86	0.86
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	24.9	35.1	3.7	0.0	0.0	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	24.9	35.1	3.7	0.0	0.0	22.4	22.4
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	6	0	3	11	1	0	0	12	12

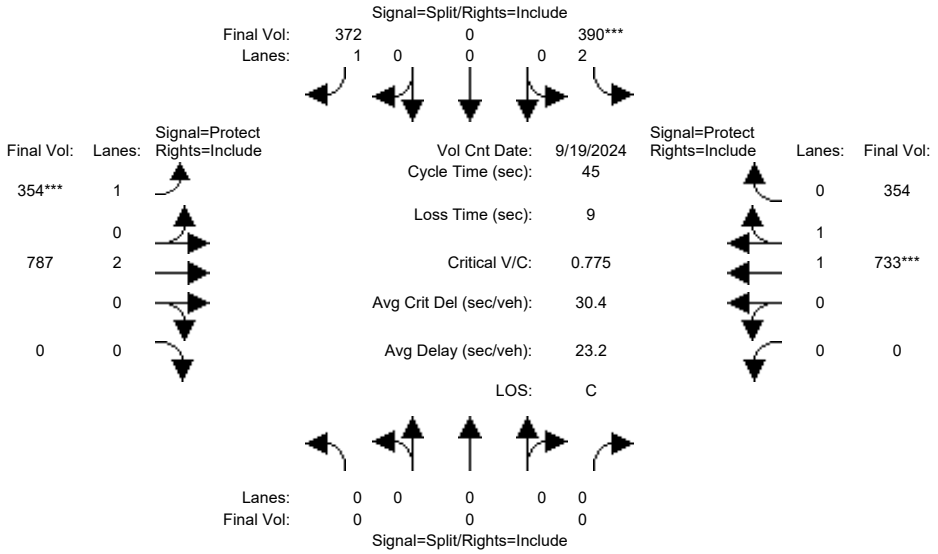
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	270	0	340	340	780	0	0	730	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	340	340	780	0	0	730	300
Added Vol:	0	0	0	120	0	32	14	7	0	0	3	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	372	354	787	0	0	733	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	390	0	372	354	787	0	0	733	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	390	0	372	354	787	0	0	733	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	390	0	372	354	787	0	0	733	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.33	0.67
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2494	1205
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.21	0.20	0.21	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.3	0.0	12.3	9.6	23.7	0.0	0.0	14.0	14.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.77	0.94	0.39	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	13.9	0.0	22.8	49.7	6.5	0.0	0.0	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	0.0	22.8	49.7	6.5	0.0	0.0	30.1	30.1
LOS by Move:	A	A	A	B	A	C+	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	2	0	5	10	4	0	0	10	10

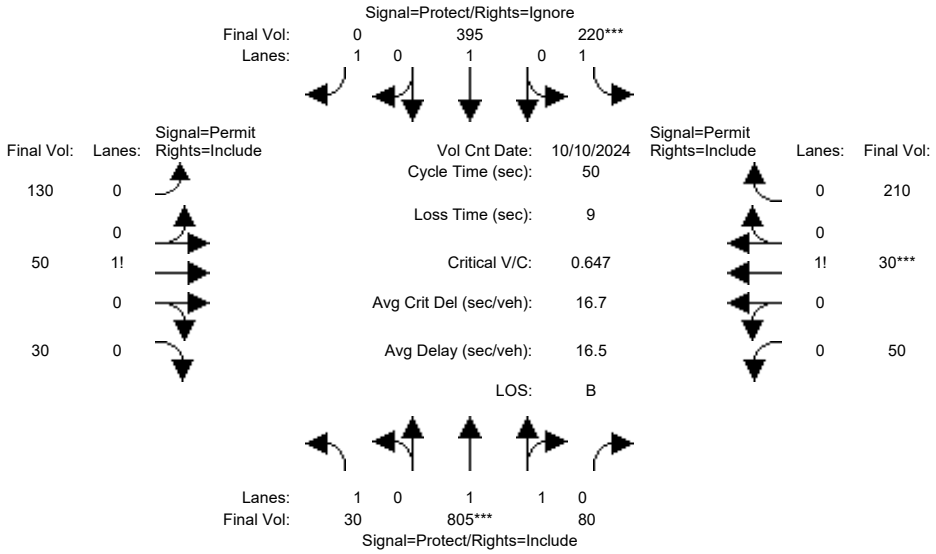
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	30	660	80	220	340	140	130	50	30	50	30	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	660	80	220	340	140	130	50	30	50	30	210
Added Vol:	0	145	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	805	80	220	395	140	130	50	30	50	30	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	805	80	220	395	0	130	50	30	50	30	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	805	80	220	395	0	130	50	30	50	30	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	805	80	220	395	0	130	50	30	50	30	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	0.62	0.24	0.14	0.17	0.10	0.73
Final Sat.:	1750	3365	334	1750	1900	1750	1083	417	250	302	181	1267
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.13	0.21	0.00	0.12	0.12	0.12	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	11.3	18.5	18.5	9.7	16.8	0.0	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.08	0.65	0.65	0.65	0.62	0.00	0.47	0.47	0.47	0.65	0.65	0.65
Delay/Veh:	15.3	14.1	14.1	22.9	15.7	0.0	16.5	16.5	16.5	19.9	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	14.1	14.1	22.9	15.7	0.0	16.5	16.5	16.5	19.9	19.9	19.9
LOS by Move:	B	B	B	C+	B	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	6	6	4	5	0	4	4	4	6	6	6

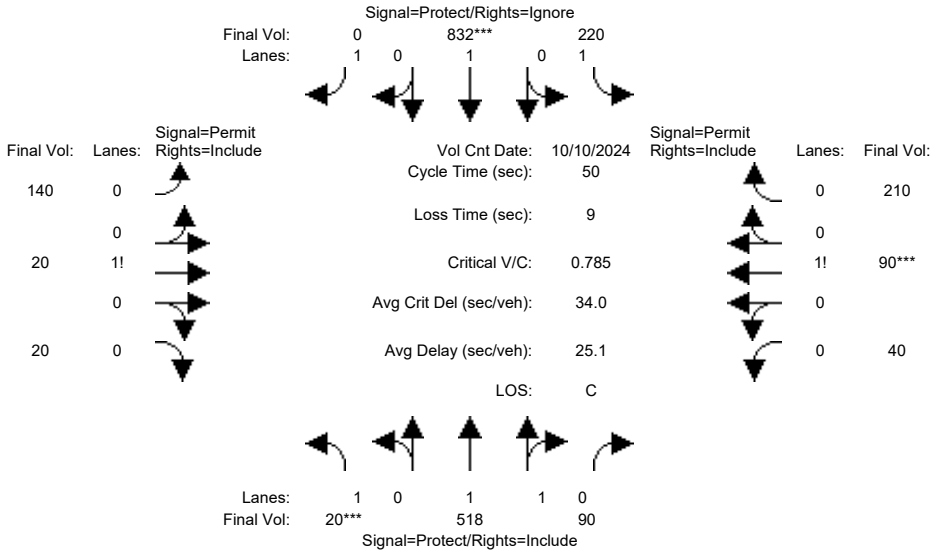
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	20	450	90	220	680	180	140	20	20	40	90	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	450	90	220	680	180	140	20	20	40	90	210
Added Vol:	0	68	0	0	152	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	518	90	220	832	180	140	20	20	40	90	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	518	90	220	832	0	140	20	20	40	90	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	518	90	220	832	0	140	20	20	40	90	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	518	90	220	832	0	140	20	20	40	90	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	0.78	0.11	0.11	0.12	0.26	0.62
Final Sat.:	1750	3152	548	1750	1900	1750	1361	194	194	206	463	1081
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.13	0.44	0.00	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green Time:	7.0	18.0	18.0	12.6	23.6	0.0	10.4	10.4	10.4	10.4	10.4	10.4
Volume/Cap:	0.08	0.46	0.46	0.50	0.93	0.00	0.49	0.49	0.49	0.93	0.93	0.93
Delay/Veh:	18.8	12.5	12.5	16.9	28.2	0.0	18.5	18.5	18.5	49.2	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	12.5	12.5	16.9	28.2	0.0	18.5	18.5	18.5	49.2	49.2	49.2
LOS by Move:	B-	B	B	B	C	A	B-	B-	B-	D	D	D
HCM2kAvgQ:	0	4	4	3	14	0	3	3	3	10	10	10

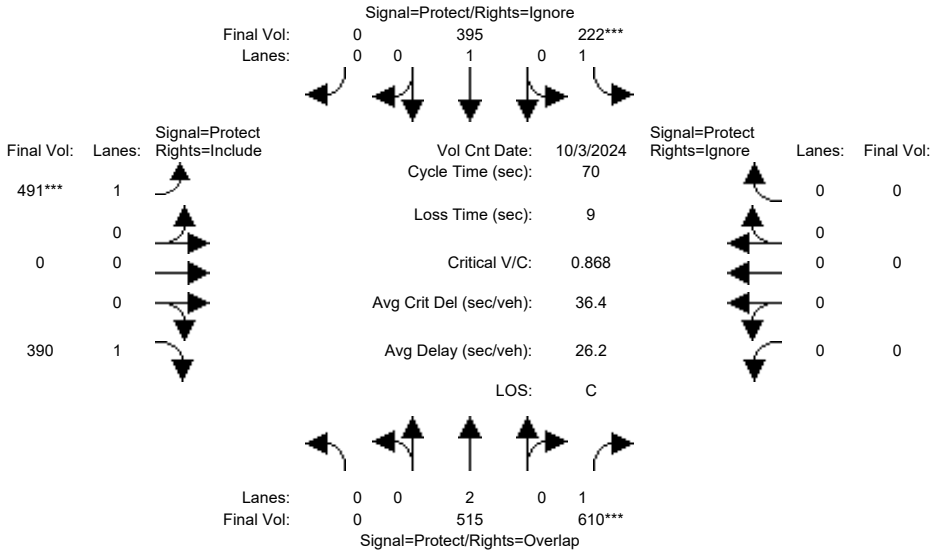
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	370	610	50	340	0	440	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	610	50	340	0	440	0	390	0	0	0
Added Vol:	0	145	0	172	55	0	51	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	610	222	395	0	491	0	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	515	610	222	395	0	491	0	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	610	222	395	0	491	0	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	515	610	222	395	0	491	0	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.35	0.13	0.21	0.00	0.28	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	28.1	28.1	10.2	38.4	0.0	22.6	0.0	22.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.87	0.87	0.38	0.00	0.87	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	30.4	54.7	9.3	0.0	35.7	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	30.4	54.7	9.3	0.0	35.7	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	B	C	D-	A	A	D+	A	C	A	A	A
HCM2kAvgQ:	0	4	14	6	5	0	14	0	9	0	0	0

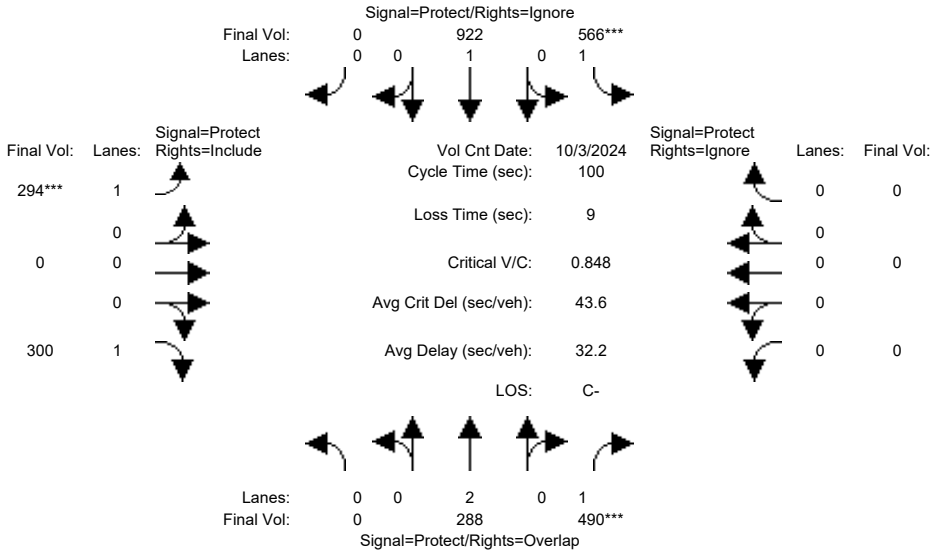
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	220	490	90	770	0	270	0	300	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	490	90	770	0	270	0	300	0	0	0
Added Vol:	0	68	0	476	152	0	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	288	490	566	922	0	294	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	288	490	566	922	0	294	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	288	490	566	922	0	294	0	300	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	288	490	566	922	0	294	0	300	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.28	0.32	0.49	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.0	33.0	38.2	71.2	0.0	19.8	0.0	19.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.85	0.85	0.68	0.00	0.85	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	42.4	38.2	9.5	0.0	56.1	0.0	58.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	42.4	38.2	9.5	0.0	56.1	0.0	58.5	0.0	0.0	0.0
LOS by Move:	A	C	D	D+	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	3	16	16	15	0	12	0	13	0	0	0

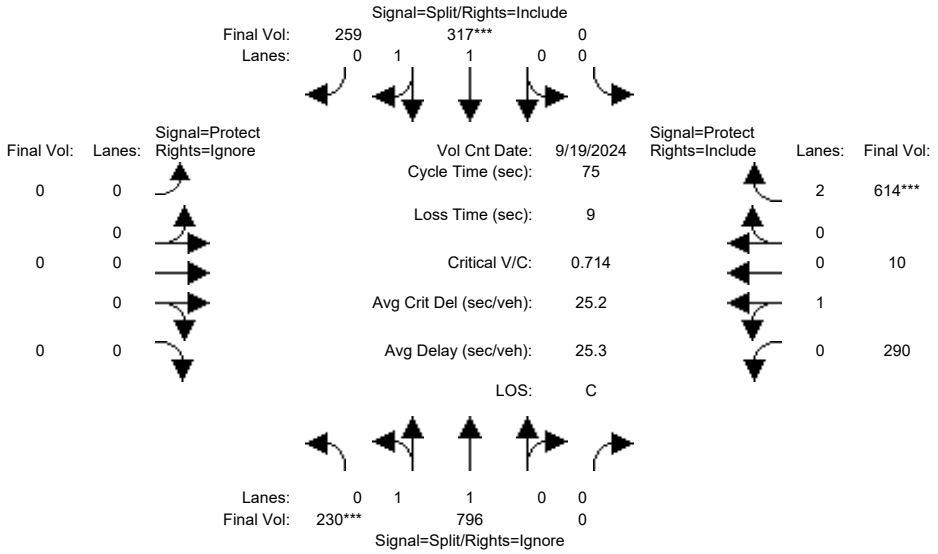
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	230	600	0	0	90	240	0	0	0	290	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	600	0	0	90	240	0	0	0	290	10	70
Added Vol:	0	196	0	0	227	19	0	0	0	0	0	544
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	796	0	0	317	259	0	0	0	290	10	614
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	796	0	0	317	259	0	0	0	290	10	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	796	0	0	317	259	0	0	0	290	10	614
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	796	0	0	317	259	0	0	0	290	10	614
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.46	1.54	0.00	0.00	1.08	0.92	0.00	0.00	0.00	0.97	0.03	2.00
Final Sat.:	829	2870	0	0	2035	1663	0	0	0	1740	60	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.17	0.17	0.19
Crit Moves:	****				****							****
Green Time:	29.1	29.1	0.0	0.0	16.4	16.4	0.0	0.0	0.0	20.5	20.5	20.5
Volume/Cap:	0.71	0.71	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.61	0.61	0.71
Delay/Veh:	21.1	21.1	0.0	0.0	30.2	30.2	0.0	0.0	0.0	26.0	26.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	0.0	0.0	30.2	30.2	0.0	0.0	0.0	26.0	26.0	27.5
LOS by Move:	C+	C+	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	10	10	0	0	8	8	0	0	0	7	7	9

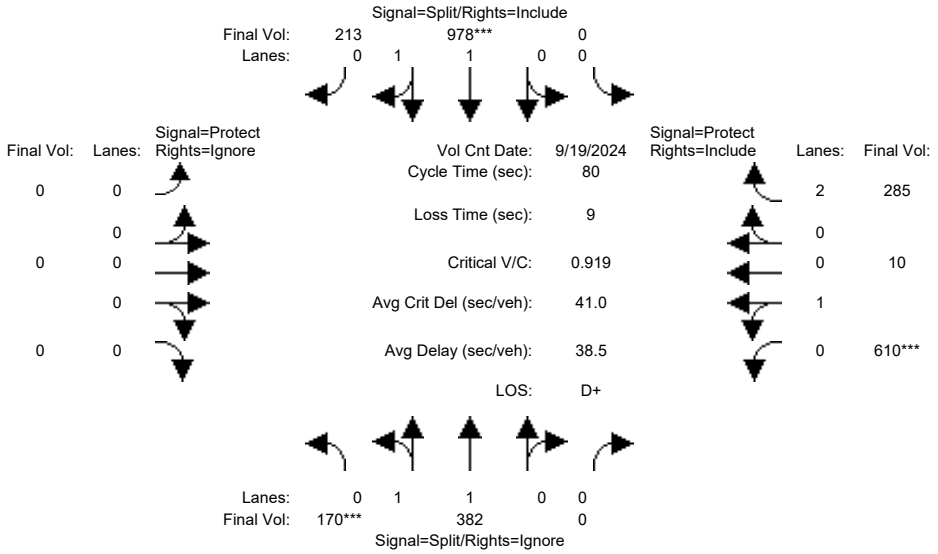
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	170	290	0	0	350	160	0	0	0	610	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	290	0	0	350	160	0	0	0	610	10	30
Added Vol:	0	92	0	0	628	53	0	0	0	0	0	255
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	382	0	0	978	213	0	0	0	610	10	285
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	382	0	0	978	213	0	0	0	610	10	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	382	0	0	978	213	0	0	0	610	10	285
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	382	0	0	978	213	0	0	0	610	10	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.63	1.37	0.00	0.00	1.63	0.37	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	1139	2560	0	0	3038	662	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.09
Crit Moves:	****				****					****		
Green Time:	13.0	13.0	0.0	0.0	28.0	28.0	0.0	0.0	0.0	30.0	30.0	30.0
Volume/Cap:	0.92	0.92	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.92	0.24
Delay/Veh:	52.3	52.3	0.0	0.0	35.5	35.5	0.0	0.0	0.0	41.6	41.6	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	52.3	0.0	0.0	35.5	35.5	0.0	0.0	0.0	41.6	41.6	17.3
LOS by Move:	D-	D-	A	A	D+	D+	A	A	A	D	D	B
HCM2kAvgQ:	8	8	0	0	19	19	0	0	0	20	20	3

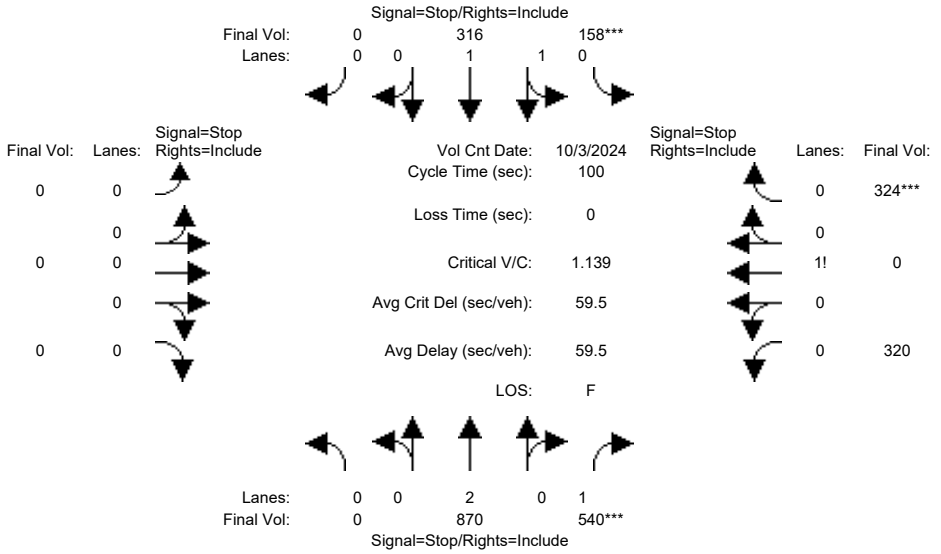
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	130	540	10	70	0	0	0	0	320	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	540	10	70	0	0	0	0	320	0	20
Added Vol:	0	740	0	148	246	0	0	0	0	0	0	304
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	870	540	158	316	0	0	0	0	320	0	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	870	540	158	316	0	0	0	0	320	0	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	870	540	158	316	0	0	0	0	320	0	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	870	540	158	316	0	0	0	0	320	0	324
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.67	1.33	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	982	544	267	550	0	0	0	0	281	0	284
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.89	0.99	0.59	0.57	xxxx	xxxx	xxxx	xxxx	1.14	xxxx	1.14
Crit Moves:			****	****								****
Delay/Veh:	0.0	43.8	62.0	23.4	22.2	0.0	0.0	0.0	0.0	105.7	0.0	105.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.8	62.0	23.4	22.2	0.0	0.0	0.0	0.0	105.7	0.0	105.7
LOS by Move:	*	E	F	C	C	*	*	*	*	F	*	F
ApproachDel:		50.8			22.6			xxxxxx			105.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		50.8			22.6			xxxxxx			105.7	
LOS by Appr:		F			C			*			F	
AllWayAvgQ:	0.0	4.6	8.0	1.3	1.2	0.0	0.0	0.0	0.0	15.1	15.1	15.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	870	540	158	316	0	0	0	0	320	0	324

Major Street Volume: 1884
Minor Approach Volume: 644
Minor Approach Volume Threshold: 67 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

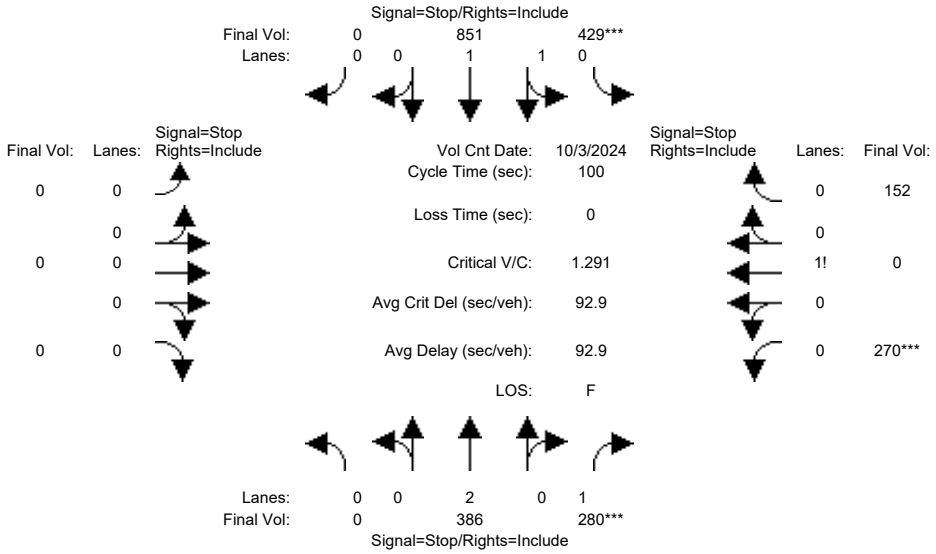
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	40	280	20	170	0	0	0	0	270	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	280	20	170	0	0	0	0	270	0	10
Added Vol:	0	346	0	409	681	0	0	0	0	0	0	142
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	386	280	429	851	0	0	0	0	270	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	280	429	851	0	0	0	0	270	0	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	280	429	851	0	0	0	0	270	0	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	386	280	429	851	0	0	0	0	270	0	152
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.67	1.33	0.00	0.00	0.00	0.00	0.64	0.00	0.36
Final Sat.:	0	982	543	332	683	0	0	0	0	354	0	199
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.39	0.52	1.29	1.25	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.76
Crit Moves:			****	****						****		
Delay/Veh:	0.0	14.6	16.0	167.6	149	0.0	0.0	0.0	0.0	27.1	0.0	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	16.0	167.6	149	0.0	0.0	0.0	0.0	27.1	0.0	27.1
LOS by Move:	*	B	C	F	F	*	*	*	*	D	*	D
ApproachDel:		15.2			155.1			xxxxxx			27.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.2			155.1			xxxxxx			27.1	
LOS by Appr:		C			F			*			D	
AllWayAvgQ:	0.0	0.6	1.0	21.7	19.2	0.0	0.0	0.0	0.0	2.7	2.7	2.7

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	2	0 1	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	386	280	429	851	0	0	0	0	270	0	152

Major Street Volume: 1946
Minor Approach Volume: 422
Minor Approach Volume Threshold: 55 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

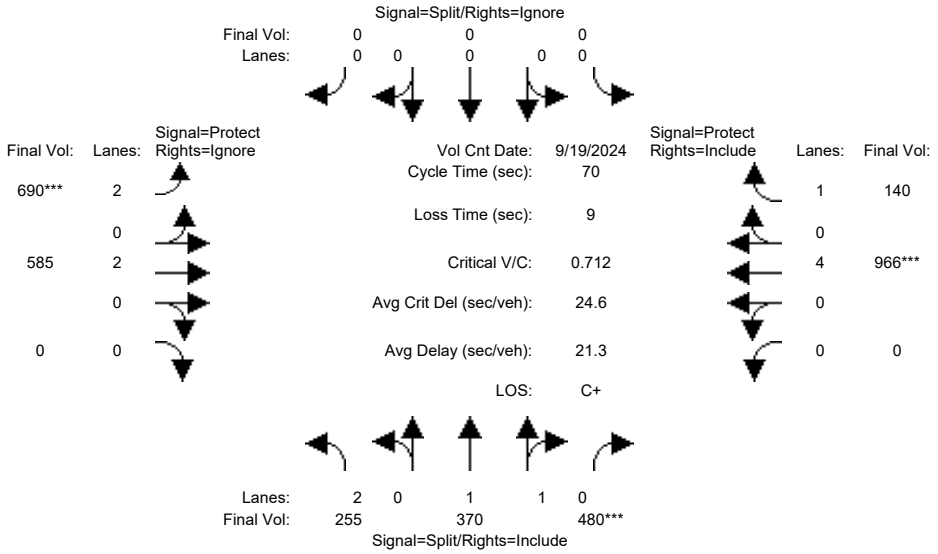
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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	200	370	480	0	0	0	690	560	0	0	900	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	370	480	0	0	0	690	560	0	0	900	140
Added Vol:	55	0	0	0	0	0	0	25	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	370	480	0	0	0	690	585	0	0	966	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	255	370	480	0	0	0	690	585	0	0	966	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	370	480	0	0	0	690	585	0	0	966	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	370	480	0	0	0	690	585	0	0	966	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.27	0.00	0.00	0.00	0.22	0.15	0.00	0.00	0.13	0.08
Crit Moves:			****				****				****	
Green Time:	27.0	27.0	27.0	0.0	0.0	0.0	21.5	34.0	0.0	0.0	12.5	12.5
Volume/Cap:	0.21	0.51	0.71	0.00	0.00	0.00	0.71	0.32	0.00	0.00	0.71	0.45
Delay/Veh:	14.5	16.7	20.3	0.0	0.0	0.0	24.0	11.0	0.0	0.0	28.9	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	16.7	20.3	0.0	0.0	0.0	24.0	11.0	0.0	0.0	28.9	26.7
LOS by Move:	B	B	C+	A	A	A	C	B+	A	A	C	C
HCM2kAvgQ:	2	6	11	0	0	0	8	4	0	0	7	3

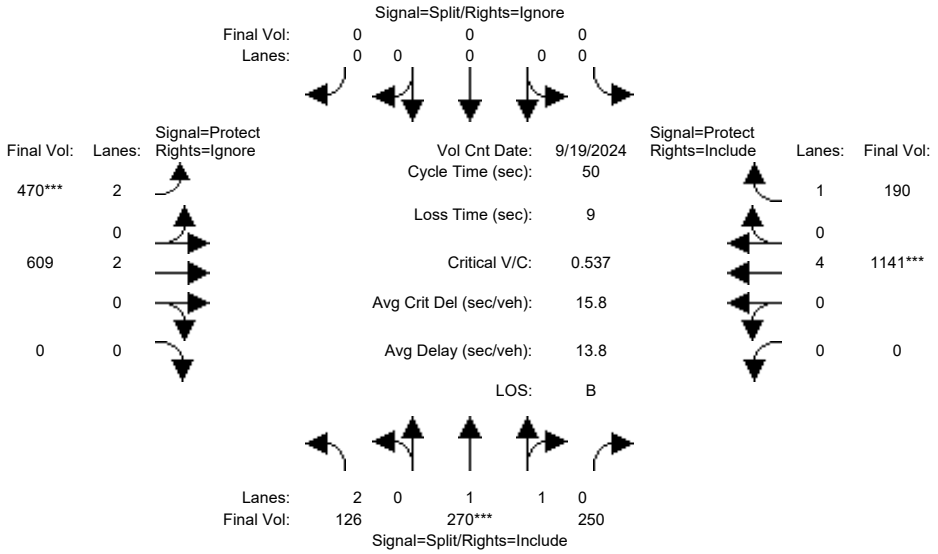
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	100	270	250	0	0	0	470	540	0	0	1110	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	250	0	0	0	470	540	0	0	1110	190
Added Vol:	26	0	0	0	0	0	0	69	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	270	250	0	0	0	470	609	0	0	1141	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	270	250	0	0	0	470	609	0	0	1141	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	270	250	0	0	0	470	609	0	0	1141	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	126	270	250	0	0	0	470	609	0	0	1141	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.01	0.99	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1920	1778	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.00	0.00	0.15	0.16	0.00	0.00	0.15	0.11
Crit Moves:		****					****				****	
Green Time:	13.1	13.1	13.1	0.0	0.0	0.0	13.9	27.9	0.0	0.0	14.0	14.0
Volume/Cap:	0.15	0.54	0.54	0.00	0.00	0.00	0.54	0.29	0.00	0.00	0.54	0.39
Delay/Veh:	14.3	16.4	16.4	0.0	0.0	0.0	16.0	5.9	0.0	0.0	15.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	16.4	16.4	0.0	0.0	0.0	16.0	5.9	0.0	0.0	15.5	15.1
LOS by Move:	B	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	4	4	0	0	0	4	2	0	0	4	3

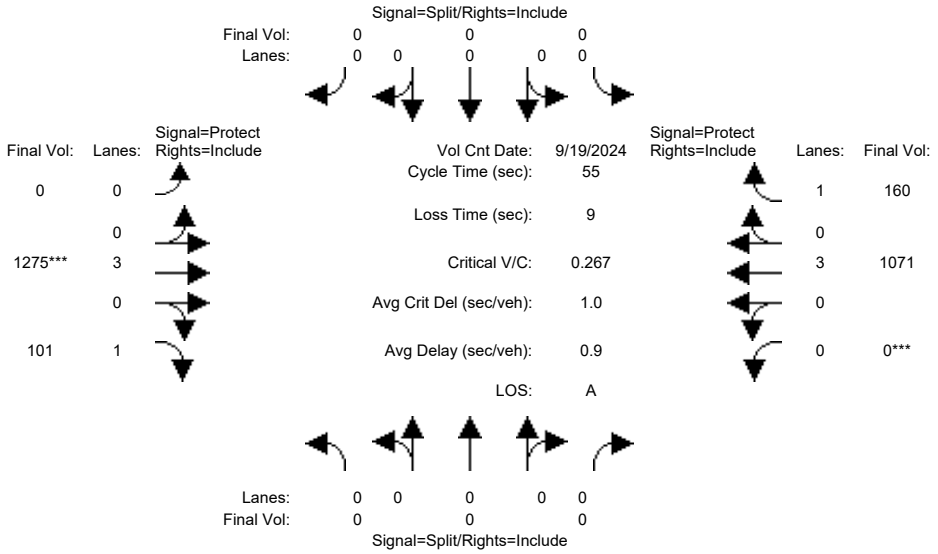
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	1250	80	0	950	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1250	80	0	950	160
Added Vol:	0	0	0	0	0	0	0	25	21	0	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1275	101	0	1071	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1275	101	0	1071	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1275	101	0	1071	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1275	101	0	1071	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.06	0.00	0.19	0.09
Crit Moves:								****			****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	46.0	0.0	46.0	46.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.07	0.00	0.22	0.11
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	1	1

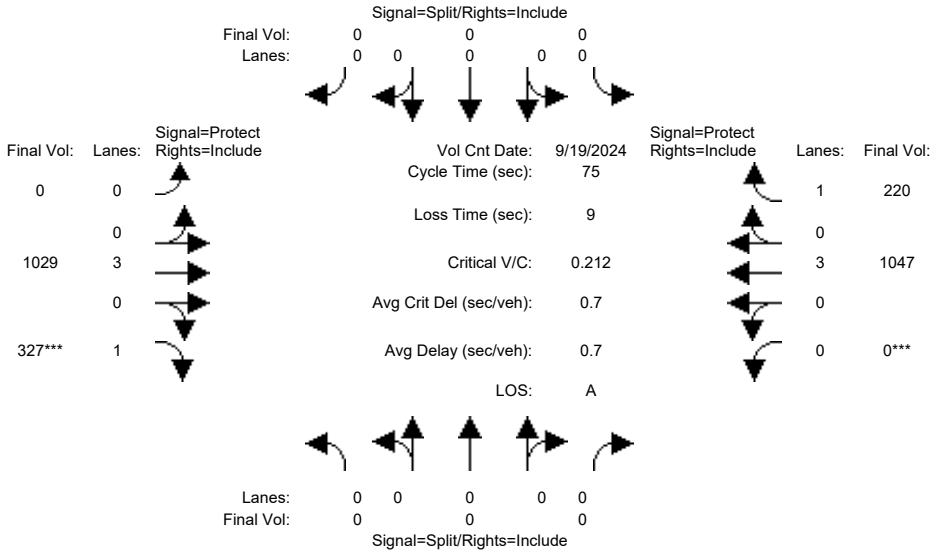
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	960	270	0	990	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	960	270	0	990	220
Added Vol:	0	0	0	0	0	0	0	69	57	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1029	327	0	1047	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1029	327	0	1047	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1029	327	0	1047	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1029	327	0	1047	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.19	0.00	0.18	0.13
Crit Moves:									****	****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	66.0	0.0	66.0	66.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.21	0.14
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

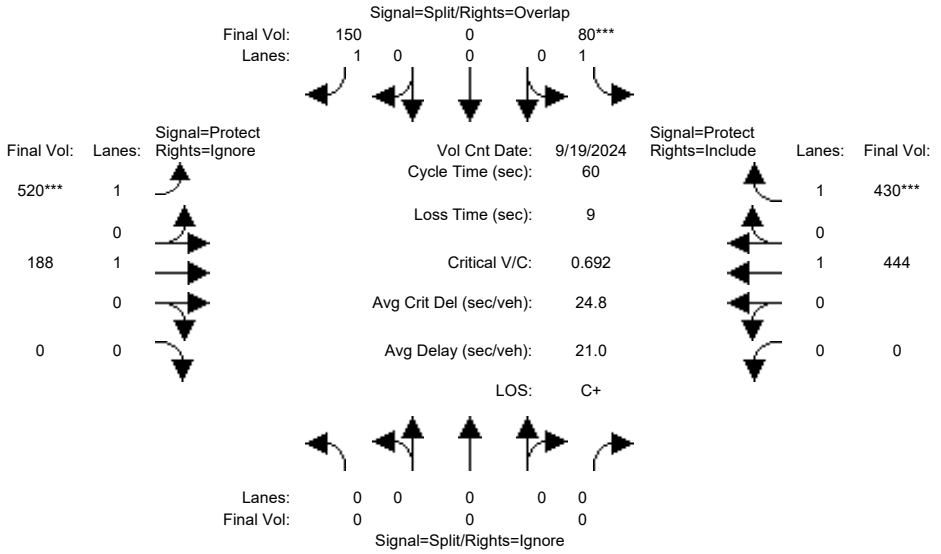
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	80	0	150	520	40	0	0	140	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	150	520	40	0	0	140	430
Added Vol:	0	0	0	0	0	0	0	148	0	0	304	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	150	520	188	0	0	444	430
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	150	520	188	0	0	444	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	150	520	188	0	0	444	430
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	150	520	188	0	0	444	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.30	0.10	0.00	0.00	0.23	0.25
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	32.4	22.4	41.0	0.0	0.0	18.6	18.6
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.16	0.79	0.14	0.00	0.00	0.76	0.79
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.4	0.0	0.0	24.2	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.4	0.0	0.0	24.2	26.9
LOS by Move:	A	A	A	C+	A	A	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	2	0	2	12	1	0	0	7	8

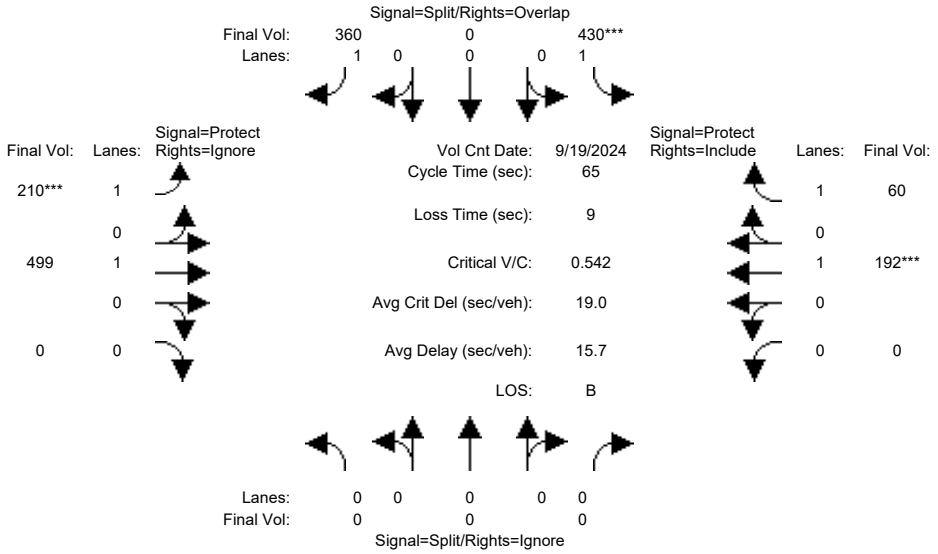
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	430	0	360	210	90	0	0	50	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	430	0	360	210	90	0	0	50	60
Added Vol:	0	0	0	0	0	0	0	409	0	0	142	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	360	210	499	0	0	192	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	430	0	360	210	499	0	0	192	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	360	210	499	0	0	192	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	430	0	360	210	499	0	0	192	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.21	0.12	0.26	0.00	0.00	0.10	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.5	0.0	43.9	14.4	26.5	0.0	0.0	12.1	12.1
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.30	0.54	0.64	0.00	0.00	0.54	0.18
Delay/Veh:	0.0	0.0	0.0	13.6	0.0	4.5	23.9	17.3	0.0	0.0	25.6	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.6	0.0	4.5	23.9	17.3	0.0	0.0	25.6	22.5
LOS by Move:	A	A	A	B	A	A	C	B	A	A	C	C+
HCM2kAvgQ:	0	0	0	7	0	3	5	9	0	0	3	1

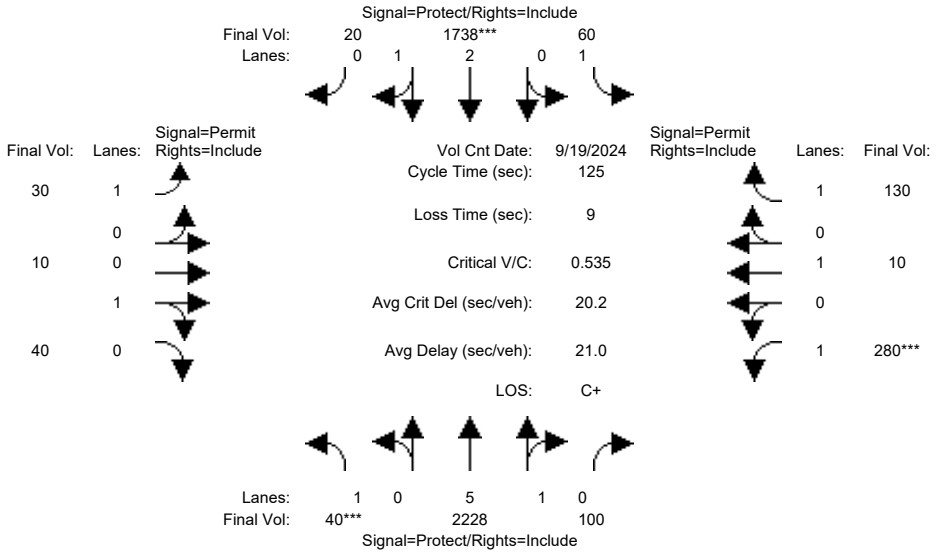
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	40	2100	100	60	1690	20	30	10	40	280	10	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	2100	100	60	1690	20	30	10	40	280	10	130
Added Vol:	0	128	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	2228	100	60	1738	20	30	10	40	280	10	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2228	100	60	1738	20	30	10	40	280	10	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2228	100	60	1738	20	30	10	40	280	10	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	2228	100	60	1738	20	30	10	40	280	10	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.73	0.27	1.00	2.96	0.04	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	xxxx	485	1750	5536	64	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.31	0.31	0.02	0.03	0.03	0.16	0.01	0.07
Crit Moves:	****				****					****		
Green Time:	7.0	62.3	62.3	16.9	72.2	72.2	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.41	0.41	0.41	0.25	0.54	0.54	0.06	0.09	0.09	0.54	0.02	0.25
Delay/Veh:	59.8	19.9	19.9	48.9	16.4	16.4	31.7	32.1	32.1	38.2	31.3	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	19.9	19.9	48.9	16.4	16.4	31.7	32.1	32.1	38.2	31.3	33.9
LOS by Move:	E+	B-	B-	D	B	B	C	C-	C-	D+	C	C-
HCM2kAvgQ:	2	9	9	2	14	14	1	1	1	10	0	4

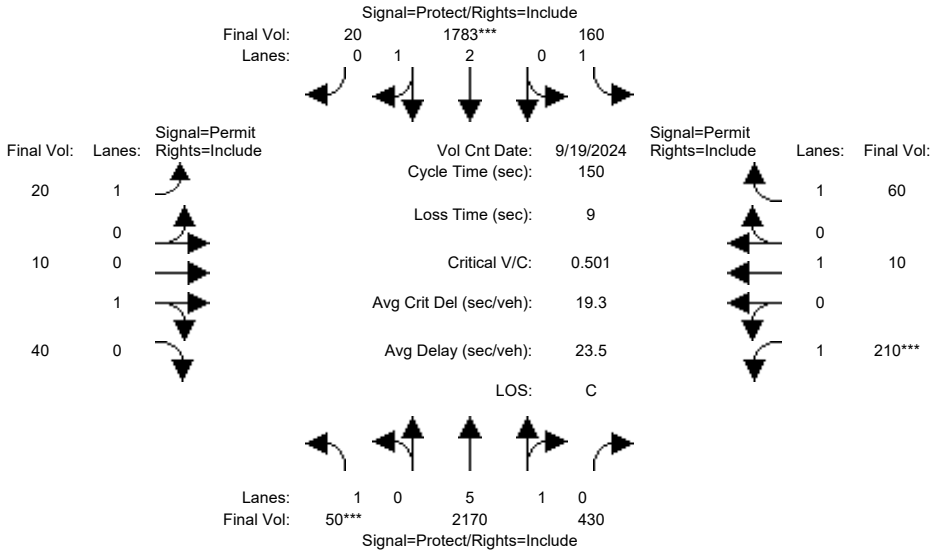
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	50	2110	430	160	1650	20	20	10	40	210	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2110	430	160	1650	20	20	10	40	210	10	60
Added Vol:	0	60	0	0	133	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2170	430	160	1783	20	20	10	40	210	10	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2170	430	160	1783	20	20	10	40	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2170	430	160	1783	20	20	10	40	210	10	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2170	430	160	1783	20	20	10	40	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.97	0.03	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	9499	1800	1750	5538	62	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.24	0.09	0.32	0.32	0.01	0.03	0.03	0.12	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	8.6	76.0	76.0	29.1	96.5	96.5	36.0	36.0	36.0	36.0	36.0	36.0
Volume/Cap:	0.50	0.45	0.47	0.47	0.50	0.50	0.05	0.12	0.12	0.50	0.02	0.14
Delay/Veh:	72.6	23.7	24.1	54.7	14.2	14.2	43.9	44.7	44.7	50.2	43.6	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	23.7	24.1	54.7	14.2	14.2	43.9	44.7	44.7	50.2	43.6	45.0
LOS by Move:	E	C	C	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	12	13	7	14	14	1	2	2	9	0	2

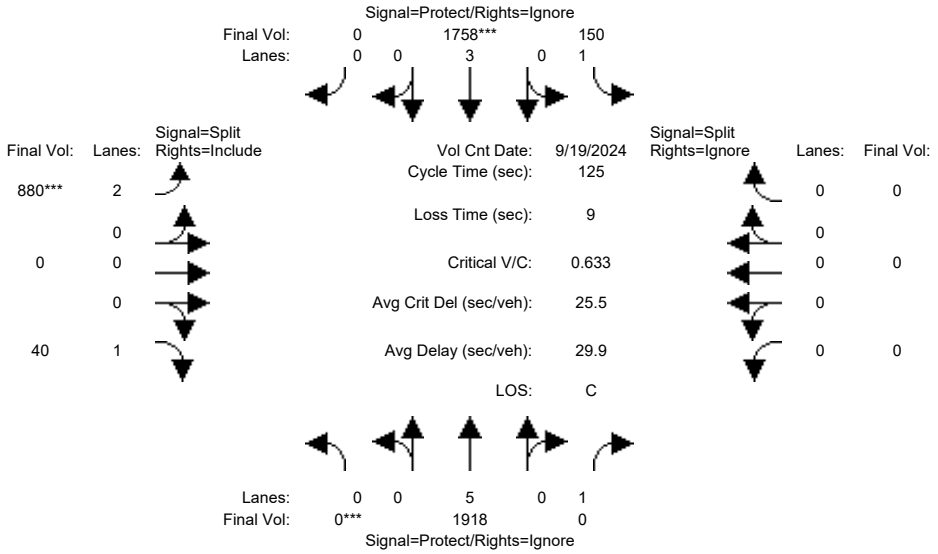
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1790	560	50	1710	0	880	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	560	50	1710	0	880	0	40	0	0	0
Added Vol:	0	128	0	100	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1918	560	150	1758	0	880	0	40	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1918	0	150	1758	0	880	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1918	0	150	1758	0	880	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1918	0	150	1758	0	880	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.09	0.31	0.00	0.28	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	42.7	0.0	18.1	60.9	0.0	55.1	0.0	55.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.00	0.59	0.63	0.00	0.63	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	34.2	0.0	53.6	24.3	0.0	28.1	0.0	20.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.2	0.0	53.6	24.3	0.0	28.1	0.0	20.0	0.0	0.0	0.0
LOS by Move:	A	C-	A	D-	C	A	C	A	C+	A	A	A
HCM2kAvgQ:	0	12	0	7	17	0	16	0	1	0	0	0

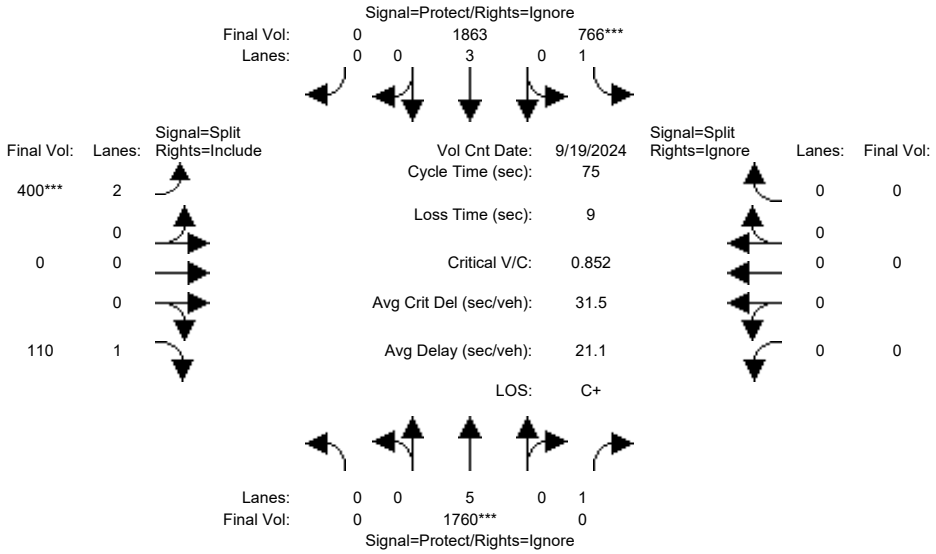
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1700	490	490	1730	0	400	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1700	490	490	1730	0	400	0	110	0	0	0
Added Vol:	0	60	0	276	133	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1760	490	766	1863	0	400	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1760	0	766	1863	0	400	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	0	766	1863	0	400	0	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1760	0	766	1863	0	400	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.44	0.33	0.00	0.13	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	16.3	0.0	38.5	54.8	0.0	11.2	0.0	11.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.00	0.85	0.45	0.00	0.85	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	31.8	0.0	23.7	4.1	0.0	45.1	0.0	30.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	0.0	23.7	4.1	0.0	45.1	0.0	30.1	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	9	0	20	6	0	8	0	3	0	0	0

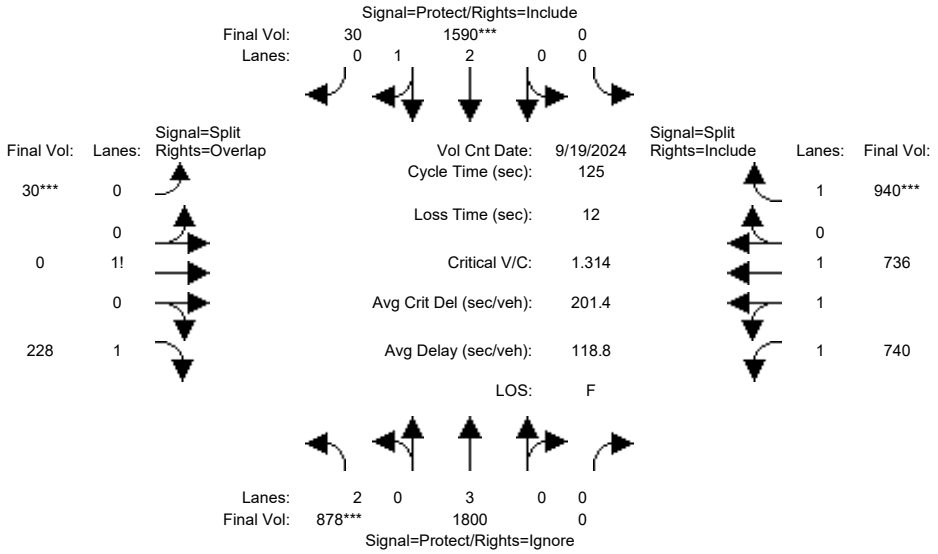
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 1

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	750	1800	0	0	1590	30	30	0	80	740	560	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	1800	0	0	1590	30	30	0	80	740	560	940
Added Vol:	128	0	0	0	0	0	0	0	148	0	176	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	878	1800	0	0	1590	30	30	0	228	740	736	940
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	878	1800	0	0	1590	30	30	0	228	740	736	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	878	1800	0	0	1590	30	30	0	228	740	736	940
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	878	1800	0	0	1590	30	30	0	228	740	736	940
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	2.00	3.00	0.00	0.00	2.94	0.06	0.21	0.00	1.79	1.55	1.45	1.00
Final Sat.:	3150	5700	0	0	5496	104	365	0	3135	2730	2716	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.32	0.00	0.00	0.29	0.29	0.08	0.00	0.07	0.27	0.27	0.54
Crit Moves:	****				****		****					****
Green Time:	26.0	52.9	0.0	0.0	27.0	27.0	10.0	0.0	36.0	50.1	50.1	50.1
Volume/Cap:	1.34	0.75	0.00	0.00	1.34	1.34	1.03	0.00	0.25	0.68	0.68	1.34
Delay/Veh:	213.2	31.7	0.0	0.0	208	208.2	121.9	0.0	34.3	31.7	31.7	200.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.2	31.7	0.0	0.0	208	208.2	121.9	0.0	34.3	31.7	31.7	200.5
LOS by Move:	F	C	A	A	F	F	F	A	C-	C	C	F
HCM2kAvgQ:	39	20	0	0	40	40	8	0	4	17	17	71

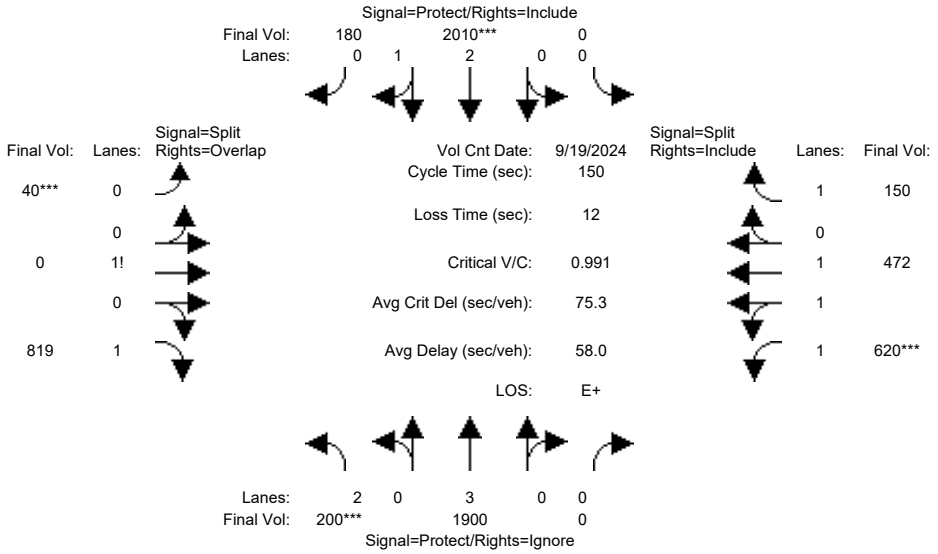
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 1

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	140	1900	0	0	2010	180	40	0	410	620	390	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1900	0	0	2010	180	40	0	410	620	390	150
Added Vol:	60	0	0	0	0	0	0	0	409	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1900	0	0	2010	180	40	0	819	620	472	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1900	0	0	2010	180	40	0	819	620	472	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1900	0	0	2010	180	40	0	819	620	472	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1900	0	0	2010	180	40	0	819	620	472	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.74	0.26	0.09	0.00	1.91	1.75	1.25	1.00
Final Sat.:	3150	5700	0	0	5139	460	156	0	3344	3092	2354	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.39	0.39	0.26	0.00	0.24	0.20	0.20	0.09
Crit Moves:	****				****		****			****		
Green Time:	9.6	68.8	0.0	0.0	59.2	59.2	38.9	0.0	48.5	30.3	30.3	30.3
Volume/Cap:	0.99	0.73	0.00	0.00	0.99	0.99	0.99	0.00	0.76	0.99	0.99	0.42
Delay/Veh:	130.9	34.0	0.0	0.0	62.2	62.2	83.7	0.0	48.5	84.6	84.6	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.9	34.0	0.0	0.0	62.2	62.2	83.7	0.0	48.5	84.6	84.6	53.0
LOS by Move:	F	C-	A	A	E	E	F	A	D	F	F	D-
HCM2kAvgQ:	9	24	0	0	40	40	25	0	19	23	23	7

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

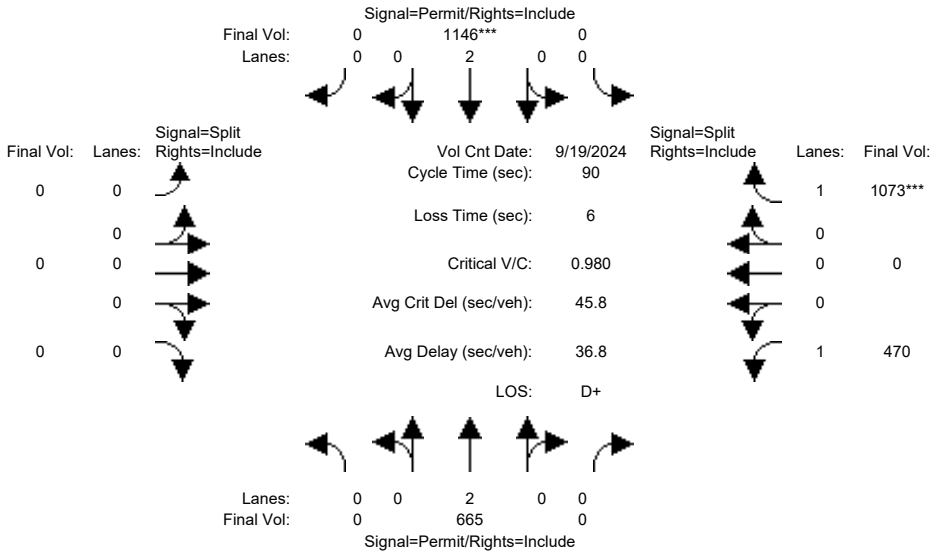
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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	570	0	0	960	0	0	0	0	470	0	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	0	0	960	0	0	0	0	470	0	750
Added Vol:	0	95	0	0	186	0	0	0	0	0	0	323
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	665	0	0	1146	0	0	0	0	470	0	1073
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	665	0	0	1146	0	0	0	0	470	0	1073
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	0	0	1146	0	0	0	0	470	0	1073
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	665	0	0	1146	0	0	0	0	470	0	1073
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.27	0.00	0.61
Crit Moves:					****							****
Green Time:	0.0	27.7	0.0	0.0	27.7	0.0	0.0	0.0	0.0	56.3	0.0	56.3
Volume/Cap:	0.00	0.57	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.43	0.00	0.98
Delay/Veh:	0.0	26.8	0.0	0.0	52.4	0.0	0.0	0.0	0.0	8.9	0.0	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	0.0	0.0	52.4	0.0	0.0	0.0	0.0	8.9	0.0	38.7
LOS by Move:	A	C	A	A	D-	A	A	A	A	A	A	D+
HCM2kAvgQ:	0	8	0	0	19	0	0	0	0	7	0	39

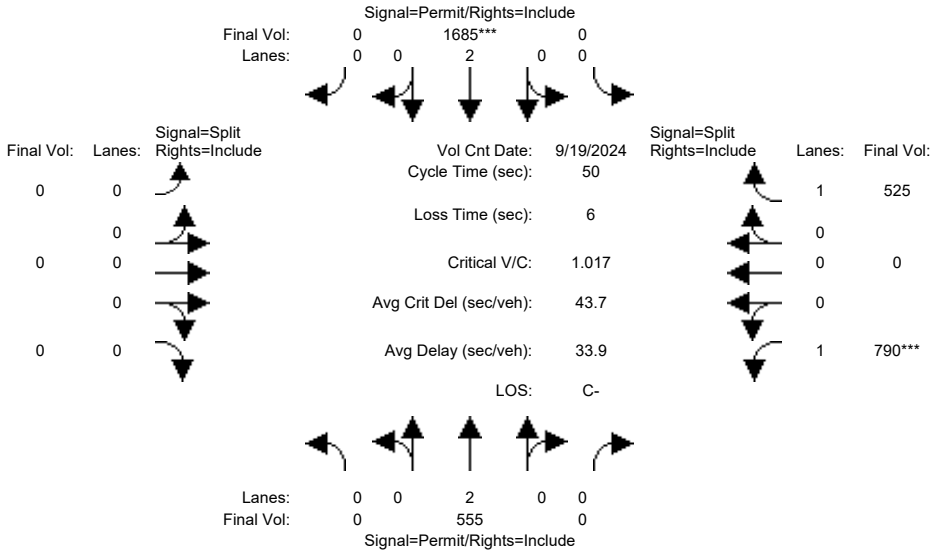
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #1: 1 - Moffett Blvd & SR-85 NB Off-Ramp



Street Name:	Moffett Blvd						SR-85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	500	0	0	1230	0	0	0	0	790	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	0	0	1230	0	0	0	0	790	0	340
Added Vol:	0	55	0	0	455	0	0	0	0	0	0	185
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	0	0	1685	0	0	0	0	790	0	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	0	0	1685	0	0	0	0	790	0	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	0	0	1685	0	0	0	0	790	0	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	0	0	1685	0	0	0	0	790	0	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	0	0	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.45	0.00	0.30
Crit Moves:					****					****		
Green Time:	0.0	21.8	0.0	0.0	21.8	0.0	0.0	0.0	0.0	22.2	0.0	22.2
Volume/Cap:	0.00	0.33	0.00	0.00	1.02	0.00	0.00	0.00	0.00	1.02	0.00	0.68
Delay/Veh:	0.0	9.4	0.0	0.0	40.5	0.0	0.0	0.0	0.0	50.5	0.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	40.5	0.0	0.0	0.0	0.0	50.5	0.0	13.4
LOS by Move:	A	A	A	A	D	A	A	A	A	D	A	B
HCM2kAvgQ:	0	3	0	0	19	0	0	0	0	23	0	8

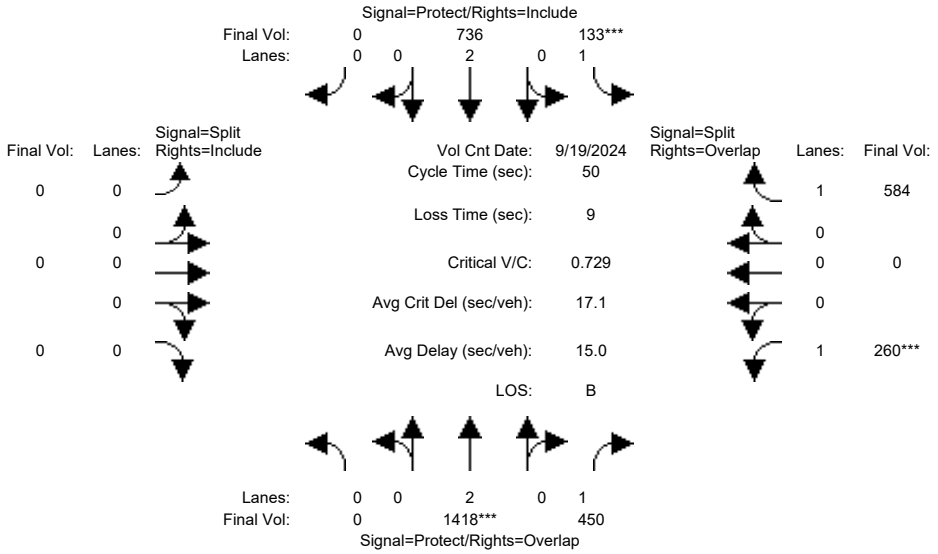
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1000	450	90	550	0	0	0	0	260	0	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1000	450	90	550	0	0	0	0	260	0	250
Added Vol:	0	418	0	43	186	0	0	0	0	0	0	334
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1418	450	133	736	0	0	0	0	260	0	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1418	450	133	736	0	0	0	0	260	0	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	450	133	736	0	0	0	0	260	0	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1418	450	133	736	0	0	0	0	260	0	584
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.26	0.08	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	22.4	34.0	7.0	29.4	0.0	0.0	0.0	0.0	11.6	0.0	18.6
Volume/Cap:	0.00	0.83	0.38	0.54	0.33	0.00	0.00	0.00	0.00	0.64	0.00	0.90
Delay/Veh:	0.0	15.9	3.6	22.5	5.4	0.0	0.0	0.0	0.0	20.7	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	3.6	22.5	5.4	0.0	0.0	0.0	0.0	20.7	0.0	29.8
LOS by Move:	A	B	A	C+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	10	3	2	3	0	0	0	0	5	0	14

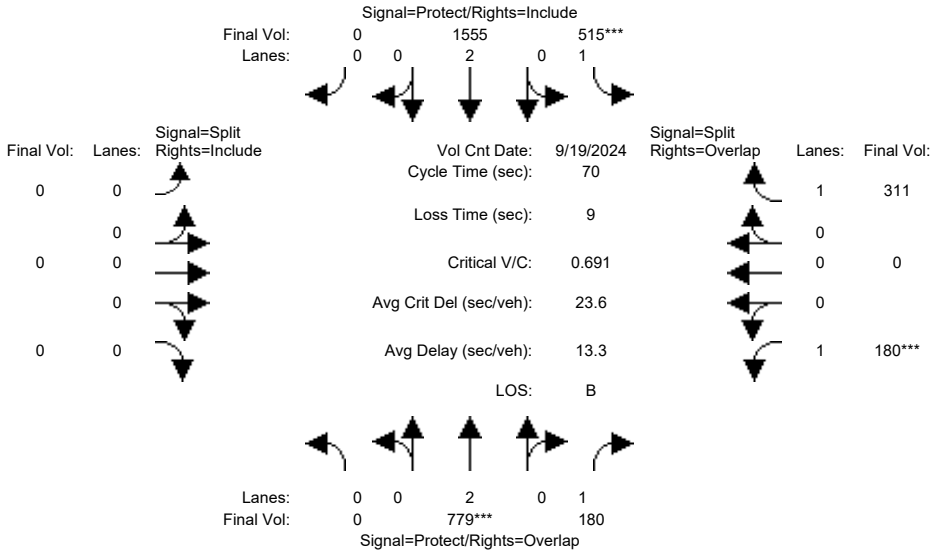
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #2: 2 - Moffett Blvd & US-101 SB Ramps



Street Name:	Moffett Blvd						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	540	180	410	1100	0	0	0	0	180	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	180	410	1100	0	0	0	0	180	0	120
Added Vol:	0	239	0	105	455	0	0	0	0	0	0	191
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	180	515	1555	0	0	0	0	180	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	779	180	515	1555	0	0	0	0	180	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	779	180	515	1555	0	0	0	0	180	0	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	779	180	515	1555	0	0	0	0	180	0	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.10	0.29	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	20.8	31.2	29.8	50.6	0.0	0.0	0.0	0.0	10.4	0.0	40.2
Volume/Cap:	0.00	0.69	0.23	0.69	0.57	0.00	0.00	0.00	0.00	0.69	0.00	0.31
Delay/Veh:	0.0	23.6	12.1	19.1	4.8	0.0	0.0	0.0	0.0	36.0	0.0	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.6	12.1	19.1	4.8	0.0	0.0	0.0	0.0	36.0	0.0	7.9
LOS by Move:	A	C	B	B-	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	0	8	3	10	8	0	0	0	0	6	0	4

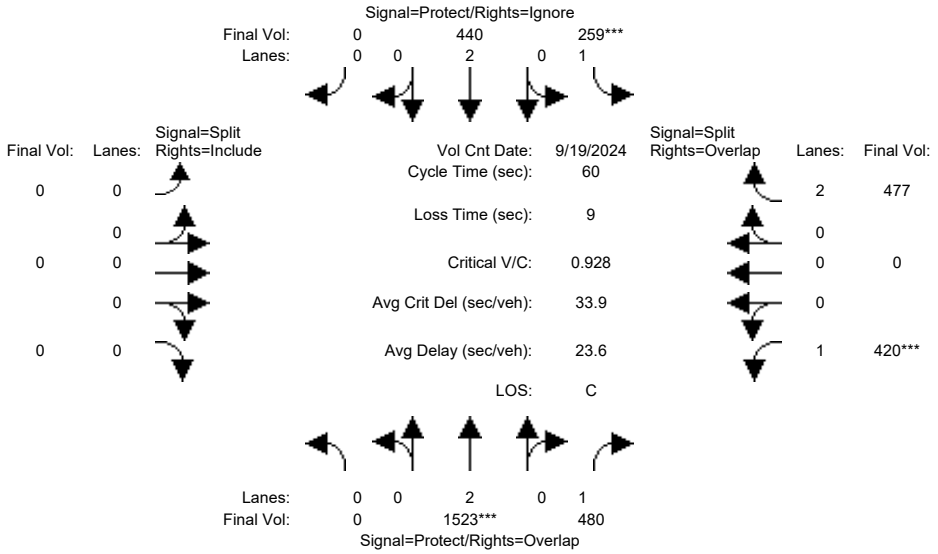
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	770	480	110	210	0	0	0	0	420	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	480	110	210	0	0	0	0	420	0	380
Added Vol:	0	753	0	149	230	0	0	0	0	0	0	97
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1523	480	259	440	0	0	0	0	420	0	477
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1523	480	259	440	0	0	0	0	420	0	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1523	480	259	440	0	0	0	0	420	0	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1523	480	259	440	0	0	0	0	420	0	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.27	0.15	0.12	0.00	0.00	0.00	0.00	0.24	0.00	0.15
Crit Moves:		****		****						****		
Green Time:	0.0	25.9	41.4	9.6	35.5	0.0	0.0	0.0	0.0	15.5	0.0	25.1
Volume/Cap:	0.00	0.93	0.40	0.93	0.20	0.00	0.00	0.00	0.00	0.93	0.00	0.36
Delay/Veh:	0.0	25.8	4.2	60.1	5.7	0.0	0.0	0.0	0.0	47.1	0.0	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	4.2	60.1	5.7	0.0	0.0	0.0	0.0	47.1	0.0	12.1
LOS by Move:	A	C	A	E	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	14	4	6	2	0	0	0	0	13	0	4

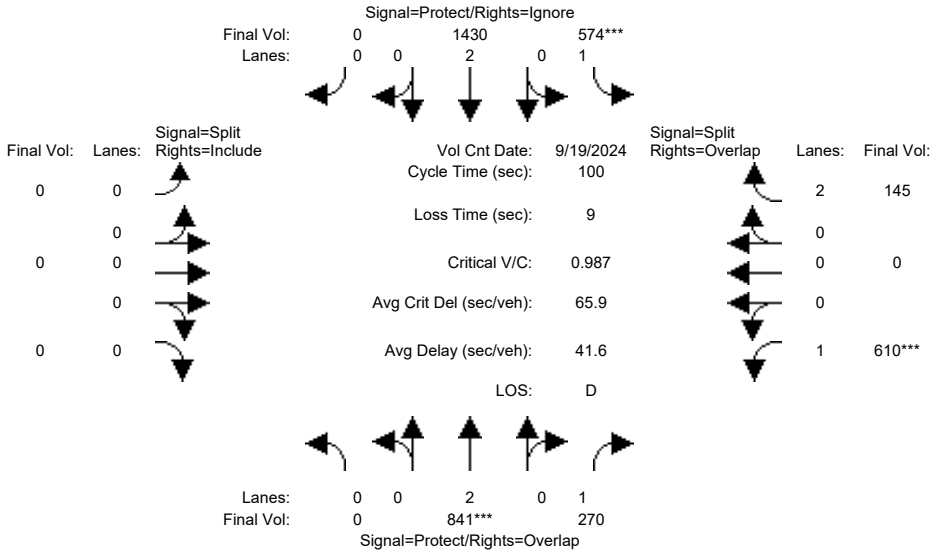
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #3: 3 - Moffett Blvd & US-101 NB Ramps



Street Name:	Moffett Blvd						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	410	270	210	870	0	0	0	0	610	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	270	210	870	0	0	0	0	610	0	90
Added Vol:	0	431	0	364	560	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	841	270	574	1430	0	0	0	0	610	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	841	270	574	1430	0	0	0	0	610	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	841	270	574	1430	0	0	0	0	610	0	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	841	270	574	1430	0	0	0	0	610	0	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.15	0.33	0.38	0.00	0.00	0.00	0.00	0.35	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	22.4	57.8	33.2	55.7	0.0	0.0	0.0	0.0	35.3	0.0	68.6
Volume/Cap:	0.00	0.99	0.27	0.99	0.68	0.00	0.00	0.00	0.00	0.99	0.00	0.07
Delay/Veh:	0.0	66.1	10.7	67.0	16.6	0.0	0.0	0.0	0.0	64.8	0.0	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	66.1	10.7	67.0	16.6	0.0	0.0	0.0	0.0	64.8	0.0	5.2
LOS by Move:	A	E	B+	E	B	A	A	A	A	E	A	A
HCM2kAvgQ:	0	15	4	22	15	0	0	0	0	27	0	1

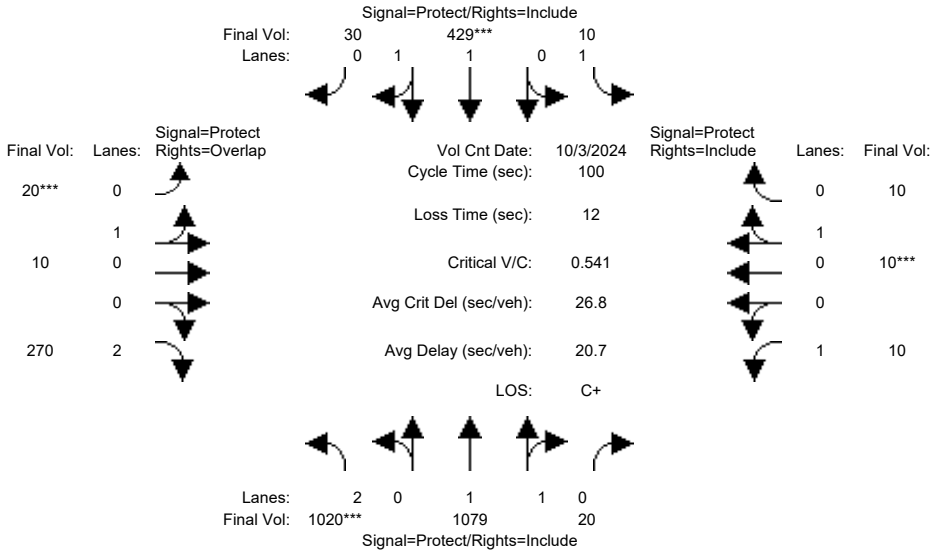
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	1020	230	20	10	50	30	20	10	270	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	230	20	10	50	30	20	10	270	10	10	10
Added Vol:	0	849	0	0	379	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	1079	20	10	429	30	20	10	270	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1020	1079	20	10	429	30	20	10	270	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	1079	20	10	429	30	20	10	270	10	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	1079	20	10	429	30	20	10	270	10	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.96	0.04	1.00	1.87	0.13	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3633	67	1750	3458	242	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.32	0.30	0.30	0.01	0.12	0.12	0.02	0.02	0.09	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	49.2	55.0	55.0	13.0	18.8	18.8	10.0	10.0	59.2	10.0	10.0	10.0
Volume/Cap:	0.66	0.54	0.54	0.04	0.66	0.66	0.17	0.17	0.14	0.06	0.11	0.11
Delay/Veh:	20.2	14.7	14.7	38.2	39.9	39.9	41.6	41.6	9.2	40.9	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	14.7	14.7	38.2	39.9	39.9	41.6	41.6	9.2	40.9	41.2	41.2
LOS by Move:	C+	B	B	D+	D	D	D	D	A	D	D	D
HCM2kAvgQ:	13	10	10	0	8	8	1	1	2	0	1	1

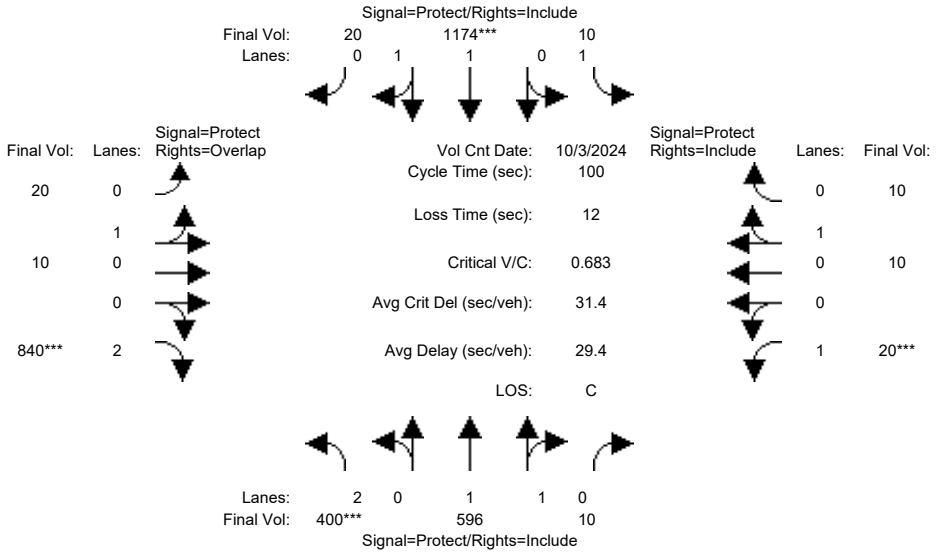
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #4: 4 - Moffett Blvd & RT Jones Rd



Final Vol:	Lanes:	Signal=Protect Rights=Overlap
20	0	
	1	
10	0	
	0	
840***	2	

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	10
	1	
	0	10
	0	
	1	20***

Street Name:	Moffett Blvd						RT Jones Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	400	110	10	10	250	20	20	10	840	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	110	10	10	250	20	20	10	840	20	10	10
Added Vol:	0	486	0	0	924	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	596	10	10	1174	20	20	10	840	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	596	10	10	1174	20	20	10	840	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	596	10	10	1174	20	20	10	840	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	596	10	10	1174	20	20	10	840	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.83	0.92	0.95	0.95
Lanes:	2.00	1.97	0.03	1.00	1.97	0.03	0.67	0.33	2.00	1.00	0.50	0.50
Final Sat.:	3150	3639	61	1750	3638	62	1200	600	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.01	0.32	0.32	0.02	0.02	0.27	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	16.8	41.7	41.7	17.8	42.7	42.7	14.2	18.5	35.3	10.0	14.2	14.2
Volume/Cap:	0.76	0.39	0.39	0.03	0.76	0.76	0.12	0.09	0.76	0.11	0.08	0.08
Delay/Veh:	45.8	20.5	20.5	34.0	26.4	26.4	37.6	33.9	31.6	41.3	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	20.5	20.5	34.0	26.4	26.4	37.6	33.9	31.6	41.3	37.3	37.3
LOS by Move:	D	C+	C+	C-	C	C	D+	C-	C	D	D+	D+
HCM2kAvgQ:	7	6	6	0	17	17	1	1	15	1	1	1

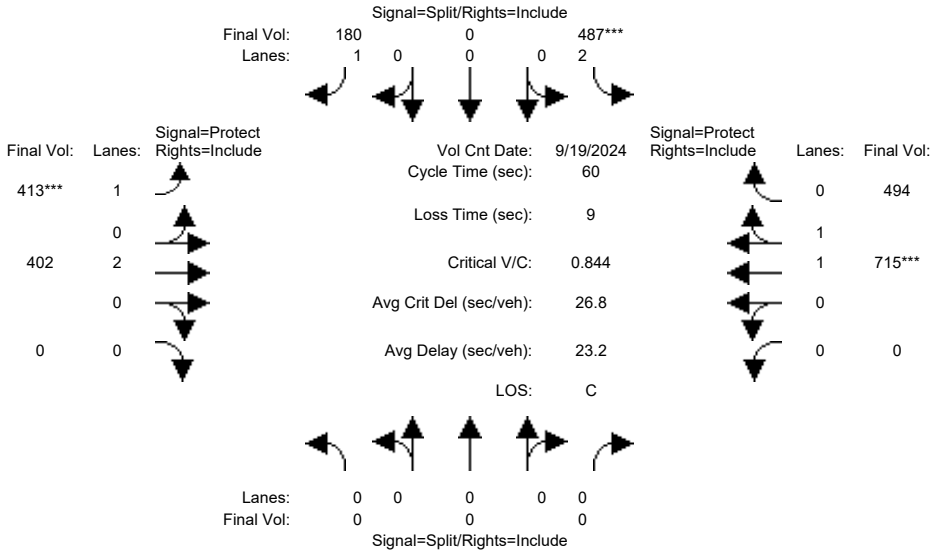
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	450	0	170	390	400	0	0	710	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	170	390	400	0	0	710	410
Added Vol:	0	0	0	37	0	10	23	2	0	0	5	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	487	0	180	413	402	0	0	715	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	487	0	180	413	402	0	0	715	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	487	0	180	413	402	0	0	715	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	487	0	180	413	402	0	0	715	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.16	0.84
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2187	1511
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.10	0.24	0.11	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	11.0	0.0	11.0	16.8	40.0	0.0	0.0	23.2	23.2
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.56	0.84	0.16	0.00	0.00	0.84	0.84
Delay/Veh:	0.0	0.0	0.0	34.6	0.0	24.6	33.0	3.8	0.0	0.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.6	0.0	24.6	33.0	3.8	0.0	0.0	21.5	21.5
LOS by Move:	A	A	A	C-	A	C	C-	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	6	0	3	11	1	0	0	12	12

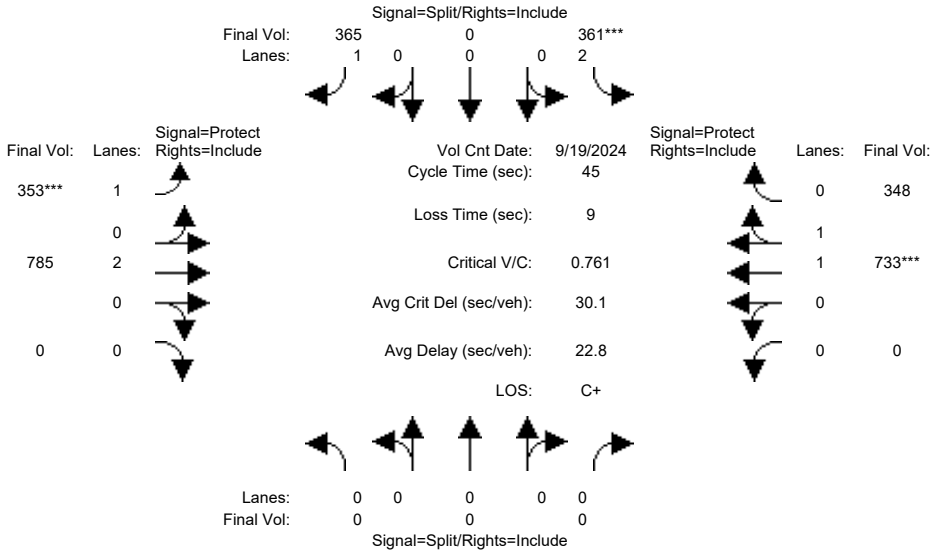
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #5: 5 - Ellis St & Middlefield Rd



Street Name:	Ellis St						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	270	0	340	340	780	0	0	730	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	340	340	780	0	0	730	300
Added Vol:	0	0	0	91	0	25	13	5	0	0	3	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	361	0	365	353	785	0	0	733	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	361	0	365	353	785	0	0	733	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	0	365	353	785	0	0	733	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	361	0	365	353	785	0	0	733	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.34	0.66
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2508	1191
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.21	0.20	0.21	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.3	0.0	12.3	9.7	23.7	0.0	0.0	14.0	14.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.76	0.94	0.39	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	13.7	0.0	22.0	48.6	6.5	0.0	0.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	0.0	22.0	48.6	6.5	0.0	0.0	29.4	29.4
LOS by Move:	A	A	A	B	A	C+	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	2	0	5	10	4	0	0	10	10

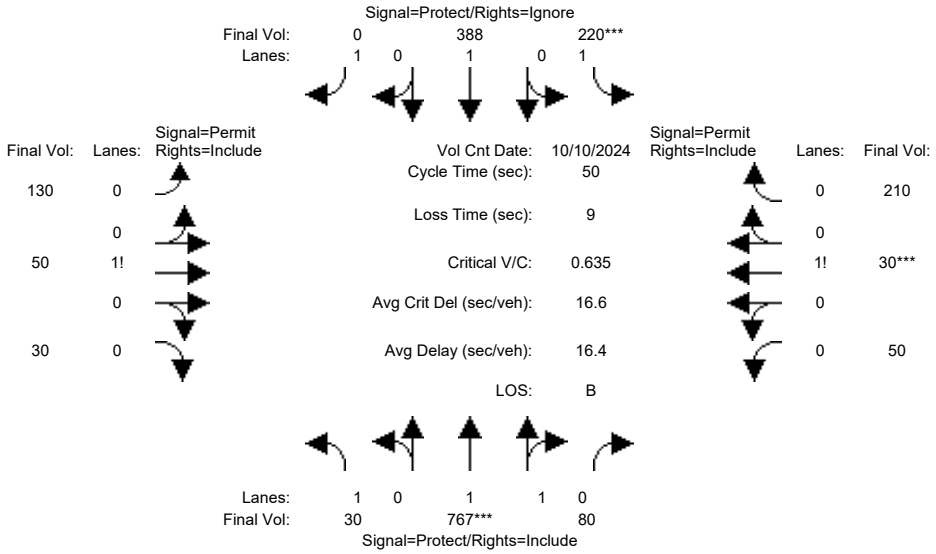
Note: Queue reported is the number of cars per lane.

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SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	30	660	80	220	340	140	130	50	30	50	30	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	660	80	220	340	140	130	50	30	50	30	210
Added Vol:	0	107	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	767	80	220	388	140	130	50	30	50	30	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	767	80	220	388	0	130	50	30	50	30	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	767	80	220	388	0	130	50	30	50	30	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	767	80	220	388	0	130	50	30	50	30	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	0.62	0.24	0.14	0.17	0.10	0.73
Final Sat.:	1750	3350	349	1750	1900	1750	1083	417	250	302	181	1267
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.13	0.20	0.00	0.12	0.12	0.12	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	11.4	18.0	18.0	9.9	16.6	0.0	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.08	0.63	0.63	0.63	0.62	0.00	0.46	0.46	0.46	0.63	0.63	0.63
Delay/Veh:	15.3	14.3	14.3	22.2	15.9	0.0	16.2	16.2	16.2	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	14.3	14.3	22.2	15.9	0.0	16.2	16.2	16.2	19.3	19.3	19.3
LOS by Move:	B	B	B	C+	B	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	6	6	3	5	0	3	3	3	5	5	5

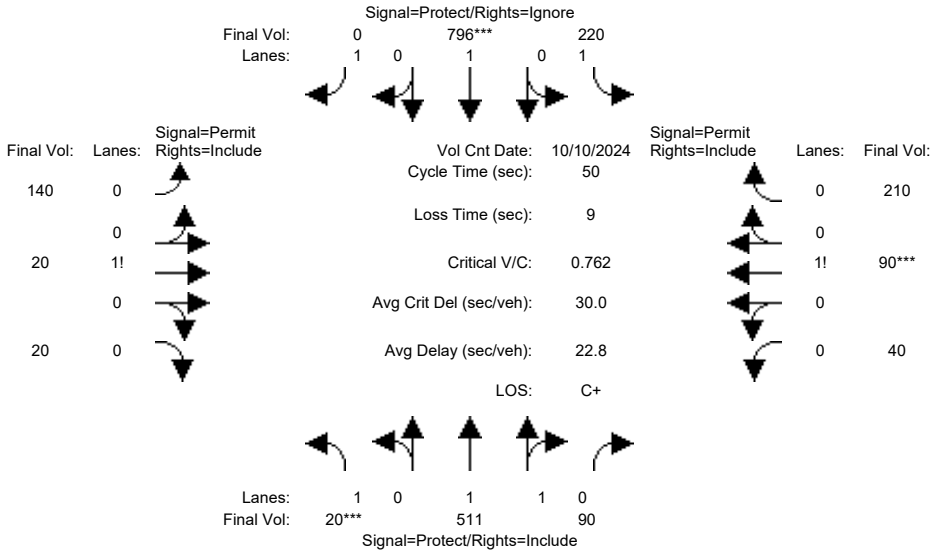
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #6: 6 - Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2024 << 05:00:00 PM												
Base Vol:	20	450	90	220	680	180	140	20	20	40	90	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	450	90	220	680	180	140	20	20	40	90	210
Added Vol:	0	61	0	0	116	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	511	90	220	796	180	140	20	20	40	90	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	511	90	220	796	0	140	20	20	40	90	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	511	90	220	796	0	140	20	20	40	90	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	511	90	220	796	0	140	20	20	40	90	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.00	1.00	0.78	0.11	0.11	0.12	0.26	0.62
Final Sat.:	1750	3146	554	1750	1900	1750	1361	194	194	206	463	1081
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.13	0.42	0.00	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green Time:	7.0	17.8	17.8	12.4	23.2	0.0	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.08	0.46	0.46	0.51	0.90	0.00	0.48	0.48	0.48	0.90	0.90	0.90
Delay/Veh:	18.8	12.6	12.6	17.1	24.7	0.0	18.1	18.1	18.1	43.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	12.6	12.6	17.1	24.7	0.0	18.1	18.1	18.1	43.1	43.1	43.1
LOS by Move:	B-	B	B	B	C	A	B-	B-	B-	D	D	D
HCM2kAvgQ:	0	4	4	3	13	0	3	3	3	10	10	10

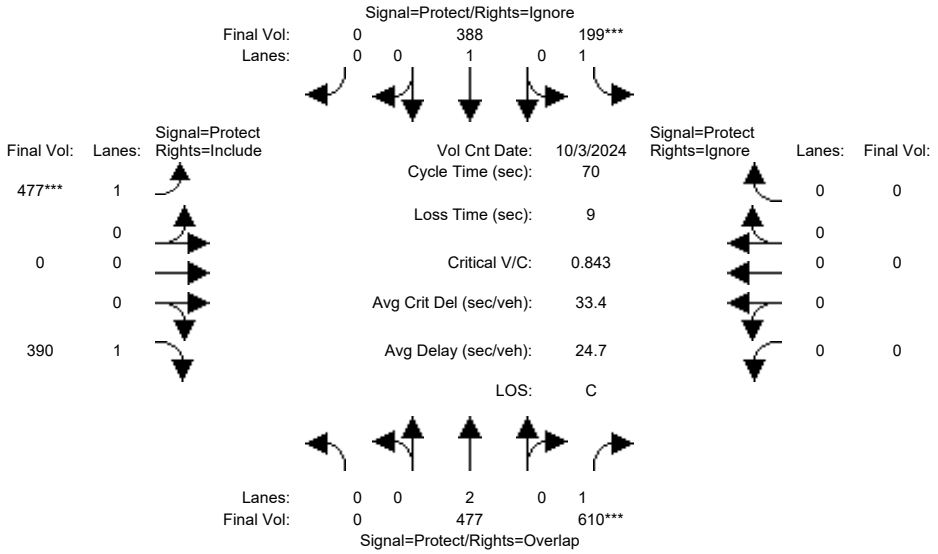
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	370	610	50	340	0	440	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	610	50	340	0	440	0	390	0	0	0
Added Vol:	0	107	0	149	48	0	37	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	477	610	199	388	0	477	0	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	477	610	199	388	0	477	0	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	610	199	388	0	477	0	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	477	610	199	388	0	477	0	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.35	0.11	0.20	0.00	0.27	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	28.9	28.9	9.4	38.4	0.0	22.6	0.0	22.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.30	0.84	0.84	0.37	0.00	0.84	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	27.4	52.7	9.2	0.0	33.1	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	27.4	52.7	9.2	0.0	33.1	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	B	C	D-	A	A	C-	A	C	A	A	A
HCM2kAvgQ:	0	3	13	5	5	0	13	0	9	0	0	0

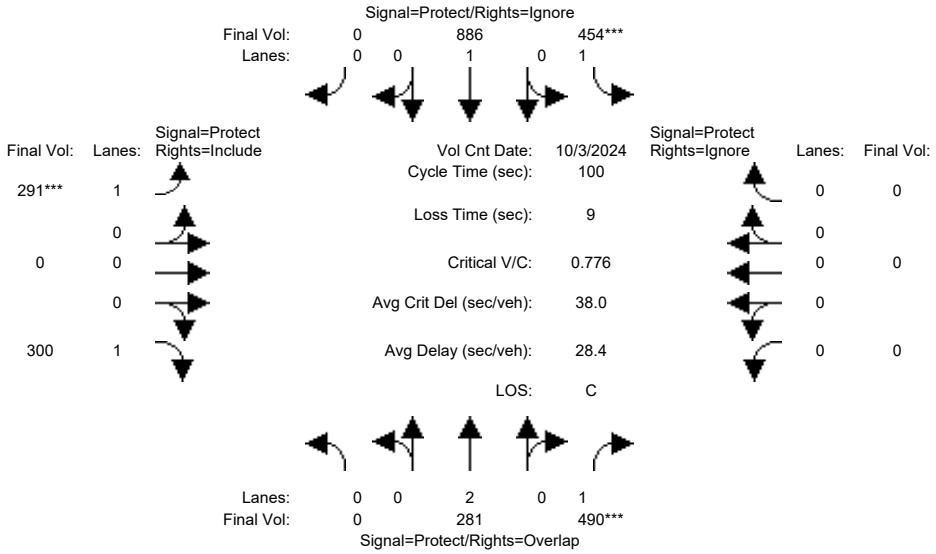
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #7: 7- Ellis St & US-101 SB Ramps



Street Name:	Ellis St						US-101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	220	490	90	770	0	270	0	300	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	490	90	770	0	270	0	300	0	0	0
Added Vol:	0	61	0	364	116	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	281	490	454	886	0	291	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	281	490	454	886	0	291	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	281	490	454	886	0	291	0	300	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	281	490	454	886	0	291	0	300	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.28	0.26	0.47	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	36.1	36.1	33.5	69.6	0.0	21.4	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.78	0.78	0.67	0.00	0.78	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	22.1	34.3	36.3	10.0	0.0	46.8	0.0	48.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.1	34.3	36.3	10.0	0.0	46.8	0.0	48.8	0.0	0.0	0.0
LOS by Move:	A	C+	C-	D+	B+	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	15	13	15	0	11	0	12	0	0	0

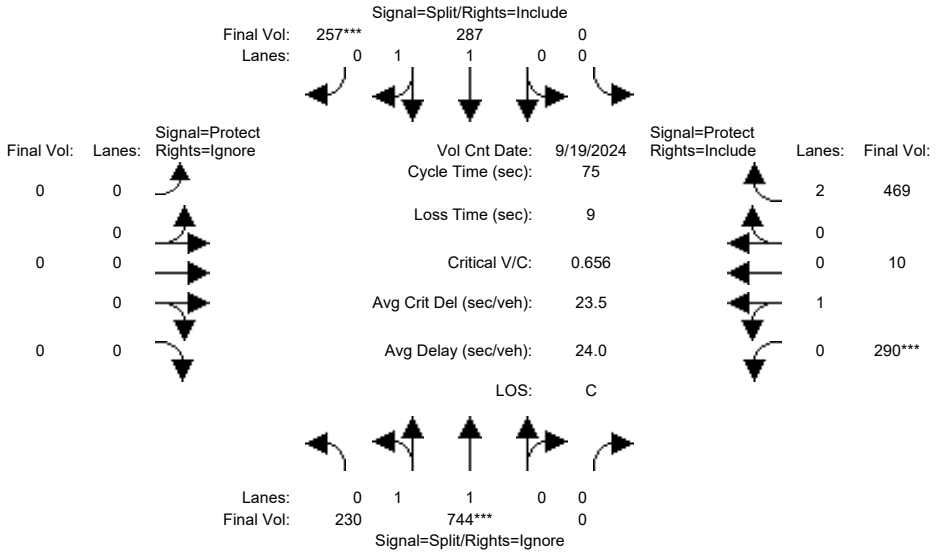
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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	230	600	0	0	90	240	0	0	0	290	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	600	0	0	90	240	0	0	0	290	10	70
Added Vol:	0	144	0	0	197	17	0	0	0	0	0	399
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	744	0	0	287	257	0	0	0	290	10	469
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	744	0	0	287	257	0	0	0	290	10	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	744	0	0	287	257	0	0	0	290	10	469
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	744	0	0	287	257	0	0	0	290	10	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.49	1.51	0.00	0.00	1.03	0.97	0.00	0.00	0.00	0.97	0.03	2.00
Final Sat.:	874	2826	0	0	1951	1747	0	0	0	1740	60	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.17	0.17	0.15
Crit Moves:		****				****				****		
Green Time:	30.1	30.1	0.0	0.0	16.8	16.8	0.0	0.0	0.0	19.1	19.1	19.1
Volume/Cap:	0.66	0.66	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.66	0.66	0.59
Delay/Veh:	19.3	19.3	0.0	0.0	28.4	28.4	0.0	0.0	0.0	28.5	28.5	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	19.3	0.0	0.0	28.4	28.4	0.0	0.0	0.0	28.5	28.5	25.6
LOS by Move:	B-	B-	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	9	9	0	0	7	7	0	0	0	8	8	7

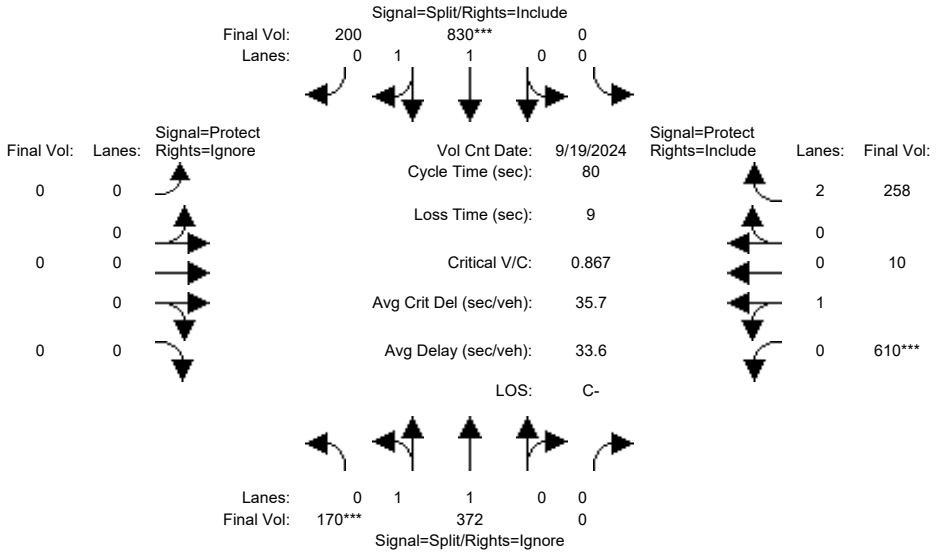
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #8: #8 - Ellis St & US-101 NB Ramps



Street Name:	Ellis St						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	170	290	0	0	350	160	0	0	0	610	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	290	0	0	350	160	0	0	0	610	10	30
Added Vol:	0	82	0	0	480	40	0	0	0	0	0	228
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	372	0	0	830	200	0	0	0	610	10	258
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	372	0	0	830	200	0	0	0	610	10	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	372	0	0	830	200	0	0	0	610	10	258
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	372	0	0	830	200	0	0	0	610	10	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.64	1.36	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.98	0.02	2.00
Final Sat.:	1160	2539	0	0	2981	718	0	0	0	1771	29	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.34	0.34	0.08
Crit Moves:	****				****					****		
Green Time:	13.5	13.5	0.0	0.0	25.7	25.7	0.0	0.0	0.0	31.8	31.8	31.8
Volume/Cap:	0.87	0.87	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.87	0.87	0.21
Delay/Veh:	44.6	44.6	0.0	0.0	32.5	32.5	0.0	0.0	0.0	33.1	33.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	44.6	0.0	0.0	32.5	32.5	0.0	0.0	0.0	33.1	33.1	15.9
LOS by Move:	D	D	A	A	C-	C-	A	A	A	C-	C-	B
HCM2kAvgQ:	8	8	0	0	16	16	0	0	0	18	18	3

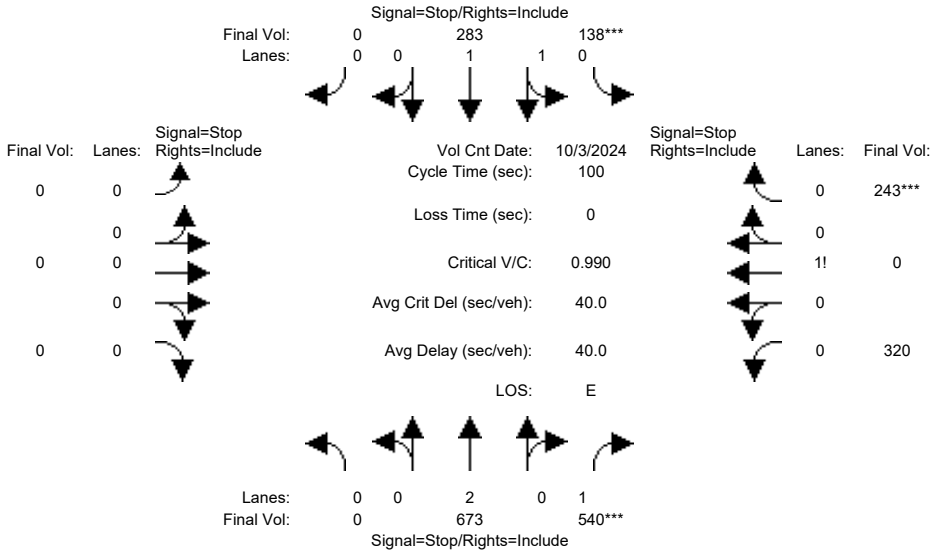
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	130	540	10	70	0	0	0	0	320	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	540	10	70	0	0	0	0	320	0	20
Added Vol:	0	543	0	128	213	0	0	0	0	0	0	223
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	673	540	138	283	0	0	0	0	320	0	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	673	540	138	283	0	0	0	0	320	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	673	540	138	283	0	0	0	0	320	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	673	540	138	283	0	0	0	0	320	0	243
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.66	1.34	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	998	556	276	583	0	0	0	0	323	0	246
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.67	0.97	0.50	0.49	xxxx	xxxx	xxxx	xxxx	0.99	xxxx	0.99
Crit Moves:			****	****								****
Delay/Veh:	0.0	23.3	56.5	19.1	18.2	0.0	0.0	0.0	0.0	60.1	0.0	60.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	56.5	19.1	18.2	0.0	0.0	0.0	0.0	60.1	0.0	60.1
LOS by Move:	*	C	F	C	C	*	*	*	*	F	*	F
ApproachDel:		38.1			18.5			xxxxxx			60.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		38.1			18.5			xxxxxx			60.1	
LOS by Appr:		E			C			*			F	
AllWayAvgQ:	0.0	1.9	7.3	0.9	0.9	0.0	0.0	0.0	0.0	8.0	8.0	8.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1	1	0	0 0	0	0	0 0	1!	0
Initial Vol:	0 673		540	138	283	0	0	0	0	320	0	243

Major Street Volume: 1634
Minor Approach Volume: 563
Minor Approach Volume Threshold: 116

SIGNAL WARRANT DISCLAIMER

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

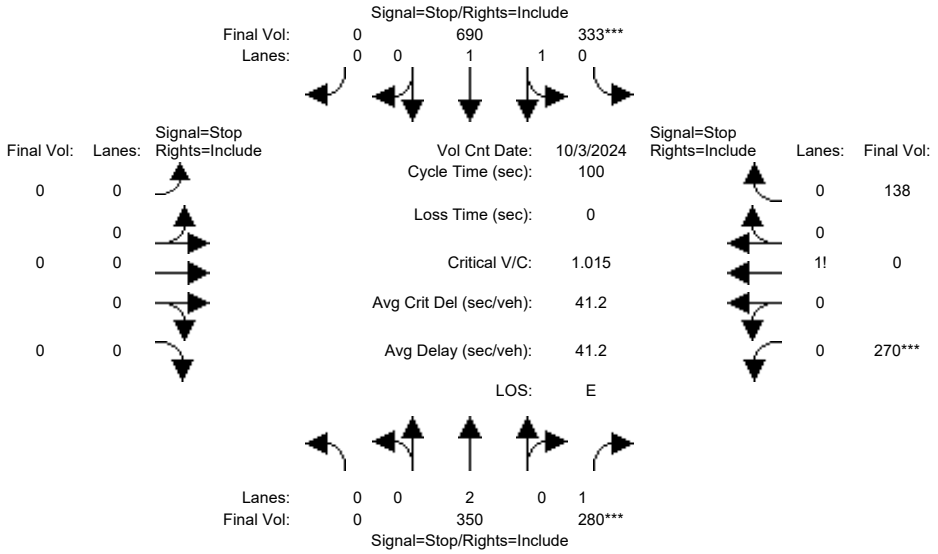
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	40	280	20	170	0	0	0	0	270	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	280	20	170	0	0	0	0	270	0	10
Added Vol:	0	310	0	313	520	0	0	0	0	0	0	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	280	333	690	0	0	0	0	270	0	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	280	333	690	0	0	0	0	270	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	280	333	690	0	0	0	0	270	0	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	280	333	690	0	0	0	0	270	0	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.65	1.35	0.00	0.00	0.00	0.00	0.66	0.00	0.34
Final Sat.:	0	986	546	328	704	0	0	0	0	367	0	187
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.35	0.51	1.01	0.98	xxxx	xxxx	xxxx	xxxx	0.74	xxxx	0.74
Crit Moves:			****	****						****		
Delay/Veh:	0.0	13.8	15.8	70.4	60.7	0.0	0.0	0.0	0.0	25.2	0.0	25.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	15.8	70.4	60.7	0.0	0.0	0.0	0.0	25.2	0.0	25.2
LOS by Move:	*	B	C	F	F	*	*	*	*	D	*	D
ApproachDel:		14.7			63.9			xxxxxx			25.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.7			63.9			xxxxxx			25.2	
LOS by Appr:		B			F			*			D	
AllWayAvgQ:	0.0	0.5	1.0	8.5	7.0	0.0	0.0	0.0	0.0	2.4	2.4	2.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 9 - Ellis St & Manila Ave

****

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Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	1	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 350	280		333 690	0		0 0	0		270	0	138

Major Street Volume: 1653
Minor Approach Volume: 408
Minor Approach Volume Threshold: 112

SIGNAL WARRANT DISCLAIMER

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

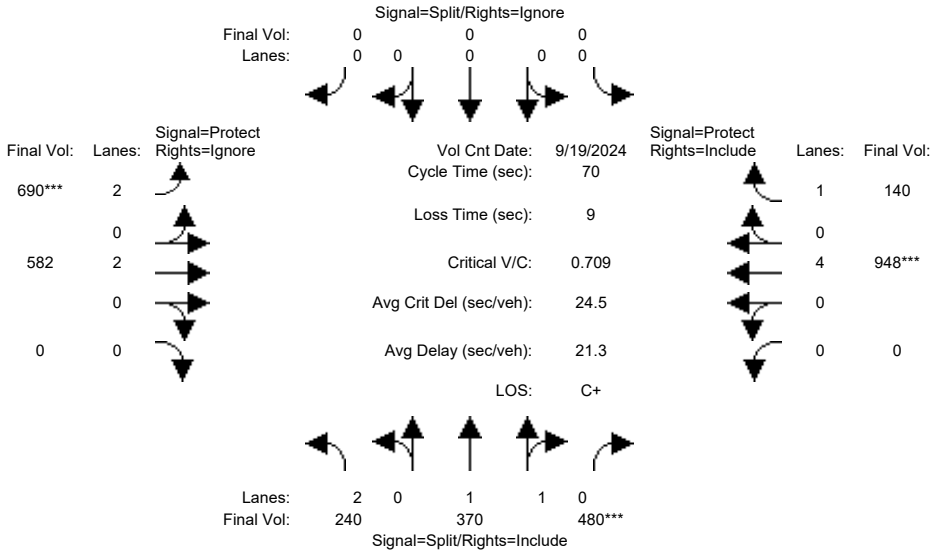
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	200	370	480	0	0	0	690	560	0	0	900	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	370	480	0	0	0	690	560	0	0	900	140
Added Vol:	40	0	0	0	0	0	0	22	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	370	480	0	0	0	690	582	0	0	948	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	240	370	480	0	0	0	690	582	0	0	948	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	370	480	0	0	0	690	582	0	0	948	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	240	370	480	0	0	0	690	582	0	0	948	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.27	0.00	0.00	0.00	0.22	0.15	0.00	0.00	0.12	0.08
Crit Moves:			****				****				****	
Green Time:	27.1	27.1	27.1	0.0	0.0	0.0	21.6	33.9	0.0	0.0	12.3	12.3
Volume/Cap:	0.20	0.50	0.71	0.00	0.00	0.00	0.71	0.32	0.00	0.00	0.71	0.45
Delay/Veh:	14.3	16.6	20.1	0.0	0.0	0.0	23.9	11.1	0.0	0.0	29.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	16.6	20.1	0.0	0.0	0.0	23.9	11.1	0.0	0.0	29.0	26.9
LOS by Move:	B	B	C+	A	A	A	C	B+	A	A	C	C
HCM2kAvgQ:	2	6	11	0	0	0	8	4	0	0	6	3

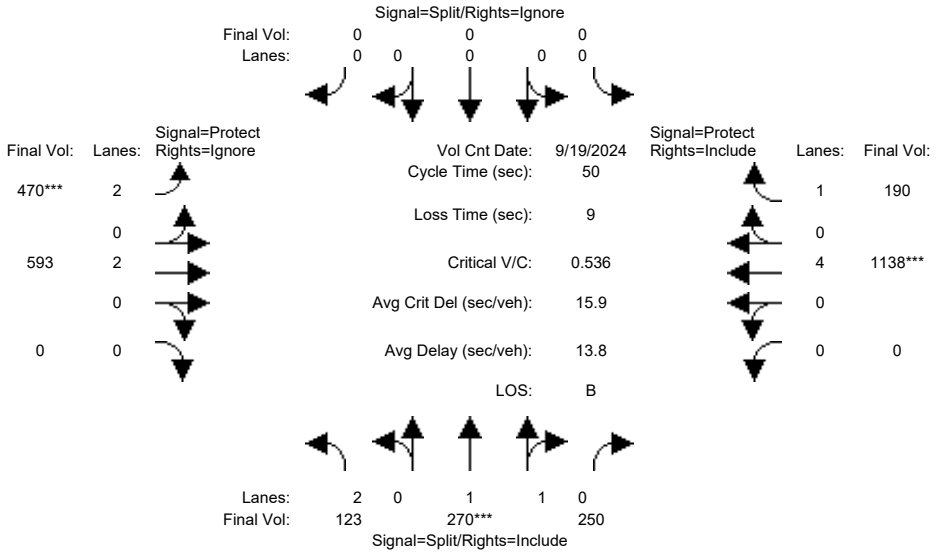
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #10: 10 - SR-237 EB Off-Ramp & Middlefield Rd



Street Name:	SR-237 EB Off-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	100	270	250	0	0	0	470	540	0	0	1110	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	250	0	0	0	470	540	0	0	1110	190
Added Vol:	23	0	0	0	0	0	0	53	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	270	250	0	0	0	470	593	0	0	1138	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	123	270	250	0	0	0	470	593	0	0	1138	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	270	250	0	0	0	470	593	0	0	1138	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	123	270	250	0	0	0	470	593	0	0	1138	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.01	0.99	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1920	1778	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.00	0.00	0.15	0.16	0.00	0.00	0.15	0.11
Crit Moves:		****					****				****	
Green Time:	13.1	13.1	13.1	0.0	0.0	0.0	13.9	27.9	0.0	0.0	14.0	14.0
Volume/Cap:	0.15	0.54	0.54	0.00	0.00	0.00	0.54	0.28	0.00	0.00	0.54	0.39
Delay/Veh:	14.2	16.4	16.4	0.0	0.0	0.0	16.0	5.9	0.0	0.0	15.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	16.4	16.4	0.0	0.0	0.0	16.0	5.9	0.0	0.0	15.5	15.1
LOS by Move:	B	B	B	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	4	4	0	0	0	4	2	0	0	4	3

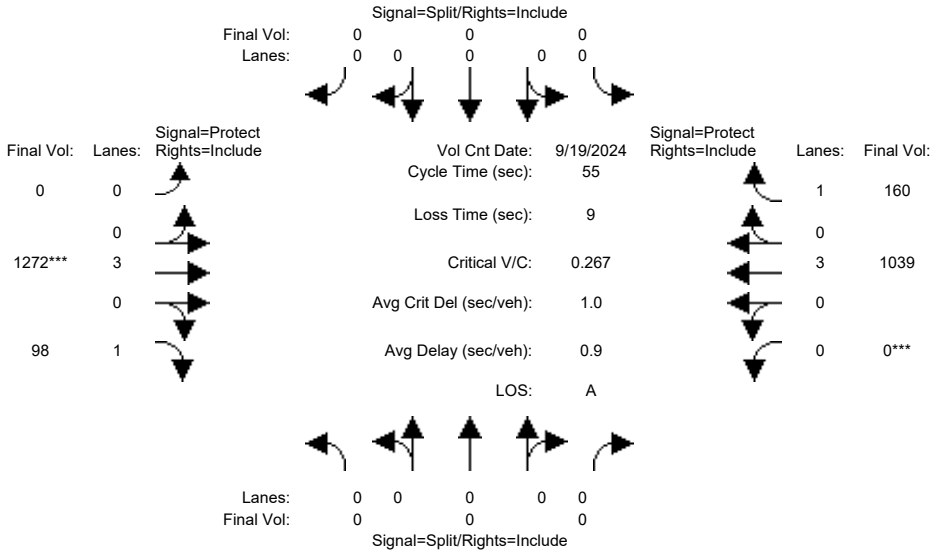
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	1250	80	0	950	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1250	80	0	950	160
Added Vol:	0	0	0	0	0	0	0	22	18	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1272	98	0	1039	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1272	98	0	1039	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1272	98	0	1039	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1272	98	0	1039	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.06	0.00	0.18	0.09
Crit Moves:								****			****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	46.0	0.0	46.0	46.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.07	0.00	0.22	0.11
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.0	0.9	0.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	1	1

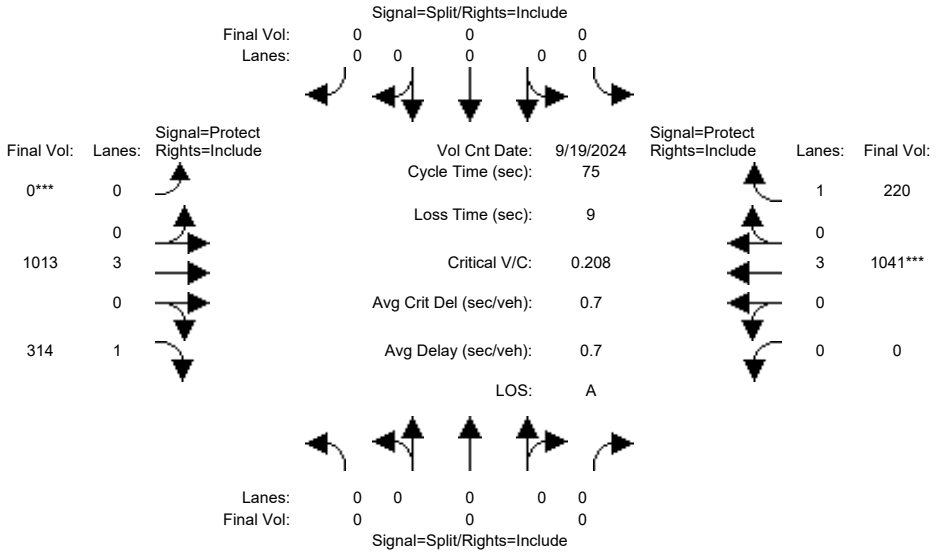
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #11: 11- SR-237 WB On-Ramp & Middlefield Rd



Street Name:	SR-237 WB On-Ramp						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	960	270	0	990	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	960	270	0	990	220
Added Vol:	0	0	0	0	0	0	0	53	44	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1013	314	0	1041	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1013	314	0	1041	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1013	314	0	1041	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1013	314	0	1041	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.18	0.13
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	66.0	0.0	66.0	66.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.21	0.14
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.7	0.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

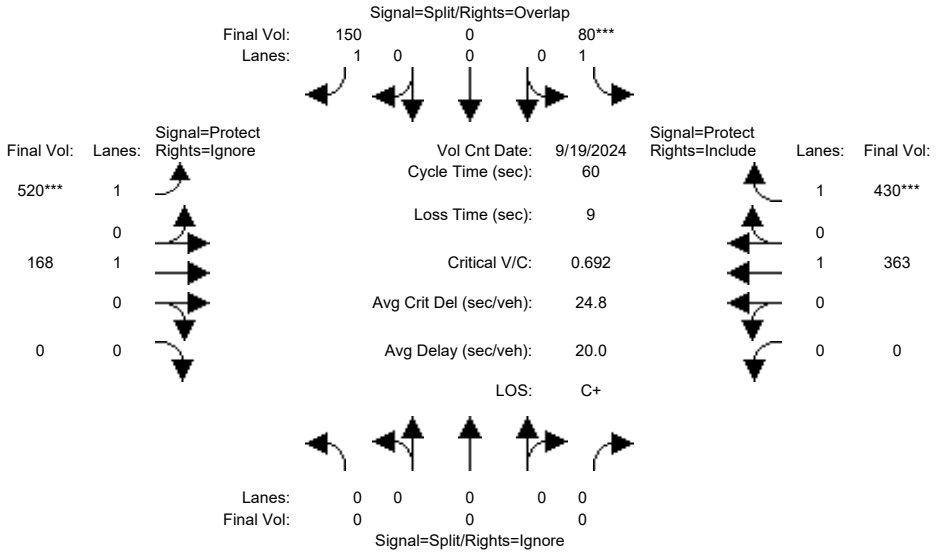
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	80	0	150	520	40	0	0	140	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	150	520	40	0	0	140	430
Added Vol:	0	0	0	0	0	0	0	128	0	0	223	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	150	520	168	0	0	363	430
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	150	520	168	0	0	363	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	150	520	168	0	0	363	430
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	150	520	168	0	0	363	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.30	0.09	0.00	0.00	0.19	0.25
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	32.4	22.4	41.0	0.0	0.0	18.6	18.6
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.16	0.79	0.13	0.00	0.00	0.62	0.79
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.3	0.0	0.0	19.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	7.0	23.4	3.3	0.0	0.0	19.7	26.9
LOS by Move:	A	A	A	C+	A	A	C	A	A	A	B-	C
HCM2kAvgQ:	0	0	0	2	0	2	12	1	0	0	6	8

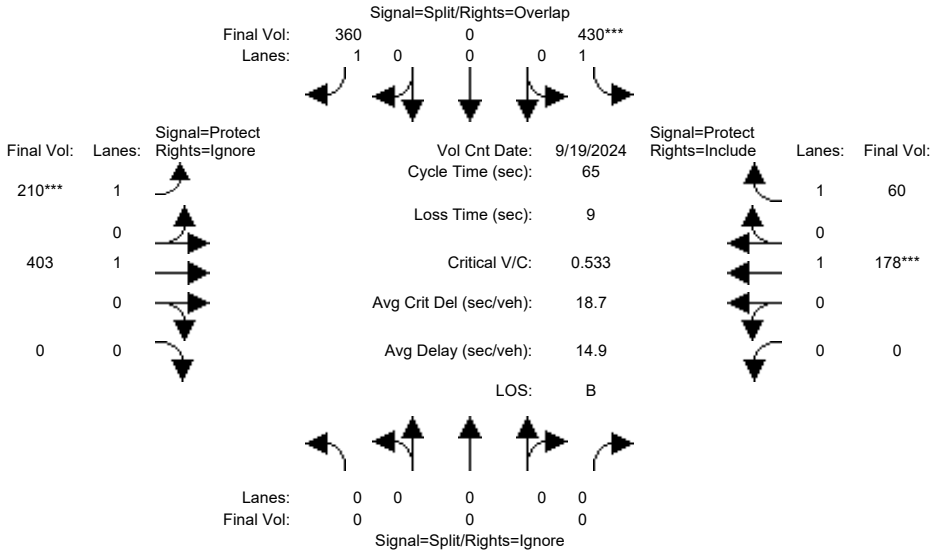
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #12: 12- Enterprise Way & W Moffett Park Dr



Street Name:	Enterprise Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	0	0	430	0	360	210	90	0	0	50	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	430	0	360	210	90	0	0	50	60
Added Vol:	0	0	0	0	0	0	0	313	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	360	210	403	0	0	178	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	430	0	360	210	403	0	0	178	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	360	210	403	0	0	178	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	430	0	360	210	403	0	0	178	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.21	0.12	0.21	0.00	0.00	0.09	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	30.0	0.0	44.6	14.6	26.0	0.0	0.0	11.4	11.4
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.30	0.53	0.53	0.00	0.00	0.53	0.20
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	4.2	23.6	15.5	0.0	0.0	26.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	4.2	23.6	15.5	0.0	0.0	26.0	23.2
LOS by Move:	A	A	A	B	A	A	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	3	5	7	0	0	3	1

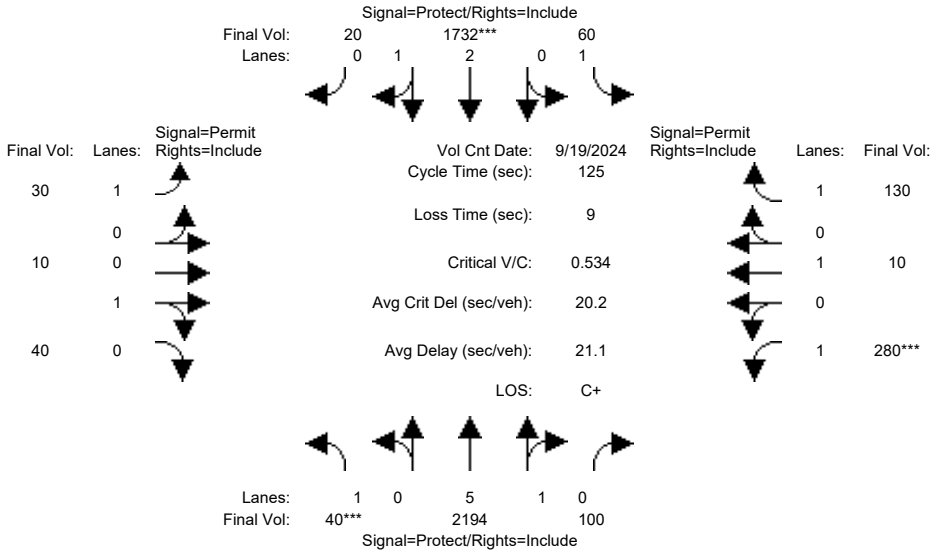
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	40	2100	100	60	1690	20	30	10	40	280	10	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	2100	100	60	1690	20	30	10	40	280	10	130
Added Vol:	0	94	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	2194	100	60	1732	20	30	10	40	280	10	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2194	100	60	1732	20	30	10	40	280	10	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2194	100	60	1732	20	30	10	40	280	10	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	2194	100	60	1732	20	30	10	40	280	10	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.73	0.27	1.00	2.96	0.04	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	xxxx	493	1750	5536	64	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.03	0.31	0.31	0.02	0.03	0.03	0.16	0.01	0.07
Crit Moves:	****				****					****		
Green Time:	7.0	62.0	62.0	17.1	72.1	72.1	36.9	36.9	36.9	36.9	36.9	36.9
Volume/Cap:	0.41	0.41	0.41	0.25	0.54	0.54	0.06	0.09	0.09	0.54	0.02	0.25
Delay/Veh:	59.8	20.0	20.0	48.8	16.5	16.5	31.6	32.0	32.0	38.2	31.2	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	20.0	20.0	48.8	16.5	16.5	31.6	32.0	32.0	38.2	31.2	33.8
LOS by Move:	E+	B-	B-	D	B	B	C	C-	C-	D+	C	C-
HCM2kAvgQ:	2	9	9	2	13	13	1	1	1	10	0	4

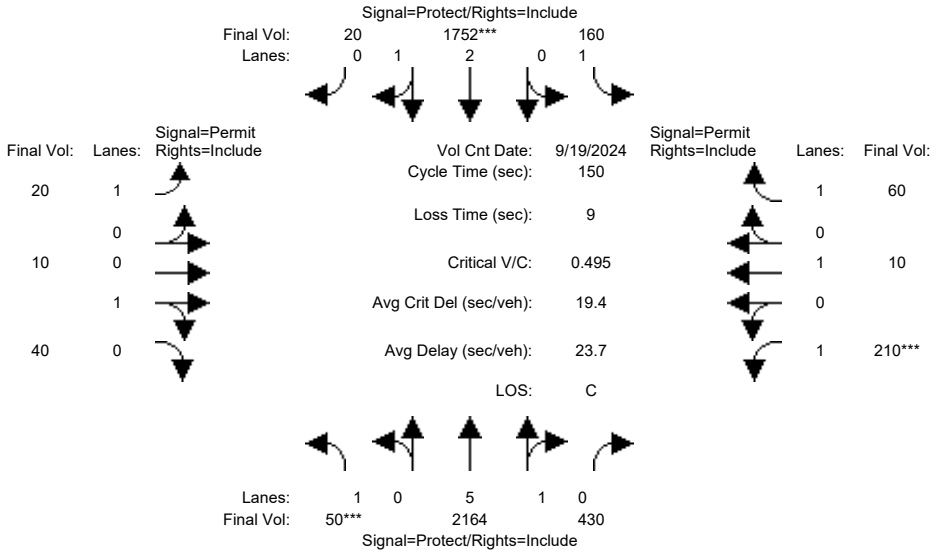
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #13: 13 - Mathilda Ave & Ross Dr



Street Name:	Mathilda Ave						Ross Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	50	2110	430	160	1650	20	20	10	40	210	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2110	430	160	1650	20	20	10	40	210	10	60
Added Vol:	0	54	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2164	430	160	1752	20	20	10	40	210	10	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2164	430	160	1752	20	20	10	40	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2164	430	160	1752	20	20	10	40	210	10	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2164	430	160	1752	20	20	10	40	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.96	0.04	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1750	9499	1800	1750	5537	63	1750	360	1440	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.24	0.09	0.32	0.32	0.01	0.03	0.03	0.12	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	8.7	75.7	75.7	29.0	95.9	95.9	36.4	36.4	36.4	36.4	36.4	36.4
Volume/Cap:	0.49	0.45	0.47	0.47	0.49	0.49	0.05	0.11	0.11	0.49	0.02	0.14
Delay/Veh:	72.3	23.9	24.3	54.8	14.4	14.4	43.6	44.4	44.4	49.8	43.3	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	23.9	24.3	54.8	14.4	14.4	43.6	44.4	44.4	49.8	43.3	44.7
LOS by Move:	E	C	C	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	12	13	7	14	14	1	2	2	9	0	2

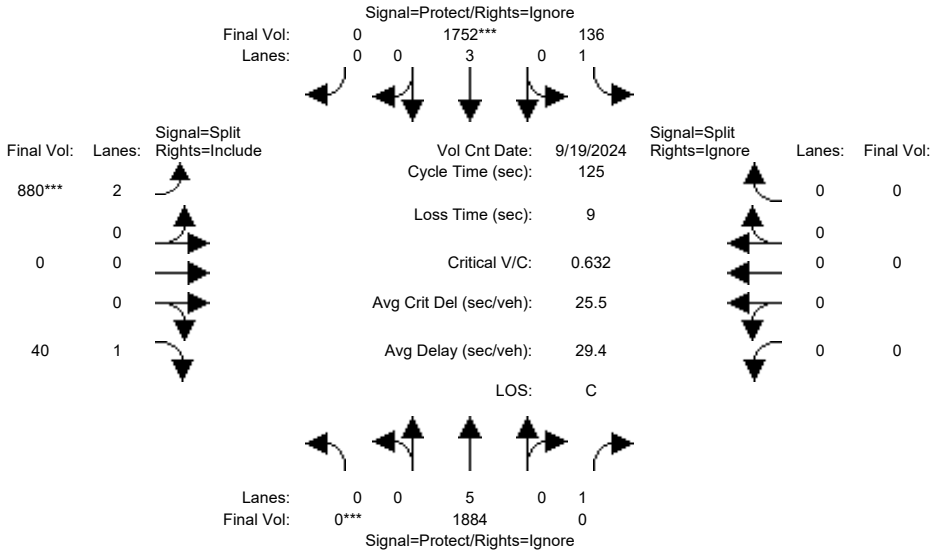
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1790	560	50	1710	0	880	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	560	50	1710	0	880	0	40	0	0	0
Added Vol:	0	94	0	86	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	560	136	1752	0	880	0	40	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1884	0	136	1752	0	880	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1884	0	136	1752	0	880	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1884	0	136	1752	0	880	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.08	0.31	0.00	0.28	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	43.7	0.0	17.1	60.8	0.0	55.2	0.0	55.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.57	0.63	0.00	0.63	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	33.2	0.0	53.7	24.3	0.0	28.0	0.0	20.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	0.0	53.7	24.3	0.0	28.0	0.0	20.0	0.0	0.0	0.0
LOS by Move:	A	C-	A	D-	C	A	C	A	B-	A	A	A
HCM2kAvgQ:	0	11	0	6	17	0	16	0	1	0	0	0

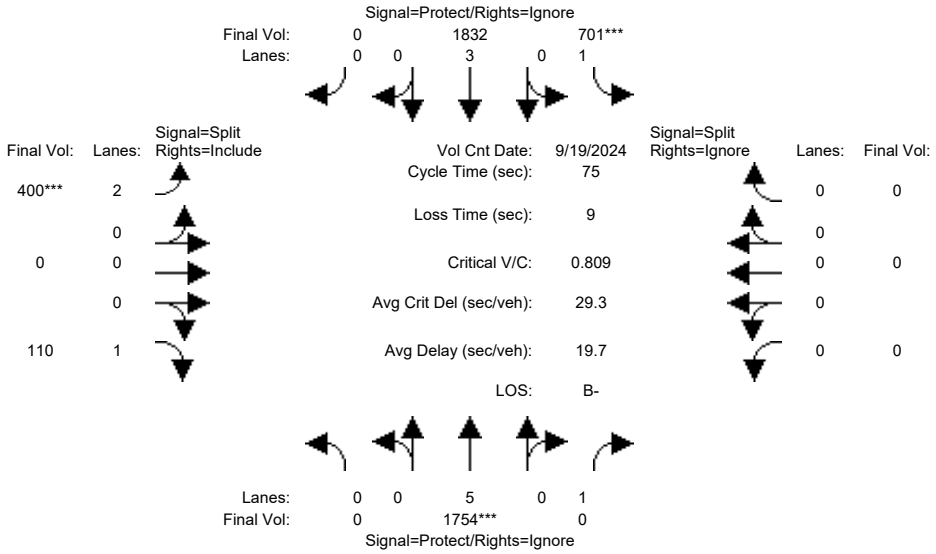
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #14: 14 - Mathilda Ave & SR-237 EB Ramps



Street Name:	Mathilda Ave						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	0	1700	490	490	1730	0	400	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1700	490	490	1730	0	400	0	110	0	0	0
Added Vol:	0	54	0	211	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1754	490	701	1832	0	400	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1754	0	701	1832	0	400	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1754	0	701	1832	0	400	0	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1754	0	701	1832	0	400	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.40	0.32	0.00	0.13	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	17.1	0.0	37.1	54.2	0.0	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.00	0.81	0.44	0.00	0.81	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	0.0	21.7	4.3	0.0	40.2	0.0	29.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	0.0	21.7	4.3	0.0	40.2	0.0	29.4	0.0	0.0	0.0
LOS by Move:	A	C	A	C+	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	8	0	17	6	0	8	0	3	0	0	0

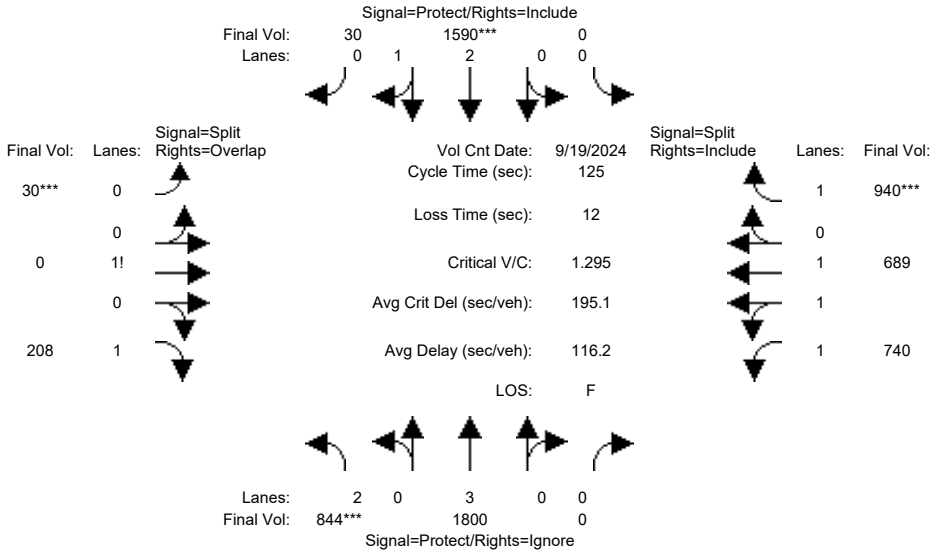
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM - Alt 2

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	750	1800	0	0	1590	30	30	0	80	740	560	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	1800	0	0	1590	30	30	0	80	740	560	940
Added Vol:	94	0	0	0	0	0	0	0	128	0	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	844	1800	0	0	1590	30	30	0	208	740	689	940
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	844	1800	0	0	1590	30	30	0	208	740	689	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	1800	0	0	1590	30	30	0	208	740	689	940
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	844	1800	0	0	1590	30	30	0	208	740	689	940
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	2.00	3.00	0.00	0.00	2.94	0.06	0.22	0.00	1.78	1.60	1.40	1.00
Final Sat.:	3150	5700	0	0	5496	104	392	0	3108	2820	2626	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.32	0.00	0.00	0.29	0.29	0.08	0.00	0.07	0.26	0.26	0.54
Crit Moves:	****				****		****					****
Green Time:	25.2	52.4	0.0	0.0	27.2	27.2	10.0	0.0	35.2	50.6	50.6	50.6
Volume/Cap:	1.33	0.75	0.00	0.00	1.33	1.33	0.96	0.00	0.24	0.65	0.65	1.33
Delay/Veh:	208.2	32.2	0.0	0.0	202	202.3	102.4	0.0	34.7	30.7	30.7	194.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	208.2	32.2	0.0	0.0	202	202.3	102.4	0.0	34.7	30.7	30.7	194.5
LOS by Move:	F	C-	A	A	F	F	F	A	C-	C	C	F
HCM2kAvgQ:	37	20	0	0	39	39	7	0	4	16	16	71

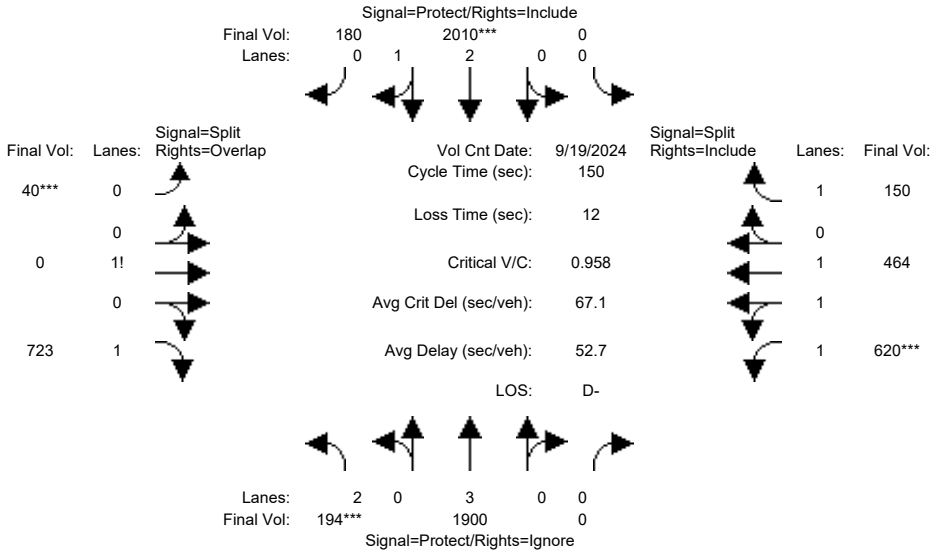
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM - Alt 2

Intersection #15: 15 - Mathilda Ave & SR-237 WB Ramps



Street Name:	Mathilda Ave						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	140	1900	0	0	2010	180	40	0	410	620	390	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1900	0	0	2010	180	40	0	410	620	390	150
Added Vol:	54	0	0	0	0	0	0	0	313	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1900	0	0	2010	180	40	0	723	620	464	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1900	0	0	2010	180	40	0	723	620	464	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1900	0	0	2010	180	40	0	723	620	464	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1900	0	0	2010	180	40	0	723	620	464	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.74	0.26	0.10	0.00	1.90	1.76	1.24	1.00
Final Sat.:	3150	5700	0	0	5139	460	174	0	3326	3115	2331	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.39	0.39	0.23	0.00	0.22	0.20	0.20	0.09
Crit Moves:	****				****		****			****		
Green Time:	9.6	70.9	0.0	0.0	61.3	61.3	35.9	0.0	45.6	31.2	31.2	31.2
Volume/Cap:	0.96	0.71	0.00	0.00	0.96	0.96	0.96	0.00	0.72	0.96	0.96	0.41
Delay/Veh:	121.0	32.2	0.0	0.0	53.8	53.8	78.4	0.0	48.8	76.3	76.3	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.0	32.2	0.0	0.0	53.8	53.8	78.4	0.0	48.8	76.3	76.3	52.2
LOS by Move:	F	C-	A	A	D-	D-	E-	A	D	E-	E-	D-
HCM2kAvgQ:	8	23	0	0	38	38	22	0	17	22	22	7

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

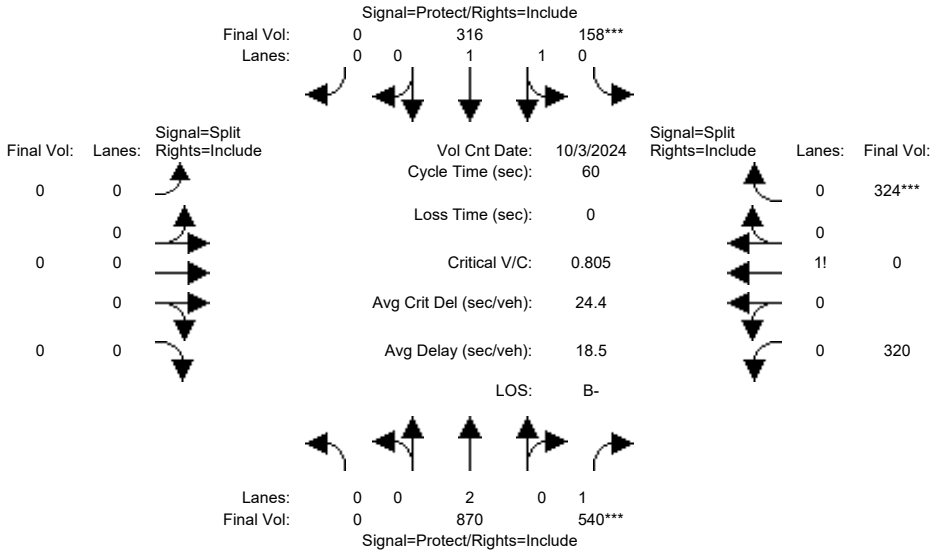
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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation AM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	130	540	10	70	0	0	0	0	320	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	540	10	70	0	0	0	0	320	0	20
Added Vol:	0	740	0	148	246	0	0	0	0	0	0	304
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	870	540	158	316	0	0	0	0	320	0	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	870	540	158	316	0	0	0	0	320	0	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	870	540	158	316	0	0	0	0	320	0	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	870	540	158	316	0	0	0	0	320	0	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.68	1.32	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	3800	1750	1233	2466	0	0	0	0	870	0	880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.31	0.13	0.13	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Crit Moves:			****	****								****
Green Time:	0.0	22.8	22.8	10.0	32.8	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.60	0.81	0.77	0.23	0.00	0.00	0.00	0.00	0.81	0.00	0.81
Delay/Veh:	0.0	15.7	24.2	29.8	7.1	0.0	0.0	0.0	0.0	20.6	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	24.2	29.8	7.1	0.0	0.0	0.0	0.0	20.6	0.0	20.6
LOS by Move:	A	B	C	C	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	6	10	6	2	0	0	0	0	11	0	11

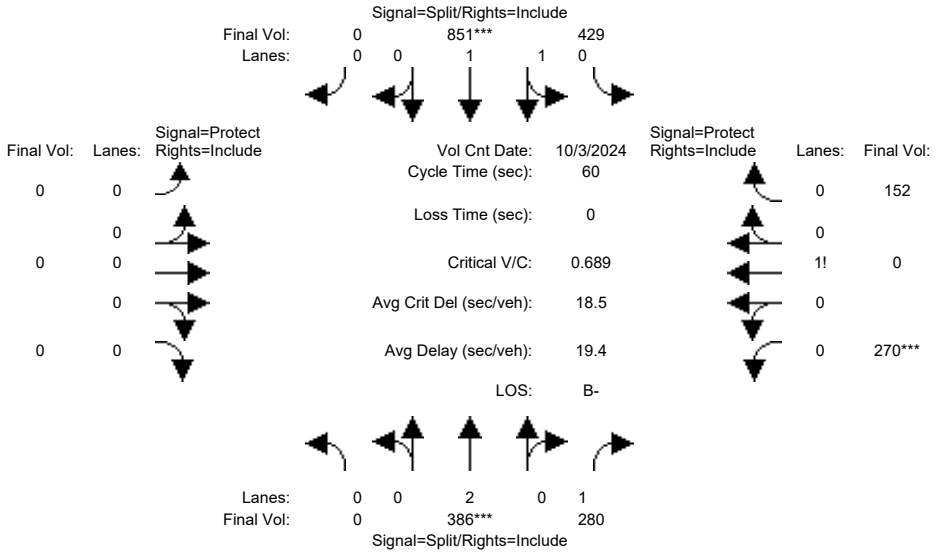
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation PM - Alt 1

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	40	280	20	170	0	0	0	0	270	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	280	20	170	0	0	0	0	270	0	10
Added Vol:	0	346	0	409	681	0	0	0	0	0	0	142
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	386	280	429	851	0	0	0	0	270	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	280	429	851	0	0	0	0	270	0	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	280	429	851	0	0	0	0	270	0	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	386	280	429	851	0	0	0	0	270	0	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.69	1.31	0.00	0.00	0.00	0.00	0.64	0.00	0.36
Final Sat.:	0	3800	1750	1240	2459	0	0	0	0	1120	0	630
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.16	0.35	0.35	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****			****					****		
Green Time:	0.0	13.9	13.9	27.1	27.1	0.0	0.0	0.0	0.0	18.9	0.0	18.9
Volume/Cap:	0.00	0.44	0.69	0.76	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	20.0	26.0	15.9	15.9	0.0	0.0	0.0	0.0	24.9	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	26.0	15.9	15.9	0.0	0.0	0.0	0.0	24.9	0.0	24.9
LOS by Move:	A	C+	C	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	5	12	12	0	0	0	0	8	0	8

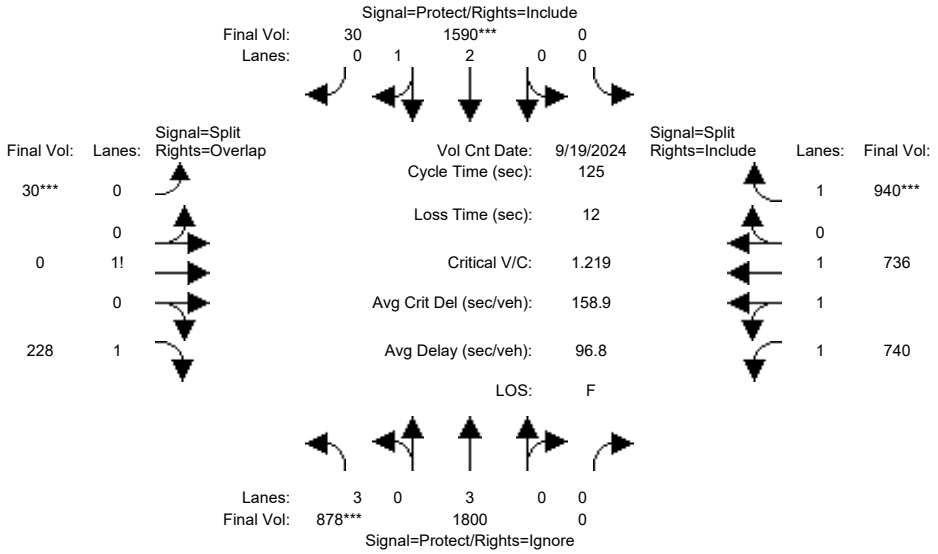
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation AM - Alt 1

Intersection #15: 15 - SR-237 WB Ramps & N Mathilda Ave



Street Name:	SR-237 WB Ramps						N Mathilda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	750	1800	0	0	1590	30	30	0	80	740	560	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	1800	0	0	1590	30	30	0	80	740	560	940
Added Vol:	128	0	0	0	0	0	0	0	148	0	176	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	878	1800	0	0	1590	30	30	0	228	740	736	940
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	878	1800	0	0	1590	30	30	0	228	740	736	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	878	1800	0	0	1590	30	30	0	228	740	736	940
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	878	1800	0	0	1590	30	30	0	228	740	736	940
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	3.00	3.00	0.00	0.00	2.94	0.06	0.21	0.00	1.79	1.55	1.45	1.00
Final Sat.:	4551	5700	0	0	5496	104	365	0	3135	2730	2716	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.00	0.00	0.29	0.29	0.08	0.00	0.07	0.27	0.27	0.54
Crit Moves:	****				****		****					****
Green Time:	19.5	48.7	0.0	0.0	29.2	29.2	10.0	0.0	29.5	54.3	54.3	54.3
Volume/Cap:	1.24	0.81	0.00	0.00	1.24	1.24	1.03	0.00	0.31	0.62	0.62	1.24
Delay/Veh:	171.3	36.4	0.0	0.0	161	161.3	121.9	0.0	39.6	28.0	28.0	153.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.3	36.4	0.0	0.0	161	161.3	121.9	0.0	39.6	28.0	28.0	153.2
LOS by Move:	F	D+	A	A	F	F	F	A	D	C	C	F
HCM2kAvgQ:	25	22	0	0	36	36	8	0	4	15	15	64

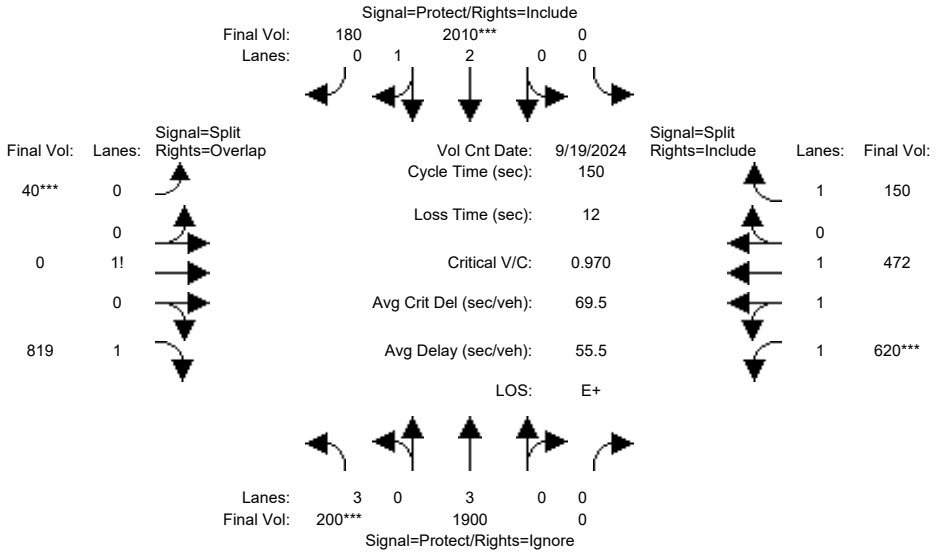
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 1

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation PM - Alt 1

Intersection #15: 15 - SR-237 WB Ramps & N Mathilda Ave



Street Name:	SR-237 WB Ramps						N Mathilda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	140	1900	0	0	2010	180	40	0	410	620	390	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1900	0	0	2010	180	40	0	410	620	390	150
Added Vol:	60	0	0	0	0	0	0	0	409	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1900	0	0	2010	180	40	0	819	620	472	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1900	0	0	2010	180	40	0	819	620	472	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1900	0	0	2010	180	40	0	819	620	472	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1900	0	0	2010	180	40	0	819	620	472	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	3.00	3.00	0.00	0.00	2.74	0.26	0.09	0.00	1.91	1.75	1.25	1.00
Final Sat.:	4551	5700	0	0	5139	460	156	0	3344	3092	2354	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.00	0.00	0.39	0.39	0.26	0.00	0.24	0.20	0.20	0.09
Crit Moves:	****				****		****			****		
Green Time:	7.0	67.4	0.0	0.0	60.4	60.4	39.7	0.0	46.7	31.0	31.0	31.0
Volume/Cap:	0.94	0.74	0.00	0.00	0.97	0.97	0.97	0.00	0.79	0.97	0.97	0.42
Delay/Veh:	116.7	35.3	0.0	0.0	56.9	56.9	78.1	0.0	51.0	79.3	79.3	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.7	35.3	0.0	0.0	56.9	56.9	78.1	0.0	51.0	79.3	79.3	52.4
LOS by Move:	F	D+	A	A	E+	E+	E-	A	D-	E-	E-	D-
HCM2kAvgQ:	6	24	0	0	39	39	25	0	19	22	22	7

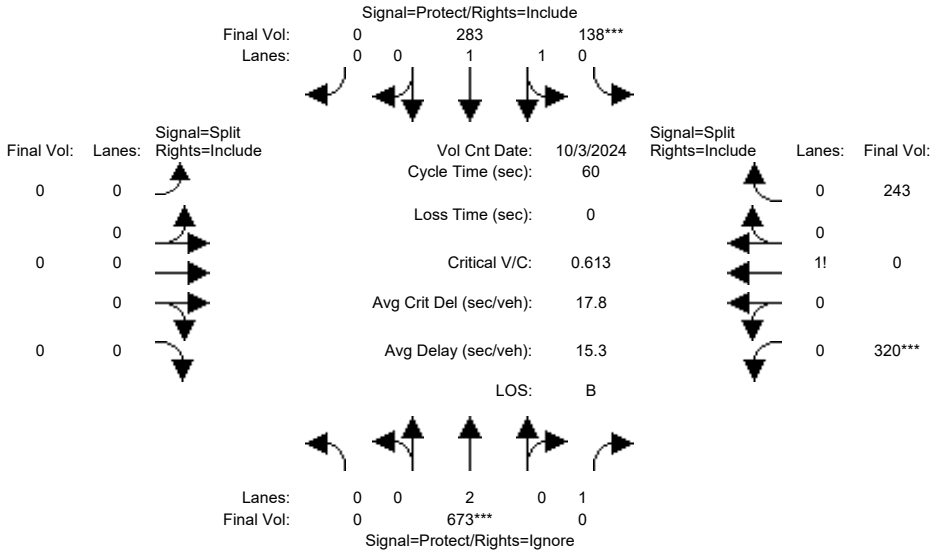
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation AM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	130	540	10	70	0	0	0	0	320	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	540	10	70	0	0	0	0	320	0	20
Added Vol:	0	543	0	128	213	0	0	0	0	0	0	223
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	673	540	138	283	0	0	0	0	320	0	243
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	673	0	138	283	0	0	0	0	320	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	673	0	138	283	0	0	0	0	320	0	243
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	673	0	138	283	0	0	0	0	320	0	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.67	1.33	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	3800	1750	1212	2486	0	0	0	0	995	0	755
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Moves:		****		****						****		
Green Time:	0.0	17.3	0.0	11.1	28.5	0.0	0.0	0.0	0.0	31.5	0.0	31.5
Volume/Cap:	0.00	0.61	0.00	0.61	0.24	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	19.5	0.0	24.1	9.4	0.0	0.0	0.0	0.0	11.2	0.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	0.0	24.1	9.4	0.0	0.0	0.0	0.0	11.2	0.0	11.2
LOS by Move:	A	B-	A	C	A	A	A	A	A	B+	A	B+
HCM2kAvgQ:	0	5	0	5	2	0	0	0	0	8	0	8

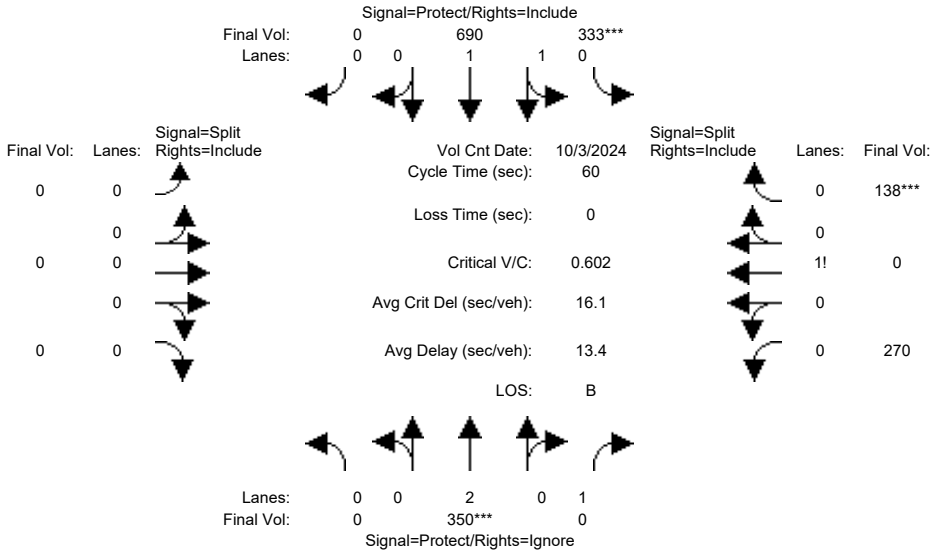
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation PM - Alt 2

Intersection #9: 9 - Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2024 << 05:00:00 PM												
Base Vol:	0	40	280	20	170	0	0	0	0	270	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	280	20	170	0	0	0	0	270	0	10
Added Vol:	0	310	0	313	520	0	0	0	0	0	0	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	280	333	690	0	0	0	0	270	0	138
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	0	333	690	0	0	0	0	270	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	0	333	690	0	0	0	0	270	0	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	0	333	690	0	0	0	0	270	0	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.67	1.33	0.00	0.00	0.00	0.00	0.66	0.00	0.34
Final Sat.:	0	3800	1750	1204	2495	0	0	0	0	1158	0	592
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:		****		****								****
Green Time:	0.0	10.0	0.0	27.1	37.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.55	0.00	0.61	0.45	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	24.0	0.0	13.1	6.2	0.0	0.0	0.0	0.0	16.7	0.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	0.0	13.1	6.2	0.0	0.0	0.0	0.0	16.7	0.0	16.7
LOS by Move:	A	C	A	B	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	0	8	5	0	0	0	0	7	0	7

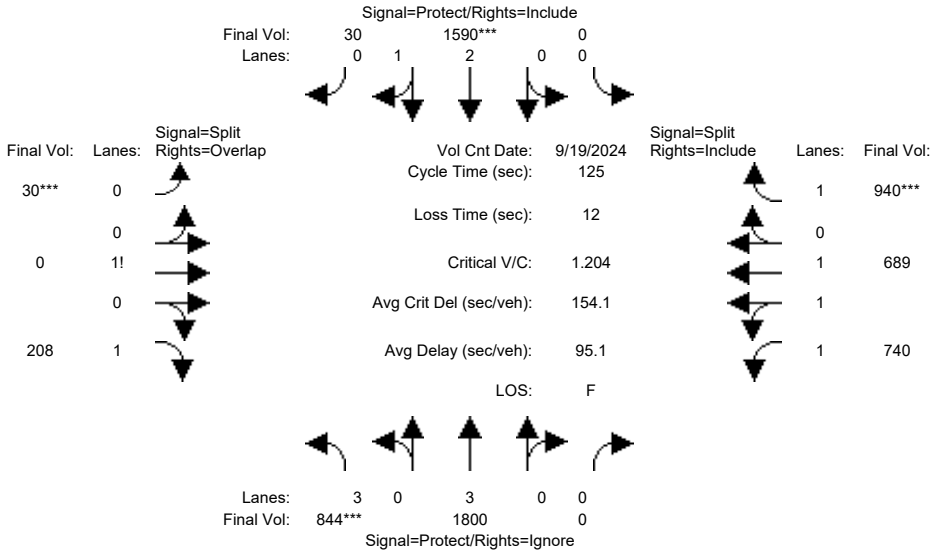
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation AM - Alt 2

Intersection #15: 15 - SR-237 WB Ramps & N Mathilda Ave



Street Name:	SR-237 WB Ramps				N Mathilda Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM																
Base Vol:	750	1800	0		0	1590	30		30	0	80		740	560	940	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	750	1800	0		0	1590	30		30	0	80		740	560	940	
Added Vol:	94	0	0		0	0	0		0	0	128		0	129	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	844	1800	0		0	1590	30		30	0	208		740	689	940	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	844	1800	0		0	1590	30		30	0	208		740	689	940	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	844	1800	0		0	1590	30		30	0	208		740	689	940	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	844	1800	0		0	1590	30		30	0	208		740	689	940	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.93	0.98	0.92	
Lanes:	3.00	3.00	0.00		0.00	2.94	0.06		0.22	0.00	1.78		1.60	1.40	1.00	
Final Sat.:	4551	5700	0		0	5496	104		392	0	3108		2820	2626	1750	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.32	0.00		0.00	0.29	0.29		0.08	0.00	0.07		0.26	0.26	0.54	
Crit Moves:	****					****			****						****	
Green Time:	18.9	48.3	0.0		0.0	29.4	29.4		10.0	0.0	28.9		54.7	54.7	54.7	
Volume/Cap:	1.23	0.82	0.00		0.00	1.23	1.23		0.96	0.00	0.29		0.60	0.60	1.23	
Delay/Veh:	168.2	36.9	0.0		0.0	157	157.3		102.4	0.0	39.8		27.2	27.2	149.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	168.2	36.9	0.0		0.0	157	157.3		102.4	0.0	39.8		27.2	27.2	149.2	
LOS by Move:	F	D+	A		A	F	F		F	A	D		C	C	F	
HCM2kAvgQ:	24	22	0		0	36	36		7	0	4		15	15	64	

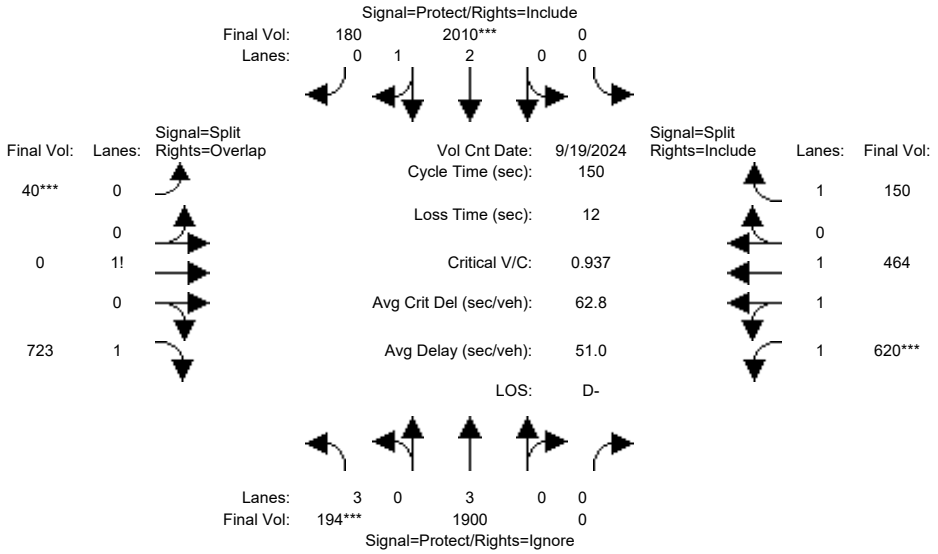
Note: Queue reported is the number of cars per lane.

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Berkeley Space Center
SJ24-2273
Cumulative with Project Alternative 2

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
CPP Mitigation PM - Alt 2

Intersection #15: 15 - SR-237 WB Ramps & N Mathilda Ave



Street Name:	SR-237 WB Ramps						N Mathilda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2024 << 05:00:00 PM												
Base Vol:	140	1900	0	0	2010	180	40	0	410	620	390	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1900	0	0	2010	180	40	0	410	620	390	150
Added Vol:	54	0	0	0	0	0	0	0	313	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1900	0	0	2010	180	40	0	723	620	464	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1900	0	0	2010	180	40	0	723	620	464	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1900	0	0	2010	180	40	0	723	620	464	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1900	0	0	2010	180	40	0	723	620	464	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	3.00	3.00	0.00	0.00	2.74	0.26	0.10	0.00	1.90	1.76	1.24	1.00
Final Sat.:	4551	5700	0	0	5139	460	174	0	3326	3115	2331	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.00	0.00	0.39	0.39	0.23	0.00	0.22	0.20	0.20	0.09
Crit Moves:	****				****		****			****		
Green Time:	7.0	69.5	0.0	0.0	62.5	62.5	36.7	0.0	43.7	31.8	31.8	31.8
Volume/Cap:	0.91	0.72	0.00	0.00	0.94	0.94	0.94	0.00	0.75	0.94	0.94	0.40
Delay/Veh:	109.9	33.4	0.0	0.0	50.1	50.1	73.9	0.0	51.2	72.3	72.3	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.9	33.4	0.0	0.0	50.1	50.1	73.9	0.0	51.2	72.3	72.3	51.6
LOS by Move:	F	C-	A	A	D	D	E	A	D-	E	E	D-
HCM2kAvgQ:	6	24	0	0	37	37	22	0	17	21	21	7

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

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Appendix C. Signal Warrant Analysis

FEHR PEERS

Major Street	Ellis Street
Minor Street	Manila Ave

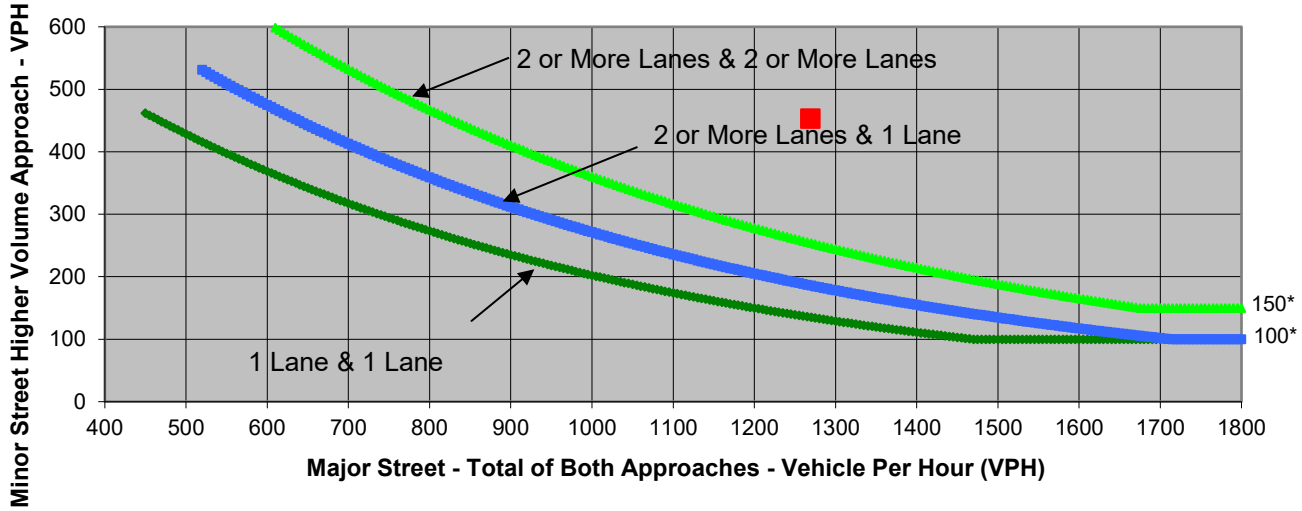
Project	Berkeley Space Center
Scenario	Cumulative No Project
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	101	0	320
Through	406	222	0	0
Right	540	0	0	133
Total	946	323	0	453

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,269**	**453**	

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

FEHR PEERS

Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative No Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	101	0	320
Through	406	222	0	0
Right	540	0	0	133
Total	946	323	0	453

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	27.4
Approach with Worst Case Delay	WB
Total Vehicles on Approach	453

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative No Project	**3.4**	**453**	**1,722**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

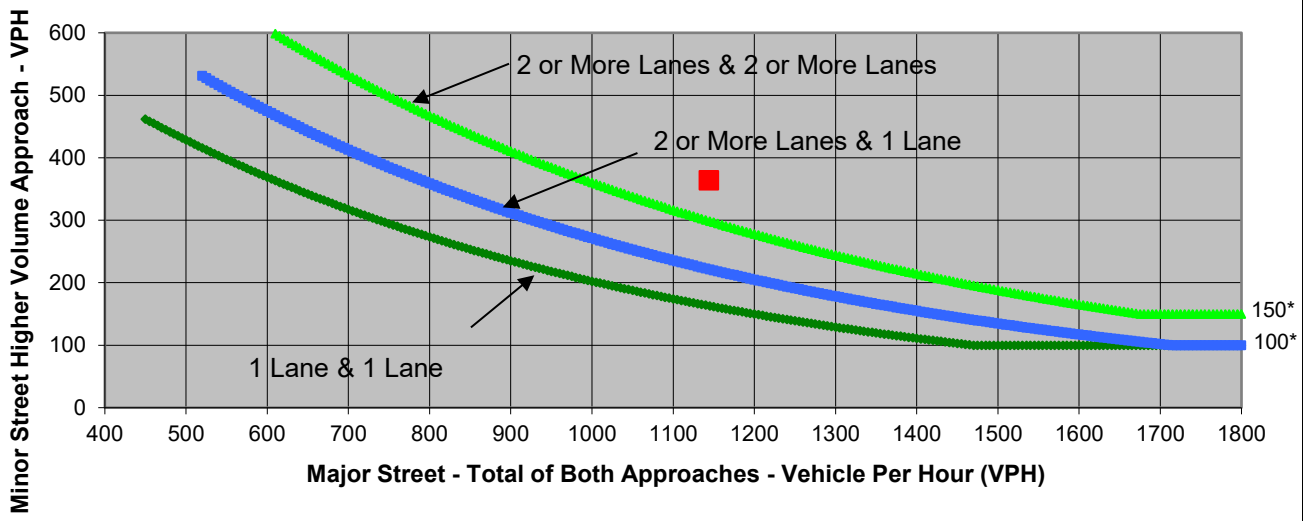
Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative No Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	181	0	270
Through	245	438	0	0
Right	280	0	0	94
Total	525	619	0	364

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,144**	**364**	

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

FEHR PEERS

Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative No Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	181	0	270
Through	245	438	0	0
Right	280	0	0	94
Total	525	619	0	364

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	18.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	364

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative No Project	**1.9**	**364**	**1,508**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

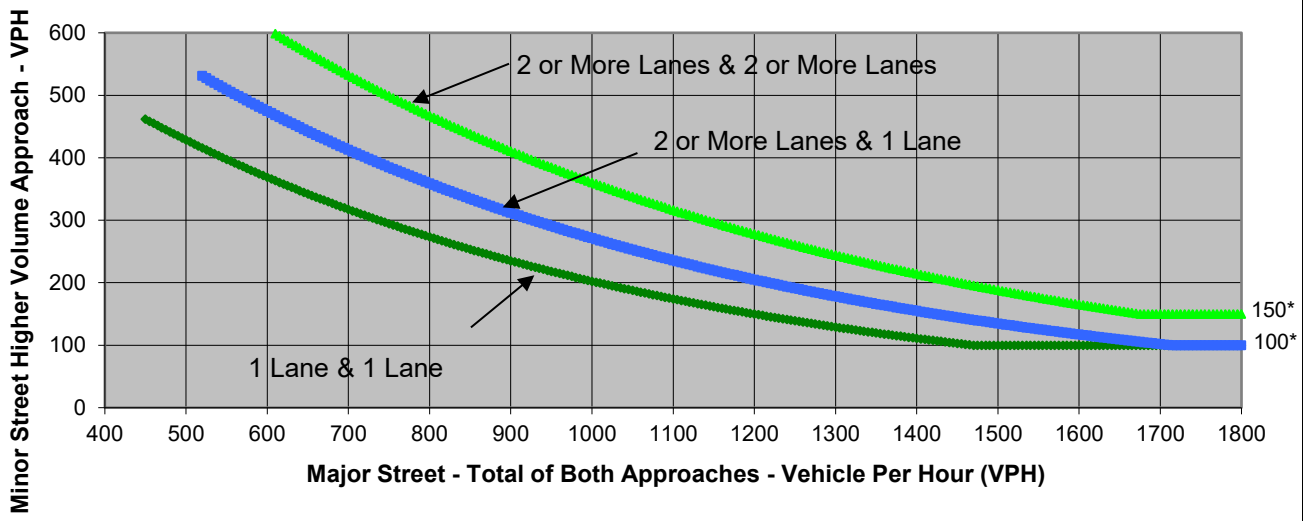
Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative Plus Project, Alternative 1
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	158	0	320
Through	870	316	0	0
Right	540	0	0	324
Total	1,410	474	0	644

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,884**	**644**	

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

FEHR PEERS

Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative Plus Project, Alternative 1
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	158	0	320
Through	870	316	0	0
Right	540	0	0	324
Total	1,410	474	0	644

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	105.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	644

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
umulative Plus Project, Alternative	**18.9**	**644**	**2,528**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	Ellis Street
Minor Street	Manila Ave

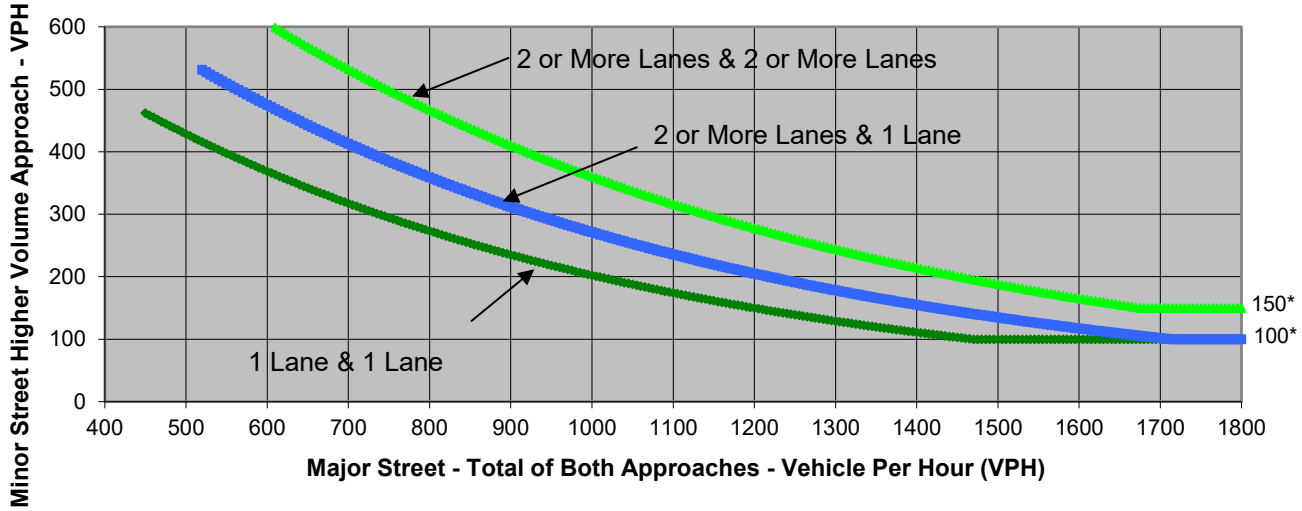
Project	Berkeley Space Center
Scenario	Cumulative Plus Project, Alternative 1
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	429	0	270
Through	386	851	0	0
Right	280	0	0	152
Total	666	1,280	0	422

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,946**	**422**	

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

FEHR PEERS

Major Street	Ellis Street	Project	Berkeley Space Center
Minor Street	Manila Ave	Scenario	Cumulative Plus Project, Alternative 1
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	429	0	270
Through	386	851	0	0
Right	280	0	0	152
Total	666	1,280	0	422

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	27.1
Approach with Worst Case Delay	WB
Total Vehicles on Approach	422

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
umulative Plus Project, Alternative	**3.2**	**422**	**2,368**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Ellis Street
Minor Street	Manila Ave

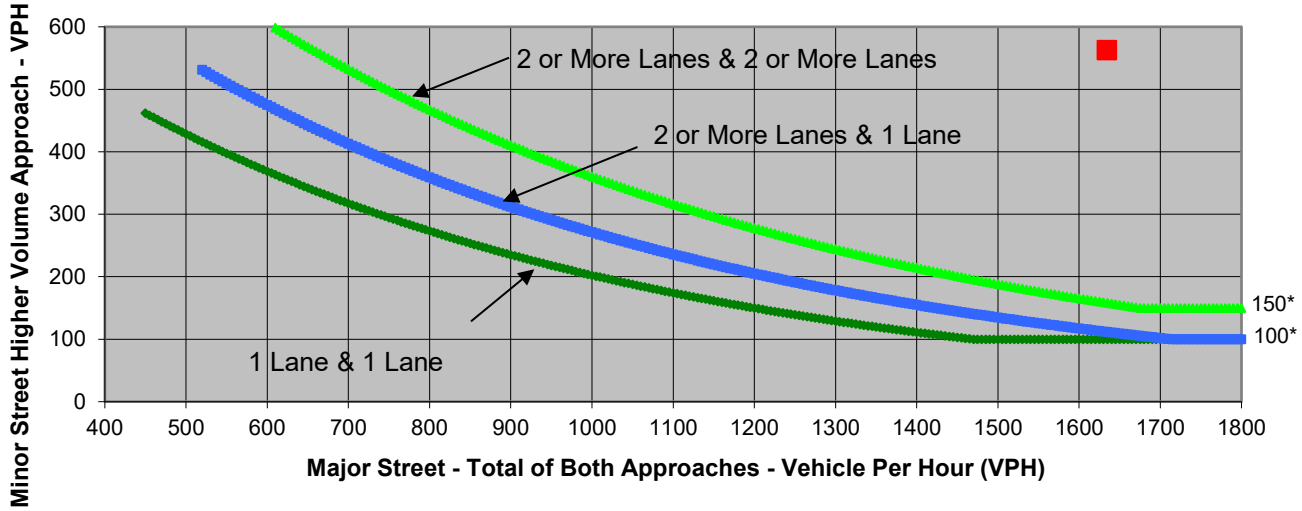
Project	Berkeley Space Center
Scenario	Cumulative Plus Project, Alternative 2
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	138	0	320
Through	673	283	0	0
Right	540	0	0	243
Total	1,213	421	0	563

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,634**	**563**	

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

FEHR PEERS

Project	Berkeley Space Center
Scenario	Cumulative Plus Project, Alternative 2
Peak Hour	AM

Major Street	Ellis Street
Minor Street	Manila Ave

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	138	0	320
Through	673	283	0	0
Right	540	0	0	243
Total	1,213	421	0	563

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	60.1
Approach with Worst Case Delay	WB
Total Vehicles on Approach	563

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
umulative Plus Project, Alternative	**9.4**	**563**	**2,197**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	Ellis Street
Minor Street	Manila Ave

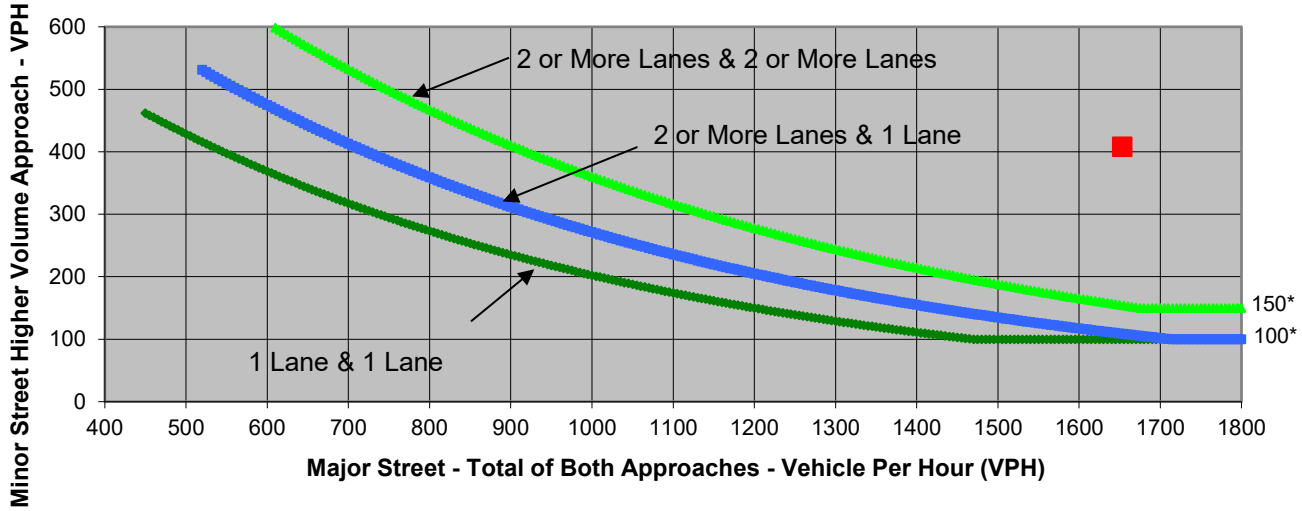
Project	Berkeley Space Center
Scenario	Cumulative Plus Project, Alternative 2
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	333	0	270
Through	350	690	0	0
Right	280	0	0	138
Total	630	1,023	0	408

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Ave	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,653**	**408**	

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

FEHR PEERS

Project	Berkeley Space Center
Scenario	Cumulative Plus Project, Alternative 2
Peak Hour	PM

Major Street	Ellis Street
Minor Street	Manila Ave

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	333	0	270
Through	350	690	0	0
Right	280	0	0	138
Total	630	1,023	0	408

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	25.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	408

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
umulative Plus Project, Alternative	**2.9**	**408**	**2,061**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

Appendix D. Freeway LOS Calculations

Table D-1: Existing Conditions Freeway Segment Analysis Results - NEPA Build Alternative 1 AM

Direction	From	To	Miles	Existing Conditions AM												Existing with NEPA Build Alternative 1 Conditions AM											
				Number of Lanes			Density		LOS		Speed		Flow			Project Trips			Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
				Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV
SR 85																											
Northbound	Central Expressway	US 101	1.24	3	2	1	34	32	D	D	63	64	4290	2050	291	247	44	36	33	D	D	4600	1650	5.37%	2.67%	NO	NO
Southbound	US 101	Central Expressway	1.24	3	2	1	16	5	B	A	67	67	2130	340	69	60	9	16	5	B	A	4600	1650	1.30%	0.55%	NO	NO
SR 237																											
Eastbound	Mathilda Avenue	Fair Oaks Avenue	0.96	3	2	1	33	12	D	B	64	67	4230	810	70	59	11	34	12	D	B	4600	1650	1.28%	0.67%	NO	NO
Westbound	Fair Oaks Avenue	Mathilda Avenue	0.96	3	3	-	89	-	F	-	18	-	4810	-	290	290	-	94	-	F	-	6900	-	4.20%	-	**YES**	-
US 101																											
Northbound	Mathilda Avenue	SR 237	0.35	4	3	1	49	71	E	F	43	26	6330	1850	236	201	35	51	73	E	F	6900	1650	2.91%	2.12%	NO	**YES**
	SR 237	Moffett Boulevard	1.68	4	3	1	67	64	F	F	28	30	5630	1920	446	379	67	72	66	F	F	6900	1650	5.49%	4.06%	**YES**	**YES**
	Moffett Boulevard	SR 85	0.33	4	3	1	97	67	F	F	15	28	4370	1880	79	67	12	99	68	F	F	6900	1650	0.97%	0.73%	NO	NO
	Shoreline Boulevard	Rengstorff Avenue	1.01	5	3	2	70	34	F	D	26	63	5460	4290	69	59	10	71	34	F	D	6900	3300	0.86%	0.30%	NO	NO
Southbound	Rengstorff Avenue	Shoreline Boulevard	1.01	5	3	2	38	22	D	C	58	66	6620	2910	291	247	44	39	22	D	C	6900	3300	3.58%	1.33%	NO	NO
	SR 85	Moffett Boulevard	0.33	4	3	1	31	17	D	B	65	67	6050	1140	335	285	50	32	18	D	B	6900	1650	4.13%	3.03%	NO	NO
	Moffett Boulevard	SR 237	1.68	4	3	1	44	31	D	D	50	65	6600	2020	93	79	14	45	31	D	D	6900	1650	1.14%	0.85%	NO	NO
	SR 237	Mathilda Avenue	0.35	4	3	1	23	40	C	D	66	55	4560	2200	57	48	9	23	40	C	D	6900	1650	0.70%	0.55%	NO	NO

Table D-2: Existing Conditions Freeway Segment Analysis Results - NEPA Build Alternative 1 PM

Direction	From	To	Miles	Existing Conditions PM												Existing with NEPA Build Alternative 1 Conditions PM											
				Number of Lanes			Density		LOS		Speed		Flow			Project Trips			Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
				Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV
SR 85																											
Northbound	Central Expressway	US 101	1.24	3	2	1	17	7	B	A	67	70	2270	490	94	80	14	18	7	B	A	4600	1650	1.74%	0.85%	NO	NO
Southbound	US 101	Central Expressway	1.24	3	2	1	81	84	F	F	21	20	3410	1680	296	252	44	87	86	F	F	4600	1650	5.48%	2.67%	YES	YES
SR 237																											
Eastbound	Mathilda Avenue	Fair Oaks Avenue	0.96	3	2	1	100	96	F	F	14	20	2800	1920	296	252	44	109	98	F	F	4600	1650	5.48%	2.67%	**YES**	**YES**
Westbound	Fair Oaks Avenue	Mathilda Avenue	0.96	3	3	-	84	-	F	-	19	-	4790	-	94	94	-	86	-	F	-	6900	-	1.36%	0.00%	**YES**	-
US 101																											
Northbound	Mathilda Avenue	SR 237	0.35	4	3	1	24	20	C	C	66	70	4760	1400	76	65	11	24	20	C	C	6900	1650	0.94%	0.67%	NO	NO
	SR 237	Moffett Boulevard	1.68	4	3	1	53	33	E	D	39	70	6210	2310	144	122	22	54	33	E	D	6900	1650	1.77%	1.33%	NO	NO
	Moffett Boulevard	SR 85	0.33	4	3	1	93	36	F	D	16	70	4470	2520	340	289	51	99	37	F	D	6900	1650	4.19%	3.09%	**YES**	NO
	Shoreline Boulevard	Rengstorff Avenue	1.01	5	3	2	112	18	F	B	11	70	3700	2520	296	252	44	120	18	F	B	6900	3300	3.65%	1.33%	**YES**	NO
Southbound	Rengstorff Avenue	Shoreline Boulevard	1.01	5	3	2	66	25	F	C	29	70	5750	3500	94	80	14	67	25	F	C	6900	3300	1.16%	0.42%	**YES**	NO
	SR 85	Moffett Boulevard	0.33	4	3	1	95	84	F	F	15	20	4280	1680	108	92	16	97	85	F	F	6900	1650	1.33%	0.97%	**YES**	NO
	Moffett Boulevard	SR 237	1.68	4	3	1	76	57	F	E	23	40	5250	2280	396	337	59	81	58	F	E	6900	1650	4.88%	3.58%	**YES**	NO
	SR 237	Mathilda Avenue	0.35	4	3	1	87	60	F	F	18	40	4700	2400	240	204	36	91	61	F	F	6900	1650	2.96%	2.18%	**YES**	**YES**

Table D-3 : Existing Conditions Freeway Segment Analysis Results - NEPA Build Alternative 2 AM

Direction	From	To	Miles	Existing Conditions AM												Existing with NEPA Build Alternative 2 Conditions AM											
				Number of Lanes			Density		LOS		Speed		Flow			Project Trips			Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
				Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV
SR 85																											
Northbound	Central Expressway	US 101	1.24	3	2	1	34	32	D	D	63	64	4290	2050	174	148	26	35	32	D	D	4600	1650	3.22%	1.58%	NO	NO
Southbound	US 101	Central Expressway	1.24	3	2	1	16	5	B	A	67	67	2130	340	47	41	6	16	5	B	A	4600	1650	0.89%	0.36%	NO	NO
SR 237																											
Eastbound	Mathilda Avenue	Fair Oaks Avenue	0.96	3	2	1	33	12	D	B	64	67	4230	810	47	40	7	33	12	D	B	4600	1650	0.87%	0.42%	NO	NO
Westbound	Fair Oaks Avenue	Mathilda Avenue	0.96	3	3	-	89	-	F	-	18	-	4810	-	173	173	-	92	-	F	-	6900	-	2.51%	-	**YES**	-
US 101																											
Northbound	Mathilda Avenue	SR 237	0.35	4	3	1	49	71	E	F	43	26	6330	1850	141	120	21	50	72	E	F	6900	1650	1.74%	1.27%	NO	**YES**
	SR 237	Moffett Boulevard	1.68	4	3	1	67	64	F	F	28	30	5630	1920	267	227	40	70	65	F	F	6900	1650	3.29%	2.42%	**YES**	**YES**
	Moffett Boulevard	SR 85	0.33	4	3	1	97	67	F	F	15	28	4370	1880	54	46	8	98	67	F	F	6900	1650	0.67%	0.48%	NO	NO
	Shoreline Boulevard	Rengstorff Avenue	1.01	5	3	2	70	34	F	D	26	63	5460	4290	47	40	7	71	34	F	D	6900	3300	0.58%	0.21%	NO	NO
Southbound	Rengstorff Avenue	Shoreline Boulevard	1.01	5	3	2	38	22	D	C	58	66	6620	2910	174	148	26	39	22	D	C	6900	3300	2.14%	0.79%	NO	NO
	SR 85	Moffett Boulevard	0.33	4	3	1	31	17	D	B	65	67	6050	1140	200	170	30	32	17	D	B	6900	1650	2.46%	1.82%	NO	NO
	Moffett Boulevard	SR 237	1.68	4	3	1	44	31	D	D	50	65	6600	2020	63	54	9	44	31	D	D	6900	1650	0.78%	0.55%	NO	NO
	SR 237	Mathilda Avenue	0.35	4	3	1	23	40	C	D	66	55	4560	2200	38	32	6	23	40	C	D	6900	1650	0.46%	0.36%	NO	NO

Table D-4 : Existing Conditions Freeway Segment Analysis Results - NEPA Build Alternative 2 PM

Direction	From	To	Miles	Existing Conditions PM												Existing with NEPA Build Alternative 2 Conditions PM											
				Number of Lanes			Density		LOS		Speed		Flow			Project Trips			Project Density		Project LOS		Capacity		% Traffic Added		IMPACT	
				Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Total	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV	Mixed-Flow	HOV
SR 85																											
Northbound	Central Expressway	US 101	1.24	3	2	1	17	7	B	A	67	70	2270	490	72	61	11	17	7	B	A	4600	1650	1.33%	0.67%	NO	NO
Southbound	US 101	Central Expressway	1.24	3	2	1	81	84	F	F	21	20	3410	1680	188	160	28	85	85	F	F	4600	1650	3.48%	1.70%	YES	YES
SR 237																											
Eastbound	Mathilda Avenue	Fair Oaks Avenue	0.96	3	2	1	100	96	F	F	14	20	2800	1920	188	160	28	106	97	F	F	4600	1650	3.48%	1.70%	**YES**	**YES**
Westbound	Fair Oaks Avenue	Mathilda Avenue	0.96	3	3	-	84	-	F	-	19	-	4790	-	72	72	-	85	-	F	-	6900	-	1.04%	-	**YES**	-
US 101																											
Northbound	Mathilda Avenue	SR 237	0.35	4	3	1	24	20	C	C	66	70	4760	1400	59	50	9	24	20	C	C	6900	1650	0.72%	0.55%	NO	NO
	SR 237	Moffett Boulevard	1.68	4	3	1	53	33	E	D	39	70	6210	2310	111	94	17	54	33	E	D	6900	1650	1.36%	1.03%	NO	NO
	Moffett Boulevard	SR 85	0.33	4	3	1	93	36	F	D	16	70	4470	2520	216	184	32	97	36	F	D	6900	1650	2.67%	1.94%	**YES**	NO
	Shoreline Boulevard	Rengstorff Avenue	1.01	5	3	2	112	18	F	B	11	70	3700	2520	188	160	28	117	18	F	B	6900	3300	2.32%	0.85%	**YES**	NO
Southbound	Rengstorff Avenue	Shoreline Boulevard	1.01	5	3	2	66	25	F	C	29	70	5750	3500	72	61	11	67	25	F	C	6900	3300	0.88%	0.33%	NO	NO
	SR 85	Moffett Boulevard	0.33	4	3	1	95	84	F	F	15	20	4280	1680	83	71	12	97	85	F	F	6900	1650	1.03%	0.73%	**YES**	NO
	Moffett Boulevard	SR 237	1.68	4	3	1	76	57	F	E	23	40	5250	2280	250	212	38	79	58	F	E	6900	1650	3.07%	2.30%	**YES**	NO
	SR 237	Mathilda Avenue	0.35	4	3	1	87	60	F	F	18	40	4700	2400	152	129	23	89	61	F	F	6900	1650	1.87%	1.39%	**YES**	**YES**