

**APPENDIX G**

**NORTH BAYSHORE ALTERNATIVE ANALYSES**



**APPENDIX G-1**

**North Bayshore Alt GGRP Analysis**



## Communitywide GHG Emissions and Projections: 2005, 2020, and 2030

Emission Sector	Subsector	2005 Emissions (MT CO <sub>2</sub> e/year)	2020 Emissions (MT CO <sub>2</sub> e/year)	2030 Emissions (MT CO <sub>2</sub> e/year)
<b>Energy - Residential</b>	Electricity	36,307	40,616	43,769
	Natural Gas	64,065	76,615	86,319
<b>Energy - Commercial</b>	Electricity	108,220	135,271	156,965
	Natural Gas	52,005	64,019	73,534
<b>Energy - Industrial</b>	Electricity	4,308	3,470	3,004
	Natural Gas	5,066	4,081	3,533
<b>Direct Access</b>	Electricity	25,591	25,591	25,591
	<i>Subtotal</i>	<b>295,562</b>	<b>349,663</b>	<b>392,715</b>
<b>Transportation</b>	<i>Subtotal</i>	<b>474,180</b>	<b>533,013</b>	<b>576,318</b>
<b>Waste</b>	Solid Waste	11,113	11,237	11,320
	Alt Daily Cover	70	70	71
	<i>Subtotal</i>	<b>11,183</b>	<b>11,307</b>	<b>11,391</b>
<b>Water</b>	Water Demand	4,384	4,906	5,287
	Wastewater Treatment	5,117	5,672	6,074
	<i>Subtotal</i>	<b>9,502</b>	<b>10,577</b>	<b>11,362</b>
<b>Off-Road Mobile</b>	Construction	4,793	5,959	6,890
	Lawn and Garden Equipment	1,767	2,095	2,347
	<i>Subtotal</i>	<b>6,561</b>	<b>8,054</b>	<b>9,236</b>
<b>Total</b>		<b>796,987</b>	<b>912,615</b>	<b>1,001,023</b>

Mountain View Greenhouse Gas Reduction Plan –  
Revised Metrics per Draft 2030 General Plan (Less N. Bayshore Residential and 500k sf Office)

<b>GGRP Measures and Quantified Reductions: 2020 and 2030</b>		
<b>Energy</b>	<b>2020</b> (MT CO <sub>2</sub> e/year)	<b>2030</b> (MT CO <sub>2</sub> e/year)
<b>Energy Efficiency</b>		
E-1.1 Residential Energy Efficiency Retrofit	1,004	2,640
E-1.2 Non-Residential Energy Efficiency Retrofit	1,074	2,799
E-1.3 Non-Residential Lighting Retrofit	746	4,952
E-1.4 Residential Energy Star Appliances	116	507
E-1.5 Smart Grid	873	3,849
E-1.6 Exceed State Energy Standards in New Residential Development	931	3,256
E-1.7 Exceed State Energy Standards in New Non-Residential Development	937	3,691
E-1.8 Building Shade Trees in Residential Development	17	49
<b>Renewable Energy</b>		
E-2.1 Residential Solar Water Heaters	1,362	4,443
E-2.2 Non-Residential Solar Water Heaters	129	456
E-2.3 Residential Solar Photovoltaic System	347	573
E-2.4 Non-Residential Solar Photovoltaic System	1,574	3,148
E-2.5 Landfill Gas to Energy	2,827	2,827
<b>Municipal Building Energy</b>		
E-3.1 Energy Efficiency in Municipal Buildings	154	154
<b>Municipal Streetlights and Traffic Lights</b>		
E-4.1 Energy Efficiency in Streetlights and Traffic Lights	229	229
<b>Municipal Renewables</b>		
E-5.1 Solar Photovoltaic Systems on Municipal Buildings	78	73
<b>Subtotal</b>	<b>12,397</b>	<b>33,648</b>
<b>Solid Waste</b>		
SW-1.1 Zero Waste Plan Implementation	2,734	6,718
<b>Subtotal</b>	<b>2,734</b>	<b>6,718</b>
<b>Water</b>		
W-1.1 Urban Water Management Plan Conservation Strategies	1,071	1,669
<b>Subtotal</b>	<b>1,071</b>	<b>1,669</b>
<b>Transportation</b>		
Transportation Demand Management Measures	1,024	1,844
<b>Subtotal</b>	<b>1,024</b>	<b>1,844</b>
<b>Carbon Sequestration</b>		
CS-1.1 Enhance the Urban Forest	680	1,000
<b>Subtotal</b>	<b>680</b>	<b>1,000</b>
<b>SUBTOTAL GGRP MEASURES</b>	<b>17,906</b>	<b>44,878</b>
<b>Statewide Reductions</b>		
Passenger vehicle and light-duty truck fuel efficiency standards	70,711	113,882
Low carbon fuel standard	36,014	31,697
Medium- and heavy-duty vehicle efficiency improvement program	3,196	3,525
2008 California Title-24 standard	4,523	8,094
Renewable portfolio standard (33% by 2020)	42,834	47,930
<b>Subtotal</b>	<b>157,279</b>	<b>205,128</b>
<b>TOTAL REDUCTIONS</b>	<b>175,185</b>	<b>250,006</b>





**APPENDIX G-2**

**North Bayshore Alt Traffic Memo**



## MEMORANDUM

Date: June 13, 2012

To: Stephanie Williams, and Martin Alkire, City of Mountain View  
Judith Malamut and Amy Paulsen, LSA Associates, Inc.

From: Daniel Rubins, P.E. and Robert Eckols, P.E.

Subject: **City of Mountain View General Plan Update: Transportation Performance Indicators with North Bayshore Alternative**

*SJ08-1077*

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This memorandum summarizes the results of an evaluation of the Draft General Plan with North Bayshore Alternative using the same transportation performance indicators developed to evaluate the proposed land use alternatives. The evaluation considers a reduction in the land uses within North Bayshore and the related effects on the City of Mountain View travel patterns and transportation system. *This memo and all color graphics are located on the City's website [www.mountainview2030.com](http://www.mountainview2030.com)*

This analysis recognizes the programmatic nature of the project and therefore uses three systemwide performance indicators with nine performance measures. The City of Mountain View's Travel Demand Forecasting Model was used to estimate a number of systemwide transportation measures including:

- Roadway mobility indicator: Daily vehicle hours of travel (VHT) and VHT per service population measures.
- Roadway productivity indicator: Daily vehicle trips (VT), daily VT per service population, daily vehicle miles of travel (VMT) and VMT per service population measures.
- Roadway system preservation indicator: Roadway and freeway segment operations, and adjacent jurisdiction summary measures.



The results are presented in the following sections:

- Description of **Scenarios Evaluated**
- Summary of **Technical Approach** to estimate performance measures
- Summary of **Performance Indicators** results

## SCENARIOS EVALUATED

The following five scenarios were evaluated and are discussed herein:

- Scenario 1: *Existing Conditions (2009)* – Existing daily roadway segment volumes obtained from counts. Citywide daily VMT and adjacent jurisdiction analysis obtained using the base year (2009) travel demand forecasting model assuming the existing land use and roadway system.
- Scenario 2: *Existing Plus Draft General Plan Conditions (2009)* – Existing Plus Draft General Plan (and GGRP, while not explicitly mentioned in the title of this scenario, implementation of the GGRP is included as part of the proposed project) daily roadway segment volumes, citywide daily VMT and adjacent jurisdiction analysis based on the changes in the Draft General Plan land use, assuming that the existing roadway system remains unchanged and the GGRP is implemented. No growth was assumed for any other land uses within other jurisdictions (e.g., Moffett Federal Airfield and NASA Ames Research Center) other than the City of Mountain View.
- Scenario 3: *Existing Plus Draft General Plan with North Bayshore Alternative Conditions (2009)* – Same as Scenario 2, except 1,111 fewer residential dwelling units and 500,000 fewer square feet of office space in North Bayshore.
- Scenario 4: *Draft General Plan Conditions (2030)* – Year 2030 cumulative daily roadway segment volumes, citywide daily VMT and adjacent jurisdiction analysis based on Draft General Plan land use and GGRP implementation for Mountain View and the Association of Bay Area Governments (ABAG) land use projections for



adjacent jurisdictions and planned and funded transportation system improvements in the *Valley Transportation Plan (VTP) 2030*.<sup>1</sup>

Scenario 5: *Draft General Plan Conditions with North Bayshore Alternative Conditions (2030)* – Same as Scenario 4, except 1,111 fewer residential dwelling units and 500,000 fewer square feet of office space in North Bayshore.

## TECHNICAL APPROACH

A description of the City of Mountain View Travel Demand Forecasting Model, trip adjustments for land use strategies, trip adjustments for transportation demand management (TDM) strategies, measurement of vehicle miles traveled method, and motor vehicle level of service analysis methods are discussed in the Transportation and Circulation section of the *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Draft Environmental Impact Report* (LSA Associates, November 2011). Below is a summary of the service population and trip adjustments used in this analysis.

## SERVICE POPULATION

To be consistent with the Regional Targets Advisory Committee (RTAC) recommendation to the California Transportation Commission (CTC), VMT per service population (residents + employment) was used to compare various land use and roadway network scenarios for the Draft General Plan and the evaluation of the North Bayshore Alternative. This VMT per service population measurement accounts for the fact that, while there may be absolute growth in VMT due to increases in population and employment, the VMT per service population can be reduced.

**Table 1** shows the service population for the City of Mountain View for the five scenarios.

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<sup>1</sup> Valley Transportation Authority, 2005. *Valley Transportation Plan 2030*. February.



**TABLE 1  
 CITY OF MOUNTAIN VIEW OCCUPIED LAND USE SUMMARY**

Land Use	Year 2009 Scenarios			Year 2030 Scenarios	
	Existing (Scenario 1)	Existing plus Draft General Plan (Scenario 2)	Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)	Draft General Plan (Scenario 4)	Draft General Plan with North Bayshore Alternative (Scenario 5)
Employees <sup>1</sup>	60,460	82,230	80,820	82,230	80,820
Residential Population	73,860	88,570	86,330	88,570	86,330
Service Population	134,320	170,800	167,150	170,800	167,150

Notes:

1. Employees based on occupied non-residential square footage.
2. Rounded to nearest 10 employees or residents.
3. Land use summary does not include NASA AMES research center.
4. Service Population within Mountain View = residents + employees

Source: City of Mountain View, *Background Data and Documentation General Plan Land Use Projection 2008-2030*, January 2011, and City of Mountain View for North Bayshore land use alternative, May 2012.

## TRIP REDUCTIONS FOR LAND USE STRATEGIES

Urban development patterns directly influence vehicle travel demand. As such, the City of Mountain View is employing a variety of compact growth measures, plans, and techniques for redeveloping existing areas and for infill development. Compact growth development patterns encourage walking, biking, and transit use, and typically reduce demand for vehicle travel.

The updated City of Mountain View TDF model includes trip adjustments due to land use variables such as **d**ensity, **d**iversity, **d**esign and **d**estination (the 4Ds) to enhance its sensitivity to the built environment. By quantifying changes in the 4Ds between scenarios, the process adjusts the number of vehicle trips based on a set of elasticities that relate changes in vehicle trips to changes in the 4D inputs. These effects are typically not captured in a standard four step travel demand model. This enhancement provides policy makers with more reliable forecasts of the likely effects of 4Ds and their policies.

The 4Ds scores are developed for 1/3 mile grid cells using the ArcGIS software geoprocessing tools and the traffic analysis zone (TAZ) land use data from the City's model. The full process used



to develop the 4Ds scores is described in the technical memorandum entitled, *4D Enhancement User's Guide* (Fehr & Peers, June 2011), which is included as appendix B3 of the environmental document.

**Figures 1A** and **1B** illustrate the magnitude of change in the **density** variable between Existing Conditions and Draft General Plan Conditions (2009 or 2030), and Existing Conditions and Draft General Plan Conditions with North Bayshore Alternative Conditions (2009 or 2030). As the legend indicates, the percent change in the **density** "D" is shown by color gradations. **Figures 2A** and **2B** illustrate the magnitude of change in the **diversity** variable.

An overview comparison of **Figures 1A** to **1B** and **2A** to **2B** reveals:

- The most pronounced 4D effects related to **density** occur in the North Bayshore, Whisman/Pioneer and San Antonio areas of the city under the Draft General Plan. These areas are projected to increase the density of non-residential land uses and job density. In North Bayshore, the density increase is less under the Draft General Plan with North Bayshore Alternative.
- Under the Draft General Plan, the greatest increase in the **diversity** occurs in the North Bayshore due to the addition of housing and complementary retail land uses, and Whisman/Pioneer areas of the city. With the North Bayshore Alternative land use diversity is less than the Draft General Plan Conditions as more employment land uses are added to North Bayshore without increasing residential land uses inside or near North Bayshore (e.g., approximately a half-mile south of US 101).
- Residential areas of the city see a reduction in the **diversity** score because the density of jobs nearby is increased without a proportional change in the mix of jobs to housing.

The vehicle trip adjustments are presented in **Figures 3A** and **3B**. In most cases, the vehicle trip reduction of a given TAZ is less than 5 percent. Relative to Existing Conditions, the lower land use diversity and increased office density under the North Bayshore requires implementation of additional transportation demand management strategies and transportation options to manage traffic in North Bayshore. While the 4D reductions are relatively modest, they do not indicate a lack of 4D effectiveness in Mountain View. In fact, the City is already experiencing many of the benefits attributable to the Ds factors, and the Draft General Plan furthers that trend. Within Mountain View, people may make significantly different transportation choices when they travel to districts with a greater density and diversity of land uses. The beneficial relationship between



Mountain View's existing 4D qualities and policy-based trip reduction strategies, as discussed below, is significant.

## TRANSPORTATION DEMAND MANAGEMENT (TDM) REDUCTIONS

Although not a part of the 4Ds equations, Fehr & Peers has embedded into the model script the ability to make daily and peak hour TDM adjustments for commute and non-commute trips. These reductions are taken after the 4Ds reductions and include floor and ceiling limits based on empirical data to avoid overstating the trip reductions. The existing and future TDM commute trip reductions identified by Nelson\Nygaard by geographic area of the city were applied as follows:

- Vehicle trips were extracted by trip purpose for each geographic area of the City identified in **Figure 4**.
- The commute trip reductions were applied to existing and net new home-based drive alone trips. Net new trips are the additional trips beyond the existing trips.
- Aggregate reductions of home-based work trips were calculated for each geographic area of the city as presented in **Table 2**.



**TABLE 2  
 CITY OF MOUNTAIN VIEW TDM TRIP REDUCTION SUMMARY**

Geographic Area	Time Period	Year 2009 Scenarios			Year 2030 Scenarios	
		Existing (Scenario 1)	Existing plus Draft General Plan (Scenario 2)	Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)	Draft General Plan (Scenario 4)	Draft General Plan with North Bayshore Alternative (Scenario 5)
North Bayshore	Daily	0.0%		3.5%		3.5%
	Peak Hour	0.0%		12.6%		12.7%
Whisman / Pioneer	Daily	0.0%		2.6%		2.5%
	Peak Hour	0.0%		9.3%		8.9%
El Camino Real / San Antonio	Daily	0.0%		1.1%		1.1%
	Peak Hour	0.0%		3.9%		3.8%
Downtown	Daily	0.0%		2.2%		2.1%
	Peak Hour	0.0%		7.8%		7.7%
Remainder of City	Daily	0.0%		0.8%		0.8%
	Peak Hour	0.0%		3.0%		3.0%

**Notes:**

Commuter drive-alone trip reductions percentages shown for each area of the City relative to Existing Conditions. In other words, these TDM trip reductions are based on additional policies that further modify peak and daily trip rates in the City of Mountain View. Trip reduction percentages would be lower after accounting for other trip purposes. TDM trip reductions are specific to land use scenario.

Source: Fehr & Peers, May 2012.

## SYSTEMWIDE MEASURES

The City's travel demand forecasting (TDF) model was used to develop systemwide daily vehicle hours traveled (VHT), vehicle trips (VT), vehicle miles traveled (VMT) and roadway segment forecasts. The simplest calculation of VMT (or VHT) is the number of cars multiplied by the distance (travel time for VHT) traveled by each car, there are other VMT (or VHT) related performance measures that can be reported. Based on the state of the practice technique for determining the VHT, VT, and VMT estimates for municipalities, the following assumptions were used to allocate the systemwide measures to the City of Mountain View:



- Internal-internal (II): All daily trips made entirely within the Mountain View city limits.
- One-half of internal-external (IX): One-half of daily trips with an origin within Mountain View city limit and destination outside of Mountain View. This assumes that Mountain View shares half the responsibility for trips traveling to other municipalities.
- One-half of external-internal (XI): One-half of daily trips with an origin outside of Mountain View city limit and destination within Mountain View. Similar to the IX trips, Mountain View shares the responsibility of trips traveling from other municipalities.
- External-external (XX): Trips through the city are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VHT, VT, and VMT would be assigned to other municipalities such as Palo Alto, Sunnyvale, and San Jose.

This approach is referred to as the origin-destination (OD) method. Because a portion of the XI trips (typically employment heavy trips), the per service population VHT, VT, and VMT were calculated using the total residential population and employment within the City of Mountain View. Furthermore, this approach quantifies the City-related VHT, VT, and VMT on a per service population basis so that the City staff and decision makers can develop policies to alter VT, VMT and greenhouse gas (GHG) emissions. Using VMT per service population is a simple performance measure that accounts for different land use growth rates between the Draft General Plan Conditions and the North Bayshore Alternative scenarios.

## SUMMARY OF PERFORMANCE INDICATORS

As presented in **Tables 3A, 3B, 4, and A1 to A6**, nine (9) performance measures were developed to evaluate the five study scenarios. These measures evaluate transportation performance as defined below:

- **Roadway mobility indicator:** The movement of motor vehicles from place to place on the roadway system is measured by:
  - Measure 1: Daily vehicle hours of travel (VHT); and
  - Measure 2: Daily VHT per service population.



- **Roadway productivity indicator:** The effectiveness of trip reduction strategies is measured by:
  - Measure 3: Daily vehicle trips (VT); and
  - Measure 4: Daily VT per service population.

While productive use of the roadway system, climate and energy conservation (e.g., reduction in criteria pollutants and GHG emissions), and support for sustainable growth (e.g., regional location efficiency) is measured by:

- Measure 5: Daily vehicle miles of travel (VMT); and
- Measure 6: Daily VMT per service population.
- **Roadway system preservation indicator:** Roadway and freeway segment operations and roadway system preservation is measured by:
  - Measure 7: Percent of local roadway segments with level of service (LOS) E or F;
  - Measure 8: Roadway and Freeway level of service; and
  - Measure 9: Adjacent jurisdiction impact summary.

The following measures were used to identify impacts in the environmental document:

- Vehicle miles traveled per service population;
- Daily roadway and freeway segment level of service; and
- Adjacent jurisdiction analysis.

Existing Conditions are provided as a point of reference. The absolute measures of VHT, VT, and VMT (e.g., measures 1, 3 and 5) are provided as inputs into other analysis such as greenhouse gas analysis. While the City-related VHT, VT, and VMT on a per service population basis (e.g., measures 2, 4, and 6) are provided so that the City staff and decision makers can develop policies to alter VT, VMT and greenhouse gas (GHG) emissions and compare alternatives. These nine measures are affected by overall growth and increased destination choices throughout the Bay Area region and within Mountain View, which influences travel patterns. Performance measures 1



to 6 quantify the City-related VHT, VT, and VMT and represent the City's portion of regional VHT, VT and VMT using the origin-destination method described earlier. Performance measures 7 and 8 evaluate operations of local roadways where the proportion of City of Mountain View traffic is greatest. Performance measure 9 summarizes the City of Mountain View's contribution to traffic on adjacent jurisdiction roadways. Finally, the Draft General Plan contains a land use context and transportation policies supportive of travel by all modes of transportation in the city, some of which may compete with each other. The City staff and decision makers will decide, on balance, which scenario best reflects community values.

**Tables 3A** and **3B** indicate the change from Existing Conditions and the change between the Draft General Plan and the North Bayshore Alternative scenarios under Year 2009 and Year 2030 Conditions. The results are discussed below by indicator:

- **Roadway Mobility Indicator (Measures 1 and 2):** Due to the anticipated growth within Mountain View and the region as a whole:
  - *Daily Vehicle Hours of Travel (Measure 1):* There are absolute increases in daily vehicle hours traveled (VHT) for each scenario from Existing Conditions. With fewer forecasted residence and jobs the North Bayshore Alternative has less absolute daily VHT than the Draft General Plan Conditions.
  - *Daily Vehicle Hours of Travel per Service Population (Measure 2):* On a VHT per service population basis the North Bayshore Alternative Conditions is greater than the Draft 2020 General Plan Conditions under either the 2009 or 2030 scenarios. This indicates on a relative basis, each person experiences less delay under the Draft General Plan Conditions.
  
- **Roadway Productivity Indicator (Measures 3 to 6):**
  - *Daily Vehicle Trips (VT) and Vehicle Miles Traveled (VMT) (Measures 3 and 5):* Similar to daily citywide vehicle hours of travel, the absolute number of daily citywide vehicle trips (VT) and vehicle miles traveled (VMT) increases between the Existing Conditions and each scenario. The North Bayshore Alternative has slightly less absolute daily VT and VMT than the Draft General Plan Conditions under the 2009 or 2030 scenarios.



- *Daily VT per Service Population and VMT per Service Population (Measures 4 and 6):* On a per service population basis, VT and VMT are greater for the North Bayshore Alternative, under the 2009 or 2030 scenarios than the Draft General Plan Conditions. This indicates that vehicle trip lengths are longer with the North Bayshore Alternative under 2009 or 2030 scenarios than the Draft General Plan Conditions. Although the allocation of a significant percentage of the new development will be located near major transit facilities, and/or nearby complementary land uses, this increase in average trip length is due to the greater rate of increase in jobs than population within the City of Mountain View from Draft General Plan Conditions. Specifically, the jobs-to-population ratio in the City remains high (approximately 1.0) compared to the Santa Clara County average ratio (0.45), which represents a “balanced” mix of jobs-to-population and is greater under the North Bayshore Alternative than the Draft General Plan Conditions.

As shown in **Table 4** and **Figure 5**, the VMT distribution by speed bin is similar for each of the land use scenarios. VMT by speed is a useful performance measure, since the amount of travel and conditions under which the travel occurs directly relate to how much fuel vehicles burn.<sup>2</sup>

- **Roadway Preservation Indicators (Measures 7 to 9):**

- *Percent of Local Roadway Segments with LOS E or F and Roadway LOS (Measures 7 and 8):* Existing Conditions and Year 2009 scenarios of the Draft General Plan and the North Bayshore Alternative have a similar percent of local roadway segments operating at Level of Service E or F. Also, the 2030 scenarios have a similar percent of local roadway segments with a Level of Service E or F under 2030 scenarios. Most LOS E and F roadway segments are sub-regional roadways such as El Camino Real near State Route 85 freeway.

Compared to the Draft General Plan Conditions, the North Bayshore Alternative under the 2009 or 2030 scenarios have similar volumes on the nearby freeways and fewer daily vehicles in and out of North Bayshore area. The land use changes in the North Bayshore Alternative influences trip

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<sup>2</sup> Conditions influencing the amount of fuel consumed per VMT include the speed of travel, congestion stops and starts, length of trip, layover between trips, and the vehicle type and fuel economy.



patterns and travel behavior, which changes the daily roadway forecasts on major roadways in Mountain View. The daily roadway and freeway segment volumes and levels of service are presented in attached **Tables A1** and **A2** and **Figures 6A** and **6E**.

- *Adjacent Jurisdiction Summary (Measure 9)*: Operations of roadway segments in adjacent jurisdiction outside the City of Mountain View boundaries were reviewed for the five scenarios. **Tables A3** and **A6** attached, summarize these results. Vehicular traffic on roadway segments within several jurisdictions is projected to increase under each scenario as compared to Existing Conditions.



**TABLE 3A  
 CITY OF MOUNTAIN VIEW GENERAL PLAN UPDATE:  
 CITYWIDE TRANSPORTATION PERFORMANCE INDICATORS**

Indicator	Measure <sup>1,2</sup>	Year 2009 Scenarios			Comparison	
		Existing (Scenario 1)	Existing plus Draft General Plan (Scenario 2)	Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)	Scenario 3 to Scenario 1	Scenario 3 to Scenario 2
Roadway Mobility	1. Daily vehicle hours traveled (VHT)	140,010	174,490	173,560	↑	↓
	2. Daily VHT per service population	1.04	1.02	1.04	=	↑
Roadway Productivity	3. Daily vehicle trips (VT)	457,330	541,360	537,880	↑	↓
	4. Daily VT per service population	3.40	3.17	3.22	↓	↑
	5. Daily vehicle miles traveled (VMT) <sup>3</sup>	2,452,696	2,993,630	2,978,213	↑	↓
	6. Daily VMT per service population	18.26	17.53	17.82	↓	↑
Roadway System Preservation	7. Percent of local roadway segments with LOS E or F	2%	2%	2%	=	=
	8. Roadway LOS	See attached <b>Table A1</b> and <b>A2</b> and <b>Figures 6A</b> to <b>6D</b>				
	9. Adjacent Impact Summary	See attached <b>Tables A3</b> and <b>A6</b>				

Notes:

1. VHT = vehicle hours traveled; VT = vehicle trips; VMT = vehicle miles traveled
2. Citywide VHT, VT, and VMT based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XII).
3. Daily VMT by speed bin presented in **Table 4** and **Figure 5**.

Source: Fehr & Peers, May 2012.



**TABLE 3B  
 CITY OF MOUNTAIN VIEW GENERAL PLAN UPDATE:  
 CITYWIDE TRANSPORTATION PERFORMANCE INDICATORS**

Indicator	Measure <sup>1,2</sup>	Year 2009 Scenario	Year 2030 Scenarios		Comparison	
		Existing (Scenario 1)	Draft General Plan (Scenario 4)	Draft General Plan with North Bayshore Alternative (Scenario 5)	Scenario 5 to Scenario 1	Scenario 5 to Scenario 4
Roadway Mobility	1. Daily vehicle hours traveled (VHT)	140,010	464,770	463,580	↑	↓
	2. Daily VHT per service population	1.04	2.72	2.77	↑	↑
Roadway Productivity	3. Daily vehicle trips (VT)	457,330	527,810	524,240	↑	↓
	4. Daily VT per service population	3.40	3.09	3.14	↓	↑
	5. Daily vehicle miles traveled (VMT) <sup>3</sup>	2,452,696	3,247,067	3,232,768	↑	↓
	6. Daily VMT per service population	18.26	19.01	19.34	↑	↑
Roadway System Preservation	7. Percent of local roadway segments with LOS E or F	2%	21%	21%	=	=
	8. Roadway LOS	See attached <b>Table A1</b> and <b>A2</b> and <b>Figures 6A</b> to <b>6D</b>				
	9. Adjacent Impact Summary	See attached <b>Tables A3</b> and <b>A6</b>				

Notes:

1. VHT = vehicle hours traveled; VT = vehicle trips; VMT = vehicle miles traveled
2. Citywide VHT, VT, and VMT based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XII).
3. Daily VMT by speed bin presented in **Table 4** and **Figure 5**.

Source: Fehr & Peers, May 2012.



**TABLE 4  
 CITY OF MOUNTAIN VIEW GENERAL PLAN UPDATE:  
 PERFORMANCE MEASURE 5 – VMT DISTRIBUTION BY SPEED BIN**

Actual Speed Bin (mph)	Year 2009 Scenarios						Year 2030 Scenarios			
	Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent	VMT	Percent
0.0 to 7.49	117,556	4.79%	152,241	5.09%	151,233	5.08%	616,332	18.98%	613,268	18.97%
7.5 to 12.49	88,568	3.61%	110,561	3.69%	107,753	3.62%	360,302	11.10%	350,672	10.85%
12.5 to 17.49	71,031	2.90%	93,361	3.12%	100,393	3.37%	310,043	9.55%	310,148	9.59%
17.5 to 22.49	185,763	7.57%	231,022	7.72%	230,111	7.73%	354,540	10.92%	361,844	11.19%
22.5 to 27.49	468,446	19.10%	580,504	19.39%	568,055	19.07%	561,188	17.28%	539,186	16.68%
27.5 to 32.49	581,637	23.71%	739,633	24.71%	719,361	24.15%	627,678	19.33%	645,119	19.96%
32.5 to 37.49	305,040	12.44%	345,319	11.54%	369,924	12.42%	169,730	5.23%	167,428	5.18%
37.5 to 42.49	225,260	9.18%	267,556	8.94%	266,361	8.94%	68,007	2.09%	60,231	1.86%
42.5 to 47.49	157,482	6.42%	188,176	6.29%	178,623	6.00%	54,567	1.68%	59,316	1.83%
47.5 to 52.49	95,308	3.89%	101,321	3.38%	101,353	3.40%	47,088	1.45%	47,360	1.47%
52.5 to 57.49	77,549	3.16%	102,059	3.41%	104,200	3.50%	39,094	1.20%	39,291	1.22%
57.5 to 62.49	59,885	2.44%	59,296	1.98%	58,318	1.96%	25,772	0.79%	26,316	0.81%
62.5 to 67.49	19,169	0.78%	22,581	0.75%	22,528	0.76%	12,726	0.39%	12,589	0.39%
67.5 to 200	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
<b>Total</b>	<b>2,452,696</b>	<b>100.00%</b>	<b>2,993,630</b>	<b>100.00%</b>	<b>2,978,213</b>	<b>100.00%</b>	<b>3,247,067</b>	<b>100.00%</b>	<b>3,232,768</b>	<b>100.00%</b>

Note:  
 VMT = vehicle miles traveled; mph = miles per hour  
 Source: Fehr & Peers, May 2012.

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios				Year 2030 Scenarios					
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan with North Bayshore Alternative (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
1. Amphitheatre Pkwy. between Charleston Rd. and NB US 101 Ramps	4-Lane Divided Arterial	14,700	C	34,200	D	32,300	D	39,100	D	38,700	D
2. California St. between Escuela Ave. and Shoreline Blvd.	4-Lane Undivided Arterial	11,400	C	15,800	C	16,300	C	38,500	F	37,300	F
3. Castro St. between Evelyn Ave. and California St.	2-Lane Undivided Arterial	9,000	C	10,800	C	10,200	C	16,500	D	14,300	D
4. Central Expy. between San Antonio Rd. and Rengstorff Ave.*	4-Lane Divided Arterial	26,000	D	26,500	D	26,500	D	34,800	D	34,900	D
5. Central Expy. between Rengstorff Ave. and Shoreline Blvd.*	4-Lane Divided Arterial	25,600	D	27,700	D	27,700	D	35,400	D	35,900	D
6. Central Expy. between Shoreline Blvd. and Moffett Blvd.*	4-Lane Divided Arterial	28,100	D	29,000	D	28,900	D	30,000	D	30,300	D
7. Central Expy. between SR 85 and Whisman Ave.*	6-Lane Divided Arterial	28,300	C	34,900	D	33,900	D	59,400	D	59,500	D
8. Central Expy. between Bernardo Ave. and Middlefield Rd.*	4-Lane Divided Arterial	25,500	D	31,200	D	30,800	D	42,000	D	41,600	D

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios						Year 2030 Scenarios			
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
9. Charleston Rd. between San Antonio Rd. and Rengstorff Ave.	4-Lane Divided Arterial	20,700	C	22,000	C	21,900	C	28,600	D	30,400	D
10. Cuesta Dr. between Miramonte Ave. and Grant Rd.	4-Lane Divided Arterial	16,300	C	16,400	C	16,300	C	33,900	D	34,700	D
11. Dana St. between Calderon Ave. and Pioneer Wy.	2-Lane Divided Arterial	6,200	C	8,200	C	8,000	C	17,900	D	18,000	D
12. El Camino Real between Los Altos Ave. and San Antonio Rd.*	6-Lane Divided Arterial	38,800	D	41,500	D	42,000	D	60,000	D	59,700	D
13. El Camino Real between Showers Dr. and Rengstorff Ave.*	6-Lane Divided Arterial	38,200	D	40,600	D	41,300	D	56,200	D	54,600	D
14. El Camino Real between El Monte Ave. and Shoreline Blvd.*	6-Lane Divided Arterial	47,800	D	49,100	D	49,100	D	60,600	D	61,300	D
15. El Camino Real between Phyllis Ave. and Castro St.*	6-Lane Divided Arterial	51,900	D	53,500	D	54,000	D	61,700	D	62,500	D
16. El Camino Real between Grant Rd. and SB SR 85 Ramps*	6-Lane Divided Arterial	51,200	D	54,900	D	54,900	D	69,800	F	69,300	F

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios						Year 2030 Scenarios			
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
17. El Camino Real between NB SR 85 Ramps and Sylvan Ave.*	6-Lane Divided Arterial	53,600	D	56,900	D	56,600	D	66,500	E	66,400	E
18. Ellis St. between SB US 101 Ramps and Middlefield Rd.	4-Lane Divided Arterial	9,000	C	14,300	C	13,500	C	29,900	D	27,400	D
19. El Monte Ave. between El Camino Real and Springer Rd.	4-Lane Undivided Arterial	16,500	C	17,100	C	17,200	C	27,100	D	27,800	D
20. Evelyn Ave. between Calderon Ave. and SB SR 85 Ramp	4-Lane Undivided Arterial	12,600	C	13,900	C	15,000	C	28,000	D	27,500	D
21. Evelyn Ave. between SR 237 and Bernardo Ave.	4-Lane Divided Arterial	13,300	C	15,100	C	15,000	C	42,200	D	40,900	D
22. Grant Rd. between Phyllis Avenue and Cuesta Dr.	4-Lane Divided Arterial	37,200	D	38,600	D	38,500	D	43,400	E	43,300	E
23. Grant Rd. between Cuesta Dr. and Covington Rd.	4-Lane Divided Arterial	23,100	D	24,100	D	24,100	D	30,100	D	28,900	D
24. Middlefield Rd. between San Antonio Rd. and Old Middlefield Wy.	4-Lane Undivided Arterial	17,300	C	17,300	C	17,400	C	18,500	C	18,300	C

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios						Year 2030 Scenarios			
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
25. Middlefield Rd. between Old Middlefield Wy. and Independence Ave.	4-Lane Divided Arterial	6,200	C	8,300	C	7,500	C	11,600	C	12,100	C
26. Middlefield Rd. between Sierra Vista Ave. and Terra Bella Ave.	4-Lane Divided Arterial	11,300	C	12,500	C	12,300	C	24,200	D	22,600	C
27. Middlefield Rd. between Shoreline Blvd. and Moffett Blvd.	4-Lane Divided Arterial	13,700	C	15,300	C	15,200	C	22,600	C	22,700	C
28. Middlefield Rd. between Moffett Blvd. and Tyrella Ave.	4-Lane Divided Arterial	13,200	C	13,200	C	13,400	C	18,400	C	18,300	C
29. Middlefield Rd. between Ellis St. and SR 237	4-Lane Divided Arterial	14,300	C	14,800	C	15,100	C	17,000	C	17,000	C
30. Miramonte Ave. between El Camino Real and Cuesta Dr.	4-Lane Undivided Arterial	13,400	C	14,100	C	14,100	C	<b>39,100</b>	<b>F</b>	<b>38,800</b>	<b>F</b>
31. Miramonte Ave. between Cuesta Dr. and Covington Rd.	4-Lane Undivided Arterial	9,700	C	10,500	C	10,500	C	20,700	C	20,600	C
32. Moffett Blvd. between SB US 101 Ramps and NB SR 85 Ramp	4-Lane Divided Arterial	15,200	C	17,300	C	18,400	C	20,400	C	23,800	D

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios						Year 2030 Scenarios					
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)			
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>		
33. Moffett Blvd. between Middlefield Rd. and Central Ave.	4-Lane Undivided Arterial	13,500	C	14,900	C	14,700	C	25,900	D	26,200	D		
34. Old Middlefield Wy. between Rengstorff Ave. and SB US 101 Ramps	4-Lane Divided Arterial	16,900	C	16,900	C	16,800	C	18,800	C	18,800	C		
35. Rengstorff Ave. between SB US 101 Ramps and Old Middlefield Wy.	4-Lane Undivided Arterial	18,100	C	24,400	D	22,600	D	36,100	F	36,400	F		
36. Rengstorff Ave. between Montecito Ave. and Central Expy.	4-Lane Undivided Arterial	18,300	C	23,200	D	22,500	D	34,800	F	37,100	F		
37. Rengstorff Ave. between Central Expy. and California St.	4-Lane Undivided Arterial	18,800	C	21,800	D	21,900	D	40,400	F	40,800	F		
38. San Antonio Rd. between Bayshore Pkwy. and NB US 101 Ramps* (Palo Alto)	2-Lane Undivided Arterial	10,800	C	15,400	D	14,500	D	17,900	D	18,100	D		
39. San Antonio Rd. between SB US 101 Ramps and Charleston Rd.* (Palo Alto)	3-Lane Arterial (2 in one direction)	35,600	F	39,200	F	39,200	F	48,700	F	48,700	F		

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios						Year 2030 Scenarios					
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)			
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>		
40. San Antonio Rd. between San Antonio Cir. and California St.*	6-Lane Divided Arterial	40,500	D	43,000	D	43,200	D	66,400	E	66,000	E		
41. San Antonio Rd. between El Camino Real and Paso Robles Ave.* (Los Altos)	4-Lane Divided Arterial	24,900	D	26,700	D	26,600	D	35,300	D	37,100	D		
42. Shoreline Blvd. between Charleston Rd. and NB US 101 Ramps	4-Lane Divided Arterial	30,000	D	34,500	D	34,400	D	37,400	D	37,300	D		
43. Shoreline Blvd. between SB US 101 Ramps and Middlefield Rd.	4-Lane Divided Arterial	25,000	D	26,200	D	25,300	D	40,700	D	38,100	D		
44. Shoreline Blvd. between Montecito Ave. and Central Expy.	4-Lane Divided Arterial	26,800	D	27,800	D	27,500	D	48,800	F	48,100	F		
45. Shoreline Blvd. between Central Expy. and California St.	6-Lane Divided Arterial	23,300	C	23,500	C	24,700	C	53,400	D	48,500	D		
46. Springer Rd. between El Monte Ave. and Cuesta Dr.	2-Lane Collector	7,400	C	8,000	C	8,000	C	12,200	D	11,600	D		
47. Whisman Rd. between Middlefield Rd. and Central Expy.	4-Lane Undivided Arterial	7,300	C	9,000	C	8,700	C	24,900	D	23,500	D		

**TABLE A1  
DAILY ROADWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Roadway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type	Year 2009 Scenarios				Year 2030 Scenarios			
		Existing (Scenario 1)	Existing plus Draft General Plan (Scenario 2)	Existing plus Draft North Bayshore Alternative (Scenario 3)	Draft General Plan with North Bayshore Alternative (Scenario 5)	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
		Daily Volume <sup>2</sup>	Daily Volume	Daily Volume	Daily Volume	LOS <sup>3</sup>	LOS <sup>3</sup>	LOS <sup>3</sup>	LOS <sup>3</sup>
	<b>Number of Roadway Segments with LOS E or F</b>	<b>1 (2%)</b>	<b>1 (2%)</b>	<b>1 (2%)</b>	<b>11 (23%)</b>	<b>11 (23%)</b>	<b>11 (23%)</b>	<b>11 (23%)</b>	<b>11 (23%)</b>

Notes:

1. Major roadways nearest the count location
2. Average Daily Traffic (ADT) volume based on traffic counts collected in February and March 2009.
3. LOS – Level of Service

**Bold text** indicates a segment that exceeds the City of Mountain View LOS D standard for local streets and LOS E standard for streets within the Downtown and San Antonio Center areas and CMP facilities (e.g., Central Expressway, El Camino Real) under the 1992 General Plan Circulation Element. Local streets in Palo Alto and Los Altos have a LOS D standard too.

\* Denotes Congestion Management Program (CMP) facility.

Source: Highway Capacity Manual, Transportation Research Board, 2000 and Fehr & Peers, May 2012.

**TABLE A2  
DAILY FREEWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Freeway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type <sup>2</sup>	Year 2009 Scenarios				Year 2030 Scenarios					
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)	
		Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
NB SR 85*	Fremont Ave. to El Camino Real	57,500	D	58,800	D	58,800	D	64,000	D	63,900	D
	SR 237 to Evelyn Ave.	39,000	C	41,300	C	41,200	C	46,100	C	46,000	C
	Evelyn Ave. to Moffett Blvd.	37,500	C	40,700	C	40,400	C	53,800	D	52,700	C
SB SR 85*	Moffett Blvd. to Evelyn Ave.	37,500	C	41,300	C	41,300	C	61,900	D	60,800	D
	Evelyn Ave. to SR 237	39,000	C	40,600	C	40,900	C	54,300	D	54,100	D
	El Camino Real to Fremont Ave.	57,500	D	58,300	D	58,200	D	64,700	D	64,400	D
NB US 101*	SR 237 to Ellis St.	79,000	D	80,600	D	80,200	D	97,700	F	98,100	F
	Ellis St. to Moffett Blvd.	78,000	D	79,700	D	79,600	D	92,200	E	92,400	E
	SR 85 to Old Middlefield Rd.	113,500	F	115,600	F	115,700	F	141,800	F	141,800	F
	Old Middlefield Rd. to Rengstorff Ave.	105,000	F	107,600	F	107,500	F	132,800	F	132,400	F
	Rengstorff Ave. to San Antonio Rd.	97,000	E	97,000	E	97,500	E	120,200	F	119,500	F

**TABLE A2  
DAILY FREEWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Freeway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type <sup>2</sup>	Year 2009 Scenarios						Year 2030 Scenarios					
		Existing (Scenario 1)		Existing plus Draft General Plan (Scenario 2)		Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)		Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)			
		Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>		
SB US 101*	San Antonio Rd. to Rengstorff Ave.	97,000	E	97,000	E	97,500	E	123,000	F	121,500	F		
	Rengstorff Ave. to Old Middlefield Rd.	105,000	F	106,100	F	105,900	F	135,000	F	134,600	F		
	Old Middlefield Rd. to SR 85	113,500	F	114,400	F	114,800	F	144,500	F	143,800	F		
	Moffett Blvd. to Ellis St.	78,000	D	78,400	D	78,500	D	101,200	F	100,200	F		
	Ellis St. to SR 237	79,000	D	80,400	D	80,500	D	111,000	F	110,200	F		
EB SR 237*	El Camino Real to SR 85	22,500	B	22,500	B	23,000	B	24,900	C	24,500	C		
	Sylvan Wy. to Middlefield Rd./Maude Ave.	37,000	D	37,600	D	37,600	D	55,600	D	55,900	D		
	Middlefield Rd./Maude Ave. to US 101	37,500	D	37,600	D	37,800	D	57,200	D	57,500	D		
	US 101 to Middlefield Rd./Maude Ave.	37,500	D	38,300	D	38,400	D	53,200	D	53,700	D		
	Middlefield Rd./Maude Ave. to Sylvan Way	37,000	D	37,200	D	37,300	D	42,700	C	43,500	C		
WB SR 237*	SR 85 to El Camino Real	22,500	B	22,500	B	22,500	B	24,500	C	24,300	C		

**TABLE A2  
DAILY FREEWAY SEGMENT VOLUME AND LEVEL OF SERVICE SUMMARY**

Freeway Segment <sup>1</sup>	Existing Roadway Type/ Future Roadway Type <sup>2</sup>	Year 2009 Scenarios				Year 2030 Scenarios			
		Existing (Scenario 1)	Existing plus Draft General Plan (Scenario 2)	Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)	Draft General Plan with North Bayshore Alternative (Scenario 5)				
		Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>
		6 (27%)		6 (27%)		6 (27%)		10 (45%)	
<b>Number of Freeway Segments with LOS E or F</b>		<b>6 (27%)</b>		<b>6 (27%)</b>		<b>10 (45%)</b>		<b>10 (45%)</b>	

Notes:

1. Major roadways nearest the count location
2. The number of lanes of a freeway segment includes high occupancy vehicle (HOV) lanes but excludes auxiliary lanes.
3. LOS – Level of Service

**Bold text** indicates a segment that exceeds the Caltrans standard (C/D cusp) or VTA CMP standard (LOS E).

\* Denotes Congestion Management Program (CMP) facility.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000 and Fehr & Peers, May 2012.

**TABLE A3  
AM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenarios												Comparison – Percent of Impacted Lane Miles	
	Existing (Scenario 1)			Existing plus Draft General Plan (Scenario 2)			Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)			Scenario 3 to Scenario 1		Scenario 3 to Scenario 2		
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Scenario 3 to Scenario 1	Scenario 3 to Scenario 2
<b>Major Arterial and Collector Roadways</b>														
Campbell	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0.0%	0	=	=
Cupertino	0.0	0.0	0.0%	0.0	0.0	0.0%	0.8	0	0.0%	0	0.0%	0	=	=
Gilroy	0.0	0.0	0.0%	0.0	0.0	0.0%	0.4	0	0.0%	0	0.0%	0	=	=
Los Altos	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0.0%	0	=	=
Los Altos Hills	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0.0%	0	=	=
Los Gatos	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0.0%	0	=	=
Milpitas	38.7	0.0	0.0%	36.2	0.0	0.0%	34.9	0	0.0%	0	0.0%	0	=	=
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0.0%	0	=	=
Morgan Hill	3.1	0.0	0.0%	3.1	0.0	0.0%	2.1	0	0.0%	0	0.0%	0	=	=
Palo Alto	4.4	3.3	74.3%	5.6	3.1	56.1%	3.9	3.1	79.5%	3.1	79.5%	↑	↑	
San Jose	24.5	0.0	0.0%	24.6	0.0	0.0%	25.7	0	0.0%	0	0.0%	0	=	=

**TABLE A3  
AM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenarios										Comparison – Percent of Impacted Lane Miles		
	Existing (Scenario 1)			Existing plus Draft General Plan (Scenario 2)			Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)						
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Scenario 3 to Scenario 1
Santa Clara	1.0	0.0	0.0%	0.6	0.0	0.0%	1.6	0.8	46.7%	↑	↑		
Saratoga	0.9	0.0	0.0%	1.2	0.0	0.0%	1.2	0	0.0%	=	=		
Sunnyvale	1.1	0.7	62.9%	1.4	1.0	71.3%	1.7	1.5	87.4%	↑	↑		
<b>Freeways, State Highways, and Expressways</b>													
Caltrans Facilities <sup>3</sup>	295.4	37.0	12.5%	305.6	50.0	16.4%	307.4	50	16.3%	↑	↓		
Expressways <sup>4</sup>	17.7	0.0	0.0%	22.1	0.5	2.1%	25.2	2.4	9.5%	↑	↑		

Notes:

- Lane miles of less than 0.5 were rounded to 0.
  - Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered *less-than-significant*. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XJ).
  - Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.
  - Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.
- Significant impacts are identified in **bold** text.  
Source: Fehr & Peers, May 2012.

**TABLE A4  
AM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenario			Year 2030 Scenarios					Comparison – Percent of Impacted Lane Miles		
	Existing (Scenario 1)			Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)			Scenario 5 to Scenario 1	Scenario 5 to Scenario 4	
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>			Percent of Impacted Lane Miles
<b>Major Arterial and Collector Roadways</b>											
Campbell	0.0	0.0	0.0%	4.7	0.0	0.0%	4.5	0	0.0%	=	=
Cupertino	0.0	0.0	0.0%	8.4	0.0	0.0%	6.8	0	0.0%	=	=
Gilroy	0.0	0.0	0.0%	1.3	0.0	0.0%	1.0	0	0.0%	=	=
Los Altos	0.0	0.0	0.0%	5.4	2.6	48.6%	4.9	2.7	55.1%	↑	↑
Los Altos Hills	0.0	0.0	0.0%	7.2	0.0	0.0%	7.2	0	0.0%	=	=
Los Gatos	0.0	0.0	0.0%	4.1	0.0	0.0%	4.2	0	0.0%	=	=
Milpitas	38.7	0.0	0.0%	93.8	0.0	0.0%	93.1	0	0.0%	=	=
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	0.3	0	0.0%	=	=
Morgan Hill	3.1	0.0	0.0%	4.5	0.0	0.0%	3.0	0	0.0%	=	=
Palo Alto	4.4	3.3	74.3%	27.9	7.7	27.6%	30.3	5.4	18.0%	↓	↓
San Jose	24.5	0.0	0.0%	216.5	0.0	0.0%	226.8	0	0.0%	=	=

**TABLE A4  
AM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenario				Year 2030 Scenarios				Comparison – Percent of Impacted Lane Miles		
	Existing (Scenario 1)				Draft General Plan (Scenario 4)		Draft General Plan with North Bayshore Alternative (Scenario 5)		Scenario 5 to Scenario 1	Scenario 5 to Scenario 4	
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>			Percent of Impacted Lane Miles
Santa Clara	1.0	0.0	0.0%	21.1	0.0	0.0%	22.2	0.5	2.4%	↑	↑
Saratoga	0.9	0.0	0.0%	8.3	0.0	0.0%	6.9	0	0.0%	=	=
Sunnyvale	1.1	0.7	62.9%	13.4	5.4	<b>40.0%</b>	12.8	7.4	<b>57.8%</b>	↓	↑
<b>Freeways, State Highways, and Expressways</b>											
Caltrans Facilities <sup>3</sup>	295.4	37.0	12.5%	630.8	28.8	4.6%	625.1	31.7	5.1%	↓	↑
Expressways <sup>4</sup>	17.7	0.0	0.0%	96.8	4.6	4.8%	97.8	3.1	3.2%	↑	↓

Notes:

- Lane miles of less than 0.5 were rounded to 0.
  - Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered less-than-significant. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XJ).
  - Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.
  - Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.
- Significant impacts are identified in **bold** text.  
Source: Fehr & Peers, May 2012.

**TABLE A5  
PM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenarios												Comparison – Percent of Impacted Lane Miles	
	Existing (Scenario 1)			Existing plus Draft General Plan (Scenario 2)			Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)			Scenario 3 to Scenario 1		Scenario 3 to Scenario 2		
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Scenario 3 to Scenario 1	Scenario 3 to Scenario 2
<b>Major Arterial and Collector Roadways</b>														
Campbell	1.1	0.0	0.0%	1.1	0.0	0.0%	1.1	0.0	0.0%	1.1	0	0.0%	=	=
Cupertino	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0	0.0%	=	=
Gilroy	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0	0.0%	=	=
Los Altos	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0	0.0%	=	=
Los Altos Hills	0.0	0.0	0.0%	0.0	0.0	0.0%	0.4	0	0.0%	0.4	0	0.0%	=	=
Los Gatos	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0	0.0%	=	=
Milpitas	23.1	0.0	0.0%	21.6	0.0	0.0%	21.9	0	0.0%	21.9	0	0.0%	=	=
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0	0.0%	=	=
Morgan Hill	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0	0	0.0%	=	=
Palo Alto	1.7	0.0	0.0%	1.7	1.2	70.0%	1.8	1.2	65.1%	1.8	1.2	65.1%	↑	↓
San Jose	10.7	0.0	0.0%	10.6	0.0	0.0%	9.3	0	0.0%	9.3	0	0.0%	=	=

**TABLE A5  
PM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenarios												Comparison – Percent of Impacted Lane Miles		
	Existing (Scenario 1)			Existing plus Draft General Plan (Scenario 2)			Existing plus Draft General Plan with North Bayshore Alternative (Scenario 3)			Scenario 3 to Scenario 1					Scenario 3 to Scenario 2
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Scenario 3 to Scenario 1	Scenario 3 to Scenario 2	
Santa Clara	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	=	=	
Saratoga	1.0	0.0	0.0%	1.0	0.0	0.0%	1.0	0	0.0%	0	0	0.0%	=	=	
Sunnyvale	0.0	0.0	0.0%	0.0	0.0	0.0%	0.4	0	0.0%	0	0	0.0%	=	=	
<b>Freeways, State Highways, and Expressways</b>															
Caltrans Facilities <sup>3</sup>	220.8	40.7	18.4%	229.2	51.8	22.6%	229.0	51.6	22.5%	229.0	51.6	22.5%	↑	↓	
Expressways <sup>4</sup>	10.7	0.0	0.0%	9.8	0.0	0.0%	12.4	0.9	7.7%	12.4	0.9	7.7%	↑	↑	

Notes:

1. Lane miles of less than 0.5 were rounded to 0.
2. Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered less-than-significant. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XI).
3. Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.
4. Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.

Significant impacts are identified in **bold** text.

Source: Fehr & Peers, May 2012.

**TABLE A6  
PM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

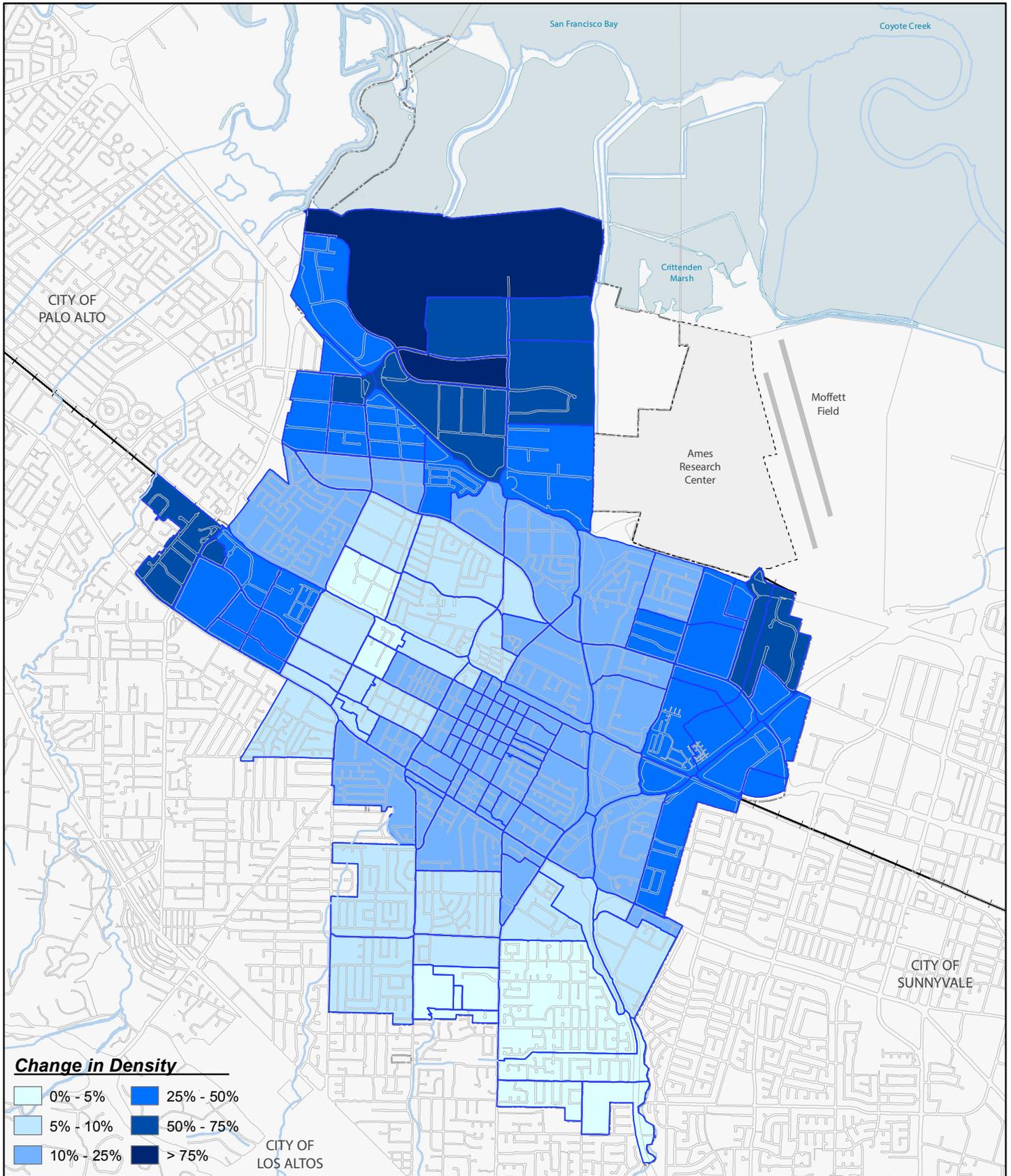
City	Year 2009 Scenario			Year 2030 Scenarios						Comparison – Percent of Impacted Lane Miles		
	Existing (Scenario 1)			Draft General Plan (Scenario 4)			Draft General Plan with North Bayshore Alternative (Scenario 5)			Scenario 5 to Scenario 1	Scenario 5 to Scenario 4	
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles			
<i>Major Arterial and Collector Roadways</i>												
Campbell	0.0	0.0	0.0%	3.3	0.0	0.0%	3.3	0	0.0%	0.0%	=	=
Cupertino	0.0	0.0	0.0%	2.1	0.0	0.0%	2.0	0	0.0%	0.0%	=	=
Gilroy	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0.0%	=	=
Los Altos	0.0	0.0	0.0%	1.3	0.7	<b>56.2%</b>	1.1	0.7	<b>69.8%</b>	↑	↑	↑
Los Altos Hills	0.0	0.0	0.0%	3.6	0.0	0.0%	3.6	0.6	18.1%	↑	↑	↑
Los Gatos	0.0	0.0	0.0%	0.6	0.0	0.0%	0.6	0	0.0%	0.0%	=	=
Milpitas	38.7	0.0	0.0%	72.2	0.0	0.0%	76.7	0	0.0%	0.0%	=	=
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%	0.0%	=	=
Morgan Hill	3.1	0.0	0.0%	1.6	0.0	0.0%	1.6	0	0.0%	0.0%	=	=
Palo Alto	4.4	3.3	74.3%	18.4	5.8	<b>31.3%</b>	17.3	6.0	<b>34.6%</b>	↓	↑	↑
San Jose	24.5	0.0	0.0%	94.1	0.0	0.0%	93.8	0	0.0%	0.0%	=	=

**TABLE A6  
PM PEAK HOUR ADJACENT JURISDICTION IMPACTS SUMMARY**

City	Year 2009 Scenario			Year 2030 Scenarios						Comparison – Percent of Impacted Lane Miles	
	Existing (Scenario 1)			Draft General Plan (Scenario 4)			Draft General Plan with North Bayshore Alternative (Scenario 5)			Scenario 5 to Scenario 1	Scenario 5 to Scenario 4
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles		
Santa Clara	1.0	0.0	0.0%	9.2	0.0	0.0%	8.8	0	0.0%	=	=
Saratoga	0.9	0.0	0.0%	3.5	0.0	0.0%	3.5	0	0.0%	=	=
Sunnyvale	1.1	0.7	62.9%	4.3	0.5	11.8%	4.0	0.5	12.7%	↓	↑
<b>Freeways, State Highways, and Expressways</b>											
Caltrans Facilities <sup>3</sup>	295.4	37.0	12.5%	549.1	29.3	5.3%	547.4	27.1	5.0%	↓	↓
Expressways <sup>4</sup>	17.7	0.0	0.0%	54.9	2.5	4.6%	56.4	2.9	5.1%	↑	↑

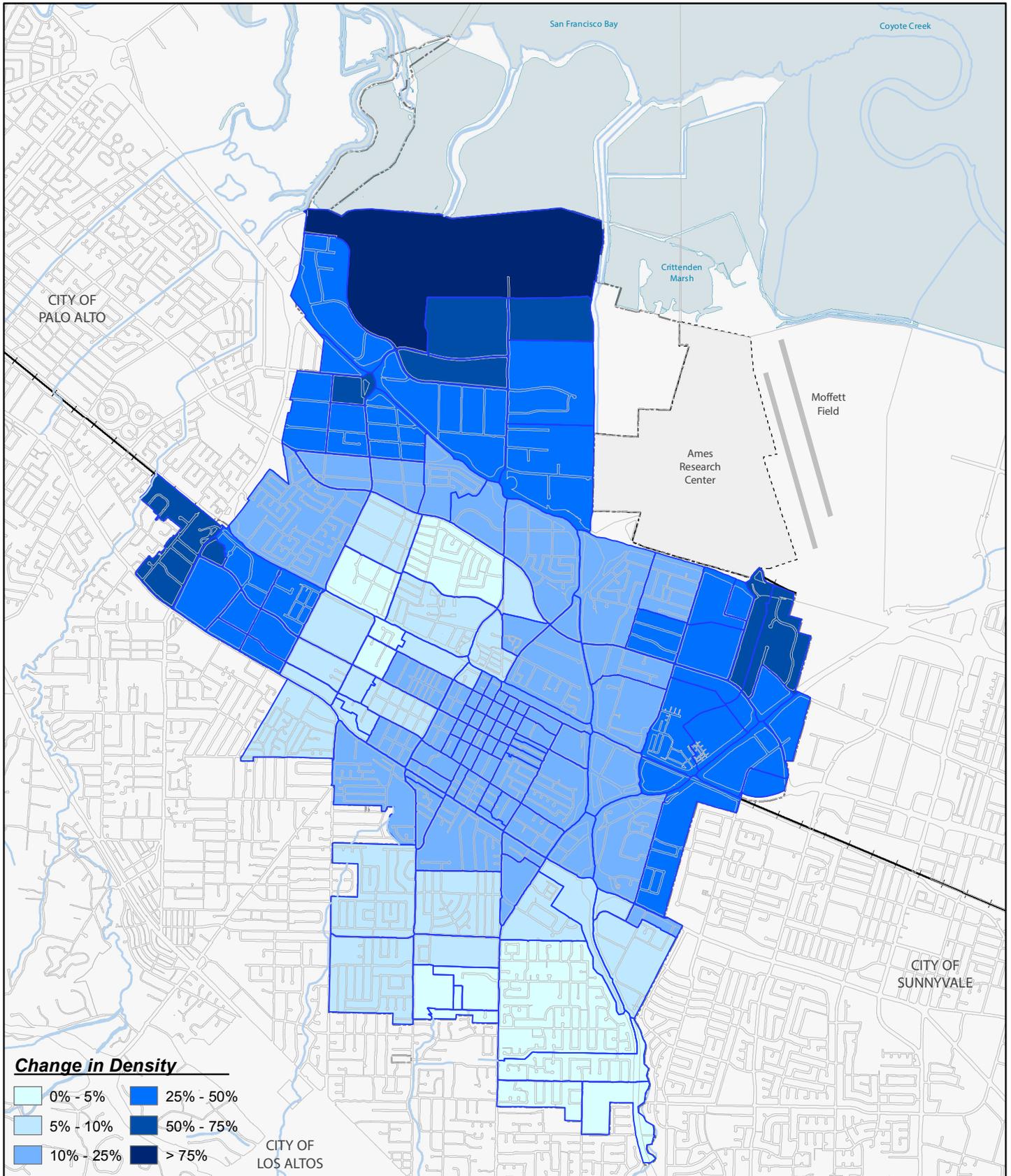
Notes:

- Lane miles of less than 0.5 were rounded to 0.
  - Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered less-than-significant. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XI).
  - Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.
  - Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.
- Significant impacts are identified in **bold** text.  
Source: Fehr & Peers, May 2012.



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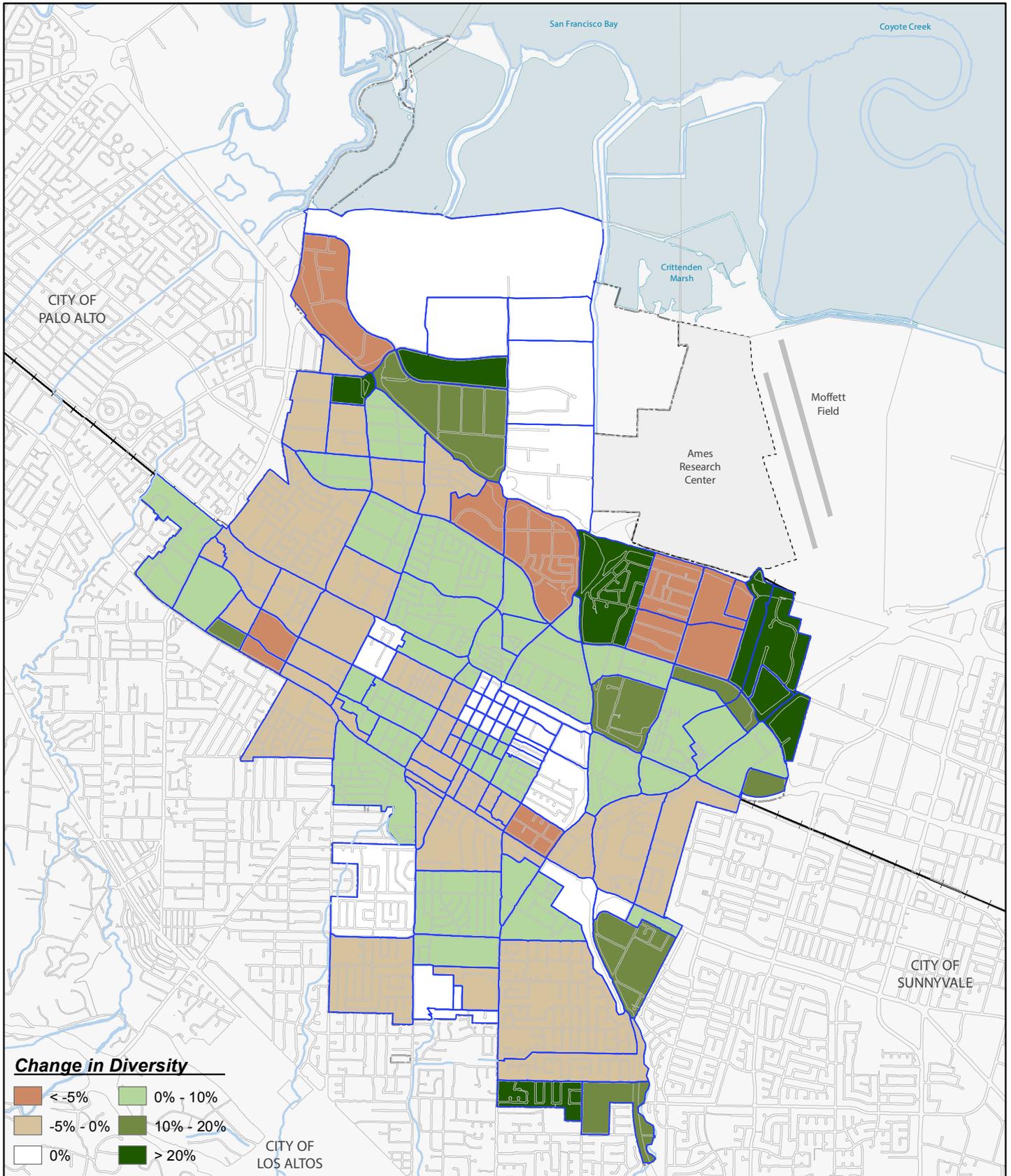
0 0.25 0.5 0.75 1 mile



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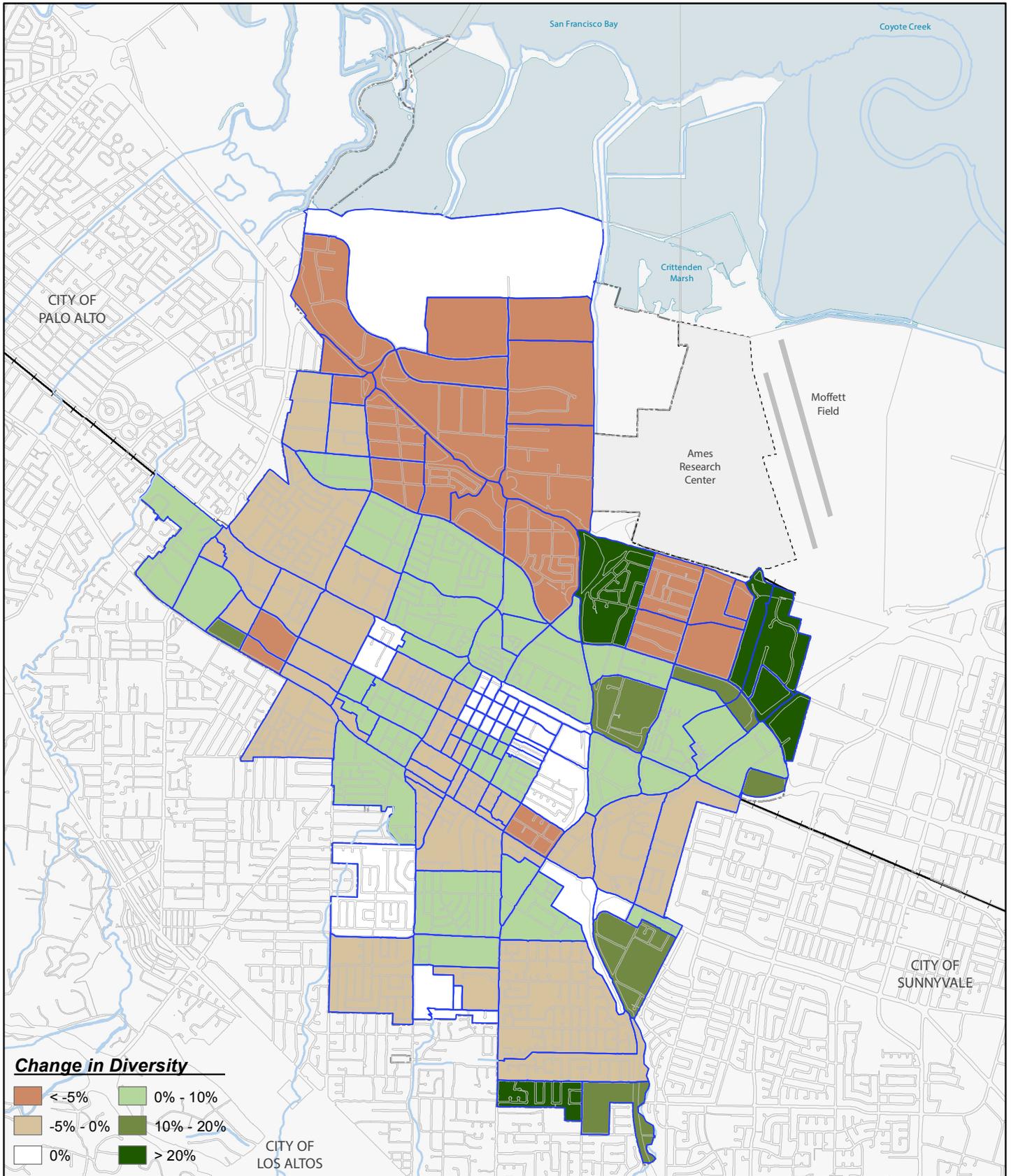
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**Change in Density between Existing (2009) and Draft 2030 General Plan with North Bayshore Alternative (2009 or 2030) Scenarios**

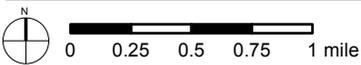


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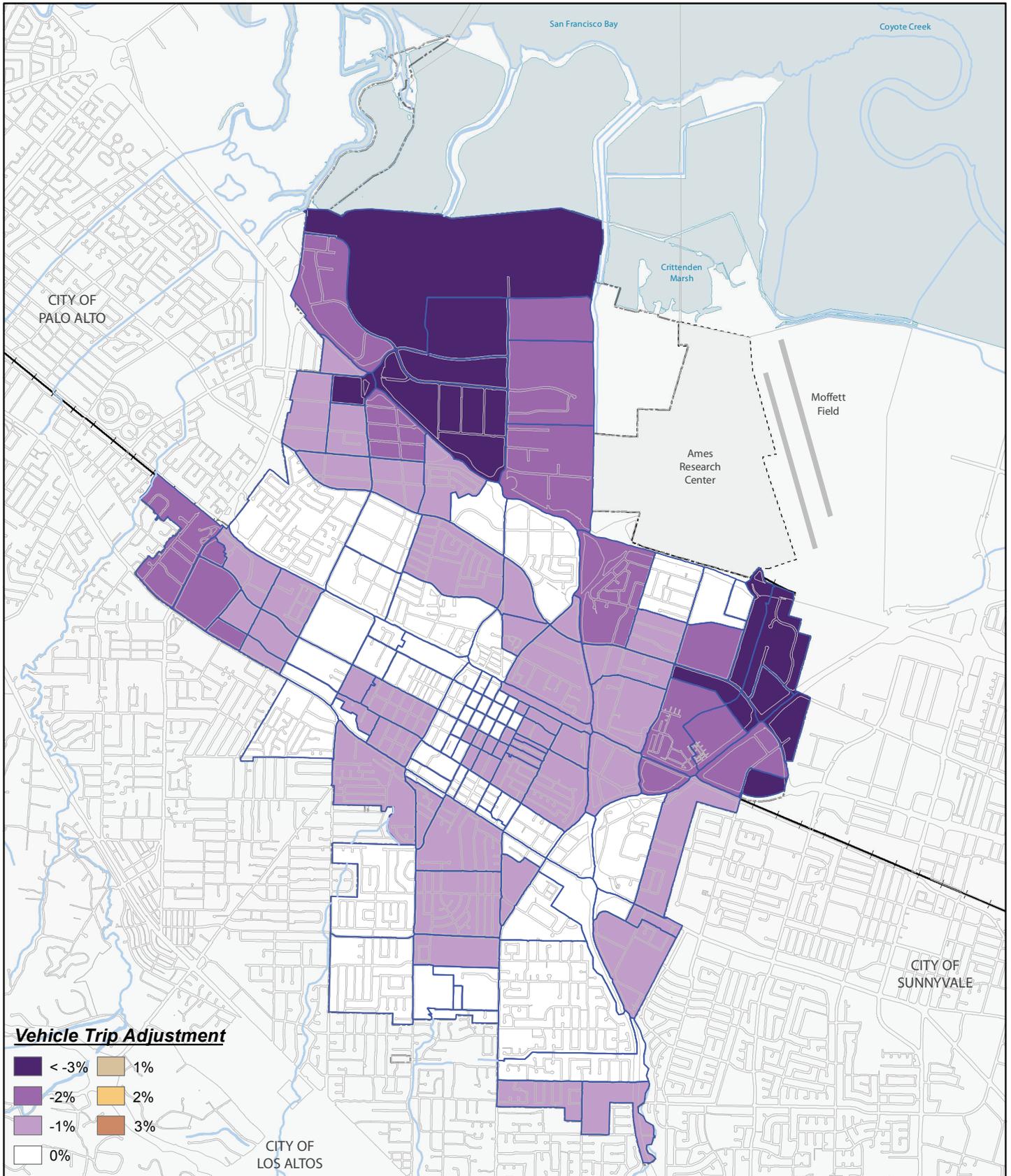




City of Mountain View General Plan Update

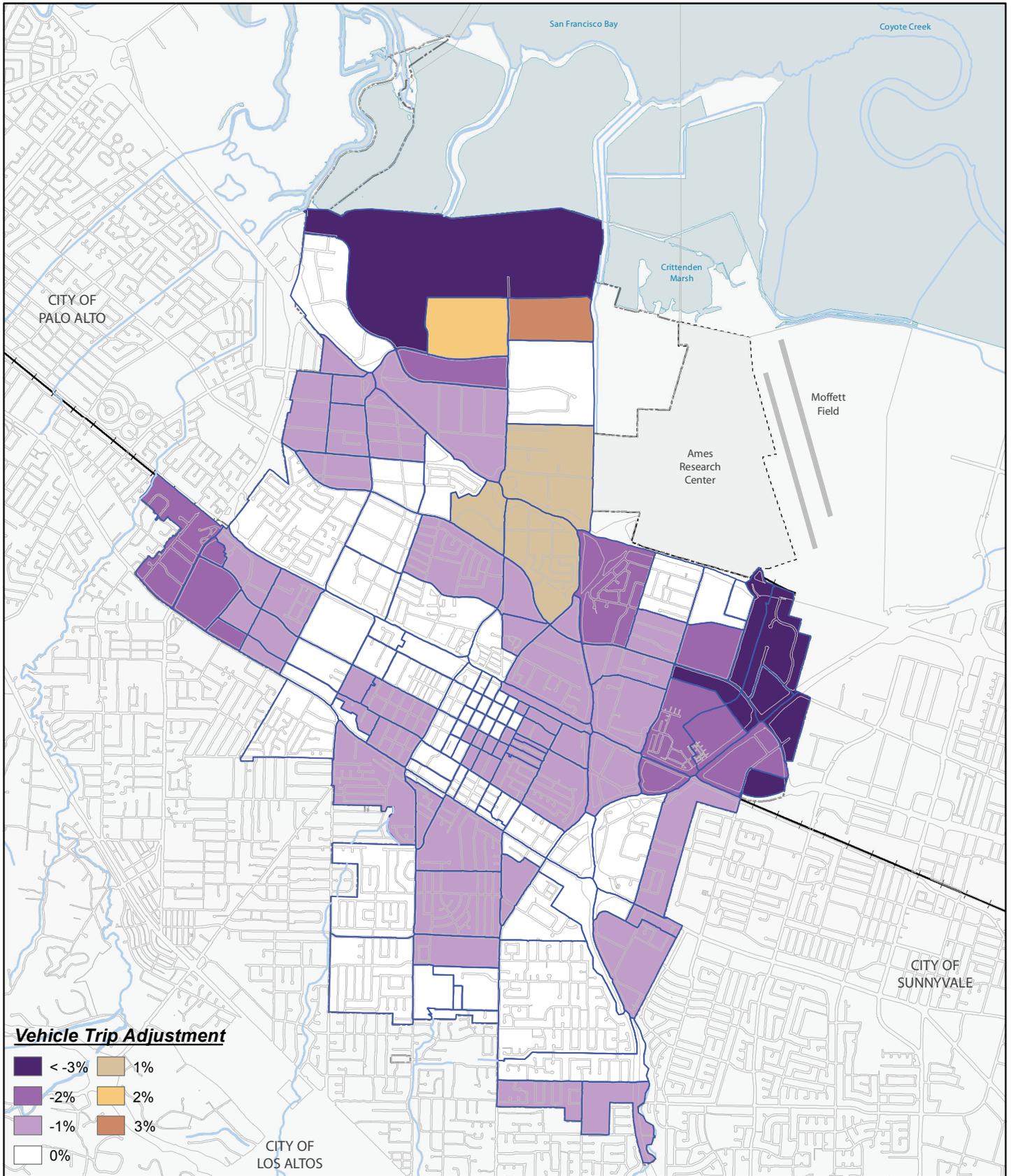


**Change in Diversity between Existing (2009) and Draft 2030 General Plan with North Bayshore Alternative (2009 or 2030) Scenarios**

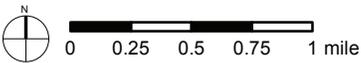


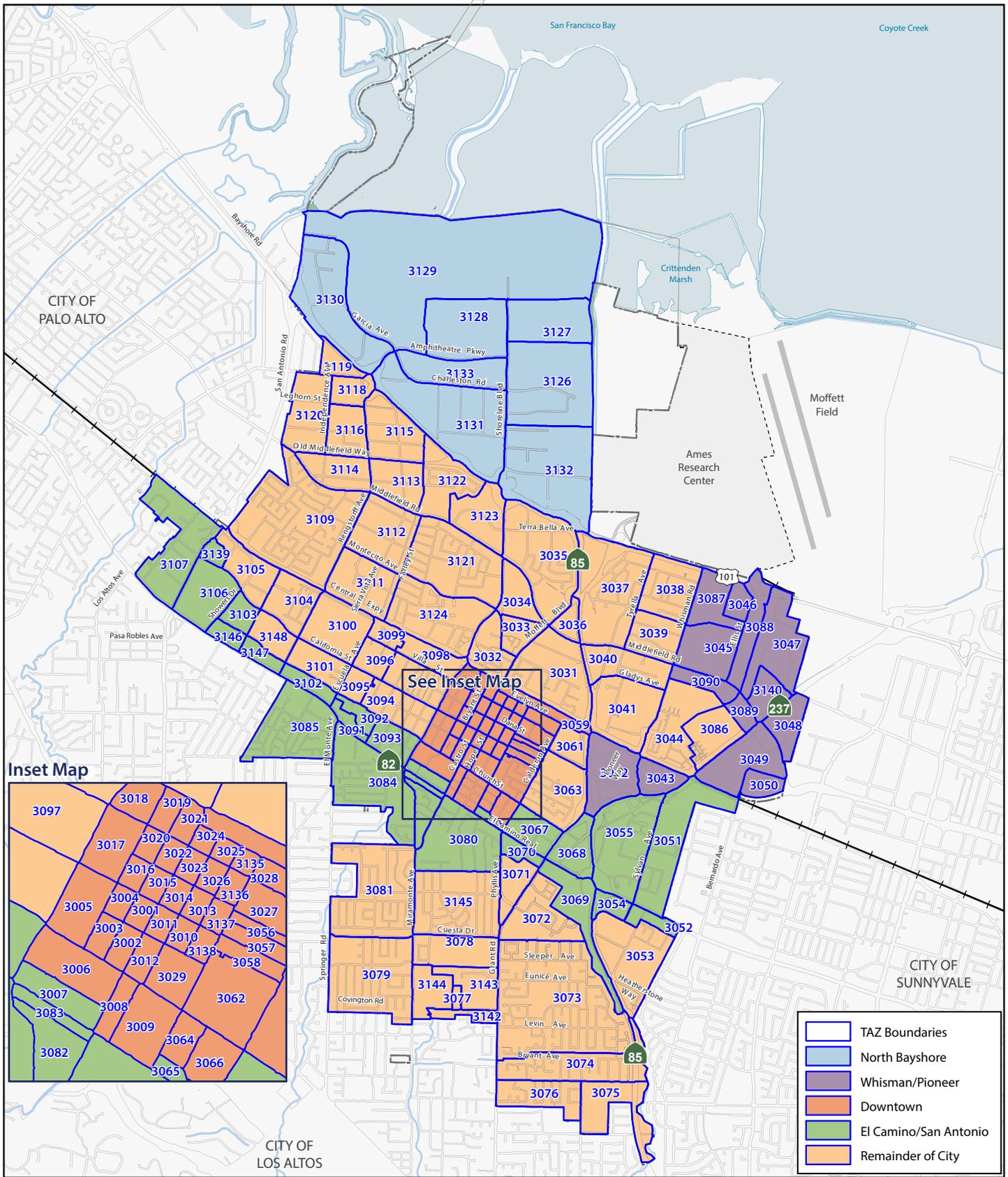
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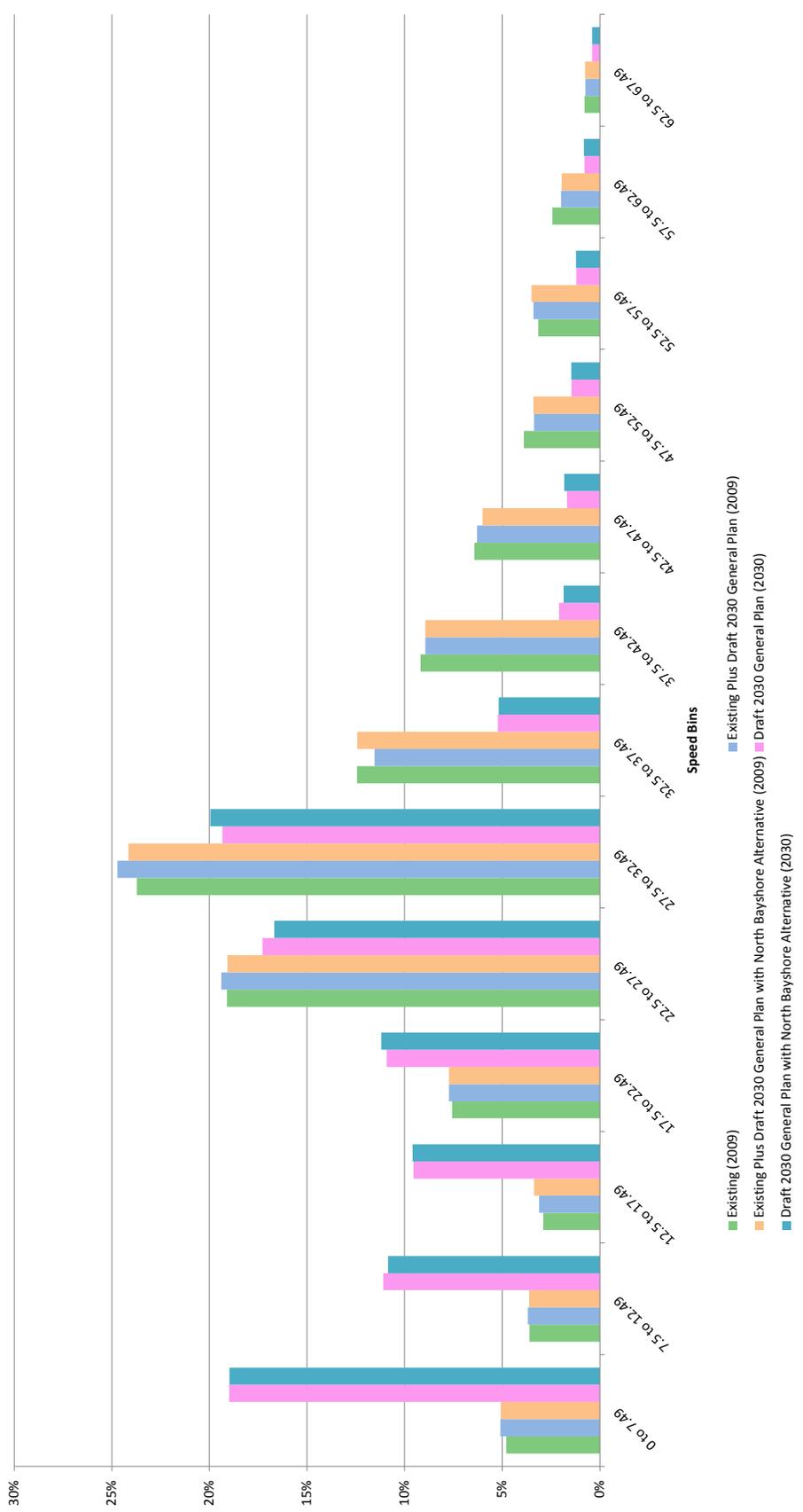
City of Mountain View General Plan Update

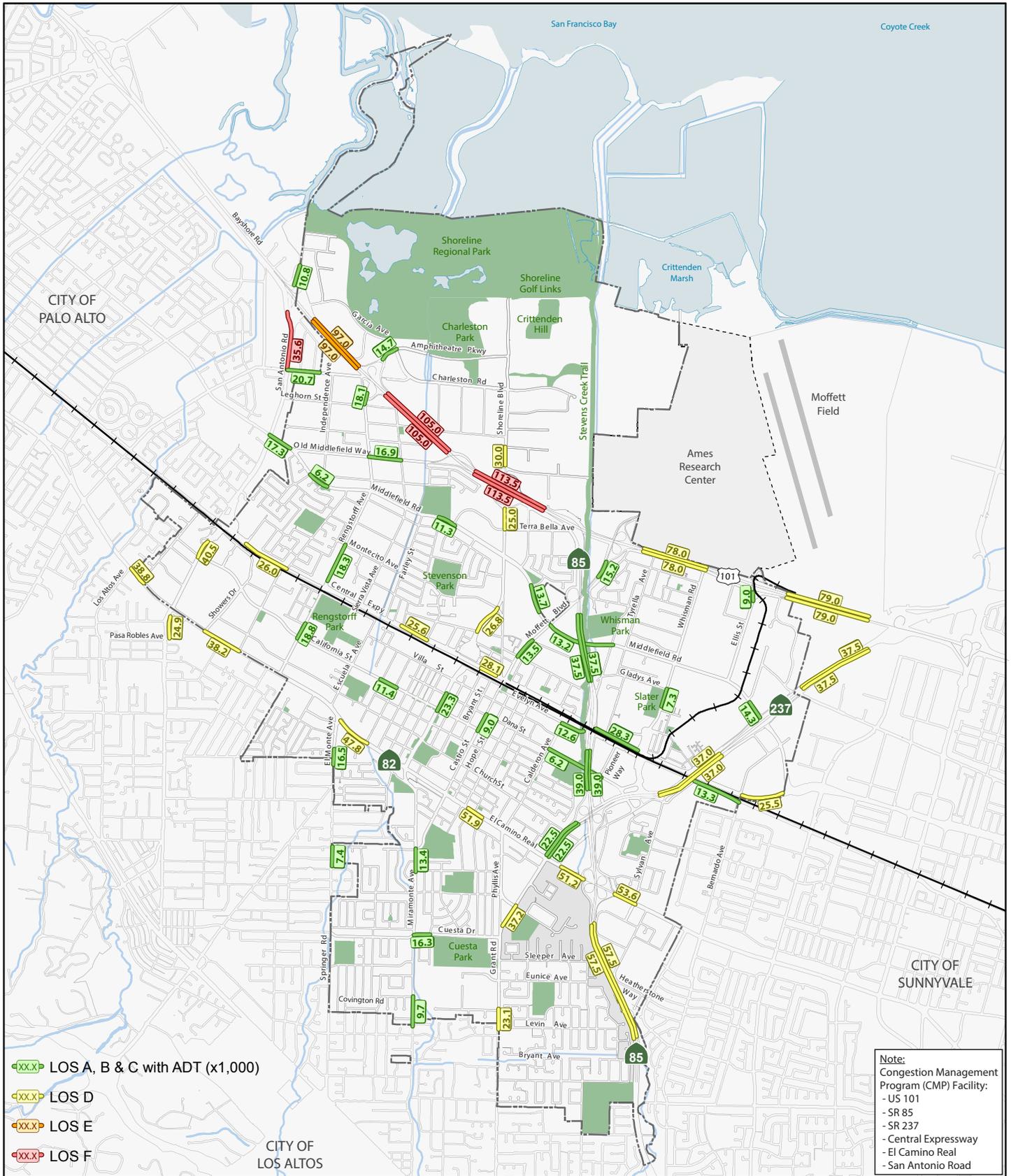




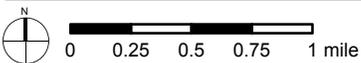
City of Mountain View General Plan Update

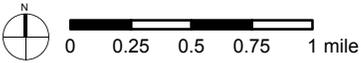
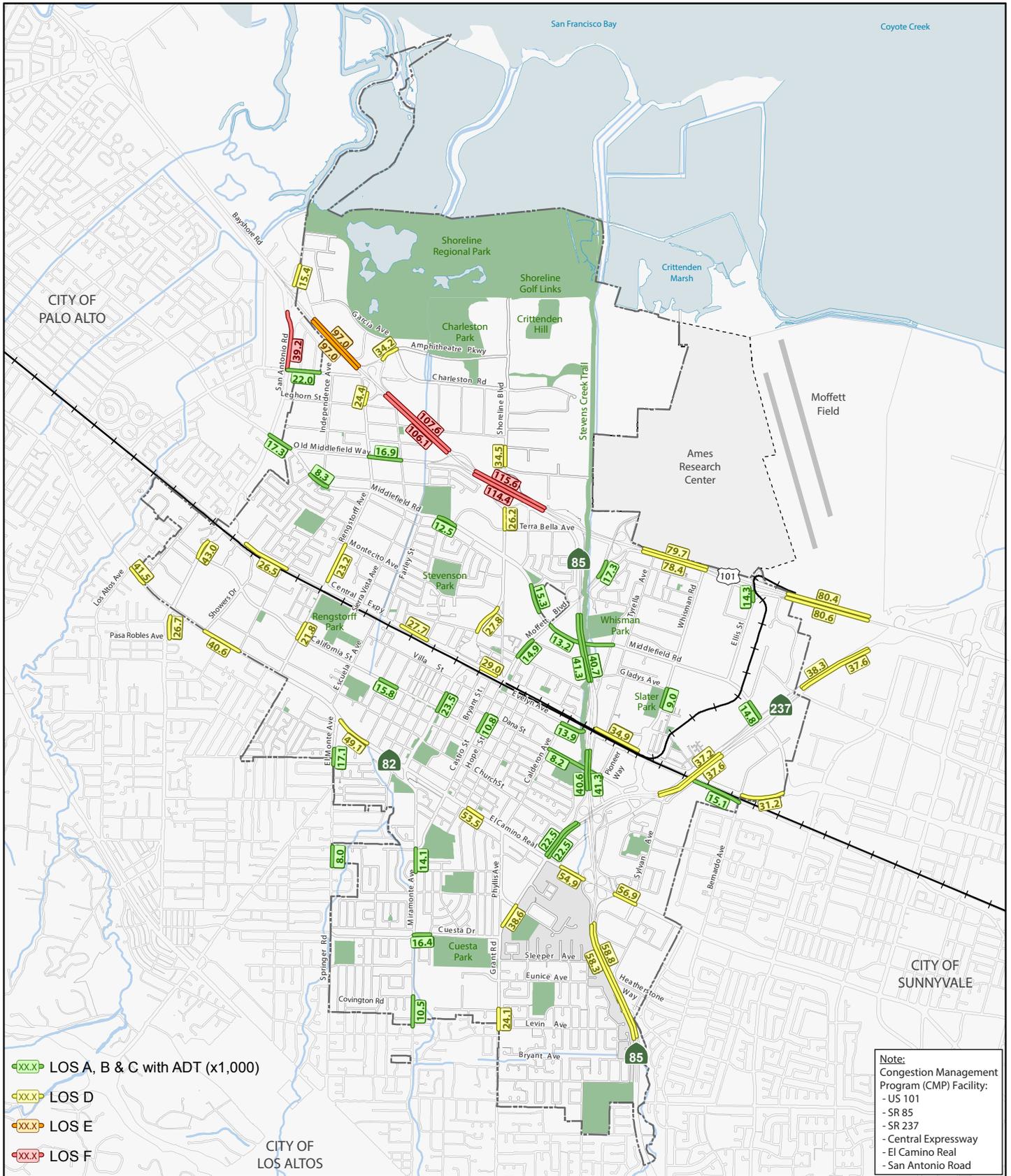
**Figure 5: Daily Vehicle Miles Traveled (VMT) by Speed Bin**



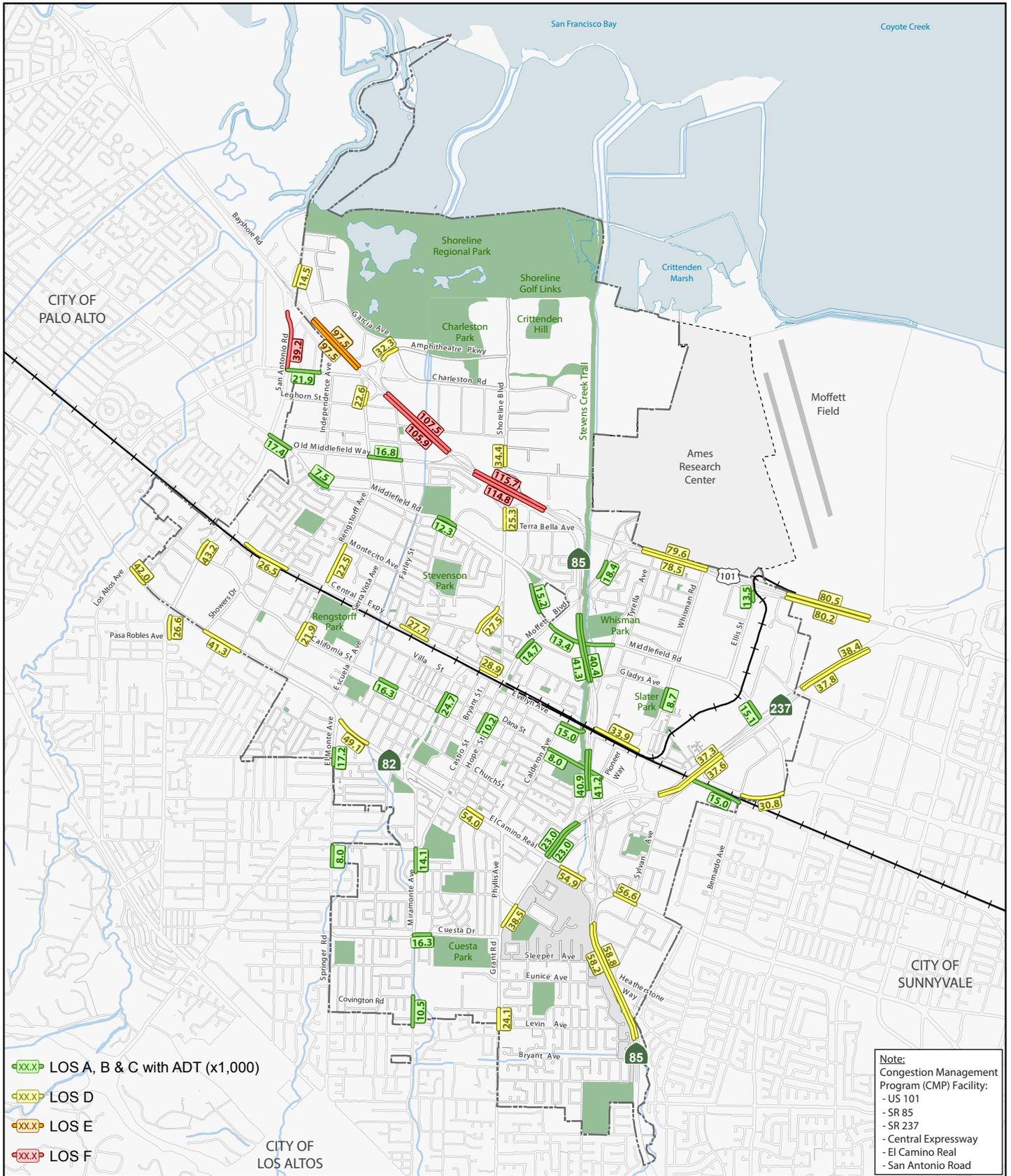


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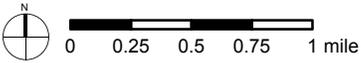
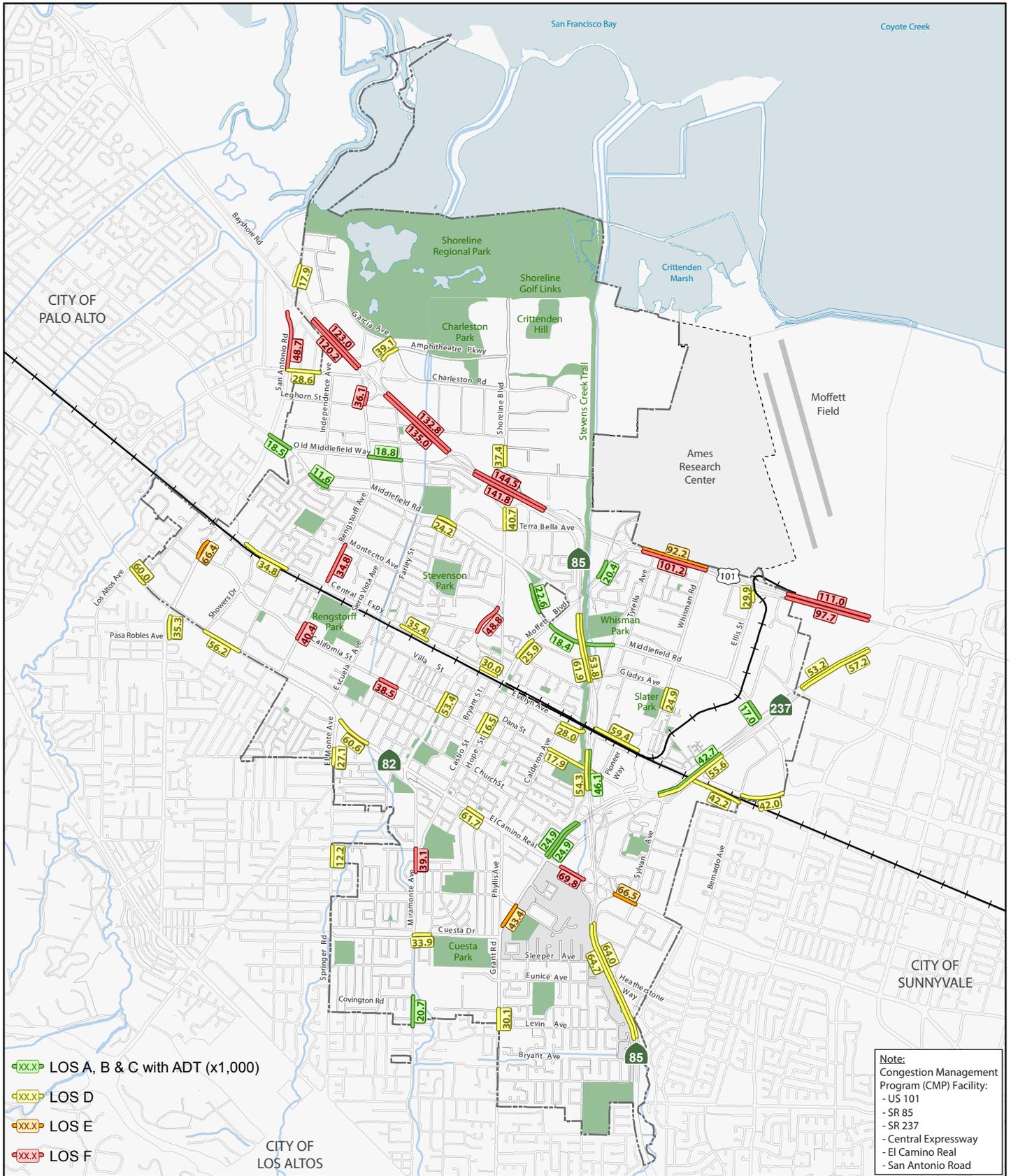
City of Mountain View General Plan Update



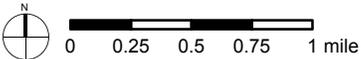
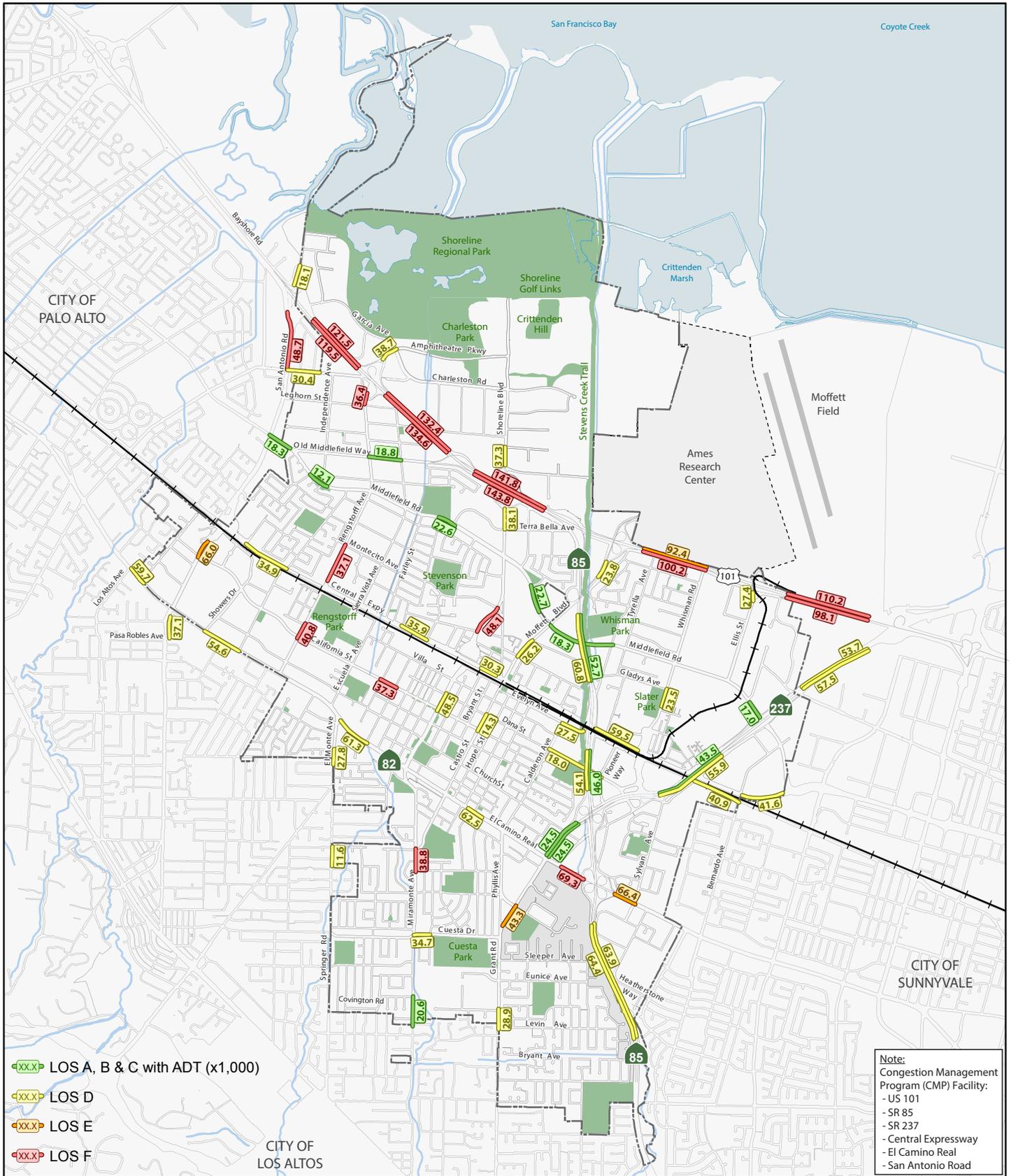
City of Mountain View General Plan Update

**Existing Plus Draft 2030 General Plan  
 North Bayshore Alternative Scenario with  
 Daily Roadway Volumes and Level of Service (2009)**

Figure 6C



City of Mountain View General Plan Update



City of Mountain View General Plan Update



**APPENDIX G-3**

**North Bayshore Alt Noise Modeling**



TABLE Existing-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: California Street - Escuela Avenue to Shoreline Blvd.  
NOTES: Mountain View General Plan - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY ---

NIGHT -----

AUTOS 88.08 9.34

M-TRUCKS 1.65 0.19

H-TRUCKS 0.66 0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn 65 Ldn 60 Ldn 55 Ldn

-----

0.0 53.2 109.3 233.0

TABLE Existing-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: El Camino Real - Grant Road to SR 85 Ramps  
NOTES: Mountain View General Plan - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 51200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY ---

NIGHT -----

AUTOS 88.08 9.34

M-TRUCKS 1.65 0.19

H-TRUCKS 0.66 0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn 65 Ldn 60 Ldn 55 Ldn

-----

72.7 140.7 295.2 632.1

TABLE Existing-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Grant Road - Phyllis Avenue to Cuesta Drive  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 37200    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS    88.08            9.34  
M-TRUCKS    1.65                0.19  
H-TRUCKS    0.66                0.08  
ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.95  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
56.4    112.6    238.2    511.1

TABLE Existing-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Miramonte Avenue - El Camino Real to Cuesta Drive  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 13400    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS    88.08            9.34  
M-TRUCKS    1.65                0.19  
H-TRUCKS    0.66                0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.94  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
0.0    58.6    121.4    259.3

TABLE Existing-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Rengstorff Avenue - US 101 Ramps to Old Middlefield Way  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 18100    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    -----  
AUTOS                88.08                9.34  
M-TRUCKS            1.65                0.19  
H-TRUCKS            0.66                0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.25  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                60 Ldn                55 Ldn  
-----  
0.0                70.5                147.8                316.6

TABLE Existing-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Rengstorff Avenue - Montecito Avenue to Central Expressway  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 18300    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    -----  
AUTOS                88.08                9.34  
M-TRUCKS            1.65                0.19  
H-TRUCKS            0.66                0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.30  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                65 Ldn                60 Ldn                55 Ldn  
-----  
0.0                70.9                148.9                318.9

TABLE Existing-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Rengstorff Avenue - University Avenue to California Street  
NOTES: Mountain View General Plan - Existing

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 18800    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.42  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    ---  
65 Ldn    72.2    151.6    324.7  
0.0

TABLE Existing-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: San Antonio Road - US 101 Ramps to Charleston Road  
NOTES: Mountain View General Plan - Existing

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 35600    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 12    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.68  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    ---  
65 Ldn    107.7    230.8    496.7  
0.0

TABLE Existing-09  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Shoreline Boulevard - Montecito Avenue to Central Expressway  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 26800    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.53  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
0.0    91.6    192.0    411.1

TABLE Existing-10  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - Fremont Avenue to El Camino Real  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 115000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.83  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
304.8    653.0    1404.8    3025.2

TABLE Existing-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - SR 237 to Evelyn Avenue  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 78000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.14  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
236.4    504.6    1084.7    2335.5

TABLE Existing-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - Evelyn Avenue to Moffett Boulevard  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 75000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT ---  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.97  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
230.5    491.6    1056.8    2275.3

TABLE Existing-13  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - SR 237 to Ellis Street  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 158000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS    88.08                      9.34  
M-TRUCKS    1.65                      0.19  
H-TRUCKS    0.66                      0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.61  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                      60 Ldn                      55 Ldn  
-----                      -----                      -----  
376.8                      806.4                      1734.6                      3735.2

TABLE Existing-14  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - Ellis Street to Moffett Boulevard  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 156000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS    88.08                      9.34  
M-TRUCKS    1.65                      0.19  
H-TRUCKS    0.66                      0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.56  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                      65 Ldn                      60 Ldn                      55 Ldn  
-----                      -----                      -----                      -----  
373.7                      799.6                      1720.0                      3703.6

TABLE Existing-15  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - SR 85 to Old Middlefield Road  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 227000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS                    88.08                    9.34  
M-TRUCKS                1.65                    0.19  
H-TRUCKS                0.66                    0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.19  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn                    60 Ldn                    55 Ldn  
-----                    -----                    -----  
478.2                    1026.1                    2208.2                    4755.7

TABLE Existing-16  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - Old Middlefield Road to Rengstorff Avenue  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 210000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS                    88.08                    9.34  
M-TRUCKS                1.65                    0.19  
H-TRUCKS                0.66                    0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.85  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn                    60 Ldn                    55 Ldn  
-----                    -----                    -----  
454.3                    974.3                    2096.6                    4515.2

TABLE Existing-17  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - Rengstorff Avenue to San Antonio Road  
NOTES: Mountain View General Plan - Existing

\* \* ASSUMPTIONS \* \*  
AVERAGE DAILY TRAFFIC: 194000 SPEED (MPH): 65 GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY ---  
NIGHT -----  
AUTOS 88.08 9.34  
M-TRUCKS 1.65 0.19  
H-TRUCKS 0.66 0.08  
ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.51  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn 65 Ldn 60 Ldn 55 Ldn  
-----  
431.2 924.3 1988.8 4282.9

TABLE Existing-18  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - El Camino Real to SR 85  
NOTES: Mountain View General Plan - Existing

\* \* ASSUMPTIONS \* \*  
AVERAGE DAILY TRAFFIC: 45000 SPEED (MPH): 55 GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY ---  
NIGHT -----  
AUTOS 88.08 9.34  
M-TRUCKS 1.65 0.19  
H-TRUCKS 0.66 0.08  
ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.62  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn 65 Ldn 60 Ldn 55 Ldn  
-----  
124.4 264.0 566.8 1220.0

TABLE Existing-19  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - Sylvan Way to Middlefield Road/Maude Avenue  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 74000 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	---	
NIGHT	-----	
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	
70 Ldn	60 Ldn
65 Ldn	55 Ldn
-----	-----
173.6	367.6
	788.9
	1697.9

TABLE Existing-20  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - Middlefield Road/Maude Avenue to US 101  
NOTES: Mountain View General Plan - Existing

\* \* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 75000 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	---	
NIGHT	-----	
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	
70 Ldn	60 Ldn
65 Ldn	55 Ldn
-----	-----
175.1	370.9
	796.0
	1713.2

TABLE 2030 + Endorsed General Plan-01  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: California Street - Escuela Avenue to Shoreline Blvd.  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\* ASSUMPTIONS \*\*

AVERAGE DAILY TRAFFIC: 38500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	NIGHT
---	----
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\*\* CALCULATED NOISE LEVELS \*\*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn
70 Ldn
65 Ldn
60 Ldn
55 Ldn
50 Ldn
55.3
114.1
243.3
523.0

TABLE 2030 + Endorsed General Plan-02  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: El Camino Real - Grant Road to SR 85 Ramps  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\* ASSUMPTIONS \*\*

AVERAGE DAILY TRAFFIC: 69800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	NIGHT
---	----
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

\*\* CALCULATED NOISE LEVELS \*\*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn
70 Ldn
65 Ldn
60 Ldn
55 Ldn
50 Ldn
85.6
171.1
362.0
776.7

TABLE 2030 + Endorsed General Plan-03  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Grant Road - Phyllis Avenue to Cuesta Drive  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 43400 SPEED (MPH): 35 GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY ---  
 NIGHT -----  
 AUTOS 88.08 9.34  
 M-TRUCKS 1.65 0.19  
 H-TRUCKS 0.66 0.08  
 ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.62  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn 60 Ldn 55 Ldn  
 -----  
 61.5 124.3 263.8 566.3

TABLE 2030 + Endorsed General Plan-04  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Miramonte Avenue - El Camino Real to Cuesta Drive  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 39100 SPEED (MPH): 35 GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY ---  
 NIGHT -----  
 AUTOS 88.08 9.34  
 M-TRUCKS 1.65 0.19  
 H-TRUCKS 0.66 0.08  
 ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.60  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn 60 Ldn 55 Ldn  
 -----  
 55.8 115.2 245.8 528.4

TABLE 2030 + Endorsed General Plan-05  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Rengstorff Avenue - US 101 Ramps to Old Middlefield Way  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 36100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	---
NIGHT	----
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.66
	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	
70 Ldn	65 Ldn
---	----
53.2	109.4
	233.2
	501.1

TABLE 2030 + Endorsed General Plan-06  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Rengstorff Avenue - Montecito Avenue to Central Expressway  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 34800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	---
NIGHT	----
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.66
	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	
70 Ldn	65 Ldn
---	----
0.0	106.9
	227.6
	489.1

TABLE 2030 + Endorsed General Plan-07  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Rengstorff Avenue - University Avenue to California Street  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 40400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	NIGHT
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.66
	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	70 Ldn	65 Ldn	60 Ldn	55 Ldn
	56.9	117.7	251.2	540.0

TABLE 2030 + Endorsed General Plan-08  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: San Antonio Road - US 101 Ramps to Charleston Road  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 48700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	NIGHT
AUTOS	88.08
M-TRUCKS	9.34
H-TRUCKS	1.65
	0.19
	0.66
	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn	70 Ldn	65 Ldn	60 Ldn	55 Ldn
	62.4	132.4	284.2	611.8

TABLE 2030 + Endorsed General Plan-09  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: Shoreline Boulevard - Montecito Avenue to Central Expressway  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 48800 SPEED (MPH): 35 GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY ---  
 NIGHT -----  
 AUTOS 88.08 9.34  
 M-TRUCKS 1.65 0.19  
 H-TRUCKS 0.66 0.08  
 ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.13  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn 65 Ldn 60 Ldn 55 Ldn  
 -----  
 65.8 134.0 285.1 612.3

TABLE 2030 + Endorsed General Plan-10  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: SR 85 - Fremont Avenue to El Camino Real  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 128700 SPEED (MPH): 65 GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY ---  
 NIGHT -----  
 AUTOS 88.08 9.34  
 M-TRUCKS 1.65 0.19  
 H-TRUCKS 0.66 0.08  
 ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.32  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn 65 Ldn 60 Ldn 55 Ldn  
 -----  
 328.2 703.7 1514.2 3260.9

TABLE 2030 + Endorsed General Plan-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - SR 237 to Evelyn Avenue  
NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 100400    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
---    -----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.24  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    60 Ldn    55 Ldn  
-----  
278.8    596.6    1283.3    2763.5

TABLE 2030 + Endorsed General Plan-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - Evelyn Avenue to Moffett Boulevard  
NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 115700    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
---    -----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.85  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
306.0    655.6    1410.5    3037.5





TABLE 2030 + Endorsed General Plan-17  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: US 101 - Rengstorff Avenue to San Antonio Road  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 243200    SPEED (MPH): 65    GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY                    NIGHT  
 ---                    ----  
 AUTOS                 88.08             9.34  
 M-TRUCKS             1.65              0.19  
 H-TRUCKS             0.66              0.08  
 ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.49  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn                60 Ldn             55 Ldn  
 ---                    ----                ----  
 500.5                1074.2            2312.0            4979.3

TABLE 2030 + Endorsed General Plan-18  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
 ROADWAY SEGMENT: SR 237 - El Camino Real to SR 85  
 NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
 AVERAGE DAILY TRAFFIC: 49400    SPEED (MPH): 55    GRADE: .5  
 TRAFFIC DISTRIBUTION PERCENTAGES  
 DAY                    NIGHT  
 ---                    ----  
 AUTOS                 88.08             9.34  
 M-TRUCKS             1.65              0.19  
 H-TRUCKS             0.66              0.08  
 ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
 Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.03  
 DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
 70 Ldn                65 Ldn             60 Ldn             55 Ldn  
 ---                    ----                ----                ----  
 132.1                280.8            603.1            1298.2

TABLE 2030 + Endorsed General Plan-19  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - Sylvan Way to Middlefield Road/Maude Avenue  
NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 98300    SPEED (MPH): 55    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS                    88.08                    9.34  
M-TRUCKS                1.65                    0.19  
H-TRUCKS                0.66                    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.30  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    60 Ldn                    55 Ldn  
---                    ---                    ---  
208.4                    443.6                    953.0                    2051.6

TABLE 2030 + Endorsed General Plan-20  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - Middlefield Road/Maude Avenue to US 101  
NOTES: Mountain View General Plan - 2030 + Endorsed General Plan

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 110400    SPEED (MPH): 55    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS                    88.08                    9.34  
M-TRUCKS                1.65                    0.19  
H-TRUCKS                0.66                    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.80  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    60 Ldn                    55 Ldn  
---                    ---                    ---  
224.7                    479.0                    1029.6                    2216.7

TABLE 2030 + North Bayshore Alternative-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: California Street - Escuela Avenue to Shoreline Blvd.  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 37300    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT    ----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.39  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
54.3    111.8    238.3    512.1

TABLE 2030 + North Bayshore Alternative-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: El Camino Real - Grant Road to SR 85 Ramps  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 69300    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    ---  
NIGHT    ----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.93  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
85.2    170.3    360.3    773.0

TABLE 2030 + North Bayshore Alternative-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Grant Road - Phyllis Avenue to Cuesta Drive  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 43300    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.61  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    60 Ldn    55 Ldn  
-----  
61.4    124.1    263.4    565.5

TABLE 2030 + North Bayshore Alternative-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Miramonte Avenue - El Camino Real to Cuesta Drive  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 38800    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.56  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    60 Ldn    55 Ldn  
-----  
55.6    114.7    244.6    525.7



TABLE 2030 + North Bayshore Alternative-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Rengstorff Avenue - University Avenue to California Street  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 40800    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    -----  
AUTOS                88.08                9.34  
M-TRUCKS            1.65                0.19  
H-TRUCKS            0.66                0.08  
ACTIVE HALF-WIDTH (FT): 18    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.78  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                65 Ldn                60 Ldn                55 Ldn  
-----  
57.3                118.5                252.9                543.6

TABLE 2030 + North Bayshore Alternative-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: San Antonio Road - US 101 Ramps to Charleston Road  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 48700    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    -----  
AUTOS                88.08                9.34  
M-TRUCKS            1.65                0.19  
H-TRUCKS            0.66                0.08  
ACTIVE HALF-WIDTH (FT): 12    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.04  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                65 Ldn                60 Ldn                55 Ldn  
-----  
62.4                132.4                284.2                611.8

TABLE 2030 + North Bayshore Alternative-09  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: Shoreline Boulevard - Montecito Avenue to Central Expressway  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 48100    SPEED (MPH): 35    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.07  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
65.2    132.8    282.3    606.4

TABLE 2030 + North Bayshore Alternative-10  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - Fremont Avenue to El Camino Real  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 128300    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY    NIGHT  
----  
AUTOS    88.08    9.34  
M-TRUCKS    1.65    0.19  
H-TRUCKS    0.66    0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.30  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn    65 Ldn    60 Ldn    55 Ldn  
-----  
327.6    702.3    1511.1    3254.2

TABLE 2030 + North Bayshore Alternative-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - SR 237 to Evelyn Avenue  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 100100    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    ---  
AUTOS                88.08            9.34  
M-TRUCKS            1.65             0.19  
H-TRUCKS            0.66             0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.22  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                65 Ldn            60 Ldn            55 Ldn  
-----  
278.3                595.5            1280.8            2758.0

TABLE 2030 + North Bayshore Alternative-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 85 - Evelyn Avenue to Moffett Boulevard  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 113500    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                    NIGHT  
---                    ---  
AUTOS                88.08            9.34  
M-TRUCKS            1.65             0.19  
H-TRUCKS            0.66             0.08  
ACTIVE HALF-WIDTH (FT): 36    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.77  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                65 Ldn            60 Ldn            55 Ldn  
-----  
302.2                647.3            1392.6            2998.9

TABLE 2030 + North Bayshore Alternative-13  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - SR 237 to Ellis Street  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 208300    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS                    88.08            9.34  
M-TRUCKS                1.65             0.19  
H-TRUCKS                0.66             0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.82  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn            60 Ldn            55 Ldn  
-----  
451.9                    969.0            2085.3            4490.8

TABLE 2030 + North Bayshore Alternative-14  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - Ellis Street to Moffett Boulevard  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\*\*\* ASSUMPTIONS \*\*\*  
AVERAGE DAILY TRAFFIC: 192600    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      ---  
AUTOS                    88.08            9.34  
M-TRUCKS                1.65             0.19  
H-TRUCKS                0.66             0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\*\*\* CALCULATED NOISE LEVELS \*\*\*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.47  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn            60 Ldn            55 Ldn  
-----  
429.1                    919.8            1979.2            4262.3



TABLE 2030 + North Bayshore Alternative-17  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: US 101 - Rengstorff Avenue to San Antonio Road  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 241000    SPEED (MPH): 65    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS                    88.08            9.34  
M-TRUCKS                1.65             0.19  
H-TRUCKS                0.66             0.08  
ACTIVE HALF-WIDTH (FT): 48    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.45  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn            60 Ldn            55 Ldn  
-----                    -----            -----            -----  
497.5                    1067.7            2298.1            4949.2

TABLE 2030 + North Bayshore Alternative-18  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/31/2012  
ROADWAY SEGMENT: SR 237 - El Camino Real to SR 85  
NOTES: Mountain View General Plan - 2030 + North Bayshore Alternative

\* \* \* ASSUMPTIONS \* \* \*  
AVERAGE DAILY TRAFFIC: 48800    SPEED (MPH): 55    GRADE: .5  
TRAFFIC DISTRIBUTION PERCENTAGES  
DAY                      NIGHT  
---                      -----  
AUTOS                    88.08            9.34  
M-TRUCKS                1.65             0.19  
H-TRUCKS                0.66             0.08  
ACTIVE HALF-WIDTH (FT): 24    SITE CHARACTERISTICS: SOFT

\* \* \* CALCULATED NOISE LEVELS \* \* \*  
Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.98  
DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn  
70 Ldn                    65 Ldn            60 Ldn            55 Ldn  
-----                    -----            -----            -----  
131.0                    278.5            598.2            1287.7



**APPENDIX G-4**

**North Bayshore Additional Information**



## NORTH BAYSHORE ALTERNATIVE ADDITIONAL INFORMATION

**Table V-A: Draft General Plan Greenhouse and North Bayshore Alternative Gas Emissions Analysis**

Emission Source	Year	Emission (MT CO <sub>2</sub> e /yr)
GHG Emissions Inventory	Base Year 2005	796,987
	2020	745,758
GHG Emissions Projections	Draft General Plan Build Out 2030	751,765
	North Bayshore Alternative 2030	795,895
2020 Projected Draft General Plan Service Population	152,359	
2020 GHG/SP	4.9 MT CO <sub>2</sub> e /SP/yr	
2020 North Bayshore Alternative Service Population	148,486	
2020 North Bayshore Alternative Emissions	894,709	
North Bayshore GHG/SP	5.7 MT CO <sub>2</sub> e /SP/yr	
BAAQMD GHG/SP Threshold	6.6 MT CO <sub>2</sub> e/SP/yr	
Does the 2020 GHG/SP exceed 6.6?	No (Therefore Less Than Significant)	
Does North Bayshore Alternative exceed 6.6?	No (Therefore Less Than Significant)	

Notes:

MT = metric tons

CO<sub>2</sub>e = carbon dioxide equivalent

yr = year

SP = service population

Sources: Mountain View, City of, 2012; AECOM, 2012; LSA Associates, Inc., 2012.

**Table V-B: Student Generation Yield and School Facility By School District, North Bayshore Alternative Scenario**

District	Additional Dwelling Units at Full Implementation of North Bayshore Alternative <sup>a</sup>	Student Generation Rate Used by School District	Additional Students Generated at Full Implementation of Draft General Plan <sup>b</sup> (X)	Additional Classrooms Required at Full Implementation of Draft General Plan (Students/25) <sup>c</sup>	Additional Students Generated at Full Implementation of North Bayshore Alternative (Y)	Additional Classrooms Required at Full Implementation of North Bayshore Alternative (Students/25)	Student Difference (X-Y)
Mountain View-Whisman <sup>d</sup>	SF: 920 MF: 4,581	SF: 0.159 MF: 0.030	317	13	283	11	34
Mountain View-Los Altos Union High School <sup>e</sup>	SF: 957 MF: 6,900	SF: 0.115 MF: 0.046	479	19	427	17	52
Los Altos School District <sup>f</sup>	SF: 37 MF: 2,319	SF: 0.600 MF: 0.300	718	29	718	29	0
<b>Citywide Total:</b>			<b>1,514</b>	<b>67</b>	<b>1,428</b>	<b>57</b>	<b>86</b>

<sup>a</sup> SF = single-family residential units; MF = multi-family residential units.

<sup>b</sup> Sub-total is derived by adding the students generated by SF development to the students generated by MF development.

<sup>c</sup> Assumes a classroom generation rate of 25 students per classroom.

<sup>d</sup> Student generation rates derived from *Facility Master Plan/Demographic Analysis for Mountain View Whisman School District, 2009*.

<sup>e</sup> Student generation rates provided by Joe White, Mountain View Los Altos Unified High School District, 2010.

<sup>f</sup> Student generation rates provided by Randy Kenyon, Los Altos School District, 2011.

Source: City of Mountain View Planning Division; Mountain View-Whisman School District; Mountain View-Los Altos Union High School District; Los Altos School District; California Department of Education Educational Demographics Unit, 2010-2011; and LSA Associates, Inc., 2011.

**Table V-C: Existing Plus Draft General Plan or North Bayshore Alternative Conditions 2009: Citywide Vehicle Miles Traveled**

Measure <sup>1,2</sup>	Year 2009 Scenarios		
	Existing	Existing Plus Draft General Plan	Existing Plus North Bayshore Alternative
Daily vehicle miles traveled (VMT)	2,452,696	2,993,630	2,978,213
Service Population	134,320	170,800	167,150
Daily VMT per service population	18.26	17.53	17.82

<sup>1</sup> VMT = vehicle miles traveled; Service population = residents + employees

<sup>2</sup> Citywide VMT based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XI).

Source: Fehr & Peers, June 2012.

**Table V-D: Existing Plus Project or North Bayshore Alternative Conditions 2009: Daily Roadway Segment Volume and Level of Service Summary**

Roadway Segment <sup>1</sup>	Existing/ Future Roadway Type (Potential Mitigation)	Year 2009 Scenarios						Does Not Meet Current GP LOS Standard <sup>4</sup>	Significant Impact Based on Current GP Criteria <sup>5</sup>
		Existing		Existing Plus Draft General Plan		Existing Plus North Bayshore Alternative			
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>	Daily Volume	LOS <sup>3</sup>		
39. San Antonio Rd. between SB US 101 Ramps and Charleston Rd.* (Palo Alto)	3-Lane Arterial (4-Lane Divided Arterial)	35,600	F	39,200	F	39,200	F	√	√

<sup>1</sup> Major roadways nearest the count location

<sup>2</sup> Average Daily Traffic (ADT) volume based on traffic counts collected in February and March 2009.

<sup>3</sup> LOS = Level of Service

<sup>4</sup> Does not meet Current General Plan (GP) LOS Standard – Does not meet the LOS D standard for on local streets and LOS E standard for streets within the Downtown and San Antonio Center areas and CMP facilities (e.g., Central Expressway, El Camino Real) under the 1992 General Plan Circulation Element. Local streets in Palo Alto and Los Altos have a LOS D standard too.

<sup>5</sup> Roadway segment impact criteria are discussed in subsection 2.a.(2).

\* Denotes Congestion Management Program (CMP) facility

Source: Fehr & Peers, June 2012.

**Table V-E: Existing Plus Draft General Plan or North Bayshore Alternative Conditions 2009: Daily Freeway Segment Volume and Level of Service Summary**

Roadway Segment <sup>1</sup>	Existing Roadway Type	Year 2009 Scenarios						Does Not Meet Caltrans LOS Standard <sup>4</sup>	Does Not Meet VTA CMP LOS Standard <sup>45</sup>	Significant Impact Based on Caltrans Criteria <sup>6</sup>	Significant Impact Based on VTA CMP Criteria <sup>6,7</sup>
		Existing		Existing Plus Draft General Plan		Existing Plus North Bayshore Alternative					
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume <sup>2</sup>	LOS <sup>3</sup>				
NB SR 85*	Fremont Ave. to El Camino Real	57,500	D	58,800	D	58,800	D	✓		✓	
	SR 237 to Evelyn Ave.	39,000	C	41,300	C	41,200	C				
	Evelyn Ave. to Moffett Blvd.	37,500	C	40,700	C	40,400	C				
SB SR 85*	Moffett Blvd. to Evelyn Ave.	37,500	C	41,300	C	41,300	C				
	Evelyn Ave. to SR 237	39,000	C	40,600	C	40,900	C				
	El Camino Real to Fremont Ave.	57,500	D	58,800	D	58,800	D	✓		✓	
NB US 101*	SR 237 to Ellis St.	57,500	D	58,300	D	58,200	D	✓		✓	
	Ellis St. to Moffett Blvd.	79,000	D	80,600	D	80,200	D	✓		✓	
	SR 85 to Old Middlefield Wy.	78,000	D	79,700	D	79,600	D	✓		✓	✓
	Old Middlefield Wy. to Rengstorff Ave.	113,500	F	115,600	F	115,700	F	✓		✓	✓
SB US 101*	Rengstorff Ave. to San Antonio Rd.	105,000	F	107,600	F	107,500	F	✓			
	San Antonio Rd. to Rengstorff Ave.	97,000	E	97,000	E	97,500	E	✓			
	Rengstorff Ave. to Old Middlefield Wy.	97,000	E	97,000	E	97,500	E	✓		✓	✓
	Old Middlefield Wy. to SR 85	105,000	F	106,100	F	105,900	F	✓			
Moffett Blvd. to Ellis St.	113,500	F	114,400	F	114,800	F	✓				
	Ellis St. to SR 237	78,000	D	78,400	D	78,500	D	✓		✓	

Roadway Segment <sup>1</sup>	Existing Roadway Type	Year 2009 Scenarios						Does Not Meet Caltrans LOS Standard <sup>4</sup>	Does Not Meet VTA CMP LOS Standard <sup>45</sup>	Significant Impact Based on Caltrans Criteria <sup>6</sup>	Significant Impact Based on VTA CMP Criteria <sup>6, 7</sup>
		Existing		Existing Plus Draft General Plan		Existing Plus North Bayshore Alternative					
		Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume <sup>2</sup>	LOS <sup>3</sup>	Daily Volume <sup>2</sup>	LOS <sup>3</sup>				
EB SR 237*	EI Camino Real to SR 85	22,500	B	22,500	B	23,000	B				
	Sylvan Wy. to Middlefield Rd./ Maude Ave.	37,000	D	37,600	D	37,600	D	✓		✓	
	Middlefield Rd./ Maude Ave. to US 101	37,500	D	37,600	D	37,800	D	✓			
WB SR 237*	US 101 to Middlefield Rd./Maude Ave.	37,500	D	38,300	D	38,400	D	✓		✓	
	Middlefield Rd./ Maude Ave. to Sylvan Wy.	37,000	D	37,200	D	37,300	D	✓			
	SR 85 to El Camino Real	22,500	B	22,500	B	22,500	B				

<sup>1</sup> Major roadways nearest the count location

<sup>2</sup> Average Daily Traffic (ADT) volume based on traffic counts collected in February and March 2009.

<sup>3</sup> LOS – Level of Service

<sup>4</sup> The number of lanes of a freeway segment includes high occupancy vehicle (HOV) lanes but excludes auxiliary lanes.

<sup>45</sup> Does not meet Caltrans LOS Standard – Does not meet the LOS C/D cusp Standard.

<sup>5</sup> Does not meet CMP LOS Standard – Does not meet the VTA CMP LOS E Standard.

<sup>6</sup> Roadway segment impact criteria are discussed in subsection 2.a.(2).

<sup>7</sup> One percent of a 2-Lane Freeway capacity is ~480 vehicles per day (one percent of LOS E maximum daily volume threshold). One percent of a 3-Lane Freeway capacity is approximately ~720 vehicles per day. One percent of a 4-Lane Freeway capacity is ~970 vehicles per day.

\* Denotes Congestion Management Program (CMP) facility

Source: Fehr & Peers, June 2012.

**Table V-F: Existing Plus Draft General Plan or North Bayshore Alternative Conditions 2009: AM Peak Hour Adjacent Jurisdiction Impacts Summary**

City	Existing				Year 2009 Scenarios			
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Existing Plus Draft General Plan	Existing Plus North Bayshore Alternative
<i>Major Arterial and Collector Roadways</i>								
Campbell	0.0	0.0	0.0%	0.0	0.0	0.0%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	0
Cupertino	0.0	0.0	0.0%	0.0	0.0	0.0%	Percent of Impacted Lane Miles	0
Gilroy	0.0	0.0	0.0%	0.0	0.0	0.0%	Impacted Lane Miles <sup>1,2</sup>	0
Los Altos	0.0	0.0	0.0%	0.0	0.0	0.0%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	0
Los Altos Hills	0.0	0.0	0.0%	0.0	0.0	0.0%	Percent of Impacted Lane Miles	0
Los Gatos	0.0	0.0	0.0%	0.0	0.0	0.0%	Impacted Lane Miles <sup>1,2</sup>	0
Milpitas	38.7	0.0	0.0%	36.2	0.0	0.0%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	34.9
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	Percent of Impacted Lane Miles	0
Morgan Hill	3.1	0.0	0.0%	3.1	0.0	0.0%	Impacted Lane Miles <sup>1,2</sup>	0
Palo Alto	4.4	3.3	74.3%	5.6	3.1	56.1%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	3.9
San Jose	24.5	0.0	0.0%	24.6	0.0	0.0%	Percent of Impacted Lane Miles	25.7
Santa Clara	1.0	0.0	0.0%	0.6	0.0	0.0%	Impacted Lane Miles <sup>1,2</sup>	0
Saratoga	0.9	0.0	0.0%	1.2	0.0	0.0%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	1.6
Sunnyvale	1.1	0.7	62.9%	1.4	1.0	71.3%	Percent of Impacted Lane Miles	1.2
<i>Freeways, State Highways, and Expressways</i>								
Caltrans Facilities <sup>3</sup>	295.4	37.0	12.5%	305.6	50.0	16.4%	Impacted Lane Miles <sup>1,2</sup>	50
Expressways <sup>4</sup>	17.7	0.0	0.0%	22.1	0.5	2.1%	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	25.2
								Percent of Impacted Lane Miles
								79.5%
								0.0%
								46.7%
								0.0%
								87.4%

<sup>1</sup> Lane miles of less than 0.5 were rounded to 0.

<sup>2</sup> Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered *less-than-significant*. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XI).

<sup>3</sup> Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.

<sup>4</sup> Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.

Significant impacts are identified in **bold text**.

Source: Fehr & Peers, June 2012.

**Table V-G: Existing Plus Draft General Plan or North Bayshore Alternative Conditions 2009: PM Peak Hour Adjacent Jurisdiction Impacts Summary**

City	Year 2009 Scenarios						Existing Plus North Bayshore Alternative Impacted Lane Miles	Percent of Impacted Lane Miles	
	Existing		Existing Plus Draft General Plan		Existing Plus North Bayshore Alternative				
	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles	Total Lane Miles with Deficient V/C Ratio <sup>1</sup>	Impacted Lane Miles <sup>1,2</sup>	Percent of Impacted Lane Miles
<b>Major Arterial and Collector Roadways</b>									
Campbell	1.1	0.0	0.0%	1.1	0.0	0.0%	1.1	0	0.0%
Cupertino	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Gilroy	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Los Altos	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Los Altos Hills	0.0	0.0	0.0%	0.0	0.0	0.0%	0.4	0	0.0%
Los Gatos	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Milpitas	23.1	0.0	0.0%	21.6	0.0	0.0%	21.9	0	0.0%
Monte Sereno	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Morgan Hill	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Palo Alto	1.7	0.0	0.0%	1.7	1.2	<b>70.0%</b>	1.8	1.2	<b>65.1%</b>
San Jose	10.7	0.0	0.0%	10.6	0.0	0.0%	9.3	0	0.0%
Santa Clara	0.0	0.0	0.0%	0.0	0.0	0.0%	0	0	0.0%
Saratoga	1.0	0.0	0.0%	1.0	0.0	0.0%	1.0	0	0.0%
Sunnyvale	0.0	0.0	0.0%	0.0	0.0	0.0%	0.4	0	0.0%
<b>Freeways, State Highways, and Expressways</b>									
Caltrans Facilities <sup>3</sup>	220.8	40.7	18.4%	229.2	51.8	22.6%	229.0	51.6	22.5%
Expressways <sup>4</sup>	10.7	0.0	0.0%	9.8	0.0	0.0%	12.4	0.9	7.7%

<sup>1</sup> Lane miles of less than 0.5 were rounded to 0.

<sup>2</sup> Impacted lane miles are where Mountain View traffic is greater than or equal to 10 percent of the roadway volume. For evaluating significant impacts, if impacted lane miles attributable to the City are less than 0.5, impacts are considered *less-than-significant*. Mountain View traffic based on select zone analysis using one-half external trip approach (II, 0.5\*IX, and 0.5\*XI).

<sup>3</sup> Includes all Caltrans facilities (freeways and state highways) within Santa Clara County but outside of the Mountain View city limits.

<sup>4</sup> Includes all expressway facilities within Santa Clara County but outside of the Mountain View city limits.

Significant impacts are identified in **bold text**.

Source: Fehr & Peers, June 2012.