Appendix G:

Transportation Supporting Information

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Montague Pointe Industrial Development

Local Transportation Analysis

Prepared for:

FCS International, Inc.

September 16, 2026

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Executive Summary

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed industrial development encompassing five parcels (two partially occupied buildings and three vacant buildings) bordered by Montague Expressway, Zanker Road, Junction Avenue, and Plumeria Avenue in north San Jose, California. The project is proposing to demolish five existing industrial buildings totaling 422,635 square feet (s.f.) and construct three new industrial buildings totaling 437,601 s.f. As proposed, the new industrial buildings would consist mostly of warehouse uses, with 18% of the total building area consisting of ancillary office uses. It is our understanding that the project would be built in one phase, and that future tenants of the buildings are expected to operate in a manner consistent with other industrial businesses in North San Jose. Access to the project site would be provided via four full-access driveways on Junction Avenue and one right-turn in/out driveway on Plumeria Avenue.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The project is replacing 422,635 s.f. of industrial development with 437,601 s.f. of industrial development for a net increase of 14,966 s.f. of industrial development. The proposed industrial development would have a comparable VMT per employee as the existing industrial buildings. Since the net increase in industrial square footage is less than 30,000 s.f., the project would meet the small industrial infill project screening criteria set forth in the City's *Transportation Analysis Handbook* and is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip reductions and existing trip credits for the two partially occupied buildings to be removed, the proposed industrial project is estimated to generate 882 new daily vehicle trips, with 98 new trips (73 inbound trips and 25 outbound trips) occurring during the AM peak hour and 80 new trips (22 inbound trips and 58 outbound trips) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose and VTA signalized intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

TDM Requirements

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed industrial project. The project would achieve the 5-point TDM requirement by providing the following multimodal network improvements:

- MI01: Provide Bike Network Improvements – 2 TDM Point
- MI04: Provide Residential Street Improvements – 2 TDM Points
- MI05: Provide Pedestrian Network Improvements – 1 TDM Point

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area.

Below are recommendations resulting from the site plan review and evaluation of pedestrian, bicycle and transit facilities.

Recommendations

- The project should provide 28 additional bicycle parking spaces in order to meet the City's bicycle parking requirement for an industrial use.
- The project applicant should coordinate with the City of San Jose to determine whether the proposed 6-foot-wide bike path configuration along the project frontage on Plumeria Drive would be acceptable.
- The proposed Class IV raised bike lane along the Zanker Road project frontage would need to be coordinated with the City of San Jose and the County of Santa Clara through the Early Design Review application process.
- The proposed Class IV raised bike lane along the Junction Avenue project frontage would need to be coordinated with the City of San Jose.
- The project applicant should coordinate with the City of San Jose and VTA to determine whether any bus stop improvements would be required along the project frontage on Plumeria Drive.

1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed industrial development encompassing five parcels (two partially occupied buildings and three vacant buildings) bordered by Montague Expressway, Zanker Road, Junction Avenue, and Plumeria Avenue in north San Jose, California (see Figure 1). The project is proposing to demolish five existing industrial buildings totaling 422,635 square feet (s.f.) and construct three new industrial buildings totaling 437,601 s.f. As proposed, the new industrial buildings would consist mostly of warehouse uses, with 18% of the total building area consisting of ancillary office uses. It is our understanding that the project would be built in one phase, and that future tenants of the buildings are expected to operate in a manner consistent with other industrial businesses in North San Jose. Access to the project site would be provided via four full-access driveways on Junction Avenue and one right-turn in/out driveway on Plumeria Avenue. The site plan is shown on Figure 2 (2A-2D).

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2023) and the Santa Clara Valley Transportation Authority (VTA) Guidelines. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). An analysis to satisfy the City's Parking and TDM Ordinance was prepared. A freeway segment analysis in accordance with the VTA's *Transportation Impact Analysis Guidelines* was not required because the project would generate fewer than 100 new peak hour vehicle trips.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a Transportation Analysis Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT). Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric. Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);

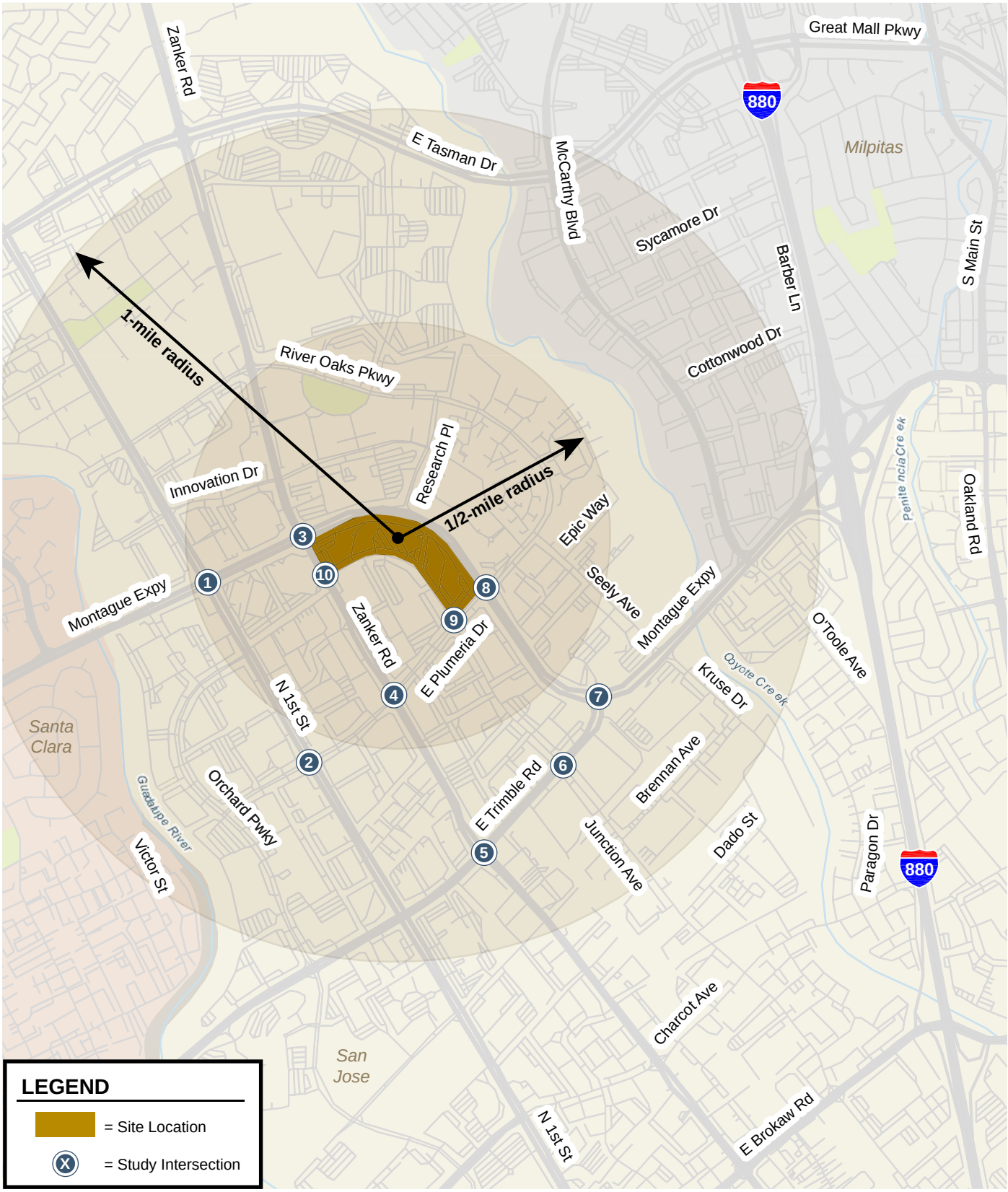

Figure 1
Site Location and Study Intersections

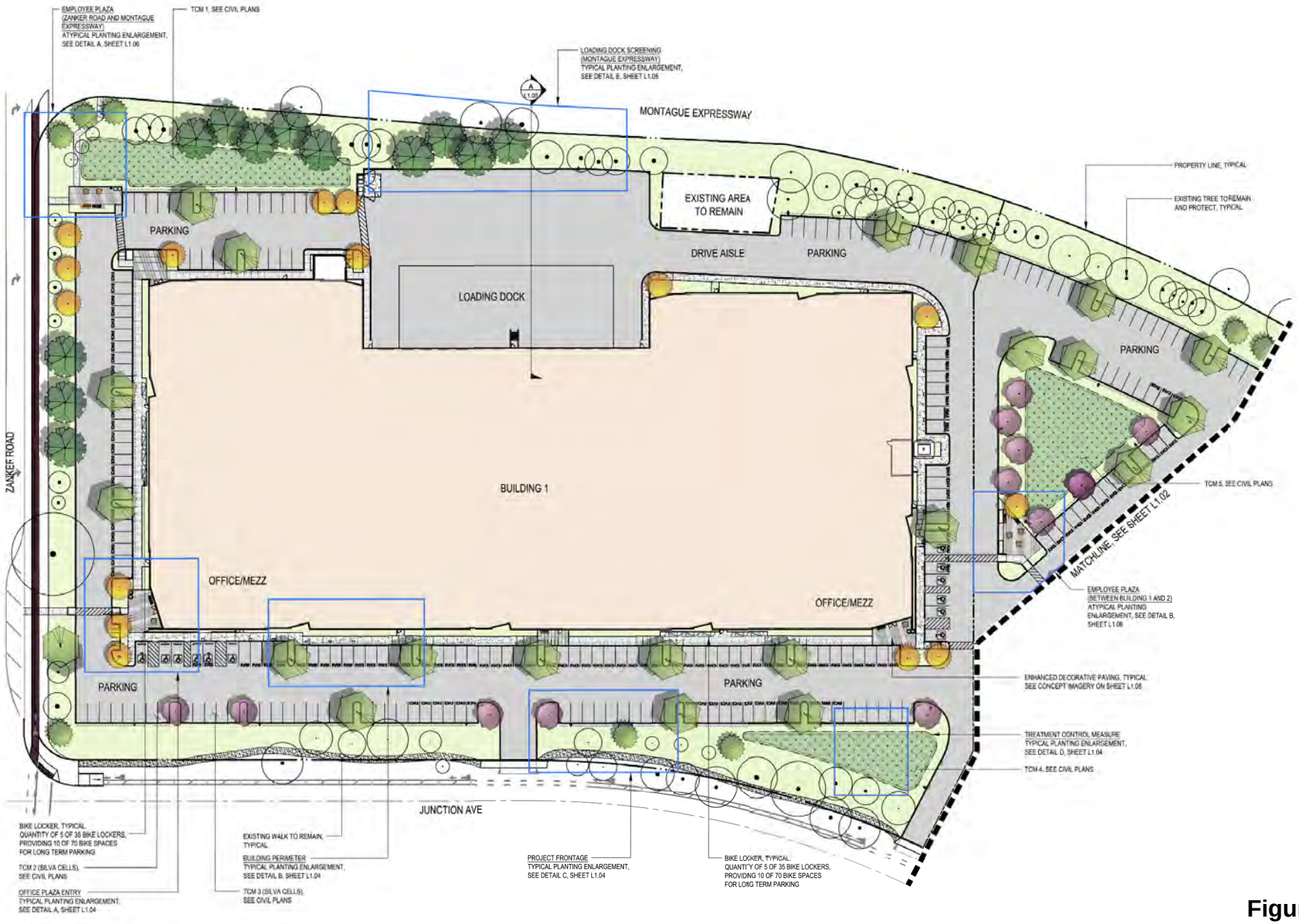

Figure 2A
Site Plan

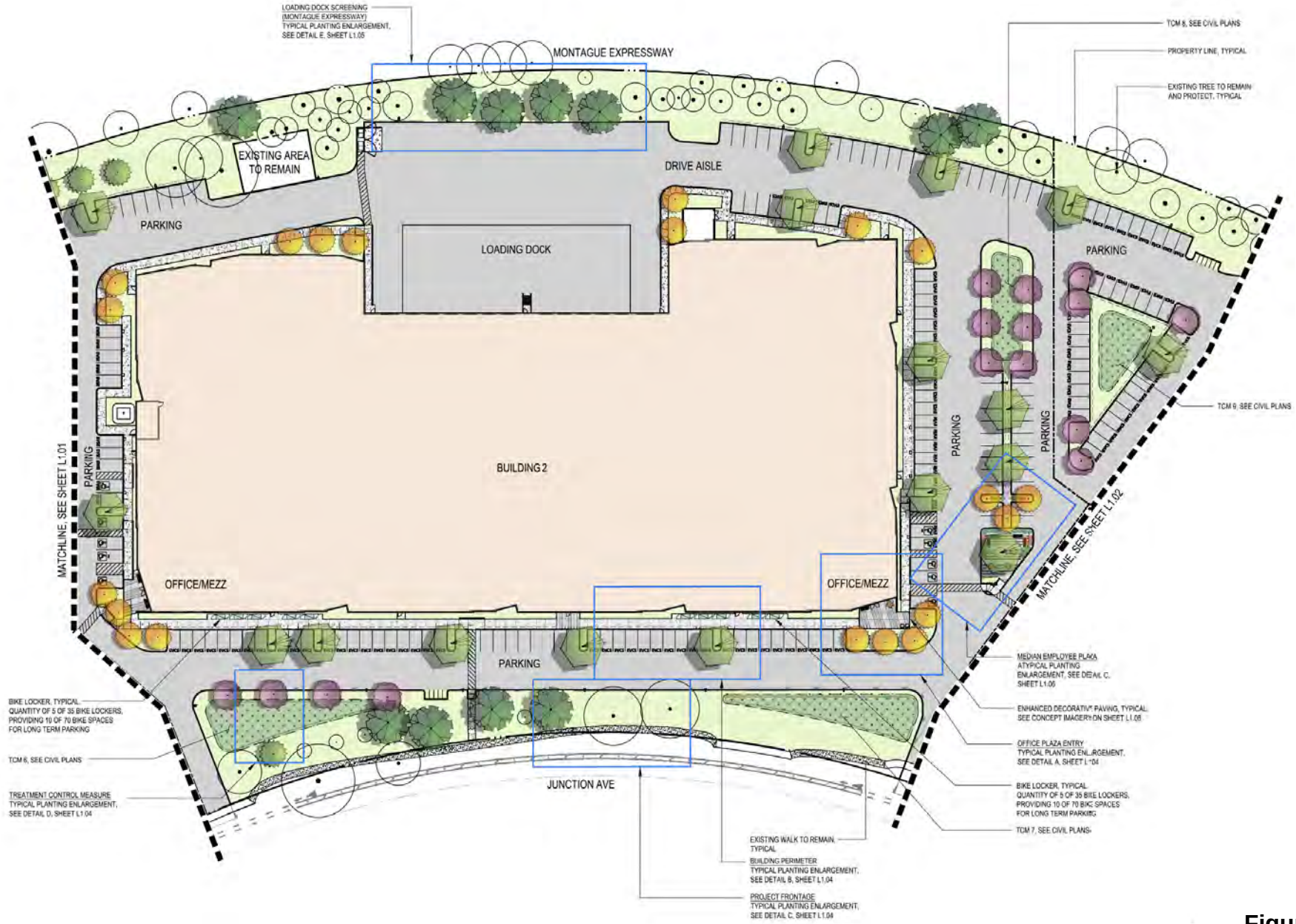

Figure 2B
Site Plan

NORTH
Not to Scale

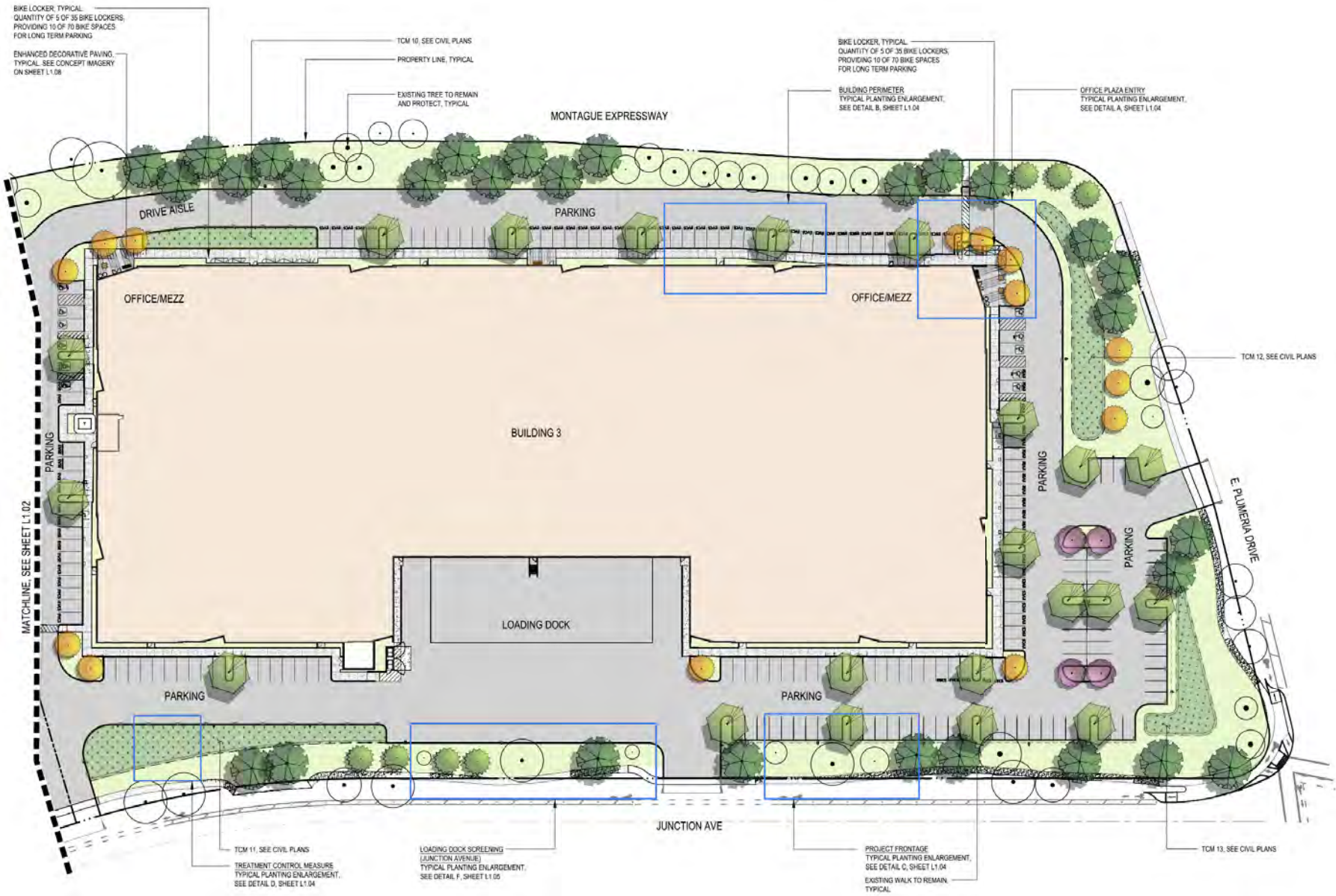

Figure 2C
Site Plan

NORTH
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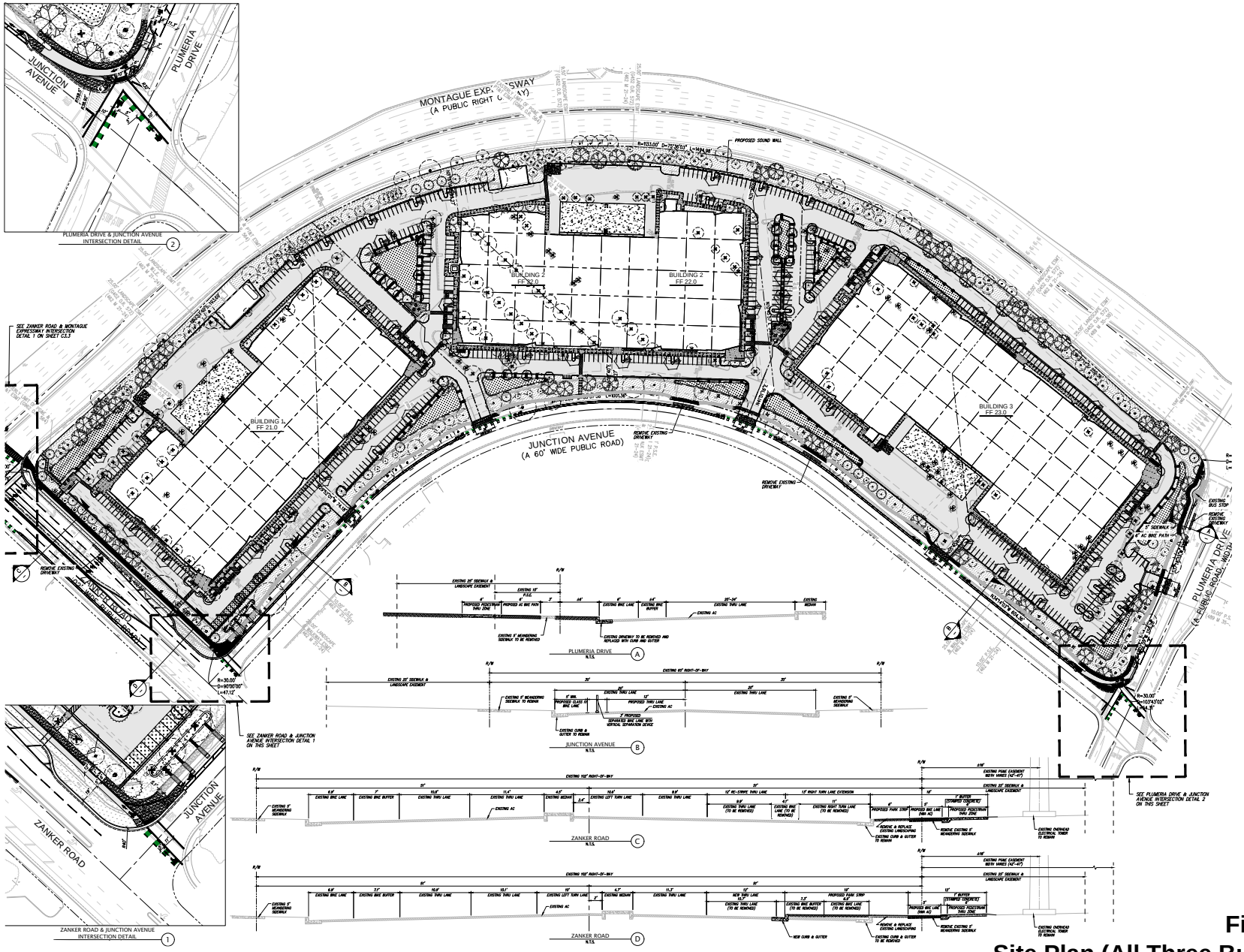


Figure 2D
Site Plan (All Three Buildings)

NORTH
Not to Scale

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);

- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

Figure 3 shows the current VMT levels estimated by the City for industrial workers. Developments in the green-colored areas are estimated to have VMT levels that are at or below the thresholds of significance, while the orange-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. The project is subject to the VMT screening criteria as described below.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The project is replacing 422,635 s.f. of industrial park development with 437,601 s.f. of industrial park development for a net increase of 14,966 s.f. of industrial park development. Industrial parks often include a small amount of supporting office space. As proposed, the new industrial buildings would consist mostly of warehouse uses, with 18% of the total building area consisting of ancillary office uses. The proposed project would have a comparable VMT per employee as the existing industrial buildings. Since the net increase in industrial square footage is less than 30,000 s.f., the project would meet the small industrial infill project screening criterion set forth in the City's *Transportation Analysis Handbook* and is exempt from preparing a detailed VMT analysis.

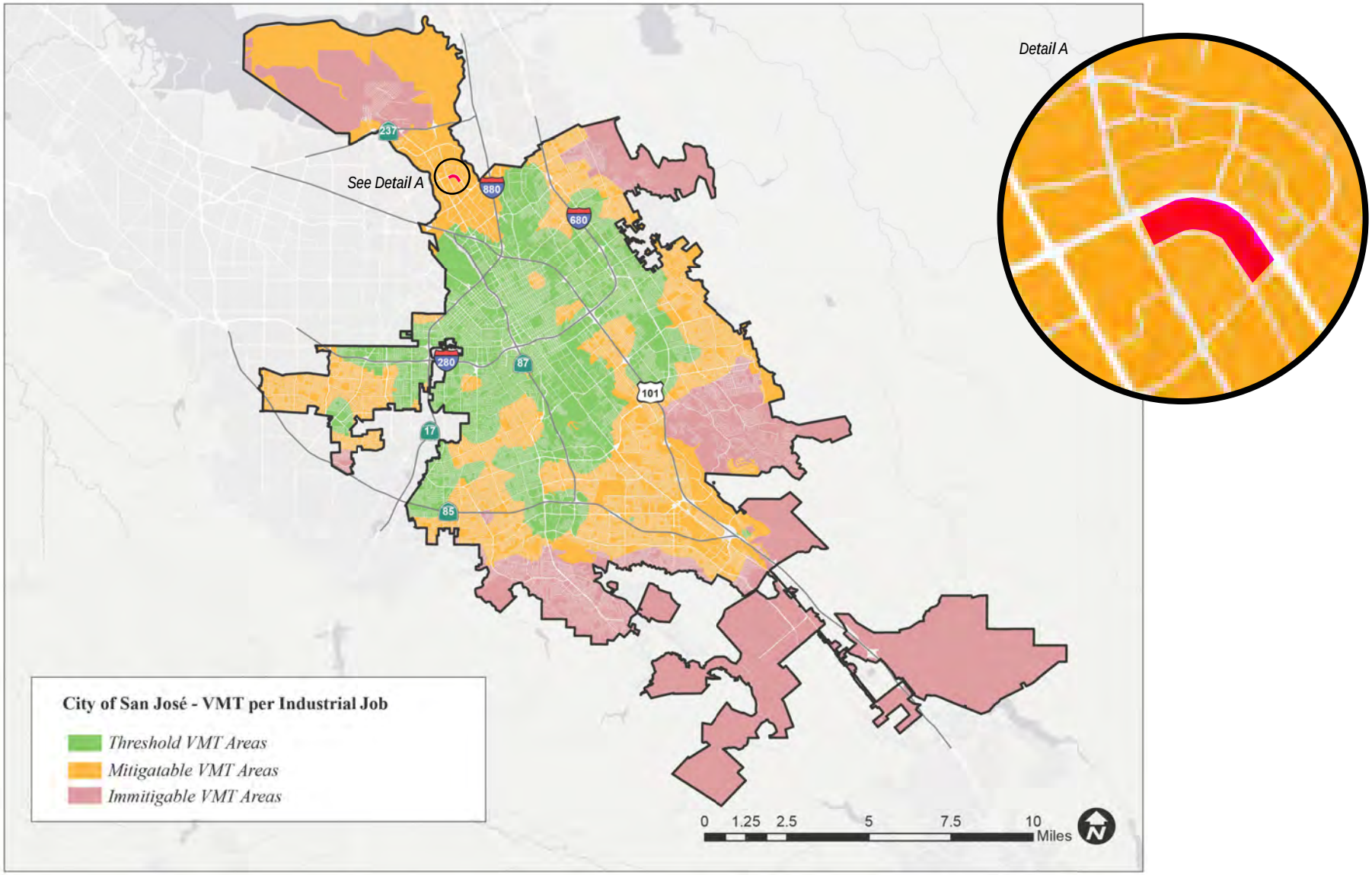


Figure 3
VMT Heat Map for Industrial Jobs in San Jose

NORTH
Not to Scale

VMT Screening Criterion for Small Industrial Infill Projects

- Industrial projects of 30,000 square feet of gross floor area or less.

Although the project is exempt from a CEQA level VMT analysis, a Local Transportation Analysis (LTA) must be prepared to identify potential operational issues that may arise due to the project. Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan, as described below.

Cumulative Analysis (Compliance with the General Plan)

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address potential cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

The Circulation Element of the General Plan includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

The Local Transportation Analysis chapter of this report includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including bicycle, pedestrian, and transit facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of any planned improvements to multi-modal facilities in the study area and recommends potential project contributions towards future improvements of the facilities.

The project site is located in "North San Jose", an area generally categorized as an employment area; though the area surrounding the project site consists of a mix of land uses, including residential. The

project is located within half a mile of high-quality transit (two LRT stations and bus service) and is proposing light industrial uses consistent with the existing Industrial Park (IP) land use designation. Based on the project description, the project site's General Plan land use designation, and the site's proximity to transit, the project would be consistent with the General Plan and would be considered part of the cumulative solution to meet the City's long-range multi-modal transportation goals and policies.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) identifies potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within half a mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

The LTA analyzes AM and PM peak hour traffic conditions for the following ten intersections:

1. North First Street & Montague Expressway (CMP)
2. North First Street & E. Plumeria Drive
3. Zanker Road and Montague Expressway (CMP)
4. Zanker Road & E. Plumeria Drive
5. Zanker Road & E. Trimble Road (CMP)
6. Junction Avenue & E. Trimble Road
7. E. Trimble Road & Montague Expressway (CMP)
8. Montague Expressway & River Oaks Parkway
9. Junction Avenue & E. Plumeria Drive (unsignalized)
10. Zanker Road & Junction Avenue (unsignalized)

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes for all the study intersections were obtained from new turning movement counts conducted on September 11, 2025, and have been approved by City of San Jose staff for use in this transportation study. New traffic counts are contained in Appendix A.
- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix B.

- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project.
- ***Cumulative Conditions.*** Cumulative conditions reflect traffic volumes with completion of the project, approved developments, and pending developments. A nearby pending residential development at 211-281 River Oaks Parkway would add trips through some of the study intersections. As proposed, the pending residential project (3-04954, H23-041) would include 100 townhomes and 637 apartment units.

TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's Ordinance. The City of San Jose's TDM Points Checklist is used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

TDM Screening Criteria

The City of San Jose *Transportation Analysis Handbook, 2023* provides TDM screening criteria for development projects. The TDM screening criterion for industrial projects is described below.

TDM Screening Criterion for Small Industrial Infill Projects

- Industrial projects of 30,000 square feet of gross floor area or less.

The project would not meet the City's TDM screening criteria for small industrial infill projects because it would include a total of 437,601 s.f. of light industrial uses. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required. The project meets the definition of a Level 2 industrial project (industrial projects of 300,000 s.f. or more). Level 2 projects (referred to as "large projects") require both annual TDM Plan compliance documentation and annual monitoring reports.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the study were obtained from new traffic counts, the City of San Jose, the 2018 CMP Annual Monitoring Report, previous traffic studies in the area, and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- a list of approved and pending projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method was applied using TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of San Jose level of service standard for the City's signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

CMP Signalized Intersections

At the onset of this study (May 2025), the VTA's Congestion Management Program (CMP) level of service methodology for signalized intersections was the 2000 HCM method. Thus, this method was also applied to the CMP study intersections using TRAFFIX software. The level of service standard for CMP intersections is LOS E or better.

Note that the updated VTA *Transportation Analysis Guidelines* was adopted in June 2025, after the start of this transportation study. The updated VTA guidelines requires intersection LOS analysis using VISTRO software based on the HCM 7th Edition method. However, at the direction of the City of San Jose, the LTA utilizes the TRAFFIX methodology.

Unsignalized Intersections

Two of the study intersections are unsignalized. Since the City of San Jose has not established a level of service standard for unsignalized intersections, these intersections were not evaluated for level of service. The need for signalization of unsignalized intersections is frequently assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD)*. This method makes no evaluation of intersection level of service but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operations analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection spacing. The unsignalized intersections were evaluated for potential vehicle queuing issues. Signal warrant checks were also prepared.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2023*, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

For CMP intersections, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS E or better) under background conditions to an unacceptable LOS F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to the thresholds listed as #2 above is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of

trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips (approximately 10 trips per lane or more) to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future left-turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Vehicle queuing at the nearby metered freeway on-ramps where the project would add a noteworthy number of trips also were evaluated. These include the I-880 northbound and southbound on-ramps from Montague Expressway.

Report Organization

This report has a total of five chapters. Chapter 2 describes the existing roadway network, transit services, and bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection operations effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 4 describes the City of San Jose TDM points evaluation and summarizes the associated TDM Plan. Chapter 5 presents the conclusions of the local transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 3).

Existing Roadway Network

Regional access to the project site is provided via Interstate 880, SR 237, and US 101. These facilities are described below.

I-880 is an eight-lane north/south freeway with three mixed-flow lanes and one HOV lane in each direction in the project vicinity. It extends northeast to the City of Oakland and south to I-280 in San Jose, at which point it transitions into SR 17 and extends to Santa Cruz. Access to the project site is provided via a full interchange with Montague Expressway.

SR 237 is oriented in an east/west direction with two mixed-flow lanes and one HOV lane in each direction in the project vicinity. SR 237 provides access to the project site via a full interchange with Zanker Road. SR 237 connects to I-880 approximately one mile east of the Zanker Road interchange.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the project is provided via a full interchange with Montague Expressway.

Local access to the project site is provided via Montague Expressway, North First Street, Zanker Road, Trimble Road, River Oaks Parkway/Plumeria Drive, and Junction Avenue. These roadways are described below.

Montague Expressway is generally an east-west designated Expressway that begins at US 101 and runs through north San Jose and Milpitas to I-680. Montague Expressway is an eight-lane roadway, including HOV lanes, and has a posted speed limit of 45 mph. The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the HOV lanes are open to all users. Most segments of Montague Expressway have sidewalks on one side of the street. Montague Expressway provides access to and from the project site via Zanker Road and Plumeria Drive.

North First Street is a north-south Grand Boulevard that extends from Downtown San Jose to North San Jose with the VTA light rail transit service running in the middle of the street. In the project vicinity, North First Street has four lanes and a posted speed limit of 45 mph. Class II bike lanes and sidewalks are provided along both sides of the street with crosswalks at the signalized intersections in the project vicinity. North First Street provides access to the site via its intersection with Plumeria Drive.

Zanker Road is a north-south oriented divided roadway that extends from SR 237 to the north to Old Bayshore Road to the south. In the vicinity of the project site, Zanker Road is two to three lanes in each direction and has a posted speed limit of 45 mph. It is designated a City Connector Street in the City's General Plan and has Class II bike lanes and sidewalks on both sides of the street. Zanker Road provides direct access to the project site.

Trimble Road is an east-west oriented divided roadway that extends from Montague Expressway to US 101 where it transitions into De La Cruz Boulevard. Trimble Road has three lanes in each direction and has a posted speed limit of 45 mph. It is designated a City Connector Street in the City's General Plan and has Class II bike lanes and sidewalks on both sides of the street. However, there is no sidewalk along the south side of Trimble Road between Montague Expressway and Junction Avenue. Trimble Road provides access to the site via its intersections with Zanker Road and Junction Avenue.

River Oaks Parkway/Plumeria Drive is generally an east-west two-lane divided roadway extending from North First Street to Montague Expressway. West of Montague Expressway, it becomes E. Plumeria Drive. River Oaks Parkway is designated an On-Street Primary Bicycle Facility in the City's General Plan and has Class II bike lanes and sidewalks on both sides of the street. It has a posted speed limit of 35 mph and provides direct access to the project site (via Plumeria Drive).

Junction Avenue is a north-south local roadway that extends from Zanker Road adjacent to the project site to Rogers Avenue in the south. Within the project vicinity, Junction Avenue is one lane in each direction with no left-turn pockets or two-way left-turn lanes. Junction Avenue has a posted speed limit of 40 mph. A continuous network of sidewalks is provided along Junction Avenue in the project vicinity. On-street parking is not permitted along either side of Junction Avenue in the project area. There are no bicycle facilities provided along Junction Avenue between Zanker Road and Trimble Road, but Class II bike lanes are provided south of Trimble Road to Brokaw Road. Junction Avenue provides direct access to the project site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of autos and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks at the intersections. Sidewalks are found along all the local roadways in the study area, although there is no sidewalk along the south side of Trimble Road between Montague Expressway and Junction Avenue. Crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections in the study area. Crosswalks are also provided at some nearby unsignalized intersections. Curb ramps with truncated domes are provided at all intersection crosswalks near the site, including unsignalized intersections. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops.

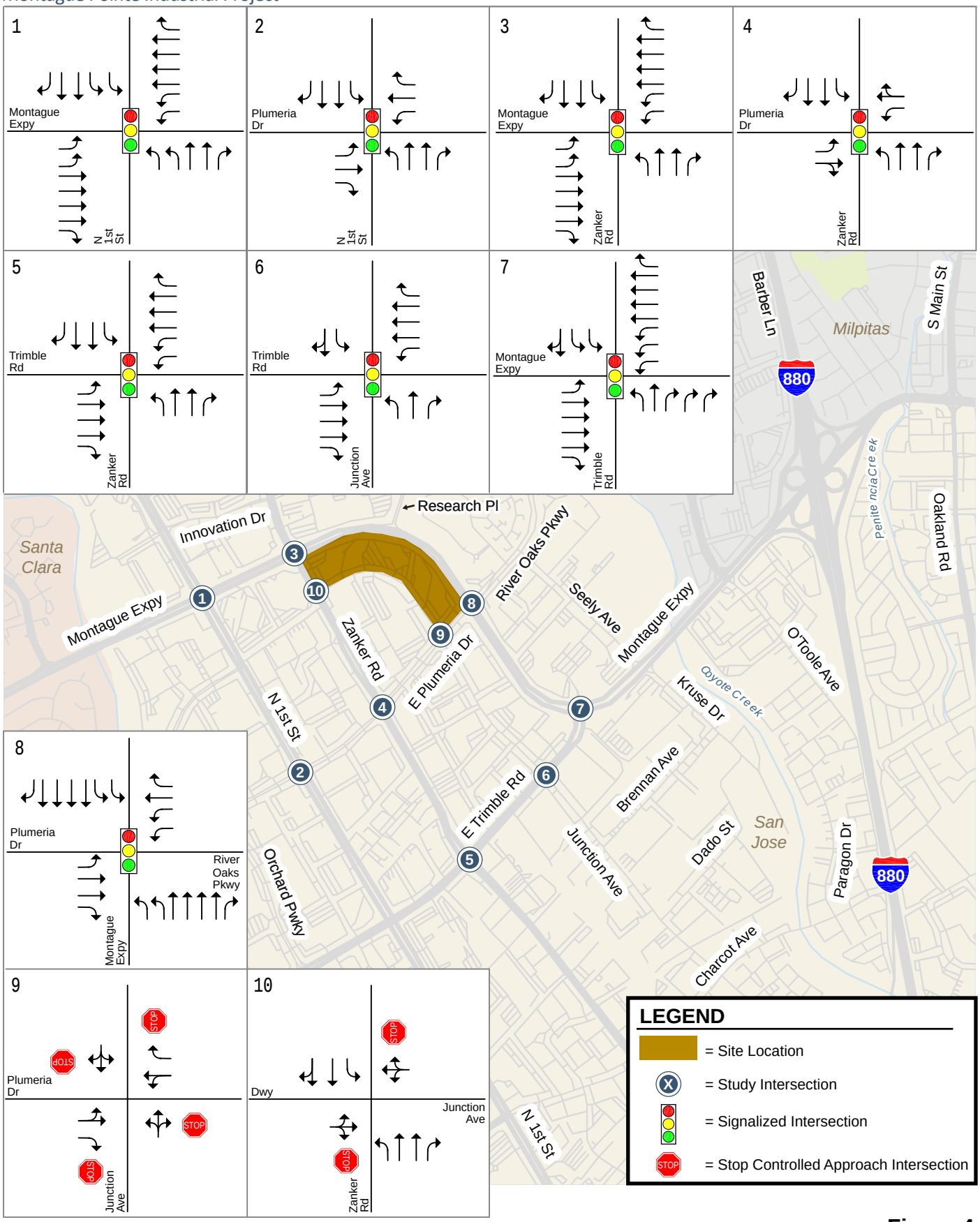


Figure 4
Existing Intersection Lane Configurations

Existing Bicycle Facilities

Bicycle facilities are divided into four classes. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs and/or Sharrows (bike route lane markings) to help guide bicyclists on designated routes to certain locations. Class IV bikeways (i.e., cycle tracks) are on-street bikeways that incorporate physical barriers (e.g., raised curbs, flexible bollards, vehicle parking, grade separation, etc.) to separate bicycles from vehicular traffic. There are no Class III or Class IV bikeways in the project area.

There are a number of roadways in the project study area that have striped bike lanes (Class II bicycle facilities). Striped bike lanes currently exist on the following roadway segments (see Figure 5):

- North First Street – Class II bike lanes between Brokaw Road and Alviso
- Zanker Road – Class II bike lanes along its entirety
- Trimble Road – Class II bike lanes along its entirety
- River Oaks Parkway/Plumeria Drive – Class II bike lanes along its entirety
- Junction Avenue – Class II bike lanes between Trimble Road and Brokaw Road

Multi-Use Trails

The Coyote Creek Multi-use Trail (Class I bikeway) runs along both sides of Coyote Creek and is separated from motor vehicle traffic. The Coyote Creek Trail extends from the northern extent of McCarthy Boulevard south to Zanker Road. The closest entrance to the trail is provided east of the project site via Epic Way/Iris Chang Park, approximately a ½-mile walk or bike ride from the site.

The Guadalupe River Multi-use Trail (Class I bikeway) runs along both sides of the Guadalupe River and is separated from motor vehicle traffic. The Guadalupe River Trail runs from Alviso to south San Jose. The closest entrance to the Guadalupe River Trail is provided west of the project site via Montague Expressway, approximately a ½-mile walk or bike ride from the site.

Existing Transit Service

Existing light rail transit (LRT), bus and shuttle services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Altamont Commuter Express (ACE). The existing transit services are described below and are shown on Figure 6.

Light Rail Transit (LRT) Service

The Orchard LRT Station is located a ¼-mile southwest of the project site at the intersection of North First Street and Orchard Parkway. The River Oaks LRT Station is located a ½-mile northwest of the project site at the intersection of North First Street and River Oaks Parkway. Both stations serve the Santa Teresa-Baypointe LRT line (Blue Line) and Winchester-Old Ironsides LRT line (Green Line). LRT trains operate with 15-minute headways during the weekday peak commute and midday hours.

Bus and Shuttle Service

VTA local bus route 20 operates along Montague Expressway adjacent to the project site. Route 20 operates between the Milpitas BART station and the Sunnyvale Transit Center and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day. Bus route 20 stops along Plumeria Drive adjacent to the project site.

The ACE Brown shuttle operates along Montague Expressway and River Oaks Parkway and provides service between the Great America ACE station and south Sunnyvale. ACE provides four eastbound shuttles during the weekday AM commute period and four westbound shuttles during the weekday PM commute period. The ACE Brown shuttle stops on Montague Expressway north of River Oaks Parkway directly across the street from the project site.

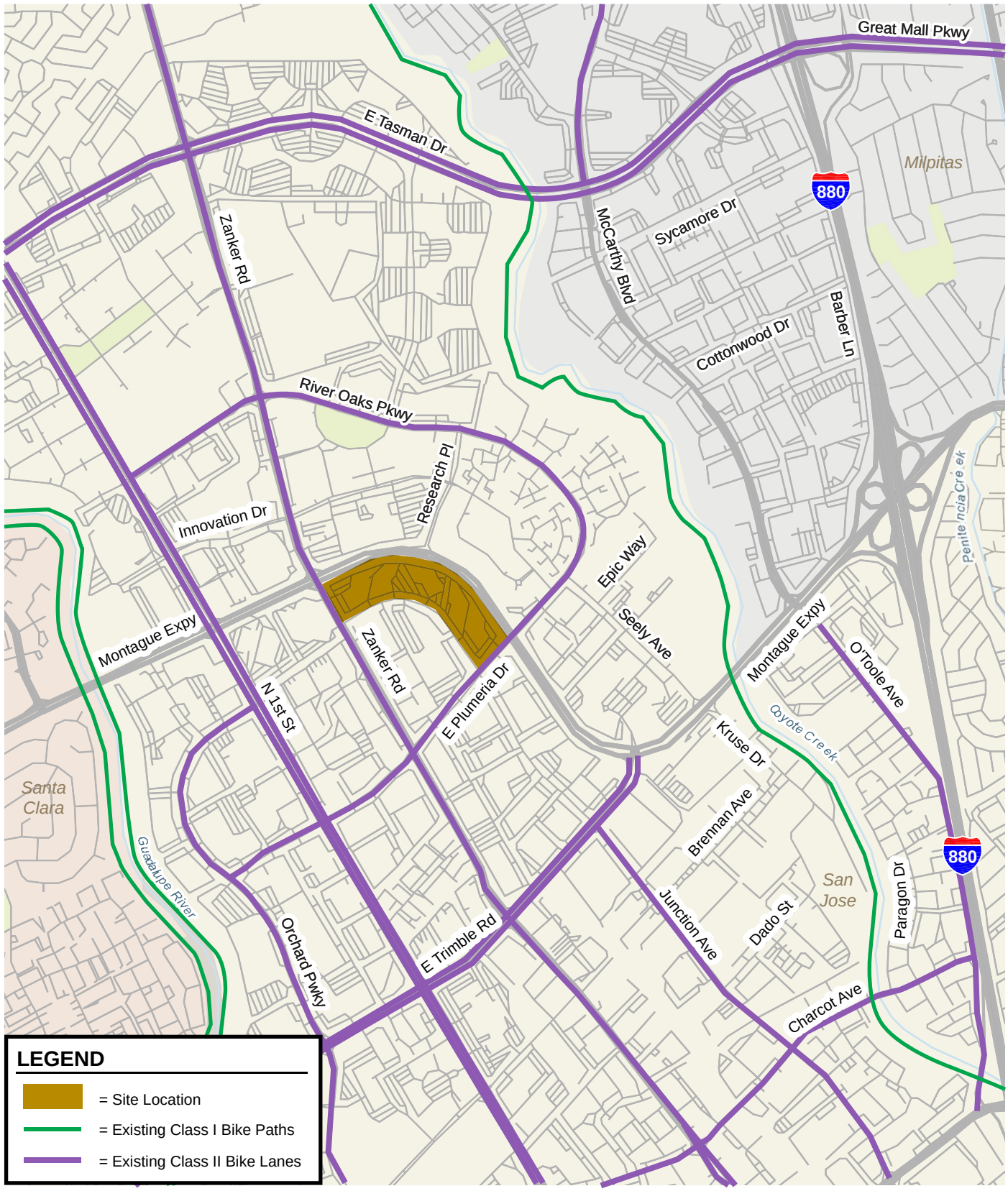


Figure 5
Existing Bicycle Facilities

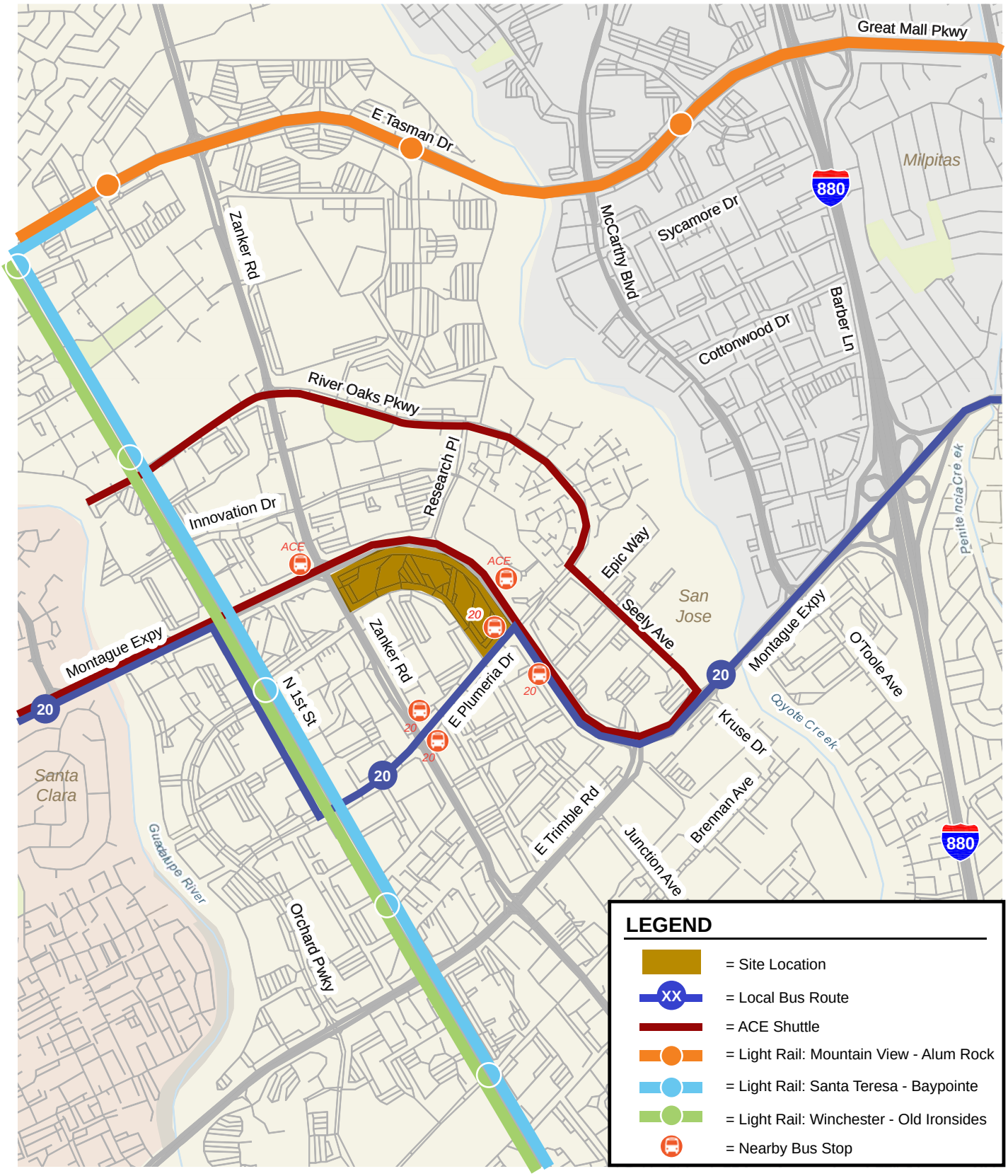


Figure 6
Existing Transit Services

NORTH
Not to Scale

Observed Existing Traffic Conditions

Traffic conditions were observed in the field on October 7, 16, and 23, 2025, during the weekday AM (8:00-9:00 AM) and PM (5:00-6:00 PM) peak hours of traffic to identify any existing operational deficiencies occurring within approximately half a mile radius of the project site. Some of the study intersections operated adequately during both the weekday AM and PM peak commute periods. However, the following operational issues were observed along Montague Expressway during the observation periods.

Traffic Conditions Along Montague Expressway

The peak direction of travel on Montague Expressway is westbound during the AM peak hour and eastbound during the PM peak hour, although the westbound direction can also be moderately heavy during the PM peak hour. Field observations show that during the AM peak hour, westbound vehicle queues along Montague Expressway extend from North First Street reaching the Plumeria Drive/River Oaks Parkway intersection and require multiple cycles to clear. Westbound vehicle queues at intersections east of Plumeria Drive/River Oaks Parkway vary in length and clear most of the intersections in one signal cycle length. During the PM peak hour, eastbound vehicle queues on Montague Expressway are lengthy and frequently require multiple signal cycles to clear the study intersections. Westbound vehicle queues along Montague Expressway can be long at the study intersections but usually clear in one cycle during the weekday PM peak hour.

During the AM peak hour, the eastbound left-turn and northbound through movement vehicle queues at North First Street/Montague Expressway are long and often require two signal cycles to clear. The eastbound left-turn vehicle queues at Zanker Road/Montague Expressway are also long but usually clear in one signal cycle. The northbound left-turn vehicle queues at Montague Expressway/Zanker Road often spill out of the single left-turn pocket and occasionally required more than two cycles to clear. The westbound left-turn vehicle queues at Plumeria Drive/River Oaks Parkway/Montague Expressway occasionally spills out of the turn pocket. When this occurs, the westbound left-turn vehicle queue requires two signal cycles to clear the intersection.

During the PM peak hour, the eastbound left-turn vehicle queues at North First Street/Montague Expressway occasionally require more than one signal cycle to clear. At the Zanker Road/Montague Expressway intersection, downstream (southbound) queues on the north leg often affect the northbound through, eastbound left, and westbound right-turn movements. The southbound queues occasionally require two cycles to clear the Montague Expressway/Zanker Road intersection.

Due to the LRT trains that operates along North First Street, the LRT preemption disrupts the normal signal cycle during both the AM and PM peak hours of traffic. As a result, the vehicle queues may require two signal cycles to clear the North First Street/Montague Expressway intersection.

3. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse effects to intersection level of service caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the study intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose and VTA CMP intersection LOS analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1. It is assumed in this analysis that the future transportation network with the project would be the same as the existing transportation network.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). Project trip generation was estimated by applying to the size of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual*. Trips that would be generated by the industrial project were estimated using the ITE average trip rates for "Industrial Park" (Land Use 130) located in a General Urban/Suburban setting. Industrial parks are typically characterized by a mix of manufacturing, service and warehouse facilities.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below.

Location-Based Trip Adjustment

Based on the 2023 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Suburban with Multifamily Housing". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Industrial developments within Suburban with Multifamily Housing areas have a vehicle mode share of 92% (according to Table 17 of the City's *Transportation Analysis Handbook*). Thus, an 8% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the Travel Demand Model. The 8% trip reduction is based on the percent mode share for other modes of travel besides motor vehicles.

Existing Trip Credits

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the two buildings on the project site that are currently occupied. The other three buildings to be removed are vacant. The trip credits are based on AM and PM peak hour trip generation counts (i.e., driveway counts) of the existing occupied buildings conducted on September 9, 2025.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and credits described above, the proposed industrial project is estimated to generate 882 new daily vehicle trips, with 98 new trips (73 inbound trips and 25 outbound trips) occurring during the AM peak hour and 80 new trips (22 inbound trips and 58 outbound trips) occurring during the PM peak hour (see Table 2).

Table 2
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Industrial Park [1]	437,601 s.f.	3.37	1,475	0.34	121	28	149	0.34	33	116	149
Location-Based Vehicle Mode Share (8%) [2]			*(118)*		*(10)*	*(2)*	*(12)*		*(3)*	*(9)*	*(12)*
Net Trips:			**1,357**		**111**	**26**	**137**		**30**	**107**	**137**
Existing Industrial Buildings (to be removed) [3]			*(475)*		*(38)*	*(1)*	*(39)*		*(8)*	*(49)*	*(57)*
Total Net Project Trips:			**882**		**73**	**25**	**98**		**22**	**58**	**80**

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for "Industrial Park" (Land Use 130) located in a general urban/suburban setting. Rates are expressed in trips per 1,000 square feet (s.f.).
[2] An 8% reduction was applied based on the location-based vehicle mode share percentage outputs (Table 17 of TA Handbook) produced from the San Jose Travel Demand Model for the place type: Suburban with Multifamily Housing.
[3] The AM and PM peak hour trips generated by the existing occupied industrial buildings to be removed are based on driveway counts conducted on 9/9/25. Existing daily trips were estimated by applying to the existing AM and PM peak hour trips the Daily:Pk-Hr ratio for ITE Land Use 130.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern.

Figure 7 shows the project trip distribution pattern. Figure 8 shows the project gross trip assignment. Figure 9 shows the existing trip credits. Figure 10 shows the net project trips.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the ten study intersections were obtained from new turning movement counts conducted on September 11, 2025. All the counts were reviewed and approved by City of San Jose Department of Transportation staff. The new counts are contained in Appendix A. The existing peak hour intersection volumes are shown on Figure 11.

Background Traffic Volumes

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets are contained in Appendix B. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The background peak hour intersection volumes are shown on Figure 12.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Cumulative traffic volumes were estimated by adding to Background Plus Project traffic volumes the projected volumes from a nearby pending residential development on River Oaks Parkway. As proposed, the 211-281 River Oaks Parkway Residential Project (3-04954, H23-041) would include 100 townhomes and 637 apartments units. The cumulative peak hour intersection volumes are shown on Figure 14.

Traffic volumes for all traffic scenarios are tabulated in Appendix C.

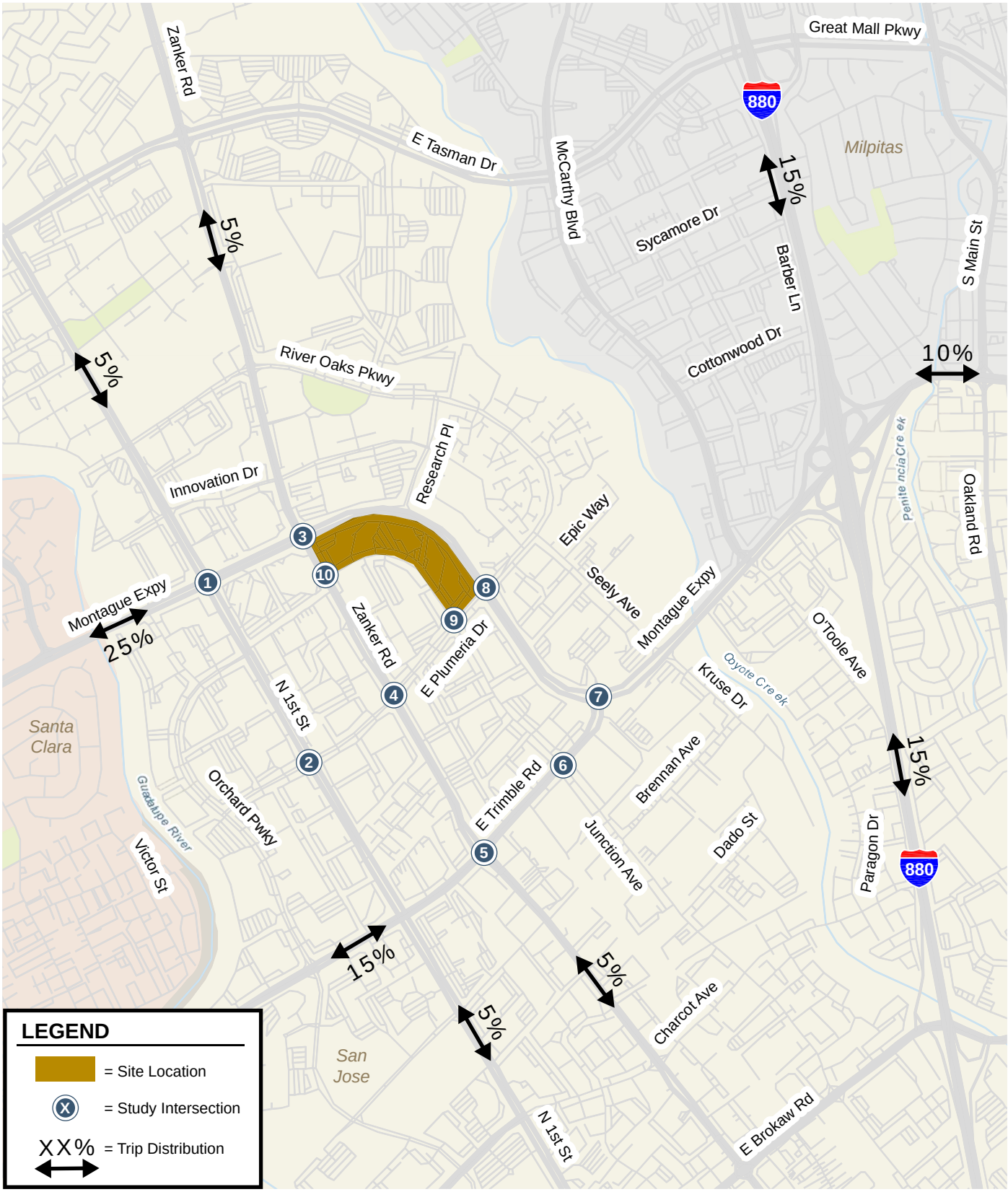


Figure 7
Project Trip Distribution Pattern

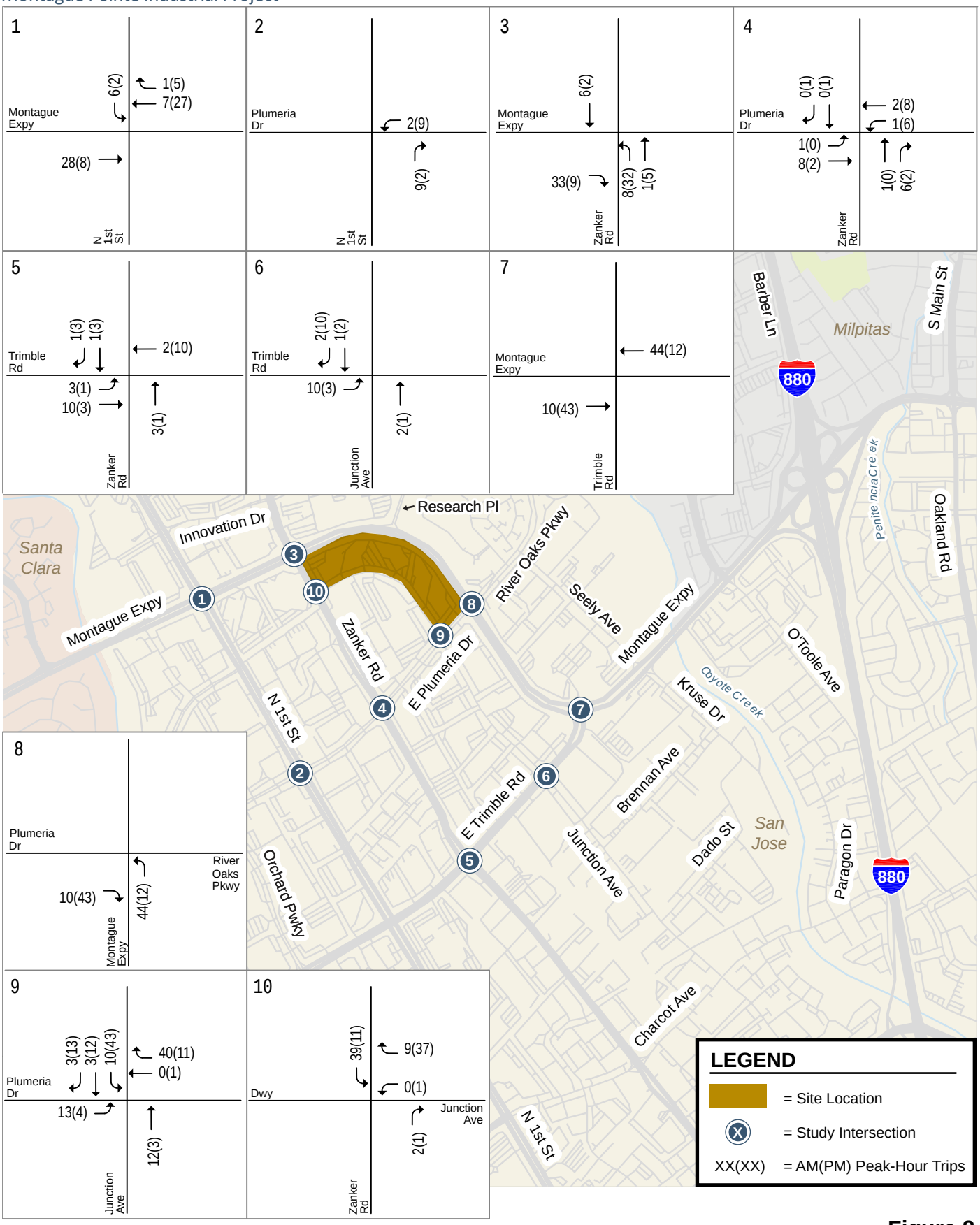


Figure 8
Gross Project Trip Assignment

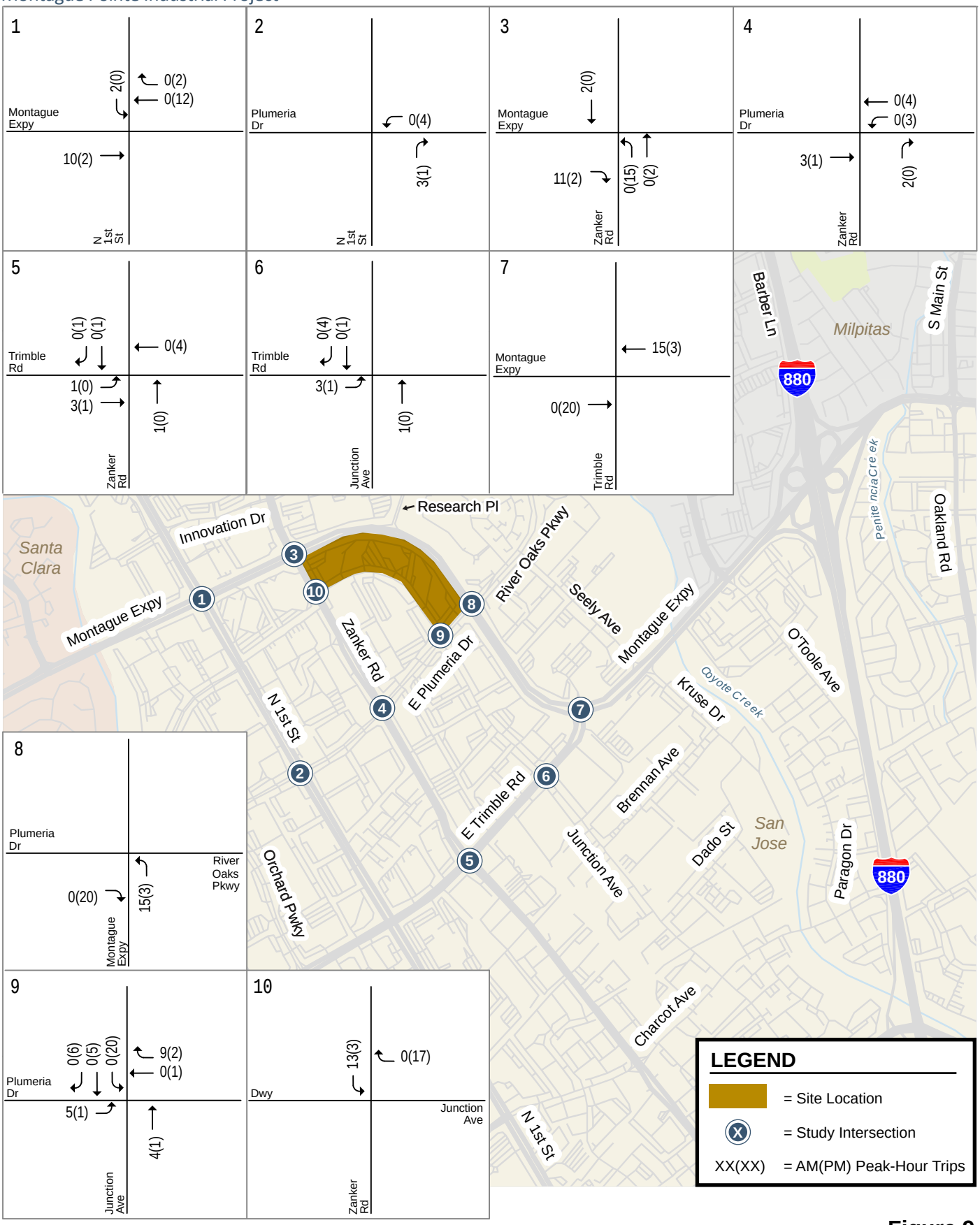


Figure 9
Existing Trip Credits

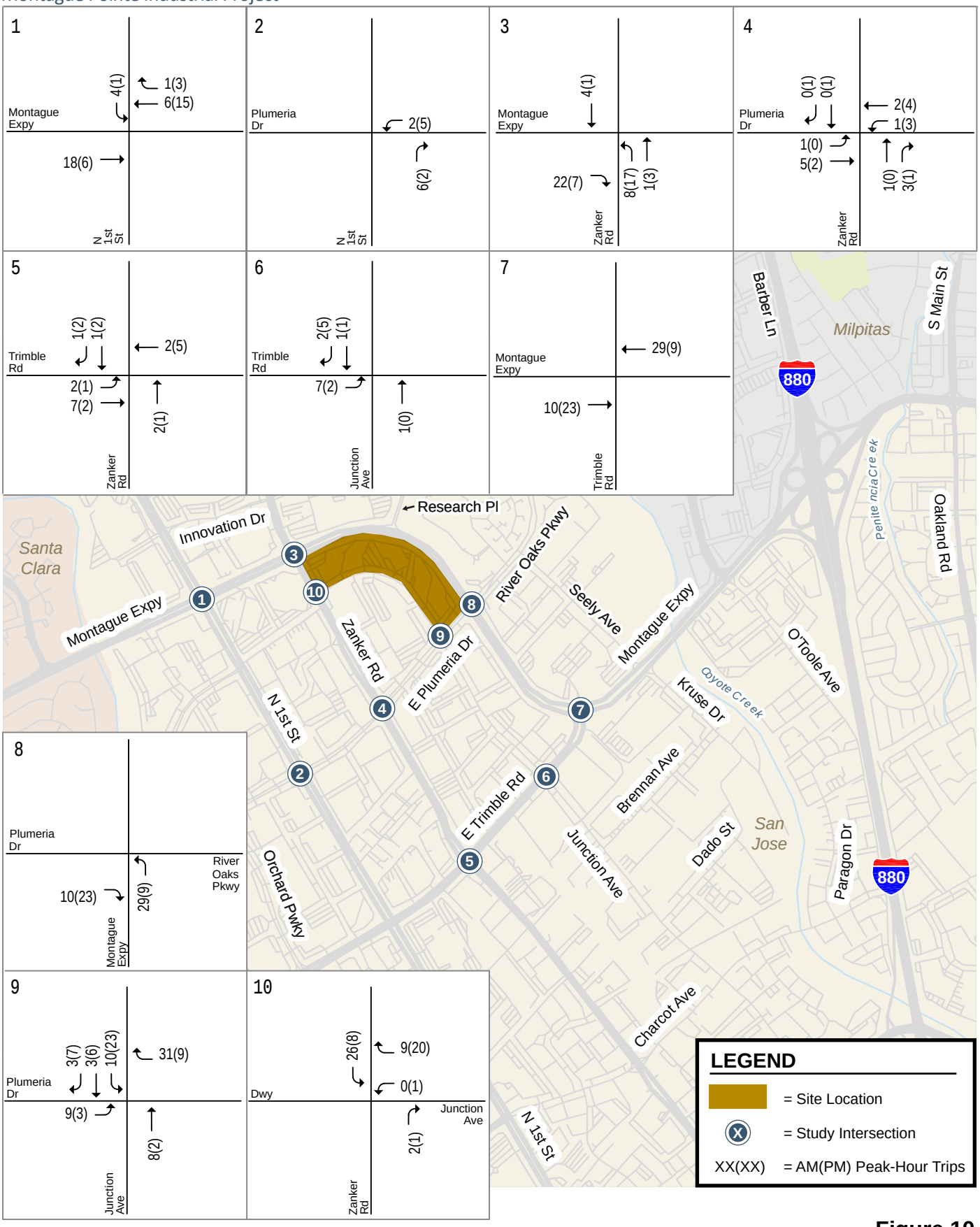


Figure 10
Net Project Trips

NORTH
Not to Scale

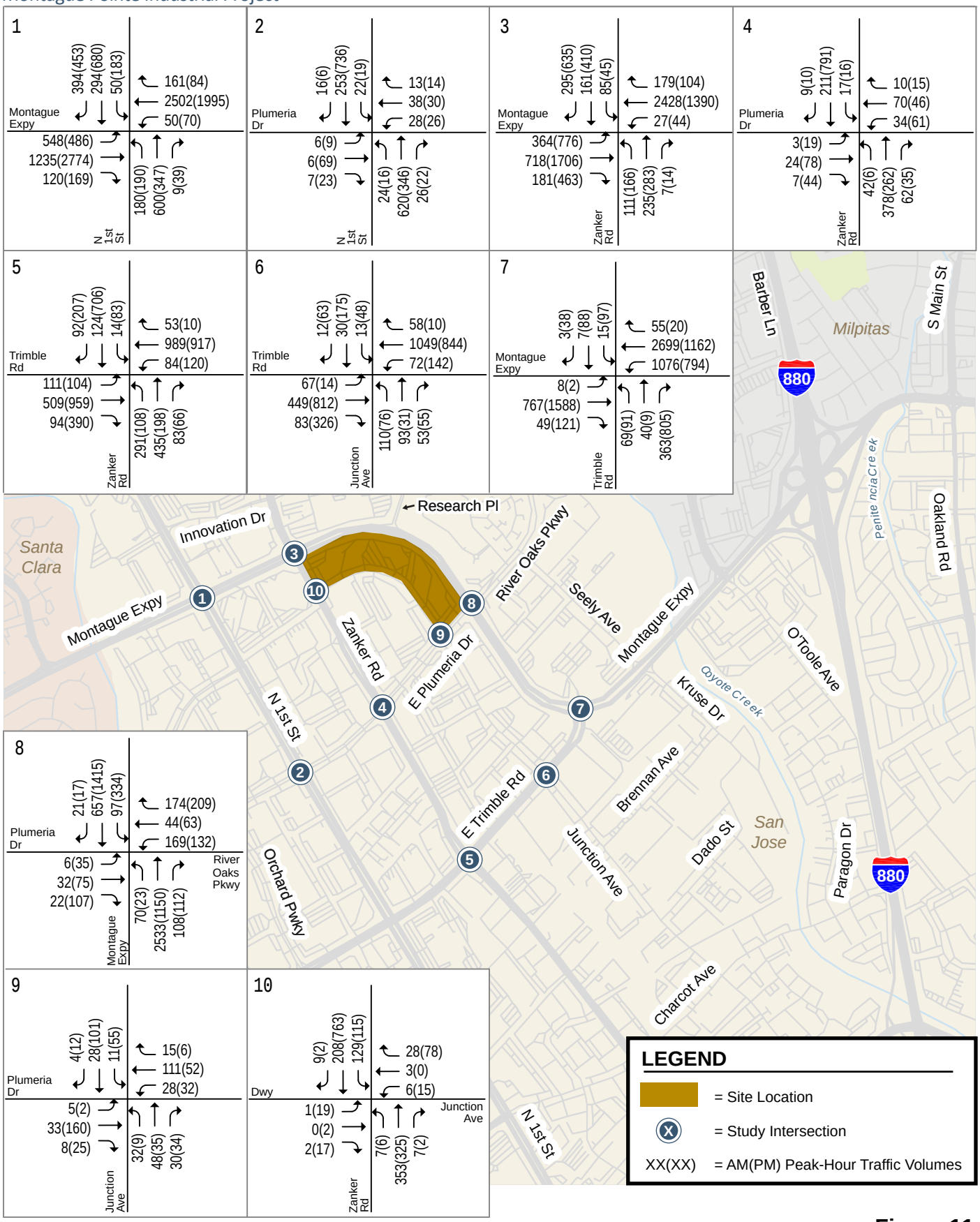


Figure 11
Existing Traffic Volumes

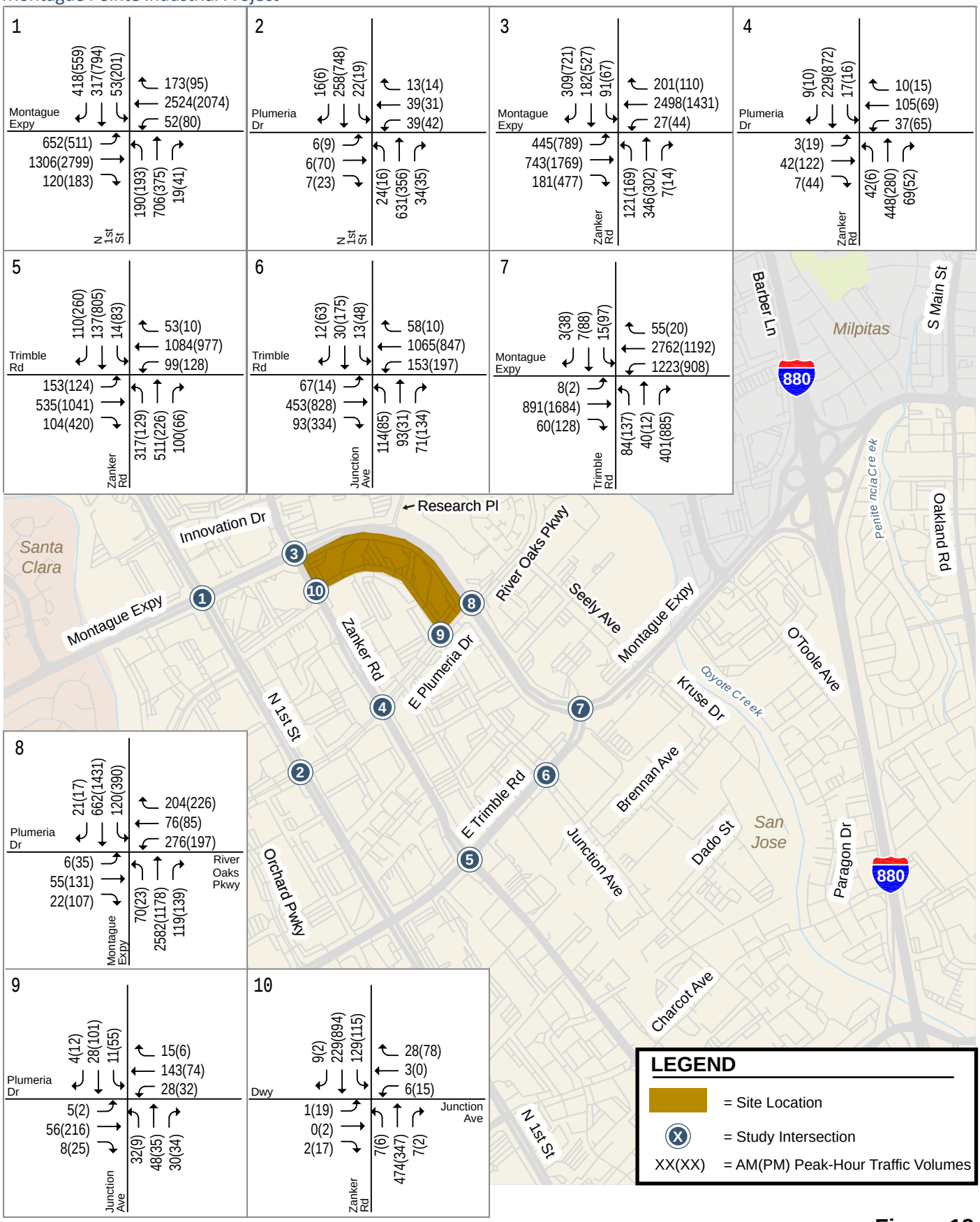


Figure 12
Background Traffic Volumes

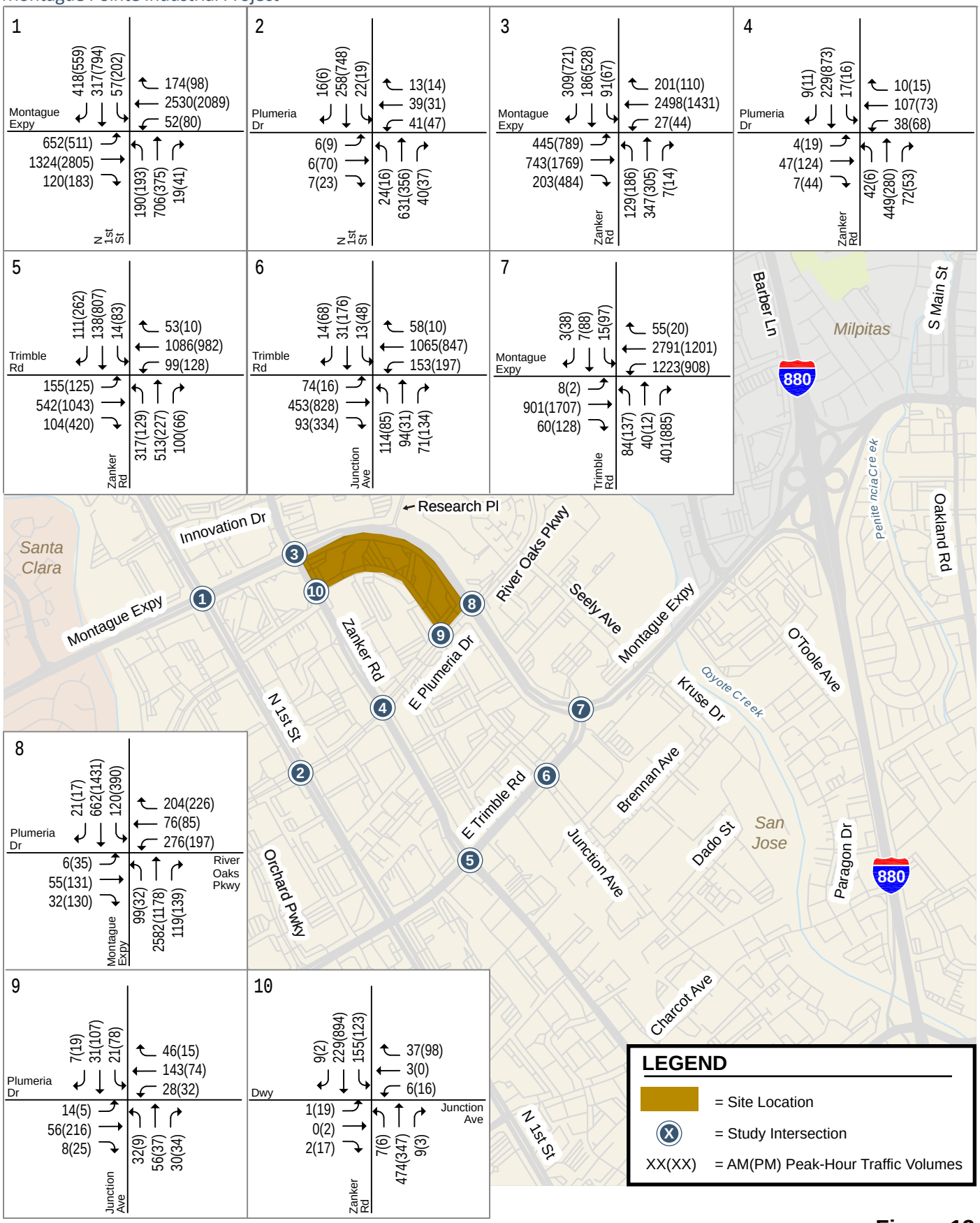


Figure 13
Background Plus Project Traffic Volumes

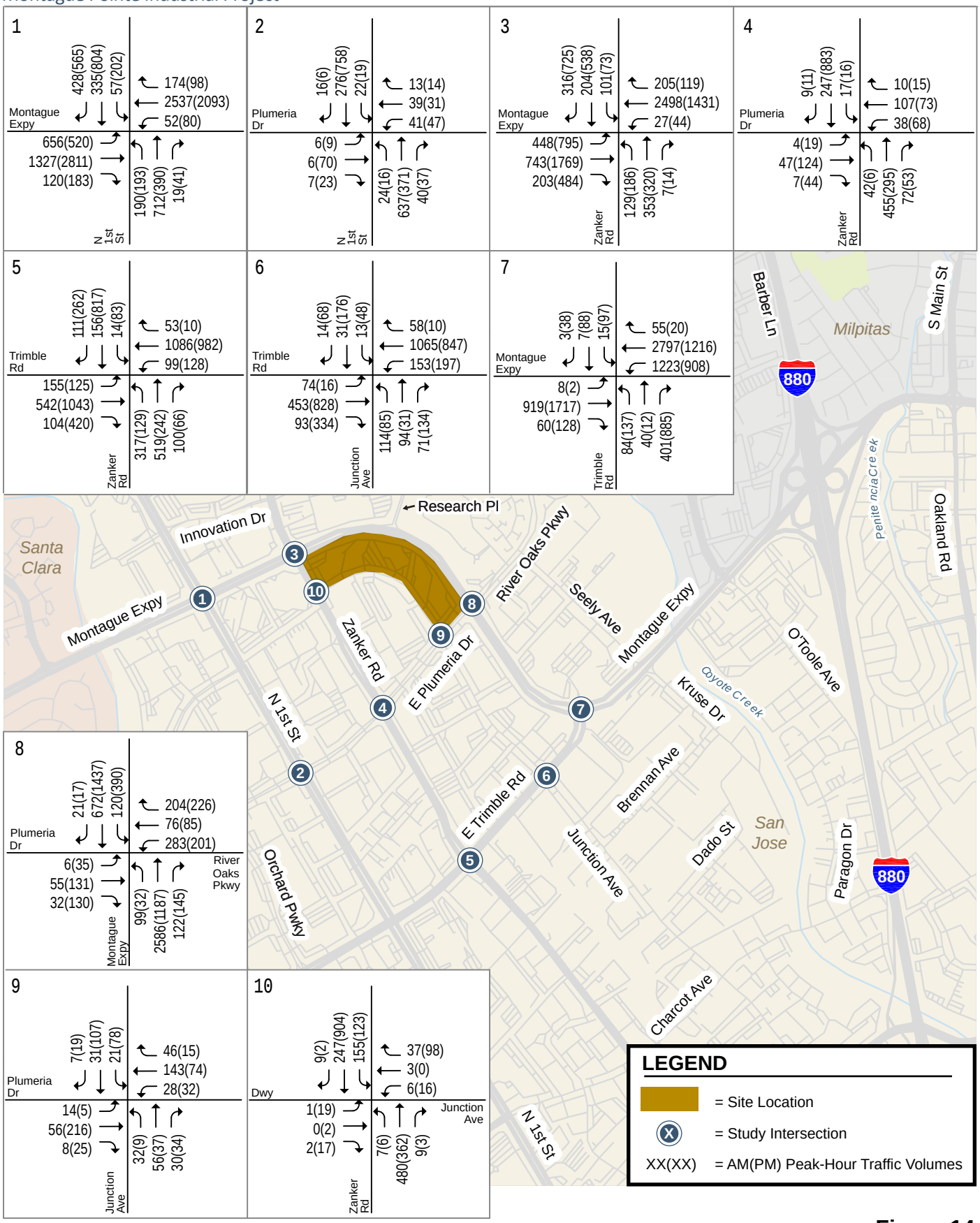


Figure 14
Cumulative Traffic Volumes

Signalized Intersection Operations

Signalized intersection levels of service were evaluated against the standards of the City of San Jose and VTA (for the CMP intersections). The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background, background plus project, and cumulative conditions (see Table 3). The detailed intersection level of service calculation sheets are included in Appendix D.

Table 3
Intersection Level of Service Summary

					Existing		Background		Background + Project				Cumulative	
#	Signalized Intersection	Peak Hour	Count Date	LOS Standard	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS
1	N First Street & Montague Exp *	AM	09/11/25	E	52.4	D	55.6	E	55.6	E	0.1	0.002	55.8	E
		PM	09/11/25		64.0	E	66.8	E	66.8	E	0.1	0.002	67.0	E
2	N First Street & Plumeria Dr	AM	09/11/25	D	17.0	B	17.4	B	17.4	B	0.0	0.000	17.4	B
		PM	09/11/25		19.2	B	20.6	C	21.0	C	0.6	0.003	20.8	C
3	Zanker Rd & Montague Exp *	AM	09/11/25	E	63.3	E	66.4	E	66.4	E	0.0	0.000	66.8	E
		PM	09/11/25		44.4	D	47.3	D	48.0	D	1.0	0.010	48.2	D
4	Zanker Rd & Plumeria Dr	AM	09/11/25	D	21.6	C	22.9	C	23.1	C	0.2	0.002	23.1	C
		PM	09/11/25		21.6	C	23.3	C	23.6	C	0.3	0.003	23.5	C
5	Zanker Rd & Trimble Rd *	AM	09/11/25	E	35.4	D	36.4	D	36.4	D	0.1	0.002	36.5	D
		PM	09/11/25		36.3	D	37.3	D	37.3	D	0.1	0.002	37.4	D
6	Junction Av & Trimble Rd	AM	09/11/25	D	22.4	C	24.4	C	24.8	C	0.7	0.004	24.8	C
		PM	09/11/25		28.4	C	29.2	C	29.4	C	0.1	0.004	29.4	C
7	Trimble Rd & Montague Exp *	AM	09/11/25	E	21.6	C	23.7	C	23.7	C	0.0	0.004	23.9	C
		PM	09/11/25		44.3	D	47.6	D	47.5	D	-0.1	0.003	47.5	D
8	Montague Exp & River Oaks Pkwy/ Plumeria Dr	AM	09/11/25	D	25.4	C	31.8	C	32.2	C	0.0	0.000	32.4	C
		PM	09/11/25		34.4	C	39.3	D	39.6	D	0.0	0.000	39.7	D

Notes:
* Denotes a CMP intersection.

Intersection Queuing Analysis

The intersection queuing analysis (see Tables 4 and 5) is based on vehicle queuing for left-turn movements at intersections near the project site where the project would add a noteworthy number of trips (10 or more net new peak hour vehicle trips per lane). Based on the project trip distribution pattern and trip assignment, left-turn movements at four intersections were evaluated as part of the queuing analysis. According to the queuing analysis, all the left-turn movements evaluated would provide adequate vehicle storage for the estimated vehicle queues under all the traffic scenarios except for one: the northbound left-turn movement at Zanker Road and Montague Expressway.

Zanker Road and Montague Expressway – Northbound Left-Turn Movement

The queuing analysis indicates that the maximum vehicle queue for the northbound left-turn movement at the Zanker Road/Montague Expressway intersection currently exceeds the existing vehicle storage capacity during the PM peak hour and would exceed the existing vehicle storage capacity under background and background plus project conditions during both the AM and PM peak hours of traffic. The northbound left-turn pocket cannot be lengthened to accommodate the vehicle queues due to the presence of back-to-back left-turn pockets (i.e., southbound left-turn pocket at Zanker Road/Junction Avenue).

Table 4
Intersection Queuing Analysis Summary – AM Peak Hour

	Zanker Rd & Montague Expwy	Montague Exp & Plumeria/River Oaks	Zanker Rd & Junction Av	Junction Av & Plumeria Dr	
	NBL	Dual NBL	SBL	SBL-T-R [3]	EBL-T [4]
Peak Hour:	AM	AM	AM	AM	AM
Existing					
Cycle/Delay (sec) [1]	190	190	8.3	7.7	7.9
Volume (vphpl)	111	35	129	43	22
95th %. Queue (veh/ln.)	10	4	1	1	1
95th %. Queue (ft./ln) [2]	250	100	25	25	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	Y	Y	Y	Y	Y
Background					
Cycle/Delay (sec) [1]	190	190	8.7	7.9	8.0
Volume (vphpl)	121	35	129	43	34
95th %. Queue (veh/ln.)	11	4	1	1	1
95th %. Queue (ft./ln) [2]	275	100	25	25	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	**N**	Y	Y	Y	Y
Background Plus Project					
Cycle/Delay (sec) [1]	190	190	8.8	8.1	8.3
Volume (vphpl)	129	50	155	59	43
95th %. Queue (veh/ln.)	11	6	2	1	1
95th %. Queue (ft./ln) [2]	275	150	50	25	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	**N**	Y	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The SB intersection approach is a shared lane approach. The vehicle queues reported reflect the total SB L-T-R volume. The amount of storage on Junction Avenue shown is the distance between Plumeria Drive and the first driveway on Junction Avenue.
[4] The EB intersection approach is a shared lane approach. The vehicle queues reported reflect the total EB L-T volume. The amount of storage on Plumeria Drive shown is the distance between Junction Avenue and the first driveway on Plumeria Drive.

Signal Warrants

Traffic conditions at the unsignalized study intersections of Junction Avenue/Plumeria Drive and Zanker Road/Junction Avenue were assessed to determine whether traffic signals would be warranted based on the peak hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The results of the signal warrant checks indicate that the AM and PM peak hour volumes at these unsignalized intersections currently do not meet the signal warrant and would not meet the warrant with the addition of project trips.

The signal warrant sheets are included in Appendix E.

Table 5
Intersection Queuing Analysis Summary – PM Peak Hour

	Zanker Rd & Montague Expwy	Montague Exp & Plumeria/River Oaks	Zanker Rd & Junction Av	Junction Av & Plumeria Dr	
Peak Hour:	NBL PM	Dual NBL PM	SBL PM	SBL-T-R [3] PM	EBL-T [4] PM
Existing					
Cycle/Delay (sec) [1]	190	190	8.2	9.0	8.7
Volume (vphpl)	166	12	115	168	82
95th %. Queue (veh/ln.)	14	2	1	2	1
95th %. Queue (ft./ln) [2]	350	50	25	50	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	**N**	Y	Y	Y	Y
Background					
Cycle/Delay (sec) [1]	190	190	8.3	9.3	9.0
Volume (vphpl)	169	12	115	168	110
95th %. Queue (veh/ln.)	14	2	1	2	1
95th %. Queue (ft./ln) [2]	350	50	25	50	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	**N**	Y	Y	Y	Y
Background Plus Project					
Cycle/Delay (sec) [1]	190	190	8.3	9.8	9.2
Volume (vphpl)	186	16	123	204	113
95th %. Queue (veh/ln.)	15	3	1	2	1
95th %. Queue (ft./ln) [2]	375	75	25	50	25
Storage (ft./ ln.)	250	275	125	400	300
Total Storage	250	550	125	400	300
Adequate (Y/N)	**N**	Y	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The SB intersection approach is a shared lane approach. The vehicle queues reported reflect the total SB L-T-R volume. The amount of storage on Junction Avenue shown is the distance between Plumeria Drive and the first driveway on Junction Avenue.
[4] The EB intersection approach is a shared lane approach. The vehicle queues reported reflect the total EB L-T volume. The amount of storage on Plumeria Drive shown is the distance between Junction Avenue and the first driveway on Plumeria Drive.

Montague Expressway & Plumeria Drive/River Oaks Parkway – Operations and Design

The City of San Jose requested an additional analysis of the Montague Expressway and Plumeria Drive/River Oaks Parkway intersection. The analysis involves analyzing potential changes to the intersection, including converting the northbound dual left-turn pocket on Montague Expressway into a single left-turn lane. The intersection modifications would also include removing the outside receiving lane (merge lane) on westbound Plumeria Drive, which would help to minimize potential bus/bike/passenger-vehicle conflicts along the project frontage on Plumeria Drive. The City has not indicated whether the project would be conditioned to implement these intersection improvements.

As shown in Tables 6 and 7, the single left-turn pocket would provide adequate vehicle queuing space with the addition of project generated traffic. As shown in Table 8, the improvements would have almost no effect on level of service and the intersection would continue to operate acceptably during both the AM and PM peak hours of traffic.

Table 6
Intersection Queuing Analysis Summary with Improvements – AM Peak Hour

	Zanker Rd & Montague Expwy	Montague Expwy & Plumeria Dr / River Oaks Pkwy
	Dual NBL [3]	Single NBL [4]
Peak Hour:	AM	AM
Existing		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	56	70
95th %. Queue (veh/ln.)	6	7
95th %. Queue (ft./ln) [2]	150	175
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y
Background		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	61	70
95th %. Queue (veh/ln.)	6	7
95th %. Queue (ft./ln) [2]	150	175
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y
Background Plus Project		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	65	99
95th %. Queue (veh/ln.)	7	9
95th %. Queue (ft./ln) [2]	175	225
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The City is considering modifications to the Zanker Rd and Montague Expwy intersection, including removal of the pork-chop islands on the NW, NE and SW corners, as well as eliminating the NB right-turn pocket in order to add a second NB left-turn lane (dual NB left-turn pocket).
[4] The City is requesting that the dual NB left-turn pocket on Montague Expwy be converted to a single NB left-turn lane to eliminate the merge lane (receiving lane) on Plumeria Drive.

Zanker Road & Montague Expressway – Operations and Design

The City of San Jose is evaluating substantial modifications to the Zanker Road and Montague Expressway intersection. Improvements could include removal of the pork-chop islands on the northwest, northeast and southwest corners, as well as elimination of the northbound right-turn pocket in order to add a second northbound left-turn lane. The modifications would include squaring off the curbs, which would slow down the right-turn movements, shorten the pedestrian crossing distances, and make pedestrians more visible to drivers, thereby improving overall pedestrian safety at the intersection.

Table 7
Intersection Queuing Analysis Summary with Improvements – PM Peak Hour

	Zanker Rd & Montague Expwy	Montague Expwy & Plumeria Dr / River Oaks Pkwy
	Dual NBL [3]	Single NBL [4]
Peak Hour:	PM	PM
Existing		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	83	23
95th %. Queue (veh/ln.)	8	3
95th %. Queue (ft./ln) [2]	200	75
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y
Background		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	85	23
95th %. Queue (veh/ln.)	8	3
95th %. Queue (ft./ln) [2]	200	75
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y
Background Plus Project		
Cycle/Delay (sec) [1]	190	190
Volume (vphpl)	93	32
95th %. Queue (veh/ln.)	9	4
95th %. Queue (ft./ln) [2]	225	100
Storage (ft./ ln.)	250	275
Total Storage	500	275
Adequate (Y/N)	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The City is considering modifications to the Zanker Rd and Montague Expwy intersection, including removal of the pork-chop islands on the NW, NE and SW corners, as well as eliminating the NB right-turn pocket in order to add a second NB left-turn lane (dual NB left-turn pocket).
[4] The City is requesting that the dual NB left-turn pocket on Montague Expwy be converted to a single NB left-turn lane to eliminate the merge lane (receiving lane) on Plumeria Drive.

Evaluation of Intersection Right-Turn Approaches

The City of San Jose has a desire to remove the pork-chop islands at the northwest, northeast and southwest corners of the Zanker Road and Montague Expressway intersection, as well as eliminate the right-turn lane striping provided for the eastbound, westbound and northbound approaches. Accordingly, all the right-turn movements at the intersection were evaluated to determine whether striped right-turn lanes are warranted.

The right-turn movements were observed in the field to identify any existing operational issues. The southbound right-turn movement is the only movement that does not include a striped right-turn pocket; however, it operates as a separate right-turn movement (free/overlap movement) due to the wide curb lane and bike lane. Based on field observations, long vehicle queues develop for the southbound right-

turn movement during both the AM and PM peak hours of traffic, although the PM vehicle queues are significantly longer. Note that the southbound right-turn volume is higher than the southbound through volume during both the AM and PM peak hours.

According to the Federal Highway Administration (FHWA), a right-turn lane at a signalized intersection generally should be considered when the right-turn volume and adjacent through lane volume both exceed 300 vehicles per hour (vph). Separating right turns also reduces the green time required for vehicles within a through lane to clear the intersection. Based on the 300 vph per lane rule, only the eastbound movement at the Zanker Road/Montague Expressway intersection would meet the threshold. During the PM peak hour of traffic, the eastbound right-turn lane and adjacent through lane each carries a volume of more than 400 vph per lane. Accordingly, only the eastbound right-turn pocket is warranted based on peak hour volumes at the intersection.

Removing the free/overlap right-turn movements for all four approaches would significantly degrade the intersection level of service during both the AM and PM peak hours of traffic. As shown in Table 8, the Zanker Road/Montague Expressway intersection would operate at LOS F during the PM peak hour.

The County of Santa Clara will ultimately analyze the feasibility of the removal of the westbound, eastbound and northbound right-turn pockets once the applicant submits an Early Design Review application through the County public permit portal.

Table 8
Intersection Levels of Service with Potential Turn Pocket Changes

#	Signalized Intersection	Peak Hour	LOS Standard	Background + Project		Background + Project With Improvements		Cumulative		With Improvements	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
3	Zanker Rd & Montague Exp *	AM	E	66.4	E	75.1	E	66.8	E	75.8	E
		PM		48.0	D	81.0	F	48.2	D	81.8	F
8	Montague Exp & River Oaks Pkwy/ Plumeria Dr	AM	D	32.2	C	33.1	C	32.4	C	33.3	C
		PM		39.6	D	39.6	D	39.7	D	39.7	D

Notes:
* Denotes a CMP intersection.

Evaluation of Northbound Intersection Configuration

Based on information provided by City staff, signal modifications will be required for the northbound approach of the intersection because of the City-planned curbline shift along the western boundary of the project site (east side of Zanker Road) that would affect the southeast corner of the intersection. Accordingly, the northbound intersection approach was evaluated to determine whether a raised Class IV bike lane for the northbound through movement (as currently planned per the City's Better Bike Plan 2025) or a bike signal inclusion for the northbound right-turn movement would be more appropriate. Note that no drawings showing the planned curbline shift concept were provided by City staff.

Based on the low northbound right-turn vehicle volumes that would occur under background plus project conditions (7 AM peak hour vehicles and 14 PM peak hour vehicles), a separate northbound right-turn pocket is not necessary. Without a striped northbound right-turn lane, a bike signal would not be warranted. Vehicle queuing issues do not currently occur for the northbound right-turn movement and would not occur under background plus project conditions due to the low vehicle demand for this movement during both the AM and PM peak hours. Therefore, the most suitable improvements to accommodate the curbline shift for the northbound approach of the intersection involve removing the separate right-turn pocket and providing a raised Class IV bike lane.

As previously described, the City also requested an evaluation of a geometric scenario that would involve eliminating the northbound right-turn pocket in order to add a second northbound left-turn lane to better accommodate the northbound left-turn vehicle queues. The existing single northbound left-turn lane provides inadequate vehicle queuing storage during the AM and PM peak hours. Although a dual northbound left-turn pocket would eliminate the queuing storage issue (see Tables 6 and 7), it would create a geometric conflict with the opposing southbound left-turn movement due to the protected left-turn phasing and current alignment. Thus, either geometric changes would need to be implemented or the left-turn phasing would need to be changed so the northbound and southbound left turns would not operate concurrently. Changing the northbound and southbound left-turn phasing from protected to split-phase would cause a significant degradation in intersection operations and would likely not be supported by County staff due to signal timing coordination along Montague Expressway.

Metered Freeway Ramp Operations

An evaluation of metered freeway on-ramps providing access to I-880 from the project site via Montague Expressway was performed to identify any existing queuing issues at the on-ramps and to evaluate the effects of the addition of project traffic on the metered on-ramp operations. The I-880 northbound loop on-ramp from eastbound Montague Expressway is metered during both the AM and PM peak hours. There is no meter provided at the I-880 southbound diagonal on-ramp from eastbound Montague Expressway.

I-880 Northbound Loop On-Ramp from Montague Expressway

Little to no vehicle queuing occurs at the I-880 northbound loop on-ramp from eastbound Montague Expressway. Based on weekday field observations, the maximum vehicle queue observed was only two vehicles in length during both the AM and PM peak hours. In fact, there were often no vehicles waiting at the meter to enter the freeway. Based on the project trip generation estimates and trip distribution pattern, the project would add only 4 new AM peak hour trips and 9 new PM peak hour trips to the I-880 northbound on-ramp. The low number of project generated trips would have a negligible effect on vehicle queues at the metered I-880 northbound loop on-ramp from Montague Expressway.

Site Access and On-Site Circulation

The site access evaluation is based on the June 18, 2026 site plan prepared by Kier & Wright (see Figure 2 A-D). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance, and operations (e.g., queuing and delay, truck access). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Driveway Design and Operations

As proposed, the project would provide four full-access driveways on Junction Avenue and one right-turn in/out driveway on Plumeria Drive. The site plan shows one 26-foot-wide driveway, two 36-foot-wide driveways, and one 40-foot-wide driveway on Junction Avenue. The Plumeria Drive driveway is shown to be 26 feet wide and is situated approximately 230 feet south of the signalized intersection of Montague Expressway and Plumeria Drive. All the project driveways would have standard curb cuts (dustpan style) per the City of San Jose design standard for commercial driveways.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines (Addendum Drawing No. R-6), the typical width for a two-way driveway that serves a commercial development is 26 feet to 32 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. Two of the five driveways fall within this width range and would serve mostly standard passenger vehicles (employees) and small delivery

vehicles. Large trucks would only be permitted to use the 36-foot-wide driveways and 40-foot-wide driveway on Junction Avenue for both ingress and egress.

The total project-generated trips that are estimated to occur at the project driveways along Junction Avenue are 106 inbound trips and 25 outbound trips during the AM peak hour, and 29 inbound trips and 106 outbound trips during the PM peak hour. This equates to approximately 26 inbound trips and 6 outbound trips during the AM peak hour, and 7 inbound trips and 26 outbound trips during the PM peak hour at each driveway. Based on the low number of AM and PM peak hour vehicle trips estimated to occur at the project driveways and the relatively low traffic volumes along Junction Avenue, operational issues related to vehicle queuing or delay are not expected to occur.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (40 to 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and potentially blocking traffic. The site plan shows that all five driveways would meet this City standard.

Sight Distance

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling along Junction Avenue and Plumeria Drive. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic.

According to the site plan, the project is proposing to retain most of the street trees along Junction Avenue and Plumeria Drive, though a small number would be removed to accommodate project frontage improvements. The project also plans to add many new trees along its frontages. Any new street trees should be planted and maintained so that their canopies are at least 6 feet off the ground to ensure the vision of exiting drivers is not blocked.

Parking is currently prohibited along the project frontages on Junction Avenue and Plumeria Drive. The project plans to maintain the no parking zones to ensure adequate sight distance is provided at the project driveways. Note that the project intends to retain the Class II bike lane along the project frontage on Plumeria Drive and construct a new Class IV protected bike lane along the project frontage on Junction Avenue.

Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Plumeria Drive, which has a speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). This means a driver must be able to see 300 feet down each street in both directions to locate a sufficient gap to turn out of any driveway. For Junction Avenue, which has a speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Providing adequate stopping sight distance also gives drivers traveling along these streets adequate time to react to vehicles exiting driveways. Adequate stopping sight distance would be provided at all seven project driveways.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking stalls. According to the site plan, all the two-way drive aisles are shown to be at least 24 feet wide and would provide access to the 90-degree parking stalls throughout

the site. The two-way drive aisles that would be utilized by trucks to access the loading docks are shown to be 25 to 30 feet wide to accommodate large trucks. The site would provide adequate circulation for drivers with no dead-end aisles.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. All the uniform parking stalls shown on the site plan measure 8.5 feet wide and are either 17 feet long or 15 feet long with a two-foot overhang. Thus, the proposed parking stall dimensions meet the City's design standard for uniform stalls. The accessible ADA stalls also measure 9 feet wide by 18 feet long and include access aisles of 5 feet or more for van accessibility. This meets current ADA parking stall design requirements.

Truck Access and Circulation

The project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles, as described below.

Semi-Trailer Trucks (WB-67)

The project site plan was reviewed for truck access using the truck turning-movement template for WB-67 truck types, which represent the largest semi-trailer trucks that would access the site. Based on the site plan configuration including driveway widths and drive aisle widths, adequate site ingress and egress would be provided for WB-67 semi-trailer trucks (see Figures 15 and 16). WB-67 trucks would require the full width of Junction Avenue and much of the driveway width to enter and exit the site, which is a common condition for large trucks. Note that the 40-foot-wide project driveway could be narrowed to 36 feet like the other two commercial driveways on Junction Avenue. The reduced width would still provide adequate truck access while also minimizing the crossing distance for pedestrians using the sidewalk along the project frontage on Junction Avenue. Note that future tenants of the buildings are expected to operate in a manner consistent with other industrial businesses in North San Jose, including adhering to standard delivery schedules.

Garbage Collection

Each building would have a trash enclosure located adjacent to the loading docks. Since garbage collection would occur on-site, traffic operations along Junction Avenue would not be affected during garbage collection activities. Since adequate access and circulation would be provided for WB-67 trucks, it can be concluded that adequate access and circulation would be provided for standard size garbage trucks (SU-30 truck type).

Emergency Vehicle Access

The City of San Jose Fire Code requires that all portions of the buildings be within 150 feet of a fire department access road, requires a minimum 6 feet of clearance from the property line along all sides of the buildings, and requires at least 13.5 feet of vertical clearance. The Fire Code also requires driveways to provide at least 20 feet of width for fire access. According to the project site plan, all areas of the buildings would be within 150 feet of a fire access road (i.e., drive aisle), adequate vertical clearance and building perimeter clearance would be provided, and all the project driveways are wider than 20 feet. Therefore, the project would comply with the City's Fire Code requirements.

Created by:
KIER+WRIGHT

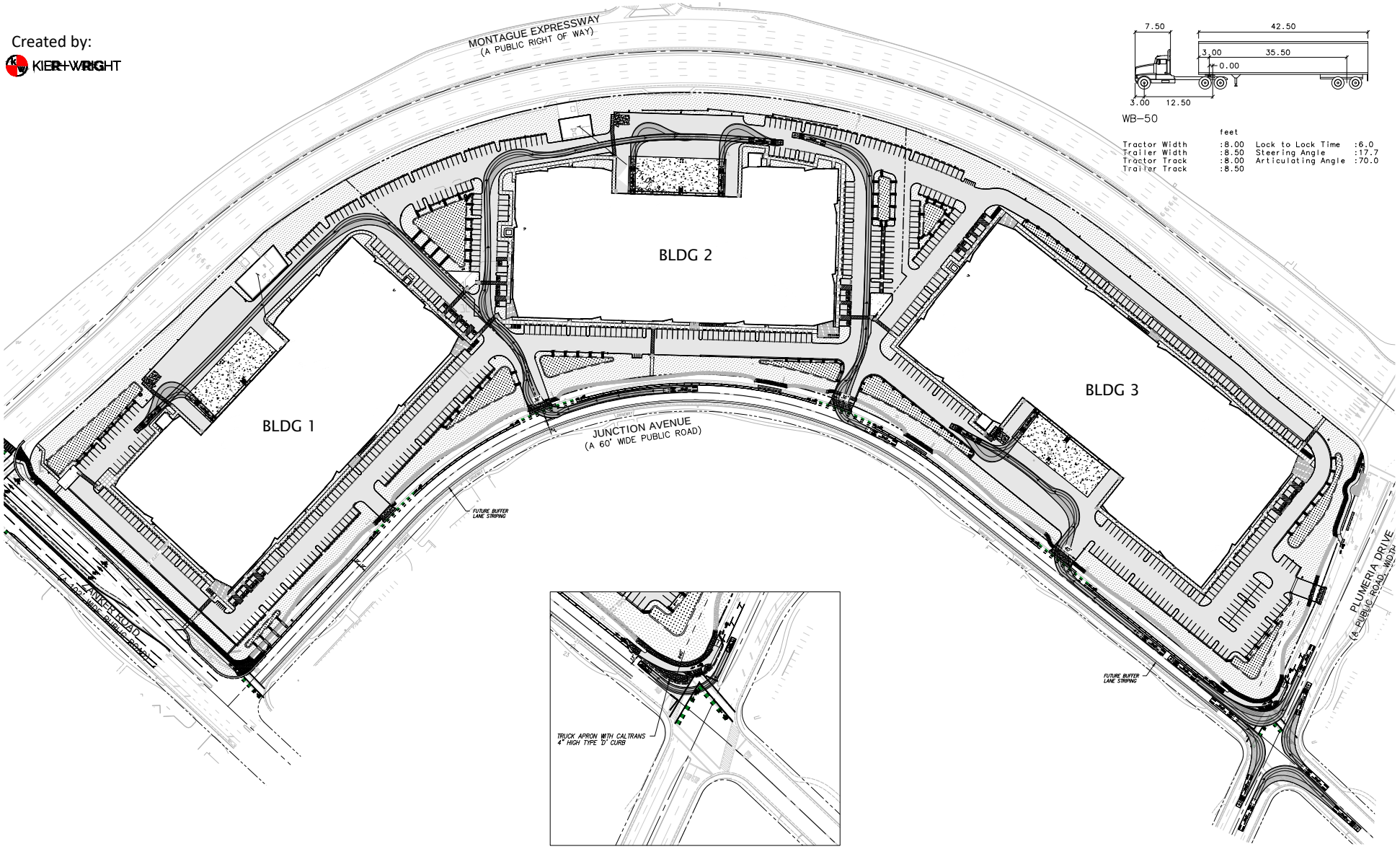


Figure 15
WB-67 Truck Turning Template – Ingress

NORTH
Not to Scale

Created by:

KIER+WRIGHT

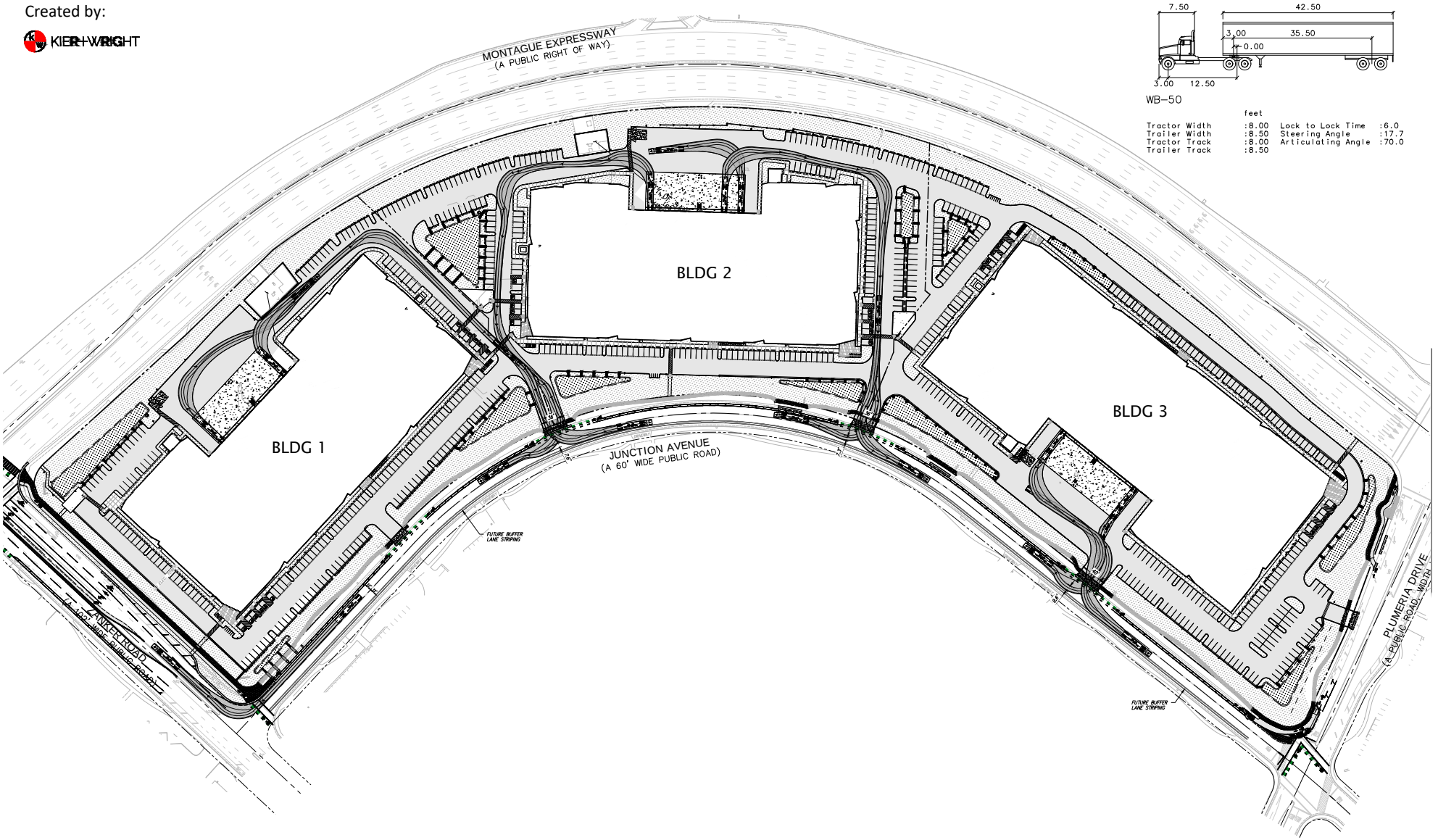


Figure 16
WB-67 Truck Turning Template – Egress

NORTH
Not to Scale

Parking

The City of San Jose amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the parking ordinance, which includes mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the City's Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Based on the bicycle parking requirement for Industrial Research and Development land uses, one bicycle parking space is required for every 5,000 square feet of building area.

Also included in the Municipal Code are minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are considered motorcycles. The code requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking spaces provided.

Proposed Vehicle Parking Supply

As proposed, the project would provide a total of 651 vehicle parking spaces.

Proposed Bicycle and Two-Wheeled Motorized Vehicle Parking

According to the City of San Jose's bicycle parking requirement described above, the industrial project is required to provide 88 bicycle parking spaces based on a project site of 437,601 s.f. The current site plan shows the project would provide 60 long-term bicycle parking spaces in secure bike lockers located adjacent to the office plaza entrances of each building. The site plan does not show any short-term bicycle spaces (bike racks). The project should provide 28 additional bicycle parking spaces in order to meet the City's bicycle parking requirement for an industrial use.

Recommendation: The project should provide 28 additional bicycle parking spaces in order to meet the City's bicycle parking requirement for an industrial use.

According to the City of San Jose's two-wheeled motorized vehicle parking requirement described above, the project is required to provide 16 two-wheeled motorized parking spaces, based on a total of 651 vehicle parking spaces provided. The site plan shows 11 two-wheeled motorized vehicle parking spaces on the site. Therefore, the project should provide 5 additional two-wheeled motorized vehicle parking spaces to meet the City's parking requirement.

TDM Requirements

To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, the project is required to provide Transportation Demand Management (TDM) measures to meet its "TDM Points Target" as detailed in the City's Parking and TDM Ordinance. The project's TDM requirements are described in detail in Chapter 4.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., sidewalk closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle and Transit Evaluation

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian Facilities

Crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections in the study area. Curb ramps with truncated domes are also provided at all intersection crosswalks near the site. An entrance to the Coyote Creek multi-use trail is provided 0.5 mile east of the project site via Epic Way/Iris Chang Park, and an entrance to the Guadalupe River multi-use trail is provided 0.5 mile west of the project site via Montague Expressway. The existing pedestrian facilities provide adequate connectivity between the project site and nearby transit stops and other points of interest.

Most of the existing 5-foot meandering sidewalks along the project frontages on Junction Avenue, Plumeria Drive, and Montague Expressway would remain unchanged. Some of the sidewalk on Junction Avenue and Plumeria Drive would be reconstructed to accommodate the project driveways, but the current sidewalk design would be preserved. The project would completely reconstruct the sidewalk along the Zanker Road frontage. The project is proposing to remove the meandering sidewalk and construct a 5-foot-wide Class IV bike lane (separated from the travel lane by a 6-foot-wide park strip) and an adjacent 6-foot-wide standard sidewalk. A one-foot-wide buffer would separate the protected bike lane and sidewalk.

A continuous sidewalk would be provided around the perimeter of each building. Pedestrian connections between the internal sidewalks and the external meandering sidewalks would be provided on-site. The crosswalks would provide direct connections to the building entrances and bike lockers. The network of pedestrian facilities exhibits good connectivity throughout the site and would provide employees of the project with safe routes to transit stops and other points of interest in the project vicinity, including nearby residential neighborhoods and trails.

Bicycle Facilities

Existing bicycle facilities in the study area consist of Class II striped bike lanes along North First Street, Zanker Road, Trimble Road, River Oaks Parkway/Plumeria Drive, and Junction Avenue. Also, entrances to the Coyote Creek and Guadalupe River multi-use trail systems are both located just half a mile from the project site.

The site plan shows long-term bike parking (bike lockers) adjacent to the building entrances. Providing adequate and convenient long-term bike parking would help to create a bicycle-friendly environment and encourage cycling by employees of the project.

New Bicycle Facilities Along the Project Frontages

The San Jose Better Bikeway Plan 2025 shows that a Class IV bikeway is planned along Plumeria Drive. However, City staff are requesting that the project implement a 12-foot-wide shared-use pedestrian/bike path along the Plumeria Drive project frontage in lieu of the Class IV bikeway.

According to the site plan, the project is proposing to construct a 6-foot-wide bike path adjacent to the 5-foot-wide sidewalk along the Plumeria Drive project frontage that would extend between Montague Expressway and the project driveway. The new bike path would run along the north side (project side) of the bus stop and reconnect to the existing Class II bike lane just west of the bus stop. With this configuration, removal of the westbound curb lane/merge lane on Plumeria Drive and removal of one NB left-turn lane on Montague Expressway would not be necessary

Recommendation: The project applicant should coordinate with the City of San Jose to determine whether the proposed 6-foot-wide bike path configuration along the project frontage on Plumeria Drive would be acceptable.

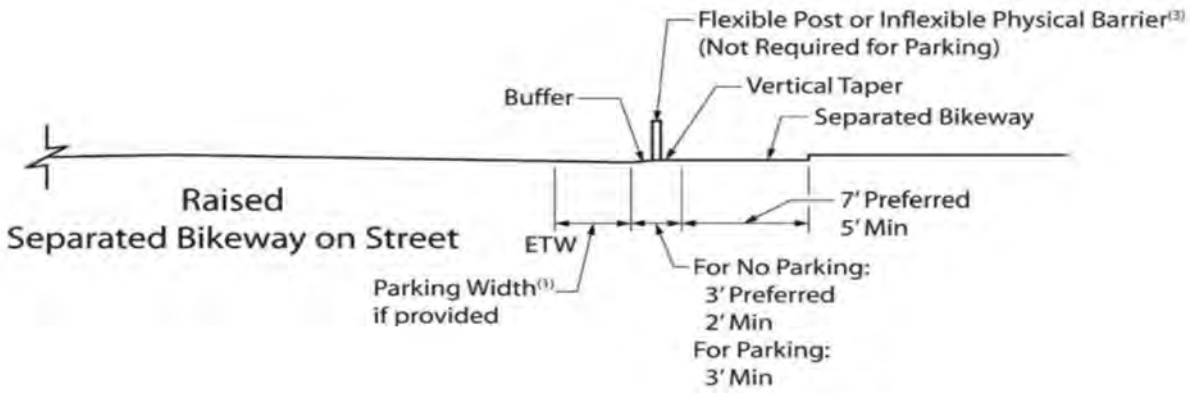
The project plans to construct a Class IV separated bike lane along Zanker Road on the project property. According to the site plan, the new Class IV bike facility design would include a 6-foot-wide park strip with new landscaping (for bio-retention), a 5-foot-wide raised bike lane, a 1-foot-wide buffer, and a 6-foot-wide pedestrian thru zone (standard sidewalk). The existing curb and gutter along Zanker Road would remain. The existing bike lane on northbound Zanker Road would transition to the raised bike lane at Junction Avenue and then back to the on-street bike lane at Montague Expressway. With the potential removal of the northbound right-turn lane, dual northbound left-turn lanes on Zanker Road could be considered approaching Montague Expressway. The Class IV raised bike lane would need to remain raised along the project frontage and transition back at the intersection. This would need to be coordinated with the County of Santa Clara through the Early Design Review application process. The sidewalk and roadway cross-section are subject to change pending County of Santa Clara comments during the Early Design Review application process.

Recommendation: The proposed Class IV raised bike lane along the Zanker Road project frontage would need to be coordinated with the City of San Jose and the County of Santa Clara through the Early Design Review application process.

The project also plans to construct a Class IV separated bike lane along the entire project frontage on Junction Avenue. According to the site plan, the new Class IV bike facility design would include a 1.5-foot-wide Class IV bikeway raised island and a minimum 7-foot-wide bike lane, including the existing gutter and curb. The raised separated bikeway would need to include a mountable tapered curb (as shown in the diagram below). The existing park strip, sidewalk, and landscaping could remain.

Recommendation: The proposed Class IV raised bike lane along the Junction Avenue project frontage would need to be coordinated with the City of San Jose.

The existing and proposed network of bike facilities exhibits good connectivity and would provide employees of the project with safe bicycle routes to points of interest in the project vicinity, including transit stops and nearby residential neighborhoods and trails.



Transit Services

The Orchard LRT Station (located a ¼-mile southwest of the project site) and the River Oaks LRT Station (located a ½-mile northwest of the project site) are both served by the Santa Teresa-Baypointe LRT line (Blue Line) and Winchester-Old Ironsides LRT line (Green Line). LRT trains operate with 15-minute headways during the weekday peak commute and midday hours.

VTA local bus route 20, which operates along Montague Expressway and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day, stops along Plumeria Drive adjacent to the project site. Accordingly, the project may need to implement some bus stop improvements in coordination with the other multimodal (bicycle and pedestrian) improvements that are planned along the project frontage on Plumeria Drive.

Recommendation: The project applicant should coordinate with the City of San Jose and VTA to determine whether any bus stop improvements would be required along the project frontage on Plumeria Drive.

The ACE Brown shuttle operates along Montague Expressway and River Oaks Parkway and provides four eastbound shuttles during the weekday AM commute period and four westbound shuttles during the weekday PM commute period. The ACE Brown shuttle stops on Montague Expressway north of River Oaks Parkway directly across the street from the project site. This intersection has crosswalks with pedestrian signal heads and push buttons.

Since the study area is served by multiple transit options, it is reasonable to assume that some employees of the project would utilize the available transit services. It is estimated that the increase in transit ridership generated by the project could be accommodated by the current available ridership capacities of the nearby transit services. Note that Montague Expressway and North First Street, which provide access to the nearby LRT stations, both have sidewalks. Curb ramps and pedestrian signal heads are provided at the surrounding signalized intersections. North First Street also has bike lanes.

4. TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's Ordinance.

The project would not meet the City's TDM screening criteria for small industrial infill projects because it would include a total of 437,601 s.f. of light industrial uses. Accordingly, a TDM Checklist and associated TDM Plan with a target of 5 TDM points (based on the industrial use category) was prepared. The project will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the project.

The project meets the definition of a Level 2 industrial project (industrial projects of 300,000 s.f. or more). Level 2 projects (referred to as "large projects") that are providing at least one programmatic TDM measure require both annual TDM Plan compliance documentation and annual monitoring reports. Since the project is not proposing any programmatic TDM measures, compliance documentation and annual monitoring are not required.

TDM Checklist

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed industrial project (see Table 9). As shown in the checklist, the project would achieve the 5-point TDM requirement by providing the following multimodal network improvements:

- MI01: Provide Bike Network Improvements – 2 TDM Point
- MI04: Provide Residential Street Improvements – 2 TDM Points
- MI05: Provide Pedestrian Network Improvements – 1 TDM Point

The draft TDM Plan (see Appendix F) includes a detailed description of each of the TDM Checklist items listed above.

Table 9
TDM Checklist

ID	TDM Measure Description	Points Values	Other Uses 5
	A. PROJECT CHARACTERISTICS		
PC03	Provide Affordable Housing	1 - 4	n/a
	B. MULTIMODAL NETWORK IMPROVEMENTS		
MI01	Provide Bike Network Improvements	1 - 4	2
		Cost of measure	$ 870,600
MI03	Provide Transit Network Improvements	1 - 4	0
		Cost of measure	$ -
MI04	Provide Residential Street Improvements	1 - 4	2
		Cost of measure	$ 870,600
MI05	Provide Pedestrian Network Improvements	1 - 4	1
		Cost of measure	$ 435,300
	C. PARKING		
PK01	Off-Street Vehicle Parking Spaces (please enter):		n/a
	Project Size:		n/a
	Vehicle Parking Ratio:		n/a
	Right-size Vehicle Parking Supply	1 - 20	n/a
PK02	Provide Bike Parking Facilities	1 - 2	n/a
PK03	Provide Shared Parking	1 - 2	n/a
	D. PROGRAMMATIC TDM		
TP01	Provide School Pool Programs	1	n/a
TP02	Provide Bike Share Stations	1 - 2	n/a
TP03	Provide Car Share Station	1 - 4	n/a
TP04	Provide Education, Marketing & Outreach	1 - 2	n/a
TP05	Join Transportation Mgmt. Association (TMA)	See Note	n/a
TP06	Provide Parking Cash-out	2	0
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	n/a
TP10	Price Workplace Parking	1 - 2	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	n/a
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	n/a
TP15	Provide Targeted Behavioral Interventions	1 - 2	n/a
TP16	Unbundle Parking Costs from Property Cost	1 - 2	n/a
TP17	Provide Vanpool Incentives	1 - 4	n/a
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	n/a

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

None

TOTAL TDM POINTS NEEDED:	5
TOTAL TDM POINTS ACHIEVED (incl. user-defined measures):	5
	Complete

5. Conclusions

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed industrial development encompassing five parcels (two partially occupied buildings and three vacant buildings) bordered by Montague Expressway, Zanker Road, Junction Avenue, and Plumeria Avenue in north San Jose, California. The project is proposing to demolish five existing industrial buildings totaling 422,635 square feet (s.f.) and construct three new industrial buildings totaling 437,601 s.f. As proposed, the new industrial buildings would consist mostly of warehouse uses, with 18% of the total building area consisting of ancillary office uses. It is our understanding that the project would be built in one phase, and that future tenants of the buildings are expected to operate in a manner consistent with other industrial businesses in North San Jose. Access to the project site would be provided via four full-access driveways on Junction Avenue and one right-turn in/out driveway on Plumeria Avenue.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The project is replacing 422,635 s.f. of industrial development with 437,601 s.f. of industrial development for a net increase of 14,966 s.f. of industrial development. The proposed industrial development would have a comparable VMT per employee as the existing industrial buildings. Since the net increase in industrial square footage is less than 30,000 s.f., the project would meet the small industrial infill project screening criteria set forth in the City's *Transportation Analysis Handbook* and is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip reductions and existing trip credits for the two partially occupied buildings to be removed, the proposed industrial project is estimated to generate 882 new daily vehicle trips, with 98 new trips (73 inbound trips and 25 outbound trips) occurring during the AM peak hour and 80 new trips (22 inbound trips and 58 outbound trips) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose and VTA signalized intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

TDM Requirements

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed industrial project. The project would achieve the 5-point TDM requirement by providing the following multimodal network improvements:

- MI01: Provide Bike Network Improvements – 2 TDM Point
- MI04: Provide Residential Street Improvements – 2 TDM Points
- MI05: Provide Pedestrian Network Improvements – 1 TDM Point

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area.

Below are recommendations resulting from the site plan review and evaluation of pedestrian, bicycle and transit facilities.

Recommendations

- The project should provide 28 additional bicycle parking spaces in order to meet the City's bicycle parking requirement for an industrial use.
- The project applicant should coordinate with the City of San Jose to determine whether the proposed 6-foot-wide bike path configuration along the project frontage on Plumeria Drive would be acceptable.
- The proposed Class IV raised bike lane along the Zanker Road project frontage would need to be coordinated with the City of San Jose and the County of Santa Clara through the Early Design Review application process.
- The proposed Class IV raised bike lane along the Junction Avenue project frontage would need to be coordinated with the City of San Jose.
- The project applicant should coordinate with the City of San Jose and VTA to determine whether any bus stop improvements would be required along the project frontage on Plumeria Drive.

Montague Pointe Industrial LTA

Technical Appendices

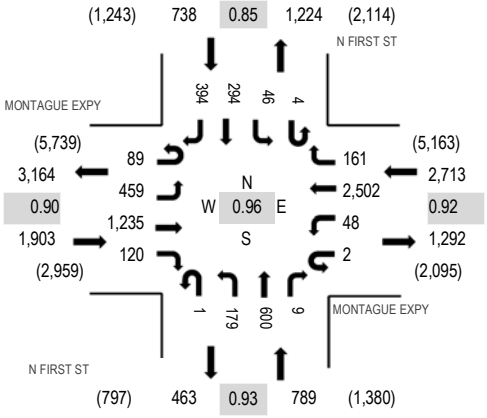
Appendix A
New Traffic Count Data

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N FIRST ST & MONTAGUE EXPY AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

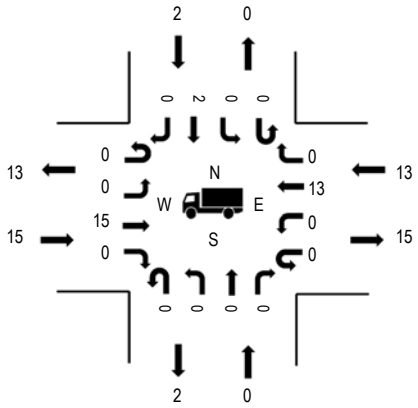
Peak Hour

Motorized Vehicles



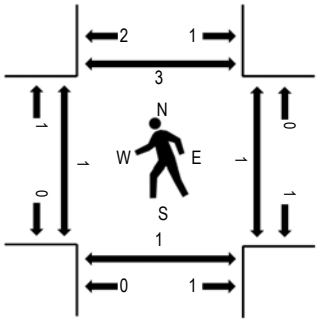
Note: Total study counts contained in parentheses.

Heavy Vehicles

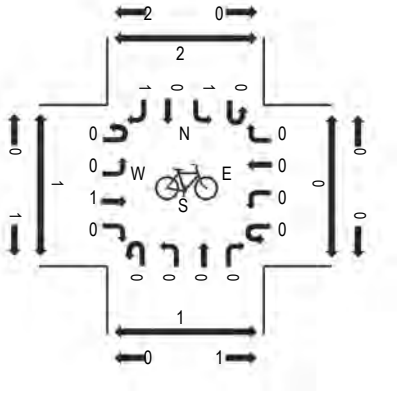


	HV%	PHF
EB	0.8%	0.90
WB	0.5%	0.92
NB	0.0%	0.93
SB	0.3%	0.85
All	0.5%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				MONTAGUE EXPY Eastbound				N FIRST ST Southbound				MONTAGUE EXPY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	4	15	2	1	16	38	7	0	2	10	8	0	4	150	19	276	4,602
7:05 AM	0	7	41	3	2	7	34	1	0	2	20	17	1	4	78	6	223	4,847
7:10 AM	0	1	17	1	0	10	69	6	0	3	8	12	0	2	173	9	311	5,046
7:15 AM	0	7	37	3	1	20	54	8	0	7	12	8	0	4	139	12	312	5,235
7:20 AM	0	8	50	0	5	15	40	2	0	5	19	8	0	0	183	10	345	5,403
7:25 AM	0	8	12	1	5	25	60	3	0	2	20	13	0	4	200	18	371	5,601
7:30 AM	0	12	42	0	1	13	37	3	0	5	24	18	0	5	189	11	360	5,749
7:35 AM	0	6	33	0	2	36	81	4	0	1	17	26	0	6	270	14	496	5,886
7:40 AM	0	9	62	2	1	24	67	7	1	7	23	27	0	2	168	13	413	5,943
7:45 AM	0	5	56	0	1	15	83	4	0	7	31	35	1	1	257	19	515	6,030
7:50 AM	0	13	35	4	5	45	103	9	0	6	10	24	0	8	208	18	488	6,053
7:55 AM	1	16	75	3	0	16	63	7	0	6	35	26	0	3	218	23	492	6,087
8:00 AM	0	7	38	3	9	39	103	8	0	2	10	14	0	3	276	9	521	6,143
8:05 AM	0	11	55	0	3	37	85	8	0	3	29	29	0	5	140	17	422	
8:10 AM	0	7	45	0	3	29	104	10	0	3	16	18	0	6	239	20	500	
8:15 AM	1	15	65	2	4	54	101	12	0	5	28	39	0	9	122	23	480	
8:20 AM	0	8	57	1	5	27	102	7	0	4	19	25	0	3	264	21	543	
8:25 AM	0	25	40	0	9	50	119	12	1	4	26	48	0	3	169	13	519	
8:30 AM	0	17	55	0	6	23	83	10	2	8	31	42	0	2	206	12	497	
8:35 AM	0	11	28	0	11	52	130	11	0	0	18	19	0	4	262	7	553	
8:40 AM	0	29	61	1	11	48	113	13	0	9	41	40	1	3	125	5	500	
8:45 AM	0	12	53	0	8	24	102	5	1	1	28	27	0	2	264	11	538	
8:50 AM	0	25	33	0	12	53	119	14	0	5	23	43	1	7	182	5	522	
8:55 AM	0	12	70	2	8	23	74	10	0	2	25	50	0	1	253	18	548	
Count Total	2	275	1,075	28	113	701	1,964	181	5	99	523	616	4	91	4,735	333	10,745	
Peak Hour	1	179	600	9	89	459	1,235	120	4	46	294	394	2	48	2,502	161	6,143	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

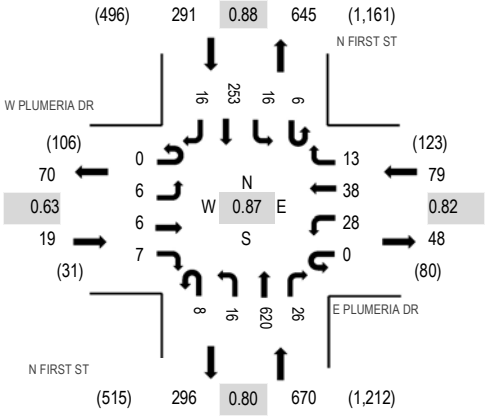
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	5	0	3	8	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:05 AM	0	2	0	1	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	1	0	1
7:15 AM	0	2	0	1	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	2	1	4	7	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	3	0	4	7	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	1	1	1	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	2	0	5	7	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	0	1
7:45 AM	0	4	0	4	8	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	0	3	0	2	5	7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	2	0	1	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	1	0	2	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	1	0	1	1	3
8:15 AM	0	1	1	1	3	8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0
8:20 AM	0	2	0	0	2	8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0
8:25 AM	0	1	0	0	1	8:25 AM	0	0	0	0	0	8:25 AM	0	1	1	0	2
8:30 AM	0	2	0	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	1	2	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	1	1	8:40 AM	0	0	1	0	1	8:40 AM	1	0	0	0	1
8:45 AM	0	2	0	1	3	8:45 AM	0	0	0	0	0	8:45 AM	0	1	1	0	2
8:50 AM	0	1	0	1	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	0	1
8:55 AM	0	2	0	3	5	8:55 AM	0	0	0	0	0	8:55 AM	0	0	1	0	1
Count Total	0	42	5	39	86	Count Total	0	2	2	0	4	Count Total	2	3	8	2	15
Peak Hour	0	15	2	13	30	Peak Hour	0	1	2	0	3	Peak Hour	2	2	5	1	10

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N FIRST ST & E PLUMERIA DR AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

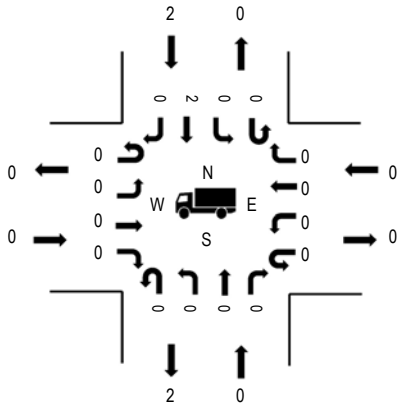
Peak Hour

Motorized Vehicles



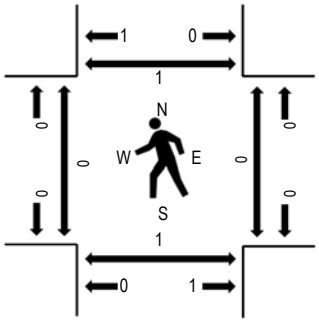
Note: Total study counts contained in parentheses.

Heavy Vehicles

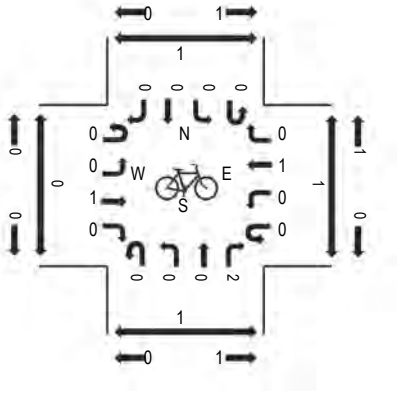


	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.82
NB	0.0%	0.80
SB	0.7%	0.88
All	0.2%	0.87

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				W PLUMERIA DR Eastbound				N FIRST ST Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	32	2	0	0	0	2	0	0	13	0	0	2	2	0	53	803
7:05 AM	0	0	34	2	0	1	0	0	0	1	18	0	0	0	0	0	56	826
7:10 AM	0	0	22	3	0	0	1	0	0	0	9	0	0	0	1	0	36	851
7:15 AM	1	0	39	0	0	0	0	0	0	1	14	0	0	0	4	1	60	880
7:20 AM	0	0	36	1	0	0	0	2	0	0	14	1	0	1	2	1	58	903
7:25 AM	0	0	29	2	0	0	1	1	0	0	16	0	0	1	1	0	51	930
7:30 AM	1	0	37	3	0	0	2	0	0	1	17	1	0	3	3	1	69	984
7:35 AM	1	2	48	0	0	0	0	0	0	0	13	3	0	1	3	0	71	995
7:40 AM	1	3	43	2	0	0	0	0	0	1	20	0	0	0	1	2	73	1,022
7:45 AM	0	2	55	3	0	0	0	0	0	1	19	1	0	1	2	0	84	1,029
7:50 AM	2	0	71	4	0	0	0	0	0	0	21	0	0	2	4	4	108	1,041
7:55 AM	1	0	59	1	0	0	0	2	0	0	20	0	0	0	0	1	84	1,047
8:00 AM	0	1	37	6	0	1	0	1	0	1	20	1	0	4	3	1	76	1,059
8:05 AM	1	1	48	2	0	0	0	0	0	1	26	0	0	1	1	0	81	
8:10 AM	2	1	32	3	0	0	0	0	0	2	15	1	0	4	4	1	65	
8:15 AM	0	0	39	2	0	1	1	0	1	0	33	1	0	0	5	0	83	
8:20 AM	0	3	51	1	0	0	2	2	1	1	16	1	0	2	4	1	85	
8:25 AM	0	1	64	1	0	0	0	1	0	1	26	3	0	2	5	1	105	
8:30 AM	0	2	46	3	0	0	0	3	0	1	18	0	0	3	2	2	80	
8:35 AM	2	1	61	2	0	1	0	0	1	3	21	2	0	2	1	1	98	
8:40 AM	0	1	45	1	0	1	0	0	0	0	27	0	0	1	4	0	80	
8:45 AM	1	1	65	0	0	1	0	0	0	2	16	2	0	4	3	1	96	
8:50 AM	1	1	71	2	0	0	3	0	1	1	28	3	0	0	1	2	114	
8:55 AM	1	3	61	3	0	1	0	0	2	3	7	2	0	5	5	3	96	
Count Total	15	23	1,125	49	0	7	10	14	6	21	447	22	0	39	61	23	1,862	
Peak Hour	8	16	620	26	0	6	6	7	6	16	253	16	0	28	38	13	1,059	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	1	2
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	0	1
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	1	2
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	1	2	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	0	1
Count Total	0	0	4	0	4	Count Total	2	1	0	1	4	Count Total	3	1	3	5	12
Peak Hour	0	0	2	0	2	Peak Hour	2	1	0	1	4	Peak Hour	2	0	2	1	5

ALL TRAFFIC DATA SERVICES
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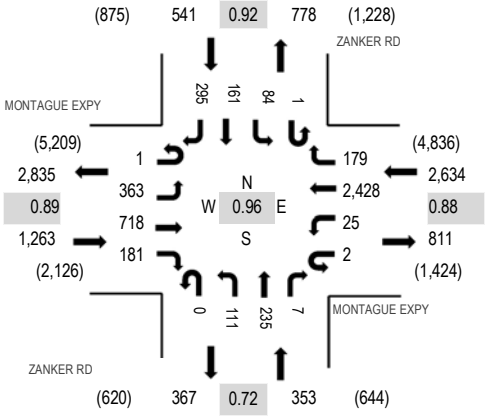
Location: 3 ZANKER RD & MONTAGUE EXPY AM
Date: Thursday, September 11, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

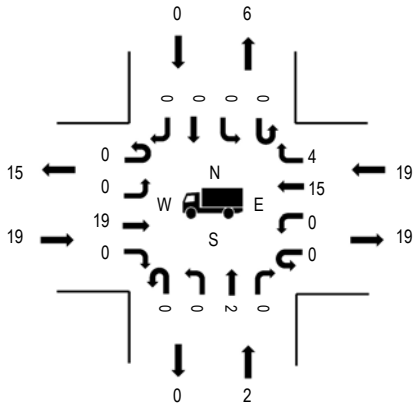
Peak Hour

Motorized Vehicles



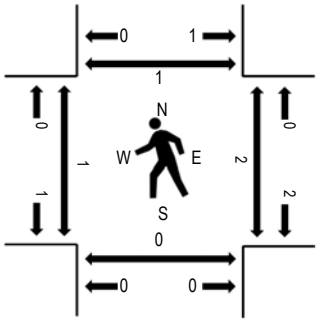
Note: Total study counts contained in parentheses.

Heavy Vehicles

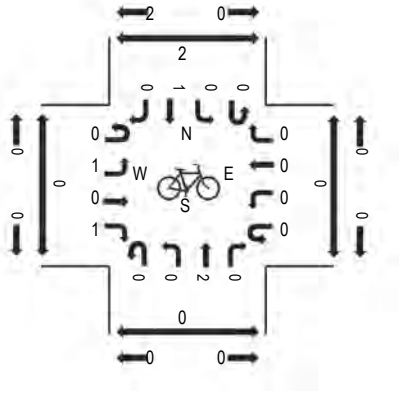


	HV%	PHF
EB	1.5%	0.89
WB	0.7%	0.88
NB	0.6%	0.72
SB	0.0%	0.92
All	0.8%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				MONTAGUE EXPY Eastbound				ZANKER RD Southbound				MONTAGUE EXPY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	7	1	0	9	28	7	0	3	5	8	1	0	165	4	240	3,735
7:05 AM	0	3	12	0	0	8	29	5	0	6	4	4	0	1	120	6	198	3,926
7:10 AM	0	1	11	0	0	5	43	10	0	1	5	18	0	0	112	4	210	4,043
7:15 AM	0	4	4	0	0	9	46	7	0	4	2	13	0	3	199	7	298	4,272
7:20 AM	0	8	18	0	0	12	34	9	0	4	11	6	0	1	125	0	228	4,371
7:25 AM	0	4	4	0	0	8	49	8	0	3	5	14	0	2	255	5	357	4,500
7:30 AM	0	7	14	0	0	11	31	5	0	4	9	12	0	2	174	2	271	4,557
7:35 AM	0	11	7	0	0	7	51	6	0	5	10	16	0	0	233	6	352	4,647
7:40 AM	0	4	28	0	0	30	43	8	0	4	6	13	0	0	199	3	338	4,730
7:45 AM	0	13	21	0	0	11	62	21	0	11	10	23	0	2	250	23	447	4,791
7:50 AM	0	7	15	2	0	26	71	19	0	4	3	12	0	1	246	16	422	4,766
7:55 AM	0	10	20	2	0	28	46	10	0	10	24	20	0	4	183	17	374	4,734
8:00 AM	0	6	12	1	0	15	63	11	0	7	9	12	0	1	279	15	431	4,746
8:05 AM	0	8	25	1	0	34	43	14	0	13	20	28	1	2	114	12	315	
8:10 AM	0	12	14	1	0	21	72	12	0	5	11	24	0	1	252	14	439	
8:15 AM	0	4	27	0	0	48	46	8	0	4	13	28	1	2	198	18	397	
8:20 AM	0	11	24	0	0	18	59	17	0	12	20	32	0	2	152	10	357	
8:25 AM	0	4	11	0	0	46	75	23	0	5	10	28	0	3	202	7	414	
8:30 AM	0	14	24	0	0	50	40	19	1	8	19	24	0	3	143	16	361	
8:35 AM	0	8	14	0	1	29	74	14	0	5	8	33	0	2	229	18	435	
8:40 AM	0	14	28	0	0	37	67	13	0	0	14	31	0	2	180	13	399	
8:45 AM	0	17	39	1	0	18	87	19	0	6	21	30	0	0	175	9	422	
8:50 AM	0	7	20	0	0	30	52	21	0	6	12	34	0	5	191	12	390	
8:55 AM	0	15	40	2	0	29	66	23	0	3	15	12	0	6	163	12	386	
Count Total	0	194	439	11	1	539	1,277	309	1	133	266	475	3	45	4,539	249	8,481	
Peak Hour	0	111	235	7	1	363	718	181	1	84	161	295	2	25	2,428	179	4,791	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	5	0	2	8	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	2	0	1	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	3	0	5	8	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	3	1	0	4	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	0	1
7:25 AM	0	2	1	5	8	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	1	5	7	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	4	0	7	11	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	3	0	1	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	2	0	1	3	7:55 AM	0	1	1	0	2	7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	3	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1
8:20 AM	0	3	0	0	3	8:20 AM	1	0	0	0	1	8:20 AM	0	0	0	0	0
8:25 AM	0	1	0	0	1	8:25 AM	1	0	0	0	1	8:25 AM	0	1	1	1	3
8:30 AM	1	2	0	0	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	4	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	1	0	0	1	8:40 AM	0	0	0	0	0
8:45 AM	0	2	0	1	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	0	1
8:50 AM	1	0	0	2	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	3	1	7	11	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	41	4	47	96	Count Total	2	2	1	0	5	Count Total	0	1	5	2	8
Peak Hour	2	19	0	19	40	Peak Hour	2	2	1	0	5	Peak Hour	0	1	3	2	6

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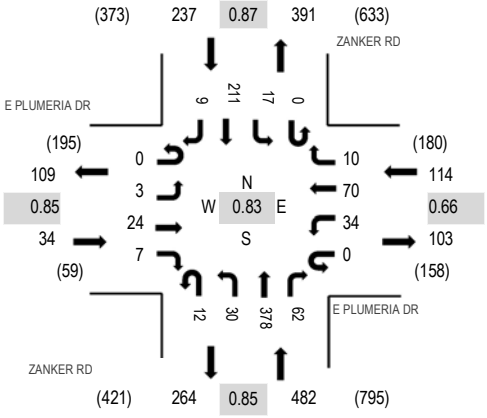
Location: 4 ZANKER RD & E PLUMERIA DR AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

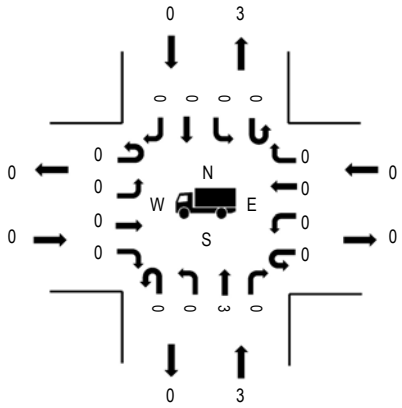
Peak Hour

Motorized Vehicles



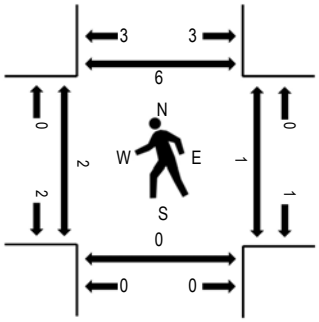
Note: Total study counts contained in parentheses.

Heavy Vehicles

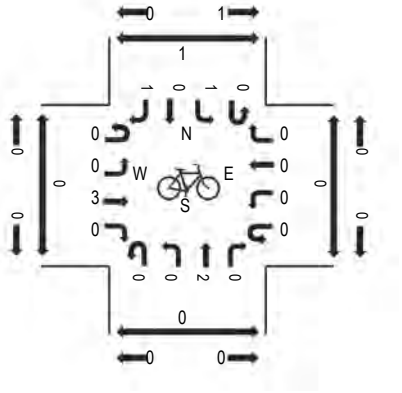


	HV%	PHF
EB	0.0%	0.85
WB	0.0%	0.66
NB	0.6%	0.85
SB	0.0%	0.87
All	0.3%	0.83

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E PLUMERIA DR Eastbound				ZANKER RD Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	1	1	14	1	0	0	1	1	0	0	12	0	0	2	5	1	39	540
7:05 AM	1	1	9	2	0	0	1	0	0	0	6	1	0	0	2	0	23	570
7:10 AM	2	1	11	2	0	0	3	1	0	2	5	0	0	1	4	0	32	601
7:15 AM	1	3	21	1	0	0	0	0	0	1	6	1	0	0	5	0	39	632
7:20 AM	1	1	16	0	0	0	0	0	0	0	10	0	0	1	3	0	32	662
7:25 AM	0	2	15	1	0	0	1	2	0	0	10	0	0	0	3	0	34	689
7:30 AM	3	3	18	2	0	0	2	1	0	1	5	1	0	1	7	0	44	739
7:35 AM	1	2	29	5	0	0	1	0	0	1	13	0	0	0	4	0	56	764
7:40 AM	2	5	27	5	0	0	2	0	0	1	9	0	0	1	2	0	54	781
7:45 AM	1	3	27	3	0	0	2	1	0	2	12	1	0	4	7	0	63	792
7:50 AM	0	2	30	3	0	0	2	3	0	1	9	1	0	1	7	0	59	802
7:55 AM	2	5	22	5	0	0	0	1	1	1	21	2	0	3	1	1	65	837
8:00 AM	3	3	24	7	0	0	3	1	0	4	16	0	0	2	6	0	69	867
8:05 AM	3	2	21	2	0	0	3	0	0	0	17	1	0	0	5	0	54	
8:10 AM	0	2	37	2	0	0	0	0	0	0	14	1	0	2	5	0	63	
8:15 AM	0	2	32	5	0	0	4	0	0	1	14	0	0	3	7	1	69	
8:20 AM	1	6	19	5	0	0	2	0	0	0	13	2	0	1	10	0	59	
8:25 AM	0	2	38	13	0	0	1	0	0	3	19	2	0	2	3	1	84	
8:30 AM	0	1	23	4	0	1	0	2	0	2	24	1	0	3	7	1	69	
8:35 AM	0	2	38	8	0	0	2	2	0	0	14	1	0	3	2	1	73	
8:40 AM	2	1	32	1	0	1	2	0	0	0	20	0	0	4	1	1	65	
8:45 AM	1	4	30	3	0	0	1	0	0	0	18	1	0	6	8	1	73	
8:50 AM	0	2	41	4	0	0	2	2	0	3	28	0	0	3	7	2	94	
8:55 AM	2	3	43	8	0	1	4	0	0	4	14	0	0	5	9	2	95	
Count Total	27	59	617	92	0	3	39	17	1	27	329	16	0	48	120	12	1,407	
Peak Hour	12	30	378	62	0	3	24	7	0	17	211	9	0	34	70	10	867	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	1	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	2	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	0	2	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	2	0	0	0	2	8:20 AM	0	0	1	1	2
8:25 AM	1	0	0	0	1	8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1	8:45 AM	0	0	1	0	1
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	1	5	0	6
Count Total	3	0	4	0	7	Count Total	4	3	2	0	9	Count Total	1	2	8	1	12
Peak Hour	3	0	0	0	3	Peak Hour	2	3	2	0	7	Peak Hour	0	2	7	1	10

ALL TRAFFIC DATA SERVICES
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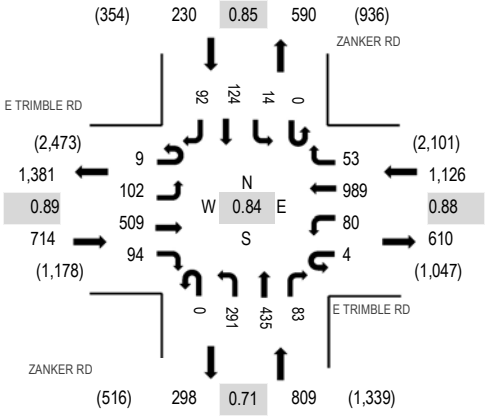
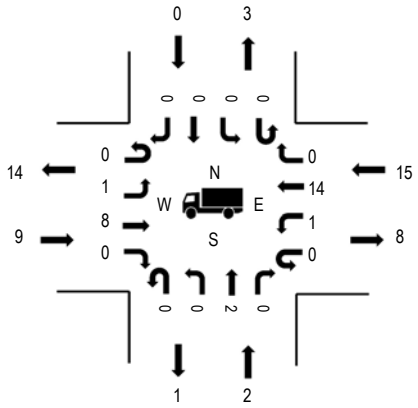
Location: 5 ZANKER RD & E TRIMBLE RD AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour

Motorized Vehicles



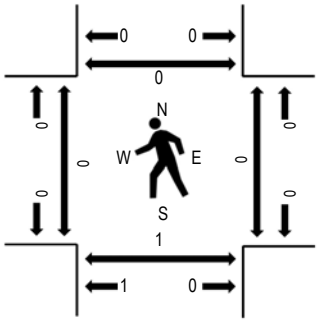
Heavy Vehicles



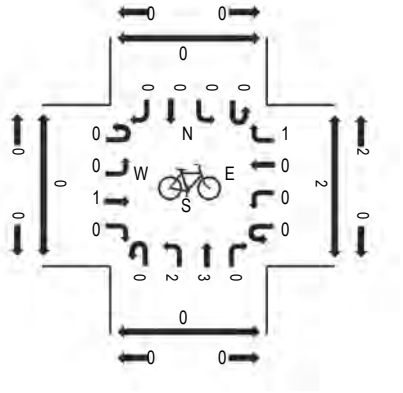
	HV%	PHF
EB	1.3%	0.89
WB	1.3%	0.88
NB	0.2%	0.71
SB	0.0%	0.85
All	0.9%	0.84

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E TRIMBLE RD Eastbound				ZANKER RD Southbound				E TRIMBLE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	13	23	2	0	1	16	5	0	3	8	4	1	6	40	4	126	2,093
7:05 AM	0	8	8	3	0	0	26	5	0	0	2	1	0	5	71	4	133	2,208
7:10 AM	0	8	17	6	1	4	18	6	0	0	1	6	0	10	50	3	130	2,229
7:15 AM	0	16	17	4	0	2	31	4	0	0	3	2	0	6	60	5	150	2,326
7:20 AM	0	12	13	2	0	3	37	5	0	1	3	2	0	9	54	1	142	2,376
7:25 AM	0	12	15	3	0	6	25	4	0	0	7	5	1	2	82	3	165	2,484
7:30 AM	0	20	22	9	1	2	26	9	0	0	3	2	0	9	64	5	172	2,553
7:35 AM	0	20	36	3	0	6	31	4	0	2	11	6	0	4	76	1	200	2,572
7:40 AM	0	36	45	11	0	4	42	3	0	1	2	0	0	8	69	2	223	2,657
7:45 AM	0	25	27	9	0	4	29	1	0	0	14	5	0	6	111	3	234	2,677
7:50 AM	0	16	23	7	0	5	38	6	0	2	8	1	0	14	101	2	223	2,688
7:55 AM	0	13	21	5	0	6	41	7	0	2	10	7	0	8	72	3	195	2,776
8:00 AM	0	18	31	5	0	8	48	10	0	0	12	10	0	9	83	7	241	2,879
8:05 AM	0	13	19	2	1	5	33	9	0	0	9	9	0	10	37	7	154	
8:10 AM	0	15	36	10	2	7	39	5	0	2	12	3	0	5	89	2	227	
8:15 AM	0	25	34	9	1	6	40	5	0	2	9	5	1	4	54	5	200	
8:20 AM	0	29	23	6	1	12	40	7	0	2	6	6	0	13	101	4	250	
8:25 AM	0	17	39	4	1	8	42	5	0	2	6	10	0	5	90	5	234	
8:30 AM	0	14	22	6	0	3	55	11	0	0	12	6	0	2	57	3	191	
8:35 AM	0	29	38	10	0	14	38	7	0	2	17	9	1	8	106	6	285	
8:40 AM	0	24	39	6	1	9	51	11	0	1	3	7	0	5	85	1	243	
8:45 AM	0	28	38	12	0	6	29	6	0	1	14	13	0	3	93	2	245	
8:50 AM	0	47	58	5	1	13	50	7	0	2	12	7	2	14	91	2	311	
8:55 AM	0	32	58	8	1	11	44	11	0	0	12	7	0	2	103	9	298	
Count Total	0	490	702	147	11	145	869	153	0	25	196	133	6	167	1,839	89	4,972	
Peak Hour	0	291	435	83	9	102	509	94	0	14	124	92	4	80	989	53	2,879	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	1	0	3	5	7:00 AM	0	1	0	0	1	7:00 AM	1	0	0	0	1
7:05 AM	0	1	0	1	2	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	0	1
7:10 AM	2	2	0	0	4	7:10 AM	0	0	0	1	1	7:10 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	1	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	2	2	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	1	1	1	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	4	1	2	7	7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	2	2	7:40 AM	2	1	0	0	3	7:40 AM	1	0	0	1	2
7:45 AM	1	0	0	2	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	2	0	1	4	7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	0	1
8:00 AM	0	1	0	1	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	1	0	1	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0
8:20 AM	0	2	0	5	7	8:20 AM	2	0	0	0	2	8:20 AM	0	0	0	2	2
8:25 AM	0	0	0	1	1	8:25 AM	1	0	0	0	1	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0
8:35 AM	1	1	0	2	4	8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	0	2	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	1	0	0	2	8:50 AM	0	1	0	0	1	8:50 AM	1	0	0	0	1
8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	7	21	4	31	63	Count Total	7	5	0	2	14	Count Total	6	0	0	3	9
Peak Hour	2	9	0	15	26	Peak Hour	5	1	0	1	7	Peak Hour	1	0	0	2	3

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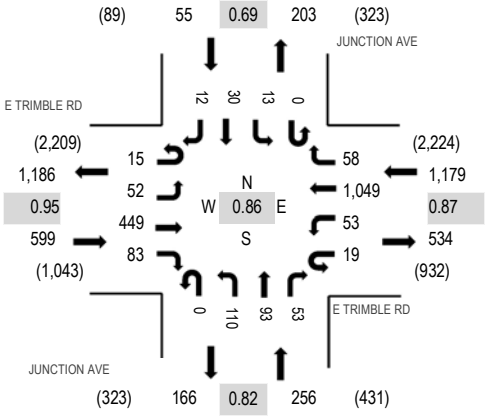
Location: 6 JUNCTION AVE & E TRIMBLE RD AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

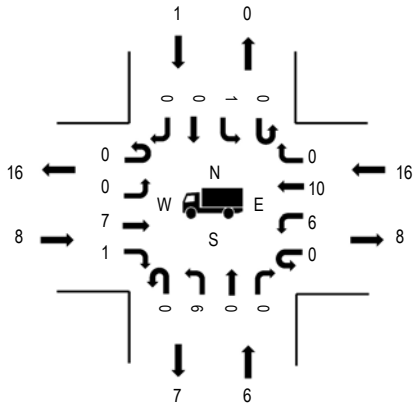
Peak Hour

Motorized Vehicles



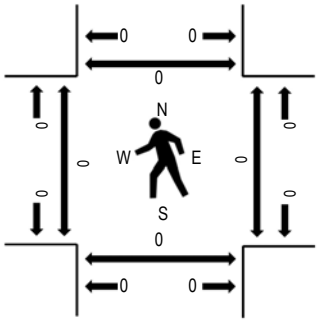
Note: Total study counts contained in parentheses.

Heavy Vehicles

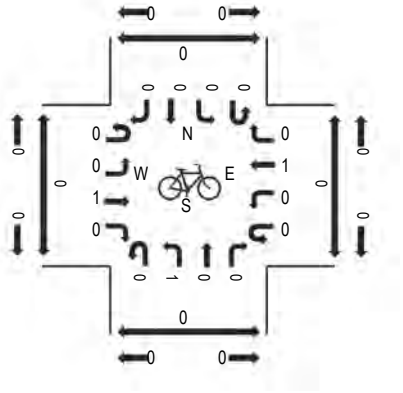


	HV%	PHF
EB	1.3%	0.95
WB	1.4%	0.87
NB	2.3%	0.82
SB	1.8%	0.69
All	1.5%	0.86

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	JUNCTION AVE Northbound				E TRIMBLE RD Eastbound				JUNCTION AVE Southbound				E TRIMBLE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	6	1	4	1	1	20	4	0	1	1	2	0	6	43	2	92	1,698
7:05 AM	0	3	3	2	1	2	18	5	0	0	3	0	1	5	90	9	142	1,762
7:10 AM	0	8	1	4	1	1	23	4	0	0	1	2	0	11	38	2	96	1,762
7:15 AM	0	4	2	4	0	1	21	9	0	1	0	1	2	8	73	6	132	1,811
7:20 AM	0	6	5	7	1	4	33	9	0	0	1	0	0	2	64	4	136	1,848
7:25 AM	0	11	5	1	0	0	24	4	0	0	0	0	1	5	75	7	133	1,890
7:30 AM	0	7	6	1	0	4	26	5	0	1	2	0	2	6	83	7	150	1,931
7:35 AM	0	11	7	4	0	2	29	5	0	0	4	1	1	3	58	1	126	1,945
7:40 AM	0	7	3	2	1	1	38	12	0	1	2	1	0	5	112	1	186	1,983
7:45 AM	0	8	4	4	2	1	34	5	0	0	0	1	1	3	83	0	146	2,014
7:50 AM	0	8	7	1	1	2	36	6	0	1	5	0	3	3	125	4	202	2,056
7:55 AM	0	4	6	8	3	2	37	5	0	0	1	1	1	7	76	6	157	2,058
8:00 AM	0	7	2	5	1	4	37	8	0	0	1	1	1	5	78	6	156	2,089
8:05 AM	0	7	4	4	2	4	27	8	0	0	2	1	1	3	75	4	142	
8:10 AM	0	12	8	6	1	6	38	4	0	0	5	1	1	4	56	3	145	
8:15 AM	0	7	8	8	1	3	36	10	0	1	2	0	1	2	86	4	169	
8:20 AM	0	10	6	4	0	2	39	8	0	0	1	1	3	7	92	5	178	
8:25 AM	0	6	15	5	2	2	30	14	0	2	2	0	0	4	86	6	174	
8:30 AM	0	10	2	2	0	10	42	6	0	0	5	1	0	3	78	5	164	
8:35 AM	0	10	6	6	1	5	35	2	0	1	1	0	1	3	87	6	164	
8:40 AM	0	9	7	2	2	5	39	7	0	3	5	0	2	5	127	4	217	
8:45 AM	0	9	12	4	2	3	43	3	0	2	2	3	5	4	91	5	188	
8:50 AM	0	13	14	4	1	5	38	9	0	2	2	1	1	6	102	6	204	
8:55 AM	0	10	9	3	2	3	45	4	0	2	2	3	3	7	91	4	188	
Count Total	0	193	143	95	26	73	788	156	0	18	50	21	31	117	1,969	107	3,787	
Peak Hour	0	110	93	53	15	52	449	83	0	13	30	12	19	53	1,049	58	2,089	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	3	0	0	5	7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0
7:10 AM	0	4	0	0	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	1	2
7:20 AM	1	0	0	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	2	3	7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0
7:30 AM	0	1	0	2	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	4	0	1	5	7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	1	0	1	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	2	0	2	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	1	0	2	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	1	0	1	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	1	0	3	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	1	1	8:25 AM	1	0	0	0	1	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0
8:40 AM	1	1	0	2	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	1	2	8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0
8:55 AM	1	1	0	2	4	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	13	23	1	29	66	Count Total	2	3	0	2	7	Count Total	1	0	0	1	2
Peak Hour	6	8	1	16	31	Peak Hour	1	1	0	1	3	Peak Hour	0	0	0	0	0

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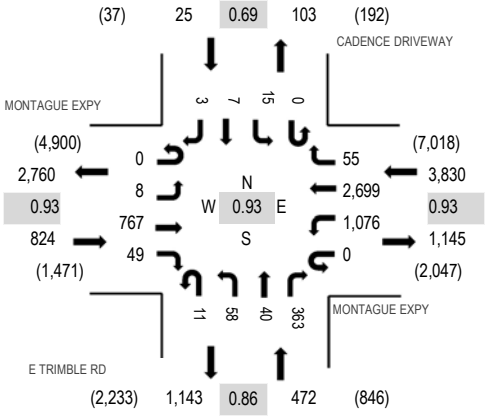
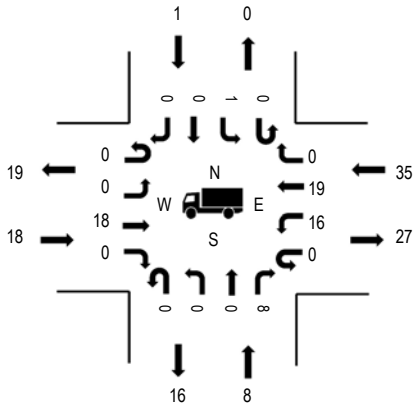
Location: 7 E TRIMBLE RD & MONTAGUE EXPY AM
Date: Thursday, September 11, 2025
Peak Hour: 07:40 AM - 08:40 AM
Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour

Motorized Vehicles



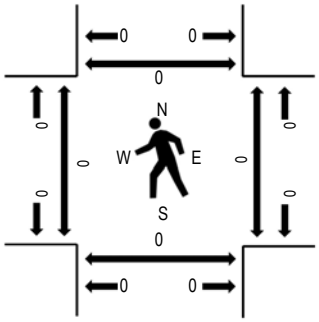
Heavy Vehicles



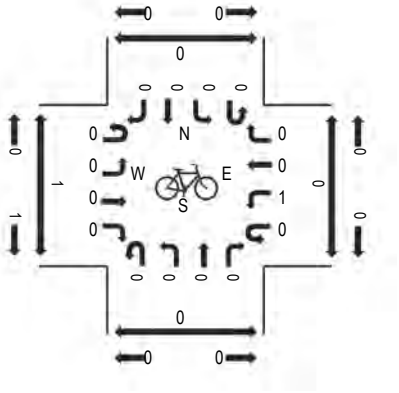
	HV%	PHF
EB	2.2%	0.93
WB	0.9%	0.93
NB	1.7%	0.86
SB	4.0%	0.69
All	1.2%	0.93

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	E TRIMBLE RD Northbound				MONTAGUE EXPY Eastbound				CADENCE DRIVEWAY Southbound				MONTAGUE EXPY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	12	0	0	30	6	0	0	0	0	0	44	150	1	243	4,375
7:05 AM	1	7	3	22	0	0	30	1	0	0	0	0	0	111	122	1	298	4,489
7:10 AM	0	2	0	17	0	1	39	1	0	0	0	0	0	44	142	1	247	4,656
7:15 AM	0	2	2	26	0	0	59	3	0	0	0	0	0	87	162	0	341	4,756
7:20 AM	0	2	2	33	0	0	44	5	0	0	0	0	0	75	145	2	308	4,920
7:25 AM	0	2	2	13	0	0	47	1	0	0	0	1	0	80	230	2	378	5,017
7:30 AM	0	1	2	28	0	1	34	3	0	1	0	0	0	98	243	3	414	5,016
7:35 AM	1	3	1	13	0	0	50	5	0	3	0	0	0	48	177	1	302	5,057
7:40 AM	1	6	2	48	0	1	47	4	0	4	0	0	0	135	251	1	500	5,151
7:45 AM	0	3	1	32	0	1	69	3	0	1	0	1	0	80	226	6	423	5,141
7:50 AM	2	8	6	25	0	2	64	2	0	0	2	0	0	120	228	0	459	5,150
7:55 AM	0	3	2	31	0	0	61	6	0	0	0	0	0	102	251	6	462	5,150
8:00 AM	1	6	1	23	0	0	77	5	0	2	0	1	0	64	176	1	357	4,997
8:05 AM	2	0	3	32	0	0	55	4	0	0	1	0	0	90	273	5	465	
8:10 AM	1	4	5	17	0	0	71	0	0	2	2	1	0	47	193	4	347	
8:15 AM	2	9	7	42	0	0	58	10	0	1	0	0	0	116	247	13	505	
8:20 AM	1	2	2	33	0	0	59	6	0	1	0	0	0	81	218	2	405	
8:25 AM	1	7	3	26	0	1	72	2	0	1	1	0	0	65	191	7	377	
8:30 AM	0	3	2	27	0	1	64	3	0	0	0	0	0	94	255	6	455	
8:35 AM	0	7	6	27	0	2	70	4	0	3	1	0	0	82	190	4	396	
8:40 AM	1	6	1	37	0	0	43	6	0	0	0	0	0	146	236	14	490	
8:45 AM	0	3	8	32	0	3	99	3	0	1	2	2	0	92	179	8	432	
8:50 AM	1	9	6	36	0	3	61	4	0	1	0	0	0	127	203	8	459	
8:55 AM	0	0	2	35	0	4	56	5	0	0	1	0	0	88	111	7	309	
Count Total	15	95	69	667	0	20	1,359	92	0	21	10	6	0	2,116	4,799	103	9,372	
Peak Hour	11	58	40	363	0	8	767	49	0	15	7	3	0	1,076	2,699	55	5,151	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	4	0	1	5	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	1	0	2	4	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	0	1
7:10 AM	3	2	0	1	6	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	3	0	4	9	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	2	0	3	6	7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1
7:25 AM	0	1	0	7	8	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	2	0	5	8	7:30 AM	0	0	0	0	0	7:30 AM	0	0	2	0	2
7:35 AM	0	1	0	3	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	2	0	0	4	6	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	3	0	6	10	7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0
7:50 AM	1	3	0	2	6	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	1	0	5	7	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	2	0	2	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	1	0	3	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	5	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	1	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	3	1	2	6	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	5	6	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	1	0	0	2	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	1	1	0	2	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	2	1	0	2	5	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	8	9	8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	0	1
8:55 AM	1	2	0	3	6	8:55 AM	0	0	0	0	0	8:55 AM	0	1	1	0	2
Count Total	20	39	1	76	136	Count Total	0	0	0	1	1	Count Total	2	2	4	0	8
Peak Hour	8	18	1	35	62	Peak Hour	0	0	0	1	1	Peak Hour	0	1	0	0	1

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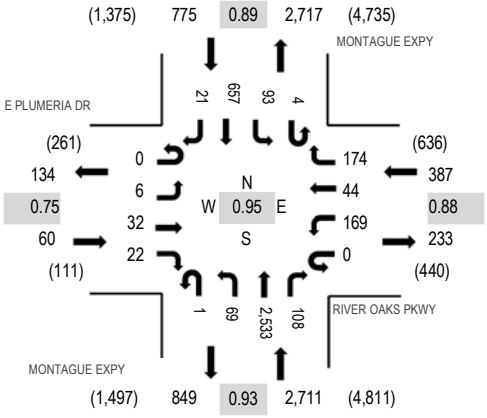
Location: 8 MONTAGUE EXPY & RIVER OAKS PKWY AM
Date: Thursday, September 11, 2025
Peak Hour: 07:40 AM - 08:40 AM
Peak 15-Minutes: 07:40 AM - 07:55 AM

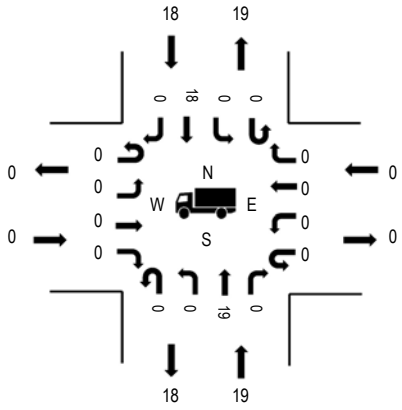
Peak Hour

Motorized Vehicles



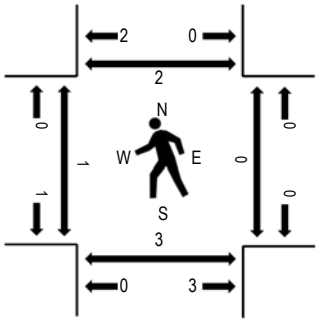
Note: Total study counts contained in parentheses.

Heavy Vehicles

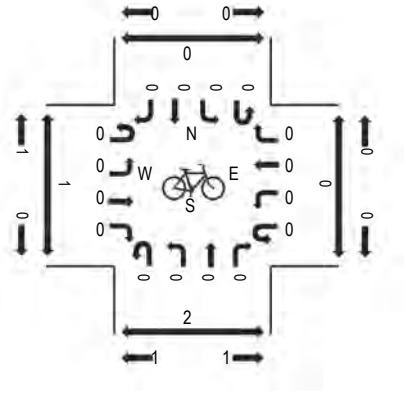


	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.88
NB	0.7%	0.93
SB	2.3%	0.89
All	0.9%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Northbound				E PLUMERIA DR Eastbound				MONTAGUE EXPY Southbound				RIVER OAKS PKWY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	1	7	165	6	0	1	0	0	0	3	28	0	0	7	0	4	222	3,219
7:05 AM	0	2	122	7	0	0	1	0	0	3	31	1	0	7	2	4	180	3,307
7:10 AM	0	2	94	8	0	0	1	0	0	3	25	1	0	7	1	6	148	3,445
7:15 AM	0	3	200	7	0	0	0	1	0	2	55	1	0	6	1	10	286	3,611
7:20 AM	0	5	113	8	0	0	2	2	0	7	39	0	0	9	4	12	201	3,708
7:25 AM	0	3	232	5	0	0	0	3	0	6	41	1	0	11	1	5	308	3,764
7:30 AM	0	7	213	8	0	1	2	1	0	1	34	0	0	6	1	5	279	3,811
7:35 AM	0	2	157	6	0	1	1	1	0	9	37	1	0	16	4	8	243	3,863
7:40 AM	1	5	255	4	0	1	1	0	0	4	48	1	0	10	1	12	343	3,933
7:45 AM	0	5	167	10	0	1	2	2	0	10	55	1	0	16	6	21	296	3,889
7:50 AM	0	4	270	10	0	1	2	2	0	3	64	0	0	14	4	21	395	3,893
7:55 AM	0	6	206	6	0	0	3	3	0	11	52	3	0	15	3	10	318	3,841
8:00 AM	0	2	194	9	0	0	0	3	1	7	56	1	0	18	4	15	310	3,714
8:05 AM	0	5	218	3	0	1	4	1	1	5	44	1	0	10	2	23	318	
8:10 AM	0	8	183	9	0	1	2	3	1	11	58	1	0	19	4	14	314	
8:15 AM	0	3	285	8	0	0	3	3	1	4	48	2	0	8	4	14	383	
8:20 AM	0	6	135	8	0	1	5	1	0	9	53	5	0	20	5	9	257	
8:25 AM	0	4	238	7	0	0	0	1	0	12	75	1	0	7	1	9	355	
8:30 AM	0	13	199	15	0	0	6	3	0	5	52	2	0	16	7	13	331	
8:35 AM	0	8	183	19	0	0	4	0	0	12	52	3	0	16	3	13	313	
8:40 AM	0	8	206	9	0	0	7	1	0	5	51	1	0	5	2	4	299	
8:45 AM	0	5	127	17	0	3	5	1	0	22	82	2	0	17	7	12	300	
8:50 AM	0	16	214	20	0	0	3	3	0	6	48	1	0	12	12	8	343	
8:55 AM	0	10	80	5	0	2	6	2	0	6	43	4	0	15	9	9	191	
Count Total	2	139	4,456	214	0	14	60	37	4	166	1,171	34	0	287	88	261	6,933	
Peak Hour	1	69	2,533	108	0	6	32	22	4	93	657	21	0	169	44	174	3,933	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	5	1	7	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	2	0	2
7:15 AM	5	0	3	0	8	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	2	0	3	7:20 AM	0	0	0	0	0	7:20 AM	1	0	1	0	2
7:25 AM	5	0	1	0	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	5	0	1	0	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	1	0	1
7:40 AM	3	0	0	0	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	4	0	3	0	7	7:45 AM	0	0	0	0	0	7:45 AM	2	0	0	0	2
7:50 AM	1	0	4	0	5	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	2	0	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	3	0	0	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1
8:05 AM	2	0	1	0	3	8:05 AM	0	0	0	0	0	8:05 AM	2	1	0	0	3
8:10 AM	1	0	2	0	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	1	1	0	0	2
8:25 AM	1	0	3	0	4	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	3	0	2	0	5	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	1	0	1
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
8:50 AM	7	0	1	0	8	8:50 AM	0	0	0	0	0	8:50 AM	2	0	0	0	2
8:55 AM	2	0	2	0	4	8:55 AM	0	0	0	0	0	8:55 AM	1	1	1	0	3
Count Total	47	0	39	1	87	Count Total	0	0	0	0	0	Count Total	10	3	8	0	21
Peak Hour	19	0	18	0	37	Peak Hour	0	0	0	0	0	Peak Hour	5	2	2	0	9

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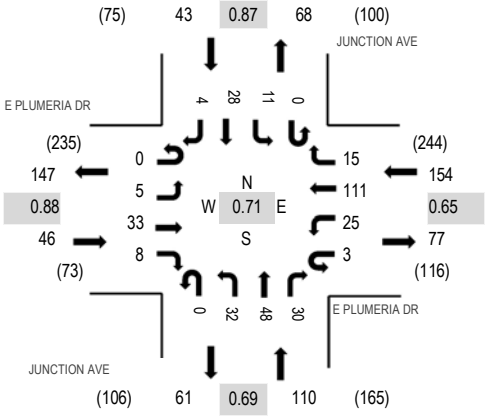
Location: 9 JUNCTION AVE & E PLUMERIA DR AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

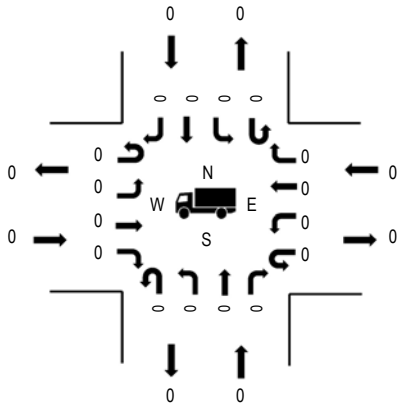
Peak Hour

Motorized Vehicles



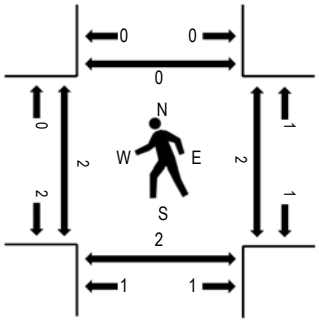
Note: Total study counts contained in parentheses.

Heavy Vehicles

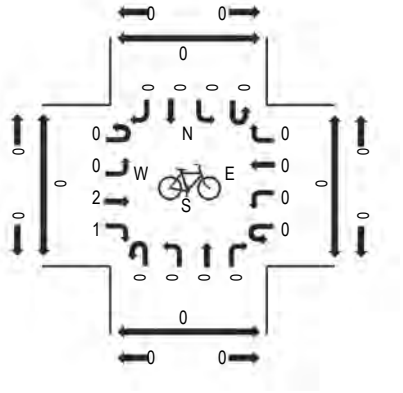


	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.65
NB	0.0%	0.69
SB	0.0%	0.87
All	0.0%	0.71

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	JUNCTION AVE Northbound				E PLUMERIA DR Eastbound				JUNCTION AVE Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	0	0	8	0	11	204
7:05 AM	0	2	1	1	0	0	1	1	0	0	1	0	0	1	2	2	12	212
7:10 AM	0	3	1	0	0	0	1	1	0	0	3	1	0	1	2	0	13	220
7:15 AM	0	0	2	1	0	0	0	1	0	1	1	0	0	2	5	0	13	231
7:20 AM	0	2	3	1	0	1	1	0	0	1	3	0	2	1	5	0	20	235
7:25 AM	0	1	1	2	0	0	1	0	0	1	1	0	0	2	3	0	12	249
7:30 AM	0	2	0	2	0	0	2	0	0	0	2	0	0	0	6	2	16	263
7:35 AM	0	4	2	1	0	1	2	2	0	0	2	0	0	3	3	0	20	280
7:40 AM	0	1	2	0	0	1	2	2	0	0	2	1	0	1	7	2	21	293
7:45 AM	0	1	3	2	0	0	3	0	0	1	2	0	0	1	9	0	22	294
7:50 AM	0	4	1	1	0	0	2	0	0	1	3	0	0	3	6	0	21	304
7:55 AM	0	2	4	1	0	0	1	0	0	3	1	0	1	0	7	3	23	332
8:00 AM	0	2	3	0	0	0	3	2	0	2	2	0	0	0	4	1	19	353
8:05 AM	0	1	1	2	0	1	2	1	0	0	4	1	0	2	4	1	20	
8:10 AM	0	2	3	3	0	0	4	0	0	1	1	0	0	1	8	1	24	
8:15 AM	0	5	1	0	0	0	2	0	0	1	1	1	0	1	5	0	17	
8:20 AM	0	3	4	1	0	1	3	0	0	1	3	1	0	2	15	0	34	
8:25 AM	0	4	6	2	0	2	2	1	0	0	2	0	0	2	5	0	26	
8:30 AM	0	1	2	3	0	0	1	1	0	1	4	0	2	3	13	2	33	
8:35 AM	0	3	7	3	0	0	5	0	0	1	2	0	0	3	5	4	33	
8:40 AM	0	2	3	3	0	0	1	1	0	0	1	0	0	1	9	1	22	
8:45 AM	0	4	4	4	0	0	1	0	0	2	3	0	0	2	12	0	32	
8:50 AM	0	2	7	4	0	1	4	0	0	2	4	0	0	4	21	0	49	
8:55 AM	0	3	7	5	0	0	5	2	0	0	1	1	1	4	10	5	44	
Count Total	0	55	68	42	0	8	49	16	0	19	50	6	6	40	174	24	557	
Peak Hour	0	32	48	30	0	5	33	8	0	11	28	4	3	25	111	15	353	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	0	2	8:05 AM	1	0	0	0	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	1	2
Count Total	0	0	0	0	0	Count Total	0	4	0	0	4	Count Total	3	2	0	2	7
Peak Hour	0	0	0	0	0	Peak Hour	0	3	0	0	3	Peak Hour	2	2	0	2	6

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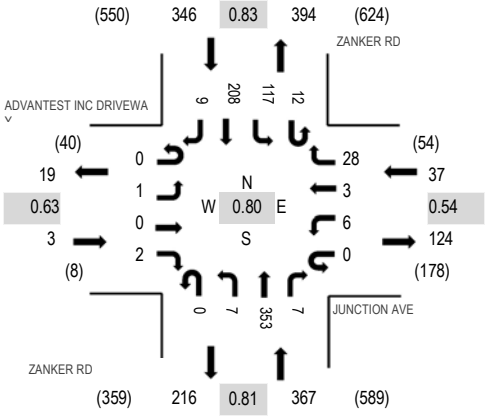
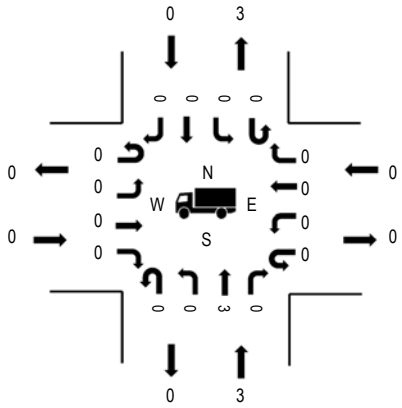
Location: 10 ZANKER RD & JUNCTION AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour

Motorized Vehicles



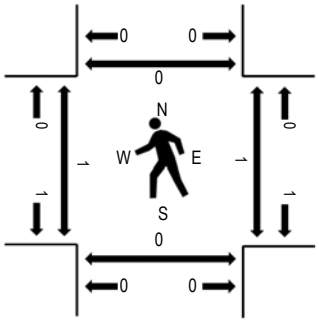
Heavy Vehicles



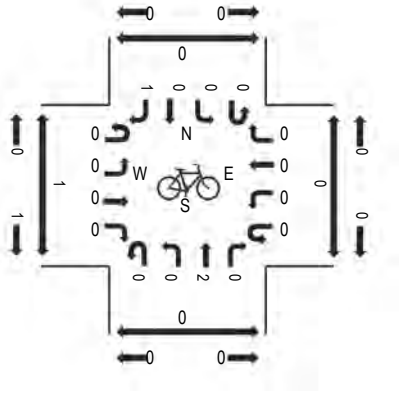
	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.54
NB	0.8%	0.81
SB	0.0%	0.83
All	0.4%	0.80

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				ADVANTEST INC DRIVEWAY Eastbound				ZANKER RD Southbound				JUNCTION AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	14	0	0	1	0	0	0	2	10	0	0	0	0	1	29	448
7:05 AM	0	0	9	0	0	0	0	0	0	2	7	0	0	0	1	0	19	462
7:10 AM	0	0	11	0	0	0	0	0	0	4	9	1	0	0	0	0	25	500
7:15 AM	0	0	13	0	0	0	1	0	0	2	6	3	0	0	0	0	25	526
7:20 AM	0	0	16	0	0	0	0	0	0	5	15	1	0	0	0	1	38	555
7:25 AM	0	1	14	0	0	0	0	1	0	3	9	1	0	1	0	1	31	572
7:30 AM	0	0	16	0	0	0	0	0	0	2	11	2	0	1	0	0	32	610
7:35 AM	0	0	24	1	0	0	0	0	0	4	8	2	0	0	0	1	40	645
7:40 AM	0	1	24	0	0	0	0	0	0	5	8	0	0	1	0	1	40	662
7:45 AM	0	0	24	0	0	0	0	1	0	8	15	1	0	0	0	2	51	688
7:50 AM	0	1	22	0	0	0	0	0	0	6	9	3	0	1	0	3	45	705
7:55 AM	0	0	30	0	0	0	0	1	0	9	29	2	0	0	0	2	73	739
8:00 AM	0	0	19	1	0	0	0	0	2	4	15	0	0	0	1	1	43	753
8:05 AM	0	1	21	0	0	0	0	0	2	11	19	1	0	0	1	1	57	
8:10 AM	0	0	29	1	0	1	0	0	2	6	10	0	0	1	0	1	51	
8:15 AM	0	0	35	0	0	0	0	0	0	4	13	2	0	0	0	0	54	
8:20 AM	0	0	18	0	0	0	0	1	0	14	20	0	0	1	0	1	55	
8:25 AM	0	0	35	2	0	0	0	0	0	10	17	1	0	0	0	4	69	
8:30 AM	0	1	22	0	0	0	0	0	1	17	25	1	0	0	0	0	67	
8:35 AM	0	0	30	1	0	0	0	0	2	6	13	1	0	2	0	2	57	
8:40 AM	0	1	37	0	0	0	0	1	0	6	17	0	0	0	0	4	66	
8:45 AM	0	3	25	2	0	0	0	0	2	11	18	2	0	1	0	4	68	
8:50 AM	0	1	38	0	0	0	0	0	0	12	23	0	0	0	0	5	79	
8:55 AM	0	0	44	0	0	0	0	0	1	16	18	1	0	1	1	5	87	
Count Total	0	11	570	8	0	2	1	5	12	169	344	25	0	10	4	40	1,201	
Peak Hour	0	7	353	7	0	1	0	2	12	117	208	9	0	6	3	28	753	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	2	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	1	0	1	0	2	8:20 AM	0	0	0	0	0
8:25 AM	1	0	0	0	1	8:25 AM	1	0	0	0	1	8:25 AM	0	2	0	0	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	3	0	4	0	7	Count Total	3	0	2	0	5	Count Total	1	3	0	1	5
Peak Hour	3	0	0	0	3	Peak Hour	2	0	1	0	3	Peak Hour	0	2	0	1	3

ALL TRAFFIC DATA SERVICES
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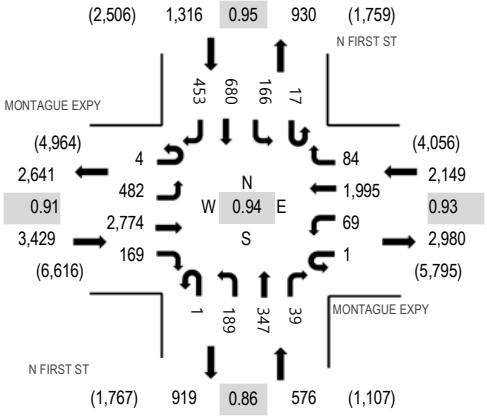
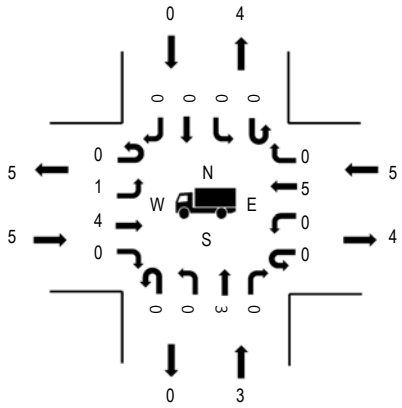
Location: 1 N FIRST ST & MONTAGUE EXPY PM
Date: Thursday, September 11, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

Motorized Vehicles



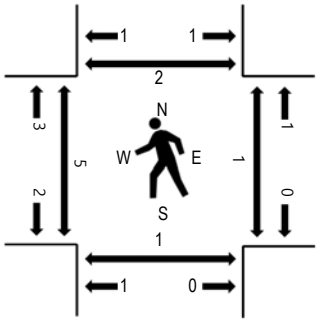
Heavy Vehicles



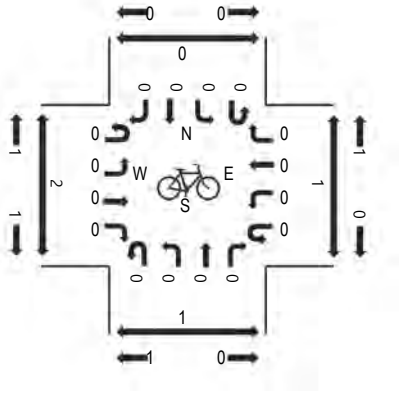
	HV%	PHF
EB	0.1%	0.91
WB	0.2%	0.93
NB	0.5%	0.86
SB	0.0%	0.95
All	0.2%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				MONTAGUE EXPY Eastbound				N FIRST ST Southbound				MONTAGUE EXPY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	19	16	7	2	37	250	9	0	21	29	27	0	9	134	8	568	6,849
4:05 PM	0	11	33	3	0	12	167	11	0	22	52	33	0	2	81	8	435	6,805
4:10 PM	0	13	8	9	1	33	265	22	0	16	39	28	0	6	187	7	634	6,996
4:15 PM	1	18	43	1	1	31	178	14	0	15	70	48	0	0	91	6	517	7,014
4:20 PM	0	9	25	4	0	21	259	17	1	10	55	23	0	7	161	10	602	7,156
4:25 PM	0	13	17	3	1	36	222	12	1	14	35	34	0	7	122	6	523	7,231
4:30 PM	0	9	40	5	0	18	221	21	2	14	70	38	0	3	136	5	582	7,310
4:35 PM	0	19	16	2	2	37	252	19	0	11	42	35	0	9	174	5	623	7,367
4:40 PM	1	12	30	2	0	25	162	11	0	13	82	35	0	11	117	4	505	7,361
4:45 PM	0	13	20	4	0	43	294	19	1	12	50	31	0	2	173	7	669	7,470
4:50 PM	0	22	26	5	1	41	169	9	0	9	81	58	0	9	95	8	533	7,453
4:55 PM	0	10	46	1	0	18	261	14	1	5	59	27	0	3	206	7	658	7,467
5:00 PM	0	14	15	5	0	39	214	21	1	15	39	15	0	7	131	8	524	7,436
5:05 PM	0	16	33	1	0	20	228	8	1	19	64	45	1	2	185	3	626	
5:10 PM	0	24	12	4	0	59	267	15	0	14	34	41	0	8	166	8	652	
5:15 PM	0	11	37	4	0	27	231	15	3	18	75	33	0	7	194	4	659	
5:20 PM	0	22	23	5	1	58	258	16	1	15	50	38	0	9	173	8	677	
5:25 PM	0	17	46	3	1	57	217	15	2	11	59	41	0	7	117	9	602	
5:30 PM	1	11	35	4	1	31	237	14	1	6	55	42	0	3	189	9	639	
5:35 PM	0	17	19	0	0	59	221	11	3	21	44	43	0	9	166	4	617	
5:40 PM	0	12	35	3	0	30	177	12	3	21	70	39	0	3	200	9	614	
5:45 PM	0	10	17	4	0	61	262	11	1	10	31	36	0	7	184	18	652	
5:50 PM	1	16	43	3	1	58	156	11	3	9	54	33	0	6	146	7	547	
5:55 PM	0	10	35	3	4	36	211	7	1	9	48	40	0	6	209	8	627	
Count Total	4	348	670	85	16	887	5,379	334	26	330	1,287	863	1	142	3,737	176	14,285	
Peak Hour	1	189	347	39	4	482	2,774	169	17	166	680	453	1	69	1,995	84	7,470	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1
4:15 PM	1	1	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1	4:35 PM	0	0	1	0	1
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	1	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	1	1	0	0	2
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	1	3	0	0	4
5:20 PM	1	1	0	1	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1
5:35 PM	1	0	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	1	0	0	2	5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	4	11	1	9	25	Count Total	1	0	0	0	1	Count Total	2	9	5	2	18
Peak Hour	3	5	0	5	13	Peak Hour	0	0	0	0	0	Peak Hour	2	7	2	2	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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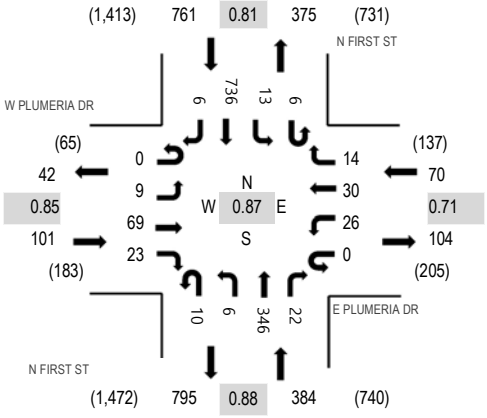
Location: 2 N FIRST ST & E PLUMERIA DR PM
Date: Thursday, September 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

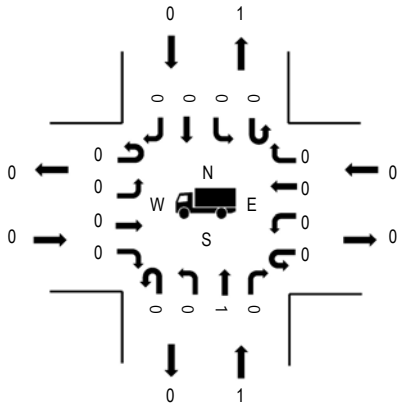
Peak Hour

Motorized Vehicles



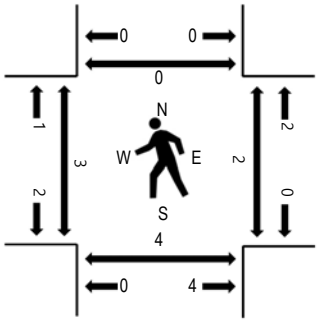
Note: Total study counts contained in parentheses.

Heavy Vehicles

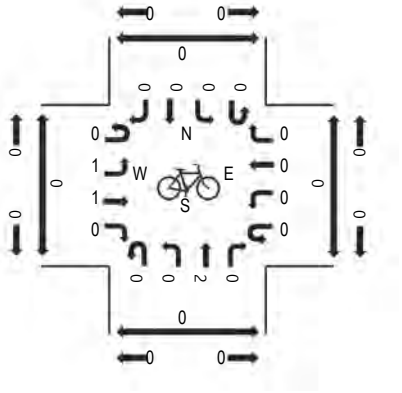


	HV%	PHF
EB	0.0%	0.85
WB	0.0%	0.71
NB	0.3%	0.88
SB	0.0%	0.81
All	0.1%	0.87

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				W PLUMERIA DR Eastbound				N FIRST ST Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	22	2	0	0	3	2	0	0	44	0	0	1	1	1	76	1,240
4:05 PM	0	1	35	2	0	1	13	4	0	0	31	0	0	0	2	3	92	1,280
4:10 PM	0	0	19	2	0	1	7	1	0	0	72	0	0	4	1	8	115	1,264
4:15 PM	0	0	36	1	0	0	2	2	0	0	65	0	0	6	1	1	114	1,234
4:20 PM	2	0	13	1	0	1	6	5	0	2	48	0	0	1	1	0	80	1,240
4:25 PM	1	2	22	1	0	1	5	0	0	3	35	0	0	4	3	3	80	1,293
4:30 PM	3	0	39	1	0	0	5	2	0	0	73	1	0	2	4	1	131	1,316
4:35 PM	0	0	30	3	0	0	8	2	0	0	85	1	0	3	1	1	134	1,289
4:40 PM	0	2	18	3	0	1	7	2	0	0	75	0	0	2	2	2	114	1,246
4:45 PM	1	1	33	2	0	1	4	1	0	0	42	2	0	1	1	0	89	1,252
4:50 PM	2	0	32	0	0	2	8	5	0	2	71	0	0	2	1	2	127	1,265
4:55 PM	1	0	23	1	0	0	2	0	1	1	54	0	0	3	2	0	88	1,230
5:00 PM	1	0	29	0	0	0	5	1	0	2	70	2	0	1	5	0	116	1,233
5:05 PM	0	1	19	1	0	1	8	1	3	4	37	0	0	0	0	1	76	
5:10 PM	1	0	28	0	0	0	6	3	0	1	42	0	0	3	0	1	85	
5:15 PM	1	0	32	3	0	1	6	1	0	0	67	0	0	2	5	2	120	
5:20 PM	0	1	31	5	0	0	6	4	1	2	75	0	0	0	6	2	133	
5:25 PM	0	1	32	3	0	3	4	1	1	1	45	0	0	7	3	2	103	
5:30 PM	0	1	32	2	0	1	1	1	1	2	57	0	0	2	2	2	104	
5:35 PM	1	0	23	0	0	1	2	2	0	0	59	0	0	1	1	1	91	
5:40 PM	1	0	30	5	0	0	1	3	0	6	65	1	0	3	3	2	120	
5:45 PM	0	0	29	0	0	1	5	2	0	8	55	0	0	0	0	2	102	
5:50 PM	1	0	28	3	0	0	7	0	0	4	46	0	0	0	2	1	92	
5:55 PM	0	0	35	3	0	0	0	1	0	2	46	0	0	3	1	0	91	
Count Total	16	10	670	44	0	16	121	46	7	40	1,359	7	0	51	48	38	2,473	
Peak Hour	10	6	346	22	0	9	69	23	6	13	736	6	0	26	30	14	1,316	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	0	1	0	2	3
4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	2	2	1	5
4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	2	2
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	0	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	2	0	0	0	2
5:20 PM	1	0	0	0	1	5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	1	1	0	0	2	5:25 PM	0	1	0	0	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	1	1	0	2
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1	5:50 PM	0	0	2	0	2
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	3	0	1	0	4	Count Total	3	2	0	1	6	Count Total	4	9	5	5	23
Peak Hour	1	0	0	0	1	Peak Hour	2	2	0	0	4	Peak Hour	4	3	0	2	9

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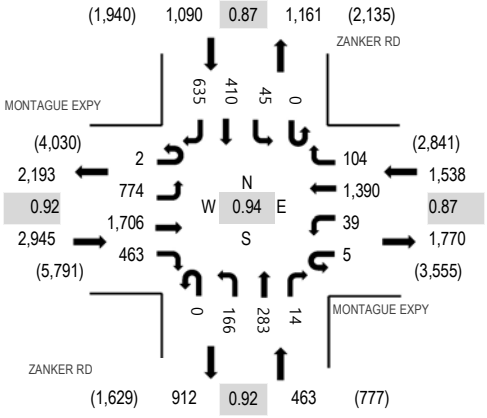
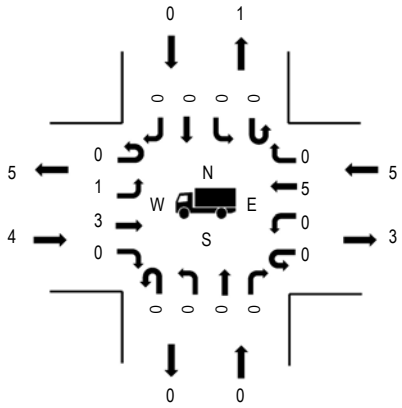
Location: 3 ZANKER RD & MONTAGUE EXPY PM
Date: Thursday, September 11, 2025
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

Motorized Vehicles



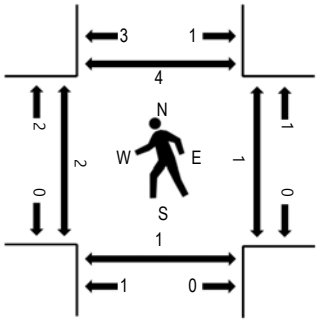
Heavy Vehicles



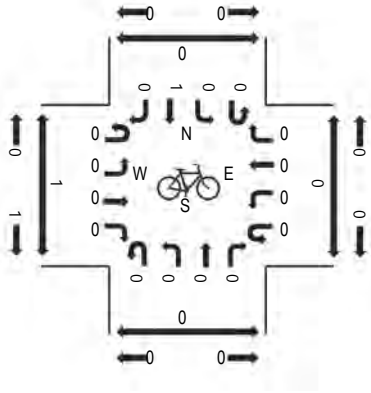
	HV%	PHF
EB	0.1%	0.92
WB	0.3%	0.87
NB	0.0%	0.92
SB	0.0%	0.87
All	0.1%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				MONTAGUE EXPY Eastbound				ZANKER RD Southbound				MONTAGUE EXPY Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	7	6	0	0	34	159	35	0	6	15	35	0	2	84	8	391	5,356
4:05 PM	0	14	14	1	0	56	149	22	0	6	40	35	0	1	54	6	398	5,447
4:10 PM	0	3	8	0	1	57	197	42	0	5	21	49	1	2	134	3	523	5,552
4:15 PM	0	22	21	2	0	45	109	22	0	5	32	31	0	3	102	6	400	5,587
4:20 PM	0	9	9	1	0	81	172	49	0	1	18	38	0	2	80	3	463	5,692
4:25 PM	0	18	23	0	0	32	135	28	0	1	33	38	0	1	131	8	448	5,771
4:30 PM	0	15	17	0	0	76	164	32	0	5	16	51	1	0	61	6	444	5,814
4:35 PM	0	5	12	0	0	44	138	39	0	2	33	38	1	1	131	7	451	5,853
4:40 PM	0	15	17	0	0	77	120	25	0	6	37	49	1	0	103	6	456	5,929
4:45 PM	0	9	18	0	0	83	159	43	0	3	19	40	0	1	97	7	479	5,976
4:50 PM	0	15	18	0	0	56	96	24	0	2	28	39	1	3	129	6	417	6,014
4:55 PM	0	18	9	1	0	92	162	36	0	2	21	61	1	1	77	5	486	6,036
5:00 PM	0	14	31	2	0	38	125	30	0	3	48	39	0	2	145	5	482	5,993
5:05 PM	0	13	25	2	0	80	161	33	0	4	40	57	1	3	75	9	503	
5:10 PM	0	10	12	1	2	50	163	44	0	2	45	44	1	6	174	4	558	
5:15 PM	0	19	31	0	0	58	131	51	0	5	48	70	1	2	82	7	505	
5:20 PM	0	9	17	2	0	78	184	43	0	1	18	56	1	2	123	8	542	
5:25 PM	0	13	31	3	0	47	125	45	0	7	51	30	0	4	119	16	491	
5:30 PM	0	19	15	0	0	85	150	43	0	6	15	51	0	2	90	7	483	
5:35 PM	0	13	31	0	0	42	131	27	0	2	38	58	0	6	167	12	527	
5:40 PM	0	22	25	1	0	76	141	35	0	3	44	66	0	2	75	13	503	
5:45 PM	0	10	20	1	0	62	130	46	0	4	19	50	0	7	159	9	517	
5:50 PM	0	6	36	1	0	66	103	30	0	6	23	53	0	2	104	9	439	
5:55 PM	0	5	10	0	0	79	135	31	0	1	14	58	0	3	92	15	443	
Count Total	0	303	456	18	3	1,494	3,439	855	0	88	716	1,136	10	58	2,588	185	11,349	
Peak Hour	0	166	283	14	2	774	1,706	463	0	45	410	635	5	39	1,390	104	6,036	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	0	1
4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:20 PM	0	0	0	1	1	4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	1	1	0	2	4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	2	0	2	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	1	2	2	0	5
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	1	0	1	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	1	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	10	1	8	19	Count Total	0	1	3	0	4	Count Total	2	4	5	1	12
Peak Hour	0	4	0	5	9	Peak Hour	0	0	1	0	1	Peak Hour	1	3	4	1	9

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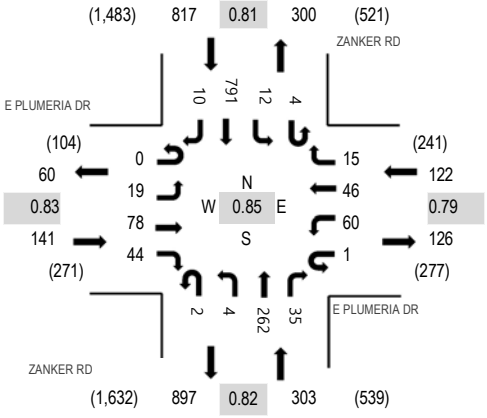
Location: 4 ZANKER RD & E PLUMERIA DR PM
Date: Thursday, September 11, 2025
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

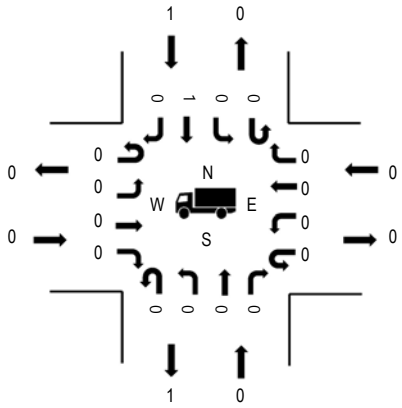
Peak Hour

Motorized Vehicles



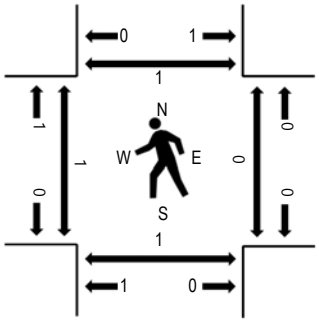
Note: Total study counts contained in parentheses.

Heavy Vehicles

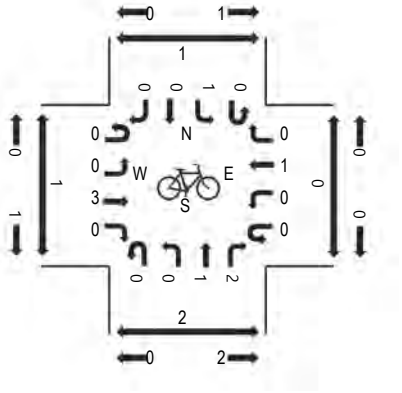


	HV%	PHF
EB	0.0%	0.83
WB	0.0%	0.79
NB	0.0%	0.82
SB	0.1%	0.81
All	0.1%	0.85

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E PLUMERIA DR Eastbound				ZANKER RD Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	16	4	0	0	7	1	0	2	43	0	0	4	2	2	82	1,157
4:05 PM	0	0	12	2	0	0	16	4	0	0	40	1	0	5	4	0	84	1,205
4:10 PM	0	0	18	4	0	5	7	4	1	1	74	0	0	7	2	0	123	1,234
4:15 PM	1	0	15	6	0	1	3	0	0	3	52	0	0	14	1	1	97	1,266
4:20 PM	0	0	21	1	0	1	4	1	0	1	61	1	0	7	5	0	103	1,281
4:25 PM	0	1	18	3	0	2	10	3	1	4	55	0	0	9	3	1	110	1,319
4:30 PM	0	0	7	2	0	0	6	3	1	1	47	0	0	10	6	2	85	1,342
4:35 PM	1	1	17	5	0	2	11	1	0	1	63	0	0	4	3	2	111	1,342
4:40 PM	0	0	6	5	0	3	9	1	0	4	46	3	0	5	0	1	83	1,349
4:45 PM	0	1	20	4	0	2	4	2	0	2	54	0	0	3	3	0	95	1,355
4:50 PM	1	0	21	0	0	0	9	0	0	3	51	1	0	2	2	1	91	1,382
4:55 PM	0	2	20	1	0	1	5	2	1	0	50	0	0	5	6	0	93	1,383
5:00 PM	0	0	21	1	0	0	4	9	2	4	77	0	0	8	3	1	130	1,377
5:05 PM	0	0	19	5	0	3	13	2	0	0	60	1	1	4	3	2	113	
5:10 PM	1	0	20	5	0	0	8	4	0	0	101	3	0	5	6	2	155	
5:15 PM	1	0	17	2	0	1	8	2	0	2	63	0	0	6	7	3	112	
5:20 PM	0	1	24	5	0	3	8	2	1	0	81	3	0	6	6	1	141	
5:25 PM	0	0	28	4	0	3	6	3	0	1	80	0	0	3	2	3	133	
5:30 PM	0	0	22	3	0	0	4	1	0	0	40	0	0	9	6	0	85	
5:35 PM	0	0	32	3	0	2	2	3	0	1	66	1	0	4	1	3	118	
5:40 PM	0	0	18	1	0	2	5	4	0	1	54	0	0	3	1	0	89	
5:45 PM	0	1	22	2	0	2	6	6	0	0	73	1	0	5	4	0	122	
5:50 PM	0	0	19	3	0	2	9	6	0	3	46	1	0	2	1	0	92	
5:55 PM	0	0	20	2	0	0	4	4	1	1	47	0	0	5	3	0	87	
Count Total	5	8	453	73	0	35	168	68	8	35	1,424	16	1	135	80	25	2,534	
Peak Hour	2	4	262	35	0	19	78	44	4	12	791	10	1	60	46	15	1,383	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	0	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	2	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	1	0	1	0	2	5:05 PM	0	0	1	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	1	2	0	0	3	5:30 PM	1	0	0	0	1
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1	5:50 PM	1	0	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	2	0	2	Count Total	3	3	3	3	12	Count Total	6	5	2	0	13
Peak Hour	0	0	1	0	1	Peak Hour	3	3	1	1	8	Peak Hour	3	2	2	0	7

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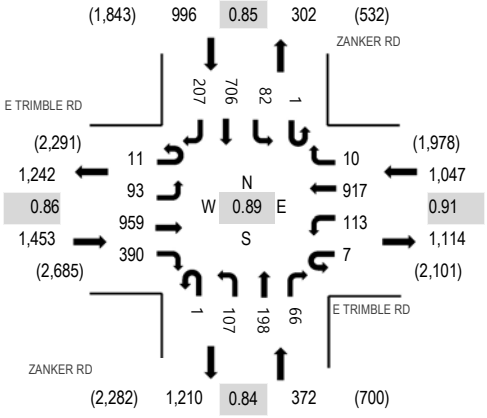
Location: 5 ZANKER RD & E TRIMBLE RD PM
Date: Thursday, September 11, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

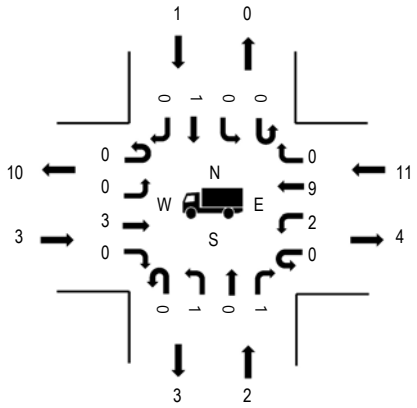
Peak Hour

Motorized Vehicles



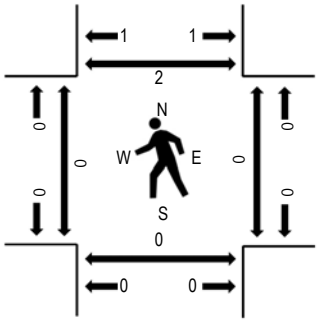
Note: Total study counts contained in parentheses.

Heavy Vehicles

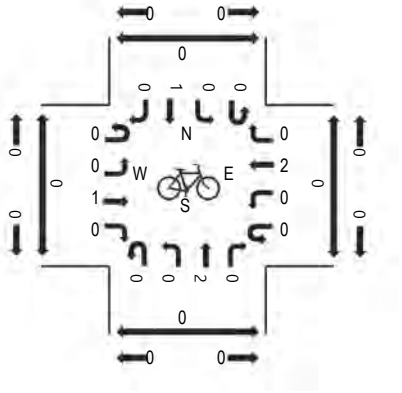


	HV%	PHF
EB	0.2%	0.86
WB	1.1%	0.91
NB	0.5%	0.84
SB	0.1%	0.85
All	0.4%	0.89

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E TRIMBLE RD Eastbound				ZANKER RD Southbound				E TRIMBLE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	4	14	15	0	9	65	27	0	5	44	8	0	14	54	0	259	3,338
4:05 PM	1	7	7	7	1	8	57	20	0	2	45	8	0	8	70	1	242	3,422
4:10 PM	0	6	12	4	1	4	94	32	1	7	67	17	1	6	51	0	303	3,567
4:15 PM	0	5	11	3	2	7	77	38	0	3	68	12	0	7	83	3	319	3,599
4:20 PM	0	7	19	11	0	4	69	17	1	2	50	17	0	7	72	1	277	3,646
4:25 PM	0	3	14	4	0	4	63	28	0	1	46	13	2	7	83	0	268	3,725
4:30 PM	0	6	5	8	0	2	79	23	0	7	53	8	1	7	69	3	271	3,755
4:35 PM	0	10	15	12	0	6	70	29	0	4	70	18	1	10	69	1	315	3,797
4:40 PM	0	13	13	11	0	6	72	28	0	6	52	9	0	8	73	0	291	3,832
4:45 PM	0	8	11	5	0	4	74	25	0	5	56	14	0	7	46	4	259	3,831
4:50 PM	0	8	17	8	0	3	74	39	0	6	49	10	0	10	86	2	312	3,862
4:55 PM	0	8	12	4	2	4	45	20	0	3	43	17	0	11	51	2	222	3,841
5:00 PM	0	7	10	7	0	8	91	42	0	4	57	8	1	15	92	1	343	3,868
5:05 PM	0	14	14	6	1	9	77	43	0	7	83	20	1	16	95	1	387	
5:10 PM	0	8	18	7	0	11	99	39	0	2	60	19	1	15	56	0	335	
5:15 PM	0	15	23	6	4	7	78	40	0	5	67	20	0	7	94	0	366	
5:20 PM	0	6	13	3	0	11	84	33	0	12	87	21	1	13	71	1	356	
5:25 PM	1	9	12	3	0	6	74	15	1	8	49	20	0	3	96	1	298	
5:30 PM	0	10	19	2	2	6	92	33	0	8	45	20	2	8	64	2	313	
5:35 PM	0	5	19	9	1	9	110	15	0	11	41	18	0	6	106	0	350	
5:40 PM	0	3	13	4	2	5	81	29	0	13	50	21	0	5	64	0	290	
5:45 PM	0	10	18	3	0	6	71	29	0	8	56	13	1	4	69	2	290	
5:50 PM	0	13	24	8	0	10	56	47	0	0	61	9	0	11	51	1	291	
5:55 PM	0	7	15	8	1	5	46	25	0	4	50	18	0	10	59	1	249	
Count Total	2	192	348	158	17	154	1,798	716	3	133	1,349	358	12	215	1,724	27	7,206	
Peak Hour	1	107	198	66	11	93	959	390	1	82	706	207	7	113	917	10	3,868	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

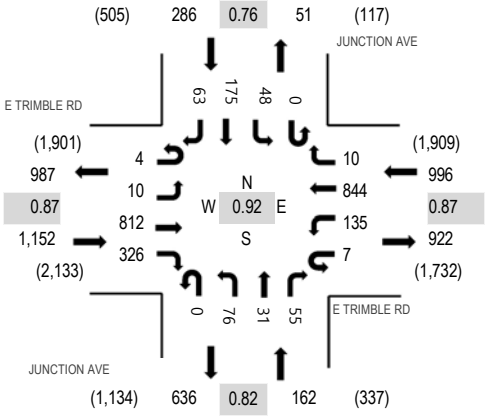
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	2	2	4:10 PM	0	0	1	1	2	4:10 PM	0	1	0	0	1
4:15 PM	0	1	0	1	2	4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	2	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	1	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	1	1	4	4:30 PM	0	0	1	0	1	4:30 PM	1	0	0	0	1
4:35 PM	1	0	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	2	0	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
4:50 PM	0	0	0	3	3	4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	3	3	5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	2	2	5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	4	5	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	1	0	1	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	1	0	0	1	2	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	5	8	3	23	39	Count Total	2	1	4	5	12	Count Total	2	1	3	0	6
Peak Hour	2	3	1	11	17	Peak Hour	2	1	1	2	6	Peak Hour	0	0	2	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JUNCTION AVE & E TRIMBLE RD PM
Date: Thursday, September 11, 2025
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

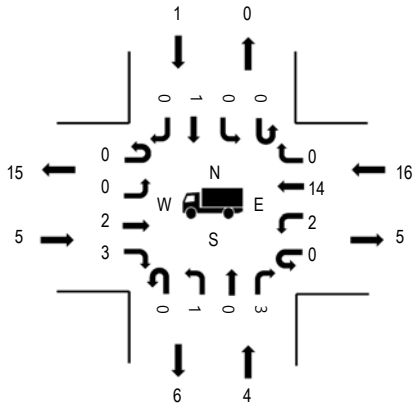
Peak Hour

Motorized Vehicles



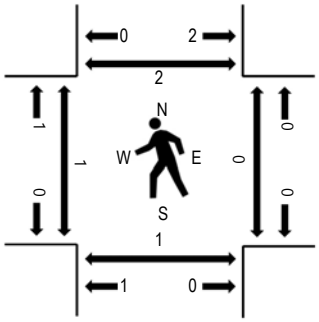
Note: Total study counts contained in parentheses.

Heavy Vehicles

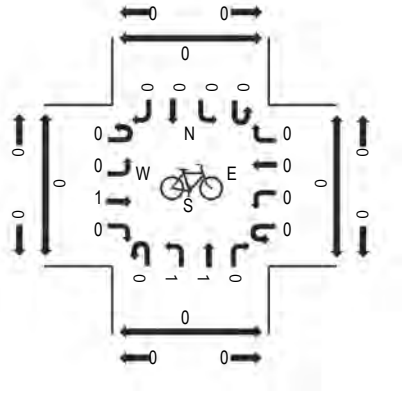


	HV%	PHF
EB	0.4%	0.87
WB	1.6%	0.87
NB	2.5%	0.82
SB	0.3%	0.76
All	1.0%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	JUNCTION AVE Northbound				E TRIMBLE RD Eastbound				JUNCTION AVE Southbound				E TRIMBLE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	7	1	2	0	2	69	12	0	1	6	4	0	7	76	1	188	2,381
4:05 PM	0	6	3	6	1	1	67	13	0	8	12	4	2	9	42	2	176	2,421
4:10 PM	0	14	8	3	0	2	76	23	0	6	12	3	0	11	67	1	226	2,426
4:15 PM	0	9	2	5	0	1	66	19	0	0	8	3	1	7	55	1	177	2,417
4:20 PM	0	8	1	10	1	2	62	16	0	0	10	3	1	12	90	0	216	2,452
4:25 PM	0	8	4	5	0	6	51	14	0	5	11	3	0	17	52	0	176	2,507
4:30 PM	0	10	4	2	0	3	68	23	0	7	12	2	0	13	71	0	215	2,517
4:35 PM	0	8	2	4	0	0	51	19	0	3	15	3	0	18	82	1	206	2,552
4:40 PM	0	5	3	7	1	6	74	27	0	4	9	3	1	17	43	2	202	2,596
4:45 PM	0	7	3	6	0	0	75	18	0	6	14	4	0	9	78	3	223	2,577
4:50 PM	0	8	5	6	0	0	65	23	0	7	19	6	0	6	47	0	192	2,551
4:55 PM	0	5	4	4	0	1	42	10	0	3	15	4	1	19	75	1	184	2,507
5:00 PM	0	5	2	5	0	0	75	24	0	5	11	8	0	8	85	0	228	2,503
5:05 PM	0	8	2	2	1	0	60	13	0	5	12	8	0	5	65	0	181	
5:10 PM	0	5	3	4	0	0	82	32	0	4	8	1	0	13	65	0	217	
5:15 PM	0	7	2	7	0	0	82	17	0	3	9	4	0	9	70	2	212	
5:20 PM	0	7	4	2	0	0	67	27	0	4	22	8	2	12	116	0	271	
5:25 PM	0	3	0	6	0	1	57	39	0	3	11	2	2	13	47	2	186	
5:30 PM	0	7	2	3	1	1	67	38	0	3	32	9	0	14	73	0	250	
5:35 PM	0	9	1	3	1	1	66	58	0	1	13	6	1	10	80	0	250	
5:40 PM	0	5	5	6	2	2	60	42	0	0	16	0	3	7	35	0	183	
5:45 PM	0	4	2	1	0	0	45	30	0	2	18	2	2	5	84	2	197	
5:50 PM	0	3	2	4	3	0	47	16	0	2	9	9	2	3	48	0	148	
5:55 PM	0	4	5	2	0	0	50	16	0	1	15	4	2	2	79	0	180	
Count Total	0	162	70	105	11	29	1,524	569	0	83	319	103	20	246	1,625	18	4,884	
Peak Hour	0	76	31	55	4	10	812	326	0	48	175	63	7	135	844	10	2,596	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

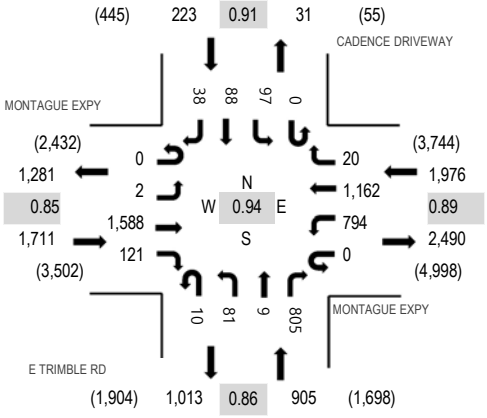
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	0	2	3	4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0
4:15 PM	1	1	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	2	0	0	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	1	0	0	1	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	0	2	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	1	1	0	0	2
4:45 PM	1	2	0	1	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	3	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	2	0	0	3	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	0	0	0	4	4	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	3	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	1	2	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	1	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	1	1	0	0	2	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	1	1	0	0	2
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	10	11	1	22	44	Count Total	2	2	1	0	5	Count Total	4	2	3	1	10
Peak Hour	4	5	1	16	26	Peak Hour	2	1	0	0	3	Peak Hour	1	1	2	0	4

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

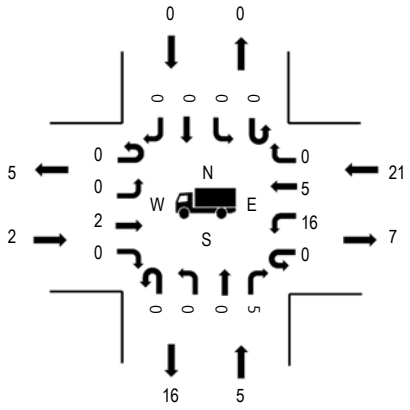
Location: 7 E TRIMBLE RD & MONTAGUE EXPY PM
Date: Thursday, September 11, 2025
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour

Motorized Vehicles



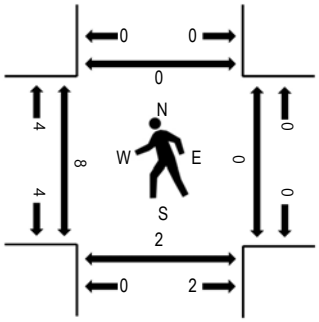
Heavy Vehicles



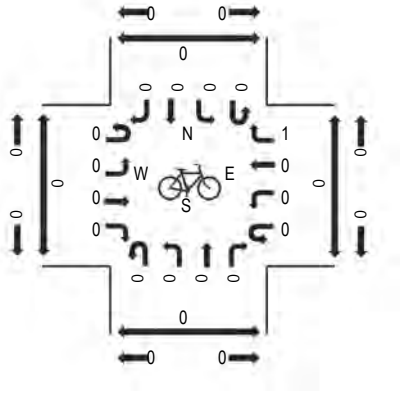
	HV%	PHF
EB	0.1%	0.85
WB	1.1%	0.89
NB	0.6%	0.86
SB	0.0%	0.91
All	0.6%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	E TRIMBLE RD Northbound				MONTAGUE EXPY Eastbound				CADENCE DRIVEWAY Southbound				MONTAGUE EXPY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	3	0	61	0	1	123	3	0	16	8	0	0	69	46	2	333	4,751
4:05 PM	0	6	0	54	0	0	183	6	0	13	7	0	0	40	100	4	413	4,776
4:10 PM	0	1	0	113	0	0	158	11	0	8	5	2	0	65	66	1	430	4,789
4:15 PM	0	8	1	73	0	1	181	7	0	10	10	4	0	38	81	4	418	4,792
4:20 PM	2	1	0	63	1	0	150	9	0	6	5	1	0	85	107	1	431	4,743
4:25 PM	1	11	1	44	0	1	119	14	0	14	13	1	0	56	83	0	358	4,763
4:30 PM	0	1	0	71	0	0	171	13	0	5	3	3	0	50	101	0	418	4,789
4:35 PM	0	4	0	58	2	0	95	18	0	12	6	4	0	79	54	1	333	4,812
4:40 PM	2	8	3	77	0	0	159	13	0	9	8	4	0	36	105	3	427	4,815
4:45 PM	2	5	0	71	0	1	132	10	0	6	8	3	0	69	82	1	390	4,755
4:50 PM	0	12	2	82	0	1	115	9	0	14	14	1	0	36	105	0	391	4,754
4:55 PM	0	1	1	49	0	0	147	11	0	6	3	5	0	71	114	1	409	4,679
5:00 PM	1	6	0	69	0	0	95	7	0	7	10	2	0	86	75	0	358	4,638
5:05 PM	2	4	0	56	0	0	197	10	0	10	6	2	0	49	87	3	426	
5:10 PM	0	8	0	86	0	0	107	8	0	11	10	3	0	91	106	3	433	
5:15 PM	0	8	1	64	0	0	124	10	0	9	7	5	0	47	92	2	369	
5:20 PM	1	6	0	66	0	0	156	12	0	8	10	3	0	101	85	3	451	
5:25 PM	1	9	2	70	0	0	99	12	0	5	3	6	0	67	109	1	384	
5:30 PM	1	4	0	46	0	0	175	10	0	4	4	2	0	81	112	2	441	
5:35 PM	0	10	0	69	0	0	82	9	0	8	5	2	0	60	90	1	336	
5:40 PM	3	10	0	26	2	0	159	6	0	7	1	3	0	39	111	0	367	
5:45 PM	0	6	0	72	0	0	112	3	0	7	12	2	0	73	101	1	389	
5:50 PM	1	2	1	33	0	0	105	7	0	5	15	6	0	33	106	2	316	
5:55 PM	0	7	0	54	1	0	125	4	0	2	2	4	0	68	99	2	368	
Count Total	18	141	12	1,527	6	5	3,269	222	0	202	175	68	0	1,489	2,217	38	9,389	
Peak Hour	10	81	9	805	0	2	1,588	121	0	97	88	38	0	794	1,162	20	4,815	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	0	2	0	1	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	2	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	1	1	0	0	2
4:20 PM	1	1	0	1	3	4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	1	2	4:25 PM	0	0	0	0	0	4:25 PM	0	1	1	0	2
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	4	5	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	5	6	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	1	0	0	4	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	3	3	5:10 PM	0	0	0	0	0	5:10 PM	0	4	0	0	4
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	2	1	0	0	3
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0
5:25 PM	1	1	0	1	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	1	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	10	9	0	30	49	Count Total	0	1	0	1	2	Count Total	3	12	1	0	16
Peak Hour	5	2	0	21	28	Peak Hour	0	0	0	1	1	Peak Hour	2	8	0	0	10

ALL TRAFFIC DATA SERVICES

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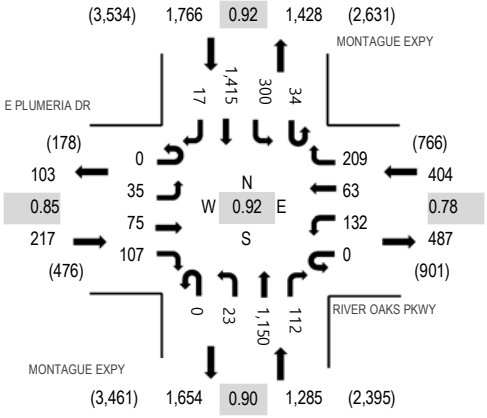
Location: 8 MONTAGUE EXPY & RIVER OAKS PKWY PM
Date: Thursday, September 11, 2025
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

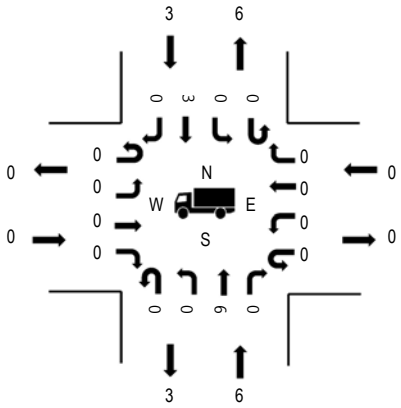
Peak Hour

Motorized Vehicles



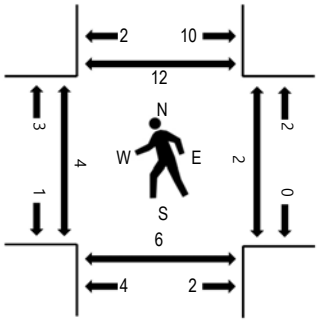
Note: Total study counts contained in parentheses.

Heavy Vehicles

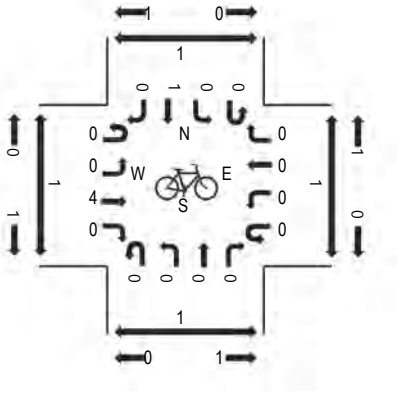


	HV%	PHF
EB	0.0%	0.85
WB	0.0%	0.78
NB	0.5%	0.90
SB	0.2%	0.92
All	0.2%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Northbound				E PLUMERIA DR Eastbound				MONTAGUE EXPY Southbound				RIVER OAKS PKWY Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	3	44	6	0	3	9	10	0	25	120	2	0	20	3	13	258	3,547
4:05 PM	0	4	105	4	0	0	3	23	0	6	162	2	0	11	0	10	330	3,574
4:10 PM	0	4	64	5	0	3	17	10	0	19	141	1	0	17	4	20	305	3,578
4:15 PM	0	1	82	9	0	2	2	11	0	8	149	1	0	17	1	17	300	3,590
4:20 PM	0	2	85	5	0	0	8	6	0	23	142	3	0	7	2	17	300	3,632
4:25 PM	0	1	90	9	0	1	16	17	0	13	117	0	0	10	5	12	291	3,637
4:30 PM	0	1	107	4	0	2	2	12	1	20	166	1	0	10	5	10	341	3,628
4:35 PM	0	1	52	4	0	4	8	14	0	17	81	0	0	17	3	14	215	3,628
4:40 PM	0	1	117	4	0	4	4	11	0	33	129	3	0	20	4	15	345	3,664
4:45 PM	0	1	75	10	0	0	12	9	0	25	116	1	0	11	5	12	277	3,637
4:50 PM	0	4	110	11	0	5	3	11	0	11	98	0	0	13	4	13	283	3,672
4:55 PM	0	3	89	6	0	0	2	6	0	21	146	0	0	9	0	20	302	3,662
5:00 PM	0	2	79	8	0	4	0	14	8	25	89	1	0	21	8	26	285	3,624
5:05 PM	0	0	96	5	0	2	8	14	1	11	166	0	0	10	2	19	334	
5:10 PM	0	5	95	7	0	6	12	14	2	36	96	0	0	15	7	22	317	
5:15 PM	0	1	104	8	0	3	3	9	1	19	156	2	0	17	7	12	342	
5:20 PM	0	1	83	12	0	3	18	6	2	29	123	4	0	5	4	15	305	
5:25 PM	0	2	85	13	0	4	6	10	4	20	102	6	0	11	10	9	282	
5:30 PM	0	0	114	11	0	3	3	3	2	28	151	0	0	5	3	18	341	
5:35 PM	0	2	93	10	0	2	7	8	2	16	73	2	0	9	6	21	251	
5:40 PM	0	1	121	6	0	1	6	7	8	33	118	2	0	5	1	9	318	
5:45 PM	0	2	81	15	0	2	7	5	4	51	97	0	0	12	11	25	312	
5:50 PM	0	2	109	4	0	1	9	7	0	22	86	1	0	16	2	14	273	
5:55 PM	0	2	79	14	0	2	5	12	4	30	97	1	0	3	2	13	264	
Count Total	0	46	2,159	190	0	57	170	249	39	541	2,921	33	0	291	99	376	7,171	
Peak Hour	0	23	1,150	112	0	35	75	107	34	300	1,415	17	0	132	63	209	3,672	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:05 PM	1	0	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	2	0	1	0	3
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	2	0	0	0	2
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1	4:35 PM	0	1	3	0	4
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	2	0	3
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	3	0	0	0	3
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	2	0	2	3	7
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	2	0	0	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	2	1	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1	5:10 PM	1	0	3	0	4
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	0	0	5:20 PM	1	0	1	0	2
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	3	2	0	5
5:30 PM	1	0	0	0	1	5:30 PM	0	1	0	0	1	5:30 PM	0	0	1	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	2	0	0	2	5:35 PM	0	0	0	0	0
5:40 PM	1	0	1	0	2	5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	0	2	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	8	0	8	1	17	Count Total	0	5	1	0	6	Count Total	13	6	22	3	44
Peak Hour	6	0	3	0	9	Peak Hour	0	4	1	0	5	Peak Hour	7	5	13	3	28

ALL TRAFFIC DATA SERVICES
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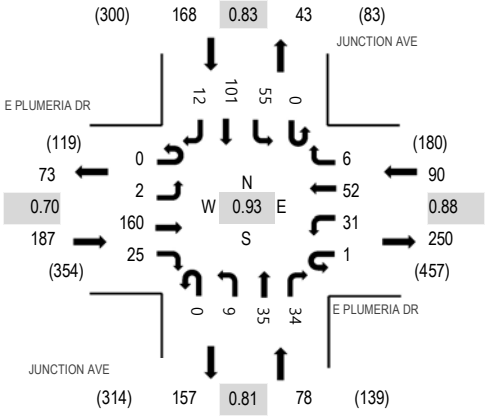
Location: 9 JUNCTION AVE & E PLUMERIA DR PM
Date: Thursday, September 11, 2025
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

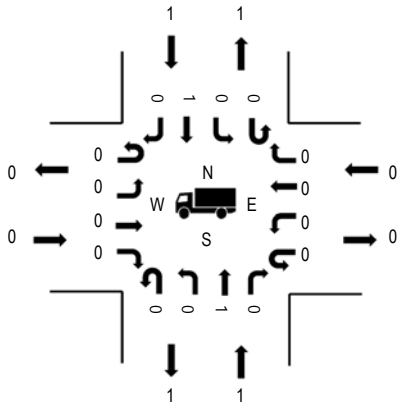
Peak Hour

Motorized Vehicles



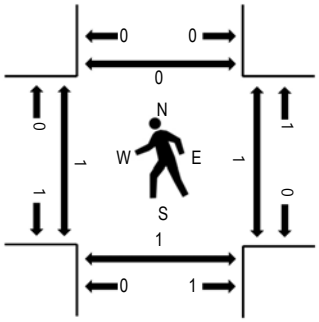
Note: Total study counts contained in parentheses.

Heavy Vehicles

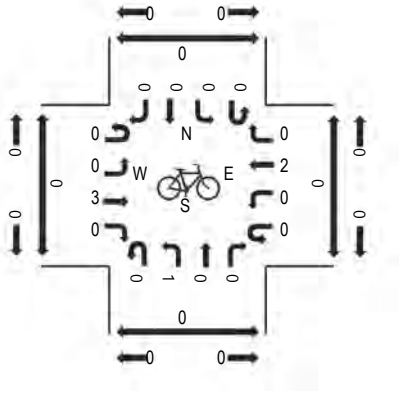


	HV%	PHF
EB	0.0%	0.70
WB	0.0%	0.88
NB	1.3%	0.81
SB	0.6%	0.83
All	0.4%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	JUNCTION AVE Northbound				E PLUMERIA DR Eastbound				JUNCTION AVE Southbound				E PLUMERIA DR Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	2	5	0	0	11	3	0	4	3	0	0	1	6	1	36	496
4:05 PM	0	0	3	5	0	0	21	4	0	2	4	0	0	3	4	0	46	500
4:10 PM	0	0	6	4	0	1	24	5	0	1	4	0	0	2	5	4	56	498
4:15 PM	0	0	3	3	0	0	8	2	0	2	7	0	0	0	1	1	27	492
4:20 PM	0	0	3	3	0	0	7	1	0	4	4	2	0	6	3	0	33	502
4:25 PM	0	2	2	4	0	0	18	3	0	7	9	0	0	2	2	0	49	523
4:30 PM	0	2	8	4	0	0	10	2	0	5	3	3	0	2	3	1	43	515
4:35 PM	0	0	1	4	0	1	16	4	0	2	10	1	0	2	2	0	43	514
4:40 PM	0	2	6	0	0	1	11	1	0	6	9	0	1	4	2	1	44	510
4:45 PM	0	2	3	1	0	0	14	2	0	1	10	1	0	2	4	1	41	504
4:50 PM	0	0	5	2	0	0	13	5	0	3	10	1	0	8	3	1	51	498
4:55 PM	0	0	5	1	0	0	6	0	0	1	7	2	0	2	3	0	27	471
5:00 PM	0	0	1	4	0	0	12	2	0	1	8	1	0	3	8	0	40	477
5:05 PM	0	0	1	5	0	0	17	2	0	11	5	0	0	0	3	0	44	
5:10 PM	0	0	3	2	0	0	16	0	0	6	8	1	0	2	11	1	50	
5:15 PM	0	1	0	4	0	0	7	2	0	5	10	1	0	2	5	0	37	
5:20 PM	0	0	0	3	0	0	20	2	0	7	12	1	0	2	6	1	54	
5:25 PM	0	0	0	0	0	0	11	2	0	2	11	2	1	6	4	2	41	
5:30 PM	0	1	3	3	0	0	8	2	0	1	18	0	0	2	3	1	42	
5:35 PM	0	0	0	2	0	0	13	2	0	1	10	0	0	1	8	2	39	
5:40 PM	0	0	3	4	0	0	7	2	0	4	17	0	0	0	1	0	38	
5:45 PM	0	0	1	1	0	0	8	0	0	4	7	0	1	10	1	2	35	
5:50 PM	0	0	0	1	0	0	12	2	0	1	5	0	0	1	1	1	24	
5:55 PM	0	1	1	3	0	0	10	1	0	5	7	0	0	2	3	0	33	
Count Total	0	11	60	68	0	3	300	51	0	86	198	16	3	65	92	20	973	
Peak Hour	0	9	35	34	0	2	160	25	0	55	101	12	1	31	52	6	523	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	1	0	0	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	1	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	3	0	0	3	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	2	0	0	0	2	5:45 PM	2	0	0	0	2
5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	1	0	2	Count Total	3	9	0	2	14	Count Total	6	1	0	1	8
Peak Hour	1	0	1	0	2	Peak Hour	1	3	0	2	6	Peak Hour	1	1	0	1	3

ALL TRAFFIC DATA SERVICES
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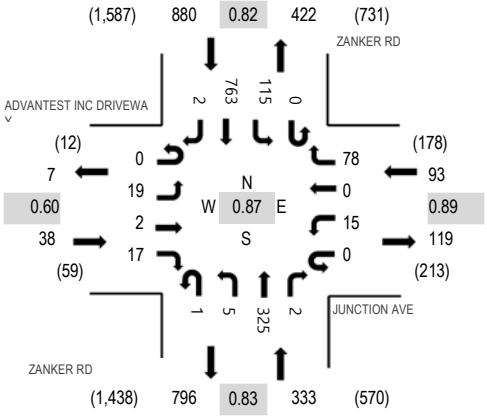
Location: 10 ZANKER RD & JUNCTION AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

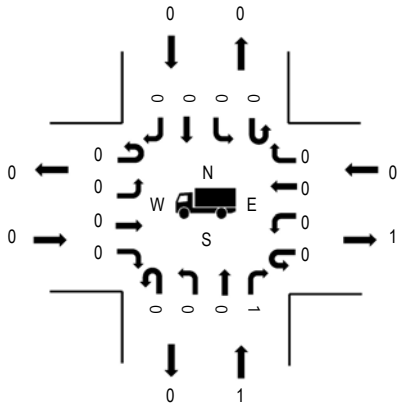
Peak Hour

Motorized Vehicles



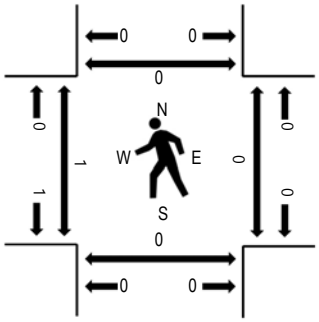
Note: Total study counts contained in parentheses.

Heavy Vehicles

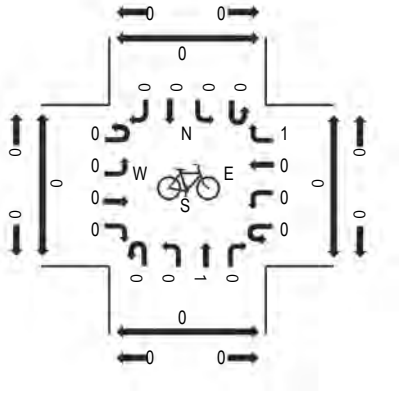


	HV%	PHF
EB	0.0%	0.60
WB	0.0%	0.89
NB	0.3%	0.83
SB	0.0%	0.82
All	0.1%	0.87

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				ADVANTEST INC DRIVEWAY Eastbound				ZANKER RD Southbound				JUNCTION AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	2	0	18	0	0	0	0	2	0	8	44	0	0	1	0	1	76	1,074
4:05 PM	0	0	14	0	0	0	0	1	0	6	50	1	0	0	0	8	80	1,125
4:10 PM	0	0	23	0	0	3	0	2	0	3	61	0	0	0	0	9	101	1,152
4:15 PM	0	0	18	0	0	0	0	1	0	5	55	0	0	0	0	7	86	1,189
4:20 PM	0	0	19	0	0	0	0	2	0	12	60	2	0	0	0	6	101	1,244
4:25 PM	0	0	29	1	0	0	0	1	0	7	54	0	0	0	0	11	103	1,239
4:30 PM	0	0	11	0	0	0	0	0	0	4	37	0	0	3	0	8	63	1,272
4:35 PM	0	1	25	0	0	0	0	0	0	12	65	0	0	1	1	3	108	1,291
4:40 PM	2	0	10	1	0	1	0	0	0	6	55	0	0	1	0	9	85	1,303
4:45 PM	1	0	21	0	0	1	0	1	0	12	49	0	0	0	0	8	93	1,332
4:50 PM	1	1	20	1	0	1	0	0	0	6	45	1	0	2	0	9	87	1,344
4:55 PM	0	0	22	0	0	1	0	1	0	10	47	0	0	0	0	10	91	1,341
5:00 PM	0	1	32	1	0	4	0	3	0	6	74	0	0	0	0	6	127	1,320
5:05 PM	0	1	26	0	0	2	1	2	0	4	62	0	0	2	0	7	107	
5:10 PM	0	0	24	0	0	1	0	3	0	11	92	0	0	2	0	5	138	
5:15 PM	0	0	24	0	0	4	0	4	0	10	90	1	0	2	0	6	141	
5:20 PM	0	1	29	0	0	2	1	1	0	6	55	0	0	0	0	1	96	
5:25 PM	0	1	29	0	0	3	0	0	0	18	77	0	0	1	0	7	136	
5:30 PM	0	0	19	0	0	0	0	0	0	17	40	0	0	1	0	5	82	
5:35 PM	0	0	47	0	0	0	0	0	0	5	59	0	0	0	0	9	120	
5:40 PM	0	0	25	0	0	0	0	2	0	16	62	0	0	1	0	8	114	
5:45 PM	0	0	28	0	0	1	0	1	0	6	60	0	0	4	0	5	105	
5:50 PM	0	0	22	0	0	1	1	2	0	5	48	0	0	3	0	2	84	
5:55 PM	0	0	18	1	0	0	2	0	0	8	38	0	0	0	0	3	70	
Count Total	6	6	553	5	0	25	5	29	0	203	1,379	5	0	24	1	153	2,394	
Peak Hour	1	5	325	2	0	19	2	17	0	115	763	2	0	15	0	78	1,344	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	1	1	3	Count Total	1	0	0	1	2	Count Total	0	1	0	0	1
Peak Hour	1	0	0	0	1	Peak Hour	1	0	0	1	2	Peak Hour	0	1	0	0	1

Peak Hour Driveway Counts - 25BJ03 (San Jose)

AUTO CENSUS

Traffic Monitoring and Analysis

445 Lily Ann Way
San Jose, CA 95123

Date: 9/9/2025
Counters: Jo, Jana, Steve
Location: Junction & Zanker
Weather: Fair

Start Time	DWY 1 IN	DWY 1 OUT	DWY 2 IN	DWY 2 OUT	DWY 3 IN	DWY 3 OUT	DWY 4 IN	DWY 4 OUT	DWY 5 IN	DWY 5 OUT	DWY 6 IN	DWY 6 OUT	DWY 7 IN	DWY 7 OUT
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:30	1	0	2	0	0	0	1	0	0	1	0	0	0	0
7:45	1	0	3	0	1	0	1	0	0	1	0	0	0	0
8:00	1	0	4	0	4	0	1	0	0	1	0	0	0	0
8:15	2	0	7	0	8	1	2	0	0	1	0	0	0	0
8:30	3	0	11	0	8	1	3	0	0	1	0	0	0	0
8:45	3	0	11	0	13	1	4	0	0	1	1	0	0	0
9:00	7	0	15	0	17	1	7	0	0	1	1	0	1	0

Peak Hour	DWY 1 IN	DWY 1 OUT	DWY 2 IN	DWY 2 OUT	DWY 3 IN	DWY 3 OUT	DWY 4 IN	DWY 4 OUT	DWY 5 IN	DWY 5 OUT	DWY 6 IN	DWY 6 OUT	DWY 7 IN	DWY 7 OUT	Hourly Totals
7:00 - 8:00	1	0	4	0	4	0	1	0	0	1	0	0	0	0	11
7:15 - 8:15	2	0	6	0	8	1	1	0	0	1	0	0	0	0	19
7:30 - 8:30	2	0	9	0	8	1	2	0	0	0	0	0	0	0	22
7:45 - 8:45	2	0	8	0	12	1	3	0	0	0	1	0	0	0	27
8:00 - 9:00	6	0	11	0	13	1	6	0	0	0	1	0	1	0	39
Peak Volumes:	**6**	**0**	**11**	**0**	**13**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**39**

Start Time	DWY 1 IN	DWY 1 OUT	DWY 2 IN	DWY 2 OUT	DWY 3 IN	DWY 3 OUT	DWY 4 IN	DWY 4 OUT	DWY 5 IN	DWY 5 OUT	DWY 6 IN	DWY 6 OUT	DWY 7 IN	DWY 7 OUT
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	2	5	1	2	0	3	0	0	0	0	0	0
4:30	0	0	2	11	1	4	1	6	0	1	0	0	0	0
4:45	0	0	3	16	2	7	1	9	0	1	0	0	0	0
5:00	0	0	3	22	4	10	1	16	0	1	0	0	0	0
5:15	0	0	3	24	5	12	1	16	0	1	0	0	0	0
5:30	0	0	4	26	5	14	1	16	0	1	0	0	0	0
5:45	0	0	4	30	6	17	2	16	1	4	0	0	0	0
6:00	1	0	5	32	6	17	2	16	2	5	0	0	0	0

Peak Hour	DWY 1 IN	DWY 1 OUT	DWY 2 IN	DWY 2 OUT	DWY 3 IN	DWY 3 OUT	DWY 4 IN	DWY 4 OUT	DWY 5 IN	DWY 5 OUT	DWY 6 IN	DWY 6 OUT	DWY 7 IN	DWY 7 OUT	Hourly Totals
4:00-5:00	0	0	3	22	4	10	1	16	0	1	0	0	0	0	57
4:15-5:15	0	0	1	19	4	10	1	13	0	1	0	0	0	0	49
4:30-5:30	0	0	2	15	4	10	0	10	0	0	0	0	0	0	41
4:45-5:45	0	0	1	14	4	10	1	7	1	3	0	0	0	0	41
5:00-6:00	1	0	2	10	2	7	1	0	2	4	0	0	0	0	29
Peak Volumes:	**0**	**0**	**3**	**22**	**4**	**10**	**1**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**57**

Appendix B
San Jose Approved Trips Inventory (ATI)

AM PROJECT TRIPS

07/22/2025

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	5	21	0	0	0	0	0	0	0	0	10	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	5	0	0	0	0	0	10	0	15	45	0
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	7	0	0	0	0	3	1	4	2	0	18	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	33	0	0	5	5	33	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	12	0	0	3	0	2	0	0	0	0	0

AM PROJECT TRIPS

07/22/2025

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	17	0	4	0	0	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	5	0	0	1	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	14	0	0	0	0	10	6	12	8	0	22	0
TOTAL:	**26**	**76**	**17**	**0**	**13**	**18**	**42**	**26**	**10**	**15**	**95**	**0**

	LEFT	THRU	RIGHT
NORTH	0	13	18
EAST	15	95	0
SOUTH	26	76	17
WEST	42	26	10

PM PROJECT TRIPS

07/22/2025

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	1	4	0	0	29	0	0	14	7	0	3	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	13	0	0	0	0	0	26	0	8	25	0
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	1	0	0	0	0	1	3	18	7	0	3	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	5	0	0	36	36	5	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	3	0	0	12	2	0	0	0	0	0	0

PM PROJECT TRIPS

07/22/2025

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	0	0	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	5	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	19	0	0	0	0	14	12	24	16	0	29	0
TOTAL:	**21**	**28**	**0**	**0**	**99**	**53**	**20**	**82**	**30**	**8**	**60**	**0**

	LEFT	THRU	RIGHT
NORTH	0	99	53
EAST	8	60	0
SOUTH	21	28	0
WEST	20	82	30

AM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & E Plumeria Dr / W Plumeria Dr

Traffix Node Number : 3504

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	7	2	0	1	0	0	0	0	1	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	4	6	0	4	0	0	0	0	10	1	0
TOTAL:	**0**	**11**	**8**	**0**	**5**	**0**	**0**	**0**	**0**	**11**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	5	0
EAST	11	1	0
SOUTH	0	11	8
WEST	0	0	0

PM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & E Plumeria Dr / W Plumeria Dr

Traffix Node Number : 3504

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	1	1	0	7	0	0	0	0	2	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	9	12	0	5	0	0	1	0	14	1	0
TOTAL:	**0**	**10**	**13**	**0**	**12**	**0**	**0**	**1**	**0**	**16**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	0
EAST	16	1	0
SOUTH	0	10	13
WEST	0	1	0

AM PROJECT TRIPS

07/22/2025

Intersection of : Junction Av & E Trimble Rd

Traffix Node Number : 3614

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	2	0	0	0	0	0	0	4	1	0	16	0
24-081296 TA (3-02367) Office/Industrial 2256 JUNCTION AVE WAREHOUSE	2	0	18	0	0	0	0	0	9	81	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**0**	**18**	**0**	**0**	**0**	**0**	**4**	**10**	**81**	**16**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	81	16	0
SOUTH	4	0	18
WEST	0	4	10

PM PROJECT TRIPS

07/22/2025

Intersection of : Junction Av & E Trimble Rd

Traffix Node Number : 3614

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	0	0	0	0	0	0	0	16	2	0	3	0
24-081296 TA (3-02367) Office/Industrial 2256 JUNCTION AVE WAREHOUSE	9	0	79	0	0	0	0	0	6	55	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**9**	**0**	**79**	**0**	**0**	**0**	**0**	**16**	**8**	**55**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	55	3	0
SOUTH	9	0	79
WEST	0	16	8

AM PROJECT TRIPS

07/22/2025

Intersection of : E Plumeria Dr & Zanker Rd

Traffix Node Number : 3742

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	0	5	0	0	0	0	16	0	0	31	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	66	0	0	11	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	4	2	0	7	0	0	2	0	3	4	0
TOTAL:	**0**	**70**	**7**	**0**	**18**	**0**	**0**	**18**	**0**	**3**	**35**	**0**

	LEFT	THRU	RIGHT
NORTH	0	18	0
EAST	3	35	0
SOUTH	0	70	7
WEST	0	18	0

PM PROJECT TRIPS

07/22/2025

Intersection of : E Plumeria Dr & Zanker Rd

Traffix Node Number : 3742

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	0	13	0	0	0	0	40	0	0	18	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	10	0	0	71	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	8	4	0	10	0	0	4	0	4	5	0
TOTAL:	**0**	**18**	**17**	**0**	**81**	**0**	**0**	**44**	**0**	**4**	**23**	**0**

	LEFT	THRU	RIGHT
NORTH	0	81	0
EAST	4	23	0
SOUTH	0	18	17
WEST	0	44	0

AM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & Montague Ex & W Montague Ex

Traffix Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	10	10	0	0	0	0	0	0	0	0	10	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	6	7	0	1	0	0	67	0	1	11	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	4	3	0	1	3	12	4	0	1	1	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	60	0	2	15	16	66	0	0	0	0	6

AM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & Montague Ex & W Montague Ex

Traffix Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	19	0	0	3	3	21	0	0	0	0	2
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	7	0	1	3	2	5	0	0	0	0	4
TOTAL:	**10**	**106**	**10**	**3**	**23**	**24**	**104**	**71**	**0**	**2**	**22**	**12**

	LEFT	THRU	RIGHT
NORTH	3	23	24
EAST	2	22	12
SOUTH	10	106	10
WEST	104	71	0

PM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & Montague Ex & W Montague Ex

Traffix Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	3	3	0	0	14	0	0	14	14	0	3	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	1	1	0	6	0	0	10	0	7	72	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	1	1	0	4	12	3	1	0	3	4	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	7	0	6	59	64	7	0	0	0	0	1

PM PROJECT TRIPS

07/22/2025

Intersection of : N 1st St & Montague Ex & W Montague Ex

Traffix Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	3	0	1	17	19	4	0	0	0	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	13	0	11	14	11	11	0	0	0	0	10
TOTAL:	**3**	**28**	**2**	**18**	**114**	**106**	**25**	**25**	**14**	**10**	**79**	**11**

	LEFT	THRU	RIGHT
NORTH	18	114	106
EAST	10	79	11
SOUTH	3	28	2
WEST	25	25	14

AM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	0	0	20	0	0	0	0	0	0	0	0	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	11	0	0	0	0	0	0	107	0	60	33	0
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	0	0	4	0	0	0	0	0	0	16	0	0
24-081296 TA (3-02367) Office/Industrial 2256 JUNCTION AVE WAREHOUSE	4	0	14	0	0	0	0	7	11	71	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	3	0	0	11	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	0	0	0	3	0
TOTAL:	**15**	**0**	**38**	**0**	**0**	**0**	**0**	**124**	**11**	**147**	**63**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	147	63	0
SOUTH	15	0	38
WEST	0	124	11

PM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	0	0	4	0	0	0	0	0	0	28	0	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	27	0	0	0	0	0	0	65	0	35	23	0
22-672596 TA (3-03628) Office/Industrial 350 W. Trimble Advanced Manufacturing	0	0	16	0	0	0	0	0	0	3	0	0
24-081296 TA (3-02367) Office/Industrial 2256 JUNCTION AVE WAREHOUSE	19	0	60	0	0	0	0	5	7	48	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	1	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	0	0	0	6	0	0	1	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	0	0	0	3	0	0	0	0
TOTAL:	**46**	**3**	**80**	**0**	**0**	**0**	**0**	**96**	**7**	**114**	**30**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	114	30	0
SOUTH	46	3	80
WEST	0	96	7

AM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	10	6	0	0	0	0	0	0	0	0	0	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	0	0	0	0	0	0	23	0	0	62	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	66	0	0	11	12	74	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	17	0	5	5	2	7	0	0	0	0	16
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	17	0	1	4	0	0	2	0	0	6	5
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	5	0	0	1	0	0	0	0	0	2	1
TOTAL:	**10**	**111**	**0**	**6**	**21**	**14**	**81**	**25**	**0**	**0**	**70**	**22**

	LEFT	THRU	RIGHT
NORTH	6	21	14
EAST	0	70	22
SOUTH	10	111	0
WEST	81	25	0

PM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	3	1	0	0	7	0	0	0	14	0	0	0
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	0	0	0	0	0	0	56	0	0	40	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	10	0	0	71	79	11	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL												
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	5	0	16	17	7	2	0	0	0	0	5
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & Zanker Rd

Traffix Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	5	17	0	0	6	0	0	1	1
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	1	5	0	0	1	0	0	0	0
TOTAL:	**3**	**19**	**0**	**22**	**117**	**86**	**13**	**63**	**14**	**0**	**41**	**6**

	LEFT	THRU	RIGHT
NORTH	22	117	86
EAST	0	41	6
SOUTH	3	19	0
WEST	13	63	14

AM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & River Oaks Py / E Plumeria Dr

Traffix Node Number : 5813

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	33	11	23	0	0	0	23	0	107	32	30
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	16	0	0	5	0	0	0	0	0	0	0
TOTAL:	**0**	**49**	**11**	**23**	**5**	**0**	**0**	**23**	**0**	**107**	**32**	**30**

	LEFT	THRU	RIGHT
NORTH	23	5	0
EAST	107	32	30
SOUTH	0	49	11
WEST	0	23	0

PM PROJECT TRIPS

07/22/2025

Intersection of : Montague Ex & River Oaks Py / E Plumeria Dr

Traffix Node Number : 5813

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
21-050006 TA (3-18127) Mixed Use Seely Mixed-Use	0	23	27	56	0	0	0	56	0	65	22	17
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	5	0	0	16	0	0	0	0	0	0	0
TOTAL:	**0**	**28**	**27**	**56**	**16**	**0**	**0**	**56**	**0**	**65**	**22**	**17**

	LEFT	THRU	RIGHT
NORTH	56	16	0
EAST	65	22	17
SOUTH	0	28	27
WEST	0	56	0

Appendix C
Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 5807
Intersection Name: North First Street & Montague Expressway (CMP)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	394	294	50	161	2502	50	9	600	180	120	1235	548	6143
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	394	294	50	161	2502	50	9	600	180	120	1235	548	6143
Approved Project Trips													
San Jose ATI	24	23	3	12	22	2	10	106	10	0	71	104	387
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	23	3	12	22	2	10	106	10	0	71	104	387
Background Conditions	418	317	53	173	2524	52	19	706	190	120	1306	652	6530
Bkgrd check	418	317	53	173	2524	52	19	706	190	120	1306	652	
Project Trips													
Industrial Park Project Trips	0	0	6	1	7	0	0	0	0	0	28	0	42
Existing Industrial Trip Credits	0	0	-2	0	0	0	0	0	0	0	-10	0	-12
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Total Net Project Trips	0	0	4	1	6	0	0	0	0	0	18	0	29
Background + Project Conditions	418	317	57	174	2530	52	19	706	190	120	1324	652	6559
Bkgrd+Proj check	418	317	57	174	2530	52	19	706	190	120	1324	652	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	10	18	0	0	7	0	0	6	0	0	3	4	48
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	10	18	0	0	7	0	0	6	0	0	3	4	48
Background + Pending + Project Conditions	428	335	57	174	2537	52	19	712	190	120	1327	656	6607
Mini Cumulative Check	428	335	57	174	2537	52	19	712	190	120	1327	656	

Intersection Number: 2
Traffix Node Number: 3504
Intersection Name: North First Street & Plumeria Drive
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	16	253	22	13	38	28	26	620	24	7	6	6	1059
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	16	253	22	13	38	28	26	620	24	7	6	6	1059
Approved Project Trips													
San Jose ATI	0	5	0	0	1	11	8	11	0	0	0	0	36
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	5	0	0	1	11	8	11	0	0	0	0	36
Background Conditions	16	258	22	13	39	39	34	631	24	7	6	6	1095
Bkgrd check	16	258	22	13	39	39	34	631	24	7	6	6	
Project Trips													
Industrial Park Project Trips	0	0	0	0	0	2	9	0	0	0	0	0	11
Existing Industrial Trip Credits	0	0	0	0	0	0	-3	0	0	0	0	0	-3
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	0	0	0	2	6	0	0	0	0	0	8
Background + Project Conditions	16	258	22	13	39	41	40	631	24	7	6	6	1103
Bkgrd+Proj check	16	258	22	13	39	41	40	631	24	7	6	6	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	18	0	0	0	0	0	6	0	0	0	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	0	0	0	0	0	6	0	0	0	0	24
Background + Pending + Project Conditions	16	276	22	13	39	41	40	637	24	7	6	6	1127
Mini Cumulative Check	16	276	22	13	39	41	40	637	24	7	6	6	

Intersection Number: 3
Traffix Node Number: 5812
Intersection Name: Zanker Road & Montague Expressway (CMP)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	295	161	85	179	2428	27	7	235	111	181	718	364	4791
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	295	161	85	179	2428	27	7	235	111	181	718	364	4791
Approved Project Trips													
San Jose ATI	14	21	6	22	70	0	0	111	10	0	25	81	360
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	14	21	6	22	70	0	0	111	10	0	25	81	360
Background Conditions	309	182	91	201	2498	27	7	346	121	181	743	445	5151
Bkgrd check	309	182	91	201	2498	27	7	346	121	181	743	445	
Project Trips													
Industrial Park Project Trips	0	6	0	0	0	0	0	1	8	33	0	0	48
Existing Industrial Trip Credits	0	-2	0	0	0	0	0	0	0	-11	0	0	-13
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	4	0	0	0	0	0	1	8	22	0	0	35
Background + Project Conditions	309	186	91	201	2498	27	7	347	129	203	743	445	5186
Bkgrd+Proj check	309	186	91	201	2498	27	7	347	129	203	743	445	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	7	18	10	4	0	0	0	6	0	0	0	3	48
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	7	18	10	4	0	0	0	6	0	0	0	3	48
Background + Pending + Project Conditions	316	204	101	205	2498	27	7	353	129	203	743	448	5234
Mini Cumulative Check	316	204	101	205	2498	27	7	353	129	203	743	448	

Intersection Number: 4
Traffix Node Number: 3742
Intersection Name: Zanker Road & Plumeria Drive
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	9	211	17	10	70	34	62	378	42	7	24	3	867
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	9	211	17	10	70	34	62	378	42	7	24	3	867
Approved Project Trips													
San Jose ATI	0	18	0	0	35	3	7	70	0	0	18	0	151
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	18	0	0	35	3	7	70	0	0	18	0	151
Background Conditions	9	229	17	10	105	37	69	448	42	7	42	3	1018
Bkgrd check	9	229	17	10	105	37	69	448	42	7	42	3	
Project Trips													
Industrial Park Project Trips	0	0	0	0	2	1	6	1	0	0	8	1	19
Existing Industrial Trip Credits	0	0	0	0	0	0	-2	0	0	0	-3	0	-5
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	-1	0	0	0	0	0	-1
Total Net Project Trips	0	0	0	0	2	1	3	1	0	0	5	1	13
Background + Project Conditions	9	229	17	10	107	38	72	449	42	7	47	4	1031
Bkgrd+Proj check	9	229	17	10	107	38	72	449	42	7	47	4	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	18	0	0	0	0	0	6	0	0	0	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	0	0	0	0	0	6	0	0	0	0	24
Background + Pending + Project Conditions	9	247	17	10	107	38	72	455	42	7	47	4	1055
Mini Cumulative Check	9	247	17	10	107	38	72	455	42	7	47	4	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Road & Trimble Road (CMP)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	92	124	14	53	989	84	83	435	291	94	509	111	2879
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	92	124	14	53	989	84	83	435	291	94	509	111	2879
Approved Project Trips													
San Jose ATI	18	13	0	0	95	15	17	76	26	10	26	42	338
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	18	13	0	0	95	15	17	76	26	10	26	42	338
Background Conditions	110	137	14	53	1084	99	100	511	317	104	535	153	3217
Bkgrd check	110	137	14	53	1084	99	100	511	317	104	535	153	
Project Trips													
Industrial Park Project Trips	1	1	0	0	2	0	0	3	0	0	10	3	20
Existing Industrial Trip Credits	0	0	0	0	0	0	0	-1	0	0	-3	-1	-5
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	1	1	0	0	2	0	0	2	0	0	7	2	15
Background + Project Conditions	111	138	14	53	1086	99	100	513	317	104	542	155	3232
Bkgrd+Proj check	111	138	14	53	1086	99	100	513	317	104	542	155	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	18	0	0	0	0	0	6	0	0	0	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	0	0	0	0	0	6	0	0	0	0	24
Background + Pending + Project Conditions	111	156	14	53	1086	99	100	519	317	104	542	155	3256
Mini Cumulative Check	111	156	14	53	1086	99	100	519	317	104	542	155	

Intersection Number: 6
Traffix Node Number: 3614
Intersection Name: Junction Avenue & Trimble Road
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	12	30	13	58	1049	72	53	93	110	83	449	67	2089
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	12	30	13	58	1049	72	53	93	110	83	449	67	2089
Approved Project Trips													
San Jose ATI	0	0	0	0	16	81	18	0	4	10	4	0	133
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	16	81	18	0	4	10	4	0	133
Background Conditions	12	30	13	58	1065	153	71	93	114	93	453	67	2222
Bkgrd check	12	30	13	58	1065	153	71	93	114	93	453	67	
Project Trips													
Industrial Park Project Trips	2	1	0	0	0	0	0	2	0	0	0	10	15
Existing Industrial Trip Credits	0	0	0	0	0	0	0	-1	0	0	0	-3	-4
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	2	1	0	0	0	0	0	1	0	0	0	7	11
Background + Project Conditions	14	31	13	58	1065	153	71	94	114	93	453	74	2233
Bkgrd+Proj check	14	31	13	58	1065	153	71	94	114	93	453	74	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	14	31	13	58	1065	153	71	94	114	93	453	74	2233
Mini Cumulative Check	14	31	13	58	1065	153	71	94	114	93	453	74	

Intersection Number: 7
Traffix Node Number: 5808
Intersection Name: Trimble Road & Montague Expressway (CMP)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	3	7	15	55	2699	1076	363	40	69	49	767	8	5151
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	3	7	15	55	2699	1076	363	40	69	49	767	8	5151
Approved Project Trips													
San Jose ATI	0	0	0	0	63	147	38	0	15	11	124	0	398
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	63	147	38	0	15	11	124	0	398
Background Conditions	3	7	15	55	2762	1223	401	40	84	60	891	8	5549
Bkgrd check	3	7	15	55	2762	1223	401	40	84	60	891	8	
Project Trips													
Industrial Park Project Trips	0	0	0	0	44	0	0	0	0	0	10	0	54
Existing Industrial Trip Credits	0	0	0	0	-15	0	0	0	0	0	0	0	-15
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	0	0	29	0	0	0	0	0	10	0	39
Background + Project Conditions	3	7	15	55	2791	1223	401	40	84	60	901	8	5588
Bkgrd+Proj check	3	7	15	55	2791	1223	401	40	84	60	901	8	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	6	0	0	0	0	0	18	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	6	0	0	0	0	0	18	0	24
Background + Pending + Project Conditions	3	7	15	55	2797	1223	401	40	84	60	919	8	5612
Mini Cumulative Check	3	7	15	55	2797	1223	401	40	84	60	919	8	

Intersection Number: 8
Traffix Node Number: 5813
Intersection Name: Montague Expressway & River Oaks Pkwy / Plumeria Drive
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	21	657	97	174	44	169	108	2533	70	22	32	6	3933
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	21	657	97	174	44	169	108	2533	70	22	32	6	3933
Approved Project Trips													
San Jose ATI	0	5	23	30	32	107	11	49	0	0	23	0	280
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	5	23	30	32	107	11	49	0	0	23	0	280
Background Conditions	21	662	120	204	76	276	119	2582	70	22	55	6	4213
Bkgrd check	21	662	120	204	76	276	119	2582	70	22	55	6	
Project Trips													
Industrial Park Project Trips	0	0	0	0	0	0	0	0	44	10	0	0	54
Existing Industrial Trip Credits	0	0	0	0	0	0	0	0	-15	0	0	0	-15
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	0	0	0	0	0	0	29	10	0	0	39
Background + Project Conditions	21	662	120	204	76	276	119	2582	99	32	55	6	4252
Bkgrd+Proj check	21	662	120	204	76	276	119	2582	99	32	55	6	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	10	0	0	0	7	3	4	0	0	0	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	0	0	7	3	4	0	0	0	0	24
Background + Pending + Project Conditions	21	672	120	204	76	283	122	2586	99	32	55	6	4276
Mini Cumulative Check	21	672	120	204	76	283	122	2586	99	32	55	6	

Intersection Number: 9
Traffix Node Number: 8000
Intersection Name: Junction Avenue & Plumeria Drive (unsignalized)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	4	28	11	15	111	28	30	48	32	8	33	5	353
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	4	28	11	15	111	28	30	48	32	8	33	5	353
Approved Project Trips													
San Jose ATI (interpolated)	0	0	0	0	32	0	0	0	0	0	23	0	55
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	32	0	0	0	0	0	23	0	55
Background Conditions	4	28	11	15	143	28	30	48	32	8	56	5	408
Bkgrd check	4	28	11	15	143	28	30	48	32	8	56	5	
Project Trips													
Industrial Park Project Trips	3	3	10	40	0	0	0	12	0	0	0	13	81
Existing Industrial Trip Credits	0	0	0	-9	0	0	0	-4	0	0	0	-5	-18
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Net Project Trips	3	3	10	31	0	0	0	8	0	0	0	9	64
Background + Project Conditions	7	31	21	46	143	28	30	56	32	8	56	14	472
Bkgrd+Proj check	7	31	21	46	143	28	30	56	32	8	56	14	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	7	31	21	46	143	28	30	56	32	8	56	14	472
Mini Cumulative Check	7	31	21	46	143	28	30	56	32	8	56	14	

Intersection Number: 10
Traffix Node Number: 9000
Intersection Name: Zanker Road & Junction Avenue (unsignalized)
Peak Hour: **AM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	9	208	129	28	3	6	7	353	7	2	0	1	753
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	9	208	129	28	3	6	7	353	7	2	0	1	753
Approved Project Trips													
San Jose ATI (interpolated)	0	21	0	0	0	0	0	121	0	0	0	0	142
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	21	0	0	0	0	0	121	0	0	0	0	142
Background Conditions	9	229	129	28	3	6	7	474	7	2	0	1	895
Bkgrd check	9	229	129	28	3	6	7	474	7	2	0	1	
Project Trips													
Industrial Park Project Trips	0	0	39	9	0	0	2	0	0	0	0	0	50
Existing Industrial Trip Credits	0	0	-13	0	0	0	0	0	0	0	0	0	-13
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	26	9	0	0	2	0	0	0	0	0	37
Background + Project Conditions	9	229	155	37	3	6	9	474	7	2	0	1	932
Bkgrd+Proj check	9	229	155	37	3	6	9	474	7	2	0	1	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	18	0	0	0	0	0	6	0	0	0	0	24
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	0	0	0	0	0	6	0	0	0	0	24
Background + Pending + Project Conditions	9	247	155	37	3	6	9	480	7	2	0	1	956
Mini Cumulative Check	9	247	155	37	3	6	9	480	7	2	0	1	

Intersection Number: 1
Traffix Node Number: 5807
Intersection Name: North First Street & Montague Expressway (CMP)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	453	680	183	84	1995	70	39	347	190	169	2774	486	7470
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	453	680	183	84	1995	70	39	347	190	169	2774	486	7470
Approved Project Trips													
San Jose ATI	106	114	18	11	79	10	2	28	3	14	25	25	435
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	106	114	18	11	79	10	2	28	3	14	25	25	435
Background Conditions	559	794	201	95	2074	80	41	375	193	183	2799	511	7905
Bkgrd check	559	794	201	95	2074	80	41	375	193	183	2799	511	
Project Trips													
Industrial Park Project Trips	0	0	2	5	27	0	0	0	0	0	8	0	42
Existing Industrial Trip Credits	0	0	0	-2	-12	0	0	0	0	0	-2	0	-16
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	-1	0	0	0	0	0	0	0	0	0	-1
Total Net Project Trips	0	0	1	3	15	0	0	0	0	0	6	0	25
Background + Project Conditions	559	794	202	98	2089	80	41	375	193	183	2805	511	7930
Bkgrd+Proj check	559	794	202	98	2089	80	41	375	193	183	2805	511	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	6	10	0	0	4	0	0	15	0	0	6	9	50
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	6	10	0	0	4	0	0	15	0	0	6	9	50
Background + Pending + Project Conditions	565	804	202	98	2093	80	41	390	193	183	2811	520	7980
Mini Cumulative Check	565	804	202	98	2093	80	41	390	193	183	2811	520	

Intersection Number: 2
Traffix Node Number: 3504
Intersection Name: North First Street & Plumeria Drive
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	6	736	19	14	30	26	22	346	16	23	69	9	1316
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	6	736	19	14	30	26	22	346	16	23	69	9	1316
Approved Project Trips													
San Jose ATI	0	12	0	0	1	16	13	10	0	0	1	0	53
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	12	0	0	1	16	13	10	0	0	1	0	53
Background Conditions	6	748	19	14	31	42	35	356	16	23	70	9	1369
Bkgrd check	6	748	19	14	31	42	35	356	16	23	70	9	
Project Trips													
Industrial Park Project Trips	0	0	0	0	0	9	2	0	0	0	0	0	11
Existing Industrial Trip Credits	0	0	0	0	0	-4	-1	0	0	0	0	0	-5
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	1	0	0	0	0	0	1
Total Net Project Trips	0	0	0	0	0	5	2	0	0	0	0	0	7
Background + Project Conditions	6	748	19	14	31	47	37	356	16	23	70	9	1376
Bkgrd+Proj check	6	748	19	14	31	47	37	356	16	23	70	9	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Pending + Project Conditions	6	758	19	14	31	47	37	371	16	23	70	9	1401
Mini Cumulative Check	6	758	19	14	31	47	37	371	16	23	70	9	

Intersection Number: 3
Traffix Node Number: 5812
Intersection Name: Zanker Road & Montague Expressway (CMP)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	635	410	45	104	1390	44	14	283	166	463	1706	776	6036
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	635	410	45	104	1390	44	14	283	166	463	1706	776	6036
Approved Project Trips													
San Jose ATI	86	117	22	6	41	0	0	19	3	14	63	13	384
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	86	117	22	6	41	0	0	19	3	14	63	13	384
Background Conditions	721	527	67	110	1431	44	14	302	169	477	1769	789	6420
Bkgrd check	721	527	67	110	1431	44	14	302	169	477	1769	789	
Project Trips													
Industrial Park Project Trips	0	2	0	0	0	0	0	5	32	9	0	0	48
Existing Industrial Trip Credits	0	0	0	0	0	0	0	-2	-15	-2	0	0	-19
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Total Net Project Trips	0	1	0	0	0	0	0	3	17	7	0	0	28
Background + Project Conditions	721	528	67	110	1431	44	14	305	186	484	1769	789	6448
Bkgrd+Proj check	721	528	67	110	1431	44	14	305	186	484	1769	789	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	4	10	6	9	0	0	0	15	0	0	0	6	50
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	4	10	6	9	0	0	0	15	0	0	0	6	50
Background + Pending + Project Conditions	725	538	73	119	1431	44	14	320	186	484	1769	795	6498
Mini Cumulative Check	725	538	73	119	1431	44	14	320	186	484	1769	795	

Intersection Number: 4
Traffix Node Number: 3742
Intersection Name: Zanker Road & Plumeria Drive
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	10	791	16	15	46	61	35	262	6	44	78	19	1383
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	10	791	16	15	46	61	35	262	6	44	78	19	1383
Approved Project Trips													
San Jose ATI	0	81	0	0	23	4	17	18	0	0	44	0	187
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	81	0	0	23	4	17	18	0	0	44	0	187
Background Conditions	10	872	16	15	69	65	52	280	6	44	122	19	1570
Bkgrd check	10	872	16	15	69	65	52	280	6	44	122	19	
Project Trips													
Industrial Park Project Trips	1	1	0	0	8	6	2	0	0	0	2	0	20
Existing Industrial Trip Credits	0	0	0	0	-4	-3	0	0	0	0	-1	0	-8
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	-1	0	0	0	1	0	0
Total Net Project Trips	1	1	0	0	4	3	1	0	0	0	2	0	12
Background + Project Conditions	11	873	16	15	73	68	53	280	6	44	124	19	1582
Bkgrd+Proj check	11	873	16	15	73	68	53	280	6	44	124	19	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Pending + Project Conditions	11	883	16	15	73	68	53	295	6	44	124	19	1607
Mini Cumulative Check	11	883	16	15	73	68	53	295	6	44	124	19	

Intersection Number: 5
Traffix Node Number: 3119
Intersection Name: Zanker Road & Trimble Road (CMP)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	207	706	83	10	917	120	66	198	108	390	959	104	3868
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	207	706	83	10	917	120	66	198	108	390	959	104	3868
Approved Project Trips													
San Jose ATI	53	99	0	0	60	8	0	28	21	30	82	20	401
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	53	99	0	0	60	8	0	28	21	30	82	20	401
Background Conditions	260	805	83	10	977	128	66	226	129	420	1041	124	4269
Bkgrd check	260	805	83	10	977	128	66	226	129	420	1041	124	
Project Trips													
Industrial Park Project Trips	3	3	0	0	10	0	0	1	0	0	3	1	21
Existing Industrial Trip Credits	-1	-1	0	0	-4	0	0	0	0	0	-1	0	-7
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Total Net Project Trips	2	2	0	0	5	0	0	1	0	0	2	1	13
Background + Project Conditions	262	807	83	10	982	128	66	227	129	420	1043	125	4282
Bkgrd+Proj check	262	807	83	10	982	128	66	227	129	420	1043	125	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Pending + Project Conditions	262	817	83	10	982	128	66	242	129	420	1043	125	4307
Mini Cumulative Check	262	817	83	10	982	128	66	242	129	420	1043	125	

Intersection Number: 6
Traffix Node Number: 3614
Intersection Name: Junction Avenue & Trimble Road
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	63	175	48	10	844	142	55	31	76	326	812	14	2596
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	63	175	48	10	844	142	55	31	76	326	812	14	2596
Approved Project Trips													
San Jose ATI	0	0	0	0	3	55	79	0	9	8	16	0	170
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	3	55	79	0	9	8	16	0	170
Background Conditions	63	175	48	10	847	197	134	31	85	334	828	14	2766
Bkgrd check	63	175	48	10	847	197	134	31	85	334	828	14	
Project Trips													
Industrial Park Project Trips	10	2	0	0	0	0	0	1	0	0	0	3	16
Existing Industrial Trip Credits	-4	-1	0	0	0	0	0	0	0	0	0	-1	-6
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	-1	0	0	0	0	0	0	-1	0	0	0	0	-2
Total Net Project Trips	5	1	0	0	0	0	0	0	0	0	0	2	8
Background + Project Conditions	68	176	48	10	847	197	134	31	85	334	828	16	2774
Bkgrd+Proj check	68	176	48	10	847	197	134	31	85	334	828	16	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	68	176	48	10	847	197	134	31	85	334	828	16	2774
Mini Cumulative Check	68	176	48	10	847	197	134	31	85	334	828	16	

Intersection Number: 7
Traffix Node Number: 5808
Intersection Name: Trimble Road & Montague Expressway (CMP)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	38	88	97	20	1162	794	805	9	91	121	1588	2	4815
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	38	88	97	20	1162	794	805	9	91	121	1588	2	4815
Approved Project Trips													
San Jose ATI	0	0	0	0	30	114	80	3	46	7	96	0	376
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	30	114	80	3	46	7	96	0	376
Background Conditions	38	88	97	20	1192	908	885	12	137	128	1684	2	5191
Bkgrd check	38	88	97	20	1192	908	885	12	137	128	1684	2	
Project Trips													
Industrial Park Project Trips	0	0	0	0	12	0	0	0	0	0	43	0	55
Existing Industrial Trip Credits	0	0	0	0	-3	0	0	0	0	0	-20	0	-23
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	0	0	9	0	0	0	0	0	23	0	32
Background + Project Conditions	38	88	97	20	1201	908	885	12	137	128	1707	2	5223
Bkgrd+Proj check	38	88	97	20	1201	908	885	12	137	128	1707	2	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	15	0	0	0	0	0	10	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	15	0	0	0	0	0	10	0	25
Background + Pending + Project Conditions	38	88	97	20	1216	908	885	12	137	128	1717	2	5248
Mini Cumulative Check	38	88	97	20	1216	908	885	12	137	128	1717	2	

Intersection Number: 8
Traffix Node Number: 5813
Intersection Name: Montague Expressway & River Oaks Pkwy / Plumeria Drive
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	17	1415	334	209	63	132	112	1150	23	107	75	35	3672
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	17	1415	334	209	63	132	112	1150	23	107	75	35	3672
Approved Project Trips													
San Jose ATI	0	16	56	17	22	65	27	28	0	0	56	0	287
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	16	56	17	22	65	27	28	0	0	56	0	287
Background Conditions	17	1431	390	226	85	197	139	1178	23	107	131	35	3959
Bkgrd check	17	1431	390	226	85	197	139	1178	23	107	131	35	
Project Trips													
Industrial Park Project Trips	0	0	0	0	0	0	0	0	12	43	0	0	55
Existing Industrial Trip Credits	0	0	0	0	0	0	0	0	-3	-20	0	0	-23
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	0	0	0	0	0	0	9	23	0	0	32
Background + Project Conditions	17	1431	390	226	85	197	139	1178	32	130	131	35	3991
Bkgrd+Proj check	17	1431	390	226	85	197	139	1178	32	130	131	35	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	6	0	0	0	4	6	9	0	0	0	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	6	0	0	0	4	6	9	0	0	0	0	25
Background + Pending + Project Conditions	17	1437	390	226	85	201	145	1187	32	130	131	35	4016
Mini Cumulative Check	17	1437	390	226	85	201	145	1187	32	130	131	35	

Intersection Number: 9
Traffix Node Number: 8000
Intersection Name: Junction Avenue & Plumeria Drive (unsignalized)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	12	101	55	6	52	32	34	35	9	25	160	2	523
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	12	101	55	6	52	32	34	35	9	25	160	2	523
Approved Project Trips													
San Jose ATI (interpolated)	0	0	0	0	22	0	0	0	0	0	56	0	78
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	22	0	0	0	0	0	56	0	78
Background Conditions	12	101	55	6	74	32	34	35	9	25	216	2	601
Bkgrd check	12	101	55	6	74	32	34	35	9	25	216	2	
Project Trips													
Industrial Park Project Trips	13	12	43	11	1	0	0	3	0	0	0	4	87
Existing Industrial Trip Credits	-6	-5	-20	-2	-1	0	0	-1	0	0	0	-1	-36
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Total Net Project Trips	7	6	23	9	0	0	0	2	0	0	0	3	50
Background + Project Conditions	19	107	78	15	74	32	34	37	9	25	216	5	651
Bkgrd+Proj check	19	107	78	15	74	32	34	37	9	25	216	5	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	19	107	78	15	74	32	34	37	9	25	216	5	651
Mini Cumulative Check	19	107	78	15	74	32	34	37	9	25	216	5	

Intersection Number: 10
Traffix Node Number: 9000
Intersection Name: Zanker Road & Junction Avenue (unsignalized)
Peak Hour: **PM** Date of Analysis: 10/02/25
Count Date: 09/11/25
Scenario: 437,601 SF of Industrial Park Space

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

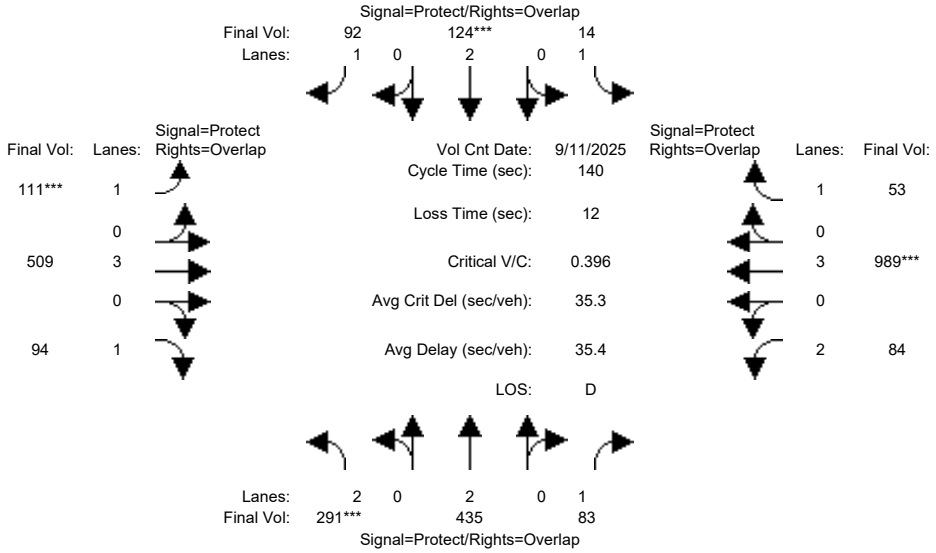
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	2	763	115	78	0	15	2	325	6	17	2	19	1344
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	2	763	115	78	0	15	2	325	6	17	2	19	1344
Approved Project Trips													
San Jose ATI (interpolated)	0	131	0	0	0	0	0	22	0	0	0	0	153
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	131	0	0	0	0	0	22	0	0	0	0	153
Background Conditions	2	894	115	78	0	15	2	347	6	17	2	19	1497
Bkgrd check	2	894	115	78	0	15	2	347	6	17	2	19	
Project Trips													
Industrial Park Project Trips	0	0	11	37	0	1	1	0	0	0	0	0	50
Existing Industrial Trip Credits	0	0	-3	-17	0	0	0	0	0	0	0	0	-20
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Net Project Trips	0	0	8	20	0	1	1	0	0	0	0	0	30
Background + Project Conditions	2	894	123	98	0	16	3	347	6	17	2	19	1527
Bkgrd+Proj check	2	894	123	98	0	16	3	347	6	17	2	19	
Pending Projects													
211-251-281 River Oaks Pkwy Res Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Pending + Project Conditions	2	904	123	98	0	16	3	362	6	17	2	19	1552
Mini Cumulative Check	2	904	123	98	0	16	3	362	6	17	2	19	

Appendix D
Intersection Level of Service Calculations

Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	291	435	83	14	124	92	111	509	94	84	989	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:	291	435	83	14	124	92	111	509	94	84	989	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	435	83	14	124	92	111	509	94	84	989	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	435	83	14	124	92	111	509	94	84	989	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	435	83	14	124	92	111	509	94	84	989	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	435	83	14	124	92	111	509	94	84	989	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.05	0.01	0.03	0.05	0.06	0.09	0.05	0.03	0.17	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.22	0.43	0.10	0.08	0.24	0.16	0.38	0.62	0.21	0.44	0.53
Volume/Cap:	0.40	0.52	0.11	0.08	0.40	0.22	0.40	0.23	0.09	0.12	0.40	0.06
Delay/Veh:	45.7	48.7	23.6	57.9	61.7	42.6	53.6	29.3	10.9	44.4	26.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	48.7	23.6	57.9	61.7	42.6	53.6	29.3	10.9	44.4	26.8	15.7
LOS by Move:	D	D	C	E	E	D	D	C	B	D	C	B
HCM2kAvgQ:	6	8	2	1	2	3	5	5	2	2	9	1

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

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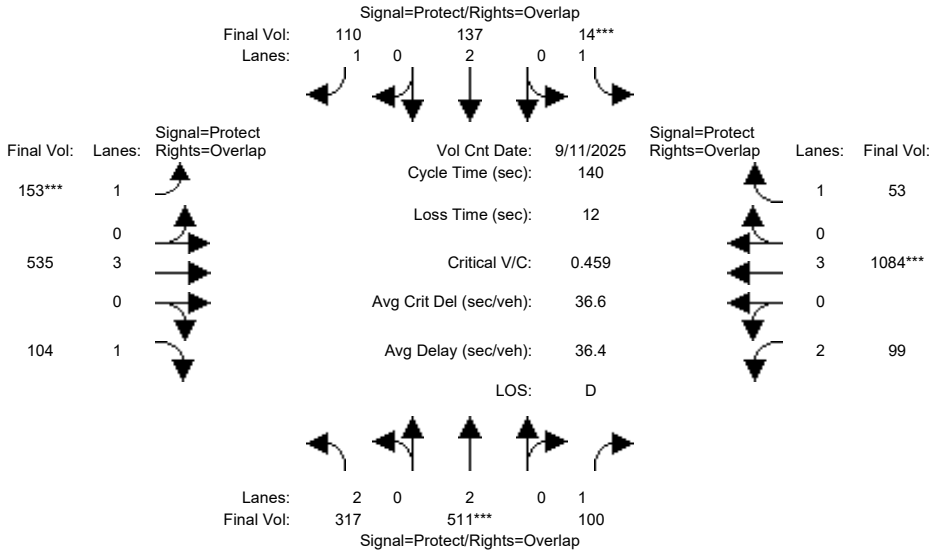
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	291	435	83	14	124	92	111	509	94	84	989	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:	291	435	83	14	124	92	111	509	94	84	989	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	26	76	17	0	13	18	42	26	10	15	95	0
Initial Fut:	317	511	100	14	137	110	153	535	104	99	1084	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	511	100	14	137	110	153	535	104	99	1084	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	511	100	14	137	110	153	535	104	99	1084	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	511	100	14	137	110	153	535	104	99	1084	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.06	0.01	0.04	0.06	0.09	0.09	0.06	0.03	0.19	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.28	0.48	0.05	0.14	0.32	0.18	0.38	0.57	0.20	0.40	0.45
Volume/Cap:	0.52	0.48	0.12	0.16	0.26	0.20	0.48	0.25	0.10	0.16	0.48	0.07
Delay/Veh:	51.3	42.0	19.8	64.5	54.2	34.6	52.3	29.8	13.5	46.1	31.4	22.0
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:	51.3	42.0	19.8	64.5	54.2	34.6	52.3	29.8	13.5	46.1	31.4	22.0
LOS by Move:	D	D	B	E	D	C	D	C	B	D	C	C
HCM2kAvgQ:	7	9	2	1	3	4	7	5	2	2	11	1

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

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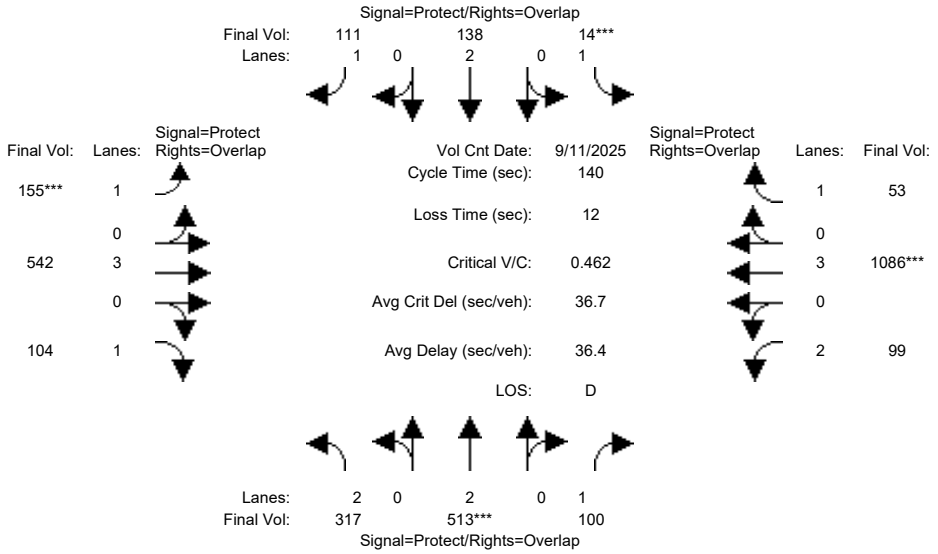
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	291	435	83	14	124	92	111	509	94	84	989	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:	291	435	83	14	124	92	111	509	94	84	989	53
Added Vol:	0	2	0	0	1	1	2	7	0	0	2	0
ATI:	26	76	17	0	13	18	42	26	10	15	95	0
Initial Fut:	317	513	100	14	138	111	155	542	104	99	1086	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	513	100	14	138	111	155	542	104	99	1086	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	513	100	14	138	111	155	542	104	99	1086	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	513	100	14	138	111	155	542	104	99	1086	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.06	0.01	0.04	0.06	0.09	0.10	0.06	0.03	0.19	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.28	0.48	0.05	0.14	0.32	0.18	0.38	0.58	0.20	0.40	0.45
Volume/Cap:	0.52	0.48	0.12	0.16	0.26	0.20	0.48	0.25	0.10	0.16	0.48	0.07
Delay/Veh:	51.3	42.1	19.9	64.5	54.3	34.5	52.2	29.6	13.4	46.3	31.5	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	42.1	19.9	64.5	54.3	34.5	52.2	29.6	13.4	46.3	31.5	22.1
LOS by Move:	D	D	B	E	D	C	D	C	B	D	C	C
HCM2kAvgQ:	7	9	2	1	3	4	7	5	2	2	11	1

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

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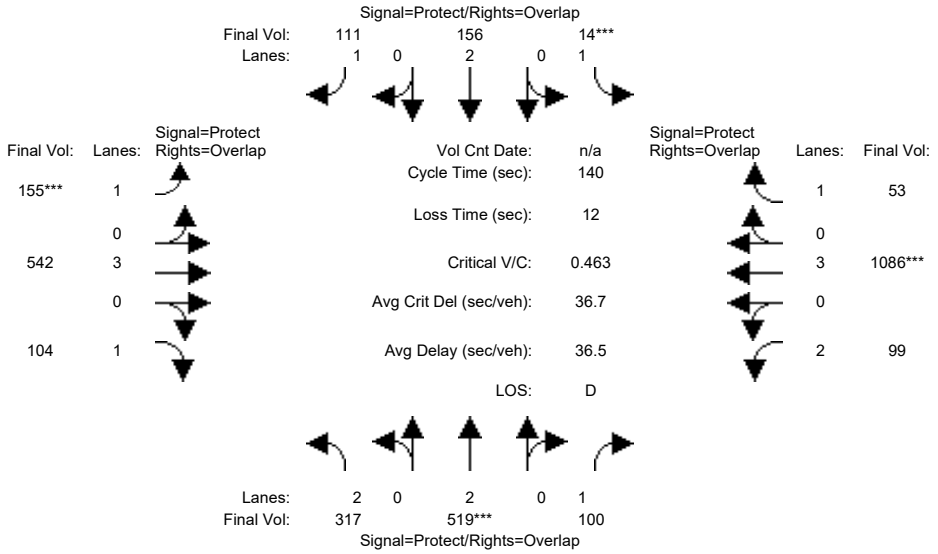
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	317	519	100	14	156	111	155	542	104	99	1086	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:	317	519	100	14	156	111	155	542	104	99	1086	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	519	100	14	156	111	155	542	104	99	1086	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	519	100	14	156	111	155	542	104	99	1086	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	519	100	14	156	111	155	542	104	99	1086	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	519	100	14	156	111	155	542	104	99	1086	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.06	0.01	0.04	0.06	0.09	0.10	0.06	0.03	0.19	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.28	0.48	0.05	0.14	0.32	0.18	0.38	0.58	0.20	0.40	0.45
Volume/Cap:	0.52	0.48	0.12	0.16	0.30	0.20	0.48	0.25	0.10	0.16	0.48	0.07
Delay/Veh:	51.2	41.9	19.8	64.5	54.5	34.4	52.3	29.8	13.4	46.4	31.7	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	41.9	19.8	64.5	54.5	34.4	52.3	29.8	13.4	46.4	31.7	22.2
LOS by Move:	D	D	B	E	D	C	D	C	B	D	C	C
HCM2kAvgQ:	7	9	2	1	3	4	7	5	2	2	11	1

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

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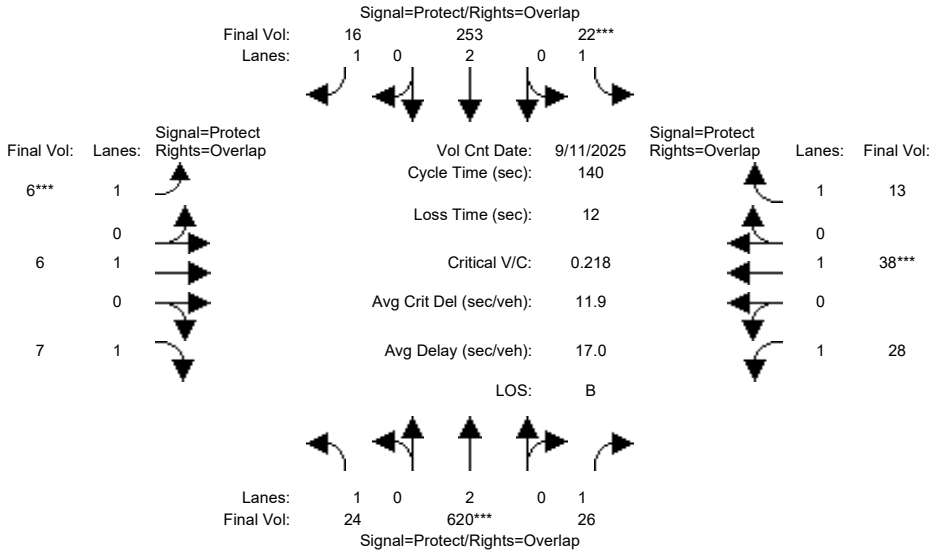
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	24	620	26	22	253	16	6	6	7	28	38	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	620	26	22	253	16	6	6	7	28	38	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	620	26	22	253	16	6	6	7	28	38	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	620	26	22	253	16	6	6	7	28	38	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	620	26	22	253	16	6	6	7	28	38	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	620	26	22	253	16	6	6	7	28	38	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.01	0.01	0.07	0.01	0.00	0.00	0.00	0.02	0.02	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.32	0.72	0.78	0.06	0.46	0.51	0.05	0.08	0.40	0.06	0.09	0.14
Volume/Cap:	0.04	0.23	0.02	0.23	0.15	0.02	0.07	0.04	0.01	0.28	0.23	0.05
Delay/Veh:	32.9	6.6	3.5	64.4	22.2	17.2	63.7	59.4	25.2	64.8	60.1	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	6.6	3.5	64.4	22.2	17.2	63.7	59.4	25.2	64.8	60.1	51.8
LOS by Move:	C	A	A	E	C	B	E	E	C	E	E	D
HCM2kAvgQ:	1	4	0	1	3	0	0	0	0	2	2	1

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

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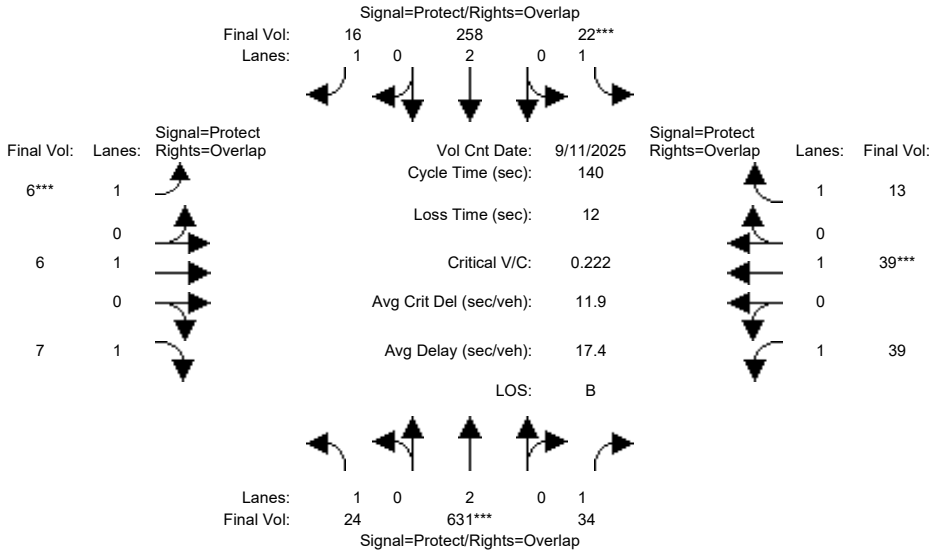
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	24	620	26	22	253	16	6	6	7	28	38	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	620	26	22	253	16	6	6	7	28	38	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	11	8	0	5	0	0	0	0	11	1	0
Initial Fut:	24	631	34	22	258	16	6	6	7	39	39	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	631	34	22	258	16	6	6	7	39	39	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	631	34	22	258	16	6	6	7	39	39	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	631	34	22	258	16	6	6	7	39	39	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.02	0.01	0.07	0.01	0.00	0.00	0.00	0.02	0.02	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.32	0.72	0.78	0.05	0.46	0.51	0.05	0.08	0.40	0.06	0.09	0.14
Volume/Cap:	0.04	0.23	0.02	0.23	0.15	0.02	0.07	0.04	0.01	0.39	0.23	0.05
Delay/Veh:	32.9	6.6	3.5	64.6	22.3	17.2	63.7	59.3	25.2	66.1	60.0	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	6.6	3.5	64.6	22.3	17.2	63.7	59.3	25.2	66.1	60.0	51.8
LOS by Move:	C	A	A	E	C	B	E	E	C	E	E	D
HCM2kAvgQ:	1	4	0	1	3	0	0	0	0	2	2	1

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

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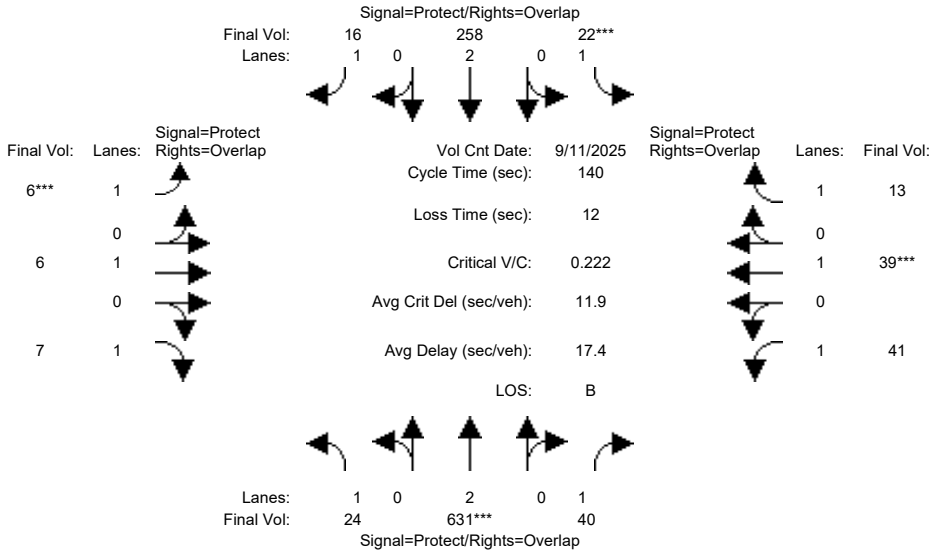
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8:00-9:00AM												
Base Vol:	24	620	26	22	253	16	6	6	7	28	38	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	620	26	22	253	16	6	6	7	28	38	13
Added Vol:	0	0	6	0	0	0	0	0	0	2	0	0
ATI:	0	11	8	0	5	0	0	0	0	11	1	0
Initial Fut:	24	631	40	22	258	16	6	6	7	41	39	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	631	40	22	258	16	6	6	7	41	39	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	631	40	22	258	16	6	6	7	41	39	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	631	40	22	258	16	6	6	7	41	39	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.02	0.01	0.07	0.01	0.00	0.00	0.00	0.02	0.02	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.32	0.72	0.78	0.05	0.46	0.51	0.05	0.08	0.40	0.06	0.09	0.14
Volume/Cap:	0.04	0.23	0.03	0.23	0.15	0.02	0.07	0.04	0.01	0.41	0.23	0.05
Delay/Veh:	32.9	6.6	3.5	64.6	22.3	17.2	63.7	59.3	25.2	66.4	60.0	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	6.6	3.5	64.6	22.3	17.2	63.7	59.3	25.2	66.4	60.0	51.8
LOS by Move:	C	A	A	E	C	B	E	E	C	E	E	D
HCM2kAvgQ:	1	4	0	1	3	0	0	0	0	2	2	1

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

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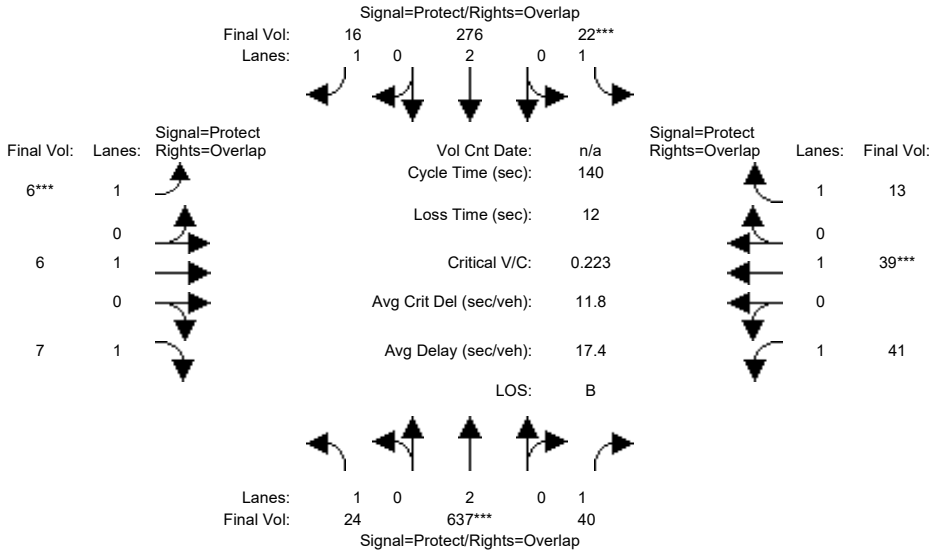
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	637	40	22	276	16	6	6	7	41	39	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	637	40	22	276	16	6	6	7	41	39	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	637	40	22	276	16	6	6	7	41	39	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	637	40	22	276	16	6	6	7	41	39	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	637	40	22	276	16	6	6	7	41	39	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	637	40	22	276	16	6	6	7	41	39	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.02	0.01	0.07	0.01	0.00	0.00	0.00	0.02	0.02	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.32	0.72	0.78	0.05	0.46	0.51	0.05	0.08	0.40	0.06	0.09	0.14
Volume/Cap:	0.04	0.23	0.03	0.23	0.16	0.02	0.07	0.04	0.01	0.41	0.23	0.05
Delay/Veh:	33.2	6.6	3.5	64.7	22.1	17.0	63.7	59.4	25.5	66.5	60.1	51.9
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:	33.2	6.6	3.5	64.7	22.1	17.0	63.7	59.4	25.5	66.5	60.1	51.9
LOS by Move:	C	A	A	E	C	B	E	E	C	E	E	D
HCM2kAvgQ:	1	4	0	1	3	0	0	0	0	2	2	1

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

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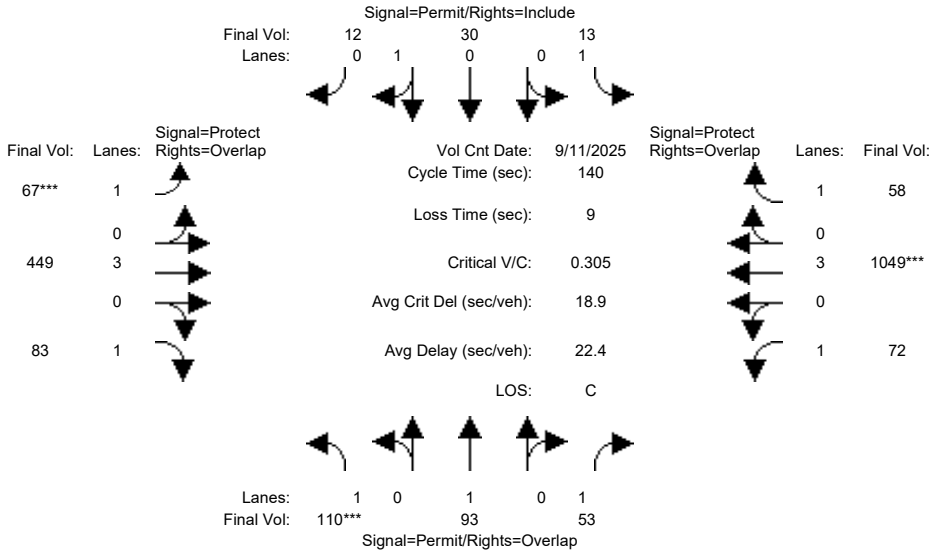
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9												
Base Vol:	110	93	53	13	30	12	67	449	83	72	1049	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	93	53	13	30	12	67	449	83	72	1049	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	93	53	13	30	12	67	449	83	72	1049	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	93	53	13	30	12	67	449	83	72	1049	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	93	53	13	30	12	67	449	83	72	1049	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	93	53	13	30	12	67	449	83	72	1049	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1286	514	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.03	0.01	0.02	0.02	0.04	0.08	0.05	0.04	0.18	0.03
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.49	0.21	0.21	0.21	0.13	0.45	0.45	0.28	0.60	0.60
Volume/Cap:	0.30	0.24	0.06	0.04	0.11	0.11	0.30	0.18	0.11	0.15	0.30	0.05
Delay/Veh:	47.5	46.7	18.8	44.5	45.3	45.3	56.4	23.3	22.6	37.6	13.5	11.4
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:	47.5	46.7	18.8	44.5	45.3	45.3	56.4	23.3	22.6	37.6	13.5	11.4
LOS by Move:	D	D	B	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	4	3	1	0	2	2	3	4	2	2	7	1

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

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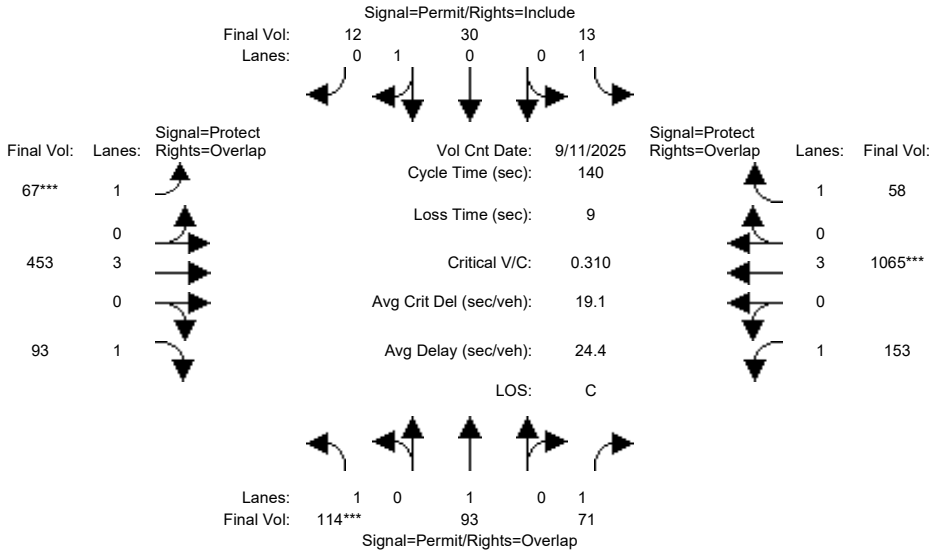
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9												
Base Vol:	110	93	53	13	30	12	67	449	83	72	1049	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	93	53	13	30	12	67	449	83	72	1049	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	18	0	0	0	0	4	10	81	16	0
Initial Fut:	114	93	71	13	30	12	67	453	93	153	1065	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	93	71	13	30	12	67	453	93	153	1065	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	93	71	13	30	12	67	453	93	153	1065	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	93	71	13	30	12	67	453	93	153	1065	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1286	514	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.04	0.01	0.02	0.02	0.04	0.08	0.05	0.09	0.19	0.03
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.59	0.21	0.21	0.21	0.12	0.35	0.35	0.38	0.60	0.60
Volume/Cap:	0.31	0.23	0.07	0.04	0.11	0.11	0.31	0.23	0.15	0.23	0.31	0.06
Delay/Veh:	47.2	46.2	12.3	44.1	44.9	44.9	56.8	32.6	31.8	29.6	13.7	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	46.2	12.3	44.1	44.9	44.9	56.8	32.6	31.8	29.6	13.7	11.5
LOS by Move:	D	D	B	D	D	D	E	C	C	C	B	B
HCM2kAvgQ:	5	3	1	0	2	2	3	4	3	5	7	1

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

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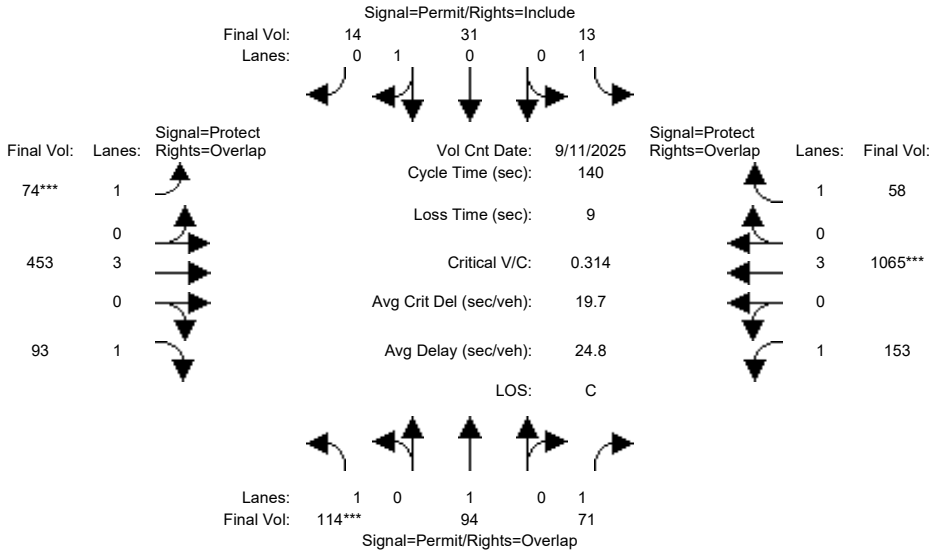
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9												
Base Vol:	110	93	53	13	30	12	67	449	83	72	1049	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	93	53	13	30	12	67	449	83	72	1049	58
Added Vol:	0	1	0	0	1	2	7	0	0	0	0	0
ATI:	4	0	18	0	0	0	0	4	10	81	16	0
Initial Fut:	114	94	71	13	31	14	74	453	93	153	1065	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	94	71	13	31	14	74	453	93	153	1065	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	94	71	13	31	14	74	453	93	153	1065	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	94	71	13	31	14	74	453	93	153	1065	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1240	560	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.04	0.01	0.03	0.03	0.04	0.08	0.05	0.09	0.19	0.03
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.59	0.21	0.21	0.21	0.13	0.35	0.35	0.38	0.59	0.59
Volume/Cap:	0.31	0.24	0.07	0.04	0.12	0.12	0.31	0.23	0.15	0.23	0.31	0.06
Delay/Veh:	47.6	46.6	12.4	44.4	45.3	45.3	55.5	32.5	31.6	29.5	14.2	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	46.6	12.4	44.4	45.3	45.3	55.5	32.5	31.6	29.5	14.2	11.9
LOS by Move:	D	D	B	D	D	D	E	C	C	C	B	B
HCM2kAvgQ:	5	3	1	0	2	2	3	4	3	5	7	1

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

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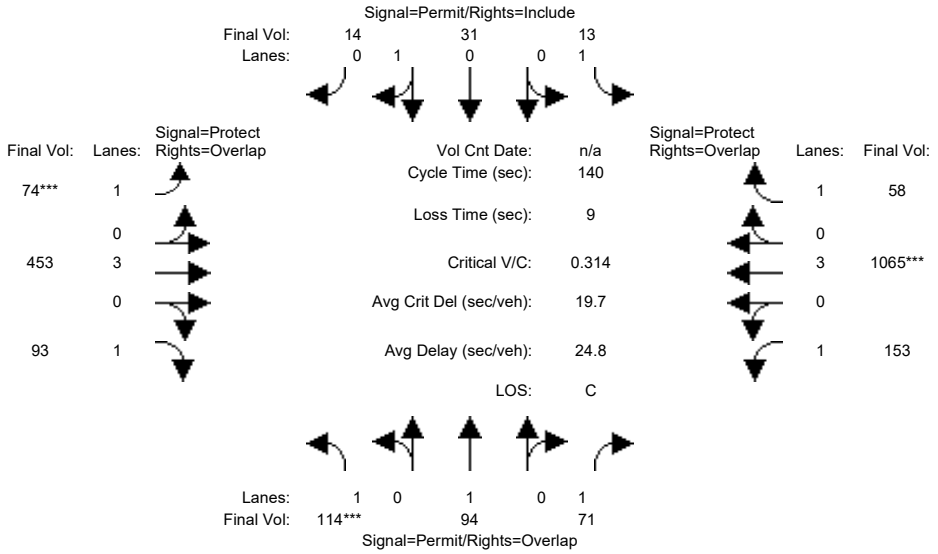
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	94	71	13	31	14	74	453	93	153	1065	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	94	71	13	31	14	74	453	93	153	1065	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	94	71	13	31	14	74	453	93	153	1065	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	94	71	13	31	14	74	453	93	153	1065	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	94	71	13	31	14	74	453	93	153	1065	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	94	71	13	31	14	74	453	93	153	1065	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1240	560	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.04	0.01	0.03	0.03	0.04	0.08	0.05	0.09	0.19	0.03
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.59	0.21	0.21	0.21	0.13	0.35	0.35	0.38	0.59	0.59
Volume/Cap:	0.31	0.24	0.07	0.04	0.12	0.12	0.31	0.23	0.15	0.23	0.31	0.06
Delay/Veh:	47.6	46.6	12.4	44.4	45.3	45.3	55.5	32.5	31.6	29.5	14.2	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	46.6	12.4	44.4	45.3	45.3	55.5	32.5	31.6	29.5	14.2	11.9
LOS by Move:	D	D	B	D	D	D	E	C	C	C	B	B
HCM2kAvgQ:	5	3	1	0	2	2	3	4	3	5	7	1

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

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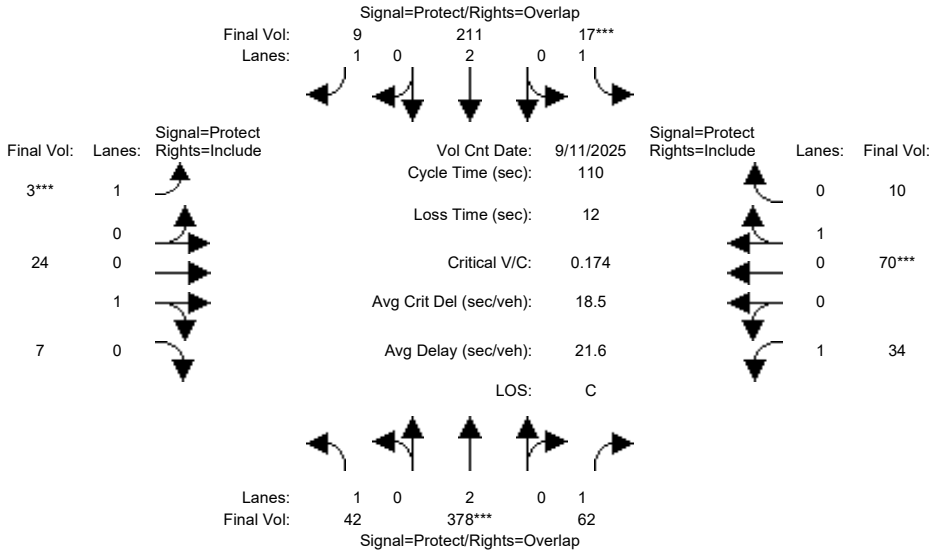
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9AM												
Base Vol:	42	378	62	17	211	9	3	24	7	34	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	378	62	17	211	9	3	24	7	34	70	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	378	62	17	211	9	3	24	7	34	70	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	378	62	17	211	9	3	24	7	34	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	378	62	17	211	9	3	24	7	34	70	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:	42	378	62	17	211	9	3	24	7	34	70	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.77	0.23	1.00	0.87	0.13
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1394	406	1750	1575	225
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.01	0.06	0.01	0.00	0.02	0.02	0.02	0.04	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.53	0.65	0.06	0.35	0.41	0.06	0.18	0.18	0.12	0.24	0.24
Volume/Cap:	0.10	0.19	0.05	0.15	0.16	0.01	0.03	0.10	0.10	0.16	0.19	0.19
Delay/Veh:	32.3	13.7	7.0	49.3	24.8	19.2	48.4	38.1	38.1	43.5	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	13.7	7.0	49.3	24.8	19.2	48.4	38.1	38.1	43.5	33.8	33.8
LOS by Move:	C	B	A	D	C	B	D	D	D	D	C	C
HCM2kAvgQ:	1	3	1	1	2	0	0	1	1	1	2	2

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

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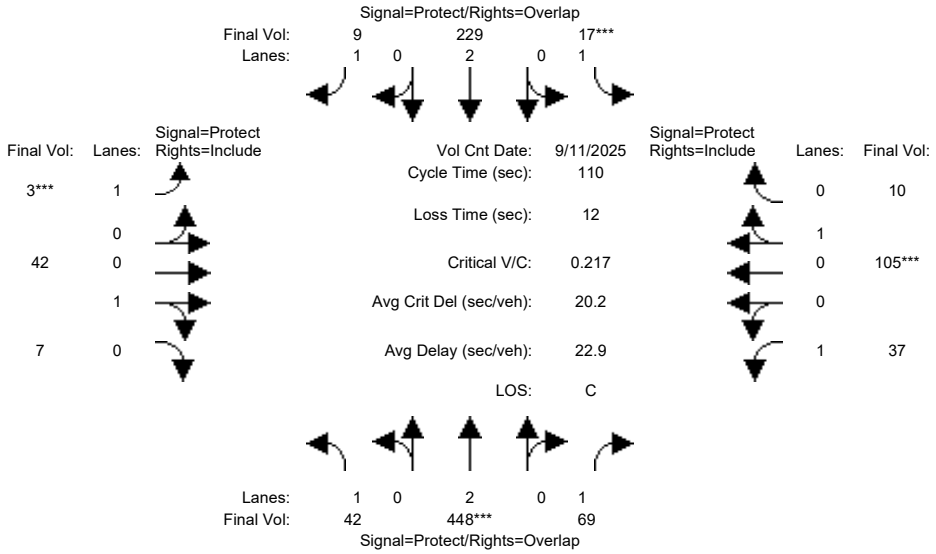
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9AM												
Base Vol:	42	378	62	17	211	9	3	24	7	34	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	378	62	17	211	9	3	24	7	34	70	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	70	7	0	18	0	0	18	0	3	35	0
Initial Fut:	42	448	69	17	229	9	3	42	7	37	105	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:	42	448	69	17	229	9	3	42	7	37	105	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	448	69	17	229	9	3	42	7	37	105	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:	42	448	69	17	229	9	3	42	7	37	105	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	1.00	0.91	0.09
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1543	257	1750	1643	157
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.04	0.01	0.06	0.01	0.00	0.03	0.03	0.02	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.50	0.63	0.06	0.33	0.39	0.06	0.20	0.20	0.14	0.27	0.27
Volume/Cap:	0.10	0.24	0.06	0.15	0.18	0.01	0.03	0.14	0.14	0.15	0.24	0.24
Delay/Veh:	33.5	16.0	7.8	49.3	26.4	20.4	48.4	36.8	36.8	42.2	31.7	31.7
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:	33.5	16.0	7.8	49.3	26.4	20.4	48.4	36.8	36.8	42.2	31.7	31.7
LOS by Move:	C	B	A	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	4	1	1	3	0	0	1	1	1	3	3

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

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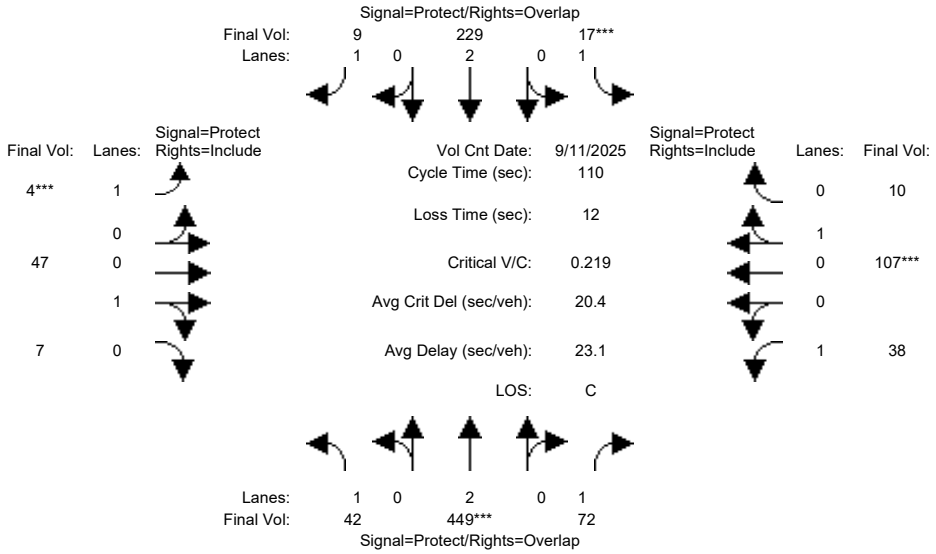
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9AM												
Base Vol:	42	378	62	17	211	9	3	24	7	34	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	378	62	17	211	9	3	24	7	34	70	10
Added Vol:	0	1	3	0	0	0	1	5	0	1	2	0
ATI:	0	70	7	0	18	0	0	18	0	3	35	0
Initial Fut:	42	449	72	17	229	9	4	47	7	38	107	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:	42	449	72	17	229	9	4	47	7	38	107	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	449	72	17	229	9	4	47	7	38	107	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:	42	449	72	17	229	9	4	47	7	38	107	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.87	0.13	1.00	0.91	0.09
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1567	233	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.04	0.01	0.06	0.01	0.00	0.03	0.03	0.02	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.49	0.63	0.06	0.33	0.39	0.06	0.20	0.20	0.14	0.27	0.27
Volume/Cap:	0.10	0.24	0.07	0.15	0.18	0.01	0.04	0.15	0.15	0.16	0.24	0.24
Delay/Veh:	33.6	16.1	7.9	49.3	26.6	20.5	48.5	36.8	36.8	42.1	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	16.1	7.9	49.3	26.6	20.5	48.5	36.8	36.8	42.1	31.5	31.5
LOS by Move:	C	B	A	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	4	1	1	3	0	0	2	2	1	3	3

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

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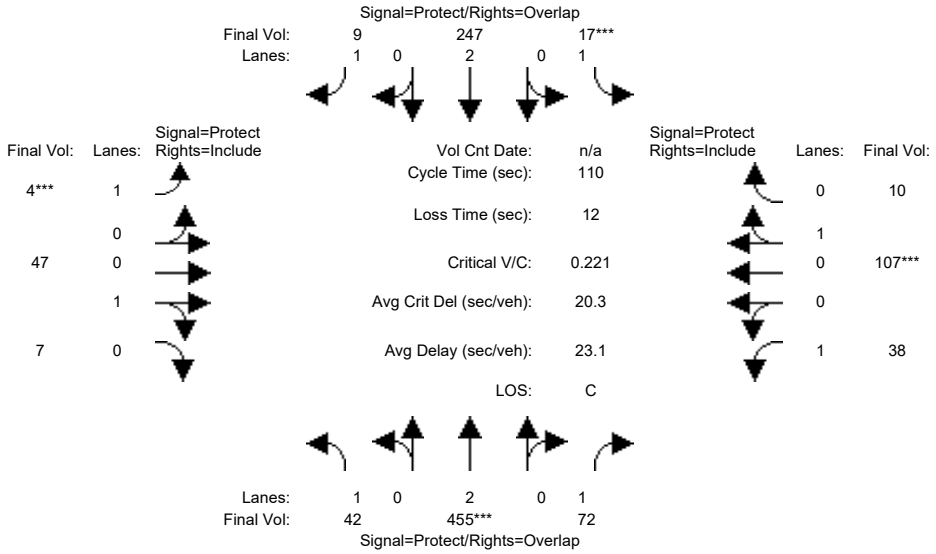
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	455	72	17	247	9	4	47	7	38	107	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:	42	455	72	17	247	9	4	47	7	38	107	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	455	72	17	247	9	4	47	7	38	107	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:	42	455	72	17	247	9	4	47	7	38	107	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	455	72	17	247	9	4	47	7	38	107	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:	42	455	72	17	247	9	4	47	7	38	107	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.87	0.13	1.00	0.91	0.09
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1567	233	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.04	0.01	0.07	0.01	0.00	0.03	0.03	0.02	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.49	0.63	0.06	0.33	0.39	0.06	0.20	0.20	0.14	0.27	0.27
Volume/Cap:	0.10	0.24	0.07	0.15	0.20	0.01	0.04	0.15	0.15	0.16	0.24	0.24
Delay/Veh:	33.5	16.0	7.8	49.3	26.6	20.4	48.5	36.9	36.9	42.2	31.7	31.7
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:	33.5	16.0	7.8	49.3	26.6	20.4	48.5	36.9	36.9	42.2	31.7	31.7
LOS by Move:	C	B	A	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	4	1	1	3	0	0	2	2	1	3	3

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

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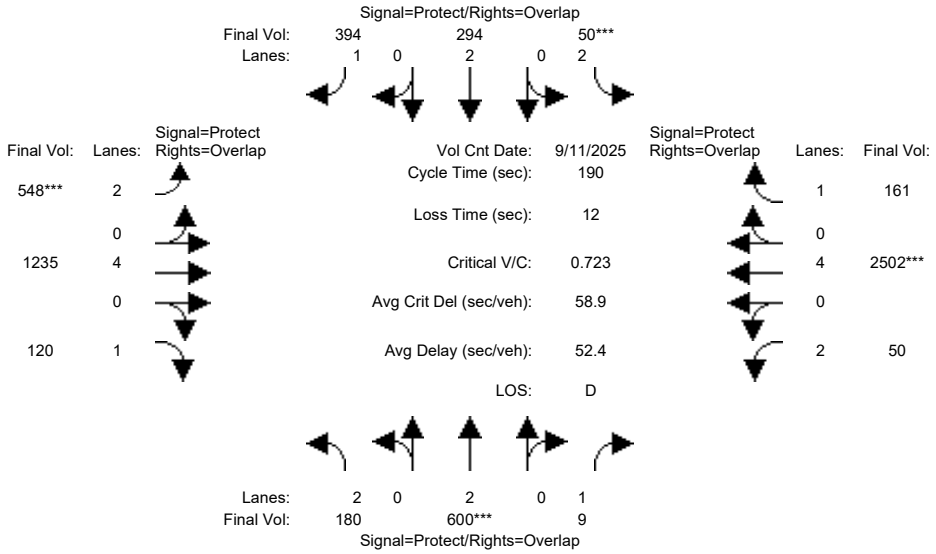
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9am												
Base Vol:	180	600	9	50	294	394	548	1235	120	50	2502	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	9	50	294	394	548	1235	120	50	2502	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	9	50	294	394	548	1235	120	50	2502	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	600	9	50	294	394	548	1235	120	50	2502	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	9	50	294	394	548	1235	120	50	2502	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	9	50	294	394	548	1235	120	50	2502	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.01	0.02	0.08	0.23	0.17	0.16	0.07	0.02	0.33	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.21	0.34	0.04	0.14	0.38	0.24	0.56	0.67	0.13	0.45	0.49
Volume/Cap:	0.53	0.73	0.02	0.43	0.53	0.59	0.73	0.29	0.10	0.13	0.73	0.19
Delay/Veh:	82.0	73.0	41.4	92.1	76.3	48.3	72.5	29.3	17.7	73.8	51.8	34.0
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:	82.0	73.0	41.4	92.1	76.3	48.3	72.5	29.3	17.7	73.8	51.8	34.0
LOS by Move:	F	E	D	F	E	D	E	C	B	E	D	C
HCM2kAvgQ:	6	16	0	2	8	19	18	12	4	2	31	7

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

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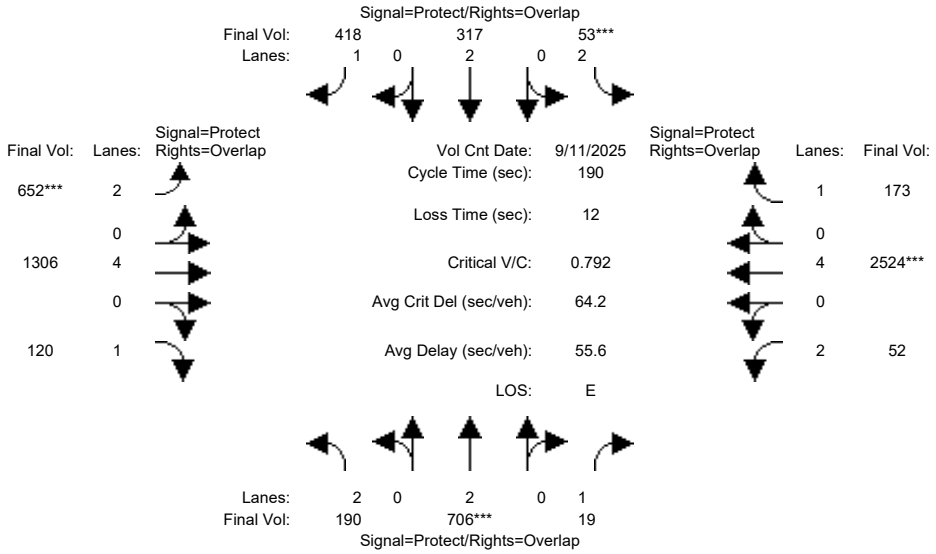
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9am												
Base Vol:	180	600	9	50	294	394	548	1235	120	50	2502	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	9	50	294	394	548	1235	120	50	2502	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	106	10	3	23	24	104	71	0	2	22	12
Initial Fut:	190	706	19	53	317	418	652	1306	120	52	2524	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	706	19	53	317	418	652	1306	120	52	2524	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	706	19	53	317	418	652	1306	120	52	2524	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	706	19	53	317	418	652	1306	120	52	2524	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.01	0.02	0.08	0.24	0.21	0.17	0.07	0.02	0.33	0.10
Crit Moves:		****			****			****			****	
Green/Cycle:	0.11	0.23	0.35	0.04	0.16	0.41	0.26	0.55	0.66	0.12	0.41	0.45
Volume/Cap:	0.54	0.81	0.03	0.46	0.54	0.58	0.81	0.31	0.10	0.14	0.81	0.22
Delay/Veh:	81.3	74.6	40.7	92.5	74.9	44.3	74.5	30.3	17.8	75.3	58.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	74.6	40.7	92.5	74.9	44.3	74.5	30.3	17.8	75.3	58.0	38.0
LOS by Move:	F	E	D	F	E	D	E	C	B	E	E	D
HCM2kAvgQ:	6	20	1	2	9	20	22	13	4	2	33	8

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

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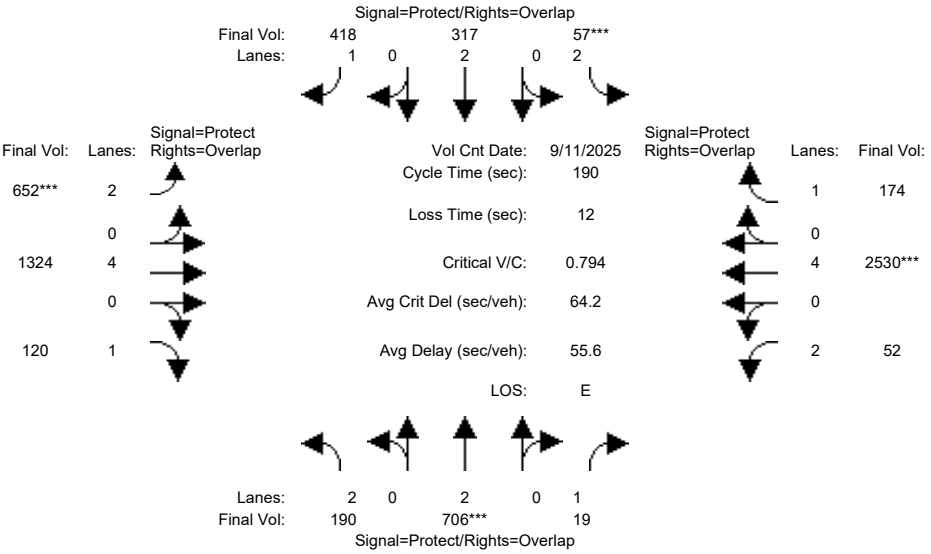
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 8-9am												
Base Vol:	180	600	9	50	294	394	548	1235	120	50	2502	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	9	50	294	394	548	1235	120	50	2502	161
Added Vol:	0	0	0	4	0	0	0	18	0	0	6	1
ATI:	10	106	10	3	23	24	104	71	0	2	22	12
Initial Fut:	190	706	19	57	317	418	652	1324	120	52	2530	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	706	19	57	317	418	652	1324	120	52	2530	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	706	19	57	317	418	652	1324	120	52	2530	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	706	19	57	317	418	652	1324	120	52	2530	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.01	0.02	0.08	0.24	0.21	0.17	0.07	0.02	0.33	0.10
Crit Moves:		****			****			****			****	
Green/Cycle:	0.11	0.23	0.35	0.04	0.16	0.41	0.26	0.55	0.66	0.12	0.41	0.45
Volume/Cap:	0.54	0.81	0.03	0.49	0.54	0.58	0.81	0.32	0.10	0.14	0.81	0.22
Delay/Veh:	81.3	74.7	40.9	93.0	75.0	44.4	74.6	30.3	17.7	75.5	58.0	37.9
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:	81.3	74.7	40.9	93.0	75.0	44.4	74.6	30.3	17.7	75.5	58.0	37.9
LOS by Move:	F	E	D	F	E	D	E	C	B	E	E	D
HCM2kAvgQ:	6	20	1	3	9	20	22	13	4	2	33	8

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

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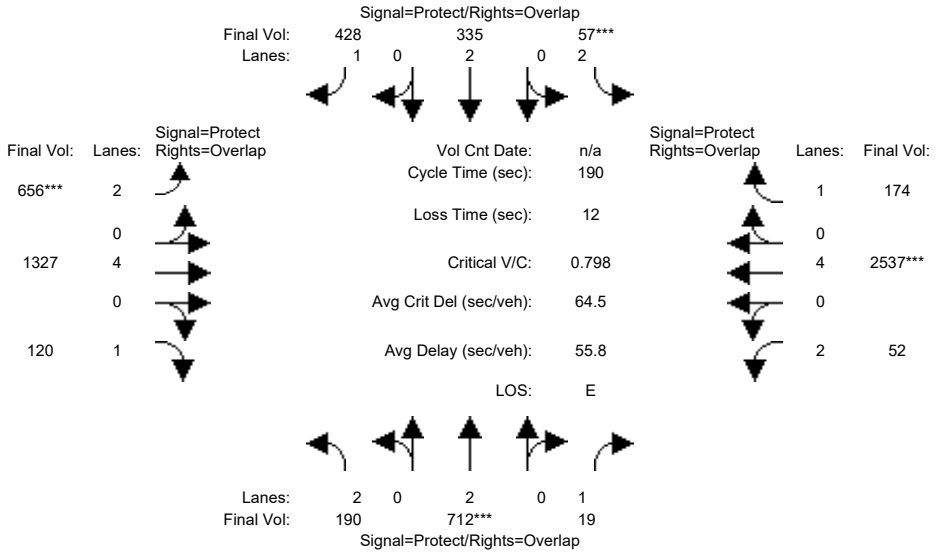
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	712	19	57	335	428	656	1327	120	52	2537	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	712	19	57	335	428	656	1327	120	52	2537	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	712	19	57	335	428	656	1327	120	52	2537	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	712	19	57	335	428	656	1327	120	52	2537	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	712	19	57	335	428	656	1327	120	52	2537	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	712	19	57	335	428	656	1327	120	52	2537	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.01	0.02	0.09	0.24	0.21	0.17	0.07	0.02	0.33	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.23	0.35	0.04	0.16	0.42	0.26	0.55	0.66	0.12	0.41	0.45
Volume/Cap:	0.55	0.81	0.03	0.49	0.55	0.59	0.81	0.32	0.10	0.14	0.81	0.22
Delay/Veh:	82.3	74.8	40.9	93.0	74.8	44.1	74.9	30.3	18.0	75.6	58.3	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	74.8	40.9	93.0	74.8	44.1	74.9	30.3	18.0	75.6	58.3	38.0
LOS by Move:	F	E	D	F	E	D	E	C	B	E	E	D
HCM2kAvgQ:	6	20	1	3	9	20	23	13	4	2	33	8

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

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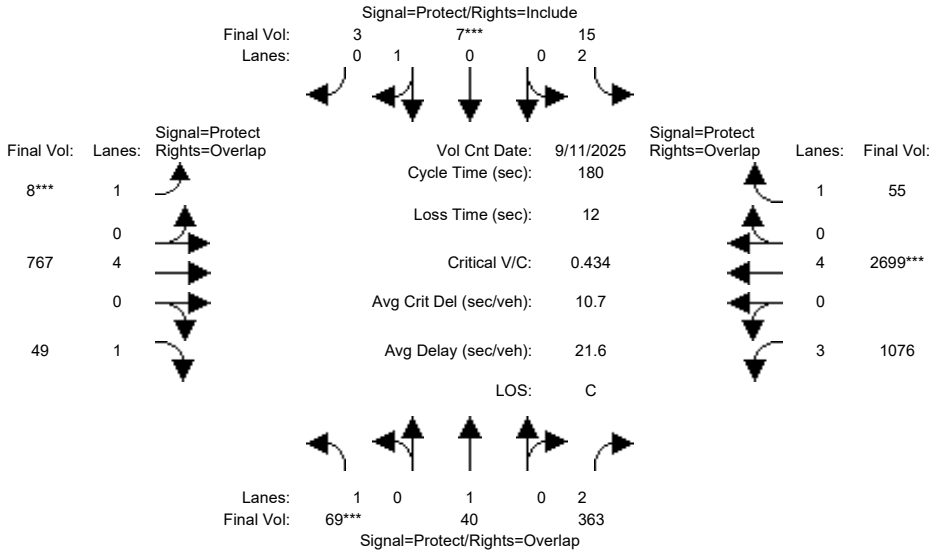
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	69	40	363	15	7	3	8	767	49	1076	2699	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:	69	40	363	15	7	3	8	767	49	1076	2699	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	40	363	15	7	3	8	767	49	1076	2699	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:	69	40	363	15	7	3	8	767	49	1076	2699	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	40	363	15	7	3	8	767	49	1076	2699	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:	69	40	363	15	7	3	8	767	49	1076	2699	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1260	540	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.12	0.00	0.01	0.01	0.00	0.10	0.03	0.24	0.36	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.64	0.06	0.06	0.06	0.04	0.24	0.32	0.56	0.76	0.81
Volume/Cap:	0.47	0.26	0.18	0.08	0.10	0.10	0.12	0.42	0.09	0.42	0.47	0.04
Delay/Veh:	81.0	78.4	13.3	80.5	81.2	81.2	84.3	58.4	42.7	23.3	8.4	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:	81.0	78.4	13.3	80.5	81.2	81.2	84.3	58.4	42.7	23.3	8.4	3.3
LOS by Move:	F	E	B	F	F	F	F	E	D	C	A	A
HCM2kAvgQ:	5	2	9	1	1	1	0	9	2	14	14	1

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

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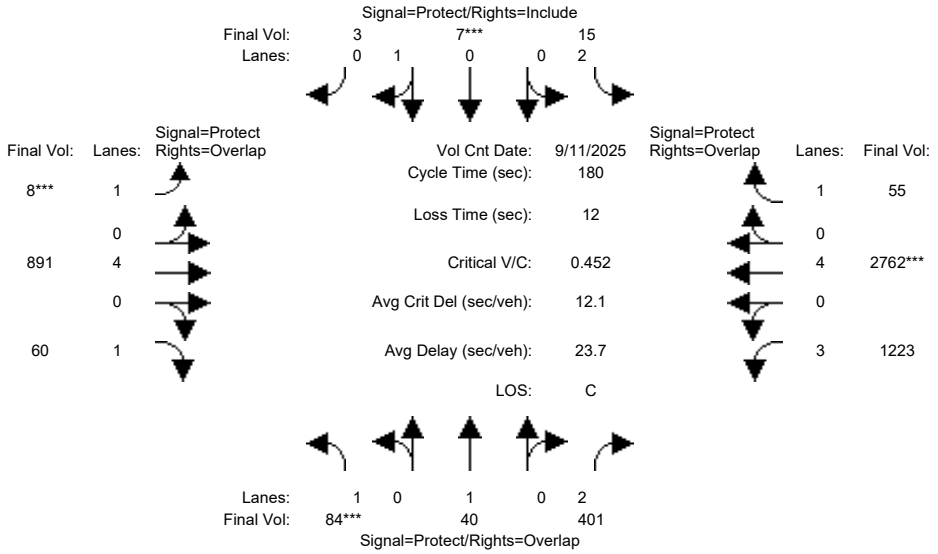
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	69	40	363	15	7	3	8	767	49	1076	2699	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:	69	40	363	15	7	3	8	767	49	1076	2699	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	0	38	0	0	0	0	124	11	147	63	0
Initial Fut:	84	40	401	15	7	3	8	891	60	1223	2762	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:	84	40	401	15	7	3	8	891	60	1223	2762	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	40	401	15	7	3	8	891	60	1223	2762	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:	84	40	401	15	7	3	8	891	60	1223	2762	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1260	540	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.13	0.00	0.01	0.01	0.00	0.12	0.03	0.27	0.36	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.09	0.63	0.06	0.06	0.06	0.04	0.24	0.33	0.54	0.74	0.80
Volume/Cap:	0.49	0.23	0.20	0.08	0.10	0.10	0.12	0.49	0.10	0.49	0.49	0.04
Delay/Veh:	79.1	76.8	13.9	79.5	81.2	81.2	84.3	59.6	41.3	25.9	9.6	3.6
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:	79.1	76.8	13.9	79.5	81.2	81.2	84.3	59.6	41.3	25.9	9.6	3.6
LOS by Move:	E	E	B	E	F	F	F	E	D	C	A	A
HCM2kAvgQ:	5	2	10	1	1	1	0	10	2	17	15	1

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

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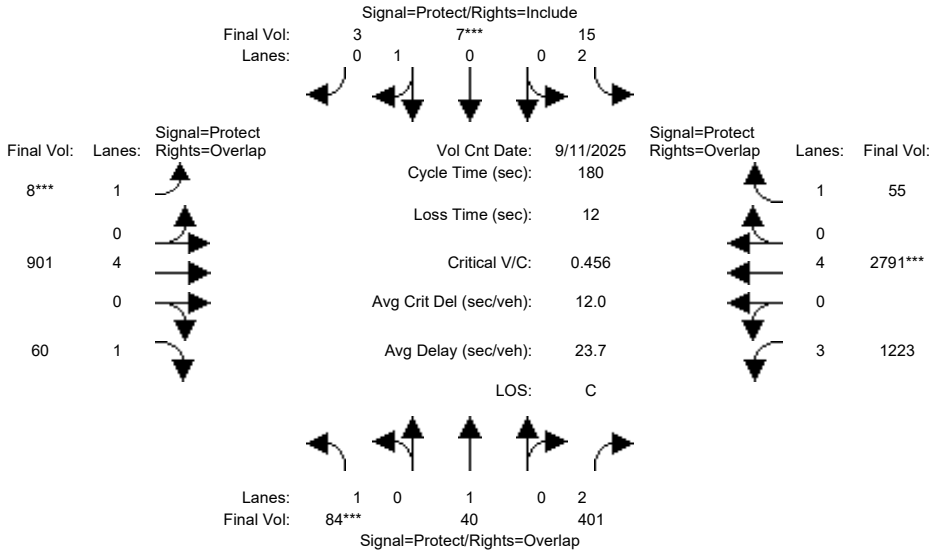
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	69	40	363	15	7	3	8	767	49	1076	2699	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:	69	40	363	15	7	3	8	767	49	1076	2699	55
Added Vol:	0	0	0	0	0	0	0	10	0	0	29	0
ATI:	15	0	38	0	0	0	0	124	11	147	63	0
Initial Fut:	84	40	401	15	7	3	8	901	60	1223	2791	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:	84	40	401	15	7	3	8	901	60	1223	2791	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	40	401	15	7	3	8	901	60	1223	2791	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:	84	40	401	15	7	3	8	901	60	1223	2791	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1260	540	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.13	0.00	0.01	0.01	0.00	0.12	0.03	0.27	0.37	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.09	0.63	0.06	0.06	0.06	0.04	0.24	0.34	0.54	0.74	0.80
Volume/Cap:	0.49	0.23	0.20	0.08	0.10	0.10	0.12	0.50	0.10	0.50	0.49	0.04
Delay/Veh:	79.4	76.9	14.1	79.6	81.2	81.2	84.3	59.3	41.2	26.0	9.5	3.6
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:	79.4	76.9	14.1	79.6	81.2	81.2	84.3	59.3	41.2	26.0	9.5	3.6
LOS by Move:	E	E	B	E	F	F	F	E	D	C	A	A
HCM2kAvgQ:	5	2	10	1	1	1	0	10	2	17	15	1

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

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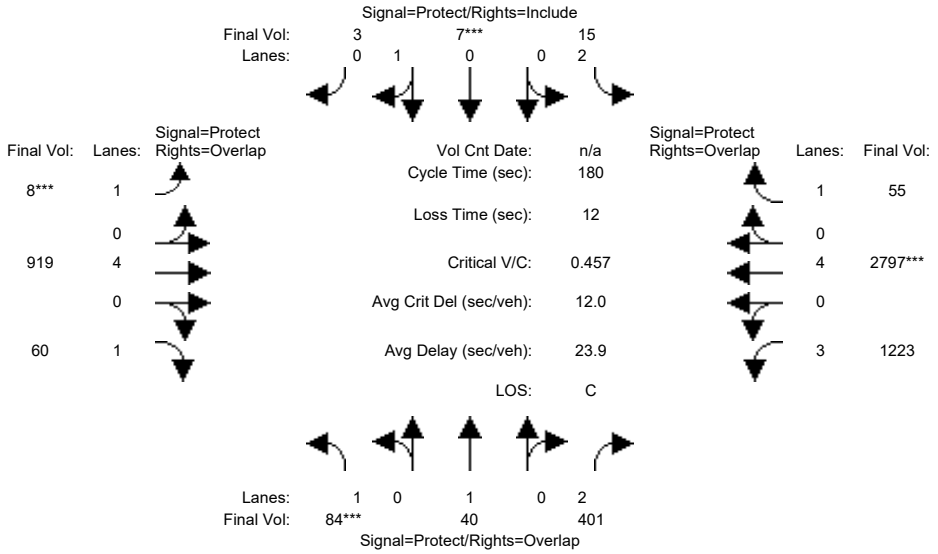
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	40	401	15	7	3	8	919	60	1223	2797	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:	84	40	401	15	7	3	8	919	60	1223	2797	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	40	401	15	7	3	8	919	60	1223	2797	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:	84	40	401	15	7	3	8	919	60	1223	2797	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	40	401	15	7	3	8	919	60	1223	2797	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:	84	40	401	15	7	3	8	919	60	1223	2797	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1260	540	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.13	0.00	0.01	0.01	0.00	0.12	0.03	0.27	0.37	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.09	0.63	0.06	0.06	0.06	0.04	0.24	0.34	0.54	0.74	0.80
Volume/Cap:	0.50	0.23	0.20	0.08	0.10	0.10	0.12	0.50	0.10	0.50	0.50	0.04
Delay/Veh:	79.4	76.9	14.3	79.6	81.2	81.2	84.3	59.0	40.8	26.4	9.5	3.6
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:	79.4	76.9	14.3	79.6	81.2	81.2	84.3	59.0	40.8	26.4	9.5	3.6
LOS by Move:	E	E	B	E	F	F	F	E	D	C	A	A
HCM2kAvgQ:	5	2	10	1	1	1	0	11	2	17	16	1

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

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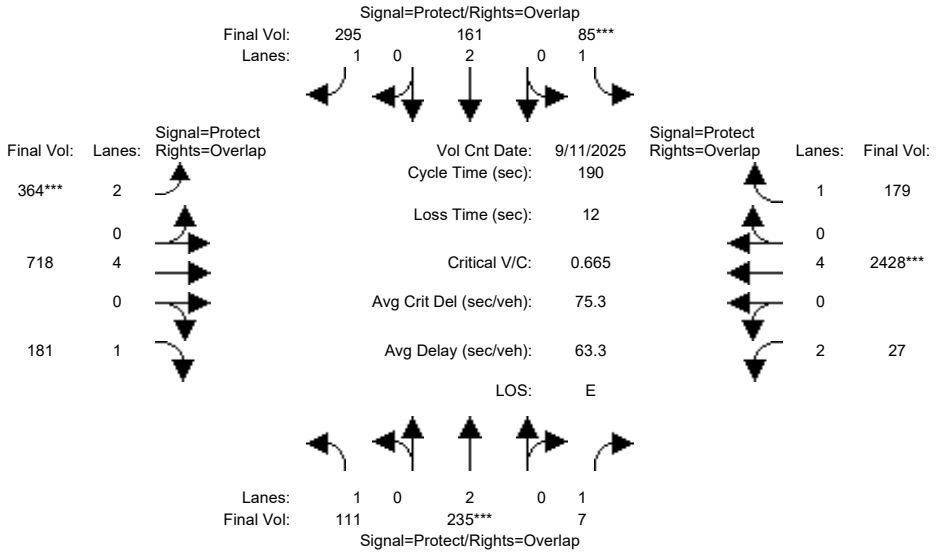
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	111	235	7	85	161	295	364	718	181	27	2428	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	235	7	85	161	295	364	718	181	27	2428	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	235	7	85	161	295	364	718	181	27	2428	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	235	7	85	161	295	364	718	181	27	2428	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	235	7	85	161	295	364	718	181	27	2428	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	235	7	85	161	295	364	718	181	27	2428	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.05	0.04	0.17	0.12	0.09	0.10	0.01	0.40	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.57
Volume/Cap:	0.62	0.29	0.01	0.66	0.22	0.49	0.73	0.16	0.15	0.14	0.81	0.18
Delay/Veh:	94.2	66.6	53.3	103.2	69.9	52.7	87.0	25.9	17.5	94.7	73.4	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	66.6	53.3	103.2	69.9	52.7	87.0	25.9	17.5	94.7	73.4	39.8
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
HCM2kAvgQ:	8	6	0	6	4	15	13	7	7	1	36	9

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

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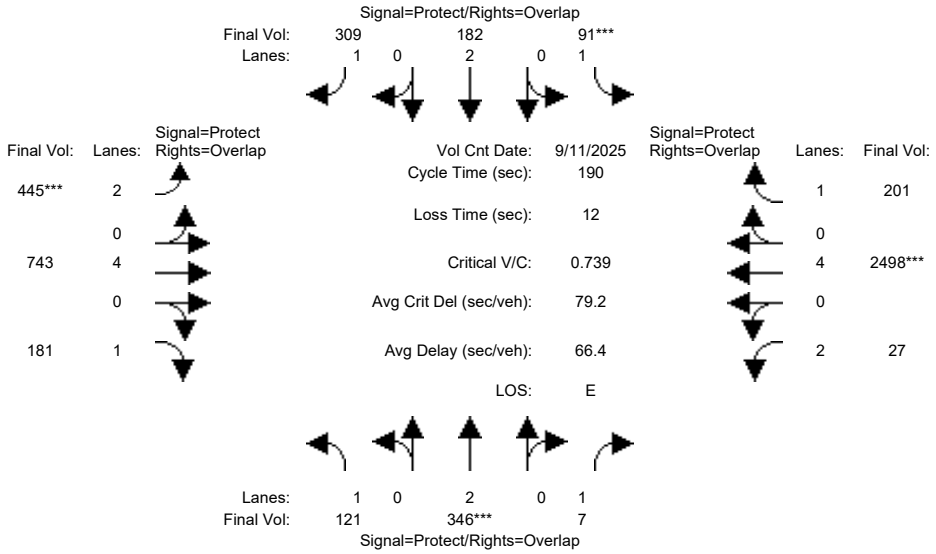
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	111	235	7	85	161	295	364	718	181	27	2428	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	235	7	85	161	295	364	718	181	27	2428	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	111	0	6	21	14	81	25	0	0	70	22
Initial Fut:	121	346	7	91	182	309	445	743	181	27	2498	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	346	7	91	182	309	445	743	181	27	2498	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	346	7	91	182	309	445	743	181	27	2498	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	346	7	91	182	309	445	743	181	27	2498	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.05	0.05	0.18	0.14	0.10	0.10	0.01	0.41	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.68	0.42	0.01	0.70	0.25	0.50	0.87	0.17	0.15	0.14	0.84	0.20
Delay/Veh:	98.2	68.9	53.3	107.9	70.3	52.5	97.6	26.0	17.5	94.7	76.3	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:	98.2	68.9	53.3	107.9	70.3	52.5	97.6	26.0	17.5	94.7	76.3	41.0
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
HCM2kAvgQ:	9	9	0	6	5	16	17	7	7	1	38	11

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

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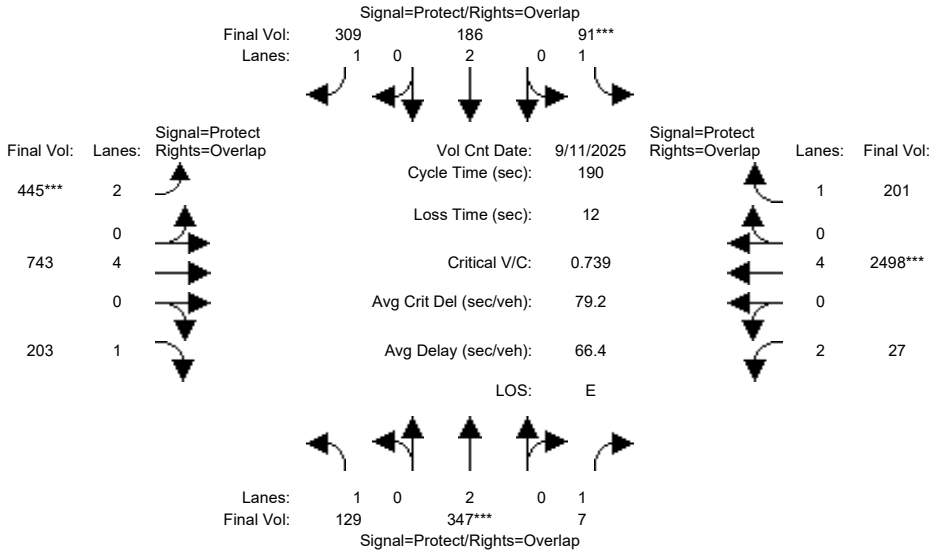
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	111	235	7	85	161	295	364	718	181	27	2428	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	235	7	85	161	295	364	718	181	27	2428	179
Added Vol:	8	1	0	0	4	0	0	0	22	0	0	0
ATI:	10	111	0	6	21	14	81	25	0	0	70	22
Initial Fut:	129	347	7	91	186	309	445	743	203	27	2498	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	347	7	91	186	309	445	743	203	27	2498	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	347	7	91	186	309	445	743	203	27	2498	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	347	7	91	186	309	445	743	203	27	2498	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.05	0.05	0.18	0.14	0.10	0.12	0.01	0.41	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.72	0.42	0.01	0.70	0.26	0.50	0.87	0.17	0.17	0.14	0.84	0.20
Delay/Veh:	102.2	68.9	53.3	107.9	70.4	52.5	97.6	26.0	17.8	94.7	76.3	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:	102.2	68.9	53.3	107.9	70.4	52.5	97.6	26.0	17.8	94.7	76.3	41.0
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
HCM2kAvgQ:	10	9	0	6	5	16	17	7	8	1	38	11

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

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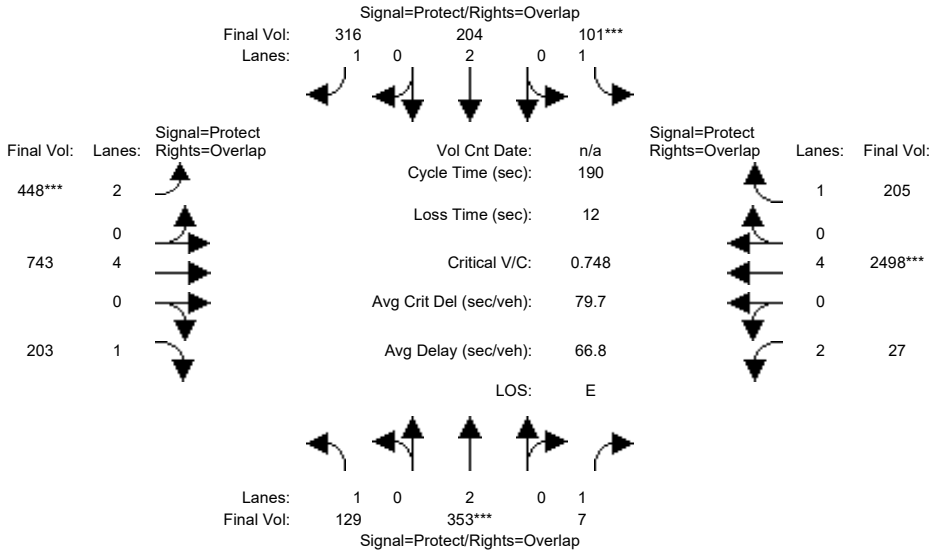
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	353	7	101	204	316	448	743	203	27	2498	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	353	7	101	204	316	448	743	203	27	2498	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	353	7	101	204	316	448	743	203	27	2498	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	353	7	101	204	316	448	743	203	27	2498	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	353	7	101	204	316	448	743	203	27	2498	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	353	7	101	204	316	448	743	203	27	2498	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.80	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	6080	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.06	0.05	0.18	0.14	0.10	0.12	0.01	0.41	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.22	0.28	0.07	0.19	0.35	0.16	0.59	0.69	0.06	0.49	0.56
Volume/Cap:	0.72	0.43	0.01	0.78	0.28	0.51	0.87	0.17	0.17	0.14	0.84	0.21
Delay/Veh:	102.2	69.0	53.3	118.1	70.8	52.8	98.4	26.0	17.8	94.7	76.3	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.2	69.0	53.3	118.1	70.8	52.8	98.4	26.0	17.8	94.7	76.3	41.1
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	D
HCM2kAvgQ:	10	9	0	7	5	16	17	7	8	1	38	11

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

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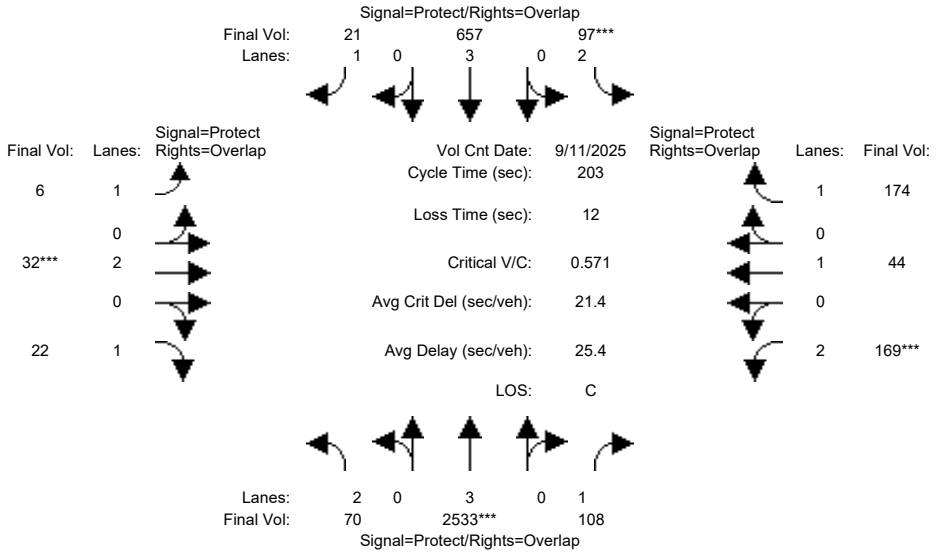
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	70	2533	108	97	657	21	6	32	22	169	44	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2533	108	97	657	21	6	32	22	169	44	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2533	108	97	657	21	6	32	22	169	44	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2533	108	97	657	21	6	32	22	169	44	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2533	108	97	657	21	6	32	22	169	44	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2533	108	97	657	21	6	32	22	169	44	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.06	0.03	0.12	0.01	0.00	0.01	0.01	0.05	0.02	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.75	0.84	0.05	0.62	0.66	0.05	0.05	0.23	0.09	0.09	0.14
Volume/Cap:	0.12	0.59	0.07	0.59	0.19	0.02	0.07	0.17	0.05	0.59	0.25	0.69
Delay/Veh:	69.5	12.1	2.9	109.0	17.0	11.7	94.3	94.5	60.6	97.5	88.8	96.5
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:	69.5	12.1	2.9	109.0	17.0	11.7	94.3	94.5	60.6	97.5	88.8	96.5
LOS by Move:	E	B	A	F	B	B	F	F	E	F	F	F
HCM2kAvgQ:	2	25	1	4	6	0	0	1	1	7	3	12

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

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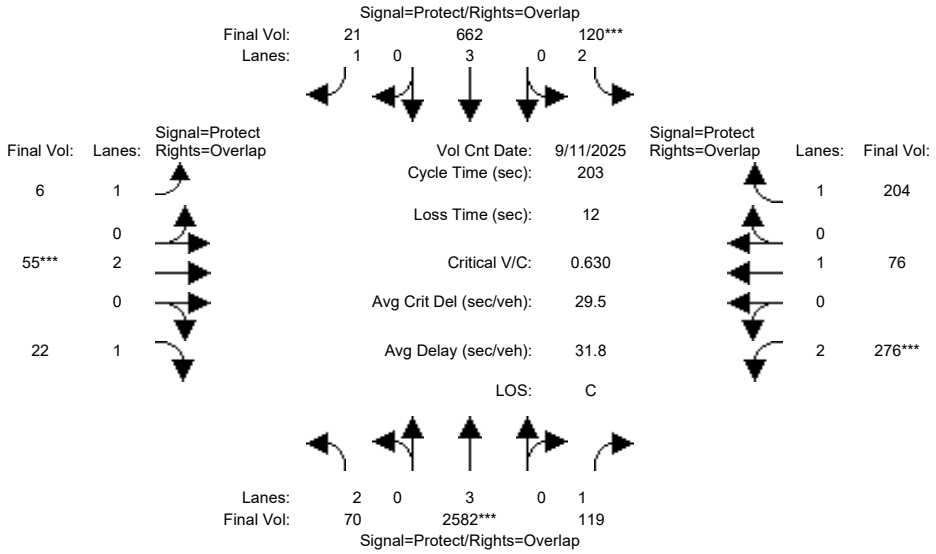
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	70	2533	108	97	657	21	6	32	22	169	44	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2533	108	97	657	21	6	32	22	169	44	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	49	11	23	5	0	0	23	0	107	32	30
Initial Fut:	70	2582	119	120	662	21	6	55	22	276	76	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2582	119	120	662	21	6	55	22	276	76	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2582	119	120	662	21	6	55	22	276	76	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2582	119	120	662	21	6	55	22	276	76	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.07	0.04	0.12	0.01	0.00	0.01	0.01	0.09	0.04	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.70	0.83	0.06	0.58	0.64	0.06	0.05	0.22	0.13	0.13	0.19
Volume/Cap:	0.13	0.65	0.08	0.65	0.20	0.02	0.06	0.29	0.06	0.65	0.31	0.62
Delay/Veh:	71.4	17.8	3.1	109.8	20.1	13.4	91.9	97.0	62.4	90.7	83.7	84.7
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:	71.4	17.8	3.1	109.8	20.1	13.4	91.9	97.0	62.4	90.7	83.7	84.7
LOS by Move:	E	B	A	F	C	B	F	F	E	F	F	F
HCM2kAvgQ:	2	31	2	5	6	1	0	2	1	11	4	13

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

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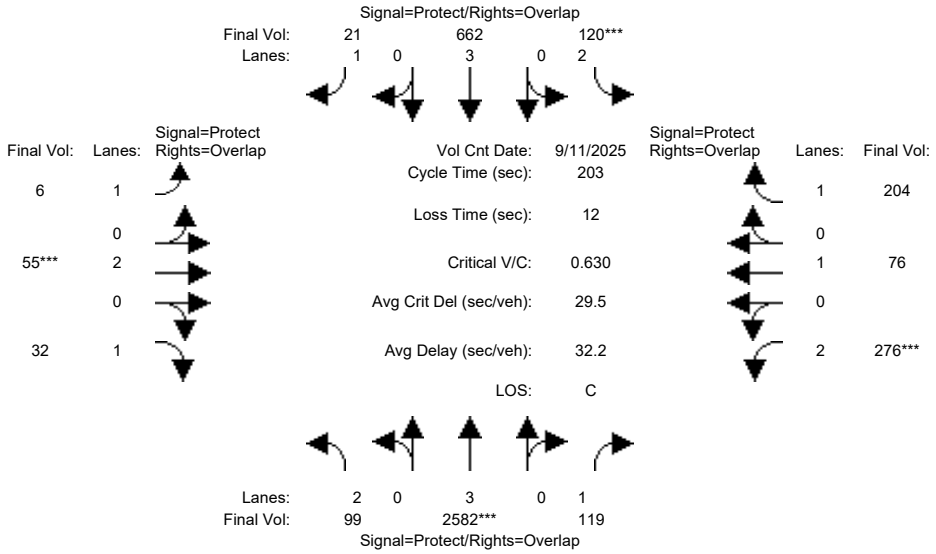
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 7:45-8:45												
Base Vol:	70	2533	108	97	657	21	6	32	22	169	44	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2533	108	97	657	21	6	32	22	169	44	174
Added Vol:	29	0	0	0	0	0	0	0	10	0	0	0
ATI:	0	49	11	23	5	0	0	23	0	107	32	30
Initial Fut:	99	2582	119	120	662	21	6	55	32	276	76	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	2582	119	120	662	21	6	55	32	276	76	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2582	119	120	662	21	6	55	32	276	76	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	2582	119	120	662	21	6	55	32	276	76	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.07	0.04	0.12	0.01	0.00	0.01	0.02	0.09	0.04	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.70	0.83	0.06	0.58	0.64	0.06	0.05	0.22	0.13	0.13	0.19
Volume/Cap:	0.18	0.65	0.08	0.65	0.20	0.02	0.06	0.29	0.08	0.65	0.31	0.62
Delay/Veh:	72.4	17.8	3.1	109.8	20.1	13.4	91.9	97.0	62.9	90.7	83.7	84.7
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:	72.4	17.8	3.1	109.8	20.1	13.4	91.9	97.0	62.9	90.7	83.7	84.7
LOS by Move:	E	B	A	F	C	B	F	F	E	F	F	F
HCM2kAvgQ:	3	31	2	5	6	1	0	2	2	11	4	13

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

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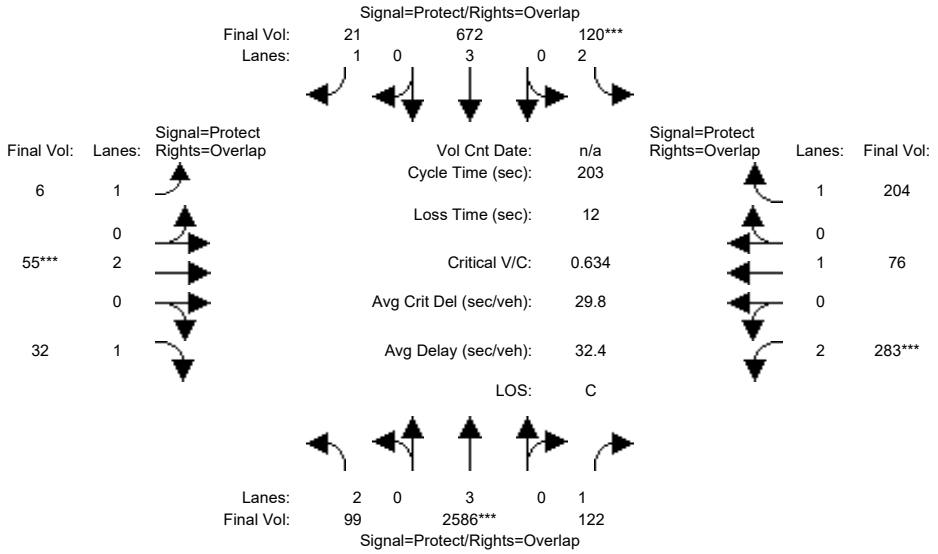
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	2586	122	120	672	21	6	55	32	283	76	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2586	122	120	672	21	6	55	32	283	76	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2586	122	120	672	21	6	55	32	283	76	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	2586	122	120	672	21	6	55	32	283	76	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2586	122	120	672	21	6	55	32	283	76	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	2586	122	120	672	21	6	55	32	283	76	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.07	0.04	0.12	0.01	0.00	0.01	0.02	0.09	0.04	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.70	0.83	0.06	0.58	0.64	0.06	0.05	0.22	0.14	0.13	0.19
Volume/Cap:	0.18	0.65	0.08	0.65	0.20	0.02	0.06	0.29	0.08	0.65	0.31	0.62
Delay/Veh:	72.8	18.1	3.1	110.2	20.1	13.3	91.7	97.0	63.3	90.3	83.3	84.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	18.1	3.1	110.2	20.1	13.3	91.7	97.0	63.3	90.3	83.3	84.2
LOS by Move:	E	B	A	F	C	B	F	F	E	F	F	F
HCM2kAvgQ:	3	31	2	5	6	1	0	2	2	11	4	13

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

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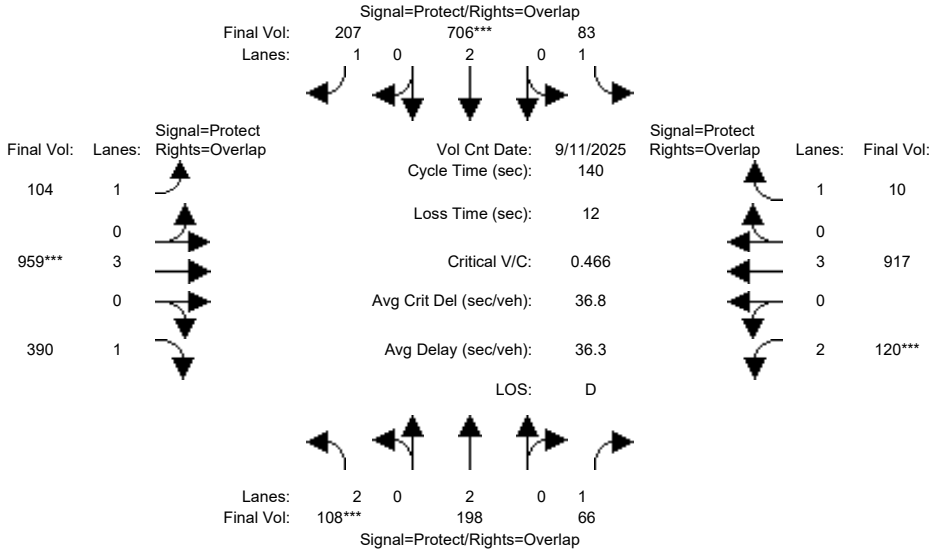
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6												
Base Vol:	108	198	66	83	706	207	104	959	390	120	917	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:	108	198	66	83	706	207	104	959	390	120	917	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	198	66	83	706	207	104	959	390	120	917	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:	108	198	66	83	706	207	104	959	390	120	917	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	198	66	83	706	207	104	959	390	120	917	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:	108	198	66	83	706	207	104	959	390	120	917	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.05	0.19	0.12	0.06	0.17	0.22	0.04	0.16	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.28	0.36	0.19	0.40	0.52	0.12	0.36	0.43	0.08	0.32	0.52
Volume/Cap:	0.47	0.19	0.10	0.24	0.47	0.23	0.50	0.47	0.51	0.47	0.50	0.01
Delay/Veh:	63.7	38.6	29.9	48.1	31.3	18.6	59.6	34.6	29.4	62.7	38.4	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:	63.7	38.6	29.9	48.1	31.3	18.6	59.6	34.6	29.4	62.7	38.4	16.4
LOS by Move:	E	D	C	D	C	B	E	C	C	E	D	B
HCM2kAvgQ:	3	3	2	3	11	5	5	10	13	3	10	0

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

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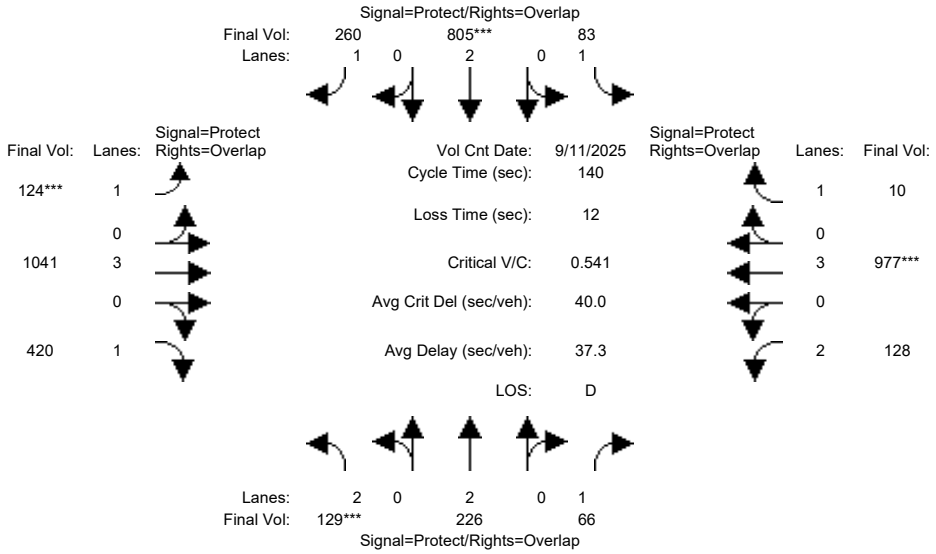
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6												
Base Vol:	108	198	66	83	706	207	104	959	390	120	917	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:	108	198	66	83	706	207	104	959	390	120	917	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	21	28	0	0	99	53	20	82	30	8	60	0
Initial Fut:	129	226	66	83	805	260	124	1041	420	128	977	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:	129	226	66	83	805	260	124	1041	420	128	977	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	226	66	83	805	260	124	1041	420	128	977	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:	129	226	66	83	805	260	124	1041	420	128	977	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.04	0.05	0.21	0.15	0.07	0.18	0.24	0.04	0.17	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.36	0.19	0.39	0.52	0.13	0.36	0.43	0.09	0.32	0.51
Volume/Cap:	0.54	0.22	0.10	0.25	0.54	0.28	0.54	0.51	0.55	0.45	0.54	0.01
Delay/Veh:	64.9	39.3	29.5	48.3	33.3	18.9	59.5	35.6	30.5	61.6	39.8	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	39.3	29.5	48.3	33.3	18.9	59.5	35.6	30.5	61.6	39.8	17.0
LOS by Move:	E	D	C	D	C	B	E	D	C	E	D	B
HCM2kAvgQ:	3	4	2	3	13	6	6	12	14	3	11	0

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

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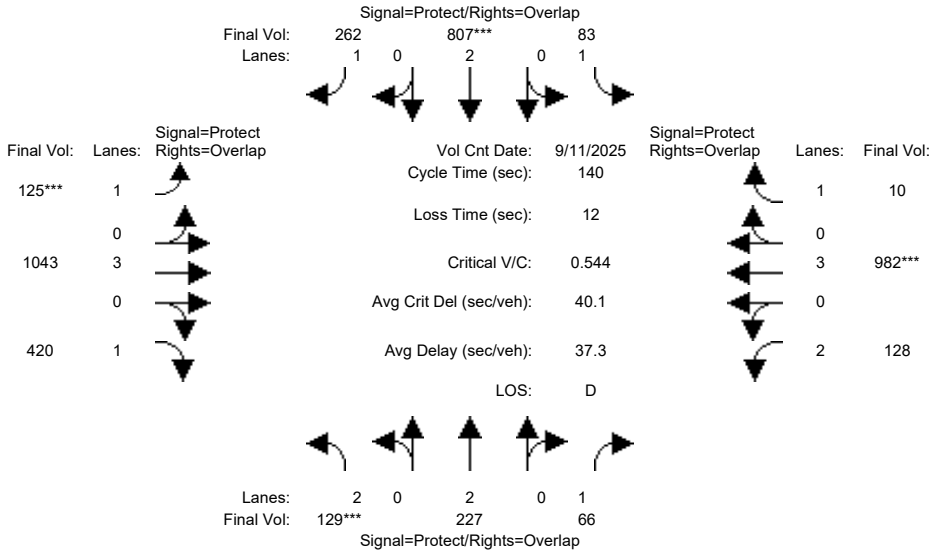
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6												
Base Vol:	108	198	66	83	706	207	104	959	390	120	917	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:	108	198	66	83	706	207	104	959	390	120	917	10
Added Vol:	0	1	0	0	2	2	1	2	0	0	5	0
ATI:	21	28	0	0	99	53	20	82	30	8	60	0
Initial Fut:	129	227	66	83	807	262	125	1043	420	128	982	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:	129	227	66	83	807	262	125	1043	420	128	982	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	227	66	83	807	262	125	1043	420	128	982	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:	129	227	66	83	807	262	125	1043	420	128	982	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.04	0.05	0.21	0.15	0.07	0.18	0.24	0.04	0.17	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.36	0.19	0.39	0.52	0.13	0.36	0.43	0.09	0.32	0.51
Volume/Cap:	0.54	0.22	0.10	0.25	0.54	0.29	0.54	0.51	0.55	0.45	0.54	0.01
Delay/Veh:	65.0	39.3	29.5	48.4	33.4	19.0	59.5	35.5	30.4	61.6	39.8	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	39.3	29.5	48.4	33.4	19.0	59.5	35.5	30.4	61.6	39.8	17.0
LOS by Move:	E	D	C	D	C	B	E	D	C	E	D	B
HCM2kAvgQ:	3	4	2	3	13	7	6	12	14	3	11	0

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

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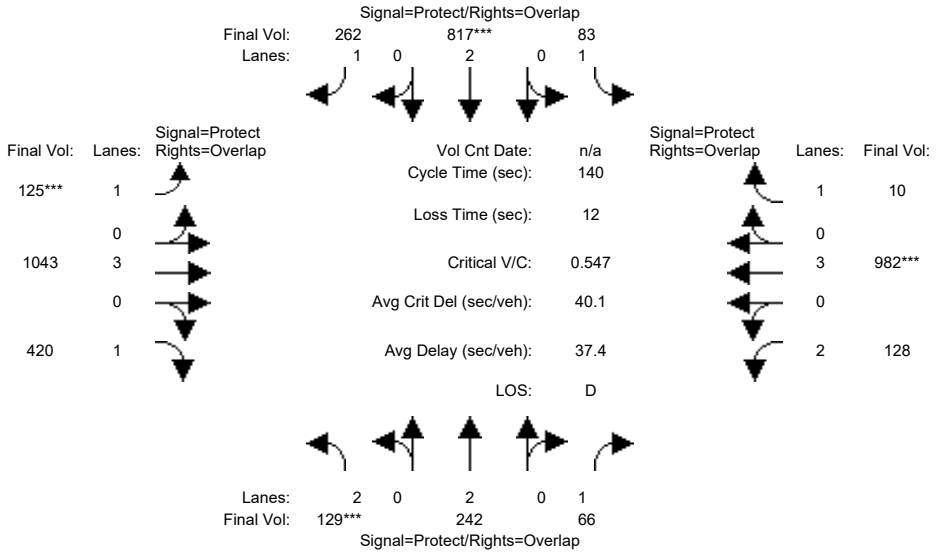
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3119: ZANKER RD / TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	242	66	83	817	262	125	1043	420	128	982	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:	129	242	66	83	817	262	125	1043	420	128	982	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	242	66	83	817	262	125	1043	420	128	982	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:	129	242	66	83	817	262	125	1043	420	128	982	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	242	66	83	817	262	125	1043	420	128	982	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:	129	242	66	83	817	262	125	1043	420	128	982	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.04	0.05	0.22	0.15	0.07	0.18	0.24	0.04	0.17	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.28	0.37	0.19	0.39	0.52	0.13	0.36	0.43	0.09	0.32	0.51
Volume/Cap:	0.55	0.23	0.10	0.25	0.55	0.29	0.55	0.51	0.56	0.45	0.55	0.01
Delay/Veh:	65.1	39.4	29.4	48.3	33.2	18.8	59.7	35.7	30.7	61.6	40.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	39.4	29.4	48.3	33.2	18.8	59.7	35.7	30.7	61.6	40.0	17.0
LOS by Move:	E	D	C	D	C	B	E	D	C	E	D	B
HCM2kAvgQ:	3	4	2	3	13	7	6	12	14	3	11	0

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

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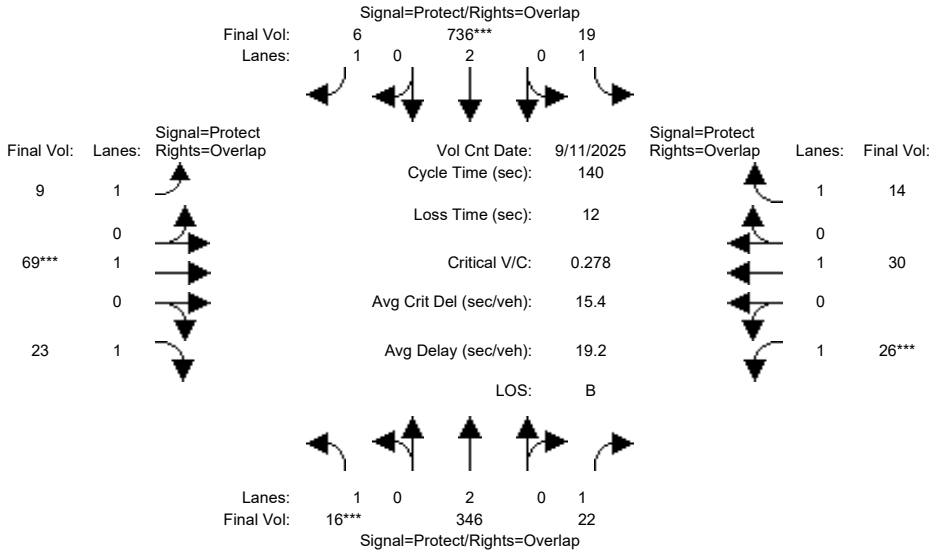
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30												
Base Vol:	16	346	22	19	736	6	9	69	23	26	30	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	346	22	19	736	6	9	69	23	26	30	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	346	22	19	736	6	9	69	23	26	30	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	346	22	19	736	6	9	69	23	26	30	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	346	22	19	736	6	9	69	23	26	30	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	346	22	19	736	6	9	69	23	26	30	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.01	0.19	0.00	0.01	0.04	0.01	0.01	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.47	0.53	0.26	0.68	0.76	0.07	0.13	0.18	0.05	0.11	0.37
Volume/Cap:	0.18	0.19	0.02	0.04	0.28	0.00	0.07	0.28	0.07	0.28	0.15	0.02
Delay/Veh:	64.8	21.4	15.9	38.8	8.7	4.1	60.5	55.9	48.0	65.5	57.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	21.4	15.9	38.8	8.7	4.1	60.5	55.9	48.0	65.5	57.2	28.3
LOS by Move:	E	C	B	D	A	A	E	E	D	E	E	C
HCM2kAvgQ:	1	4	0	1	6	0	0	3	1	1	1	0

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

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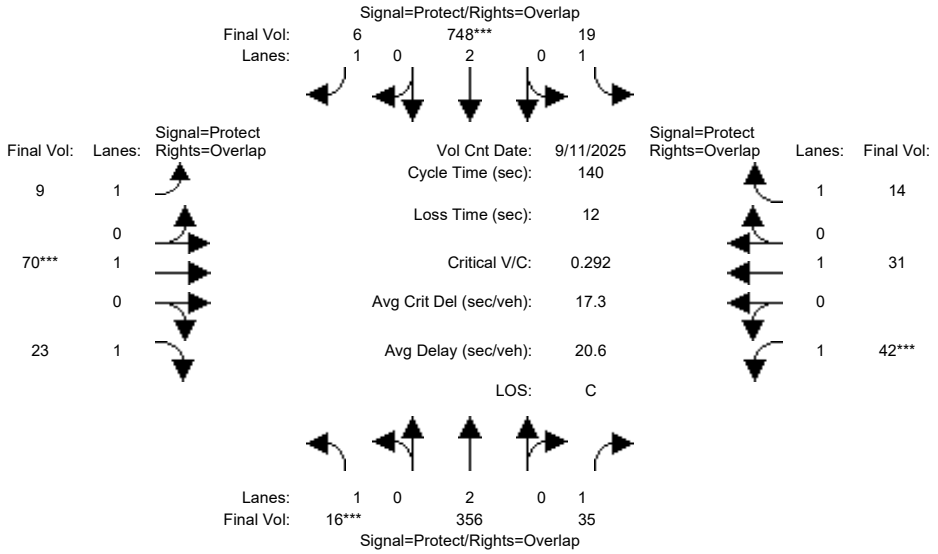
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30												
Base Vol:	16	346	22	19	736	6	9	69	23	26	30	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	346	22	19	736	6	9	69	23	26	30	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	10	13	0	12	0	0	1	0	16	1	0
Initial Fut:	16	356	35	19	748	6	9	70	23	42	31	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	356	35	19	748	6	9	70	23	42	31	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	356	35	19	748	6	9	70	23	42	31	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	356	35	19	748	6	9	70	23	42	31	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.01	0.20	0.00	0.01	0.04	0.01	0.02	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.46	0.54	0.25	0.66	0.74	0.08	0.12	0.17	0.08	0.12	0.37
Volume/Cap:	0.18	0.20	0.04	0.04	0.30	0.00	0.06	0.30	0.08	0.30	0.14	0.02
Delay/Veh:	64.8	22.3	14.9	40.2	10.1	4.6	59.2	56.5	48.6	61.8	55.4	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	22.3	14.9	40.2	10.1	4.6	59.2	56.5	48.6	61.8	55.4	28.3
LOS by Move:	E	C	B	D	B	A	E	E	D	E	E	C
HCM2kAvgQ:	1	4	1	1	7	0	0	3	1	2	1	0

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

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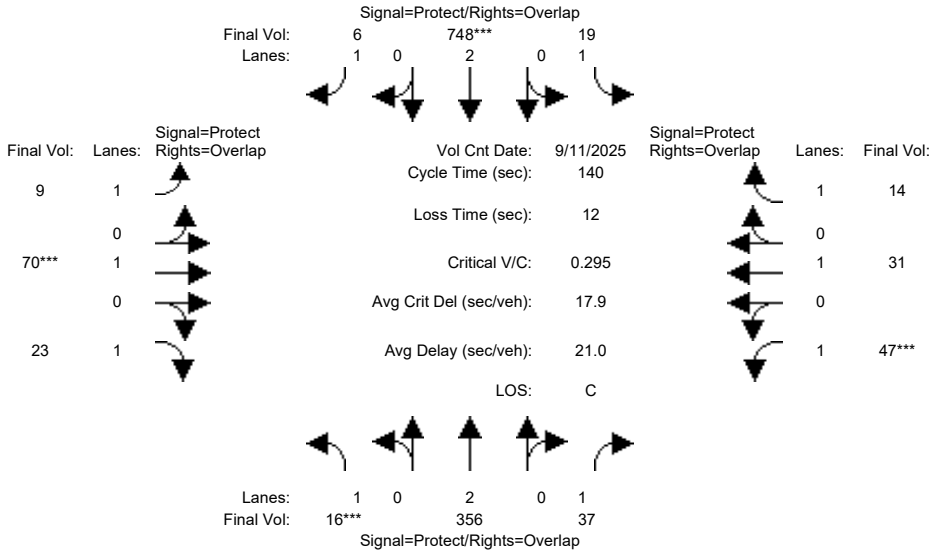
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30												
Base Vol:	16	346	22	19	736	6	9	69	23	26	30	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	346	22	19	736	6	9	69	23	26	30	14
Added Vol:	0	0	2	0	0	0	0	0	0	5	0	0
ATI:	0	10	13	0	12	0	0	1	0	16	1	0
Initial Fut:	16	356	37	19	748	6	9	70	23	47	31	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	356	37	19	748	6	9	70	23	47	31	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	356	37	19	748	6	9	70	23	47	31	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	356	37	19	748	6	9	70	23	47	31	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.01	0.20	0.00	0.01	0.04	0.01	0.03	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.46	0.55	0.24	0.65	0.74	0.09	0.12	0.17	0.09	0.12	0.37
Volume/Cap:	0.18	0.20	0.04	0.04	0.30	0.00	0.06	0.30	0.08	0.30	0.13	0.02
Delay/Veh:	64.8	22.7	14.7	40.4	10.6	4.8	58.8	56.7	48.7	60.8	54.8	28.1
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:	64.8	22.7	14.7	40.4	10.6	4.8	58.8	56.7	48.7	60.8	54.8	28.1
LOS by Move:	E	C	B	D	B	A	E	E	D	E	D	C
HCM2kAvgQ:	1	4	1	1	7	0	0	3	1	2	1	0

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

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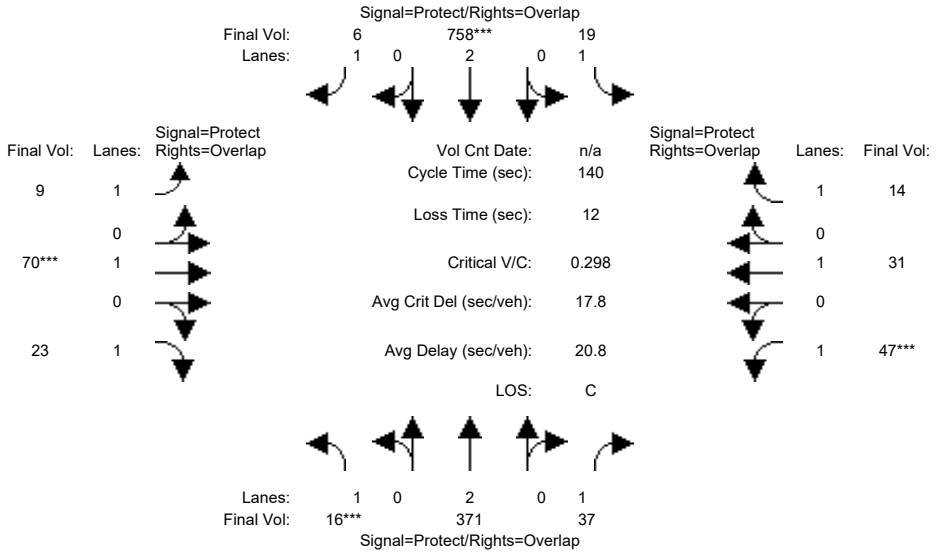
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3504: FIRST/PLUMERIA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	371	37	19	758	6	9	70	23	47	31	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	371	37	19	758	6	9	70	23	47	31	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	371	37	19	758	6	9	70	23	47	31	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	371	37	19	758	6	9	70	23	47	31	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	371	37	19	758	6	9	70	23	47	31	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	371	37	19	758	6	9	70	23	47	31	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.02	0.01	0.20	0.00	0.01	0.04	0.01	0.03	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.47	0.55	0.24	0.66	0.74	0.09	0.12	0.17	0.09	0.12	0.36
Volume/Cap:	0.18	0.21	0.04	0.05	0.30	0.00	0.06	0.30	0.08	0.30	0.13	0.02
Delay/Veh:	64.8	22.2	14.2	41.1	10.5	4.7	58.9	56.9	48.9	60.9	55.0	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	22.2	14.2	41.1	10.5	4.7	58.9	56.9	48.9	60.9	55.0	28.7
LOS by Move:	E	C	B	D	B	A	E	E	D	E	D	C
HCM2kAvgQ:	1	4	1	1	7	0	0	3	1	2	1	0

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

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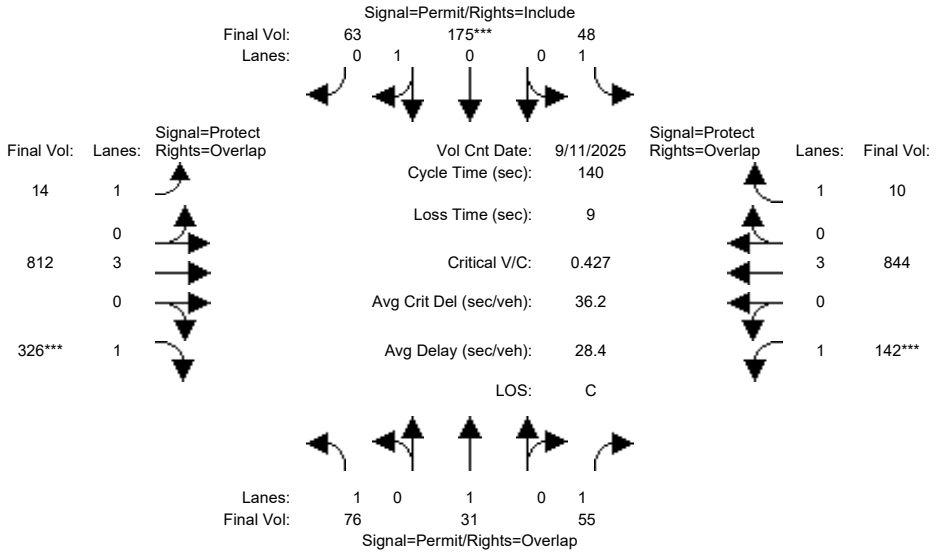
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	76	31	55	48	175	63	14	812	326	142	844	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:	76	31	55	48	175	63	14	812	326	142	844	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	31	55	48	175	63	14	812	326	142	844	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:	76	31	55	48	175	63	14	812	326	142	844	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	31	55	48	175	63	14	812	326	142	844	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:	76	31	55	48	175	63	14	812	326	142	844	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1324	476	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.03	0.03	0.13	0.13	0.01	0.14	0.19	0.08	0.15	0.01
Crit Moves:					****				****	****		
Green/Cycle:	0.31	0.31	0.50	0.31	0.31	0.31	0.16	0.44	0.44	0.19	0.47	0.47
Volume/Cap:	0.14	0.05	0.06	0.09	0.43	0.43	0.05	0.33	0.43	0.43	0.32	0.01
Delay/Veh:	35.0	34.0	18.1	34.4	39.0	39.0	50.1	26.0	27.7	50.9	23.3	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:	35.0	34.0	18.1	34.4	39.0	39.0	50.1	26.0	27.7	50.9	23.3	19.9
LOS by Move:	D	C	B	C	D	D	D	C	C	D	C	B
HCM2kAvgQ:	2	1	1	2	9	9	1	7	10	6	7	0

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

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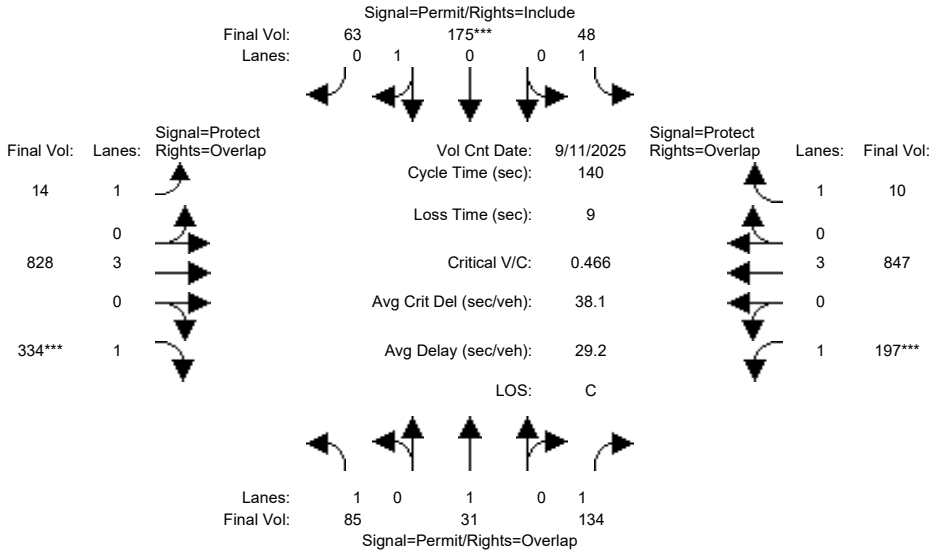
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	76	31	55	48	175	63	14	812	326	142	844	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:	76	31	55	48	175	63	14	812	326	142	844	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	0	79	0	0	0	0	16	8	55	3	0
Initial Fut:	85	31	134	48	175	63	14	828	334	197	847	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:	85	31	134	48	175	63	14	828	334	197	847	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	31	134	48	175	63	14	828	334	197	847	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:	85	31	134	48	175	63	14	828	334	197	847	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1324	476	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.08	0.03	0.13	0.13	0.01	0.15	0.19	0.11	0.15	0.01
Crit Moves:					****				****	****		
Green/Cycle:	0.28	0.28	0.53	0.28	0.28	0.28	0.16	0.41	0.41	0.24	0.49	0.49
Volume/Cap:	0.17	0.06	0.15	0.10	0.47	0.47	0.05	0.35	0.47	0.47	0.30	0.01
Delay/Veh:	37.9	36.5	17.1	37.0	42.0	42.0	49.4	28.6	30.6	46.2	21.6	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:	37.9	36.5	17.1	37.0	42.0	42.0	49.4	28.6	30.6	46.2	21.6	18.5
LOS by Move:	D	D	B	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	1	3	2	9	9	1	8	11	8	7	0

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

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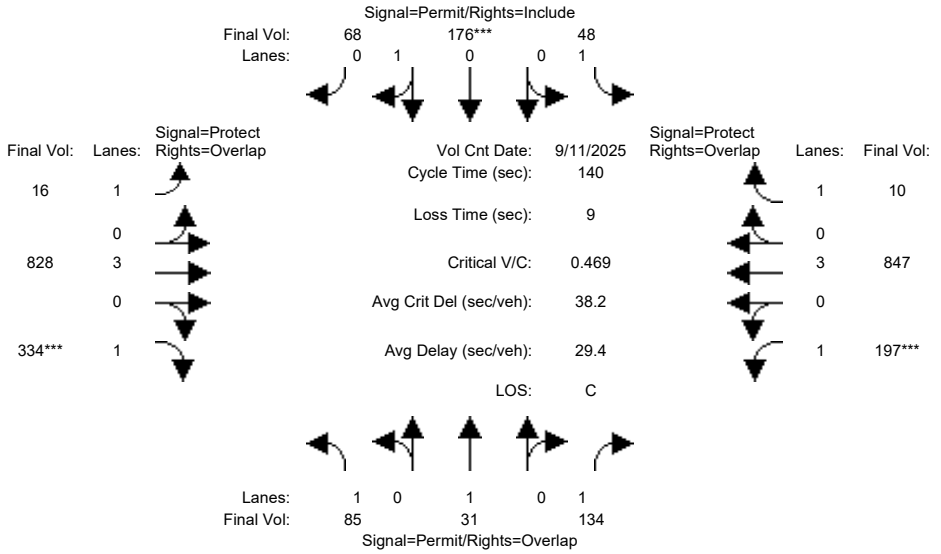
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	76	31	55	48	175	63	14	812	326	142	844	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:	76	31	55	48	175	63	14	812	326	142	844	10
Added Vol:	0	0	0	0	1	5	2	0	0	0	0	0
ATI:	9	0	79	0	0	0	0	16	8	55	3	0
Initial Fut:	85	31	134	48	176	68	16	828	334	197	847	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:	85	31	134	48	176	68	16	828	334	197	847	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	31	134	48	176	68	16	828	334	197	847	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:	85	31	134	48	176	68	16	828	334	197	847	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1298	502	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.08	0.03	0.14	0.14	0.01	0.15	0.19	0.11	0.15	0.01
Crit Moves:					****				****	****		
Green/Cycle:	0.29	0.29	0.53	0.29	0.29	0.29	0.16	0.41	0.41	0.24	0.48	0.48
Volume/Cap:	0.17	0.06	0.14	0.09	0.47	0.47	0.06	0.36	0.47	0.47	0.31	0.01
Delay/Veh:	37.4	36.0	16.9	36.5	41.6	41.6	49.6	28.9	30.9	46.4	22.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	36.0	16.9	36.5	41.6	41.6	49.6	28.9	30.9	46.4	22.0	18.8
LOS by Move:	D	D	B	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	1	3	2	9	9	1	8	11	8	7	0

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

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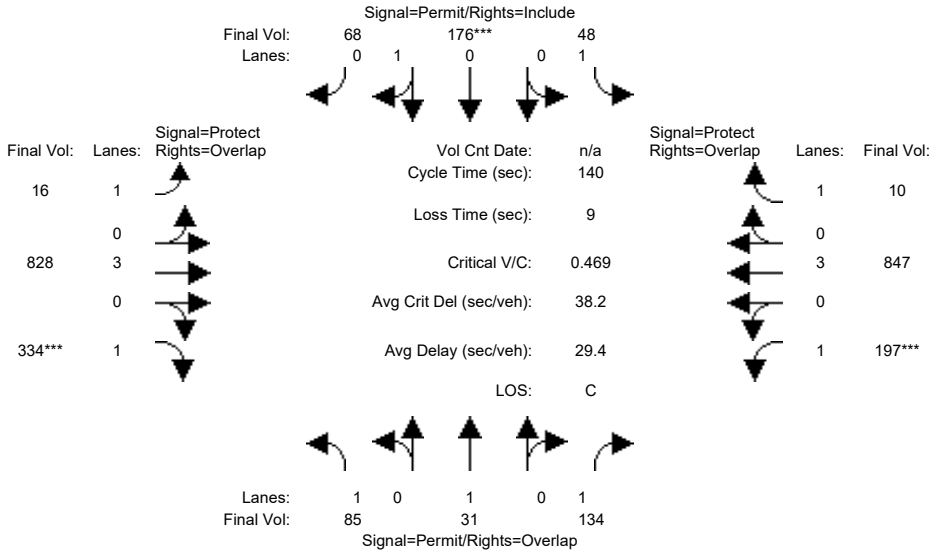
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3614: JUNCTION AV / TRIMBLE 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	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	31	134	48	176	68	16	828	334	197	847	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:	85	31	134	48	176	68	16	828	334	197	847	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	31	134	48	176	68	16	828	334	197	847	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:	85	31	134	48	176	68	16	828	334	197	847	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	31	134	48	176	68	16	828	334	197	847	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:	85	31	134	48	176	68	16	828	334	197	847	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1298	502	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.08	0.03	0.14	0.14	0.01	0.15	0.19	0.11	0.15	0.01
Crit Moves:					****				****	****		
Green/Cycle:	0.29	0.29	0.53	0.29	0.29	0.29	0.16	0.41	0.41	0.24	0.48	0.48
Volume/Cap:	0.17	0.06	0.14	0.09	0.47	0.47	0.06	0.36	0.47	0.47	0.31	0.01
Delay/Veh:	37.4	36.0	16.9	36.5	41.6	41.6	49.6	28.9	30.9	46.4	22.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	36.0	16.9	36.5	41.6	41.6	49.6	28.9	30.9	46.4	22.0	18.8
LOS by Move:	D	D	B	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	1	3	2	9	9	1	8	11	8	7	0

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

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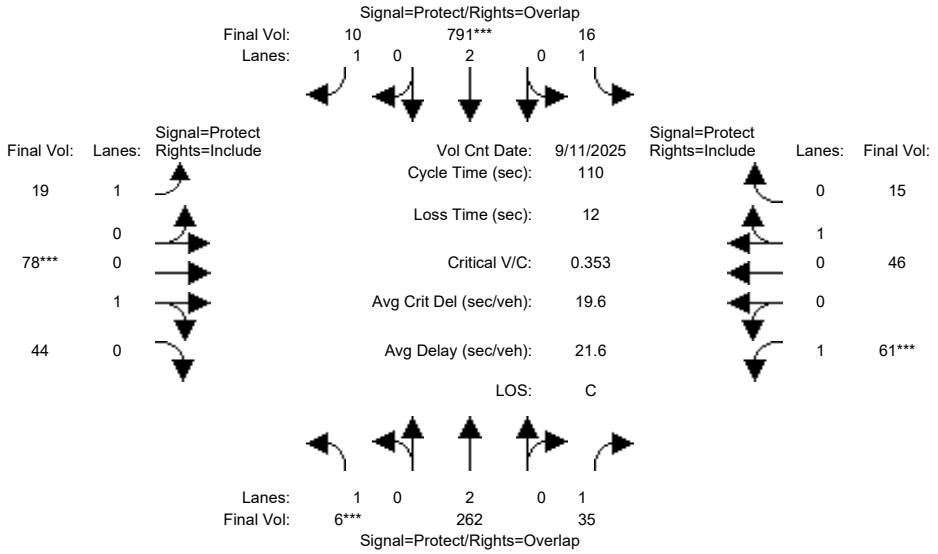
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6PM												
Base Vol:	6	262	35	16	791	10	19	78	44	61	46	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:	6	262	35	16	791	10	19	78	44	61	46	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	262	35	16	791	10	19	78	44	61	46	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:	6	262	35	16	791	10	19	78	44	61	46	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	262	35	16	791	10	19	78	44	61	46	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:	6	262	35	16	791	10	19	78	44	61	46	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.64	0.36	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1151	649	1750	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.02	0.01	0.21	0.01	0.01	0.07	0.07	0.03	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.36	0.46	0.25	0.55	0.67	0.11	0.18	0.18	0.09	0.16	0.16
Volume/Cap:	0.05	0.19	0.04	0.04	0.38	0.01	0.10	0.38	0.38	0.38	0.21	0.21
Delay/Veh:	48.6	24.0	16.6	30.9	13.9	6.2	44.0	40.4	40.4	48.4	40.5	40.5
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:	48.6	24.0	16.6	30.9	13.9	6.2	44.0	40.4	40.4	48.4	40.5	40.5
LOS by Move:	D	C	B	C	B	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	1	0	7	0	1	4	4	2	2	2

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

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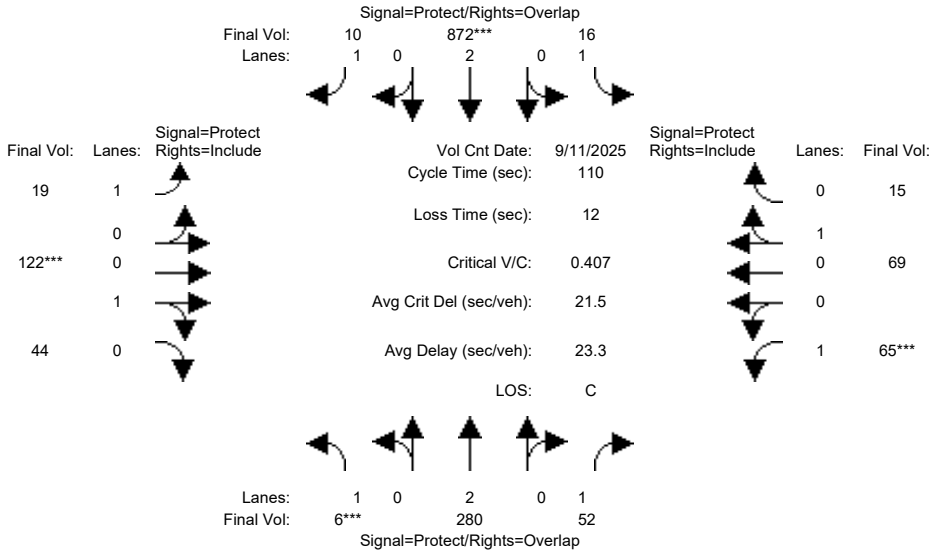
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6PM												
Base Vol:	6	262	35	16	791	10	19	78	44	61	46	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:	6	262	35	16	791	10	19	78	44	61	46	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	18	17	0	81	0	0	44	0	4	23	0
Initial Fut:	6	280	52	16	872	10	19	122	44	65	69	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:	6	280	52	16	872	10	19	122	44	65	69	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	52	16	872	10	19	122	44	65	69	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:	6	280	52	16	872	10	19	122	44	65	69	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1323	477	1750	1479	321
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.01	0.23	0.01	0.01	0.09	0.09	0.04	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.35	0.43	0.24	0.53	0.65	0.12	0.21	0.21	0.09	0.18	0.18
Volume/Cap:	0.05	0.21	0.07	0.04	0.43	0.01	0.09	0.43	0.43	0.43	0.27	0.27
Delay/Veh:	48.6	25.3	18.2	31.8	16.0	6.7	43.0	38.4	38.4	49.8	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	25.3	18.2	31.8	16.0	6.7	43.0	38.4	38.4	49.8	39.7	39.7
LOS by Move:	D	C	B	C	B	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	1	0	9	0	1	5	5	3	3	3

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

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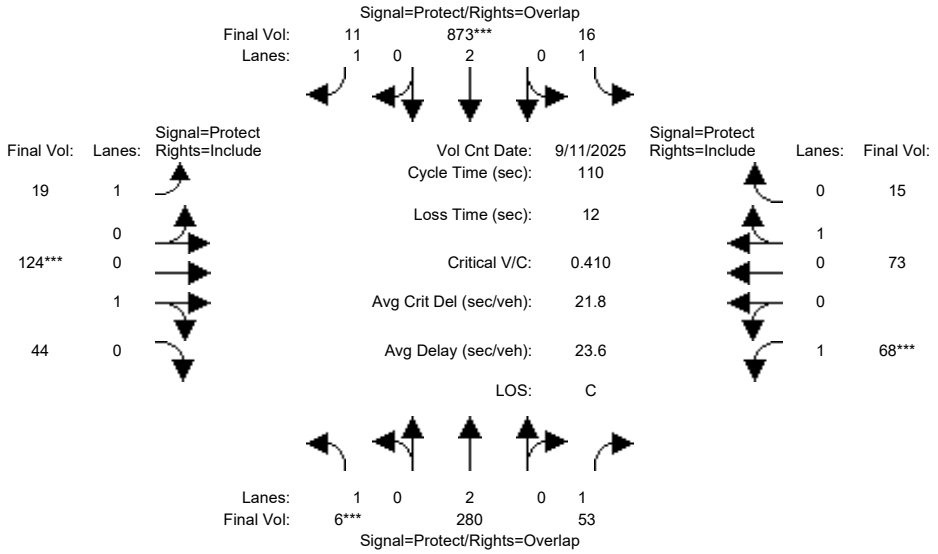
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6PM												
Base Vol:	6	262	35	16	791	10	19	78	44	61	46	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:	6	262	35	16	791	10	19	78	44	61	46	15
Added Vol:	0	0	1	0	1	1	0	2	0	3	4	0
ATI:	0	18	17	0	81	0	0	44	0	4	23	0
Initial Fut:	6	280	53	16	873	11	19	124	44	68	73	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:	6	280	53	16	873	11	19	124	44	68	73	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	53	16	873	11	19	124	44	68	73	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:	6	280	53	16	873	11	19	124	44	68	73	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.74	0.26	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1329	471	1750	1493	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.01	0.23	0.01	0.01	0.09	0.09	0.04	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.35	0.44	0.24	0.53	0.65	0.12	0.21	0.21	0.09	0.18	0.18
Volume/Cap:	0.05	0.21	0.07	0.04	0.44	0.01	0.09	0.44	0.44	0.44	0.28	0.28
Delay/Veh:	48.6	25.5	18.1	31.9	16.3	6.8	42.8	38.3	38.3	49.5	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	25.5	18.1	31.9	16.3	6.8	42.8	38.3	38.3	49.5	39.6	39.6
LOS by Move:	D	C	B	C	B	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	1	0	9	0	1	5	5	3	3	3

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

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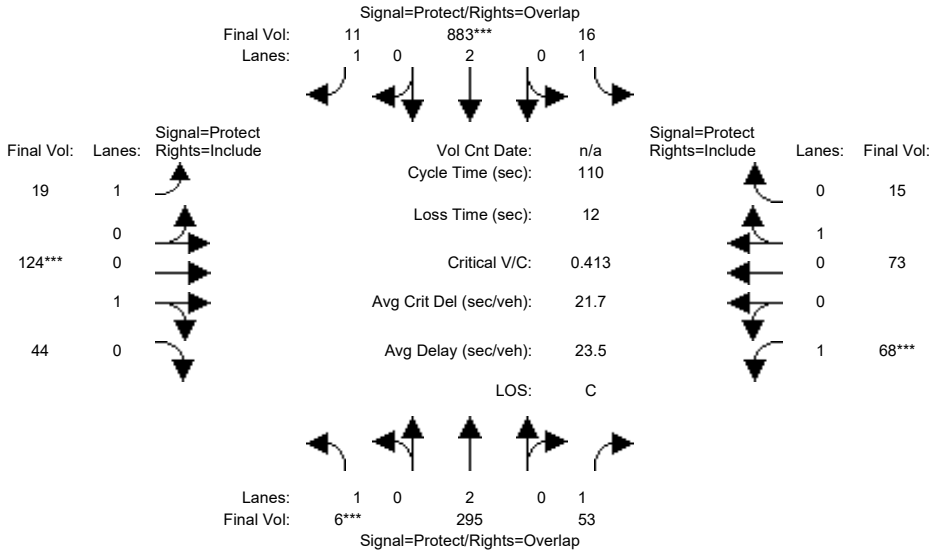
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #3742: ZANKER RD / PLUMERIA DR



Street Name:	Zanker Road						Plumeria Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	295	53	16	883	11	19	124	44	68	73	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:	6	295	53	16	883	11	19	124	44	68	73	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	295	53	16	883	11	19	124	44	68	73	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:	6	295	53	16	883	11	19	124	44	68	73	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	295	53	16	883	11	19	124	44	68	73	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:	6	295	53	16	883	11	19	124	44	68	73	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.74	0.26	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1329	471	1750	1493	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.01	0.23	0.01	0.01	0.09	0.09	0.04	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.35	0.44	0.24	0.53	0.65	0.12	0.21	0.21	0.09	0.18	0.18
Volume/Cap:	0.05	0.22	0.07	0.04	0.44	0.01	0.09	0.44	0.44	0.44	0.28	0.28
Delay/Veh:	48.6	25.5	18.1	31.8	16.2	6.8	42.9	38.5	38.5	49.6	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	25.5	18.1	31.8	16.2	6.8	42.9	38.5	38.5	49.6	39.7	39.7
LOS by Move:	D	C	B	C	B	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	1	0	9	0	1	5	5	3	3	3

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

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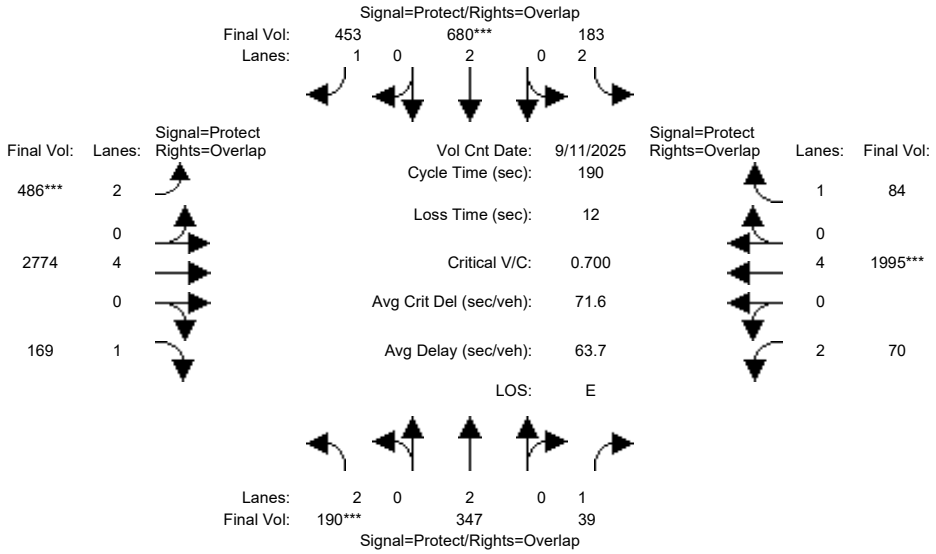
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	82	10	14	79	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	190	347	39	183	680	453	486	2774	169	70	1995	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	347	39	183	680	453	486	2774	169	70	1995	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	347	39	183	680	453	486	2774	169	70	1995	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	347	39	183	680	453	486	2774	169	70	1995	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	347	39	183	680	453	486	2774	169	70	1995	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	347	39	183	680	453	486	2774	169	70	1995	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.02	0.06	0.18	0.26	0.15	0.37	0.10	0.02	0.26	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.18	0.27	0.14	0.24	0.44	0.20	0.53	0.61	0.09	0.42	0.56
Volume/Cap:	0.76	0.52	0.08	0.41	0.76	0.59	0.76	0.69	0.16	0.25	0.63	0.09
Delay/Veh:	97.9	71.8	52.5	75.0	71.1	41.2	88.4	58.5	32.8	86.2	65.2	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:	97.9	71.8	52.5	75.0	71.1	41.2	88.4	58.5	32.8	86.2	65.2	36.0
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2kAvgQ:	7	9	2	6	19	21	17	37	8	2	26	4

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

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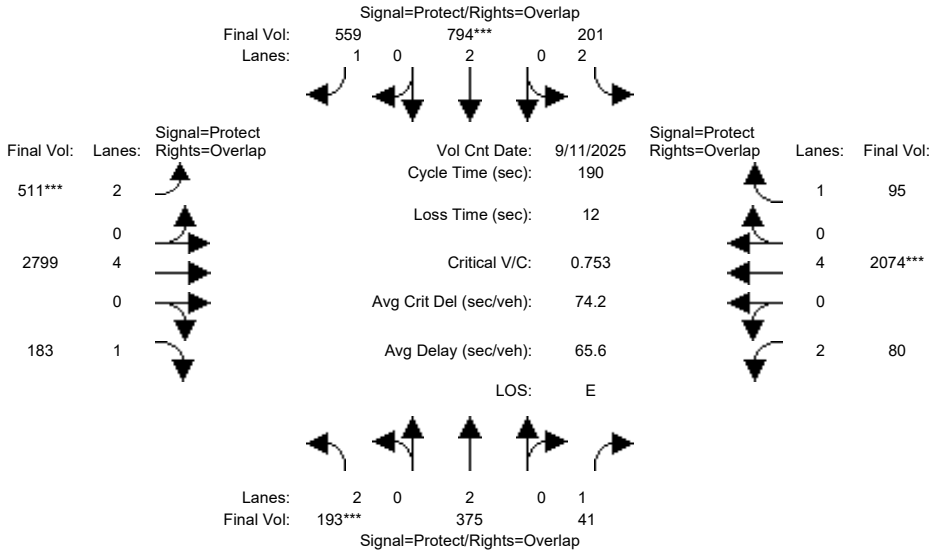
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	82	10	14	79	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	190	347	39	183	680	453	486	2774	169	70	1995	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	347	39	183	680	453	486	2774	169	70	1995	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	28	2	18	114	106	25	25	14	10	79	11
Initial Fut:	193	375	41	201	794	559	511	2799	183	80	2074	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	375	41	201	794	559	511	2799	183	80	2074	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	375	41	201	794	559	511	2799	183	80	2074	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	375	41	201	794	559	511	2799	183	80	2074	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.02	0.06	0.21	0.32	0.16	0.37	0.10	0.03	0.27	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.19	0.28	0.14	0.25	0.45	0.20	0.52	0.60	0.09	0.42	0.55
Volume/Cap:	0.83	0.53	0.09	0.46	0.83	0.71	0.83	0.71	0.18	0.28	0.66	0.10
Delay/Veh:	108.3	70.5	51.1	76.0	73.4	45.8	94.5	60.0	34.4	86.7	66.3	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.3	70.5	51.1	76.0	73.4	45.8	94.5	60.0	34.4	86.7	66.3	36.5
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2kAvgQ:	7	10	2	7	23	28	18	37	9	3	28	5

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

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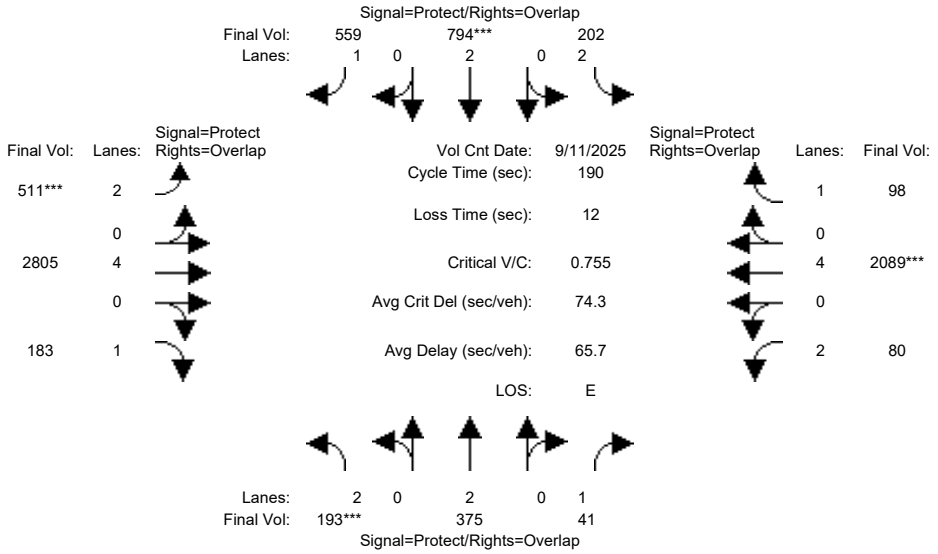
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	82	10	14	79	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:45-5:45												
Base Vol:	190	347	39	183	680	453	486	2774	169	70	1995	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	347	39	183	680	453	486	2774	169	70	1995	84
Added Vol:	0	0	0	1	0	0	0	6	0	0	15	3
ATI:	3	28	2	18	114	106	25	25	14	10	79	11
Initial Fut:	193	375	41	202	794	559	511	2805	183	80	2089	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	375	41	202	794	559	511	2805	183	80	2089	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	375	41	202	794	559	511	2805	183	80	2089	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	375	41	202	794	559	511	2805	183	80	2089	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.02	0.06	0.21	0.32	0.16	0.37	0.10	0.03	0.27	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.19	0.28	0.14	0.25	0.45	0.20	0.52	0.60	0.09	0.42	0.55
Volume/Cap:	0.83	0.53	0.09	0.46	0.83	0.71	0.83	0.71	0.18	0.28	0.66	0.10
Delay/Veh:	108.3	70.5	51.1	76.0	73.4	45.8	94.5	60.0	34.4	86.7	66.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.3	70.5	51.1	76.0	73.4	45.8	94.5	60.0	34.4	86.7	66.5	36.5
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2kAvgQ:	7	10	2	7	23	28	18	37	9	3	28	5

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

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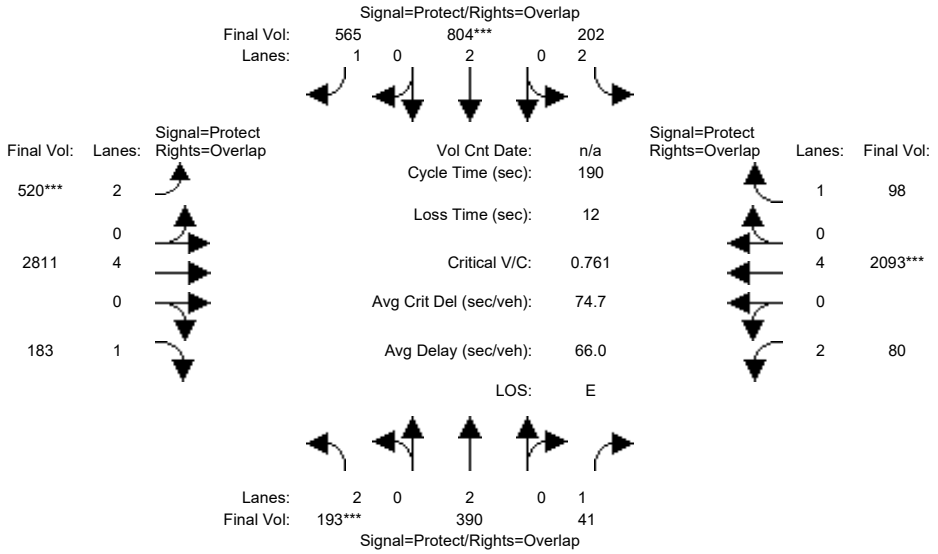
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Street Name:	North First Street						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	82	10	14	79	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	390	41	202	804	565	520	2811	183	80	2093	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	390	41	202	804	565	520	2811	183	80	2093	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	390	41	202	804	565	520	2811	183	80	2093	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	390	41	202	804	565	520	2811	183	80	2093	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	390	41	202	804	565	520	2811	183	80	2093	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	390	41	202	804	565	520	2811	183	80	2093	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.02	0.06	0.21	0.32	0.17	0.37	0.10	0.03	0.28	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.19	0.28	0.14	0.25	0.45	0.20	0.52	0.60	0.09	0.42	0.55
Volume/Cap:	0.83	0.54	0.08	0.47	0.84	0.72	0.84	0.71	0.18	0.28	0.66	0.10
Delay/Veh:	108.6	70.5	50.7	76.6	74.4	46.2	95.6	60.0	34.4	86.7	66.5	36.9
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:	108.6	70.5	50.7	76.6	74.4	46.2	95.6	60.0	34.4	86.7	66.5	36.9
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2kAvgQ:	7	10	2	7	24	29	19	37	9	3	28	5

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

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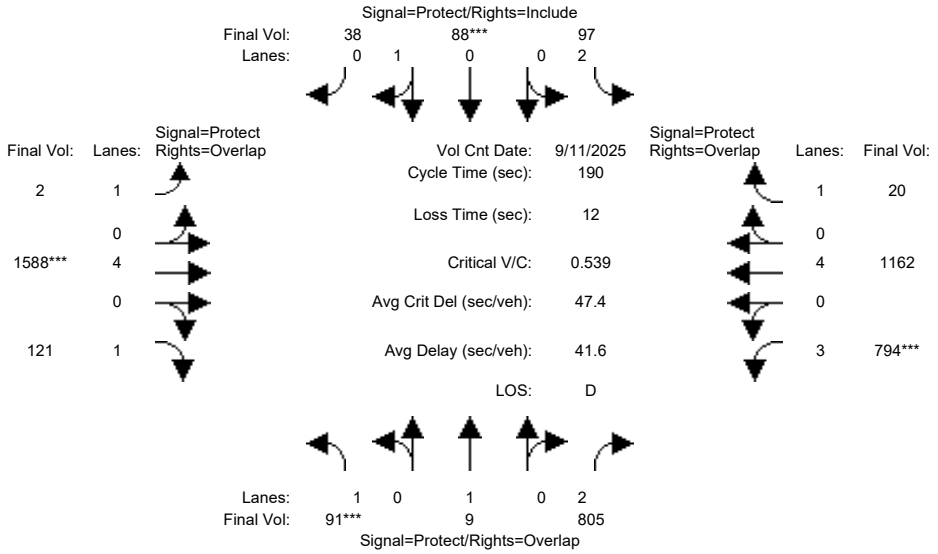
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	92	10	36	112	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30pm												
Base Vol:	91	9	805	97	88	38	2	1588	121	794	1162	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:	91	9	805	97	88	38	2	1588	121	794	1162	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	9	805	97	88	38	2	1588	121	794	1162	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	9	805	97	88	38	2	1588	121	794	1162	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	9	805	97	88	38	2	1588	121	794	1162	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	9	805	97	88	38	2	1588	121	794	1162	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1257	543	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.26	0.03	0.07	0.07	0.00	0.21	0.07	0.17	0.15	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.10	0.36	0.09	0.11	0.11	0.08	0.48	0.56	0.27	0.67	0.76
Volume/Cap:	0.65	0.05	0.70	0.35	0.65	0.65	0.01	0.43	0.12	0.65	0.23	0.02
Delay/Veh:	95.7	77.8	53.6	82.2	89.4	89.4	79.9	32.0	19.5	65.9	19.3	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	77.8	53.6	82.2	89.4	89.4	79.9	32.0	19.5	65.9	19.3	10.8
LOS by Move:	F	E	D	F	F	F	E	C	B	E	B	B
HCM2kAvgQ:	7	0	24	3	8	8	0	14	3	17	10	1

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

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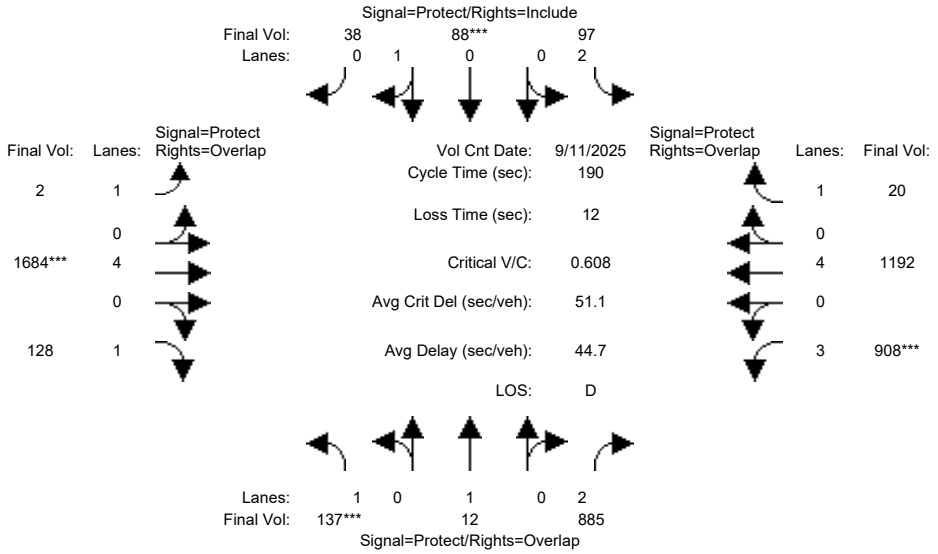
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	92	10	36	112	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30pm												
Base Vol:	91	9	805	97	88	38	2	1588	121	794	1162	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:	91	9	805	97	88	38	2	1588	121	794	1162	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	3	80	0	0	0	0	96	7	114	30	0
Initial Fut:	137	12	885	97	88	38	2	1684	128	908	1192	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	12	885	97	88	38	2	1684	128	908	1192	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	12	885	97	88	38	2	1684	128	908	1192	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	12	885	97	88	38	2	1684	128	908	1192	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1257	543	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.28	0.03	0.07	0.07	0.00	0.22	0.07	0.20	0.16	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.36	0.09	0.09	0.09	0.08	0.48	0.59	0.26	0.66	0.75
Volume/Cap:	0.77	0.06	0.78	0.34	0.77	0.77	0.01	0.46	0.12	0.77	0.24	0.02
Delay/Veh:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.6	17.6	70.7	19.9	11.0
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:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.6	17.6	70.7	19.9	11.0
LOS by Move:	F	E	E	F	F	F	F	C	B	E	B	B
HCM2kAvgQ:	10	1	28	3	9	9	0	15	3	21	10	1

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

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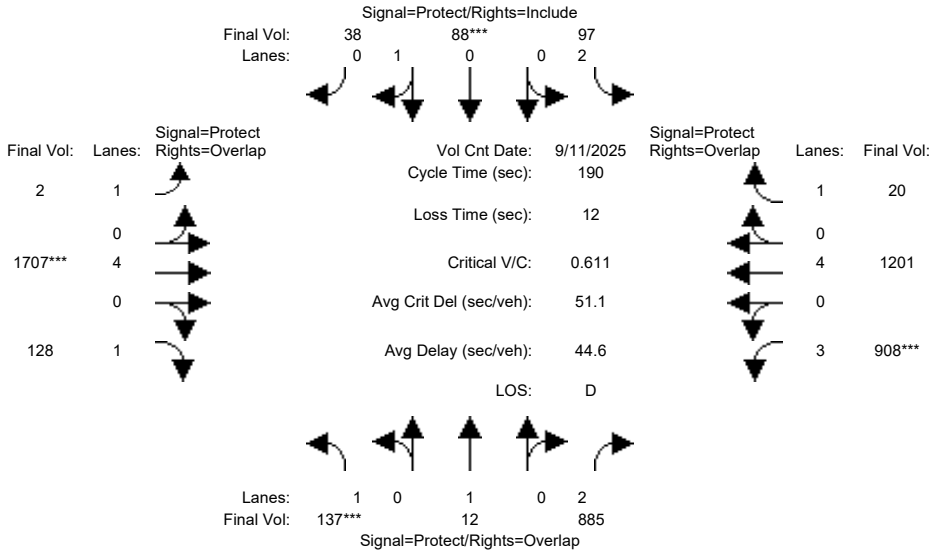
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	92	10	36	112	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 4:30-5:30pm												
Base Vol:	91	9	805	97	88	38	2	1588	121	794	1162	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:	91	9	805	97	88	38	2	1588	121	794	1162	20
Added Vol:	0	0	0	0	0	0	0	23	0	0	9	0
ATI:	46	3	80	0	0	0	0	96	7	114	30	0
Initial Fut:	137	12	885	97	88	38	2	1707	128	908	1201	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	12	885	97	88	38	2	1707	128	908	1201	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	12	885	97	88	38	2	1707	128	908	1201	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	12	885	97	88	38	2	1707	128	908	1201	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1257	543	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.28	0.03	0.07	0.07	0.00	0.22	0.07	0.20	0.16	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.36	0.09	0.09	0.09	0.08	0.48	0.59	0.26	0.66	0.75
Volume/Cap:	0.77	0.06	0.78	0.34	0.77	0.77	0.01	0.46	0.12	0.77	0.24	0.02
Delay/Veh:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.7	17.6	70.7	19.9	11.0
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:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.7	17.6	70.7	19.9	11.0
LOS by Move:	F	E	E	F	F	F	F	C	B	E	B	B
HCM2kAvgQ:	10	1	28	3	9	9	0	16	3	21	10	1

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

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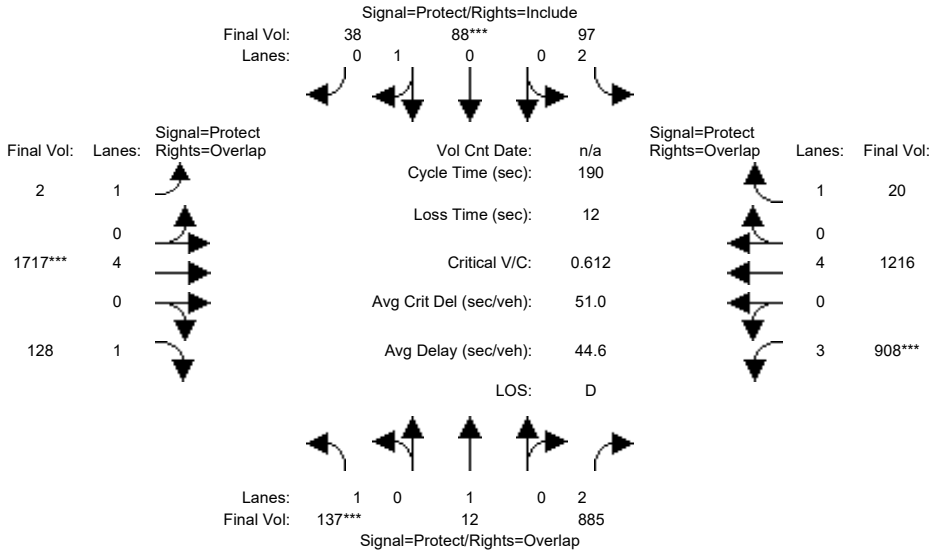
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5808: TRIMBLE RD / MONTAGUE EXPWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	92	10	36	112	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	12	885	97	88	38	2	1717	128	908	1216	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:	137	12	885	97	88	38	2	1717	128	908	1216	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	12	885	97	88	38	2	1717	128	908	1216	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	12	885	97	88	38	2	1717	128	908	1216	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	12	885	97	88	38	2	1717	128	908	1216	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	12	885	97	88	38	2	1717	128	908	1216	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.70	0.30	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1257	543	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.28	0.03	0.07	0.07	0.00	0.23	0.07	0.20	0.16	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.36	0.09	0.09	0.09	0.08	0.48	0.59	0.26	0.66	0.75
Volume/Cap:	0.77	0.06	0.78	0.34	0.77	0.77	0.01	0.47	0.12	0.77	0.24	0.02
Delay/Veh:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.7	17.6	70.7	20.0	11.0
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:	101.3	77.4	57.4	81.6	104	103.9	80.1	32.7	17.6	70.7	20.0	11.0
LOS by Move:	F	E	E	F	F	F	F	C	B	E	B	B
HCM2kAvgQ:	10	1	28	3	9	9	0	16	3	21	10	1

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

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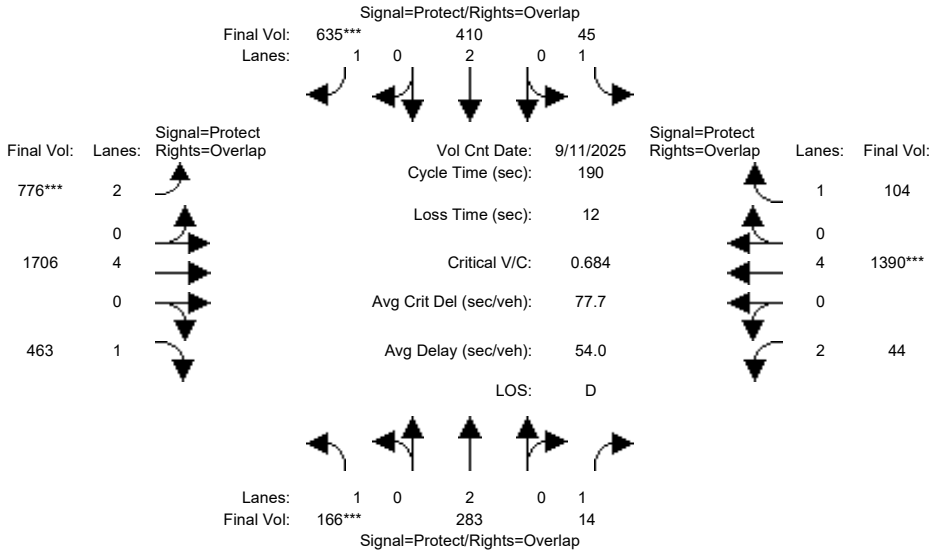
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	98	10	14	93	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5:00-6:00PM												
Base Vol:	166	283	14	45	410	635	776	1706	463	44	1390	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	283	14	45	410	635	776	1706	463	44	1390	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	283	14	45	410	635	776	1706	463	44	1390	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	283	14	45	410	635	776	1706	463	44	1390	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	283	14	45	410	635	776	1706	463	44	1390	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	283	14	45	410	635	776	1706	463	44	1390	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.03	0.11	0.36	0.25	0.22	0.26	0.01	0.18	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.10	0.20	0.10	0.11	0.35	0.24	0.64	0.73	0.09	0.49	0.59
Volume/Cap:	1.02	0.72	0.04	0.25	0.95	1.02	1.02	0.35	0.36	0.15	0.37	0.10
Delay/Veh:	163.1	88.7	62.1	79.2	114	103.4	110.8	7.6	1.1	79.8	37.3	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:	163.1	88.7	62.1	79.2	114	103.4	110.8	7.6	1.1	79.8	37.3	23.2
LOS by Move:	F	F	E	E	F	F	F	A	A	E	D	C
HCM2kAvgQ:	15	9	1	3	13	46	31	5	2	1	15	4

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

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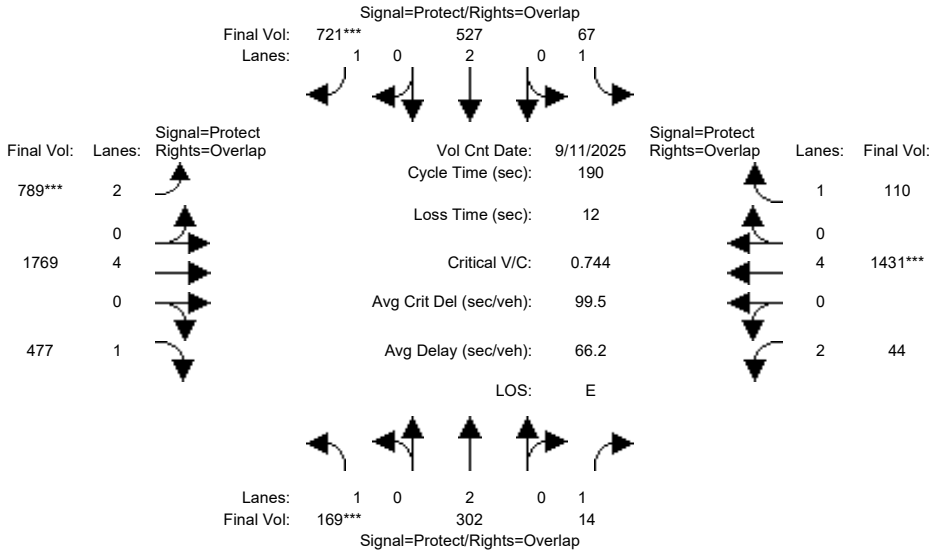
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	10	10	14	10	10	14	98	10	14	93	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5:00-6:00PM												
Base Vol:	166	283	14	45	410	635	776	1706	463	44	1390	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	283	14	45	410	635	776	1706	463	44	1390	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	19	0	22	117	86	13	63	14	0	41	6
Initial Fut:	169	302	14	67	527	721	789	1769	477	44	1431	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	302	14	67	527	721	789	1769	477	44	1431	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	302	14	67	527	721	789	1769	477	44	1431	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	302	14	67	527	721	789	1769	477	44	1431	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.01	0.04	0.14	0.41	0.25	0.23	0.27	0.01	0.19	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.12	0.21	0.11	0.14	0.36	0.22	0.62	0.71	0.09	0.49	0.60
Volume/Cap:	1.14	0.67	0.04	0.35	0.98	1.14	1.14	0.37	0.39	0.16	0.38	0.10
Delay/Veh:	202.2	84.4	60.3	79.5	114	140.3	152.5	9.3	2.8	80.3	37.5	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	202.2	84.4	60.3	79.5	114	140.3	152.5	9.3	2.8	80.3	37.5	22.8
LOS by Move:	F	F	E	E	F	F	F	A	A	F	D	C
HCM2kAvgQ:	16	9	1	4	17	58	35	6	3	1	15	4

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

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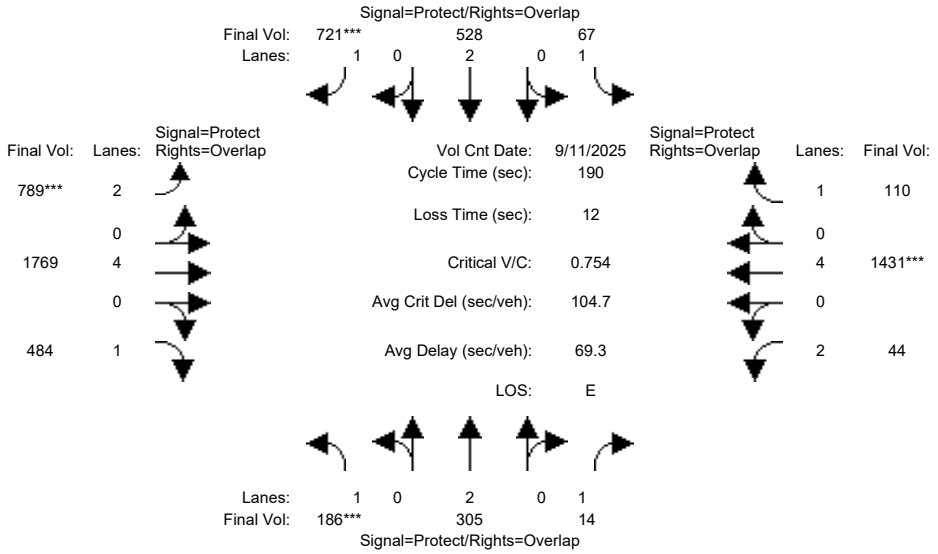
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	98	10	14	93	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5:00-6:00PM												
Base Vol:	166	283	14	45	410	635	776	1706	463	44	1390	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	283	14	45	410	635	776	1706	463	44	1390	104
Added Vol:	17	3	0	0	1	0	0	0	7	0	0	0
ATI:	3	19	0	22	117	86	13	63	14	0	41	6
Initial Fut:	186	305	14	67	528	721	789	1769	484	44	1431	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	305	14	67	528	721	789	1769	484	44	1431	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	305	14	67	528	721	789	1769	484	44	1431	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	305	14	67	528	721	789	1769	484	44	1431	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.01	0.04	0.14	0.41	0.25	0.23	0.28	0.01	0.19	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.12	0.21	0.11	0.14	0.36	0.22	0.62	0.71	0.09	0.49	0.60
Volume/Cap:	1.16	0.67	0.04	0.35	1.00	1.16	1.16	0.38	0.39	0.16	0.38	0.10
Delay/Veh:	206.3	83.6	60.0	79.2	120	149.6	161.6	9.7	2.6	80.4	37.5	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	206.3	83.6	60.0	79.2	120	149.6	161.6	9.7	2.6	80.4	37.5	22.7
LOS by Move:	F	F	E	E	F	F	F	A	A	F	D	C
HCM2kAvgQ:	18	9	1	4	18	59	36	6	3	1	15	4

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

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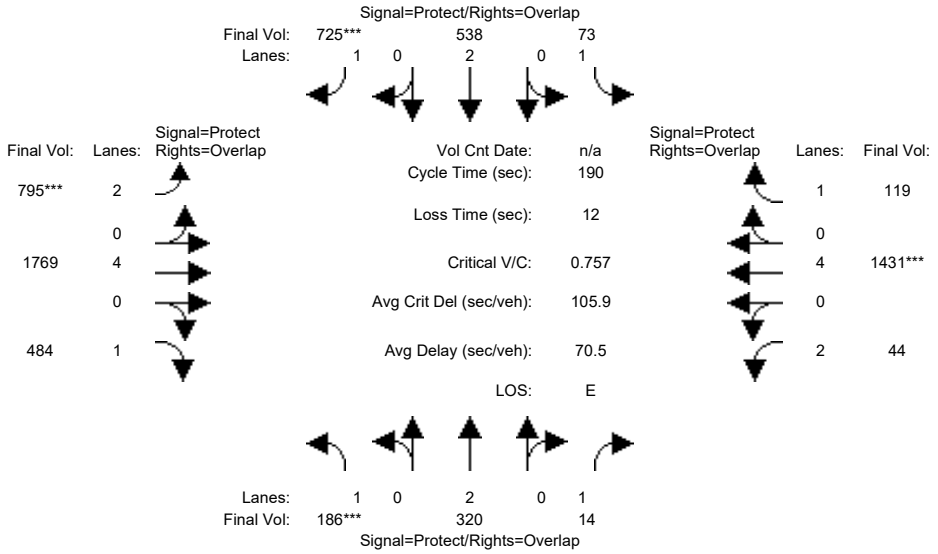
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5812: ZANKER RD / MONTAGUE EXPWY



Street Name:	Zanker Road						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	98	10	14	93	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	320	14	73	538	725	795	1769	484	44	1431	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:	186	320	14	73	538	725	795	1769	484	44	1431	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	320	14	73	538	725	795	1769	484	44	1431	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	320	14	73	538	725	795	1769	484	44	1431	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	320	14	73	538	725	795	1769	484	44	1431	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	320	14	73	538	725	795	1769	484	44	1431	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.01	0.04	0.14	0.41	0.25	0.23	0.28	0.01	0.19	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.12	0.21	0.11	0.14	0.36	0.22	0.62	0.71	0.09	0.49	0.60
Volume/Cap:	1.16	0.69	0.04	0.39	1.02	1.16	1.16	0.38	0.39	0.16	0.38	0.11
Delay/Veh:	208.3	84.0	59.6	80.3	125	151.6	163.5	9.6	2.6	80.4	37.5	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	208.3	84.0	59.6	80.3	125	151.6	163.5	9.6	2.6	80.4	37.5	23.0
LOS by Move:	F	F	E	F	F	F	F	A	A	F	D	C
HCM2kAvgQ:	18	10	1	4	19	60	36	6	3	1	15	4

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

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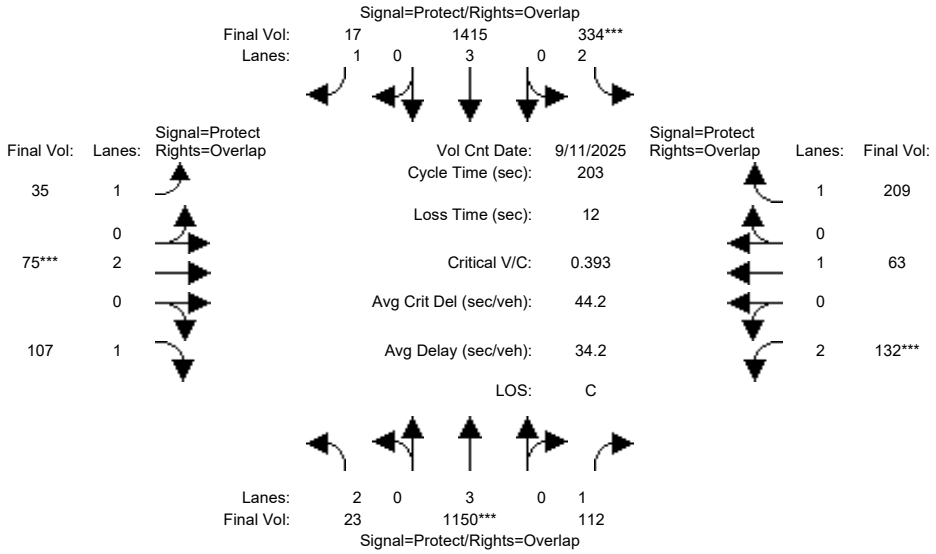
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6pm												
Base Vol:	23	1150	112	334	1415	17	35	75	107	132	63	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1150	112	334	1415	17	35	75	107	132	63	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1150	112	334	1415	17	35	75	107	132	63	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1150	112	334	1415	17	35	75	107	132	63	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1150	112	334	1415	17	35	75	107	132	63	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1150	112	334	1415	17	35	75	107	132	63	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.06	0.11	0.25	0.01	0.02	0.02	0.06	0.04	0.03	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.51	0.62	0.27	0.69	0.75	0.06	0.05	0.15	0.11	0.09	0.36
Volume/Cap:	0.08	0.39	0.10	0.39	0.36	0.01	0.31	0.39	0.42	0.39	0.36	0.33
Delay/Veh:	84.1	30.4	15.8	61.9	13.4	6.3	97.6	99.4	83.9	88.0	92.1	48.2
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:	84.1	30.4	15.8	61.9	13.4	6.3	97.6	99.4	83.9	88.0	92.1	48.2
LOS by Move:	F	C	B	E	B	A	F	F	F	F	F	D
HCM2kAvgQ:	1	14	3	9	11	0	2	3	7	5	4	10

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

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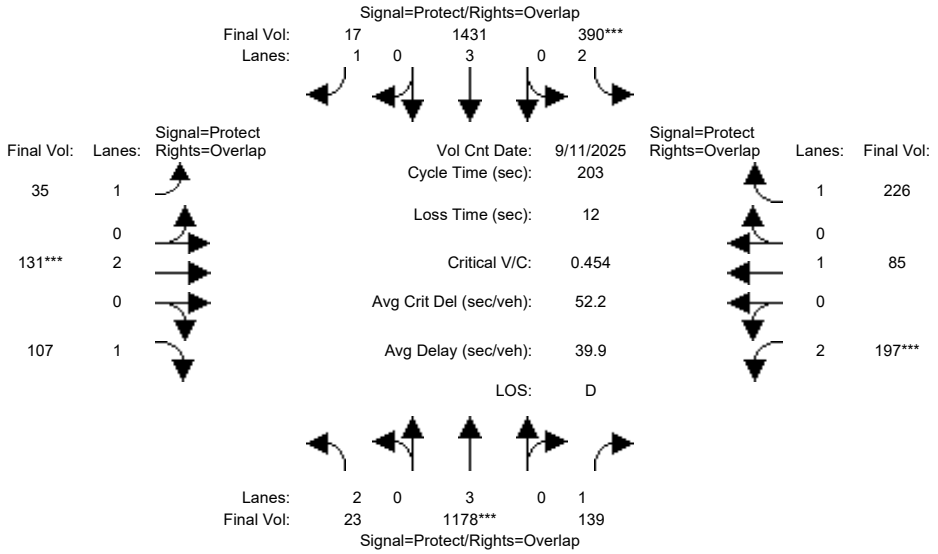
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6pm												
Base Vol:	23	1150	112	334	1415	17	35	75	107	132	63	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1150	112	334	1415	17	35	75	107	132	63	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	28	27	56	16	0	0	56	0	65	22	17
Initial Fut:	23	1178	139	390	1431	17	35	131	107	197	85	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1178	139	390	1431	17	35	131	107	197	85	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1178	139	390	1431	17	35	131	107	197	85	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1178	139	390	1431	17	35	131	107	197	85	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.08	0.12	0.25	0.01	0.02	0.03	0.06	0.06	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.45	0.59	0.27	0.64	0.73	0.09	0.08	0.16	0.14	0.13	0.40
Volume/Cap:	0.08	0.45	0.13	0.45	0.39	0.01	0.23	0.45	0.37	0.45	0.36	0.32
Delay/Veh:	85.7	38.6	18.6	63.0	17.9	7.6	89.6	94.9	79.3	83.9	85.4	43.5
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:	85.7	38.6	18.6	63.0	17.9	7.6	89.6	94.9	79.3	83.9	85.4	43.5
LOS by Move:	F	D	B	E	B	A	F	F	E	F	F	D
HCM2kAvgQ:	1	17	4	11	13	0	2	4	6	7	5	10

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

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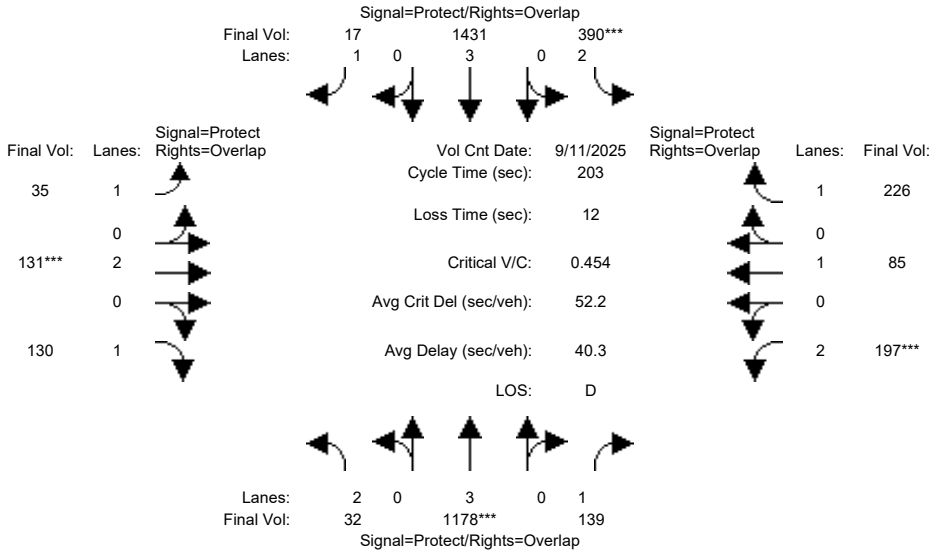
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 << 5-6pm												
Base Vol:	23	1150	112	334	1415	17	35	75	107	132	63	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1150	112	334	1415	17	35	75	107	132	63	209
Added Vol:	9	0	0	0	0	0	0	0	23	0	0	0
ATI:	0	28	27	56	16	0	0	56	0	65	22	17
Initial Fut:	32	1178	139	390	1431	17	35	131	130	197	85	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1178	139	390	1431	17	35	131	130	197	85	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1178	139	390	1431	17	35	131	130	197	85	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1178	139	390	1431	17	35	131	130	197	85	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.08	0.12	0.25	0.01	0.02	0.03	0.07	0.06	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.45	0.59	0.27	0.64	0.73	0.09	0.08	0.16	0.14	0.13	0.40
Volume/Cap:	0.12	0.45	0.13	0.45	0.39	0.01	0.23	0.45	0.45	0.45	0.36	0.32
Delay/Veh:	86.2	38.6	18.6	63.0	17.9	7.6	89.6	94.9	81.8	83.9	85.4	43.5
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:	86.2	38.6	18.6	63.0	17.9	7.6	89.6	94.9	81.8	83.9	85.4	43.5
LOS by Move:	F	D	B	E	B	A	F	F	F	F	F	D
HCM2kAvgQ:	1	17	4	11	13	0	2	4	8	7	5	10

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

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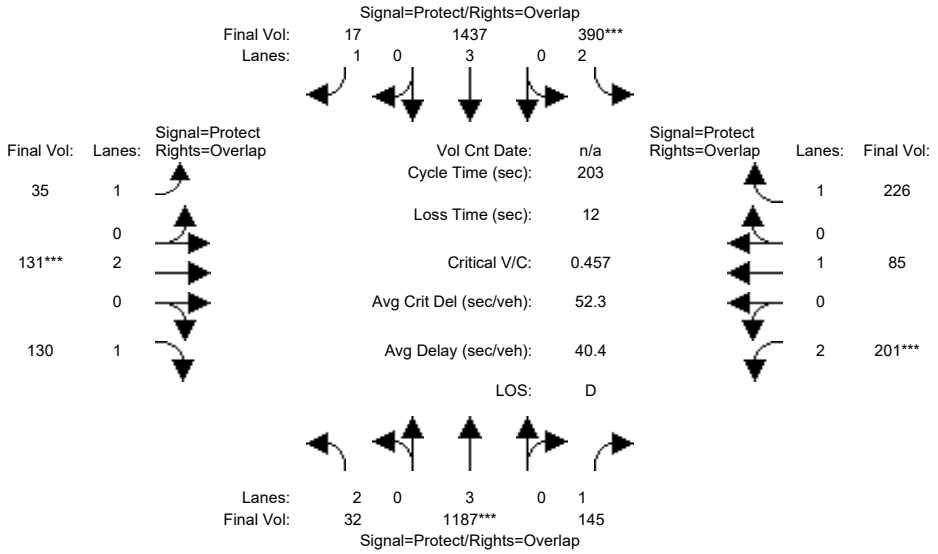
Montague Pointe Industrial Project
437,601 SF of Industrial Park
San Jose, CA

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

Intersection #5813: MONTAGUE EXPWY / RIVER OAKS PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	1187	145	390	1437	17	35	131	130	201	85	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1187	145	390	1437	17	35	131	130	201	85	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1187	145	390	1437	17	35	131	130	201	85	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1187	145	390	1437	17	35	131	130	201	85	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1187	145	390	1437	17	35	131	130	201	85	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1187	145	390	1437	17	35	131	130	201	85	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.08	0.12	0.25	0.01	0.02	0.03	0.07	0.06	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.46	0.59	0.27	0.64	0.73	0.09	0.08	0.16	0.14	0.13	0.40
Volume/Cap:	0.12	0.46	0.14	0.46	0.39	0.01	0.23	0.46	0.46	0.46	0.35	0.33
Delay/Veh:	86.3	38.6	18.4	63.4	18.0	7.7	89.4	95.1	82.1	83.7	85.1	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	38.6	18.4	63.4	18.0	7.7	89.4	95.1	82.1	83.7	85.1	43.6
LOS by Move:	F	D	B	E	B	A	F	F	F	F	F	D
HCM2kAvgQ:	1	17	4	11	13	0	2	4	8	7	5	10

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

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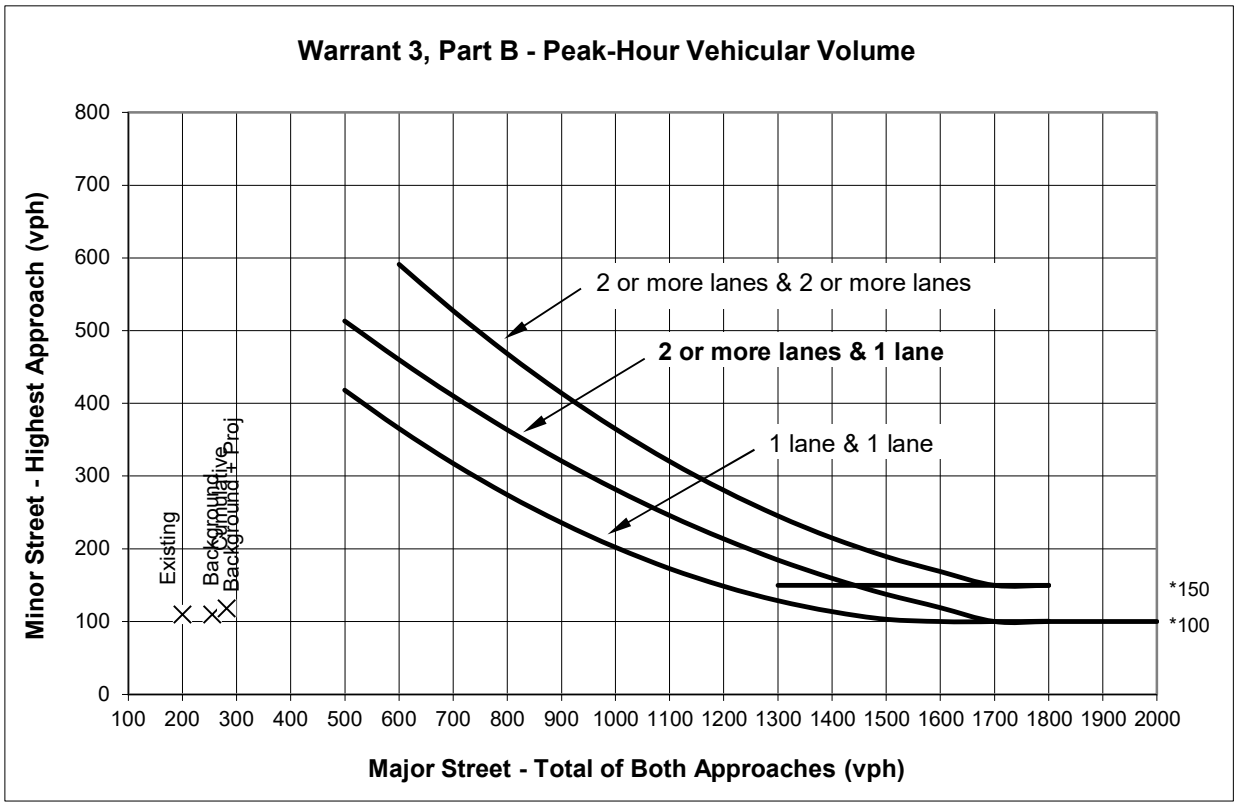
Appendix E
Signal Warrant Sheets

Montague Pointe Industrial

Junction Avenue & Plumeria Drive **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

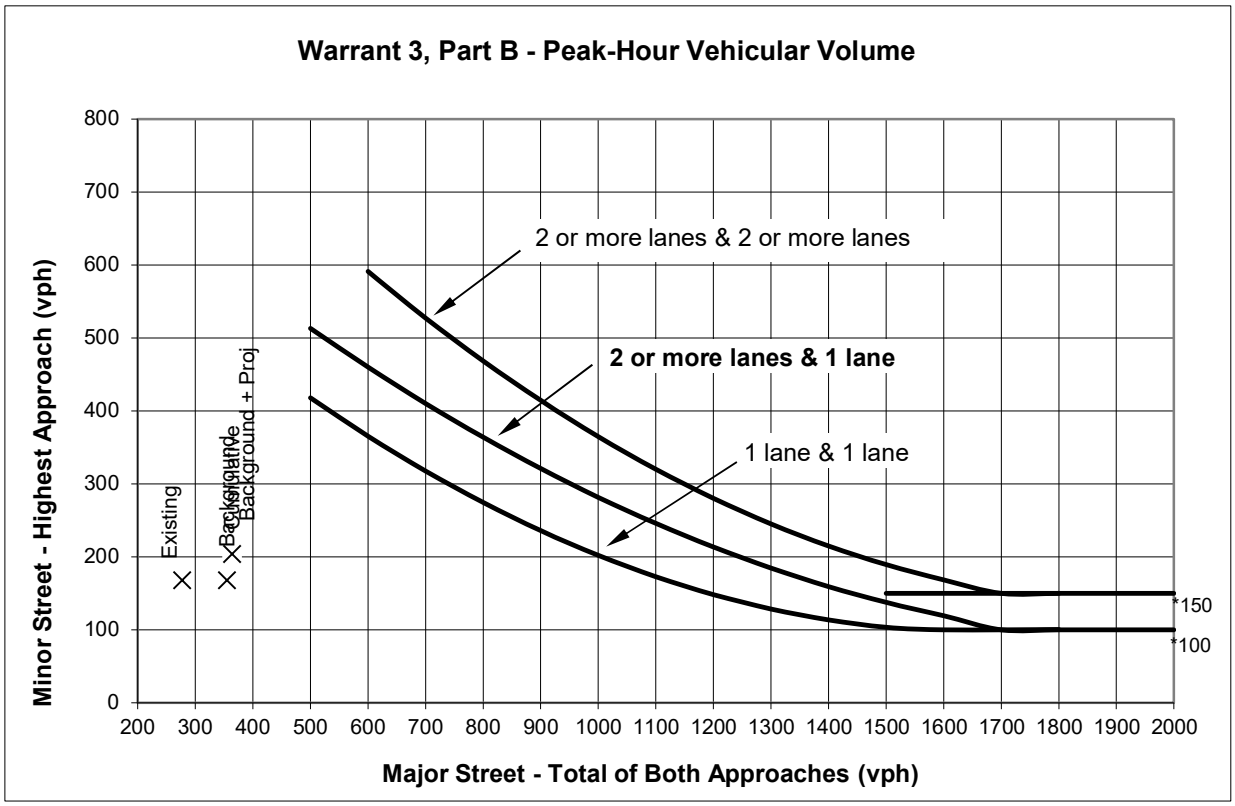
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj	Cumulative				
Major Street - Both Approaches	Plumeria Dr		X	200	255	282	282				
Minor Street - Highest Approach	Junction Av	X		110	110	118	118				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Montague Pointe Industrial

Junction Avenue & Plumeria Drive **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

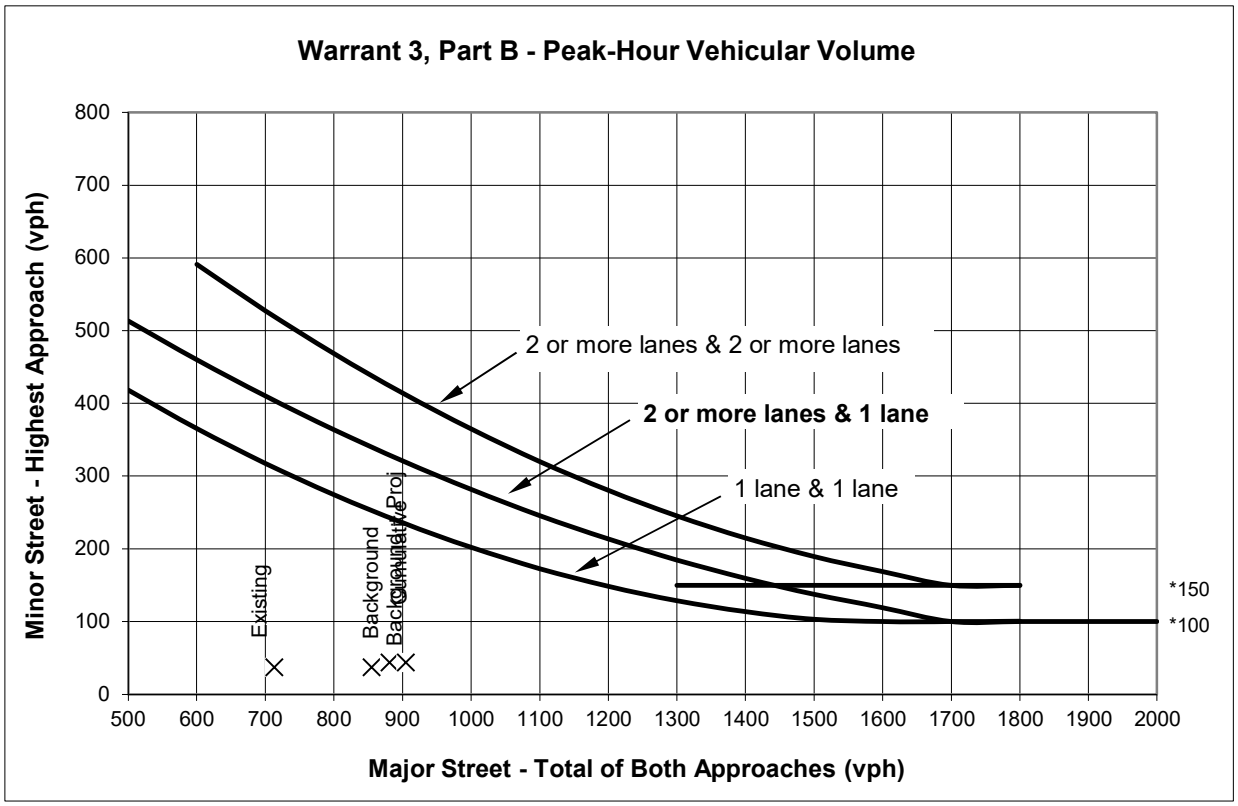
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj	Cumulative				
Major Street - Both Approaches	Plumeria Dr		X	277	355	364	364				
Minor Street - Highest Approach	Junction Av	X		168	168	204	204				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Montague Pointe Industrial

Zanker Road & Junction Avenue **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

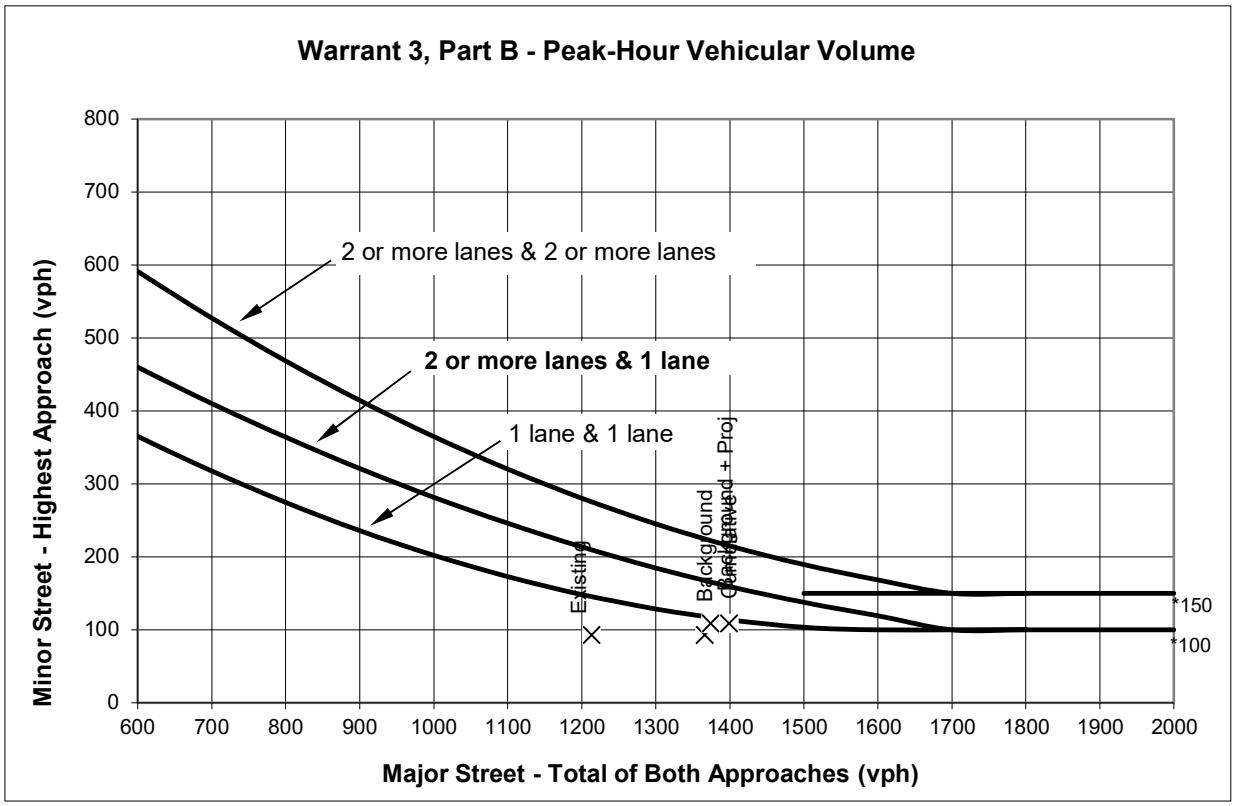
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj	Cumulative				
Major Street - Both Approaches	Zanker Rd		X	713	855	881	905				
Minor Street - Highest Approach	Junction Av	X		37	37	44	44				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Montague Pointe Industrial

Zanker Road & Junction Avenue **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj	Cumulative				
Major Street - Both Approaches	Zanker Rd		X	1213	1366	1374	1399				
Minor Street - Highest Approach	Junction Av	X		93	93	109	109				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Appendix F
TDM Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Montague Pointe Industrial Development

Transportation Demand Management (TDM) Plan

Prepared for:

FCS International, Inc.

August 24, 2026

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 25BJ03
Phone: 408.971.6100

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Areawide Circulation Plans **Corridor Studies** Pavement Delineation Plans **Traffic Handling Plans** Impact Fees **Interchange Analysis** Parking **Transportation Planning** Traffic Calming **Traffic Control Plans** Traffic Simulation **Traffic Impact Analysis** Traffic Signal Design **Travel Demand Forecasting**

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1. Introduction

This Transportation Demand Management (TDM) Plan has been prepared for the Montague Pointe industrial development to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the *City of San Jose Transportation Analysis Handbook*, April 2023. The City's TDM Program establishes a framework for new development projects to provide alternative mobility options for residents, employees, and visitors. The goals of the TDM Program, as outlined in Section 4.1 (Transportation Demand Management Program) of the *Transportation Analysis Handbook*, are to:

1. Increase sustainable travel options for the population of new projects and surrounding neighborhoods;
2. Monitor projects' progress toward advancing the City's vehicle miles traveled (VMT) reduction goals; and
3. Streamline the Transportation Analysis (TA) process for projects.

This TDM Plan addresses all the requirements of the City's TDM Ordinance (Ordinance No. 30857). The project will be responsible for implementing the measures identified in this TDM Plan to reduce the number of vehicle trips generated by the project, decrease parking demand, and advance the goals above.

Project Description

The project site is located in North San Jose, California. The site includes five parcels bordered by Montague Expressway, Zanker Road, Junction Avenue, and Plumeria Avenue (see Figure 1). The project is proposing to demolish five existing industrial buildings totaling 422,635 square feet (s.f.) and construct three new industrial buildings totaling 437,601 s.f. As proposed, the new industrial buildings would consist mostly of warehouse uses, with 18% of the total building area consisting of ancillary office uses. It is our understanding that the project would be built in one phase, and that future tenants of the buildings are expected to operate in a manner consistent with other industrial businesses in North San Jose. Access to the project site would be provided via four full-access driveways on Junction Avenue and one right-turn in/out driveway on Plumeria Avenue. The project site plan is shown on Figure 2.

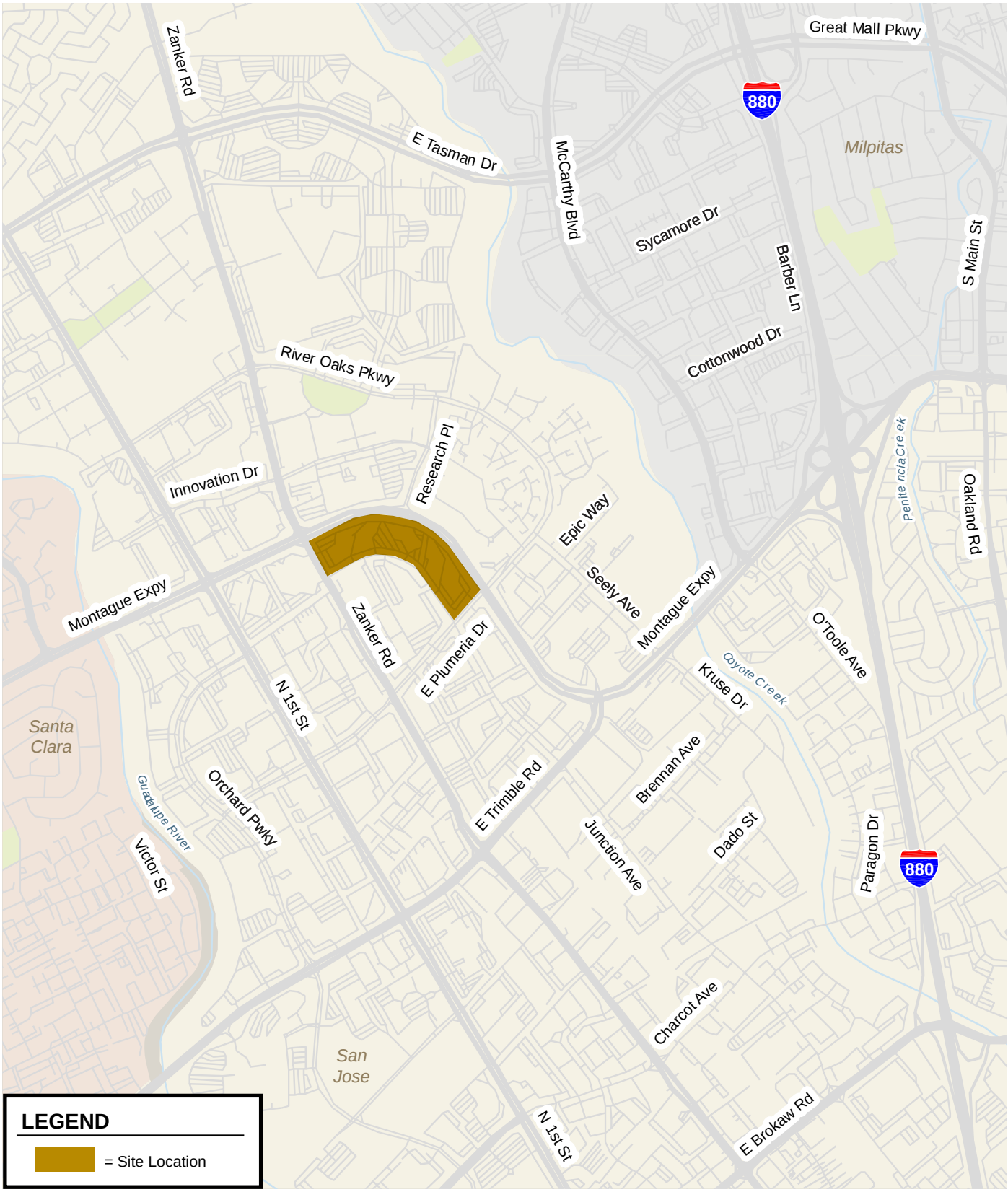

Figure 1
Project Site Location

NORTH
Not to Scale

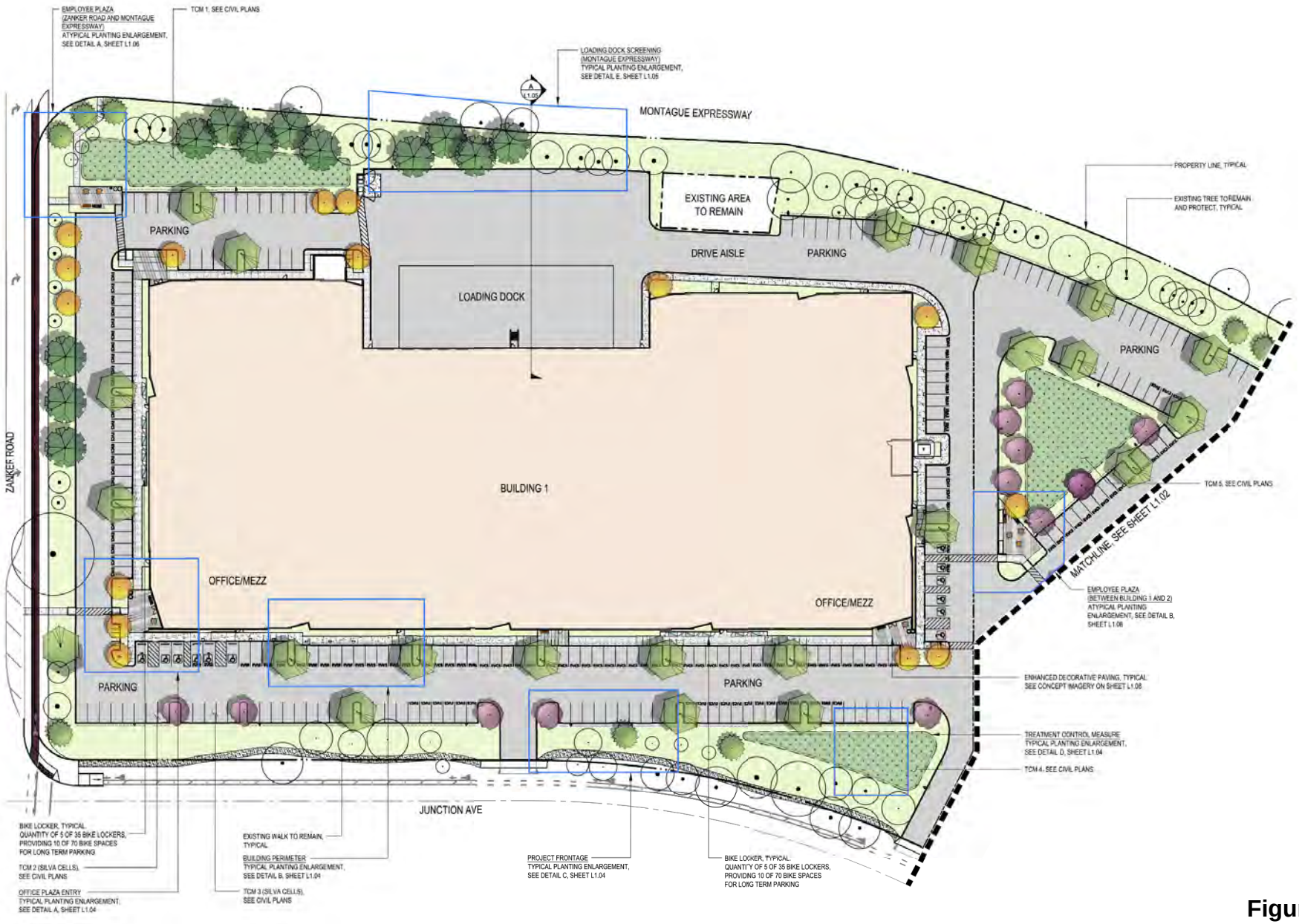

Figure 2A
Site Plan

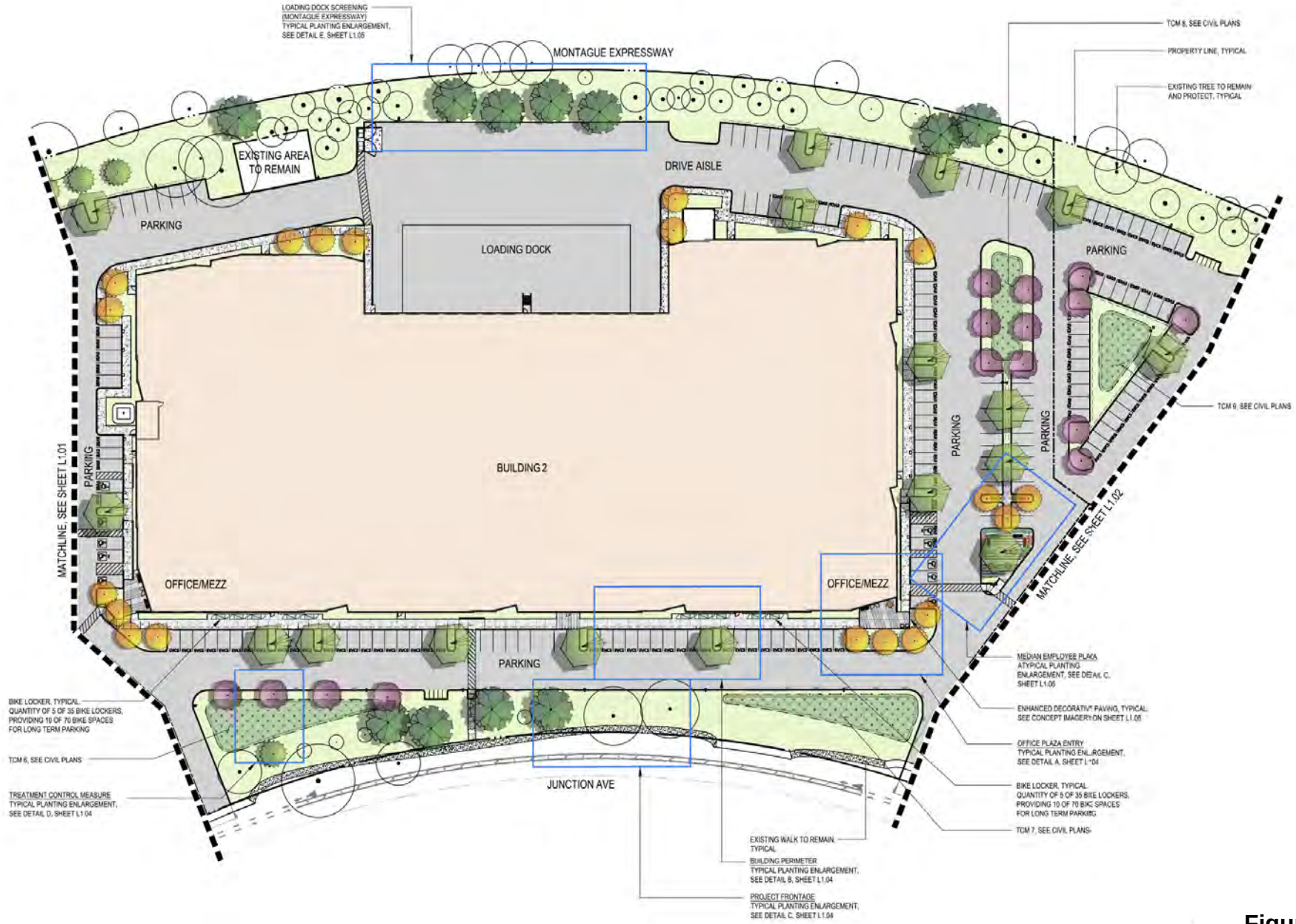

Figure 2B
Site Plan

NORTH
Not to Scale

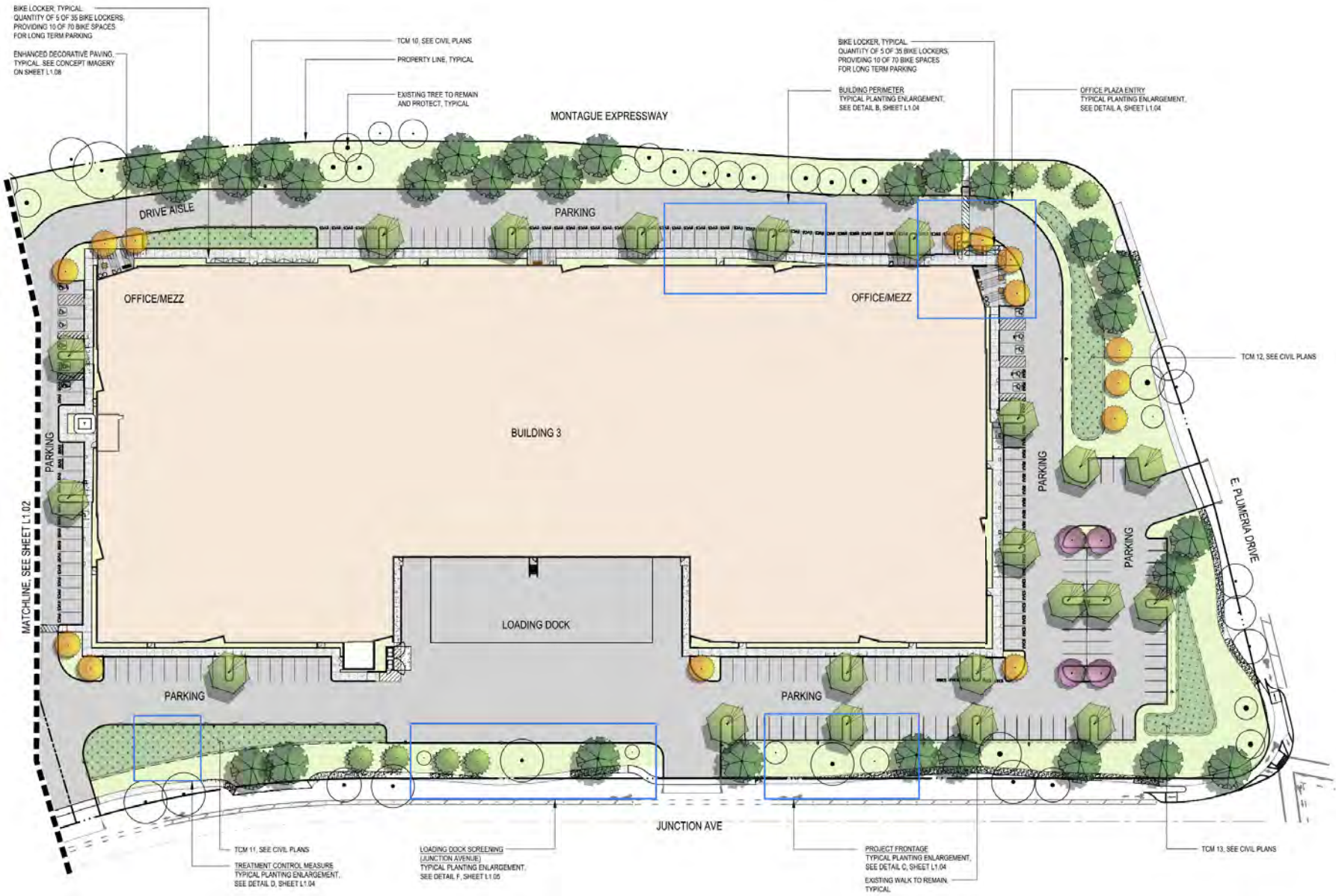

Figure 2C
Site Plan

NORTH
Not to Scale

TDM Program

Screening Criteria

The City's TDM Program includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not require a TDM Plan. If a component of a mixed-use project meets the screening criteria, a TDM Plan is not required for that component of the project. The TDM screening criteria as outlined in the City of San Jose *Transportation Analysis Handbook, 2023*, are listed in Table 1.

Table 1
Screening Criteria for the City's TDM Program for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

TDM Screening Criterion for Small Industrial Infill Projects

- Industrial projects of 30,000 square feet of gross floor area or less.

The project would not meet the City's TDM screening criteria for small industrial infill projects because it would include a total of 437,601 s.f. of light industrial uses. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required.

The project meets the definition of a Level 2 industrial project (industrial projects of 300,000 s.f. or more). Level 2 projects (referred to as "large projects") that are providing at least one programmatic TDM measure require both annual TDM Plan compliance documentation and annual monitoring reports. Since the project is not proposing any programmatic TDM measures (described below), compliance documentation and annual monitoring are not required.

TDM Point Targets

A project's TDM requirement is defined as a TDM Point Target, which is achieved by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on a project's proposed land use(s). For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project that does not meet the TDM exemption criteria. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The proposed industrial project is characterized as an "Other Use" and will be required to satisfy a TDM point target of 5 points.

Table 2
TDM Point Targets by Land Use Category

Type	Point Target
Home-End Uses	25 Points
Commute-End Uses	25 Points
Visit-End Uses	25 Points
Other Uses	5 Points

Source: City of San José Transportation Analysis Handbook, April 2023.

Menu of TDM Measures

The City maintains a menu of TDM measures that can be implemented as part of a TDM plan to achieve the project's TDM Points Target. Table 3 shows the point values, or point-value ranges, for each TDM measure in the menu and their applicability to each land use category as provided in the City of San Jose *Transportation Analysis Handbook*. The City's menu of TDM measures is organized into four (4) categories of measures:

- Project Characteristics
- Multimodal Network Improvements
- Parking
- Programmatic TDM

The first three categories – project characteristics, multimodal network improvements and parking – focus on physical improvements that can be incorporated into the project description. The fourth category, programmatic TDM measures, are primarily incentives and Mobility-as-a-Service (MaaS) programs for encouraging walking, biking, scootering, shared rides, and taking public transit. The project may also receive TDM points for measures not on the City's preset menu upon discretionary approval by City staff.

The project has submitted a list of proposed TDM measures (described in Chapter 3), via a TDM Checklist, as part of its initial application. The project plans to implement the following TDM measures:

- MI01: Provide Bike Network Improvements – 2 TDM Points
- MI04: Provide Residential Street Improvements – 2 TDM Points
- MI05: Provide Pedestrian Network Improvements – 1 TDM Point

Table 3
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Project Characteristics	PC03	Provide Affordable Housing	1 - 4	-	-	-
Multimodal Network Improvements	MI01	Provide Bike and Micromobility Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI03	Provide Transit Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI04	Provide Residential Street Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI05	Provide Pedestrian Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
Parking	PK01	Right-Size Parking Supply	1 - 20	1 - 20	1 - 20	-
	PK02	Provide Bike Parking Facilities	1 - 2	1 - 2	1 - 2	-
	PK03	Provide Shared Parking	1 - 2	1 - 2	1 - 2	-
Programmatic TDM	TP01	Provide School Pool Programs	1	-	-	-
	TP02	Provide Bike Share Stations	1 - 2	1 - 2	1 - 2	-
	TP03	Provide Car Share Station	1 - 4	1 - 4	1 - 4	-
	TP04	Provide Education, Marketing, and Outreach	1 - 2	1 - 2	-	-
	TP05	Join a Transportation Management Association (TMA)	See note[1]	See note[1]	See note[1]	-
	TP06	Provide Parking Cashout	-	2	-	2
	TP07	Provide Transit Subsidies	1 - 8	1 - 8	1 - 8	1 - 8
	TP08	Provide Flexible Work Schedules	-	1 - 4	-	-
	TP09	Provide Private Shuttle/ Transit Service	4 - 8	4 - 8	4 - 8	-
	TP10	Price Workplace Parking	-	2	1	-
	TP11	Provide Alternative Transportation Benefits	1 - 8	1 - 8	1 - 8	1 - 8
	TP12	Provide a Neighborhood School	2	-	-	-

Table 3 (continued)
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Programmatic TDM	TP13	Provide Ride-Share Programs	1	1	-	1
	TP14	Subsidize Public Transit Service Upgrade or Expansion	1 - 4	1 - 4	1 - 4	-
	TP15	Provide Targeted Behavioral Interventions	1 - 2	1 - 2	1 - 2	-
	TP16	Unbundle Parking Costs from Property Cost	1 - 2	-	-	-
	TP17	Provide Vanpool Incentives	1 - 4	1 - 4	1 - 4	-
	TP18	Provide Voluntary Travel Behavior Change Program	1 - 2	1 - 2	-	-
		User-Defined Measure	See note[2]	See note[2]	See note[2]	See note[2]

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Projects located in an area with an established TMA are required to join the TMA.
[2] The TDM Point Value of a user-defined measure is subject to City staff's approval and determination.
[3] "-" indicates that the measure is not applicable for the corresponding land use type under the TDM Program.

TDM Plan Compliance and Monitoring

Projects required to implement a TDM Plan that includes at least one programmatic TDM measure as part of a Conditions of Approval document are required to implement the selected programmatic TDM measure(s) for the life of the project and fulfill ongoing compliance and/or monitoring requirements. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects (e.g., industrial projects of greater than 30,000 s.f. but less than 300,000 s.f.) and large projects are classified as Level 2 projects (e.g., industrial projects of 300,000 s.f. or more). Level 1 projects typically require annual TDM Plan compliance documentation but do not have the annual monitoring report requirement of Level 2 projects (see Table 4), unless the project is using programmatic TDM measures to mitigate a significant VMT impact.

The project meets the definition of a Level 2 industrial project and is characterized as an "Other Use" per the San Jose Municipal Code. However, since the project is not proposing any programmatic TDM measures (i.e., only multimodal network improvements would be provided), annual compliance documentation and annual monitoring are not required.

Table 4
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

2. Existing Transportation Facilities and Services

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. Transportation facilities and services that support sustainable modes of transportation within San Jose include VTA bus routes and light rail, Caltrain, ACE commuter rail service, Amtrak commuter rail service, and bicycle and pedestrian facilities. This chapter describes the existing transit, pedestrian, and bicycle facilities in the project study area.

Transit Service

Existing light rail transit (LRT), bus and shuttle services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Altamont Commuter Express (ACE). The existing transit services are described below and are shown on Figure 3.

Light Rail Transit (LRT) Service

The Orchard LRT Station is located a ¼-mile southwest of the project site at the intersection of North First Street and Orchard Parkway. The River Oaks LRT Station is located a ½-mile northwest of the project site at the intersection of North First Street and River Oaks Parkway. Both stations serve the Santa Teresa-Baypointe LRT line (Blue Line) and Winchester-Old Ironsides LRT line (Green Line). LRT trains operate with 15-minute headways during the weekday peak commute and midday hours.

Bus and Shuttle Service

VTA local bus route 20 operates along Montague Expressway adjacent to the project site. Route 20 operates between the Milpitas BART station and the Sunnyvale Transit Center and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day. Bus route 20 stops along Plumeria Drive adjacent to the project site.

The ACE Brown shuttle operates along Montague Expressway and River Oaks Parkway and provides service between the Great America ACE station and south Sunnyvale. ACE provides four eastbound shuttles during the weekday AM commute period and four westbound shuttles during the weekday PM commute period. The ACE Brown shuttle stops on Montague Expressway north of River Oaks Parkway directly across the street from the project site.

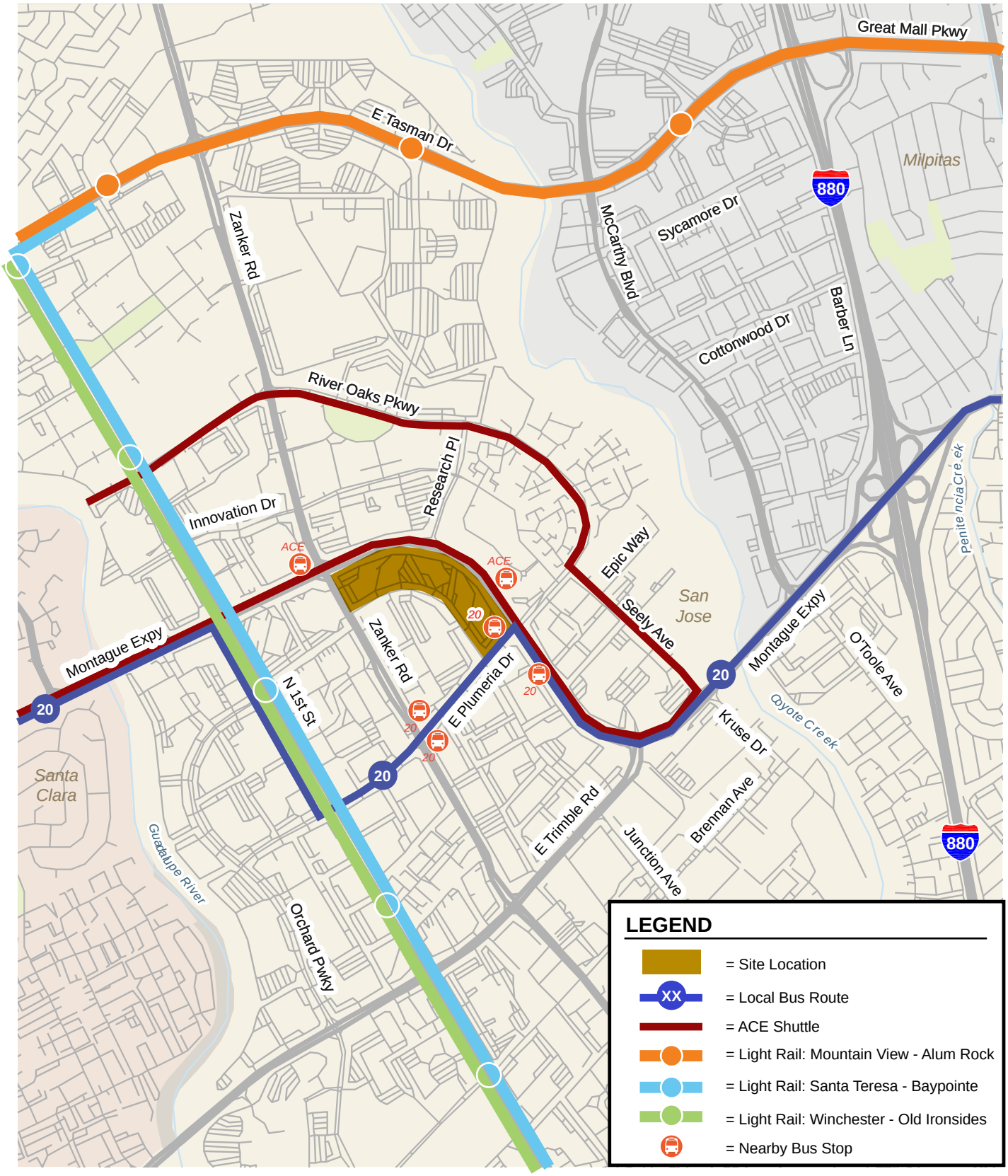

Figure 3
Existing Transit Services

NORTH
Not to Scale

Pedestrian and Bicycle Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks at the intersections. Sidewalks are found along all the local roadways in the study area, although there is no sidewalk along the south side of Trimble Road between Montague Expressway and Junction Avenue. Crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections in the study area. Crosswalks are also provided at some nearby unsignalized intersections. Curb ramps with truncated domes are provided at all intersection crosswalks near the site, including unsignalized intersections. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops.

There are a number of roadways in the project study area that have striped bike lanes (Class II bicycle facilities). Striped bike lanes currently exist on the following roadway segments (see Figure 4):

- North First Street – Class II bike lanes between Brokaw Road and Alviso
- Zanker Road – Class II bike lanes along its entirety
- Trimble Road – Class II bike lanes along its entirety
- River Oaks Parkway/Plumeria Drive – Class II bike lanes along its entirety
- Junction Avenue – Class II bike lanes between Trimble Road and Brokaw Road

Multi-Use Trails

The Coyote Creek Multi-use Trail (Class I bikeway) runs along both sides of Coyote Creek and is separated from motor vehicle traffic. The Coyote Creek Trail extends from the northern extent of McCarthy Boulevard south to Zanker Road. The closest entrance to the trail is provided east of the project site via Epic Way/Iris Chang Park, approximately a ½-mile walk or bike ride from the site.

The Guadalupe River Multi-use Trail (Class I bikeway) runs along both sides of the Guadalupe River and is separated from motor vehicle traffic. The Guadalupe River Trail runs from Alviso to south San Jose. The closest entrance to the Guadalupe River Trail is provided west of the project site via Montague Expressway, approximately a ½-mile walk or bike ride from the site.

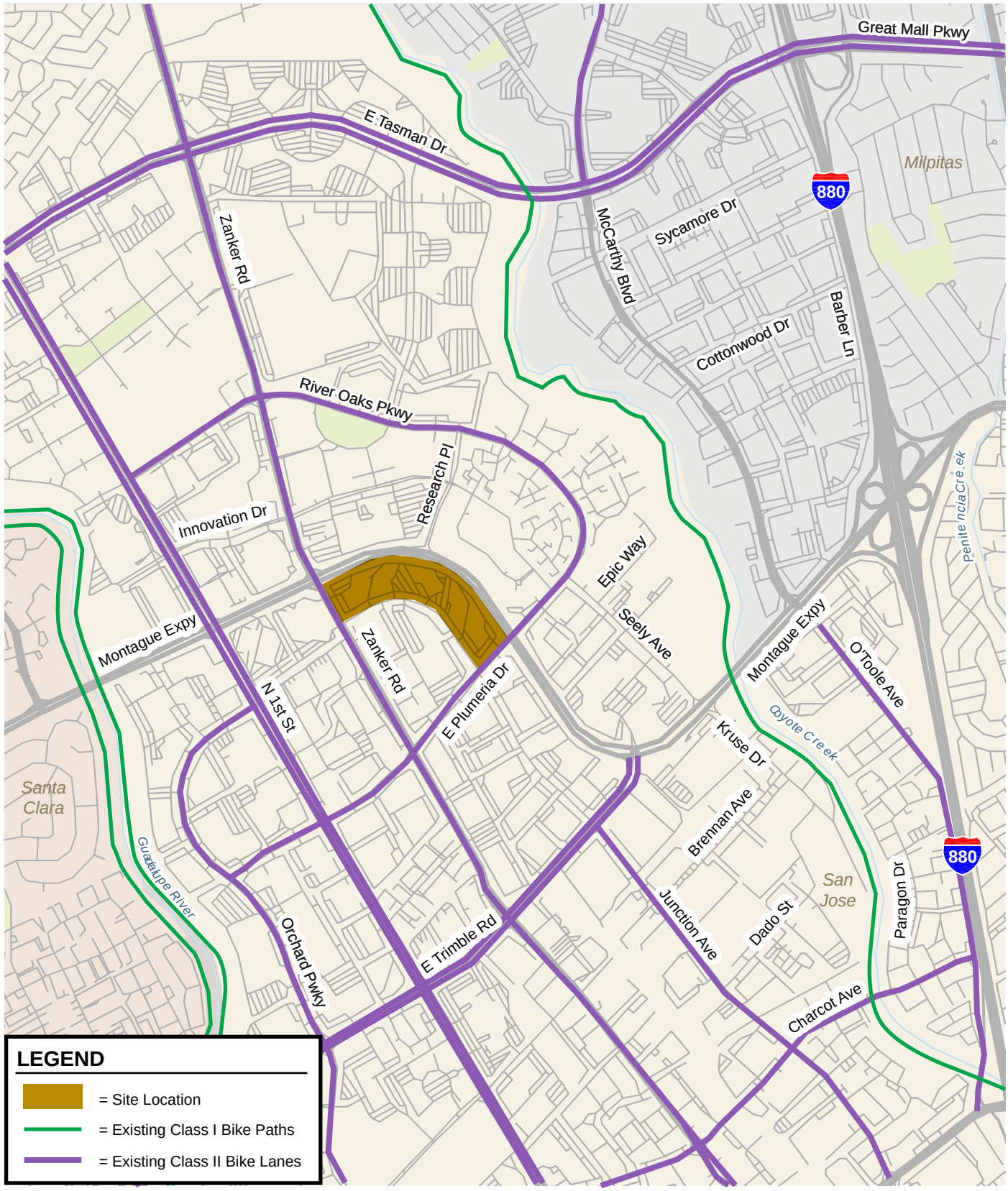

Figure 4
Existing Bicycle Facilities

3. Proposed TDM Measures

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Point Target" as detailed in the City's new Ordinance.

The project would not meet the City's TDM screening criteria for small industrial infill projects because it would include more than 30,000 s.f. of gross floor area industrial space. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required.

The project meets the definition of a Level 2 industrial project (industrial projects of 300,000 s.f. or more) and is characterized as an "Other Use" per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 5 TDM points (based on the Other Use category) was prepared. However, since the project is not proposing any programmatic TDM measures (i.e., only multimodal network improvements would be provided), compliance documentation and annual monitoring are not required.

TDM Checklist

The City of San Jose's TDM Checklist was used to calculate the TDM points for the proposed industrial project (see Table 5). As shown in the checklist, the project will achieve the 5-point TDM requirement by providing the following multimodal infrastructure improvements:

- MI01: Provide Bike Network Improvements – 2 TDM Points
- MI04: Provide Residential Street Improvements – 2 TDM Points
- MI05: Provide Pedestrian Network Improvements – 1 TDM Point

A description of each TDM measure being proposed is provided below, along with the number of points earned from each measure. The City will check for compliance using the methods described with each measure.

Table 5
TDM Checklist (TDM Plan Measures and Point Allocation)

ID	TDM Measure Description	Points Values	Other Uses 5
	A. PROJECT CHARACTERISTICS		
PC03	Provide Affordable Housing	1 - 4	n/a
	B. MULTIMODAL NETWORK IMPROVEMENTS		
MI01	Provide Bike Network Improvements	1 - 4	2
		Cost of measure	$ 875,202
MI03	Provide Transit Network Improvements	1 - 4	0
		Cost of measure	$ -
MI04	Provide Residential Street Improvements	1 - 4	2
		Cost of measure	$ 875,202
MI05	Provide Pedestrian Network Improvements	1 - 4	1
		Cost of measure	$ 437,601
	C. PARKING		
PK01	Off-Street Vehicle Parking Spaces (please enter):		n/a
	Project Size:		n/a
	Vehicle Parking Ratio:		n/a
	Right-size Vehicle Parking Supply	1 - 20	n/a
PK02	Provide Bike Parking Facilities	1 - 2	n/a
PK03	Provide Shared Parking	1 - 2	n/a
	D. PROGRAMMATIC TDM		
TP01	Provide School Pool Programs	1	n/a
TP02	Provide Bike Share Stations	1 - 2	n/a
TP03	Provide Car Share Station	1 - 4	n/a
TP04	Provide Education, Marketing & Outreach	1 - 2	n/a
TP05	Join Transportation Mgmt. Association (TMA)	See Note	n/a
TP06	Provide Parking Cash-out	2	0
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	n/a
TP10	Price Workplace Parking	1 - 2	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	n/a
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	n/a
TP15	Provide Targeted Behavioral Interventions	1 - 2	n/a
TP16	Unbundle Parking Costs from Property Cost	1 - 2	n/a
TP17	Provide Vanpool Incentives	1 - 4	n/a
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	n/a

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

None

TOTAL TDM POINTS NEEDED:	5
TOTAL TDM POINTS ACHIEVED (incl. user-defined measures):	5
	Complete

TDM Measures

Provide Bike Network Improvements (MI01)

Design, fund, and/or construct bike and micro-mobility network improvements beyond the project's frontage.

- **Point Requirements:** Fund or perform the design and/or construction of bike and micro-mobility network improvements outside of the project's property frontage and within 1 mile of the project site, for a total cost equivalent to:
    - 1 Point: $1,000 per DU or $1 per square feet of non-residential gross floor area.
    - 2 Points: $2,000 per DU or $2 per square feet of non-residential gross floor area.
    - 3 Points: $3,000 per DU or $3 per square feet of non-residential gross floor area.
    - 4 Points: $4,000 per DU or $4 per square feet of non-residential gross floor area.
- **Project Implementation:** The project will provide bike network improvements equivalent to $875,202 (see the list of bike network improvements below). Accordingly, the project is eligible to receive **2 TDM points**. Note that the City may either require the project to implement the improvements listed below or provide a monetary contribution toward the improvements.
    - The developer would construct a Class IV bikeway "protected intersection" at the Zanker Road/Montague Expressway signalized intersection. The existing pork-chop islands on the northwest, northeast, and southwest corners of the intersection would likely be removed as part of the intersection improvements. All signal improvements would be determined in coordination with City of San Jose staff and Santa Clara County staff (Santa Clara County owns and operates this intersection). The multimodal infrastructure improvements would create a safer intersection for cyclists.

  If the bike network improvements listed above do not total $875,202 (amount required to receive 2 TDM points), the project will provide the remaining contribution amount (delta) to the City, which the City will utilize to fund other multimodal improvements in the surrounding area.

  If the County of Santa Clara is not supportive of the proposed protected intersection improvements at Zanker Road and Montague Expressway, the contributions for bike network improvements (MI01) shall be utilized and applicable to fund the design and implementation of regional projects within the North San Jose Area Development Policy boundaries.
- **Proof of Implementation:** City staff will provide comments to the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and County's relevant design standards. City and County staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved intersection improvements will become the County's responsibility.

Provide Residential Street Improvements (MI04)

Design, fund, and/or construct neighborhood street improvements beyond the project's frontage.

- **Point Requirements:** Fund or perform the relevant design and/or construction of neighborhood traffic management improvements outside of the project's property frontage and within 1 mile of the project site, for a total cost equivalent to:
    - 1 Point: $1,000 per DU or $1 per square feet of non-residential gross floor area.
    - 2 Points: $2,000 per DU or $2 per square feet of non-residential gross floor area.

- 3 Points: $3,000 per DU or $3 per square feet of non-residential gross floor area.
- 4 Points: $4,000 per DU or $4 per square feet of non-residential gross floor area.

- **Project Implementation:** The project will provide street improvements equivalent to $875,202 (see the list of street improvements below). Accordingly, the project is eligible to receive **2 TDM points**. Note that the City may either require the project to implement the improvements listed below or provide a monetary contribution toward the improvements.
  - The developer would construct a Class IV bikeway "protected intersection" at the Zanker Road/Montague Expressway signalized intersection. The existing pork-chop islands on the northwest, northeast, and southwest corners of the intersection would likely be removed as part of the intersection improvements. All signal improvements would be determined in coordination with City of San Jose staff and Santa Clara County staff (Santa Clara County owns and operates this intersection). The multimodal infrastructure improvements would create a safer intersection for pedestrians and cyclists.

  If the street improvements listed above do not total $875,202 (amount required to receive 2 TDM points), the project will provide the remaining contribution amount (delta) to the City, which the City will utilize to fund other multimodal improvements in the surrounding area.

  If the County of Santa Clara is not supportive of the proposed protected intersection improvements at Zanker Road and Montague Expressway, the contributions for residential street improvements (MI04) shall be utilized and applicable to fund the design and implementation of regional projects within the North San Jose Area Development Policy boundaries.

- **Proof of Implementation:** City staff will provide comments to the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City and County staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved intersection improvements will become the County's responsibility.

Provide Pedestrian Network Improvements (MI05)

Design, fund, and/or construct pedestrian improvements beyond the project's frontage.

- **Point Requirements:** Fund or perform the design and/or construction of pedestrian street improvements beyond and within 1 mile of the project's frontage, for a total cost equivalent to:
  - 1 Point: $1,000 per DU or $1 per square feet of non-residential gross floor area.
  - 2 Points: $2,000 per DU or $2 per square feet of non-residential gross floor area.
  - 3 Points: $3,000 per DU or $3 per square feet of non-residential gross floor area.
  - 4 Points: $4,000 per DU or $4 per square feet of non-residential gross floor area.

- **Project Implementation:** The project will provide pedestrian network improvements equivalent to $437,601 (see the list of pedestrian improvements below). Accordingly, the project is eligible to receive **1 TDM point**. Note that the City may either require the project to implement the improvements listed below or provide a monetary contribution toward the improvements.
  - The project would construct bulb-outs on all corners of the Junction Avenue/Plumeria Drive unsignalized intersection. Note that the project would receive MI05 credit for the improvements to the three non-project-frontage corners only: NW, SW and SE corners.

If the pedestrian network improvements listed above do not total $437,601 (amount required to receive 1 TDM point), the project will provide the remaining contribution amount (delta) to the City, which the City will utilize to fund other multimodal improvements in the surrounding area.

- **Proof of Implementation:** City staff will provide comments to the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

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