

Spring 2025

Transportation Monitoring Report

North Bayshore District

PREPARED FOR

CITY OF MOUNTAIN VIEW,
CALIFORNIA



MAY 2025

Report

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Transportation Monitoring Report

Prepared for:

City of Mountain View, California

May 2025

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FEHR  PEERS

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Key Findings

This report summarizes the results of the Spring 2025 North Bayshore District Transportation Monitoring. Since February of 2014, the City of Mountain View has collected data on vehicle and person trips in the North Bayshore District during the morning 3-hour peak period. Below is a summary of the key findings of this report.

- **Gateway Trip Cap Monitoring Overview:** The 2014 and 2017 North Bayshore Precise Plans both contain vehicle trip cap policies for the North Bayshore gateways. The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound 3-hour peak period and evening outbound 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2025 volumes presented in this report are compared to the 2021 Circulation Study directional trip targets.
- **Spring 2025 Observation Condition:** The Spring 2025 observations continue to reflect a hybrid work schedule where many employees do not come to North Bayshore every weekday. The observed travel behavior continues to indicate a drive-alone percentage that is higher than was typical prior to the COVID-19 pandemic.
- **Gateway Trip Cap Monitoring:** Each of the three gateways are below their peak period vehicle trip cap during both the morning and evening periods. Shoreline Boulevard and Rengstorff Avenue gateways combined have remaining capacity of 32% during morning peak period and 35% during evening peak period (i.e., in compliance with the gateway trip cap policy). Please see **Table ES-1** for additional information.
- **Morning Peak Period and Peak Hour:** The morning vehicle 3-hour peak period is from 7:45 AM to 10:45 AM, with the peak hour occurring from 8:30 AM to 9:30 AM.
- **Evening Peak Period and Peak Hour:** The evening vehicle 3-hour peak period is from 3:30 PM to 6:30 PM, with the peak hour occurring from 4:45 PM to 5:45 PM.
- **Morning Combined Gateway Mode Share:** In the morning peak hour, people enter North Bayshore using the following modes: 70% in single-occupant vehicles (SOVs), 11% in shared-ride vehicles, 16% on transit, 2% biking, and 1% walking. The morning inbound peak hour SOV mode share has varied since monitoring began, from as low as 49% in the Fall of 2017 to as high as 70% in Fall of 2021 (during the COVID-19 pandemic). Compared to Fall 2024, single-occupant vehicle mode share increased while shared-ride vehicle mode share decreased.
- **Evening Combined Gateway Mode Share:** In the evening peak hour, people exit North Bayshore using the following modes: 62% in single-occupant vehicles, 17% in shared-ride vehicles, 18% on transit, 2% biking, and 1% walking.
- **Shoreline Boulevard Peak Vehicle Volume:** The Shoreline Boulevard gateway experiences distinct peaks with the peak volumes occurring between 8:30 AM and 9:30 AM and between 4:45 and 5:45 PM.



- **Rengstorff Avenue Peak Vehicle Volume:** The Rengstorff Avenue Gateway experiences distinct peaks similar to Shoreline Boulevard, with the highest volumes occurring between 8:45 AM and 9:45 AM and between 4:45 and 5:45 PM.
- **San Antonio Road Peak Vehicle Volume:** The San Antonio Gateway has less distinct peaks and the lowest volumes of the gateways. A slight peak occurs between 8:30 and 9:30 AM and between 5:00 and 6:00 PM.
- **Most Used Gateways in the Morning:** Shoreline Boulevard and Rengstorff Avenue are the most heavily used gateways into the North Bayshore District; they carry about 85% of the vehicles that enter the district in the morning peak hour. This is consistent with the historical observations where Shoreline Boulevard and Rengstorff Avenue were typically the most used.
- **Most Used Gateway in the Evening:** The Shoreline Boulevard Gateway carries the most traffic during the evening peak hour (49% of all outbound traffic), while the Rengstorff Avenue Gateway carries 37% of the outbound traffic.
- **Least Used Gateway:** The San Antonio Gateway is the most lightly used in the morning and evening peak hours.
- **Most Used Gateways by Transit Vehicles:** During the morning peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 80% of all transit riders. During the evening peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 78% of all transit riders.



Table ES-1: Gateway Trip Target Evaluation – Directional Peak Period

Gateway	Morning Inbound				Evening Outbound			
	Volume ¹	Trip Cap ²	Remaining Trip Cap ¹	Percent of Trip Cap Remaining	Volume ¹	Trip Cap ³	Remaining Trip Cap ¹	Percent of Trip Cap Remaining
Shoreline Boulevard & Rengstorff Avenue	11,160	16,350	5,190	32%	10,000	15,330	5,330	35%

Note:

1. Vehicle volumes rounded to nearest 10.
2. Based on the 2021 Circulation Study directional trip cap during the morning peak period.
3. Based on the 2021 Circulation Study directional trip cap during the evening peak period.

Source: Fehr & Peers, 2025.



1. North Bayshore District Transportation Monitoring

The North Bayshore District has a vehicle trip cap for each of the three gateways (roadways) at San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard. The vehicle trip caps are specified in the *North Bayshore Precise Plan* (adopted December 2017). The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound 3-hour peak period and evening outbound 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2025 traffic volumes are compared below to the proposed gateway trip target from the Circulation Study. The performance of the gateways relative to the gateway trip targets are monitored twice a year in the Spring and Fall. The City uses this report to evaluate whether current North Bayshore development and travel behavior is conforming to the vehicle trip targets and other NBPP policy goals. Since Fall 2017, the vehicle classification and bus occupancy observation periods have been expanded from three hours to four hours to ensure that the peak period person demand is fully captured. Starting in the Fall of 2022, the transportation network companies (TNC) (e.g., Uber, Lyft, etc.) with 2 persons per vehicle have been shifted from the carpool classification to the single-occupancy vehicle mode classification.¹

1.1 Report Organization

The remainder of the report is organized into the following chapters:

Chapter 2 - Data Collection describes the types of transportation data gathered.

Chapter 3 - Existing Transportation Network describes the existing transportation network at the time of the data collection activities.

Chapter 4 - Existing Travel Patterns describes the results of the gateway vehicle counts (gateway volumes) and gateway mode splits.

Chapter 5 - Traffic Trends Over Time presents gateway peak hour and peak period volume and mode split data for morning inbound and evening outbound traffic for this and previous monitoring cycles, and describes the resulting trends over time.

Chapter 6 - Definition of Gateway Capacity describes the gateway capacity, gateway throughput, and trip targets.

¹ SOV vehicle and person trip modes = SOV, TNC 1 (1 person per vehicle; the driver) and TNC 2 (2 persons per vehicle; the driver and a passenger).



Chapter 7 - Gateway Trip Target Evaluation compares the observed directional morning inbound 3-hour peak period and evening outbound 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined to the directional trip targets.



2. Data Collection

To fully assess transportation conditions at the North Bayshore District gateways, the following data was collected:

- Daily (24-hour) traffic counts at ten roadway locations throughout North Bayshore (including the gateways), and 4-hour peak period turning movement counts at two key intersections where internal traffic pass through the gateways (San Antonio Road and Bayshore Parkway, and Shoreline Boulevard and La Avenida-US 101 Northbound Ramps intersections);
- Peak period vehicle classification observations at seven roadway locations;
- Peak period bus occupancy observations at 17 bus stop locations that serve both public and private transit vehicles.

All data was collected on a Tuesday, Wednesday and/or Thursday between February 2nd and February 6th, 2025. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, thus additional data was collected between February 24th and March 5th to supplement the typical two weeks of monitoring data (a total of 15 days). Starting in Fall of 2023, three additional days of bike and pedestrian counts were collected to better understand the active transportation patterns during the Spring and Fall monitoring periods. A complete description of the data collection methods can be found in **Appendix A**.



3. Existing Transportation Network

Each North Bayshore District Transportation Monitoring report represents a snapshot in time of the travel behavior at the North Bayshore gateways. Over time, the transportation network and land uses will change. This section documents the existing streets, pedestrian, bicycle, and transit facilities at the time of the data collection.

3.1 Street System

US 101 and SR 85 provide regional access to the study area. The following streets provide local access and are considered the North Bayshore gateways: Shoreline Boulevard, La Avenida, Rengstorff Avenue, San Antonio Road, and Bayshore Parkway. These freeways and streets are shown on **Figure 3-1**.

3.2 Pedestrian Facilities

Pedestrian facilities include sidewalks, curb ramps, crosswalks and off-street paths that are meant to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Most streets in North Bayshore include at least a four-foot wide sidewalk on one or both sides, but some do not. **Figure 3-2** shows the gaps in the existing sidewalk system. The City and regional trail network is shown with the bicycle facilities.

3.3 Bicycle Facilities

The bicycle network supports bicycling for both commuting and recreational purposes. **Figure 3-3** shows the location of existing bicycle facilities, the city's and regional trail network (Permanente Creek Trail, Stevens Creek Trail, and the Bay Trail), including pedestrian/bicycle crossings and barriers to pedestrian and bicycle travel.

3.4 Transit Service

North Bayshore is served by both public transit and private shuttle services. Public transit routes that serve the North Bayshore area include Santa Clara Valley Transportation Authority (VTA) Route 40, ACE Orange Route, as well as MVgo Routes B, C, and D. Private shuttle services are provided by Google and Intuit. **Figure 3-4** displays the VTA and ACE shuttle routes in and near the North Bayshore District, and **Table 3-1 c**. **Figure 3-5** shows route information for other transit and shuttle services in the North Bayshore District.



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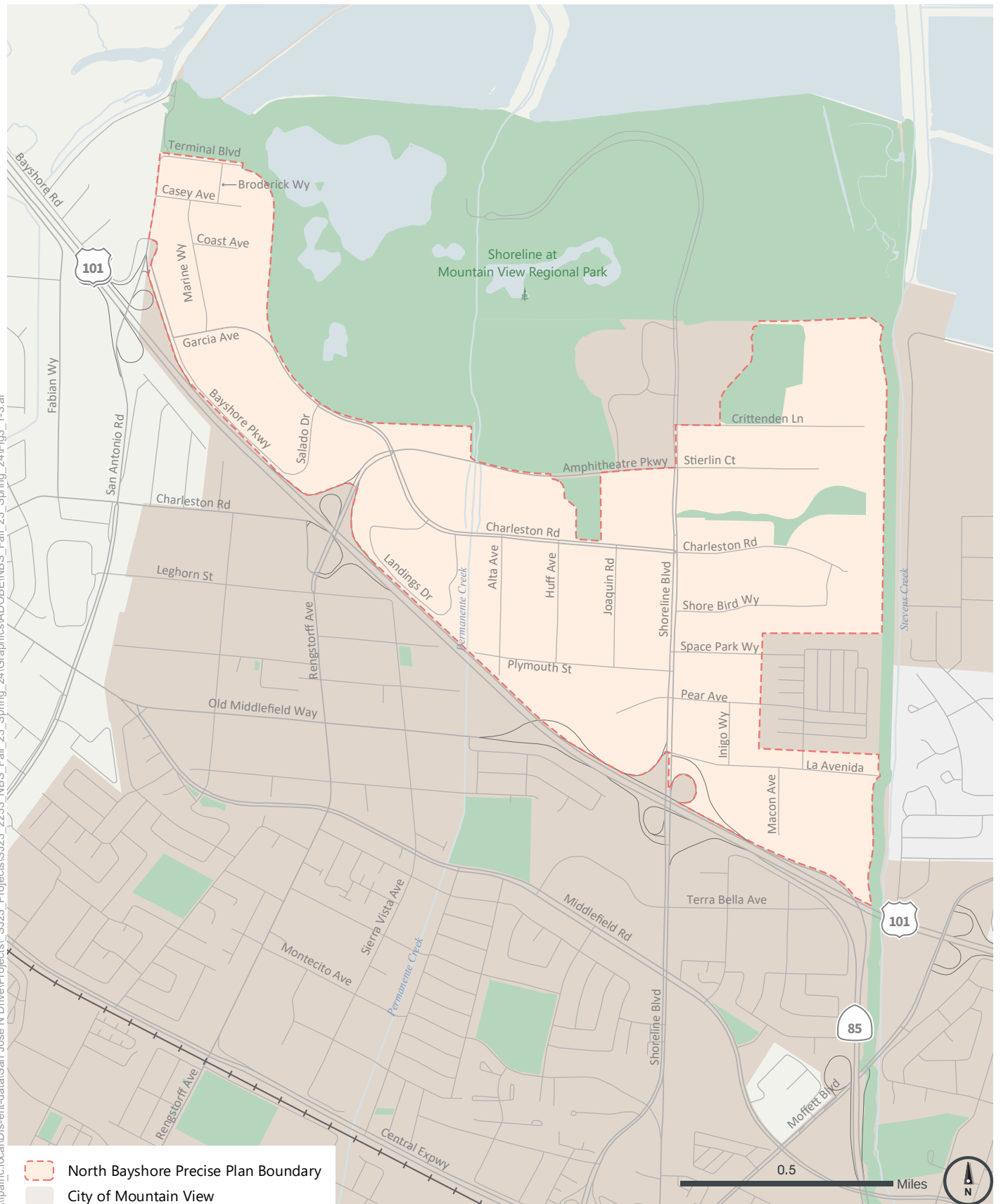


Figure 3-1
Existing Street System

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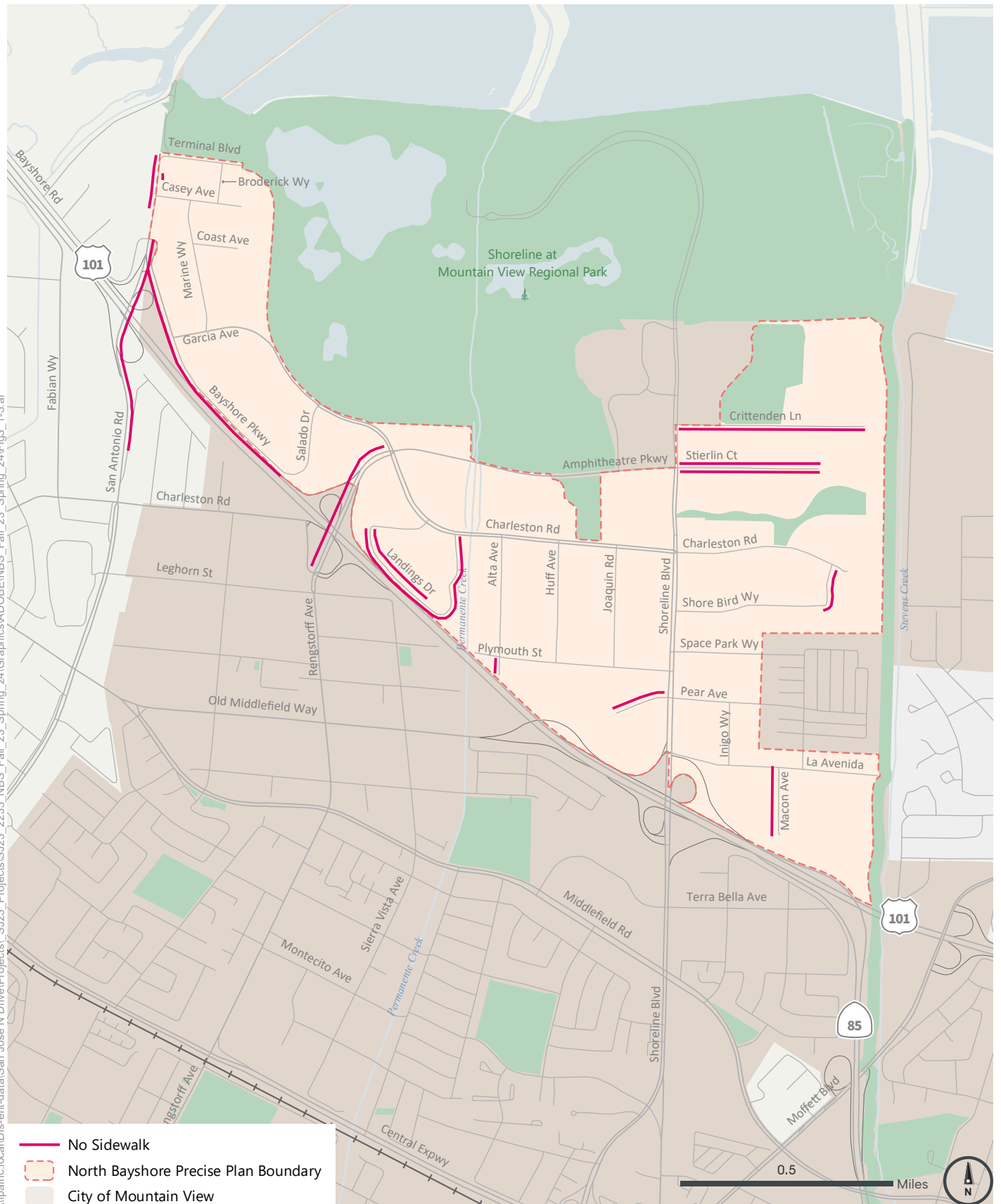
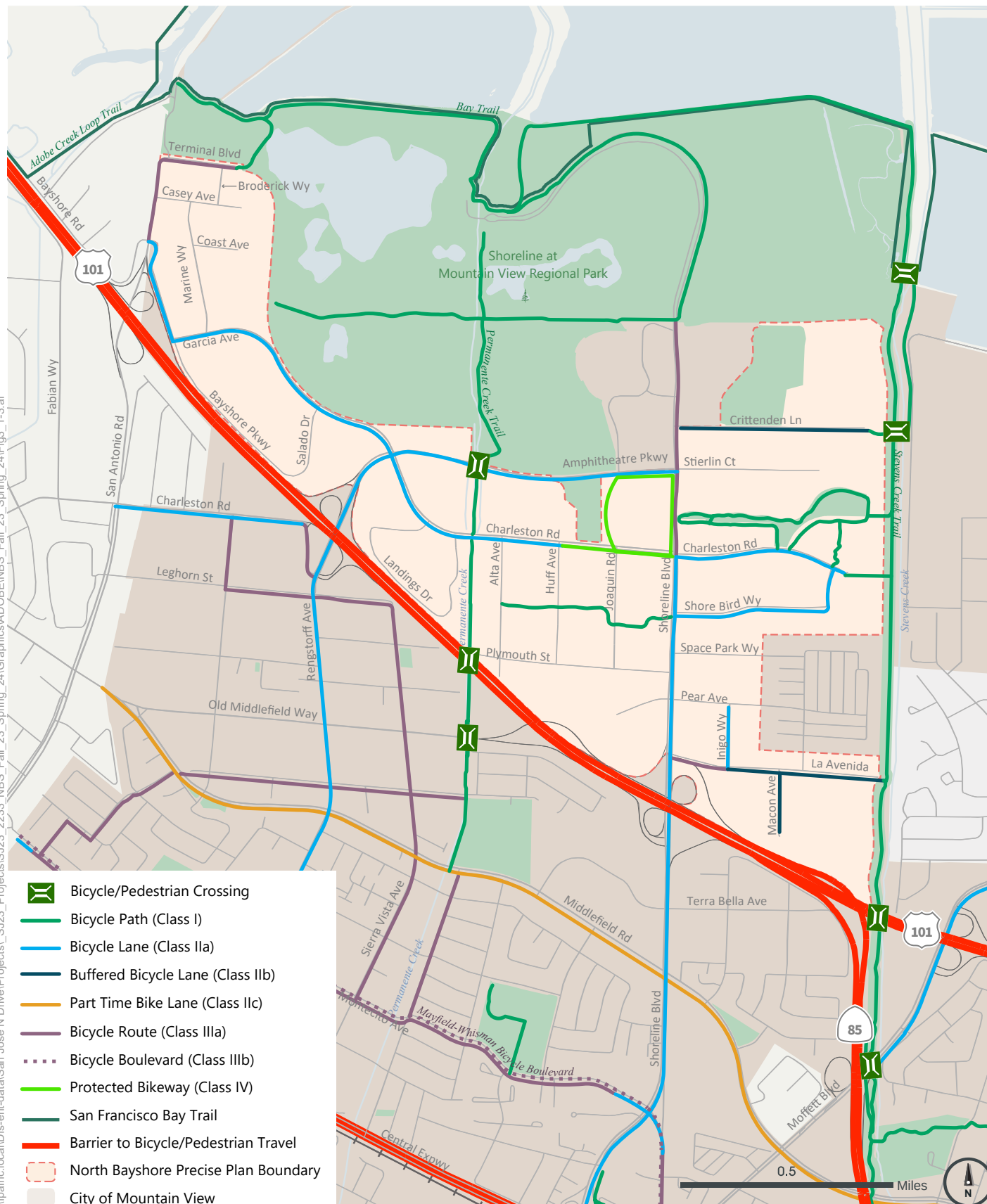


Figure 3-2
Sidewalk Gaps

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Data Resource: <https://maps.mountainview.gov/arcgis/rest/services/Public/StreetBikeNetwork/MapServer/2>



Figure 3-3
Bicycle Facilities

Table 3-1: Existing Transit Service¹

Route	From	To	Weekdays			Weekends	
			Operating Hours	Headway (minute) ¹		Operating Hours	Headway (minute) ¹
				Peak	Mid-Day		
Bus							
40	Foothill College	Mountain View Transit Center	6:30 AM - 10:50 PM (NB) 6:20 AM - 10:15 PM (SB)	20	30	Saturday: 8:55 AM - 6:50 PM (NB) 8:20 AM - 7:00 PM (SB)	40
						Sunday (San Antonio and Lyell): 9:25 AM - 7:20 PM (NB) 9:00 AM - 7:00 PM (SB)	45
Shuttles							
ACE Orange	Mountain View Station	Great America ACE Station	1:30 PM - 5:40 PM (EB) 6:05 AM - 10:00 AM (WB)	60	N/A	N/A	N/A
MVgo	(B) Downtown Mountain View Transit Center	Shoreline, La Avenida, Crittenden	6:20 AM - 10:50 AM 3:25 PM - 7:30 PM	10	N/A	No Weekend Service	
	(C) Downtown Mountain View Transit Center	Charleston, Garcia, and San Antonio (counterclockwise loop)	6:50 AM - 10:45 AM 3:15 PM - 7:30 PM	15	N/A	No Weekend Service	
	(D) Downtown Mountain View Transit Center	San Antonio, Garcia, and Charleston (clockwise loop)	6:50 AM - 11:05 AM 3:05 PM - 7:30 PM	25	N/A	No Weekend Service	

Notes:

1. This table shows the span of service and frequency of the public transit routes that serve North Bayshore.
2. Headways are defined as the time between transit vehicles on the same route.

Source: VTA, ACE and MVgo, 2025.

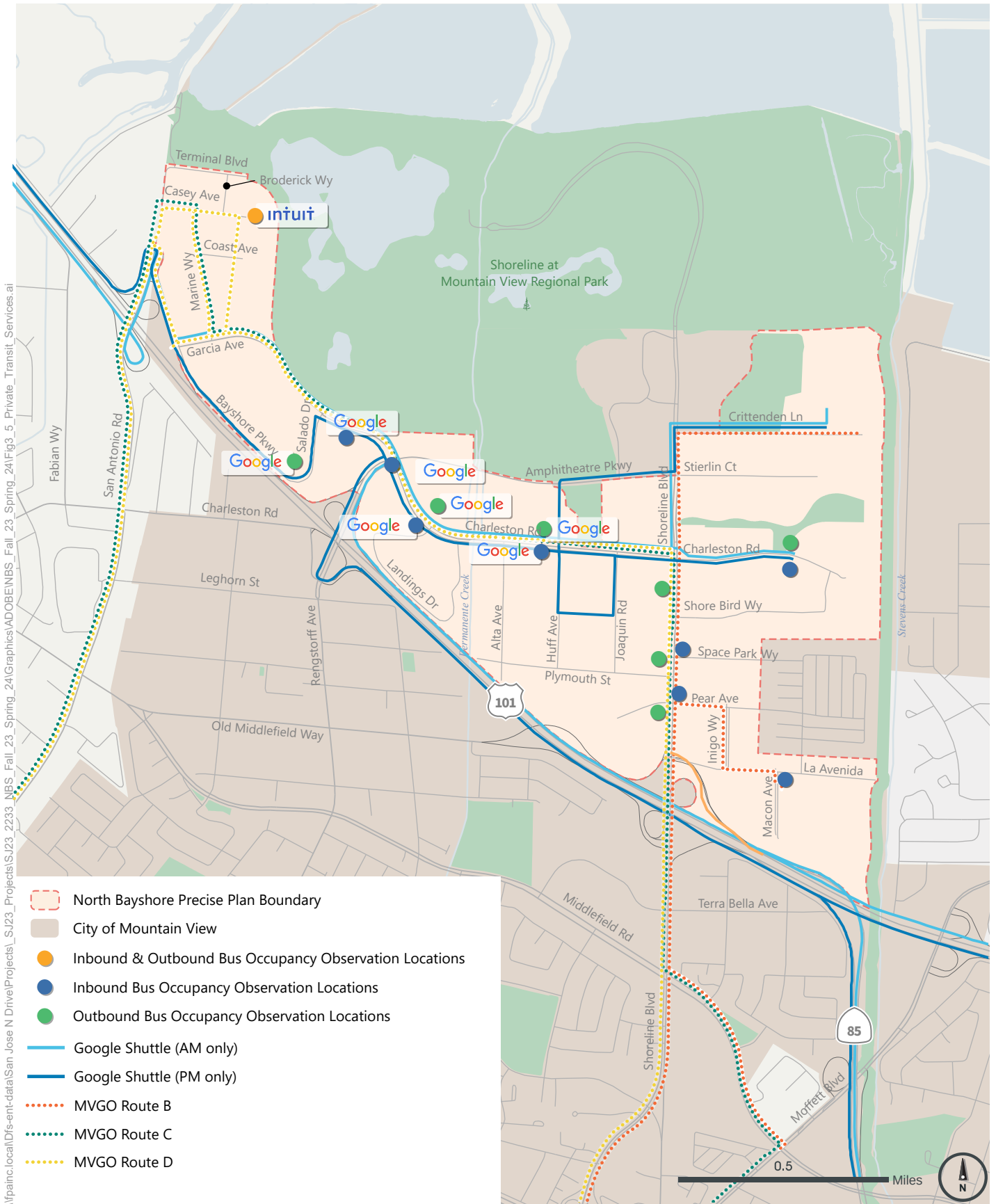


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Figure 3-4

Existing Transit Services in North Bayshore



* MVgo bus stops not shown. MVgo bus stop observations were not needed because MVgo provided ridership data.

Figure 3-5

Other Transit and Shuttle Services

4. Existing Travel Patterns

This section presents information regarding vehicles and persons entering and exiting the North Bayshore District. This includes gateway vehicle counts, vehicle traffic patterns by time of day, gateway volume-to-vehicle trip target comparisons, and mode split.

4.1 Gateway Vehicle Counts

Vehicle usage of the North Bayshore gateways is presented below using several figures and graphics. This information establishes the current usage of all North Bayshore gateways combined, as well as at each gateway individually. Morning and evening peak hours and 3-hour peak periods two-way total volumes are presented. Detailed traffic counts are included as **Appendix B** of this report.

As shown in **Figure 4-1**, the three vehicular access points to the North Bayshore district are San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard. **Table 4-1** below presents the inbound, outbound, and total vehicle counts at each gateway, both for the peak hour and for the 3-hour peak period.



Figure 4-1: Preferred Access to North Bayshore

Of the three vehicle gateways, Shoreline Boulevard and Rengstorff Avenue are the most used gateways, carrying about 85% of the total inbound vehicular traffic during morning peak hour. This is a consistent



trend from previous monitoring observations where Shoreline Boulevard and Rengstorff Avenue are the most used gateways, except for Spring 2022 where San Antonio had higher volumes than Rengstorff (while the number of commuters had decreased during that time, San Antonio was still used by recreational travelers accessing Shoreline Regional Park). In the evening peak hour, approximately half of the traffic uses Shoreline Boulevard to leave North Bayshore, while another 37% of the evening outbound peak hour trips use Rengstorff Avenue.

Table 4-1: Spring 2025 Gateway Vehicle Volumes

Gateway	Morning ^{1,2}				Evening ^{1,2}			
	Inbound	Outbound	Total	% Inbound Volume	Inbound	Outbound	Total	% Outbound Volume
Peak Hour								
San Antonio Road	750	150	900	15%	290	620	910	14%
Rengstorff Avenue	2,220	230	2,450	43%	310	1,630	1,940	37%
Shoreline Boulevard	2,180	560	2,740	42%	770	2,130	2,900	49%
Total	5,150	940	6,090	100%	1,370	4,380	5,750	100%
3-Hour Peak Period								
San Antonio Road	1,800	410	2,210	14%	800	1,530	2,330	13%
Rengstorff Avenue	5,040	690	5,730	39%	880	4,200	5,080	37%
Shoreline Boulevard	6,120	1,720	7,840	47%	2,240	5,800	8,040	50%
Total	12,960	2,820	15,780	100%	3,920	11,530	15,450	100%

Notes:

1. Vehicle volumes rounded to nearest 10.
2. The morning vehicle 3-hour peak period is from 7:45 to 10:45 AM, with the peak hour occurring from 8:30 to 9:30 AM. The evening vehicle 3-hour peak period is from 3:30 to 6:30 PM, with the peak hour occurring from 4:45 to 5:45 PM.

Source: Fehr & Peers, 2025.

The volumes reported in the monitoring report are an average of a multiday observation. The gateway volumes presented in **Table 4-1** take into account the day-to-day variation and provide a buffer (described below and in **Appendix C**) when comparing to the gateway trip target. We report on the average because of the natural day-to-day variation in traffic volumes. The reader can see the detailed summary of the minimum and maximum volumes by direction for each gateway in **Appendix C**. Also included in **Appendix C** is the range of the variation; the day-to-day variation is expressed as a percentage of the minimum and maximum volumes from the average traffic during morning and evening peak hour and 3-hour peak period vehicle volumes.

At all gateways during the morning peak hour, the two-way day-to-day variation is less than +/- 6 percent. The combined gateways day-to-day variation during the morning peak hour is less than +/- 6 percent and during the evening peak hour is less than +/- 4 percent. Peak period variation shows a similar



pattern. The peak period day-to-day variation shows that the combined gateways day-to-day variation is less than ± 4 percent during the morning peak period and less than ± 5 percent during evening peak period. To put these observations in context, a general rule-of-thumb is that a street volume can vary by ± 10 percent from one day to the next.

4.2 Vehicle Traffic Patterns by Time of Day

Figure 4-2 displays the inbound, outbound, and total vehicular volumes throughout the day for all gateways combined.

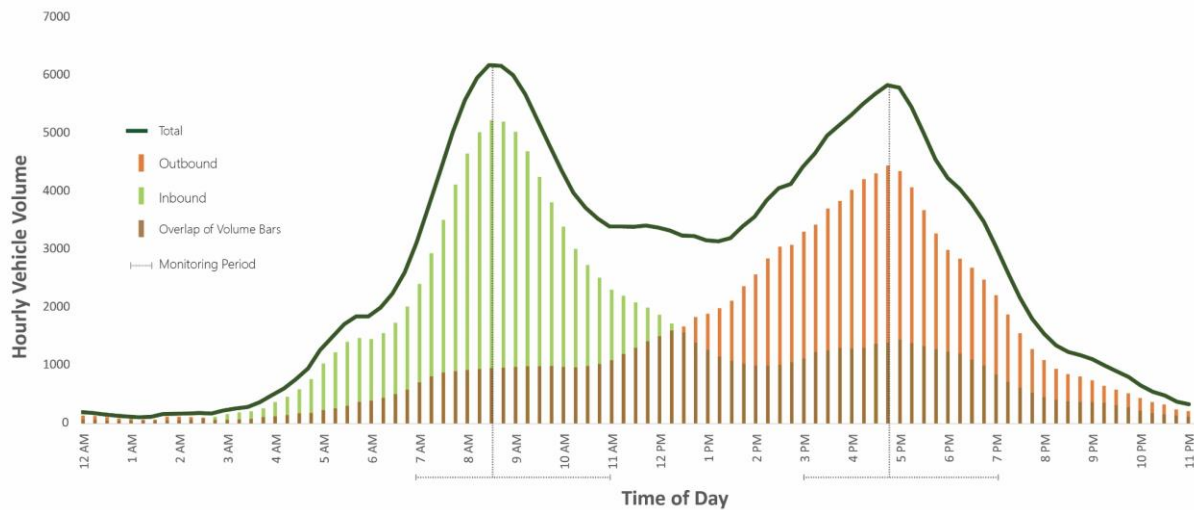


Figure 4-2: Vehicle Traffic Patterns by Time of Day for All Gateways Combined

The 3-hour period with the most inbound vehicle activity is from 7:45 AM to 10:45 AM, and the 3-hour period with the most outbound vehicle activity is from 3:30 PM to 6:30 PM. Considering both directions of travel combined, the morning peak hour starts at 8:30 AM while the evening peak hour starts at 4:45 PM. During the mid-day period from 11:00 AM to 3:00 PM, the two-way total traffic is relatively balanced directionally.



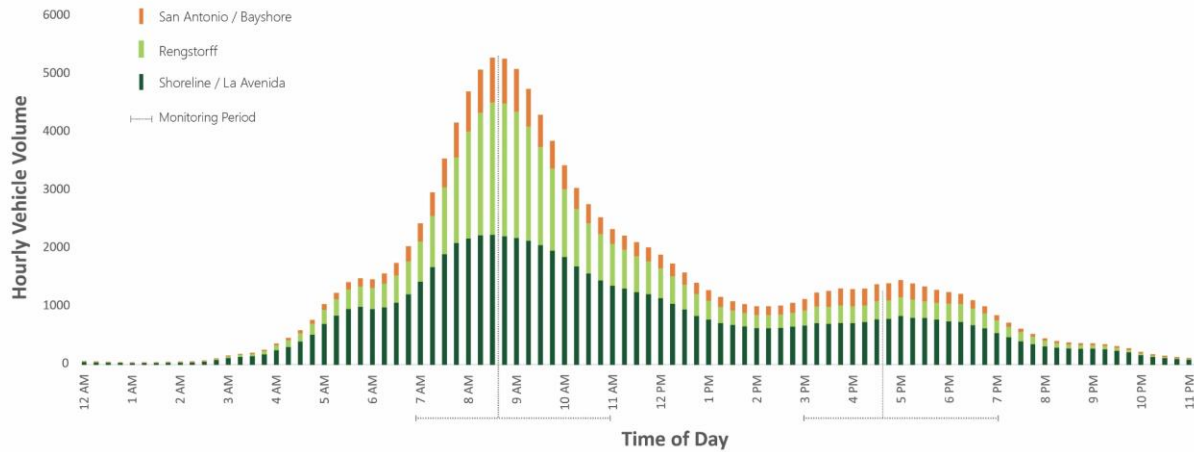


Figure 4-3: Inbound Vehicle Traffic by Time of Day by Gateway

Figure 4-3 presents inbound vehicle traffic by gateway. The gateways are arranged from greatest to least vehicle volume. The combined gateway peak hour is 8:30 AM to 9:30 PM. San Antonio Road and Shoreline Boulevard gateways peak around the same time starting at 8:30 AM. The Rengstorff Avenue gateway peak starts 15 minutes later at 8:45 AM. For the remainder of the day, the amount of inbound traffic remains relatively consistent.

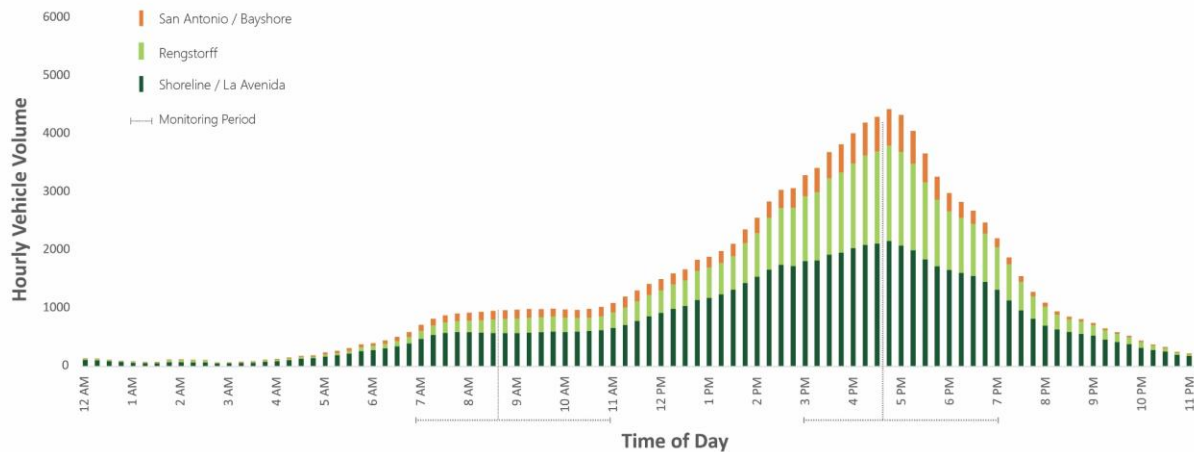


Figure 4-4: Outbound Vehicle Traffic by Time of Day by Gateway

Outbound vehicle traffic is shown in **Figure 4-4** for each of the three gateways. The combined gateway peak hour is 4:45 PM. The afternoon peaks occur at 5:00 PM for San Antonio Road gateway and at 4:45 PM for Rengstorff Avenue and Shoreline Boulevard gateways.



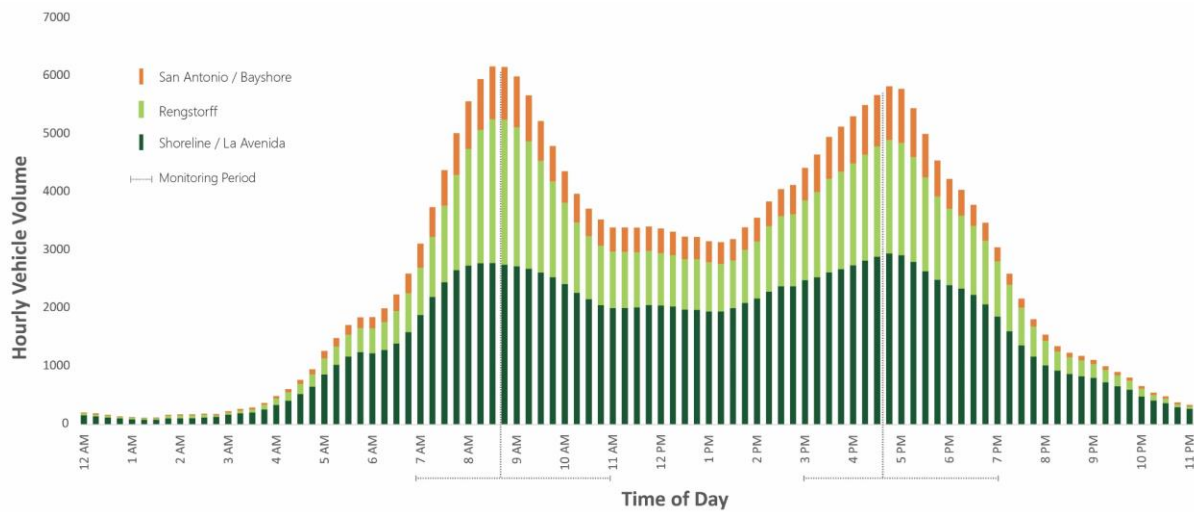
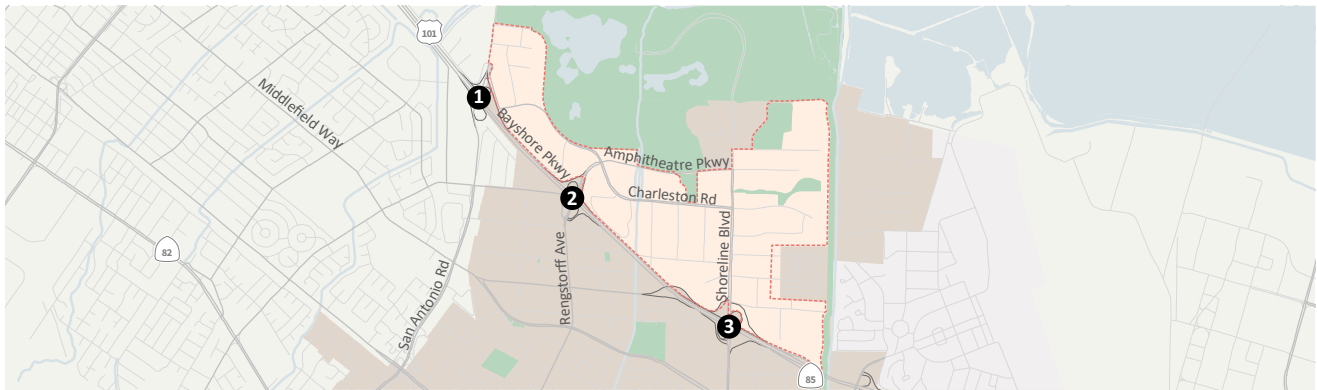


Figure 4-5: Inbound and Outbound Vehicle Traffic by Time of Day by Gateway

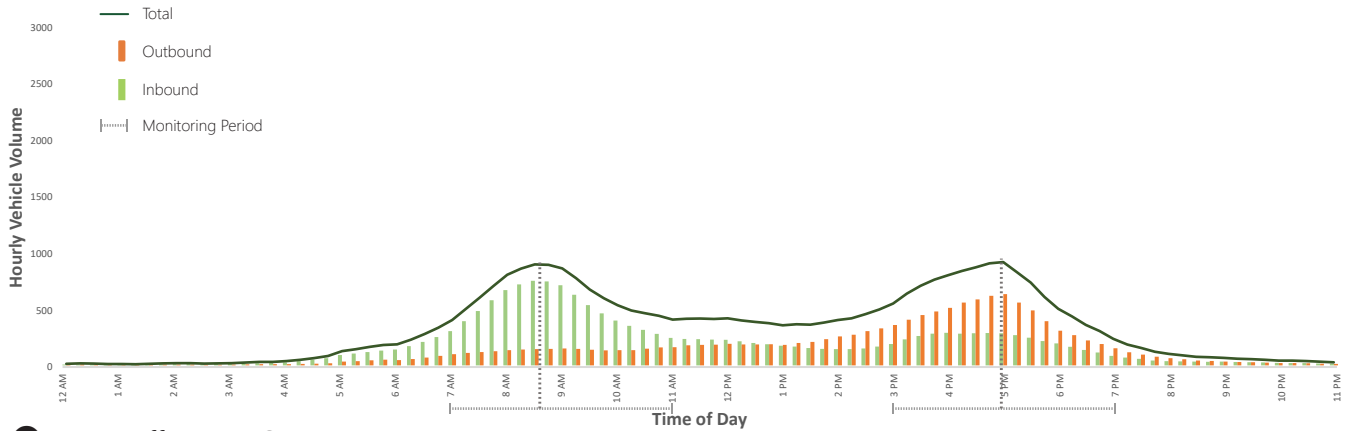
Figure 4-5 presents total two-way daily vehicle traffic usage of each gateway as a portion of total traffic. Shoreline Boulevard serves the highest traffic volumes through all hours of the day, followed by Rengstorff Avenue, and then San Antonio Road. **Appendix C** includes inbound, outbound, and total vehicle volume data for all gateways.

Similar information for each gateway individually is shown in **Figure 4-6**. As described previously, San Antonio Road is the most lightly used of the three gateways. Shoreline Boulevard and Rengstorff Avenue have similar peak traffic usage during the morning and evening periods.

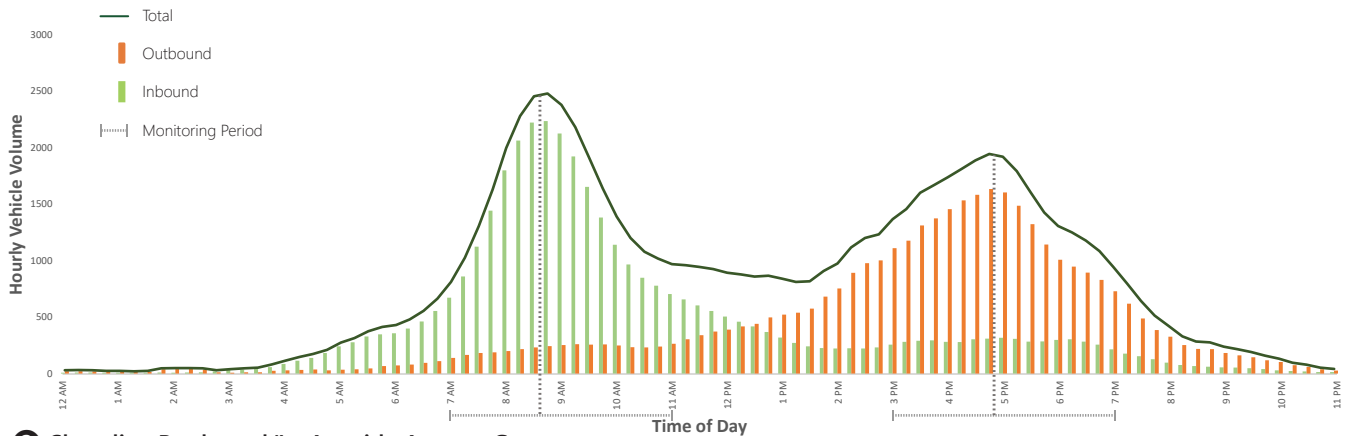




1 San Antonio Road Gateway



2 Rengstorff Avenue Gateway



3 Shoreline Boulevard/La Avenida Avenue Gateway

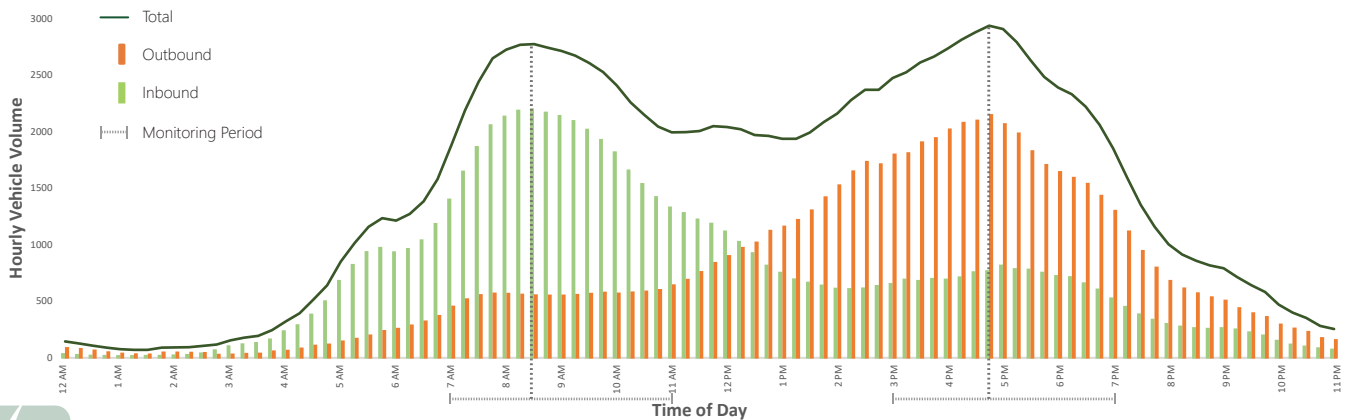


Figure 4-6

Gateway Inbound and Outbound Vehicle Traffic Patterns by Time of Day



4.3 Mode Share

To get to and from the North Bayshore area, people can choose to drive-alone, carpool, take transit, bike, or walk. To enhance non-drive-alone choices, employers in North Bayshore have been using transportation demand management (TDM) programs that offer transit passes, employee shuttles, active transportation (bicycling and walking) incentives, carpool/vanpool incentives, and other methods to reduce daily commute stress on their employees and to reduce the number of single-occupant vehicle (SOV) trips. Per the 2017 NBPP, the City has set a person mode share target of no more than 45% SOV (of all person trips) usage at the North Bayshore gateways. The Circulation Study modified the site-specific TDM Plan policy to a 35% to 40% morning peak hour inbound SOV mode share at non-residential development driveways. Below is a summary of the mode share for travel across all gateways combined and at each individual gateway. The focus of this presentation is the peak direction of travel – inbound in the morning and outbound in the evening – since those are the trips that are most affected by TDM programs and that contribute most to the gateway volumes.

Starting in the Fall of 2021, the transportation network companies (TNC) (e.g., Uber, Lyft, etc.) with 2 persons per vehicle are no longer included in the carpool classification and instead have been shifted to the single-occupancy vehicle mode classification.²

4.3.1 Peak Hour Mode Share

This section describes the vehicle and person mode share for all gateways combined and each gateway separately, for the morning peak hour (8:30 to 9:30 AM) and the evening peak hour (4:45 to 5:45 PM). Tables with data for **Figure 4-7** to **Figure 4-13** are included in **Appendix C**³ and **Appendix D**. The figures in this section include mode share for persons and vehicles with and without Transportation Network Company (TNC) drivers. The emergence of TNC vehicles has triggered an alternative accounting of vehicle occupancy that excludes TNC drivers from the vehicle occupancy observations because they are providing a service and are not part of the traveling public with an origin or destination in North Bayshore. All figures express the mode share excluding the TNC drivers to express the North Bayshore person volume without these drivers.

4.3.1.1 All Gateways Combined

As shown on **Figure 4-7**, most vehicles (88%) entering North Bayshore during the morning peak hour are SOVs; these vehicles transport 70% of people who enter the area. An additional 11% of people arrive using carpools. Sixteen percent of commuters use public transit and shuttles, which make up only 2% of the total number of vehicles entering the area. Two percent of commuters bike, and 1% walk. Given the

² SOV vehicle and person trip mode classification = SOV, TNC 1 (1 person per vehicle; the driver) and TNC 2 (2 persons per vehicle; the driver and a passenger).

³ Appendix C includes mode share tables for persons and vehicles without and with Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) drivers.



low number of TNC vehicles⁴ (<1% of all vehicles), the mode share estimates with and without the TNC drivers are similar, though the person volume is approximately 50 persons fewer when excluding the TNC drivers.

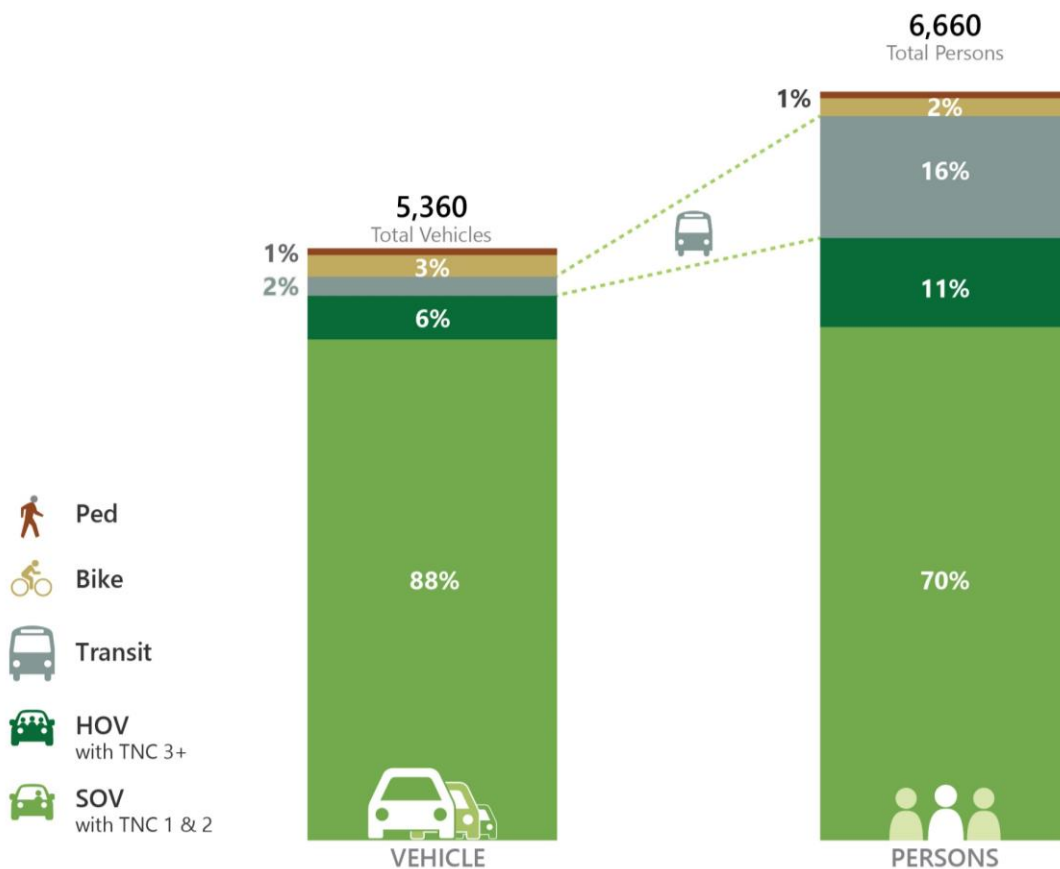


Figure 4-7: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

As shown on **Figure 4-8**, the evening outbound direction of travel has similar mode share characteristics as the morning inbound direction. The total number of vehicles and people is lower than the morning peak hour. The share of travel using each mode is similar between the morning and evening, with the primary difference being that during the evening peak hour, a slightly lower percentage of commuters use SOVs and a lightly higher percentage of commuters use HOVs. Like the morning peak hour, given the small number of TNC vehicles (<1% of all vehicles), the mode share estimates with and without the TNC drivers are similar though the person volume is 60 persons fewer when excluding the TNC drivers.

⁴ Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume: TNC1 = 0 persons per vehicle excluding driver; TNC2 = 1 person per vehicle excluding driver; TNC3 = 2 persons per vehicle excluding driver; and TNC4 = 3 persons per vehicle excluding driver. Detailed TNC vehicle occupancy counts are provided in Appendix C.



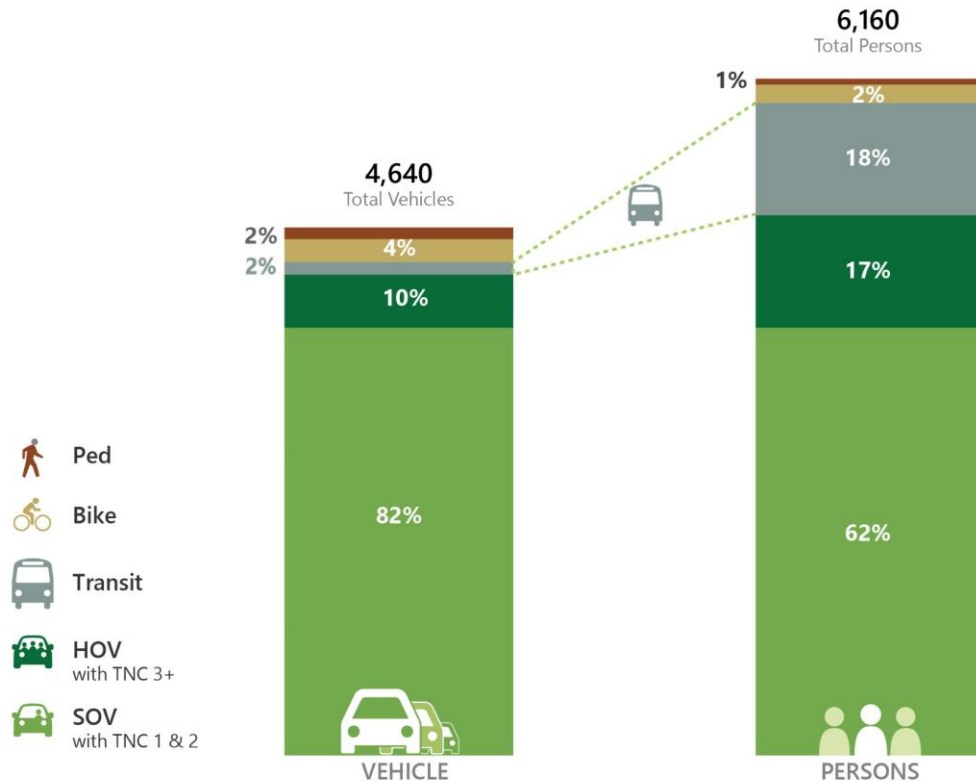


Figure 4-8: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

4.3.1.2 By Gateway

Each gateway has a different mix of users during the morning peak hour. **Figure 4-9** shows the proportion of total inbound commuters who use each gateway. Rengstorff Avenue serves the most people, followed by Shoreline Boulevard, during the morning peak hour, because Rengstorff gateway had high HOV usage and more transit usage than Shoreline gateway.



Figure 4-9: Existing Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)



Figure 4-10 presents the distribution of persons using each mode to enter each gateway (denoted as San Antonio Road (SA), Rengstorff Avenue (RS), Permanente Creek Trail (PC), Shoreline Boulevard (SL), and Stevens Creek Trail (SC)) during the morning peak hour. Each quadrant represents a mode of transportation (single occupancy vehicles – SOV, walking and biking - Active, transit, and carpools or high occupancy vehicles – HOV⁵). Within each quadrant, the portion of inbound person trips is ranked from highest to lowest (each quadrant captures 100% of the morning inbound person trips for that mode). For example, the top-left quadrant represents the SOV mode; of all persons entering North Bayshore using SOVs, Shoreline Boulevard and Rengstorff Avenue each carry 43% of the total volume.

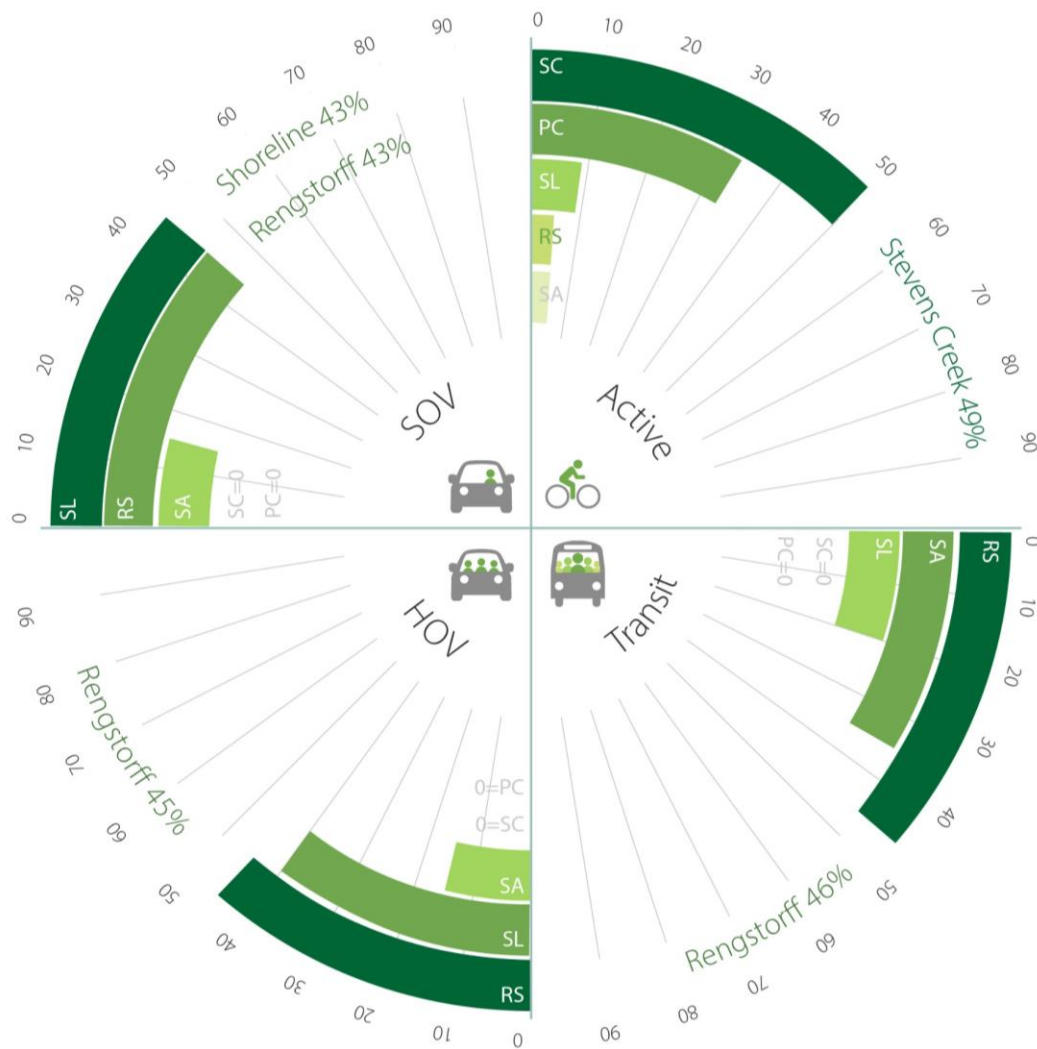


Figure 4-10: Existing Portion of Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

⁵ Mode share summary excludes TNC drivers.



Most active mode users enter North Bayshore via one of the two major trails, Stevens Creek Trail and Permanente Creek Trail. About 49% of the active mode users enter the district through Stevens Creek Trail, and another 32% enter through Permanente Creek Trail. Most of the transit riders enter North Bayshore via Rengstorff Avenue (46%), closely followed by San Antonio Road (34%) and Shoreline Boulevard (20%). Many private shuttles approach North Bayshore from the north and use San Antonio Road or Rengstorff Avenue to enter the area; the shuttles then travel from west to east through the area dropping off passengers along the way.

Figure 4-11 shows the proportion of total outbound commuters who use each gateway during the evening peak hour. In contrast to the morning peak hour, Shoreline Boulevard carries the greatest number of exiting travelers, followed by Rengstorff Avenue.

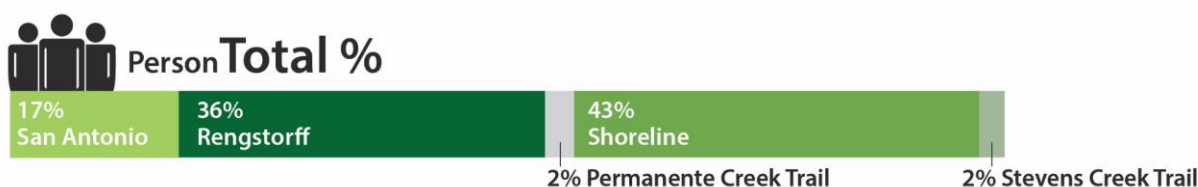


Figure 4-11: Existing Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

During the evening peak hour, the modal patterns of usage are relatively similar to the morning (**Figure 4-12**). The biggest difference is that in the evening, Shoreline Boulevard carries the highest share of SOV (49%) and HOV (54%) commuters. Shoreline Boulevard carries the lowest share of transit riders (22%). Most of the active mode users (52%) exit using Stevens Creek Trail.

4.3.2 3-Hour Peak Period Mode Share

The same type of mode share analysis was conducted for the morning and evening 3-hour peak period.⁶ For informational purposes, **Figure 4-13** below presents the morning and evening 3-hour peak period mode split information adjacent to the peak hour mode split information. The peak period mode split is similar to the peak hour mode split. The biggest difference is that in the morning peak period, Shoreline Boulevard carries the highest share of SOV (48%) and HOV (45%) commuters.

⁶ The morning vehicle 3-hour peak period is from 7:45 to 10:45 AM, with the peak hour occurring from 8:30 to 9:30 AM. The evening vehicle 3-hour peak period is from 3:30 to 6:30 PM, with the peak hour occurring from 4:45 to 5:45 PM.



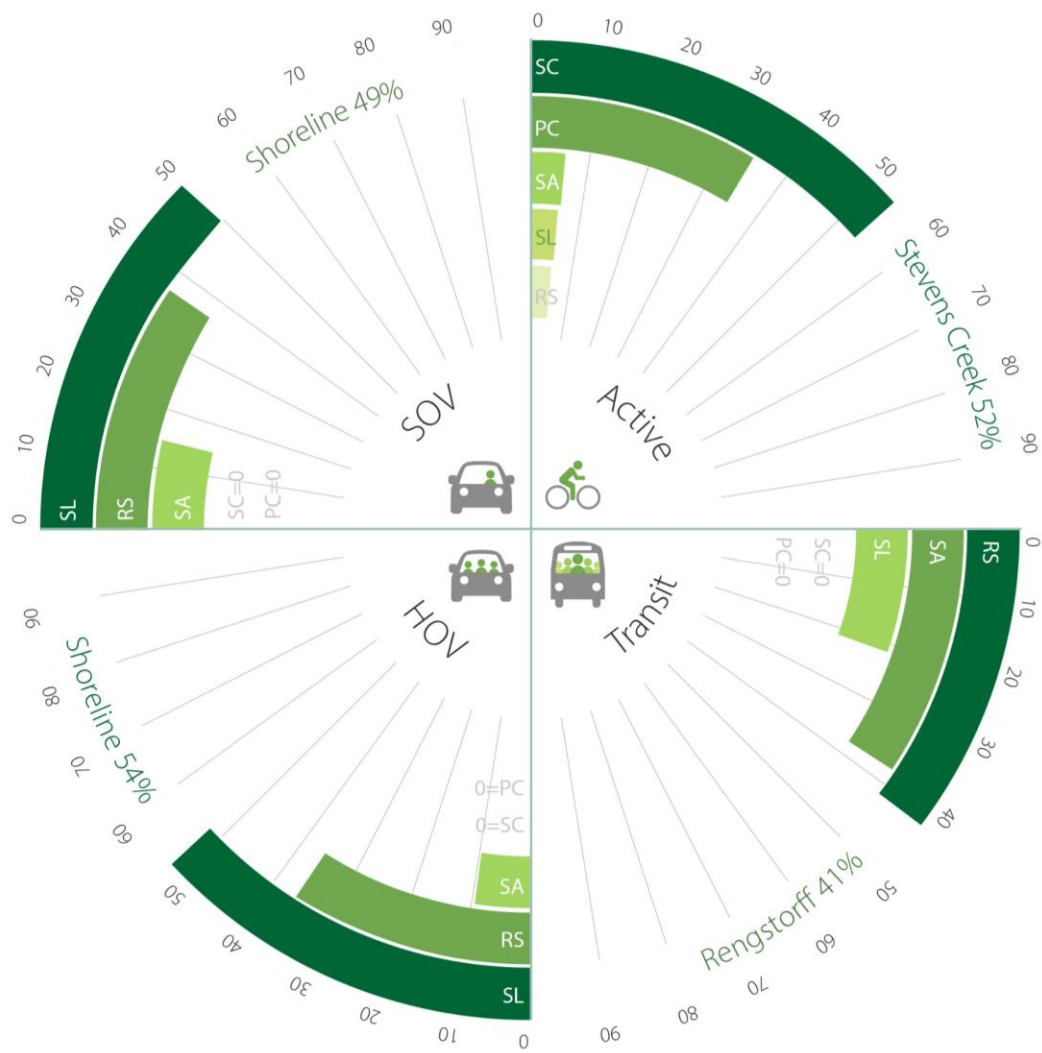


Figure 4-12: Existing Portion of Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

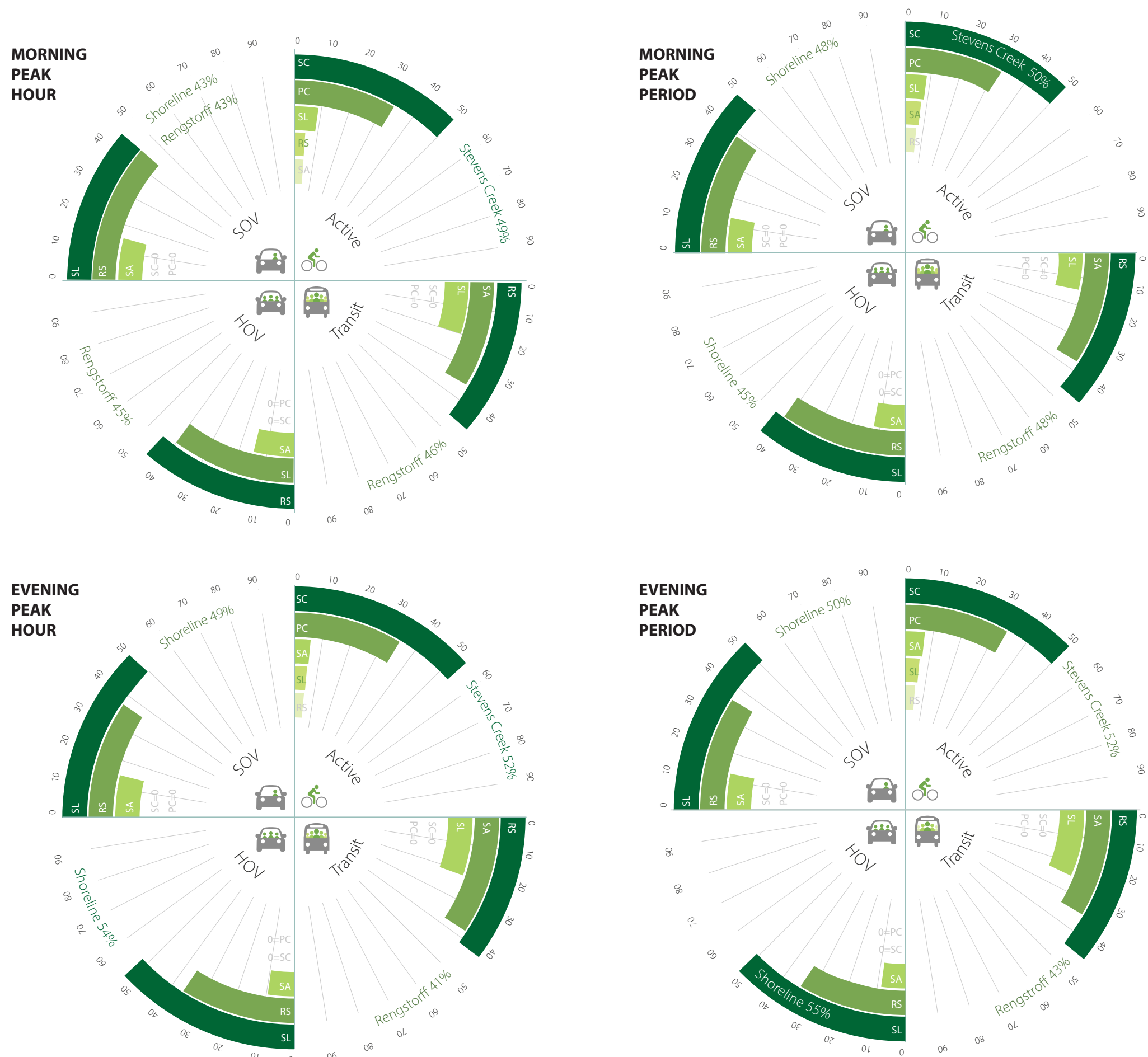


Figure 4-13
Peak Hour and 3-Hour Peak Period Persons by Gateway (Excludes TNC Drivers)



5. Traffic Trends Over Time

This section presents the gateway volumes and mode shares in prior monitoring reports, combined with this year's results, to present trends over time. Given the available monitoring record, the morning inbound traffic is reported from Spring 2014, and the evening outbound traffic is reported from Fall 2017. Data tables for **Figure 5-1** to **Figure 5-25** of this section are included in **Appendix C** and **Appendix D**.

5.1 Historical Volume Comparison

The trip cap monitoring volumes at the gateways have been reported as the mid-week workday averages (Tuesday to Thursday), because both Mondays and Fridays tend to experience different commute patterns than the mid-week workdays. **Figure 5-1** and **Figure 5-2** below present inbound volume data for the morning peak hour and 3-hour peak period from the mid-week workday averages.

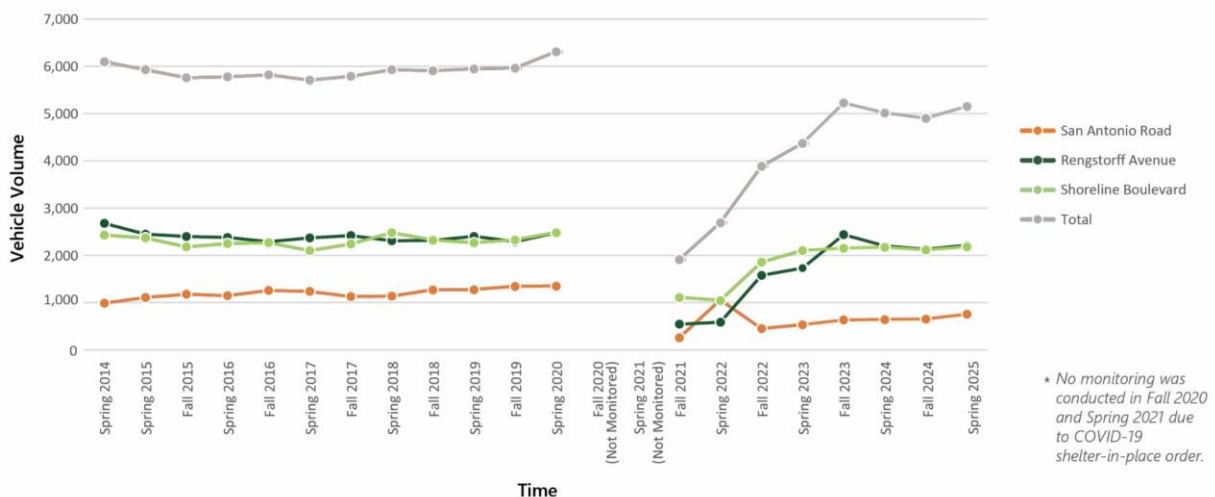


Figure 5-1: Morning Peak Hour Inbound Vehicle Volumes Over Time

As shown on **Figure 5-1**, Spring 2025 results show a slight increase in the inbound volumes for the overall combined volumes from Fall 2024, with San Antonio Road experiencing the most increase in volume. The Fall 2024 and Spring 2025 observations are similar and may suggest stabilizing in post-COVID travel conditions and work-from-home practices.

Figure 5-2 illustrates the morning 3-hour peak period inbound vehicle volume over time. As presented, there has been a consistent increase in total morning 3-hour peak period inbound volumes since Fall 2021 for Shoreline Boulevard. Rengstorff Avenue also demonstrates a steady increase in volume until Spring 2025, showing a slight decrease in comparison to Fall 2023, but still higher than the previous Spring monitoring results in 2024. The volume on San Antonio Road is below the pre-COVID level and remains at the similar level as Spring 2024.



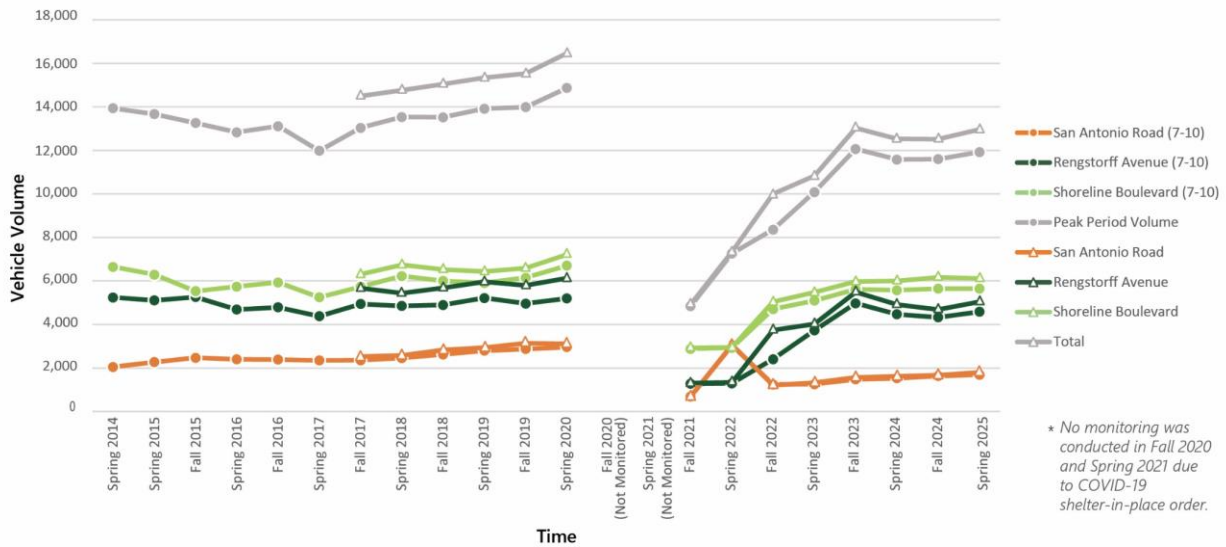


Figure 5-2: Morning 3-Hour Peak Period Inbound Vehicle Volumes Over Time

It should be noted that in prior monitoring reports from Spring 2014 through Spring 2017, the 3-hour peak period was defined as 7:00 to 10:00 AM (historical 3-hour peak period definition). Since Fall 2017, the vehicle classification and bus occupancy observation data has been collected over a 4-hour period from 7:00 to 11:00 AM and the highest three hours during that period have been summarized (current 3-hour peak period definition). As is shown in **Figure 5-2**, the current 3-hour peak period—from 8:00 AM to 11:00 AM—vehicle volumes have been greater than the 7:00 AM to 10:00 AM period historical 3-hour peak period definition. For example, in Spring 2025, the total 3-hour peak period volume is 9% greater than the volume reported during the historical 3-hour peak period from 7:00 to 10:00 AM. When monitoring resumed in Fall 2021 and Spring 2022, the gateway volumes were nearly the same during the 7:00 AM - 10:00 AM and 8:00 AM - 11:00 AM peak periods. However, they increase in the latter (8:00 AM - 11:00 AM) starting in Fall 2022.

Figure 5-3 and **Figure 5-4** present outbound volume data for the evening peak hour and 3-hour peak period from the mid-week workday averages. As observed in the morning, the evening outbound volume also demonstrates a minimal increase from Fall 2024 to Spring 2025, with the exception of Shoreline Boulevard that shows a minimal decrease. Amongst the three gateways, Rengstorff Avenue experienced the most increase in the evening outbound volumes.



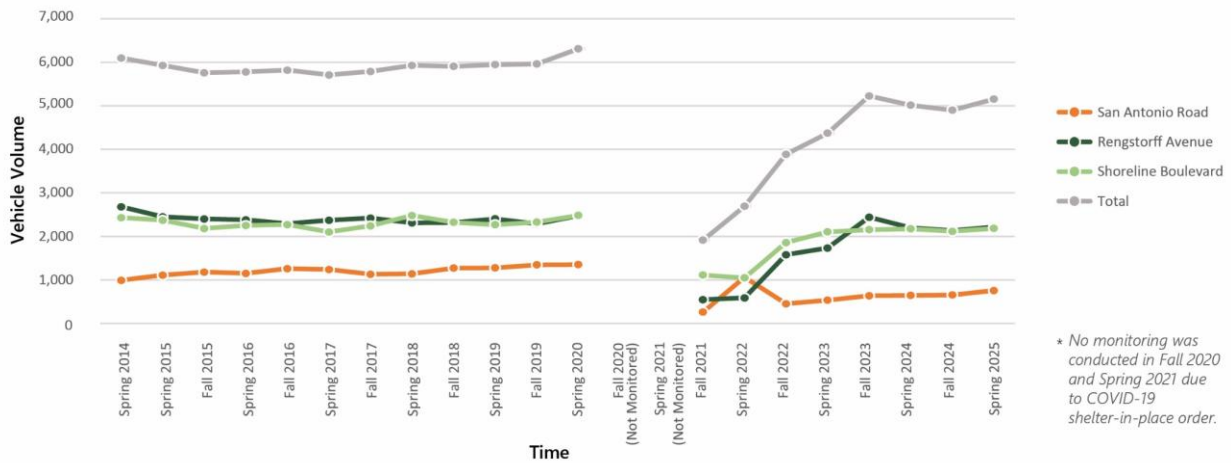


Figure 5-3: Evening Peak Hour Outbound Vehicle Volumes Over Time

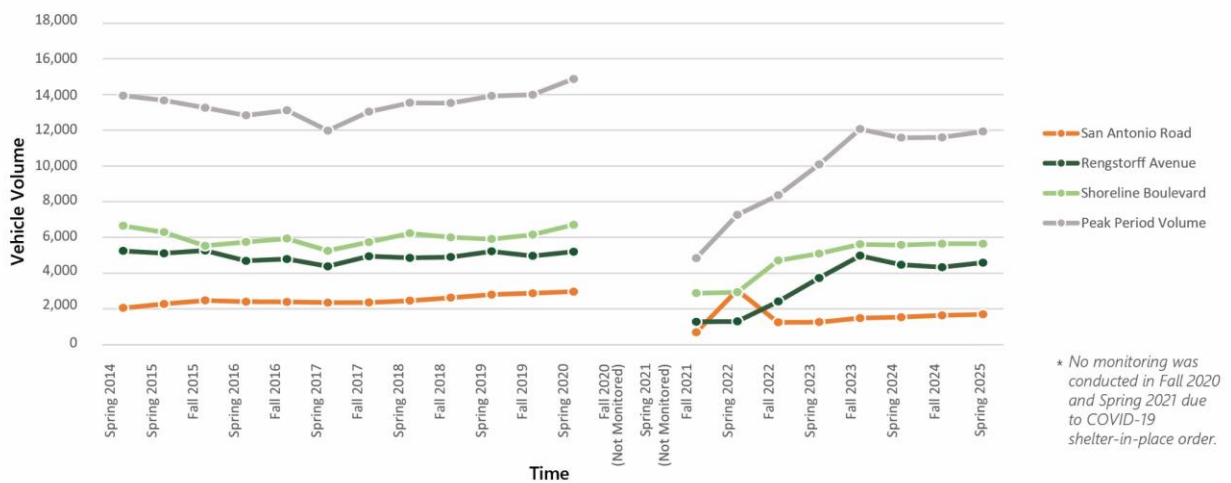


Figure 5-4: Evening 3-Hour Peak Period Outbound Vehicle Volumes Over Time

Appendix E includes figures showing the historic trend of the vehicle volumes for three accounting methods of the weekday averages: 1) Tuesday through Thursday, 2) Monday through Thursday, and 3) Monday through Friday.

For all the time periods reported, Tuesday-to-Thursday averages are the highest for each gateway and for the combined gateway total across all years. Monday-to-Friday averages are generally the lowest, but there are some exceptions where they are similar to or higher than the Monday-to-Thursday averages.

The difference among the three averaging methods was relatively minor in the years before COVID-19 (from Fall 2017 to Spring 2020) as overall vehicle demand was consistently high on all weekdays and vehicle demand was similar to the gateway capacity during some time periods. The percentage differences for peak hour, peak period and daily between the averaging methods are within 5% before



COVID-19. The more recent monitoring periods (Fall 2021 to Spring 2025) have slightly higher variability. In Fall 2024 and Spring 2025, there is a noticeably greater variability between the three averaging methods, reflecting a pattern where there are much lower vehicle volumes on Mondays and Fridays than on the three mid-week days. This is likely a reflection of common hybrid work patterns in which employees are more likely to work from home on Mondays and/or Fridays than on the mid-week days.

5.2 Historical Mode Share Comparison

Figure 5-5 to **Figure 5-17** below present mode share results for the morning inbound and evening outbound traffic peak hour and 3-hour peak period.

5.2.1 Morning Inbound Peak Hour

Figure 5-5 below shows the person mode share for the morning inbound peak hour since Spring 2014. The SOV mode share is the dominant mode share. Compared to the initial Spring 2014 results, the current results indicate higher SOV mode share (70% compared to the 51% in Spring 2014) and lower transit mode share (16% compared to the 33% in Spring 2014). HOV mode share has decreased to 11%, compared to the initial 12%.

Beginning with the Spring 2019 report, transportation network companies (TNC) (e.g., Uber, Lyft, etc.) have been separately noted and categorized by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). Prior to Fall 2022 monitoring, one-person (i.e., driver only) TNC vehicles (TNC1) were included as single occupancy vehicles (SOV), while TNC vehicles with two or more persons (TNC2, TNC3, TNC4+) were included as high occupancy vehicles (HOV). Starting Fall 2022, TNC1 and TNC2 are treated as SOV. The percent mode split for each year is described in **Appendix C**.

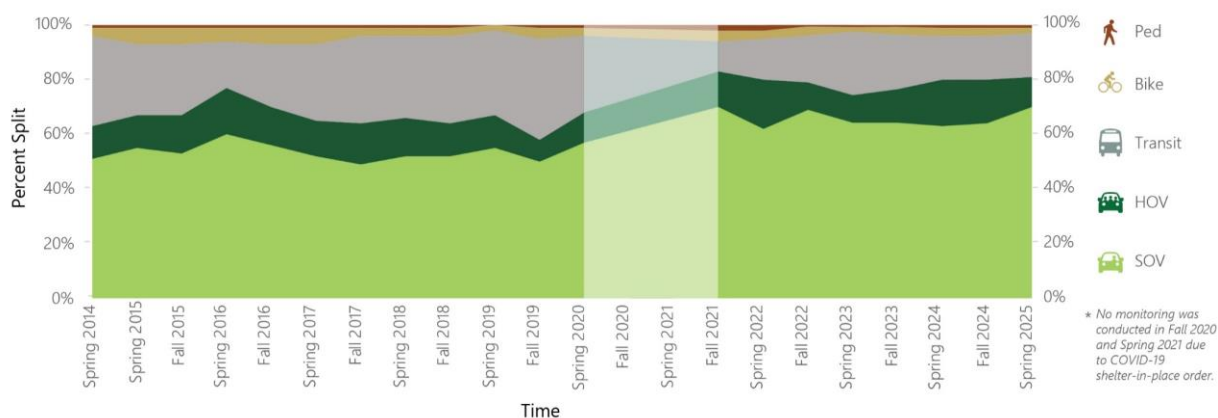


Figure 5-5: Morning Inbound Peak Hour Person Mode Split Over Time

To illustrate the change in mode share in a different way, the same data was separated by the Spring observations (**Figure 5-6**) and Fall observations (**Figure 5-7**). The peak hour shares of each mode fluctuate over time with generally SOV being the greatest portion followed by transit and HOV modes.



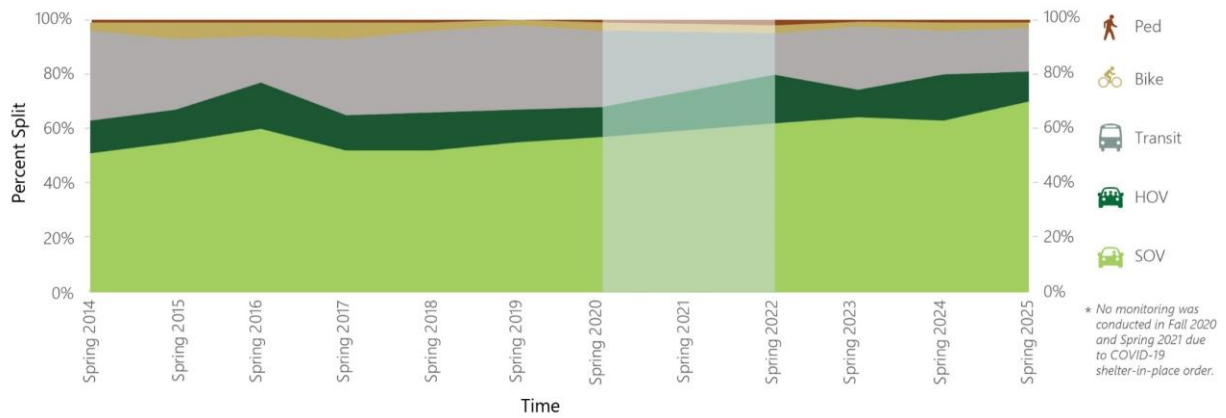


Figure 5-6: Morning Inbound Peak Hour Person Mode Split Over Time (Spring Observations)

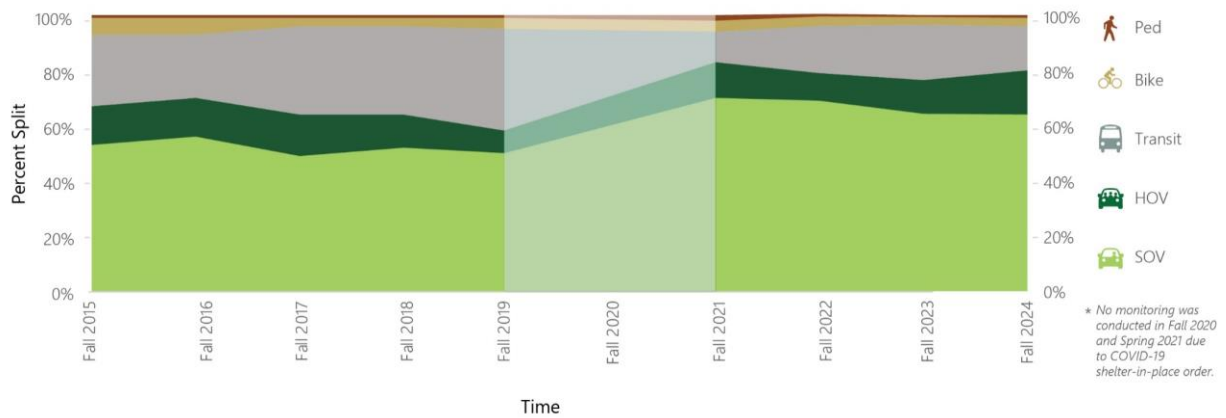


Figure 5-7: Morning Inbound Peak Hour Person Mode Split Over Time (Fall Observations)

5.2.2 Morning inbound 3-Hour Peak Period

Figure 5-8 below shows the person mode share for the morning inbound 3-hour peak period (7:00 to 10:00 AM) since Spring 2014. In Spring 2025, the SOV and transit are the dominant modes used and transit usage has increased compared to Fall 2024.⁷ The percent mode split for each year is described in **Appendix C**.

⁷ Transit mode share during the morning peak period increased from 13% in Fall 2024 to 16% in Spring 2025. As a baseline, transit mode share during the morning peak period was 12% Post-COVID in Fall 2021. Historical comparison for all years recorded can be found in Table C17 under **Appendix C**.



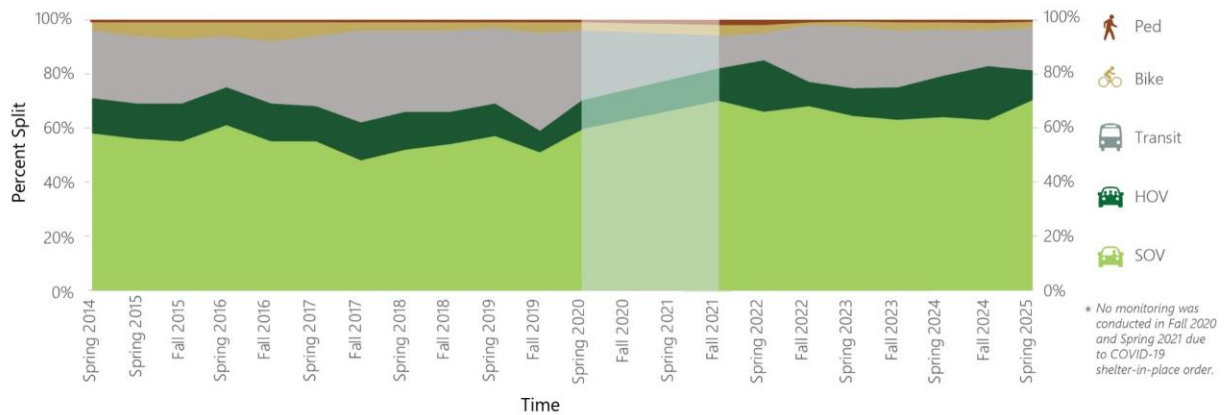


Figure 5-8: Morning Inbound 3-Hour Peak Period Person Mode Split Over Time (7:00 to 10:00 AM)

As mentioned before, since Fall 2017, data has been collected over a 4-hour period from 7:00 AM to 11:00 AM. For Spring 2025, the highest three hours of traffic occurred between 7:45 AM and 10:45 AM. **Figure 5-9** shows the mode split historical trend of the actual 3-hour peak period with highest volume of traffic during each cycle from Fall 2017 to Spring 2025.

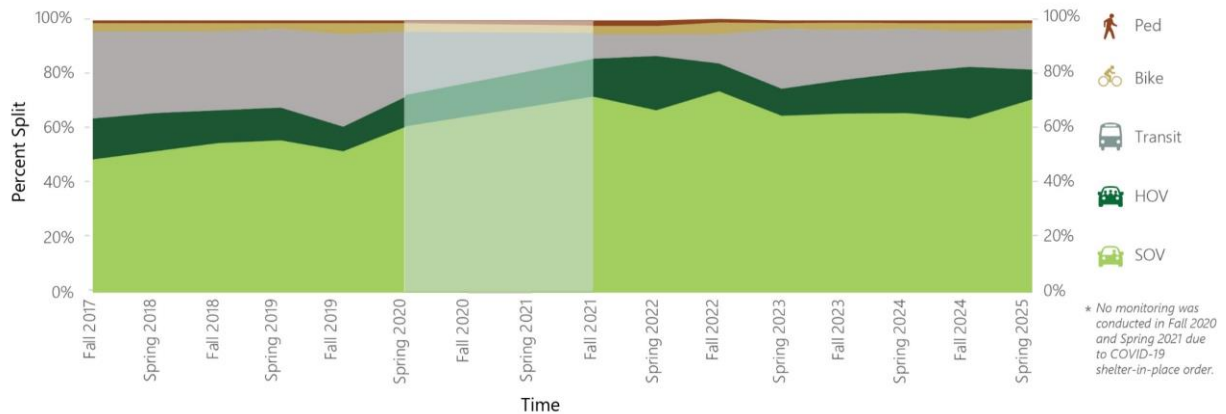


Figure 5-9: Morning Inbound 3-Hour Peak Period Person Mode Split Over Time (Based on 4-hour Observation)

The above graph shows similar mode share trends as the peak hours – SOV is the dominant mode, and the SOV mode share has increased from 58% in Spring 2014 to 71% in Spring 2025. To illustrate the mode share in a different way, the same data was separated by the Spring observations (**Figure 5-10**) and Fall observations (**Figure 5-11**). The peak period shares of each mode fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. Between Spring 2024 and Spring 2025, HOV use



decreases while SOV use increases.⁸ Transit share decreased during the COVID pandemic between the 2020 and 2022 results and has been making gradual recovery since then.

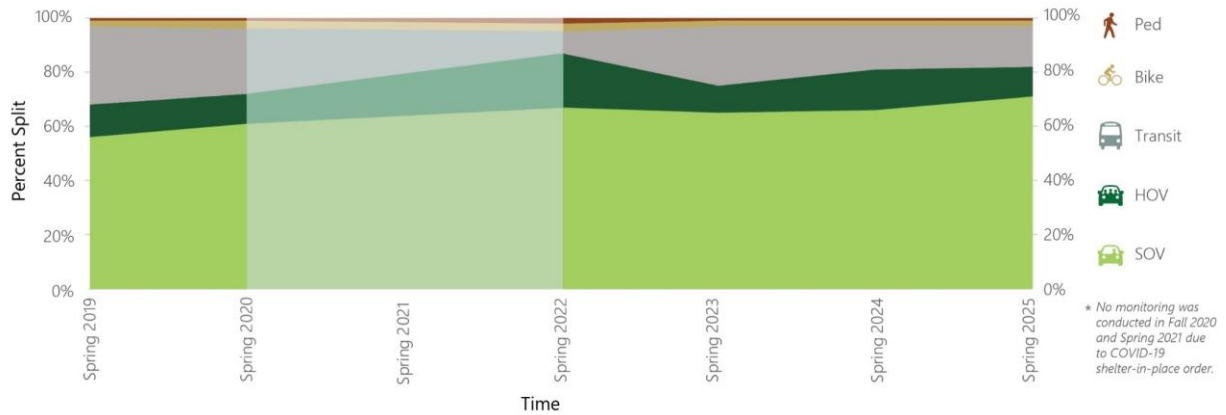


Figure 5-10: Morning Inbound 3-Hour Peak Period Person Mode Split Over Time (Spring Observations)

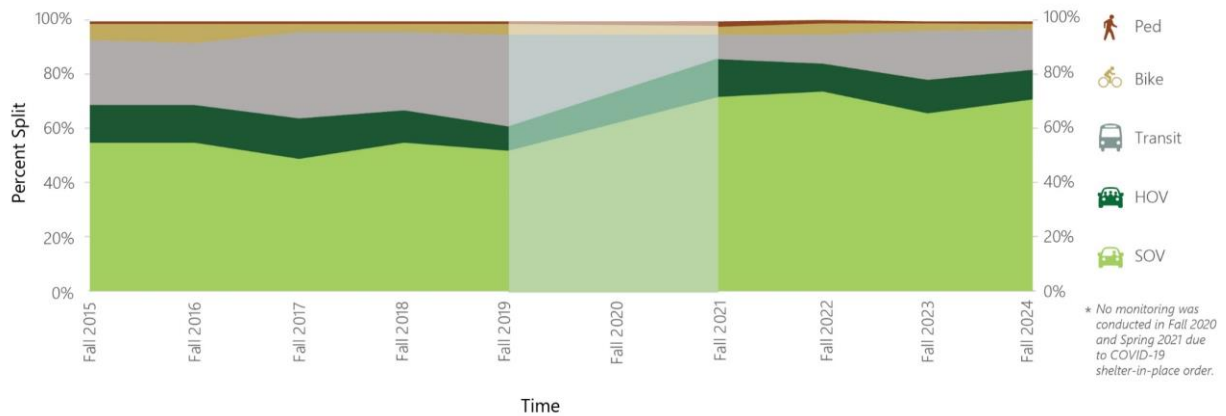


Figure 5-11: Morning Inbound 3-Hour Peak Period Person Mode Split Over Time (Fall Observations)

5.2.3 Evening Outbound Peak Hour

Figure 5-12 below shows the person mode share for the evening outbound peak hour since Fall 2017, which is when the evening monitoring efforts began for this time-of-day and direction of travel. As in the morning inbound traffic, the SOV is the dominant mode of travel. Compared to the Fall 2017 results, the current results indicate higher SOV mode share (62% compared to the 45% in Fall 2017) and lower transit

⁸ HOV mode share in the morning peak period reduced from 15% in Spring 2024 to 11% in Spring 2025, while SOV mode share increased from 66% in Spring 2024 to 71% in Spring 2025. Historical comparison for all years recorded can be found in Table C18 under **Appendix C**.



mode share (18% compared to the 36% in Fall 2017). HOV mode share has risen to 17%, compared to 15% in Fall 2017. The percent mode split table described in **Appendix C**.

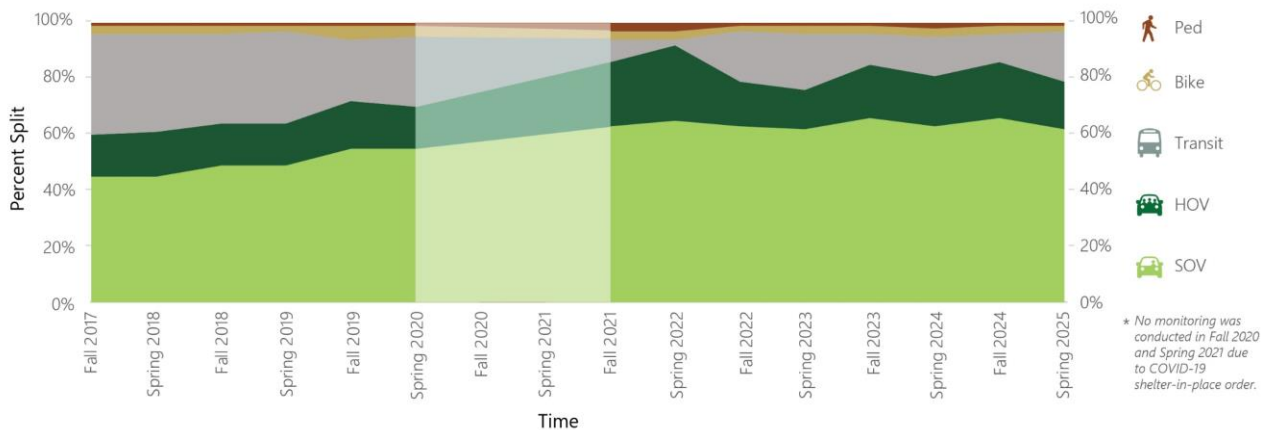


Figure 5-12: Evening Outbound Peak Hour Person Mode Split Over Time

The Spring observations (**Figure 5-13**) and Fall observations (**Figure 5-14**) are presented separately to illustrate trends in the peak hour shares of each mode fluctuate over time for a season. The SOV mode share is the greatest portion followed by transit and HOV modes.

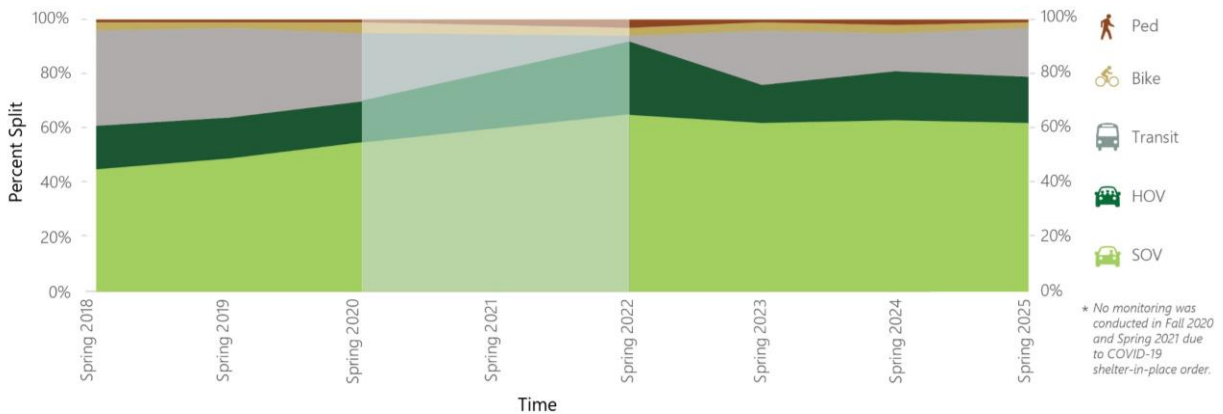


Figure 5-13: Evening Outbound Peak Hour Person Mode Split Over Time (Spring Observations)



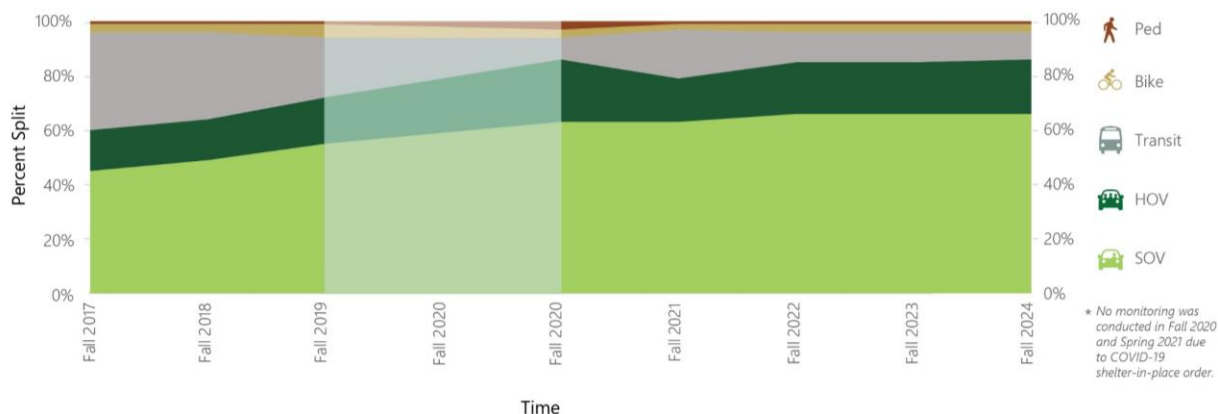


Figure 5-14: Evening Outbound Peak Hour Person Mode Split Over Time (Fall Observations)

5.2.4 Evening Outbound 3-Hour Peak Period

Figure 5-15 below shows the person mode share for the evening outbound 3-hour peak period since Fall 2017. For Spring 2025, the highest three hours of traffic occurred between 3:30 PM and 6:30 PM. As presented below, SOV is the dominant mode, followed by transit and HOV. While transit mode share increased from Fall 2024 to Spring 2025⁹, transit usage has fluctuated in the past few monitoring cycles. The percent mode split for each year is described in **Appendix C**.

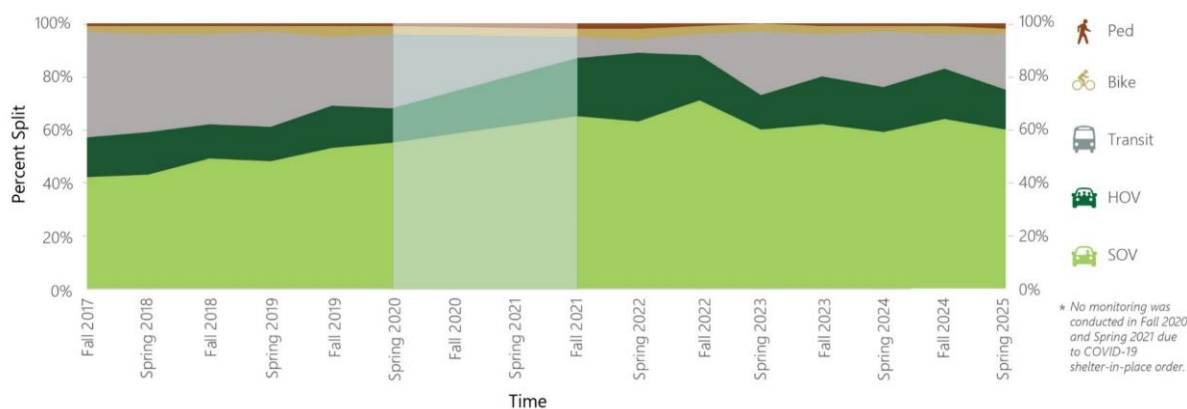


Figure 5-15: Evening Outbound 3-Hour Peak Period Person Mode Split Over Time
(Based on 4-hour Observation)

The above graph shows similar mode share trends as the peak hours – SOV is the dominant mode, and the SOV mode share has increased from 42% in Fall 2017 to 60% in Spring 2025. To illustrate the mode share in a different way, the same data was separated by the Spring observations (**Figure 5-16**) and Fall observations (**Figure 5-17**). As with the morning inbound, the evening outbound peak period mode shares fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. SOV

⁹ Transit mode share during the evening peak period increased from 13% in Fall 2024 to 21% in Spring 2025. Historical comparison for all years recorded can be found in **Table C20** under **Appendix C**.



mode shares in both the morning inbound and evening outbound peak periods exceed the 45% SOV (of all person trips) goal set by the City in the 2017 NBPP.

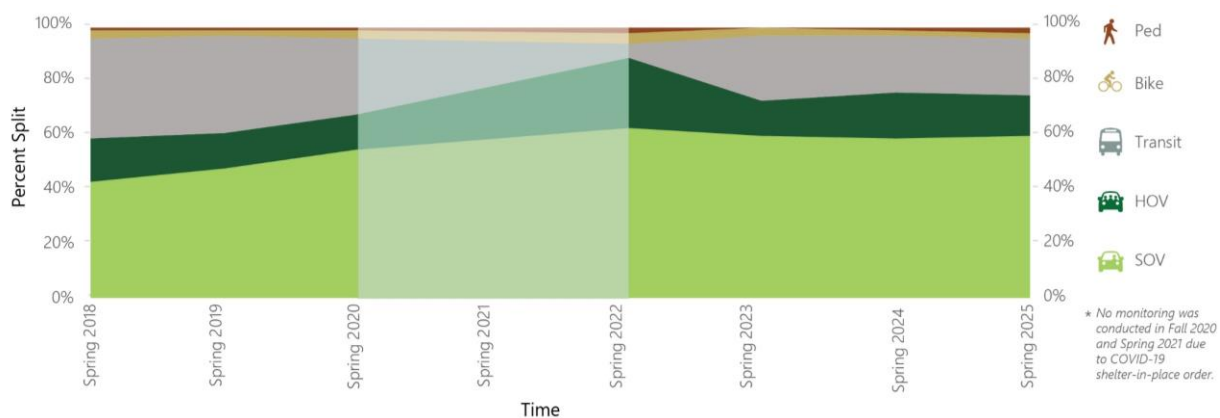


Figure 5-16: Evening Outbound 3-Hour Peak Period Person Mode Split Over Time (Spring Observations)

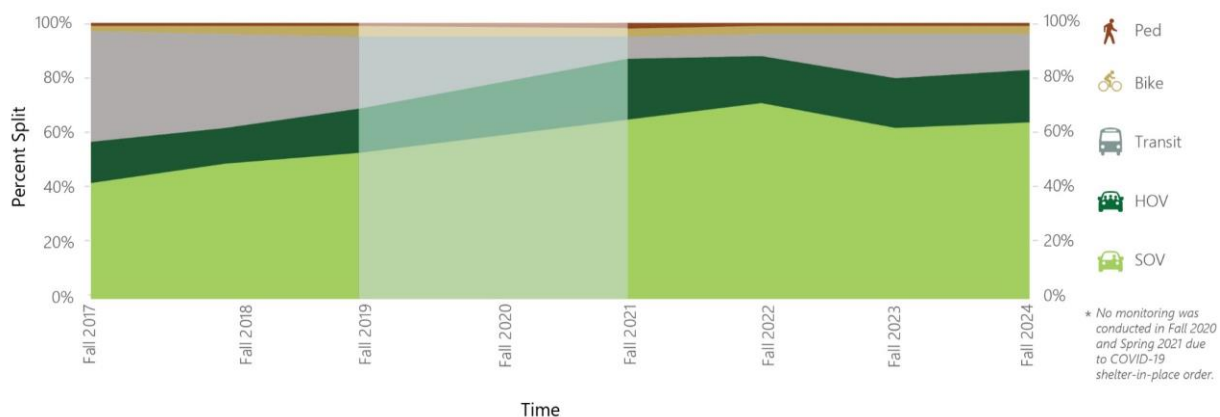


Figure 5-17: Evening Outbound 3-Hour Peak Period Person Mode Split Over Time (Fall Observations)

5.3 Comparison to Pre-COVID and Post-COVID Spring Results

This section presents a comparison of volumes and mode share between the Spring 2020 monitoring results (which occurred immediately before the COVID pandemic began), and post-COVID Spring results from Spring 2022 to the current Spring 2025 results.

5.3.1 Vehicle Volume Comparison

The vehicle volumes have been steadily increasing, although the rate of increase has slowed as people have settled into new travel patterns. The overall gateway volumes still remain at a lower level compared to pre-COVID conditions from Spring 2020. **Figure 5-18** presents the morning peak hour combined gateway results for the Spring season observations between 2020 and 2025 (except Spring 2021 when no



monitoring was conducted), which shows the Spring 2025 volume is 20% lower than in Spring 2020. Similar results are observed in the morning 3-hour peak period, as shown in **Figure 5-19**.

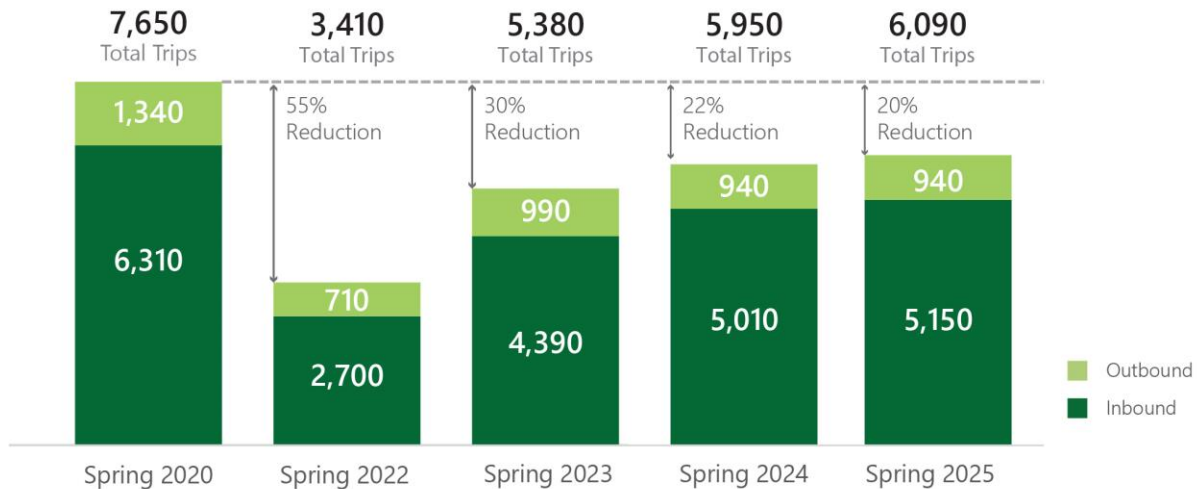


Figure 5-18: Morning Peak Hour Vehicle Trip Volume Comparison

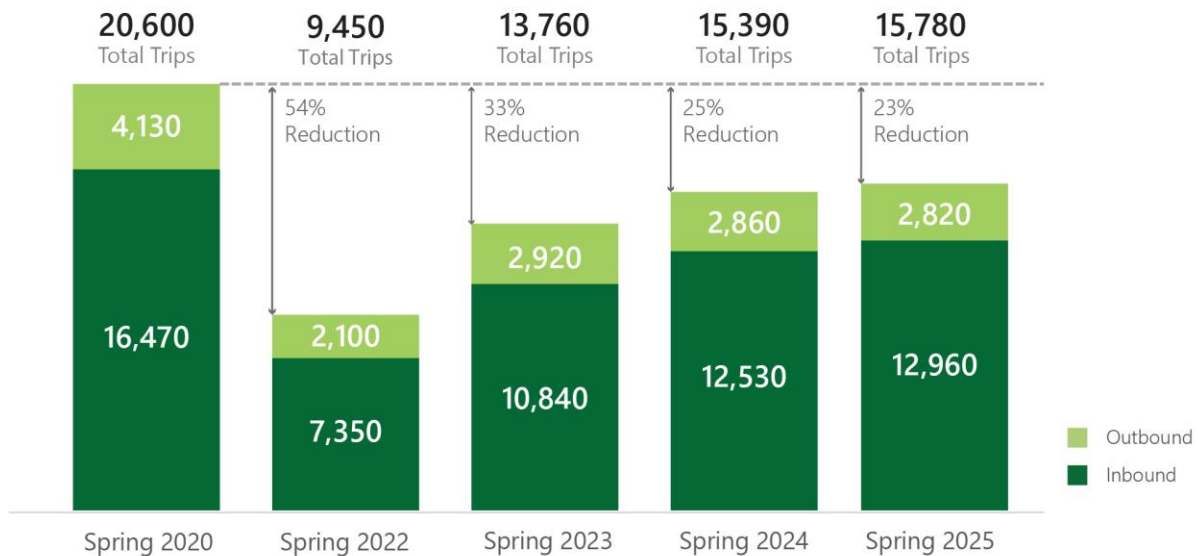


Figure 5-19: Morning Peak Period Vehicle Trip Volume Comparison

Figure 5-20 presents the evening peak hour combined gateway results for the Spring season observations between 2020 and 2025 (except Spring 2021 when no monitoring was conducted), which



shows the Spring 2025 volume is 15% lower than in Spring 2020. Again, very similar results are found in the evening 3-hour peak period, as shown in **Figure 5-21**.



Figure 5-20: Evening Peak Hour Vehicle Trip Volume Comparison

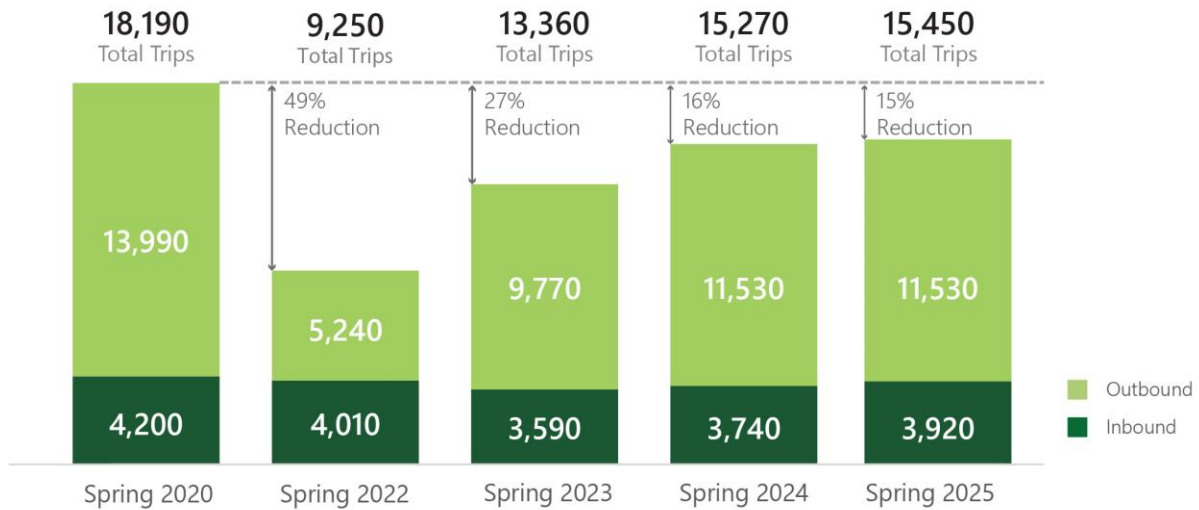


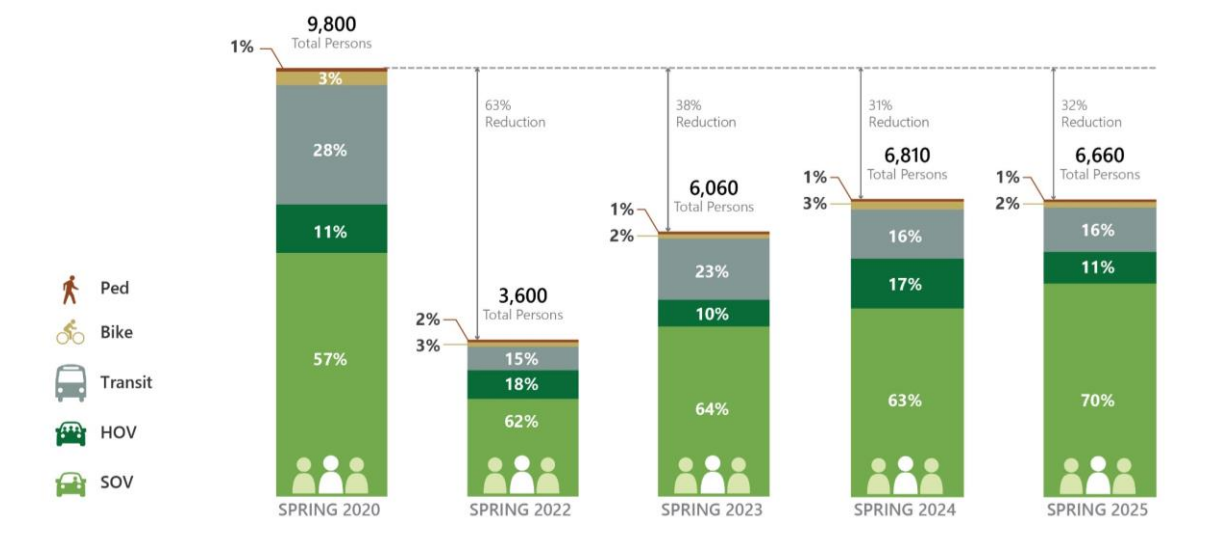
Figure 5-21: Evening Peak Period Vehicle Trip Volume Comparison



5.3.2 Mode Share Comparison

Compared to pre-COVID conditions, a higher percentage of people now are traveling by SOV and a lower percentage of people are using transit.

Figure 5-22 presents the morning inbound peak hour persons mode share for the Spring season observations between 2020 and 2025 (except Spring 2021 when no monitoring was conducted). The total number of people traveling across the gateways has declined by 32% compared to Spring 2020. The proportion using SOVs has increased from 57% in 2020 to 70% now; the proportion using transit has decreased from 28% in 2020 to 16% now. Similar results are found in the morning inbound 3-hour peak period, as shown in **Figure 5-23**.



*Figure 5-22: Morning Inbound Peak Hour Mode Share for Person Trip Comparison
(Excludes TNC Drivers)*



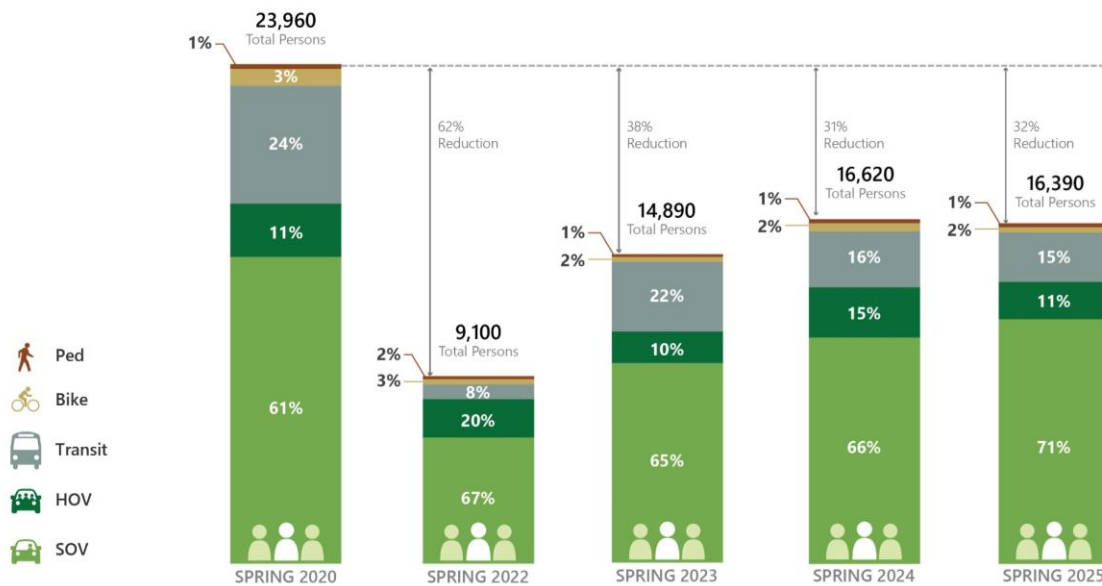
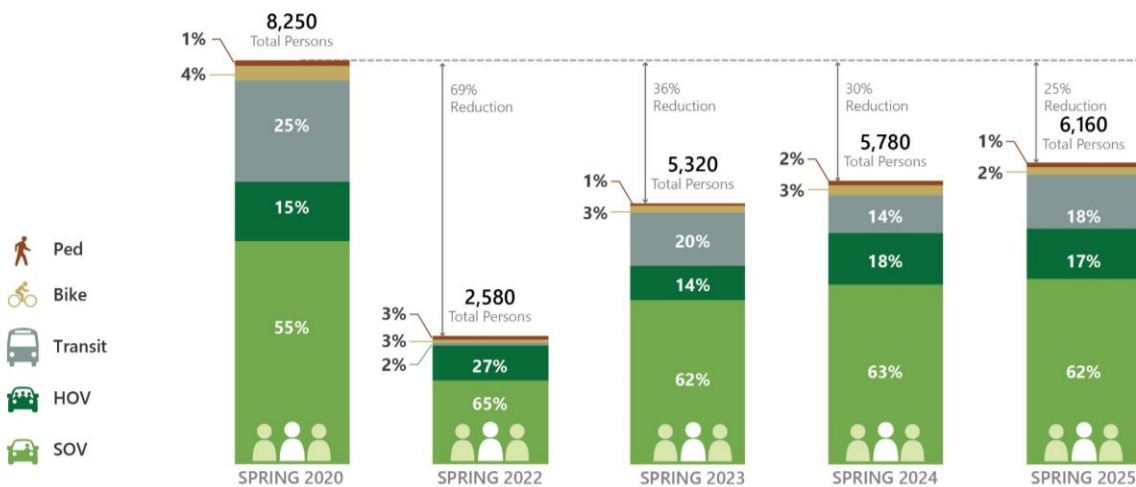
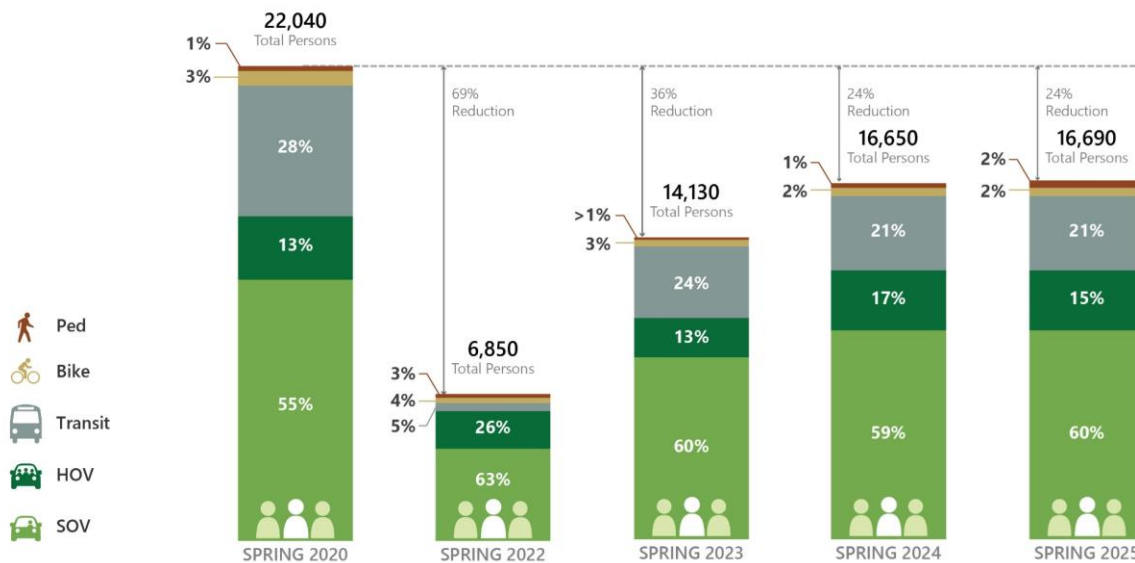


Figure 5-23: Morning Inbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

Figure 5-24 presents the evening outbound peak hour persons mode share for the Spring season observations between 2020 and 2025 (except Spring 2021 when no monitoring was conducted). The total number of people traveling across the gateways has declined by 25% from 2020. Consistent with the morning results, the proportion using SOVs has increased from 55% to 62%, and the proportion using transit has decreased from 25% to 18%, when comparing current observations to Spring 2020 conditions. The proportion using HOVs has increased from 15% to 17%. Similar results are found in the evening outbound 3-hour peak period, as shown in **Figure 5-25**.



*Figure 5-24: Evening Outbound Peak Hour Mode Share for Person Trip Comparison
 (Excludes TNC Drivers)*



*Figure 5-25: Evening Outbound Peak Period Mode Share for Person Trip Comparison
 (Excludes TNC Drivers)*



6. Definition of Gateway Capacity

The physical vehicle capacity of the three main gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) represents the number of vehicles that can be served during the peak morning and evening periods while maintaining reasonable freedom of vehicular movement (i.e., avoiding gridlock conditions). To establish the 2014 NBPP vehicle trip targets, a traffic operations analysis was conducted (*North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, Fehr & Peers, July 2014), which assumed the completion of the land uses envisioned in the 2014 NBPP. Because the 2017 NBPP envisioned a different set of land uses, with the inclusion of nearly 10,000 residential dwelling units, an updated gateway capacity analysis was conducted (*North Bayshore Precise Plan EIR – Vehicle Gateway Capacity with Residential*, Fehr & Peers, December 2016).

The *North Bayshore Circulation Study* (approved by the City Council in December 2021) has developed modifications to the North Bayshore District Trip Cap Policy, which is similar but slightly greater than the gateway capacity of the North Bayshore Gateways. The counts are compared with the adopted vehicle trip target in the Circulation Study for peak period direction volumes at Rengstorff Avenue and Shoreline Boulevard combined.

6.1 Gateway Trip Targets

The NBPP Trip Cap Policy is expressed as an absolute number of vehicles and was updated following Council's approval of the 2021 Circulation Study's recommendation to modify the North Bayshore gateway capacities. The NBS vehicle trip targets (also sometimes referred to as trip caps) have been historically set based on three key factors: time period, direction, and location.

- Time period: The most common time periods for traffic analysis are a single peak hour or a three-hour peak period. In general, a trip target set for a single peak hour will be more restrictive than one set for a peak period. In the North Bayshore area, congested conditions typically last for multiple hours in both the morning and the evening.
- Direction: Targets can be set for a single direction of travel, or for both directions combined. A peak direction (e.g., inbound in the morning) vehicle trip target is simple to understand; however, that trip target would need periodic adjustment as different types of land uses (namely, residential) are added to NBS, because the physical capacity of one direction of travel may change depending on how much travel occurs in the other direction.
- Location: Trip targets can be set for each gateway individually, or for combinations of two or three gateways. A target set for each gateway individually would be more restrictive than one set for a combination of locations. A combined gateway trip target would imply that the NBS gateways operate as a system, such that as one gateway reaches capacity traffic will shift to other gateways.



Initially, the 2014 NBPP vehicle trip target policy focused only on the inbound direction of travel during the morning 3-hour peak period, for each gateway individually (e.g., San Antonio, Rengstorff, and Shoreline). The 2017 NBPP modified that policy and established vehicle trip targets for each gateway individually, based on two-way volumes (i.e., both directions of travel combined), for the morning peak hour and the evening peak hour. Per the recommendations of the 2021 *North Bayshore Circulation Feasibility Study* (2021 Circulation Study), City staff is now working to amend the 2017 NBPP to modify the trip targets as gateway transportation improvements are constructed. The 2021 Circulation Study also recommended changing the vehicle trip target to a directional morning inbound 3-hour peak period and evening outbound 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. These targets reflect the existing transportation network. The 2021 Circulation Study does not propose any changes to the San Antonio gateway trip target and recommends measuring the San Antonio gateway separately.

The numeric policy target for Shoreline Boulevard and Rengstorff Avenue combined (from 2021 Circulation Study) and the trip cap target for San Antonio Road (from 2014 NBPP) are presented in **Table 6-1**.

Table 6-1: North Bayshore District Trip Cap Targets

Gateway	Morning Inbound 3-hour Peak Period ¹	Evening Outbound 3-hour Peak Period ¹
San Antonio Road ²	4,590	4,020
Shoreline Boulevard & Rengstorff Avenue ³	16,350	15,330

Note:

1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study.



7. Gateway Trip Target Evaluation

This section compares the Spring 2025 volumes to the 2021 Circulation Study directional trip targets.

Table 7-1 and

Figure 7-1 present the results for the morning and evening peak periods, which is the focus of the 2021 Circulation Study.

Table 7-1: Gateway Trip Target Evaluation – Directional Peak Period

Gateway	Morning Inbound				Evening Outbound			
	Volume ¹	Trip Cap	Remaining Trip Cap ¹	Percent of Trip Cap Remaining	Volume ¹	Trip Cap	Remaining Trip Cap ¹	Percent of Trip Cap Remaining
Individual Gateways								
San Antonio Road ²	1,800	4,590	2,790	61%	1,530	4,020	2,490	62%
Rengstorff Avenue ³	5,040	8,880	3,840	43%	4,200	7,140	2,940	41%
Shoreline Boulevard ³	6,120	7,470	1,350	18%	5,800	8,190	2,390	29%
Combined Gateway⁴								
Total	12,960	20,940	7,980	38%	11,530	19,350	7,820	40%
Gateway Trip Cap Comparison³								
Shoreline Boulevard & Rengstorff Avenue	11,160	16,350	5,190	32%	10,000	15,330	5,330	35%

Notes:

1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study.
4. The combined gateways are the sum of the San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard gateways.

Source: Fehr & Peers, 2025.

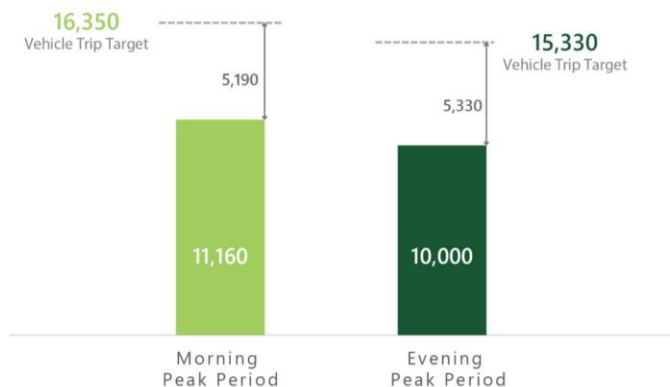


Figure 7-1: Directional Peak Period Gateway Vehicle Trip Cap Comparison for Shoreline Boulevard and Rengstorff Avenue Combined



As presented, the remaining target volume for the morning inbound peak period is 32%, and for the evening outbound peak period is 35%. Thus, the Spring 2025 gateway monitoring results are in compliance with the recommended North Bayshore Trip Cap Policy.

Figure 7-2 presents the trend in the percent of the North Bayshore District trip cap target for Shoreline Boulevard, Rengstorff Avenue, and San Antonio Road combined. Using this most recent the North Bayshore District trip cap definition, the morning and evening peak periods were within 70-80% of the directional peak period trip caps in the Spring of 2020. After restarting the monitoring in the Fall of 2021, the vehicle volume as percent of trip cap has been increasing in the past few cycles, but it is still below the pre-COVID level in Spring 2020.

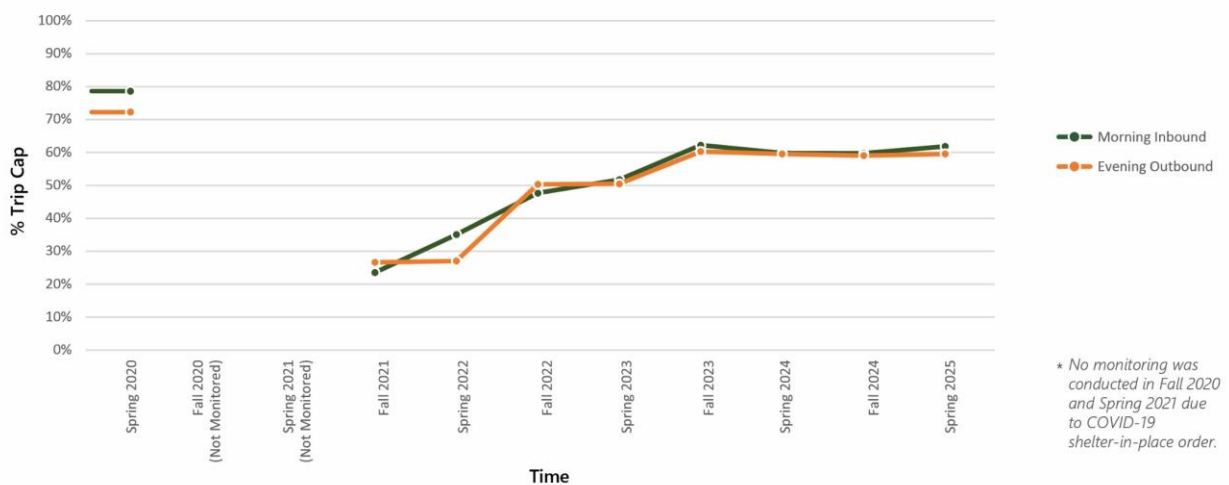


Figure 7-2: Percent of North Bayshore District Trip Cap (All Gateways Combined) Comparisons

For informational purposes, **Table 7-2** below includes the directional peak hour monitoring results in comparison to the peak hour trip targets. All gateways in both the morning and evening peak hours are below their respective trip targets.



Table 7-2: Gateway Trip Target Evaluation – Directional Peak Hour

Gateway	Morning Inbound				Evening Outbound			
	Volume ¹	Trip Cap	Remaining Trip Cap ¹	Percent of Trip Cap Remaining	Volume ¹	Trip Cap	Remaining Trip Cap ¹	Percent of Trip Cap Remaining
Individual Gateways								
San Antonio Road ²	750	1,530	780	51%	620	1,340	720	54%
Rengstorff Avenue ³	2,220	2,960	740	25%	1,630	2,380	750	32%
Shoreline Boulevard ³	2,180	2,490	310	12%	2,130	2,730	600	22%
Combined Gateways⁴								
Total	5,150	6,980	1,830	26%	4,380	6,450	2,070	32%

Note:

1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study. The peak hour trip caps are one-third of the peak-period trip caps.
4. The combined gateways are the sum of the San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard gateways.

Source: Fehr & Peers, 2025.



Appendix A:
Spring 2025 North Bayshore District
Monitoring Data Collection Methods in
Mountain View, California

Daily Count Observations

Fehr & Peers collected daily roadway and shared-use path segment counts at the North Bayshore gateways; Santiago Villa; and the Shoreline at Mountain View Regional Park. This daily data was collected from Sunday February 2nd to Thursday February 6th, 2025. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, thus additional data was collected from Monday February 24th to Wednesday March 5th, 2025 to supplement the typical two weeks of data of. By collecting counts during this time, we ensured that all major schools are in session, and that no major holidays take place during our counts. The four-hour morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:30 PM) volumes for typical mid-week days (Tuesday, Wednesday, and Thursday) are reported, incorporating collected weeks of data.

Figure 1 shows the daily count locations, which are listed below:

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

Additional count locations for Santiago Villa and the Shoreline at Mountain View Regional Park include:

6. Shoreline Boulevard north of North Road
7. Space Park Way at the entrance to Santiago Villa
8. Armand Avenue at the entrance to Santiago Villa

The additional shared-use path locations include:

9. Permanente Creek Trail between Old Middlefield Way and Charleston Road
10. Stevens Creek Trail between Moffett Boulevard and La Avenida

In addition to the daily counts described above, Fehr & Peers also collected peak period turning movement counts at the intersections of San Antonio Road / Bayshore Parkway and Shoreline Boulevard / La Avenida Street. Using these counts, we can estimate the internal North Bayshore trips that cross the gateway. Using the daily and intersection turning movement counts, Fehr & Peers estimated the volume of vehicles, pedestrians and bicyclists entering/exiting North Bayshore.

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Appendix: Figure 1

Daily & Turning Movement Count Locations



Gateway Vehicle Classification Observations

While the daily volume counts were being conducted, we also conducted vehicle classification observations inbound during the morning peak period (7:00 to 11:00 AM) and outbound during the evening peak period (3:00 to 7:30 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Sunday February 2nd and Thursday February 6th, 2025. These observations are required in order to apply a detailed mode share to the collected traffic tube count volumes.

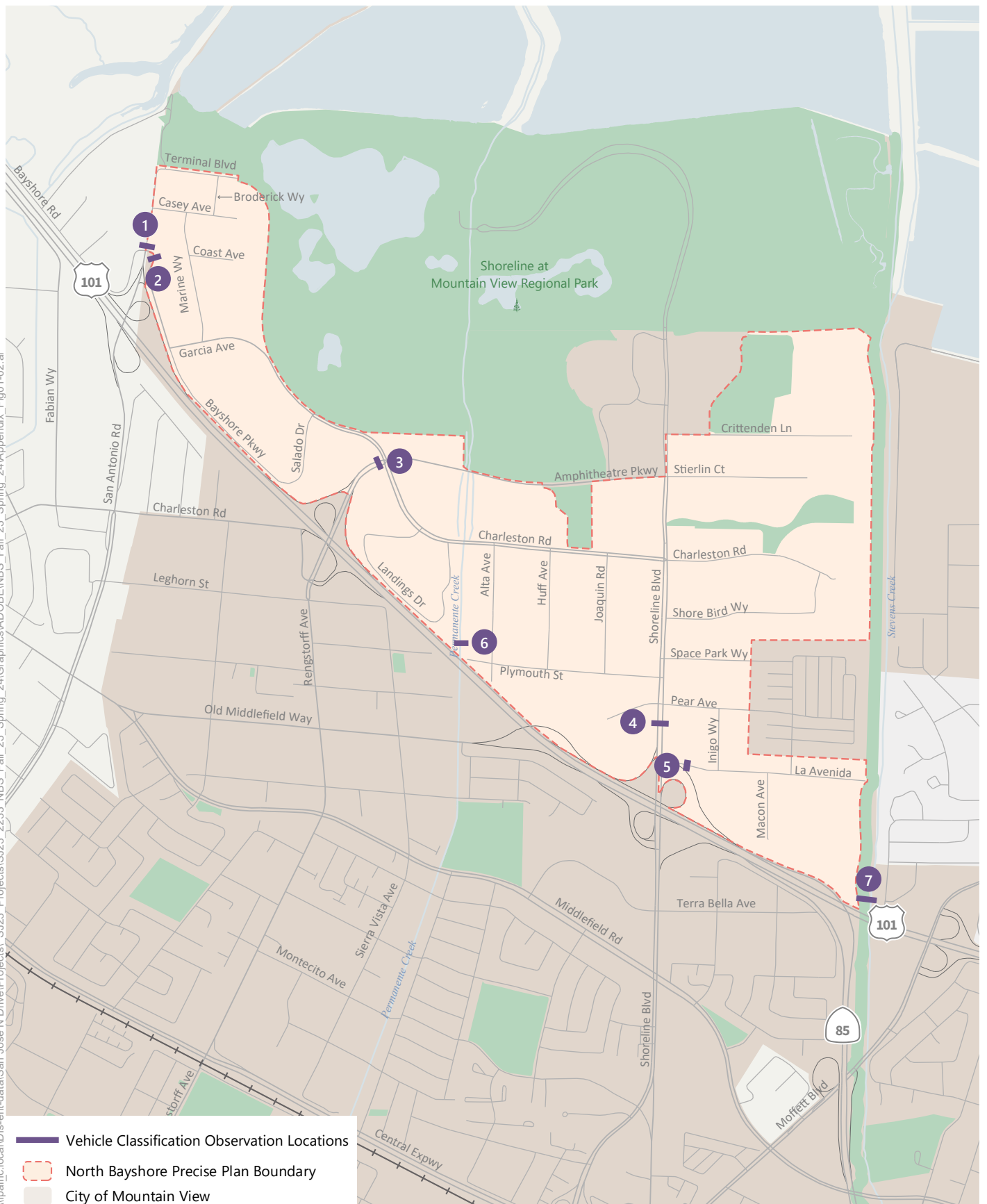
Since not all vehicle classification types can be collected via cameras, in-person observations were conducted at locations 1 through 5 as well as 9 through 10 listed above. **Figure 2** shows the location of these vehicle classification observation locations. Due to the complexity of observing the number of passengers in each personal automobile crossing the gateways, one observer was assigned for each direction of traffic.

Using these vehicle classification observations, volumes are classified into single occupant vehicles, carpool vehicles (vehicles with at least two people), TNCs (split by occupancy), transit vehicles, heavy vehicles, pedestrians and bicyclists. Furthermore, transit vehicles are split out by vehicle types including:

- Double Decker Employer Bus
- Standard Employer Bus
- Small Employer Bus
- MVgo Public Bus
- Valley Transit Authority (VTA) Public Bus
- Altamont Commuter Express (ACE) Bus

Combining the peak period gateway counts with peak period mode share data, we estimated a detailed breakdown of the peak direction North Bayshore traffic, splitting the traffic into all modes of transportation for the morning and evening peak periods.

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Appendix: Figure 2

Vehicle Classification Observation Locations

Bus Occupancy Observations

Fehr & Peers collected bus occupancy data at 17 bus stop locations presented in **Figure 3**. Some of the data were collected from the appropriate agencies in spreadsheet format, while other data were collected via in-person field observations. For all of the in-person field observations, Fehr & Peers has contracted with a local count vendor. Employer based bus occupancy data were also collected, described in the following section. Using this bus occupancy data, Fehr & Peers determined the number of persons entering North Bayshore during the morning peak period and exiting during the evening peak period on buses.

Public Transit Buses

Public transit buses that provide direct access to North Bayshore include Valley Transit Authority (VTA) buses, MVgo buses and Altamont Commuter Express (ACE) buses. The data collection method for each of these public transit buses is described below.

VTA Buses

VTA bus routes that provide direct access to North Bayshore are the VTA Route 40 (La Avenida & Inigo to Foothill College). Third party count vendor conducted in-person field observations for VTA bus route 40. These observations were conducted for the morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:00 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Monday February 24th and Wednesday March 5th, 2025 for the peak direction of travel.

For the morning peak period, local count vendors boarded VTA bus route 40 on the south side of Charleston Road, just east of the Rengstorff Avenue / Charleston Road intersection. This is the first inbound bus stop for VTA Route 40 in North Bayshore. First, while they wait to board the bus, count vendor's staff counted the number of passengers getting off the bus. Once aboard the bus, staff counted the number of passengers on the bus before getting to the next stop. By summing together the number of passengers getting off at the first bus stop and the passengers still on board, we can determine the number of passengers entering the North Bayshore Gateway for VTA Bus Route 40. We repeated this process between 7:00 AM and 11:00 AM. In doing so, we obtained bus occupancy data for the inbound direction of VTA bus route 40.

Similar to the inbound direction, count vendor's staff also collected VTA bus occupancy data for the outbound direction during the evening peak period. Count vendor's staff boarded the VTA Bus Route 40 at the Charleston Avenue / Huff Avenue bus stop (second to last bus stop in the outbound direction in North Bayshore), and got off the bus at the Charleston Avenue / Landings Drive bus stop. While on the bus, staff counted the number of passengers on the bus. We also counted the number of passengers boarding the bus at the last outbound stop at Charleston Avenue / Landings Drive. In doing so, we record the number of passengers leaving the North

Bayshore Gateway for VTA Bus Route 40. We repeated this process between 3:00 PM and 7:30 PM. In doing so, we obtained bus occupancy data for the outbound direction of VTA bus route 40 for the evening peak period.

MVgo Buses

MVgo bus boarding and alighting data was collected from the Mountain View Transportation Management Association (MVTMA) for corresponding weeks of field data collection. This agency collects boarding and alighting data for all of the MVgo buses, including the West Bayshore Shuttle route and the East Bayshore shuttle route. This data include the number of boardings and alightings for each bus stop, throughout the entire day. Using this information, Fehr & Peers determined MVgo bus occupancy for the peak direction of travel on a typical weekday (Tuesday, Wednesday and Thursday) between Monday February 24th and Wednesday March 5th, 2025.

ACE Buses

The ACE orange shuttle also provides direct access to North Bayshore. For this route, count vendor's staff boarded the bus at the Shoreline Avenue / Pear Avenue bus stop and got off at the Shoreline Avenue / Space Park Way stop for the inbound direction. For the outbound direction, staff boarded at the Shoreline Avenue / Space Park Way stop and alight at the Shoreline Avenue / Pear Avenue stop. This process was repeated during the morning peak period for the inbound direction and during the evening peak period for the outbound direction.

Employer Based Buses

Employer based buses that provide direct access to North Bayshore include double decker buses, standard buses and small buses. The largest employers that use these buses include Google, Microsoft, Intuit and LinkedIn. Due to company policies, we cannot board the buses and therefore must use a different method than that of the public transit buses. The method for each employer's bus is described below. This in-person data collection was conducted by staff from a local count vendor. Once all the data was collected, Fehr & Peers aggregated the bus occupancy data by bus size to be used in the monitoring report.

Google Buses

Local count vendor staff were located at the Google bus stop locations including:

- For the inbound direction:
 - South side of Garcia Avenue between Salado Drive and Rengstorff Avenue
 - South side of Charleston Road just east of Rengstorff Avenue
 - South side of Charleston Road just west of Landings Drive (the west-most Landings Driveway)

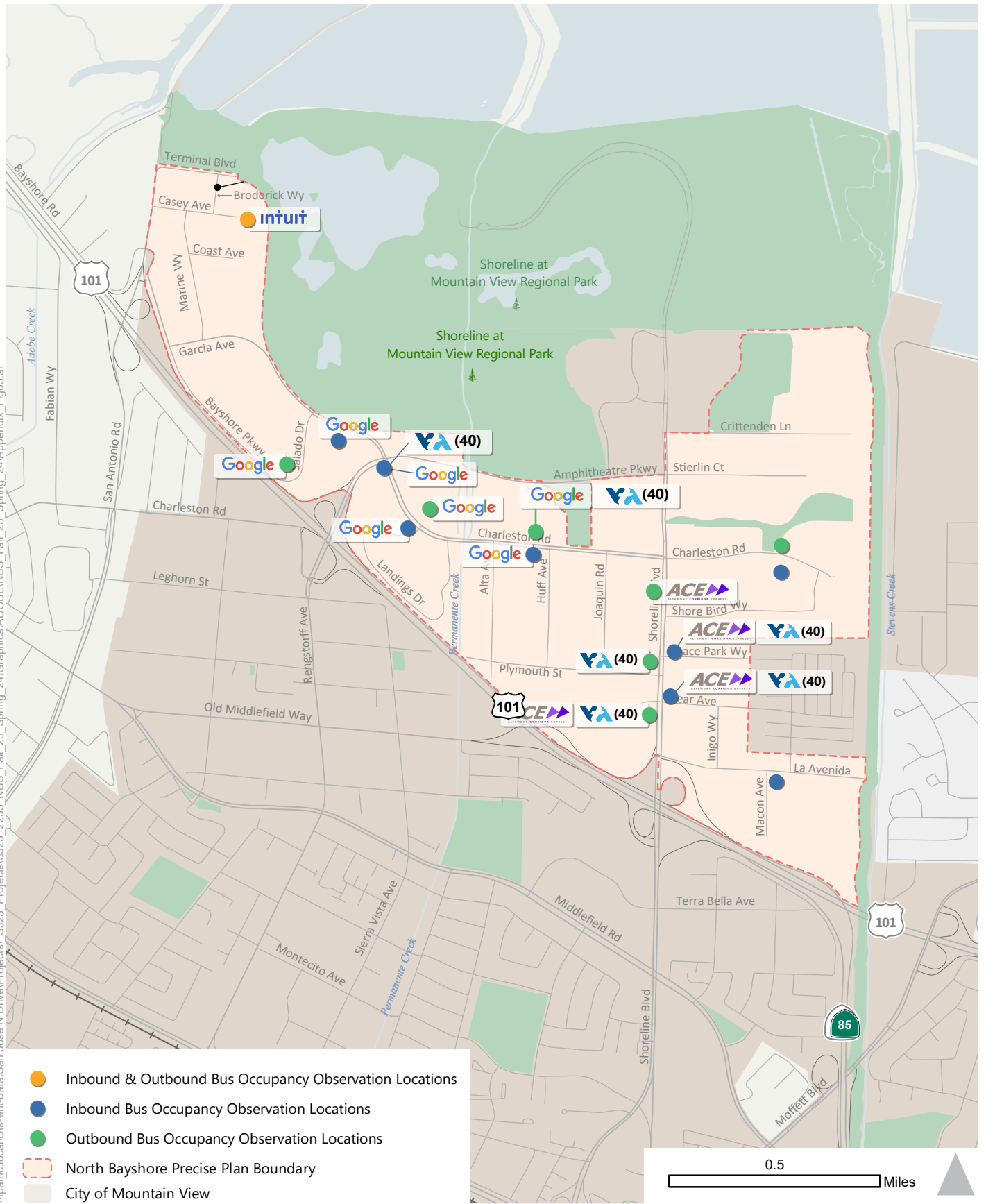
- South Side of Charleston Road just east of Huff Avenue
- In lot near Google 2644
- For the outbound direction:
 - Northside of Charleston Rd just east of Huff Ave
 - The Alza Google bus stop located on the driveway opposite of the west-most Landings Drive, on the east side of Charleston Avenue
 - In lot near Google 2644

Staff recorded the bus license plate number, the type of bus and the number of persons alighting the bus at the inbound locations during the morning peak period, and number of persons boarding the bus at the outbound locations during the evening peak period. Using this information, Fehr & Peers determined the bus occupancies for Google buses for the inbound direction during the morning peak period and the outbound direction for the evening peak period.

Intuit Buses

Local count vendor staff was located at the Intuit bus stop on Intuit's campus to the south of Coast Avenue. Staff recorded the type of bus and the number of people alighting during the morning peak period and boarding during the evening peak period. Using this information, Fehr & Peers determined the bus occupancy for different Intuit bus sizes for the inbound direction during the morning peak period and the outbound direction for the evening peak period.

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Appendix: Figure 3

Bus Occupancy Observation Locations

Appendix B:

Gateway Vehicle Counts

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3261 -- English (ENU)**Datasets:**

Site: [7] ARMAND DR S OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0900	7	0	5	1	0	0	1	0	0	0	0	0	0	0
1000	19	0	15	4	0	0	0	0	0	0	0	0	0	0
1100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1200	19	1	15	3	0	0	0	0	0	0	0	0	0	0
1300	28	0	27	1	0	0	0	0	0	0	0	0	0	0
1400	28	0	23	4	0	1	0	0	0	0	0	0	0	0
1500	28	0	24	3	0	1	0	0	0	0	0	0	0	0
1600	26	1	22	3	0	0	0	0	0	0	0	0	0	0
1700	17	0	11	6	0	0	0	0	0	0	0	0	0	0
1800	22	2	17	3	0	0	0	0	0	0	0	0	0	0
1900	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2000	18	0	14	4	0	0	0	0	0	0	0	0	0	0
2100	16	1	12	3	0	0	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	207	4	170	30	0	2	1	0	0	0	0	0	0	0
06-22	263	5	215	40	0	2	1	0	0	0	0	0	0	0
06-00	277	5	228	41	0	2	1	0	0	0	0	0	0	0
00-00	300	5	251	41	0	2	1	0	0	0	0	0	0	0

Peak step 13:00 (28) **AM Peak step** 10:00 (19) **PM Peak step** 13:00 (28)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	10	0	9	0	1	0	0	0	0	0	0	0	0	0
0800	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1200	15	0	12	2	0	0	1	0	0	0	0	0	0	0
1300	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1400	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1500	32	1	26	4	1	0	0	0	0	0	0	0	0	0
1600	38	1	27	10	0	0	0	0	0	0	0	0	0	0
1700	34	0	26	8	0	0	0	0	0	0	0	0	0	0
1800	29	1	21	7	0	0	0	0	0	0	0	0	0	0
1900	19	1	17	1	0	0	0	0	0	0	0	0	0	0
2000	22	0	19	3	0	0	0	0	0	0	0	0	0	0
2100	24	1	20	3	0	0	0	0	0	0	0	0	0	0
2200	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
07-19	236	3	189	41	2	0	1	0	0	0	0	0	0	0
06-22	315	5	258	49	2	0	1	0	0	0	0	0	0	0
06-00	324	5	263	53	2	0	1	0	0	0	0	0	0	0
00-00	341	5	279	54	2	0	1	0	0	0	0	0	0	0

Peak step 16:00 (38) AM Peak step 11:00 (15) PM Peak step 16:00 (38)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0700	12	0	10	0	1	0	1	0	0	0	0	0	0	0
0800	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0900	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	19	1	15	3	0	0	0	0	0	0	0	0	0	0
1200	20	0	14	3	1	1	0	1	0	0	0	0	0	0
1300	18	2	12	3	1	0	0	0	0	0	0	0	0	0
1400	25	0	18	4	0	3	0	0	0	0	0	0	0	0
1500	28	0	20	7	1	0	0	0	0	0	0	0	0	0
1600	32	1	25	6	0	0	0	0	0	0	0	0	0	0
1700	43	2	29	12	0	0	0	0	0	0	0	0	0	0
1800	34	0	20	14	0	0	0	0	0	0	0	0	0	0
1900	20	0	14	6	0	0	0	0	0	0	0	0	0	0
2000	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2100	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	264	6	191	57	4	4	1	1	0	0	0	0	0	0
06-22	328	6	244	68	4	4	1	1	0	0	0	0	0	0
06-00	345	6	260	69	4	4	1	1	0	0	0	0	0	0
00-00	362	6	275	71	4	4	1	1	0	0	0	0	0	0

Peak step 17:00 (43) AM Peak step 8:00 (20) PM Peak step 17:00 (43)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0700	10	0	7	2	1	0	0	0	0	0	0	0	0	0
0800	19	0	15	4	0	0	0	0	0	0	0	0	0	0
0900	10	2	7	1	0	0	0	0	0	0	0	0	0	0
1000	12	2	10	0	0	0	0	0	0	0	0	0	0	0
1100	16	1	12	2	0	1	0	0	0	0	0	0	0	0
1200	22	0	16	5	0	0	1	0	0	0	0	0	0	0
1300	24	0	17	7	0	0	0	0	0	0	0	0	0	0
1400	23	2	18	2	0	1	0	0	0	0	0	0	0	0
1500	39	3	30	6	0	0	0	0	0	0	0	0	0	0
1600	33	2	25	6	0	0	0	0	0	0	0	0	0	0
1700	27	2	24	1	0	0	0	0	0	0	0	0	0	0
1800	41	2	31	8	0	0	0	0	0	0	0	0	0	0
1900	23	0	22	0	0	0	0	0	0	0	0	1	0	0
2000	25	1	22	2	0	0	0	0	0	0	0	0	0	0
2100	26	1	23	2	0	0	0	0	0	0	0	0	0	0
2200	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2300	7	0	4	3	0	0	0	0	0	0	0	0	0	0
07-19	276	16	212	44	1	2	1	0	0	0	0	0	0	0
06-22	356	18	284	49	1	2	1	0	0	0	0	1	0	0
06-00	371	18	292	56	1	2	1	0	0	0	0	1	0	0
00-00	388	18	308	57	1	2	1	0	0	0	0	1	0	0

Peak step 18:00 (41) AM Peak step 8:00 (19) PM Peak step 18:00 (41)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0	0	0	0
0800	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0900	7	1	5	1	0	0	0	0	0	0	0	0	0	0
1000	4	0	3	0	0	0	1	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1200	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1300	26	0	24	1	0	1	0	0	0	0	0	0	0	0
1400	25	0	23	1	1	0	0	0	0	0	0	0	0	0
1500	25	0	19	6	0	0	0	0	0	0	0	0	0	0
1600	28	0	25	3	0	0	0	0	0	0	0	0	0	0
1700	35	2	28	5	0	0	0	0	0	0	0	0	0	0
1800	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1900	26	0	23	3	0	0	0	0	0	0	0	0	0	0
2000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2100	21	0	19	2	0	0	0	0	0	0	0	0	0	0
2200	9	1	8	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	231	3	200	24	2	1	1	0	0	0	0	0	0	0
06-22	303	3	263	33	2	1	1	0	0	0	0	0	0	0
06-00	318	4	276	34	2	1	1	0	0	0	0	0	0	0
00-00	331	4	289	34	2	1	1	0	0	0	0	0	0	0

Peak step 17:00 (35) AM Peak step 8:00 (16) PM Peak step 17:00 (35)

Traffic Data Service -- San Jose, CA Class Report

CustomList-3360 -- English (ENU)**Datasets:**

Site: [7] ARMAND DR S OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0700	9	1	7	1	0	0	0	0	0	0	0	0	0	0
0800	15	1	11	3	0	0	0	0	0	0	0	0	0	0
0900	7	4	3	0	0	0	0	0	0	0	0	0	0	0
1000	12	1	10	1	0	0	0	0	0	0	0	0	0	0
1100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
1300	17	1	12	4	0	0	0	0	0	0	0	0	0	0
1400	16	1	13	2	0	0	0	0	0	0	0	0	0	0
1500	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1600	28	1	23	4	0	0	0	0	0	0	0	0	0	0
1700	32	1	28	2	0	0	1	0	0	0	0	0	0	0
1800	32	1	30	1	0	0	0	0	0	0	0	0	0	0
1900	23	1	17	5	0	0	0	0	0	0	0	0	0	0
2000	18	0	18	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	13	4	0	0	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0	0	0	0
2300	5	1	3	1	0	0	0	0	0	0	0	0	0	0
07-19	229	12	192	24	0	0	1	0	0	0	0	0	0	0
06-22	294	13	245	35	0	0	1	0	0	0	0	0	0	0
06-00	306	15	254	36	0	0	1	0	0	0	0	0	0	0
00-00	323	15	269	38	0	0	1	0	0	0	0	0	0	0

Peak step 17:00 (32) **AM Peak step** 8:00 (15) **PM Peak step** 17:00 (32)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	1	5	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0800	12	1	9	1	1	0	0	0	0	0	0	0	0	0
0900	18	2	11	4	0	0	1	0	0	0	0	0	0	0
1000	12	2	9	0	0	1	0	0	0	0	0	0	0	0
1100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1200	22	2	17	3	0	0	0	0	0	0	0	0	0	0
1300	18	1	16	1	0	0	0	0	0	0	0	0	0	0
1400	23	0	18	5	0	0	0	0	0	0	0	0	0	0
1500	25	1	21	3	0	0	0	0	0	0	0	0	0	0
1600	36	1	29	6	0	0	0	0	0	0	0	0	0	0
1700	41	0	36	4	0	0	1	0	0	0	0	0	0	0
1800	42	1	34	6	0	0	1	0	0	0	0	0	0	0
1900	25	2	23	0	0	0	0	0	0	0	0	0	0	0
2000	32	0	28	1	0	0	3	0	0	0	0	0	0	0
2100	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	272	11	220	36	1	1	3	0	0	0	0	0	0	0
06-22	351	13	290	40	1	1	6	0	0	0	0	0	0	0
06-00	368	13	307	40	1	1	6	0	0	0	0	0	0	0
00-00	386	14	324	40	1	1	6	0	0	0	0	0	0	0

Peak step 18:00 (42) AM Peak step 9:00 (18) PM Peak step 18:00 (42)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	1	0	0	1	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	6	3	1	0	0	0	1	0	0	0	0	0
0800	10	2	7	1	0	0	0	0	0	0	0	0	0	0
0900	9	1	7	1	0	0	0	0	0	0	0	0	0	0
1000	12	3	7	1	0	1	0	0	0	0	0	0	0	0
1100	16	1	12	3	0	0	0	0	0	0	0	0	0	0
1200	27	1	22	4	0	0	0	0	0	0	0	0	0	0
1300	23	2	19	2	0	0	0	0	0	0	0	0	0	0
1400	24	0	21	3	0	0	0	0	0	0	0	0	0	0
1500	43	4	34	4	0	0	0	0	1	0	0	0	0	0
1600	29	1	22	6	0	0	0	0	0	0	0	0	0	0
1700	47	3	36	8	0	0	0	0	0	0	0	0	0	0
1800	37	2	32	3	0	0	0	0	0	0	0	0	0	0
1900	31	0	28	3	0	0	0	0	0	0	0	0	0	0
2000	21	1	14	6	0	0	0	0	0	0	0	0	0	0
2100	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	3	5	0	0	0	0	0	0	0	0	0	0
07-19	288	20	225	39	1	1	0	0	2	0	0	0	0	0
06-22	369	21	294	50	1	1	0	0	2	0	0	0	0	0
06-00	390	21	307	58	1	1	0	0	2	0	0	0	0	0
00-00	409	21	323	59	1	1	2	0	2	0	0	0	0	0

Peak step 17:00 (47) AM Peak step 11:00 (16) PM Peak step 17:00 (47)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0	0	0	0
0800	12	1	9	2	0	0	0	0	0	0	0	0	0	0
0900	16	3	6	7	0	0	0	0	0	0	0	0	0	0
1000	18	1	13	4	0	0	0	0	0	0	0	0	0	0
1100	17	1	12	4	0	0	0	0	0	0	0	0	0	0
1200	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1300	20	3	15	2	0	0	0	0	0	0	0	0	0	0
1400	29	2	25	0	1	1	0	0	0	0	0	0	0	0
1500	25	2	20	3	0	0	0	0	0	0	0	0	0	0
1600	24	0	18	6	0	0	0	0	0	0	0	0	0	0
1700	39	1	33	5	0	0	0	0	0	0	0	0	0	0
1800	35	1	30	4	0	0	0	0	0	0	0	0	0	0
1900	20	0	18	2	0	0	0	0	0	0	0	0	0	0
2000	24	0	24	0	0	0	0	0	0	0	0	0	0	0
2100	13	1	11	1	0	0	0	0	0	0	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07-19	266	15	207	41	2	1	0	0	0	0	0	0	0	0
06-22	326	16	262	44	3	1	0	0	0	0	0	0	0	0
06-00	350	16	283	47	3	1	0	0	0	0	0	0	0	0
00-00	367	16	298	49	3	1	0	0	0	0	0	0	0	0

Peak step 17:00 (39) AM Peak step 10:00 (18) PM Peak step 17:00 (39)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	6	1	1	0	0	0	0	0	0	0	0	0
0700	10	1	7	0	1	1	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0900	9	1	7	1	0	0	0	0	0	0	0	0	0	0
1000	13	1	10	2	0	0	0	0	0	0	0	0	0	0
1100	13	2	10	1	0	0	0	0	0	0	0	0	0	0
1200	23	1	19	3	0	0	0	0	0	0	0	0	0	0
1300	22	1	19	2	0	0	0	0	0	0	0	0	0	0
1400	17	1	13	3	0	0	0	0	0	0	0	0	0	0
1500	31	1	25	5	0	0	0	0	0	0	0	0	0	0
1600	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1700	23	0	20	3	0	0	0	0	0	0	0	0	0	0
1800	43	2	33	7	0	0	1	0	0	0	0	0	0	0
1900	41	1	35	5	0	0	0	0	0	0	0	0	0	0
2000	33	0	29	4	0	0	0	0	0	0	0	0	0	0
2100	23	0	16	7	0	0	0	0	0	0	0	0	0	0
2200	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	241	11	198	29	1	1	1	0	0	0	0	0	0	0
06-22	346	12	284	46	2	1	1	0	0	0	0	0	0	0
06-00	369	12	302	51	2	1	1	0	0	0	0	0	0	0
00-00	383	12	315	52	2	1	1	0	0	0	0	0	0	0

Peak step 18:00 (43) AM Peak step 10:00 (13) PM Peak step 18:00 (43)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1000	21	0	18	2	1	0	0	0	0	0	0	0	0	0
1100	25	0	19	5	0	0	1	0	0	0	0	0	0	0
1200	27	1	23	3	0	0	0	0	0	0	0	0	0	0
1300	28	3	17	8	0	0	0	0	0	0	0	0	0	0
1400	27	1	22	4	0	0	0	0	0	0	0	0	0	0
1500	27	0	22	5	0	0	0	0	0	0	0	0	0	0
1600	28	1	23	4	0	0	0	0	0	0	0	0	0	0
1700	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1800	35	2	25	8	0	0	0	0	0	0	0	0	0	0
1900	21	1	12	8	0	0	0	0	0	0	0	0	0	0
2000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2100	32	1	30	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	268	8	211	47	1	0	1	0	0	0	0	0	0	0
06-22	339	10	268	59	1	0	1	0	0	0	0	0	0	0
06-00	358	10	286	60	1	0	1	0	0	0	0	0	0	0
00-00	378	10	305	61	1	0	1	0	0	0	0	0	0	0

Peak step 18:00 (35) AM Peak step 11:00 (25) PM Peak step 18:00 (35)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1100	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1200	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1300	18	0	16	1	0	1	0	0	0	0	0	0	0	0
1400	25	0	22	3	0	0	0	0	0	0	0	0	0	0
1500	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1600	21	1	17	3	0	0	0	0	0	0	0	0	0	0
1700	24	0	14	10	0	0	0	0	0	0	0	0	0	0
1800	26	1	23	2	0	0	0	0	0	0	0	0	0	0
1900	15	0	10	5	0	0	0	0	0	0	0	0	0	0
2000	21	0	17	4	0	0	0	0	0	0	0	0	0	0
2100	14	0	9	5	0	0	0	0	0	0	0	0	0	0
2200	11	1	6	4	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	238	2	201	34	0	1	0	0	0	0	0	0	0	0
06-22	293	2	241	49	0	1	0	0	0	0	0	0	0	0
06-00	310	3	252	54	0	1	0	0	0	0	0	0	0	0
00-00	333	3	273	56	0	1	0	0	0	0	0	0	0	0

Peak step 11:00 (28) AM Peak step 11:00 (28) PM Peak step 15:00 (28)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0	0	0	0
0800	18	1	16	1	0	0	0	0	0	0	0	0	0	0
0900	12	2	10	0	0	0	0	0	0	0	0	0	0	0
1000	8	1	6	1	0	0	0	0	0	0	0	0	0	0
1100	16	1	15	0	0	0	0	0	0	0	0	0	0	0
1200	26	1	19	5	0	1	0	0	0	0	0	0	0	0
1300	28	1	20	6	0	1	0	0	0	0	0	0	0	0
1400	25	0	20	5	0	0	0	0	0	0	0	0	0	0
1500	29	2	25	2	0	0	0	0	0	0	0	0	0	0
1600	28	3	19	6	0	0	0	0	0	0	0	0	0	0
1700	36	0	32	4	0	0	0	0	0	0	0	0	0	0
1800	41	1	34	6	0	0	0	0	0	0	0	0	0	0
1900	29	2	23	3	0	0	0	0	1	0	0	0	0	0
2000	17	1	14	2	0	0	0	0	0	0	0	0	0	0
2100	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	278	13	226	36	1	2	0	0	0	0	0	0	0	0
06-22	345	16	281	44	1	2	0	0	1	0	0	0	0	0
06-00	358	16	292	46	1	2	0	0	1	0	0	0	0	0
00-00	375	16	307	48	1	2	0	0	1	0	0	0	0	0

Peak step 18:00 (41) AM Peak step 8:00 (18) PM Peak step 18:00 (41)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	1	6	1	0	0	0	0	0	0	0	0	0	0
1500	27	1	20	6	0	0	0	0	0	0	0	0	0	0
1600	34	0	28	6	0	0	0	0	0	0	0	0	0	0
1700	42	2	29	10	1	0	0	0	0	0	0	0	0	0
1800	33	0	29	4	0	0	0	0	0	0	0	0	0	0
1900	31	1	25	5	0	0	0	0	0	0	0	0	0	0
2000	20	1	18	1	0	0	0	0	0	0	0	0	0	0
2100	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2200	9	0	6	3	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	144	4	112	27	1	0	0	0	0	0	0	0	0	0
06-22	216	6	173	36	1	0	0	0	0	0	0	0	0	0
06-00	232	6	186	39	1	0	0	0	0	0	0	0	0	0
00-00	245	6	198	40	1	0	0	0	0	0	0	0	0	0

Peak step 17:00 (42) AM Peak step 5:00 (4) PM Peak step 17:00 (42)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	12	1	0	0	0	0	1	0	0	0	0	0
0900	12	1	9	2	0	0	0	0	0	0	0	0	0	0
1000	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1100	15	0	11	3	0	0	1	0	0	0	0	0	0	0
1200	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1300	17	1	12	4	0	0	0	0	0	0	0	0	0	0
1400	22	0	20	1	0	1	0	0	0	0	0	0	0	0
1500	33	0	25	8	0	0	0	0	0	0	0	0	0	0
1600	25	0	17	8	0	0	0	0	0	0	0	0	0	0
1700	36	1	31	4	0	0	0	0	0	0	0	0	0	0
1800	28	1	26	1	0	0	0	0	0	0	0	0	0	0
1900	22	2	15	5	0	0	0	0	0	0	0	0	0	0
2000	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2100	23	0	22	1	0	0	0	0	0	0	0	0	0	0
2200	17	2	14	1	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	237	4	191	39	0	1	1	0	1	0	0	0	0	0
06-22	308	6	252	47	0	1	1	0	1	0	0	0	0	0
06-00	330	8	270	49	0	1	1	0	1	0	0	0	0	0
00-00	349	8	289	49	0	1	1	0	1	0	0	0	0	0

Peak step 17:00 (36) **AM Peak step** 11:00 (15) **PM Peak step** 17:00 (36)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3262 -- English (ENU)**Datasets:**

Site: [7] ARMAND DR S OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0600	15	1	11	3	0	0	0	0	0	0	0	0	0	0
0700	29	0	24	5	0	0	0	0	0	0	0	0	0	0
0800	35	0	28	7	0	0	0	0	0	0	0	0	0	0
0900	54	0	47	6	0	0	1	0	0	0	0	0	0	0
1000	49	0	39	10	0	0	0	0	0	0	0	0	0	0
1100	51	0	40	11	0	0	0	0	0	0	0	0	0	0
1200	64	1	56	7	0	0	0	0	0	0	0	0	0	0
1300	64	0	56	8	0	0	0	0	0	0	0	0	0	0
1400	42	1	33	8	0	0	0	0	0	0	0	0	0	0
1500	57	1	49	7	0	0	0	0	0	0	0	0	0	0
1600	67	0	58	9	0	0	0	0	0	0	0	0	0	0
1700	59	0	50	8	0	0	1	0	0	0	0	0	0	0
1800	42	0	39	3	0	0	0	0	0	0	0	0	0	0
1900	33	0	28	5	0	0	0	0	0	0	0	0	0	0
2000	36	0	34	2	0	0	0	0	0	0	0	0	0	0
2100	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	613	3	519	89	0	0	2	0	0	0	0	0	0	0
06-22	715	4	609	100	0	0	2	0	0	0	0	0	0	0
06-00	735	4	627	102	0	0	2	0	0	0	0	0	0	0
00-00	780	4	669	105	0	0	2	0	0	0	0	0	0	0

Peak step 16:00 (67) **AM Peak step** 9:00 (54) **PM Peak step** 16:00 (67)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0400	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0500	28	1	23	4	0	0	0	0	0	0	0	0	0	0
0600	35	2	29	4	0	0	0	0	0	0	0	0	0	0
0700	93	1	77	15	0	0	0	0	0	0	0	0	0	0
0800	92	2	76	14	0	0	0	0	0	0	0	0	0	0
0900	71	0	60	11	0	0	0	0	0	0	0	0	0	0
1000	44	1	38	4	0	0	1	0	0	0	0	0	0	0
1100	38	0	36	2	0	0	0	0	0	0	0	0	0	0
1200	56	0	47	7	0	2	0	0	0	0	0	0	0	0
1300	50	0	43	6	0	1	0	0	0	0	0	0	0	0
1400	63	1	54	8	0	0	0	0	0	0	0	0	0	0
1500	56	0	52	4	0	0	0	0	0	0	0	0	0	0
1600	59	1	47	11	0	0	0	0	0	0	0	0	0	0
1700	51	0	44	7	0	0	0	0	0	0	0	0	0	0
1800	40	0	32	8	0	0	0	0	0	0	0	0	0	0
1900	32	1	28	3	0	0	0	0	0	0	0	0	0	0
2000	27	0	24	3	0	0	0	0	0	0	0	0	0	0
2100	20	0	18	2	0	0	0	0	0	0	0	0	0	0
2200	13	0	9	4	0	0	0	0	0	0	0	0	0	0
2300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07-19	713	6	606	97	0	3	1	0	0	0	0	0	0	0
06-22	827	9	705	109	0	3	1	0	0	0	0	0	0	0
06-00	846	9	718	115	0	3	1	0	0	0	0	0	0	0
00-00	894	10	757	123	0	3	1	0	0	0	0	0	0	0

Peak step 7:00 (93) AM Peak step 7:00 (93) PM Peak step 14:00 (63)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0600	38	1	31	6	0	0	0	0	0	0	0	0	0	0
0700	113	0	84	28	0	0	0	1	0	0	0	0	0	0
0800	101	0	84	16	1	0	0	0	0	0	0	0	0	0
0900	59	0	51	7	0	0	1	0	0	0	0	0	0	0
1000	44	1	36	6	0	1	0	0	0	0	0	0	0	0
1100	51	0	41	10	0	0	0	0	0	0	0	0	0	0
1200	36	0	29	6	0	1	0	0	0	0	0	0	0	0
1300	54	0	49	4	0	1	0	0	0	0	0	0	0	0
1400	61	0	41	18	1	0	1	0	0	0	0	0	0	0
1500	61	1	41	19	0	0	0	0	0	0	0	0	0	0
1600	67	0	50	16	0	1	0	0	0	0	0	0	0	0
1700	47	0	34	13	0	0	0	0	0	0	0	0	0	0
1800	45	2	37	6	0	0	0	0	0	0	0	0	0	0
1900	37	2	31	4	0	0	0	0	0	0	0	0	0	0
2000	25	0	24	1	0	0	0	0	0	0	0	0	0	0
2100	20	0	20	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	13	0	12	1	0	0	0	0	0	0	0	0	0	0
07-19	739	4	577	149	2	4	2	1	0	0	0	0	0	0
06-22	859	7	683	160	2	4	2	1	0	0	0	0	0	0
06-00	885	7	707	162	2	4	2	1	0	0	0	0	0	0
00-00	924	7	742	166	2	4	2	1	0	0	0	0	0	0

Peak step 7:00 (113) AM Peak step 7:00 (113) PM Peak step 16:00 (67)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	27	0	23	4	0	0	0	0	0	0	0	0	0	0
0600	44	1	33	10	0	0	0	0	0	0	0	0	0	0
0700	106	2	74	29	1	0	0	0	0	0	0	0	0	0
0800	88	0	75	12	0	1	0	0	0	0	0	0	0	0
0900	73	1	65	5	0	2	0	0	0	0	0	0	0	0
1000	56	1	49	4	0	1	1	0	0	0	0	0	0	0
1100	54	0	46	7	0	0	1	0	0	0	0	0	0	0
1200	63	3	47	12	0	1	0	0	0	0	0	0	0	0
1300	56	2	45	8	0	1	0	0	0	0	0	0	0	0
1400	52	2	40	10	0	0	0	0	0	0	0	0	0	0
1500	66	0	55	10	0	0	1	0	0	0	0	0	0	0
1600	56	1	48	7	0	0	0	0	0	0	0	0	0	0
1700	53	2	42	9	0	0	0	0	0	0	0	0	0	0
1800	51	1	44	6	0	0	0	0	0	0	0	0	0	0
1900	32	0	28	4	0	0	0	0	0	0	0	0	0	0
2000	31	0	30	1	0	0	0	0	0	0	0	0	0	0
2100	22	0	18	4	0	0	0	0	0	0	0	0	0	0
2200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	774	15	630	119	1	6	3	0	0	0	0	0	0	0
06-22	903	16	739	138	1	6	3	0	0	0	0	0	0	0
06-00	915	16	749	140	1	6	3	0	0	0	0	0	0	0
00-00	957	16	784	147	1	6	3	0	0	0	0	0	0	0

Peak step 7:00 (106) AM Peak step 7:00 (106) PM Peak step 15:00 (66)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0500	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0600	36	0	25	11	0	0	0	0	0	0	0	0	0	0
0700	109	2	81	26	0	0	0	0	0	0	0	0	0	0
0800	84	0	69	15	0	0	0	0	0	0	0	0	0	0
0900	61	0	53	8	0	0	0	0	0	0	0	0	0	0
1000	37	0	30	5	1	0	1	0	0	0	0	0	0	0
1100	59	1	55	3	0	0	0	0	0	0	0	0	0	0
1200	36	0	33	3	0	0	0	0	0	0	0	0	0	0
1300	64	0	55	5	0	3	0	0	1	0	0	0	0	0
1400	51	0	43	8	0	0	0	0	0	0	0	0	0	0
1500	62	1	53	8	0	0	0	0	0	0	0	0	0	0
1600	42	0	36	6	0	0	0	0	0	0	0	0	0	0
1700	62	2	54	6	0	0	0	0	0	0	0	0	0	0
1800	45	0	39	5	0	1	0	0	0	0	0	0	0	0
1900	33	1	30	1	0	1	0	0	0	0	0	0	0	0
2000	25	0	24	1	0	0	0	0	0	0	0	0	0	0
2100	21	0	20	1	0	0	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	712	6	601	98	1	4	1	0	1	0	0	0	0	0
06-22	827	7	700	112	1	5	1	0	1	0	0	0	0	0
06-00	848	7	720	113	1	5	1	0	1	0	0	0	0	0
00-00	891	7	756	120	1	5	1	0	1	0	0	0	0	0

Peak step 7:00 (109) AM Peak step 7:00 (109) PM Peak step 13:00 (64)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3361 -- English (ENU)**Datasets:**

Site: [7] ARMAND DR S OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	16	1	11	4	0	0	0	0	0	0	0	0	0	0
0500	30	1	25	4	0	0	0	0	0	0	0	0	0	0
0600	44	0	39	4	0	0	1	0	0	0	0	0	0	0
0700	110	2	92	15	0	0	1	0	0	0	0	0	0	0
0800	95	1	83	11	0	0	0	0	0	0	0	0	0	0
0900	55	0	48	7	0	0	0	0	0	0	0	0	0	0
1000	40	0	34	6	0	0	0	0	0	0	0	0	0	0
1100	38	0	33	5	0	0	0	0	0	0	0	0	0	0
1200	47	0	41	6	0	0	0	0	0	0	0	0	0	0
1300	50	1	44	4	0	1	0	0	0	0	0	0	0	0
1400	63	3	49	11	0	0	0	0	0	0	0	0	0	0
1500	49	1	41	7	0	0	0	0	0	0	0	0	0	0
1600	61	1	51	9	0	0	0	0	0	0	0	0	0	0
1700	61	1	52	8	0	0	0	0	0	0	0	0	0	0
1800	58	2	51	5	0	0	0	0	0	0	0	0	0	0
1900	44	2	36	6	0	0	0	0	0	0	0	0	0	0
2000	31	0	24	7	0	0	0	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	14	1	13	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	727	12	619	94	0	1	1	0	0	0	0	0	0	0
06-22	865	14	735	113	0	1	2	0	0	0	0	0	0	0
06-00	887	15	756	113	0	1	2	0	0	0	0	0	0	0
00-00	942	17	800	122	0	1	2	0	0	0	0	0	0	0

Peak step 7:00 (110) **AM Peak step** 7:00 (110) **PM Peak step** 14:00 (63)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	1	3	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0500	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0600	44	1	36	7	0	0	0	0	0	0	0	0	0	0
0700	118	2	101	15	0	0	0	0	0	0	0	0	0	0
0800	108	0	88	20	0	0	0	0	0	0	0	0	0	0
0900	62	2	55	5	0	0	0	0	0	0	0	0	0	0
1000	40	1	33	6	0	0	0	0	0	0	0	0	0	0
1100	52	0	45	5	1	1	0	0	0	0	0	0	0	0
1200	44	0	39	5	0	0	0	0	0	0	0	0	0	0
1300	55	0	50	5	0	0	0	0	0	0	0	0	0	0
1400	61	3	54	4	0	0	0	0	0	0	0	0	0	0
1500	68	0	66	2	0	0	0	0	0	0	0	0	0	0
1600	46	2	42	2	0	0	0	0	0	0	0	0	0	0
1700	49	1	46	2	0	0	0	0	0	0	0	0	0	0
1800	52	1	47	4	0	0	0	0	0	0	0	0	0	0
1900	50	2	46	2	0	0	0	0	0	0	0	0	0	0
2000	34	2	31	1	0	0	0	0	0	0	0	0	0	0
2100	27	0	27	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
07-19	755	12	666	75	1	1	0	0	0	0	0	0	0	0
06-22	910	17	806	85	1	1	0	0	0	0	0	0	0	0
06-00	936	17	831	86	1	1	0	0	0	0	0	0	0	0
00-00	989	18	878	91	1	1	0	0	0	0	0	0	0	0

Peak step 7:00 (118) AM Peak step 7:00 (118) PM Peak step 15:00 (68)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0500	22	1	19	2	0	0	0	0	0	0	0	0	0	0
0600	34	0	29	5	0	0	0	0	0	0	0	0	0	0
0700	119	1	87	30	1	0	0	0	0	0	0	0	0	0
0800	98	0	78	20	0	0	0	0	0	0	0	0	0	0
0900	71	0	63	8	0	0	0	0	0	0	0	0	0	0
1000	60	1	54	4	0	1	0	0	0	0	0	0	0	0
1100	47	1	35	11	0	0	0	0	0	0	0	0	0	0
1200	34	0	28	6	0	0	0	0	0	0	0	0	0	0
1300	60	1	52	6	0	1	0	0	0	0	0	0	0	0
1400	59	1	51	6	0	0	1	0	0	0	0	0	0	0
1500	65	2	58	5	0	0	0	0	0	0	0	0	0	0
1600	51	2	44	5	0	0	0	0	0	0	0	0	0	0
1700	56	1	47	8	0	0	0	0	0	0	0	0	0	0
1800	63	1	47	14	0	0	0	1	0	0	0	0	0	0
1900	46	1	41	4	0	0	0	0	0	0	0	0	0	0
2000	34	0	29	5	0	0	0	0	0	0	0	0	0	0
2100	29	0	21	8	0	0	0	0	0	0	0	0	0	0
2200	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	783	11	644	123	1	2	1	1	0	0	0	0	0	0
06-22	926	12	764	145	1	2	1	1	0	0	0	0	0	0
06-00	954	12	788	149	1	2	1	1	0	0	0	0	0	0
00-00	1003	13	831	154	1	2	1	1	0	0	0	0	0	0

Peak step 7:00 (119) AM Peak step 7:00 (119) PM Peak step 15:00 (65)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	1	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0500	30	0	26	4	0	0	0	0	0	0	0	0	0	0
0600	41	0	31	10	0	0	0	0	0	0	0	0	0	0
0700	115	1	76	38	0	0	0	0	0	0	0	0	0	0
0800	95	0	80	15	0	0	0	0	0	0	0	0	0	0
0900	57	0	49	8	0	0	0	0	0	0	0	0	0	0
1000	46	2	35	9	0	0	0	0	0	0	0	0	0	0
1100	51	1	44	6	0	0	0	0	0	0	0	0	0	0
1200	52	3	45	4	0	0	0	0	0	0	0	0	0	0
1300	51	1	45	5	0	0	0	0	0	0	0	0	0	0
1400	65	1	54	10	0	0	0	0	0	0	0	0	0	0
1500	39	0	32	6	0	1	0	0	0	0	0	0	0	0
1600	66	0	53	12	0	1	0	0	0	0	0	0	0	0
1700	45	1	39	4	0	1	0	0	0	0	0	0	0	0
1800	53	0	48	5	0	0	0	0	0	0	0	0	0	0
1900	44	2	36	6	0	0	0	0	0	0	0	0	0	0
2000	29	0	29	0	0	0	0	0	0	0	0	0	0	0
2100	27	1	26	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	735	10	600	122	0	3	0	0	0	0	0	0	0	0
06-22	876	13	722	138	0	3	0	0	0	0	0	0	0	0
06-00	897	13	742	139	0	3	0	0	0	0	0	0	0	0
00-00	955	14	790	147	0	3	1	0	0	0	0	0	0	0

Peak step 7:00 (115) AM Peak step 7:00 (115) PM Peak step 16:00 (66)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0500	23	0	20	3	0	0	0	0	0	0	0	0	0	0
0600	41	0	34	7	0	0	0	0	0	0	0	0	0	0
0700	121	1	95	25	0	0	0	0	0	0	0	0	0	0
0800	81	0	74	7	0	0	0	0	0	0	0	0	0	0
0900	56	0	51	5	0	0	0	0	0	0	0	0	0	0
1000	57	0	52	4	0	1	0	0	0	0	0	0	0	0
1100	33	1	24	8	0	0	0	0	0	0	0	0	0	0
1200	56	2	46	8	0	0	0	0	0	0	0	0	0	0
1300	70	0	58	12	0	0	0	0	0	0	0	0	0	0
1400	69	3	54	11	0	1	0	0	0	0	0	0	0	0
1500	72	2	64	6	0	0	0	0	0	0	0	0	0	0
1600	62	1	52	9	0	0	0	0	0	0	0	0	0	0
1700	58	4	48	6	0	0	0	0	0	0	0	0	0	0
1800	69	1	58	9	0	1	0	0	0	0	0	0	0	0
1900	50	0	43	7	0	0	0	0	0	0	0	0	0	0
2000	58	1	55	2	0	0	0	0	0	0	0	0	0	0
2100	36	1	30	5	0	0	0	0	0	0	0	0	0	0
2200	20	0	15	5	0	0	0	0	0	0	0	0	0	0
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
07-19	804	15	676	110	0	3	0	0	0	0	0	0	0	0
06-22	989	17	838	131	0	3	0	0	0	0	0	0	0	0
06-00	1021	17	865	136	0	3	0	0	0	0	0	0	0	0
00-00	1065	17	903	142	0	3	0	0	0	0	0	0	0	0

Peak step 7:00 (121) AM Peak step 7:00 (121) PM Peak step 15:00 (72)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0500	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	29	1	19	9	0	0	0	0	0	0	0	0	0	0
0700	32	0	27	5	0	0	0	0	0	0	0	0	0	0
0800	59	0	49	10	0	0	0	0	0	0	0	0	0	0
0900	58	0	49	9	0	0	0	0	0	0	0	0	0	0
1000	69	4	54	10	0	0	0	0	0	1	0	0	0	0
1100	67	0	55	11	0	1	0	0	0	0	0	0	0	0
1200	73	0	63	10	0	0	0	0	0	0	0	0	0	0
1300	75	2	63	9	0	1	0	0	0	0	0	0	0	0
1400	67	1	58	8	0	0	0	0	0	0	0	0	0	0
1500	65	0	56	8	0	1	0	0	0	0	0	0	0	0
1600	68	0	55	13	0	0	0	0	0	0	0	0	0	0
1700	65	0	56	9	0	0	0	0	0	0	0	0	0	0
1800	40	1	34	5	0	0	0	0	0	0	0	0	0	0
1900	44	0	33	11	0	0	0	0	0	0	0	0	0	0
2000	39	0	34	5	0	0	0	0	0	0	0	0	0	0
2100	37	0	35	2	0	0	0	0	0	0	0	0	0	0
2200	22	1	18	3	0	0	0	0	0	0	0	0	0	0
2300	14	0	8	6	0	0	0	0	0	0	0	0	0	0
07-19	738	8	619	107	0	3	0	0	0	1	0	0	0	0
06-22	887	9	740	134	0	3	0	0	0	1	0	0	0	0
06-00	923	10	766	143	0	3	0	0	0	1	0	0	0	0
00-00	965	10	803	148	0	3	0	0	0	1	0	0	0	0

Peak step 13:00 (75) AM Peak step 10:00 (69) PM Peak step 13:00 (75)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	25	1	19	5	0	0	0	0	0	0	0	0	0	0
0700	32	0	25	7	0	0	0	0	0	0	0	0	0	0
0800	47	0	42	5	0	0	0	0	0	0	0	0	0	0
0900	54	0	50	4	0	0	0	0	0	0	0	0	0	0
1000	57	0	54	2	0	1	0	0	0	0	0	0	0	0
1100	71	0	59	12	0	0	0	0	0	0	0	0	0	0
1200	61	1	58	2	0	0	0	0	0	0	0	0	0	0
1300	74	0	66	8	0	0	0	0	0	0	0	0	0	0
1400	40	0	37	3	0	0	0	0	0	0	0	0	0	0
1500	53	0	51	2	0	0	0	0	0	0	0	0	0	0
1600	50	0	46	4	0	0	0	0	0	0	0	0	0	0
1700	55	1	51	3	0	0	0	0	0	0	0	0	0	0
1800	51	0	43	8	0	0	0	0	0	0	0	0	0	0
1900	43	0	35	7	0	0	1	0	0	0	0	0	0	0
2000	39	0	33	6	0	0	0	0	0	0	0	0	0	0
2100	20	0	18	2	0	0	0	0	0	0	0	0	0	0
2200	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	645	2	582	60	0	1	0	0	0	0	0	0	0	0
06-22	772	3	687	80	0	1	1	0	0	0	0	0	0	0
06-00	803	3	714	84	0	1	1	0	0	0	0	0	0	0
00-00	832	3	737	90	0	1	1	0	0	0	0	0	0	0

Peak step 13:00 (74) AM Peak step 11:00 (71) PM Peak step 13:00 (74)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0500	25	0	20	5	0	0	0	0	0	0	0	0	0	0
0600	42	1	35	6	0	0	0	0	0	0	0	0	0	0
0700	113	1	86	26	0	0	0	0	0	0	0	0	0	0
0800	86	1	72	12	0	1	0	0	0	0	0	0	0	0
0900	59	1	50	8	0	0	0	0	0	0	0	0	0	0
1000	45	1	37	6	0	1	0	0	0	0	0	0	0	0
1100	43	1	37	5	0	0	0	0	0	0	0	0	0	0
1200	56	0	45	10	0	1	0	0	0	0	0	0	0	0
1300	61	1	50	9	0	1	0	0	0	0	0	0	0	0
1400	60	3	51	6	0	0	0	0	0	0	0	0	0	0
1500	54	0	43	10	0	0	1	0	0	0	0	0	0	0
1600	71	1	65	5	0	0	0	0	0	0	0	0	0	0
1700	51	2	45	4	0	0	0	0	0	0	0	0	0	0
1800	54	0	51	3	0	0	0	0	0	0	0	0	0	0
1900	49	1	43	5	0	0	0	0	0	0	0	0	0	0
2000	29	1	25	3	0	0	0	0	0	0	0	0	0	0
2100	25	1	24	0	0	0	0	0	0	0	0	0	0	0
2200	13	1	11	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	753	12	632	104	0	4	1	0	0	0	0	0	0	0
06-22	898	16	759	118	0	4	1	0	0	0	0	0	0	0
06-00	918	17	776	120	0	4	1	0	0	0	0	0	0	0
00-00	964	17	814	128	0	4	1	0	0	0	0	0	0	0

Peak step 7:00 (113) AM Peak step 7:00 (113) PM Peak step 16:00 (71)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	11	4	0	0	0	0	0	0	0	0	0	0
0500	24	0	23	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	25	1	22	2	0	0	0	0	0	0	0	0	0	0
1500	61	0	55	6	0	0	0	0	0	0	0	0	0	0
1600	60	1	53	6	0	0	0	0	0	0	0	0	0	0
1700	65	0	63	2	0	0	0	0	0	0	0	0	0	0
1800	53	0	46	7	0	0	0	0	0	0	0	0	0	0
1900	37	1	33	3	0	0	0	0	0	0	0	0	0	0
2000	29	1	26	2	0	0	0	0	0	0	0	0	0	0
2100	28	0	26	1	0	0	0	1	0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	264	2	239	23	0	0	0	0	0	0	0	0	0	0
06-22	358	4	324	29	0	0	0	1	0	0	0	0	0	0
06-00	378	4	344	29	0	0	0	1	0	0	0	0	0	0
00-00	430	4	390	35	0	0	0	1	0	0	0	0	0	0

Peak step 17:00 (65) AM Peak step 5:00 (24) PM Peak step 17:00 (65)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	12	4	0	0	0	0	0	0	0	0	0	0
0500	28	0	24	4	0	0	0	0	0	0	0	0	0	0
0600	39	1	33	5	0	0	0	0	0	0	0	0	0	0
0700	109	1	90	18	0	0	0	0	0	0	0	0	0	0
0800	95	0	84	11	0	0	0	0	0	0	0	0	0	0
0900	67	1	60	6	0	0	0	0	0	0	0	0	0	0
1000	49	0	43	6	0	0	0	0	0	0	0	0	0	0
1100	47	1	41	5	0	0	0	0	0	0	0	0	0	0
1200	50	0	44	6	0	0	0	0	0	0	0	0	0	0
1300	58	0	48	9	0	1	0	0	0	0	0	0	0	0
1400	71	0	60	10	0	1	0	0	0	0	0	0	0	0
1500	60	2	49	9	0	0	0	0	0	0	0	0	0	0
1600	63	0	53	10	0	0	0	0	0	0	0	0	0	0
1700	59	2	51	6	0	0	0	0	0	0	0	0	0	0
1800	64	0	60	4	0	0	0	0	0	0	0	0	0	0
1900	43	0	41	2	0	0	0	0	0	0	0	0	0	0
2000	29	0	27	1	0	0	1	0	0	0	0	0	0	0
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	792	7	683	100	0	2	0	0	0	0	0	0	0	0
06-22	922	8	803	108	0	2	1	0	0	0	0	0	0	0
06-00	947	8	827	109	0	2	1	0	0	0	0	0	0	0
00-00	1004	8	876	117	0	2	1	0	0	0	0	0	0	0

Peak step 7:00 (109) **AM Peak step** 7:00 (109) **PM Peak step** 14:00 (71)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3252 -- English (ENU)**Datasets:**

Site: [2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Name: Default Profile

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0800	26	0	21	1	0	0	4	0	0	0	0	0	0	0
0900	152	0	132	8	0	0	12	0	0	0	0	0	0	0
1000	89	0	82	2	0	1	4	0	0	0	0	0	0	0
1100	57	0	50	6	0	0	1	0	0	0	0	0	0	0
1200	46	1	37	5	0	1	2	0	0	0	0	0	0	0
1300	37	1	33	2	0	0	1	0	0	0	0	0	0	0
1400	41	0	40	1	0	0	0	0	0	0	0	0	0	0
1500	43	0	42	1	0	0	0	0	0	0	0	0	0	0
1600	36	1	32	2	0	1	0	0	0	0	0	0	0	0
1700	31	1	23	2	0	4	1	0	0	0	0	0	0	0
1800	25	1	22	0	0	2	0	0	0	0	0	0	0	0
1900	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	8	1	0	1	0	0	0	0	0	0	0	0
2200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	596	5	524	33	0	9	25	0	0	0	0	0	0	0
06-22	632	5	557	35	0	10	25	0	0	0	0	0	0	0
06-00	645	5	568	37	0	10	25	0	0	0	0	0	0	0
00-00	659	5	579	40	0	10	25	0	0	0	0	0	0	0

Peak step 9:00 (152) **AM Peak step** 9:00 (152) **PM Peak step** 12:00 (46)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0
0400	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0500	42	0	35	5	0	2	0	0	0	0	0	0	0	0
0600	44	1	32	9	2	0	0	0	0	0	0	0	0	0
0700	99	1	71	8	9	10	0	0	0	0	0	0	0	0
0800	261	0	214	14	15	17	1	0	0	0	0	0	0	0
0900	217	0	177	13	13	13	1	0	0	0	0	0	0	0
1000	120	0	87	16	9	8	0	0	0	0	0	0	0	0
1100	87	0	68	11	3	3	2	0	0	0	0	0	0	0
1200	86	0	69	14	0	3	0	0	0	0	0	0	0	0
1300	74	1	67	5	0	1	0	0	0	0	0	0	0	0
1400	54	0	46	6	0	1	1	0	0	0	0	0	0	0
1500	83	0	59	16	4	4	0	0	0	0	0	0	0	0
1600	178	1	136	21	8	12	0	0	0	0	0	0	0	0
1700	179	1	147	17	8	6	0	0	0	0	0	0	0	0
1800	108	0	90	11	2	5	0	0	0	0	0	0	0	0
1900	43	0	29	10	2	2	0	0	0	0	0	0	0	0
2000	15	0	13	1	1	0	0	0	0	0	0	0	0	0
2100	8	1	5	1	0	1	0	0	0	0	0	0	0	0
2200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	1546	4	1231	152	71	83	5	0	0	0	0	0	0	0
06-22	1656	6	1310	173	76	86	5	0	0	0	0	0	0	0
06-00	1671	6	1323	175	76	86	5	0	0	0	0	0	0	0
00-00	1725	6	1367	182	77	88	5	0	0	0	0	0	0	0

Peak step 8:00 (261) AM Peak step 8:00 (261) PM Peak step 17:00 (179)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	1	1	0	0	1	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	33	0	27	5	0	1	0	0	0	0	0	0	0	0
0600	70	0	56	14	0	0	0	0	0	0	0	0	0	0
0700	152	0	115	12	15	10	0	0	0	0	0	0	0	0
0800	385	1	334	21	15	14	0	0	0	0	0	0	0	0
0900	472	1	406	25	17	22	1	0	0	0	0	0	0	0
1000	210	0	176	14	10	10	0	0	0	0	0	0	0	0
1100	120	0	97	19	1	3	0	0	0	0	0	0	0	0
1200	124	0	100	19	1	3	1	0	0	0	0	0	0	0
1300	74	0	63	10	0	1	0	0	0	0	0	0	0	0
1400	85	0	75	10	0	0	0	0	0	0	0	0	0	0
1500	111	0	83	20	3	5	0	0	0	0	0	0	0	0
1600	226	0	180	31	10	5	0	0	0	0	0	0	0	0
1700	217	1	173	29	7	7	0	0	0	0	0	0	0	0
1800	131	0	105	17	2	7	0	0	0	0	0	0	0	0
1900	42	0	30	5	4	3	0	0	0	0	0	0	0	0
2000	11	0	9	1	1	0	0	0	0	0	0	0	0	0
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2200	11	1	10	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	2307	3	1907	227	81	87	2	0	0	0	0	0	0	0
06-22	2444	3	2016	247	86	90	2	0	0	0	0	0	0	0
06-00	2459	4	2030	247	86	90	2	0	0	0	0	0	0	0
00-00	2520	4	2077	258	87	91	2	1	0	0	0	0	0	0

Peak step 9:00 (472) AM Peak step 9:00 (472) PM Peak step 16:00 (226)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	1	1	0	0	1	0	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	40	1	31	6	0	2	0	0	0	0	0	0	0	0
0600	75	1	52	16	2	3	0	1	0	0	0	0	0	0
0700	142	3	104	11	16	7	1	0	0	0	0	0	0	0
0800	485	2	431	17	16	17	2	0	0	0	0	0	0	0
0900	453	0	396	25	15	17	0	0	0	0	0	0	0	0
1000	248	1	209	13	7	16	1	0	1	0	0	0	0	0
1100	151	0	124	17	0	10	0	0	0	0	0	0	0	0
1200	119	0	104	11	2	2	0	0	0	0	0	0	0	0
1300	89	0	79	9	0	1	0	0	0	0	0	0	0	0
1400	87	1	70	13	1	2	0	0	0	0	0	0	0	0
1500	150	0	120	18	6	6	0	0	0	0	0	0	0	0
1600	248	1	200	31	8	8	0	0	0	0	0	0	0	0
1700	238	0	204	19	8	6	1	0	0	0	0	0	0	0
1800	146	0	121	17	3	5	0	0	0	0	0	0	0	0
1900	78	0	63	9	3	3	0	0	0	0	0	0	0	0
2000	24	0	20	2	2	0	0	0	0	0	0	0	0	0
2100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
07-19	2556	8	2162	201	82	97	5	0	1	0	0	0	0	0
06-22	2743	9	2306	229	89	103	5	1	1	0	0	0	0	0
06-00	2756	9	2317	231	89	103	5	1	1	0	0	0	0	0
00-00	2816	10	2363	240	90	105	5	2	1	0	0	0	0	0

Peak step 8:00 (485) AM Peak step 8:00 (485) PM Peak step 16:00 (248)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	16	0	11	3	0	1	0	0	1	0	0	0	0	0
0500	35	0	28	5	1	1	0	0	0	0	0	0	0	0
0600	66	0	44	19	1	1	1	0	0	0	0	0	0	0
0700	131	1	97	9	13	11	0	0	0	0	0	0	0	0
0800	406	0	358	20	14	14	0	0	0	0	0	0	0	0
0900	479	0	424	14	18	22	1	0	0	0	0	0	0	0
1000	268	1	236	11	9	10	0	1	0	0	0	0	0	0
1100	120	0	100	14	3	3	0	0	0	0	0	0	0	0
1200	110	0	98	7	2	3	0	0	0	0	0	0	0	0
1300	88	0	76	10	1	1	0	0	0	0	0	0	0	0
1400	99	0	78	20	0	1	0	0	0	0	0	0	0	0
1500	126	0	104	15	2	5	0	0	0	0	0	0	0	0
1600	202	0	170	17	9	6	0	0	0	0	0	0	0	0
1700	222	0	189	18	9	6	0	0	0	0	0	0	0	0
1800	107	0	80	15	6	6	0	0	0	0	0	0	0	0
1900	45	0	34	6	3	2	0	0	0	0	0	0	0	0
2000	23	0	19	2	2	0	0	0	0	0	0	0	0	0
2100	14	0	13	0	0	1	0	0	0	0	0	0	0	0
2200	6	0	4	1	0	1	0	0	0	0	0	0	0	0
2300	7	0	3	4	0	0	0	0	0	0	0	0	0	0
07-19	2358	2	2010	170	86	88	1	1	0	0	0	0	0	0
06-22	2506	2	2120	197	92	92	2	1	0	0	0	0	0	0
06-00	2519	2	2127	202	92	93	2	1	0	0	0	0	0	0
00-00	2584	2	2177	213	93	95	2	1	1	0	0	0	0	0

Peak step 9:00 (479) AM Peak step 9:00 (479) PM Peak step 17:00 (222)

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3345 -- English (ENU)

Datasets:

Site: [2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE
Input A: 2 - East bound, A trigger first. - Lane= 0, Excluded from totals.
Input B: 0 - Unused or unknown. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=1995, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	2	1	10	39	48	88	293	266	137	103	124	83	72	107	189	233	103	57	19	7	11	4	
2	0	0	0	2	9	13	13	56	86	27	20	24	24	23	14	55	51	33	23	7	1	9	2	0
0	0	0	0	2	4	7	18	67	68	42	30	32	20	19	22	36	67	22	23	3	2	2	0	1
0	1	0	1	3	4	10	24	85	54	27	27	42	18	13	34	44	61	32	6	4	2	0	2	0
0	0	2	0	3	22	19	34	86	59	42	26	26	21	18	38	55	55	16	6	5	2	0	0	1

AM Peak 0830 - 0930 (324), AM PHF=0.94 PM Peak 1700 - 1800 (233), PM PHF=0.87

* Tuesday, February 25, 2025=2904, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	9	5	11	49	76	151	430	479	359	150	110	84	75	142	252	232	171	63	24	15	9	11	
0	1	0	0	0	6	19	23	80	144	109	52	29	19	14	24	68	64	52	22	10	1	5	2	1
1	0	4	1	1	4	18	36	102	130	69	31	37	19	16	23	69	51	44	17	7	4	2	3	0
0	0	3	2	6	11	14	43	125	112	84	34	20	21	20	38	55	63	35	15	2	4	1	3	0
1	0	2	2	4	28	26	50	123	94	98	33	24	26	26	59	61	55	40	10	5	6	1	3	2

AM Peak 0830 - 0930 (521), AM PHF=0.91 PM Peak 1600 - 1700 (252), PM PHF=0.92

* Wednesday, February 26, 2025=2731, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	7	6	8	41	62	163	390	481	240	118	97	118	82	130	242	240	189	66	24	13	13	3	
1	0	1	0	1	5	12	24	66	140	61	30	21	31	31	12	73	55	74	23	11	8	4	2	2
0	1	3	0	0	4	12	35	95	114	64	36	26	30	13	23	48	59	41	20	4	2	4	1	0
0	0	2	3	4	9	18	45	96	122	51	28	15	35	18	45	64	71	43	18	4	1	2	0	2
2	0	1	3	3	24	20	60	133	106	64	24	35	22	21	50	57	55	32	6	5	2	3	0	0

AM Peak 0845 - 0945 (508), AM PHF=0.91 PM Peak 1715 - 1815 (259), PM PHF=0.87

* Thursday, February 27, 2025=2807, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	2	6	3	12	36	62	159	498	557	231	159	150	81	38	96	207	234	159	69	20	17	6	5	
2	1	2	0	1	5	13	22	89	154	73	47	41	20	10	1	54	52	39	22	8	6	0	2	4
0	1	1	0	2	0	20	26	119	172	64	44	36	26	8	15	50	66	43	20	7	1	3	1	2
2	0	2	2	3	10	12	44	134	134	46	34	38	23	16	22	62	66	28	20	2	5	1	0	2
0	0	1	1	6	21	18	68	157	98	49	35	35	14	5	58	42	50	50	7	4	5	2	2	1

AM Peak 0845 - 0945 (616), AM PHF=0.90 PM Peak 1700 - 1800 (234), PM PHF=0.88

* Friday, February 28, 2025=1727, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	6	5	1	14	40	55	78	239	184	104	103	103	76	84	94	116	162	109	82	26	24	16	2	
4	4	0	0	2	6	16	10	36	60	31	16	21	24	15	15	26	49	32	21	7	4	7	0	1
2	0	3	0	1	4	17	16	58	58	29	34	30	27	15	25	32	42	34	26	10	4	3	0	2
2	1	1	1	5	8	8	24	70	30	21	28	17	13	31	33	27	35	28	16	4	8	3	1	1
1	1	1	0	6	22	15	28	76	37	23	25	35	13	24	21	32	36	16	19	6	9	3	1	3

AM Peak 0830 - 0930 (263), AM PHF=0.87 PM Peak 1700 - 1800 (162), PM PHF=0.82

* Saturday, March 1, 2025=551, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	3	7	2	1	4	7	17	18	39	54	54	37	35	45	31	72	37	32	12	10	15	10	7	
1	0	1	0	0	0	0	2	2	11	17	10	8	6	10	5	17	11	4	2	0	3	1	1	2
2	2	2	0	0	2	3	6	3	8	13	14	6	13	12	9	18	8	11	3	5	6	3	2	1
1	1	2	0	1	2	1	6	5	7	13	9	11	10	11	8	32	7	11	6	1	0	2	3	0
3	0	2	2	0	0	3	3	9	13	12	21	12	6	13	9	5	12	6	1	4	6	4	1	0

AM Peak 0945 - 1045 (55), AM PHF=0.83 PM Peak 1545 - 1645 (76), PM PHF=0.59

* Sunday, March 2, 2025=625, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	4	2	0	1	3	4	8	33	129	83	50	29	30	57	46	45	32	20	21	12	9	7	2	
2	1	0	0	0	0	1	1	3	6	16	21	6	5	15	16	12	7	5	4	2	3	2	1	2
1	2	2	0	0	1	0	2	10	28	11	12	9	7	16	13	10	8	6	7	3	1	2	1	0
0	1	0	0	0	1	1	4	9	72	27	9	9	8	17	9	12	7	3	4	5	1	1	0	0
0	0	0	0	1	1	2	2	11	24	29	8	6	11	9	8	11	10	6	6	2	4	2	0	0

AM Peak 0915 - 1015 (139), AM PHF=0.48 PM Peak 1345 - 1445 (58), PM PHF=0.85

* Monday, March 3, 2025=1988, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	1	3	10	36	58	109	295	255	120	81	91	74	62	116	209	259	111	48	18	15	12	2	
2	0	0	0	0	5	12	19	61	85	39	20	29	27	16	24	61	57	36	20	3	3	2	2	0
0	2	1	0	1	5	16	23	64	53	29	23	27	16	20	26	48	61	32	16	7	4	6	0	1
0	0	0	1	3	10	16	32	75	66	28	21	16	14	15	35	53	70	20	9	7	5	3	0	3
0	2	0	2	6	16	15	35	95	52	24	18	20	17	12	32	48	72	23	4	1	4	1	0	0

AM Peak 0815 - 0915 (319), AM PHF=0.84 PM Peak 1700 - 1800 (259), PM PHF=0.90

* Tuesday, March 4, 2025=2692, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	3	8	5	11	47	72	180	480	522	215	134	124	58	66	116	187	220	139	64	16	11	11	3	
0	3	2	0	3	5	19	18	81	161	76	36	31	12	10	14	60	61	46	28	4	0	3	1	0
1	0	2	1	0	6	18	42	105	170	48	40	32	11	18	22	47	56	34	16	6	5	2	0	1
3	0	3	2	5	14	9	41	125	100	52	27	29	18	9	36	40	60	28	14	3	2	3	2	0
0	0	1	2	3	22	26	81	170	91	40	32	33	18	30	44	40	44	31	7	3	4	3	0	1

AM Peak 0830 - 0930 (625), AM PHF=0.92 PM Peak 1700 - 1800 (220), PM PHF=0.91

* Wednesday, March 5, 2025=2281, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	5	9	4	8	41	75	136	388	302	221	143	105	102	91	121	189	109	129	52	27	15	9	2	
0	1	3	0	0	7	23	16	61	133	72	31	18	32	21	17	53	0	39	22	2	6	2	0	0
1	0	2	0	0	4	16	26	86	99	70	50	30	23	18	20	60	18	31	15	8	3	3	0	2
0	3	2	2	2	6	17	42	114	0	41	32	25	22	25	36	62	41	24	10	11	0	3	2	0
1	1	2	2	6	25	20	52	128	71	38	31	32	25	28	48	16	50	35	6	7	6	1	0	1

AM Peak 0830 - 0930 (473), AM PHF=0.89 PM Peak 1545 - 1645 (222), PM PHF=0.90

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3251 -- English (ENU)**Datasets:**

Site: [2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1000	30	0	29	0	0	1	0	0	0	0	0	0	0	0
1100	72	1	70	1	0	0	0	0	0	0	0	0	0	0
1200	67	0	64	1	0	0	2	0	0	0	0	0	0	0
1300	40	0	38	2	0	0	0	0	0	0	0	0	0	0
1400	27	1	26	0	0	0	0	0	0	0	0	0	0	0
1500	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1600	28	0	23	5	0	0	0	0	0	0	0	0	0	0
1700	27	1	25	1	0	0	0	0	0	0	0	0	0	0
1800	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1900	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	4	1	0	1	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	372	3	350	16	0	1	2	0	0	0	0	0	0	0
06-22	402	3	376	19	0	2	2	0	0	0	0	0	0	0
06-00	412	3	386	19	0	2	2	0	0	0	0	0	0	0
00-00	421	3	393	21	0	2	2	0	0	0	0	0	0	0

Peak step 11:00 (72) **AM Peak step** 11:00 (72) **PM Peak step** 12:00 (67)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	3	3	0	0	1	0	0	0	0	0	0	0
0600	14	0	8	5	1	0	0	0	0	0	0	0	0	0
0700	30	0	23	3	3	1	0	0	0	0	0	0	0	0
0800	45	1	34	6	3	1	0	0	0	0	0	0	0	0
0900	47	1	38	6	2	0	0	0	0	0	0	0	0	0
1000	40	0	28	10	2	0	0	0	0	0	0	0	0	0
1100	41	0	25	11	5	0	0	0	0	0	0	0	0	0
1200	53	0	41	11	1	0	0	0	0	0	0	0	0	0
1300	49	0	42	7	0	0	0	0	0	0	0	0	0	0
1400	78	1	54	13	5	1	3	0	1	0	0	0	0	0
1500	130	2	98	15	15	0	0	0	0	0	0	0	0	0
1600	167	1	124	16	24	2	0	0	0	0	0	0	0	0
1700	183	2	145	17	18	1	0	0	0	0	0	0	0	0
1800	116	1	89	13	12	1	0	0	0	0	0	0	0	0
1900	63	0	46	5	11	1	0	0	0	0	0	0	0	0
2000	36	0	30	1	5	0	0	0	0	0	0	0	0	0
2100	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2200	11	0	8	2	1	0	0	0	0	0	0	0	0	0
2300	3	0	2	0	0	1	0	0	0	0	0	0	0	0
07-19	979	9	741	128	90	7	3	0	1	0	0	0	0	0
06-22	1106	9	838	140	107	8	3	0	1	0	0	0	0	0
06-00	1120	9	848	142	108	9	3	0	1	0	0	0	0	0
00-00	1139	9	861	147	108	9	4	0	1	0	0	0	0	0

Peak step 17:00 (183) AM Peak step 9:00 (47) PM Peak step 17:00 (183)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	1	2	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0500	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0600	15	0	13	1	1	0	0	0	0	0	0	0	0	0
0700	43	0	32	8	2	1	0	0	0	0	0	0	0	0
0800	69	0	53	13	2	1	0	0	0	0	0	0	0	0
0900	65	0	43	16	6	0	0	0	0	0	0	0	0	0
1000	35	0	30	4	1	0	0	0	0	0	0	0	0	0
1100	55	0	38	13	3	1	0	0	0	0	0	0	0	0
1200	89	0	70	15	1	2	1	0	0	0	0	0	0	0
1300	67	0	49	18	0	0	0	0	0	0	0	0	0	0
1400	99	0	82	14	3	0	0	0	0	0	0	0	0	0
1500	203	0	154	34	14	1	0	0	0	0	0	0	0	0
1600	303	2	261	24	16	0	0	0	0	0	0	0	0	0
1700	397	2	346	30	17	2	0	0	0	0	0	0	0	0
1800	168	3	143	10	10	2	0	0	0	0	0	0	0	0
1900	77	1	59	5	11	1	0	0	0	0	0	0	0	0
2000	34	0	26	2	6	0	0	0	0	0	0	0	0	0
2100	15	2	13	0	0	0	0	0	0	0	0	0	0	0
2200	12	1	9	1	1	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	1593	7	1301	199	75	10	1	0	0	0	0	0	0	0
06-22	1734	10	1412	207	93	11	1	0	0	0	0	0	0	0
06-00	1750	11	1425	208	94	11	1	0	0	0	0	0	0	0
00-00	1778	12	1444	215	94	11	2	0	0	0	0	0	0	0

Peak step 17:00 (397) AM Peak step 8:00 (69) PM Peak step 17:00 (397)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	1	1	0	1	0	0	0	0	0	0	0
0500	7	0	3	2	1	0	1	0	0	0	0	0	0	0
0600	24	0	19	4	1	0	0	0	0	0	0	0	0	0
0700	37	0	25	9	2	1	0	0	0	0	0	0	0	0
0800	50	0	41	7	2	0	0	0	0	0	0	0	0	0
0900	64	0	43	17	3	1	0	0	0	0	0	0	0	0
1000	53	2	39	9	1	2	0	0	0	0	0	0	0	0
1100	50	0	34	11	3	1	1	0	0	0	0	0	0	0
1200	79	0	67	11	1	0	0	0	0	0	0	0	0	0
1300	78	2	67	8	0	1	0	0	0	0	0	0	0	0
1400	128	2	107	14	4	1	0	0	0	0	0	0	0	0
1500	194	2	154	26	11	0	0	1	0	0	0	0	0	0
1600	301	2	252	23	23	1	0	0	0	0	0	0	0	0
1700	318	4	272	24	17	1	0	0	0	0	0	0	0	0
1800	164	0	136	15	12	1	0	0	0	0	0	0	0	0
1900	96	0	78	6	11	1	0	0	0	0	0	0	0	0
2000	42	0	34	3	5	0	0	0	0	0	0	0	0	0
2100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
2200	12	0	11	0	1	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	1516	14	1237	174	79	10	1	1	0	0	0	0	0	0
06-22	1690	14	1379	188	96	11	1	1	0	0	0	0	0	0
06-00	1706	14	1394	188	97	11	1	1	0	0	0	0	0	0
00-00	1731	14	1410	193	99	11	3	1	0	0	0	0	0	0

Peak step 17:00 (318) AM Peak step 9:00 (64) PM Peak step 17:00 (318)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	5	3	0	0	1	0	0	0	0	0	0	0
0600	12	1	5	5	1	0	0	0	0	0	0	0	0	0
0700	30	1	15	7	4	3	0	0	0	0	0	0	0	0
0800	57	0	43	11	2	0	1	0	0	0	0	0	0	0
0900	72	0	51	16	3	2	0	0	0	0	0	0	0	0
1000	43	0	34	6	2	0	1	0	0	0	0	0	0	0
1100	50	0	33	12	5	0	0	0	0	0	0	0	0	0
1200	78	0	64	9	3	2	0	0	0	0	0	0	0	0
1300	65	0	53	12	0	0	0	0	0	0	0	0	0	0
1400	110	1	85	18	4	2	0	0	0	0	0	0	0	0
1500	198	1	156	26	14	1	0	0	0	0	0	0	0	0
1600	318	3	275	20	18	1	1	0	0	0	0	0	0	0
1700	388	1	350	21	15	1	0	0	0	0	0	0	0	0
1800	177	0	149	13	13	1	1	0	0	0	0	0	0	0
1900	109	0	88	9	11	1	0	0	0	0	0	0	0	0
2000	33	0	25	3	5	0	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	7	0	1	0	1	0	0	0	0	0	0	0
2300	4	0	3	0	0	1	0	0	0	0	0	0	0	0
07-19	1586	7	1308	171	83	13	4	0	0	0	0	0	0	0
06-22	1751	8	1437	188	100	14	4	0	0	0	0	0	0	0
06-00	1764	8	1447	188	101	15	5	0	0	0	0	0	0	0
00-00	1787	8	1464	193	101	15	6	0	0	0	0	0	0	0

Peak step 17:00 (388) AM Peak step 9:00 (72) PM Peak step 17:00 (388)

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3401 -- English (ENU)

Datasets:

Site: [2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE
Input A: 4 - West bound, A trigger first. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=1277, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	5	0	0	2	9	16	34	47	63	29	65	71	63	105	142	189	210	107	59	27	17	15	6	1
0	0	0	0	1	1	3	8	14	15	7	17	23	18	13	25	52	47	34	28	10	5	7	1	1
0	4	0	0	0	1	2	2	13	10	10	14	11	18	31	30	35	56	33	11	7	4	1	1	2
2	1	0	0	1	1	4	9	10	17	8	11	22	13	38	42	54	56	26	14	7	3	4	2	1
0	0	0	0	0	6	7	15	10	21	5	23	16	16	24	46	48	52	15	6	3	5	3	2	0

AM Peak 1145 - 1245 (78), AM PHF=0.87 PM Peak 1700 - 1800 (210), PM PHF=0.94

* Tuesday, February 25, 2025=1909, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	3	6	3	4	10	17	47	61	56	52	50	86	66	126	192	302	440	201	112	43	20	7	4	
1	1	0	1	1	1	4	8	18	13	14	12	17	19	23	32	60	96	82	45	19	6	2	2	1
2	1	2	2	1	2	3	11	17	10	11	9	26	13	27	49	81	125	54	27	10	2	2	0	2
1	1	3	0	0	6	5	10	7	12	13	15	23	17	41	48	72	117	40	29	10	5	0	0	1
0	0	1	0	2	1	5	18	20	21	14	14	21	18	36	63	90	103	26	12	4	7	3	2	1

AM Peak 1145 - 1245 (79), AM PHF=0.76 PM Peak 1700 - 1800 (440), PM PHF=0.88

* Wednesday, February 26, 2025=1902, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	3	5	1	3	11	20	40	98	52	44	65	97	63	136	184	307	422	176	86	48	23	14	2	
1	1	0	1	1	3	3	7	22	13	9	13	34	15	26	36	76	103	59	32	17	4	5	1	0
2	1	2	0	0	1	5	7	15	13	14	18	29	16	26	45	57	104	48	25	14	9	6	1	2
1	0	2	0	2	4	2	10	25	14	12	13	14	18	41	58	77	118	31	18	10	6	2	0	2
1	1	1	0	0	3	10	16	37	12	10	21	20	15	44	45	97	97	39	12	7	4	1	0	0

AM Peak 0800 - 0900 (98), AM PHF=0.66 PM Peak 1645 - 1745 (422), PM PHF=0.89

* Thursday, February 27, 2025=1978, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	3	5	1	2	8	19	40	62	55	53	55	75	102	148	234	270	465	174	134	40	22	8	3	
0	1	0	0	1	1	5	6	16	13	17	12	24	32	28	42	65	109	68	57	14	9	4	1	2
2	1	2	0	1	1	4	11	14	12	8	12	22	32	25	56	65	106	44	45	11	5	1	1	2
2	0	3	1	0	3	6	19	15	9	17	11	25	47	66	72	144	29	21	8	4	0	0	0	0
0	1	0	0	0	3	4	18	13	15	19	14	18	14	49	70	69	107	35	12	7	4	3	1	0

AM Peak 1130 - 1230 (76), AM PHF=0.79 PM Peak 1700 - 1800 (465), PM PHF=0.81

* Friday, February 28, 2025=1297, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	5	5	1	2	12	10	43	51	72	59	62	86	95	117	148	163	142	76	49	15	45	34	4	
2	3	0	0	0	4	2	12	15	13	20	14	17	24	17	41	40	35	21	9	3	6	6	2	2
2	0	1	0	1	3	5	14	16	18	13	22	18	31	30	40	43	22	16	4	4	6	0	0	0
0	0	4	1	0	2	1	12	9	20	12	13	24	29	39	35	48	28	19	15	4	20	17	1	0
0	2	0	0	1	3	2	14	13	24	9	23	23	25	31	42	35	37	15	9	4	15	5	1	1

AM Peak 1145 - 1245 (86), AM PHF=0.90 PM Peak 1545 - 1645 (170), PM PHF=0.89

* Saturday, March 1, 2025=369, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	8	4	2	3	0	4	9	13	20	19	23	44	14	21	30	28	30	26	25	19	13	11	3	
2	1	1	1	2	0	2	1	1	4	3	9	12	2	4	3	5	12	8	3	11	4	4	0	0
0	6	1	0	1	0	0	2	2	8	6	5	20	3	6	7	11	6	4	4	5	5	4	2	2
0	1	2	0	0	0	0	3	4	3	2	5	7	4	5	7	7	4	9	7	1	3	1	0	2
1	0	0	1	0	0	2	3	6	5	8	4	5	5	6	13	5	8	5	11	2	1	2	1	0

AM Peak 1145 - 1245 (43), AM PHF=0.53 PM Peak 1200 - 1300 (44), PM PHF=0.54

* Sunday, March 2, 2025=472, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	5	4	1	0	0	4	5	8	15	39	62	81	31	31	32	43	43	24	11	12	4	10	5	
0	2	3	0	0	0	0	1	1	0	6	22	8	9	5	7	9	11	8	3	2	1	5	3	0
2	2	1	1	0	0	2	1	2	4	8	20	24	10	7	10	12	10	4	1	4	3	3	0	0
2	1	0	0	0	0	1	1	3	7	7	10	31	7	9	7	13	11	9	3	2	0	1	2	1
0	0	0	0	0	0	1	2	2	4	18	10	18	5	10	8	9	11	3	4	4	0	1	0	0

AM Peak 1145 - 1245 (73), AM PHF=0.59 PM Peak 1215 - 1315 (82), PM PHF=0.66

* Monday, March 3, 2025=1258, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	2	2	2	5	14	38	51	50	39	53	78	69	108	143	183	193	107	55	32	18	15	3	
0	0	0	1	0	1	2	8	12	11	15	15	18	18	21	28	37	52	35	25	7	4	4	1	0
0	1	1	1	1	2	6	5	16	9	6	14	22	22	18	30	44	49	29	14	6	5	3	2	1
1	0	1	0	1	1	0	12	8	17	10	11	24	20	39	37	49	41	22	12	14	7	5	0	2
0	1	0	0	0	1	6	14	16	13	8	13	15	10	31	49	53	52	21	5	5	2	4	0	1

AM Peak 1145 - 1245 (76), AM PHF=0.81 PM Peak 1630 - 1730 (202), PM PHF=0.95

* Tuesday, March 4, 2025=1871, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	2	4	1	4	11	15	34	52	73	41	50	83	97	136	216	319	394	170	84	54	15	13	2	
0	1	0	0	0	1	2	5	14	19	14	9	24	23	25	51	72	101	59	32	18	0	2	0	0
1	1	2	0	0	3	2	7	22	19	6	9	24	32	21	40	75	98	45	21	12	6	1	1	0
2	0	2	1	1	2	4	9	8	11	5	17	17	20	52	62	82	113	32	23	10	7	4	0	2
1	0	0	0	3	5	7	13	9	24	17	15	18	22	39	63	91	84	35	9	14	2	6	1	0

AM Peak 1130 - 1230 (80), AM PHF=0.83 PM Peak 1645 - 1745 (401), PM PHF=0.89

* Wednesday, March 5, 2025=1770, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	8	2	3	6	19	51	68	71	40	64	73	85	107	194	291	393	159	67	36	13	13	5	
0	2	2	0	1	0	1	8	24	12	17	15	28	24	23	32	63	95	53	27	13	5	6	0	0
0	1	2	0	0	1	8	9	18	16	12	14	19	16	19	42	67	119	39	13	6	1	4	0	1
2	1	3	1	0	3	2	20	15	18	5	13	20	26	33	54	71	108	35	16	14	2	2	3	1
0	0	1	1	2	2	8	15	11	26	6	23	6	19	32	67	90	71	32	11	3	5	1	2	2

AM Peak 1145 - 1245 (90), AM PHF=0.80 PM Peak 1645 - 1745 (412), PM PHF=0.86

Traffic Data Service -- San Jose, CA Class Report

CustomList-3269 -- English (ENU)**Datasets:**

Site: [9] LA AVENIDA BT SHORELINE BLVD AND INIGO WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	24	0	23	0	0	0	1	0	0	0	0	0	0	0
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0400	17	0	8	3	0	5	0	0	1	0	0	0	0	0
0500	28	0	14	3	0	10	0	0	1	0	0	0	0	0
0600	37	1	21	4	1	10	0	0	0	0	0	0	0	0
0700	47	0	35	2	3	6	1	0	0	0	0	0	0	0
0800	61	0	47	9	0	4	0	1	0	0	0	0	0	0
0900	77	0	69	4	2	2	0	0	0	0	0	0	0	0
1000	89	0	80	7	0	2	0	0	0	0	0	0	0	0
1100	114	0	104	7	0	1	1	1	0	0	0	0	0	0
1200	156	1	146	5	0	0	0	1	3	0	0	0	0	0
1300	106	1	93	11	0	0	0	1	0	0	0	0	0	0
1400	97	1	83	13	0	0	0	0	0	0	0	0	0	0
1500	122	0	108	10	1	1	1	1	0	0	0	0	0	0
1600	108	0	94	10	0	3	0	1	0	0	0	0	0	0
1700	104	0	95	5	0	0	1	0	3	0	0	0	0	0
1800	74	0	71	2	0	0	0	0	1	0	0	0	0	0
1900	53	0	49	2	0	0	0	2	0	0	0	0	0	0
2000	50	0	49	0	0	0	0	0	1	0	0	0	0	0
2100	34	0	29	3	0	1	1	0	0	0	0	0	0	0
2200	41	0	40	1	0	0	0	0	0	0	0	0	0	0
2300	32	0	31	0	0	0	1	0	0	0	0	0	0	0
07-19	1155	3	1025	85	6	19	4	6	7	0	0	0	0	0
06-22	1329	4	1173	94	7	30	5	8	8	0	0	0	0	0
06-00	1402	4	1244	95	7	30	6	8	8	0	0	0	0	0
00-00	1502	4	1318	103	7	45	7	8	10	0	0	0	0	0

Peak step 12:00 (156) **AM Peak step** 11:00 (114) **PM Peak step** 12:00 (156)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	7	1	1	0	0	0	0	0	0	0	0	0
0100	10	0	8	1	0	0	1	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	11	3	1	2	0	0	0	0	0	0	0	0
0400	34	0	19	3	1	8	1	0	2	0	0	0	0	0
0500	68	0	37	6	5	16	1	1	2	0	0	0	0	0
0600	75	1	48	7	10	8	0	0	1	0	0	0	0	0
0700	141	0	119	7	6	5	4	0	0	0	0	0	0	0
0800	195	2	158	24	1	6	1	1	2	0	0	0	0	0
0900	149	0	131	16	0	1	1	0	0	0	0	0	0	0
1000	133	0	102	22	1	2	2	2	1	1	0	0	0	0
1100	122	0	104	15	1	0	0	1	1	0	0	0	0	0
1200	212	0	186	18	0	5	2	1	0	0	0	0	0	0
1300	235	1	212	15	2	1	2	0	2	0	0	0	0	0
1400	324	1	296	19	1	2	3	0	2	0	0	0	0	0
1500	306	0	281	12	3	5	2	2	1	0	0	0	0	0
1600	387	0	371	12	1	0	3	0	0	0	0	0	0	0
1700	431	1	410	12	0	0	5	1	2	0	0	0	0	0
1800	362	2	346	7	1	1	1	1	3	0	0	0	0	0
1900	212	1	205	5	0	1	0	0	0	0	0	0	0	0
2000	101	1	98	1	0	0	0	1	0	0	0	0	0	0
2100	74	0	72	1	0	1	0	0	0	0	0	0	0	0
2200	43	0	39	4	0	0	0	0	0	0	0	0	0	0
2300	46	0	45	1	0	0	0	0	0	0	0	0	0	0
07-19	2997	7	2716	179	17	28	26	9	14	1	0	0	0	0
06-22	3459	10	3139	193	27	38	26	10	15	1	0	0	0	0
06-00	3548	10	3223	198	27	38	26	10	15	1	0	0	0	0
00-00	3691	10	3310	212	35	64	29	11	19	1	0	0	0	0

Peak step 17:00 (431) AM Peak step 8:00 (195) PM Peak step 17:00 (431)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	15	0	13	1	1	0	0	0	0	0	0	0	0	0
0100	17	0	15	1	0	0	1	0	0	0	0	0	0	0
0200	18	0	17	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	10	3	0	0	1	0	1	0	0	0	0	0
0400	26	0	12	4	3	6	0	0	0	0	0	1	0	0
0500	73	0	35	5	11	19	0	1	2	0	0	0	0	0
0600	81	1	43	13	9	12	0	2	0	0	1	0	0	0
0700	160	1	136	11	6	4	2	0	0	0	0	0	0	0
0800	209	0	184	15	4	1	2	1	2	0	0	0	0	0
0900	145	1	126	12	2	2	2	0	0	0	0	0	0	0
1000	150	2	126	11	4	4	1	2	0	0	0	0	0	0
1100	137	0	102	27	1	2	3	1	1	0	0	0	0	0
1200	181	0	137	30	4	3	4	0	2	0	0	0	0	1
1300	250	1	189	43	2	3	3	2	5	1	0	1	0	0
1400	317	2	235	68	1	2	3	3	3	0	0	0	0	0
1500	326	1	272	43	2	1	1	3	3	0	0	0	0	0
1600	422	1	332	68	2	1	6	3	6	1	0	1	0	1
1700	392	2	274	101	0	3	6	1	5	0	0	0	0	0
1800	334	2	302	26	1	0	1	0	2	0	0	0	0	0
1900	234	0	220	10	1	1	0	1	1	0	0	0	0	0
2000	133	0	130	2	0	0	0	1	0	0	0	0	0	0
2100	66	0	65	1	0	0	0	0	0	0	0	0	0	0
2200	50	0	49	1	0	0	0	0	0	0	0	0	0	0
2300	42	0	35	7	0	0	0	0	0	0	0	0	0	0
07-19	3023	13	2415	455	29	26	34	16	29	2	0	2	0	2
06-22	3537	14	2873	481	39	39	34	20	30	2	1	2	0	2
06-00	3629	14	2957	489	39	39	34	20	30	2	1	2	0	2
00-00	3793	14	3059	504	54	64	36	21	33	2	1	3	0	2

Peak step 16:00 (422) AM Peak step 8:00 (209) PM Peak step 16:00 (422)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	9	3	1	0	0	0	0	0	0	0	0	0
0200	22	0	20	1	1	0	0	0	0	0	0	0	0	0
0300	15	0	9	3	1	1	0	0	1	0	0	0	0	0
0400	23	0	11	5	1	6	0	0	0	0	0	0	0	0
0500	72	0	32	11	12	17	0	0	0	0	0	0	0	0
0600	98	2	59	13	8	15	0	1	0	0	0	0	0	0
0700	144	0	114	17	2	6	1	1	2	1	0	0	0	0
0800	207	2	174	28	0	3	0	0	0	0	0	0	0	0
0900	160	0	136	18	0	3	0	2	0	0	1	0	0	0
1000	153	1	129	16	1	3	1	1	0	1	0	0	0	0
1100	177	1	145	25	2	1	2	0	0	1	0	0	0	0
1200	222	1	191	21	2	4	0	3	0	0	0	0	0	0
1300	236	1	207	19	2	3	3	0	1	0	0	0	0	0
1400	324	0	288	24	1	5	3	1	1	0	1	0	0	0
1500	324	0	290	24	8	1	0	1	0	0	0	0	0	0
1600	389	0	355	21	2	2	5	2	1	0	0	1	0	0
1700	369	3	338	10	1	1	7	5	3	0	1	0	0	0
1800	370	3	347	11	2	1	3	1	1	0	0	0	1	0
1900	246	3	238	4	0	0	1	0	0	0	0	0	0	0
2000	130	1	125	2	1	0	0	1	0	0	0	0	0	0
2100	65	0	59	5	0	1	0	0	0	0	0	0	0	0
2200	39	0	38	1	0	0	0	0	0	0	0	0	0	0
2300	44	1	42	1	0	0	0	0	0	0	0	0	0	0
07-19	3075	12	2714	234	23	33	25	17	9	3	3	1	1	0
06-22	3614	18	3195	258	32	49	26	19	9	3	3	1	1	0
06-00	3697	19	3275	260	32	49	26	19	9	3	3	1	1	0
00-00	3856	19	3370	283	48	73	26	19	10	3	3	1	1	0

Peak step 16:00 (389) AM Peak step 8:00 (207) PM Peak step 16:00 (389)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	18	0	13	4	1	0	0	0	0	0	0	0	0	0
0100	18	0	12	5	1	0	0	0	0	0	0	0	0	0
0200	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	6	3	1	2	0	0	0	1	0	0	0	0
0400	25	0	16	2	0	6	0	0	0	1	0	0	0	0
0500	65	0	35	5	6	18	0	0	0	1	0	0	0	0
0600	87	1	49	12	13	9	0	1	0	2	0	0	0	0
0700	157	2	134	11	3	4	2	1	0	0	0	0	0	0
0800	191	0	159	24	1	2	3	1	0	0	0	1	0	0
0900	149	0	125	14	2	4	2	1	1	0	0	0	0	0
1000	138	0	120	13	3	1	1	0	0	0	0	0	0	0
1100	160	0	147	11	0	1	1	0	0	0	0	0	0	0
1200	208	0	190	10	3	5	0	0	0	0	0	0	0	0
1300	268	2	245	17	1	3	0	0	0	0	0	0	0	0
1400	304	1	287	13	1	1	1	0	0	0	0	0	0	0
1500	346	2	310	22	4	2	4	1	1	0	0	0	0	0
1600	366	1	344	16	1	3	0	0	0	0	1	0	0	0
1700	398	2	366	11	1	3	4	9	1	0	0	0	0	1
1800	331	2	322	7	0	0	0	0	0	0	0	0	0	0
1900	211	2	199	7	1	1	0	1	0	0	0	0	0	0
2000	110	0	104	4	1	1	0	0	0	0	0	0	0	0
2100	82	0	76	3	0	2	1	0	0	0	0	0	0	0
2200	47	0	46	1	0	0	0	0	0	0	0	0	0	0
2300	44	0	42	2	0	0	0	0	0	0	0	0	0	0
07-19	3016	12	2749	169	20	29	18	13	3	0	1	1	0	1
06-22	3506	15	3177	195	35	42	19	15	3	2	1	1	0	1
06-00	3597	15	3265	198	35	42	19	15	3	2	1	1	0	1
00-00	3759	15	3370	217	44	68	19	15	3	5	1	1	0	1

Peak step 17:00 (398) AM Peak step 8:00 (191) PM Peak step 17:00 (398)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3364 -- English (ENU)**Datasets:**

Site: [9] LA AVENIDA BT SHORELINE BLVD AND INIGO WAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	13	0	11	1	1	0	0	0	0	0	0	0	0	0
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	12	0	7	3	0	1	0	0	1	0	0	0	0	0
0400	33	0	17	5	1	8	1	0	1	0	0	0	0	0
0500	74	0	39	7	8	19	1	0	0	0	0	0	0	0
0600	94	2	56	8	16	11	0	0	1	0	0	0	0	0
0700	152	0	122	21	4	5	0	0	0	0	0	0	0	0
0800	174	1	147	14	5	4	0	1	0	0	0	0	0	2
0900	208	1	164	35	4	2	0	0	1	1	0	0	0	0
1000	131	2	105	16	2	3	2	0	0	1	0	0	0	0
1100	121	1	101	12	3	2	1	0	0	0	0	0	0	1
1200	220	0	189	21	1	4	5	0	0	0	0	0	0	0
1300	212	2	189	15	4	2	0	0	0	0	0	0	0	0
1400	296	3	242	43	3	1	2	0	2	0	0	0	0	0
1500	293	1	252	27	5	5	3	0	0	0	0	0	0	0
1600	417	0	379	24	2	1	3	3	3	2	0	0	0	0
1700	425	0	388	19	1	1	9	3	3	0	1	0	0	0
1800	368	2	348	14	1	0	1	0	1	0	0	1	0	0
1900	235	1	224	9	0	1	0	0	0	0	0	0	0	0
2000	134	0	128	5	1	0	0	0	0	0	0	0	0	0
2100	71	1	67	2	0	0	0	0	1	0	0	0	0	0
2200	35	0	35	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	41	2	0	0	0	0	0	0	0	0	0	0
07-19	3017	13	2626	261	35	30	26	7	10	4	1	1	0	3
06-22	3551	17	3101	285	52	42	26	7	12	4	1	1	0	3
06-00	3629	17	3177	287	52	42	26	7	12	4	1	1	0	3
00-00	3778	17	3266	305	62	70	28	7	14	4	1	1	0	3

Peak step 17:00 (425) **AM Peak step** 9:00 (208) **PM Peak step** 17:00 (425)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	16	4	1	1	0	0	0	0	0	0	0	0
0200	22	0	22	0	0	0	0	0	0	0	0	0	0	0
0300	19	1	10	4	2	1	1	0	0	0	0	0	0	0
0400	33	1	15	6	1	10	0	0	0	0	0	0	0	0
0500	76	0	41	8	11	15	1	0	0	0	0	0	0	0
0600	87	0	55	8	14	9	0	0	1	0	0	0	0	0
0700	157	0	122	20	6	6	2	0	0	1	0	0	0	0
0800	226	2	183	34	1	4	0	2	0	0	0	0	0	0
0900	171	2	144	13	1	8	3	0	0	0	0	0	0	0
1000	155	2	127	16	3	5	2	0	0	0	0	0	0	0
1100	135	1	115	15	1	1	1	0	0	1	0	0	0	0
1200	206	1	176	19	2	5	2	0	0	1	0	0	0	0
1300	266	1	230	29	2	1	1	0	0	2	0	0	0	0
1400	309	4	264	32	0	4	2	1	2	0	0	0	0	0
1500	348	3	311	22	4	4	2	0	0	0	1	1	0	0
1600	396	3	369	13	1	2	4	2	1	0	1	0	0	0
1700	418	0	375	8	4	2	11	7	8	0	1	0	0	2
1800	373	1	354	12	0	3	2	0	1	0	0	0	0	0
1900	254	3	240	9	0	1	1	0	0	0	0	0	0	0
2000	137	1	126	8	1	1	0	0	0	0	0	0	0	0
2100	83	1	77	3	1	1	0	0	0	0	0	0	0	0
2200	47	0	46	1	0	0	0	0	0	0	0	0	0	0
2300	55	1	53	1	0	0	0	0	0	0	0	0	0	0
07-19	3160	20	2770	233	25	45	32	12	12	5	3	1	0	2
06-22	3721	25	3268	261	41	57	33	12	13	5	3	1	0	2
06-00	3823	26	3367	263	41	57	33	12	13	5	3	1	0	2
00-00	4012	28	3488	285	56	84	35	12	13	5	3	1	0	2

Peak step 17:00 (418) AM Peak step 8:00 (226) PM Peak step 17:00 (418)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0100	16	0	14	1	1	0	0	0	0	0	0	0	0	0
0200	25	0	24	0	1	0	0	0	0	0	0	0	0	0
0300	21	0	17	3	0	0	0	0	0	1	0	0	0	0
0400	36	0	17	4	2	13	0	0	0	0	0	0	0	0
0500	67	1	33	9	10	13	0	0	0	1	0	0	0	0
0600	76	0	45	8	14	9	0	0	0	0	0	0	0	0
0700	179	0	137	25	9	7	0	1	0	0	0	0	0	0
0800	202	3	163	29	1	5	0	1	0	0	0	0	0	0
0900	202	1	172	19	2	6	0	2	0	0	0	0	0	0
1000	146	2	118	16	3	4	1	1	0	1	0	0	0	0
1100	145	0	119	15	0	6	3	1	1	0	0	0	0	0
1200	217	2	186	21	1	6	0	0	0	1	0	0	0	0
1300	251	0	222	22	4	1	0	0	2	0	0	0	0	0
1400	318	2	279	29	1	6	0	0	0	0	0	0	0	1
1500	342	0	317	17	3	1	3	0	1	0	0	0	0	0
1600	383	2	353	16	3	3	3	1	2	0	0	0	0	0
1700	402	3	373	13	2	1	6	3	1	0	0	0	0	0
1800	381	2	349	18	2	0	7	2	0	0	0	1	0	0
1900	234	1	224	7	0	0	2	0	0	0	0	0	0	0
2000	125	2	119	3	0	1	0	0	0	0	0	0	0	0
2100	75	1	72	2	0	0	0	0	0	0	0	0	0	0
2200	51	0	49	1	1	0	0	0	0	0	0	0	0	0
2300	63	0	59	4	0	0	0	0	0	0	0	0	0	0
07-19	3168	17	2788	240	31	46	23	12	7	2	0	1	0	1
06-22	3678	21	3248	260	45	56	25	12	7	2	0	1	0	1
06-00	3792	21	3356	265	46	56	25	12	7	2	0	1	0	1
00-00	3976	22	3477	285	60	82	25	12	7	4	0	1	0	1

Peak step 17:00 (402) AM Peak step 8:00 (202) PM Peak step 17:00 (402)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	25	0	21	3	1	0	0	0	0	0	0	0	0	0
0100	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0200	26	0	25	1	0	0	0	0	0	0	0	0	0	0
0300	13	0	8	4	0	1	0	0	0	0	0	0	0	0
0400	33	0	15	6	2	10	0	0	0	0	0	0	0	0
0500	72	0	36	11	6	18	0	0	1	0	0	0	0	0
0600	91	1	59	10	12	8	0	0	0	0	1	0	0	0
0700	154	3	122	19	6	3	0	1	0	0	0	0	0	0
0800	201	1	158	36	1	4	1	0	0	0	0	0	0	0
0900	176	0	153	13	3	5	2	0	0	0	0	0	0	0
1000	127	0	101	17	3	4	2	0	0	0	0	0	0	0
1100	137	1	107	22	3	3	0	0	0	1	0	0	0	0
1200	220	1	195	13	2	4	3	0	0	2	0	0	0	0
1300	239	1	215	16	4	2	1	0	0	0	0	0	0	0
1400	336	0	290	35	3	3	1	2	2	0	0	0	0	0
1500	342	1	305	24	5	4	3	0	0	0	0	0	0	0
1600	377	0	333	30	0	2	5	4	2	0	0	1	0	0
1700	360	0	325	14	2	0	7	6	2	0	2	1	0	1
1800	333	1	314	14	0	1	1	1	1	0	0	0	0	0
1900	214	2	204	7	0	1	0	0	0	0	0	0	0	0
2000	159	1	154	2	1	1	0	0	0	0	0	0	0	0
2100	105	1	101	3	0	0	0	0	0	0	0	0	0	0
2200	45	0	42	3	0	0	0	0	0	0	0	0	0	0
2300	51	0	49	2	0	0	0	0	0	0	0	0	0	0
07-19	3002	9	2618	253	32	35	26	14	7	3	2	2	0	1
06-22	3571	14	3136	275	45	45	26	14	7	3	3	2	0	1
06-00	3667	14	3227	280	45	45	26	14	7	3	3	2	0	1
00-00	3844	14	3338	307	54	74	26	14	8	3	3	2	0	1

Peak step 16:00 (377) AM Peak step 8:00 (201) PM Peak step 16:00 (377)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0100	13	0	9	3	1	0	0	0	0	0	0	0	0	0
0200	22	0	22	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	8	4	1	1	0	0	0	0	0	0	0	0
0400	33	0	15	7	1	9	1	0	0	0	0	0	0	0
0500	75	1	30	12	11	19	1	0	0	1	0	0	0	0
0600	91	2	56	10	14	9	0	0	0	0	0	0	0	0
0700	169	3	135	20	5	4	2	0	0	0	0	0	0	0
0800	187	1	155	23	1	3	3	0	1	0	0	0	0	0
0900	150	1	126	18	1	3	1	0	0	0	0	0	0	0
1000	178	0	148	25	1	3	0	0	0	1	0	0	0	0
1100	156	1	119	28	3	4	1	0	0	0	0	0	0	0
1200	260	0	234	16	3	3	4	0	0	0	0	0	0	0
1300	280	2	244	27	2	2	2	0	0	1	0	0	0	0
1400	340	4	292	35	0	4	3	1	0	1	0	0	0	0
1500	330	2	299	19	3	4	3	0	0	0	0	0	0	0
1600	403	2	339	35	2	3	10	3	6	1	1	1	0	0
1700	370	0	343	16	0	2	4	3	1	1	0	0	0	0
1800	256	3	239	12	0	1	0	0	0	1	0	0	0	0
1900	164	0	157	7	0	0	0	0	0	0	0	0	0	0
2000	108	0	104	4	0	0	0	0	0	0	0	0	0	0
2100	57	0	55	1	0	1	0	0	0	0	0	0	0	0
2200	67	0	65	2	0	0	0	0	0	0	0	0	0	0
2300	46	0	45	1	0	0	0	0	0	0	0	0	0	0
07-19	3079	19	2673	274	21	36	33	7	8	6	1	1	0	0
06-22	3499	21	3045	296	35	46	33	7	8	6	1	1	0	0
06-00	3612	21	3155	299	35	46	33	7	8	6	1	1	0	0
00-00	3789	22	3258	326	49	75	35	7	8	7	1	1	0	0

Peak step 16:00 (403) AM Peak step 8:00 (187) PM Peak step 16:00 (403)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	31	0	30	1	0	0	0	0	0	0	0	0	0	0
0100	21	0	20	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	0
0300	9	0	8	0	0	0	0	0	1	0	0	0	0	0
0400	24	0	15	3	1	4	0	0	0	1	0	0	0	0
0500	28	0	14	4	2	8	0	0	0	0	0	0	0	0
0600	57	2	33	7	6	9	0	0	0	0	0	0	0	0
0700	63	0	43	11	2	7	0	0	0	0	0	0	0	0
0800	121	0	96	21	1	3	0	0	0	0	0	0	0	0
0900	91	2	75	9	2	3	0	0	0	0	0	0	0	0
1000	126	2	110	10	2	0	0	0	1	0	1	0	0	0
1100	131	0	112	16	0	3	0	0	0	0	0	0	0	0
1200	144	0	133	11	0	0	0	0	0	0	0	0	0	0
1300	138	0	121	16	0	1	0	0	0	0	0	0	0	0
1400	112	4	92	13	0	3	0	0	0	0	0	0	0	0
1500	142	0	127	11	1	2	0	0	1	0	0	0	0	0
1600	125	0	118	7	0	0	0	0	0	0	0	0	0	0
1700	115	1	103	7	0	3	1	0	0	0	0	0	0	0
1800	80	2	71	7	0	0	0	0	0	0	0	0	0	0
1900	84	0	78	6	0	0	0	0	0	0	0	0	0	0
2000	64	0	61	3	0	0	0	0	0	0	0	0	0	0
2100	59	0	56	2	1	0	0	0	0	0	0	0	0	0
2200	69	0	69	0	0	0	0	0	0	0	0	0	0	0
2300	43	1	39	3	0	0	0	0	0	0	0	0	0	0
07-19	1388	11	1201	139	8	25	1	0	2	0	1	0	0	0
06-22	1652	13	1429	157	15	34	1	0	2	0	1	0	0	0
06-00	1764	14	1537	160	15	34	1	0	2	0	1	0	0	0
00-00	1886	14	1632	169	19	46	1	0	3	1	1	0	0	0

Peak step 12:00 (144) AM Peak step 11:00 (131) PM Peak step 12:00 (144)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	32	0	31	0	1	0	0	0	0	0	0	0	0	0
0100	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	7	3	0	5	0	0	0	0	0	0	0	0
0500	23	1	9	4	0	9	0	0	0	0	0	0	0	0
0600	45	1	27	6	1	10	0	0	0	0	0	0	0	0
0700	51	0	34	6	4	7	0	0	0	0	0	0	0	0
0800	67	0	50	9	2	6	0	0	0	0	0	0	0	0
0900	89	0	81	4	2	2	0	0	0	0	0	0	0	0
1000	106	0	99	6	0	1	0	0	0	0	0	0	0	0
1100	115	0	103	12	0	0	0	0	0	0	0	0	0	0
1200	147	0	139	8	0	0	0	0	0	0	0	0	0	0
1300	125	1	110	12	0	2	0	0	0	0	0	0	0	0
1400	92	0	83	9	0	0	0	0	0	0	0	0	0	0
1500	97	1	90	5	0	1	0	0	0	0	0	0	0	0
1600	111	0	107	4	0	0	0	0	0	0	0	0	0	0
1700	113	0	106	7	0	0	0	0	0	0	0	0	0	0
1800	79	0	71	8	0	0	0	0	0	0	0	0	0	0
1900	73	0	69	4	0	0	0	0	0	0	0	0	0	0
2000	54	0	48	5	0	1	0	0	0	0	0	0	0	0
2100	46	0	42	3	0	1	0	0	0	0	0	0	0	0
2200	45	0	44	1	0	0	0	0	0	0	0	0	0	0
2300	40	1	39	0	0	0	0	0	0	0	0	0	0	0
07-19	1192	2	1073	90	8	19	0	0	0	0	0	0	0	0
06-22	1410	3	1259	108	9	31	0	0	0	0	0	0	0	0
06-00	1495	4	1342	109	9	31	0	0	0	0	0	0	0	0
00-00	1594	5	1416	118	10	45	0	0	0	0	0	0	0	0

Peak step 12:00 (147) AM Peak step 11:00 (115) PM Peak step 12:00 (147)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	0	0	0	0	0	1	0	0	0	0	0
0100	11	0	9	1	1	0	0	0	0	0	0	0	0	0
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	0
0300	18	0	11	3	1	2	0	0	1	0	0	0	0	0
0400	33	1	16	7	3	6	0	0	0	0	0	0	0	0
0500	69	0	35	13	11	10	0	0	0	0	0	0	0	0
0600	96	1	56	13	16	9	1	0	0	0	0	0	0	0
0700	164	0	118	35	6	4	1	0	0	0	0	0	0	0
0800	186	0	146	33	2	4	0	0	0	0	0	0	0	1
0900	176	5	146	19	2	3	0	0	1	0	0	0	0	0
1000	119	1	87	20	2	4	3	0	1	1	0	0	0	0
1100	133	0	111	19	1	1	1	0	0	0	0	0	0	0
1200	195	0	163	24	2	6	0	0	0	0	0	0	0	0
1300	217	0	193	17	2	2	1	1	1	0	0	0	0	0
1400	283	0	257	21	3	1	1	0	0	0	0	0	0	0
1500	304	1	276	18	5	4	0	0	0	0	0	0	0	0
1600	377	2	347	15	0	4	6	2	1	0	0	0	0	0
1700	415	3	387	17	1	2	2	0	2	0	0	0	0	1
1800	347	1	325	13	3	3	1	1	0	0	0	0	0	0
1900	234	0	223	10	1	0	0	0	0	0	0	0	0	0
2000	115	0	110	4	1	0	0	0	0	0	0	0	0	0
2100	69	0	67	1	0	1	0	0	0	0	0	0	0	0
2200	39	0	37	2	0	0	0	0	0	0	0	0	0	0
2300	50	0	49	1	0	0	0	0	0	0	0	0	0	0
07-19	2916	13	2556	251	29	38	16	4	6	1	0	0	0	2
06-22	3430	14	3012	279	47	48	17	4	6	1	0	0	0	2
06-00	3519	14	3098	282	47	48	17	4	6	1	0	0	0	2
00-00	3669	15	3186	306	64	66	17	4	8	1	0	0	0	2

Peak step 17:00 (415) AM Peak step 8:00 (186) PM Peak step 17:00 (415)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	0
0100	14	1	9	3	1	0	0	0	0	0	0	0	0	0
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0300	20	1	10	4	1	3	1	0	0	0	0	0	0	0
0400	34	0	17	7	1	9	0	0	0	0	0	0	0	0
0500	81	0	42	11	9	17	0	0	1	1	0	0	0	0
0600	100	0	61	17	11	11	0	0	0	0	0	0	0	0
0700	124	1	93	18	4	5	2	0	1	0	0	0	0	0
0800	179	4	139	29	2	4	0	0	1	0	0	0	0	0
0900	153	0	127	22	1	2	1	0	0	0	0	0	0	0
1000	144	2	111	17	5	7	1	0	0	1	0	0	0	0
1100	161	0	128	29	1	2	1	0	0	0	0	0	0	0
1200	231	2	199	23	0	5	2	0	0	0	0	0	0	0
1300	264	1	242	16	1	2	1	0	1	0	0	0	0	0
1400	287	0	257	22	0	4	1	2	0	0	0	1	0	0
1500	368	2	328	26	4	6	2	0	0	0	0	0	0	0
1600	415	1	385	16	3	2	7	0	1	0	0	0	0	0
1700	403	4	378	11	0	3	2	0	3	0	0	1	0	1
1800	332	3	316	9	1	1	2	0	0	0	0	0	0	0
1900	302	0	299	2	0	1	0	0	0	0	0	0	0	0
2000	128	0	123	5	0	0	0	0	0	0	0	0	0	0
2100	70	0	70	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	40	1	0	1	0	0	0	0	0	0	0	0
2300	54	0	50	4	0	0	0	0	0	0	0	0	0	0
07-19	3061	20	2703	238	22	43	22	2	7	1	0	2	0	1
06-22	3661	20	3256	262	33	55	22	2	7	1	0	2	0	1
06-00	3757	20	3346	267	33	56	22	2	7	1	0	2	0	1
00-00	3939	22	3456	292	46	85	23	2	8	2	0	2	0	1

Peak step 16:00 (415) AM Peak step 8:00 (179) PM Peak step 16:00 (415)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	20	1	0	0	0	0	0	0	0	0	0	0
0100	12	0	9	2	1	0	0	0	0	0	0	0	0	0
0200	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	12	3	0	2	0	0	0	1	0	0	0	0
0400	39	0	24	6	1	8	0	0	0	0	0	0	0	0
0500	84	0	41	14	9	20	0	0	0	0	0	0	0	0
0600	98	2	59	9	12	14	1	0	0	1	0	0	0	0
0700	156	0	129	17	4	5	0	1	0	0	0	0	0	0
0800	211	2	178	28	0	3	0	0	0	0	0	0	0	0
0900	154	1	136	13	1	3	0	0	0	0	0	0	0	0
1000	144	1	117	20	2	3	1	0	0	0	0	0	0	0
1100	165	0	142	23	0	0	0	0	0	0	0	0	0	0
1200	229	1	202	19	1	6	0	0	0	0	0	0	0	0
1300	237	0	219	14	3	1	0	0	0	0	0	0	0	0
1400	325	0	298	20	3	3	0	1	0	0	0	0	0	0
1500	308	1	289	16	2	0	0	0	0	0	0	0	0	0
1600	404	2	375	23	1	1	0	1	0	0	0	1	0	0
1700	398	2	348	15	1	0	14	7	6	0	1	2	0	2
1800	352	0	337	10	0	2	2	0	1	0	0	0	0	0
1900	241	0	237	4	0	0	0	0	0	0	0	0	0	0
2000	128	0	122	3	1	2	0	0	0	0	0	0	0	0
2100	60	0	57	2	0	1	0	0	0	0	0	0	0	0
2200	50	0	46	3	0	1	0	0	0	0	0	0	0	0
2300	50	0	49	1	0	0	0	0	0	0	0	0	0	0
07-19	3083	10	2770	218	18	27	17	10	7	0	1	3	0	2
06-22	3610	12	3245	236	31	44	18	10	7	1	1	3	0	2
06-00	3710	12	3340	240	31	45	18	10	7	1	1	3	0	2
00-00	3899	12	3461	266	42	75	18	10	7	2	1	3	0	2

Peak step 16:00 (404) **AM Peak step** 8:00 (211) **PM Peak step** 16:00 (404)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3255 -- English (ENU)

Datasets:

Site: [4] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Sunday, February 2, 2025

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	3	3
0900	9	9
1000	6	6
1100	10	10
1200	2	2
1300	8	8
1400	4	4
1500	11	11
1600	12	12
1700	6	6
1800	0	0
1900	0	0
2000	1	1
2100	1	1
2200	0	0
2300	1	1
07-19	72	72
06-22	74	74
06-00	75	75
00-00	75	75

Peak step 16:00 (12) **AM Peak step** 11:00 (10) **PM Peak step** 16:00 (12)

*** Monday, February 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	3	3
0700	11	11
0800	19	19
0900	19	19
1000	9	9
1100	5	5
1200	4	4
1300	4	4
1400	3	3
1500	2	2
1600	5	5
1700	1	1
1800	1	1
1900	1	1
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	83	83
06-22	88	88
06-00	88	88
00-00	89	89

Peak step 8:00 (19) **AM Peak step** 8:00 (19) **PM Peak step** 16:00 (5)

*** Tuesday, February 4, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	8	8
0800	15	15
0900	11	11
1000	6	6
1100	5	5
1200	1	1
1300	0	0
1400	1	1
1500	1	1
1600	2	2
1700	0	0
1800	0	0
1900	0	0
2000	0	0
2100	0	0
2200	2	2
2300	1	1
07-19	50	50
06-22	50	50
06-00	53	53
00-00	54	54

Peak step 8:00 (15) **AM Peak step** 8:00 (15) **PM Peak step** 16:00 (2)

*** Wednesday, February 5, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	19	19
0800	43	43
0900	28	28
1000	16	16
1100	10	10
1200	5	5
1300	5	5
1400	8	8
1500	9	9
1600	6	6
1700	1	1
1800	2	2
1900	3	3
2000	1	1
2100	1	1
2200	1	1
2300	0	0
07-19	152	152
06-22	158	158
06-00	159	159
00-00	159	159

Peak step 8:00 (43) **AM Peak step** 8:00 (43) **PM Peak step** 15:00 (9)

*** Thursday, February 6, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	8	8
0800	11	11
0900	12	12
1000	6	6
1100	2	2
1200	4	4
1300	3	3
1400	3	3
1500	1	1
1600	1	1
1700	0	0
1800	0	0
1900	1	1
2000	0	0
2100	2	2
2200	1	1
2300	0	0
07-19	51	51
06-22	57	57
06-00	58	58
00-00	58	58

Peak step 9:00 (12) **AM Peak step** 9:00 (12) **PM Peak step** 12:00 (4)

Traffic Data Service -- San Jose, CA Class Report

CustomList-3348 -- English (ENU)

Datasets:

Site: [4] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Monday, February 24, 2025

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	8	8
0700	23	23
0800	38	38
0900	25	25
1000	14	14
1100	10	10
1200	13	13
1300	5	5
1400	3	3
1500	8	8
1600	8	8
1700	3	3
1800	4	4
1900	1	1
2000	0	0
2100	1	1
2200	0	0
2300	0	0
07-19	154	154
06-22	164	164
06-00	164	164
00-00	165	165

Peak step 8:00 (38) **AM Peak step** 8:00 (38) **PM Peak step** 12:00 (13)

*** Tuesday, February 25, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	3	3
0700	23	23
0800	53	53
0900	36	36
1000	17	17
1100	8	8
1200	10	10
1300	8	8
1400	5	5
1500	7	7
1600	6	6
1700	7	7
1800	4	4
1900	10	10
2000	2	2
2100	3	3
2200	1	1
2300	0	0
07-19	184	184
06-22	202	202
06-00	203	203
00-00	204	204

Peak step 8:00 (53) **AM Peak step** 8:00 (53) **PM Peak step** 12:00 (10)

*** Wednesday, February 26, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	5	5
0700	26	26
0800	56	56
0900	36	36
1000	22	22
1100	12	12
1200	13	13
1300	11	11
1400	4	4
1500	5	5
1600	8	8
1700	3	3
1800	2	2
1900	3	3
2000	0	0
2100	0	0
2200	1	1
2300	1	1
07-19	198	198
06-22	206	206
06-00	208	208
00-00	209	209

Peak step 8:00 (56) **AM Peak step** 8:00 (56) **PM Peak step** 12:00 (13)

*** Thursday, February 27, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	20	20
0800	50	50
0900	34	34
1000	23	23
1100	13	13
1200	15	15
1300	4	4
1400	9	9
1500	4	4
1600	7	7
1700	9	9
1800	5	5
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	193	193
06-22	198	198
06-00	199	199
00-00	199	199

Peak step 8:00 (50) **AM Peak step** 8:00 (50) **PM Peak step** 12:00 (15)

*** Friday, February 28, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	10	10
0800	28	28
0900	21	21
1000	13	13
1100	6	6
1200	15	15
1300	9	9
1400	7	7
1500	9	9
1600	4	4
1700	6	6
1800	3	3
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	1	1
07-19	131	131
06-22	135	135
06-00	136	136
00-00	137	137

Peak step 8:00 (28) **AM Peak step** 8:00 (28) **PM Peak step** 12:00 (15)

*** Saturday, March 1, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	4	4
0800	11	11
0900	8	8
1000	11	11
1100	8	8
1200	8	8
1300	13	13
1400	5	5
1500	6	6
1600	4	4
1700	10	10
1800	3	3
1900	1	1
2000	0	0
2100	1	1
2200	1	1
2300	1	1
07-19	91	91
06-22	95	95
06-00	97	97
00-00	97	97

Peak step 13:00 (13) **AM Peak step** 8:00 (11) **PM Peak step** 13:00 (13)

*** Sunday, March 2, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	3	3
0800	1	1
0900	3	3
1000	3	3
1100	3	3
1200	6	6
1300	13	13
1400	4	4
1500	5	5
1600	5	5
1700	2	2
1800	3	3
1900	0	0
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	51	51
06-22	51	51
06-00	52	52
00-00	53	53

Peak step 13:00 (13) **AM Peak step** 7:00 (3) **PM Peak step** 13:00 (13)

*** Monday, March 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	6	6
0700	14	14
0800	35	35
0900	35	35
1000	9	9
1100	8	8
1200	12	12
1300	6	6
1400	2	2
1500	6	6
1600	2	2
1700	11	11
1800	5	5
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	145	145
06-22	152	152
06-00	152	152
00-00	153	153

Peak step 8:00 (35) **AM Peak step** 8:00 (35) **PM Peak step** 12:00 (12)

*** Tuesday, March 4, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	3	3
0700	20	20
0800	42	42
0900	39	39
1000	19	19
1100	13	13
1200	9	9
1300	2	2
1400	1	1
1500	6	6
1600	7	7
1700	3	3
1800	4	4
1900	1	1
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	165	165
06-22	170	170
06-00	171	171
00-00	173	173

Peak step 8:00 (42) **AM Peak step** 8:00 (42) **PM Peak step** 12:00 (9)

* Wednesday, March 5, 2025

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	2	2
0700	9	9
0800	32	32
0900	32	32
1000	13	13
1100	8	8
1200	6	6
1300	2	2
1400	6	6
1500	5	5
1600	5	5
1700	2	2
1800	1	1
1900	4	4
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	121	121
06-22	127	127
06-00	127	127
00-00	128	128

Peak step 8:00 (32) AM Peak step 8:00 (32) PM Peak step 12:00 (6)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3256 -- English (ENU)

Datasets:

Site: [4] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Sunday, February 2, 2025

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	0	0
0900	1	1
1000	4	4
1100	6	6
1200	5	5
1300	5	5
1400	12	12
1500	2	2
1600	10	10
1700	6	6
1800	3	3
1900	0	0
2000	2	2
2100	0	0
2200	1	1
2300	0	0
07-19	54	54
06-22	56	56
06-00	57	57
00-00	57	57

Peak step 14:00 (12) **AM Peak step** 11:00 (6) **PM Peak step** 14:00 (12)

*** Monday, February 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	2	2
0800	2	2
0900	1	1
1000	1	1
1100	0	0
1200	2	2
1300	3	3
1400	3	3
1500	7	7
1600	21	21
1700	24	24
1800	11	11
1900	11	11
2000	6	6
2100	3	3
2200	1	1
2300	0	0
07-19	77	77
06-22	98	98
06-00	99	99
00-00	99	99

Peak step 17:00 (24) AM Peak step 7:00 (2) PM Peak step 17:00 (24)

*** Tuesday, February 4, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	0	0
0900	0	0
1000	0	0
1100	0	0
1200	1	1
1300	1	1
1400	0	0
1500	4	4
1600	7	7
1700	15	15
1800	6	6
1900	12	12
2000	1	1
2100	1	1
2200	2	2
2300	1	1
07-19	36	36
06-22	50	50
06-00	53	53
00-00	53	53

Peak step 17:00 (15) AM Peak step 7:00 (2) PM Peak step 17:00 (15)

*** Wednesday, February 5, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	3	3
0900	2	2
1000	1	1
1100	3	3
1200	4	4
1300	3	3
1400	6	6
1500	7	7
1600	33	33
1700	41	41
1800	19	19
1900	27	27
2000	7	7
2100	3	3
2200	2	2
2300	2	2
07-19	123	123
06-22	160	160
06-00	164	164
00-00	165	165

Peak step 17:00 (41) **AM Peak step** 8:00 (3) **PM Peak step** 17:00 (41)

*** Thursday, February 6, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	0	0
0800	1	1
0900	0	0
1000	1	1
1100	0	0
1200	2	2
1300	2	2
1400	1	1
1500	3	3
1600	8	8
1700	22	22
1800	8	8
1900	9	9
2000	1	1
2100	2	2
2200	3	3
2300	0	0
07-19	48	48
06-22	61	61
06-00	64	64
00-00	65	65

Peak step 17:00 (22) **AM Peak step** 0:00 (1) **PM Peak step** 17:00 (22)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3349 -- English (ENU)

Datasets:

Site: [4] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Monday, February 24, 2025

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	6	6
0900	1	1
1000	0	0
1100	0	0
1200	4	4
1300	11	11
1400	5	5
1500	15	15
1600	29	29
1700	37	37
1800	26	26
1900	16	16
2000	5	5
2100	5	5
2200	2	2
2300	2	2
07-19	138	138
06-22	164	164
06-00	168	168
00-00	169	169

Peak step 17:00 (37) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (37)

*** Tuesday, February 25, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	6	6
0900	2	2
1000	2	2
1100	5	5
1200	9	9
1300	5	5
1400	7	7
1500	14	14
1600	25	25
1700	58	58
1800	32	32
1900	24	24
2000	12	12
2100	2	2
2200	6	6
2300	2	2
07-19	169	169
06-22	207	207
06-00	215	215
00-00	215	215

Peak step 17:00 (58) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (58)

*** Wednesday, February 26, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	6	6
0900	1	1
1000	1	1
1100	1	1
1200	8	8
1300	7	7
1400	8	8
1500	15	15
1600	24	24
1700	49	49
1800	39	39
1900	23	23
2000	9	9
2100	4	4
2200	0	0
2300	3	3
07-19	160	160
06-22	196	196
06-00	199	199
00-00	201	201

Peak step 17:00 (49) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (49)

*** Thursday, February 27, 2025**

Time	Total	Cls
<--		15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	3	3
0800	6	6
0900	3	3
1000	6	6
1100	8	8
1200	4	4
1300	6	6
1400	8	8
1500	16	16
1600	40	40
1700	50	50
1800	34	34
1900	17	17
2000	7	7
2100	4	4
2200	3	3
2300	1	1
07-19	184	184
06-22	212	212
06-00	216	216
00-00	219	219

Peak step 17:00 (50) **AM Peak step** 11:00 (8) **PM Peak step** 17:00 (50)

*** Friday, February 28, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	3	3
0900	4	4
1000	0	0
1100	1	1
1200	12	12
1300	17	17
1400	4	4
1500	15	15
1600	21	21
1700	25	25
1800	14	14
1900	4	4
2000	4	4
2100	2	2
2200	0	0
2300	0	0
07-19	120	120
06-22	130	130
06-00	130	130
00-00	130	130

Peak step 17:00 (25) **AM Peak step** 7:00 (4) **PM Peak step** 17:00 (25)

*** Saturday, March 1, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	3	3
1000	6	6
1100	7	7
1200	4	4
1300	2	2
1400	15	15
1500	8	8
1600	5	5
1700	8	8
1800	10	10
1900	0	0
2000	2	2
2100	1	1
2200	1	1
2300	0	0
07-19	69	69
06-22	72	72
06-00	73	73
00-00	73	73

Peak step 14:00 (15) **AM Peak step** 11:00 (7) **PM Peak step** 14:00 (15)

*** Sunday, March 2, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	0	0
0900	2	2
1000	0	0
1100	2	2
1200	4	4
1300	6	6
1400	5	5
1500	0	0
1600	3	3
1700	10	10
1800	5	5
1900	2	2
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	37	37
06-22	39	39
06-00	39	39
00-00	41	41

Peak step 17:00 (10) **AM Peak step** 9:00 (2) **PM Peak step** 17:00 (10)

*** Monday, March 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	5	5
0800	4	4
0900	1	1
1000	2	2
1100	1	1
1200	6	6
1300	5	5
1400	7	7
1500	12	12
1600	23	23
1700	32	32
1800	29	29
1900	12	12
2000	7	7
2100	4	4
2200	3	3
2300	0	0
07-19	127	127
06-22	150	150
06-00	153	153
00-00	153	153

Peak step 17:00 (32) **AM Peak step** 7:00 (5) **PM Peak step** 17:00 (32)

*** Tuesday, March 4, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	2	2
0500	0	0
0600	0	0
0700	6	6
0800	5	5
0900	3	3
1000	1	1
1100	1	1
1200	2	2
1300	4	4
1400	4	4
1500	9	9
1600	26	26
1700	49	49
1800	28	28
1900	18	18
2000	6	6
2100	3	3
2200	5	5
2300	1	1
07-19	138	138
06-22	165	165
06-00	171	171
00-00	174	174

Peak step 17:00 (49) **AM Peak step** 7:00 (6) **PM Peak step** 17:00 (49)

*** Wednesday, March 5, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	1	1
0900	3	3
1000	0	0
1100	0	0
1200	4	4
1300	2	2
1400	2	2
1500	4	4
1600	31	31
1700	30	30
1800	13	13
1900	13	13
2000	5	5
2100	5	5
2200	3	3
2300	2	2
07-19	91	91
06-22	114	114
06-00	119	119
00-00	119	119

Peak step 16:00 (31) **AM Peak step** 9:00 (3) **PM Peak step** 16:00 (31)

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3253 -- English (ENU)

Datasets:

Site: [3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=2004, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	5	10	2	6	15	27	104	101	153	131	145	159	193	233	198	173	116	74	59	37	37	17	7	
0	1	5	1	0	3	7	16	17	39	30	26	34	45	75	53	54	32	18	20	15	12	6	3	2
3	2	3	0	1	1	4	14	21	38	39	36	35	46	47	51	49	36	16	16	6	3	5	1	0
0	1	1	1	0	3	6	43	24	29	36	46	49	46	54	58	35	25	21	13	6	8	2	2	2
2	1	1	0	5	8	10	31	39	48	26	37	42	56	58	36	35	23	19	10	10	14	4	1	1

AM Peak 1145 - 1245 (154), AM PHF=0.79 PM Peak 1400 - 1500 (233), PM PHF=0.78

* Monday, February 3, 2025=6316, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	5	6	31	69	216	266	468	1007	944	627	468	419	283	190	235	243	294	247	172	43	41	29	13	
2	0	2	5	4	29	65	89	186	275	172	101	119	95	55	51	58	70	63	53	12	9	8	2	1
0	3	0	2	11	35	76	126	247	220	184	115	103	69	48	59	60	79	54	51	13	7	6	3	3
2	0	2	8	19	54	55	108	280	220	160	117	102	51	30	56	65	50	64	33	6	12	8	3	3
1	2	2	16	35	98	71	145	295	230	112	135	96	68	57	70	61	96	67	35	12	13	7	5	2

AM Peak 0815 - 0915 (1096), AM PHF=0.93 PM Peak 1200 - 1300 (419), PM PHF=0.88

* Tuesday, February 4, 2025=9103, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	5	6	36	84	216	316	644	1645	2196	1116	759	492	269	186	162	195	232	225	161	64	52	25	11	
1	2	1	5	5	35	72	120	270	597	374	218	140	80	47	31	44	55	47	54	16	11	12	3	1
3	0	3	4	11	31	75	130	390	550	292	206	122	74	60	37	46	69	63	39	16	12	3	3	1
3	2	0	9	18	66	71	164	448	538	200	178	128	64	36	58	54	57	64	34	16	14	7	5	2
2	1	2	18	51	84	99	231	537	511	251	158	104	52	45	37	53	52	51	35	17	15	4	0	5

AM Peak 0845 - 0945 (2221), AM PHF=0.93 PM Peak 1200 - 1300 (492), PM PHF=0.88

* Wednesday, February 5, 2025=9971, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	6	10	37	83	226	344	627	1828	2201	1180	718	519	338	225	275	276	296	335	225	116	55	33	12	
1	1	1	2	7	40	69	108	293	566	360	168	134	93	50	55	72	69	68	73	48	12	14	2	3
1	1	3	9	9	30	88	147	420	595	328	179	139	86	57	58	78	78	62	44	33	12	8	4	1
2	2	3	10	23	65	79	157	493	552	279	180	137	85	53	76	69	68	79	55	21	14	5	1	4
5	2	3	16	44	92	108	215	623	489	213	192	110	75	65	87	58	81	127	53	15	17	6	5	4

AM Peak 0845 - 0945 (2335), AM PHF=0.94 PM Peak 1200 - 1300 (519), PM PHF=0.94

* Thursday, February 6, 2025=9173, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	11	10	26	84	226	341	566	1609	1935	1158	741	502	339	241	229	262	292	249	179	73	50	29	15	
3	5	3	2	9	35	66	89	282	477	375	206	145	103	46	59	78	77	44	56	22	12	7	3	10
1	2	2	6	14	29	94	130	335	492	285	183	125	79	58	58	61	70	56	40	17	10	7	6	0
4	1	3	5	24	65	86	150	467	442	242	187	113	86	71	48	59	59	69	44	18	18	11	3	2
4	4	2	13	37	97	96	198	525	524	256	166	119	72	66	64	64	86	81	40	16	11	4	3	1

AM Peak 0830 - 0930 (1961), AM PHF=0.93 PM Peak 1200 - 1300 (502), PM PHF=0.86

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3346 -- English (ENU)

Datasets:

Site: [3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=6702, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	11	6	31	74	231	298	471	1063	1065	591	498	430	266	197	237	293	295	301	191	55	55	28	11	
2	3	1	3	7	34	67	71	189	292	170	103	116	83	47	52	72	57	51	54	19	16	7	2	3
0	4	2	6	10	35	77	113	266	283	186	134	111	76	55	54	73	93	64	54	13	14	8	4	2
6	3	3	5	19	64	76	139	316	256	123	123	99	43	33	48	81	61	67	38	8	9	8	5	1
1	1	0	17	38	99	79	149	293	234	113	139	104	64	62	84	68	85	120	46	16	16	5	0	3

AM Peak 0830 - 0930 (1183), AM PHF=0.94 PM Peak 1200 - 1300 (430), PM PHF=0.93

* Tuesday, February 25, 2025=9888, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	10	9	31	84	225	361	697	1780	2198	1095	651	497	333	221	292	292	318	341	220	124	60	33	12	
3	6	2	1	2	29	70	133	302	616	381	169	152	102	47	53	89	82	74	61	45	16	14	3	1
2	2	3	8	11	35	87	142	389	605	287	176	118	102	55	60	59	93	79	48	28	16	10	3	2
1	1	3	9	31	67	91	195	491	534	194	168	110	66	60	75	74	75	81	51	23	16	7	4	3
3	1	1	13	40	95	114	228	599	444	233	138	118	63	60	105	71	69	108	60	28	12	2	2	1

AM Peak 0845 - 0945 (2353), AM PHF=0.96 PM Peak 1200 - 1300 (497), PM PHF=0.82

* Wednesday, February 26, 2025=10489, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	8	11	28	85	255	372	712	1983	2326	1214	692	508	302	223	275	316	383	325	245	110	72	27	14	
1	2	5	2	6	34	71	124	315	615	377	180	149	81	46	53	70	78	76	89	33	14	9	7	1
2	2	2	4	9	32	89	161	466	627	318	179	127	95	57	58	79	108	59	45	31	19	5	3	1
3	1	4	8	29	79	93	179	571	559	273	181	120	63	60	60	76	95	85	44	22	19	7	1	4
1	3	0	14	42	111	120	249	632	525	246	153	113	64	60	105	91	102	106	68	25	20	6	3	2

AM Peak 0830 - 0930 (2444), AM PHF=0.97 PM Peak 1200 - 1300 (508), PM PHF=0.85

* Thursday, February 27, 2025=9754, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	7	6	28	93	255	352	670	1792	1971	1162	686	514	327	225	280	304	388	287	230	82	48	31	14	
1	2	2	1	8	30	68	107	305	515	354	197	140	122	58	55	80	88	74	72	36	8	12	4	4
1	1	1	4	12	44	80	148	447	543	310	164	133	84	50	47	72	127	58	48	15	18	7	4	1
4	2	2	7	28	67	87	199	481	489	243	155	118	61	48	74	73	96	64	51	16	11	9	3	1
2	2	1	16	45	115	118	216	560	425	256	170	123	60	69	105	79	78	91	60	16	11	3	3	2

AM Peak 0845 - 0945 (2106), AM PHF=0.94 PM Peak 1200 - 1300 (514), PM PHF=0.92

* Friday, February 28, 2025=6503, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	8	15	34	85	233	302	423	1094	908	501	561	559	328	240	205	258	270	189	117	61	60	35	15	
4	2	4	5	4	32	72	64	206	272	128	121	147	103	65	57	62	53	56	38	16	13	11	4	7
1	3	3	6	13	37	86	78	267	265	135	140	142	82	62	56	64	78	51	38	15	14	12	5	6
1	1	4	11	25	69	56	117	291	200	111	149	132	62	65	43	60	66	45	26	11	17	5	3	1
2	2	4	12	43	96	88	164	331	171	127	152	138	82	48	50	73	73	38	15	20	16	7	3	1

AM Peak 0815 - 0915 (1160), AM PHF=0.88 PM Peak 1200 - 1300 (559), PM PHF=0.95

* Saturday, March 1, 2025=2150, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	12	12	7	13	33	57	66	105	161	225	182	154	163	169	191	179	133	92	52	40	42	34	16	
7	0	1	0	1	7	9	10	25	43	62	54	35	40	38	43	52	38	26	16	11	6	13	4	2
6	9	5	4	0	5	11	16	20	36	49	47	41	50	45	49	38	29	24	14	13	13	11	3	5
1	1	2	1	6	8	16	15	33	34	45	36	30	35	44	51	48	35	26	10	7	7	5	6	3
1	2	4	2	6	13	22	25	27	48	70	45	48	38	42	48	42	31	16	12	9	16	5	3	1

AM Peak 1000 - 1100 (225), AM PHF=0.81 PM Peak 1515 - 1615 (200), PM PHF=0.96

* Sunday, March 2, 2025=2053, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	7	6	8	6	18	29	49	96	139	162	158	161	217	200	226	191	131	79	47	39	43	20	12	
2	3	1	2	0	3	12	5	20	27	45	51	47	57	44	55	47	35	28	13	9	10	3	5	2
5	2	0	2	1	1	2	13	19	37	28	28	37	42	45	57	55	34	14	14	13	10	5	1	4
3	2	4	2	2	4	6	14	29	31	40	35	23	55	58	55	42	33	18	12	8	12	7	5	2
1	0	1	2	3	10	9	17	29	44	49	45	54	64	54	59	47	29	19	8	9	11	5	1	1

AM Peak 1015 - 1115 (168), AM PHF=0.82 PM Peak 1500 - 1600 (226), PM PHF=0.96

*** Monday, March 3, 2025=6534, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	4	4	26	80	222	314	518	1111	1054	594	459	411	240	186	237	250	258	242	158	67	60	14	18	
2	1	2	2	3	30	64	91	203	294	155	96	104	77	43	39	61	63	48	49	19	14	4	4	0
4	0	1	3	9	42	91	115	257	278	178	122	107	77	55	43	65	74	62	49	16	12	3	4	0
2	1	1	8	25	66	74	149	304	270	134	118	92	36	42	58	65	53	72	35	13	17	5	6	3
1	2	0	13	43	85	86	165	348	213	128	124	108	50	47	98	59	69	61	26	19	17	2	4	2

AM Peak 0830 - 0930 (1224), AM PHF=0.88 PM Peak 1200 - 1300 (411), PM PHF=0.95

*** Tuesday, March 4, 2025=9813, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	6	7	34	87	269	393	773	1920	2010	1037	660	485	308	220	266	315	295	316	230	97	45	25	14	
0	1	0	3	4	38	83	118	342	565	309	174	122	87	48	58	105	66	70	81	23	9	8	5	1
0	4	3	7	11	39	88	179	422	564	272	174	123	79	54	62	51	84	82	54	22	10	8	3	1
3	0	1	10	24	77	102	211	529	460	245	145	122	75	57	50	72	62	75	51	27	7	10	4	3
2	1	3	14	48	116	121	266	627	422	212	168	119	68	62	96	88	84	89	45	25	19	0	2	2

AM Peak 0830 - 0930 (2285), AM PHF=0.91 PM Peak 1200 - 1300 (485), PM PHF=0.99

*** Wednesday, March 5, 2025=9267, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	5	7	23	83	239	357	573	1701	1953	1065	694	512	320	200	267	286	303	281	215	79	61	27	14	
1	2	3	2	7	22	79	112	259	557	310	162	147	98	50	50	66	70	57	59	25	17	5	3	1
1	1	2	3	13	42	85	126	397	522	292	189	125	86	63	42	72	88	60	50	17	6	8	3	4
3	0	2	8	16	63	85	138	475	475	229	171	129	67	46	75	65	76	79	62	15	18	10	5	3
2	2	0	10	47	113	109	197	571	399	234	172	112	70	42	101	84	69	86	45	23	20	4	3	1

AM Peak 0845 - 0945 (2125), AM PHF=0.93 PM Peak 1200 - 1300 (512), PM PHF=0.87

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3254 -- English (ENU)

Datasets:

Site: [3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=2033, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	4	9	7	1	7	23	13	34	135	120	160	183	193	174	208	202	205	144	86	43	29	28	15	
4	2	6	2	0	2	4	2	4	65	25	36	46	50	37	60	46	51	45	30	13	7	6	6	1
4	1	2	2	0	1	2	4	11	23	30	43	41	44	49	51	49	64	39	28	16	4	6	3	4
2	1	1	3	1	3	13	0	13	19	32	41	41	56	42	49	50	50	34	13	7	9	7	2	13
2	0	0	0	0	1	4	7	6	28	33	40	56	44	47	48	58	41	26	15	7	9	9	4	1

AM Peak 1115 - 1215 (170), AM PHF=0.92 PM Peak 1630 - 1730 (222), PM PHF=0.87

* Monday, February 3, 2025=6480, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	8	6	4	13	28	69	85	154	185	166	218	350	450	582	705	894	1023	632	516	200	102	44	31	
1	2	2	1	2	6	12	16	37	44	52	42	98	105	115	210	232	275	185	189	85	34	12	11	5
4	2	1	2	1	2	17	17	29	49	36	43	84	118	125	144	209	284	157	146	59	17	9	11	2
13	2	2	1	7	9	28	26	42	39	41	59	84	141	212	182	228	261	140	92	27	38	15	3	4
1	2	1	0	3	11	12	27	47	55	38	75	85	87	131	169	225	204	150	90	30	13	8	6	4

AM Peak 1145 - 1245 (340), AM PHF=0.87 PM Peak 1645 - 1745 (1044), PM PHF=0.92

* Tuesday, February 4, 2025=8480, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	7	41	10	30	29	64	121	202	199	214	210	387	436	701	1095	1429	1377	909	578	211	118	75	27	
5	3	3	3	6	11	14	20	54	44	74	40	94	86	150	261	329	387	282	193	81	33	31	13	4
2	1	6	3	2	3	10	26	54	48	54	52	89	90	124	224	367	381	214	155	55	20	18	5	2
4	2	29	3	13	3	21	35	35	46	38	58	122	149	259	311	350	292	208	141	39	42	15	6	4
4	1	3	1	9	12	19	42	61	62	49	62	82	112	170	299	383	317	206	90	37	23	11	3	2

AM Peak 1145 - 1245 (366), AM PHF=0.75 PM Peak 1630 - 1730 (1500), PM PHF=0.97

* Wednesday, February 5, 2025=9645, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	14	42	11	26	26	73	116	214	243	274	277	394	536	744	1135	1492	1589	1004	728	345	197	135	23	
4	4	3	1	6	7	10	19	56	58	80	64	110	139	150	287	345	446	323	257	169	77	60	9	11
2	1	5	1	1	4	11	30	42	67	69	58	93	128	134	226	380	413	234	210	67	33	25	3	10
4	4	27	5	15	6	28	29	50	54	66	79	99	149	268	284	357	407	214	146	38	61	30	6	8
2	5	7	4	4	10	24	38	66	64	59	77	93	120	193	339	411	324	234	116	72	27	20	5	5

AM Peak 1145 - 1245 (378), AM PHF=0.86 PM Peak 1645 - 1745 (1676), PM PHF=0.94

* Thursday, February 6, 2025=9059, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	10	45	8	26	36	72	121	199	237	243	237	439	541	704	1111	1343	1481	905	764	282	125	71	29	
11	3	7	2	2	12	12	17	29	61	61	48	104	136	128	282	339	396	285	233	113	39	12	9	9
10	4	5	1	4	11	14	24	49	54	47	43	111	122	145	248	372	411	238	230	66	17	18	6	5
8	0	28	3	13	4	27	45	50	47	57	61	114	144	252	277	304	385	187	170	51	39	30	7	6
5	3	5	2	8	10	20	36	72	76	79	86	110	140	179	304	328	290	196	132	53	31	11	7	1

AM Peak 1145 - 1245 (414), AM PHF=0.91 PM Peak 1645 - 1745 (1520), PM PHF=0.92

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3347 -- English (ENU)

Datasets:

Site: [3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=6890, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
19	11	5	5	12	42	56	103	148	202	191	219	366	443	549	765	920	1180	656	531	241	134	66	30
2	2	1	1	5	8	8	14	28	49	45	39	94	109	99	218	250	327	212	181	109	45	24	8
6	5	0	1	3	6	12	19	40	50	55	43	80	92	113	170	223	321	156	127	62	29	15	10
9	3	2	2	1	8	22	34	41	45	43	70	115	136	201	195	229	298	141	142	42	39	15	9
2	1	2	1	3	20	15	37	40	58	49	68	77	108	136	183	219	235	148	83	28	22	12	3

AM Peak 1145 - 1245 (357), AM PHF=0.78 PM Peak 1700 - 1800 (1180), PM PHF=0.90

* Tuesday, February 25, 2025=9690, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
17	16	45	7	29	31	68	150	183	261	221	283	353	496	741	1059	1541	1646	1100	754	344	205	111	35
6	3	4	2	6	11	13	25	45	56	63	63	72	127	122	257	373	443	311	247	119	59	40	8
4	4	7	3	2	2	11	28	41	60	49	68	75	113	179	240	385	426	291	197	94	55	28	10
5	2	29	1	14	7	25	49	41	70	55	68	104	157	234	297	374	388	249	169	53	58	32	10
2	7	5	1	7	11	19	49	57	75	55	84	102	100	207	265	409	390	249	142	78	33	12	7

AM Peak 1145 - 1245 (335), AM PHF=0.81 PM Peak 1645 - 1745 (1665), PM PHF=0.94

* Wednesday, February 26, 2025=9601, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
21	20	45	9	27	32	73	121	197	255	237	282	388	526	792	1115	1396	1605	1058	719	368	181	108	30
5	10	4	5	5	6	10	14	52	63	69	58	102	126	168	266	305	408	310	276	176	51	46	5
7	4	7	1	2	6	19	21	46	60	52	68	97	115	162	251	348	428	283	198	88	38	29	15
8	2	23	1	15	4	24	39	57	62	69	66	90	169	285	285	357	372	234	153	44	66	21	2
1	4	11	2	5	17	22	48	43	71	48	90	100	116	177	314	387	397	232	92	62	27	12	8

AM Peak 1145 - 1245 (378), AM PHF=0.93 PM Peak 1700 - 1800 (1605), PM PHF=0.94

* Thursday, February 27, 2025=9577, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
24	18	39	8	34	36	73	135	193	238	255	261	376	543	799	1104	1429	1615	1055	748	300	194	84	21
5	7	3	2	4	8	13	18	46	53	73	54	78	108	142	273	336	407	336	258	111	80	22	8
5	2	5	3	7	5	15	27	48	67	63	55	105	131	154	249	363	401	283	223	71	45	16	6
5	6	26	1	19	7	28	35	45	57	69	74	87	178	292	295	346	424	233	146	71	52	30	1
9	3	5	2	5	16	17	55	55	62	51	79	106	126	212	288	386	384	204	121	48	17	16	6

AM Peak 1145 - 1245 (349), AM PHF=0.83 PM Peak 1645 - 1745 (1617), PM PHF=0.95

* Friday, February 28, 2025=6516, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
21	17	40	9	33	39	80	105	200	286	247	268	471	623	759	755	745	736	498	263	136	88	70	30
3	8	3	3	7	8	15	12	40	55	64	50	91	120	161	240	174	208	154	67	36	16	12	14
8	2	8	3	5	9	17	27	47	64	66	51	111	147	172	160	191	193	140	66	27	23	19	11
4	4	20	2	12	13	28	30	46	82	60	75	134	195	262	178	176	185	118	69	25	24	27	2
6	3	9	1	9	10	20	37	68	85	58	92	137	163	165	178	204	151	87	62	49	25	12	3

AM Peak 1145 - 1245 (427), AM PHF=0.80 PM Peak 1415 - 1515 (839), PM PHF=0.80

* Saturday, March 1, 2025=2192, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
27	20	35	10	8	10	31	19	42	99	161	172	186	183	163	216	204	207	162	67	59	46	51	18
11	3	5	2	2	1	2	1	8	25	33	32	52	43	44	41	47	47	47	22	15	11	13	7
9	5	5	1	2	2	5	7	9	30	27	39	51	51	41	57	41	56	51	17	21	6	11	1
5	12	19	3	3	7	18	6	10	27	38	39	42	43	35	49	53	56	34	12	8	8	18	5
2	0	6	4	1	0	6	5	15	18	63	62	41	46	43	69	63	48	31	16	15	21	9	5

AM Peak 1145 - 1245 (207), AM PHF=0.84 PM Peak 1515 - 1615 (222), PM PHF=0.80

* Sunday, March 2, 2025=2013, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
13	8	7	5	2	6	20	15	25	67	136	169	170	145	172	198	218	251	188	60	51	41	32	18
4	2	4	1	0	0	1	1	3	18	25	41	38	40	32	51	49	36	45	9	13	10	9	11
4	4	0	2	0	3	4	5	4	13	26	45	43	38	47	50	46	55	52	21	14	9	7	4
3	1	1	0	1	1	11	1	7	18	33	46	49	35	55	54	63	92	58	14	11	13	13	1
2	1	2	2	1	2	4	8	11	18	52	37	40	32	38	43	61	69	34	16	14	9	3	2

AM Peak 1045 - 1145 (183), AM PHF=0.89 PM Peak 1715 - 1815 (260), PM PHF=0.71

* Monday, March 3, 2025=6711, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	7	4	2	8	37	68	109	163	167	218	215	364	446	597	741	883	1123	644	466	200	160	54	19	
1	2	2	0	0	6	10	21	50	29	45	53	74	96	126	200	234	298	190	154	69	34	17	9	4
8	2	1	0	3	6	11	26	24	49	63	46	93	104	102	160	206	296	152	125	49	51	13	5	7
9	1	0	0	2	12	29	40	44	31	59	45	101	142	230	198	217	283	130	124	48	45	20	4	9
1	2	1	2	3	14	19	23	46	59	53	72	98	104	140	184	228	247	172	63	35	30	4	1	2

AM Peak 1145 - 1245 (338), AM PHF=0.84 PM Peak 1700 - 1800 (1123), PM PHF=0.94

* Tuesday, March 4, 2025=9679, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	16	32	5	31	34	70	155	200	285	246	272	369	473	757	1176	1512	1634	1006	739	324	197	105	24	
4	7	2	2	7	8	14	20	48	83	66	40	84	108	141	303	351	406	278	226	110	55	51	8	5
7	5	5	2	2	2	13	30	52	69	67	58	90	106	150	243	389	439	261	210	73	56	20	6	4
9	1	22	1	13	10	24	55	44	74	60	77	98	142	264	315	391	446	243	170	75	59	24	7	6
2	3	3	0	9	15	19	51	56	59	54	98	97	118	204	316	382	344	224	134	67	28	10	3	4

AM Peak 1145 - 1245 (370), AM PHF=0.94 PM Peak 1645 - 1745 (1672), PM PHF=0.94

* Wednesday, March 5, 2025=9185, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	17	34	8	28	36	77	164	195	239	257	228	389	524	718	1049	1441	1611	904	633	312	175	107	25	
5	10	2	3	5	11	14	20	40	62	73	51	99	114	134	281	354	442	288	203	136	59	35	9	3
4	2	7	0	1	8	11	34	38	56	66	52	91	101	138	196	358	423	208	168	57	26	14	7	5
6	3	22	3	12	7	35	48	52	54	57	58	110	166	257	272	337	401	207	155	66	50	30	9	8
4	2	3	2	10	11	18	63	66	67	61	68	90	143	190	301	393	347	202	108	53	40	28	0	4

AM Peak 1145 - 1245 (367), AM PHF=0.84 PM Peak 1645 - 1745 (1658), PM PHF=0.94

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3249 -- English (ENU)

Datasets:

Site: [1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=761, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	1	4	0	1	1	12	29	53	61	71	57	49	57	74	77	81	45	18	13	16	18	12	9	
0	0	0	0	0	0	2	7	12	13	17	20	13	15	14	14	29	17	7	4	5	3	4	4	2
2	0	1	0	0	0	1	5	14	18	12	12	7	13	24	20	24	15	3	1	2	7	2	1	1
2	1	0	0	0	0	2	9	16	18	25	16	9	15	13	25	20	12	6	5	6	5	4	2	1
1	0	3	0	1	1	7	8	11	12	17	9	20	14	23	18	8	1	2	3	3	3	2	2	1

AM Peak 1015 - 1115 (74), AM PHF=0.74 PM Peak 1530 - 1630 (96), PM PHF=0.82

* Monday, February 3, 2025=1145, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	9	5	9	11	37	57	99	161	125	107	72	67	63	65	57	59	37	28	23	15	14	15	10	
2	5	4	3	0	6	15	15	39	33	32	17	20	20	26	16	15	12	5	5	4	4	4	6	2
1	1	0	0	3	6	11	27	47	42	34	18	17	17	15	13	15	4	7	10	6	4	5	1	0
1	1	1	2	4	10	13	26	44	23	20	25	13	15	13	17	18	12	13	7	5	2	3	1	0
1	2	0	4	4	15	19	31	32	27	21	13	17	12	12	11	11	9	3	1	0	4	3	2	2

AM Peak 0800 - 0900 (161), AM PHF=0.86 PM Peak 1315 - 1415 (69), PM PHF=0.66

* Tuesday, February 4, 2025=1430, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	8	5	8	15	45	54	131	169	225	130	94	107	55	64	48	43	47	74	35	29	18	15	11	
2	5	2	3	6	7	6	29	40	66	42	24	21	16	14	13	9	4	20	11	10	8	5	5	1
0	1	0	1	1	9	12	26	42	59	26	28	36	19	18	11	12	10	28	6	10	5	6	3	3
0	1	0	3	1	9	13	30	43	48	25	18	30	9	15	11	11	10	12	11	2	1	3	2	1
2	1	3	1	7	20	23	46	44	52	38	24	20	12	17	13	11	23	14	8	7	4	1	1	1

AM Peak 0900 - 1000 (225), AM PHF=0.85 PM Peak 1200 - 1300 (107), PM PHF=0.74

* Wednesday, February 5, 2025=1664, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	4	6	10	20	46	78	142	199	223	174	109	125	122	77	77	81	47	35	27	9	29	16	5	
1	2	2	2	8	11	12	30	40	59	49	27	39	35	17	17	23	14	12	10	3	6	2	1	1
3	1	3	3	1	13	17	32	47	62	49	22	27	33	20	21	19	13	5	8	4	5	4	3	5
1	0	0	2	0	6	14	30	40	50	42	27	30	27	19	24	17	14	9	5	1	9	6	0	1
1	1	1	4	12	16	35	51	73	53	34	34	30	28	22	15	22	6	10	4	1	9	4	1	1

AM Peak 0845 - 0945 (243), AM PHF=0.84 PM Peak 1230 - 1330 (128), PM PHF=0.91

* Thursday, February 6, 2025=1224, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	5	2	6	15	40	56	110	153	174	128	97	94	66	49	35	46	49	34	16	10	13	13	8	
1	3	0	0	3	6	8	25	39	35	40	25	24	16	11	9	8	12	7	3	3	4	1	2	0
5	0	1	2	1	9	13	24	40	37	27	26	30	19	16	9	9	15	9	5	2	4	4	5	1
1	1	1	2	3	12	13	31	32	49	31	26	18	15	9	9	11	14	11	5	3	1	6	0	3
1	1	0	2	9	14	22	30	43	54	30	21	23	16	13	9	18	8	8	3	2	4	2	1	0

AM Peak 0915 - 1015 (180), AM PHF=0.83 PM Peak 1200 - 1300 (94), PM PHF=0.80

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3342 -- English (ENU)

Datasets:

Site: [1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=1404, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	5	3	9	11	50	56	132	181	161	115	98	109	89	76	76	63	61	42	20	12	18	10	9	
1	0	0	0	6	13	10	19	37	47	35	28	26	20	15	20	17	22	9	6	1	4	6	3	1
1	4	0	2	2	12	9	31	47	35	31	22	35	25	19	18	17	10	16	6	2	2	0	2	1
0	1	0	1	2	7	13	35	50	38	25	20	27	30	21	22	10	20	13	5	3	6	2	3	1
1	0	3	6	2	18	24	47	48	42	25	28	21	15	22	16	19	9	5	3	6	6	2	1	0

AM Peak 0815 - 0915 (191), AM PHF=0.96 PM Peak 1200 - 1300 (109), PM PHF=0.78

* Tuesday, February 25, 2025=1721, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	5	6	12	11	59	81	165	251	238	152	114	115	93	72	85	80	63	53	21	14	16	11	5	
1	3	0	4	3	11	19	22	66	76	41	30	26	15	15	20	26	14	10	11	2	5	3	4	1
1	0	4	2	0	17	20	49	62	55	44	35	29	24	18	19	17	15	20	3	3	2	4	0	1
1	0	1	3	0	6	11	33	51	47	39	21	29	22	22	24	19	14	15	4	3	6	1	0	0
0	2	1	3	8	26	31	61	73	61	28	30	32	33	18	22	18	20	8	4	6	3	3	1	0

AM Peak 0815 - 0915 (261), AM PHF=0.86 PM Peak 1200 - 1300 (115), PM PHF=0.91

* Wednesday, February 26, 2025=1753, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	3	10	18	56	73	176	272	217	177	123	109	102	78	71	76	70	45	27	15	17	9	11	
1	0	1	3	5	9	13	43	73	64	51	28	38	31	15	16	25	17	13	8	3	5	4	6	0
1	2	1	1	1	10	13	34	59	54	47	32	21	25	21	24	23	19	12	7	2	5	3	4	1
0	0	1	4	6	9	22	45	86	54	46	28	26	19	15	17	15	22	12	6	8	4	2	1	2
0	0	0	2	6	28	26	55	54	45	33	35	25	28	27	14	13	12	8	6	2	3	0	0	1

AM Peak 0745 - 0845 (273), AM PHF=0.80 PM Peak 1200 - 1300 (109), PM PHF=0.72

* Thursday, February 27, 2025=1707, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	3	6	15	54	83	158	249	238	153	120	109	87	73	85	74	69	44	21	24	16	12	13	
0	0	0	1	5	12	21	35	55	65	35	41	25	25	23	22	21	18	15	7	5	5	4	5	3
1	0	2	1	3	16	14	41	57	70	41	28	27	25	12	16	14	18	9	2	5	4	2	5	1
2	1	0	2	2	9	18	32	66	49	32	25	26	22	19	19	17	12	11	8	8	2	1	2	2
1	0	1	2	5	18	30	51	72	54	46	27	32	16	19	29	23	22	10	4	6	5	5	1	0

AM Peak 0830 - 0930 (273), AM PHF=0.95 PM Peak 1200 - 1300 (109), PM PHF=0.86

* Friday, February 28, 2025=1214, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	4	8	11	45	53	84	120	121	99	86	88	51	55	55	110	71	42	38	15	28	16	12	
3	0	1	3	2	6	23	24	27	48	38	18	25	7	15	15	28	21	10	9	4	7	6	0	1
1	0	0	1	3	8	7	17	32	21	20	18	19	18	16	10	23	19	7	11	3	5	6	6	2
2	2	2	1	2	18	9	21	25	24	25	22	31	14	11	14	37	13	9	8	5	4	2	6	0
0	0	1	3	4	13	14	23	37	28	16	28	14	12	13	16	22	18	16	11	3	12	2	0	3

AM Peak 0815 - 0915 (141), AM PHF=0.74 PM Peak 1600 - 1700 (110), PM PHF=0.74

* Saturday, March 1, 2025=932, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	5	0	2	10	15	13	67	75	65	92	55	81	87	79	85	69	37	24	14	15	14	13	11	
1	1	0	0	1	1	2	12	24	21	13	18	21	20	20	23	16	12	11	5	2	4	5	6	1
2	3	0	0	2	3	3	15	18	10	27	15	14	17	19	23	21	8	6	4	4	4	3	2	1
0	1	0	1	3	1	5	13	14	14	19	11	18	21	18	21	13	5	5	3	6	2	4	1	4
3	0	0	1	4	10	3	27	19	20	33	11	28	29	22	18	19	12	2	2	3	4	1	2	5

AM Peak 1015 - 1115 (96), AM PHF=0.74 PM Peak 1330 - 1430 (89), PM PHF=0.77

* Sunday, March 2, 2025=718, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	3	2	2	2	3	5	21	34	65	58	53	67	60	74	86	50	40	22	17	15	12	12	5	
1	1	2	0	0	1	0	4	5	8	15	16	14	14	22	26	12	15	2	4	3	6	3	1	2
1	0	1	2	1	1	1	8	5	20	13	8	18	16	17	21	8	9	6	8	4	1	1	0	0
4	2	0	0	1	0	2	7	13	23	17	13	21	11	17	13	17	6	9	3	2	2	7	3	1
5	0	0	0	0	1	2	2	11	14	13	17	14	19	18	26	13	10	5	2	6	3	1	1	1

AM Peak 0915 - 1015 (72), AM PHF=0.78 PM Peak 1500 - 1600 (86), PM PHF=0.82

*** Monday, March 3, 2025=1316, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	3	0	6	13	45	49	124	192	146	118	100	77	67	65	57	73	48	43	25	22	16	23	5	
2	0	0	1	5	8	9	30	48	44	33	30	20	12	18	19	17	17	10	8	6	4	4	2	1
0	1	0	3	3	10	10	22	59	35	36	21	23	20	14	8	15	15	9	8	4	3	5	2	1
1	1	0	1	2	12	10	35	44	29	26	28	17	21	19	16	21	11	21	2	5	6	5	1	0
1	1	0	1	3	16	20	37	42	39	24	22	18	14	15	15	21	6	4	7	7	3	9	0	0

AM Peak 0800 - 0900 (192), AM PHF=0.82 PM Peak 1200 - 1300 (77), PM PHF=0.86

*** Tuesday, March 4, 2025=1823, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	3	5	6	19	66	90	173	314	272	136	113	111	108	71	61	76	59	51	20	17	27	20	8	
1	2	0	1	4	11	13	32	75	84	37	36	22	20	19	16	25	18	9	6	6	10	4	1	0
1	0	2	2	7	13	20	39	76	75	40	27	40	36	20	10	12	21	11	3	5	9	6	2	0
0	0	1	3	3	17	28	40	79	56	34	26	27	26	20	13	19	11	11	4	1	3	4	3	1
0	1	2	0	6	25	29	63	84	58	26	24	22	26	13	23	20	9	20	7	5	5	6	2	1

AM Peak 0815 - 0915 (322), AM PHF=0.96 PM Peak 1200 - 1300 (111), PM PHF=0.69

*** Wednesday, March 5, 2025=1478, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	4	10	13	45	67	150	251	187	124	99	95	80	56	59	60	54	36	18	22	24	12	12	
0	1	0	1	3	9	12	32	64	48	44	20	19	21	16	12	15	20	12	6	8	3	3	4	1
0	1	0	4	3	12	14	39	57	57	34	20	30	24	11	8	19	15	7	3	2	4	2	4	0
1	0	1	4	4	11	16	40	61	42	24	39	28	19	14	17	16	9	11	6	7	8	5	2	1
1	0	3	1	3	13	25	40	69	41	23	21	19	17	16	22	11	10	6	3	5	9	2	2	0

AM Peak 0800 - 0900 (251), AM PHF=0.91 PM Peak 1215 - 1315 (96), PM PHF=0.81

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3250 -- English (ENU)

Datasets:

Site: [1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=763, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	3	0	3	6	10	16	51	57	85	68	62	61	68	77	106	38	12	7	14	12	7	0
1	0	0	3	0	1	1	2	5	14	10	26	12	18	14	16	13	23	12	3	3	3	1	2	0
0	0	0	0	0	2	1	3	4	11	14	20	19	16	16	19	18	33	20	2	2	9	3	2	1
0	1	0	0	0	0	1	3	4	12	20	21	17	14	14	10	21	30	5	5	1	2	8	0	0
0	0	0	0	0	0	3	2	3	15	13	18	20	16	18	24	26	21	1	2	1	0	0	3	0

AM Peak 1100 - 1200 (85), AM PHF=0.81 PM Peak 1645 - 1745 (111), PM PHF=0.85

* Monday, February 3, 2025=1146, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	8	4	2	4	23	23	32	63	56	73	87	79	80	82	108	124	172	62	27	17	2	13	7	2
0	4	2	0	3	2	10	8	11	13	9	12	16	20	20	26	30	65	24	15	1	0	3	3	2
1	3	0	1	0	2	10	7	14	13	27	35	16	12	29	25	31	38	16	9	9	1	4	4	1
0	1	1	1	1	9	3	7	24	13	17	22	23	19	23	27	36	37	11	2	5	1	5	1	0
0	1	1	1	0	10	0	11	15	18	20	19	25	30	10	31	28	33	11	1	2	0	1	0	0

AM Peak 1115 - 1215 (92), AM PHF=0.65 PM Peak 1700 - 1800 (172), PM PHF=0.67

* Tuesday, February 4, 2025=1500, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	4	3	9	3	22	23	51	55	74	57	99	102	79	100	147	198	201	159	47	25	18	15	9	2
2	2	0	0	0	4	4	15	11	31	16	19	24	21	33	29	53	69	52	21	7	9	4	4	2
1	1	3	2	3	0	11	10	9	19	15	29	20	21	20	36	51	32	46	8	11	2	3	4	1
0	1	0	4	0	4	4	15	16	9	14	31	29	21	24	44	53	41	30	5	3	4	6	1	2
0	0	0	3	0	14	4	11	20	15	13	20	31	17	24	38	41	60	31	13	4	4	2	0	2

AM Peak 1115 - 1215 (103), AM PHF=0.83 PM Peak 1615 - 1715 (213), PM PHF=0.78

* Wednesday, February 5, 2025=1686, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	2	6	4	8	30	24	54	49	92	98	102	129	123	138	172	211	231	102	54	14	21	13	8	1
2	0	1	0	3	4	3	14	8	22	17	27	33	36	38	29	59	79	32	26	4	6	6	5	1
1	1	3	1	4	4	6	13	11	24	20	26	26	23	23	42	50	43	33	10	6	5	2	2	2
2	0	1	1	0	7	7	16	17	27	23	22	32	30	45	45	46	57	24	9	3	9	5	0	3
2	1	1	2	1	16	8	12	13	19	39	27	39	34	33	56	58	52	14	9	1	1	0	1	0

AM Peak 1145 - 1245 (117), AM PHF=0.90 PM Peak 1645 - 1745 (236), PM PHF=0.75

* Thursday, February 6, 2025=1315, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	3	5	2	12	22	27	42	57	73	65	85	78	90	102	113	193	162	95	43	19	11	5	10	0
1	0	1	0	2	3	5	9	15	20	21	20	24	27	39	27	50	57	29	13	10	4	2	4	0
2	0	0	0	5	2	5	8	14	14	16	24	18	21	23	30	46	35	34	12	3	1	0	3	1
3	1	2	2	0	4	6	15	14	22	10	23	20	20	20	35	55	40	10	9	4	3	0	1	0
0	2	2	0	6	13	11	10	15	18	19	19	16	23	21	22	42	31	22	9	2	3	3	2	1

AM Peak 1115 - 1215 (90), AM PHF=0.93 PM Peak 1615 - 1715 (200), PM PHF=0.88

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3343 -- English (ENU)

Datasets:

Site: [1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=1421, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	4	6	6	18	32	51	66	91	100	98	96	98	119	134	151	163	107	38	15	11	7	9	0
0	0	0	1	6	5	11	10	14	34	23	23	18	24	29	29	37	57	31	18	6	4	1	4	0
0	1	1	0	0	3	4	9	24	23	28	24	19	25	37	30	49	45	31	9	1	1	3	2	2
0	0	2	3	0	0	7	12	10	18	18	23	29	23	33	44	31	33	24	7	3	3	2	2	0
3	1	1	2	0	11	11	20	18	17	32	28	31	27	20	32	34	29	22	4	5	3	1	1	0

AM Peak 1045 - 1145 (102), AM PHF=0.79 PM Peak 1615 - 1715 (171), PM PHF=0.75

* Tuesday, February 25, 2025=1823, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	4	11	4	31	27	70	84	86	88	106	122	98	142	179	251	235	170	58	24	14	10	7	0
0	1	0	0	2	4	6	15	22	28	19	14	40	23	41	43	65	74	48	20	2	2	1	3	0
2	1	1	1	2	4	3	17	16	23	22	25	26	19	33	40	65	69	60	20	12	3	3	4	1
0	1	1	4	0	2	12	22	22	14	20	38	21	23	45	50	61	48	31	7	3	3	5	0	0
0	1	2	7	0	22	6	16	25	21	27	29	36	33	24	46	60	44	31	11	7	6	1	0	1

AM Peak 1130 - 1230 (133), AM PHF=0.83 PM Peak 1630 - 1730 (264), PM PHF=0.89

* Wednesday, February 26, 2025=1770, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	2	3	9	20	30	65	104	87	113	118	96	119	138	162	198	266	129	50	27	18	9	6	0
0	2	0	0	4	5	6	10	19	20	26	17	30	29	33	41	50	87	37	23	7	8	1	1	0
1	1	1	0	3	1	10	15	27	25	22	42	20	29	36	38	51	60	35	11	7	2	3	4	1
0	0	1	1	1	1	9	20	30	20	28	26	23	30	26	36	53	62	29	14	6	4	3	0	0
1	1	0	2	2	13	7	21	28	23	38	34	23	32	43	48	44	58	29	2	7	4	2	1	2

AM Peak 1115 - 1215 (131), AM PHF=0.79 PM Peak 1700 - 1800 (266), PM PHF=0.76

* Thursday, February 27, 2025=1753, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	4	1	3	11	26	28	67	62	100	113	138	105	105	139	138	201	247	139	63	26	16	10	13	6
0	3	1	1	2	1	6	18	18	16	26	34	24	26	36	22	51	58	31	24	6	5	2	4	0
1	1	0	1	4	6	6	20	13	29	22	33	25	29	26	40	51	69	45	11	14	6	6	7	0
0	0	0	1	2	4	10	15	21	25	29	40	25	29	44	35	59	63	37	16	2	3	1	1	1
2	0	0	0	4	16	7	15	11	31	37	32	32	22	33	42	41	57	27	12	4	2	1	1	0

AM Peak 1045 - 1145 (143), AM PHF=0.91 PM Peak 1700 - 1800 (247), PM PHF=0.89

* Friday, February 28, 2025=1280, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	4	3	4	5	18	34	43	68	58	96	106	90	78	113	80	128	128	101	44	30	21	12	12	0
6	2	1	0	2	2	9	11	15	18	26	28	21	20	41	25	31	42	30	16	5	6	4	3	0
0	1	1	0	0	2	4	10	16	9	23	22	18	20	28	16	22	31	29	15	11	7	2	5	0
1	1	0	3	1	2	6	12	16	19	22	22	25	22	19	27	41	36	27	6	7	6	4	2	1
0	0	1	1	2	12	15	11	22	12	26	35	26	17	27	12	34	21	16	8	7	3	2	2	4

AM Peak 1100 - 1200 (106), AM PHF=0.75 PM Peak 1630 - 1730 (147), PM PHF=0.89

* Saturday, March 1, 2025=952, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	4	3	5	4	10	10	20	45	74	92	95	79	82	89	84	74	69	58	21	9	9	8	10	1
0	2	1	0	1	5	3	8	9	24	27	20	19	17	20	17	14	22	22	8	1	1	3	6	1
0	1	0	0	1	1	0	3	7	15	19	22	20	21	20	18	19	12	12	3	3	4	1	2	2
1	0	1	2	1	1	1	6	18	17	19	26	14	13	20	19	23	12	16	4	4	0	2	2	1
4	1	1	3	1	3	6	3	12	18	27	27	26	31	30	30	18	23	8	6	1	4	2	0	4

AM Peak 1045 - 1145 (95), AM PHF=0.88 PM Peak 1345 - 1445 (90), PM PHF=0.73

* Sunday, March 2, 2025=734, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	5	2	0	2	2	7	15	28	45	62	65	67	50	63	90	66	78	41	17	10	6	5	3	0
1	1	0	0	1	0	2	4	5	7	11	13	4	12	13	32	11	19	13	4	2	3	2	2	0
2	3	0	0	0	1	1	1	9	14	14	17	18	10	12	28	15	26	12	5	4	1	1	0	0
1	0	2	0	1	1	1	5	6	15	20	21	30	12	25	17	20	16	11	5	2	1	2	1	0
4	1	0	0	0	0	3	5	9	9	18	15	15	17	14	14	20	17	5	3	2	1	0	0	1

AM Peak 1045 - 1145 (68), AM PHF=0.82 PM Peak 1430 - 1530 (98), PM PHF=0.77

* Monday, March 3, 2025=1326, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	1	1	6	18	27	49	59	73	79	83	92	82	110	115	154	178	108	35	27	12	11	8	
0	1	0	0	4	0	6	9	9	19	22	18	28	16	42	25	37	61	32	15	10	5	0	3	2
0	0	1	1	0	4	5	12	20	14	19	20	19	21	26	17	45	34	33	6	9	4	5	0	1
0	1	0	0	1	4	10	14	16	19	12	28	22	27	20	42	36	44	23	8	5	1	3	4	1
1	0	0	0	1	10	6	14	15	22	26	17	24	18	23	32	36	40	21	6	3	2	3	1	1

AM Peak 1115 - 1215 (92), AM PHF=0.84 PM Peak 1615 - 1715 (178), PM PHF=0.73

* Tuesday, March 4, 2025=1893, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	4	3	6	6	27	40	71	85	101	88	112	116	123	166	193	217	280	134	53	22	23	11	12	
2	3	2	1	2	5	9	10	20	19	30	28	30	27	45	54	47	92	48	27	7	6	3	5	3
1	0	0	0	1	1	6	19	22	21	16	31	17	29	32	31	60	73	31	13	9	5	3	3	2
1	1	1	2	3	5	11	24	18	27	20	21	36	38	34	54	50	51	32	8	3	5	4	4	0
1	0	0	3	0	16	15	19	25	34	22	33	34	30	56	55	61	64	25	5	3	7	1	0	0

AM Peak 1145 - 1245 (115), AM PHF=0.80 PM Peak 1700 - 1800 (280), PM PHF=0.76

* Wednesday, March 5, 2025=154, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	6	2	4	6	22	28	59	23	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	4	7	8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	3	3	6	15	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	3	2	2	5	18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	1	1	1	2	13	11	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0715 - 0815 (65), AM PHF=0.88 PM Peak 1245 - 1345 (1), PM PHF=0.25

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3270 -- English (ENU)

Datasets:

Site: [10] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=6734, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
60	43	31	23	49	112	132	164	305	396	474	466	522	615	641	585	529	367	313	324	195	198	133	64	
16	13	8	4	8	18	29	30	60	83	109	124	134	160	150	164	128	123	81	72	52	36	47	19	19
20	16	8	4	13	10	35	41	63	108	123	96	124	151	183	143	145	101	62	88	46	45	38	17	14
16	9	4	6	12	30	39	41	61	101	120	109	120	138	152	142	139	77	84	100	50	56	30	10	10
9	5	11	10	16	54	29	52	122	105	123	137	144	167	157	137	118	66	87	65	48	61	18	19	10

AM Peak 1145 - 1245 (515), AM PHF=0.94 PM Peak 1415 - 1515 (655), PM PHF=0.89

* Monday, February 3, 2025=13962, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	30	34	103	252	625	815	1043	1873	1680	1105	983	849	623	543	540	622	613	529	401	228	220	119	86	
19	8	7	11	25	91	191	191	420	468	311	198	226	156	129	124	135	150	117	114	70	51	39	23	13
14	7	7	13	45	113	196	243	475	458	299	253	233	143	131	139	165	156	132	102	57	59	27	22	12
10	8	7	35	71	168	187	276	506	345	259	252	198	136	137	152	173	157	141	88	38	49	25	20	9
10	8	14	44	112	254	242	334	473	409	236	282	193	188	146	125	150	151	139	97	64	61	28	22	13

AM Peak 0815 - 0915 (1921), AM PHF=0.95 PM Peak 1200 - 1300 (849), PM PHF=0.91

* Tuesday, February 4, 2025=17102, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	29	29	121	232	653	894	1467	2079	2195	1714	1388	999	645	575	610	653	775	699	556	251	255	156	88	
13	4	3	11	24	88	251	288	468	583	518	393	260	156	148	137	171	197	170	166	73	52	49	21	13
12	11	11	25	27	115	195	325	528	542	475	406	273	190	152	137	159	193	175	140	61	65	36	18	13
9	8	8	36	66	165	210	403	525	532	363	309	286	139	131	164	170	188	176	138	46	71	39	24	5
13	6	8	49	115	285	238	452	559	539	359	281	181	161	145	172	154	197	179	113	71	68	33	26	7

AM Peak 0845 - 0945 (2215), AM PHF=0.95 PM Peak 1200 - 1300 (999), PM PHF=0.87

* Wednesday, February 5, 2025=18079, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	28	33	123	236	694	886	1494	2189	2096	1911	1354	1195	791	656	710	698	785	806	532	303	286	156	85	
13	5	3	9	22	76	217	253	496	532	532	348	298	202	162	136	196	216	185	155	79	67	56	23	19
13	9	9	24	29	126	235	346	539	538	472	360	328	207	173	197	149	182	237	143	69	67	39	23	9
5	8	10	47	66	204	187	403	590	505	433	324	294	187	153	206	192	192	181	127	76	63	31	17	13
7	6	12	43	120	288	248	493	565	521	475	323	276	196	168	171	161	196	203	107	79	90	32	22	7

AM Peak 0815 - 0915 (2225), AM PHF=0.94 PM Peak 1200 - 1300 (1195), PM PHF=0.91

* Thursday, February 6, 2025=17745, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
47	33	35	104	261	703	902	1306	2089	2229	1838	1447	1111	792	636	648	711	786	616	543	383	285	166	82	
19	6	5	6	36	83	207	233	486	585	520	399	298	196	167	124	170	214	140	139	102	77	54	23	13
9	10	10	26	37	131	218	280	476	593	475	353	290	198	140	172	175	183	180	193	118	70	29	18	12
13	9	9	31	67	189	224	344	575	551	442	392	261	187	178	185	213	211	143	109	97	60	47	26	9
7	8	12	41	121	300	253	450	552	500	402	304	263	213	152	167	154	179	154	103	67	79	38	16	7

AM Peak 0830 - 0930 (2304), AM PHF=0.97 PM Peak 1200 - 1300 (1111), PM PHF=0.93

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3365 -- English (ENU)

Datasets:

Site: [10] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=14446, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	20	35	96	259	654	797	1128	1924	1810	1150	964	899	676	524	597	570	644	559	409	241	235	131	85	
15	4	2	4	30	73	212	204	436	507	309	230	227	183	129	133	136	149	129	122	64	61	32	21	16
13	6	10	11	34	130	195	268	466	470	337	232	246	163	126	174	142	175	153	108	67	49	40	26	12
9	6	9	40	62	175	180	275	514	402	249	243	220	164	108	133	161	147	139	89	59	64	27	20	6
6	5	14	41	135	277	211	381	510	431	256	260	207	167	162	158	132	174	139	91	52	61	33	19	11

AM Peak 0830 - 0930 (2000), AM PHF=0.97 PM Peak 1200 - 1300 (899), PM PHF=0.92

* Tuesday, February 25, 2025=17859, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	36	38	107	244	696	933	1390	2144	2166	1798	1182	1132	743	691	665	725	885	748	607	337	303	174	77	
16	7	8	10	30	84	209	269	492	550	519	288	265	223	160	157	175	200	185	191	106	71	55	17	13
12	8	7	16	26	133	249	327	523	570	441	320	314	179	180	175	154	223	177	153	78	67	45	23	21
6	11	10	28	76	166	217	331	579	559	411	290	288	165	176	162	205	225	168	132	80	72	41	19	10
11	10	14	53	112	314	258	464	550	488	428	284	265	177	175	172	192	238	218	132	74	94	33	20	13

AM Peak 0830 - 0930 (2249), AM PHF=0.97 PM Peak 1200 - 1300 (1132), PM PHF=0.90

* Wednesday, February 26, 2025=17220, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
57	23	48	109	259	678	957	1417	1956	1911	1833	1344	1089	779	570	687	640	847	655	521	326	262	162	98	
13	4	11	8	33	72	233	252	489	453	478	334	285	203	130	143	166	167	144	152	95	63	50	33	19
21	7	16	26	37	129	243	297	504	491	494	391	253	209	159	166	160	212	197	163	80	57	38	26	18
10	4	8	34	69	196	225	387	490	470	460	317	280	196	137	180	155	208	153	115	64	72	49	23	15
13	8	14	42	120	281	257	482	473	497	401	302	272	171	145	199	159	261	162	92	87	71	26	16	14

AM Peak 0745 - 0845 (1965), AM PHF=0.97 PM Peak 1200 - 1300 (1089), PM PHF=0.96

* Thursday, February 27, 2025=17752, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	34	29	118	249	671	985	1301	1974	2004	1853	1284	1138	793	656	654	771	936	868	513	341	270	161	91	
19	12	5	13	24	79	219	222	468	479	492	333	318	206	145	151	233	240	222	193	95	71	56	21	21
18	6	5	20	34	128	249	301	530	509	463	320	302	189	185	154	152	230	223	107	78	58	47	28	11
15	8	13	44	69	170	242	329	491	509	479	287	291	194	150	174	200	213	209	104	83	55	31	23	9
14	8	7	42	122	294	277	450	486	508	420	344	228	206	177	176	186	253	215	109	85	87	28	19	15

AM Peak 0915 - 1015 (2016), AM PHF=0.99 PM Peak 1200 - 1300 (1138), PM PHF=0.89

* Friday, February 28, 2025=15357, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	26	48	102	226	652	838	964	1741	1718	1239	1217	1152	791	649	680	660	645	582	448	300	323	207	99	
21	4	15	4	31	81	181	174	366	480	374	256	333	215	167	147	156	160	146	111	83	74	84	38	24
11	9	7	24	30	127	216	214	447	424	317	310	298	181	162	172	173	158	140	105	68	64	50	20	9
9	6	11	30	71	171	193	256	469	381	267	305	283	184	158	179	179	178	127	108	70	86	45	17	14
15	7	16	45	95	273	249	321	460	434	281	347	239	211	163	183	153	150	170	125	79	100	28	26	15

AM Peak 0815 - 0915 (1855), AM PHF=0.97 PM Peak 1200 - 1300 (1152), PM PHF=0.87

* Saturday, March 1, 2025=7380, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
61	39	32	34	45	133	216	199	318	377	577	494	553	619	679	542	467	431	461	381	193	272	159	103	
24	10	9	11	5	21	56	53	60	79	141	143	134	136	155	133	118	104	130	86	61	57	48	21	26
9	10	8	9	6	16	63	44	85	70	132	131	156	152	180	142	112	111	111	87	46	55	50	31	14
14	14	7	6	14	31	51	46	80	101	150	107	136	143	165	136	127	99	101	102	41	80	32	31	12
15	5	8	9	21	66	48	56	94	127	154	113	127	188	179	132	110	117	120	107	46	82	29	20	17

AM Peak 1015 - 1115 (579), AM PHF=0.94 PM Peak 1345 - 1445 (688), PM PHF=0.92

* Sunday, March 2, 2025=6166, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	33	27	27	39	99	100	136	218	356	443	457	484	608	525	531	434	377	341	248	210	207	132	72	
26	10	7	12	5	3	21	15	49	66	79	136	118	118	137	130	110	99	83	75	59	47	38	17	12
14	9	6	4	8	17	18	25	36	91	105	110	132	155	120	139	102	102	95	62	48	52	34	26	14
12	8	11	9	9	24	36	42	60	103	107	103	104	165	129	128	103	101	78	59	59	52	37	15	8
17	7	3	2	17	55	25	55	73	97	153	109	131	170	140	134	120	76	86	53	45	57	23	16	10

AM Peak 1030 - 1130 (505), AM PHF=0.82 PM Peak 1315 - 1415 (626), PM PHF=0.92

*** Monday, March 3, 2025=14143, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	32	33	110	225	672	861	1104	1904	1798	1090	955	907	663	490	515	570	592	544	389	231	211	126	83	
12	7	8	12	23	90	209	225	445	490	295	220	250	166	115	120	151	149	130	116	69	51	41	25	16
14	8	4	17	35	128	214	241	462	437	280	240	248	173	122	142	133	155	152	106	43	40	36	21	9
8	10	8	37	65	182	187	288	494	453	282	242	214	160	131	130	150	138	115	97	54	55	27	17	11
10	8	13	44	102	272	252	350	503	418	234	255	195	164	123	124	136	151	149	70	66	66	23	21	3

AM Peak 0815 - 0915 (1949), AM PHF=0.97 PM Peak 1200 - 1300 (907), PM PHF=0.91

*** Tuesday, March 4, 2025=17839, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	30	34	108	236	709	972	1419	2270	2200	1771	1265	1203	736	590	670	683	776	794	525	276	290	164	84	
16	3	7	6	25	85	198	250	545	571	476	336	328	212	119	148	170	194	177	156	81	78	65	18	10
9	6	6	24	37	128	276	325	571	558	453	314	328	198	172	188	167	226	207	136	65	83	44	14	17
11	9	10	36	66	187	216	352	578	532	462	282	274	145	157	152	180	152	204	113	58	64	26	30	7
3	12	12	43	109	310	284	493	578	539	381	333	274	181	143	183	166	204	207	121	73	65	30	23	17

AM Peak 0815 - 0915 (2297), AM PHF=0.99 PM Peak 1200 - 1300 (1203), PM PHF=0.92

*** Wednesday, March 5, 2025=17473, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	28	35	126	257	686	959	1373	2267	2217	1745	1357	1069	783	567	621	706	768	645	467	270	232	167	85	
10	3	6	14	35	82	237	229	507	614	464	305	299	234	134	141	177	189	147	144	83	45	55	22	19
17	9	10	21	48	122	247	321	579	536	475	340	258	190	159	175	159	178	194	117	74	57	41	22	9
7	9	12	41	66	197	237	357	585	535	417	353	290	181	121	156	197	198	145	102	59	59	38	22	10
17	7	8	50	109	286	238	466	596	533	390	359	223	179	154	150	174	204	160	105	55	72	34	20	10

AM Peak 0815 - 0915 (2374), AM PHF=0.97 PM Peak 1200 - 1300 (1069), PM PHF=0.89

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3271 -- English (ENU)

Datasets:

Site: [10] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 2, 2025=5450, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
104	44	26	15	13	20	69	87	100	190	252	352	390	402	486	511	556	579	430	244	133	237	138	77	
19	21	7	4	2	2	9	13	19	35	44	70	95	81	144	144	96	173	116	84	28	41	30	34	13
23	9	8	3	0	5	17	25	20	36	45	79	106	98	116	120	150	146	152	59	28	56	38	14	18
35	8	4	4	4	5	30	26	31	35	68	112	101	112	125	115	173	138	99	55	32	89	47	16	20
27	6	7	4	7	8	13	24	30	85	95	91	89	111	103	133	137	123	63	46	45	51	24	14	10

AM Peak 1130 - 1230 (403), AM PHF=0.90 PM Peak 1615 - 1715 (633), PM PHF=0.91

* Monday, February 3, 2025=10043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
61	27	20	16	28	64	148	265	299	337	366	364	576	727	999	1061	1107	1280	746	685	304	297	199	73	
13	10	6	1	3	12	28	47	69	100	95	82	122	165	214	325	264	330	220	224	99	91	43	22	13
18	5	6	3	2	16	24	46	81	76	83	77	138	166	226	198	271	369	151	162	86	49	58	23	20
20	7	6	8	8	14	55	85	71	75	98	80	167	218	348	301	269	310	185	161	65	86	70	15	13
10	5	2	4	15	22	42	88	78	87	90	125	150	178	213	239	304	272	190	138	55	72	29	13	9

AM Peak 1145 - 1245 (552), AM PHF=0.83 PM Peak 1645 - 1745 (1312), PM PHF=0.89

* Tuesday, February 4, 2025=13699, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	26	31	27	55	70	157	302	412	393	405	429	624	889	1245	1502	1737	1733	1199	1061	519	520	203	112	
13	5	7	5	8	10	28	51	110	99	102	116	145	216	280	381	391	428	325	343	169	140	42	36	29
20	2	1	8	5	12	38	71	97	92	103	98	127	180	292	362	466	466	287	277	115	100	63	35	30
13	9	18	5	27	26	57	76	111	112	115	101	188	280	390	358	427	451	289	256	122	147	67	21	14
9	10	5	9	16	22	35	104	95	91	85	114	164	214	284	403	453	389	299	186	113	135	31	20	15

AM Peak 1145 - 1245 (574), AM PHF=0.76 PM Peak 1645 - 1745 (1797), PM PHF=0.96

* Wednesday, February 5, 2025=14310, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	29	41	23	41	89	180	312	430	403	438	526	696	903	1235	1454	1677	1753	1427	1115	575	471	300	111	
29	9	5	2	6	15	32	44	124	101	98	122	153	234	268	354	374	462	387	352	196	136	70	35	11
30	11	7	5	3	23	42	65	98	99	116	122	166	168	247	341	450	441	363	314	125	113	79	21	14
14	3	26	8	22	26	68	91	103	99	113	128	184	290	394	374	410	479	347	253	128	100	99	28	22
15	6	3	8	10	26	38	113	106	104	111	154	194	212	327	386	443	372	331	197	126	122	52	27	20

AM Peak 1145 - 1245 (657), AM PHF=0.89 PM Peak 1645 - 1745 (1824), PM PHF=0.95

* Thursday, February 6, 2025=13698, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	46	33	24	48	95	175	302	374	401	474	551	721	986	1254	1507	1614	1633	1138	960	593	370	214	126	
11	17	4	4	7	15	29	42	102	93	106	130	174	255	276	382	358	441	301	300	215	121	59	31	15
14	11	0	8	5	24	47	60	88	93	112	113	172	213	267	354	444	434	278	257	142	102	48	57	29
22	8	21	7	24	30	60	91	89	118	152	147	193	290	401	377	376	443	285	224	114	84	66	19	24
20	10	8	5	12	27	39	109	95	99	105	161	183	228	310	395	437	316	275	180	123	64	42	19	9

AM Peak 1145 - 1245 (699), AM PHF=0.91 PM Peak 1645 - 1745 (1754), PM PHF=0.99

Traffic Data Service -- San Jose, CA

Event Counts

EventCount-3366 -- English (ENU)

Datasets:

Site: [10] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Monday, February 24, 2025=10425, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	20	18	11	31	97	144	285	304	352	374	398	621	772	955	1100	1120	1212	905	758	325	256	193	117	
20	5	4	3	5	16	24	53	77	79	97	91	145	178	181	313	257	314	246	236	93	92	50	35	13
7	4	5	0	2	28	37	65	60	82	94	96	146	163	193	223	297	349	218	194	94	54	53	36	15
23	7	7	4	15	21	52	79	86	110	98	115	179	250	347	290	269	301	245	171	80	44	61	24	21
14	4	2	4	9	33	32	89	82	82	85	97	152	182	235	274	297	248	197	158	59	67	30	22	15

AM Peak 1145 - 1245 (566), AM PHF=0.79 PM Peak 1645 - 1745 (1261), PM PHF=0.90

* Tuesday, February 25, 2025=13685, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	19	43	23	44	82	175	285	364	386	394	484	638	906	1140	1462	1634	1611	1336	1036	579	512	317	156	
13	11	11	2	6	13	34	41	101	95	99	122	150	203	235	367	395	423	385	350	176	117	112	42	28
15	2	8	3	6	22	43	55	67	89	99	107	166	219	248	350	396	448	282	253	132	121	68	62	29
21	2	21	7	23	22	63	90	97	108	107	134	159	295	393	362	391	398	348	223	136	135	81	27	32
15	4	3	11	9	26	36	99	99	95	91	122	164	189	265	384	452	343	322	211	135	140	57	25	35

AM Peak 1145 - 1245 (596), AM PHF=0.90 PM Peak 1645 - 1745 (1720), PM PHF=0.95

* Wednesday, February 26, 2025=13705, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
124	37	43	26	48	90	183	315	356	375	452	484	689	875	1199	1423	1606	1677	1387	1039	519	374	292	96	
28	16	3	5	2	16	35	50	99	91	117	110	146	177	259	361	372	428	399	324	182	116	74	34	38
29	14	7	5	3	23	45	68	86	93	107	109	177	219	267	353	422	455	301	272	115	67	90	33	17
32	3	28	8	34	26	55	95	88	86	123	138	180	278	377	350	370	422	348	241	117	86	91	17	28
35	4	5	8	9	25	48	103	84	107	106	129	187	222	296	360	443	373	340	203	105	105	38	12	20

AM Peak 1145 - 1245 (631), AM PHF=0.88 PM Peak 1645 - 1745 (1747), PM PHF=0.96

* Thursday, February 27, 2025=13716, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
103	54	47	20	42	75	179	293	351	384	469	526	719	920	1216	1432	1601	1561	1214	1100	578	438	274	124	
38	18	7	3	9	9	40	36	91	101	129	119	169	208	264	375	353	395	354	352	189	143	91	30	23
17	8	4	3	3	17	41	62	75	83	104	108	175	222	291	340	430	435	298	265	143	134	59	36	18
28	17	31	7	21	20	61	95	93	100	135	145	184	282	362	353	378	404	301	262	138	93	93	24	28
20	11	5	7	10	30	38	101	93	101	102	154	191	208	299	366	440	327	262	222	109	69	32	35	26

AM Peak 1145 - 1245 (682), AM PHF=0.93 PM Peak 1645 - 1745 (1674), PM PHF=0.95

* Friday, February 28, 2025=11173, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	32	48	31	39	73	180	259	323	386	395	485	902	1083	1149	1126	1069	1077	844	530	270	442	218	122	
23	9	5	5	6	10	27	48	70	91	96	109	202	265	262	304	260	270	223	185	78	81	42	29	43
18	5	5	10	6	21	43	52	76	91	106	100	209	254	261	237	257	328	227	124	73	136	56	43	40
28	11	29	8	19	23	60	88	82	107	110	135	260	312	359	322	256	221	227	120	65	94	81	27	50
26	7	9	8	8	21	51	72	96	98	84	142	232	253	267	263	296	259	168	102	55	131	39	23	43

AM Peak 1145 - 1245 (812), AM PHF=0.78 PM Peak 1415 - 1515 (1191), PM PHF=0.83

* Saturday, March 1, 2025=5783, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
176	42	52	22	22	28	87	116	124	197	248	362	395	439	494	489	449	490	499	283	172	308	192	100	
43	17	4	8	8	8	7	22	34	32	49	79	91	102	106	112	131	139	146	85	37	57	65	25	32
40	3	6	4	2	3	20	24	27	50	49	90	112	96	121	112	90	111	143	79	42	107	39	23	26
50	7	31	5	8	9	44	39	21	55	67	80	96	120	138	139	117	116	142	67	40	73	64	28	43
43	15	11	5	4	8	17	32	43	60	84	114	96	122	130	127	112	125	69	53	53	72	24	24	20

AM Peak 1145 - 1245 (413), AM PHF=0.91 PM Peak 1745 - 1845 (555), PM PHF=0.95

* Sunday, March 2, 2025=4763, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
121	35	23	17	10	20	66	72	73	124	217	291	362	398	391	445	516	470	412	157	158	175	151	63	
32	7	9	3	1	3	7	15	11	31	29	81	84	102	80	103	141	135	134	46	38	45	42	18	18
26	10	4	4	3	6	14	24	22	36	59	81	89	119	102	118	108	109	122	45	36	56	30	17	10
43	12	6	3	3	4	29	20	12	27	66	79	112	97	111	108	133	124	93	31	44	41	52	14	17
20	6	4	7	3	7	16	14	28	31	64	51	78	81	99	116	135	103	63	36	41	34	28	14	8

AM Peak 1145 - 1245 (335), AM PHF=0.75 PM Peak 1600 - 1700 (516), PM PHF=0.92

*** Monday, March 3, 2025=10088, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	27	23	19	22	81	163	270	289	369	387	376	623	757	958	1053	1083	1177	843	686	313	284	169	69	
18	8	5	2	4	17	22	48	87	89	84	86	123	158	200	310	267	292	216	231	102	91	42	17	12
10	6	8	2	5	16	39	60	72	91	92	78	141	184	221	212	273	360	209	164	72	63	49	17	11
17	8	7	5	10	28	58	86	67	90	111	113	178	257	332	283	275	294	198	168	75	63	63	22	11
8	5	3	10	3	21	45	77	63	99	101	100	182	159	205	248	268	231	221	123	64	68	15	13	15

AM Peak 1145 - 1245 (541), AM PHF=0.76 PM Peak 1645 - 1745 (1214), PM PHF=0.84

*** Tuesday, March 4, 2025=13604, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	35	46	32	40	85	183	304	339	405	411	462	686	886	1212	1397	1559	1695	1231	1116	566	499	241	131	
12	9	8	10	5	17	26	52	85	114	115	101	127	223	237	368	371	431	323	332	174	149	62	33	28
11	13	6	2	2	15	40	48	86	77	92	118	142	177	285	332	402	449	289	298	145	125	71	28	34
11	3	24	8	25	18	64	96	87	105	105	116	222	288	377	355	357	427	323	255	140	129	67	36	29
15	10	8	12	8	36	54	110	81	110	100	128	196	199	315	343	431	389	296	232	107	96	42	34	15

AM Peak 1145 - 1245 (618), AM PHF=0.70 PM Peak 1645 - 1745 (1737), PM PHF=0.97

*** Wednesday, March 5, 2025=13327, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	49	39	41	45	90	180	350	349	382	417	484	692	901	1143	1419	1516	1638	1335	1014	516	305	234	91	
28	26	2	8	8	16	33	53	81	101	117	109	130	188	232	396	355	419	375	316	150	108	59	27	21
34	6	8	6	3	14	48	66	79	79	95	104	166	222	242	317	408	440	309	270	141	66	56	29	21
29	9	23	17	23	24	50	118	108	102	110	133	227	289	386	331	342	412	321	236	123	70	81	20	21
15	8	6	10	11	37	49	114	82	100	95	139	170	203	283	376	412	368	331	193	103	61	38	15	12

AM Peak 1145 - 1245 (661), AM PHF=0.73 PM Peak 1645 - 1745 (1682), PM PHF=0.96

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3257 -- English (ENU)**Datasets:**

Site: [5] SHORELINE BLVD N OF NORTH RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	5	5	0	0	0	0	0	0	0	0	0	0
0600	38	0	35	2	0	1	0	0	0	0	0	0	0	0
0700	46	0	46	0	0	0	0	0	0	0	0	0	0	0
0800	99	0	98	1	0	0	0	0	0	0	0	0	0	0
0900	93	0	92	1	0	0	0	0	0	0	0	0	0	0
1000	140	0	137	3	0	0	0	0	0	0	0	0	0	0
1100	109	0	109	0	0	0	0	0	0	0	0	0	0	0
1200	127	0	124	3	0	0	0	0	0	0	0	0	0	0
1300	136	0	133	3	0	0	0	0	0	0	0	0	0	0
1400	165	1	158	6	0	0	0	0	0	0	0	0	0	0
1500	169	2	163	4	0	0	0	0	0	0	0	0	0	0
1600	144	0	143	1	0	0	0	0	0	0	0	0	0	0
1700	54	0	54	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1285	3	1260	22	0	0	0	0	0	0	0	0	0	0
06-22	1323	3	1295	24	0	1	0	0	0	0	0	0	0	0
06-00	1323	3	1295	24	0	1	0	0	0	0	0	0	0	0
00-00	1333	3	1300	29	0	1	0	0	0	0	0	0	0	0

Peak step 15:00 (169) **AM Peak step** 10:00 (140) **PM Peak step** 15:00 (169)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	14	0	10	1	0	0	3	0	0	0	0	0	0	0
0600	42	0	39	2	0	1	0	0	0	0	0	0	0	0
0700	50	0	45	5	0	0	0	0	0	0	0	0	0	0
0800	31	0	28	1	0	0	2	0	0	0	0	0	0	0
0900	40	1	36	3	0	0	0	0	0	0	0	0	0	0
1000	56	0	52	3	0	0	1	0	0	0	0	0	0	0
1100	37	0	33	4	0	0	0	0	0	0	0	0	0	0
1200	43	0	43	0	0	0	0	0	0	0	0	0	0	0
1300	54	0	51	3	0	0	0	0	0	0	0	0	0	0
1400	63	0	57	6	0	0	0	0	0	0	0	0	0	0
1500	46	0	44	2	0	0	0	0	0	0	0	0	0	0
1600	65	0	63	2	0	0	0	0	0	0	0	0	0	0
1700	30	0	30	0	0	0	0	0	0	0	0	0	0	0
1800	9	1	8	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	524	2	490	29	0	0	3	0	0	0	0	0	0	0
06-22	566	2	529	31	0	1	3	0	0	0	0	0	0	0
06-00	566	2	529	31	0	1	3	0	0	0	0	0	0	0
00-00	589	2	547	33	0	1	6	0	0	0	0	0	0	0

Peak step 16:00 (65) AM Peak step 10:00 (56) PM Peak step 16:00 (65)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0700	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	25	0	21	3	0	0	1	0	0	0	0	0	0	0
1000	16	0	15	0	0	1	0	0	0	0	0	0	0	0
1100	21	0	21	0	0	0	0	0	0	0	0	0	0	0
1200	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1300	24	0	24	0	0	0	0	0	0	0	0	0	0	0
1400	20	1	16	2	0	0	1	0	0	0	0	0	0	0
1500	13	1	12	0	0	0	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	176	2	163	8	0	1	2	0	0	0	0	0	0	0
06-22	191	2	177	9	0	1	2	0	0	0	0	0	0	0
06-00	191	2	177	9	0	1	2	0	0	0	0	0	0	0
00-00	213	2	198	10	0	1	2	0	0	0	0	0	0	0

Peak step 9:00 (25) AM Peak step 9:00 (25) PM Peak step 13:00 (24)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0600	42	0	40	1	0	1	0	0	0	0	0	0	0	0
0700	33	0	33	0	0	0	0	0	0	0	0	0	0	0
0800	25	2	19	2	0	0	0	1	1	0	0	0	0	0
0900	57	0	54	3	0	0	0	0	0	0	0	0	0	0
1000	78	1	76	1	0	0	0	0	0	0	0	0	0	0
1100	90	1	86	2	0	1	0	0	0	0	0	0	0	0
1200	78	0	77	1	0	0	0	0	0	0	0	0	0	0
1300	77	0	75	2	0	0	0	0	0	0	0	0	0	0
1400	70	1	67	2	0	0	0	0	0	0	0	0	0	0
1500	96	0	94	2	0	0	0	0	0	0	0	0	0	0
1600	85	2	79	4	0	0	0	0	0	0	0	0	0	0
1700	89	1	86	1	0	0	0	0	1	0	0	0	0	0
1800	39	1	38	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	817	9	784	20	0	1	0	1	2	0	0	0	0	0
06-22	861	9	826	21	0	2	0	1	2	0	0	0	0	0
06-00	861	9	826	21	0	2	0	1	2	0	0	0	0	0
00-00	889	9	853	22	0	2	0	1	2	0	0	0	0	0

Peak step 15:00 (96) AM Peak step 11:00 (90) PM Peak step 15:00 (96)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0500	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0600	23	0	21	1	0	0	1	0	0	0	0	0	0	0
0700	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0900	17	1	14	2	0	0	0	0	0	0	0	0	0	0
1000	28	0	25	3	0	0	0	0	0	0	0	0	0	0
1100	28	0	27	0	0	1	0	0	0	0	0	0	0	0
1200	31	1	29	1	0	0	0	0	0	0	0	0	0	0
1300	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1400	55	1	52	2	0	0	0	0	0	0	0	0	0	0
1500	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1600	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1700	25	1	23	1	0	0	0	0	0	0	0	0	0	0
1800	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	283	4	258	20	0	1	0	0	0	0	0	0	0	0
06-22	309	4	281	22	0	1	1	0	0	0	0	0	0	0
06-00	309	4	281	22	0	1	1	0	0	0	0	0	0	0
00-00	331	4	301	24	0	1	1	0	0	0	0	0	0	0

Peak step 14:00 (55) AM Peak step 10:00 (28) PM Peak step 14:00 (55)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3350 -- English (ENU)**Datasets:**

Site: [5] SHORELINE BLVD N OF NORTH RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0500	17	0	13	2	0	0	1	1	0	0	0	0	0	0
0600	69	1	65	3	0	0	0	0	0	0	0	0	0	0
0700	34	0	33	1	0	0	0	0	0	0	0	0	0	0
0800	57	0	51	4	0	0	1	0	1	0	0	0	0	0
0900	55	1	49	5	0	0	0	0	0	0	0	0	0	0
1000	73	3	64	6	0	0	0	0	0	0	0	0	0	0
1100	85	1	77	7	0	0	0	0	0	0	0	0	0	0
1200	77	1	72	3	0	0	1	0	0	0	0	0	0	0
1300	70	3	62	2	0	0	3	0	0	0	0	0	0	0
1400	84	2	76	5	0	0	0	0	1	0	0	0	0	0
1500	51	0	50	1	0	0	0	0	0	0	0	0	0	0
1600	67	0	66	1	0	0	0	0	0	0	0	0	0	0
1700	43	0	43	0	0	0	0	0	0	0	0	0	0	0
1800	21	1	20	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	717	12	663	35	0	0	5	0	2	0	0	0	0	0
06-22	788	13	730	38	0	0	5	0	2	0	0	0	0	0
06-00	788	13	730	38	0	0	5	0	2	0	0	0	0	0
00-00	816	13	751	43	0	0	6	1	2	0	0	0	0	0

Peak step 11:00 (85) **AM Peak step** 11:00 (85) **PM Peak step** 14:00 (84)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0500	13	0	8	5	0	0	0	0	0	0	0	0	0	0
0600	53	0	51	2	0	0	0	0	0	0	0	0	0	0
0700	42	0	41	1	0	0	0	0	0	0	0	0	0	0
0800	35	0	31	3	0	0	0	1	0	0	0	0	0	0
0900	61	1	59	1	0	0	0	0	0	0	0	0	0	0
1000	69	0	64	5	0	0	0	0	0	0	0	0	0	0
1100	81	1	75	4	0	0	1	0	0	0	0	0	0	0
1200	75	0	69	5	0	0	1	0	0	0	0	0	0	0
1300	55	0	50	4	1	0	0	0	0	0	0	0	0	0
1400	88	0	88	0	0	0	0	0	0	0	0	0	0	0
1500	69	0	69	0	0	0	0	0	0	0	0	0	0	0
1600	84	0	81	3	0	0	0	0	0	0	0	0	0	0
1700	72	0	70	2	0	0	0	0	0	0	0	0	0	0
1800	25	0	25	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	756	2	722	28	1	0	2	1	0	0	0	0	0	0
06-22	811	2	775	30	1	0	2	1	0	0	0	0	0	0
06-00	811	2	775	30	1	0	2	1	0	0	0	0	0	0
00-00	837	2	795	36	1	0	2	1	0	0	0	0	0	0

Peak step 14:00 (88) AM Peak step 11:00 (81) PM Peak step 14:00 (88)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	1	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0500	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0600	61	1	58	2	0	0	0	0	0	0	0	0	0	0
0700	47	1	42	1	0	0	2	0	1	0	0	0	0	0
0800	44	0	41	3	0	0	0	0	0	0	0	0	0	0
0900	56	0	55	1	0	0	0	0	0	0	0	0	0	0
1000	90	0	89	1	0	0	0	0	0	0	0	0	0	0
1100	115	0	111	3	0	0	1	0	0	0	0	0	0	0
1200	99	0	97	2	0	0	0	0	0	0	0	0	0	0
1300	91	0	87	4	0	0	0	0	0	0	0	0	0	0
1400	90	0	90	0	0	0	0	0	0	0	0	0	0	0
1500	83	1	76	6	0	0	0	0	0	0	0	0	0	0
1600	77	0	73	4	0	0	0	0	0	0	0	0	0	0
1700	98	0	95	3	0	0	0	0	0	0	0	0	0	0
1800	23	1	20	2	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	913	3	876	30	0	0	3	0	1	0	0	0	0	0
06-22	975	4	935	32	0	0	3	0	1	0	0	0	0	0
06-00	975	4	935	32	0	0	3	0	1	0	0	0	0	0
00-00	1013	5	967	37	0	0	3	0	1	0	0	0	0	0

Peak step 11:00 (115) AM Peak step 11:00 (115) PM Peak step 12:00 (99)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0500	26	1	20	5	0	0	0	0	0	0	0	0	0	0
0600	55	0	52	3	0	0	0	0	0	0	0	0	0	0
0700	30	0	28	1	0	1	0	0	0	0	0	0	0	0
0800	38	0	37	0	0	0	1	0	0	0	0	0	0	0
0900	48	1	43	4	0	0	0	0	0	0	0	0	0	0
1000	85	0	80	5	0	0	0	0	0	0	0	0	0	0
1100	99	0	96	3	0	0	0	0	0	0	0	0	0	0
1200	95	0	90	5	0	0	0	0	0	0	0	0	0	0
1300	63	2	59	2	0	0	0	0	0	0	0	0	0	0
1400	86	0	81	3	0	0	2	0	0	0	0	0	0	0
1500	66	0	66	0	0	0	0	0	0	0	0	0	0	0
1600	95	3	86	5	0	0	1	0	0	0	0	0	0	0
1700	164	0	161	3	0	0	0	0	0	0	0	0	0	0
1800	45	0	41	4	0	0	0	0	0	0	0	0	0	0
1900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	914	6	868	35	0	1	4	0	0	0	0	0	0	0
06-22	973	6	923	39	0	1	4	0	0	0	0	0	0	0
06-00	973	6	923	39	0	1	4	0	0	0	0	0	0	0
00-00	1012	7	955	45	0	1	4	0	0	0	0	0	0	0

Peak step 17:00 (164) AM Peak step 11:00 (99) PM Peak step 17:00 (164)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	6	5	0	0	0	0	0	0	0	0	0	0
0500	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0600	48	0	47	1	0	0	0	0	0	0	0	0	0	0
0700	47	0	47	0	0	0	0	0	0	0	0	0	0	0
0800	80	0	79	1	0	0	0	0	0	0	0	0	0	0
0900	122	1	117	4	0	0	0	0	0	0	0	0	0	0
1000	76	0	74	2	0	0	0	0	0	0	0	0	0	0
1100	110	0	107	3	0	0	0	0	0	0	0	0	0	0
1200	84	0	79	5	0	0	0	0	0	0	0	0	0	0
1300	102	0	100	2	0	0	0	0	0	0	0	0	0	0
1400	100	1	94	5	0	0	0	0	0	0	0	0	0	0
1500	96	0	94	2	0	0	0	0	0	0	0	0	0	0
1600	92	0	90	2	0	0	0	0	0	0	0	0	0	0
1700	114	0	114	0	0	0	0	0	0	0	0	0	0	0
1800	47	0	47	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1070	2	1042	26	0	0	0	0	0	0	0	0	0	0
06-22	1119	2	1090	27	0	0	0	0	0	0	0	0	0	0
06-00	1119	2	1090	27	0	0	0	0	0	0	0	0	0	0
00-00	1146	2	1110	34	0	0	0	0	0	0	0	0	0	0

Peak step 9:00 (122) AM Peak step 9:00 (122) PM Peak step 17:00 (114)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	17	0	15	2	0	0	0	0	0	0	0	0	0	0
0600	52	0	48	4	0	0	0	0	0	0	0	0	0	0
0700	74	0	73	1	0	0	0	0	0	0	0	0	0	0
0800	121	0	119	2	0	0	0	0	0	0	0	0	0	0
0900	142	0	140	2	0	0	0	0	0	0	0	0	0	0
1000	223	1	217	5	0	0	0	0	0	0	0	0	0	0
1100	191	0	187	3	1	0	0	0	0	0	0	0	0	0
1200	96	0	95	1	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1400	96	0	95	1	0	0	0	0	0	0	0	0	0	0
1500	136	0	134	2	0	0	0	0	0	0	0	0	0	0
1600	143	0	140	3	0	0	0	0	0	0	0	0	0	0
1700	114	0	114	0	0	0	0	0	0	0	0	0	0	0
1800	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1371	1	1349	20	1	0	0	0	0	0	0	0	0	0
06-22	1429	1	1403	24	1	0	0	0	0	0	0	0	0	0
06-00	1430	1	1404	24	1	0	0	0	0	0	0	0	0	0
00-00	1454	1	1425	27	1	0	0	0	0	0	0	0	0	0

Peak step 10:00 (223) AM Peak step 10:00 (223) PM Peak step 16:00 (143)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	15	0	11	4	0	0	0	0	0	0	0	0	0	0
0600	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0700	50	0	50	0	0	0	0	0	0	0	0	0	0	0
0800	68	0	66	2	0	0	0	0	0	0	0	0	0	0
0900	98	0	95	2	0	0	1	0	0	0	0	0	0	0
1000	110	0	110	0	0	0	0	0	0	0	0	0	0	0
1100	127	0	124	3	0	0	0	0	0	0	0	0	0	0
1200	123	0	121	2	0	0	0	0	0	0	0	0	0	0
1300	153	0	149	4	0	0	0	0	0	0	0	0	0	0
1400	165	0	161	4	0	0	0	0	0	0	0	0	0	0
1500	157	0	155	2	0	0	0	0	0	0	0	0	0	0
1600	114	0	112	2	0	0	0	0	0	0	0	0	0	0
1700	109	0	109	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1294	0	1272	21	0	0	1	0	0	0	0	0	0	0
06-22	1318	0	1296	21	0	0	1	0	0	0	0	0	0	0
06-00	1318	0	1296	21	0	0	1	0	0	0	0	0	0	0
00-00	1342	0	1314	27	0	0	1	0	0	0	0	0	0	0

Peak step 14:00 (165) AM Peak step 11:00 (127) PM Peak step 14:00 (165)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0500	25	0	21	3	0	0	0	1	0	0	0	0	0	0
0600	63	0	59	4	0	0	0	0	0	0	0	0	0	0
0700	41	0	39	2	0	0	0	0	0	0	0	0	0	0
0800	49	0	46	3	0	0	0	0	0	0	0	0	0	0
0900	72	0	71	1	0	0	0	0	0	0	0	0	0	0
1000	57	0	56	1	0	0	0	0	0	0	0	0	0	0
1100	70	1	68	1	0	0	0	0	0	0	0	0	0	0
1200	66	0	64	2	0	0	0	0	0	0	0	0	0	0
1300	70	1	65	4	0	0	0	0	0	0	0	0	0	0
1400	67	0	67	0	0	0	0	0	0	0	0	0	0	0
1500	51	0	50	1	0	0	0	0	0	0	0	0	0	0
1600	58	0	56	1	0	0	1	0	0	0	0	0	0	0
1700	70	0	70	0	0	0	0	0	0	0	0	0	0	0
1800	15	1	14	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	686	3	666	16	0	0	1	0	0	0	0	0	0	0
06-22	749	3	725	20	0	0	1	0	0	0	0	0	0	0
06-00	749	3	725	20	0	0	1	0	0	0	0	0	0	0
00-00	784	3	753	26	0	0	1	1	0	0	0	0	0	0

Peak step 9:00 (72) AM Peak step 9:00 (72) PM Peak step 13:00 (70)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0500	18	0	13	4	0	1	0	0	0	0	0	0	0	0
0600	54	1	51	2	0	0	0	0	0	0	0	0	0	0
0700	44	1	43	0	0	0	0	0	0	0	0	0	0	0
0800	35	1	29	5	0	0	0	0	0	0	0	0	0	0
0900	58	0	58	0	0	0	0	0	0	0	0	0	0	0
1000	83	0	78	5	0	0	0	0	0	0	0	0	0	0
1100	78	0	76	2	0	0	0	0	0	0	0	0	0	0
1200	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1300	59	0	56	3	0	0	0	0	0	0	0	0	0	0
1400	66	0	66	0	0	0	0	0	0	0	0	0	0	0
1500	47	0	47	0	0	0	0	0	0	0	0	0	0	0
1600	76	0	74	2	0	0	0	0	0	0	0	0	0	0
1700	50	0	48	2	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	664	2	639	23	0	0	0	0	0	0	0	0	0	0
06-22	718	3	690	25	0	0	0	0	0	0	0	0	0	0
06-00	718	3	690	25	0	0	0	0	0	0	0	0	0	0
00-00	753	3	719	30	0	1	0	0	0	0	0	0	0	0

Peak step 10:00 (83) AM Peak step 10:00 (83) PM Peak step 16:00 (76)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0500	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0600	31	0	26	5	0	0	0	0	0	0	0	0	0	0
0700	29	1	27	1	0	0	0	0	0	0	0	0	0	0
0800	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0900	37	0	30	7	0	0	0	0	0	0	0	0	0	0
1000	35	1	34	0	0	0	0	0	0	0	0	0	0	0
1100	89	0	86	2	0	0	1	0	0	0	0	0	0	0
1200	65	0	62	2	0	0	1	0	0	0	0	0	0	0
1300	46	0	43	3	0	0	0	0	0	0	0	0	0	0
1400	45	0	42	2	0	0	1	0	0	0	0	0	0	0
1500	41	0	40	1	0	0	0	0	0	0	0	0	0	0
1600	64	0	61	3	0	0	0	0	0	0	0	0	0	0
1700	68	0	68	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	550	2	523	22	0	0	3	0	0	0	0	0	0	0
06-22	582	2	550	27	0	0	3	0	0	0	0	0	0	0
06-00	582	2	550	27	0	0	3	0	0	0	0	0	0	0
00-00	610	2	574	31	0	0	3	0	0	0	0	0	0	0

Peak step 11:00 (89) **AM Peak step** 11:00 (89) **PM Peak step** 17:00 (68)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3258 -- English (ENU)**Datasets:**

Site: [5] SHORELINE BLVD N OF NORTH RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = South, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	0	1	0	0	0	0	0	0	0	0
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	26	0	20	6	0	0	0	0	0	0	0	0	0	0
0900	46	0	37	9	0	0	0	0	0	0	0	0	0	0
1000	74	0	58	16	0	0	0	0	0	0	0	0	0	0
1100	113	0	93	20	0	0	0	0	0	0	0	0	0	0
1200	106	0	80	26	0	0	0	0	0	0	0	0	0	0
1300	140	1	110	29	0	0	0	0	0	0	0	0	0	0
1400	160	0	137	23	0	0	0	0	0	0	0	0	0	0
1500	146	0	114	32	0	0	0	0	0	0	0	0	0	0
1600	219	1	180	38	0	0	0	0	0	0	0	0	0	0
1700	203	1	164	38	0	0	0	0	0	0	0	0	0	0
1800	79	1	70	8	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1317	4	1068	245	0	0	0	0	0	0	0	0	0	0
06-22	1329	4	1076	249	0	0	0	0	0	0	0	0	0	0
06-00	1330	4	1077	249	0	0	0	0	0	0	0	0	0	0
00-00	1332	4	1078	249	0	1	0	0	0	0	0	0	0	0

Peak step 16:00 (219) **AM Peak step** 11:00 (113) **PM Peak step** 16:00 (219)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	2	4	0	1	3	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	2	0	0	1	0	0	0	0	0	0	0
0800	21	0	18	3	0	0	0	0	0	0	0	0	0	0
0900	26	0	20	6	0	0	0	0	0	0	0	0	0	0
1000	27	1	17	9	0	0	0	0	0	0	0	0	0	0
1100	51	0	39	11	0	1	0	0	0	0	0	0	0	0
1200	46	0	35	10	0	1	0	0	0	0	0	0	0	0
1300	72	0	61	11	0	0	0	0	0	0	0	0	0	0
1400	61	0	42	19	0	0	0	0	0	0	0	0	0	0
1500	64	0	55	9	0	0	0	0	0	0	0	0	0	0
1600	77	2	61	14	0	0	0	0	0	0	0	0	0	0
1700	73	0	52	20	0	1	0	0	0	0	0	0	0	0
1800	43	0	35	8	0	0	0	0	0	0	0	0	0	0
1900	9	0	5	3	0	1	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	573	3	444	122	0	3	1	0	0	0	0	0	0	0
06-22	590	3	456	126	0	4	1	0	0	0	0	0	0	0
06-00	590	3	456	126	0	4	1	0	0	0	0	0	0	0
00-00	600	3	458	130	0	5	4	0	0	0	0	0	0	0

Peak step 16:00 (77) AM Peak step 11:00 (51) PM Peak step 16:00 (77)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0900	12	3	5	4	0	0	0	0	0	0	0	0	0	0
1000	12	0	8	3	0	0	1	0	0	0	0	0	0	0
1100	25	1	17	7	0	0	0	0	0	0	0	0	0	0
1200	21	1	15	4	0	1	0	0	0	0	0	0	0	0
1300	23	0	17	5	0	1	0	0	0	0	0	0	0	0
1400	30	0	23	6	0	0	1	0	0	0	0	0	0	0
1500	29	0	21	8	0	0	0	0	0	0	0	0	0	0
1600	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1700	15	0	11	3	0	1	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	207	5	153	44	0	3	2	0	0	0	0	0	0	0
06-22	217	5	158	49	0	3	2	0	0	0	0	0	0	0
06-00	217	5	158	49	0	3	2	0	0	0	0	0	0	0
00-00	220	5	160	50	0	3	2	0	0	0	0	0	0	0

Peak step 14:00 (30) AM Peak step 11:00 (25) PM Peak step 14:00 (30)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	0	0	1	1	0	0	0	0	0	0	0
0700	12	0	6	5	0	1	0	0	0	0	0	0	0	0
0800	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	21	0	10	9	0	1	1	0	0	0	0	0	0	0
1000	49	0	34	15	0	0	0	0	0	0	0	0	0	0
1100	59	1	38	19	0	1	0	0	0	0	0	0	0	0
1200	65	0	42	21	0	2	0	0	0	0	0	0	0	0
1300	91	0	74	16	0	1	0	0	0	0	0	0	0	0
1400	70	0	60	10	0	0	0	0	0	0	0	0	0	0
1500	113	1	87	25	0	0	0	0	0	0	0	0	0	0
1600	84	1	67	16	0	0	0	0	0	0	0	0	0	0
1700	138	0	116	22	0	0	0	0	0	0	0	0	0	0
1800	89	0	73	16	0	0	0	0	0	0	0	0	0	0
1900	21	0	16	4	0	1	0	0	0	0	0	0	0	0
2000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2100	27	0	25	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	801	3	615	176	0	6	1	0	0	0	0	0	0	0
06-22	868	3	671	184	0	8	2	0	0	0	0	0	0	0
06-00	872	3	675	184	0	8	2	0	0	0	0	0	0	0
00-00	876	3	679	184	0	8	2	0	0	0	0	0	0	0

Peak step 17:00 (138) AM Peak step 11:00 (59) PM Peak step 17:00 (138)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	4	2	0	1	0	0	0	0	0	0	0	0
0600	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0700	15	0	8	5	0	2	0	0	0	0	0	0	0	0
0800	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0900	10	0	4	3	0	1	1	0	1	0	0	0	0	0
1000	14	0	7	7	0	0	0	0	0	0	0	0	0	0
1100	24	0	15	8	0	1	0	0	0	0	0	0	0	0
1200	34	0	20	14	0	0	0	0	0	0	0	0	0	0
1300	43	1	31	11	0	0	0	0	0	0	0	0	0	0
1400	35	2	25	8	0	0	0	0	0	0	0	0	0	0
1500	46	0	32	14	0	0	0	0	0	0	0	0	0	0
1600	18	0	13	5	0	0	0	0	0	0	0	0	0	0
1700	30	0	17	13	0	0	0	0	0	0	0	0	0	0
1800	39	0	27	11	0	1	0	0	0	0	0	0	0	0
1900	10	0	6	4	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	314	3	204	100	0	5	1	0	1	0	0	0	0	0
06-22	333	3	218	105	0	5	1	0	1	0	0	0	0	0
06-00	333	3	218	105	0	5	1	0	1	0	0	0	0	0
00-00	340	3	222	107	0	6	1	0	1	0	0	0	0	0

Peak step 15:00 (46) AM Peak step 11:00 (24) PM Peak step 15:00 (46)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3351 -- English (ENU)**Datasets:**

Site: [5] SHORELINE BLVD N OF NORTH RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = South, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	5	5	0	0	2	0	1	0	0	0	0	0
0600	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0700	11	0	6	5	0	0	0	0	0	0	0	0	0	0
0800	19	0	10	7	0	0	2	0	0	0	0	0	0	0
0900	32	0	21	11	0	0	0	0	0	0	0	0	0	0
1000	50	1	38	9	0	0	1	0	1	0	0	0	0	0
1100	64	1	49	11	0	3	0	0	0	0	0	0	0	0
1200	78	2	54	20	0	1	1	0	0	0	0	0	0	0
1300	93	0	78	14	0	0	0	0	1	0	0	0	0	0
1400	93	0	65	26	0	0	0	0	2	0	0	0	0	0
1500	81	0	67	14	0	0	0	0	0	0	0	0	0	0
1600	77	0	65	12	0	0	0	0	0	0	0	0	0	0
1700	92	0	73	19	0	0	0	0	0	0	0	0	0	0
1800	78	0	63	15	0	0	0	0	0	0	0	0	0	0
1900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	768	4	589	163	0	4	4	0	4	0	0	0	0	0
06-22	799	4	610	173	0	4	4	0	4	0	0	0	0	0
06-00	802	4	612	174	0	4	4	0	4	0	0	0	0	0
00-00	818	4	620	179	0	4	6	0	5	0	0	0	0	0

Peak step 13:00 (93) **AM Peak step** 11:00 (64) **PM Peak step** 13:00 (93)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0600	5	0	2	2	0	1	0	0	0	0	0	0	0	0
0700	13	0	9	4	0	0	0	0	0	0	0	0	0	0
0800	20	0	12	8	0	0	0	0	0	0	0	0	0	0
0900	17	1	12	4	0	0	0	0	0	0	0	0	0	0
1000	39	0	27	12	0	0	0	0	0	0	0	0	0	0
1100	71	0	52	18	0	0	0	0	1	0	0	0	0	0
1200	52	0	35	16	1	0	0	0	0	0	0	0	0	0
1300	97	0	77	20	0	0	0	0	0	0	0	0	0	0
1400	97	0	83	14	0	0	0	0	0	0	0	0	0	0
1500	93	2	72	17	1	1	0	0	0	0	0	0	0	0
1600	78	0	62	16	0	0	0	0	0	0	0	0	0	0
1700	110	0	87	23	0	0	0	0	0	0	0	0	0	0
1800	117	2	99	14	0	1	1	0	0	0	0	0	0	0
1900	18	0	11	6	0	1	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	804	5	627	166	2	2	1	0	1	0	0	0	0	0
06-22	830	5	642	175	2	4	1	0	1	0	0	0	0	0
06-00	830	5	642	175	2	4	1	0	1	0	0	0	0	0
00-00	837	5	646	178	2	4	1	0	1	0	0	0	0	0

Peak step 18:00 (117) AM Peak step 11:00 (71) PM Peak step 18:00 (117)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	6	1	0	1	1	0	0	0	0	0	0	0
0700	18	1	10	7	0	0	0	0	0	0	0	0	0	0
0800	19	1	11	7	0	0	0	0	0	0	0	0	0	0
0900	29	0	17	11	0	0	1	0	0	0	0	0	0	0
1000	51	0	35	15	0	0	1	0	0	0	0	0	0	0
1100	79	1	58	19	0	1	0	0	0	0	0	0	0	0
1200	98	0	83	13	0	2	0	0	0	0	0	0	0	0
1300	97	0	83	13	0	0	0	0	1	0	0	0	0	0
1400	105	0	89	15	0	0	1	0	0	0	0	0	0	0
1500	113	0	88	24	0	1	0	0	0	0	0	0	0	0
1600	82	0	70	11	0	1	0	0	0	0	0	0	0	0
1700	121	0	96	25	0	0	0	0	0	0	0	0	0	0
1800	157	0	125	30	0	1	1	0	0	0	0	0	0	0
1900	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	969	3	765	190	0	6	4	0	1	0	0	0	0	0
06-22	1008	3	795	197	0	7	5	0	1	0	0	0	0	0
06-00	1008	3	795	197	0	7	5	0	1	0	0	0	0	0
00-00	1015	3	801	198	0	7	5	0	1	0	0	0	0	0

Peak step 18:00 (157) AM Peak step 11:00 (79) PM Peak step 18:00 (157)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	5	3	0	1	0	0	0	0	0	0	0	0
0600	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0700	16	0	7	7	1	1	0	0	0	0	0	0	0	0
0800	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0900	27	0	17	8	1	0	1	0	0	0	0	0	0	0
1000	39	0	31	8	0	0	0	0	0	0	0	0	0	0
1100	76	1	61	13	1	0	0	0	0	0	0	0	0	0
1200	75	0	62	10	2	1	0	0	0	0	0	0	0	0
1300	93	0	72	19	2	0	0	0	0	0	0	0	0	0
1400	113	2	91	19	0	0	0	1	0	0	0	0	0	0
1500	79	1	70	8	0	0	0	0	0	0	0	0	0	0
1600	68	1	55	11	0	1	0	0	0	0	0	0	0	0
1700	124	2	99	23	0	0	0	0	0	0	0	0	0	0
1800	141	2	118	21	0	0	0	0	0	0	0	0	0	0
1900	27	2	17	8	0	0	0	0	0	0	0	0	0	0
2000	28	0	17	11	0	0	0	0	0	0	0	0	0	0
2100	85	0	59	26	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	863	9	692	150	7	3	1	1	0	0	0	0	0	0
06-22	1009	11	788	197	7	3	2	1	0	0	0	0	0	0
06-00	1014	11	793	197	7	3	2	1	0	0	0	0	0	0
00-00	1023	11	798	200	7	4	2	1	0	0	0	0	0	0

Peak step 18:00 (141) AM Peak step 11:00 (76) PM Peak step 18:00 (141)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	3	1	0	1	2	0	0	0	0	0	0	0
0700	12	0	7	4	0	1	0	0	0	0	0	0	0	0
0800	27	1	21	5	0	0	0	0	0	0	0	0	0	0
0900	33	0	25	8	0	0	0	0	0	0	0	0	0	0
1000	54	1	42	11	0	0	0	0	0	0	0	0	0	0
1100	78	0	63	15	0	0	0	0	0	0	0	0	0	0
1200	106	1	94	10	0	1	0	0	0	0	0	0	0	0
1300	97	0	77	20	0	0	0	0	0	0	0	0	0	0
1400	124	0	104	20	0	0	0	0	0	0	0	0	0	0
1500	100	1	84	14	0	1	0	0	0	0	0	0	0	0
1600	108	1	87	20	0	0	0	0	0	0	0	0	0	0
1700	152	1	120	30	0	1	0	0	0	0	0	0	0	0
1800	194	0	156	34	3	1	0	0	0	0	0	0	0	0
1900	44	0	35	8	0	1	0	0	0	0	0	0	0	0
2000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1085	6	880	191	3	5	0	0	0	0	0	0	0	0
06-22	1141	6	921	202	3	7	2	0	0	0	0	0	0	0
06-00	1142	6	922	202	3	7	2	0	0	0	0	0	0	0
00-00	1146	6	925	203	3	7	2	0	0	0	0	0	0	0

Peak step 18:00 (194) AM Peak step 11:00 (78) PM Peak step 18:00 (194)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0600	5	0	4	0	0	1	0	0	0	0	0	0	0	0
0700	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0800	34	0	27	7	0	0	0	0	0	0	0	0	0	0
0900	52	0	41	11	0	0	0	0	0	0	0	0	0	0
1000	92	0	80	12	0	0	0	0	0	0	0	0	0	0
1100	184	0	156	28	0	0	0	0	0	0	0	0	0	0
1200	182	0	150	32	0	0	0	0	0	0	0	0	0	0
1300	190	1	164	25	0	0	0	0	0	0	0	0	0	0
1400	193	1	163	29	0	0	0	0	0	0	0	0	0	0
1500	255	0	222	33	0	0	0	0	0	0	0	0	0	0
1600	199	0	175	24	0	0	0	0	0	0	0	0	0	0
1700	195	0	173	22	0	0	0	0	0	0	0	0	0	0
1800	195	0	166	28	1	0	0	0	0	0	0	0	0	0
1900	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1782	2	1525	254	1	0	0	0	0	0	0	0	0	0
06-22	1797	2	1537	256	1	1	0	0	0	0	0	0	0	0
06-00	1798	2	1538	256	1	1	0	0	0	0	0	0	0	0
00-00	1800	2	1539	256	1	2	0	0	0	0	0	0	0	0

Peak step 15:00 (255) AM Peak step 11:00 (184) PM Peak step 15:00 (255)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0700	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	21	0	15	6	0	0	0	0	0	0	0	0	0	0
0900	36	0	29	7	0	0	0	0	0	0	0	0	0	0
1000	72	0	57	15	0	0	0	0	0	0	0	0	0	0
1100	116	0	83	33	0	0	0	0	0	0	0	0	0	0
1200	100	1	77	22	0	0	0	0	0	0	0	0	0	0
1300	124	0	98	26	0	0	0	0	0	0	0	0	0	0
1400	142	0	110	31	0	0	1	0	0	0	0	0	0	0
1500	181	0	139	42	0	0	0	0	0	0	0	0	0	0
1600	231	0	175	55	0	1	0	0	0	0	0	0	0	0
1700	176	1	131	44	0	0	0	0	0	0	0	0	0	0
1800	119	1	100	18	0	0	0	0	0	0	0	0	0	0
1900	14	0	10	4	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	1323	3	1018	300	0	1	1	0	0	0	0	0	0	0
06-22	1345	3	1031	309	0	1	1	0	0	0	0	0	0	0
06-00	1348	3	1034	309	0	1	1	0	0	0	0	0	0	0
00-00	1352	3	1038	309	0	1	1	0	0	0	0	0	0	0

Peak step 16:00 (231) AM Peak step 11:00 (116) PM Peak step 16:00 (231)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	3	4	0	1	1	0	0	0	0	0	0	0
0600	12	0	6	5	0	0	1	0	0	0	0	0	0	0
0700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0800	20	0	13	7	0	0	0	0	0	0	0	0	0	0
0900	24	0	17	7	0	0	0	0	0	0	0	0	0	0
1000	43	0	35	8	0	0	0	0	0	0	0	0	0	0
1100	69	0	53	16	0	0	0	0	0	0	0	0	0	0
1200	85	0	66	16	0	2	1	0	0	0	0	0	0	0
1300	83	0	60	20	0	2	0	0	1	0	0	0	0	0
1400	85	0	67	18	0	0	0	0	0	0	0	0	0	0
1500	83	0	70	13	0	0	0	0	0	0	0	0	0	0
1600	56	0	52	3	0	1	0	0	0	0	0	0	0	0
1700	94	1	75	18	0	0	0	0	0	0	0	0	0	0
1800	93	0	78	15	0	0	0	0	0	0	0	0	0	0
1900	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	753	1	601	144	0	5	1	0	1	0	0	0	0	0
06-22	782	1	620	153	0	5	2	0	1	0	0	0	0	0
06-00	783	1	621	153	0	5	2	0	1	0	0	0	0	0
00-00	794	1	626	157	0	6	3	0	1	0	0	0	0	0

Peak step 17:00 (94) AM Peak step 11:00 (69) PM Peak step 17:00 (94)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0600	11	0	4	5	0	1	1	0	0	0	0	0	0	0
0700	18	0	15	2	0	1	0	0	0	0	0	0	0	0
0800	24	0	16	8	0	0	0	0	0	0	0	0	0	0
0900	21	0	14	7	0	0	0	0	0	0	0	0	0	0
1000	46	0	30	15	0	1	0	0	0	0	0	0	0	0
1100	73	1	54	16	0	1	1	0	0	0	0	0	0	0
1200	55	2	41	11	0	0	1	0	0	0	0	0	0	0
1300	105	1	78	25	0	0	0	0	1	0	0	0	0	0
1400	72	0	57	15	0	0	0	0	0	0	0	0	0	0
1500	71	0	61	9	0	1	0	0	0	0	0	0	0	0
1600	85	0	73	11	0	0	1	0	0	0	0	0	0	0
1700	91	0	69	22	0	0	0	0	0	0	0	0	0	0
1800	79	0	62	17	0	0	0	0	0	0	0	0	0	0
1900	17	1	10	6	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	740	4	570	158	0	4	3	0	1	0	0	0	0	0
06-22	770	5	585	170	0	5	4	0	1	0	0	0	0	0
06-00	772	5	587	170	0	5	4	0	1	0	0	0	0	0
00-00	777	5	590	171	0	6	4	0	1	0	0	0	0	0

Peak step 13:00 (105) AM Peak step 11:00 (73) PM Peak step 13:00 (105)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0700	18	0	11	6	0	1	0	0	0	0	0	0	0	0
0800	15	2	8	5	0	0	0	0	0	0	0	0	0	0
0900	27	0	15	12	0	0	0	0	0	0	0	0	0	0
1000	21	1	15	5	0	0	0	0	0	0	0	0	0	0
1100	25	1	17	6	0	0	0	0	0	0	0	1	0	0
1200	42	0	31	10	0	1	0	0	0	0	0	0	0	0
1300	100	0	79	20	0	1	0	0	0	0	0	0	0	0
1400	56	0	43	13	0	0	0	0	0	0	0	0	0	0
1500	63	0	50	13	0	0	0	0	0	0	0	0	0	0
1600	47	0	42	5	0	0	0	0	0	0	0	0	0	0
1700	85	0	61	23	0	1	0	0	0	0	0	0	0	0
1800	91	0	71	19	0	1	0	0	0	0	0	0	0	0
1900	16	0	13	3	0	0	0	0	0	0	0	0	0	0
2000	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	590	4	443	137	0	5	0	0	0	0	0	1	0	0
06-22	615	4	460	144	0	5	1	0	0	0	0	1	0	0
06-00	617	4	462	144	0	5	1	0	0	0	0	1	0	0
00-00	620	4	464	145	0	5	1	0	0	0	0	1	0	0

Peak step 13:00 (100) **AM Peak step** 9:00 (27) **PM Peak step** 13:00 (100)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3260 -- English (ENU)**Datasets:**

Site: [6] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Name: Default Profile

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0800	20	0	20	0	0	0	0	0	0	0	0	0	0	0
0900	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1000	25	0	23	1	0	1	0	0	0	0	0	0	0	0
1100	38	0	37	1	0	0	0	0	0	0	0	0	0	0
1200	48	0	45	2	1	0	0	0	0	0	0	0	0	0
1300	52	0	49	2	1	0	0	0	0	0	0	0	0	0
1400	48	0	47	0	0	1	0	0	0	0	0	0	0	0
1500	55	0	49	6	0	0	0	0	0	0	0	0	0	0
1600	45	0	38	6	0	1	0	0	0	0	0	0	0	0
1700	65	0	60	5	0	0	0	0	0	0	0	0	0	0
1800	50	0	46	4	0	0	0	0	0	0	0	0	0	0
1900	38	0	33	4	1	0	0	0	0	0	0	0	0	0
2000	44	0	40	4	0	0	0	0	0	0	0	0	0	0
2100	33	0	28	5	0	0	0	0	0	0	0	0	0	0
2200	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
07-19	481	0	448	28	2	3	0	0	0	0	0	0	0	0
06-22	604	0	557	41	3	3	0	0	0	0	0	0	0	0
06-00	647	0	598	43	3	3	0	0	0	0	0	0	0	0
00-00	683	0	632	45	3	3	0	0	0	0	0	0	0	0

Peak step 17:00 (65) **AM Peak step** 11:00 (38) **PM Peak step** 17:00 (65)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	1	8	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0700	22	0	21	1	0	0	0	0	0	0	0	0	0	0
0800	43	0	39	4	0	0	0	0	0	0	0	0	0	0
0900	25	0	19	4	1	1	0	0	0	0	0	0	0	0
1000	28	0	27	0	1	0	0	0	0	0	0	0	0	0
1100	36	1	30	2	1	2	0	0	0	0	0	0	0	0
1200	49	0	44	4	0	1	0	0	0	0	0	0	0	0
1300	47	0	40	4	2	1	0	0	0	0	0	0	0	0
1400	47	0	42	5	0	0	0	0	0	0	0	0	0	0
1500	69	0	62	6	0	1	0	0	0	0	0	0	0	0
1600	73	0	65	7	0	1	0	0	0	0	0	0	0	0
1700	69	0	61	7	0	1	0	0	0	0	0	0	0	0
1800	64	0	54	9	1	0	0	0	0	0	0	0	0	0
1900	59	0	51	8	0	0	0	0	0	0	0	0	0	0
2000	35	0	33	2	0	0	0	0	0	0	0	0	0	0
2100	24	0	23	1	0	0	0	0	0	0	0	0	0	0
2200	26	0	23	3	0	0	0	0	0	0	0	0	0	0
2300	20	0	19	1	0	0	0	0	0	0	0	0	0	0
07-19	572	1	504	53	6	8	0	0	0	0	0	0	0	0
06-22	701	1	621	65	6	8	0	0	0	0	0	0	0	0
06-00	747	1	663	69	6	8	0	0	0	0	0	0	0	0
00-00	769	2	684	69	6	8	0	0	0	0	0	0	0	0

Peak step 16:00 (73) AM Peak step 8:00 (43) PM Peak step 16:00 (73)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	22	1	0	0	0	0	0	0	0	0	0	0
0800	43	0	37	4	2	0	0	0	0	0	0	0	0	0
0900	38	0	35	3	0	0	0	0	0	0	0	0	0	0
1000	37	0	34	2	0	1	0	0	0	0	0	0	0	0
1100	35	0	29	6	0	0	0	0	0	0	0	0	0	0
1200	43	0	36	6	1	0	0	0	0	0	0	0	0	0
1300	35	0	29	6	0	0	0	0	0	0	0	0	0	0
1400	45	0	39	6	0	0	0	0	0	0	0	0	0	0
1500	67	0	57	9	0	1	0	0	0	0	0	0	0	0
1600	79	0	69	10	0	0	0	0	0	0	0	0	0	0
1700	73	0	68	5	0	0	0	0	0	0	0	0	0	0
1800	66	0	51	15	0	0	0	0	0	0	0	0	0	0
1900	50	0	49	1	0	0	0	0	0	0	0	0	0	0
2000	34	0	29	5	0	0	0	0	0	0	0	0	0	0
2100	27	1	24	2	0	0	0	0	0	0	0	0	0	0
2200	24	0	20	4	0	0	0	0	0	0	0	0	0	0
2300	27	0	25	1	0	1	0	0	0	0	0	0	0	0
07-19	584	0	506	73	3	2	0	0	0	0	0	0	0	0
06-22	709	1	622	81	3	2	0	0	0	0	0	0	0	0
06-00	760	1	667	86	3	3	0	0	0	0	0	0	0	0
00-00	788	1	694	87	3	3	0	0	0	0	0	0	0	0

Peak step 16:00 (79) AM Peak step 8:00 (43) PM Peak step 16:00 (79)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	30	0	27	2	1	0	0	0	0	0	0	0	0	0
0800	34	0	31	3	0	0	0	0	0	0	0	0	0	0
0900	35	0	33	1	1	0	0	0	0	0	0	0	0	0
1000	31	0	27	4	0	0	0	0	0	0	0	0	0	0
1100	29	0	28	0	0	1	0	0	0	0	0	0	0	0
1200	37	1	27	9	0	0	0	0	0	0	0	0	0	0
1300	37	0	31	5	1	0	0	0	0	0	0	0	0	0
1400	47	0	45	1	0	1	0	0	0	0	0	0	0	0
1500	63	0	58	3	1	1	0	0	0	0	0	0	0	0
1600	74	0	69	5	0	0	0	0	0	0	0	0	0	0
1700	74	0	68	6	0	0	0	0	0	0	0	0	0	0
1800	72	0	63	9	0	0	0	0	0	0	0	0	0	0
1900	46	0	43	3	0	0	0	0	0	0	0	0	0	0
2000	47	0	44	3	0	0	0	0	0	0	0	0	0	0
2100	41	0	35	6	0	0	0	0	0	0	0	0	0	0
2200	21	0	19	1	0	0	1	0	0	0	0	0	0	0
2300	12	0	10	2	0	0	0	0	0	0	0	0	0	0
07-19	563	1	507	48	4	3	0	0	0	0	0	0	0	0
06-22	707	1	638	61	4	3	0	0	0	0	0	0	0	0
06-00	740	1	667	64	4	3	1	0	0	0	0	0	0	0
00-00	757	1	683	65	4	3	1	0	0	0	0	0	0	0

Peak step 16:00 (74) AM Peak step 9:00 (35) PM Peak step 16:00 (74)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0800	40	0	32	7	0	0	0	0	1	0	0	0	0	0
0900	23	0	18	5	0	0	0	0	0	0	0	0	0	0
1000	28	1	27	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	25	6	0	1	0	0	0	0	0	0	0	0
1200	41	0	35	5	0	1	0	0	0	0	0	0	0	0
1300	35	0	34	1	0	0	0	0	0	0	0	0	0	0
1400	64	0	58	6	0	0	0	0	0	0	0	0	0	0
1500	58	0	50	8	0	0	0	0	0	0	0	0	0	0
1600	81	0	72	7	2	0	0	0	0	0	0	0	0	0
1700	80	0	70	10	0	0	0	0	0	0	0	0	0	0
1800	66	0	59	7	0	0	0	0	0	0	0	0	0	0
1900	53	0	49	3	1	0	0	0	0	0	0	0	0	0
2000	44	0	42	2	0	0	0	0	0	0	0	0	0	0
2100	45	0	41	3	0	1	0	0	0	0	0	0	0	0
2200	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2300	12	0	10	2	0	0	0	0	0	0	0	0	0	0
07-19	568	1	497	65	2	2	0	0	1	0	0	0	0	0
06-22	718	1	637	73	3	3	0	0	1	0	0	0	0	0
06-00	757	1	670	79	3	3	0	0	1	0	0	0	0	0
00-00	783	1	694	81	3	3	0	0	1	0	0	0	0	0

Peak step 16:00 (81) AM Peak step 8:00 (40) PM Peak step 16:00 (81)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3353 -- English (ENU)**Datasets:**

Site: [6] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Name: Default Profile

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	12	1	11	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0800	44	0	43	1	0	0	0	0	0	0	0	0	0	0
0900	35	0	33	2	0	0	0	0	0	0	0	0	0	0
1000	35	0	31	2	0	2	0	0	0	0	0	0	0	0
1100	33	3	29	1	0	0	0	0	0	0	0	0	0	0
1200	38	0	38	0	0	0	0	0	0	0	0	0	0	0
1300	47	0	46	0	0	1	0	0	0	0	0	0	0	0
1400	51	1	46	3	0	1	0	0	0	0	0	0	0	0
1500	62	0	60	2	0	0	0	0	0	0	0	0	0	0
1600	63	0	58	5	0	0	0	0	0	0	0	0	0	0
1700	90	1	84	5	0	0	0	0	0	0	0	0	0	0
1800	88	2	80	3	0	2	1	0	0	0	0	0	0	0
1900	47	1	44	2	0	0	0	0	0	0	0	0	0	0
2000	44	0	42	0	1	1	0	0	0	0	0	0	0	0
2100	50	0	47	3	0	0	0	0	0	0	0	0	0	0
2200	25	0	24	1	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	609	7	571	24	0	6	1	0	0	0	0	0	0	0
06-22	762	9	715	29	1	7	1	0	0	0	0	0	0	0
06-00	797	9	749	30	1	7	1	0	0	0	0	0	0	0
00-00	817	9	769	30	1	7	1	0	0	0	0	0	0	0

Peak step 17:00 (90) **AM Peak step** 8:00 (44) **PM Peak step** 17:00 (90)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	25	0	22	3	0	0	0	0	0	0	0	0	0	0
0800	33	0	33	0	0	0	0	0	0	0	0	0	0	0
0900	31	3	25	3	0	0	0	0	0	0	0	0	0	0
1000	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1100	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1200	50	0	48	2	0	0	0	0	0	0	0	0	0	0
1300	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1400	47	1	44	1	0	1	0	0	0	0	0	0	0	0
1500	54	1	53	0	0	0	0	0	0	0	0	0	0	0
1600	70	1	67	2	0	0	0	0	0	0	0	0	0	0
1700	81	2	77	1	0	0	1	0	0	0	0	0	0	0
1800	74	1	69	4	0	0	0	0	0	0	0	0	0	0
1900	61	0	60	1	0	0	0	0	0	0	0	0	0	0
2000	44	0	43	1	0	0	0	0	0	0	0	0	0	0
2100	29	1	27	0	0	0	0	0	1	0	0	0	0	0
2200	26	0	25	1	0	0	0	0	0	0	0	0	0	0
2300	20	1	19	0	0	0	0	0	0	0	0	0	0	0
07-19	557	9	527	19	0	1	1	0	0	0	0	0	0	0
06-22	704	10	670	21	0	1	1	0	1	0	0	0	0	0
06-00	750	11	714	22	0	1	1	0	1	0	0	0	0	0
00-00	783	11	746	23	0	1	1	0	1	0	0	0	0	0

Peak step 17:00 (81) AM Peak step 8:00 (33) PM Peak step 17:00 (81)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	3	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	1	1	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	5	2	3	0	0	0	0	0	0	0	0	0	0	0
0400	4	2	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	24	3	0	0	0	0	0	0	0	0	0	0
0800	37	1	33	3	0	0	0	0	0	0	0	0	0	0
0900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
1000	23	0	20	2	0	1	0	0	0	0	0	0	0	0
1100	38	0	35	3	0	0	0	0	0	0	0	0	0	0
1200	49	0	42	7	0	0	0	0	0	0	0	0	0	0
1300	44	0	38	5	1	0	0	0	0	0	0	0	0	0
1400	38	0	38	0	0	0	0	0	0	0	0	0	0	0
1500	61	0	56	5	0	0	0	0	0	0	0	0	0	0
1600	62	1	55	5	0	1	0	0	0	0	0	0	0	0
1700	73	0	63	9	1	0	0	0	0	0	0	0	0	0
1800	84	0	73	11	0	0	0	0	0	0	0	0	0	0
1900	77	0	73	4	0	0	0	0	0	0	0	0	0	0
2000	50	0	44	5	1	0	0	0	0	0	0	0	0	0
2100	35	0	32	2	1	0	0	0	0	0	0	0	0	0
2200	28	0	27	1	0	0	0	0	0	0	0	0	0	0
2300	18	0	16	2	0	0	0	0	0	0	0	0	0	0
07-19	559	2	498	55	2	2	0	0	0	0	0	0	0	0
06-22	730	2	656	66	4	2	0	0	0	0	0	0	0	0
06-00	776	2	699	69	4	2	0	0	0	0	0	0	0	0
00-00	807	10	721	70	4	2	0	0	0	0	0	0	0	0

Peak step 18:00 (84) AM Peak step 11:00 (38) PM Peak step 18:00 (84)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	13	1	12	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0800	29	0	29	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1000	29	0	27	2	0	0	0	0	0	0	0	0	0	0
1100	37	0	34	2	0	1	0	0	0	0	0	0	0	0
1200	37	0	32	5	0	0	0	0	0	0	0	0	0	0
1300	50	0	43	6	1	0	0	0	0	0	0	0	0	0
1400	52	0	48	3	0	1	0	0	0	0	0	0	0	0
1500	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1600	63	0	59	4	0	0	0	0	0	0	0	0	0	0
1700	69	0	63	3	1	2	0	0	0	0	0	0	0	0
1800	80	0	71	7	1	1	0	0	0	0	0	0	0	0
1900	66	0	60	6	0	0	0	0	0	0	0	0	0	0
2000	48	0	44	4	0	0	0	0	0	0	0	0	0	0
2100	40	0	35	5	0	0	0	0	0	0	0	0	0	0
2200	25	0	24	1	0	0	0	0	0	0	0	0	0	0
2300	18	0	17	1	0	0	0	0	0	0	0	0	0	0
07-19	550	0	501	41	3	5	0	0	0	0	0	0	0	0
06-22	717	1	652	56	3	5	0	0	0	0	0	0	0	0
06-00	760	1	693	58	3	5	0	0	0	0	0	0	0	0
00-00	786	1	718	59	3	5	0	0	0	0	0	0	0	0

Peak step 18:00 (80) AM Peak step 11:00 (37) PM Peak step 18:00 (80)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0800	44	0	41	2	0	1	0	0	0	0	0	0	0	0
0900	34	1	32	1	0	0	0	0	0	0	0	0	0	0
1000	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1100	32	0	30	2	0	0	0	0	0	0	0	0	0	0
1200	51	0	48	2	1	0	0	0	0	0	0	0	0	0
1300	60	0	57	2	0	0	1	0	0	0	0	0	0	0
1400	63	0	57	5	0	1	0	0	0	0	0	0	0	0
1500	74	0	71	3	0	0	0	0	0	0	0	0	0	0
1600	73	0	70	1	1	1	0	0	0	0	0	0	0	0
1700	77	0	69	7	0	1	0	0	0	0	0	0	0	0
1800	83	0	74	8	0	1	0	0	0	0	0	0	0	0
1900	61	0	55	5	1	0	0	0	0	0	0	0	0	0
2000	60	1	57	2	0	0	0	0	0	0	0	0	0	0
2100	49	0	44	5	0	0	0	0	0	0	0	0	0	0
2200	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2300	24	0	22	2	0	0	0	0	0	0	0	0	0	0
07-19	634	1	587	38	2	5	1	0	0	0	0	0	0	0
06-22	816	2	755	50	3	5	1	0	0	0	0	0	0	0
06-00	869	2	804	54	3	5	1	0	0	0	0	0	0	0
00-00	901	2	834	55	4	5	1	0	0	0	0	0	0	0

Peak step 18:00 (83) AM Peak step 8:00 (44) PM Peak step 18:00 (83)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0800	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0900	32	0	25	7	0	0	0	0	0	0	0	0	0	0
1000	30	0	27	3	0	0	0	0	0	0	0	0	0	0
1100	34	0	34	0	0	0	0	0	0	0	0	0	0	0
1200	61	0	51	8	0	2	0	0	0	0	0	0	0	0
1300	62	0	58	3	1	0	0	0	0	0	0	0	0	0
1400	66	0	58	8	0	0	0	0	0	0	0	0	0	0
1500	57	0	51	5	0	1	0	0	0	0	0	0	0	0
1600	57	0	53	4	0	0	0	0	0	0	0	0	0	0
1700	63	0	58	4	0	1	0	0	0	0	0	0	0	0
1800	50	0	44	6	0	0	0	0	0	0	0	0	0	0
1900	42	0	33	9	0	0	0	0	0	0	0	0	0	0
2000	39	0	36	3	0	0	0	0	0	0	0	0	0	0
2100	43	0	40	3	0	0	0	0	0	0	0	0	0	0
2200	33	0	29	4	0	0	0	0	0	0	0	0	0	0
2300	25	0	23	2	0	0	0	0	0	0	0	0	0	0
07-19	548	0	489	54	1	4	0	0	0	0	0	0	0	0
06-22	681	0	606	70	1	4	0	0	0	0	0	0	0	0
06-00	739	0	658	76	1	4	0	0	0	0	0	0	0	0
00-00	782	0	700	77	1	4	0	0	0	0	0	0	0	0

Peak step 14:00 (66) AM Peak step 11:00 (34) PM Peak step 14:00 (66)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0800	18	0	17	0	1	0	0	0	0	0	0	0	0	0
0900	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1000	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1100	54	0	48	6	0	0	0	0	0	0	0	0	0	0
1200	43	0	41	2	0	0	0	0	0	0	0	0	0	0
1300	56	0	54	2	0	0	0	0	0	0	0	0	0	0
1400	58	0	49	8	0	1	0	0	0	0	0	0	0	0
1500	47	0	43	3	0	1	0	0	0	0	0	0	0	0
1600	54	0	53	1	0	0	0	0	0	0	0	0	0	0
1700	66	0	58	7	1	0	0	0	0	0	0	0	0	0
1800	49	0	43	5	0	1	0	0	0	0	0	0	0	0
1900	43	0	38	5	0	0	0	0	0	0	0	0	0	0
2000	46	0	45	1	0	0	0	0	0	0	0	0	0	0
2100	31	0	30	1	0	0	0	0	0	0	0	0	0	0
2200	32	0	30	1	1	0	0	0	0	0	0	0	0	0
2300	19	0	14	5	0	0	0	0	0	0	0	0	0	0
07-19	517	0	470	42	2	3	0	0	0	0	0	0	0	0
06-22	645	0	590	50	2	3	0	0	0	0	0	0	0	0
06-00	696	0	634	56	3	3	0	0	0	0	0	0	0	0
00-00	726	0	659	61	3	3	0	0	0	0	0	0	0	0

Peak step 17:00 (66) AM Peak step 11:00 (54) PM Peak step 17:00 (66)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0700	28	0	28	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	32	5	0	2	0	0	0	0	0	0	0	0
0900	32	0	28	3	1	0	0	0	0	0	0	0	0	0
1000	31	0	27	4	0	0	0	0	0	0	0	0	0	0
1100	37	0	35	2	0	0	0	0	0	0	0	0	0	0
1200	44	0	39	3	1	1	0	0	0	0	0	0	0	0
1300	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1400	42	0	40	0	2	0	0	0	0	0	0	0	0	0
1500	61	0	56	5	0	0	0	0	0	0	0	0	0	0
1600	88	0	79	9	0	0	0	0	0	0	0	0	0	0
1700	86	0	80	5	1	0	0	0	0	0	0	0	0	0
1800	64	0	55	9	0	0	0	0	0	0	0	0	0	0
1900	57	0	53	4	0	0	0	0	0	0	0	0	0	0
2000	50	0	39	8	3	0	0	0	0	0	0	0	0	0
2100	46	0	42	3	1	0	0	0	0	0	0	0	0	0
2200	24	0	24	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0
07-19	595	0	539	48	5	3	0	0	0	0	0	0	0	0
06-22	759	0	683	64	9	3	0	0	0	0	0	0	0	0
06-00	800	0	722	66	9	3	0	0	0	0	0	0	0	0
00-00	826	0	745	69	9	3	0	0	0	0	0	0	0	0

Peak step 16:00 (88) AM Peak step 8:00 (39) PM Peak step 16:00 (88)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	16	0	1	0	0	0	0	0	0	0	0	0
0700	20	0	16	4	0	0	0	0	0	0	0	0	0	0
0800	28	0	27	1	0	0	0	0	0	0	0	0	0	0
0900	29	0	27	2	0	0	0	0	0	0	0	0	0	0
1000	31	0	26	4	0	1	0	0	0	0	0	0	0	0
1100	29	0	28	1	0	0	0	0	0	0	0	0	0	0
1200	56	0	48	8	0	0	0	0	0	0	0	0	0	0
1300	46	0	38	8	0	0	0	0	0	0	0	0	0	0
1400	56	0	47	9	0	0	0	0	0	0	0	0	0	0
1500	67	0	62	5	0	0	0	0	0	0	0	0	0	0
1600	72	0	68	4	0	0	0	0	0	0	0	0	0	0
1700	90	0	83	6	0	1	0	0	0	0	0	0	0	0
1800	74	0	66	5	0	3	0	0	0	0	0	0	0	0
1900	50	0	43	6	1	0	0	0	0	0	0	0	0	0
2000	49	0	44	5	0	0	0	0	0	0	0	0	0	0
2100	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2200	37	0	32	5	0	0	0	0	0	0	0	0	0	0
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	0
07-19	598	0	536	57	0	5	0	0	0	0	0	0	0	0
06-22	754	0	676	71	2	5	0	0	0	0	0	0	0	0
06-00	804	0	721	76	2	5	0	0	0	0	0	0	0	0
00-00	827	0	744	76	2	5	0	0	0	0	0	0	0	0

Peak step 17:00 (90) AM Peak step 10:00 (31) PM Peak step 17:00 (90)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0700	24	1	20	2	0	1	0	0	0	0	0	0	0	0
0800	32	0	31	1	0	0	0	0	0	0	0	0	0	0
0900	34	0	29	4	1	0	0	0	0	0	0	0	0	0
1000	21	0	21	0	0	0	0	0	0	0	0	0	0	0
1100	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1200	42	1	39	1	0	1	0	0	0	0	0	0	0	0
1300	51	0	49	2	0	0	0	0	0	0	0	0	0	0
1400	61	0	60	1	0	0	0	0	0	0	0	0	0	0
1500	65	0	63	1	0	1	0	0	0	0	0	0	0	0
1600	87	0	78	9	0	0	0	0	0	0	0	0	0	0
1700	65	0	58	6	0	1	0	0	0	0	0	0	0	0
1800	94	0	79	13	0	2	0	0	0	0	0	0	0	0
1900	66	0	62	4	0	0	0	0	0	0	0	0	0	0
2000	50	1	40	9	0	0	0	0	0	0	0	0	0	0
2100	34	0	30	3	0	1	0	0	0	0	0	0	0	0
2200	35	0	31	4	0	0	0	0	0	0	0	0	0	0
2300	19	0	19	0	0	0	0	0	0	0	0	0	0	0
07-19	615	2	562	44	1	6	0	0	0	0	0	0	0	0
06-22	779	3	706	62	1	7	0	0	0	0	0	0	0	0
06-00	833	3	756	66	1	7	0	0	0	0	0	0	0	0
00-00	861	3	779	71	1	7	0	0	0	0	0	0	0	0

Peak step 18:00 (94) AM Peak step 11:00 (39) PM Peak step 18:00 (94)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3259 -- English (ENU)**Datasets:**

Site: [6] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1200	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1500	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	14	0	12	1	1	0	0	0	0	0	0	0	0	0
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	149	0	140	9	0	0	0	0	0	0	0	0	0	0
06-22	182	0	168	13	1	0	0	0	0	0	0	0	0	0
06-00	190	0	175	14	1	0	0	0	0	0	0	0	0	0
00-00	201	0	186	14	1	0	0	0	0	0	0	0	0	0

Peak step 14:00 (18) **AM Peak step** 11:00 (15) **PM Peak step** 14:00 (18)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0700	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0900	18	0	16	2	0	0	0	0	0	0	0	0	0	0
1000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1100	16	0	15	0	0	1	0	0	0	0	0	0	0	0
1200	12	1	9	2	0	0	0	0	0	0	0	0	0	0
1300	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1700	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	10	1	8	1	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	162	2	140	19	0	1	0	0	0	0	0	0	0	0
06-22	197	2	172	22	0	1	0	0	0	0	0	0	0	0
06-00	212	3	185	23	0	1	0	0	0	0	0	0	0	0
00-00	227	3	199	24	0	1	0	0	0	0	0	0	0	0

Peak step 9:00 (18) AM Peak step 9:00 (18) PM Peak step 17:00 (15)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	13	1	12	0	0	0	0	0	0	0	0	0	0	0
0700	14	1	10	3	0	0	0	0	0	0	0	0	0	0
0800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0900	24	0	20	4	0	0	0	0	0	0	0	0	0	0
1000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1100	19	0	15	4	0	0	0	0	0	0	0	0	0	0
1200	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1300	15	0	8	6	1	0	0	0	0	0	0	0	0	0
1400	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1500	9	0	5	4	0	0	0	0	0	0	0	0	0	0
1600	12	1	9	2	0	0	0	0	0	0	0	0	0	0
1700	14	0	10	2	0	0	2	0	0	0	0	0	0	0
1800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2100	7	0	5	1	0	0	1	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	169	2	128	36	1	0	2	0	0	0	0	0	0	0
06-22	215	3	170	38	1	0	3	0	0	0	0	0	0	0
06-00	223	3	178	38	1	0	3	0	0	0	0	0	0	0
00-00	249	3	203	39	1	0	3	0	0	0	0	0	0	0

Peak step 9:00 (24) AM Peak step 9:00 (24) PM Peak step 13:00 (15)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	14	1	11	2	0	0	0	0	0	0	0	0	0	0
0800	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0900	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	9	1	0	1	1	0	0	0	0	0	0	0
1100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1300	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1400	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1500	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1600	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	11	2	0	0	1	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	153	1	130	19	0	1	2	0	0	0	0	0	0	0
06-22	195	1	167	24	0	1	2	0	0	0	0	0	0	0
06-00	202	1	174	24	0	1	2	0	0	0	0	0	0	0
00-00	218	1	190	24	0	1	2	0	0	0	0	0	0	0

Peak step 9:00 (19) AM Peak step 9:00 (19) PM Peak step 15:00 (15)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	8	1	6	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0800	15	0	10	5	0	0	0	0	0	0	0	0	0	0
0900	19	2	11	6	0	0	0	0	0	0	0	0	0	0
1000	16	2	12	2	0	0	0	0	0	0	0	0	0	0
1100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1200	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1300	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1400	18	1	14	3	0	0	0	0	0	0	0	0	0	0
1500	15	1	14	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	15	1	0	1	0	0	0	0	0	0	0	0
1700	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1800	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	178	6	144	27	0	1	0	0	0	0	0	0	0	0
06-22	213	7	173	32	0	1	0	0	0	0	0	0	0	0
06-00	224	7	183	33	0	1	0	0	0	0	0	0	0	0
00-00	236	7	194	34	0	1	0	0	0	0	0	0	0	0

Peak step 9:00 (19) AM Peak step 9:00 (19) PM Peak step 14:00 (18)

Traffic Data Service -- San Jose, CA Class Report

CustomList-3352 -- English (ENU)Datasets:

Site: [6] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Monday, February 24, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	0
0800	14	1	12	1	0	0	0	0	0	0	0	0	0	0
0900	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	0	0	0	1	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	152	1	148	1	1	0	1	0	0	0	0	0	0	0
06-22	193	1	189	1	1	0	1	0	0	0	0	0	0	0
06-00	200	1	196	1	1	0	1	0	0	0	0	0	0	0
00-00	212	1	208	1	1	0	1	0	0	0	0	0	0	0

Peak step 9:00 (16) **AM Peak step** 9:00 (16) **PM Peak step** 13:00 (16)

*** Tuesday, February 25, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	12	1	0	0	1	0	0	0	0	0	0	0
0900	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1000	7	1	4	1	0	1	0	0	0	0	0	0	0	0
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	8	1	0	1	0	0	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1800	24	0	24	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	158	1	147	7	0	2	1	0	0	0	0	0	0	0
06-22	194	1	183	7	0	2	1	0	0	0	0	0	0	0
06-00	204	1	193	7	0	2	1	0	0	0	0	0	0	0
00-00	218	1	207	7	0	2	1	0	0	0	0	0	0	0

Peak step 18:00 (24) AM Peak step 9:00 (16) PM Peak step 18:00 (24)

*** Wednesday, February 26, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	2	1	0	0	0	0	0	0	0	0	0
0800	17	0	12	5	0	0	0	0	0	0	0	0	0	0
0900	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1300	16	0	13	2	0	0	1	0	0	0	0	0	0	0
1400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1500	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1700	15	1	12	1	0	0	1	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2000	17	0	16	1	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	157	1	129	24	1	0	2	0	0	0	0	0	0	0
06-22	200	1	169	27	1	0	2	0	0	0	0	0	0	0
06-00	212	1	181	27	1	0	2	0	0	0	0	0	0	0
00-00	228	1	197	27	1	0	2	0	0	0	0	0	0	0

Peak step 7:00 (18) AM Peak step 7:00 (18) PM Peak step 18:00 (18)

*** Thursday, February 27, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	16	2	0	0	1	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	20	0	19	1	0	0	0	0	0	0	0	0	0	0
1000	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1100	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1400	12	1	8	2	1	0	0	0	0	0	0	0	0	0
1500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1700	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1800	14	1	13	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	168	2	150	14	1	0	1	0	0	0	0	0	0	0
06-22	194	2	174	16	1	0	1	0	0	0	0	0	0	0
06-00	202	2	182	16	1	0	1	0	0	0	0	0	0	0
00-00	209	2	189	16	1	0	1	0	0	0	0	0	0	0

Peak step 10:00 (21) AM Peak step 10:00 (21) PM Peak step 18:00 (14)

*** Friday, February 28, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	2	1	0	0	0	0	0	0	0	0	0
0800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0900	18	1	16	0	0	1	0	0	0	0	0	0	0	0
1000	12	0	9	1	0	0	2	0	0	0	0	0	0	0
1100	12	1	11	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1800	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	170	2	155	9	1	1	2	0	0	0	0	0	0	0
06-22	218	2	199	13	1	1	2	0	0	0	0	0	0	0
06-00	225	2	206	13	1	1	2	0	0	0	0	0	0	0
00-00	237	2	218	13	1	1	2	0	0	0	0	0	0	0

Peak step 19:00 (23) AM Peak step 7:00 (18) PM Peak step 19:00 (23)

*** Saturday, March 1, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0900	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1000	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1200	18	0	16	2	0	0	0	0	0	0	0	0	0	0
1300	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1400	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1500	15	1	13	1	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1800	18	1	15	2	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
2100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	173	2	150	21	0	0	0	0	0	0	0	0	0	0
06-22	200	2	172	26	0	0	0	0	0	0	0	0	0	0
06-00	211	2	183	26	0	0	0	0	0	0	0	0	0	0
00-00	220	2	192	26	0	0	0	0	0	0	0	0	0	0

Peak step 10:00 (19) AM Peak step 10:00 (19) PM Peak step 12:00 (18)

*** Sunday, March 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0800	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	13	3	0	0	0	0	0	0	0	0	0	0
1300	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	11	0	0	1	0	0	0	0	0	0	0	0
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	158	0	147	10	0	1	0	0	0	0	0	0	0	0
06-22	197	0	183	13	0	1	0	0	0	0	0	0	0	0
06-00	207	0	193	13	0	1	0	0	0	0	0	0	0	0
00-00	218	0	204	13	0	1	0	0	0	0	0	0	0	0

Peak step 15:00 (19) AM Peak step 11:00 (16) PM Peak step 15:00 (19)

*** Monday, March 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	13	0	0	0	1	0	0	0	0	0	0	0
0800	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0900	11	1	9	1	0	0	0	0	0	0	0	0	0	0
1000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1100	18	1	17	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1400	15	0	11	3	0	0	1	0	0	0	0	0	0	0
1500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1700	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1800	11	1	8	2	0	0	0	0	0	0	0	0	0	0
1900	12	0	7	4	0	0	1	0	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0	0	0	0
2100	5	1	3	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	4	2	0	1	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	162	3	143	14	0	0	2	0	0	0	0	0	0	0
06-22	205	4	179	19	0	0	3	0	0	0	0	0	0	0
06-00	213	4	183	22	0	1	3	0	0	0	0	0	0	0
00-00	227	4	197	22	0	1	3	0	0	0	0	0	0	0

Peak step 20:00 (19) AM Peak step 11:00 (18) PM Peak step 20:00 (19)

*** Tuesday, March 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0700	15	1	10	3	0	0	1	0	0	0	0	0	0	0
0800	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0900	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1100	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1400	16	0	14	1	0	0	1	0	0	0	0	0	0	0
1500	7	2	4	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2000	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2100	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	157	3	135	17	0	0	2	0	0	0	0	0	0	0
06-22	189	3	160	24	0	0	2	0	0	0	0	0	0	0
06-00	200	3	168	27	0	0	2	0	0	0	0	0	0	0
00-00	209	3	177	27	0	0	2	0	0	0	0	0	0	0

Peak step 9:00 (18) AM Peak step 9:00 (18) PM Peak step 18:00 (18)

*** Wednesday, March 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	17	1	12	4	0	0	0	0	0	0	0	0	0	0
0800	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1800	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2000	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	1	3	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	153	1	139	13	0	0	0	0	0	0	0	0	0	0
06-22	189	1	169	19	0	0	0	0	0	0	0	0	0	0
06-00	200	1	179	20	0	0	0	0	0	0	0	0	0	0
00-00	209	1	188	20	0	0	0	0	0	0	0	0	0	0

Peak step 18:00 (22) **AM Peak step** 7:00 (17) **PM Peak step** 18:00 (22)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3263 -- English (ENU)**Datasets:**

Site: [8] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	5	1	0	0	0	0	0	0	0	0	0	0	0
0800	13	12	0	0	0	0	0	0	0	0	0	0	0	1
0900	16	12	4	0	0	0	0	0	0	0	0	0	0	0
1000	28	25	1	0	0	0	0	0	1	0	1	0	0	0
1100	23	17	5	0	0	0	1	0	0	0	0	0	0	0
1200	28	22	5	0	0	0	0	0	0	0	1	0	0	0
1300	28	23	4	0	0	0	1	0	0	0	0	0	0	0
1400	34	30	2	0	0	0	1	0	0	0	1	0	0	0
1500	37	29	6	0	0	0	0	0	1	0	1	0	0	0
1600	28	22	6	0	0	0	0	0	0	0	0	0	0	0
1700	17	13	3	0	0	0	1	0	0	0	0	0	0	0
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	259	211	37	0	0	0	4	0	2	0	4	0	0	1
06-22	261	213	37	0	0	0	4	0	2	0	4	0	0	1
06-00	261	213	37	0	0	0	4	0	2	0	4	0	0	1
00-00	261	213	37	0	0	0	4	0	2	0	4	0	0	1

Peak step 15:00 (37) **AM Peak step** 10:00 (28) **PM Peak step** 15:00 (37)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	19	0	0	0	0	0	0	0	0	0	0	0	0
0800	40	37	2	0	0	0	1	0	0	0	0	0	0	0
0900	23	23	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	19	0	0	0	0	0	0	0	0	0	0	0	0
1100	20	19	1	0	0	0	0	0	0	0	0	0	0	0
1200	11	10	0	0	0	0	0	0	1	0	0	0	0	0
1300	10	10	0	0	0	0	0	0	0	0	0	0	0	0
1400	6	5	1	0	0	0	0	0	0	0	0	0	0	0
1500	10	10	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	14	1	0	0	0	0	0	0	0	0	0	0	0
1700	12	12	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	187	180	5	0	0	0	1	0	1	0	0	0	0	0
06-22	194	187	5	0	0	0	1	0	1	0	0	0	0	0
06-00	195	188	5	0	0	0	1	0	1	0	0	0	0	0
00-00	195	188	5	0	0	0	1	0	1	0	0	0	0	0

Peak step 8:00 (40) AM Peak step 8:00 (40) PM Peak step 16:00 (15)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	13	0	0	0	0	0	0	0	0	0	0	0	0
0800	26	25	1	0	0	0	0	0	0	0	0	0	0	0
0900	21	20	1	0	0	0	0	0	0	0	0	0	0	0
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	76	73	3	0	0	0	0	0	0	0	0	0	0	0
06-22	82	79	3	0	0	0	0	0	0	0	0	0	0	0
06-00	82	79	3	0	0	0	0	0	0	0	0	0	0	0
00-00	83	80	3	0	0	0	0	0	0	0	0	0	0	0

Peak step 8:00 (26) AM Peak step 8:00 (26) PM Peak step 16:00 (2)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	34	33	1	0	0	0	0	0	0	0	0	0	0	0
0800	76	73	2	0	0	0	0	0	0	0	1	0	0	0
0900	68	65	2	0	0	0	0	0	0	0	1	0	0	0
1000	39	37	1	0	0	0	1	0	0	0	0	0	0	0
1100	32	30	2	0	0	0	0	0	0	0	0	0	0	0
1200	23	21	2	0	0	0	0	0	0	0	0	0	0	0
1300	21	20	0	0	0	0	0	0	1	0	0	0	0	0
1400	12	11	1	0	0	0	0	0	0	0	0	0	0	0
1500	19	18	0	0	0	0	1	0	0	0	0	0	0	0
1600	22	20	1	0	0	0	0	0	1	0	0	0	0	0
1700	20	17	2	0	0	0	0	0	1	0	0	0	0	0
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	368	347	14	0	0	0	2	0	3	0	2	0	0	0
06-22	375	354	14	0	0	0	2	0	3	0	2	0	0	0
06-00	378	356	15	0	0	0	2	0	3	0	2	0	0	0
00-00	379	357	15	0	0	0	2	0	3	0	2	0	0	0

Peak step 8:00 (76) AM Peak step 8:00 (76) PM Peak step 12:00 (23)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	14	0	0	0	0	0	0	0	0	0	0	0	0
0800	15	15	0	0	0	0	0	0	0	0	0	0	0	0
0900	14	14	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	8	1	0	0	0	0	0	0	0	0	0	0	0
1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1700	4	3	1	0	0	0	0	0	0	0	0	0	0	0
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	76	73	3	0	0	0	0	0	0	0	0	0	0	0
06-22	79	76	3	0	0	0	0	0	0	0	0	0	0	0
06-00	79	76	3	0	0	0	0	0	0	0	0	0	0	0
00-00	79	76	3	0	0	0	0	0	0	0	0	0	0	0

Peak step 8:00 (15) AM Peak step 8:00 (15) PM Peak step 12:00 (5)

Traffic Data Service -- San Jose, CA Class Report

CustomList-3367 -- English (ENU)

Datasets:

Site: [8] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Monday, February 24, 2025

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	35	35
0800	55	55
0900	58	58
1000	16	16
1100	17	17
1200	17	17
1300	12	12
1400	14	14
1500	17	17
1600	12	12
1700	14	14
1800	5	5
1900	3	3
2000	0	0
2100	1	1
2200	1	1
2300	1	1
07-19	272	272
06-22	279	279
06-00	281	281
00-00	281	281

Peak step 9:00 (58) **AM Peak step** 9:00 (58) **PM Peak step** 12:00 (17)

*** Tuesday, February 25, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	12	12
0700	26	26
0800	81	81
0900	70	70
1000	44	44
1100	34	34
1200	24	24
1300	13	13
1400	12	12
1500	23	23
1600	18	18
1700	26	26
1800	5	5
1900	2	2
2000	4	4
2100	1	1
2200	0	0
2300	1	1
07-19	376	376
06-22	395	395
06-00	396	396
00-00	398	398

Peak step 8:00 (81) **AM Peak step** 8:00 (81) **PM Peak step** 17:00 (26)

*** Wednesday, February 26, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	48	48
0800	90	90
0900	77	77
1000	39	39
1100	29	29
1200	27	27
1300	17	17
1400	16	16
1500	23	23
1600	30	30
1700	27	27
1800	13	13
1900	6	6
2000	1	1
2100	1	1
2200	0	0
2300	0	0
07-19	436	436
06-22	449	449
06-00	449	449
00-00	449	449

Peak step 8:00 (90) **AM Peak step** 8:00 (90) **PM Peak step** 16:00 (30)

*** Thursday, February 27, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	10	10
0700	34	34
0800	86	86
0900	69	69
1000	27	27
1100	44	44
1200	21	21
1300	17	17
1400	16	16
1500	17	17
1600	21	21
1700	16	16
1800	10	10
1900	1	1
2000	3	3
2100	1	1
2200	1	1
2300	1	1
07-19	378	378
06-22	393	393
06-00	395	395
00-00	395	395

Peak step 8:00 (86) AM Peak step 8:00 (86) PM Peak step 12:00 (21)

*** Friday, February 28, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	7	7
0700	27	27
0800	58	58
0900	42	42
1000	19	19
1100	16	16
1200	19	19
1300	24	24
1400	20	20
1500	21	21
1600	30	30
1700	22	22
1800	5	5
1900	1	1
2000	1	1
2100	2	2
2200	1	1
2300	2	2
07-19	303	303
06-22	314	314
06-00	317	317
00-00	318	318

Peak step 8:00 (58) AM Peak step 8:00 (58) PM Peak step 16:00 (30)

*** Saturday, March 1, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	9	9
0800	11	11
0900	17	17
1000	23	23
1100	25	25
1200	22	22
1300	15	15
1400	27	27
1500	33	33
1600	18	18
1700	12	12
1800	3	3
1900	2	2
2000	0	0
2100	0	0
2200	2	2
2300	0	0
07-19	215	215
06-22	218	218
06-00	220	220
00-00	220	220

Peak step 15:00 (33) **AM Peak step** 11:00 (25) **PM Peak step** 15:00 (33)

*** Sunday, March 2, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	1	1
0800	3	3
0900	9	9
1000	12	12
1100	8	8
1200	11	11
1300	11	11
1400	23	23
1500	17	17
1600	22	22
1700	13	13
1800	0	0
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	130	130
06-22	132	132
06-00	132	132
00-00	132	132

Peak step 14:00 (23) **AM Peak step** 10:00 (12) **PM Peak step** 14:00 (23)

*** Monday, March 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	6	6
0700	36	36
0800	67	67
0900	46	46
1000	35	35
1100	28	28
1200	20	20
1300	11	11
1400	17	17
1500	22	22
1600	18	18
1700	15	15
1800	3	3
1900	5	5
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	318	318
06-22	329	329
06-00	330	330
00-00	330	330

Peak step 8:00 (67) **AM Peak step** 8:00 (67) **PM Peak step** 15:00 (22)

*** Tuesday, March 4, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	9	9
0700	40	40
0800	96	96
0900	70	70
1000	38	38
1100	36	36
1200	19	19
1300	8	8
1400	10	10
1500	17	17
1600	17	17
1700	19	19
1800	2	2
1900	1	1
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	372	372
06-22	383	383
06-00	383	383
00-00	385	385

Peak step 8:00 (96) **AM Peak step** 8:00 (96) **PM Peak step** 12:00 (19)

*** Wednesday, March 5, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	21	21
0800	45	45
0900	35	35
1000	17	17
1100	14	14
1200	8	8
1300	8	8
1400	2	2
1500	8	8
1600	13	13
1700	12	12
1800	2	2
1900	3	3
2000	1	1
2100	3	3
2200	0	0
2300	0	0
07-19	185	185
06-22	194	194
06-00	194	194
00-00	194	194

Peak step 8:00 (45) **AM Peak step** 8:00 (45) **PM Peak step** 16:00 (13)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-3264 -- English (ENU)**Datasets:**

Site: [8] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 2, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	8	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	5	4	0	0	0	0	0	0	0	0	0	0	0
1000	25	22	1	0	0	0	0	1	1	0	0	0	0	0
1100	32	25	2	0	0	0	1	0	4	0	0	0	0	0
1200	29	23	6	0	0	0	0	0	0	0	0	0	0	0
1300	18	14	1	0	0	0	0	0	3	0	0	0	0	0
1400	26	19	4	0	0	0	0	0	3	0	0	0	0	0
1500	32	26	3	0	0	0	0	0	3	0	0	0	0	0
1600	36	27	4	0	0	0	2	0	2	1	0	0	0	0
1700	27	22	2	0	0	0	2	1	0	0	0	0	0	0
1800	4	1	3	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	251	197	30	0	0	0	5	2	16	1	0	0	0	0
06-22	253	199	30	0	0	0	5	2	16	1	0	0	0	0
06-00	253	199	30	0	0	0	5	2	16	1	0	0	0	0
00-00	254	200	30	0	0	0	5	2	16	1	0	0	0	0

Peak step 16:00 (36) **AM Peak step** 11:00 (32) **PM Peak step** 16:00 (36)

*** Monday, February 3, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	5	1	0	0	0	0	0	0	0	0	0	0	0
0800	6	5	1	0	0	0	0	0	0	0	0	0	0	0
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	12	1	0	0	0	0	0	0	0	0	0	0	0
1300	8	8	0	0	0	0	0	0	0	0	0	0	0	0
1400	11	11	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	24	2	0	0	0	0	0	0	0	0	0	0	0
1600	30	27	3	0	0	0	0	0	0	0	0	0	0	0
1700	35	33	2	0	0	0	0	0	0	0	0	0	0	0
1800	21	21	0	0	0	0	0	0	0	0	0	0	0	0
1900	17	15	1	0	0	0	0	0	1	0	0	0	0	0
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	168	158	10	0	0	0	0	0	0	0	0	0	0	0
06-22	196	184	11	0	0	0	0	0	1	0	0	0	0	0
06-00	200	188	11	0	0	0	0	0	1	0	0	0	0	0
00-00	200	188	11	0	0	0	0	0	1	0	0	0	0	0

Peak step 17:00 (35) AM Peak step 11:00 (7) PM Peak step 17:00 (35)

*** Tuesday, February 4, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	4	1	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1600	14	14	0	0	0	0	0	0	0	0	0	0	0	0
1700	20	20	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	9	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	61	59	2	0	0	0	0	0	0	0	0	0	0	0
06-22	74	72	2	0	0	0	0	0	0	0	0	0	0	0
06-00	77	75	2	0	0	0	0	0	0	0	0	0	0	0
00-00	78	76	2	0	0	0	0	0	0	0	0	0	0	0

Peak step 17:00 (20) AM Peak step 10:00 (5) PM Peak step 17:00 (20)

*** Wednesday, February 5, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0800	11	10	1	0	0	0	0	0	0	0	0	0	0	0
0900	17	15	1	0	0	0	1	0	0	0	0	0	0	0
1000	10	9	1	0	0	0	0	0	0	0	0	0	0	0
1100	11	8	1	0	0	0	0	0	2	0	0	0	0	0
1200	25	21	4	0	0	0	0	0	0	0	0	0	0	0
1300	26	26	0	0	0	0	0	0	0	0	0	0	0	0
1400	27	26	0	0	0	0	0	0	1	0	0	0	0	0
1500	27	24	0	0	0	0	1	1	1	0	0	0	0	0
1600	68	61	3	0	0	0	1	0	3	0	0	0	0	0
1700	95	90	4	0	0	0	0	0	1	0	0	0	0	0
1800	32	32	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	28	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	352	325	15	0	0	0	3	1	8	0	0	0	0	0
06-22	402	375	15	0	0	0	3	1	8	0	0	0	0	0
06-00	405	378	15	0	0	0	3	1	8	0	0	0	0	0
00-00	405	378	15	0	0	0	3	1	8	0	0	0	0	0

Peak step 17:00 (95) AM Peak step 9:00 (17) PM Peak step 17:00 (95)

*** Thursday, February 6, 2025**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	1	0	0	0	0	1	0	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0
1700	24	23	1	0	0	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	55	51	3	0	0	0	1	0	0	0	0	0	0	0
06-22	73	69	3	0	0	0	1	0	0	0	0	0	0	0
06-00	74	70	3	0	0	0	1	0	0	0	0	0	0	0
00-00	76	72	3	0	0	0	1	0	0	0	0	0	0	0

Peak step 17:00 (24) AM Peak step 6:00 (3) PM Peak step 17:00 (24)

Traffic Data Service -- San Jose, CA Class Report

CustomList-3368 -- English (ENU)

Datasets:

Site: [8] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: Default Profile
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

* Monday, February 24, 2025

Time	Total	Cls
<--		15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	8	8
0800	9	9
0900	4	4
1000	12	12
1100	4	4
1200	10	10
1300	14	14
1400	20	20
1500	21	21
1600	54	54
1700	65	65
1800	37	37
1900	15	15
2000	8	8
2100	2	2
2200	3	3
2300	1	1
07-19	258	258
06-22	286	286
06-00	290	290
00-00	292	292

Peak step 17:00 (65) **AM Peak step** 10:00 (12) **PM Peak step** 17:00 (65)

*** Tuesday, February 25, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	10	10
0800	8	8
0900	6	6
1000	9	9
1100	10	10
1200	12	12
1300	14	14
1400	24	24
1500	28	28
1600	80	80
1700	93	93
1800	43	43
1900	28	28
2000	13	13
2100	10	10
2200	2	2
2300	2	2
07-19	337	337
06-22	391	391
06-00	395	395
00-00	396	396

Peak step 17:00 (93) **AM Peak step** 7:00 (10) **PM Peak step** 17:00 (93)

*** Wednesday, February 26, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	8	8
0800	18	18
0900	14	14
1000	9	9
1100	12	12
1200	20	20
1300	18	18
1400	29	29
1500	45	45
1600	68	68
1700	115	115
1800	41	41
1900	33	33
2000	10	10
2100	3	3
2200	3	3
2300	2	2
07-19	397	397
06-22	447	447
06-00	452	452
00-00	452	452

Peak step 17:00 (115) **AM Peak step** 8:00 (18) **PM Peak step** 17:00 (115)

*** Thursday, February 27, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	7	7
0800	8	8
0900	12	12
1000	9	9
1100	11	11
1200	24	24
1300	19	19
1400	26	26
1500	39	39
1600	73	73
1700	78	78
1800	53	53
1900	29	29
2000	20	20
2100	4	4
2200	4	4
2300	0	0
07-19	359	359
06-22	416	416
06-00	420	420
00-00	420	420

Peak step 17:00 (78) **AM Peak step** 9:00 (12) **PM Peak step** 17:00 (78)

*** Friday, February 28, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	6	6
0800	7	7
0900	20	20
1000	11	11
1100	7	7
1200	12	12
1300	24	24
1400	25	25
1500	35	35
1600	60	60
1700	66	66
1800	36	36
1900	4	4
2000	6	6
2100	4	4
2200	3	3
2300	2	2
07-19	309	309
06-22	327	327
06-00	332	332
00-00	332	332

Peak step 17:00 (66) **AM Peak step** 9:00 (20) **PM Peak step** 17:00 (66)

*** Saturday, March 1, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	2	2
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	7	7
0800	4	4
0900	9	9
1000	19	19
1100	20	20
1200	28	28
1300	17	17
1400	24	24
1500	38	38
1600	17	17
1700	30	30
1800	7	7
1900	6	6
2000	2	2
2100	2	2
2200	4	4
2300	0	0
07-19	220	220
06-22	231	231
06-00	235	235
00-00	238	238

Peak step 15:00 (38) **AM Peak step** 11:00 (20) **PM Peak step** 15:00 (38)

*** Sunday, March 2, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	2	2
0900	4	4
1000	10	10
1100	9	9
1200	10	10
1300	18	18
1400	12	12
1500	24	24
1600	16	16
1700	22	22
1800	10	10
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	1	1
07-19	139	139
06-22	140	140
06-00	141	141
00-00	141	141

Peak step 15:00 (24) **AM Peak step** 10:00 (10) **PM Peak step** 15:00 (24)

*** Monday, March 3, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	7	7
0800	9	9
0900	10	10
1000	6	6
1100	14	14
1200	17	17
1300	11	11
1400	20	20
1500	23	23
1600	41	41
1700	69	69
1800	39	39
1900	26	26
2000	8	8
2100	5	5
2200	1	1
2300	1	1
07-19	266	266
06-22	308	308
06-00	310	310
00-00	310	310

Peak step 17:00 (69) **AM Peak step** 11:00 (14) **PM Peak step** 17:00 (69)

*** Tuesday, March 4, 2025**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	2	2
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	10	10
0800	9	9
0900	10	10
1000	12	12
1100	9	9
1200	13	13
1300	17	17
1400	20	20
1500	40	40
1600	76	76
1700	93	93
1800	45	45
1900	30	30
2000	13	13
2100	3	3
2200	2	2
2300	2	2
07-19	354	354
06-22	402	402
06-00	406	406
00-00	408	408

Peak step 17:00 (93) **AM Peak step** 10:00 (12) **PM Peak step** 17:00 (93)

*** Wednesday, March 5, 2025**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	3	3
0800	4	4
0900	3	3
1000	1	1
1100	2	2
1200	5	5
1300	8	8
1400	10	10
1500	16	16
1600	36	36
1700	49	49
1800	26	26
1900	18	18
2000	12	12
2100	2	2
2200	1	1
2300	0	0
07-19	163	163
06-22	197	197
06-00	198	198
00-00	199	199

Peak step 17:00 (49) **AM Peak step** 8:00 (4) **PM Peak step** 17:00 (49)

Appendix C:

Data Tables for Figures

Appendix C: Peak Hour/Peak Period Volume Comparison

Table C1: PEAK HOUR VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK HOUR ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Antonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour (08:30 AM - 09:30 AM)												
Min Volume	590	128	717	1,961	214	2,198	1,965	525	2,524	4,856	905	5,760
Max Volume	948	191	1,086	2,445	252	2,681	2,331	596	2,884	5,518	980	6,474
Weekly Average	755	146	901	2,216	232	2,448	2,185	561	2,745	5,155	939	6,094
Range	359	64	369	484	38	483	366	71	360	663	75	714
Min / Average	-22%	-13%	-20%	-11%	-8%	-10%	-10%	-6%	-8%	-6%	-4%	-5%
Max / Average	26%	31%	21%	10%	9%	10%	7%	6%	5%	7%	4%	6%
Range / Average	48%	43%	41%	22%	16%	20%	17%	13%	13%	13%	8%	12%
PM Peak Hour (04:45 PM - 05:45 PM)												
Min Volume	254	545	811	234	1,520	1,790	732	2,038	2,822	1,220	4,210	5,518
Max Volume	304	680	972	390	1,677	2,031	869	2,211	2,950	1,556	4,497	5,871
Weekly Average	289	621	910	309	1,630	1,938	772	2,135	2,907	1,370	4,385	5,755
Range	49	136	161	156	157	241	137	172	129	336	288	354
Min / Average	-12%	-12%	-11%	-24%	-7%	-8%	-5%	-5%	-3%	-11%	-4%	-4%
Max / Average	5%	10%	7%	26%	3%	5%	13%	4%	1%	14%	3%	2%
Range / Average	17%	22%	18%	51%	10%	12%	18%	8%	4%	25%	7%	6%

Table C2: PEAK PERIOD VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK PERIOD ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Antonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Period (07:45 AM - 10:45 AM)												
Min Volume	1,576	357	1,934	4,644	639	5,283	5,864	1,638	7,581	12,425	2,736	15,160
Max Volume	2,021	491	2,456	5,527	729	6,221	6,356	1,792	8,008	13,523	2,878	16,388
Weekly Average	1,795	409	2,204	5,043	688	5,732	6,120	1,720	7,840	12,958	2,818	15,776
Range	445	134	523	883	90	938	492	154	427	1,098	142	1,228
Min / Average	-12%	-13%	-12%	-8%	-7%	-8%	-4%	-5%	-3%	-4%	-3%	-4%
Max / Average	13%	20%	11%	10%	6%	9%	4%	4%	2%	4%	2%	4%
Range / Average	25%	33%	24%	18%	13%	16%	8%	9%	5%	8%	5%	8%
PM Peak Period (03:30 PM - 06:30 PM)												
Min Volume	670	1,370	2,039	635	3,929	4,695	2,110	5,608	7,802	3,471	11,001	14,608
Max Volume	865	1,631	2,425	1,004	4,352	5,253	2,502	6,046	8,329	4,327	11,836	15,771
Weekly Average	796	1,529	2,325	875	4,204	5,079	2,235	5,802	8,038	3,907	11,535	15,442
Range	196	262	386	369	423	558	392	439	527	856	835	1,163
Min / Average	-16%	-10%	-12%	-27%	-7%	-8%	-6%	-3%	-3%	-11%	-5%	-5%
Max / Average	9%	7%	4%	15%	4%	3%	12%	4%	4%	11%	3%	2%
Range / Average	25%	17%	17%	42%	10%	11%	18%	8%	7%	22%	7%	8%

Appendix C3: Tuesday to Thursday Gateway Hourly Vehicle Totals												
	San Antonio / Bayshore			Rengstorff			Shoreline / La Avenida			All Gateways		
Time	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
12:00 AM	7	8	15	8	21	30	49	101	150	65	130	195
12:15 AM	8	9	17	10	22	32	40	92	132	58	123	181
12:30 AM	7	8	15	10	19	29	34	78	112	51	106	157
12:45 AM	6	7	13	8	16	24	33	63	95	47	85	132
1:00 AM	5	7	12	8	16	24	30	52	82	43	74	118
1:15 AM	4	6	10	7	13	20	31	45	76	42	64	106
1:30 AM	7	7	14	8	16	24	32	43	75	47	66	112
1:45 AM	9	8	18	9	39	47	33	62	96	51	109	160
2:00 AM	11	8	19	8	40	49	36	61	98	56	110	166
2:15 AM	11	8	19	9	39	48	40	59	99	60	106	166
2:30 AM	10	6	16	12	35	47	53	58	112	76	99	175
2:45 AM	12	6	18	18	12	30	80	42	122	111	59	170
3:00 AM	12	7	20	31	8	39	115	44	159	159	59	218
3:15 AM	17	9	26	35	11	46	134	49	183	186	69	255
3:30 AM	18	12	30	40	12	52	146	52	197	204	76	279
3:45 AM	20	11	31	57	24	81	177	72	248	254	107	361
4:00 AM	27	12	39	86	29	115	247	77	325	360	118	479
4:15 AM	37	14	51	115	33	148	300	95	395	451	143	594
4:30 AM	51	15	66	138	36	174	392	121	513	581	171	752
4:45 AM	65	20	85	182	28	210	508	131	638	755	178	933
5:00 AM	92	35	127	240	34	273	687	159	846	1018	228	1246
5:15 AM	105	39	144	276	37	313	827	182	1009	1209	257	1466
5:30 AM	120	45	165	328	45	373	939	210	1150	1387	300	1687
5:45 AM	132	51	182	346	66	411	975	250	1225	1452	367	1819
6:00 AM	142	46	189	355	73	428	937	268	1205	1434	387	1821
6:15 AM	171	58	229	398	80	477	965	298	1262	1534	435	1969
6:30 AM	209	71	280	460	94	554	1041	332	1373	1710	497	2207
6:45 AM	252	85	337	552	109	662	1185	382	1566	1989	576	2565
7:00 AM	306	99	405	671	138	809	1397	462	1858	2373	699	3072
7:15 AM	395	111	506	858	164	1022	1641	527	2168	2893	802	3696
7:30 AM	485	120	604	1119	182	1301	1857	562	2419	3461	863	4325
7:45 AM	581	127	708	1437	187	1625	2046	577	2623	4064	892	4955
8:00 AM	672	136	808	1794	198	1992	2122	575	2697	4588	909	5497
8:15 AM	723	141	864	2058	215	2273	2174	566	2740	4954	923	5877
8:30 AM	755	146	901	2216	232	2448	2185	561	2745	5155	939	6094
8:45 AM	750	147	897	2229	243	2472	2157	559	2716	5136	949	6085
9:00 AM	715	150	865	2120	252	2372	2128	559	2686	4963	961	5923
9:15 AM	631	147	778	1917	259	2176	2082	564	2646	4630	970	5599
9:30 AM	538	139	677	1648	256	1904	2008	574	2582	4194	969	5163
9:45 AM	465	135	600	1377	258	1635	1917	584	2502	3759	977	4736
10:00 AM	401	136	536	1138	248	1386	1809	577	2386	3347	961	4308
10:15 AM	353	136	489	964	233	1197	1651	585	2236	2968	954	3922
10:30 AM	317	149	466	845	231	1077	1533	594	2127	2695	975	3670
10:45 AM	281	161	442	776	239	1015	1419	607	2026	2476	1007	3483
11:00 AM	246	163	408	702	264	965	1328	648	1976	2275	1074	3350
11:15 AM	236	180	416	655	302	957	1280	697	1977	2170	1180	3350
11:30 AM	235	183	417	601	339	941	1223	765	1988	2058	1287	3346
11:45 AM	231	184	415	552	371	922	1186	843	2030	1969	1398	3367
12:00 PM	228	192	420	503	387	891	1118	903	2021	1849	1482	3331
12:15 PM	214	187	401	458	417	876	1028	975	2003	1701	1579	3279
12:30 PM	200	187	387	417	439	856	930	1022	1951	1547	1648	3195
12:45 PM	189	189	377	368	497	864	821	1124	1945	1377	1809	3187
1:00 PM	175	183	358	317	520	838	759	1160	1919	1251	1864	3115
1:15 PM	167	201	368	271	538	809	700	1220	1920	1138	1959	3097
1:30 PM	155	209	364	241	574	815	670	1303	1973	1066	2085	3152
1:45 PM	147	235	382	225	680	905	647	1417	2064	1019	2332	3351
2:00 PM	145	260	404	221	752	972	618	1521	2139	984	2532	3516
2:15 PM	146	274	420	224	889	1113	615	1644	2259	985	2807	3792
2:30 PM	152	306	458	222	974	1196	620	1726	2347	995	3006	4000
2:45 PM	167	331	499	230	998	1229	642	1705	2347	1040	3035	4075
3:00 PM	190	361	552	255	1108	1363	659	1790	2449	1104	3259	4363
3:15 PM	233	408	641	280	1173	1452	699	1801	2500	1212	3381	4593
3:30 PM	263	449	711	289	1307	1596	688	1897	2585	1240	3653	4893
3:45 PM	284	481	765	294	1370	1664	704	1934	2638	1282	3785	5067
4:00 PM	291	514	805	281	1451	1732	699	2009	2708	1271	3974	5244
4:15 PM	283	560	843	277	1529	1807	719	2067	2785	1280	4156	5435
4:30 PM	286	589	875	304	1579	1882	763	2086	2849	1352	4254	5606
4:45 PM	289	621	910	309	1630	1938	772	2135	2907	1370	4385	5755
5:00 PM	287	636	923	315	1598	1914	820	2056	2876	1422	4291	5713
5:15 PM	271	561	831	307	1482	1788	790	1974	2763	1367	4016	5383
5:30 PM	247	491	738	282	1318	1601	785	1819	2604	1314	3628	4943
5:45 PM	217	394	611	283	1139	1422	759	1700	2459	1259	3233	4492
6:00 PM	196	310	506	297	1005	1303	730	1637	2367	1223	2952	4175
6:15 PM	167	269	437	302	944	1246	720	1587	2308	1190	2801	3990
6:30 PM	139	223	361	282	892	1174	666	1535	2200	1086	2649	3735
6:45 PM	116	191	307	255	827	1082	611	1431	2042	982	2448	3430
7:00 PM	85	153	238	214	727	941	534	1299	1833	832	2179	3011
7:15 PM	69	117	186	176	618	794	461	1119	1580	706	1854	2560
7:30 PM	58	97	155	154	486	640	395	947	1342	607	1531	2138
7:45 PM	44	77	121	127	385	512	348	803	1151	519	1265	1784
8:00 PM	38	64	102	96	326	422	311	687	998	445	1077	1522
8:15 PM	35	54	90	76	252	328	288	621	909	399	928	1326
8:30 PM	34	43	77	66	217	284	275	579	854	375	839	1214
8:45 PM	33	39	72	60	215	275	269	543	813	363	798	1161
9:00 PM	33	34	68	55	183	237	274	514	788	362	731	1093
9:15 PM	30	30	60	54	161	214	263	448	712	347	639	986
9:30 PM	28	28	56	47	143	190	238	404	642	313	575	888
9:45 PM	26	24	51	41	117	157	211	371	582	278	512	790
10:00 PM	22	21	44	29	103	132	164	306	470	216	430	646
10:15 PM	22	20	42	22	73	95	132	270	401	176	363	539
10:30 PM	20	19	39	19	59	78	113	242	355	152	321	473
10:45 PM	17	15	33	14	37	51	99	187	285	130	239	369
11:00 PM	15	13	27	13	27	40	87	170	257	115	209	324

Table C4: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	88%	71%	4,707	4,736
HOV with TNC3+	6%	10%	340	699
Transit	2%	16%	110	1,074
Bike	3%	2%	147	147
Ped	1%	1%	56	56
Total	100%	100%	5,360	6,712

Table C5 (Figure 4-7): Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	88%	70%	4,707	4,689
HOV with TNC3+	6%	11%	340	696
Transit	2%	16%	110	1,074
Bike	3%	2%	147	147
Ped	1%	1%	56	56
Total	100%	100%	5,360	6,662

Table C6: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	82%	62%	3,812	3,850
HOV with TNC3+	10%	17%	476	1,028
Transit	2%	17%	96	1,082
Bike	4%	3%	169	169
Ped	2%	1%	90	90
Total	100%	100%	4,643	6,219

Table C7 (Figure 4-8): Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	82%	62%	3,812	3,800
HOV with TNC3+	10%	17%	476	1,018
Transit	2%	18%	96	1,082
Bike	4%	2%	169	169
Ped	2%	1%	90	90
Total	100%	100%	4,643	6,159

Table C8 (Figure 4-9 & 4-10): Existing Inbound Morning Peak Hour Persons by Gateway (Excludes TNC Drivers)												
Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	14%	15%	34%	6%	3%	18%	672	101	368	9	2	1,151
Renqstorff	43%	45%	46%	6%	2%	42%	2,006	317	495	9	1	2,828
Shoreline	43%	40%	20%	6%	16%	38%	2,011	278	211	9	9	2,518
Permanente Creek Trail	0%	0%	0%	29%	41%	1%	0	0	0	43	23	66
Stevens Creek Trail	0%	0%	0%	53%	38%	1%	0	0	0	78	21	99
Total	100%	100%	100%	100%	100%	100%	4,689	696	1,074	148	56	6,662

Table C9 (Figure 4-11 & 4-12): Existing Outbound Evening Peak Hour Persons by Gateway (Excludes TNC Drivers)												
Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	14%	9%	37%	8%	2%	17%	540	86	403	13	2	1,044
Renqstorff	37%	37%	41%	5%	2%	36%	1,411	380	441	8	2	2,242
Shoreline	49%	54%	22%	3%	9%	43%	1,849	552	238	6	8	2,653
Permanente Creek Trail	0%	0%	0%	31%	36%	2%	0	0	0	52	32	84
Stevens Creek Trail	0%	0%	0%	53%	51%	2%	0	0	0	90	45	135
Total	100%	100%	100%	100%	100%	100%	3,800	1,018	1,082	169	89	6,158

TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

Table C10: Existing Morning Inbound Peak Period Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	87%	72%	11,745	11,822
HOV with TNC3+	7%	11%	886	1,819
Transit	2%	14%	327	2,382
Bike	3%	2%	345	345
Ped	1%	1%	150	150
Total	100%	100%	13,453	16,518

Table C11: Existing Morning Inbound Peak Period Mode Share for Vehicles and Persons (excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	87%	71%	11,745	11,697
HOV with TNC3+	7%	11%	886	1,812
Transit	2%	15%	327	2,382
Bike	3%	2%	345	345
Ped	1%	1%	150	150
Total	100%	100%	13,453	16,386

Table C12: Existing Evening Outbound Peak Period Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	83%	60%	10,026	10,130
HOV with TNC3+	10%	16%	1,228	2,653
Transit	2%	21%	283	3,496
Bike	3%	2%	355	355
Ped	2%	1%	216	216
Total	100%	100%	12,108	16,850

Table C13: Existing Evening Outbound Peak Period Mode Share for Vehicles and Persons (Excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2	83%	60%	10,026	9,994
HOV with TNC3+	10%	15%	1,228	2,624
Transit	2%	21%	283	3,496
Bike	3%	2%	355	355
Ped	2%	2%	216	216
Total	100%	100%	12,108	16,685

Table C14 (Figure 4-13): Existing Inbound Morning Peak Period Persons by Gateway (Excludes TNC Drivers)												
Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	13%	14%	37%	6%	6%	17%	1,559	249	885	21	9	2,723
Rengstorff	39%	41%	48%	4%	2%	39%	4,527	747	1,129	15	3	6,421
Shoreline	48%	45%	15%	6%	17%	42%	5,611	816	368	19	26	6,840
Permanente Creek Trail	0%	0%	0%	30%	35%	1%	0	0	0	102	53	155
Stevens Creek Trail	0%	0%	0%	54%	40%	1%	0	0	0	188	59	247
Total	100%	100%	100%	100%	100%	100%	11,697	1,812	2,382	345	150	16,386

Table C15 (Figure 4-13): Existing Outbound Evening Peak Period Persons by Gateway (Excludes TNC Drivers)												
Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	14%	8%	34%	8%	6%	16%	1,318	215	1,175	27	12	2,747
Rengstorff	36%	37%	43%	5%	2%	37%	3,623	972	1,519	18	4	6,136
Shoreline	50%	55%	23%	4%	7%	44%	5,053	1,437	802	14	15	7,322
Permanente Creek Trail	0%	0%	0%	28%	38%	1%	0	0	0	101	82	183
Stevens Creek Trail	0%	0%	0%	55%	47%	2%	0	0	0	195	102	297
Total	100%	100%	100%	100%	100%	100%	9,994	2,624	3,496	355	216	16,685

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). One-person (i.e., driver only) TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

Table C16 (Figure 5-5, 5-6, 5-7): Historical Inbound Morning Peak Hour Person Mode Split Comparison																						
Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52.0%	55%	50%	57%	-	-	70%	62%	69%	64%	64%	63%	64%	70%
HOV	12%	12%	14%	17%	14%	13%	15%	14%	12%	12%	8%	11%	-	-	13%	18%	10%	10%	12%	17%	16%	11%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%	37%	28%	-	-	11%	15%	17%	23%	20%	16%	16%	16%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	3%	2%	3%	3%	3%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	100%	100%	100%
										*	*	*	**	**	*	*	***	***	***	***	***	***

Table C17 (Figure 5-8): Historical Inbound Morning Peak Period (7-10 AM) Person Mode Split Comparison																						
Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
SOV	58%	56%	55%	61%	55%	55%	48%	52%	54%	57%	51%	60%	-	-	70%	66%	68%	64%	63%	64%	63%	70%
HOV	13%	13%	14%	14%	14%	13%	14%	14%	12%	12%	8%	11%	-	-	12%	19%	9%	10%	12%	15%	20%	11%
Transit	25%	25%	24%	19%	23%	26%	34%	30%	30%	28%	36%	25%	-	-	12%	10%	21%	23%	21%	17%	13%	16%
Bike	3%	5%	6%	5%	7%	5%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	1%	2%	3%	3%	3%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	100%	100%	100%
										*	*	*	**	**	*	*	***	***	***	***	***	***

Table C18 (Figure 5-9, 5-10, 5-11): Historical Inbound Morning Peak Period (Actual Peak) Person Mode Split Comparison																						
Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
SOV	-	-	-	-	-	-	49%	52%	55%	56%	52%	61%	-	-	72%	67%	74%	65%	66%	66%	64%	71%
HOV	-	-	-	-	-	-	15%	14%	12%	12%	9%	11%	-	-	14%	20%	10%	10%	12%	15%	19%	11%
Transit	-	-	-	-	-	-	32%	30%	29%	29%	34%	24%	-	-	9%	8%	11%	22%	18%	16%	13%	15%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	4%	3%	-	-	3%	3%	4%	2%	3%	2%	3%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%
Total	-	-	-	-	-	-	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	100%	100%	100%
										*	*	*	**	**	*	*	***	***	***	***	***	***

Table C19 (Figure 5-12, 5-13, 5-14): Historical Outbound Evening Peak Hour Person Mode Split Comparison																						
Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
SOV	-	-	-	-	-	-	45%	45%	49%	49%	55%	55%	-	-	63%	65%	63%	62%	66%	63%	66%	62%
HOV	-	-	-	-	-	-	15%	16%	15%	15%	17%	15%	-	-	23%	27%	16%	14%	19%	18%	20%	17%
Transit	-	-	-	-	-	-	36%	35%	32%	33%	22%	25%	-	-	8%	2%	18%	20%	11%	14%	10%	18%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	5%	4%	-	-	3%	3%	2%	3%	3%	3%	3%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	3%	3%	1%	1%	1%	2%	1%	1%
Total	-	-	-	-	-	-	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	100%	100%	100%
										*	*	*	**	**	*	*	***	***	***	***	***	***

Table C20 (Figure 5-15, 5-16, 5-17): Historical Outbound Evening Peak Period (Actual Peak) Person Mode Split Comparison																						
Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
SOV	-	-	-	-	-	-	42%	43%	49%	48%	53%	55%	-	-	65%	63%	71%	60%	62%	59%	64%	60%
HOV	-	-	-	-	-	-	15%	16%	13%	13%	16%	13%	-	-	22%	26%	17%	13%	18%	17%	19%	15%
Transit	-	-	-	-	-	-	40%	37%	34%	36%	26%	28%	-	-	8%	5%	8%	24%	16%	21%	13%	21%
Bike	-	-	-	-	-	-	2%	3%	3%	2%	4%	3%	-	-	3%	4%	3%	3%	3%	3%	3%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	0%	1%	1%	1%	2%
Total	-	-	-	-	-	-	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	100%	100%	100%
										*	*	*	**	**	*	*	***	***	***	***	***	***

*From Spring 2019 to Spring 2022, SOV = SOV+TNC1.

**No monitoring was conducted in Fall 2020 and Spring 2021 due to the formal shelter-in-place order issued by Santa Clara County Public Health Department to slow the spread of COVID-19

***Starting Fall 2022, SOV = SOV+TNC1+TNC2 in the volume summary.

Additional Tables for Information Purpose

Table C21: Existing Morning Inbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined

Mode	Vehicle Percenatge	Person Percentage (Without TNC Driver)*	Person Percentage (With TNC Driver)**	Vehicle Volume	Person Volume (Without TNC Driver)*	Person Volume (With TNC Driver)**
SOV	87%	70%	69%	4,660	4,660	4,660
TNC1	0%	0%	0%	18	0	18
TNC2	1%	0%	1%	29	29	58
HOV	6%	10%	10%	337	690	690
TNC3	0%	0%	0%	3	6	9
TNC4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	91	947	947
MVGO	0%	1%	1%	9	97	97
VTA	0%	0%	0%	10	30	30
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	147	147	147
Ped	1%	1%	1%	56	56	56
Total	100%	100%	100%	5,360	6,662	6,712

Table C22: Existing Evening Outbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined

Mode	Vehicle Percentage	Person Percentage (Without TNC Driver)*	Person Percentage (With TNC Driver)**	Vehicle Volume	Person Volume (Without TNC Driver)*	Person Volume (With TNC Driver)**
SOV	81%	61%	60%	3,762	3,762	3,762
TNC1	0%	0%	0%	12	0	12
TNC2	1%	1%	1%	38	38	76
HOV	10%	16%	16%	466	998	998
TNC3	0%	0%	0%	10	20	30
TNC4	0%	0%	0%	0	0	0
Private Shuttles	2%	17%	17%	80	1,042	1,042
MVGO	0%	0%	0%	9	20	20
VTA	0%	0%	0%	6	16	16
ACE	0%	0%	0%	1	4	4
Bike	4%	3%	3%	169	169	169
Ped	2%	1%	1%	90	90	90
Total	100%	100%	100%	4,643	6,159	6,219

Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 persons per vehicle.

Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

Table C23: Morning Inbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	667	0	5	101	0	0	325	43	0	0	9	2	1,151
Rengstorff	1,983	0	23	311	6	0	489	0	6	0	9	1	2,828
Shoreline	2,010	0	1	278	0	0	133	54	24	0	9	9	2,518
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	43	23	66
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	78	21	99
Total	4,660	0	29	690	6	0	947	97	30	0	148	56	6,661

Table C24: Morning Inbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	14.3%	0.0%	17.2%	14.6%	0.0%	0.0%	34.3%	44.3%	0.0%	0.0%	5.9%	3.0%	17.3%
Rengstorff	42.6%	0.0%	79.3%	45.1%	100.0%	0.0%	51.6%	0.0%	20.0%	0.0%	6.1%	2.4%	42.4%
Shoreline	43.1%	0.0%	3.4%	40.3%	0.0%	0.0%	14.0%	55.7%	80.0%	0.0%	6.1%	15.6%	37.8%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.1%	41.3%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	52.8%	37.7%	1.5%
Total	100%	0%	100%	100%	100%	0%	100%	100%	100%	0%	100%	100%	100%

Table C25: Evening Outbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	536	0	4	86	0	0	394	9	0	0	13	2	1,044
Rengstorff	1,402	0	9	378	2	0	433	0	8	0	8	2	2,242
Shoreline	1,824	0	25	534	18	0	215	11	8	4	6	8	2,653
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	52	32	84
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	90	45	135
Total	3,762	0	38	998	20	0	1,042	20	16	4	169	89	6,158

Table C26: Evening Outbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Driver)

[illegible]

Additional Tables for Information Purpose

Table C27: Existing Morning Inbound Peak Period Mode Share for Persons and Vehicles, All Gateways Combined

Mode	Vehicle Percenatge	Person Percentage (Without TNC Driver)*	Person Percentage (With TNC Driver)**	Vehicle Volume	Person Volume (Without TNC Driver)*	Person Volume (With TNC Driver)**
SOV	86%	71%	70%	11,620	11,620	11,620
TNC1	0%	0%	0%	48	0	48
TNC2	1%	0%	1%	77	77	154
HOV	7%	11%	11%	879	1,798	1,798
TNC3	0%	0%	0%	7	14	21
TNC4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	275	2,250	2,250
MVGO	0%	0%	0%	27	68	68
VTA	0%	0%	0%	25	64	64
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	345	345	345
Ped	1%	1%	1%	150	150	150
Total	100%	100%	100%	13,453	16,386	16,518

Table C28: Existing Evening Outbound Peak Period Mode Share for Persons and Vehicles, All

Mode	Vehicle Percentatge	Person Percentage (Without TNC Driver)*	Person Percentage (With TNC Driver)**	Vehicle Volume	Person Volume (Without TNC Driver)*	Person Volume (With TNC Driver)**
SOV	82%	59%	59%	9,890	9,890	9,890
TNC1	0%	0%	0%	32	0	32
TNC2	1%	1%	1%	104	104	208
HOV	10%	15%	15%	1,199	2,566	2,566
TNC3	0%	0%	1%	29	58	87
TNC4	0%	0%	0%	0	0	0
Private Shuttles	2%	20%	20%	241	3,358	3,358
MVGO	0%	0%	0%	22	60	60
VTA	0%	0%	0%	18	72	72
ACE	0%	0%	0%	2	6	6
Bike	3%	2%	2%	355	355	355
Ped	2%	1%	1%	216	216	216
Total	100%	100%	100%	12,108	16,685	16,850

Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

“ Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

Table C29: Morning Inbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,548	0	11	247	2	0	852	30	3	0	21	9	2,723
Rengstorff	4,463	0	64	735	12	0	1,111	0	18	0	15	3	6,421
Shoreline	5,609	0	2	816	0	0	287	38	43	0	19	26	6,840
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	102	53	155
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	188	59	247
Inbound Morning	11,620	0	77	1,798	14	0	2,250	68	64	0	345	150	16,386

Table C30: Morning Inbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	13.3%	0.0%	14.3%	13.7%	14.3%	0.0%	37.9%	44.1%	4.7%	0.0%	6.1%	6.0%	16.6%
Rengstorff	38.4%	0.0%	83.1%	40.9%	85.7%	0.0%	49.4%	0.0%	28.1%	0.0%	4.4%	1.8%	39.2%
Shoreline	48.3%	0.0%	2.6%	45.4%	0.0%	0.0%	12.8%	55.9%	67.2%	0.0%	5.5%	17.4%	41.7%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.5%	35.4%	0.9%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	54.4%	39.4%	1.5%
Total	100%	0%	100%	100%	100%	0%	100%	100%	100%	0%	100%	100%	100%

Table C31: Evening Outbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Driver)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,312	0	6	215	0	0	1,145	30	0	0	27	12	2,747
Rengstorff	3,601	0	22	964	8	0	1,491	0	28	0	18	4	6,136
Shoreline	4,977	0	76	1,387	50	0	722	30	44	6	14	15	7,322
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	101	82	183
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	195	102	297
Total	9,890	0	104	2,566	58	0	3,358	60	72	6	355	216	16,685

Table C32: Evening Outbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Driver)

[illegible]

Appendix D: Vehicle Classification Counts

Study Name PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
 Start Date 2/5/2025
 Start Time 7:00 AM
 Site Code 9

Direction:	Southbound		Northbound	
Group	Pedestrians	Bicycles	Pedestrians	Bicycles
7:00 AM	0	1	1	0
7:15 AM	6	0	3	2
7:30 AM	1	0	6	7
7:45 AM	6	0	6	10
8:00 AM	3	2	0	11
8:15 AM	3	1	7	10
8:30 AM	0	0	7	6
8:45 AM	5	0	4	16
9:00 AM	2	0	8	7
9:15 AM	1	2	6	9
9:30 AM	3	0	4	10
9:45 AM	3	0	1	2
10:00 AM	0	0	4	9
10:15 AM	1	0	5	0
10:30 AM	2	0	6	3
10:45 AM	2	1	7	4
3:00 PM	3	1	2	1
3:15 PM	2	1	3	4
3:30 PM	4	1	5	3
3:45 PM	4	4	2	1
4:00 PM	2	5	6	1
4:15 PM	5	10	5	2
4:30 PM	16	12	5	2
4:45 PM	2	6	7	1
5:00 PM	13	9	15	0
5:15 PM	8	11	11	1
5:30 PM	9	12	8	0
5:45 PM	10	9	14	0
6:00 PM	17	5	3	1
6:15 PM	5	7	5	0
6:30 PM	4	6	4	0
6:45 PM	2	1	3	1
7:00 PM	4	6	3	1
7:15 PM	4	9	3	0

Study Name STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA
 Start Date 2/5/2025
 Start Time 7:00 AM
 Site Code 10

Direction:	Southbound		Northbound	
Group	Pedestrians	Bicycles	Pedestrians	Bicycles
7:00 AM	2	0	4	7
7:15 AM	4	0	7	5
7:30 AM	6	1	8	7
7:45 AM	4	1	7	14
8:00 AM	6	0	6	15
8:15 AM	5	2	4	19
8:30 AM	3	2	5	19
8:45 AM	3	6	6	20
9:00 AM	5	4	4	21
9:15 AM	6	5	6	13
9:30 AM	2	3	5	18
9:45 AM	3	2	5	13
10:00 AM	4	1	3	11
10:15 AM	5	2	5	12
10:30 AM	3	2	2	6
10:45 AM	2	3	1	8
3:00 PM	4	7	2	2
3:15 PM	2	3	1	3
3:30 PM	3	6	2	8
3:45 PM	4	8	5	5
4:00 PM	5	12	6	7
4:15 PM	6	13	5	4
4:30 PM	5	17	5	3
4:45 PM	12	19	3	6
5:00 PM	9	22	7	8
5:15 PM	11	31	9	3
5:30 PM	14	23	11	2
5:45 PM	17	14	8	2
6:00 PM	11	11	12	0
6:15 PM	8	9	10	0
6:30 PM	2	6	7	2
6:45 PM	1	6	10	0
7:00 PM	4	7	5	1
7:15 PM	2	9	6	1

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION San Antonio Rd north of Bayshore Pkwy

DATE 2/5/2025

AM

[illegible]

PM

[illegible]

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION Bayshore Pkwy east of San Antonio Rd

DATE 2/5/2025

AM

[illegible]

PM

[illegible]

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION Rengstorff Ave southwest of Charleston Rd

DATE 2/5/2025

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+			
7:00 AM	86	3	0	0	5	0	5	0	1	0	0	3	0	0	1	0	0
7:15 AM	115	7	1	0	12	0	1	0	0	0	4	4	0	0	0	1	1
7:30 AM	132	5	0	0	6	1	3	0	0	0	3	2	0	0	0	0	0
7:45 AM	190	12	2	0	2	0	5	0	1	0	2	2	0	0	0	2	1
8:00 AM	261	19	2	0	5	0	1	0	0	0	2	5	2	0	0	1	0
8:15 AM	369	29	1	0	5	4	1	0	1	0	0	11	1	0	0	0	0
8:30 AM	432	32	2	2	8	1	3	0	0	0	0	8	3	0	0	5	0
8:45 AM	555	33	2	0	7	1	5	0	0	0	2	6	0	0	0	6	0
9:00 AM	501	35	0	0	8	1	2	0	1	0	6	4	0	0	0	3	0
9:15 AM	527	46	1	0	8	0	1	0	1	0	3	5	0	0	0	5	2
9:30 AM	483	38	2	0	7	1	5	0	0	0	1	5	0	0	0	2	0
9:45 AM	421	30	4	0	6	2	3	0	1	0	6	6	0	0	1	1	0
10:00 AM	307	30	3	0	4	2	4	0	0	0	3	5	0	0	0	1	1
10:15 AM	286	23	1	0	9	0	1	0	0	0	3	5	0	0	0	2	0
10:30 AM	248	14	2	1	6	1	1	0	2	0	3	4	0	0	0	2	0
10:45 AM	192	14	2	0	0	0	1	0	0	0	1	1	0	0	0	2	1

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+			
3:00 PM	261	22	4	1	0	1	2	0	0	0	0	0	0	0	0	1	0
3:15 PM	194	20	1	3	0	1	8	0	1	0	1	0	0	0	0	1	0
3:30 PM	250	24	4	0	1	2	2	0	0	0	3	3	1	0	0	0	0
3:45 PM	293	32	1	2	8	3	1	0	1	0	2	2	2	0	0	1	0
4:00 PM	282	37	5	2	10	2	1	0	1	0	0	3	0	0	0	4	0
4:15 PM	335	37	8	0	4	3	2	0	0	0	1	2	0	0	0	3	0
4:30 PM	306	26	4	1	5	2	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	361	37	3	2	7	3	1	0	1	0	1	0	0	0	0	0	0
5:00 PM	394	39	4	1	5	0	3	0	0	0	1	3	0	0	0	0	0
5:15 PM	351	41	8	2	2	0	4	0	1	0	1	3	0	0	1	1	0
5:30 PM	349	38	6	0	7	2	3	0	1	0	2	3	1	0	0	1	0
5:45 PM	279	32	1	0	8	0	8	0	0	0	2	1	0	0	0	0	0
6:00 PM	287	32	1	0	4	1	0	0	1	0	1	2	0	0	0	0	0
6:15 PM	221	13	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0
6:30 PM	188	12	1	0	1	1	0	0	1	0	0	0	0	0	2	3	0
6:45 PM	215	18	0	0	6	0	2	0	0	0	0	1	0	0	1	1	0
7:00 PM	222	26	1	0	4	0	1	0	0	0	0	0	0	0	0	3	0
7:15 PM	199	10	1	0	4	1	3	0	1	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION Shoreline Blvd north of La Avenida

DATE 2/5/2025

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+			
7:00 AM	220	19	0	0	0	1	1	1	2	0	1	0	0	0	7	0	1
7:15 AM	298	34	1	0	1	0	2	2	0	0	1	0	0	0	4	1	0
7:30 AM	343	38	1	0	0	0	3	0	1	0	9	4	1	0	9	0	0
7:45 AM	446	25	1	0	0	1	6	2	0	0	1	1	0	0	4	0	3
8:00 AM	440	48	0	0	0	0	9	1	0	0	0	0	0	0	1	4	4
8:15 AM	487	29	0	0	0	1	9	1	2	0	0	0	0	0	3	0	9
8:30 AM	529	42	1	0	0	4	0	1	4	0	2	0	0	0	2	1	9
8:45 AM	513	30	0	1	0	0	6	0	2	0	0	1	0	0	4	3	3
9:00 AM	481	35	1	0	1	0	5	2	0	0	0	0	0	0	4	2	1
9:15 AM	495	28	0	0	1	0	5	2	2	0	0	0	0	0	2	3	1
9:30 AM	453	36	1	0	0	0	3	1	2	0	0	0	0	0	1	1	1
9:45 AM	481	27	0	0	0	0	5	1	1	0	1	0	0	0	3	2	1
10:00 AM	481	39	0	0	2	0	3	1	1	0	1	0	0	0	8	0	4
10:15 AM	435	28	0	0	1	0	3	1	1	0	3	0	0	0	4	1	7
10:30 AM	382	34	0	0	1	0	1	2	2	0	1	0	0	0	5	3	1
10:45 AM	431	33	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+			
3:00 PM	269	60	12	3	0	1	0	0	0	1	1	3	1	0	0	0	2
3:15 PM	274	44	4	3	1	0	3	0	1	0	0	6	2	0	2	1	0
3:30 PM	305	45	3	1	1	0	2	3	1	0	1	10	1	0	3	0	0
3:45 PM	318	43	3	3	0	0	5	0	1	0	0	8	2	0	3	1	0
4:00 PM	309	38	3	1	0	0	1	0	0	1	1	7	2	0	1	1	0
4:15 PM	384	35	1	3	0	0	4	2	1	0	0	6	3	0	4	1	0
4:30 PM	362	40	2	0	2	0	1	0	0	0	0	7	6	0	0	0	0
4:45 PM	376	38	7	4	1	0	4	2	0	1	1	4	2	0	0	2	2
5:00 PM	402	55	3	1	0	0	1	0	1	0	0	10	1	0	2	0	2
5:15 PM	387	38	2	1	0	0	3	1	1	0	0	4	4	0	0	0	1
5:30 PM	399	54	4	1	0	0	1	2	0	0	4	7	2	0	0	1	4
5:45 PM	352	14	3	0	0	0	2	1	0	0	1	3	0	0	0	0	0
6:00 PM	344	38	2	0	0	0	2	0	1	0	1	6	1	0	0	0	2
6:15 PM	311	30	2	1	0	0	4	2	0	0	1	5	1	0	2	2	1
6:30 PM	304	27	1	0	0	0	3	1	1	0	1	4	0	0	0	0	0
6:45 PM	303	25	1	0	0	0	3	1	0	0	2	8	1	0	1	1	0
7:00 PM	297	32	3	0	2	0	2	1	1	0	5	9	2	0	0	1	2
7:15 PM	274	31	3	0	0	0	2	2	0	0	2	3	0	0	0	0	1

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION La Avenida east of Shoreline Blvd

DATE 2/5/2025

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+			
3:00 PM	67	12	2	1	0	0	0	0	4	0	0	1	0	0	0	0	0
3:15 PM	68	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	78	7	1	2	0	0	0	0	1	0	0	0	0	0	1	0	0
3:45 PM	61	8	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0
4:00 PM	79	13	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	74	16	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	92	13	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	83	10	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
5:00 PM	90	11	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	76	15	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1
5:30 PM	79	12	2	1	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	88	11	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:00 PM	98	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
6:15 PM	95	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1
6:30 PM	81	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	80	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	82	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0
7:15 PM	60	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Appendix E:

Historic Volume Comparison

Table E1: Morning Peak Hour Inbound Vehicle Volumes Over Time¹

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 ²	Spring 2021 ²	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
Peak Hour	8:45 AM to 9:45 AM	8:45 AM to 9:45 AM	9:00 AM to 10:00 AM	9:00 AM to 10:00 AM	9:00 AM to 10:00 AM	9:00 AM to 10:00 AM	-	-	8:45 AM to 9:45 AM	8:30 AM to 9:30 AM	9:15 AM to 10:15 AM	8:45 AM to 9:45 AM	8:45 AM to 9:45 AM	8:30 AM to 9:30 AM	8:30 AM to 9:30 AM	8:30 AM to 9:30 AM
Tuesday through Thursday																
San Antonio Road	1,130	1,140	1,270	1,280	1,350	1,350	-	-	260	1,060	450	540	640	640	650	750
Rengstorff Avenue	2,420	2,310	2,320	2,400	2,290	2,480	-	-	550	590	1,580	1,740	2,440	2,200	2,130	2,220
Shoreline Boulevard	2,240	2,480	2,320	2,270	2,330	2,480	-	-	1,110	1,050	1,860	2,110	2,150	2,170	2,120	2,180
Total [A]	5,790	5,930	5,910	5,950	5,970	6,310	-	-	1,920	2,700	3,890	4,390	5,230	5,010	4,900	5,150
Monday through Thursday																
San Antonio Road	1,130	1,080	1,270	1,260	1,290	1,350	-	-	240	1,130	410	480	550	560	610	670
Rengstorff Avenue	2,380	2,300	2,320	2,400	2,270	2,470	-	-	530	480	1,340	1,520	2,150	1,890	1,890	1,900
Shoreline Boulevard	2,240	2,470	2,330	2,280	2,300	2,460	-	-	1,070	1,030	1,690	1,990	2,080	2,080	2,080	2,140
Total [B]	5,750	5,850	5,920	5,940	5,860	6,280	-	-	1,840	2,640	3,440	3,990	4,780	4,530	4,580	4,710
Monday through Friday																
San Antonio Road	1,080	1,000	1,170	1,190	1,220	1,270	-	-	240	1,110	370	440	490	490	560	640
Rengstorff Avenue	2,380	2,280	2,300	2,370	2,250	2,430	-	-	520	460	1,260	1,370	1,910	1,680	1,700	1,830
Shoreline Boulevard	2,230	2,450	2,330	2,280	2,280	2,440	-	-	1,050	1,010	1,590	1,850	1,970	1,980	2,020	2,110
Total [C]	5,690	5,730	5,800	5,840	5,750	6,140	-	-	1,810	2,580	3,220	3,660	4,370	4,150	4,280	4,580
Comparisons to Tuesday through Thursday Average Counts																
Total [D = A-B]	40	80	-10	10	110	30	-	-	70	60	450	400	450	480	320	440
Percent [E= D/A*100]	(1%)	(1%)	(<1%)	(<1%)	(2%)	(<1%)			(4%)	(2%)	(12%)	(9%)	(9%)	(10%)	(7%)	(9%)
Total [F = A-C]	100	200	110	110	220	170	-	-	100	120	670	730	860	860	620	570
Percent [G= F/A*100]	(2%)	(3%)	(2%)	(2%)	(4%)	(3%)			(6%)	(4%)	(17%)	(17%)	(16%)	(17%)	(13%)	(11%)

Note:

1. Vehicle volumes rounded to nearest 10.
 2. No monitoring was conducted in the Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
- Source: Fehr & Peers, 2025.

Table E2: Evening Peak Hour Outbound Vehicle Volumes Over Time¹

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 ²	Spring 2021 ²	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
Peak Hour	5:00 PM to 6:00 PM	5:00 PM to 6:00 PM	4:45 PM to 5:45 PM	4:45 PM to 5:45 PM	5:00 PM to 6:00 PM	5:00 PM to 6:00 PM	-	-	5:00 PM to 6:00 PM	5:00 PM to 6:00 PM	5:00 PM to 6:00 PM	4:45 PM to 5:45 PM	5:00 PM to 6:00 PM	4:45 PM to 5:45 PM	4:45 PM to 5:45 PM	4:45 PM to 5:45 PM
Tuesday through Thursday																
San Antonio Road	860	840	880	800	830	850	-	-	200	250	460	300	520	620	530	620
Rengstorff Avenue	1,630	1,740	1,780	1,860	1,940	2,020	-	-	600	640	1,210	1,320	1,640	1,560	1,540	1,630
Shoreline Boulevard	2,370	2,310	2,280	2,340	2,360	2,410	-	-	1,130	1,160	1,960	2,160	2,180	2,110	2,230	2,130
Total [A]	4,860	4,890	4,940	5,000	5,130	5,280	-	-	1,930	2,050	3,630	3,780	4,340	4,290	4,300	4,380
Monday through Thursday																
San Antonio Road	850	820	870	800	620	840	-	-	200	240	440	460	470	550	490	540
Rengstorff Avenue	1,620	1,720	1,760	1,830	1,920	2,020	-	-	590	600	1,060	1,200	1,470	1,400	1,410	1,470
Shoreline Boulevard	2,350	2,290	2,280	2,360	2,350	2,420	-	-	1,080	1,120	1,820	2,000	2,020	1,950	2,080	2,040
Total [B]	4,820	4,830	4,910	4,990	4,890	5,280	-	-	1,870	1,960	3,320	3,660	3,960	3,900	3,980	4,050
Monday through Friday																
San Antonio Road	810	760	790	770	830	790	-	-	200	240	440	440	430	490	440	520
Rengstorff Avenue	1,610	1,710	1,750	1,810	1,890	1,980	-	-	560	590	720	780	1,330	1,260	1,290	1,410
Shoreline Boulevard	2,310	2,260	2,270	2,360	2,310	2,410	-	-	1,060	1,080	1,630	1,630	1,940	1,840	1,970	1,990
Total [C]	4,730	4,730	4,810	4,940	5,030	5,180	-	-	1,820	1,910	2,790	2,850	3,700	3,590	3,700	3,920
Comparisons to Tuesday through Thursday Average Counts																
Total [D = A-B]	40	60	30	10	240	0	-	-	60	90	310	120	380	390	320	330
Percent [E= D/A*100]	(1%)	(1%)	(1%)	(<1%)	(5%)	(0%)	-	-	(3%)	(4%)	(9%)	(3%)	(9%)	(9%)	(7%)	(8%)
Total [F = A-C]	130	160	130	60	100	100	-	-	110	140	840	930	640	700	600	460
Percent [G= F/A*100]	(3%)	(3%)	(3%)	(1%)	(2%)	(2%)	-	-	(6%)	(7%)	(23%)	(25%)	(15%)	(16%)	(14%)	(11%)

Note:

1. Vehicle volumes rounded to nearest 10.

2. No monitoring was conducted in the Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.

Source: Fehr & Peers, 2025.

Table E3: Morning Peak Period Inbound Vehicle Volumes Over Time¹

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 ²	Spring 2021 ²	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
Peak Period	8:00 AM to 11:00 AM	8:00 AM to 11:00 AM	8:00 AM to 11:00 AM	8:00 AM to 11:00 AM	8:00 AM to 11:00 AM	8:00 AM to 11:00 AM	-	-	7:45 AM to 10:45 AM	8:00 AM to 11:00 AM	8:15 AM to 11:15 AM	7:45 AM to 10:45 AM	7:45 AM to 10:45 AM	8:00 AM to 11:00 AM	7:45 AM to 10:45 AM	7:45 AM to 10:45 AM
<i>Tuesday through Thursday</i>																
San Antonio Road	2,530	2,580	2,840	2,930	3,140	3,120	-	-	700	3,060	1,210	1,330	1,570	1,610	1,670	1,800
Rengstorff Avenue	5,670	5,440	5,680	5,970	5,800	6,130	-	-	1,310	1,340	3,740	4,030	5,490	4,920	4,680	5,040
Shoreline Boulevard	6,300	6,750	6,530	6,440	6,590	7,220	-	-	2,920	2,950	5,040	5,480	5,970	6,000	6,170	6,120
Total [A]	14,500	14,770	15,050	15,340	15,530	16,470	-	-	4,930	7,350	9,990	10,840	13,030	12,530	12,520	12,960
<i>Monday through Thursday</i>																
San Antonio Road	2,520	2,430	2,820	2,900	2,970	3,100	-	-	660	2,990	1,100	1,220	1,390	1,410	1,560	1,590
Rengstorff Avenue	5,600	5,410	5,650	5,930	5,750	6,110	-	-	1,270	1,300	3,200	3,580	4,820	4,230	4,180	4,350
Shoreline Boulevard	6,290	6,670	6,520	6,410	6,540	7,160	-	-	2,800	2,720	4,650	5,080	5,600	5,580	5,850	5,890
Total [B]	14,410	14,510	14,990	15,240	15,260	16,370	-	-	4,730	7,010	8,950	9,880	11,810	11,220	11,590	11,830
<i>Monday through Friday</i>																
San Antonio Road	2,440	2,350	2,600	2,770	2,850	2,930	-	-	660	2,980	1,020	1,110	1,240	1,250	1,440	1,530
Rengstorff Avenue	5,550	5,320	5,600	5,840	5,650	5,980	-	-	1,250	1,270	3,040	3,250	4,300	3,760	3,780	4,180
Shoreline Boulevard	6,210	6,640	6,490	6,380	6,470	7,070	-	-	2,780	2,720	4,400	4,710	5,270	5,220	5,560	5,780
Total [C]	14,200	14,310	14,690	14,990	14,970	15,980	-	-	4,690	6,970	8,460	9,070	10,810	10,230	10,780	11,490
<i>Comparisons to Tuesday through Thursday Average Counts</i>																
Total [D = A-B]	90	260	60	100	270	100	-	-	200	340	1,040	960	1,220	1,310	930	1,130
Percent [E= D/A*100]	(1%)	(2%)	(<1%)	(1%)	(2%)	(1%)	-	-	(4%)	(5%)	(10%)	(6%)	(9%)	(10%)	(7%)	(9%)
Total [F = A-C]	300	460	360	350	560	490	-	-	240	380	1,530	1,770	2,220	2,300	1,740	1,470
Percent [G= F/A*100]	(2%)	(3%)	(2%)	(2%)	(4%)	(3%)	-	-	(5%)	(5%)	(15%)	(16%)	(17%)	(18%)	(14%)	(11%)

Note:

1. Vehicle volumes rounded to nearest 10.

2. No monitoring was conducted in the Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.

Source: Fehr & Peers, 2025.

Table E4: Evening Peak Period Outbound Vehicle Volumes Over Time¹

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 ²	Spring 2021 ²	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
Peak Period	4:00 PM to 7:00 PM	4:15 PM to 7:15 PM	4:00 PM to 7:00 PM	4:00 PM to 7:00 PM	4:00 PM to 7:00 PM	4:00 PM to 7:00 PM	-	-	3:00 PM to 6:00 PM	4:00 PM to 7:00 PM	4:00 PM to 7:00 PM	3:30 PM to 6:30 PM	3:30 PM to 6:30 PM	3:00 PM to 6:00 PM	3:15 PM to 6:15 PM	3:30 PM to 6:30 PM
Tuesday through Thursday																
San Antonio Road	2,070	1,890	2,210	1,940	1,990	2,090	-	-	560	590	1,060	710	1,250	1,480	1,370	1,530
Rengstorff Avenue	4,370	4,640	4,810	4,810	5,060	5,150	-	-	1,520	1,540	3,550	3,420	4,380	4,100	3,980	4,200
Shoreline Boulevard	6,380	6,270	6,370	6,300	6,500	6,750	-	-	3,080	3,110	5,130	5,640	6,040	5,950	6,080	5,800
Total [A]	12,820	12,800	13,390	13,050	13,550	13,990	-	-	5,160	5,240	9,740	9,770	11,670	11,530	11,430	11,530
Monday through Thursday																
San Antonio Road	2,040	1,860	2,190	1,930	1,480	2,070	-	-	560	600	1,030	1,110	1,140	1,350	1,270	1,360
Rengstorff Avenue	4,340	4,600	4,760	4,760	5,030	5,140	-	-	1,470	1,490	3,120	3,100	3,920	3,690	3,660	3,760
Shoreline Boulevard	6,330	6,200	6,340	6,400	6,450	6,720	-	-	2,940	3,030	4,770	5,230	5,640	5,480	5,660	5,530
Total [B]	12,710	12,660	13,290	13,090	12,960	13,930	-	-	4,970	5,120	8,920	9,440	10,700	10,520	10,590	10,650
Monday through Friday																
San Antonio Road	1,960	1,820	2,000	1,860	1,990	1,950	-	-	550	590	960	1,050	1,040	1,210	1,140	1,310
Rengstorff Avenue	4,290	4,480	4,700	4,730	4,950	5,040	-	-	1,430	1,470	2,990	2,840	3,540	3,360	3,360	3,610
Shoreline Boulevard	6,280	6,140	6,340	6,440	6,330	6,680	-	-	2,940	2,930	4,540	4,920	5,310	5,210	5,350	5,410
Total [C]	12,530	12,440	13,040	13,030	13,270	13,670	-	-	4,920	4,990	8,490	8,810	9,890	9,780	9,850	10,330
Comparisons to Tuesday through Thursday Average Counts																
Total [D = A-B]	110	140	100	-40	590	60	-	-	190	120	820	330	970	1,010	840	880
Percent [E= D/A*100]	(1%)	(1%)	(1%)	(<0%)	(4%)	(<1%)	-	-	(4%)	(2%)	(8%)	(3%)	(8%)	(9%)	(7%)	(8%)
Total [F = A-C]	290	360	350	20	280	320	-	-	240	250	1,250	960	1,780	1,750	1,580	1,200
Percent [G= F/A*100]	(2%)	(3%)	(3%)	(<1%)	(2%)	(2%)	-	-	(5%)	(5%)	(13%)	(10%)	(15%)	(15%)	(14%)	(10%)

Note:

1. Vehicle volumes rounded to nearest 10.

2. No monitoring was conducted in the Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.

Source: Fehr & Peers, 2025.

Table E5: Daily Two-Way Vehicle Volumes Over Time¹

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 ²	Spring 2021 ²	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025
Tuesday through Thursday																
San Antonio Road	10,770	10,620	11,720	10,740	10,920	12,360	-	-	4,650	14,210	7,170	5,880	7,710	7,620	8,510	7,890
Rengstorff Avenue	22,690	23,560	25,390	24,440	25,790	25,830	-	-	9,160	9,490	18,410	17,740	21,910	19,270	19,460	19,270
Shoreline Boulevard	38,370	40,120	38,930	36,820	39,780	40,180	-	-	22,020	21,650	31,100	31,810	37,370	34,620	36,570	35,290
Total [A]	71,830	74,300	76,040	72,000	76,490	78,370	-	-	35,830	45,350	56,680	55,430	66,990	61,510	64,540	62,450
Monday through Thursday																
San Antonio Road	10,620	10,210	11,660	10,730	10,520	12,230	-	-	4,580	13,910	6,940	6,690	7,120	7,120	8,080	7,260
Rengstorff Avenue	22,370	23,200	24,820	24,110	25,220	25,500	-	-	8,830	9,220	16,490	16,400	19,990	17,560	18,090	17,460
Shoreline Boulevard	37,790	39,730	38,380	36,210	38,910	39,400	-	-	21,210	20,930	29,420	29,990	35,210	32,360	34,570	33,880
Total [B]	70,780	73,140	74,860	71,050	74,650	77,130	-	-	34,620	44,060	52,850	53,080	62,320	57,040	60,740	58,600
Monday through Friday																
San Antonio Road	10,580	9,920	10,980	10,670	10,500	11,920	-	-	4,580	13,980	6,650	6,400	6,730	6,630	7,870	7,110
Rengstorff Avenue	22,810	22,880	24,500	23,990	25,650	25,110	-	-	8,780	9,170	15,960	15,390	18,600	16,420	17,760	17,060
Shoreline Boulevard	38,750	39,950	38,600	36,790	39,530	39,550	-	-	21,680	21,000	29,150	29,210	34,200	31,420	34,480	33,560
Total [C]	72,140	72,750	74,080	71,450	75,680	76,580	-	-	35,040	44,150	51,760	51,000	59,530	54,470	60,110	57,730
Comparisons to Tuesday through Thursday Average Counts																
Total [D = A-B]	1,050	1,160	1,180	950	1,840	1,240	-	-	1,210	1,290	3,830	2,350	4,670	4,470	3,800	3,850
Percent [E= D/A*100]	(1%)	(2%)	(2%)	(1%)	(2%)	(2%)			(3%)	(3%)	(7%)	(4%)	(7%)	(7%)	(6%)	(6%)
Total [F = A-C]	-310	1,550	1,960	550	810	1,790	-	-	790	1,200	4,920	4,430	7,460	7,040	4,430	4,720
Percent [G= F/A*100]	(<0%)	(2%)	(3%)	(1%)	(1%)	(2%)			(2%)	(3%)	(9%)	(8%)	(11%)	(11%)	(7%)	(8%)

Note:

1. Vehicle volumes rounded to nearest 10.
 2. No monitoring was conducted in the Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
- Source: Fehr & Peers, 2025.

To show the degree of variation for different accounting methods of the weekday averages, the Tuesday-to-Thursday average has been compared to Monday-to-Thursday and Monday-to-Friday averages over the past five years. The following comparison are shown below.

- Figure E1: Morning Peak Hour Inbound Vehicle Volumes
- Figure E2: Evening Peak Hour Outbound Vehicle Volumes
- Figure E3: Morning Peak Period Inbound Vehicle Volumes
- Figure E4: Evening Peak Period Outbound Vehicle Volumes
- Figure E5: Daily Two-Way Vehicle Volumes

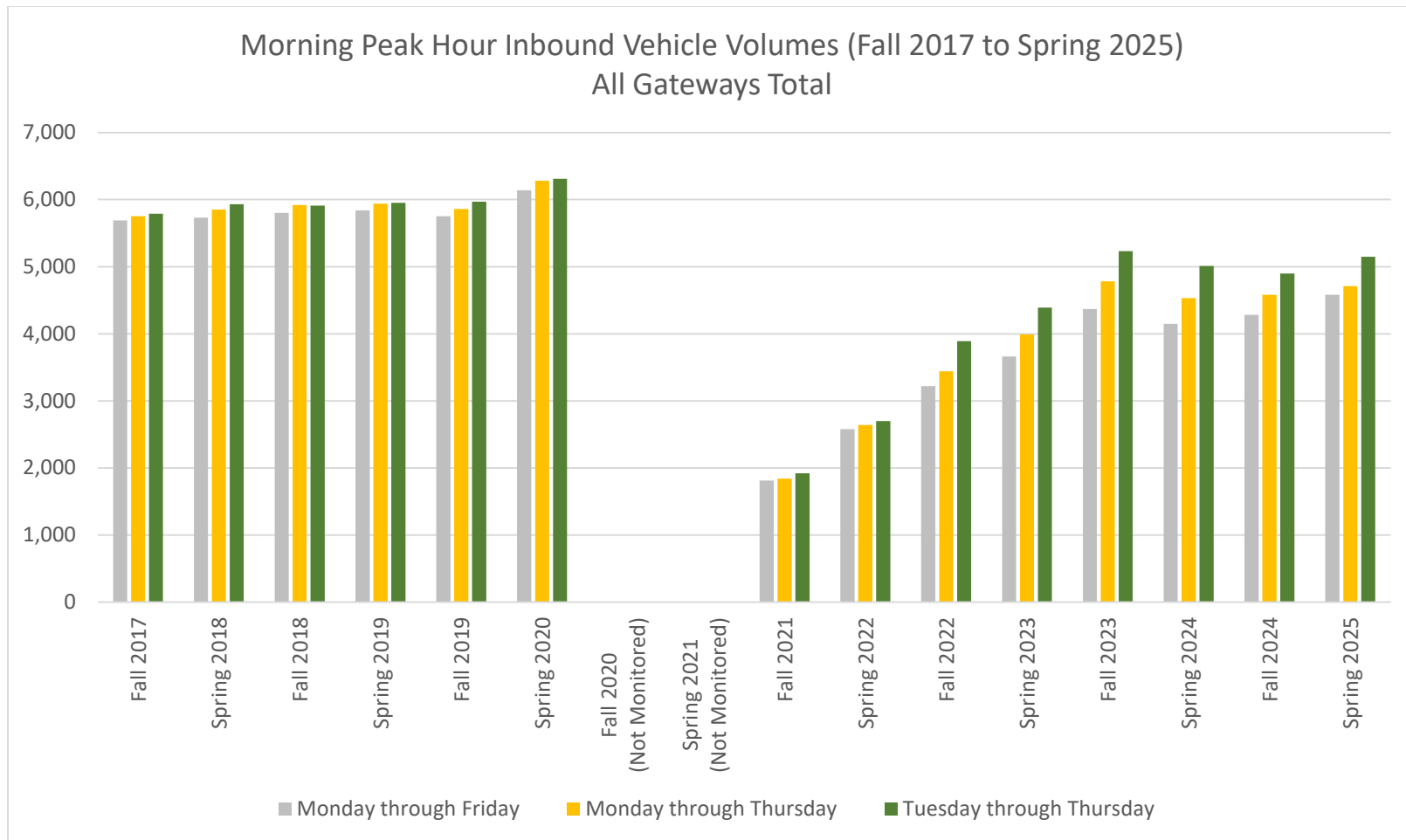


Figure E1: Morning Peak Hour Inbound Vehicle Volumes Comparison

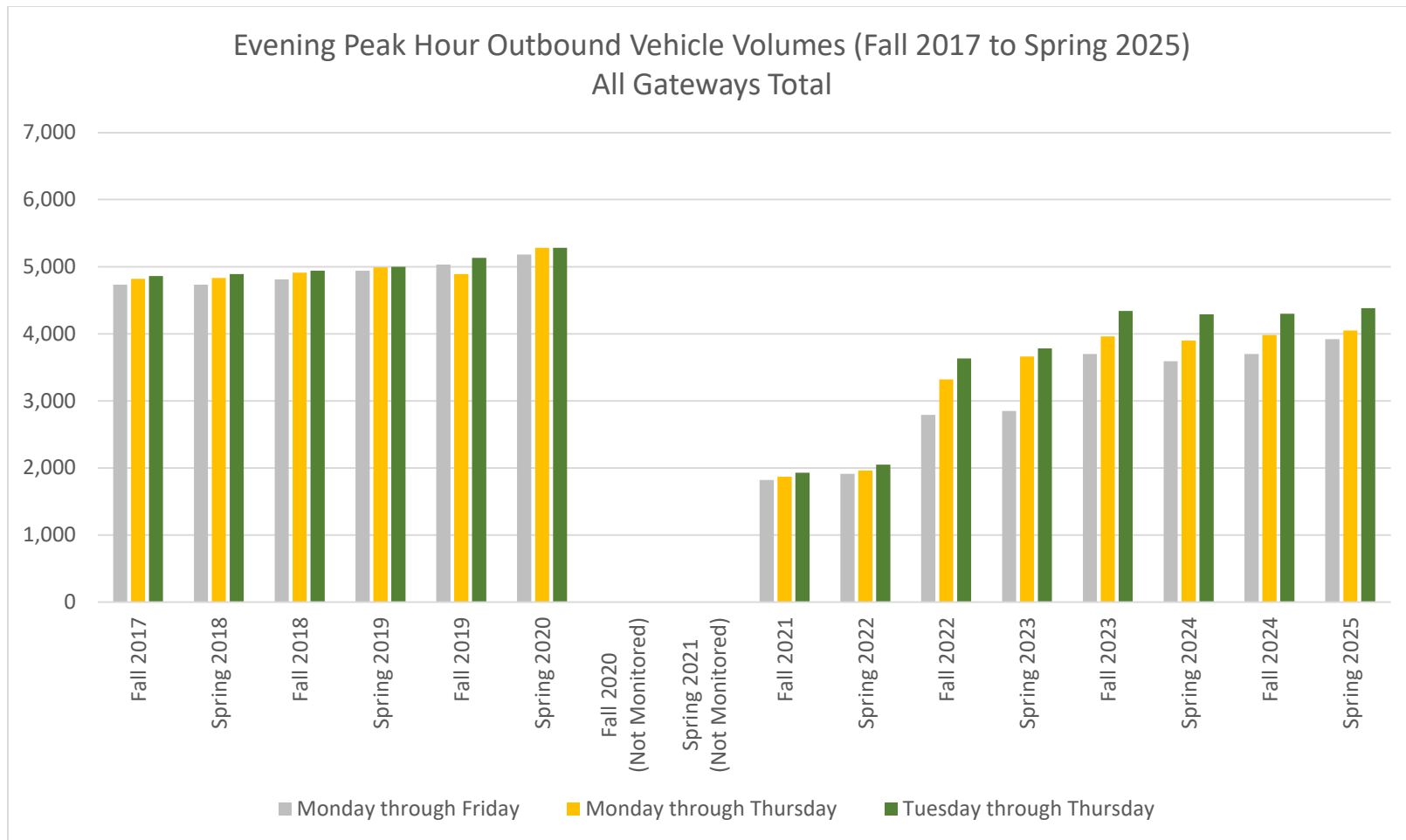


Figure E2: Evening Peak Hour Outbound Vehicle Volumes Comparison

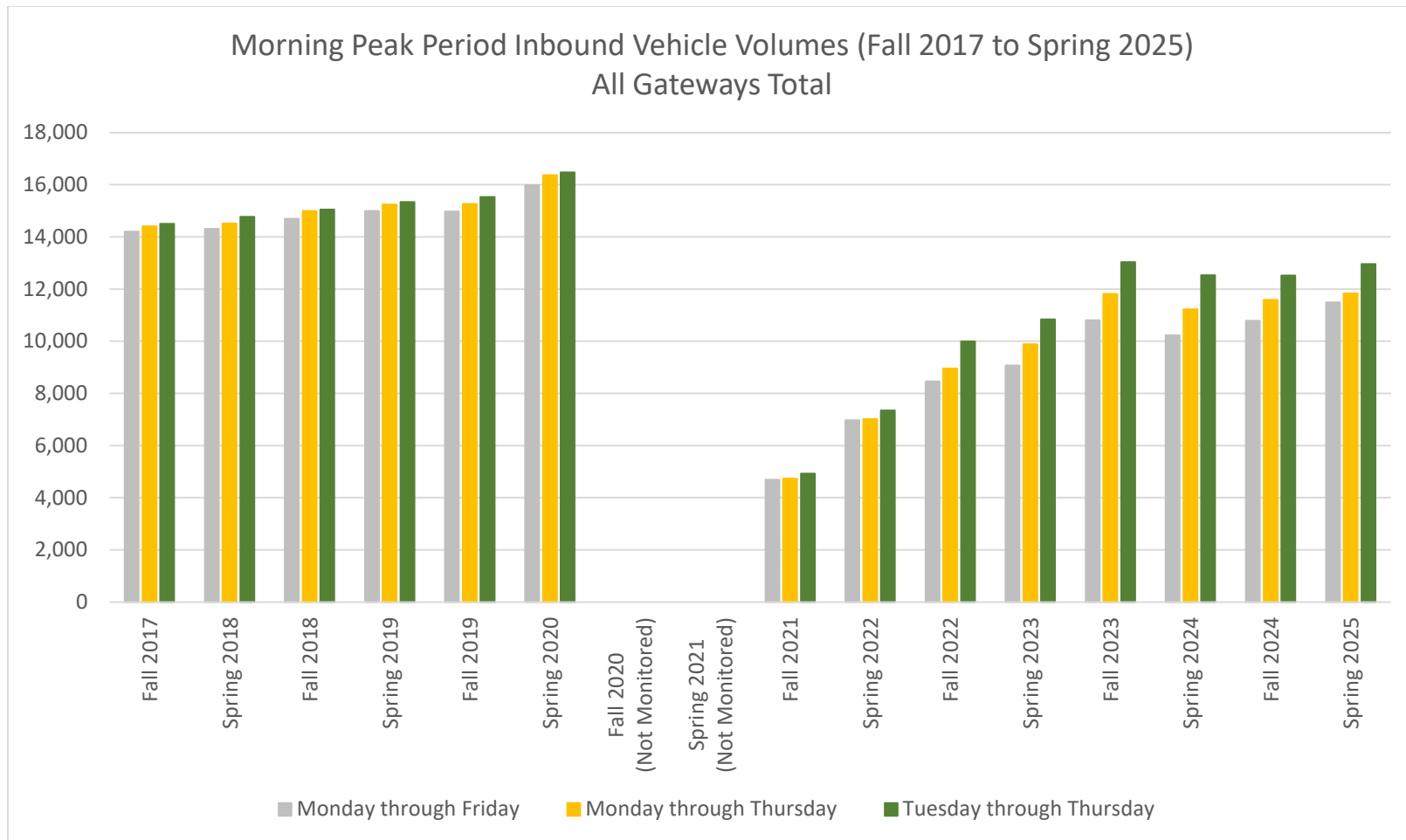


Figure E3: Morning 3-Hour Peak Period Inbound Vehicle Volumes Comparison

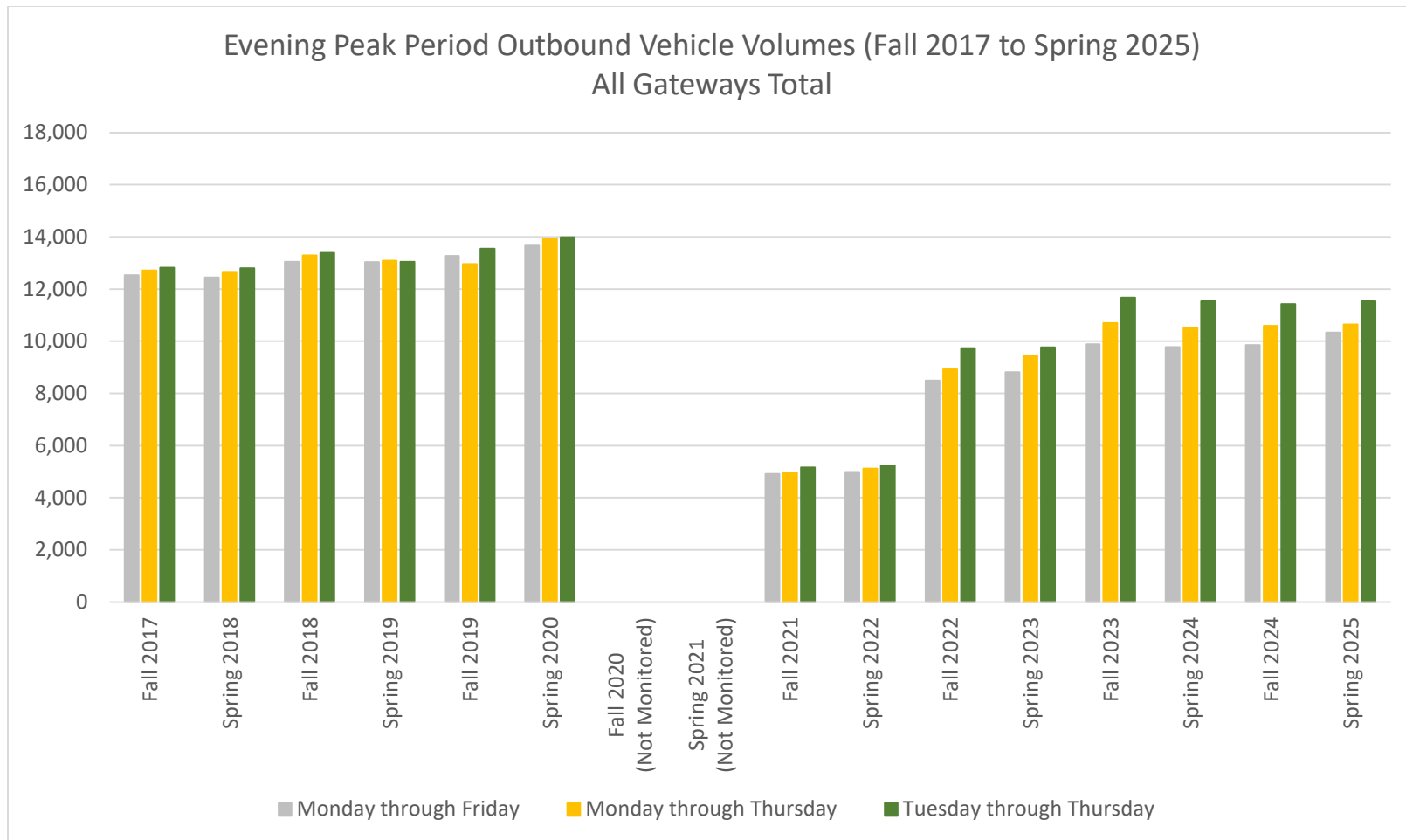


Figure E4: Evening 3-Hour Peak Period Inbound Vehicle Volumes Comparison

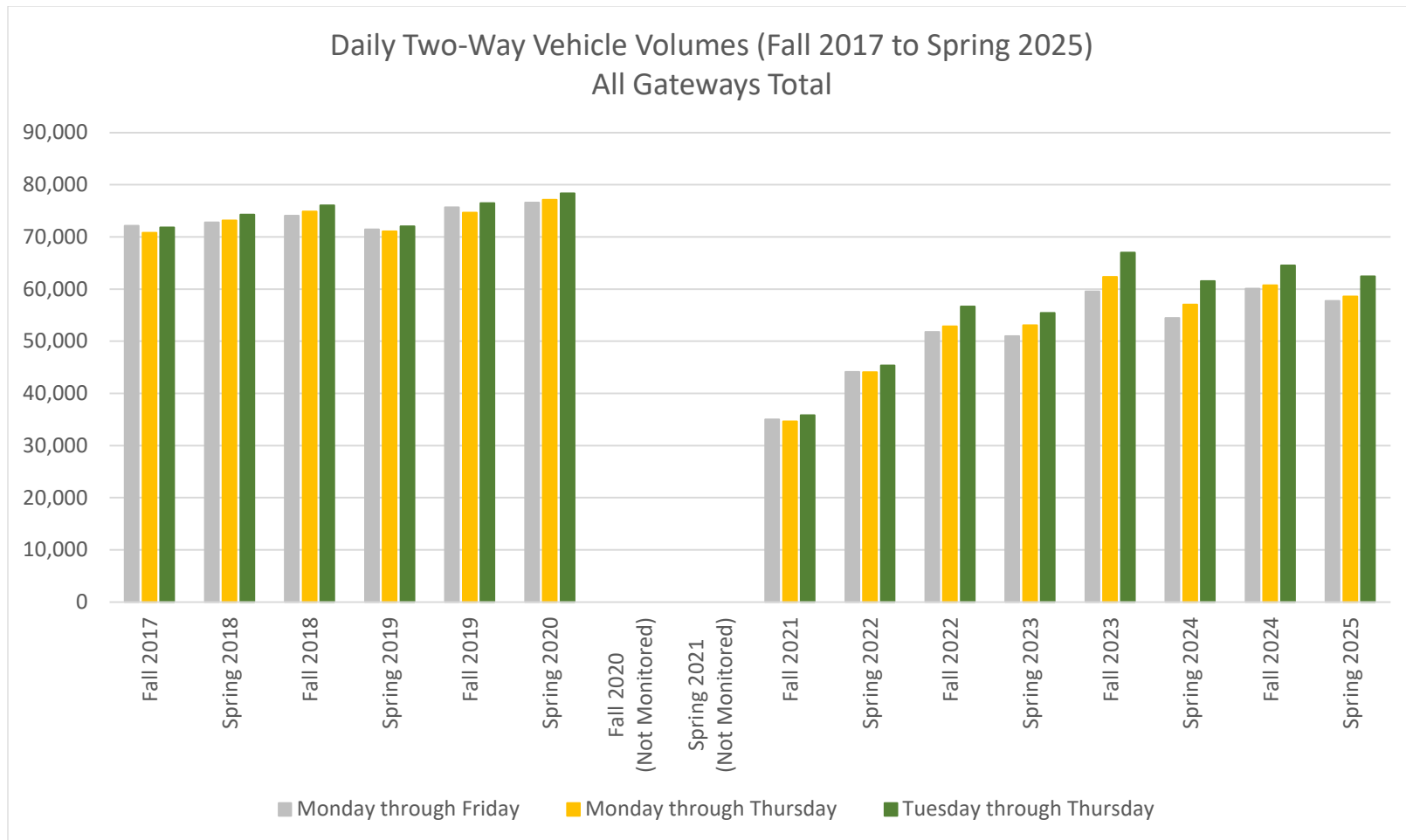


Figure E5: Daily Vehicle Volumes Comparison