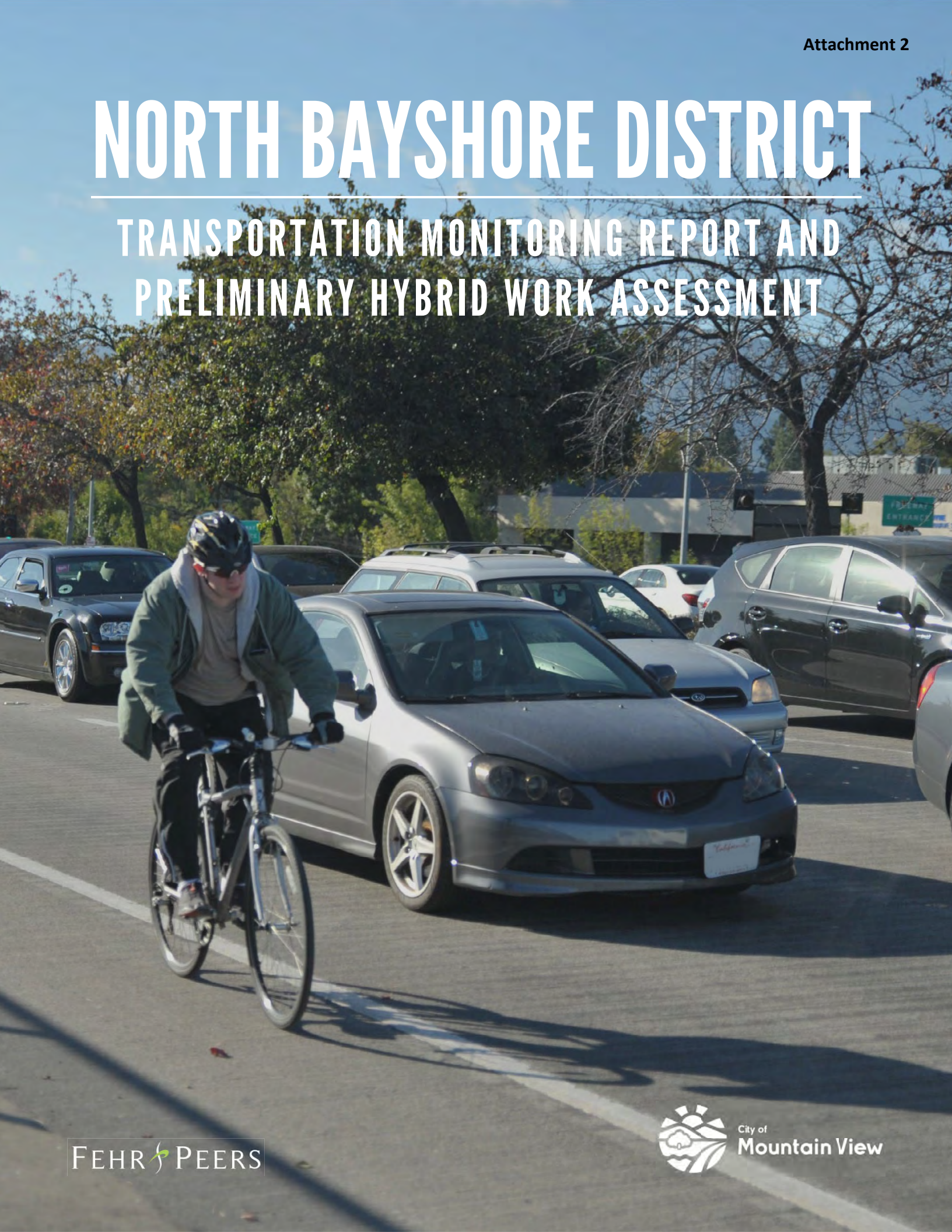
Attachment 2

NORTH BAYSHORE DISTRICT

TRANSPORTATION MONITORING REPORT AND PRELIMINARY HYBRID WORK ASSESSMENT



FEHR PEERS

City of Mountain View

Report

Spring 2022 North Bayshore District Transportation Monitoring and Preliminary Hybrid Work Assessment

Prepared for:

City of Mountain View, California

June 2022

SJ21-2114

FEHR PEERS

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Key Findings

This report summarizes the results of the Spring 2022 North Bayshore District Transportation Monitoring and Preliminary Hybrid Work Assessment. 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 (all findings are for two-way volumes, unless otherwise noted).

- **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 inbound morning 3-hour peak period and outbound evening 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2022 volumes are compared to the 2021 Circulation Study directional trip targets. The Spring 2022 traffic volumes are compared below to the gateway trip target from the Circulation Study.

- **Spring 2022 Observation Condition**: The Spring 2022 observations do not represent typical conditions because many employees are working remotely and only some essential employees have returned to North Bayshore. During this transitionary period, the observed travel behavior includes a high portion of employees not coming to the workplace regularly, and a higher-than-typical drive-alone percentage for those employees who are coming to the workplace. These observations can be quite useful for immediate return-to-office planning and long-term hybrid work policy development.

- **Gateway Trip Cap Monitoring (2021 Circulation Study Directional Trip Target)**: 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 74% during morning peak period and 70% 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 7:30 to 10:30 AM, with the peak hour occurring from 8:30 to 9:30 AM.

- **Evening Peak Period and Peak Hour**: The evening vehicle 3-hour peak period is from 3:00 to 6:00 PM, with the peak hour occurring from 5:00 to 6:00 PM.

- **Morning Combined Gateway Mode Share**: In the morning peak hour, people enter North Bayshore using the following modes: 61% in single-occupant vehicles (SOVs), 19% in shared-ride vehicles, 15% on transit, 3% biking, and 2% 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 61% in Spring of 2022.

- **Evening Combined Gateway Mode Share**: In the evening peak hour, people exit North Bayshore using the following modes: 65% in single-occupant vehicles, 28% in shared-ride vehicles, 2% on transit, 2% biking, and 3% walking.
- **Shoreline Boulevard Peak Vehicle Volume**: The Shoreline Boulevard gateway experiences consistent volume level between 7:00 and 10:00 AM and between 12:00 to 6:00 PM.
- **Rengstorff Avenue Peak Vehicle Volume**: The Rengstorff Avenue Gateway experiences a more peaked traffic pattern during the morning, with high volumes from 8:30 to 9:30 AM, and another peak in the evening from 5:00 to 6:00 PM.
- **San Antonio Road Peak Vehicle Volume**: The San Antonio Gateway experiences similar level of traffic as Shoreline Boulevard in the morning where the volume stays consistently high between 6:00 AM and 10:00 AM. In the evening there is a slight peak from 5:00 to 6:00 PM.
- **Most Used Gateways in the Morning**: San Antonio Road and Shoreline Boulevard are the most heavily used gateways into the North Bayshore District; between them, they accommodate about 80% of the vehicles that enter the district in the morning. This is different from historical observations where Rengstorff Avenue and Shoreline Boulevard were typically the most used.
- **Least Used Gateway in the Morning**: The Rengstorff Avenue Gateway is the most lightly used in the morning, although it still exhibits a distinct peak in traffic between 8:30 and 9:30 AM.
- **Most Used Gateway in the Evening**: The Shoreline Boulevard Gateway carries the most traffic during the evening peak hour and 3-hour peak period; many commuters use Shoreline Boulevard to exit the North Bayshore area in the afternoon, and it is also used by people coming into North Bayshore in the evening for entertainment or other purposes.
- **Most Used Gateways by Transit Vehicles**: During the morning peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve over 92% of all transit riders. During the evening peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve over 90% of all transit riders.
- **Preliminary Hybrid Work Assessment**: Three hypothetical morning peak hour volume study scenarios were analyzed under a hybrid work schedule after employees return to the office.
    - Scenario 1 – Return to Office with Spring 2022 Mode Share: The morning peak hour inbound volume is assumed to be 16% higher than Spring 2020 level, and evening peak hour outbound volume is assumed to be 26% higher than Spring 2020 level.

- Scenario 2 – Hybrid Work with Spring 2022 Mode Share: The morning peak hour inbound volume is assumed to be 72% higher than NBPP Cumulative Conditions, and evening peak hour outbound volume is assumed to be 66% higher than NBPP Cumulative Conditions trip generation.

- Scenario 3 – Hybrid Work with Spring 2022 Mode Share and 50% of Employees Working from Home: With 50% of NBPP full buildout employees working from home, the vehicle volume would stay below NBPP Cumulative Conditions trip generation.

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

Gateway	Morning Inbound				Evening Outbound			
	Volume	Target	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining	Volume	Target	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining
Shoreline Boulevard & Rengstorff Avenue	4,290	16,350	12,060	74%	4,650	15,330	10,680	70%

Note: Vehicle volumes rounded to nearest 10.
Source: Fehr & Peers, 2022.

NORTH BAYSHORE DISTRICT TRANSPORTATION MONITORING

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 inbound morning 3-hour peak period and outbound evening 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2022 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.[1]

Section Organization

The following information is contained in this chapter:

- **Data Collection** – This section describes the types of transportation data gathered.
- **Existing Transportation Network** – This section describes the existing transportation network at the time of the data collection activities.
- **Existing Travel Patterns** – This section describes the results of the gateway vehicle counts (gateway volumes), gateway mode splits and queuing observations.
- **Traffic Trends Over Time** – This section presents gateway inbound morning 3-hour peak period volume and mode split data for this and previous monitoring cycles, and describes the resulting trends over time.
- **Gateway Queuing Observations** – This section describes vehicle queuing observations, including the times when vehicle queues begin to increase and to decrease, and vehicle queue length estimates.

[1] COVID-19 Note: The North Bayshore Gateway observations reported in this document were collected at the beginning of February 2022. The formal shelter-in-place order issued by Santa Clara County Public Health Department to slow the spread of COVID-19 was still active.

- **Definition of Gateway Capacity** – This section describes the gateway capacity, gateway throughput, and trip target options.
- **Gateway Trip Target Evaluation** – This section presents the observed two-way volumes and compares to the vehicle trip caps. This section also compares to potential alternative trip targets.

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; and
- Observations of vehicle queuing during peak demand periods near the Shoreline and Rengstorff gateways.

All data was collected on a Tuesday, Wednesday and/or Thursday between February 6th and February 19th, 2022. The data collection occurred before office workers began returning to the office in late March 2022. A complete description of the data collection methods can be found in **Appendix A**.

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. Changes from the previous monitoring report are noted in *italics*.

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 1**. During the data collect street construction closed the northbound curb lane on Shoreline Boulevard between La Avenida Street and Pear Avenue. The lane closure also effected the right-turn lane on US-101 off-ramp to Shoreline Boulevard. Since there are two right-turn lanes at the off-camp, vehicles used the center most right-turn lane to turn onto Shoreline Boulevard. Pavement construction was also present in the northwest corner of Space Park Way/Oro Way (entrance to Santiago Villa) intersection.

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 2** shows the gaps in the existing sidewalk system.

Bicycle Facilities

The bicycle network supports bicycling for both commuting and recreational purposes. **Figure 3** shows the location of existing bicycle facilities and the city's trail network, including pedestrian/bicycle crossings and barriers to pedestrian and bicycle travel.

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 Route 824 (Orange Line), as well as MVgo Routes B, C, and D. Private shuttle services are provided by Google, Microsoft[2] and Intuit, although at the time of monitoring only Google shuttles were in operation. **Figure 4** displays the existing public transit routes in and near the North Bayshore District, and **Table 1** shows the span of service and frequency of the public transit routes that serve North Bayshore. **Figure 5** shows route information for the private shuttle services. A bus-only lane has recently been installed on Charleston Road for public transit and employee shuttles, and was in operation at the time of this monitoring.

[2] Microsoft shuttle is furloughed due to the construction of the new building.

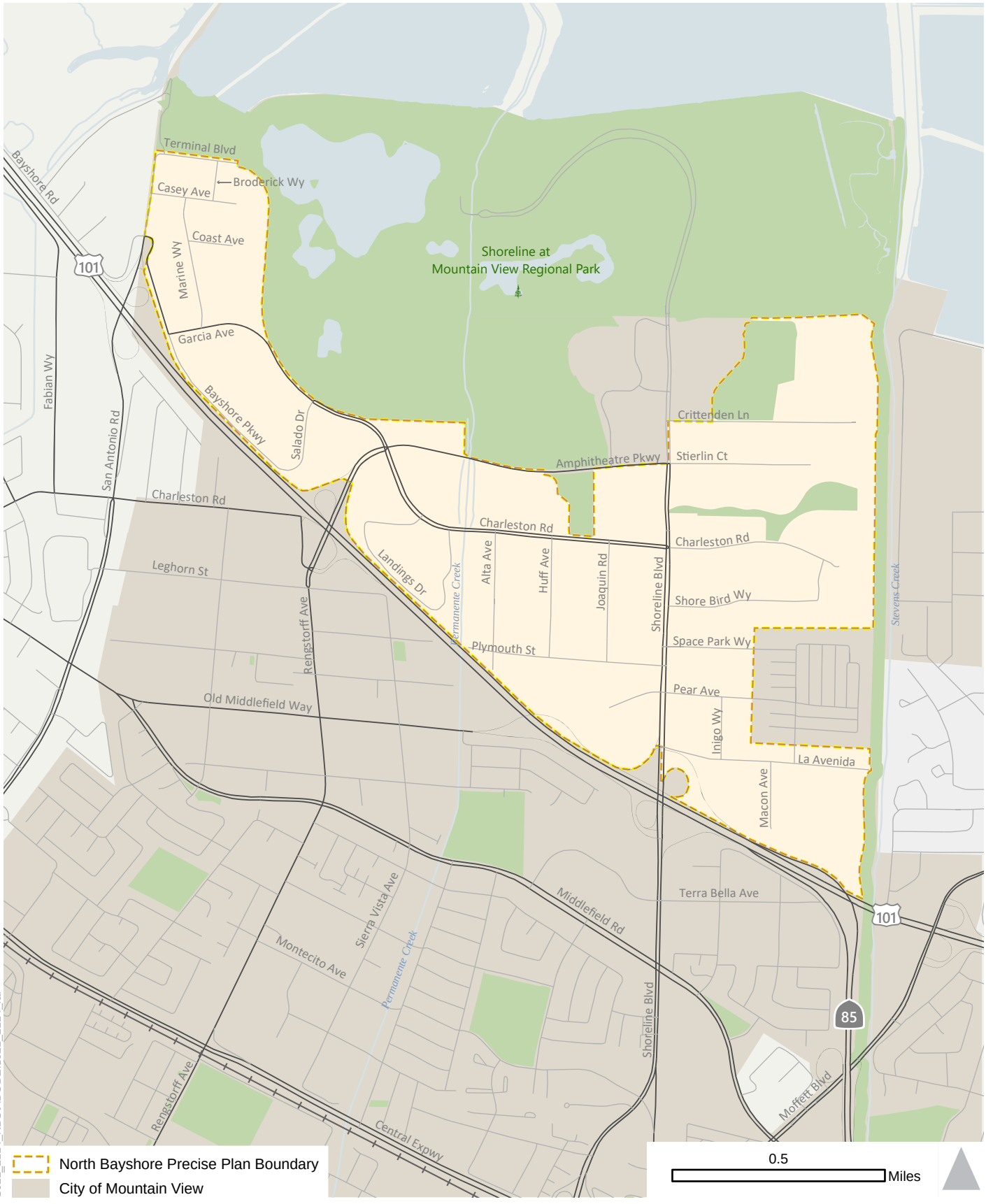

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Figure 1

Street System

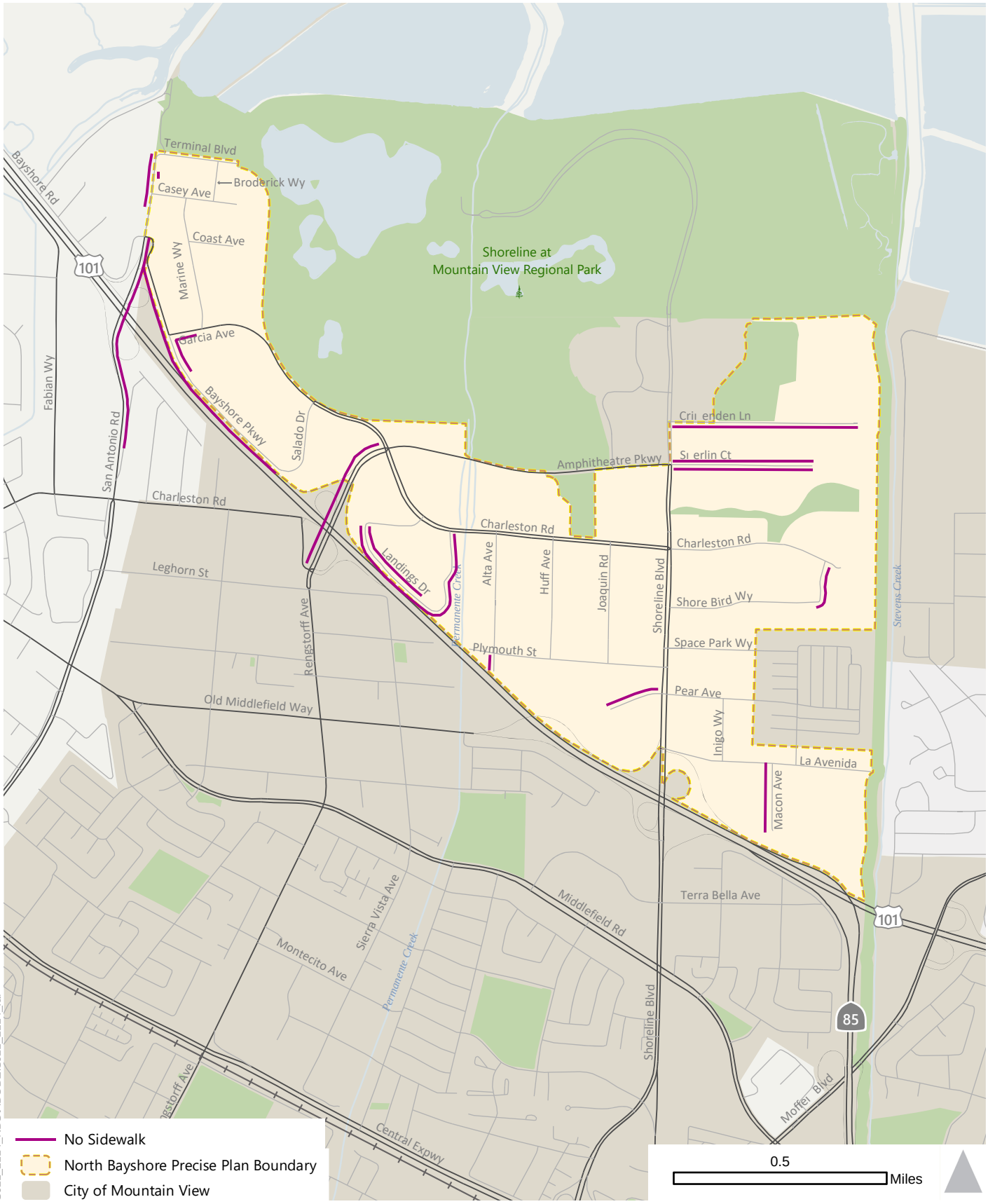

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Figure 2

Sidewalk Gaps

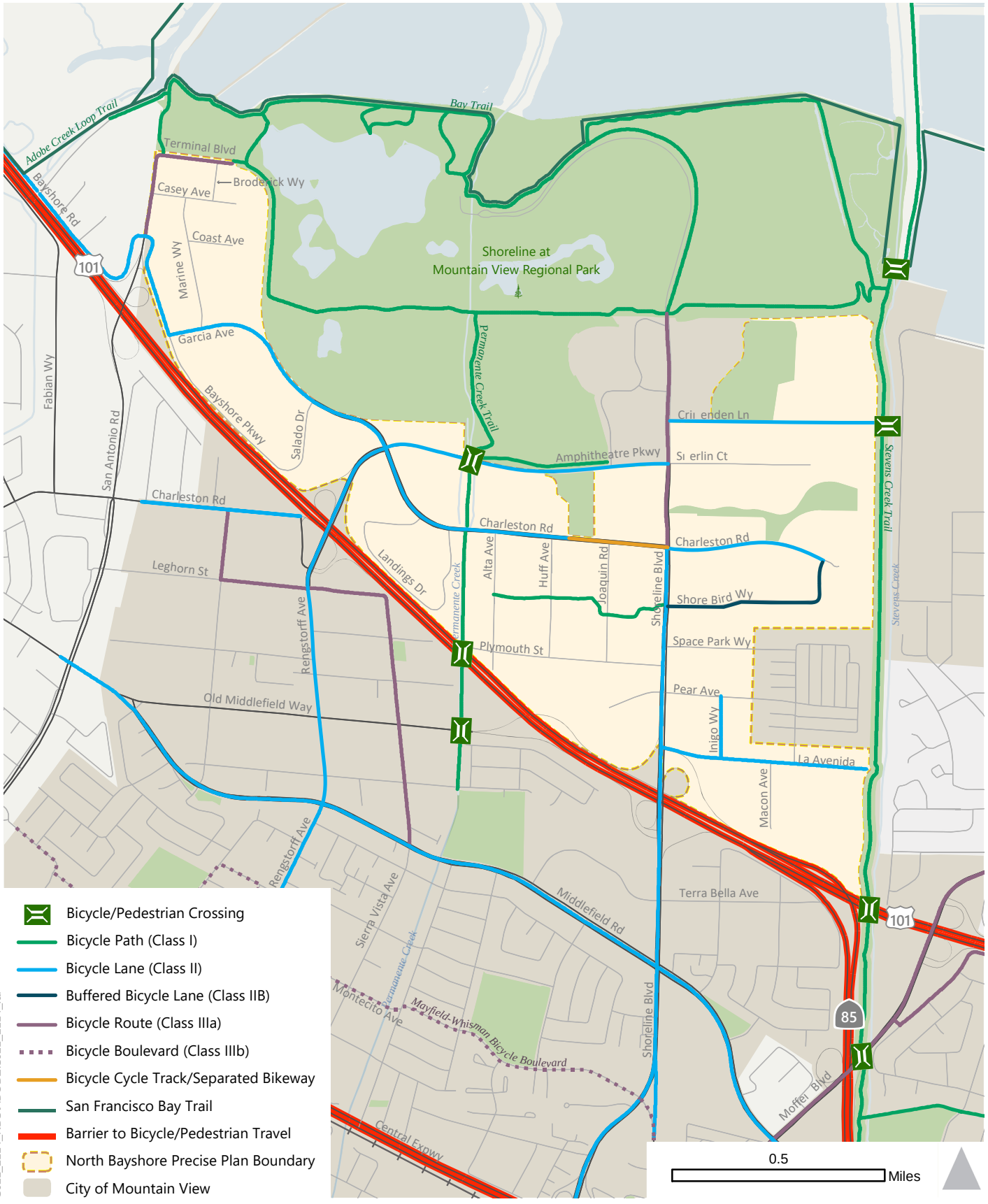

Figure 3

Bicycle Facilities

Table 1: Existing Transit Service

Route	From	To	Weekdays			Weekends	
			Operating Hours	Headway (minutes)[1]		Operating Hours	Headway (minutes)[1]
				Peak	Mid-Day		
Bus							
40	Foothill College	Mountain View Transit Center	6:25 AM to 10:30 PM (NB) 6:14 AM to 10:00 PM (SB)	30	30	8:15 AM to 6:30 PM	50
Shuttles							
Orange Line	Mountain View Station	Great America ACE Station	3:00 PM to 6:40 PM (EB) 6:00 AM to 10:00 AM (WB)	60	N/A	N/A	N/A
MVgo	(B) Downtown Mountain View Transit Center	Shoreline, La Avenida, Crittenden	6:30 AM to 10:00 AM 3:25 PM to 8:05 PM	15	N/A	No Weekend Service	
	(C) Downtown Mountain View Transit Center	Charleston, Garcia, and San Antonio (counterclockwise loop)	6:35 AM to 10:35 AM 3:00 PM to 8:00 PM	15	N/A	No Weekend Service	
	(D) Downtown Mountain View Transit Center	San Antonio, Garcia, and Charleston (clockwise loop)	6:40 AM to 10:45 AM 2:50 PM to 8:00 PM	15	N/A	No Weekend Service	

Notes:
1. Headways are defined as the time between transit vehicles on the same route.
Source: VTA, ACE and MVgo, 2022.

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Figure 4

Existing Transit Services in North Bayshore

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

** Only Google Shuttles were in operation in Spring 2022

Figure 5

Shuttle Services

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.

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 hour and 3-hour peak period two-way total volumes are presented. For comparison to previous monitoring reports, this report presents the results for morning inbound traffic and the more recent gateway trip target comparisons. Detailed traffic counts are included as **Appendix B** of this report.

As shown in **Figure 6**, the three vehicular access points to the North Bayshore district are San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard. **Table 2** 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 6: Preferred Access to North Bayshore

Of the three vehicle gateways, Shoreline Boulevard and San Antonio Road are the most used gateways and have about the same level of usage during morning peak hour, carrying in total about 80% of the inbound vehicular traffic. This is a different trend from previous monitoring observations where Shoreline Boulevard and Rengstorff Avenue are the most used gateways. In the evening more than half of the traffic used Shoreline Boulevard to leave North Bayshore. More traffic occurred on San Antonio Road than Rengstorff Avenue possibly because of its direct access to Shoreline Regional Park and thus captures additional recreational trips.

Table 2: Spring 2022 Gateway Vehicle Volumes

Gateway	Morning[2,3]			Evening[2,3]		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour						
San Antonio Road	1,060	120	1,180	690	250	940
Rengstorff Avenue	590	150	740	280	640	920
Shoreline Boulevard[1]	1,050	440	1,490	480	1,160	1,640
Total	**2,700**	**710**	**3,410**	**1,450**	**2,050**	**3,500**
3-Hour Peak Period						
San Antonio Road	3,060	340	3,400	1860	590	2,450
Rengstorff Avenue	1,340	470	1,810	740	1,540	2,280
Shoreline Boulevard[1]	2,950	1,290	4,240	1,410	3,110	4,520
Total	**7,350**	**2,100**	**9,450**	**4,010**	**5,240**	**9,250**

Notes:

1. Due to construction on Shoreline Boulevard during the monitoring, the tube count data collection was interrupted at La Avenida from Tuesday February 15th to Thursday February16th. Count data was reported from Tuesday February 8th to Thursday February 10th and Tuesday February 22nd to Thursday February 24th. Data collection was also interrupted on Shoreline Boulevard northbound on Wednesday February 9th from 9 to 10 AM, This hour was omitted from the average calculations.
2. Vehicle volumes rounded to nearest 10.
3. The morning vehicle 3-hour peak period is from 7:30 to 10:30 AM, with the peak hour occurring from 8:30 to 9:30 AM. The evening vehicle 3-hour peak period is from 3:00 to 6:00 PM, with the peak hour occurring from 5:00 to 6:00 PM.

Source: Fehr & Peers, 2022.

The volumes reported in the monitoring report are an average of a multiday observation. The gateway volumes presented in **Table 2** 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 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 +/- 15 percent. The combined gateways day-to-day variation during the morning peak hour is less than +/- 15 percent and during the evening peak hour is less than +/- 15 percent. Peak period variation shows a similar pattern. A review of the peak period day-to-day variation shows that the combined gateways day-to-day variation during the morning peak period is less than +/- 15 percent, while the combined gateways day-to-day variation during the afternoon peak period is less than +/- 10 percent. 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. The variation is at +/- 10 percent or higher is because less vehicle congestion was on the freeways and local streets during the Spring 2022 observations.

Vehicle Traffic Patterns by Time of Day

Figure 7 displays the inbound, outbound, and total vehicular volumes throughout the day for all gateways combined.

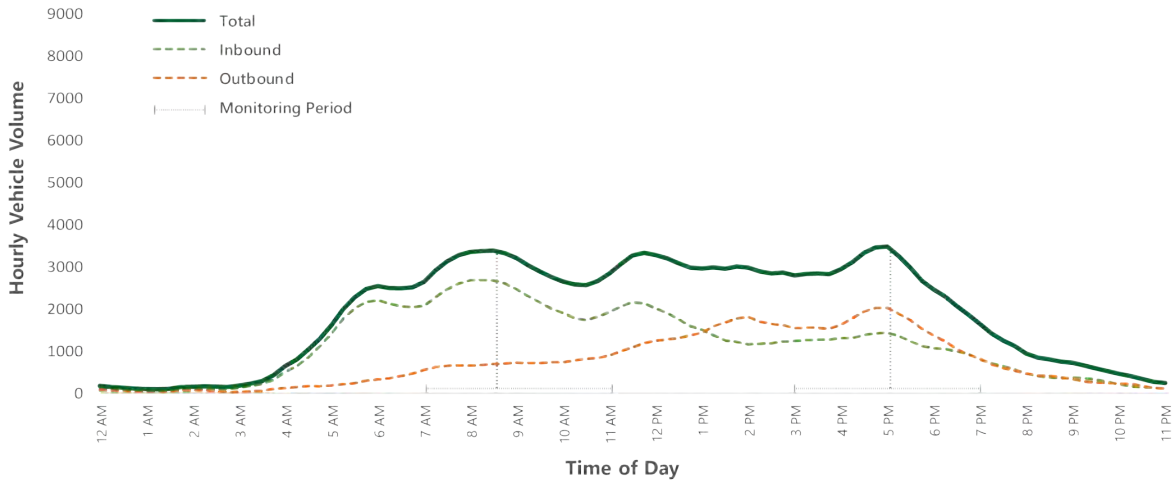


Figure 7: Existing Vehicle Traffic Patterns by Time of Day for All Gateways Combined

The primary directional flow of vehicle traffic is inbound during the morning 3-hour peak period (8:00 AM to 11:00 AM) and outbound during the evening peak period (4:00 PM to 7:00 PM). Considering both directions of travel combined, the morning peak hour starts at 8:30 AM while the evening peak hour starts at 5:00 PM. Inbound traffic peaks at 8:30 AM and the 3-hour peak period occurs from 7:30 AM to 10:30 AM. During the mid-day period from 11:00 AM to 3:00 PM, the two-way total traffic is relatively balanced directionally. Outbound traffic peaks at 3:00 PM and the 3-hour peak period occurs from 3:00 PM to 6:00 PM.

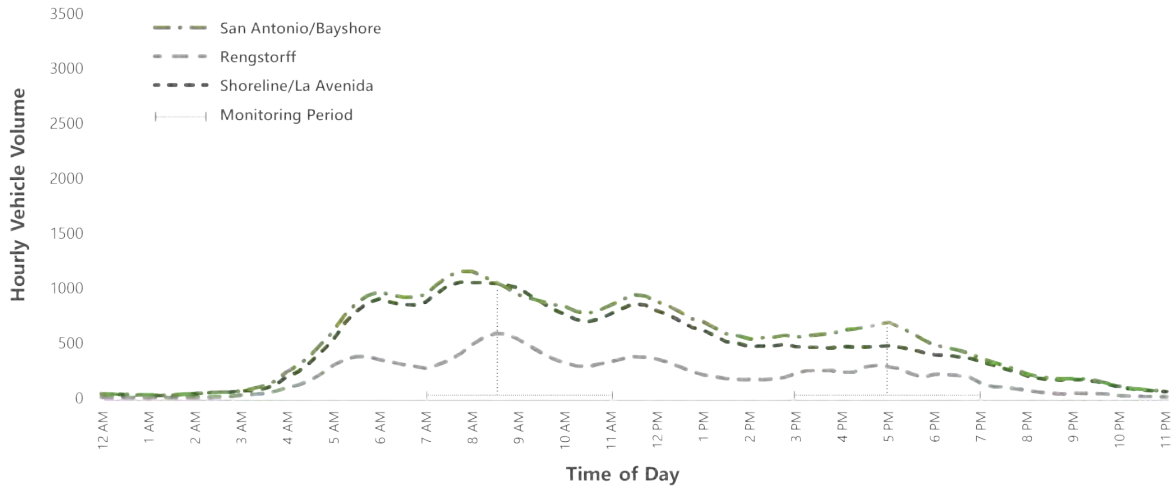


Figure 8: Existing Inbound Vehicle Traffic Patterns by Time of Day for Each Gateway

Figure 8 above presents only inbound usage at each of the three gateways. The combined gateway peak hour is 8:30 AM. Shoreline Boulevard and San Antonio Road peak around 8:00 AM. Rengstorff Avenue carried less traffic and the peak occurred at 8:30 AM. The inbound volume was evenly distributed during morning monitoring period from 7:00 AM to 11:00 AM. San Antonio Road showed a slight peak in the evening around 5:00 PM, possibly because of an increase in recreational trips to Shoreline Regional Park.

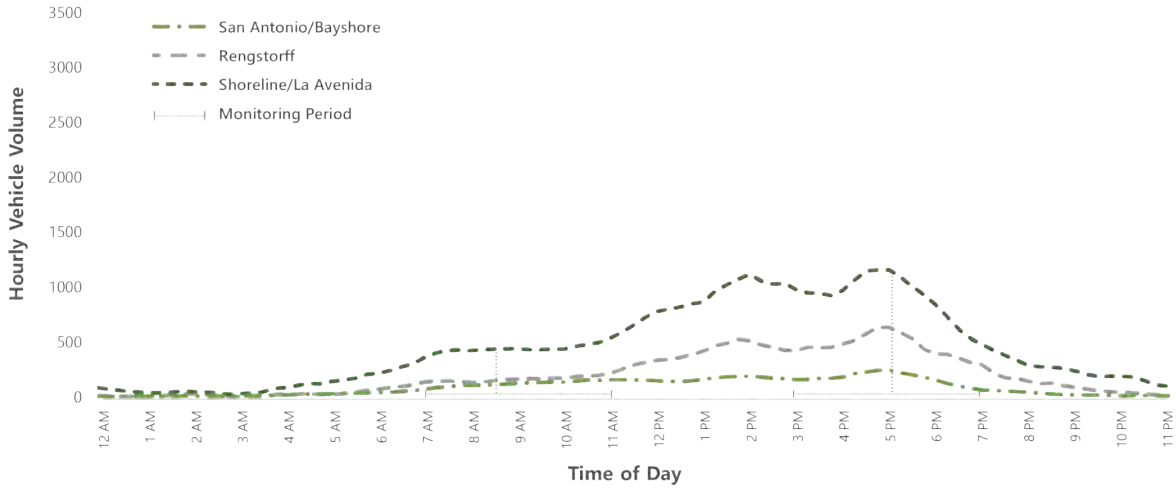


Figure 9: Existing Outbound Vehicle Traffic Patterns by Time of Day for Each Gateway

Outbound traffic volume is shown in **Figure 9** for all three gateways. The combined gateway peak hour is 5:00 PM. The afternoon peaks occurred at 5:00 PM for Shoreline Boulevard and Rengstorff Avenue gateways. There was no distinct peak for San Antonio Road and the volume on the road remained at a low level.

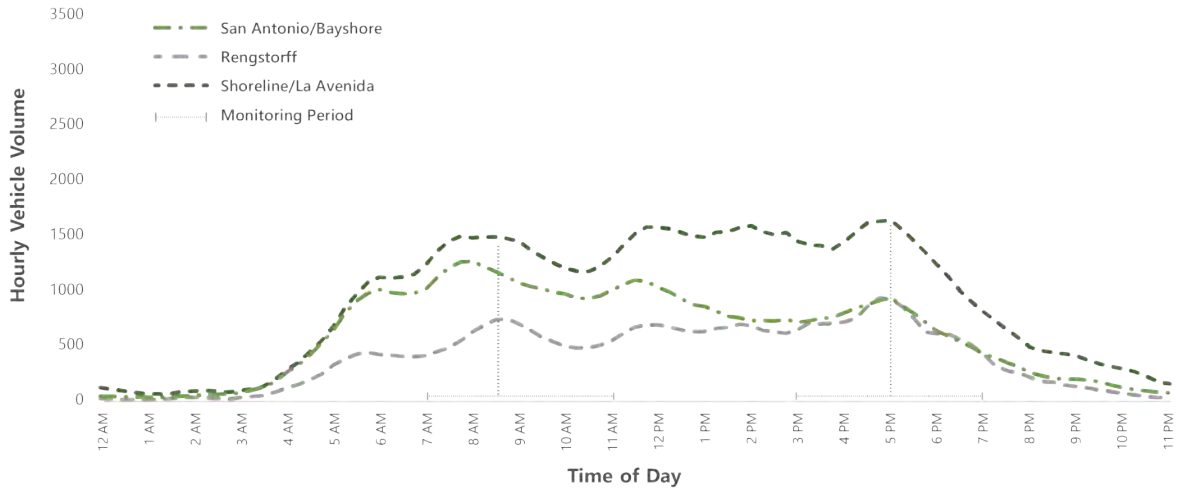
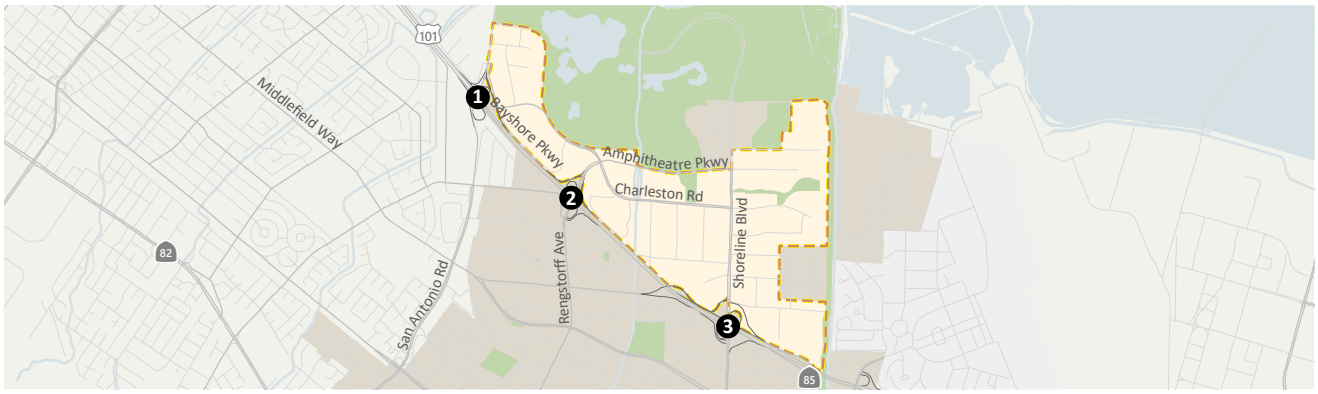


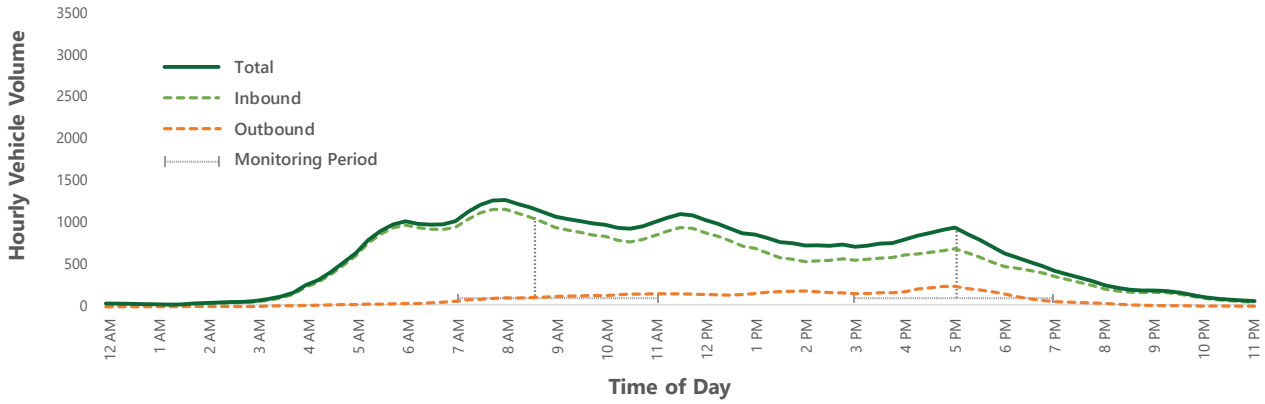
Figure 10: Existing Inbound and Outbound Vehicle Traffic Patterns by Time of Day for Each Gateway

Figure 10 presents total two-way daily vehicle traffic usage of each gateway. Shoreline Boulevard serves the highest traffic volumes through all hours of the day, followed by San Antonio Road and then Rengstorff Avenue. The AM and PM peaks are less distinct compared to observations from previous monitoring cycles. **Appendix C** includes inbound, outbound, and total vehicle volume data for all gateways.

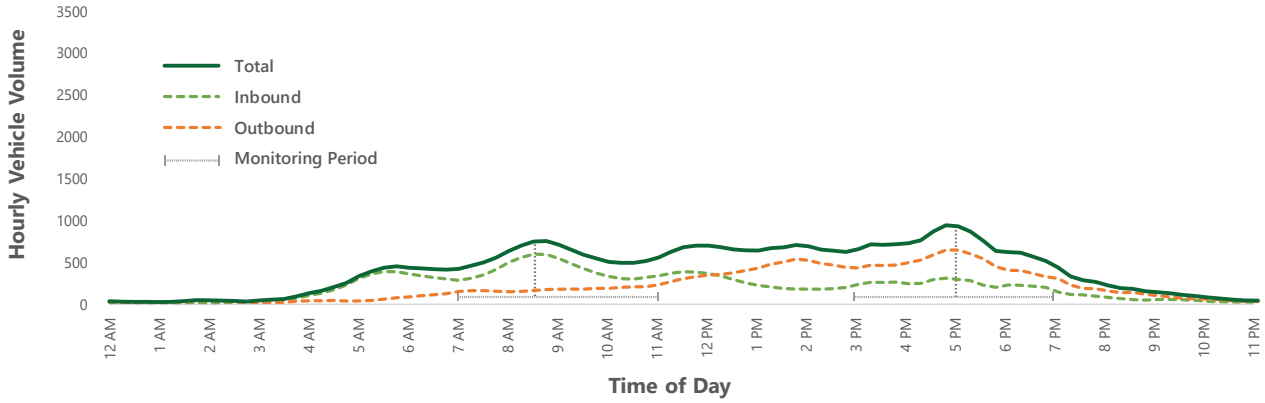
Similar information for each gateway individually is shown in **Figure 11**. As described previously, Rengstorff Avenue is the most lightly used of the three gateways. Shoreline Boulevard and San Antonio Road have similar peak traffic usage during the morning. In the afternoon, Shoreline Boulevard carries the most vehicles; in part, this is because there is more inbound traffic using Shoreline Boulevard in the afternoon than at the other two gateways.



1 San Antonio Road Gateway



2 Rengstorff Avenue Gateway



3 Shoreline Boulevard/La Avenida Avenue Gateway

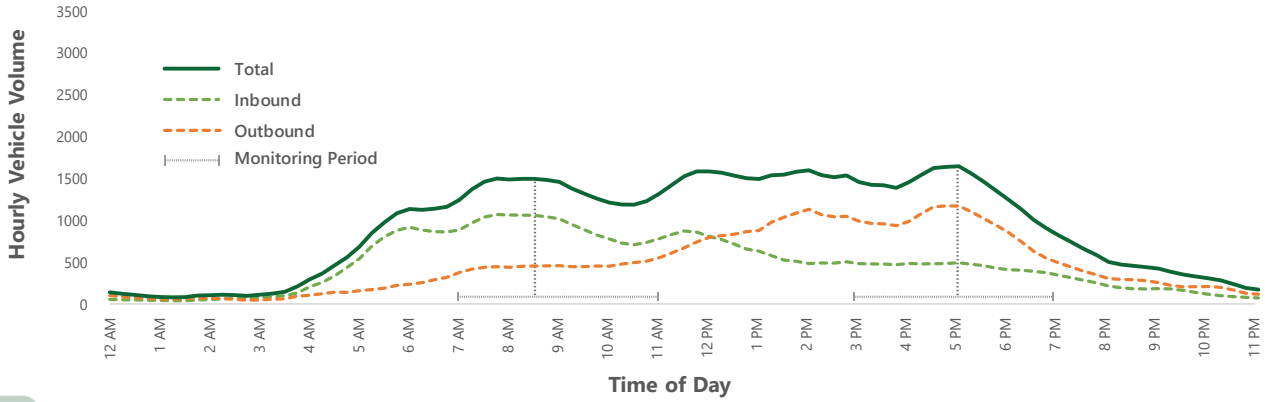


Figure 11

Gateway Inbound and Outbound Vehicle Traffic Patterns by Time of Day

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. To allow comparison to past monitoring results, 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.

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 AM to 9:30 AM) and the evening peak hour (5:00 to 6:00 PM). Tables with data for **Figures 12** to **20** 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. **Figures 12** and **14** express the mode share with the Transportation Network Company (TNC) drivers included, to allow the comparison to historical mode share observations. 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. **Figures 13** and **15** to **20** express the mode share excluding the TNC drivers to express the North Bayshore person volume without these drivers.

All Gateways Combined

As shown on **Figure 12**, most vehicles (79%) entering North Bayshore during the morning peak hour are SOVs; these vehicles transport 61% of people who enter the area. An additional 19% of people arrive using carpools. Fifteen percent of commuters use public transit and shuttles, which make up only 4% of the total number of vehicles entering the area. Three percent of commuters bike, and two percent walk. **Figure 13**

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

shows the mode share excluding the TNC drivers.[4] Given the small number of TNC vehicles (60 morning peak hour and 27 evening peak hour TNC vehicles), the mode share estimates are similar, though the person volume is 27 to 60 persons less when excluding the TNC drivers.

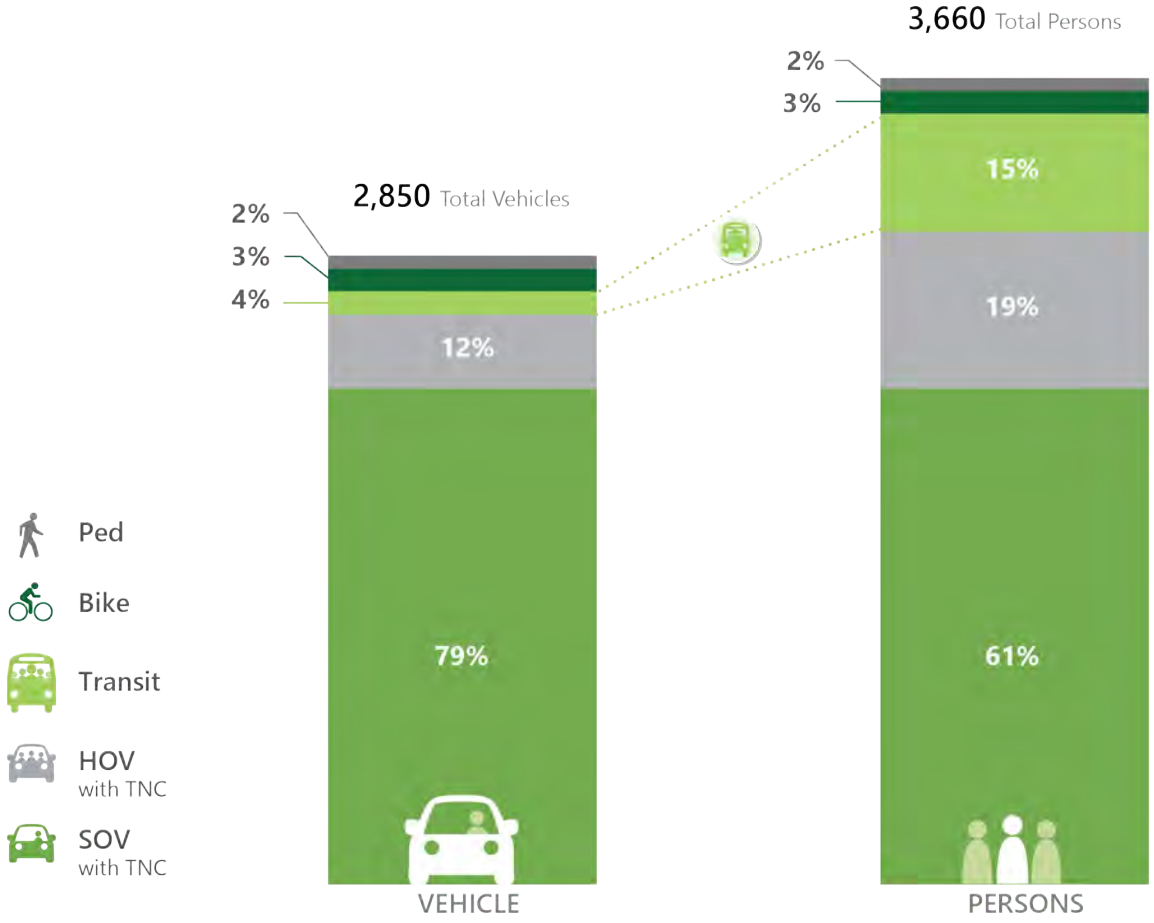


Figure 12: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)

[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.

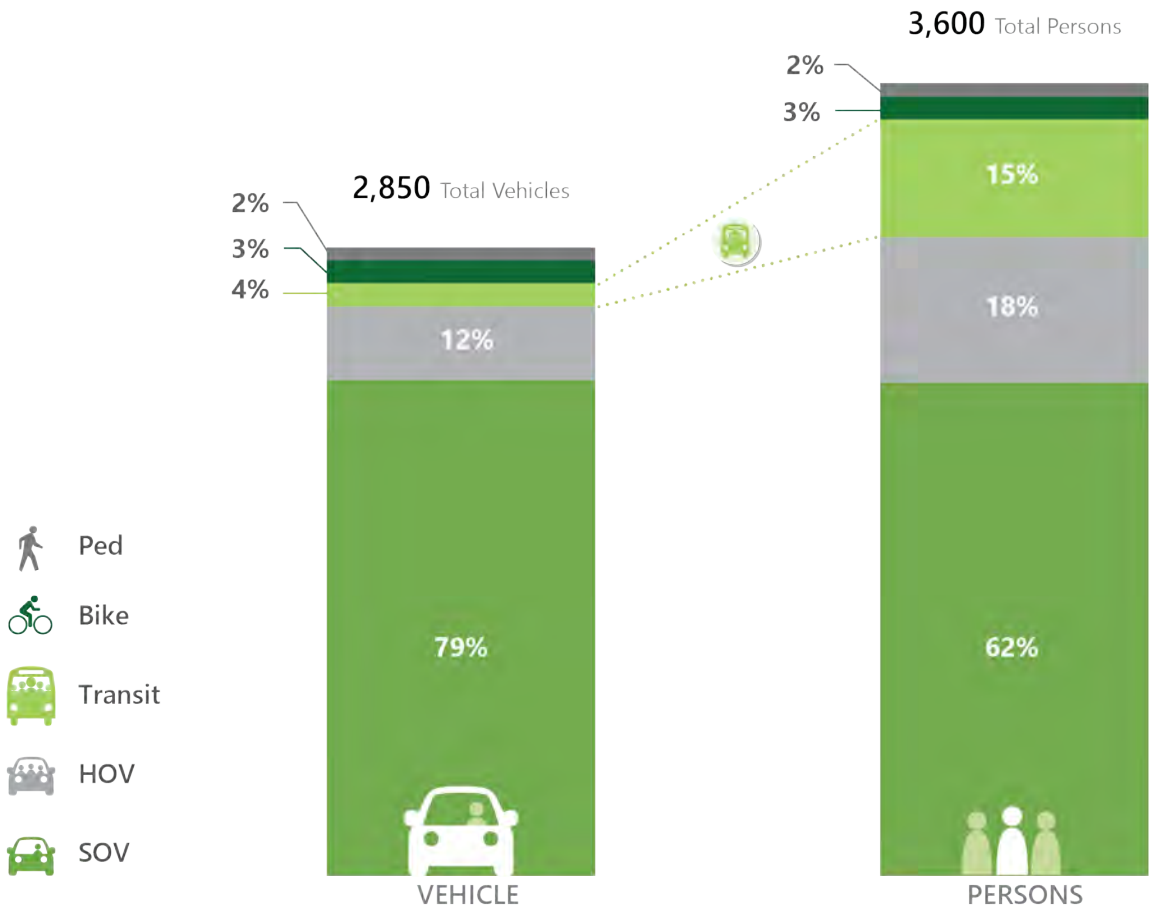


Figure 13: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

As shown on **Figure 14** 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; as described in the previous section, evening travel is less concentrated than morning travel and is spread over a longer time period. 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 higher percentage of commuters use HOVs and fewer people use transit. **Figure 15** shows the mode share excluding the TNC drivers. Like the morning peak hour, given the small number of TNC vehicles (1.2% of all vehicles), the mode share estimates are similar though the person volume is 27 persons less when excluding the TNC drivers.

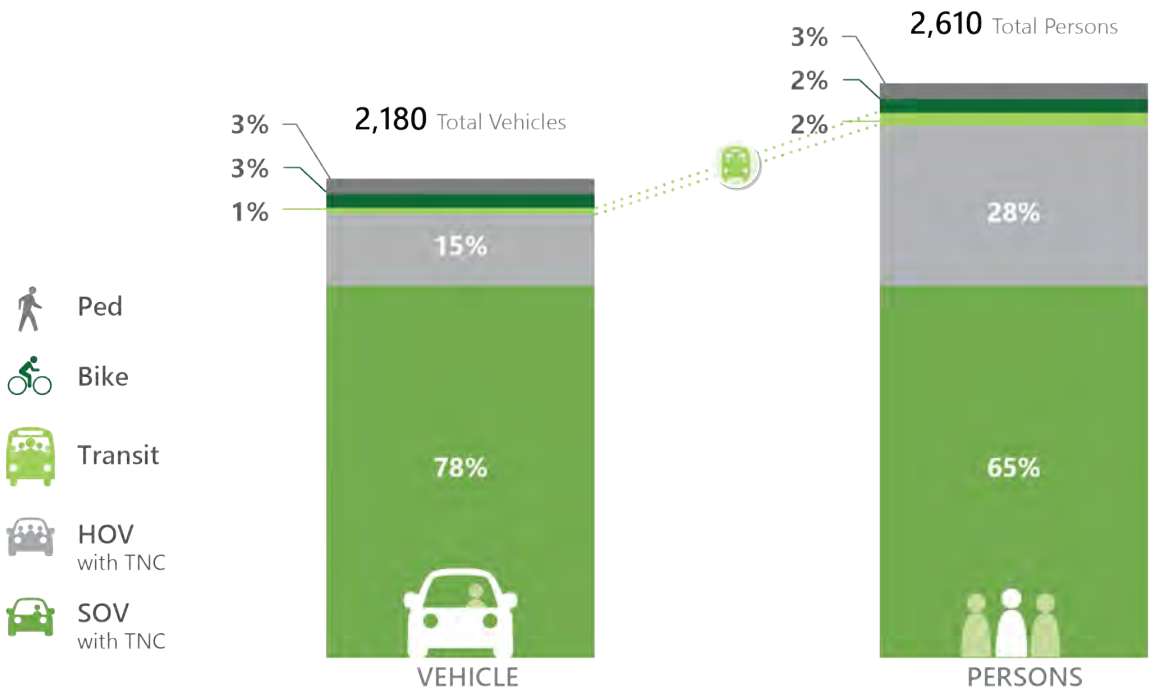


Figure 14: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)

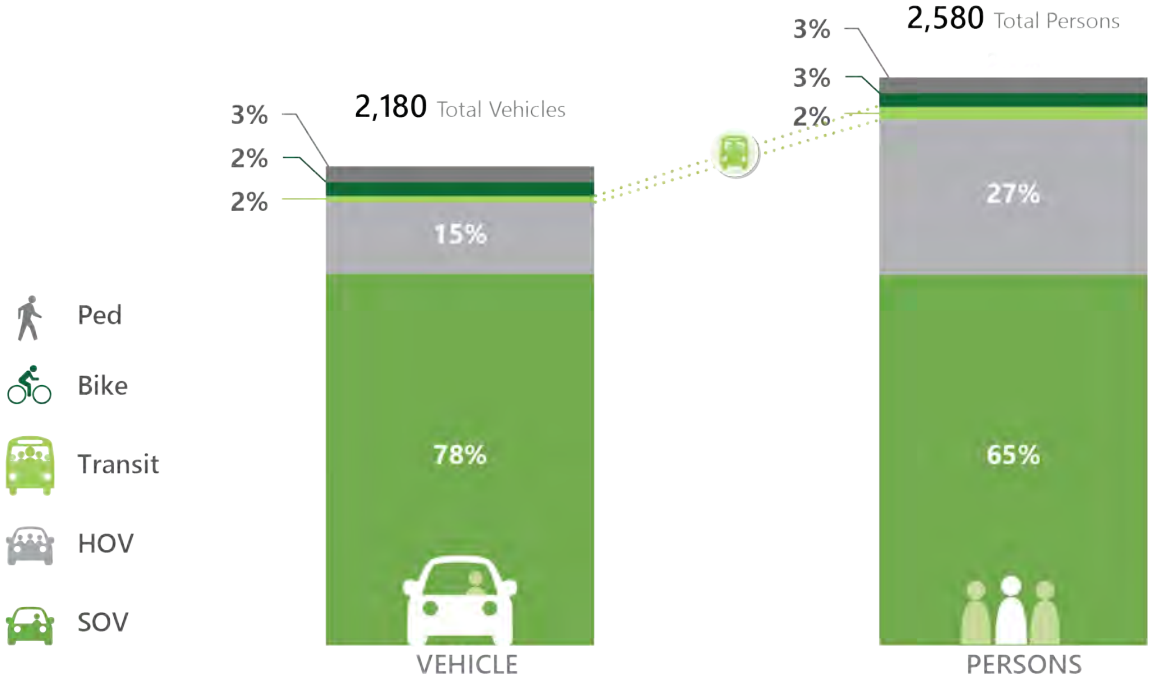


Figure 15: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

By Gateway

Each gateway has a different mix of users during the morning peak hour. **Figure 16** shows the proportion of total inbound commuters who use each gateway (denoted as San Antonio Road (SA), Rengstorff Avenue (RS), Permanente Creek Trail (PC), Shoreline Boulevard (SL), and Stevens Creek Trail (SC)). San Antonio Road serves the highest number of people during the morning peak hour, because the gateway had high vehicle usage and more transit routes than the other two gateways.

Figure 16: Existing Inbound Morning Peak Hour Persons by Gateway (Excludes TNC Drivers)

Figure 17 presents the distribution of persons using each mode to enter each gateway 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 – HOV[5]). Within each quadrant, the portion of inbound person trips is ranked from highest to lowest (each quadrant captures 100 percent 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 carries 41% of them while San Antonio Road carries 40%.

[5] Mode share summary excludes TNC drivers.

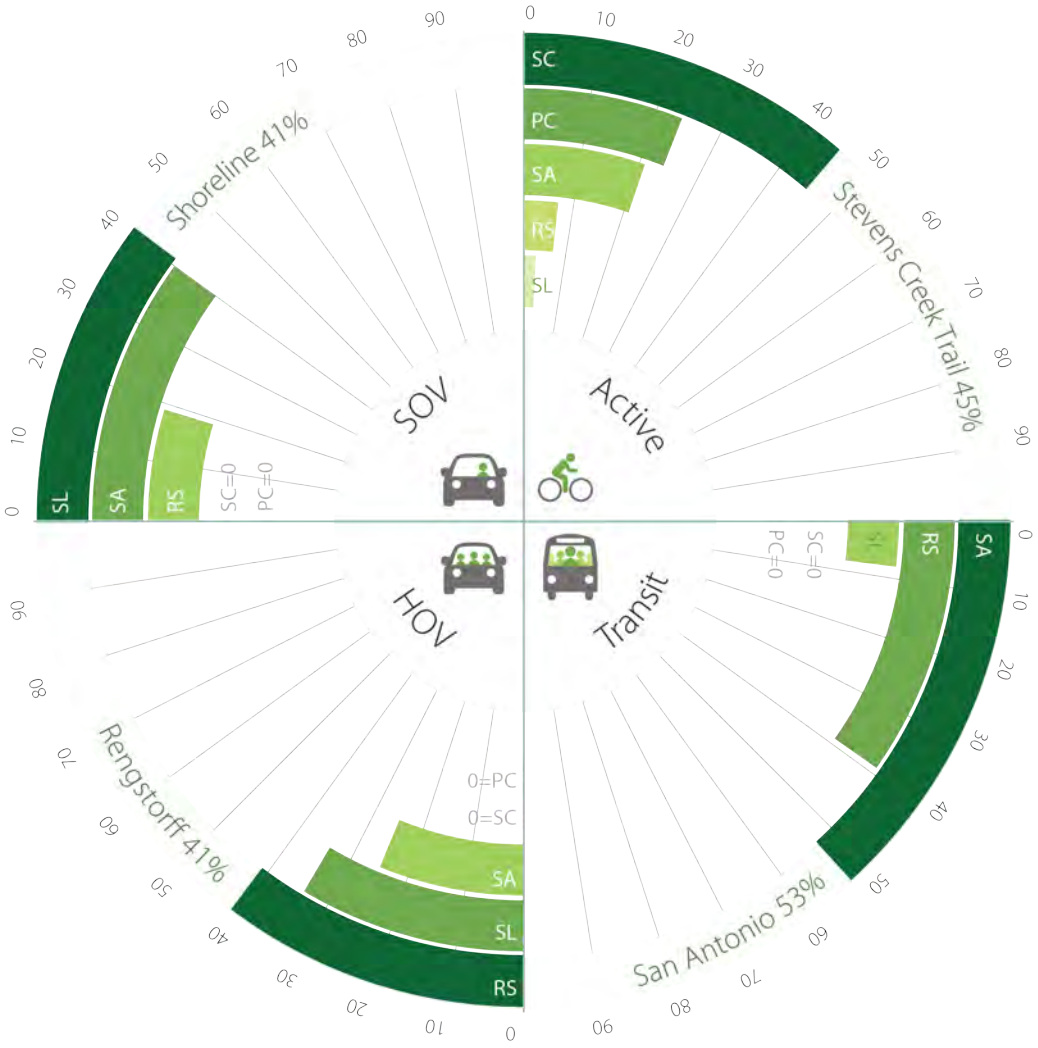


Figure 17: Existing Portion of Inbound Morning Peak Hour Persons by Gateway (Excludes TNC Drivers)

Most active mode users (69%) enter North Bayshore via one of the two major trails. Most of the transit riders enter North Bayshore via Rengstorff Avenue or San Antonio Road; together those two gateways carry 92% of inbound transit riders, while Shoreline Boulevard carries 8%. 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 18 shows the proportion of total outbound commuters who use each gateway during the evening peak hour. Shoreline Boulevard carry most numbers of exiting travelers, with fewer people using San Antonio Road.

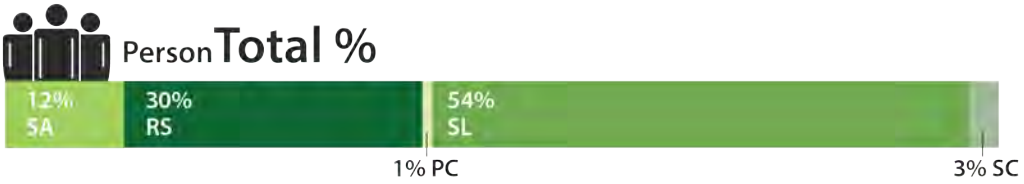


Figure 18: Existing Outbound Evening Peak Hour Persons by Gateway (Excludes TNC Drivers)

During the evening peak hour, the modal patterns of usage are relatively similar to the morning (**Figure 19**). The biggest difference is that in the evening, Shoreline Boulevard carries more HOV persons than Rengstorff Avenue. Most of the transit riders exit via Rengstorff Avenue or San Antonio Road; together those two gateways carry 90% of outbound transit riders, while Shoreline Boulevard carries 10%.

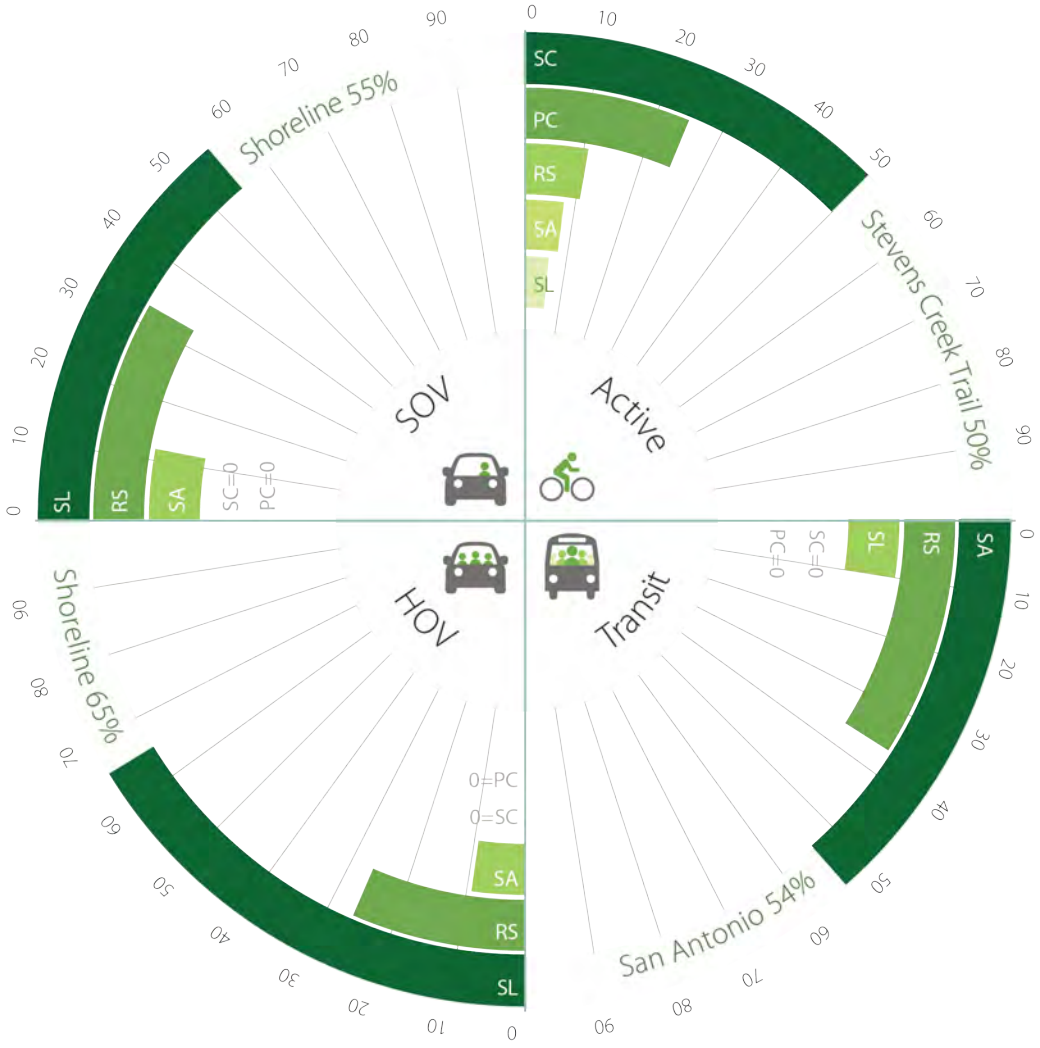
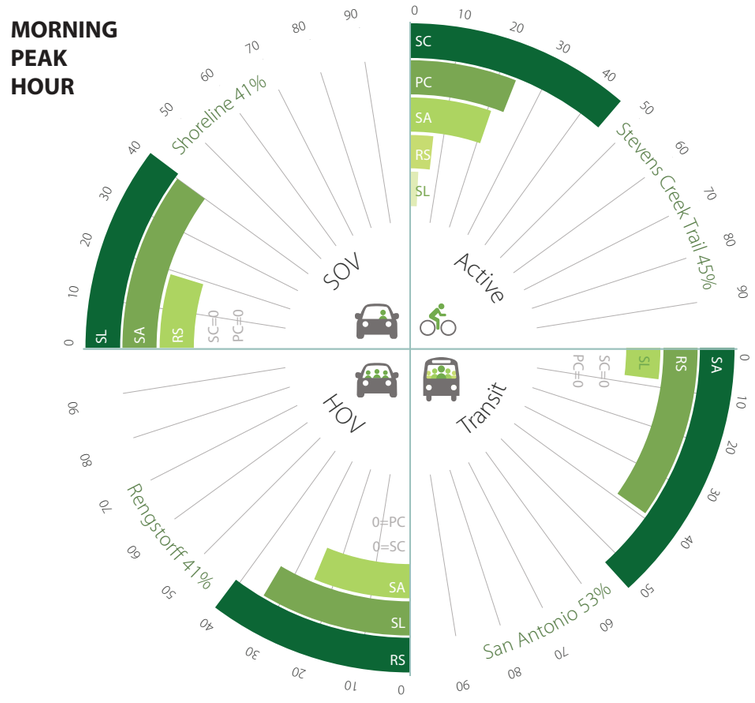


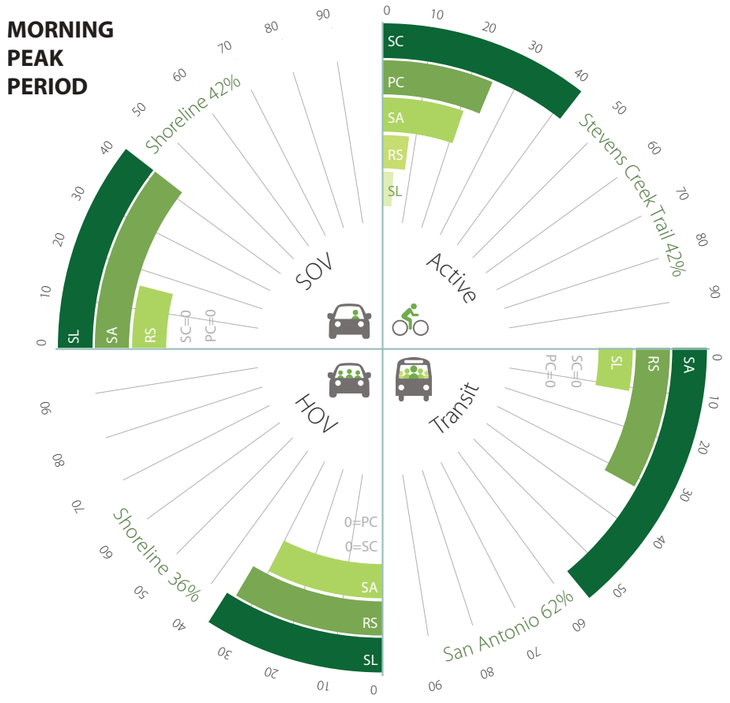
Figure 19: Existing Portion of Outbound Evening Peak Hour Persons by Gateway (Excludes TNC Drivers)

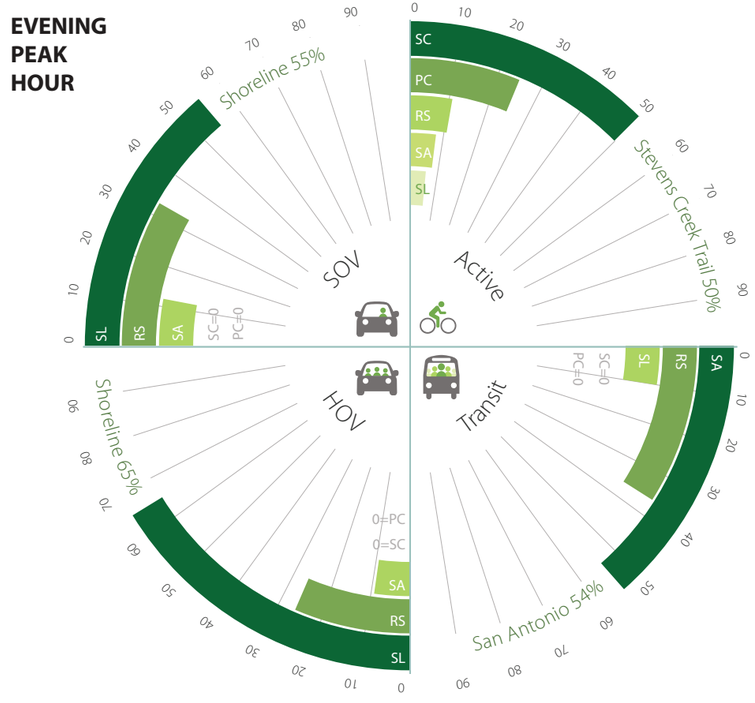
3-Hour Peak Period Mode Share

The same type of mode share analysis was conducted for the morning and evening 3-hour peak period.[6] For informational purposes, **Figure 20** below presents the morning and evening 3-hour peak period mode split information adjacent to the peak hour mode split information.

[6] The morning vehicle 3-hour peak period is from 7:30 to 10:30 AM, with the peak hour occurring from 8:30 to 9:30AM. The evening vehicle 3-hour peak period is from 3:00 to 6:00 PM, with the peak hour occurring from 5:00 to 6:00 PM.







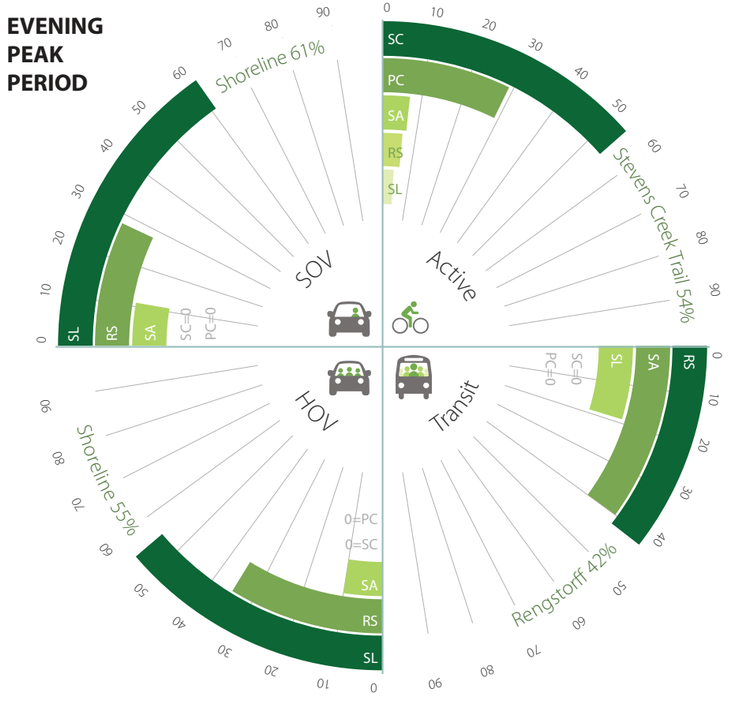


Figure 20

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

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. This comparison focuses on morning inbound traffic, since that has historically created the greatest congestion. As more data is collected, future comparisons will include both inbound and outbound traffic for both the morning and evening 3-hour peak periods. Data tables for **Figures 21** to **25** of this section are included in **Appendix C** and **Appendix D.**

Historical Volume Comparison

Since previous monitoring efforts focused on the morning inbound traffic, **Figures 21** and **22** below present inbound volume data for the morning peak hour and 3-hour peak period.

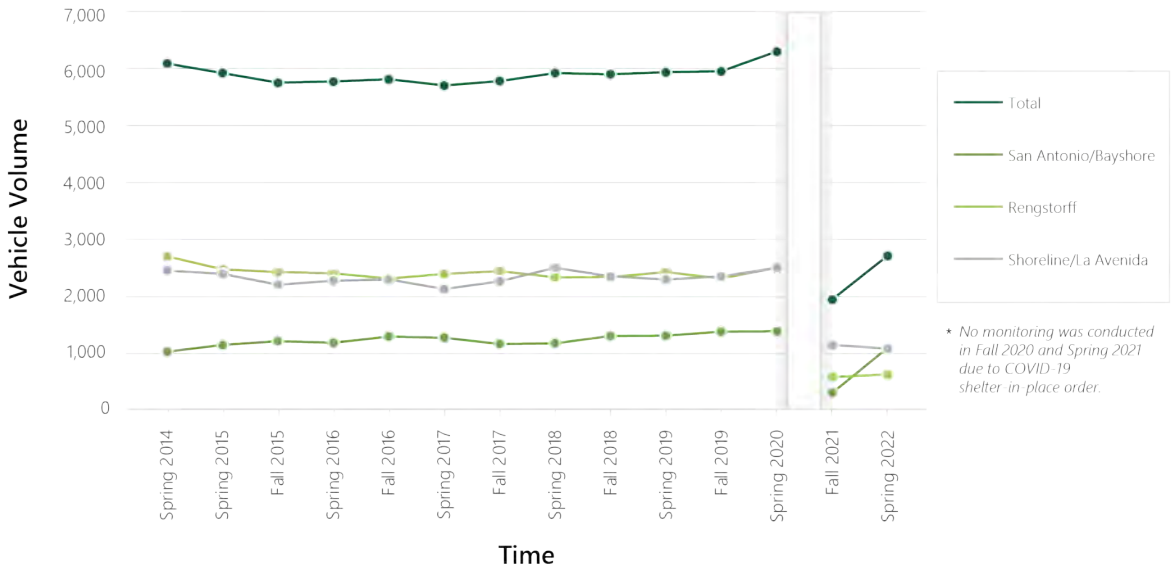


Figure 21: Morning Peak Hour Inbound Vehicle Volumes Over Time

As shown on **Figure 21**, the morning peak hour inbound vehicle volume has dropped significantly since Spring 2020 due to the ongoing effects of the COVID-19 pandemic and the widespread adoption of work-from-home practices. The Spring 2022 observations do not represent typical conditions because many employees were working remotely and only some essential employees have returned to North Bayshore. During this transitionary period the observed travel behavior includes a high portion of employees not coming to the workplace regularly, and a higher-than-typical drive-alone percentage for those employees who were coming to the workplace. These observations can be quite useful for immediate return-to-office planning and long-term hybrid work policy development. The Spring 2022 results have the second lowest

(Fall 2021 being the lowest) gateway volumes observed since Spring 2014. Shoreline Boulevard is still the main gateway, while the usage of San Antonio Road exceeds Rengstorff Avenue in Spring 2022.

Figure 22 illustrates 3-hour peak period inbound vehicle volume over time. As shown in **Figure 22**, there has been a consistent increase in total inbound 3-hour peak period volumes since Fall 2017, with the most change occurring at Rengstorff Avenue and Shoreline Boulevard. The Spring 2022 volumes on San Antonio Road are similar to the past few monitoring cycles, while the Shoreline Boulevard and Rengstorff Avenue gateway volumes are far lower.

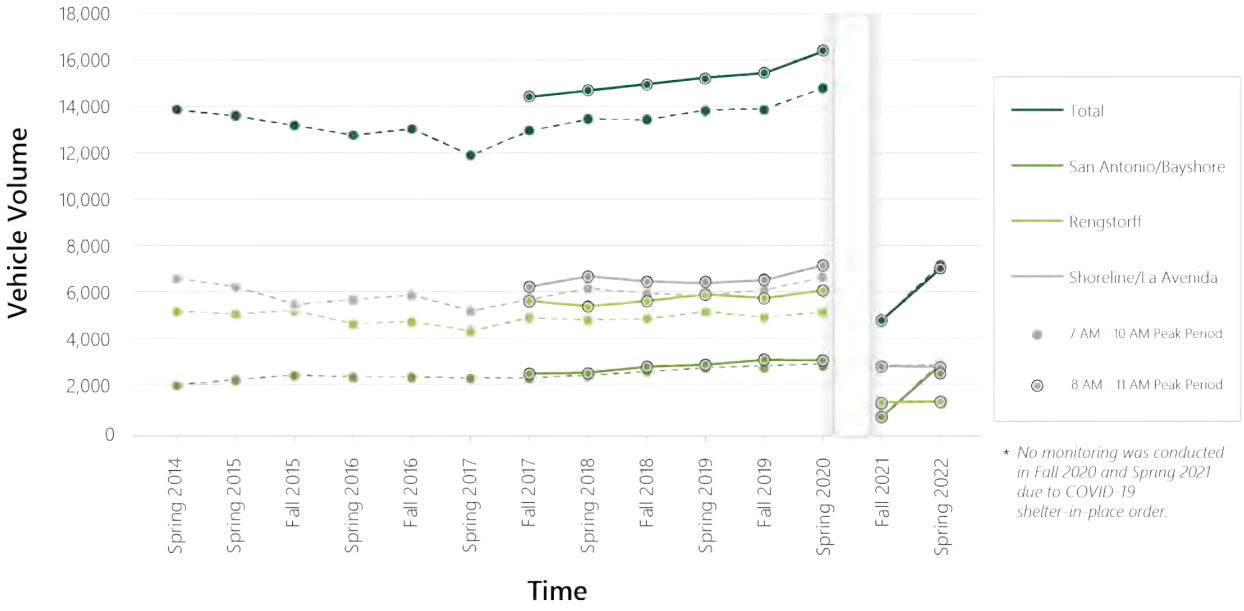


Figure 22: Morning 3-Hour Peak Period Inbound Vehicle Volumes Over Time

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 it is shown in **Figure 22**, the current 3-hour peak period 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 2020, the current 3-hour peak period volume was 11% greater than the volume reported during the historical 3-hour peak period from 7:00 to 10:00 AM. Due to the lower gateway volumes, this pattern does not persist with the Fall 2021 and Spring 2022 monitoring cycles.

Historical Mode Share Comparison

As described above, previous monitoring efforts focused on the inbound traffic in the morning. Therefore, **Figures 23** and **24** below present mode share results for the inbound morning peak hour and 3-hour peak period.

Inbound Morning Peak Hour

Figure 23 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 (62% compared to the initial 51%) and higher HOV mode share (18% compared to the initial 13%). Transit usage has dropped significantly (15% compared to the initial 33%). Compared to the most recent pre-COVID observations in Spring 2020, the SOV mode share has increased from 57% to 62%. 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). One-person (i.e., driver only) TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with two or more persons were included as high occupancy vehicles (HOV). This accounting of the TNCs is used to match the vehicle occupancy observations prior to the Spring of 2019. The percent mode split for each year is described in **Appendix C**.

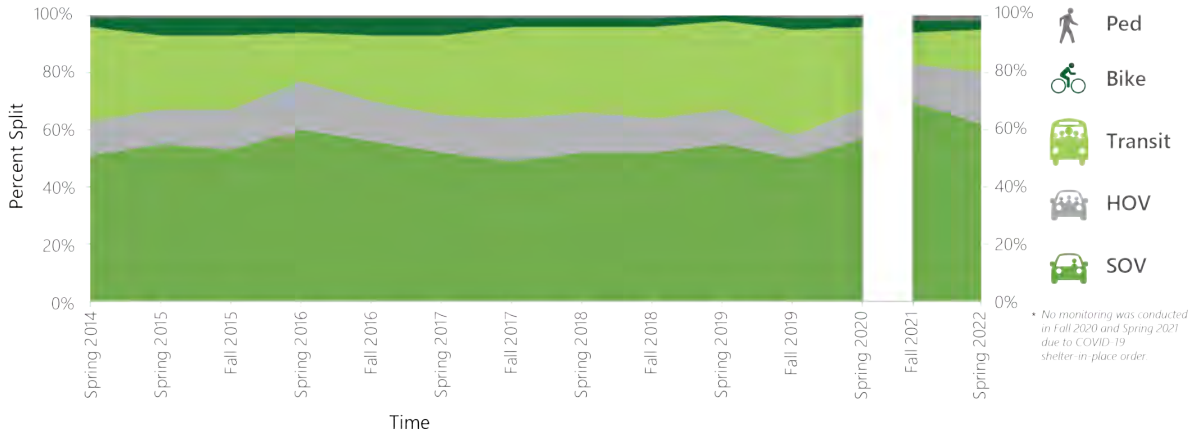


Figure 23: Inbound Morning Peak Hour Person Mode Split Over Time

To illustrate the change in mode share in a different way, the same data was separated by the Spring observations (**Figure 24**) and Fall observations (**Figure 25**). The peak hour shares of each mode fluctuates over time with SOV being the greatest portion followed by transit and HOV modes.

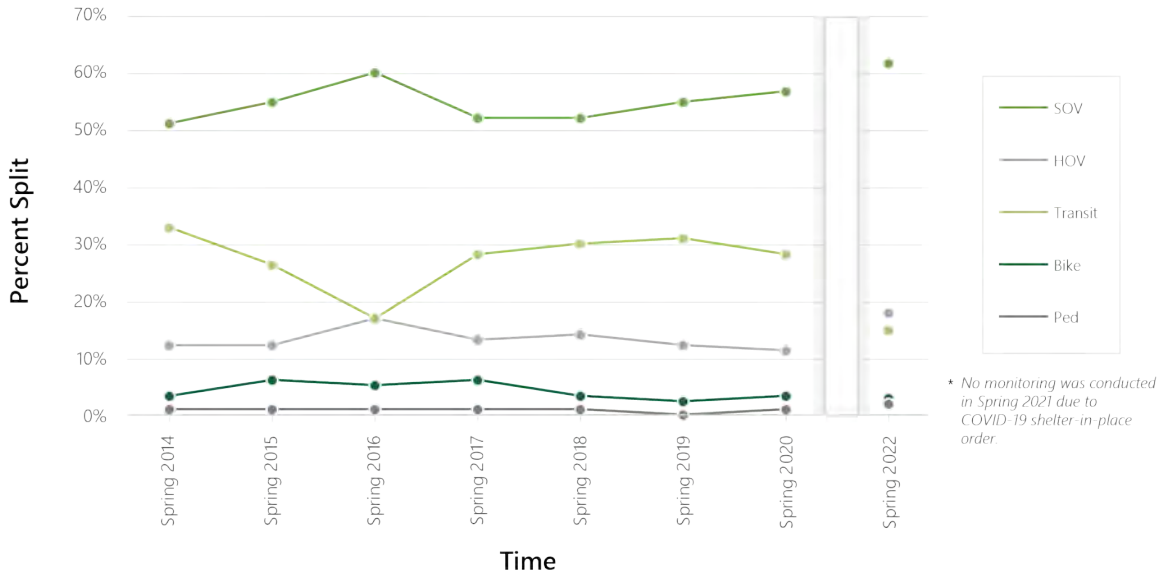


Figure 24: Inbound Morning Peak Hour Person Mode Split Over Time (Spring Observations)

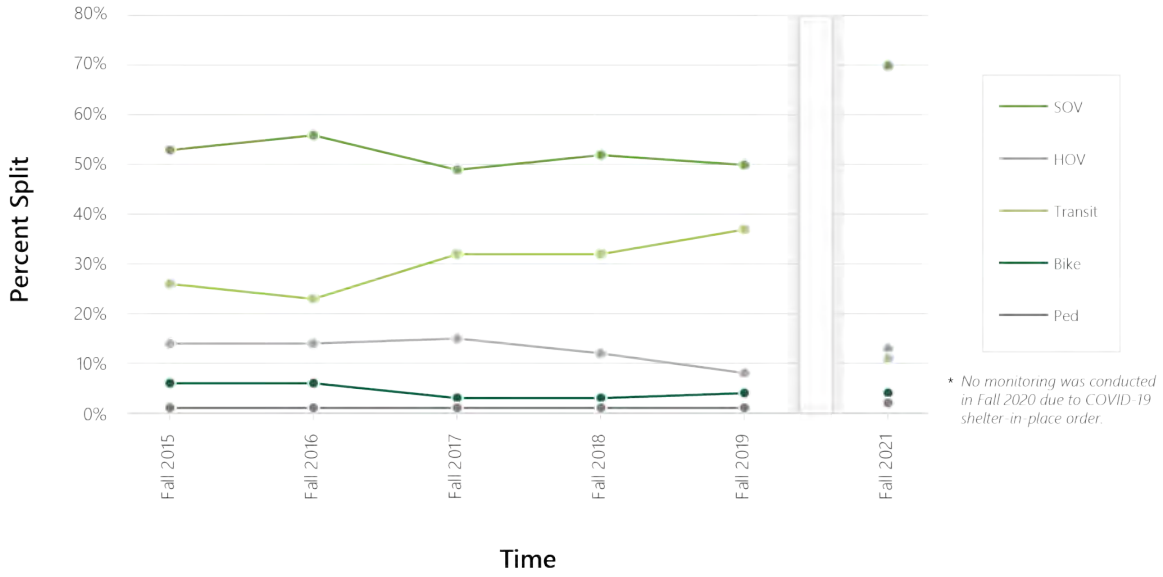


Figure 25: Inbound Morning Peak Hour Person Mode Split Over Time (Fall Observations)

Inbound Morning 3-Hour Peak Period

Figure 26 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 2022 the SOV and HOV are the dominant mode use while transit usage dropped by more than half from previous years. The percent mode split for each year is described in **Appendix C**.

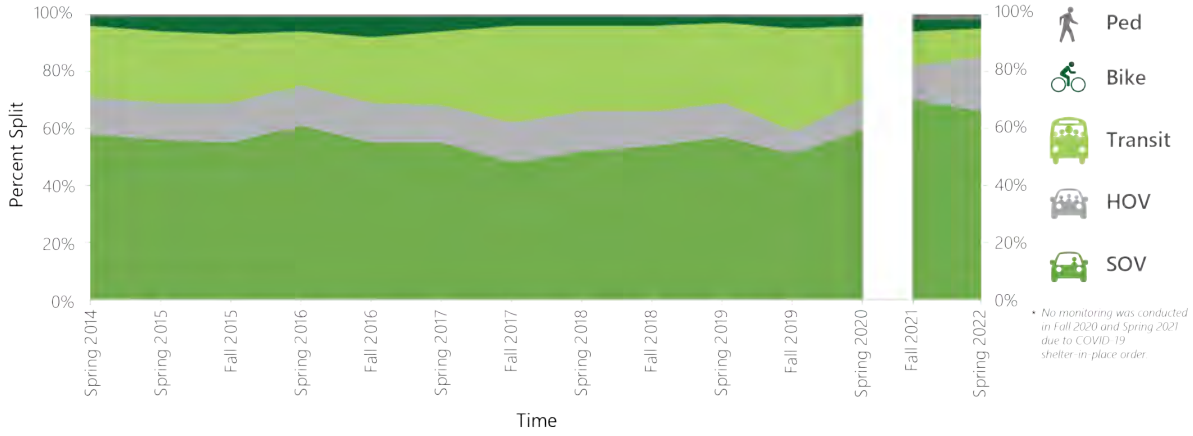


Figure 26: Inbound Morning 3-Hour Peak Period Person Mode Split Over Time

As mentioned before, since Fall 2017, data has been collected over a 4-hour period from 7:00 AM to 11:00 AM, and it was determined that the highest three hours of traffic occurred between 8:00 AM and 11:00 AM. **Figure 27** shows the mode split historical trend from 8:00 AM to 11:00 AM from Fall 2017 to Spring 2022.

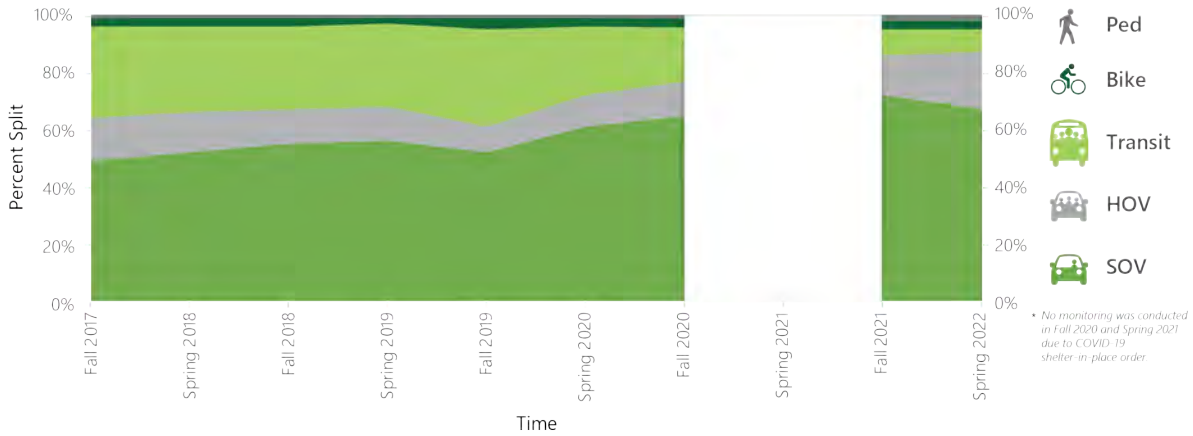


Figure 27: Inbound Morning 3-Hour Peak Period Person Mode Split Over Time (Based on 4-hour Observation)

The above graphs show 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 67% in Spring 2022. To illustrate the mode share

in a different way, the same data was separated by the Spring observations (**Figure 28**) and Fall observations (**Figure 29**). The peak period shares of each mode fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. The 3-hour peak period (between the 4 hours of observations) shares of each mode show the SOV percentage in Spring 2022 is greater than the Spring 2020 results, likely due to aversion to shared travel modes during the COVID-19 pandemic.

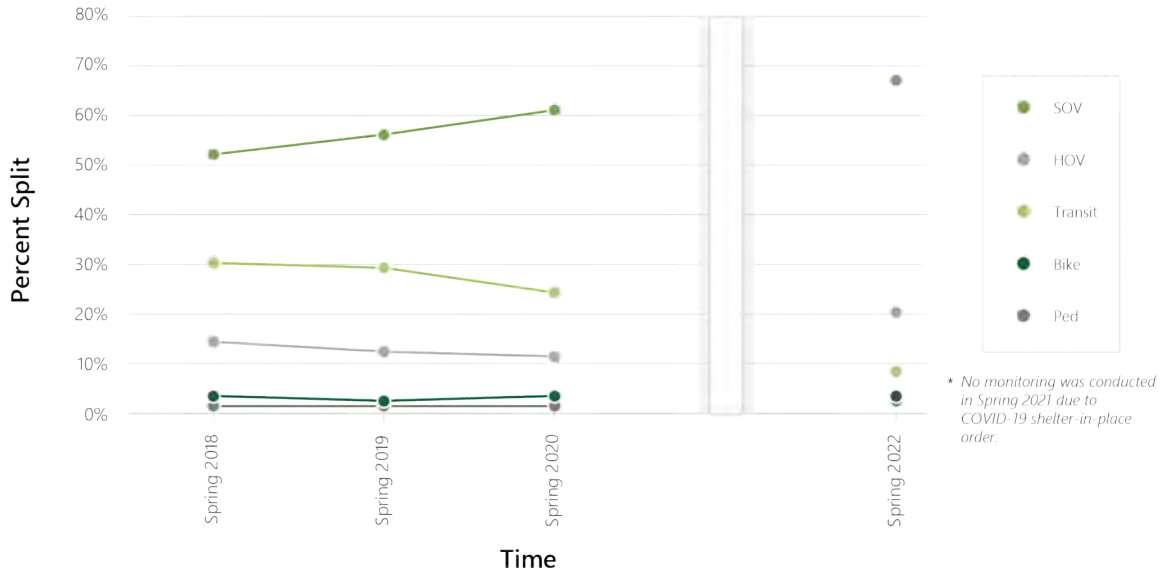


Figure 28: Inbound Morning 3-Hour Peak Period Person Mode Split Over Time (Spring Observations)

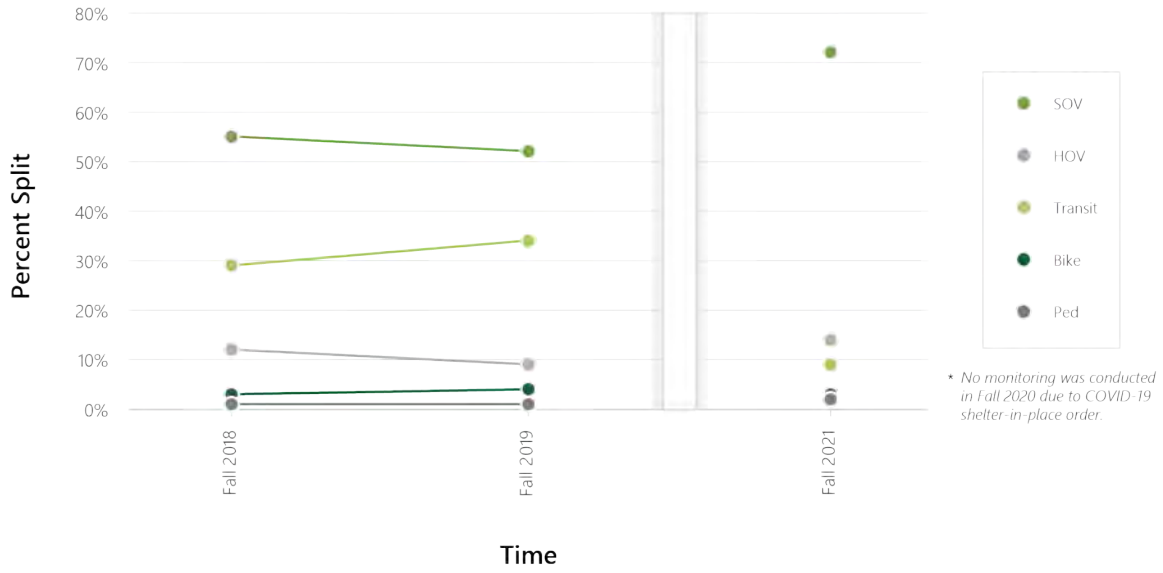


Figure 29: Inbound Morning 3-Hour Peak Period Person Mode Split Over Time (Fall Observations)

Comparison to Pre-COVID Travel

This section presents a comparison of volumes and mode share between the Spring 2020 monitoring (which occurred immediately before the COVID pandemic began) and the Spring 2022 monitoring (which occurred when many public health restrictions had been lifted but before many companies brought their employees back to the office in large numbers). The comparison illustrates the changes in travel behavior due to COVID and establishes a baseline for the later Hybrid Work Assessment section.

Vehicle Volume Comparison

Because most employees at North Bayshore area businesses worked from home during the COVID-19 pandemic, work commute traffic has dropped significantly. As a result, the Spring 2022 gateway volumes are much lower than previous observations. **Figure 30** presents the morning peak hour combined gateway results for Spring 2020 and Spring 2022, which shows the Spring 2022 volume is 55% lower than in Spring 2020. Similar results are observed in the morning 3-hour peak period, as shown in **Figure 31**.

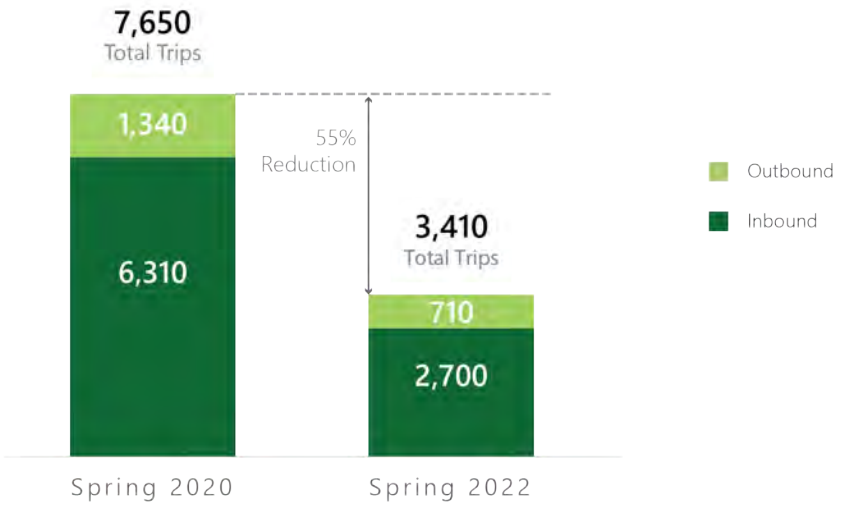


Figure 30: Morning Peak Hour Vehicle Trip Volume Comparison (Excludes TNC Drivers)

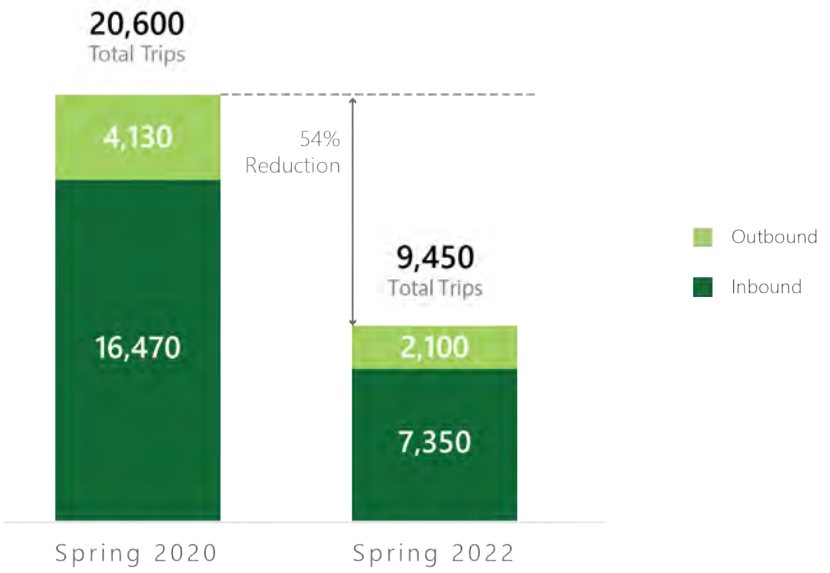


Figure 31: Morning Peak Period Vehicle Trip Volume Comparison (Excludes TNC Drivers)

Figure 32 presents the evening peak hour combined gateway results for Spring 2020 and Spring 2022, which shows the Spring 2022 volume is 48% lower than in Spring 2020. Again, very similar results are found in the evening 3-hour peak period, as shown in **Figure 33**.

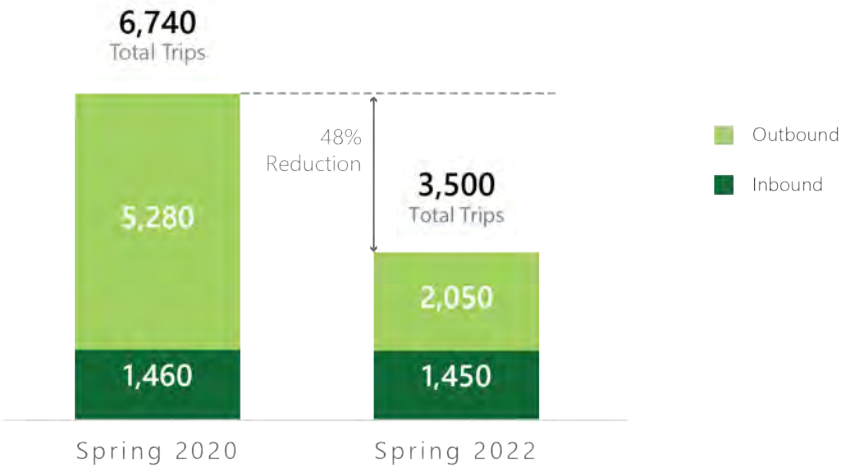


Figure 32: Evening Peak Hour Vehicle Trip Volume Comparison (Excludes TNC Drivers)

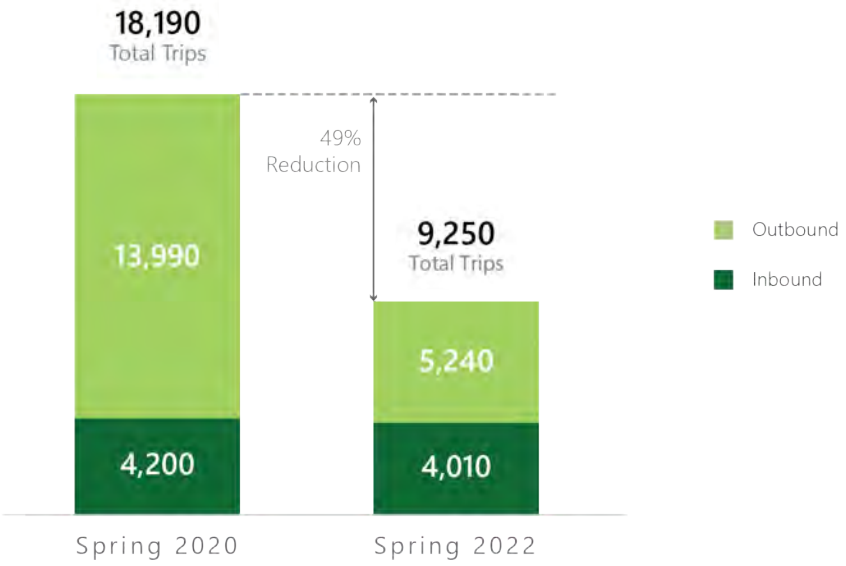


Figure 33: Evening Peak Period Vehicle Trip Volume Comparison (Excludes TNC Drivers)

Mode Share Comparison

Compared to pre-COVID conditions, more people now are traveling by single-occupancy vehicle (SOV) and high-occupancy vehicle (HOV), and fewer people are using transit.

Figure 34 presents the morning inbound peak hour mode share for persons from Spring 2020 and Spring 2022. The total number of people traveling across the gateways has declined by 63%; of those people, the proportion using SOVs has increased from 57% to 62%, the proportion using HOVs has increased from 11% to 18%, and the proportion using transit has decreased from 28% to 15%. Similar results are found in the morning inbound 3-hour peak period, as shown in **Figure 35**.

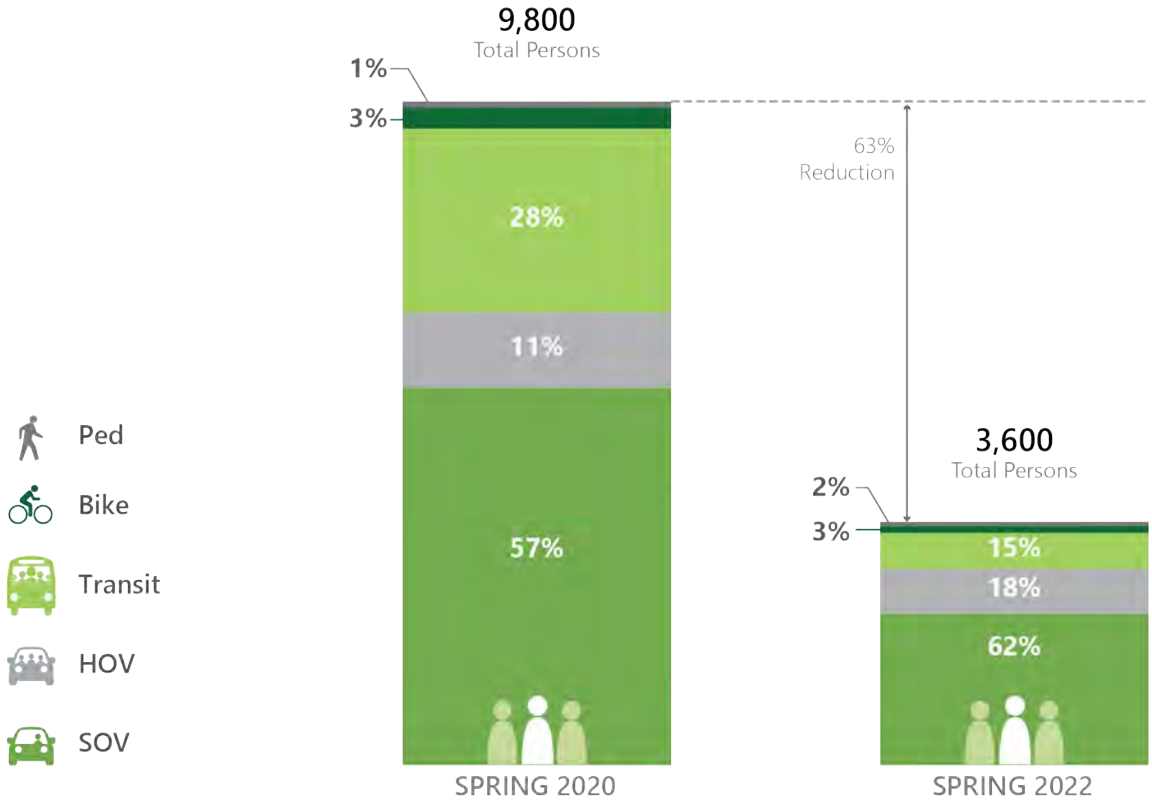


Figure 34: Morning Inbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

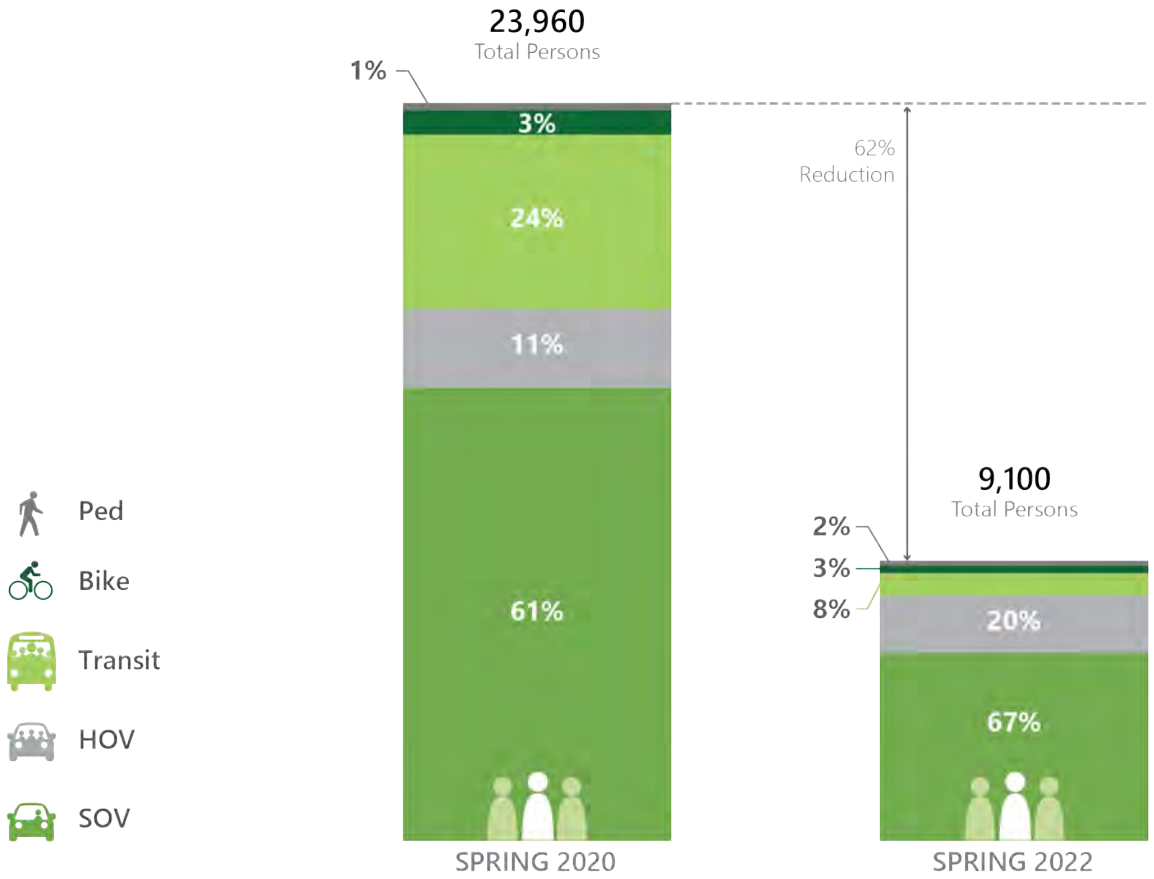


Figure 35: Morning Outbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

Figure 36 presents the evening outbound peak hour mode share for persons from Spring 2020 and Spring 2022. The total number of people traveling across the gateways has declined by 69%; of those people, the proportion using SOVs has increased from 55% to 65%, the proportion using HOVs has increased from 15% to 27%, and the proportion using transit has decreased from 25% to 2%. Similar results are found in the evening outbound 3-hour peak period, as shown in **Figure 37.**

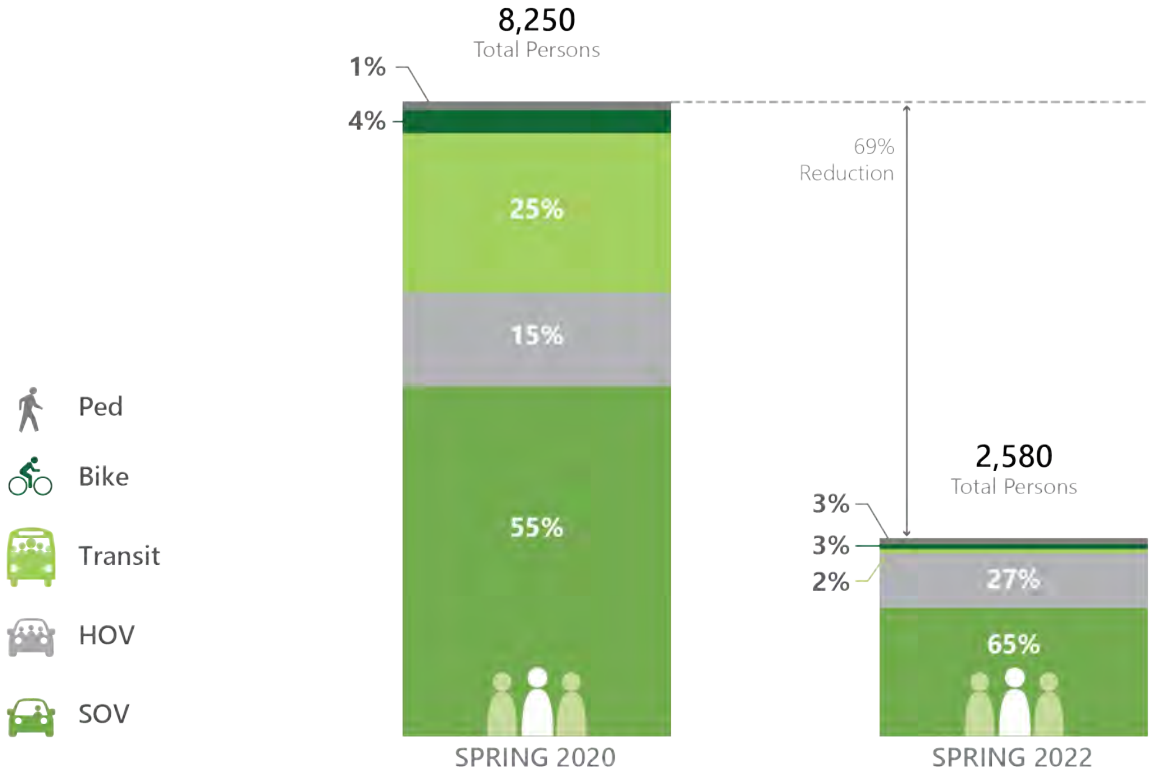


Figure 36: Evening Outbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

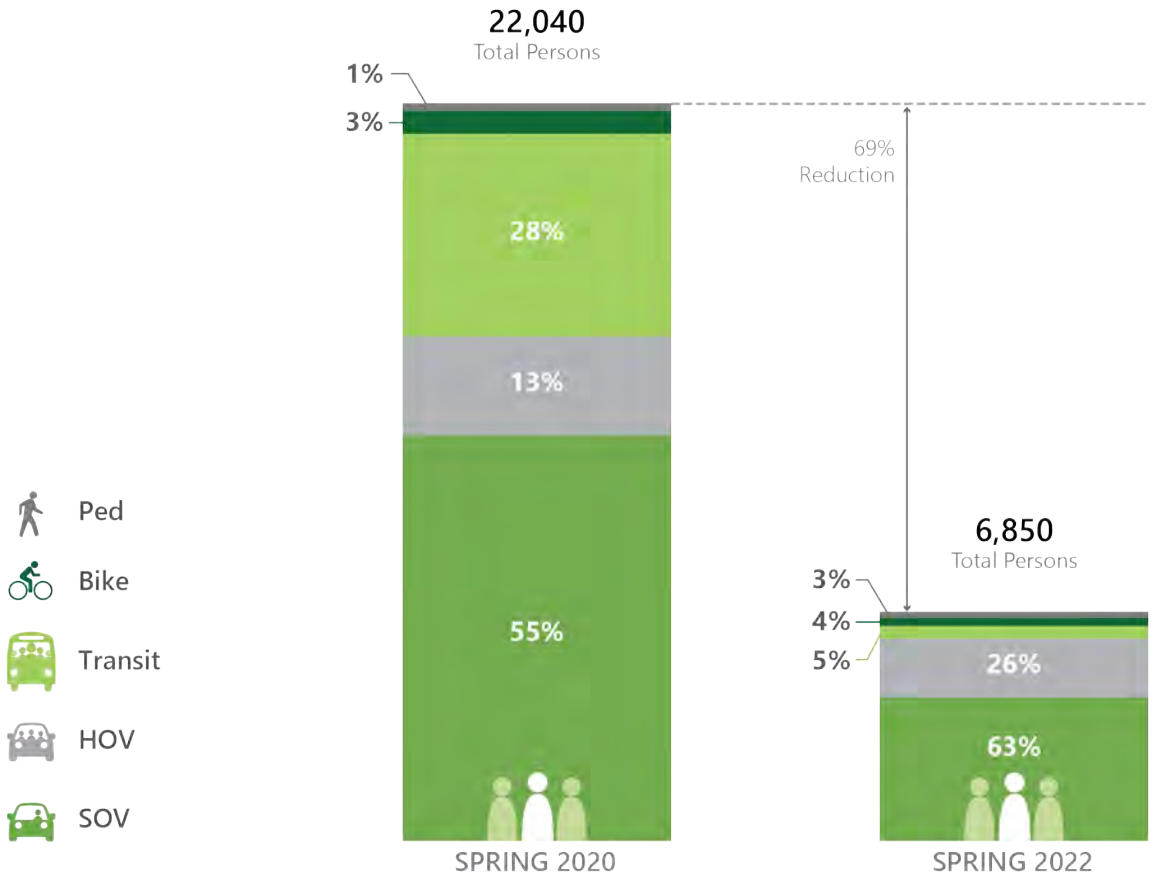


Figure 37: Evening Outbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

Gateway Queuing Observations

As part of the monitoring effort, vehicle queues were recorded using cameras at the inbound and outbound approaches of the Rengstorff Avenue and Shoreline Boulevard gateways. Vehicle queues increase under conditions where gateway traffic exceeds capacity. Noting the extent of the queues and times at which the queues begin to increase and decrease in size can help in understanding the North Bayshore Gateway operations throughout the morning and evening peak periods.

Figure 38 displays the approximate queue lengths and their location at these gateways. **Table 3** presents the times at which queues begin to form and estimates of the maximum queue lengths in one lane for Spring 2022 and Spring 2020 (the last Spring observations).

Except for the US 101 northbound off ramp, short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. Standing queues (which occurs when vehicle traffic requires more than one intersection signal cycle to be served) were not observed. Unlike during congested conditions of previous monitoring reports, the observed vehicle volume is well below the gateway capacity and arriving vehicles are served in one signal cycle.

Though there were lower than historical vehicle volumes, some queuing did occur on the US-101 off-ramp to Shoreline Boulevard gateway because of construction. Due to construction, the right-most right-turn lane on the US 101 off-ramp was closed around 7:30 AM. The inbound vehicle queue began to occur at approximately 8:30 AM and lasted about 1.5 hours. The estimated maximum queue length on the US 101 off-ramp is about 500 feet, or 25 vehicles; this is much shorter than was observed during pre-COVID conditions.

Table 3: Inbound and Outbound Queuing Observation Summary

Gateway	Queue Location[1]	Spring 2022			Spring 2020[5]		
		Start Time of Queue Formation	Start Time of Queue Dissipation	Maximum Queue Length Estimate[2]	Start Time of Queue Formation	Start Time of Queue Dissipation	Maximum Queue Length Estimate[2]
Morning Inbound Direction							
Rengstorff Avenue	Northbound on Rengstorff Avenue (bridge over US-101)	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.			8:40 AM	10:30 AM	1,100 feet* (44 vehicles)
	NB US-101 Off-Ramp	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.[4]			8:40 AM	10:35 AM	1,600 feet* (64 vehicles)[4]
Shoreline Boulevard	Northbound on Shoreline Boulevard (bridge over US-101)	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.			7:30 AM	10:20 AM	1,900 feet (76 vehicles)
	NB US-101 Off Ramp	8:30 AM	9:50 AM	500 feet (25 vehicles)[4]	7:30 AM	10:40 AM	2,800 feet (112 vehicles)[4]
Evening Outbound Direction							
Rengstorff Avenue	Eastbound on Garcia Avenue	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.			4:05 PM	6:30 PM	1,300 feet* (52 vehicles)
	Southbound on Amphitheatre Parkway				4:10 PM	6:15 PM	600 feet (24 vehicles)
	Westbound on Charleston Road				4:00 PM	N/A[3]	1,100 feet (44 vehicles)
Shoreline Boulevard	Westbound on La Avenida Street	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.			3:00 PM	6:30 PM	400 feet (16 vehicles)
	Southbound on Shoreline Boulevard	Short vehicle queues were observed, and all vehicle traffic is served in one intersection signal cycle. A standing queue did not form.			3:05 PM	N/A[3]	2,000 feet (80 vehicles)

Notes:

1. Queue lengths measured from the stop bar at the intersection. Northbound US-101 off-ramp queue at Rengstorff Avenue measured from the merge point stop bar.
2. Queue lengths represent maximum observed queue length in one lane. Some queue length extents not visible from videos. At these locations, an asterisk (*) is placed next to the length estimate. Actual queue lengths exceed these estimates. A conversion factor of 25 feet per vehicle assumed for vehicle queue conversion. This estimate was adjusted by comparing to actual queue length observations on video recordings.
3. N/A = queues did not dissipate before the end of recordings (7:00 PM).
4. In this round of monitoring, additional cameras were installed closer to US 101 at Shoreline Boulevard and Rengstorff Avenue to better observe the queue extent backed up along US 101.
5. The comparative year was Spring 2020 because there was no monitoring conducted in Spring 2021.

Source: Fehr & Peers, 2022.

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Figure 38

Maximum Queue in Peak Direction

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). The definition considers the prevailing congested conditions at the North Bayshore gateways and on US 101. 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 full build out 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). Each document is included in **Appendix E**.

Gateway Trip Targets

The trip cap policy is similar but slightly greater than the gateway capacity of the North Bayshore gateways. The NBS vehicle trip targets have been 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 somewhat 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. In North Bayshore a peak hour or a peak period trip target are similar because of the duration of congestion at the gateways.

- 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 will change depending on how much travel occurs in the other direction. A trip target set for both directions combined is a complete indicator of gateway capacity and no adjustment would be needed as different land use types are added to NBS.

- 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.

The 2017 NBPP contains a policy that establishes 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. By contrast, 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). Per the recommendations of the Circulation Study, City staff is working to amend the North Bayshore Precise Plan to modify the trip targets as gateway transportation improvements are constructed. Specifically, the 2021 *North Bayshore Circulation Feasibility Study* (2021 Circulation Study) changed the vehicle trip target to a directional inbound morning 3-hour peak period and outbound evening 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined.

Gateway Trip Target Evaluation

This section compares the Spring 2022 volumes to the 2021 Circulation Study directional trip targets. **Table 4** presents the results for the morning and evening peak periods, which is the focus of the 2021 Circulation Study. From **Table 4** and **Figure 39**, the remaining target volume is 74% in the morning and 70% in the evening (i.e., in compliance with the gateway trip cap policy).

Table 4: Gateway Trip Target Evaluation – Directional Peak Period

Gateway	Morning Inbound				Evening Outbound			
	Volume	Target	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining	Volume	Target	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining
Individual Gateways								
San Antonio Road	3,060	4,590	1,530	33%	590	4,020	3,430	85%
Rengstorff Avenue	1,340	8,880	7,540	85%	1,540	7,140	5,600	78%
Shoreline Boulevard	2,950	7,470	4,520	60%	3,110	8,190	5,080	62%
Combined Gateways								
Total	7,350	20,940	13,590	65%	5,240	19,350	14,110	73%
Gateway Trip Cap Comparison								
Shoreline Boulevard & Rengstorff Avenue	*4,290*	*16,350*	*12,060*	*74%*	*4,650*	*15,330*	*10,680*	*70%*

Note: Vehicle volumes rounded to nearest 10. San Antonio gateway trip target based on 2014 NBPP, and Rengstorff Avenue and Shoreline Boulevard gateway trip targets based on 2021 Circulation Study.
Source: Fehr & Peers, 2022.

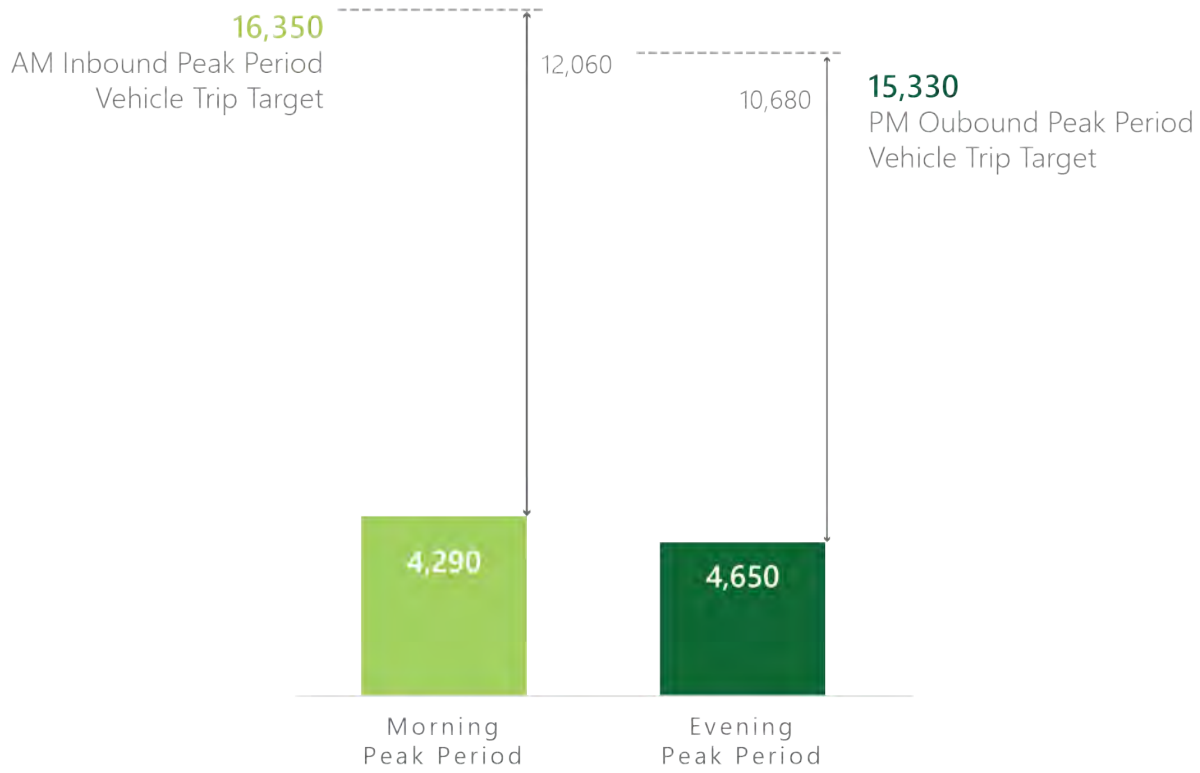

Figure 39: Directional Peak Period Gateway Vehicle Trip Target Comparison for Shoreline Boulevard and Rengstorff Avenue Combined

PRELIMINARY HYBRID WORK ASSESSMENT

2. Preliminary Hybrid Work Assessment

With the ever-changing vehicular and technological trends in Silicon Valley, it is important to consider the future of transportation in the North Bayshore District. The COVID-19 pandemic and associated reductions in economic activity and vehicle travel offers a unique opportunity to observe and evaluate how traffic levels and transit use could change under a hybrid work scenario. Historical North Bayshore District monitoring results have consistently observed less SOV usage and higher transit ridership than is occurring currently. the COVID-19 pandemic has disrupted historical travel patterns, with fewer North Bayshore District employees commuting to/from the district. Those that choose to commute are much more likely to drive, either by themselves or in a carpool, and many fewer employees travel by transit. This Hybrid Work Assessment section estimates how traffic levels and transit use could change in North Bayshore in the short- and long-term.

Background

A formal shelter-in-place order by Santa Clara County Public Health Department to slow the spread of COVID-19 was issued in March 2020 and lasted until March 2022. As a result, economic activity and vehicle travel were affected, with large decreases in vehicle traffic and transit ridership occurring early in the pandemic. Over the past two years, personal travel has partially rebounded, with vehicle traffic rebounding more than transit ridership. City staff provided a presentation to the City Council Sustainability Committee on December 1, 2021, that showed how vehicle traffic on Bay Area bridges had returned to approximately 95% of pre-pandemic levels, while transit ridership on Caltrain, VTA, and BART had returned to only 20 to 50% of pre-pandemic levels. In North Bayshore, the ridership on MVgo Community Shuttle is greater than 50% of pre-pandemic levels. Refer to **Appendix F** for the City staff presentation and memorandum.

Based on the Fall 2021 and Spring 2022 North Bayshore District Monitoring, both vehicle trips and transit ridership into and out of the North Bayshore area are still much lower than pre-COVID conditions. Refer to Comparison to Pre-COVID Travel section for a comparison between the Spring 2020 and Spring 2022 observations. Key findings between the Spring 2020 and Spring 2022 observations include:

- Morning Peak Hour
    - Inbound peak hour two-way gateway volume is 55% less than the Spring 2020 vehicle volumes.
    - Inbound SOV mode share increased from 57% to 62%.
    - Inbound HOV mode share increased from 11% to 18%.
    - Inbound transit mode share decreased from 28% to 15%.
- Evening Peak Hour
    - Outbound peak hour two-way gateway volume is 48% less than the Spring 2020 vehicle volumes.
    - Outbound SOV mode share increased from 55% to 65%.
    - Outbound HOV mode share increased from 15% to 27%.
    - Outbound transit mode share decreased from 25% to 2%.

The proportion of travelers using active transportation modes remains similar to pre-pandemic levels.

Hybrid Work Assessment

Over the past few years, a range of new transportation technologies and travel behavior trends have changed the way we travel. Specifically, there has been a shift in vehicle travel and transit ridership preference, and more recent events, like the COVID-19 pandemic, have accelerated these short- and long-term travel behavior, traffic levels, and transit use. Because of the stay-at-home order, the past two years have resulted in the highest sustained levels of working from home in modern times. What was once described as a disruptive trend can now be measured and evaluated to better understand the potential effects at the North Bayshore gateway during the near-term return to office and longer-term sustained hybrid work environments.

Three hypothetical morning peak hour volume study scenarios are evaluated under a hybrid work schedule after employees return to the office:

- Scenario 1 – Return to Office with Spring 2022 Mode Share: Existing 24,902 employees return to North Bayshore at the Spring 2020 person trip rate, but with the Spring 2022 mode shares.

- Scenario 2 – Hybrid Work with Spring 2022 Mode Share: North Bayshore Precise Plan with smaller residential units, standard residential parking supply conditions, 18,000 residents, and 38,910 employees, traveling to North Bayshore with the Spring 2022 mode shares.

- Scenario 3 – Hybrid Work with Spring 2022 Mode Share and 50% of Employees Working from Home: North Bayshore Precise Plan conditions from Scenario 2 with 50% employees working from home, and with Spring 2022 mode shares.

While there are a variety of paths forward, these scenarios help to develop an understanding of the near-term effects of higher SOV and HOV rates (Scenario 1) and the longer-term potential hybrid work environment (Scenarios 2 and 3).

Return to Office Assessment (Scenario 1)

When employees return to office, their choice of mode and travel preference might remain similar to pandemic travel patterns rather than returning completely to pre-pandemic routines. Therefore, Scenario 1 assumes that all existing employees return to working in the office, but that their mode choices remain at current (i.e., pandemic) levels. **Table 5** shows how peak hour volumes might appear under this scenario, as compared to the most recent pre-pandemic observations from the Spring 2020 monitoring.

Table 5: Scenario 1 Gateway Trip Estimate

Scenario	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Return to Office Scenario 1 (A)	7,300	1,390	8,690	1,480	6,670	8,150
Spring 2020 NBS Volumes (B)	6,310	1,340	7,650	1,460	5,290	6,740
Difference (C=A-B)	990	50	1,040	20	1,380	1,410
Percentage Difference (D=C/B)	16%	4%	14%	1%	26%	21%

Note: Vehicle volumes rounded to nearest 10.
Source: Fehr & Peers, 2022.

Under this scenario, employees would be more likely to drive-alone or carpool and less likely to take transit or commuter shuttles. If this occurs as all existing employees return to North Bayshore, there could be 14% more vehicle trips entering and exiting the gateways during the morning and 21% more in the evening than was typical during pre-pandemic conditions. This would result in greater levels of traffic congestion and longer queue lengths at the gateways than was typically observed pre-pandemic. **Appendix G** shows the detailed calculation for the vehicle trip estimate.

Hybrid Office Assessment (Scenarios 2 and 3)

A hybrid work schedule might or might not become a new norm for employees in the long term, which will create both challenges and opportunities for TDM measures in North Bayshore. Scenario 2 presents a future where the full NBPP has been built out (i.e., 18,000 residents and 38,900 employees) and where employee mode choices remain at current (i.e., pandemic) levels). These results are then compared to the results from the NBPP cumulative conditions analysis. **Table 6** shows the peak hour volumes that might appear under this scenario; this could result in 68% more vehicle trips entering and exiting the gateways during the

morning, and 62% more vehicles during the evening, than was analyzed in the NBPP cumulative conditions. Clearly, this level of demand would far exceed the available roadway capacity and would cause a wide range of behavioral changes that are impossible to predict at this stage; for example, the extreme levels of traffic delay could cause some employees to shift their mode, or could cause some employers to change their operations.

Table 6: Scenario 2 Gateway Trip Estimate

Scenario	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Return to Office Scenario 2 (A)	12,300	5,370	17,670	6,250	12,870	19,120
NBPP Volume (B)	7,150	3,380	10,530	4,040	7,750	11,790
Difference (C=A-B)	5,150	1,990	7,140	2,210	5,120	7,330
Percent Difference (D=C/B)	72%	59%	68%	55%	66%	62%

Note: Vehicle volumes rounded to nearest 10.
Source: Fehr & Peers, 2022.

Scenario 3 presents a future that is the same as Scenario 2, but where half of all North Bayshore employees work entirely remotely. These results are again compared to the results from the NBPP cumulative conditions analysis. **Table 7** shows the peak hour volumes that might appear under this scenario; the total volumes entering and exiting the gateways would be just slightly higher (4% to 9% higher) than was analyzed in the NBPP cumulative conditions, and the critical movements (inbound in the morning and outbound in the evening) would actually have slightly lower volumes than were previously analyzed.

Table 7: Scenario 3 Gateway Trip Estimate

Scenario	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Return to Office Scenario 3 (A)	6,610	4,340	10,950	5,160	7,700	12,860
NBPP Volume (B)	7,150	3,380	10,530	4,040	7,750	11,790
Difference (C=A-B)	-540	960	420	1,120	-50	1,070
Percentage Difference (D=C/B)	-8%	29%	4%	28%	-1%	9%

Note: Vehicle volumes rounded to nearest 10.
Source: Fehr & Peers, 2022.

The NBPP transportation policy framework relies on increasing the existing building TDM effectiveness and using each gateway more effectively. If either of these polices is not enough for accommodating future travel patterns that may emerge due to hybrid work schedules or other changes in employer and employee choices, there are several other options that could be considered to reduce vehicle demand and/or increase the vehicle trip targets, such as:

- **Encourage Alternative Telecommute Schedule** – To mediate peak day travel demand, employers could adopt more flexible telecommute schedule so in-office days do not stack on Tuesday to Thursdays.
- **Work with Transit Agencies and Shuttle Providers on Service Improvement** – To draw riders back to public transit and shuttles by restoring service level and implementing sanitization measures.
- **Modify New Building Trip Targets** – To reduce gateway vehicle trip demand, new development could be required to generate fewer or possibly no net new driveway vehicle trips.
- **Modify the Project Size or Defer Building Occupancy** – To reduce gateway vehicle trip demand, a new project could be reduced in size, or building occupancy could be deferred until the gateway demand is observed to no longer exceed the vehicle trip target.
- **Add Gateway Capacity** – The addition of a new gateway(s) would provide additional capacity for travel in and out of the North Bayshore area. Possible gateway connections might include a connection of Rengstorff to Landings Drive, as studied in the Circulation Study. Any new gateway connection would need to be evaluated to determine its benefits and impacts.
- **Implement a Gateway Vehicle Trip Credit System** – A vehicle trip credit system could be developed to monetize the value of each gateway vehicle trip. Existing developments would receive an allotment of vehicle trips, and new developments could purchase a portion of the existing vehicle trips to offset their new trips.
- **Pricing Strategies** – The amount of vehicle demand at the gateway depends in part on the cost and convenience of travel, so pricing strategies could be used to influence travel demand. Examples of this would include pricing of parking spaces within the North Bayshore area, or congestion pricing at the entrances to North Bayshore.

APPENDICES

Appendix A: Spring 2020 North Bayshore District Monitoring Data Collection Methods in Mountain View, California

Daily Count Observations

Fehr & Peers will collect 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 will be collected for two consecutive weeks from Sunday February 9 to Saturday February 16, 2022. By collecting counts during this time we ensure 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 7:00 PM) volumes for typical mid-week days (Tuesday, Wednesday, and Thursday) will be reported, incorporating both 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

The additional shared-use path locations include:

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

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

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

Figure 1

Daily & Turning Movement Count Locations

In addition to the daily counts described above, Fehr & Peers will also collect 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 will estimate the volume of vehicles, pedestrians and bicyclists entering/exiting North Bayshore.

Gateway Vehicle Classification Observations

While the daily volume counts are being conducted, we will also conduct 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 7:00 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Sunday February 2, 2020 and Sunday February 15, 2020. 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 will be conducted at locations 1 through 7 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 will be assigned for each direction of traffic.

Using these vehicle classification observations, volumes will be classified into singleoccupant vehicles, carpool vehicles (vehicles with at least two people), TNCs (split by occupancy), transit vehicles, heavy vehicles, pedestrians and bicyclists. Furthermore, transit vehicles will be split out by vehicle type 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 will provide 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.

Figure 2

Vehicle Classification Observation Locations

Bus Occupancy Observations

Fehr & Peers will collect bus occupancy data at 17 bus stop locations presented in **Figure 3.** Some of the data will be collected from the appropriate agencies in spreadsheet format, while other data will be 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 will also be collected, described in the following section. Using this bus occupancy data, Fehr & Peers will determine 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) and VTA Route 185 (Gilroy Transit Center to Mountain View). Third party count vendor will conduct in-person field observations for VTA bus routes 40 and 185. These observations will be 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 February 2, 2020 and February 15, 2020 for the peak direction of travel.

For the morning peak period, local count vendors will board 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 will count the number of passengers getting off the bus. Once aboard the bus, staff will count 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 will repeat this process between 7:00 AM and 11:00 AM. In doing so, we will obtain bus occupancy data for the inbound direction of VTA bus route 40.

Following the same methodology as described above, count vendor's staff will also board the VTA bus route 185 on the east side of Shoreline Avenue at the Shoreline and Pear bus stop for the inbound direction, and get off at the Shoreline and Space Park stop. We will repeat this process between 7:00 AM and 11:00 AM. In doing so, we will obtain bus occupancy data for the inbound direction of VTA bus route 185 for the morning peak period.

Similar to the inbound direction, count vendor's staff will also collect VTA bus occupancy data for the outbound direction during the evening peak period. Count vendor's staff will board 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 will get off the bus at the Charleston Avenue / Landings Drive bus stop. While on the bus, staff will count the number of passengers on the bus. We will also count the number of passengers boarding the bus at the last outbound stop at Charleston Avenue / Landings Drive. In doing so, we will record the number of passengers leaving the North Bayshore Gateway for VTA Bus Route 40. We will repeat this process between 3:00 PM and 7:00 PM. In doing so, we will obtain bus occupancy data for the outbound direction of VTA bus route 40 for the evening peak period.

Following the same methods as described above, count vendor's staff will board the VTA bus route 185 on the west side of Shoreline Avenue at the Shoreline and Space Park bus stop for the outbound direction, and get off at the Shoreline and Pear stop. We will repeat this process between 3:00 PM and 7:00 PM. In doing so, we will obtain bus occupancy data for the outbound direction of VTA bus route 185 for the evening peak period.

MVgo Buses

MVgo bus boarding and alighting data will be collected from the Mountain View Transportation Management Association (MVTMA) for the entire month of February and March 2019. 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 will include the number of boardings and alightings for each bus stop, throughout the entire day. Using this information, Fehr & Peers will determine MVgo bus occupancy for the peak direction of travel on a typical weekday (Tuesday, Wednesday and Thursday) between February 2, 2020 and February 15, 2020.

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* MVgo bus stops not included since no in-person data collection will be performed at these stops

Figure 3

Bus Occupancy Observation Locations

ACE Buses

The ACE orange shuttle also provides direct access to North Bayshore. For this route, count vendor's staff will board the bus at the Shoreline Avenue / Pear Avenue bus stop and get off at the Shoreline Avenue / Space Park Way stop for the inbound direction. For the outbound direction, staff will board at the Shoreline Avenue / Space Park Way stop and alight at the Shoreline Avenue / Pear Avenue stop. This process will be 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 will be conducted by staff from a local count vendor. Once all the data is collected, Fehr & Peers will aggregate the bus occupancy data by bus size to be used in the monitoring report.

Google Buses

Local count vendor staff will be located at five 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 west of Huff Avenue
    - Crittenden Campus Google bus stop in the parking lot on the north side of Crittenden Lane
- For the outbound direction:
    - Crittenden Campus Google bus stop in the parking lot on the north side of Crittenden Lane
    - Google bus stop in the parking lot located just south of Charleston Road, between Huff Avenue and Joaquin Road

- Google bus stop at the pick-up/drop-off area located just east of the Googleplex, between Amphitheatre Parkway and Charleston Road
- The Alza Google bus stop located on the driveway opposite of the west-most Landings Drive, on the east side of Charleston Avenue
- The Google West Campus bus stop at the north end of the parking lot located just north-west of where Bayshore Parkway turns into Salado Drive.

Staff will record 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 will determine the bus occupancies for Google buses for the inbound direction during the morning peak period and the outbound direction for the evening peak period.

Microsoft Buses

Local count vendor staff will be located at the Microsoft bus stop on Microsoft's campus to the south of La Avenida Street and east of Macon Avenue. Staff will record the type of bus and the number of persons alighting during the morning peak period and boarding during the evening peak period. Using this information, Fehr & Peers will determine the bus occupancy for different Microsoft bus sizes for the inbound direction during the morning peak period and the outbound direction for the evening peak period. It should be noted that Microsoft bus stop was under construction and vacant during the data collection period.

Intuit

Local count vendor staff will be located at the two main Intuit bus stops located on Intuit's campuses at the east end of Casey Avenue, and at the parking lot entrance of 2535 Garcia Avenue. Staff will count the number of persons alighting during the morning peak period, number of persons boarding during the evening peak period, the bus license plate number and the type of bus. The number of persons alighting during the morning peak period will be used as the inbound Intuit bus occupancy for the morning peak period. Similarly, the number of boardings during the evening peak period will be used as the outbound bus occupancy for the evening peak period.

LinkedIn

Local count vendor staff will be located at the LinkedIn bus stop on LinkedIn's campus at the east end of Stierlin Court. Staff will record the type of bus and the number of persons alighting during the morning peak period and boarding during the evening peak period. Using this information,

Fehr & Peers will determine the bus occupancy for different LinkedIn bus sizes for the inbound direction during the morning peak period and the outbound direction for the evening peak period.

Gateway Operations Observations

Vehicle queues will increase under conditions where the gateway demand exceeds capacity. To estimate peak demand, peak period observations of vehicle queues will be observed at the Shoreline Boulevard and Rengstorff Boulevard gateways during the morning and evening peak periods for one day. If the vehicle queue increases over a specified time period, the additional queue will be added to the counted volume to estimate the actual gateway demand. Noting the extent of the queues, and times at which the queues begin to increase and decrease in length, will help describe the North Bayshore gateway operations throughout the morning and evening peak periods.

These queue observations will be conducted using cameras, recording the queues during the peak periods. Fehr & Peers' staff will then watch the recorded videos to determine queue extents and times at which the queues begin to increase and decrease in size. **Figure 4** shows the areas that will be captured with each camera. As shown on **Figure 4** and listed below, cameras will be used to record the inbound and outbound queues for all appropriate legs of the Rengstorff and Shoreline gateways at 15 queuing observation locations. Using this information, we can capture the demand from the approaches at the Rengstorff and Shoreline gateways.

- **Camera Location 1**: Camera will be positioned along Rengstorff Avenue to see extent of queues along Rengstorff Avenue for inbound vehicles extending south-west from the intersection of Rengstorff Avenue / Charleston Road-Garcia Avenue, as well as the outbound queues extending north-east from the intersection of Rengstorff Avenue / US-101 NB Ramps.

- **Camera Location 2**: Camera will be positioned along Rengstorff Avenue to see extent of queues along Rengstorff Avenue for inbound vehicles, extending south-west from the intersection of Rengstorff Avenue / Charleston Road-Garcia Avenue. This would include queues on the bridge, all the way down to the intersection of Rengstorff Avenue / US-101 SB Ramps. This camera will capture vehicles that are not visible from camera 1's position.

- **Camera Location 3**: Camera will be positioned along the US-101 SB Off-Ramp to see extent of queues along the US-101 SB Off-Ramp for inbound vehicles, extending from the intersection of Rengstorff Ave / US-101 SB Off-Ramp.

- **Camera Location 4**: Camera will be positioned along the US-101 NB Off-Ramp to see extent of queues along the US-101 NB Off-Ramp for inbound vehicles, extending from the intersection of Rengstorff Ave / US-101 NB Off-Ramps.

- **Camera Location 5**: Camera will be positioned along Garcia Avenue to see extent of queues along Garcia Avenue for outbound vehicles extending to the west along Garcia Avenue, from the intersection of Garcia Avenue / Rengstorff Avenue.

- **Camera Location 6**: Camera will be positioned along Garcia Avenue to see extent of queues along Garcia Avenue for outbound vehicles extending to the west along Garcia Avenue, from the intersection of Garcia Avenue / Rengstorff Avenue. This camera will capture vehicles that are not visible from camera 5's position.

- **Camera Location 7:** Camera will be positioned to see extent of queues along Amphitheatre Parkway for outbound vehicles extending to the east along Amphitheatre Parkway, from the intersection of Amphitheatre Parkway / Charleston Road.

- **Camera Location 8:** Camera will be positioned to see extent of queues along Charleston Avenue for outbound vehicles extending to the east along Charleston Avenue, from the intersection of Charleston Road / Rengstorff Avenue.

- **Camera Location 9:** Camera will be positioned to see extent of queues along Shoreline Boulevard for outbound vehicles extending to the north along Shoreline Boulevard from the intersection of Shoreline Boulevard / Plymouth Street.

- **Camera Location 10:** Camera will be positioned to see extent of queues along Shoreline Boulevard for outbound vehicles extending to the north along Shoreline Boulevard from the intersection of Shoreline Boulevard / La Avenida Street.

- **Camera Location 11:** Camera will be positioned to see extent of queues along La Avenida Street for outbound vehicles extending to the east along La Avenida Avenue, from the intersection of Shoreline Boulevard / La Avenida Street.

- **Camera Location 12:** Camera will be positioned to see extent of queues along the US-101 NB Off-Ramp for inbound vehicles extending to the east along the US-101 NB off-ramp, from the intersection of Shoreline Boulevard / US-101 NB Off-Ramp.

- **Camera Location 13:** Camera will be positioned to see extent of queues along the US-101 SB Off-Ramp for inbound vehicles extending west down the off-ramp, from the intersection of Shoreline Boulevard / US-101 SB Off-Ramp.

- **Camera Location 14:** Camera will be positioned to see extent of queues along Shoreline Boulevard for inbound vehicles extending to the south along Shoreline Boulevard, from the intersection of Shoreline Blvd / US-101 NB Off-Ramp.
- **Camera Location 15:** Camera will be positioned to see extent of queues along Shoreline Boulevard for inbound vehicles extending to the south along Shoreline Blvd, seeing over the bridge down to the intersection of Shoreline Avenue / Terra Bella Avenue. This camera will capture queues not visible from camera 14's location.

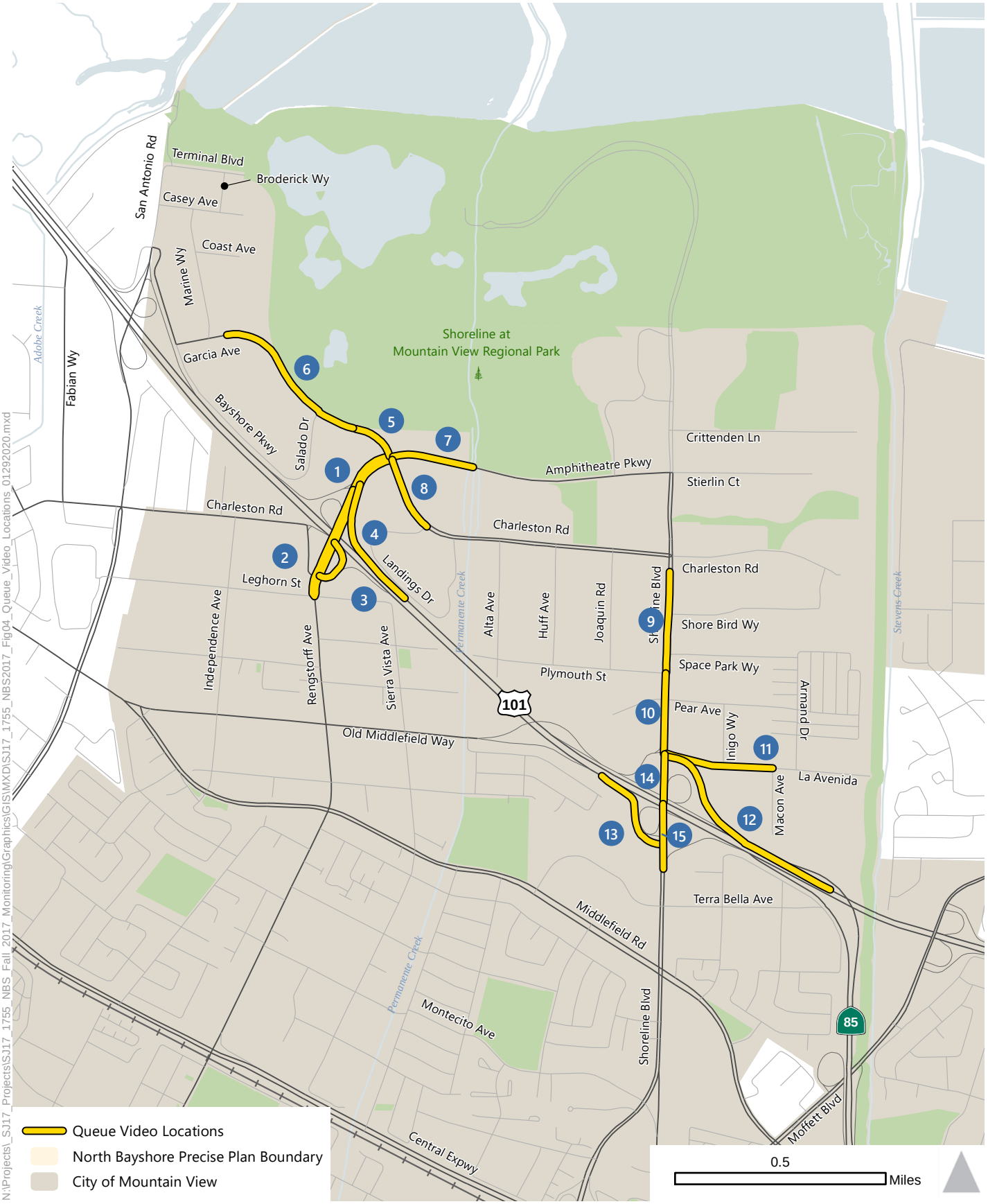


Figure 4

Queue Video Locations

Appendix B: Gateway Vehicle Counts

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2174 -- English (ENU)

Datasets:

Site: **[10] 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

*** Saturday, February 5, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	12	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	8	1	6	1	0	0	0	0	0	0	0	0	0	0
0900	13	0	12	0	0	0	1	0	0	0	0	0	0	0
1000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1100	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1200	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1300	21	4	16	1	0	0	0	0	0	0	0	0	0	0
1400	34	4	28	2	0	0	0	0	0	0	0	0	0	0
1500	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1600	19	1	16	2	0	0	0	0	0	0	0	0	0	0
1700	30	2	26	2	0	0	0	0	0	0	0	0	0	0
1800	30	2	24	4	0	0	0	0	0	0	0	0	0	0
1900	15	0	14	1	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	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2200	14	1	9	4	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	**240**	**14**	**205**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**300**	**14**	**262**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**323**	**15**	**279**	**28**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**341**	**15**	**296**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (34) **AM Peak step** 10:00 (20) **PM Peak step** 14:00 (34)

*** Sunday, February 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	7	1	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	2	1	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	0	0	0	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	5	0	5	0	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1000	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1300	28	1	21	6	0	0	0	0	0	0	0	0	0	0
1400	29	1	28	0	0	0	0	0	0	0	0	0	0	0
1500	35	2	30	3	0	0	0	0	0	0	0	0	0	0
1600	23	2	20	1	0	0	0	0	0	0	0	0	0	0
1700	29	0	27	2	0	0	0	0	0	0	0	0	0	0
1800	34	1	33	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2200	6	1	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	**247**	**7**	**223**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**300**	**7**	**272**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**308**	**8**	**279**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**328**	**8**	**297**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (35) **AM Peak step** 10:00 (18) **PM Peak step** 15:00 (35)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	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	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	1	0	1	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	0	0	1	0	0	0	0	0	0	0	0
0800	22	1	20	1	0	0	0	0	0	0	0	0	0	0
0900	12	1	10	1	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1100	17	0	11	6	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	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1400	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1500	26	1	23	2	0	0	0	0	0	0	0	0	0	0
1600	40	1	33	5	0	1	0	0	0	0	0	0	0	0
1700	40	1	38	1	0	0	0	0	0	0	0	0	0	0
1800	32	1	31	0	0	0	0	0	0	0	0	0	0	0
1900	20	1	19	0	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	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	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	**259**	**6**	**226**	**25**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**318**	**7**	**279**	**30**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**332**	**7**	**292**	**31**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**343**	**7**	**302**	**32**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (40) **AM Peak step** 8:00 (22) **PM Peak step** 16:00 (40)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0900	14	2	12	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	8	4	0	0	0	0	0	0	0	0	0	0
1100	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1200	11	0	11	0	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	18	4	0	0	0	0	0	0	0	0	0	0
1500	25	3	19	3	0	0	0	0	0	0	0	0	0	0
1600	29	1	25	3	0	0	0	0	0	0	0	0	0	0
1700	48	3	42	3	0	0	0	0	0	0	0	0	0	0
1800	41	1	38	2	0	0	0	0	0	0	0	0	0	0
1900	25	0	22	3	0	0	0	0	0	0	0	0	0	0
2000	19	1	15	3	0	0	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	19	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**265**	**11**	**226**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**323**	**12**	**277**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**346**	**12**	**299**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**361**	**12**	**314**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (48) **AM Peak step** 11:00 (20) **PM Peak step** 17:00 (48)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0800	23	0	21	2	0	0	0	0	0	0	0	0	0	0
0900	15	4	11	0	0	0	0	0	0	0	0	0	0	0
1000	12	1	11	0	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	20	2	16	1	0	0	1	0	0	0	0	0	0	0
1300	20	2	16	2	0	0	0	0	0	0	0	0	0	0
1400	20	1	15	3	0	0	1	0	0	0	0	0	0	0
1500	34	1	27	6	0	0	0	0	0	0	0	0	0	0
1600	29	2	24	3	0	0	0	0	0	0	0	0	0	0
1700	42	2	36	4	0	0	0	0	0	0	0	0	0	0
1800	41	0	37	4	0	0	0	0	0	0	0	0	0	0
1900	35	1	28	6	0	0	0	0	0	0	0	0	0	0
2000	20	0	20	0	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	10	0	9	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	**283**	**15**	**237**	**29**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**350**	**16**	**296**	**36**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**370**	**16**	**315**	**37**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**380**	**16**	**324**	**38**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (42) **AM Peak step** 8:00 (23) **PM Peak step** 17:00 (42)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	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	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	10	1	9	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0900	8	0	5	3	0	0	0	0	0	0	0	0	0	0
1000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1100	21	2	16	3	0	0	0	0	0	0	0	0	0	0
1200	28	1	21	6	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	26	1	21	4	0	0	0	0	0	0	0	0	0	0
1500	21	1	17	2	0	0	0	0	1	0	0	0	0	0
1600	24	0	22	2	0	0	0	0	0	0	0	0	0	0
1700	40	0	35	5	0	0	0	0	0	0	0	0	0	0
1800	39	1	35	3	0	0	0	0	0	0	0	0	0	0
1900	24	1	22	1	0	0	0	0	0	0	0	0	0	0
2000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	16	0	16	0	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	**257**	**7**	**219**	**30**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**312**	**9**	**268**	**34**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**339**	**9**	**294**	**35**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**348**	**9**	**303**	**35**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (40) **AM Peak step** 11:00 (21) **PM Peak step** 17:00 (40)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	8	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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0800	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0900	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1100	12	1	8	2	0	0	1	0	0	0	0	0	0	0
1200	19	2	16	1	0	0	0	0	0	0	0	0	0	0
1300	19	2	16	1	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	33	1	29	3	0	0	0	0	0	0	0	0	0	0
1600	30	1	26	3	0	0	0	0	0	0	0	0	0	0
1700	30	3	26	1	0	0	0	0	0	0	0	0	0	0
1800	46	1	39	6	0	0	0	0	0	0	0	0	0	0
1900	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2000	31	0	26	5	0	0	0	0	0	0	0	0	0	0
2100	11	2	9	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	16	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	**267**	**11**	**231**	**24**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**337**	**13**	**293**	**30**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**359**	**13**	**314**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**373**	**13**	**327**	**32**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (46) **AM Peak step** 8:00 (21) **PM Peak step** 18:00 (46)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	1	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	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	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	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0900	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1000	10	2	7	0	0	1	0	0	0	0	0	0	0	0
1100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1200	17	1	15	1	0	0	0	0	0	0	0	0	0	0
1300	21	1	19	1	0	0	0	0	0	0	0	0	0	0
1400	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1500	27	0	24	3	0	0	0	0	0	0	0	0	0	0
1600	24	2	21	1	0	0	0	0	0	0	0	0	0	0
1700	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1800	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1900	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2000	17	0	17	0	0	0	0	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	11	0	11	0	0	0	0	0	0	0	0	0	0	0
07-19	**242**	**6**	**214**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**297**	**6**	**267**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**326**	**6**	**295**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**344**	**6**	**311**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (35) **AM Peak step** 11:00 (18) **PM Peak step** 17:00 (35)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	1	1	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	2	0	2	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	0	2	0	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	19	1	13	5	0	0	0	0	0	0	0	0	0	0
1100	21	0	17	4	0	0	0	0	0	0	0	0	0	0
1200	32	1	27	4	0	0	0	0	0	0	0	0	0	0
1300	23	1	17	5	0	0	0	0	0	0	0	0	0	0
1400	37	2	33	2	0	0	0	0	0	0	0	0	0	0
1500	34	3	27	4	0	0	0	0	0	0	0	0	0	0
1600	25	1	24	0	0	0	0	0	0	0	0	0	0	0
1700	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1800	29	3	23	3	0	0	0	0	0	0	0	0	0	0
1900	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2000	28	0	28	0	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	14	1	13	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	**272**	**12**	**227**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**341**	**12**	**292**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**361**	**13**	**311**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**376**	**13**	**325**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (37) **AM Peak step** 11:00 (21) **PM Peak step** 14:00 (37)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	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	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0800	16	1	14	1	0	0	0	0	0	0	0	0	0	0
0900	13	2	10	1	0	0	0	0	0	0	0	0	0	0
1000	10	1	8	1	0	0	0	0	0	0	0	0	0	0
1100	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1200	19	0	17	1	0	0	0	0	1	0	0	0	0	0
1300	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1400	29	1	25	3	0	0	0	0	0	0	0	0	0	0
1500	39	0	36	3	0	0	0	0	0	0	0	0	0	0
1600	37	0	34	3	0	0	0	0	0	0	0	0	0	0
1700	41	1	34	5	0	0	0	0	1	0	0	0	0	0
1800	41	0	40	1	0	0	0	0	0	0	0	0	0	0
1900	34	0	30	4	0	0	0	0	0	0	0	0	0	0
2000	23	2	18	3	0	0	0	0	0	0	0	0	0	0
2100	15	0	14	1	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	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**289**	**6**	**261**	**20**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**364**	**8**	**326**	**28**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**386**	**8**	**347**	**29**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**401**	**8**	**361**	**30**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (41) **AM Peak step** 11:00 (18) **PM Peak step** 17:00 (41)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	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	3	0	3	0	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	30	1	22	7	0	0	0	0	0	0	0	0	0	0
0900	28	2	23	3	0	0	0	0	0	0	0	0	0	0
1000	12	1	9	2	0	0	0	0	0	0	0	0	0	0
1100	18	1	16	0	0	0	1	0	0	0	0	0	0	0
1200	25	1	23	1	0	0	0	0	0	0	0	0	0	0
1300	23	3	17	3	0	0	0	0	0	0	0	0	0	0
1400	37	1	32	4	0	0	0	0	0	0	0	0	0	0
1500	19	1	17	1	0	0	0	0	0	0	0	0	0	0
1600	27	2	22	3	0	0	0	0	0	0	0	0	0	0
1700	39	0	36	3	0	0	0	0	0	0	0	0	0	0
1800	47	0	42	5	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	29	2	27	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	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	**316**	**13**	**269**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**383**	**15**	**331**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**394**	**15**	**342**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**410**	**15**	**358**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (47) **AM Peak step** 8:00 (30) **PM Peak step** 18:00 (47)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	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	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	3	0	3	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	3	1	2	0	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	29	1	25	3	0	0	0	0	0	0	0	0	0	0
0900	14	1	12	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1100	20	1	14	5	0	0	0	0	0	0	0	0	0	0
1200	30	2	23	5	0	0	0	0	0	0	0	0	0	0
1300	26	1	25	0	0	0	0	0	0	0	0	0	0	0
1400	33	2	28	2	0	0	1	0	0	0	0	0	0	0
1500	41	2	31	7	0	0	0	0	1	0	0	0	0	0
1600	37	1	29	7	0	0	0	0	0	0	0	0	0	0
1700	44	1	41	2	0	0	0	0	0	0	0	0	0	0
1800	26	0	21	5	0	0	0	0	0	0	0	0	0	0
1900	32	1	26	5	0	0	0	0	0	0	0	0	0	0
2000	27	0	21	4	0	0	2	0	0	0	0	0	0	0
2100	19	0	18	1	0	0	0	0	0	0	0	0	0	0
2200	18	0	18	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	**325**	**12**	**271**	**40**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**406**	**14**	**338**	**50**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**428**	**14**	**360**	**50**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**445**	**14**	**375**	**52**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (44) **AM Peak step** 8:00 (29) **PM Peak step** 17:00 (44)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	13	3	10	0	0	0	0	0	0	0	0	0	0	0
0800	25	2	19	4	0	0	0	0	0	0	0	0	0	0
0900	14	1	11	2	0	0	0	0	0	0	0	0	0	0
1000	19	1	16	2	0	0	0	0	0	0	0	0	0	0
1100	20	2	15	3	0	0	0	0	0	0	0	0	0	0
1200	29	0	26	2	0	0	1	0	0	0	0	0	0	0
1300	34	2	26	5	0	0	1	0	0	0	0	0	0	0
1400	42	1	35	6	0	0	0	0	0	0	0	0	0	0
1500	36	1	28	6	0	0	1	0	0	0	0	0	0	0
1600	24	1	21	2	0	0	0	0	0	0	0	0	0	0
1700	35	1	32	2	0	0	0	0	0	0	0	0	0	0
1800	36	0	28	8	0	0	0	0	0	0	0	0	0	0
1900	37	2	33	2	0	0	0	0	0	0	0	0	0	0
2000	24	0	19	5	0	0	0	0	0	0	0	0	0	0
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	11	1	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	**327**	**15**	**267**	**42**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**408**	**17**	**339**	**49**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**431**	**17**	**360**	**51**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**439**	**17**	**368**	**51**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (42) **AM Peak step** 8:00 (25) **PM Peak step** 14:00 (42)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	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	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	0	0	0	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	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0800	36	1	31	4	0	0	0	0	0	0	0	0	0	0
0900	22	2	16	4	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	19	3	14	2	0	0	0	0	0	0	0	0	0	0
1200	30	0	25	5	0	0	0	0	0	0	0	0	0	0
1300	29	4	23	2	0	0	0	0	0	0	0	0	0	0
1400	31	1	25	4	0	0	1	0	0	0	0	0	0	0
1500	22	2	18	2	0	0	0	0	0	0	0	0	0	0
1600	35	0	28	6	0	0	1	0	0	0	0	0	0	0
1700	37	2	33	2	0	0	0	0	0	0	0	0	0	0
1800	37	1	32	4	0	0	0	0	0	0	0	0	0	0
1900	32	0	30	2	0	0	0	0	0	0	0	0	0	0
2000	30	1	27	2	0	0	0	0	0	0	0	0	0	0
2100	11	0	10	1	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	13	0	13	0	0	0	0	0	0	0	0	0	0	0
07-19	**318**	**16**	**262**	**38**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**394**	**17**	**331**	**44**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**420**	**17**	**357**	**44**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**434**	**17**	**370**	**45**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (37) **AM Peak step** 8:00 (36) **PM Peak step** 17:00 (37)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	1	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	0	0	0	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	8	1	7	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0900	18	2	16	0	0	0	0	0	0	0	0	0	0	0
1000	20	2	16	2	0	0	0	0	0	0	0	0	0	0
1100	27	3	22	2	0	0	0	0	0	0	0	0	0	0
1200	20	1	16	3	0	0	0	0	0	0	0	0	0	0
1300	34	3	27	4	0	0	0	0	0	0	0	0	0	0
1400	32	0	28	3	0	0	1	0	0	0	0	0	0	0
1500	36	1	34	1	0	0	0	0	0	0	0	0	0	0
1600	23	1	19	3	0	0	0	0	0	0	0	0	0	0
1700	23	1	20	2	0	0	0	0	0	0	0	0	0	0
1800	30	2	26	2	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	33	0	32	1	0	0	0	0	0	0	0	0	0	0
2100	22	0	20	2	0	0	0	0	0	0	0	0	0	0
2200	9	1	5	3	0	0	0	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
07-19	**277**	**17**	**236**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**347**	**17**	**300**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**370**	**18**	**317**	**34**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**382**	**18**	**327**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (36) **AM Peak step** 11:00 (27) **PM Peak step** 15:00 (36)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2175 -- English (ENU)

Datasets:
Site: **[10] 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

*** Saturday, February 5, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	3	1	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	19	0	19	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	28	3	0	0	0	0	0	0	0	0	0	0
0800	53	1	44	8	0	0	0	0	0	0	0	0	0	0
0900	54	0	52	2	0	0	0	0	0	0	0	0	0	0
1000	58	2	51	4	0	0	1	0	0	0	0	0	0	0
1100	56	0	52	4	0	0	0	0	0	0	0	0	0	0
1200	49	0	47	2	0	0	0	0	0	0	0	0	0	0
1300	55	4	47	4	0	0	0	0	0	0	0	0	0	0
1400	56	1	52	3	0	0	0	0	0	0	0	0	0	0
1500	38	0	35	2	0	1	0	0	0	0	0	0	0	0
1600	50	0	48	2	0	0	0	0	0	0	0	0	0	0
1700	36	0	34	2	0	0	0	0	0	0	0	0	0	0
1800	45	0	43	1	0	0	1	0	0	0	0	0	0	0
1900	28	0	27	1	0	0	0	0	0	0	0	0	0	0
2000	20	1	17	2	0	0	0	0	0	0	0	0	0	0
2100	22	0	20	2	0	0	0	0	0	0	0	0	0	0
2200	19	1	17	1	0	0	0	0	0	0	0	0	0	0
2300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
07-19	**581**	**8**	**533**	**37**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**670**	**9**	**616**	**42**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**704**	**10**	**647**	**44**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**723**	**10**	**665**	**45**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (58) **AM Peak step** 10:00 (58) **PM Peak step** 14:00 (56)

*** Sunday, February 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	11	1	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	7	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	5	1	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	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0800	40	0	37	3	0	0	0	0	0	0	0	0	0	0
0900	50	0	49	1	0	0	0	0	0	0	0	0	0	0
1000	62	0	60	2	0	0	0	0	0	0	0	0	0	0
1100	47	0	42	4	0	0	1	0	0	0	0	0	0	0
1200	54	0	48	5	0	0	1	0	0	0	0	0	0	0
1300	53	1	52	0	0	0	0	0	0	0	0	0	0	0
1400	40	1	35	4	0	0	0	0	0	0	0	0	0	0
1500	48	0	47	1	0	0	0	0	0	0	0	0	0	0
1600	42	0	40	1	0	0	1	0	0	0	0	0	0	0
1700	43	1	39	2	0	0	1	0	0	0	0	0	0	0
1800	47	0	46	1	0	0	0	0	0	0	0	0	0	0
1900	31	0	31	0	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	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	17	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	**540**	**3**	**509**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**621**	**3**	**590**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**641**	**3**	**610**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**683**	**3**	**649**	**27**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (62) **AM Peak step** 10:00 (62) **PM Peak step** 12:00 (54)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	4	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	2	1	0	0	0	0	0	0	0	0	0	0
0500	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0600	30	0	26	4	0	0	0	0	0	0	0	0	0	0
0700	82	0	76	6	0	0	0	0	0	0	0	0	0	0
0800	73	1	65	7	0	0	0	0	0	0	0	0	0	0
0900	45	0	41	4	0	0	0	0	0	0	0	0	0	0
1000	41	0	38	3	0	0	0	0	0	0	0	0	0	0
1100	44	1	40	2	0	1	0	0	0	0	0	0	0	0
1200	30	0	25	4	0	1	0	0	0	0	0	0	0	0
1300	49	3	43	2	1	0	0	0	0	0	0	0	0	0
1400	62	0	58	4	0	0	0	0	0	0	0	0	0	0
1500	53	0	50	2	0	1	0	0	0	0	0	0	0	0
1600	43	1	39	3	0	0	0	0	0	0	0	0	0	0
1700	52	1	50	1	0	0	0	0	0	0	0	0	0	0
1800	36	1	34	1	0	0	0	0	0	0	0	0	0	0
1900	29	0	28	1	0	0	0	0	0	0	0	0	0	0
2000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
2100	16	0	16	0	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**610**	**8**	**559**	**39**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**705**	**8**	**648**	**45**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**722**	**8**	**665**	**45**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**762**	**8**	**702**	**48**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (82) **AM Peak step** 7:00 (82) **PM Peak step** 14:00 (62)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	5	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	4	0	4	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	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0600	29	0	25	4	0	0	0	0	0	0	0	0	0	0
0700	93	0	86	7	0	0	0	0	0	0	0	0	0	0
0800	74	0	69	5	0	0	0	0	0	0	0	0	0	0
0900	41	1	35	4	0	0	1	0	0	0	0	0	0	0
1000	44	0	40	3	0	1	0	0	0	0	0	0	0	0
1100	48	1	37	9	0	1	0	0	0	0	0	0	0	0
1200	29	0	25	4	0	0	0	0	0	0	0	0	0	0
1300	37	1	32	4	0	0	0	0	0	0	0	0	0	0
1400	53	1	51	1	0	0	0	0	0	0	0	0	0	0
1500	50	1	42	7	0	0	0	0	0	0	0	0	0	0
1600	59	2	51	5	1	0	0	0	0	0	0	0	0	0
1700	51	3	43	5	0	0	0	0	0	0	0	0	0	0
1800	41	0	37	4	0	0	0	0	0	0	0	0	0	0
1900	28	2	26	0	0	0	0	0	0	0	0	0	0	0
2000	27	1	25	1	0	0	0	0	0	0	0	0	0	0
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	0	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	**620**	**10**	**548**	**58**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**722**	**13**	**642**	**63**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**744**	**13**	**663**	**64**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**773**	**13**	**690**	**66**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (93) **AM Peak step** 7:00 (93) **PM Peak step** 16:00 (59)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	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	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	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	19	1	15	3	0	0	0	0	0	0	0	0	0	0
0600	27	1	24	2	0	0	0	0	0	0	0	0	0	0
0700	82	1	68	13	0	0	0	0	0	0	0	0	0	0
0800	79	0	68	11	0	0	0	0	0	0	0	0	0	0
0900	56	0	50	6	0	0	0	0	0	0	0	0	0	0
1000	38	0	33	5	0	0	0	0	0	0	0	0	0	0
1100	53	1	50	1	0	1	0	0	0	0	0	0	0	0
1200	47	2	41	4	0	0	0	0	0	0	0	0	0	0
1300	42	2	35	5	0	0	0	0	0	0	0	0	0	0
1400	60	2	51	7	0	0	0	0	0	0	0	0	0	0
1500	49	3	40	5	0	1	0	0	0	0	0	0	0	0
1600	53	3	47	3	0	0	0	0	0	0	0	0	0	0
1700	64	2	55	6	1	0	0	0	0	0	0	0	0	0
1800	53	4	45	4	0	0	0	0	0	0	0	0	0	0
1900	30	0	28	2	0	0	0	0	0	0	0	0	0	0
2000	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**676**	**20**	**583**	**70**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**772**	**21**	**673**	**75**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**785**	**21**	**685**	**76**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**820**	**22**	**714**	**81**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (82) **AM Peak step** 7:00 (82) **PM Peak step** 17:00 (64)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	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	3	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0600	26	1	22	3	0	0	0	0	0	0	0	0	0	0
0700	88	0	77	11	0	0	0	0	0	0	0	0	0	0
0800	76	1	69	6	0	0	0	0	0	0	0	0	0	0
0900	40	2	35	2	1	0	0	0	0	0	0	0	0	0
1000	53	0	45	7	0	1	0	0	0	0	0	0	0	0
1100	41	1	34	6	0	0	0	0	0	0	0	0	0	0
1200	50	1	43	6	0	0	0	0	0	0	0	0	0	0
1300	33	0	28	5	0	0	0	0	0	0	0	0	0	0
1400	55	2	45	6	0	0	2	0	0	0	0	0	0	0
1500	45	5	35	5	0	0	0	0	0	0	0	0	0	0
1600	51	1	44	6	0	0	0	0	0	0	0	0	0	0
1700	59	1	51	5	0	0	0	2	0	0	0	0	0	0
1800	49	2	46	1	0	0	0	0	0	0	0	0	0	0
1900	34	0	32	2	0	0	0	0	0	0	0	0	0	0
2000	26	0	26	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	16	0	0	0	1	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	10	1	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**640**	**16**	**552**	**66**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**743**	**17**	**648**	**71**	**1**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**764**	**18**	**667**	**72**	**1**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**804**	**18**	**704**	**75**	**1**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (88) **AM Peak step** 7:00 (88) **PM Peak step** 17:00 (59)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	3	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	27	1	24	2	0	0	0	0	0	0	0	0	0	0
0600	38	1	34	3	0	0	0	0	0	0	0	0	0	0
0700	80	0	68	12	0	0	0	0	0	0	0	0	0	0
0800	82	1	76	5	0	0	0	0	0	0	0	0	0	0
0900	44	0	41	3	0	0	0	0	0	0	0	0	0	0
1000	60	1	54	5	0	0	0	0	0	0	0	0	0	0
1100	40	1	36	1	0	1	0	0	1	0	0	0	0	0
1200	46	1	44	1	0	0	0	0	0	0	0	0	0	0
1300	50	2	42	6	0	0	0	0	0	0	0	0	0	0
1400	55	0	52	3	0	0	0	0	0	0	0	0	0	0
1500	62	1	54	6	0	1	0	0	0	0	0	0	0	0
1600	45	2	40	3	0	0	0	0	0	0	0	0	0	0
1700	55	1	53	1	0	0	0	0	0	0	0	0	0	0
1800	48	0	46	2	0	0	0	0	0	0	0	0	0	0
1900	50	2	44	4	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	20	0	20	0	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**667**	**10**	**606**	**48**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**799**	**13**	**728**	**55**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**818**	**14**	**745**	**56**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**861**	**15**	**785**	**58**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (82) **AM Peak step** 8:00 (82) **PM Peak step** 15:00 (62)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	18	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	28	3	0	0	0	0	0	0	0	0	0	0
0800	52	1	47	4	0	0	0	0	0	0	0	0	0	0
0900	62	2	56	4	0	0	0	0	0	0	0	0	0	0
1000	51	1	45	5	0	0	0	0	0	0	0	0	0	0
1100	54	0	50	4	0	0	0	0	0	0	0	0	0	0
1200	54	2	50	2	0	0	0	0	0	0	0	0	0	0
1300	39	0	38	1	0	0	0	0	0	0	0	0	0	0
1400	59	0	59	0	0	0	0	0	0	0	0	0	0	0
1500	51	1	47	3	0	0	0	0	0	0	0	0	0	0
1600	48	3	45	0	0	0	0	0	0	0	0	0	0	0
1700	51	0	50	1	0	0	0	0	0	0	0	0	0	0
1800	39	0	37	2	0	0	0	0	0	0	0	0	0	0
1900	21	0	21	0	0	0	0	0	0	0	0	0	0	0
2000	29	1	27	1	0	0	0	0	0	0	0	0	0	0
2100	17	1	15	1	0	0	0	0	0	0	0	0	0	0
2200	18	1	17	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
07-19	**591**	**10**	**552**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**676**	**12**	**633**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**710**	**13**	**666**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**736**	**13**	**692**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (62) **AM Peak step** 9:00 (62) **PM Peak step** 14:00 (59)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	8	1	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	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	6	0	6	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	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0800	45	0	42	3	0	0	0	0	0	0	0	0	0	0
0900	64	1	61	2	0	0	0	0	0	0	0	0	0	0
1000	62	0	59	3	0	0	0	0	0	0	0	0	0	0
1100	52	1	45	5	0	0	1	0	0	0	0	0	0	0
1200	58	2	50	6	0	0	0	0	0	0	0	0	0	0
1300	48	1	45	2	0	0	0	0	0	0	0	0	0	0
1400	57	0	55	2	0	0	0	0	0	0	0	0	0	0
1500	50	1	46	3	0	0	0	0	0	0	0	0	0	0
1600	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1700	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1800	38	0	36	2	0	0	0	0	0	0	0	0	0	0
1900	37	0	35	2	0	0	0	0	0	0	0	0	0	0
2000	33	0	30	3	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	19	1	16	2	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	**590**	**6**	**551**	**32**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**690**	**6**	**645**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**717**	**7**	**669**	**40**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**747**	**7**	**698**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (64) **AM Peak step** 9:00 (64) **PM Peak step** 12:00 (58)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	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	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	21	1	18	2	0	0	0	0	0	0	0	0	0	0
0600	37	0	34	3	0	0	0	0	0	0	0	0	0	0
0700	85	0	76	9	0	0	0	0	0	0	0	0	0	0
0800	78	0	75	3	0	0	0	0	0	0	0	0	0	0
0900	42	2	36	4	0	0	0	0	0	0	0	0	0	0
1000	48	0	47	1	0	0	0	0	0	0	0	0	0	0
1100	50	0	45	5	0	0	0	0	0	0	0	0	0	0
1200	44	1	40	3	0	0	0	0	0	0	0	0	0	0
1300	43	1	40	2	0	0	0	0	0	0	0	0	0	0
1400	60	0	58	2	0	0	0	0	0	0	0	0	0	0
1500	55	0	53	2	0	0	0	0	0	0	0	0	0	0
1600	52	0	44	7	0	1	0	0	0	0	0	0	0	0
1700	64	1	61	2	0	0	0	0	0	0	0	0	0	0
1800	54	1	47	6	0	0	0	0	0	0	0	0	0	0
1900	33	1	32	0	0	0	0	0	0	0	0	0	0	0
2000	27	1	23	3	0	0	0	0	0	0	0	0	0	0
2100	24	0	21	3	0	0	0	0	0	0	0	0	0	0
2200	9	0	8	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	**675**	**6**	**622**	**46**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**796**	**8**	**732**	**55**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**815**	**8**	**750**	**56**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**852**	**9**	**783**	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (85) **AM Peak step** 7:00 (85) **PM Peak step** 17:00 (64)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0600	23	0	21	2	0	0	0	0	0	0	0	0	0	0
0700	102	0	91	11	0	0	0	0	0	0	0	0	0	0
0800	88	0	78	10	0	0	0	0	0	0	0	0	0	0
0900	41	1	37	3	0	0	0	0	0	0	0	0	0	0
1000	53	1	51	1	0	0	0	0	0	0	0	0	0	0
1100	47	1	40	5	0	0	1	0	0	0	0	0	0	0
1200	42	0	40	2	0	0	0	0	0	0	0	0	0	0
1300	49	1	44	4	0	0	0	0	0	0	0	0	0	0
1400	46	0	43	3	0	0	0	0	0	0	0	0	0	0
1500	48	0	43	5	0	0	0	0	0	0	0	0	0	0
1600	60	0	55	5	0	0	0	0	0	0	0	0	0	0
1700	42	2	36	4	0	0	0	0	0	0	0	0	0	0
1800	44	0	42	2	0	0	0	0	0	0	0	0	0	0
1900	33	0	31	2	0	0	0	0	0	0	0	0	0	0
2000	22	1	19	2	0	0	0	0	0	0	0	0	0	0
2100	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	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	**662**	**6**	**600**	**55**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**757**	**7**	**685**	**64**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**769**	**7**	**697**	**64**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**805**	**7**	**730**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (102) **AM Peak step** 7:00 (102) **PM Peak step** 16:00 (60)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	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	1	0	1	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	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0600	29	1	23	5	0	0	0	0	0	0	0	0	0	0
0700	87	0	77	10	0	0	0	0	0	0	0	0	0	0
0800	95	0	89	6	0	0	0	0	0	0	0	0	0	0
0900	41	0	37	4	0	0	0	0	0	0	0	0	0	0
1000	46	0	40	5	0	1	0	0	0	0	0	0	0	0
1100	36	1	34	1	0	0	0	0	0	0	0	0	0	0
1200	51	0	43	7	0	1	0	0	0	0	0	0	0	0
1300	56	1	54	1	0	0	0	0	0	0	0	0	0	0
1400	65	3	57	5	0	0	0	0	0	0	0	0	0	0
1500	61	2	53	6	0	0	0	0	0	0	0	0	0	0
1600	50	2	45	3	0	0	0	0	0	0	0	0	0	0
1700	58	4	51	3	0	0	0	0	0	0	0	0	0	0
1800	48	0	45	3	0	0	0	0	0	0	0	0	0	0
1900	37	0	36	1	0	0	0	0	0	0	0	0	0	0
2000	34	2	30	2	0	0	0	0	0	0	0	0	0	0
2100	23	1	21	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	9	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	**694**	**13**	**625**	**54**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**817**	**17**	**735**	**63**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**834**	**17**	**751**	**64**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**873**	**17**	**785**	**69**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (95) **AM Peak step** 8:00 (95) **PM Peak step** 14:00 (65)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0600	26	0	22	4	0	0	0	0	0	0	0	0	0	0
0700	96	0	88	8	0	0	0	0	0	0	0	0	0	0
0800	79	1	72	6	0	0	0	0	0	0	0	0	0	0
0900	61	2	52	4	0	0	3	0	0	0	0	0	0	0
1000	45	1	38	5	0	0	1	0	0	0	0	0	0	0
1100	57	1	52	3	0	1	0	0	0	0	0	0	0	0
1200	52	2	43	7	0	0	0	0	0	0	0	0	0	0
1300	47	3	42	2	0	0	0	0	0	0	0	0	0	0
1400	61	1	55	5	0	0	0	0	0	0	0	0	0	0
1500	58	1	49	8	0	0	0	0	0	0	0	0	0	0
1600	46	2	43	1	0	0	0	0	0	0	0	0	0	0
1700	50	4	43	3	0	0	0	0	0	0	0	0	0	0
1800	42	2	35	5	0	0	0	0	0	0	0	0	0	0
1900	31	1	30	0	0	0	0	0	0	0	0	0	0	0
2000	24	1	22	1	0	0	0	0	0	0	0	0	0	0
2100	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	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	**694**	**20**	**612**	**57**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**797**	**22**	**707**	**63**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**816**	**22**	**726**	**63**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**850**	**22**	**758**	**65**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (96) **AM Peak step** 7:00 (96) **PM Peak step** 14:00 (61)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	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	1	0	0	1	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	6	1	0	0	0	0	0	0	0	0	0	0
0500	19	1	17	1	0	0	0	0	0	0	0	0	0	0
0600	31	0	28	3	0	0	0	0	0	0	0	0	0	0
0700	94	0	86	8	0	0	0	0	0	0	0	0	0	0
0800	89	0	78	10	0	1	0	0	0	0	0	0	0	0
0900	58	0	52	6	0	0	0	0	0	0	0	0	0	0
1000	48	0	43	5	0	0	0	0	0	0	0	0	0	0
1100	58	2	51	4	0	1	0	0	0	0	0	0	0	0
1200	54	1	47	6	0	0	0	0	0	0	0	0	0	0
1300	52	4	41	7	0	0	0	0	0	0	0	0	0	0
1400	55	1	48	6	0	0	0	0	0	0	0	0	0	0
1500	52	2	45	5	0	0	0	0	0	0	0	0	0	0
1600	49	0	44	4	0	1	0	0	0	0	0	0	0	0
1700	60	0	51	9	0	0	0	0	0	0	0	0	0	0
1800	65	0	61	3	0	0	1	0	0	0	0	0	0	0
1900	34	1	33	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	41	3	0	0	0	0	0	0	0	0	0	0
2100	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**734**	**10**	**647**	**73**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**858**	**11**	**763**	**80**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**883**	**11**	**788**	**80**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**924**	**12**	**825**	**83**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (94) **AM Peak step** 7:00 (94) **PM Peak step** 18:00 (65)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	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	2	0	2	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0800	48	1	46	1	0	0	0	0	0	0	0	0	0	0
0900	71	1	64	5	0	0	1	0	0	0	0	0	0	0
1000	51	2	43	5	0	1	0	0	0	0	0	0	0	0
1100	62	2	55	5	0	0	0	0	0	0	0	0	0	0
1200	54	3	47	4	0	0	0	0	0	0	0	0	0	0
1300	59	1	53	5	0	0	0	0	0	0	0	0	0	0
1400	56	1	50	4	0	0	0	0	1	0	0	0	0	0
1500	54	2	48	4	0	0	0	0	0	0	0	0	0	0
1600	38	2	35	1	0	0	0	0	0	0	0	0	0	0
1700	49	2	39	8	0	0	0	0	0	0	0	0	0	0
1800	44	0	41	3	0	0	0	0	0	0	0	0	0	0
1900	40	1	39	0	0	0	0	0	0	0	0	0	0	0
2000	34	0	30	4	0	0	0	0	0	0	0	0	0	0
2100	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	0
07-19	**613**	**17**	**546**	**47**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**726**	**18**	**652**	**53**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**756**	**18**	**682**	**53**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**778**	**18**	**704**	**53**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (71) **AM Peak step** 9:00 (71) **PM Peak step** 13:00 (59)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2157 -- English (ENU)

Datasets:

Site: **[2EB] BAYSHORE PKWY E OF SAN ANTONIO 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: 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 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	0	0	0	1	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	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	27	6	0	0	3	0	0	0	0	0	0	0
0900	84	0	65	7	0	0	12	0	0	0	0	0	0	0
1000	54	0	43	4	0	1	6	0	0	0	0	0	0	0
1100	61	0	58	1	0	0	2	0	0	0	0	0	0	0
1200	50	1	42	5	0	0	2	0	0	0	0	0	0	0
1300	37	0	28	5	0	1	3	0	0	0	0	0	0	0
1400	39	2	34	3	0	0	0	0	0	0	0	0	0	0
1500	36	3	31	1	0	0	1	0	0	0	0	0	0	0
1600	41	1	37	2	0	0	1	0	0	0	0	0	0	0
1700	35	2	30	2	0	0	1	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	0	1	0	0	0	0	0	0	0	0	0
2100	6	0	5	0	0	1	0	0	0	0	0	0	0	0
2200	4	0	4	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	**498**	**9**	**420**	**36**	**0**	**2**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**523**	**9**	**443**	**36**	**1**	**3**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**529**	**9**	**449**	**36**	**1**	**3**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**570**	**9**	**485**	**40**	**1**	**3**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (84) **AM Peak step** 9:00 (84) **PM Peak step** 12:00 (50)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	0	1	1	0	0	0	0	0	0	0	0	0
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0
0400	50	0	43	7	0	0	0	0	0	0	0	0	0	0
0500	76	0	56	18	2	0	0	0	0	0	0	0	0	0
0600	68	0	49	14	2	3	0	0	0	0	0	0	0	0
0700	70	1	37	18	7	4	3	0	0	0	0	0	0	0
0800	100	2	67	16	9	4	2	0	0	0	0	0	0	0
0900	79	0	49	17	8	3	2	0	0	0	0	0	0	0
1000	68	2	43	13	3	4	3	0	0	0	0	0	0	0
1100	66	0	56	10	0	0	0	0	0	0	0	0	0	0
1200	65	1	52	10	0	1	1	0	0	0	0	0	0	0
1300	66	2	54	6	1	3	0	0	0	0	0	0	0	0
1400	61	1	47	9	0	3	1	0	0	0	0	0	0	0
1500	88	0	68	13	2	3	2	0	0	0	0	0	0	0
1600	107	0	87	12	4	3	1	0	0	0	0	0	0	0
1700	94	1	76	12	2	3	0	0	0	0	0	0	0	0
1800	55	1	46	4	2	2	0	0	0	0	0	0	0	0
1900	35	2	28	0	3	2	0	0	0	0	0	0	0	0
2000	18	0	18	0	0	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	8	0	6	2	0	0	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	**919**	**11**	**682**	**140**	**38**	**33**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1050**	**13**	**786**	**155**	**43**	**38**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1059**	**13**	**792**	**158**	**43**	**38**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1192**	**13**	**894**	**185**	**47**	**38**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (107) **AM Peak step** 8:00 (100) **PM Peak step** 16:00 (107)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	45	0	40	5	0	0	0	0	0	0	0	0	0	0
0500	70	0	55	15	0	0	0	0	0	0	0	0	0	0
0600	67	1	49	13	2	1	1	0	0	0	0	0	0	0
0700	75	0	51	9	5	9	0	0	1	0	0	0	0	0
0800	119	1	89	15	10	4	0	0	0	0	0	0	0	0
0900	83	1	64	10	2	6	0	0	0	0	0	0	0	0
1000	67	0	50	11	2	4	0	0	0	0	0	0	0	0
1100	87	1	71	13	1	0	0	0	0	0	0	1	0	0
1200	76	1	59	14	0	1	1	0	0	0	0	0	0	0
1300	88	2	57	21	0	6	2	0	0	0	0	0	0	0
1400	68	3	54	6	0	3	1	1	0	0	0	0	0	0
1500	82	0	62	13	3	2	2	0	0	0	0	0	0	0
1600	248	1	203	25	7	12	0	0	0	0	0	0	0	0
1700	165	2	147	11	2	3	0	0	0	0	0	0	0	0
1800	68	1	57	6	2	2	0	0	0	0	0	0	0	0
1900	30	1	23	2	2	2	0	0	0	0	0	0	0	0
2000	15	0	12	2	1	0	0	0	0	0	0	0	0	0
2100	11	0	10	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	0	3	0	0	0	0	0	0	0	0	0	0
07-19	**1226**	**13**	**964**	**154**	**34**	**52**	**6**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
06-22	**1349**	**15**	**1058**	**172**	**39**	**55**	**7**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
06-00	**1360**	**15**	**1066**	**175**	**39**	**55**	**7**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
00-00	**1481**	**15**	**1164**	**197**	**39**	**56**	**7**	**1**	**1**	**0**	**0**	**1**	**0**	**0**

Peak step 16:00 (248) **AM Peak step** 8:00 (119) **PM Peak step** 16:00 (248)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	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	2	0	1	0	1	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	49	0	43	5	1	0	0	0	0	0	0	0	0	0
0500	90	0	67	22	1	0	0	0	0	0	0	0	0	0
0600	74	2	52	13	2	1	2	0	0	1	1	0	0	0
0700	60	1	34	11	8	4	2	0	0	0	0	0	0	0
0800	110	0	77	13	9	9	1	0	0	1	0	0	0	0
0900	131	1	98	19	9	3	1	0	0	0	0	0	0	0
1000	78	1	56	13	4	3	1	0	0	0	0	0	0	0
1100	83	0	67	12	1	1	2	0	0	0	0	0	0	0
1200	78	1	67	8	0	0	2	0	0	0	0	0	0	0
1300	77	4	55	14	0	4	0	0	0	0	0	0	0	0
1400	63	2	41	13	2	3	2	0	0	0	0	0	0	0
1500	89	1	72	11	3	2	0	0	0	0	0	0	0	0
1600	124	0	96	16	4	8	0	0	0	0	0	0	0	0
1700	165	2	139	18	3	2	1	0	0	0	0	0	0	0
1800	79	1	69	4	2	3	0	0	0	0	0	0	0	0
1900	37	1	28	4	2	2	0	0	0	0	0	0	0	0
2000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	6	1	0	0	1	0	0	0	0	0	0	0
2200	7	0	6	0	1	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	**1137**	**14**	**871**	**152**	**45**	**42**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1270**	**17**	**971**	**170**	**49**	**45**	**15**	**0**	**0**	**2**	**1**	**0**	**0**	**0**
06-00	**1285**	**17**	**984**	**171**	**50**	**45**	**15**	**0**	**0**	**2**	**1**	**0**	**0**	**0**
00-00	**1432**	**17**	**1101**	**198**	**53**	**45**	**15**	**0**	**0**	**2**	**1**	**0**	**0**	**0**

Peak step 17:00 (165) **AM Peak step** 9:00 (131) **PM Peak step** 17:00 (165)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	1	1	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	4	0	2	1	1	0	0	0	0	0	0	0	0	0
0400	58	0	51	6	1	0	0	0	0	0	0	0	0	0
0500	72	0	59	12	1	0	0	0	0	0	0	0	0	0
0600	62	1	44	9	2	3	3	0	0	0	0	0	0	0
0700	83	1	53	13	7	8	1	0	0	0	0	0	0	0
0800	79	0	58	7	8	4	2	0	0	0	0	0	0	0
0900	89	1	59	17	8	3	1	0	0	0	0	0	0	0
1000	77	2	47	19	3	4	2	0	0	0	0	0	0	0
1100	78	1	63	10	0	1	2	0	1	0	0	0	0	0
1200	75	0	58	9	1	3	4	0	0	0	0	0	0	0
1300	81	1	63	14	0	2	1	0	0	0	0	0	0	0
1400	51	1	38	6	1	5	0	0	0	0	0	0	0	0
1500	88	1	65	16	2	2	0	0	1	1	0	0	0	0
1600	100	2	82	8	4	3	1	0	0	0	0	0	0	0
1700	132	3	115	8	2	3	1	0	0	0	0	0	0	0
1800	57	2	46	5	2	2	0	0	0	0	0	0	0	0
1900	24	1	17	1	3	2	0	0	0	0	0	0	0	0
2000	17	0	14	2	0	0	1	0	0	0	0	0	0	0
2100	6	0	5	0	0	1	0	0	0	0	0	0	0	0
2200	5	0	5	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	**990**	**15**	**747**	**132**	**38**	**40**	**15**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
06-22	**1099**	**17**	**827**	**144**	**43**	**46**	**19**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
06-00	**1111**	**17**	**838**	**145**	**43**	**46**	**19**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
00-00	**1249**	**17**	**952**	**165**	**47**	**46**	**19**	**0**	**2**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (132) **AM Peak step** 9:00 (89) **PM Peak step** 17:00 (132)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	6	1	3	1	1	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	37	0	28	8	1	0	0	0	0	0	0	0	0	0
0500	62	0	47	15	0	0	0	0	0	0	0	0	0	0
0600	64	0	42	15	1	2	3	0	1	0	0	0	0	0
0700	60	1	32	9	9	5	4	0	0	0	0	0	0	0
0800	91	0	63	16	7	4	1	0	0	0	0	0	0	0
0900	71	1	50	11	6	3	0	0	0	0	0	0	0	0
1000	73	1	52	13	4	3	0	0	0	0	0	0	0	0
1100	59	2	49	6	0	0	2	0	0	0	0	0	0	0
1200	75	0	66	7	0	2	0	0	0	0	0	0	0	0
1300	69	1	58	4	0	4	2	0	0	0	0	0	0	0
1400	82	2	65	13	1	1	0	0	0	0	0	0	0	0
1500	113	2	92	14	3	2	0	0	0	0	0	0	0	0
1600	141	1	119	12	3	4	2	0	0	0	0	0	0	0
1700	278	2	253	18	3	2	0	0	0	0	0	0	0	0
1800	126	1	106	13	2	3	1	0	0	0	0	0	0	0
1900	104	1	85	8	1	3	6	0	0	0	0	0	0	0
2000	13	0	10	2	0	0	1	0	0	0	0	0	0	0
2100	30	0	24	5	0	0	1	0	0	0	0	0	0	0
2200	9	0	9	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	**1238**	**14**	**1005**	**136**	**38**	**33**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1449**	**15**	**1166**	**166**	**40**	**38**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1464**	**15**	**1181**	**166**	**40**	**38**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1574**	**16**	**1264**	**190**	**42**	**38**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (278) **AM Peak step** 8:00 (91) **PM Peak step** 17:00 (278)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	0	0	0	1	0	0	0	0	0	0	0
0100	2	0	1	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	0	0	1	0	0	0	0	0	0	0	0
0500	9	0	7	2	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	11	0	6	4	0	0	1	0	0	0	0	0	0	0
0800	21	2	15	4	0	0	0	0	0	0	0	0	0	0
0900	31	0	30	1	0	0	0	0	0	0	0	0	0	0
1000	30	1	26	0	0	0	3	0	0	0	0	0	0	0
1100	45	1	37	5	0	0	2	0	0	0	0	0	0	0
1200	34	0	30	3	0	1	0	0	0	0	0	0	0	0
1300	43	1	36	4	0	0	2	0	0	0	0	0	0	0
1400	47	7	35	4	0	1	0	0	0	0	0	0	0	0
1500	45	4	39	1	0	0	0	0	0	0	0	0	0	1
1600	40	3	35	2	0	0	0	0	0	0	0	0	0	0
1700	19	1	16	1	0	0	1	0	0	0	0	0	0	0
1800	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1900	21	1	17	2	0	1	0	0	0	0	0	0	0	0
2000	10	0	9	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	9	0	8	0	0	0	1	0	0	0	0	0	0	0
07-19	**384**	**20**	**322**	**30**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
06-22	**427**	**21**	**359**	**34**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
06-00	**442**	**21**	**373**	**34**	**0**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
00-00	**465**	**21**	**390**	**38**	**0**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Peak step 14:00 (47) **AM Peak step** 11:00 (45) **PM Peak step** 14:00 (47)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	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	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0500	15	0	13	2	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	45	0	34	5	0	0	6	0	0	0	0	0	0	0
0900	106	2	79	5	0	0	19	0	1	0	0	0	0	0
1000	64	0	52	5	1	0	6	0	0	0	0	0	0	0
1100	61	1	54	1	0	0	5	0	0	0	0	0	0	0
1200	46	2	38	6	0	0	0	0	0	0	0	0	0	0
1300	25	4	19	2	0	0	0	0	0	0	0	0	0	0
1400	34	0	32	2	0	0	0	0	0	0	0	0	0	0
1500	29	1	26	2	0	0	0	0	0	0	0	0	0	0
1600	18	0	17	0	0	0	1	0	0	0	0	0	0	0
1700	8	2	6	0	0	0	0	0	0	0	0	0	0	0
1800	17	1	14	1	0	0	0	0	0	1	0	0	0	0
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	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	7	0	6	1	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	**463**	**13**	**380**	**30**	**1**	**0**	**37**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**489**	**13**	**405**	**31**	**1**	**0**	**37**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**500**	**13**	**415**	**32**	**1**	**0**	**37**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**544**	**13**	**454**	**37**	**1**	**0**	**37**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 9:00 (106) **AM Peak step** 9:00 (106) **PM Peak step** 12:00 (46)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	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	2	0	1	0	1	0	0	0	0	0	0	0	0	0
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0400	46	0	40	5	1	0	0	0	0	0	0	0	0	0
0500	67	0	55	12	0	0	0	0	0	0	0	0	0	0
0600	71	0	50	14	1	3	2	0	0	1	0	0	0	0
0700	58	1	32	12	8	4	1	0	0	0	0	0	0	0
0800	90	0	61	15	11	3	0	0	0	0	0	0	0	0
0900	74	1	49	12	8	2	2	0	0	0	0	0	0	0
1000	68	1	44	16	4	2	1	0	0	0	0	0	0	0
1100	62	0	47	12	1	1	1	0	0	0	0	0	0	0
1200	77	2	57	14	4	0	0	0	0	0	0	0	0	0
1300	67	0	51	12	1	2	1	0	0	0	0	0	0	0
1400	50	1	30	14	0	5	0	0	0	0	0	0	0	0
1500	97	0	75	14	3	4	1	0	0	0	0	0	0	0
1600	125	1	98	16	3	7	0	0	0	0	0	0	0	0
1700	140	0	113	16	3	7	1	0	0	0	0	0	0	0
1800	84	0	75	6	2	1	0	0	0	0	0	0	0	0
1900	30	2	21	2	2	3	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	10	0	9	0	0	0	0	0	1	0	0	0	0	0
2300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
07-19	**992**	**7**	**732**	**159**	**48**	**38**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1108**	**9**	**816**	**177**	**51**	**44**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1123**	**9**	**828**	**179**	**51**	**44**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**1246**	**9**	**929**	**199**	**53**	**44**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (140) **AM Peak step** 8:00 (90) **PM Peak step** 17:00 (140)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	1	1	0	0	0	0	0	0	0	0	0
0400	47	0	38	9	0	0	0	0	0	0	0	0	0	0
0500	79	0	62	16	0	0	1	0	0	0	0	0	0	0
0600	65	1	44	15	1	2	2	0	0	0	0	0	0	0
0700	67	0	44	10	5	7	1	0	0	0	0	0	0	0
0800	107	1	78	10	6	9	2	0	0	1	0	0	0	0
0900	106	1	78	12	10	3	2	0	0	0	0	0	0	0
1000	73	0	47	15	4	4	3	0	0	0	0	0	0	0
1100	73	3	59	8	1	1	1	0	0	0	0	0	0	0
1200	76	0	67	8	0	0	0	0	1	0	0	0	0	0
1300	65	2	49	9	1	4	0	0	0	0	0	0	0	0
1400	69	2	56	10	0	1	0	0	0	0	0	0	0	0
1500	98	1	79	10	3	5	0	0	0	0	0	0	0	0
1600	150	0	112	23	3	12	0	0	0	0	0	0	0	0
1700	227	1	200	14	4	7	1	0	0	0	0	0	0	0
1800	100	2	88	5	2	2	1	0	0	0	0	0	0	0
1900	35	0	28	2	2	3	0	0	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	8	0	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**1211**	**13**	**957**	**134**	**39**	**55**	**11**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**1339**	**14**	**1056**	**151**	**42**	**61**	**13**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**1347**	**14**	**1062**	**153**	**42**	**61**	**13**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**1478**	**14**	**1164**	**180**	**43**	**61**	**14**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (227) **AM Peak step** 8:00 (107) **PM Peak step** 17:00 (227)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	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	3	0	2	0	1	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	42	0	36	6	0	0	0	0	0	0	0	0	0	0
0500	86	0	71	13	2	0	0	0	0	0	0	0	0	0
0600	60	0	43	13	0	3	1	0	0	0	0	0	0	0
0700	71	3	40	11	8	6	2	0	0	1	0	0	0	0
0800	100	0	77	9	7	6	1	0	0	0	0	0	0	0
0900	110	3	75	14	8	7	3	0	0	0	0	0	0	0
1000	70	0	49	14	1	3	3	0	0	0	0	0	0	0
1100	83	1	70	10	0	1	1	0	0	0	0	0	0	0
1200	93	1	74	14	3	1	0	0	0	0	0	0	0	0
1300	77	0	64	10	0	3	0	0	0	0	0	0	0	0
1400	84	1	67	13	0	3	0	0	0	0	0	0	0	0
1500	84	1	68	10	2	3	0	0	0	0	0	0	0	0
1600	129	1	107	11	2	8	0	0	0	0	0	0	0	0
1700	253	1	227	14	1	10	0	0	0	0	0	0	0	0
1800	101	2	85	11	2	1	0	0	0	0	0	0	0	0
1900	39	1	31	4	2	1	0	0	0	0	0	0	0	0
2000	17	0	13	4	0	0	0	0	0	0	0	0	0	0
2100	13	0	12	0	1	0	0	0	0	0	0	0	0	0
2200	4	0	3	0	0	1	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	**1255**	**14**	**1003**	**141**	**34**	**52**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1384**	**15**	**1102**	**162**	**37**	**56**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1393**	**15**	**1109**	**163**	**37**	**57**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1533**	**15**	**1226**	**183**	**40**	**57**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (253) **AM Peak step** 9:00 (110) **PM Peak step** 17:00 (253)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	1	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	2	2	1	0	0	0	0	0	0	0	0	0
0400	48	0	43	5	0	0	0	0	0	0	0	0	0	0
0500	71	1	53	13	1	0	2	0	0	0	1	0	0	0
0600	63	0	50	9	1	3	0	0	0	0	0	0	0	0
0700	75	2	39	14	7	9	2	0	0	2	0	0	0	0
0800	102	1	76	8	8	6	2	0	0	1	0	0	0	0
0900	98	1	77	13	3	3	1	0	0	0	0	0	0	0
1000	61	0	42	12	3	4	0	0	0	0	0	0	0	0
1100	77	0	64	9	2	2	0	0	0	0	0	0	0	0
1200	107	2	93	11	1	0	0	0	0	0	0	0	0	0
1300	71	0	52	14	2	2	1	0	0	0	0	0	0	0
1400	74	3	56	12	1	2	0	0	0	0	0	0	0	0
1500	78	2	60	11	2	3	0	0	0	0	0	0	0	0
1600	134	0	118	6	4	6	0	0	0	0	0	0	0	0
1700	341	1	305	29	1	5	0	0	0	0	0	0	0	0
1800	100	2	87	7	2	2	0	0	0	0	0	0	0	0
1900	29	1	23	1	2	2	0	0	0	0	0	0	0	0
2000	19	0	16	1	0	1	1	0	0	0	0	0	0	0
2100	6	0	6	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**1318**	**14**	**1069**	**146**	**36**	**44**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
06-22	**1435**	**15**	**1164**	**157**	**39**	**50**	**7**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
06-00	**1442**	**15**	**1170**	**158**	**39**	**50**	**7**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
00-00	**1574**	**17**	**1273**	**180**	**41**	**50**	**9**	**0**	**0**	**3**	**1**	**0**	**0**	**0**

Peak step 17:00 (341) **AM Peak step** 8:00 (102) **PM Peak step** 17:00 (341)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0
0400	26	0	22	4	0	0	0	0	0	0	0	0	0	0
0500	62	0	52	8	1	1	0	0	0	0	0	0	0	0
0600	64	0	39	20	1	4	0	0	0	0	0	0	0	0
0700	56	1	33	11	4	6	1	0	0	0	0	0	0	0
0800	95	1	65	11	9	8	1	0	0	0	0	0	0	0
0900	84	1	58	13	2	6	3	0	0	1	0	0	0	0
1000	76	1	42	21	5	6	1	0	0	0	0	0	0	0
1100	50	2	37	8	2	1	0	0	0	0	0	0	0	0
1200	68	2	53	11	0	0	1	0	1	0	0	0	0	0
1300	61	2	52	2	1	3	1	0	0	0	0	0	0	0
1400	98	1	80	14	0	2	1	0	0	0	0	0	0	0
1500	97	0	76	13	3	5	0	0	0	0	0	0	0	0
1600	114	1	97	8	3	5	0	0	0	0	0	0	0	0
1700	116	2	98	11	1	3	1	0	0	0	0	0	0	0
1800	62	1	50	6	3	2	0	0	0	0	0	0	0	0
1900	50	1	38	4	2	2	3	0	0	0	0	0	0	0
2000	11	0	10	0	0	0	1	0	0	0	0	0	0	0
2100	17	0	13	2	0	0	2	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	**977**	**15**	**741**	**129**	**33**	**47**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**1119**	**16**	**841**	**155**	**36**	**53**	**16**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**1126**	**16**	**848**	**155**	**36**	**53**	**16**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**1222**	**16**	**925**	**169**	**40**	**54**	**16**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (116) **AM Peak step** 8:00 (95) **PM Peak step** 17:00 (116)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	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	0	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	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	9	2	0	0	2	0	0	0	0	0	0	0
0800	18	0	17	1	0	0	0	0	0	0	0	0	0	0
0900	37	3	32	1	0	1	0	0	0	0	0	0	0	0
1000	22	2	16	3	0	0	1	0	0	0	0	0	0	0
1100	38	2	30	6	0	0	0	0	0	0	0	0	0	0
1200	37	1	30	5	0	0	1	0	0	0	0	0	0	0
1300	45	1	38	4	0	1	1	0	0	0	0	0	0	0
1400	38	3	32	3	0	0	0	0	0	0	0	0	0	0
1500	30	2	25	2	0	0	0	0	1	0	0	0	0	0
1600	34	0	29	4	0	0	1	0	0	0	0	0	0	0
1700	35	3	30	2	0	0	0	0	0	0	0	0	0	0
1800	24	0	23	1	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
2100	7	0	5	2	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	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**371**	**17**	**311**	**34**	**0**	**2**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**402**	**17**	**339**	**37**	**0**	**2**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**410**	**17**	**347**	**37**	**0**	**2**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**433**	**17**	**366**	**41**	**0**	**2**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (45) **AM Peak step** 11:00 (38) **PM Peak step** 13:00 (45)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2153 -- English (ENU)

Datasets:
Site: **[2WB] BAYSHORE PKWY E OF SAN ANTONIO 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: 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 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	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	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	4	0	3	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0900	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1000	26	1	20	4	0	0	1	0	0	0	0	0	0	0
1100	47	2	39	2	0	0	3	0	0	0	1	0	0	0
1200	42	1	31	2	0	0	8	0	0	0	0	0	0	0
1300	40	0	34	3	0	1	1	0	1	0	0	0	0	0
1400	46	1	42	3	0	0	0	0	0	0	0	0	0	0
1500	32	3	27	2	0	0	0	0	0	0	0	0	0	0
1600	34	2	30	1	0	0	0	0	1	0	0	0	0	0
1700	24	1	19	4	0	0	0	0	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	16	1	14	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	5	0	5	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	**333**	**11**	**278**	**27**	**0**	**1**	**13**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
06-22	**357**	**12**	**300**	**28**	**0**	**1**	**13**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
06-00	**366**	**12**	**309**	**28**	**0**	**1**	**13**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
00-00	**379**	**12**	**321**	**29**	**0**	**1**	**13**	**0**	**2**	**0**	**1**	**0**	**0**	**0**

Peak step 11:00 (47) **AM Peak step** 11:00 (47) **PM Peak step** 14:00 (46)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	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	5	0	5	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	4	0	4	0	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	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0700	22	0	14	7	1	0	0	0	0	0	0	0	0	0
0800	35	0	29	5	0	0	1	0	0	0	0	0	0	0
0900	37	2	22	10	2	0	0	0	0	1	0	0	0	0
1000	28	0	18	9	0	0	1	0	0	0	0	0	0	0
1100	34	0	29	4	0	0	1	0	0	0	0	0	0	0
1200	43	1	35	5	1	0	0	0	0	1	0	0	0	0
1300	51	0	38	9	2	0	1	0	1	0	0	0	0	0
1400	80	2	65	13	0	0	0	0	0	0	0	0	0	0
1500	63	0	51	9	2	1	0	0	0	0	0	0	0	0
1600	64	1	38	12	13	0	0	0	0	0	0	0	0	0
1700	96	3	78	9	5	1	0	0	0	0	0	0	0	0
1800	56	1	47	7	1	0	0	0	0	0	0	0	0	0
1900	45	2	40	3	0	0	0	0	0	0	0	0	0	0
2000	18	1	17	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2300	5	1	3	0	0	0	1	0	0	0	0	0	0	0
07-19	**609**	**10**	**464**	**99**	**27**	**2**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
06-22	**695**	**13**	**540**	**106**	**27**	**2**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
06-00	**707**	**14**	**550**	**106**	**27**	**2**	**5**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
00-00	**731**	**14**	**570**	**110**	**27**	**2**	**5**	**0**	**1**	**2**	**0**	**0**	**0**	**0**

Peak step 17:00 (96) **AM Peak step** 9:00 (37) **PM Peak step** 17:00 (96)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	4	2	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	21	1	12	8	0	0	0	0	0	0	0	0	0	0
0700	17	0	10	5	1	0	1	0	0	0	0	0	0	0
0800	32	0	24	6	1	0	1	0	0	0	0	0	0	0
0900	43	4	29	9	1	0	0	0	0	0	0	0	0	0
1000	31	2	19	8	0	1	1	0	0	0	0	0	0	0
1100	32	1	25	5	0	0	1	0	0	0	0	0	0	0
1200	48	0	39	8	0	0	1	0	0	0	0	0	0	0
1300	69	0	49	18	0	1	0	0	1	0	0	0	0	0
1400	101	1	84	15	0	0	0	0	1	0	0	0	0	0
1500	75	5	55	12	2	1	0	0	0	0	0	0	0	0
1600	74	3	45	11	13	1	1	0	0	0	0	0	0	0
1700	97	1	76	13	5	1	1	0	0	0	0	0	0	0
1800	58	2	47	7	1	0	0	0	1	0	0	0	0	0
1900	37	1	34	2	0	0	0	0	0	0	0	0	0	0
2000	35	0	30	5	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	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	1	3	1	0	0	1	0	0	0	0	0	0	0
07-19	**677**	**19**	**502**	**117**	**24**	**5**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**779**	**21**	**587**	**132**	**24**	**5**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**791**	**22**	**595**	**134**	**24**	**5**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**816**	**22**	**612**	**142**	**24**	**5**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (101) **AM Peak step** 9:00 (43) **PM Peak step** 14:00 (101)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	3	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	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0500	7	0	4	2	1	0	0	0	0	0	0	0	0	0
0600	15	0	8	3	1	0	2	0	0	1	0	0	0	0
0700	22	0	16	4	1	0	0	0	0	1	0	0	0	0
0800	51	3	33	11	1	0	3	0	0	0	0	0	0	0
0900	41	4	25	9	0	1	2	0	0	0	0	0	0	0
1000	41	2	27	7	2	0	1	0	0	1	0	1	0	0
1100	44	1	25	16	0	1	1	0	0	0	0	0	0	0
1200	65	0	56	9	0	0	0	0	0	0	0	0	0	0
1300	60	2	44	11	1	1	0	0	1	0	0	0	0	0
1400	76	2	58	15	0	0	1	0	0	0	0	0	0	0
1500	65	1	49	13	2	0	0	0	0	0	0	0	0	0
1600	81	3	55	10	11	1	0	1	0	0	0	0	0	0
1700	107	2	79	19	5	1	1	0	0	0	0	0	0	0
1800	65	2	58	4	1	0	0	0	0	0	0	0	0	0
1900	46	1	38	7	0	0	0	0	0	0	0	0	0	0
2000	19	1	15	3	0	0	0	0	0	0	0	0	0	0
2100	14	0	11	2	0	0	1	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	3	1	1	0	0	0	1	0	0	0	0	0	0	0
07-19	**718**	**22**	**525**	**128**	**24**	**5**	**9**	**1**	**1**	**2**	**0**	**1**	**0**	**0**
06-22	**812**	**24**	**597**	**143**	**25**	**5**	**12**	**1**	**1**	**3**	**0**	**1**	**0**	**0**
06-00	**816**	**25**	**599**	**143**	**25**	**5**	**13**	**1**	**1**	**3**	**0**	**1**	**0**	**0**
00-00	**839**	**25**	**616**	**148**	**26**	**5**	**13**	**1**	**1**	**3**	**0**	**1**	**0**	**0**

Peak step 17:00 (107) **AM Peak step** 8:00 (51) **PM Peak step** 17:00 (107)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	6	1	3	2	0	0	0	0	0	0	0	0	0	0
0200	7	1	5	1	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	7	1	4	2	0	0	0	0	0	0	0	0	0	0
0600	11	0	8	1	1	0	1	0	0	0	0	0	0	0
0700	26	1	13	9	1	0	0	0	2	0	0	0	0	0
0800	47	4	39	3	1	0	0	0	0	0	0	0	0	0
0900	45	5	30	6	0	0	2	0	2	0	0	0	0	0
1000	46	0	25	15	3	0	0	0	3	0	0	0	0	0
1100	51	1	36	8	0	3	2	0	1	0	0	0	0	0
1200	57	1	47	6	1	1	0	0	1	0	0	0	0	0
1300	45	4	26	10	0	1	1	0	3	0	0	0	0	0
1400	78	2	60	16	0	0	0	0	0	0	0	0	0	0
1500	47	2	33	8	3	1	0	0	0	0	0	0	0	0
1600	73	2	54	4	13	0	0	0	0	0	0	0	0	0
1700	120	4	89	21	5	1	0	0	0	0	0	0	0	0
1800	52	1	43	7	1	0	0	0	0	0	0	0	0	0
1900	33	1	28	3	0	0	0	0	1	0	0	0	0	0
2000	22	0	16	6	0	0	0	0	0	0	0	0	0	0
2100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2300	5	1	3	0	0	0	1	0	0	0	0	0	0	0
07-19	**687**	**27**	**495**	**113**	**28**	**7**	**5**	**0**	**12**	**0**	**0**	**0**	**0**	**0**
06-22	**756**	**28**	**548**	**125**	**29**	**7**	**6**	**0**	**13**	**0**	**0**	**0**	**0**	**0**
06-00	**770**	**29**	**559**	**126**	**29**	**7**	**7**	**0**	**13**	**0**	**0**	**0**	**0**	**0**
00-00	**798**	**32**	**578**	**132**	**29**	**7**	**7**	**0**	**13**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (120) **AM Peak step** 11:00 (51) **PM Peak step** 17:00 (120)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	2	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	3	2	0	0	0	0	0	0	0	0	0	0
0500	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0600	16	1	7	6	0	1	0	0	0	0	0	1	0	0
0700	29	0	18	9	1	1	0	0	0	0	0	0	0	0
0800	56	0	40	12	1	2	1	0	0	0	0	0	0	0
0900	32	2	22	7	1	0	0	0	0	0	0	0	0	0
1000	47	2	37	6	0	0	0	0	2	0	0	0	0	0
1100	65	0	53	11	1	0	0	0	0	0	0	0	0	0
1200	66	2	51	12	0	0	1	0	0	0	0	0	0	0
1300	66	1	50	14	0	1	0	0	0	0	0	0	0	0
1400	64	0	53	9	0	2	0	0	0	0	0	0	0	0
1500	78	1	63	10	3	1	0	0	0	0	0	0	0	0
1600	78	3	54	8	13	0	0	0	0	0	0	0	0	0
1700	100	1	81	12	5	1	0	0	0	0	0	0	0	0
1800	54	1	41	11	1	0	0	0	0	0	0	0	0	0
1900	35	2	31	2	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	29	0	25	0	0	0	4	0	0	0	0	0	0	0
2200	12	1	11	0	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	**735**	**13**	**563**	**121**	**26**	**8**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**825**	**16**	**634**	**131**	**26**	**9**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-00	**843**	**17**	**649**	**133**	**26**	**9**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
00-00	**874**	**17**	**673**	**140**	**26**	**9**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**

Peak step 17:00 (100) **AM Peak step** 11:00 (65) **PM Peak step** 17:00 (100)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	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	7	0	6	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	3	0	2	0	0	1	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	1	2	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	9	1	5	3	0	0	0	0	0	0	0	0	0	0
0900	14	3	8	3	0	0	0	0	0	0	0	0	0	0
1000	21	1	16	3	0	0	1	0	0	0	0	0	0	0
1100	32	2	25	3	0	0	2	0	0	0	0	0	0	0
1200	33	2	27	3	0	0	0	0	0	0	1	0	0	0
1300	21	2	16	2	0	0	1	0	0	0	0	0	0	0
1400	35	3	27	4	0	1	0	0	0	0	0	0	0	0
1500	28	0	28	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	33	2	0	0	0	0	0	0	0	0	0	0
1700	23	3	20	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	16	2	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	3	0	0	0	1	0	0	0	0	0	0	0
2100	5	0	5	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**271**	**17**	**223**	**25**	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**293**	**17**	**242**	**27**	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**302**	**17**	**251**	**27**	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**322**	**17**	**268**	**29**	**0**	**2**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 14:00 (35) **AM Peak step** 11:00 (32) **PM Peak step** 14:00 (35)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	1	0	1	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	1	0	1	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	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0900	22	0	16	5	0	0	0	0	0	0	0	0	0	1
1000	32	6	20	5	0	0	1	0	0	0	0	0	0	0
1100	52	3	36	6	0	0	7	0	0	0	0	0	0	0
1200	44	1	39	1	0	0	3	0	0	0	0	0	0	0
1300	46	3	38	4	0	0	1	0	0	0	0	0	0	0
1400	28	1	24	3	0	0	0	0	0	0	0	0	0	0
1500	13	3	10	0	0	0	0	0	0	0	0	0	0	0
1600	9	2	7	0	0	0	0	0	0	0	0	0	0	0
1700	13	1	11	1	0	0	0	0	0	0	0	0	0	0
1800	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1900	13	1	12	0	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	2	0	2	0	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**278**	**20**	**216**	**29**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
06-22	**304**	**21**	**239**	**31**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
06-00	**313**	**21**	**246**	**33**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
00-00	**322**	**21**	**254**	**34**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Peak step 11:00 (52) **AM Peak step** 11:00 (52) **PM Peak step** 13:00 (46)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	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	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	2	1	0	0	0	0	0	0	0	0	0	0
0500	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0600	10	0	8	1	0	0	1	0	0	0	0	0	0	0
0700	28	0	19	4	2	0	1	1	1	0	0	0	0	0
0800	53	1	36	14	0	0	1	1	0	0	0	0	0	0
0900	44	2	25	14	3	0	0	0	0	0	0	0	0	0
1000	31	1	20	6	1	0	1	1	1	0	0	0	0	0
1100	37	1	28	5	1	0	1	1	0	0	0	0	0	0
1200	50	1	37	9	1	1	0	0	1	0	0	0	0	0
1300	63	2	41	13	2	0	2	1	2	0	0	0	0	0
1400	69	1	58	10	0	0	0	0	0	0	0	0	0	0
1500	73	0	63	7	2	0	1	0	0	0	0	0	0	0
1600	103	1	71	18	13	0	0	0	0	0	0	0	0	0
1700	103	3	77	17	5	1	0	0	0	0	0	0	0	0
1800	59	1	53	4	1	0	0	0	0	0	0	0	0	0
1900	41	1	35	4	0	0	1	0	0	0	0	0	0	0
2000	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2100	8	0	5	2	0	0	1	0	0	0	0	0	0	0
2200	6	1	5	0	0	0	0	0	0	0	0	0	0	0
2300	5	1	3	0	0	0	1	0	0	0	0	0	0	0
07-19	**713**	**14**	**528**	**121**	**31**	**2**	**7**	**5**	**5**	**0**	**0**	**0**	**0**	**0**
06-22	**793**	**15**	**594**	**131**	**31**	**2**	**10**	**5**	**5**	**0**	**0**	**0**	**0**	**0**
06-00	**804**	**17**	**602**	**131**	**31**	**2**	**11**	**5**	**5**	**0**	**0**	**0**	**0**	**0**
00-00	**826**	**17**	**618**	**137**	**31**	**2**	**11**	**5**	**5**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (103) **AM Peak step** 8:00 (53) **PM Peak step** 16:00 (103)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	4	1	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	1	1	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	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0600	13	0	9	4	0	0	0	0	0	0	0	0	0	0
0700	30	1	14	10	1	2	0	0	0	2	0	0	0	0
0800	51	2	37	8	2	0	1	0	1	0	0	0	0	0
0900	41	2	24	12	2	0	0	0	1	0	0	0	0	0
1000	33	0	20	7	3	2	1	0	0	0	0	0	0	0
1100	31	0	22	6	2	0	1	0	0	0	0	0	0	0
1200	54	1	37	14	1	0	1	0	0	0	0	0	0	0
1300	66	0	53	11	0	0	1	0	1	0	0	0	0	0
1400	77	2	62	12	0	0	1	0	0	0	0	0	0	0
1500	89	3	74	7	4	0	1	0	0	0	0	0	0	0
1600	89	1	61	14	13	0	0	0	0	0	0	0	0	0
1700	117	4	85	19	6	1	1	0	1	0	0	0	0	0
1800	60	3	47	9	1	0	0	0	0	0	0	0	0	0
1900	41	3	36	2	0	0	0	0	0	0	0	0	0	0
2000	33	0	27	6	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	6	1	4	0	0	0	1	0	0	0	0	0	0	0
07-19	**738**	**19**	**536**	**129**	**35**	**5**	**8**	**0**	**4**	**2**	**0**	**0**	**0**	**0**
06-22	**832**	**22**	**615**	**141**	**35**	**5**	**8**	**0**	**4**	**2**	**0**	**0**	**0**	**0**
06-00	**842**	**23**	**623**	**141**	**35**	**5**	**9**	**0**	**4**	**2**	**0**	**0**	**0**	**0**
00-00	**866**	**24**	**639**	**148**	**35**	**5**	**9**	**0**	**4**	**2**	**0**	**0**	**0**	**0**

Peak step 17:00 (117) **AM Peak step** 8:00 (51) **PM Peak step** 17:00 (117)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	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	6	0	5	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	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0600	18	0	11	6	0	0	1	0	0	0	0	0	0	0
0700	36	0	25	8	2	1	0	0	0	0	0	0	0	0
0800	46	0	33	8	4	1	0	0	0	0	0	0	0	0
0900	50	5	33	11	1	0	0	0	0	0	0	0	0	0
1000	43	2	25	11	2	2	1	0	0	0	0	0	0	0
1100	40	1	32	7	0	0	0	0	0	0	0	0	0	0
1200	67	3	52	9	2	0	1	0	0	0	0	0	0	0
1300	70	3	52	12	0	2	1	0	0	0	0	0	0	0
1400	81	1	59	19	0	2	0	0	0	0	0	0	0	0
1500	85	4	65	13	2	1	0	0	0	0	0	0	0	0
1600	80	3	56	8	13	0	0	0	0	0	0	0	0	0
1700	125	3	101	14	5	1	1	0	0	0	0	0	0	0
1800	68	0	56	11	1	0	0	0	0	0	0	0	0	0
1900	55	1	45	9	0	0	0	0	0	0	0	0	0	0
2000	34	1	28	4	0	1	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	3	0	1	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	**791**	**25**	**589**	**131**	**32**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**909**	**27**	**684**	**150**	**32**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**916**	**27**	**689**	**151**	**33**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**942**	**27**	**708**	**158**	**33**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (125) **AM Peak step** 9:00 (50) **PM Peak step** 17:00 (125)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	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	7	1	5	1	0	0	0	0	0	0	0	0	0	0
0300	4	1	1	2	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	6	0	3	2	1	0	0	0	0	0	0	0	0	0
0600	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0700	26	2	16	3	3	2	0	0	0	0	0	0	0	0
0800	51	0	46	5	0	0	0	0	0	0	0	0	0	0
0900	44	4	30	9	0	1	0	0	0	0	0	0	0	0
1000	46	0	29	15	1	0	0	0	1	0	0	0	0	0
1100	46	0	39	6	0	0	1	0	0	0	0	0	0	0
1200	57	0	44	9	2	0	2	0	0	0	0	0	0	0
1300	107	1	82	21	1	1	1	0	0	0	0	0	0	0
1400	97	1	76	17	0	2	0	0	1	0	0	0	0	0
1500	62	1	49	9	2	1	0	0	0	0	0	0	0	0
1600	90	2	64	10	14	0	0	0	0	0	0	0	0	0
1700	103	3	75	18	5	1	1	0	0	0	0	0	0	0
1800	62	0	55	4	1	0	2	0	0	0	0	0	0	0
1900	37	1	30	6	0	0	0	0	0	0	0	0	0	0
2000	31	0	28	3	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	1	4	1	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	**791**	**14**	**605**	**126**	**29**	**8**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**881**	**15**	**681**	**139**	**29**	**8**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**889**	**16**	**687**	**140**	**29**	**8**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**917**	**18**	**705**	**147**	**30**	**8**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (107) **AM Peak step** 8:00 (51) **PM Peak step** 13:00 (107)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	1	1	0	0	0	0	0	0	0	0	0
0200	5	1	3	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	9	0	3	5	1	0	0	0	0	0	0	0	0	0
0600	16	1	7	8	0	0	0	0	0	0	0	0	0	0
0700	63	0	46	13	2	2	0	0	0	0	0	0	0	0
0800	53	1	42	6	1	2	1	0	0	0	0	0	0	0
0900	40	0	20	14	2	2	1	0	1	0	0	0	0	0
1000	46	2	28	12	4	0	0	0	0	0	0	0	0	0
1100	32	1	26	4	0	0	1	0	0	0	0	0	0	0
1200	48	4	35	4	1	1	2	0	1	0	0	0	0	0
1300	71	3	49	14	1	1	2	0	1	0	0	0	0	0
1400	59	4	44	10	0	0	0	0	1	0	0	0	0	0
1500	72	1	55	14	2	0	0	0	0	0	0	0	0	0
1600	86	1	59	12	14	0	0	0	0	0	0	0	0	0
1700	85	4	61	13	5	1	1	0	0	0	0	0	0	0
1800	50	1	40	7	2	0	0	0	0	0	0	0	0	0
1900	29	2	23	2	0	0	2	0	0	0	0	0	0	0
2000	20	1	14	5	0	0	0	0	0	0	0	0	0	0
2100	15	0	15	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**705**	**22**	**505**	**123**	**34**	**9**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**785**	**26**	**564**	**138**	**34**	**9**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**794**	**26**	**573**	**138**	**34**	**9**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**819**	**27**	**587**	**146**	**36**	**9**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (86) **AM Peak step** 7:00 (63) **PM Peak step** 16:00 (86)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	1	2	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	5	0	4	1	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	3	0	2	1	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0700	8	1	4	3	0	0	0	0	0	0	0	0	0	0
0800	8	1	6	1	0	0	0	0	0	0	0	0	0	0
0900	21	1	17	3	0	0	0	0	0	0	0	0	0	0
1000	18	1	11	5	0	0	1	0	0	0	0	0	0	0
1100	30	3	16	9	1	0	1	0	0	0	0	0	0	0
1200	29	2	22	5	0	0	0	0	0	0	0	0	0	0
1300	28	4	23	1	0	0	0	0	0	0	0	0	0	0
1400	21	1	17	3	0	0	0	0	0	0	0	0	0	0
1500	25	4	20	1	0	0	0	0	0	0	0	0	0	0
1600	32	4	25	1	0	0	1	1	0	0	0	0	0	0
1700	23	1	22	0	0	0	0	0	0	0	0	0	0	0
1800	13	1	12	0	0	0	0	0	0	0	0	0	0	0
1900	7	1	5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	7	1	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	**256**	**24**	**195**	**32**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**270**	**25**	**205**	**35**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**279**	**25**	**213**	**36**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**299**	**26**	**227**	**41**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (32) **AM Peak step** 11:00 (30) **PM Peak step** 16:00 (32)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2166 -- English (ENU)

Datasets:

Site: **[5WB] 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 = 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 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0100	13	0	11	2	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	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0400	13	0	7	3	0	3	0	0	0	0	0	0	0	0
0500	23	0	8	5	0	10	0	0	0	0	0	0	0	0
0600	21	0	10	1	1	9	0	0	0	0	0	0	0	0
0700	25	0	16	0	4	5	0	0	0	0	0	0	0	0
0800	52	1	45	4	0	1	1	0	0	0	0	0	0	0
0900	74	0	64	3	5	1	0	0	1	0	0	0	0	0
1000	79	1	73	4	0	1	0	0	0	0	0	0	0	0
1100	73	0	66	7	0	0	0	0	0	0	0	0	0	0
1200	85	0	74	10	0	1	0	0	0	0	0	0	0	0
1300	75	2	69	2	0	2	0	0	0	0	0	0	0	0
1400	67	1	58	8	0	0	0	0	0	0	0	0	0	0
1500	75	0	68	7	0	0	0	0	0	0	0	0	0	0
1600	97	1	89	6	0	1	0	0	0	0	0	0	0	0
1700	66	1	62	3	0	0	0	0	0	0	0	0	0	0
1800	62	0	61	1	0	0	0	0	0	0	0	0	0	0
1900	40	0	39	1	0	0	0	0	0	0	0	0	0	0
2000	55	0	51	4	0	0	0	0	0	0	0	0	0	0
2100	27	0	24	2	0	1	0	0	0	0	0	0	0	0
2200	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	0
07-19	**830**	**7**	**745**	**55**	**9**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**973**	**7**	**869**	**63**	**10**	**22**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1014**	**7**	**909**	**64**	**10**	**22**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1103**	**7**	**970**	**79**	**10**	**35**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (97) **AM Peak step** 10:00 (79) **PM Peak step** 16:00 (97)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	21	0	18	2	0	1	0	0	0	0	0	0	0	0
0100	10	0	9	1	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	12	0	6	3	1	1	0	0	1	0	0	0	0	0
0400	16	0	6	4	1	5	0	0	0	0	0	0	0	0
0500	60	0	23	9	11	15	1	0	1	0	0	0	0	0
0600	75	0	31	6	21	15	0	0	1	1	0	0	0	0
0700	112	1	82	16	8	3	1	0	0	1	0	0	0	0
0800	128	3	95	24	0	5	0	0	0	1	0	0	0	0
0900	153	2	115	26	3	5	1	0	0	1	0	0	0	0
1000	122	4	81	25	2	8	1	1	0	0	0	0	0	0
1100	126	2	94	20	5	2	2	0	0	1	0	0	0	0
1200	169	2	123	33	3	5	1	0	0	2	0	0	0	0
1300	156	3	119	27	1	3	1	0	1	1	0	0	0	0
1400	211	3	170	28	4	3	3	0	0	0	0	0	0	0
1500	185	2	150	22	7	2	1	1	0	0	0	0	0	0
1600	195	2	174	17	1	1	0	0	0	0	0	0	0	0
1700	190	0	174	14	1	1	0	0	0	0	0	0	0	0
1800	140	1	128	10	0	0	0	0	0	1	0	0	0	0
1900	105	1	97	5	1	1	0	0	0	0	0	0	0	0
2000	50	1	47	2	0	0	0	0	0	0	0	0	0	0
2100	33	0	31	1	1	0	0	0	0	0	0	0	0	0
2200	33	1	27	4	1	0	0	0	0	0	0	0	0	0
2300	19	0	18	1	0	0	0	0	0	0	0	0	0	0
07-19	**1887**	**25**	**1505**	**262**	**35**	**38**	**11**	**2**	**1**	**8**	**0**	**0**	**0**	**0**
06-22	**2150**	**27**	**1711**	**276**	**58**	**54**	**11**	**2**	**2**	**9**	**0**	**0**	**0**	**0**
06-00	**2202**	**28**	**1756**	**281**	**59**	**54**	**11**	**2**	**2**	**9**	**0**	**0**	**0**	**0**
00-00	**2326**	**28**	**1822**	**301**	**72**	**76**	**12**	**2**	**4**	**9**	**0**	**0**	**0**	**0**

Peak step 14:00 (211) **AM Peak step** 9:00 (153) **PM Peak step** 14:00 (211)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	30	0	27	2	0	1	0	0	0	0	0	0	0	0
0100	17	0	12	5	0	0	0	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	17	0	14	0	2	1	0	0	0	0	0	0	0	0
0400	20	0	12	0	2	4	1	0	1	0	0	0	0	0
0500	58	0	22	8	11	15	1	0	1	0	0	0	0	0
0600	83	1	38	11	21	11	1	0	0	0	0	0	0	0
0700	142	1	101	22	10	6	1	0	0	0	0	1	0	0
0800	176	3	150	17	2	3	1	0	0	0	0	0	0	0
0900	133	4	100	21	2	5	1	0	0	0	0	0	0	0
1000	126	2	91	22	3	5	1	0	0	2	0	0	0	0
1100	130	1	103	19	3	2	0	0	0	2	0	0	0	0
1200	166	0	133	25	0	6	2	0	0	0	0	0	0	0
1300	146	2	104	33	1	5	0	0	1	0	0	0	0	0
1400	229	1	185	34	3	4	1	0	1	0	0	0	0	0
1500	209	1	172	27	5	3	0	1	0	0	0	0	0	0
1600	265	4	242	16	3	0	0	0	0	0	0	0	0	0
1700	236	1	218	17	0	0	0	0	0	0	0	0	0	0
1800	212	1	197	11	0	1	0	0	1	1	0	0	0	0
1900	141	1	133	7	0	0	0	0	0	0	0	0	0	0
2000	70	0	61	6	0	2	1	0	0	0	0	0	0	0
2100	38	0	35	0	2	1	0	0	0	0	0	0	0	0
2200	33	0	32	1	0	0	0	0	0	0	0	0	0	0
2300	23	0	21	2	0	0	0	0	0	0	0	0	0	0
07-19	**2170**	**21**	**1796**	**264**	**32**	**40**	**7**	**1**	**3**	**5**	**0**	**1**	**0**	**0**
06-22	**2502**	**23**	**2063**	**288**	**55**	**54**	**9**	**1**	**3**	**5**	**0**	**1**	**0**	**0**
06-00	**2558**	**23**	**2116**	**291**	**55**	**54**	**9**	**1**	**3**	**5**	**0**	**1**	**0**	**0**
00-00	**2711**	**23**	**2213**	**307**	**70**	**75**	**11**	**1**	**5**	**5**	**0**	**1**	**0**	**0**

Peak step 16:00 (265) **AM Peak step** 8:00 (176) **PM Peak step** 16:00 (265)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	26	0	25	1	0	0	0	0	0	0	0	0	0	0
0100	20	0	17	2	0	1	0	0	0	0	0	0	0	0
0200	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0300	14	0	8	2	1	1	0	0	2	0	0	0	0	0
0400	19	0	10	2	1	5	1	0	0	0	0	0	0	0
0500	72	2	23	16	12	17	1	0	1	0	0	0	0	0
0600	79	0	37	8	20	13	0	0	0	1	0	0	0	0
0700	115	0	83	20	7	2	1	0	1	1	0	0	0	0
0800	149	2	124	18	3	1	1	0	0	0	0	0	0	0
0900	167	1	133	26	3	0	1	0	1	2	0	0	0	0
1000	109	0	83	19	4	1	0	0	0	2	0	0	0	0
1100	131	1	105	17	1	4	1	0	0	2	0	0	0	0
1200	163	0	141	20	0	2	0	0	0	0	0	0	0	0
1300	192	2	151	25	4	8	1	0	1	0	0	0	0	0
1400	213	2	172	32	4	2	0	0	0	1	0	0	0	0
1500	183	3	144	26	4	5	0	1	0	0	0	0	0	0
1600	271	0	251	18	2	0	0	0	0	0	0	0	0	0
1700	307	0	289	16	1	1	0	0	0	0	0	0	0	0
1800	189	0	179	7	0	2	0	0	1	0	0	0	0	0
1900	111	1	101	9	0	0	0	0	0	0	0	0	0	0
2000	61	0	58	3	0	0	0	0	0	0	0	0	0	0
2100	36	0	34	0	2	0	0	0	0	0	0	0	0	0
2200	32	0	26	4	2	0	0	0	0	0	0	0	0	0
2300	29	0	27	2	0	0	0	0	0	0	0	0	0	0
07-19	**2189**	**11**	**1855**	**244**	**33**	**28**	**5**	**1**	**4**	**8**	**0**	**0**	**0**	**0**
06-22	**2476**	**12**	**2085**	**264**	**55**	**41**	**5**	**1**	**4**	**9**	**0**	**0**	**0**	**0**
06-00	**2537**	**12**	**2138**	**270**	**57**	**41**	**5**	**1**	**4**	**9**	**0**	**0**	**0**	**0**
00-00	**2703**	**14**	**2233**	**296**	**71**	**65**	**7**	**1**	**7**	**9**	**0**	**0**	**0**	**0**

Peak step 17:00 (307) **AM Peak step** 9:00 (167) **PM Peak step** 17:00 (307)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	28	0	24	4	0	0	0	0	0	0	0	0	0	0
0100	21	0	18	2	0	1	0	0	0	0	0	0	0	0
0200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0300	14	0	10	3	0	1	0	0	0	0	0	0	0	0
0400	18	0	11	0	1	5	1	0	0	0	0	0	0	0
0500	63	0	23	11	13	15	0	0	0	1	0	0	0	0
0600	70	0	36	4	17	12	1	0	0	0	0	0	0	0
0700	143	1	98	20	12	1	5	5	1	0	0	0	0	0
0800	123	0	107	12	0	3	0	0	1	0	0	0	0	0
0900	144	3	115	20	3	1	1	0	0	1	0	0	0	0
1000	134	0	101	21	5	2	0	4	1	0	0	0	0	0
1100	217	2	177	31	2	0	3	0	2	0	0	0	0	0
1200	179	2	145	22	1	5	1	2	1	0	0	0	0	0
1300	222	3	185	19	3	6	1	3	2	0	0	0	0	0
1400	230	2	180	32	8	6	1	0	1	0	0	0	0	0
1500	190	1	151	28	7	3	0	0	0	0	0	0	0	0
1600	204	2	184	15	3	0	0	0	0	0	0	0	0	0
1700	244	2	226	15	0	0	0	0	0	1	0	0	0	0
1800	170	2	156	10	1	1	0	0	0	0	0	0	0	0
1900	90	0	87	3	0	0	0	0	0	0	0	0	0	0
2000	54	0	51	1	0	2	0	0	0	0	0	0	0	0
2100	45	0	39	4	1	1	0	0	0	0	0	0	0	0
2200	35	0	32	3	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	**2200**	**20**	**1825**	**245**	**45**	**28**	**12**	**14**	**9**	**2**	**0**	**0**	**0**	**0**
06-22	**2459**	**20**	**2038**	**257**	**63**	**43**	**13**	**14**	**9**	**2**	**0**	**0**	**0**	**0**
06-00	**2513**	**20**	**2089**	**260**	**63**	**43**	**13**	**14**	**9**	**2**	**0**	**0**	**0**	**0**
00-00	**2673**	**20**	**2190**	**281**	**77**	**65**	**14**	**14**	**9**	**3**	**0**	**0**	**0**	**0**

Peak step 17:00 (244) **AM Peak step** 11:00 (217) **PM Peak step** 17:00 (244)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	23	1	19	2	0	1	0	0	0	0	0	0	0	0
0100	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0200	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0300	15	0	11	1	1	1	0	0	1	0	0	0	0	0
0400	22	0	14	1	0	4	0	0	3	0	0	0	0	0
0500	61	0	27	9	11	13	0	0	1	0	0	0	0	0
0600	84	0	41	7	21	9	1	0	3	1	0	0	0	1
0700	125	3	73	21	10	3	4	1	3	7	0	0	0	0
0800	147	0	120	16	1	4	1	1	2	2	0	0	0	0
0900	146	3	100	26	9	1	2	0	2	3	0	0	0	0
1000	168	6	98	29	10	9	7	2	3	3	0	1	0	0
1100	119	1	92	12	4	2	1	1	3	2	1	0	0	0
1200	174	2	135	20	3	2	1	1	5	4	0	1	0	0
1300	104	3	69	14	7	2	4	0	2	3	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	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	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	**983**	**18**	**687**	**138**	**44**	**23**	**20**	**6**	**20**	**24**	**1**	**2**	**0**	**0**
06-22	**1067**	**18**	**728**	**145**	**65**	**32**	**21**	**6**	**23**	**25**	**1**	**2**	**0**	**1**
06-00	**1067**	**18**	**728**	**145**	**65**	**32**	**21**	**6**	**23**	**25**	**1**	**2**	**0**	**1**
00-00	**1220**	**19**	**827**	**162**	**77**	**51**	**21**	**6**	**28**	**25**	**1**	**2**	**0**	**1**

Peak step 12:00 (174) **AM Peak step** 10:00 (168) **PM Peak step** 12:00 (174)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	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	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	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	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	0	0	0	0	0	0	1	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	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (1) **PM Peak step** 16:00 (1)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	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	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	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (1) **PM Peak step** 13:00 (1)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	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	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	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	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	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 4:00 (1) **AM Peak step** 4:00 (1)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	1	0	1	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	45	0	37	6	1	1	0	0	0	0	0	0	0	0
1400	228	3	186	28	5	5	0	1	0	0	0	0	0	0
1500	180	1	148	24	4	3	0	0	0	0	0	0	0	0
1600	218	1	196	16	5	0	0	0	0	0	0	0	0	0
1700	223	3	208	12	0	0	0	0	0	0	0	0	0	0
1800	167	2	157	8	0	0	0	0	0	0	0	0	0	0
1900	103	0	91	11	0	1	0	0	0	0	0	0	0	0
2000	68	1	62	5	0	0	0	0	0	0	0	0	0	0
2100	66	0	61	1	2	2	0	0	0	0	0	0	0	0
2200	32	0	28	3	0	1	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	**1062**	**10**	**933**	**94**	**15**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1299**	**11**	**1147**	**111**	**17**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1347**	**11**	**1190**	**115**	**17**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1347**	**11**	**1190**	**115**	**17**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (228) **AM Peak step** 9:00 (1) **PM Peak step** 14:00 (228)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	26	0	21	4	0	1	0	0	0	0	0	0	0	0
0100	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	7	4	2	1	1	0	0	0	0	0	0	0
0400	23	1	10	4	0	6	2	0	0	0	0	0	0	0
0500	67	0	28	12	9	17	1	0	0	0	0	0	0	0
0600	80	0	40	8	21	10	0	0	1	0	0	0	0	0
0700	123	1	95	16	5	3	1	0	0	2	0	0	0	0
0800	125	0	105	13	2	3	2	0	0	0	0	0	0	0
0900	146	3	113	21	4	1	3	0	0	1	0	0	0	0
1000	103	3	74	15	3	4	4	0	0	0	0	0	0	0
1100	122	1	98	16	1	2	2	0	0	2	0	0	0	0
1200	175	3	137	27	5	2	1	0	0	0	0	0	0	0
1300	139	0	116	17	3	1	1	0	1	0	0	0	0	0
1400	237	2	197	27	1	7	3	0	0	0	0	0	0	0
1500	179	1	145	23	6	4	0	0	0	0	0	0	0	0
1600	233	1	212	16	2	1	1	0	0	0	0	0	0	0
1700	205	1	182	21	0	0	0	1	0	0	0	0	0	0
1800	167	2	149	15	0	0	0	0	0	1	0	0	0	0
1900	98	1	92	4	1	0	0	0	0	0	0	0	0	0
2000	70	0	64	5	0	1	0	0	0	0	0	0	0	0
2100	54	0	47	4	2	1	0	0	0	0	0	0	0	0
2200	29	0	27	2	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	**1954**	**18**	**1623**	**227**	**32**	**28**	**18**	**1**	**1**	**6**	**0**	**0**	**0**	**0**
06-22	**2256**	**19**	**1866**	**248**	**56**	**40**	**18**	**1**	**2**	**6**	**0**	**0**	**0**	**0**
06-00	**2305**	**19**	**1912**	**251**	**56**	**40**	**18**	**1**	**2**	**6**	**0**	**0**	**0**	**0**
00-00	**2467**	**20**	**2007**	**277**	**67**	**65**	**22**	**1**	**2**	**6**	**0**	**0**	**0**	**0**

Peak step 14:00 (237) **AM Peak step** 9:00 (146) **PM Peak step** 14:00 (237)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	34	0	28	6	0	0	0	0	0	0	0	0	0	0
0100	25	0	21	3	0	1	0	0	0	0	0	0	0	0
0200	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0300	16	0	9	3	1	1	0	0	2	0	0	0	0	0
0400	22	0	8	5	2	5	1	0	1	0	0	0	0	0
0500	61	1	20	13	9	18	0	0	0	0	0	0	0	0
0600	82	0	37	11	24	8	0	0	2	0	0	0	0	0
0700	123	1	88	21	6	5	2	0	0	0	0	0	0	0
0800	131	1	106	20	2	2	0	0	0	0	0	0	0	0
0900	147	4	112	20	6	2	1	1	1	0	0	0	0	0
1000	103	1	78	12	6	2	3	0	0	1	0	0	0	0
1100	137	2	102	22	2	4	3	0	1	1	0	0	0	0
1200	194	2	154	26	1	7	3	0	1	0	0	0	0	0
1300	190	0	151	33	1	2	1	0	2	0	0	0	0	0
1400	217	1	174	30	5	3	2	0	0	2	0	0	0	0
1500	188	3	161	15	3	6	0	0	0	0	0	0	0	0
1600	199	1	176	20	2	0	0	0	0	0	0	0	0	0
1700	202	1	184	17	0	0	0	0	0	0	0	0	0	0
1800	157	0	143	14	0	0	0	0	0	0	0	0	0	0
1900	76	0	71	3	0	1	0	0	0	1	0	0	0	0
2000	72	0	66	6	0	0	0	0	0	0	0	0	0	0
2100	64	0	56	7	1	0	0	0	0	0	0	0	0	0
2200	42	0	39	3	0	0	0	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	0
07-19	**1988**	**17**	**1629**	**250**	**34**	**33**	**15**	**1**	**5**	**4**	**0**	**0**	**0**	**0**
06-22	**2282**	**17**	**1859**	**277**	**59**	**42**	**15**	**1**	**7**	**5**	**0**	**0**	**0**	**0**
06-00	**2346**	**17**	**1920**	**280**	**59**	**42**	**15**	**1**	**7**	**5**	**0**	**0**	**0**	**0**
00-00	**2515**	**18**	**2013**	**314**	**71**	**67**	**16**	**1**	**10**	**5**	**0**	**0**	**0**	**0**

Peak step 14:00 (217) **AM Peak step** 9:00 (147) **PM Peak step** 14:00 (217)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0100	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0200	14	0	12	1	1	0	0	0	0	0	0	0	0	0
0300	7	0	4	2	0	0	0	0	1	0	0	0	0	0
0400	15	0	9	2	0	3	0	0	1	0	0	0	0	0
0500	26	0	10	3	0	12	0	0	1	0	0	0	0	0
0600	31	0	14	6	3	8	0	0	0	0	0	0	0	0
0700	48	0	29	5	8	5	1	0	0	0	0	0	0	0
0800	75	0	65	6	1	3	0	0	0	0	0	0	0	0
0900	135	1	117	10	1	5	1	0	0	0	0	0	0	0
1000	81	1	63	16	0	0	1	0	0	0	0	0	0	0
1100	108	1	91	14	0	1	0	0	1	0	0	0	0	0
1200	115	2	94	17	0	1	1	0	0	0	0	0	0	0
1300	99	1	85	12	0	0	1	0	0	0	0	0	0	0
1400	89	1	79	7	1	0	0	0	0	1	0	0	0	0
1500	87	1	76	9	0	0	0	0	1	0	0	0	0	0
1600	123	0	114	9	0	0	0	0	0	0	0	0	0	0
1700	89	3	75	10	0	1	0	0	0	0	0	0	0	0
1800	86	0	77	7	0	0	0	0	1	1	0	0	0	0
1900	57	0	49	4	2	2	0	0	0	0	0	0	0	0
2000	50	0	43	6	1	0	0	0	0	0	0	0	0	0
2100	38	0	35	3	0	0	0	0	0	0	0	0	0	0
2200	53	0	49	3	0	1	0	0	0	0	0	0	0	0
2300	29	0	27	2	0	0	0	0	0	0	0	0	0	0
07-19	**1135**	**11**	**965**	**122**	**11**	**16**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**
06-22	**1311**	**11**	**1106**	**141**	**17**	**26**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**
06-00	**1393**	**11**	**1182**	**146**	**17**	**27**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**
00-00	**1496**	**11**	**1254**	**158**	**18**	**42**	**5**	**0**	**6**	**2**	**0**	**0**	**0**	**0**

Peak step 9:00 (135) **AM Peak step** 9:00 (135) **PM Peak step** 16:00 (123)

*** Sunday, February 20, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	56	1	53	2	0	0	0	0	0	0	0	0	0	0
0100	11	0	10	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	4	2	0	0	0	0	0	0	0	0	0	0
0400	13	0	7	2	0	4	0	0	0	0	0	0	0	0
0500	21	0	10	3	0	8	0	0	0	0	0	0	0	0
0600	29	0	17	2	0	10	0	0	0	0	0	0	0	0
0700	36	0	23	2	8	3	0	0	0	0	0	0	0	0
0800	51	1	41	6	0	3	0	0	0	0	0	0	0	0
0900	67	0	52	10	3	1	0	0	1	0	0	0	0	0
1000	60	0	46	13	0	1	0	0	0	0	0	0	0	0
1100	77	0	68	8	0	1	0	0	0	0	0	0	0	0
1200	84	3	67	13	0	1	0	0	0	0	0	0	0	0
1300	78	0	74	4	0	0	0	0	0	0	0	0	0	0
1400	82	1	70	11	0	0	0	0	0	0	0	0	0	0
1500	67	1	62	4	0	0	0	0	0	0	0	0	0	0
1600	95	0	90	5	0	0	0	0	0	0	0	0	0	0
1700	88	1	84	3	0	0	0	0	0	0	0	0	0	0
1800	60	0	54	5	0	1	0	0	0	0	0	0	0	0
1900	47	0	41	5	1	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	39	0	36	3	0	0	0	0	0	0	0	0	0	0
2200	31	0	30	1	0	0	0	0	0	0	0	0	0	0
2300	12	0	11	1	0	0	0	0	0	0	0	0	0	0
07-19	**845**	**7**	**731**	**84**	**11**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**994**	**7**	**854**	**99**	**12**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1037**	**7**	**895**	**101**	**12**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1152**	**8**	**987**	**111**	**12**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (95) **AM Peak step** 11:00 (77) **PM Peak step** 16:00 (95)

*** Monday, February 21, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	2	3	0	0	0	0	1	0	0	0	0	0
0400	14	0	6	2	0	6	0	0	0	0	0	0	0	0
0500	45	0	11	9	6	18	0	0	1	0	0	0	0	0
0600	53	0	19	3	22	9	0	0	0	0	0	0	0	0
0700	61	0	43	10	3	5	0	0	0	0	0	0	0	0
0800	76	2	61	8	1	3	0	0	0	1	0	0	0	0
0900	58	1	47	8	2	0	0	0	0	0	0	0	0	0
1000	86	1	70	13	2	0	0	0	0	0	0	0	0	0
1100	85	1	74	8	1	1	0	0	0	0	0	0	0	0
1200	103	1	83	16	2	1	0	0	0	0	0	0	0	0
1300	124	1	99	16	3	3	1	0	1	0	0	0	0	0
1400	112	0	98	10	2	1	1	0	0	0	0	0	0	0
1500	100	0	82	12	2	4	0	0	0	0	0	0	0	0
1600	96	0	82	10	2	0	1	0	1	0	0	0	0	0
1700	96	0	90	6	0	0	0	0	0	0	0	0	0	0
1800	67	0	61	4	0	1	0	0	0	1	0	0	0	0
1900	56	0	54	2	0	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	33	0	27	3	1	2	0	0	0	0	0	0	0	0
2200	24	1	22	1	0	0	0	0	0	0	0	0	0	0
2300	24	0	24	0	0	0	0	0	0	0	0	0	0	0
07-19	**1064**	**7**	**890**	**121**	**20**	**19**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**
06-22	**1250**	**7**	**1032**	**131**	**43**	**30**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**
06-00	**1298**	**8**	**1078**	**132**	**43**	**30**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**
00-00	**1406**	**8**	**1136**	**150**	**49**	**54**	**3**	**0**	**4**	**2**	**0**	**0**	**0**	**0**

Peak step 13:00 (124) **AM Peak step** 10:00 (86) **PM Peak step** 13:00 (124)

*** Tuesday, February 22, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	22	0	21	1	0	0	0	0	0	0	0	0	0	0
0100	12	0	11	0	0	1	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	12	0	9	1	1	0	0	0	1	0	0	0	0	0
0400	22	0	13	1	0	7	0	0	1	0	0	0	0	0
0500	62	0	23	9	12	14	1	0	2	1	0	0	0	0
0600	71	0	32	8	19	12	0	0	0	0	0	0	0	0
0700	99	1	67	21	5	3	1	0	0	1	0	0	0	0
0800	112	2	82	14	4	4	5	0	1	0	0	0	0	0
0900	140	0	107	24	4	3	2	0	0	0	0	0	0	0
1000	124	0	96	20	0	4	3	0	0	1	0	0	0	0
1100	129	0	95	21	4	4	2	0	0	3	0	0	0	0
1200	159	0	137	19	1	1	1	0	0	0	0	0	0	0
1300	159	2	126	22	2	3	3	0	0	1	0	0	0	0
1400	201	0	165	25	3	5	3	0	0	0	0	0	0	0
1500	154	0	120	24	5	3	2	0	0	0	0	0	0	0
1600	182	2	165	13	1	1	0	0	0	0	0	0	0	0
1700	206	1	190	11	2	1	1	0	0	0	0	0	0	0
1800	148	1	138	8	0	0	0	0	1	0	0	0	0	0
1900	94	2	86	6	0	0	0	0	0	0	0	0	0	0
2000	67	0	63	3	0	1	0	0	0	0	0	0	0	0
2100	33	0	29	2	2	0	0	0	0	0	0	0	0	0
2200	43	0	37	5	0	1	0	0	0	0	0	0	0	0
2300	19	0	17	1	0	1	0	0	0	0	0	0	0	0
07-19	**1813**	**9**	**1488**	**222**	**31**	**32**	**23**	**0**	**2**	**6**	**0**	**0**	**0**	**0**
06-22	**2078**	**11**	**1698**	**241**	**52**	**45**	**23**	**0**	**2**	**6**	**0**	**0**	**0**	**0**
06-00	**2140**	**11**	**1752**	**247**	**52**	**47**	**23**	**0**	**2**	**6**	**0**	**0**	**0**	**0**
00-00	**2274**	**11**	**1832**	**260**	**65**	**69**	**24**	**0**	**6**	**7**	**0**	**0**	**0**	**0**

Peak step 17:00 (206) **AM Peak step** 9:00 (140) **PM Peak step** 17:00 (206)

*** Wednesday, February 23, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	35	0	31	3	0	1	0	0	0	0	0	0	0	0
0100	13	0	12	0	0	1	0	0	0	0	0	0	0	0
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0300	14	0	7	6	1	0	0	0	0	0	0	0	0	0
0400	19	0	8	4	3	4	0	0	0	0	0	0	0	0
0500	68	1	20	18	9	16	3	0	1	0	0	0	0	0
0600	80	2	26	12	24	12	2	0	1	1	0	0	0	0
0700	93	2	56	22	7	2	3	0	0	1	0	0	0	0
0800	136	2	109	20	2	1	1	1	0	0	0	0	0	0
0900	142	2	108	22	4	2	3	0	1	0	0	0	0	0
1000	120	3	86	26	1	1	2	0	0	1	0	0	0	0
1100	111	1	79	26	1	1	2	0	0	1	0	0	0	0
1200	174	1	147	23	2	0	1	0	0	0	0	0	0	0
1300	152	1	121	22	4	2	1	0	1	0	0	0	0	0
1400	167	1	131	30	3	1	1	0	0	0	0	0	0	0
1500	183	0	153	20	7	2	1	0	0	0	0	0	0	0
1600	215	1	190	19	1	4	0	0	0	0	0	0	0	0
1700	198	0	182	15	1	0	0	0	0	0	0	0	0	0
1800	157	2	149	6	0	0	0	0	0	0	0	0	0	0
1900	106	0	95	10	1	0	0	0	0	0	0	0	0	0
2000	61	0	55	6	0	0	0	0	0	0	0	0	0	0
2100	45	0	38	4	2	1	0	0	0	0	0	0	0	0
2200	40	0	39	1	0	0	0	0	0	0	0	0	0	0
2300	22	0	20	2	0	0	0	0	0	0	0	0	0	0
07-19	**1848**	**16**	**1511**	**251**	**33**	**16**	**15**	**1**	**2**	**3**	**0**	**0**	**0**	**0**
06-22	**2140**	**18**	**1725**	**283**	**60**	**29**	**17**	**1**	**3**	**4**	**0**	**0**	**0**	**0**
06-00	**2202**	**18**	**1784**	**286**	**60**	**29**	**17**	**1**	**3**	**4**	**0**	**0**	**0**	**0**
00-00	**2362**	**19**	**1871**	**319**	**73**	**51**	**20**	**1**	**4**	**4**	**0**	**0**	**0**	**0**

Peak step 16:00 (215) **AM Peak step** 9:00 (142) **PM Peak step** 16:00 (215)

*** Thursday, February 24, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	36	0	30	5	0	1	0	0	0	0	0	0	0	0
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	13	0	10	1	1	0	0	0	1	0	0	0	0	0
0400	23	0	14	2	2	5	0	0	0	0	0	0	0	0
0500	68	0	26	14	8	17	2	0	1	0	0	0	0	0
0600	78	0	37	10	20	8	2	0	1	0	0	0	0	0
0700	108	0	75	20	6	3	1	0	1	2	0	0	0	0
0800	125	0	105	10	5	4	1	0	0	0	0	0	0	0
0900	131	3	103	22	1	1	0	0	1	0	0	0	0	0
1000	95	1	67	19	2	2	3	0	0	1	0	0	0	0
1100	109	2	87	13	2	1	2	0	1	1	0	0	0	0
1200	157	1	128	24	0	0	2	0	0	2	0	0	0	0
1300	164	3	124	23	3	5	2	1	1	1	1	0	0	0
1400	183	0	158	18	4	3	0	0	0	0	0	0	0	0
1500	187	2	155	23	4	2	0	0	0	1	0	0	0	0
1600	224	3	200	18	2	1	0	0	0	0	0	0	0	0
1700	198	2	189	6	1	0	0	0	0	0	0	0	0	0
1800	162	2	145	15	0	0	0	0	0	0	0	0	0	0
1900	101	1	93	6	0	1	0	0	0	0	0	0	0	0
2000	60	0	53	6	1	0	0	0	0	0	0	0	0	0
2100	39	0	34	2	1	2	0	0	0	0	0	0	0	0
2200	32	0	28	3	1	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	**1843**	**19**	**1536**	**211**	**30**	**22**	**11**	**1**	**4**	**8**	**1**	**0**	**0**	**0**
06-22	**2121**	**20**	**1753**	**235**	**52**	**33**	**13**	**1**	**5**	**8**	**1**	**0**	**0**	**0**
06-00	**2178**	**20**	**1804**	**240**	**53**	**33**	**13**	**1**	**5**	**8**	**1**	**0**	**0**	**0**
00-00	**2341**	**20**	**1905**	**264**	**64**	**56**	**15**	**1**	**7**	**8**	**1**	**0**	**0**	**0**

Peak step 16:00 (224) **AM Peak step** 9:00 (131) **PM Peak step** 16:00 (224)

*** Friday, February 25, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	29	0	26	2	0	1	0	0	0	0	0	0	0	0
0100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	13	0	7	4	1	0	0	0	1	0	0	0	0	0
0400	17	0	9	3	1	4	0	0	0	0	0	0	0	0
0500	55	0	22	11	12	9	0	0	1	0	0	0	0	0
0600	79	0	35	12	24	6	1	0	1	0	0	0	0	0
0700	86	0	64	17	2	2	1	0	0	0	0	0	0	0
0800	122	1	97	15	4	4	0	0	0	1	0	0	0	0
0900	142	2	109	23	3	2	0	0	2	1	0	0	0	0
1000	112	2	83	18	3	3	1	0	1	1	0	0	0	0
1100	127	2	98	23	1	2	1	0	0	0	0	0	0	0
1200	192	3	154	27	3	1	3	0	0	1	0	0	0	0
1300	185	3	151	23	2	2	3	0	1	0	0	0	0	0
1400	206	1	164	30	3	4	3	1	0	0	0	0	0	0
1500	207	2	173	21	6	2	3	0	0	0	0	0	0	0
1600	229	2	206	17	2	2	0	0	0	0	0	0	0	0
1700	199	2	188	7	0	1	1	0	0	0	0	0	0	0
1800	149	1	137	10	1	0	0	0	0	0	0	0	0	0
1900	98	0	89	8	0	0	0	0	0	1	0	0	0	0
2000	52	0	50	2	0	0	0	0	0	0	0	0	0	0
2100	40	0	34	5	1	0	0	0	0	0	0	0	0	0
2200	52	0	45	4	2	1	0	0	0	0	0	0	0	0
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	0
07-19	**1956**	**21**	**1624**	**231**	**30**	**25**	**16**	**1**	**4**	**4**	**0**	**0**	**0**	**0**
06-22	**2225**	**21**	**1832**	**258**	**55**	**31**	**17**	**1**	**5**	**5**	**0**	**0**	**0**	**0**
06-00	**2295**	**21**	**1895**	**262**	**57**	**32**	**17**	**1**	**5**	**5**	**0**	**0**	**0**	**0**
00-00	**2435**	**21**	**1982**	**285**	**71**	**46**	**17**	**1**	**7**	**5**	**0**	**0**	**0**	**0**

Peak step 16:00 (229) **AM Peak step** 9:00 (142) **PM Peak step** 16:00 (229)

*** Saturday, February 26, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	28	0	25	3	0	0	0	0	0	0	0	0	0	0
0100	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0200	12	0	10	1	1	0	0	0	0	0	0	0	0	0
0300	11	0	7	3	0	0	0	0	1	0	0	0	0	0
0400	13	0	8	1	0	3	0	0	1	0	0	0	0	0
0500	28	0	12	3	1	12	0	0	0	0	0	0	0	0
0600	35	0	22	4	2	7	0	0	0	0	0	0	0	0
0700	46	0	26	9	5	5	1	0	0	0	0	0	0	0
0800	88	0	71	13	4	0	0	0	0	0	0	0	0	0
0900	124	2	110	7	1	2	0	0	1	1	0	0	0	0
1000	75	0	64	8	0	1	1	0	0	1	0	0	0	0
1100	106	1	88	16	0	0	0	0	1	0	0	0	0	0
1200	105	1	95	8	0	0	0	0	1	0	0	0	0	0
1300	85	1	71	11	1	0	0	0	1	0	0	0	0	0
1400	92	4	79	8	1	0	0	0	0	0	0	0	0	0
1500	89	1	82	5	1	0	0	0	0	0	0	0	0	0
1600	135	1	123	11	0	0	0	0	0	0	0	0	0	0
1700	93	1	89	2	0	1	0	0	0	0	0	0	0	0
1800	89	0	76	12	0	0	0	0	1	0	0	0	0	0
1900	47	0	39	8	0	0	0	0	0	0	0	0	0	0
2000	33	0	30	3	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	37	0	34	3	0	0	0	0	0	0	0	0	0	0
2300	22	0	21	1	0	0	0	0	0	0	0	0	0	0
07-19	**1127**	**12**	**974**	**110**	**13**	**9**	**2**	**0**	**5**	**2**	**0**	**0**	**0**	**0**
06-22	**1273**	**12**	**1095**	**126**	**15**	**16**	**2**	**0**	**5**	**2**	**0**	**0**	**0**	**0**
06-00	**1332**	**12**	**1150**	**130**	**15**	**16**	**2**	**0**	**5**	**2**	**0**	**0**	**0**	**0**
00-00	**1440**	**12**	**1226**	**143**	**17**	**31**	**2**	**0**	**7**	**2**	**0**	**0**	**0**	**0**

Peak step 16:00 (135) **AM Peak step** 9:00 (124) **PM Peak step** 16:00 (135)

*** Sunday, February 27, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	23	0	21	2	0	0	0	0	0	0	0	0	0	0
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	12	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	12	0	8	0	0	4	0	0	0	0	0	0	0	0
0500	22	0	10	3	1	8	0	0	0	0	0	0	0	0
0600	25	0	15	0	1	9	0	0	0	0	0	0	0	0
0700	25	1	16	1	5	2	0	0	0	0	0	0	0	0
0800	45	0	36	5	2	2	0	0	0	0	0	0	0	0
0900	75	1	63	6	3	1	0	0	1	0	0	0	0	0
1000	63	2	55	5	0	1	0	0	0	0	0	0	0	0
1100	80	1	63	15	0	1	0	0	0	0	0	0	0	0
1200	90	2	73	13	0	2	0	0	0	0	0	0	0	0
1300	73	2	66	5	0	0	0	0	0	0	0	0	0	0
1400	73	1	68	4	0	0	0	0	0	0	0	0	0	0
1500	67	0	59	5	3	0	0	0	0	0	0	0	0	0
1600	100	2	91	7	0	0	0	0	0	0	0	0	0	0
1700	65	0	62	3	0	0	0	0	0	0	0	0	0	0
1800	71	1	63	7	0	0	0	0	0	0	0	0	0	0
1900	36	0	31	5	0	0	0	0	0	0	0	0	0	0
2000	35	0	32	3	0	0	0	0	0	0	0	0	0	0
2100	37	0	35	1	0	1	0	0	0	0	0	0	0	0
2200	42	0	40	2	0	0	0	0	0	0	0	0	0	0
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07-19	**827**	**13**	**715**	**76**	**13**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**960**	**13**	**828**	**85**	**14**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1010**	**13**	**874**	**89**	**14**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1098**	**13**	**943**	**95**	**15**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (100) **AM Peak step** 11:00 (80) **PM Peak step** 16:00 (100)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-7753 -- English (ENU)

Datasets:

Site: **[6] 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: TDS
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 6, 2022**

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	1	1
0800	3	3
0900	2	2
1000	10	10
1100	5	5
1200	8	8
1300	9	9
1400	21	21
1500	9	9
1600	17	17
1700	12	12
1800	2	2
1900	1	1
2000	2	2
2100	2	2
2200	0	0
2300	0	0
07-19	**99**	**99**
06-22	**104**	**104**
06-00	**104**	**104**
00-00	**105**	**105**

Peak step 14:00 (21) **AM Peak step** 10:00 (10) **PM Peak step** 14:00 (21)

*** Monday, February 7, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	4	4
0700	16	16
0800	16	16
0900	14	14
1000	11	11
1100	11	11
1200	11	11
1300	7	7
1400	2	2
1500	3	3
1600	7	7
1700	9	9
1800	0	0
1900	1	1
2000	1	1
2100	2	2
2200	0	0
2300	0	0
07-19	**107**	**107**
06-22	**115**	**115**
06-00	**115**	**115**
00-00	**118**	**118**

Peak step 7:00 (16) **AM Peak step** 7:00 (16) **PM Peak step** 12:00 (11)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	17	17
0800	15	15
0900	21	21
1000	12	12
1100	12	12
1200	19	19
1300	6	6
1400	8	8
1500	4	4
1600	11	11
1700	9	9
1800	3	3
1900	0	0
2000	1	1
2100	1	1
2200	0	0
2300	0	0
07-19	**137**	**137**
06-22	**141**	**141**
06-00	**141**	**141**
00-00	**143**	**143**

Peak step 9:00 (21) **AM Peak step** 9:00 (21) **PM Peak step** 12:00 (19)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	2	2
0600	4	4
0700	10	10
0800	27	27
0900	15	15
1000	13	13
1100	5	5
1200	10	10
1300	10	10
1400	3	3
1500	7	7
1600	6	6
1700	15	15
1800	3	3
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**124**	**124**
06-22	**129**	**129**
06-00	**130**	**130**
00-00	**133**	**133**

Peak step 8:00 (27) **AM Peak step** 8:00 (27) **PM Peak step** 17:00 (15)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	4	4
0600	2	2
0700	12	12
0800	16	16
0900	19	19
1000	8	8
1100	14	14
1200	19	19
1300	8	8
1400	4	4
1500	11	11
1600	11	11
1700	8	8
1800	3	3
1900	0	0
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**133**	**133**
06-22	**135**	**135**
06-00	**136**	**136**
00-00	**141**	**141**

Peak step 9:00 (19) **AM Peak step** 9:00 (19) **PM Peak step** 12:00 (19)

*** Friday, February 11, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	3	3
0700	12	12
0800	34	34
0900	7	7
1000	13	13
1100	11	11
1200	16	16
1300	13	13
1400	6	6
1500	7	7
1600	13	13
1700	15	15
1800	4	4
1900	2	2
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**151**	**151**
06-22	**156**	**156**
06-00	**156**	**156**
00-00	**159**	**159**

Peak step 8:00 (34) **AM Peak step** 8:00 (34) **PM Peak step** 12:00 (16)

*** Saturday, February 12, 2022**

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	5	5
0900	10	10
1000	13	13
1100	8	8
1200	13	13
1300	9	9
1400	6	6
1500	9	9
1600	10	10
1700	8	8
1800	1	1
1900	1	1
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**93**	**93**
06-22	**94**	**94**
06-00	**94**	**94**
00-00	**94**	**94**

Peak step 10:00 (13) **AM Peak step** 10:00 (13) **PM Peak step** 12:00 (13)

*** Sunday, February 13, 2022**

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	2	2
0800	6	6
0900	4	4
1000	10	10
1100	11	11
1200	14	14
1300	8	8
1400	17	17
1500	16	16
1600	7	7
1700	3	3
1800	2	2
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**100**	**100**
06-22	**101**	**101**
06-00	**101**	**101**
00-00	**102**	**102**

Peak step 14:00 (17) **AM Peak step** 11:00 (11) **PM Peak step** 14:00 (17)

*** Monday, February 14, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	3	3
0700	14	14
0800	21	21
0900	14	14
1000	9	9
1100	9	9
1200	9	9
1300	4	4
1400	3	3
1500	2	2
1600	2	2
1700	2	2
1800	0	0
1900	0	0
2000	0	0
2100	2	2
2200	0	0
2300	0	0
07-19	**89**	**89**
06-22	**94**	**94**
06-00	**94**	**94**
00-00	**97**	**97**

Peak step 8:00 (21) **AM Peak step** 8:00 (21) **PM Peak step** 12:00 (9)

*** Tuesday, February 15, 2022**

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	8	8
0800	26	26
0900	19	19
1000	7	7
1100	9	9
1200	20	20
1300	10	10
1400	5	5
1500	2	2
1600	11	11
1700	7	7
1800	3	3
1900	0	0
2000	2	2
2100	1	1
2200	0	0
2300	0	0
07-19	**127**	**127**
06-22	**136**	**136**
06-00	**136**	**136**
00-00	**137**	**137**

Peak step 8:00 (26) **AM Peak step** 8:00 (26) **PM Peak step** 12:00 (20)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	4	4
0700	10	10
0800	28	28
0900	20	20
1000	14	14
1100	17	17
1200	16	16
1300	11	11
1400	9	9
1500	7	7
1600	13	13
1700	10	10
1800	1	1
1900	0	0
2000	0	0
2100	1	1
2200	0	0
2300	0	0
07-19	**156**	**156**
06-22	**161**	**161**
06-00	**161**	**161**
00-00	**163**	**163**

Peak step 8:00 (28) **AM Peak step** 8:00 (28) **PM Peak step** 12:00 (16)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	4	4
0600	5	5
0700	8	8
0800	21	21
0900	24	24
1000	11	11
1100	8	8
1200	20	20
1300	5	5
1400	6	6
1500	8	8
1600	7	7
1700	6	6
1800	3	3
1900	1	1
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**127**	**127**
06-22	**134**	**134**
06-00	**134**	**134**
00-00	**138**	**138**

Peak step 9:00 (24) **AM Peak step** 9:00 (24) **PM Peak step** 12:00 (20)

*** Friday, February 18, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	2	2
0600	4	4
0700	12	12
0800	17	17
0900	20	20
1000	21	21
1100	12	12
1200	12	12
1300	13	13
1400	2	2
1500	5	5
1600	11	11
1700	7	7
1800	1	1
1900	0	0
2000	0	0
2100	1	1
2200	0	0
2300	1	1
07-19	**133**	**133**
06-22	**138**	**138**
06-00	**139**	**139**
00-00	**142**	**142**

Peak step 10:00 (21) **AM Peak step** 10:00 (21) **PM Peak step** 13:00 (13)

*** Saturday, February 19, 2022**

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	4	4
0800	5	5
0900	13	13
1000	8	8
1100	5	5
1200	11	11
1300	10	10
1400	9	9
1500	13	13
1600	7	7
1700	12	12
1800	0	0
1900	0	0
2000	2	2
2100	0	0
2200	0	0
2300	0	0
07-19	**97**	**97**
06-22	**100**	**100**
06-00	**100**	**100**
00-00	**100**	**100**

Peak step 9:00 (13) **AM Peak step** 9:00 (13) **PM Peak step** 15:00 (13)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-7754 -- English (ENU)

Datasets:

Site: **[6] 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: TDS
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 6, 2022**

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	0	0
0900	1	1
1000	6	6
1100	4	4
1200	7	7
1300	8	8
1400	4	4
1500	8	8
1600	7	7
1700	14	14
1800	2	2
1900	2	2
2000	1	1
2100	3	3
2200	0	0
2300	3	3
07-19	**62**	**62**
06-22	**68**	**68**
06-00	**71**	**71**
00-00	**71**	**71**

Peak step 17:00 (14) **AM Peak step** 10:00 (6) **PM Peak step** 17:00 (14)

*** Monday, February 7, 2022**

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	8	8
0900	1	1
1000	2	2
1100	2	2
1200	7	7
1300	8	8
1400	6	6
1500	5	5
1600	7	7
1700	36	36
1800	10	10
1900	4	4
2000	4	4
2100	0	0
2200	0	0
2300	1	1
07-19	**93**	**93**
06-22	**102**	**102**
06-00	**103**	**103**
00-00	**103**	**103**

Peak step 17:00 (36) **AM Peak step** 8:00 (8) **PM Peak step** 17:00 (36)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	3	3
0800	4	4
0900	1	1
1000	2	2
1100	3	3
1200	11	11
1300	3	3
1400	6	6
1500	13	13
1600	10	10
1700	36	36
1800	16	16
1900	6	6
2000	3	3
2100	1	1
2200	2	2
2300	0	0
07-19	**108**	**108**
06-22	**118**	**118**
06-00	**120**	**120**
00-00	**121**	**121**

Peak step 17:00 (36) **AM Peak step** 8:00 (4) **PM Peak step** 17:00 (36)

*** Wednesday, February 9, 2022**

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	3	3
0800	7	7
0900	7	7
1000	2	2
1100	4	4
1200	4	4
1300	12	12
1400	8	8
1500	6	6
1600	14	14
1700	38	38
1800	13	13
1900	10	10
2000	3	3
2100	0	0
2200	1	1
2300	1	1
07-19	**118**	**118**
06-22	**131**	**131**
06-00	**133**	**133**
00-00	**133**	**133**

Peak step 17:00 (38) **AM Peak step** 8:00 (7) **PM Peak step** 17:00 (38)

*** Thursday, February 10, 2022**

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	9	9
0900	1	1
1000	1	1
1100	5	5
1200	7	7
1300	14	14
1400	6	6
1500	18	18
1600	16	16
1700	23	23
1800	15	15
1900	4	4
2000	7	7
2100	1	1
2200	0	0
2300	2	2
07-19	**117**	**117**
06-22	**129**	**129**
06-00	**131**	**131**
00-00	**131**	**131**

Peak step 17:00 (23) **AM Peak step** 8:00 (9) **PM Peak step** 17:00 (23)

*** Friday, February 11, 2022**

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	3	3
0800	9	9
0900	2	2
1000	4	4
1100	4	4
1200	5	5
1300	13	13
1400	9	9
1500	13	13
1600	17	17
1700	25	25
1800	12	12
1900	4	4
2000	6	6
2100	2	2
2200	0	0
2300	1	1
07-19	**116**	**116**
06-22	**128**	**128**
06-00	**129**	**129**
00-00	**129**	**129**

Peak step 17:00 (25) **AM Peak step** 8:00 (9) **PM Peak step** 17:00 (25)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	0	0
0700	2	2
0800	0	0
0900	4	4
1000	10	10
1100	10	10
1200	3	3
1300	14	14
1400	7	7
1500	14	14
1600	9	9
1700	8	8
1800	7	7
1900	6	6
2000	0	0
2100	0	0
2200	0	0
2300	1	1
07-19	**88**	**88**
06-22	**94**	**94**
06-00	**95**	**95**
00-00	**96**	**96**

Peak step 13:00 (14) **AM Peak step** 10:00 (10) **PM Peak step** 13:00 (14)

*** Sunday, February 13, 2022**

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	6	6
1000	7	7
1100	8	8
1200	8	8
1300	6	6
1400	12	12
1500	10	10
1600	15	15
1700	11	11
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**85**	**85**
06-22	**86**	**86**
06-00	**87**	**87**
00-00	**87**	**87**

Peak step 16:00 (15) **AM Peak step** 11:00 (8) **PM Peak step** 16:00 (15)

*** Monday, February 14, 2022**

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	7	7
0900	0	0
1000	1	1
1100	3	3
1200	6	6
1300	9	9
1400	9	9
1500	3	3
1600	20	20
1700	16	16
1800	6	6
1900	4	4
2000	4	4
2100	0	0
2200	1	1
2300	1	1
07-19	**81**	**81**
06-22	**89**	**89**
06-00	**91**	**91**
00-00	**91**	**91**

Peak step 16:00 (20) **AM Peak step** 8:00 (7) **PM Peak step** 16:00 (20)

*** Tuesday, February 15, 2022**

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	6	6
0800	6	6
0900	1	1
1000	2	2
1100	2	2
1200	9	9
1300	9	9
1400	7	7
1500	7	7
1600	13	13
1700	39	39
1800	13	13
1900	7	7
2000	2	2
2100	1	1
2200	1	1
2300	1	1
07-19	**114**	**114**
06-22	**124**	**124**
06-00	**126**	**126**
00-00	**127**	**127**

Peak step 17:00 (39) **AM Peak step** 7:00 (6) **PM Peak step** 17:00 (39)

*** Wednesday, February 16, 2022**

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	6	6
0900	4	4
1000	5	5
1100	2	2
1200	14	14
1300	4	4
1400	14	14
1500	9	9
1600	22	22
1700	35	35
1800	17	17
1900	5	5
2000	1	1
2100	2	2
2200	2	2
2300	1	1
07-19	**133**	**133**
06-22	**141**	**141**
06-00	**144**	**144**
00-00	**144**	**144**

Peak step 17:00 (35) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (35)

*** Thursday, February 17, 2022**

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	3	3
0800	7	7
0900	2	2
1000	1	1
1100	4	4
1200	6	6
1300	12	12
1400	9	9
1500	6	6
1600	23	23
1700	31	31
1800	11	11
1900	8	8
2000	4	4
2100	3	3
2200	3	3
2300	0	0
07-19	**115**	**115**
06-22	**130**	**130**
06-00	**133**	**133**
00-00	**133**	**133**

Peak step 17:00 (31) **AM Peak step** 8:00 (7) **PM Peak step** 17:00 (31)

*** Friday, February 18, 2022**

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	0	0
0800	6	6
0900	2	2
1000	7	7
1100	5	5
1200	9	9
1300	7	7
1400	9	9
1500	10	10
1600	14	14
1700	29	29
1800	15	15
1900	5	5
2000	1	1
2100	2	2
2200	0	0
2300	0	0
07-19	**113**	**113**
06-22	**121**	**121**
06-00	**121**	**121**
00-00	**122**	**122**

Peak step 17:00 (29) **AM Peak step** 10:00 (7) **PM Peak step** 17:00 (29)

*** Saturday, February 19, 2022**

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	1	1
0900	5	5
1000	7	7
1100	11	11
1200	8	8
1300	11	11
1400	17	17
1500	7	7
1600	9	9
1700	19	19
1800	8	8
1900	2	2
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**104**	**104**
06-22	**106**	**106**
06-00	**106**	**106**
00-00	**107**	**107**

Peak step 17:00 (19) **AM Peak step** 11:00 (11) **PM Peak step** 17:00 (19)

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2159 -- English (ENU)

Datasets:

Site: **[3NB] 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 6, 2022=1772, 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	
10	**2**	**4**	**4**	**16**	**12**	**23**	**54**	**105**	**89**	**194**	**168**	**146**	**135**	**182**	**185**	**156**	**111**	**49**	**36**	**34**	**41**	**11**	**8**	
6	0	0	0	1	1	9	7	10	24	**48**	41	44	40	38	**50**	51	23	16	10	8	5	7	1	1
2	0	1	1	2	0	2	7	22	18	**58**	44	32	29	46	**51**	44	30	15	11	12	8	3	1	0
1	1	1	2	5	3	7	13	20	22	**44**	31	33	33	**44**	35	33	33	7	6	5	12	1	3	0
1	1	2	1	8	8	5	27	53	25	**44**	52	37	33	**54**	50	29	25	11	9	10	16	0	3	2

AM Peak 1000 - 1100 (194), AM PHF=0.84 PM Peak 1430 - 1530 (198), PM PHF=0.93

* Monday, February 7, 2022=4084, 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**	**3**	**22**	**83**	**284**	**310**	**269**	**432**	**420**	**248**	**281**	**303**	**216**	**133**	**195**	**235**	**272**	**144**	**110**	**52**	**39**	**24**	**8**	
1	0	2	0	4	34	73	73	89	**113**	65	58	**91**	68	29	34	64	81	39	30	20	4	7	3	2
0	1	0	2	15	53	74	53	98	**106**	62	51	**68**	53	42	46	48	78	20	31	9	8	12	1	1
0	0	0	8	18	84	86	61	**117**	91	60	84	**81**	47	30	45	61	48	35	22	11	14	2	3	1
2	0	1	12	46	114	78	82	**128**	110	61	89	**63**	49	33	71	63	66	50	27	12	14	3	1	2

AM Peak 0830 - 0930 (464), AM PHF=0.91 PM Peak 1200 - 1300 (303), PM PHF=0.83

* Tuesday, February 8, 2022=4474, 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**	**27**	**92**	**305**	**343**	**247**	**434**	**533**	**278**	**302**	**327**	**215**	**131**	**207**	**260**	**272**	**216**	**128**	**51**	**48**	**29**	**17**	
2	0	1	2	7	38	83	60	88	**147**	78	51	**88**	67	30	47	58	74	51	45	13	13	10	2	0
1	2	0	8	16	57	81	63	95	**129**	73	59	**89**	50	33	35	55	73	41	25	18	9	8	4	4
1	1	3	5	25	75	86	59	121	**139**	68	91	**77**	49	25	53	67	71	38	32	16	10	5	5	3
2	1	3	12	44	135	94	65	**131**	119	60	102	**74**	50	44	73	81	55	87	26	4	16	6	6	2

AM Peak 0845 - 0945 (545), AM PHF=0.93 PM Peak 1200 - 1300 (327), PM PHF=0.92

* Wednesday, February 9, 2022=4651, 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**	**5**	**30**	**94**	**296**	**339**	**275**	**507**	**486**	**289**	**324**	**358**	**212**	**169**	**209**	**229**	**318**	**218**	**138**	**71**	**40**	**22**	**14**	
0	0	2	1	11	31	87	64	104	**147**	73	54	**94**	57	37	31	67	78	45	59	29	6	9	5	3
4	1	1	11	11	55	91	59	111	**116**	66	70	**101**	50	34	52	47	106	30	26	17	8	3	2	4
3	0	2	6	23	91	78	66	**126**	120	70	109	**96**	53	50	50	49	70	38	25	14	13	6	6	0
2	3	0	12	49	119	84	86	**167**	104	81	91	**68**	53	49	77	67	65	105	28	11	13	4	1	1

AM Peak 0830 - 0930 (555), AM PHF=0.83 PM Peak 1200 - 1300 (358), PM PHF=0.89

* Thursday, February 10, 2022=4691, 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**	**5**	**21**	**91**	**314**	**348**	**299**	**452**	**470**	**307**	**338**	**382**	**230**	**186**	**249**	**241**	**288**	**207**	**118**	**52**	**55**	**22**	**7**	
3	2	3	1	7	38	80	73	86	**165**	66	69	**105**	69	59	49	72	69	57	49	14	7	7	1	3
4	0	1	4	17	63	87	70	85	**118**	99	76	**122**	62	44	47	38	100	38	19	13	15	6	1	2
0	1	1	4	28	78	78	66	**129**	108	66	90	**84**	44	35	49	59	72	44	23	13	7	5	3	3
1	2	0	12	39	136	104	90	**153**	79	77	103	**71**	56	49	105	72	48	69	27	12	26	4	2	1

AM Peak 0830 - 0930 (565), AM PHF=0.86 PM Peak 1200 - 1300 (382), PM PHF=0.78

* Friday, February 11, 2022=4591, 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**	**7**	**23**	**94**	**282**	**308**	**262**	**399**	**490**	**325**	**426**	**442**	**228**	**169**	**213**	**275**	**245**	**156**	**86**	**48**	**58**	**21**	**27**	
3	2	2	4	13	32	61	64	77	**122**	82	78	**125**	67	48	39	81	65	41	24	15	11	6	8	4
2	2	2	3	11	45	83	65	84	**154**	76	111	**101**	64	44	51	59	76	32	19	14	20	6	8	1
3	0	1	4	26	83	82	53	102	**108**	71	116	**128**	46	45	52	53	54	35	23	11	14	4	5	0
1	1	2	12	44	122	82	80	**136**	106	96	122	**89**	52	33	72	83	51	48	20	8	13	5	6	4

AM Peak 0845 - 0945 (520), AM PHF=0.85 PM Peak 1200 - 1300 (442), PM PHF=0.87

* Saturday, February 12, 2022=2208, 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	**3**	**7**	**2**	**12**	**48**	**54**	**75**	**83**	**235**	**194**	**203**	**213**	**213**	**227**	**178**	**180**	**101**	**65**	**28**	**29**	**25**	**20**	**7**	
4	1	4	0	3	6	15	13	19	34	**56**	48	36	35	**59**	45	50	31	24	10	7	5	5	1	4
1	1	1	1	1	4	13	17	16	**56**	39	48	55	44	**51**	50	52	28	15	8	6	6	5	2	4
0	0	1	1	5	15	17	28	17	**62**	51	51	48	**52**	50	41	38	24	15	7	8	7	5	2	0
4	1	1	0	3	23	9	17	31	**85**	49	57	75	**83**	68	42	41	18	11	3	8	7	5	2	0

AM Peak 0915 - 1015 (258), AM PHF=0.76 PM Peak 1330 - 1430 (244), PM PHF=0.74

* Sunday, February 13, 2022=1674, 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**	**4**	**2**	**11**	**17**	**24**	**61**	**92**	**138**	**166**	**166**	**141**	**171**	**161**	**128**	**106**	**88**	**51**	**43**	**26**	**31**	**26**	**9**	
4	2	0	0	0	2	5	11	15	35	37	**57**	42	43	**34**	36	32	30	16	9	11	5	11	3	0
4	2	0	0	1	3	7	21	11	37	**45**	29	25	42	**42**	25	19	22	10	12	4	6	8	2	3
0	2	1	1	6	1	7	15	23	35	**35**	40	48	38	**50**	38	25	18	14	14	7	11	4	3	1
0	1	3	1	4	11	5	14	43	31	**49**	40	26	**48**	35	29	30	18	11	8	4	9	3	1	1

AM Peak 1015 - 1115 (186), AM PHF=0.81 PM Peak 1345 - 1445 (174), PM PHF=0.87

* Monday, February 14, 2022=4240, 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	**7**	**8**	**15**	**81**	**297**	**299**	**237**	**442**	**541**	**286**	**285**	**338**	**199**	**159**	**216**	**217**	**246**	**160**	**83**	**63**	**28**	**16**	**15**	
0	0	0	0	6	31	70	59	86	**147**	72	53	**85**	61	47	45	71	64	44	26	20	5	7	2	2
3	1	6	1	12	57	73	57	100	**149**	82	55	**92**	44	43	49	47	74	27	22	17	2	2	4	3
1	2	2	5	21	76	59	51	114	**125**	64	83	**93**	47	38	54	46	56	39	19	12	10	5	5	0
1	4	0	9	42	133	98	71	**143**	121	69	95	**69**	47	32	69	54	53	51	16	14	11	2	4	3

AM Peak 0845 - 0945 (563), AM PHF=0.94 PM Peak 1200 - 1300 (338), PM PHF=0.91

* Tuesday, February 15, 2022=4725, 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**	**24**	**90**	**289**	**361**	**253**	**537**	**665**	**352**	**312**	**329**	**194**	**147**	**232**	**226**	**263**	**184**	**140**	**63**	**31**	**15**	**8**	
2	2	2	1	9	29	76	62	91	**179**	107	64	**76**	55	38	48	58	53	54	55	22	9	6	1	4
3	0	0	3	10	56	84	55	107	**182**	95	79	**82**	55	35	54	44	87	28	32	21	5	5	2	2
0	0	0	6	22	89	89	58	149	**155**	69	83	**86**	36	38	49	59	75	42	32	14	6	3	2	2
3	3	0	14	49	115	113	79	**190**	149	82	87	**86**	49	36	82	65	49	61	22	6	11	1	3	3

AM Peak 0845 - 0945 (705), AM PHF=0.93 PM Peak 1200 - 1300 (329), PM PHF=0.96

* Wednesday, February 16, 2022=4758, 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	**6**	**3**	**24**	**89**	**293**	**344**	**269**	**488**	**520**	**329**	**357**	**375**	**196**	**181**	**234**	**214**	**315**	**235**	**129**	**77**	**41**	**19**	**11**	
4	0	1	0	8	37	87	60	97	**130**	96	71	**101**	56	44	43	66	79	49	52	29	5	7	3	1
2	3	2	3	10	52	79	70	114	**164**	92	99	**102**	51	40	38	35	97	40	19	26	11	4	3	1
2	2	0	4	28	78	77	67	**113**	104	61	94	**96**	46	36	48	44	70	52	34	10	10	5	5	1
3	2	0	17	43	126	101	73	**166**	123	80	95	**76**	43	62	105	70	70	94	24	13	15	3	0	2

AM Peak 0830 - 0930 (571), AM PHF=0.86 PM Peak 1200 - 1300 (375), PM PHF=0.92

* Thursday, February 17, 2022=4711, 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	**2**	**9**	**19**	**95**	**282**	**353**	**282**	**501**	**528**	**354**	**328**	**347**	**215**	**187**	**217**	**224**	**234**	**238**	**131**	**89**	**44**	**19**	**14**	
1	1	1	0	7	33	99	64	82	**138**	106	64	**87**	74	54	36	72	60	64	38	22	8	5	4	0
1	0	5	4	14	50	88	70	114	**153**	90	90	**91**	58	46	48	45	71	47	39	34	5	8	2	5
1	1	1	6	24	83	74	62	**137**	119	83	81	**76**	40	40	53	47	65	43	30	22	13	4	3	0
2	0	2	9	50	118	93	87	**169**	118	76	93	**94**	43	47	81	60	39	84	25	11	18	2	5	4

AM Peak 0830 - 0930 (596), AM PHF=0.88 PM Peak 1200 - 1300 (347), PM PHF=0.93

* Friday, February 18, 2022=4221, 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**	**3**	**20**	**76**	**235**	**294**	**255**	**425**	**389**	**305**	**336**	**374**	**251**	**198**	**218**	**230**	**211**	**162**	**100**	**45**	**42**	**26**	**18**	
0	1	2	3	8	22	71	59	88	**104**	82	60	**94**	78	64	45	64	52	49	36	13	9	7	4	6
5	1	0	3	9	44	76	66	91	**101**	83	72	**106**	73	60	52	52	57	34	23	10	7	8	9	0
0	1	0	5	20	64	65	66	**106**	91	76	91	**99**	51	37	46	46	53	36	15	11	13	7	3	0
4	1	1	9	39	106	83	65	**142**	94	64	114	**76**	50	39	77	69	51	43	26	11	13	4	2	9

AM Peak 0830 - 0930 (451), AM PHF=0.80 PM Peak 1200 - 1300 (374), PM PHF=0.89

* Saturday, February 19, 2022=1857, 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	**3**	**5**	**4**	**11**	**28**	**43**	**53**	**80**	**176**	**142**	**129**	**165**	**155**	**171**	**164**	**166**	**147**	**65**	**48**	**32**	**31**	**22**	**7**	
6	0	2	0	1	3	5	14	16	39	**44**	32	42	32	36	**43**	42	37	13	18	6	6	4	3	2
0	0	1	1	1	3	16	8	12	**38**	30	34	44	31	34	**42**	40	44	22	12	9	7	9	1	3
0	1	2	2	5	9	14	12	18	**45**	32	36	40	35	**45**	34	43	35	18	6	11	4	3	2	2
9	2	0	1	4	13	9	19	34	**55**	37	28	39	57	**57**	45	41	31	12	12	6	14	6	1	48

AM Peak 0915 - 1015 (181), AM PHF=0.83 PM Peak 1430 - 1530 (186), PM PHF=0.82

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2160 -- English (ENU)

Datasets:

Site: **[3SB] 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 6, 2022=1765, 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	**2**	**4**	**4**	**2**	**3**	**22**	**14**	**29**	**75**	**131**	**157**	**223**	**175**	**151**	**155**	**155**	**188**	**130**	**46**	**30**	**26**	**22**	**13**	
6	2	0	0	0	0	2	1	6	18	20	28	**58**	40	30	43	33	48	60	10	15	7	3	4	0
4	0	3	1	1	0	6	2	4	9	40	27	**63**	50	41	46	40	37	30	13	4	6	8	2	1
1	0	0	2	0	3	11	6	5	10	44	**51**	**48**	49	35	30	42	55	27	10	7	8	7	3	3
1	0	1	1	1	0	3	5	14	38	27	**51**	**54**	36	45	36	40	48	13	13	4	5	4	4	1

AM Peak 1130 - 1230 (223), AM PHF=0.89 PM Peak 1200 - 1300 (223), PM PHF=0.89

* Monday, February 7, 2022=4206, 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	**2**	**15**	**10**	**14**	**32**	**76**	**120**	**141**	**129**	**172**	**207**	**317**	**375**	**507**	**401**	**420**	**473**	**326**	**242**	**108**	**66**	**40**	**12**	
0	1	1	4	2	3	13	21	29	29	35	59	**84**	81	**138**	103	113	143	113	95	40	20	8	2	7
1	1	1	2	7	5	17	21	28	31	44	41	**73**	93	**128**	102	94	120	68	75	25	20	17	4	1
3	0	12	4	2	11	28	33	34	34	44	54	**92**	94	**129**	118	116	117	70	47	25	18	10	5	1
1	0	1	0	3	13	18	46	51	36	49	**53**	68	107	**113**	80	98	93	76	26	18	8	5	1	1

AM Peak 1145 - 1245 (302), AM PHF=0.82 PM Peak 1400 - 1500 (507), PM PHF=0.92

* Tuesday, February 8, 2022=4497, 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	
10	**10**	**26**	**7**	**31**	**29**	**73**	**134**	**122**	**151**	**142**	**204**	**322**	**351**	**536**	**382**	**452**	**550**	**363**	**284**	**158**	**93**	**54**	**17**	
7	1	4	0	3	5	9	28	35	35	36	55	**86**	92	139	101	132	**187**	112	118	63	32	10	8	8
1	2	5	2	2	7	17	20	20	46	15	38	**79**	71	139	86	92	**137**	95	63	23	31	20	5	5
1	4	16	3	16	8	28	29	29	41	43	53	**84**	97	157	113	114	**121**	78	51	40	27	17	2	2
1	3	1	2	10	9	19	58	39	31	49	**59**	73	92	102	82	**115**	107	78	53	32	3	7	2	1

AM Peak 1145 - 1245 (307), AM PHF=0.89 PM Peak 1645 - 1745 (559), PM PHF=0.75

* Wednesday, February 9, 2022=4852, 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	
16	**8**	**31**	**13**	**20**	**24**	**91**	**139**	**152**	**173**	**180**	**222**	**333**	**392**	**529**	**412**	**500**	**632**	**368**	**307**	**130**	**110**	**50**	**23**	
8	4	4	0	2	1	10	27	43	38	43	46	**97**	85	142	99	153	**176**	136	144	42	24	20	7	4
5	1	15	4	0	3	17	31	37	42	40	36	**74**	110	128	99	103	**165**	87	81	34	40	11	3	4
2	0	9	3	14	7	40	35	36	47	60	67	**82**	94	157	114	132	**184**	70	42	25	26	14	5	4
1	3	3	6	4	13	24	47	37	46	38	**74**	80	103	103	100	**113**	107	76	41	29	20	5	8	5

AM Peak 1145 - 1245 (327), AM PHF=0.84 PM Peak 1645 - 1745 (637), PM PHF=0.87

* Thursday, February 10, 2022=4741, 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	**10**	**26**	**5**	**26**	**33**	**72**	**152**	**132**	**159**	**162**	**252**	**359**	**386**	**483**	**425**	**478**	**622**	**399**	**288**	**121**	**71**	**42**	**24**	
4	3	2	1	2	6	5	30	26	40	29	74	**100**	92	130	121	153	**160**	119	117	29	27	10	8	7
4	4	7	2	2	6	21	44	27	38	39	39	**88**	70	119	106	104	**118**	115	59	30	14	17	3	1
4	1	15	1	12	9	26	44	36	35	54	64	**81**	109	136	111	113	**205**	84	54	29	18	12	9	1
5	2	2	1	10	12	20	35	43	47	41	**76**	91	115	99	88	109	**140**	82	59	33	12	3	4	4

AM Peak 1145 - 1245 (344), AM PHF=0.86 PM Peak 1700 - 1800 (622), PM PHF=0.76

* Friday, February 11, 2022=4664, 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	**15**	**26**	**7**	**29**	**24**	**66**	**117**	**105**	**158**	**216**	**267**	**373**	**435**	**524**	**438**	**439**	**616**	**333**	**213**	**74**	**77**	**65**	**37**	
7	5	2	0	2	3	12	28	26	43	51	57	**112**	100	149	109	108	**203**	142	81	21	18	27	5	6
1	5	10	4	2	5	12	24	21	40	58	51	**90**	97	128	109	109	**144**	90	69	15	14	14	22	8
1	3	12	1	15	7	23	43	30	34	46	69	**90**	136	151	133	116	**160**	59	36	15	22	17	7	6
4	2	2	2	10	9	20	23	29	42	62	**91**	82	104	96	87	108	**109**	43	28	23	23	7	3	1

AM Peak 1145 - 1245 (382), AM PHF=0.86 PM Peak 1700 - 1800 (616), PM PHF=0.76

* Saturday, February 12, 2022=2046, 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	**8**	**26**	**4**	**6**	**7**	**19**	**51**	**50**	**74**	**123**	**194**	**203**	**228**	**163**	**183**	**204**	**225**	**135**	**34**	**31**	**22**	**27**	**12**	
6	0	4	1	0	0	1	4	9	11	29	56	**57**	**77**	42	69	42	70	49	8	12	7	2	2	3
8	4	6	1	4	0	6	24	8	14	34	**50**	47	**62**	48	41	55	49	49	10	3	4	10	4	4
6	2	13	2	0	4	9	11	10	26	30	**45**	43	**46**	38	45	51	52	25	7	11	1	9	2	0
1	2	3	0	2	3	3	13	24	24	31	**44**	**56**	44	35	29	56	54	12	9	5	10	6	4	0

AM Peak 1115 - 1215 (196), AM PHF=0.86 PM Peak 1245 - 1345 (241), PM PHF=0.78

* Sunday, February 13, 2022=1667, 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	**6**	**6**	**4**	**2**	**4**	**10**	**15**	**29**	**98**	**148**	**165**	**191**	**185**	**142**	**147**	**125**	**144**	**96**	**44**	**40**	**18**	**28**	**16**	
3	4	0	1	0	0	1	2	4	24	37	**45**	45	**33**	26	45	24	34	38	11	14	5	6	3	1
4	0	1	2	0	1	3	3	3	21	26	**50**	35	**54**	44	40	36	39	30	10	12	4	9	4	1
0	1	2	0	1	0	3	2	6	32	**42**	42	46	**63**	34	33	34	34	17	10	10	3	7	4	2
0	1	3	1	1	3	3	8	16	22	**43**	28	**65**	36	39	29	31	37	11	13	4	6	6	5	2

AM Peak 1030 - 1130 (180), AM PHF=0.90 PM Peak 1245 - 1345 (214), PM PHF=0.82

* Monday, February 14, 2022=4229, 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**	**19**	**7**	**12**	**32**	**70**	**115**	**147**	**172**	**161**	**213**	**325**	**342**	**521**	**444**	**413**	**496**	**334**	**212**	**96**	**46**	**31**	**15**	
1	0	2	2	3	6	16	18	31	49	37	55	**87**	92	**142**	124	137	147	130	95	39	19	9	4	10
1	0	2	2	3	6	19	26	32	34	45	50	**89**	83	**137**	120	92	123	74	49	20	10	11	3	4
2	0	14	2	3	10	15	28	35	47	44	48	**75**	80	**143**	112	102	135	75	38	20	11	6	3	3
2	5	1	1	3	10	21	43	50	43	36	**61**	75	88	**100**	88	82	92	57	30	17	6	5	5	3

AM Peak 1145 - 1245 (311), AM PHF=0.88 PM Peak 1400 - 1500 (521), PM PHF=0.91

* Tuesday, February 15, 2022=4635, 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	
20	**10**	**26**	**5**	**30**	**24**	**67**	**154**	**139**	**166**	**171**	**203**	**293**	**375**	**514**	**410**	**481**	**613**	**392**	**287**	**128**	**76**	**42**	**15**	
10	2	3	3	4	4	12	22	36	43	43	54	**62**	100	147	109	147	**155**	135	130	37	34	9	6	5
4	0	8	1	2	4	18	29	27	45	45	45	**79**	88	132	97	90	**161**	115	66	22	28	15	3	1
3	3	15	0	16	8	17	43	32	43	49	44	**75**	99	135	117	131	**186**	92	32	43	8	10	2	2
3	5	0	1	8	8	20	61	45	36	35	**60**	77	89	101	88	**114**	112	50	60	26	6	9	4	3

AM Peak 1145 - 1245 (276), AM PHF=0.87 PM Peak 1645 - 1745 (615), PM PHF=0.83

* Wednesday, February 16, 2022=4933, 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	**6**	**28**	**5**	**28**	**25**	**67**	**161**	**137**	**158**	**172**	**213**	**368**	**390**	**511**	**430**	**485**	**665**	**422**	**318**	**191**	**79**	**49**	**18**	
5	1	3	0	4	3	9	11	38	31	39	44	**107**	118	155	105	135	**178**	148	146	72	26	20	2	7
1	2	11	1	3	8	23	46	39	32	43	57	**90**	100	118	110	103	**186**	100	64	32	28	13	6	1
2	2	13	3	15	10	23	62	26	52	54	54	**87**	89	147	123	115	**190**	85	56	43	15	10	3	3
3	1	1	1	6	4	12	43	35	43	37	**59**	86	84	92	92	**132**	112	89	52	44	10	6	7	1

AM Peak 1145 - 1245 (341), AM PHF=0.80 PM Peak 1645 - 1745 (685), PM PHF=0.90

* Thursday, February 17, 2022=5122, 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	**10**	**28**	**6**	**30**	**24**	**73**	**85**	**127**	**180**	**216**	**218**	**332**	**618**	**499**	**467**	**498**	**727**	**411**	**274**	**141**	**96**	**39**	**15**	
7	4	2	1	1	2	6	19	22	41	58	52	**96**	111	170	120	138	**198**	116	93	37	15	8	1	5
1	2	14	2	4	5	25	15	32	43	49	57	**83**	165	111	128	107	**195**	110	69	17	42	12	5	8
3	3	10	1	18	5	23	23	34	42	61	52	**74**	165	136	123	119	**187**	98	45	73	22	11	5	2
1	1	2	2	7	13	19	29	40	55	50	**57**	80	178	83	96	135	**147**	88	68	14	17	8	4	4

AM Peak 1145 - 1245 (309), AM PHF=0.80 PM Peak 1700 - 1800 (727), PM PHF=0.92

* Friday, February 18, 2022=4339, 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**	**27**	**11**	**30**	**22**	**59**	**220**	**134**	**143**	**187**	**236**	**344**	**443**	**473**	**411**	**432**	**459**	**295**	**168**	**71**	**86**	**47**	**20**	
5	3	4	1	0	6	7	11	39	27	38	46	**82**	103	**124**	100	115	163	99	81	19	27	19	6	7
8	1	11	6	3	2	17	22	31	36	56	42	**91**	99	**126**	88	106	117	91	42	25	16	11	7	6
2	1	10	1	21	8	25	103	31	44	50	62	**94**	129	**144**	118	114	102	62	23	13	17	12	5	3
4	2	2	3	6	6	11	85	33	36	44	**86**	78	**113**	80	105	98	78	43	22	14	26	5	2	3

AM Peak 1145 - 1245 (352), AM PHF=0.94 PM Peak 1345 - 1445 (506), PM PHF=0.88

* Saturday, February 19, 2022=1762, 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**	**13**	**2**	**2**	**3**	**15**	**20**	**31**	**101**	**110**	**129**	**169**	**190**	**168**	**153**	**146**	**176**	**158**	**35**	**29**	**35**	**30**	**13**	
7	5	3	0	1	0	1	6	9	22	27	25	**39**	41	**54**	57	37	39	50	12	11	8	7	6	5
6	7	2	1	0	0	5	3	3	20	27	43	**42**	**58**	38	28	38	45	44	10	5	9	14	2	4
3	3	6	1	0	2	5	3	9	28	29	30	**47**	**34**	35	34	39	45	39	6	5	11	4	2	8
3	2	2	0	1	1	5	8	10	31	27	**31**	42	**57**	41	34	32	47	25	7	8	7	5	3	38

AM Peak 1145 - 1245 (159), AM PHF=0.85 PM Peak 1315 - 1415 (203), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2151 -- English (ENU)

Datasets:

Site: **[1NB] 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 6, 2022=1009, 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	**2**	**2**	**2**	**4**	**3**	**16**	**23**	**70**	**91**	**111**	**89**	**74**	**110**	**86**	**114**	**92**	**64**	**13**	**16**	**4**	**6**	**7**	**5**	
1	1	0	0	0	0	2	9	16	19	**31**	23	16	21	19	**34**	18	30	2	3	0	4	1	3	0
0	0	0	1	0	2	2	3	21	16	**22**	29	16	25	19	**24**	29	17	6	6	1	1	2	1	0
1	1	2	0	2	0	7	3	13	23	**32**	20	25	24	25	**25**	28	12	3	3	3	1	2	1	1
3	0	0	1	2	1	5	8	20	**33**	26	17	17	40	23	**31**	17	5	2	4	0	0	2	0	0

AM Peak 0945 - 1045 (118), AM PHF=0.89 PM Peak 1500 - 1600 (114), PM PHF=0.84

*** Monday, February 7, 2022=1122, 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	**4**	**5**	**8**	**26**	**49**	**61**	**72**	**110**	**97**	**93**	**84**	**81**	**79**	**71**	**69**	**79**	**70**	**26**	**17**	**16**	**8**	**1**	**1**	
0	3	1	1	3	10	15	12	**26**	23	21	18	19	**20**	13	15	20	22	12	7	2	3	0	0	1
0	0	1	0	0	15	15	12	**27**	26	25	12	**26**	22	22	18	20	19	2	4	3	1	0	1	0
1	1	1	2	9	9	14	11	**27**	23	24	31	**18**	15	16	21	19	16	9	3	7	4	0	0	1
0	0	2	6	14	15	18	**37**	30	26	24	24	**19**	22	20	16	21	13	3	3	5	0	1	0	1

AM Peak 0745 - 0845 (117), AM PHF=0.80 PM Peak 1215 - 1315 (82), PM PHF=0.80

*** Tuesday, February 8, 2022=1227, 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**	**3**	**7**	**27**	**39**	**68**	**92**	**135**	**142**	**96**	**82**	**92**	**81**	**69**	**76**	**89**	**64**	**17**	**15**	**14**	**6**	**10**	**3**	
1	0	0	0	4	9	17	23	31	**36**	28	25	**31**	20	23	18	24	24	5	4	3	1	1	1	2
0	1	2	0	7	10	12	19	35	**28**	28	18	**23**	21	15	17	27	16	6	5	5	3	3	0	0
1	0	1	2	4	12	22	21	38	**34**	25	19	**18**	25	17	20	20	15	2	0	5	1	6	0	0
1	0	0	6	12	8	18	30	31	**45**	15	21	**21**	16	14	22	19	9	5	6	1	1	0	2	1

AM Peak 0900 - 1000 (142), AM PHF=0.79 PM Peak 1200 - 1300 (92), PM PHF=0.74

*** Wednesday, February 9, 2022=1213, 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	**0**	**0**	**6**	**28**	**38**	**64**	**107**	**135**	**130**	**95**	**90**	**93**	**74**	**63**	**87**	**84**	**46**	**25**	**12**	**14**	**14**	**9**	**2**	
2	0	0	1	3	7	10	25	**38**	34	17	20	**30**	19	14	28	18	14	6	3	7	4	6	0	1
0	0	0	1	9	14	12	26	**43**	36	35	28	**19**	14	15	17	23	8	5	3	6	4	4	1	1
0	0	0	2	5	8	15	23	**26**	30	19	22	**25**	22	11	19	25	17	8	5	1	3	0	0	0
1	0	0	2	11	10	27	**33**	29	30	25	20	**20**	19	23	23	19	7	6	1	0	3	0	1	2

AM Peak 0745 - 0845 (139), AM PHF=0.82 PM Peak 1200 - 1300 (93), PM PHF=0.79

*** Thursday, February 10, 2022=1218, 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**	**3**	**3**	**24**	**35**	**56**	**87**	**143**	**105**	**94**	**94**	**92**	**83**	**68**	**73**	**90**	**87**	**25**	**16**	**15**	**9**	**13**	**1**	
1	1	1	0	4	5	8	20	29	**34**	20	29	25	21	17	16	18	**31**	12	6	5	1	1	0	0
1	1	2	0	4	12	21	16	**39**	26	30	18	25	23	18	22	**28**	20	2	5	1	3	5	0	3
0	0	0	2	6	4	13	21	**36**	19	21	19	24	15	15	19	**24**	17	4	1	3	1	6	0	1
2	0	0	1	10	14	16	32	**39**	27	23	28	19	24	18	17	**20**	20	7	4	6	4	2	1	1

AM Peak 0815 - 0915 (147), AM PHF=0.94 PM Peak 1615 - 1715 (103), PM PHF=0.84

*** Friday, February 11, 2022=1149, 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**	**3**	**19**	**35**	**68**	**68**	**106**	**115**	**112**	**89**	**71**	**104**	**52**	**61**	**85**	**78**	**29**	**15**	**11**	**10**	**5**	**4**	
0	4	1	0	2	5	16	11	24	**33**	33	24	18	**25**	22	15	20	21	7	7	4	1	0	3	0
3	1	1	0	5	14	16	10	19	**28**	32	24	19	**35**	10	13	26	25	10	3	1	2	4	0	0
1	0	0	3	3	8	16	18	34	**36**	26	21	21	**19**	9	13	24	17	5	2	2	3	0	1	0
1	1	0	0	9	9	20	30	**30**	18	22	21	13	**26**	11	20	16	15	7	3	4	4	1	0	0

AM Peak 0845 - 0945 (126), AM PHF=0.89 PM Peak 1300 - 1400 (104), PM PHF=0.75

*** Saturday, February 12, 2022=919, 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	
0	**1**	**1**	**1**	**6**	**11**	**45**	**62**	**70**	**86**	**81**	**81**	**53**	**67**	**83**	**80**	**89**	**75**	**7**	**4**	**3**	**8**	**5**	**3**	
0	1	0	0	1	5	2	20	19	24	17	**32**	11	16	19	30	19	**26**	3	1	1	3	2	0	0
0	0	0	1	2	2	5	7	14	18	**26**	17	14	18	23	17	**23**	22	0	1	1	1	1	1	0
0	0	0	0	1	3	12	20	14	24	**17**	16	14	19	23	15	**22**	13	0	1	0	4	1	0	1
0	0	1	0	2	1	26	15	23	20	**21**	16	14	14	18	18	**25**	14	4	1	1	0	1	2	0

AM Peak 1015 - 1115 (96), AM PHF=0.76 PM Peak 1615 - 1715 (96), PM PHF=0.92

* Sunday, February 13, 2022=869, 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**	**1**	**2**	**7**	**3**	**24**	**36**	**69**	**97**	**118**	**66**	**67**	**63**	**64**	**60**	**71**	**65**	**20**	**7**	**15**	**7**	**2**	**3**	
0	0	0	0	0	0	3	9	15	25	**30**	13	14	12	24	15	**29**	21	3	1	4	4	0	1	2
0	0	0	1	3	1	2	4	20	24	**32**	21	16	14	15	16	**17**	23	5	1	4	2	0	1	1
1	1	1	0	2	1	4	10	16	24	**31**	16	15	18	10	14	**18**	10	8	3	3	0	1	0	0
0	0	0	1	2	1	15	13	18	24	**25**	16	22	19	15	**15**	7	11	4	2	4	1	1	1	0

AM Peak 1000 - 1100 (118), AM PHF=0.92 PM Peak 1545 - 1645 (79), PM PHF=0.68

* Monday, February 14, 2022=1109, 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**	**1**	**8**	**22**	**40**	**67**	**89**	**122**	**116**	**101**	**64**	**100**	**69**	**57**	**73**	**57**	**55**	**27**	**10**	**15**	**4**	**7**	**3**	
2	2	1	2	3	7	18	15	29	**34**	36	23	**21**	20	17	18	12	16	8	4	3	1	3	1	1
1	1	0	1	4	13	12	17	32	**28**	8	17	**20**	19	13	12	19	13	5	4	4	1	1	0	0
0	1	0	4	5	8	15	26	24	**35**	34	9	**25**	18	15	19	11	12	5	1	3	1	1	2	1
0	1	0	2	10	12	23	32	**38**	21	24	16	**34**	13	12	25	16	14	9	1	5	1	2	0	0

AM Peak 0845 - 0945 (133), AM PHF=0.89 PM Peak 1200 - 1300 (100), PM PHF=0.73

* Tuesday, February 15, 2022=1125, 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**	**7**	**6**	**23**	**38**	**66**	**75**	**123**	**133**	**105**	**72**	**86**	**86**	**66**	**58**	**63**	**55**	**14**	**20**	**7**	**8**	**9**	**3**	
1	1	4	0	2	11	21	16	29	**42**	26	18	21	**26**	20	16	16	22	8	7	3	2	3	2	1
0	2	2	0	3	16	11	20	**30**	28	23	20	19	**20**	14	16	16	11	3	2	0	2	6	1	0
1	1	0	3	12	7	12	16	**37**	25	28	17	19	**23**	17	11	12	9	2	6	2	2	0	0	0
0	1	1	4	6	4	22	23	**28**	38	29	17	**28**	18	15	15	19	13	1	5	2	2	0	0	3

AM Peak 0815 - 0915 (136), AM PHF=0.81 PM Peak 1245 - 1345 (97), PM PHF=0.86

* Wednesday, February 16, 2022=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	
4	**3**	**2**	**2**	**28**	**50**	**72**	**83**	**129**	**145**	**117**	**110**	**92**	**86**	**78**	**61**	**70**	**67**	**24**	**14**	**10**	**20**	**14**	**3**	
1	1	0	1	3	8	12	22	34	29	**43**	29	**28**	20	22	13	20	16	7	4	3	3	8	1	0
0	0	1	1	3	17	19	26	37	**26**	22	23	**26**	25	24	13	18	20	5	2	3	3	1	0	0
0	1	0	0	9	13	16	8	36	**52**	27	27	**13**	19	19	14	14	22	4	3	2	6	3	1	1
3	1	1	0	13	13	26	27	22	**38**	25	31	**25**	22	13	21	19	9	8	5	2	8	2	1	1

AM Peak 0915 - 1015 (159), AM PHF=0.77 PM Peak 1200 - 1300 (92), PM PHF=0.82

* Thursday, February 17, 2022=1134, 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**	**3**	**4**	**22**	**43**	**62**	**73**	**128**	**106**	**86**	**98**	**91**	**70**	**58**	**70**	**71**	**69**	**26**	**10**	**21**	**9**	**10**	**1**	
0	2	1	0	3	7	10	19	**28**	22	23	26	**25**	18	15	16	14	23	11	3	7	3	4	0	0
0	2	2	0	1	12	18	16	**35**	38	24	24	**31**	26	16	21	20	16	5	1	6	0	5	0	1
1	0	0	1	7	11	16	16	**33**	20	21	25	**21**	15	12	14	17	14	4	5	5	5	0	1	1
1	0	0	3	11	13	19	22	**33**	27	19	24	**14**	11	16	20	21	16	7	1	3	1	1	0	0

AM Peak 0800 - 0900 (128), AM PHF=0.93 PM Peak 1200 - 1300 (91), PM PHF=0.73

* Friday, February 18, 2022=1209, 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**	**7**	**24**	**39**	**56**	**61**	**129**	**113**	**106**	**105**	**93**	**87**	**77**	**75**	**103**	**53**	**28**	**12**	**19**	**10**	**6**	**2**	
0	1	0	1	2	5	11	13	23	**30**	27	26	19	20	16	18	**33**	19	12	5	2	1	3	0	0
1	1	1	2	5	9	10	18	**31**	21	31	28	25	26	21	25	**28**	11	7	0	5	4	1	1	1
1	0	0	3	8	12	17	12	**36**	35	25	19	24	24	21	17	**26**	10	6	2	6	2	0	1	1
0	0	2	1	9	14	18	19	**40**	28	24	32	25	17	19	16	**16**	13	3	5	6	3	2	0	2

AM Peak 0815 - 0915 (136), AM PHF=0.86 PM Peak 1600 - 1700 (103), PM PHF=0.78

* Saturday, February 19, 2022=880, 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**	**1**	**0**	**3**	**11**	**42**	**55**	**56**	**89**	**73**	**83**	**58**	**54**	**57**	**100**	**69**	**70**	**15**	**12**	**12**	**5**	**7**	**4**	
0	1	0	0	0	3	11	13	15	**25**	16	25	14	18	12	**25**	17	24	4	1	4	0	1	2	1
1	0	0	0	0	2	2	12	11	**18**	14	20	15	9	15	**28**	20	20	1	2	5	2	5	1	0
1	0	1	0	0	1	15	12	8	**22**	19	17	13	17	21	**25**	16	13	5	6	1	1	1	0	1
2	0	0	0	3	5	15	18	22	**24**	24	21	16	10	9	**22**	16	13	5	3	2	2	0	1	4

AM Peak 0900 - 1000 (89), AM PHF=0.89 PM Peak 1500 - 1600 (100), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2152 -- English (ENU)

Datasets:

Site: **[1SB] 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 6, 2022=1046, 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	**7**	**0**	**2**	**1**	**2**	**6**	**13**	**30**	**41**	**63**	**126**	**115**	**102**	**68**	**110**	**117**	**126**	**72**	**17**	**6**	**9**	**4**	**5**	
1	3	0	0	0	0	1	0	9	7	12	22	**22**	26	9	24	**34**	32	25	2	3	3	1	3	0
1	2	0	1	0	0	2	2	1	5	15	**32**	31	21	16	32	**37**	31	24	7	0	3	2	1	0
0	0	0	1	0	2	1	7	6	13	19	**40**	37	17	19	21	**23**	25	16	5	3	3	1	1	0
5	2	0	0	1	0	2	4	14	16	17	**32**	26	38	25	**34**	24	39	7	3	0	0	0	0	0

AM Peak 1115 - 1215 (126), AM PHF=0.79 PM Peak 1545 - 1645 (127), PM PHF=0.87

* Monday, February 7, 2022=1217, 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	
0	**1**	**0**	**3**	**14**	**27**	**30**	**39**	**62**	**70**	**64**	**81**	**93**	**89**	**131**	**96**	**108**	**137**	**81**	**43**	**28**	**14**	**10**	**0**	
0	1	0	0	6	4	2	9	15	14	16	**26**	31	22	37	29	29	**47**	31	19	10	6	4	0	0
0	0	0	0	0	10	7	6	16	23	15	**19**	16	20	30	19	23	**31**	25	12	7	1	1	0	0
0	0	0	3	3	8	11	7	10	17	16	**25**	25	20	20	24	22	**26**	14	8	4	2	4	0	1
0	0	0	0	5	5	10	18	22	17	**18**	12	22	29	45	24	**35**	33	12	4	7	5	1	0	2

AM Peak 1045 - 1145 (87), AM PHF=0.85 PM Peak 1645 - 1745 (138), PM PHF=0.73

* Tuesday, February 8, 2022=1307, 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	**3**	**5**	**13**	**18**	**22**	**33**	**47**	**56**	**84**	**79**	**115**	**93**	**107**	**117**	**91**	**132**	**141**	**89**	**25**	**15**	**11**	**10**	**3**	
0	1	2	0	5	7	14	12	17	19	13	**30**	26	30	40	31	27	**50**	39	8	7	5	6	1	3
0	0	1	0	3	6	9	12	12	18	20	**32**	30	23	25	17	36	**42**	23	5	1	1	3	0	0
1	1	2	10	3	6	4	13	11	24	21	**27**	13	26	24	26	**29**	25	14	7	4	3	1	1	1
2	1	0	3	8	4	6	11	16	24	26	**27**	25	28	29	17	**42**	25	14	6	3	2	0	1	2

AM Peak 1100 - 1200 (115), AM PHF=0.91 PM Peak 1630 - 1730 (162), PM PHF=0.82

* Wednesday, February 9, 2022=1324, 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	**1**	**2**	**9**	**17**	**27**	**27**	**53**	**86**	**82**	**102**	**104**	**82**	**102**	**105**	**93**	**111**	**147**	**93**	**27**	**24**	**15**	**9**	**7**	
3	1	0	2	8	8	12	9	22	21	17	**21**	28	27	34	28	26	**54**	34	12	7	5	3	3	0
0	0	1	3	2	7	3	6	21	16	23	**30**	18	16	15	13	25	**33**	26	9	12	3	1	2	3
1	0	1	2	3	7	6	14	23	22	**30**	23	20	33	21	24	32	**33**	15	6	5	4	4	1	0
2	0	0	3	5	6	7	25	21	24	**33**	31	17	27	36	29	**28**	28	19	1	0	3	1	1	2

AM Peak 1030 - 1130 (112), AM PHF=0.86 PM Peak 1645 - 1745 (148), PM PHF=0.68

* Thursday, February 10, 2022=1341, 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**	**3**	**4**	**19**	**20**	**25**	**42**	**61**	**86**	**92**	**112**	**104**	**119**	**99**	**102**	**107**	**150**	**109**	**30**	**20**	**11**	**7**	**14**	
0	1	0	0	3	6	8	9	19	26	29	33	**30**	21	25	26	34	**54**	34	6	7	4	0	7	0
3	2	3	1	6	8	3	8	12	14	22	26	**37**	29	23	17	27	**35**	27	8	5	2	2	0	1
0	0	0	2	5	3	5	16	18	24	26	**17**	16	29	22	24	21	**33**	30	8	4	2	3	1	1
2	2	0	2	6	3	11	9	12	23	16	**36**	21	41	30	35	26	**29**	19	8	4	3	2	6	1

AM Peak 1130 - 1230 (120), AM PHF=0.82 PM Peak 1700 - 1800 (150), PM PHF=0.69

* Friday, February 11, 2022=1243, 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**	**6**	**8**	**11**	**20**	**31**	**60**	**52**	**68**	**108**	**114**	**84**	**108**	**118**	**70**	**92**	**119**	**90**	**29**	**17**	**16**	**10**	**10**	
0	2	1	1	2	4	8	10	14	15	21	**37**	18	21	**45**	21	21	49	40	9	3	4	8	3	1
1	1	2	1	2	8	8	15	12	23	30	**32**	28	**28**	21	14	21	26	25	12	7	4	2	2	0
1	1	2	6	3	7	7	14	8	15	**26**	23	20	**23**	24	19	20	22	16	6	1	0	0	5	0
1	0	1	0	5	2	9	22	18	16	**31**	24	18	**36**	29	16	31	22	10	2	6	8	0	0	1

AM Peak 1030 - 1130 (125), AM PHF=0.85 PM Peak 1315 - 1415 (132), PM PHF=0.73

* Saturday, February 12, 2022=970, 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**	**1**	**1**	**3**	**8**	**3**	**21**	**44**	**90**	**93**	**107**	**83**	**78**	**61**	**88**	**88**	**87**	**79**	**10**	**5**	**4**	**8**	**6**	
1	0	0	0	0	2	2	4	7	26	30	**30**	22	18	15	27	21	21	**34**	3	0	1	0	1	0
0	1	0	1	2	6	0	5	9	34	22	**23**	21	14	16	18	24	16	**22**	2	2	1	4	1	0
0	0	0	0	0	1	0	4	8	16	20	**31**	21	30	16	23	25	**26**	12	4	1	1	2	1	0
1	1	1	0	1	0	1	9	20	14	22	**24**	19	16	14	20	19	**25**	11	1	2	1	2	3	0

AM Peak 1100 - 1200 (107), AM PHF=0.86 PM Peak 1730 - 1830 (107), PM PHF=0.78

* Sunday, February 13, 2022=896, 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	
0	**1**	**2**	**3**	**2**	**3**	**3**	**11**	**31**	**69**	**97**	**86**	**97**	**82**	**67**	**66**	**77**	**76**	**75**	**21**	**11**	**11**	**2**	**5**	
0	0	0	1	0	0	2	1	5	11	17	**20**	**21**	15	17	14	16	17	27	8	5	5	0	3	1
0	1	2	0	0	1	1	1	10	20	**29**	22	**28**	22	23	18	20	18	28	5	2	2	0	0	0
0	0	0	1	2	1	0	2	4	28	**21**	20	**28**	25	10	23	18	21	17	6	2	3	2	1	1
0	0	0	1	0	1	0	7	12	10	**30**	24	**21**	20	17	11	23	20	4	2	2	1	0	1	1

AM Peak 1015 - 1115 (100), AM PHF=0.83 PM Peak 1200 - 1300 (97), PM PHF=0.87

* Monday, February 14, 2022=1148, 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	**3**	**3**	**7**	**9**	**21**	**18**	**50**	**62**	**83**	**88**	**94**	**88**	**79**	**112**	**92**	**97**	**109**	**80**	**22**	**18**	**9**	**1**	**5**	
1	2	1	1	2	3	2	9	17	18	16	**31**	22	20	39	26	28	**39**	26	10	3	5	0	0	0
0	1	1	0	4	9	4	12	17	18	18	**26**	16	17	19	29	26	**22**	27	4	3	1	1	2	1
1	0	0	1	2	4	6	9	11	32	**29**	23	23	20	27	23	13	**25**	19	6	7	2	0	0	0
1	0	1	5	1	6	7	22	17	16	**26**	15	28	23	27	16	**31**	24	8	2	5	1	0	3	0

AM Peak 1030 - 1130 (111), AM PHF=0.91 PM Peak 1645 - 1745 (116), PM PHF=0.74

* Tuesday, February 15, 2022=1234, 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	**4**	**8**	**7**	**10**	**21**	**25**	**36**	**57**	**96**	**95**	**115**	**88**	**103**	**105**	**107**	**88**	**128**	**73**	**29**	**18**	**12**	**6**	**7**	
0	0	0	0	3	4	7	11	16	22	26	**35**	25	20	29	25	19	**52**	30	9	6	4	1	3	0
1	1	2	1	0	6	7	7	17	27	13	**36**	18	25	19	28	19	**22**	16	8	7	1	2	2	0
0	1	6	3	4	10	7	11	13	19	**35**	24	24	26	23	31	21	**26**	21	9	5	1	2	2	2
0	2	0	3	3	1	4	8	12	29	**23**	20	21	33	35	24	29	**29**	6	3	0	6	1	0	2

AM Peak 1030 - 1130 (128), AM PHF=0.89 PM Peak 1700 - 1800 (128), PM PHF=0.62

* Wednesday, February 16, 2022=1384, 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**	**4**	**11**	**36**	**30**	**64**	**63**	**75**	**123**	**126**	**98**	**96**	**116**	**94**	**103**	**149**	**114**	**22**	**13**	**15**	**12**	**10**	
0	0	0	1	0	6	9	7	18	9	24	**39**	27	17	28	32	28	**49**	33	9	5	4	3	5	0
0	2	3	2	1	14	8	25	15	25	**34**	29	22	19	32	15	24	**27**	33	4	4	4	5	3	0
2	1	1	0	5	7	9	10	19	19	**40**	32	23	23	36	27	14	**41**	32	4	3	4	2	1	1
2	0	2	1	5	10	5	24	12	23	**25**	27	26	38	21	21	**38**	32	16	5	1	3	2	1	1

AM Peak 1015 - 1115 (137), AM PHF=0.86 PM Peak 1645 - 1745 (154), PM PHF=0.79

* Thursday, February 17, 2022=1283, 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**	**9**	**12**	**14**	**24**	**26**	**52**	**74**	**86**	**87**	**128**	**97**	**95**	**93**	**91**	**95**	**118**	**104**	**30**	**23**	**11**	**5**	**8**	
0	1	3	1	4	8	9	5	25	19	26	**35**	29	23	27	20	20	**40**	41	9	10	3	3	4	0
0	2	1	3	7	5	6	20	10	19	22	**33**	37	21	22	23	24	**29**	31	6	8	0	0	4	1
1	0	4	3	0	5	7	11	23	23	20	**36**	19	26	22	26	16	**22**	16	11	4	5	0	1	0
1	0	1	5	3	6	5	17	17	26	19	**24**	13	26	22	22	**35**	28	16	4	1	3	2	0	0

AM Peak 1100 - 1200 (128), AM PHF=0.89 PM Peak 1645 - 1745 (125), PM PHF=0.78

* Friday, February 18, 2022=664, 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	**3**	**6**	**10**	**19**	**23**	**19**	**42**	**63**	**89**	**98**	**115**	**76**	**24**	**12**	**16**	**23**	**17**	**9**	**2**	**1**	**0**	**0**	**1**	
0	0	1	0	0	8	6	10	16	24	22	20	**34**	4	4	3	7	4	5	2	0	0	0	0	0
1	2	2	2	8	2	1	9	14	20	37	17	**20**	5	2	8	6	4	3	0	1	0	0	0	1
0	0	3	5	7	8	4	13	16	22	22	**37**	**13**	6	7	3	7	4	2	0	0	0	0	1	0
0	1	0	4	5	6	8	11	17	23	18	**41**	**9**	9	0	2	4	6	0	0	0	0	0	0	0

AM Peak 1130 - 1230 (132), AM PHF=0.80 PM Peak 1200 - 1300 (76), PM PHF=0.56

* Saturday, February 19, 2022=80, 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	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**6**	**8**	**10**	**13**	**4**	**2**	**13**	**2**	**5**	**9**	**4**	**1**	**0**	**0**	**1**	**0**	
0	0	0	0	0	3	0	0	1	2	1	**5**	1	1	**5**	0	0	3	2	1	0	0	0	0	0
1	0	0	0	0	0	0	0	2	3	**3**	2	1	2	**2**	0	2	4	0	0	0	0	1	0	0
0	0	0	0	0	0	0	2	1	2	**5**	4	2	0	**3**	0	3	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	1	**1**	2	0	0	**4**	2	0	2	0	0	0	0	0	0	0

AM Peak 1015 - 1115 (14), AM PHF=0.70 PM Peak 1400 - 1500 (13), PM PHF=0.72

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2161 -- English (ENU)

Datasets:

Site: **[4NB] 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)

* Saturday, February 5, 2022=3917 (Incomplete) , 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	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**451**	**443**	**520**	**516**	**401**	**396**	**342**	**282**	**184**	**192**	**121**	**72**	
-	-	-	-	-	-	-	-	-	-	-	-	116	109	**135**	117	95	112	81	73	47	59	35	26	14
-	-	-	-	-	-	-	-	-	-	-	-	116	91	**124**	113	93	94	84	64	45	49	37	18	9
-	-	-	-	-	-	-	-	-	-	-	-	104	112	**135**	141	109	95	83	73	42	35	28	16	1
-	-	-	-	-	-	-	-	-	-	-	-	116	**132**	126	146	105	96	95	72	51	49	21	13	6

PM Peak 1345 - 1445 (526), PM PHF=0.97

* Sunday, February 6, 2022=5544, 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	
30	**28**	**19**	**28**	**23**	**49**	**75**	**145**	**205**	**260**	**394**	**431**	**479**	**490**	**543**	**520**	**515**	**383**	**261**	**227**	**186**	**146**	**72**	**40**	
14	8	2	8	7	6	21	36	49	44	82	115	**124**	125	133	**145**	135	109	67	64	64	30	23	11	7
9	9	6	5	6	14	10	32	39	61	99	106	**122**	119	**139**	139	132	109	71	49	47	33	22	8	4
1	6	5	10	3	8	18	33	41	67	112	103	**111**	120	**133**	127	139	75	63	55	42	42	18	6	9
6	6	7	5	7	21	26	44	77	90	102	**108**	122	126	**140**	110	109	91	62	60	34	42	10	16	4

AM Peak 1145 - 1245 (464), AM PHF=0.94 PM Peak 1415 - 1515 (556), PM PHF=0.96

* Monday, February 7, 2022=9561, 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	**21**	**31**	**48**	**184**	**485**	**849**	**672**	**1002**	**876**	**666**	**756**	**732**	**505**	**445**	**452**	**441**	**415**	**294**	**255**	**144**	**146**	**82**	**42**	
7	5	6	12	24	71	178	163	244	**247**	147	157	**196**	140	132	110	95	91	84	68	51	40	34	12	10
4	9	5	9	21	104	201	164	**249**	201	180	176	**173**	132	101	100	99	86	71	59	50	30	15	7	12
9	3	12	12	42	136	230	155	**234**	221	165	210	**184**	114	96	122	125	110	67	66	23	32	16	9	10
4	5	8	15	98	175	241	191	**276**	208	174	215	**180**	120	116	121	123	128	73	63	20	45	18	14	8

AM Peak 0815 - 0915 (1004), AM PHF=0.91 PM Peak 1200 - 1300 (732), PM PHF=0.94

* Tuesday, February 8, 2022=10901, 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	
39	**24**	**41**	**63**	**195**	**510**	**896**	**910**	**1086**	**1202**	**795**	**757**	**786**	**594**	**434**	**469**	**455**	**468**	**372**	**311**	**183**	**173**	**99**	**43**	
10	4	1	16	20	64	209	206	305	**318**	269	148	**193**	179	110	124	113	119	86	83	60	48	36	13	12
12	8	8	12	29	106	212	217	274	**311**	176	172	**227**	149	99	106	116	108	102	69	38	45	25	12	7
10	3	18	14	50	142	214	242	232	**300**	160	192	**175**	127	100	135	109	124	82	73	55	40	21	6	9
8	10	15	21	96	199	262	245	**275**	274	191	246	**191**	140	127	104	118	117	102	86	31	41	18	13	8

AM Peak 0845 - 0945 (1203), AM PHF=0.95 PM Peak 1200 - 1300 (786), PM PHF=0.87

* Wednesday, February 9, 2022=9649, 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	
35	**20**	**34**	**56**	**194**	**516**	**889**	**906**	**1144**	**0**	**679**	**792**	**763**	**552**	**426**	**519**	**483**	**499**	**338**	**288**	**206**	**170**	**90**	**56**	
12	4	3	12	25	73	230	207	**309**	0	89	157	**212**	141	100	129	127	127	88	82	65	40	26	19	11
7	8	7	11	24	99	202	204	**325**	0	220	181	**199**	157	133	116	115	125	82	61	61	45	22	19	8
9	2	13	12	50	144	216	235	**288**	0	173	210	**183**	121	93	150	124	110	74	77	44	41	18	7	5
8	7	12	21	95	201	242	**261**	223	0	197	245	**169**	134	102	125	118	138	94	68	37	44	25	11	9

AM Peak 0745 - 0845 (1182), AM PHF=0.91 PM Peak 1200 - 1300 (763), PM PHF=0.90

* Thursday, February 10, 2022=10951, 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	
33	**33**	**36**	**57**	**180**	**505**	**877**	**926**	**1124**	**1064**	**853**	**777**	**788**	**571**	**520**	**416**	**487**	**489**	**379**	**337**	**184**	**160**	**97**	**64**	
11	13	3	9	17	73	223	198	273	**305**	243	147	**209**	173	109	93	113	116	95	69	59	40	37	18	10
8	8	7	11	23	102	207	197	**286**	266	237	185	**215**	156	125	103	109	125	96	79	52	45	25	14	10
5	7	14	18	46	138	222	252	**280**	243	160	195	**200**	109	144	118	138	112	95	96	42	41	16	14	15
9	6	13	19	94	193	225	279	**286**	250	213	250	**164**	133	143	103	129	136	95	94	32	35	20	19	12

AM Peak 0815 - 0915 (1156), AM PHF=0.95 PM Peak 1200 - 1300 (788), PM PHF=0.92

* Friday, February 11, 2022=11130, 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	**31**	**33**	**65**	**183**	**519**	**821**	**707**	**942**	**922**	**810**	**816**	**875**	**635**	**474**	**541**	**507**	**500**	**528**	**411**	**299**	**221**	**174**	**75**	
10	7	5	15	15	64	189	157	**261**	236	210	175	**223**	195	123	149	137	126	116	142	71	46	50	18	17
10	12	9	7	32	88	191	148	**223**	225	208	205	**203**	178	112	128	119	128	125	113	75	62	58	25	11
15	6	11	20	46	152	218	169	**240**	228	180	218	**234**	126	106	134	146	119	128	85	86	47	37	13	12
12	7	9	24	91	215	223	**233**	219	234	213	219	**215**	137	133	131	106	128	160	72	68	66	30	19	6

AM Peak 0745 - 0845 (957), AM PHF=0.92 PM Peak 1200 - 1300 (875), PM PHF=0.93

* Saturday, February 12, 2022=6391, 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	
45	28	27	26	46	101	213	208	237	318	414	446	462	479	521	523	504	445	414	319	196	199	139	87	
17	3	7	8	10	14	64	49	62	54	76	127	105	126	128	133	122	121	81	101	59	37	51	33	11
11	4	6	1	8	17	35	61	53	74	104	112	122	116	130	137	129	126	84	74	40	54	36	23	8
12	13	8	12	12	30	56	47	53	82	113	106	117	112	133	118	119	100	103	82	54	55	24	14	8
6	9	6	6	16	40	59	51	69	109	122	102	120	125	131	136	135	99	146	62	44	53	28	18	11

AM Peak 1030 - 1130 (474), AM PHF=0.93 PM Peak 1430 - 1530 (533), PM PHF=0.97

* Sunday, February 13, 2022=5109, 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	24	22	14	31	53	91	154	214	288	398	367	404	411	472	430	378	348	266	242	182	146	92	51	
11	6	9	6	5	13	17	30	55	69	85	117	101	87	127	103	117	84	80	62	46	34	32	9	13
8	6	4	1	13	10	13	30	47	62	100	79	102	97	123	131	84	83	67	67	43	31	28	16	7
8	6	7	1	7	6	24	38	55	70	111	90	94	112	116	100	85	86	46	73	45	45	18	18	9
11	6	2	6	6	24	37	56	59	87	103	81	107	116	106	96	92	96	74	41	49	36	15	9	5

AM Peak 1015 - 1115 (430), AM PHF=0.92 PM Peak 1345 - 1445 (482), PM PHF=0.95

* Monday, February 14, 2022=9682, 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	23	35	59	180	511	829	754	912	868	638	612	739	507	399	418	450	409	408	347	208	175	112	61	
13	8	7	10	21	78	190	191	237	212	188	119	180	138	89	108	107	97	74	108	57	36	47	20	8
7	8	2	12	25	101	195	167	217	242	184	133	201	124	107	97	103	97	93	83	65	39	25	9	8
9	5	11	18	34	136	207	149	237	188	144	191	187	116	94	108	129	109	97	72	46	42	23	17	15
5	3	15	19	101	197	237	248	222	226	123	170	172	130	110	107	111	107	145	84	41	58	17	16	7

AM Peak 0745 - 0845 (938), AM PHF=0.95 PM Peak 1200 - 1300 (739), PM PHF=0.92

* Tuesday, February 15, 2022=10413, 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	18	39	59	191	528	892	801	974	895	774	740	809	561	464	425	490	434	466	333	183	172	88	45	
8	4	4	7	13	64	225	172	276	259	209	145	193	152	115	125	130	101	97	85	52	30	26	18	9
8	6	11	12	25	111	202	158	226	236	196	189	238	152	118	105	128	98	127	99	51	34	20	3	12
15	3	12	18	50	154	229	206	244	193	200	201	195	111	94	112	110	110	101	72	41	48	19	11	7
7	6	13	22	103	200	237	265	229	208	171	206	183	146	138	85	122	125	142	78	40	61	23	13	7

AM Peak 0745 - 0845 (1011), AM PHF=0.92 PM Peak 1200 - 1300 (809), PM PHF=0.85

* Wednesday, February 16, 2022=10684, 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	
35	27	35	65	182	541	913	850	988	973	797	771	823	542	460	504	470	486	397	321	201	162	96	47	
9	7	4	13	20	80	199	184	254	250	242	175	228	165	111	138	107	112	97	99	55	32	32	10	10
12	8	4	14	29	106	240	209	234	249	200	175	225	134	118	141	121	113	96	96	61	38	20	13	11
7	7	13	17	49	149	230	191	246	232	179	198	190	104	115	122	114	131	106	61	50	44	17	8	6
7	6	15	22	85	207	246	266	254	243	177	224	181	140	117	103	128	131	99	66	36	49	28	17	14

AM Peak 0745 - 0845 (1000), AM PHF=0.94 PM Peak 1200 - 1300 (823), PM PHF=0.90

* Thursday, February 17, 2022=10936, 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	
41	28	31	68	193	556	945	838	989	884	680	757	789	883	498	468	426	483	408	379	230	167	123	79	
10	8	4	12	18	68	247	176	232	231	174	158	195	197	136	111	103	87	98	114	65	39	48	22	12
11	7	6	15	30	117	240	196	252	252	175	181	229	266	103	123	97	127	84	102	51	38	31	18	12
6	5	12	16	47	163	244	201	226	210	160	197	177	184	123	120	112	141	101	81	52	54	26	23	6
14	9	10	26	100	209	215	265	280	191	172	221	188	236	137	115	114	129	126	83	62	37	19	17	10

AM Peak 0800 - 0900 (989), AM PHF=0.88 PM Peak 1300 - 1400 (883), PM PHF=0.83

* Friday, February 18, 2022=7378, 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	
40	26	37	66	175	450	740	942	973	848	676	802	836	612	159	0	0	0	0	0	0	0	0	0	
12	12	2	15	12	76	144	157	235	203	154	171	255	184	143	0	0	0	0	0	0	0	0	0	0
12	6	9	10	29	83	157	174	267	248	187	192	207	144	17	0	0	0	0	0	0	0	0	0	0
6	4	11	20	46	113	216	277	244	212	177	212	195	140	0	0	0	0	0	0	0	0	0	0	0
10	5	16	21	88	178	223	335	228	186	158	228	179	144	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0730 - 0830 (1113), AM PHF=0.83 PM Peak 1200 - 1300 (836), PM PHF=0.82

* Saturday, February 19, 2022=0, 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	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0000 - 0100 (0), AM PHF=-nan(ind) PM Peak 0000 - 0100 (0), PM PHF=-nan(ind)

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-2162 -- English (ENU)

Datasets:

Site: **[4SB] 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)

* Saturday, February 5, 2022=3770 (Incomplete) , 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	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**346**	**373**	**405**	**425**	**426**	**564**	**396**	**176**	**180**	**239**	**128**	**115**	
-	-	-	-	-	-	-	-	-	-	-	-	112	84	89	109	95	130	**130**	56	50	37	50	26	15
-	-	-	-	-	-	-	-	-	-	-	-	77	102	97	130	100	140	**154**	37	28	34	26	49	14
-	-	-	-	-	-	-	-	-	-	-	-	84	98	125	104	119	**146**	63	40	67	83	32	25	32
-	-	-	-	-	-	-	-	-	-	-	-	74	90	94	83	113	**148**	50	43	36	85	20	15	19

PM Peak 1730 - 1830 (578), PM PHF=0.94

* Sunday, February 6, 2022=4584, 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	
80	**33**	**15**	**18**	**3**	**14**	**49**	**40**	**71**	**113**	**156**	**299**	**341**	**372**	**395**	**401**	**502**	**624**	**377**	**195**	**166**	**137**	**107**	**80**	
15	10	7	6	1	3	4	5	16	26	33	62	**82**	103	86	93	105	138	**163**	44	41	49	28	16	8
14	5	2	4	0	4	7	4	14	24	40	83	**89**	91	102	85	128	**129**	106	53	32	33	31	15	0
32	9	1	3	0	2	27	14	14	34	40	**87**	83	101	106	105	143	**173**	66	63	40	29	28	25	12
19	9	5	5	2	5	12	17	27	29	43	**68**	87	79	102	119	128	**184**	42	35	54	26	20	24	4

AM Peak 1130 - 1230 (326), AM PHF=0.91 PM Peak 1715 - 1815 (648), PM PHF=0.88

* Monday, February 7, 2022=7220, 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	**19**	**45**	**11**	**35**	**62**	**140**	**208**	**258**	**288**	**294**	**341**	**587**	**602**	**836**	**687**	**705**	**808**	**488**	**292**	**175**	**130**	**138**	**53**	
8	7	4	1	9	13	26	44	52	97	54	79	**157**	165	**207**	188	171	230	157	68	58	37	32	15	24
0	2	7	4	6	16	24	35	54	63	66	61	**114**	124	**217**	175	153	198	150	75	43	41	43	12	17
12	7	31	3	12	16	41	51	73	68	85	79	**180**	147	**222**	217	187	210	97	79	43	31	42	13	8
4	3	3	3	9	17	49	79	80	61	90	**123**	137	167	**190**	107	195	171	85	71	31	21	22	13	8

AM Peak 1145 - 1245 (573), AM PHF=0.80 PM Peak 1400 - 1500 (836), PM PHF=0.94

* Tuesday, February 8, 2022=8478, 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	**15**	**39**	**20**	**65**	**78**	**117**	**257**	**323**	**314**	**327**	**387**	**636**	**670**	**862**	**819**	**805**	**947**	**719**	**393**	**228**	**186**	**140**	**81**	
24	3	9	5	12	18	18	43	93	97	74	91	**167**	159	239	213	161	**273**	237	110	70	68	25	25	16
17	4	13	2	4	17	24	48	67	75	80	85	**153**	118	214	212	164	**265**	189	100	63	51	49	12	17
8	4	14	4	33	20	52	88	82	82	92	93	**173**	196	200	247	**257**	196	166	96	56	41	50	22	16
8	4	3	9	17	24	23	78	81	61	81	**118**	143	198	209	148	**224**	214	128	87	39	27	17	23	6

AM Peak 1145 - 1245 (611), AM PHF=0.88 PM Peak 1630 - 1730 (1018), PM PHF=0.93

* Wednesday, February 9, 2022=8214, 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	**15**	**30**	**19**	**74**	**87**	**144**	**260**	**273**	**315**	**347**	**391**	**613**	**658**	**881**	**773**	**757**	**968**	**615**	**333**	**218**	**184**	**153**	**58**	
16	6	6	3	10	16	33	36	81	92	97	97	**134**	147	252	203	175	**277**	200	107	76	70	41	18	10
17	8	7	2	6	19	31	41	62	65	78	89	**152**	167	198	197	186	**267**	182	90	50	52	46	13	18
16	0	16	8	36	21	45	90	64	74	92	81	**154**	204	238	224	194	**239**	132	81	46	41	49	12	15
6	1	1	7	22	32	36	93	66	85	81	**124**	174	140	194	150	**203**	185	102	56	47	22	18	15	8

AM Peak 1145 - 1245 (563), AM PHF=0.91 PM Peak 1645 - 1745 (985), PM PHF=0.89

* Thursday, February 10, 2022=8505, 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	
51	**36**	**45**	**14**	**72**	**76**	**152**	**246**	**292**	**319**	**330**	**476**	**645**	**737**	**953**	**813**	**750**	**916**	**583**	**356**	**239**	**167**	**176**	**66**	
10	14	10	2	9	13	26	38	62	86	72	114	**156**	169	**263**	200	148	262	183	102	76	48	35	22	20
18	10	11	0	6	23	29	71	87	78	90	95	**159**	174	**226**	189	174	257	164	91	42	48	62	9	11
15	4	20	4	39	16	42	57	80	66	83	127	**158**	195	**263**	268	209	205	129	96	59	42	54	17	25
8	8	5	8	18	25	56	81	64	89	86	**141**	172	200	**201**	157	220	192	108	68	63	30	25	18	5

AM Peak 1145 - 1245 (613), AM PHF=0.96 PM Peak 1400 - 1500 (953), PM PHF=0.91

* Friday, February 11, 2022=8777, 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	**35**	**51**	**18**	**60**	**69**	**120**	**211**	**284**	**272**	**338**	**490**	**628**	**773**	**895**	**780**	**726**	**840**	**645**	**393**	**253**	**387**	**264**	**191**	
20	16	9	4	11	21	22	36	83	77	70	107	**126**	183	**246**	177	175	212	178	113	82	61	73	98	34
11	12	15	5	8	15	30	49	71	59	68	116	**158**	181	**222**	206	164	232	172	94	56	126	75	44	33
25	2	21	4	32	17	41	59	62	66	95	118	**198**	218	**220**	212	218	212	179	92	55	101	70	24	30
5	5	6	5	9	16	29	67	68	70	106	**150**	147	192	**208**	185	170	185	117	94	61	99	46	26	26

AM Peak 1145 - 1245 (631), AM PHF=0.80 PM Peak 1400 - 1500 (895), PM PHF=0.91

* Saturday, February 12, 2022=5392, 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	
123	**56**	**20**	**14**	**18**	**21**	**51**	**100**	**109**	**165**	**262**	**324**	**387**	**397**	**486**	**411**	**497**	**504**	**524**	**188**	**175**	**288**	**141**	**135**	
34	16	6	3	5	5	2	10	26	31	76	79	**103**	100	130	114	120	108	**144**	61	57	41	59	53	20
33	24	5	4	5	4	7	34	29	42	69	85	**84**	91	117	106	116	114	**181**	46	60	67	31	23	11
30	4	6	5	4	8	31	35	26	43	52	66	**93**	119	155	104	136	**144**	130	43	35	83	32	22	28
26	12	3	2	4	4	11	22	28	49	66	**95**	107	88	85	88	126	**139**	70	39	24	98	19	37	10

AM Peak 1145 - 1245 (375), AM PHF=0.91 PM Peak 1730 - 1830 (607), PM PHF=0.84

* Sunday, February 13, 2022=4137, 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	**53**	**17**	**9**	**10**	**9**	**42**	**41**	**81**	**160**	**202**	**292**	**336**	**319**	**370**	**353**	**336**	**364**	**350**	**225**	**166**	**168**	**101**	**68**	
20	20	13	2	4	2	4	13	15	31	54	55	**107**	88	78	98	85	83	**127**	69	43	47	35	18	18
11	19	2	4	4	4	5	6	17	30	56	85	**94**	77	121	91	81	82	**113**	57	37	66	24	17	10
28	9	1	1	2	0	21	15	20	49	51	67	**72**	86	89	75	67	**102**	62	53	38	28	23	12	10
10	5	1	2	0	3	12	7	30	51	42	**86**	64	68	82	91	104	**97**	48	46	48	27	19	22	7

AM Peak 1145 - 1245 (358), AM PHF=0.84 PM Peak 1730 - 1830 (438), PM PHF=0.87

* Monday, February 14, 2022=7369, 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	
45	**23**	**37**	**15**	**36**	**59**	**124**	**217**	**256**	**267**	**284**	**358**	**563**	**585**	**839**	**741**	**626**	**816**	**497**	**289**	**167**	**229**	**189**	**111**	
18	9	2	5	7	8	15	56	65	84	67	87	**131**	143	**233**	189	146	237	139	84	54	71	43	39	27
10	6	8	2	7	13	33	41	68	58	76	63	**151**	141	**181**	194	146	231	162	74	39	65	39	25	21
10	6	24	5	11	22	45	42	60	54	59	99	**143**	155	**239**	180	176	174	110	68	44	59	54	18	10
7	2	3	3	11	17	32	79	64	72	82	**109**	138	148	**186**	179	159	175	86	64	31	34	54	29	10

AM Peak 1145 - 1245 (534), AM PHF=0.88 PM Peak 1400 - 1500 (839), PM PHF=0.88

* Tuesday, February 15, 2022=8134, 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	
68	**30**	**43**	**18**	**60**	**77**	**127**	**244**	**268**	**277**	**286**	**350**	**571**	**694**	**931**	**777**	**723**	**915**	**666**	**372**	**198**	**219**	**150**	**77**	
27	4	7	3	8	12	25	35	59	78	61	94	**155**	187	**264**	190	173	230	183	99	66	69	20	24	15
21	9	10	2	6	12	28	49	53	65	73	90	**106**	161	**226**	183	184	271	194	83	43	66	26	11	11
10	12	21	3	30	16	42	62	68	62	75	88	**159**	202	**228**	225	207	230	163	94	51	55	60	10	20
10	5	5	10	16	37	32	99	88	73	77	**79**	152	145	**214**	180	160	184	126	97	39	30	44	32	14

AM Peak 1145 - 1245 (498), AM PHF=0.79 PM Peak 1400 - 1500 (931), PM PHF=0.88

* Wednesday, February 16, 2022=8192, 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	**28**	**38**	**17**	**66**	**69**	**163**	**261**	**269**	**264**	**288**	**395**	**580**	**674**	**876**	**793**	**746**	**912**	**676**	**381**	**238**	**180**	**141**	**80**	
15	9	9	3	10	18	32	29	82	76	66	90	**124**	162	259	188	164	**247**	184	121	65	51	32	32	19
11	9	12	4	12	13	37	67	61	58	65	92	**133**	180	196	200	193	**232**	208	99	72	58	25	13	14
20	7	15	3	30	20	57	67	60	66	81	94	**173**	154	201	249	193	**223**	156	84	57	44	41	10	17
14	3	2	7	14	19	38	99	67	65	78	**120**	151	179	220	157	197	**210**	129	79	45	29	44	26	4

AM Peak 1145 - 1245 (549), AM PHF=0.79 PM Peak 1700 - 1800 (912), PM PHF=0.92

* Thursday, February 17, 2022=8395, 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	**25**	**43**	**17**	**71**	**77**	**146**	**179**	**297**	**288**	**320**	**383**	**619**	**745**	**925**	**785**	**684**	**893**	**726**	**381**	**220**	**242**	**177**	**103**	
19	6	8	7	9	18	24	40	68	66	102	110	**148**	190	**258**	206	148	232	205	106	56	75	35	35	32
14	10	12	2	10	9	21	35	80	81	75	80	**167**	182	**217**	191	167	261	217	107	69	74	55	27	29
17	5	14	6	31	22	60	41	73	78	84	97	**148**	195	**249**	246	202	222	174	75	56	67	51	22	17
4	5	9	2	21	29	42	63	76	64	60	**96**	157	178	**203**	143	168	179	130	94	39	27	38	19	9

AM Peak 1145 - 1245 (558), AM PHF=0.84 PM Peak 1400 - 1500 (925), PM PHF=0.90

* Friday, February 18, 2022=8478, 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	**24**	**39**	**19**	**59**	**72**	**142**	**194**	**261**	**316**	**310**	**460**	**685**	**807**	**896**	**675**	**748**	**765**	**619**	**356**	**266**	**363**	**185**	**135**	
32	11	8	7	6	16	20	35	55	62	80	104	**201**	195	**235**	192	202	224	170	109	63	48	33	33	25
29	6	7	1	10	9	35	27	68	85	66	113	**136**	188	**232**	180	158	171	165	92	88	102	70	46	50
17	5	18	6	36	15	47	66	61	88	75	96	**201**	229	**238**	174	212	210	167	73	74	123	55	15	22
9	2	6	5	8	32	40	67	78	82	90	**148**	148	**195**	193	129	176	161	117	83	41	91	27	41	22

AM Peak 1145 - 1245 (685), AM PHF=0.85 PM Peak 1345 - 1445 (898), PM PHF=0.95

* Saturday, February 19, 2022=5230, 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	
119	**35**	**24**	**13**	**10**	**20**	**51**	**58**	**90**	**156**	**192**	**260**	**370**	**388**	**441**	**440**	**476**	**509**	**581**	**206**	**198**	**303**	**181**	**114**	
25	20	7	3	2	8	4	15	21	21	53	56	**88**	97	97	92	115	114	**164**	64	35	50	58	40	33
50	5	3	1	3	3	9	10	17	33	46	71	**100**	110	112	130	112	122	**162**	64	69	98	56	37	68
22	3	9	5	2	5	34	15	19	49	46	78	**100**	101	129	107	107	138	**152**	33	47	77	39	22	54
22	7	5	4	3	4	4	18	33	53	47	**55**	83	82	104	112	142	**136**	103	46	48	79	28	15	26

AM Peak 1145 - 1245 (342), AM PHF=0.85 PM Peak 1745 - 1845 (613), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2170 -- English (ENU)

Datasets:

Site: **[8NB] 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 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	33	0	30	3	0	0	0	0	0	0	0	0	0	0
0700	74	0	72	2	0	0	0	0	0	0	0	0	0	0
0800	94	0	91	3	0	0	0	0	0	0	0	0	0	0
0900	158	0	153	5	0	0	0	0	0	0	0	0	0	0
1000	225	0	223	1	0	0	1	0	0	0	0	0	0	0
1100	224	0	222	2	0	0	0	0	0	0	0	0	0	0
1200	255	0	255	0	0	0	0	0	0	0	0	0	0	0
1300	256	0	253	3	0	0	0	0	0	0	0	0	0	0
1400	297	0	295	2	0	0	0	0	0	0	0	0	0	0
1500	291	0	291	0	0	0	0	0	0	0	0	0	0	0
1600	272	2	269	1	0	0	0	0	0	0	0	0	0	0
1700	121	0	120	1	0	0	0	0	0	0	0	0	0	0
1800	10	0	10	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	**2277**	**2**	**2254**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2310**	**2**	**2284**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2310**	**2**	**2284**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2318**	**2**	**2290**	**25**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (297) **AM Peak step** 10:00 (225) **PM Peak step** 14:00 (297)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	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	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	55	0	50	3	0	0	2	0	0	0	0	0	0	0
0700	72	0	66	6	0	0	0	0	0	0	0	0	0	0
0800	41	0	40	1	0	0	0	0	0	0	0	0	0	0
0900	81	0	77	4	0	0	0	0	0	0	0	0	0	0
1000	86	1	83	2	0	0	0	0	0	0	0	0	0	0
1100	101	0	100	1	0	0	0	0	0	0	0	0	0	0
1200	79	0	77	2	0	0	0	0	0	0	0	0	0	0
1300	85	0	85	0	0	0	0	0	0	0	0	0	0	0
1400	91	0	89	2	0	0	0	0	0	0	0	0	0	0
1500	74	0	73	1	0	0	0	0	0	0	0	0	0	0
1600	68	0	67	1	0	0	0	0	0	0	0	0	0	0
1700	75	0	73	2	0	0	0	0	0	0	0	0	0	0
1800	13	0	11	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	**866**	**1**	**841**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**924**	**1**	**893**	**28**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**924**	**1**	**893**	**28**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**937**	**1**	**903**	**31**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (101) **AM Peak step** 11:00 (101) **PM Peak step** 14:00 (91)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	3	1	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	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0600	46	0	41	5	0	0	0	0	0	0	0	0	0	0
0700	58	0	58	0	0	0	0	0	0	0	0	0	0	0
0800	50	0	49	1	0	0	0	0	0	0	0	0	0	0
0900	80	0	80	0	0	0	0	0	0	0	0	0	0	0
1000	99	0	97	2	0	0	0	0	0	0	0	0	0	0
1100	107	1	104	2	0	0	0	0	0	0	0	0	0	0
1200	104	0	102	2	0	0	0	0	0	0	0	0	0	0
1300	105	0	103	2	0	0	0	0	0	0	0	0	0	0
1400	87	0	84	3	0	0	0	0	0	0	0	0	0	0
1500	77	0	76	1	0	0	0	0	0	0	0	0	0	0
1600	97	0	97	0	0	0	0	0	0	0	0	0	0	0
1700	60	0	60	0	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	2	0	1	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	**926**	**1**	**912**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**974**	**1**	**954**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**974**	**1**	**954**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**996**	**1**	**971**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (107) **AM Peak step** 11:00 (107) **PM Peak step** 13:00 (105)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0400	9	0	7	2	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	54	0	52	2	0	0	0	0	0	0	0	0	0	0
0800	59	0	55	3	0	0	1	0	0	0	0	0	0	0
0900	84	0	78	6	0	0	0	0	0	0	0	0	0	0
1000	95	0	91	3	0	0	1	0	0	0	0	0	0	0
1100	108	1	106	1	0	0	0	0	0	0	0	0	0	0
1200	91	0	89	2	0	0	0	0	0	0	0	0	0	0
1300	76	0	76	0	0	0	0	0	0	0	0	0	0	0
1400	98	0	96	2	0	0	0	0	0	0	0	0	0	0
1500	91	0	90	1	0	0	0	0	0	0	0	0	0	0
1600	84	0	84	0	0	0	0	0	0	0	0	0	0	0
1700	75	0	75	0	0	0	0	0	0	0	0	0	0	0
1800	17	0	16	1	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	**932**	**1**	**908**	**21**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**944**	**1**	**919**	**22**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**944**	**1**	**919**	**22**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**956**	**1**	**927**	**26**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (108) **AM Peak step** 11:00 (108) **PM Peak step** 14:00 (98)

*** Thursday, February 10, 2022 *** HOSE DAMAGED (NO DATA) *****

*** Friday, February 11, 2022 *** HOSE FIXED AT 11:45AM *****

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	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	23	2	21	0	0	0	0	0	0	0	0	0	0	0
1200	129	1	126	2	0	0	0	0	0	0	0	0	0	0
1300	105	0	103	2	0	0	0	0	0	0	0	0	0	0
1400	94	0	93	1	0	0	0	0	0	0	0	0	0	0
1500	105	0	104	0	0	0	1	0	0	0	0	0	0	0
1600	138	0	136	2	0	0	0	0	0	0	0	0	0	0
1700	122	0	120	2	0	0	0	0	0	0	0	0	0	0
1800	109	0	107	2	0	0	0	0	0	0	0	0	0	0
1900	73	0	72	1	0	0	0	0	0	0	0	0	0	0
2000	26	0	26	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	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	**825**	**3**	**810**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**932**	**3**	**916**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**932**	**3**	**916**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**937**	**3**	**919**	**14**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (138) **AM Peak step** 11:00 (23) **PM Peak step** 16:00 (138)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	54	0	54	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	82	1	0	0	0	0	0	0	0	0	0	0
0800	135	0	132	3	0	0	0	0	0	0	0	0	0	0
0900	199	1	197	1	0	0	0	0	0	0	0	0	0	0
1000	240	0	237	2	0	0	1	0	0	0	0	0	0	0
1100	245	1	243	1	0	0	0	0	0	0	0	0	0	0
1200	219	0	218	1	0	0	0	0	0	0	0	0	0	0
1300	244	0	242	1	0	0	0	0	1	0	0	0	0	0
1400	270	1	267	2	0	0	0	0	0	0	0	0	0	0
1500	249	0	248	1	0	0	0	0	0	0	0	0	0	0
1600	235	1	234	0	0	0	0	0	0	0	0	0	0	0
1700	169	1	167	0	0	0	1	0	0	0	0	0	0	0
1800	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	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	**2311**	**5**	**2290**	**13**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**2366**	**5**	**2344**	**14**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2366**	**5**	**2344**	**14**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2376**	**5**	**2353**	**15**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (270) **AM Peak step** 11:00 (245) **PM Peak step** 14:00 (270)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	0	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0600	41	0	39	2	0	0	0	0	0	0	0	0	0	0
0700	79	0	74	5	0	0	0	0	0	0	0	0	0	0
0800	119	0	118	1	0	0	0	0	0	0	0	0	0	0
0900	164	0	164	0	0	0	0	0	0	0	0	0	0	0
1000	244	1	239	4	0	0	0	0	0	0	0	0	0	0
1100	201	0	201	0	0	0	0	0	0	0	0	0	0	0
1200	201	0	199	2	0	0	0	0	0	0	0	0	0	0
1300	207	0	205	2	0	0	0	0	0	0	0	0	0	0
1400	210	0	209	1	0	0	0	0	0	0	0	0	0	0
1500	180	0	179	0	0	0	0	0	1	0	0	0	0	0
1600	174	1	172	1	0	0	0	0	0	0	0	0	0	0
1700	125	1	123	1	0	0	0	0	0	0	0	0	0	0
1800	14	0	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	**1918**	**3**	**1897**	**17**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1959**	**3**	**1936**	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1959**	**3**	**1936**	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1969**	**3**	**1942**	**23**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (244) **AM Peak step** 10:00 (244) **PM Peak step** 14:00 (210)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	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	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0600	57	1	50	2	0	0	4	0	0	0	0	0	0	0
0700	68	0	64	4	0	0	0	0	0	0	0	0	0	0
0800	52	0	50	2	0	0	0	0	0	0	0	0	0	0
0900	77	0	74	3	0	0	0	0	0	0	0	0	0	0
1000	81	0	80	1	0	0	0	0	0	0	0	0	0	0
1100	67	0	67	0	0	0	0	0	0	0	0	0	0	0
1200	80	1	77	1	0	0	1	0	0	0	0	0	0	0
1300	84	1	82	1	0	0	0	0	0	0	0	0	0	0
1400	91	0	88	3	0	0	0	0	0	0	0	0	0	0
1500	86	0	86	0	0	0	0	0	0	0	0	0	0	0
1600	77	0	75	2	0	0	0	0	0	0	0	0	0	0
1700	72	0	72	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	12	1	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	**848**	**2**	**827**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**906**	**3**	**878**	**20**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**906**	**3**	**878**	**20**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**925**	**3**	**894**	**23**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (91) **AM Peak step** 10:00 (81) **PM Peak step** 14:00 (91)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	3	1	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	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0600	49	1	42	3	0	0	1	0	0	1	1	0	0	0
0700	54	0	51	3	0	0	0	0	0	0	0	0	0	0
0800	45	0	43	1	0	0	0	0	0	1	0	0	0	0
0900	73	0	70	3	0	0	0	0	0	0	0	0	0	0
1000	97	0	94	1	0	0	2	0	0	0	0	0	0	0
1100	111	0	106	3	1	1	0	0	0	0	0	0	0	0
1200	88	0	85	3	0	0	0	0	0	0	0	0	0	0
1300	72	0	71	1	0	0	0	0	0	0	0	0	0	0
1400	108	0	106	1	0	0	1	0	0	0	0	0	0	0
1500	75	0	75	0	0	0	0	0	0	0	0	0	0	0
1600	83	0	83	0	0	0	0	0	0	0	0	0	0	0
1700	81	0	81	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	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**902**	**0**	**880**	**16**	**1**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**953**	**1**	**924**	**19**	**1**	**1**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**
06-00	**954**	**1**	**924**	**20**	**1**	**1**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**
00-00	**984**	**1**	**951**	**23**	**1**	**1**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**

Peak step 11:00 (111) **AM Peak step** 11:00 (111) **PM Peak step** 14:00 (108)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	13	0	11	1	0	0	1	0	0	0	0	0	0	0
0500	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0600	50	0	47	2	0	0	1	0	0	0	0	0	0	0
0700	59	0	53	3	0	0	2	1	0	0	0	0	0	0
0800	57	0	53	2	0	0	2	0	0	0	0	0	0	0
0900	76	0	74	2	0	0	0	0	0	0	0	0	0	0
1000	108	0	103	5	0	0	0	0	0	0	0	0	0	0
1100	121	1	118	1	0	0	1	0	0	0	0	0	0	0
1200	120	0	119	1	0	0	0	0	0	0	0	0	0	0
1300	79	1	74	3	0	0	1	0	0	0	0	0	0	0
1400	101	0	100	0	0	0	1	0	0	0	0	0	0	0
1500	92	0	91	1	0	0	0	0	0	0	0	0	0	0
1600	111	0	107	4	0	0	0	0	0	0	0	0	0	0
1700	97	0	96	1	0	0	0	0	0	0	0	0	0	0
1800	31	0	30	1	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	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	**1052**	**2**	**1018**	**24**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1103**	**2**	**1065**	**27**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1103**	**2**	**1065**	**27**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1132**	**2**	**1089**	**31**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (121) **AM Peak step** 11:00 (121) **PM Peak step** 12:00 (120)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	4	0	3	1	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	12	0	9	1	0	0	2	0	0	0	0	0	0	0
0600	54	1	50	2	0	0	1	0	0	0	0	0	0	0
0700	54	0	49	2	0	1	2	0	0	0	0	0	0	0
0800	62	0	60	1	0	0	1	0	0	0	0	0	0	0
0900	96	0	95	1	0	0	0	0	0	0	0	0	0	0
1000	101	0	99	2	0	0	0	0	0	0	0	0	0	0
1100	99	0	95	3	1	0	0	0	0	0	0	0	0	0
1200	109	0	105	2	0	0	2	0	0	0	0	0	0	0
1300	95	0	92	3	0	0	0	0	0	0	0	0	0	0
1400	123	0	119	3	0	0	1	0	0	0	0	0	0	0
1500	94	1	91	2	0	0	0	0	0	0	0	0	0	0
1600	84	0	82	2	0	0	0	0	0	0	0	0	0	0
1700	103	0	102	1	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	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	**1036**	**1**	**1005**	**22**	**1**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1091**	**2**	**1056**	**24**	**1**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1091**	**2**	**1056**	**24**	**1**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1119**	**2**	**1078**	**28**	**1**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (123) **AM Peak step** 10:00 (101) **PM Peak step** 14:00 (123)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	3	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	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0600	47	0	42	5	0	0	0	0	0	0	0	0	0	0
0700	64	0	60	3	0	0	1	0	0	0	0	0	0	0
0800	48	0	46	2	0	0	0	0	0	0	0	0	0	0
0900	84	0	83	1	0	0	0	0	0	0	0	0	0	0
1000	129	0	128	1	0	0	0	0	0	0	0	0	0	0
1100	113	0	108	4	1	0	0	0	0	0	0	0	0	0
1200	109	1	105	2	0	0	1	0	0	0	0	0	0	0
1300	101	0	98	2	0	0	1	0	0	0	0	0	0	0
1400	104	0	102	2	0	0	0	0	0	0	0	0	0	0
1500	112	0	111	0	0	0	1	0	0	0	0	0	0	0
1600	126	0	124	2	0	0	0	0	0	0	0	0	0	0
1700	104	1	102	1	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	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	**1114**	**2**	**1087**	**20**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1163**	**2**	**1131**	**25**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1163**	**2**	**1131**	**25**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1182**	**2**	**1148**	**27**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (129) **AM Peak step** 10:00 (129) **PM Peak step** 16:00 (126)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	3	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	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0600	38	0	38	0	0	0	0	0	0	0	0	0	0	0
0700	84	0	84	0	0	0	0	0	0	0	0	0	0	0
0800	118	2	115	0	0	0	1	0	0	0	0	0	0	0
0900	169	1	165	2	0	0	1	0	0	0	0	0	0	0
1000	209	0	207	2	0	0	0	0	0	0	0	0	0	0
1100	193	0	191	2	0	0	0	0	0	0	0	0	0	0
1200	204	0	203	1	0	0	0	0	0	0	0	0	0	0
1300	191	0	190	1	0	0	0	0	0	0	0	0	0	0
1400	272	0	272	0	0	0	0	0	0	0	0	0	0	0
1500	263	1	259	3	0	0	0	0	0	0	0	0	0	0
1600	224	0	224	0	0	0	0	0	0	0	0	0	0	0
1700	182	1	180	1	0	0	0	0	0	0	0	0	0	0
1800	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	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	**2142**	**5**	**2122**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2185**	**5**	**2165**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2185**	**5**	**2165**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2199**	**5**	**2177**	**15**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (272) **AM Peak step** 10:00 (209) **PM Peak step** 14:00 (272)

*** Thursday, February 24, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	3	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0600	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0700	39	0	36	3	0	0	0	0	0	0	0	0	0	0
0800	70	0	67	3	0	0	0	0	0	0	0	0	0	0
0900	74	0	70	4	0	0	0	0	0	0	0	0	0	0
1000	90	0	87	3	0	0	0	0	0	0	0	0	0	0
1100	92	1	89	2	0	0	0	0	0	0	0	0	0	0
1200	85	0	84	1	0	0	0	0	0	0	0	0	0	0
1300	89	0	89	0	0	0	0	0	0	0	0	0	0	0
1400	101	1	98	2	0	0	0	0	0	0	0	0	0	0
1500	92	1	90	1	0	0	0	0	0	0	0	0	0	0
1600	82	0	79	3	0	0	0	0	0	0	0	0	0	0
1700	72	0	72	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	12	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	**898**	**3**	**873**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**921**	**3**	**893**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**921**	**3**	**893**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**942**	**3**	**910**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (101) **AM Peak step** 11:00 (92) **PM Peak step** 14:00 (101)

*** Friday, February 25, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	0	3	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	15	0	10	5	0	0	0	0	0	0	0	0	0	0
0600	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0700	49	0	49	0	0	0	0	0	0	0	0	0	0	0
0800	55	0	54	1	0	0	0	0	0	0	0	0	0	0
0900	70	0	67	3	0	0	0	0	0	0	0	0	0	0
1000	93	0	92	1	0	0	0	0	0	0	0	0	0	0
1100	96	1	92	3	0	0	0	0	0	0	0	0	0	0
1200	108	0	108	0	0	0	0	0	0	0	0	0	0	0
1300	128	1	127	0	0	0	0	0	0	0	0	0	0	0
1400	107	0	106	1	0	0	0	0	0	0	0	0	0	0
1500	100	0	99	1	0	0	0	0	0	0	0	0	0	0
1600	104	0	104	0	0	0	0	0	0	0	0	0	0	0
1700	82	0	82	0	0	0	0	0	0	0	0	0	0	0
1800	17	0	17	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	**1009**	**2**	**997**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1033**	**2**	**1018**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1033**	**2**	**1018**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1057**	**2**	**1037**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (128) **AM Peak step** 11:00 (96) **PM Peak step** 13:00 (128)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2171 -- English (ENU)

Datasets:

Site: **[8SB] 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 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	2	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	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	55	0	49	6	0	0	0	0	0	0	0	0	0	0
1000	76	0	70	6	0	0	0	0	0	0	0	0	0	0
1100	174	0	157	17	0	0	0	0	0	0	0	0	0	0
1200	206	0	185	21	0	0	0	0	0	0	0	0	0	0
1300	188	0	163	25	0	0	0	0	0	0	0	0	0	0
1400	202	0	185	16	1	0	0	0	0	0	0	0	0	0
1500	246	0	228	18	0	0	0	0	0	0	0	0	0	0
1600	287	0	260	25	2	0	0	0	0	0	0	0	0	0
1700	308	0	278	23	6	1	0	0	0	0	0	0	0	0
1800	159	0	144	15	0	0	0	0	0	0	0	0	0	0
1900	8	0	6	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	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	**1937**	**0**	**1749**	**178**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1950**	**0**	**1757**	**183**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1951**	**0**	**1758**	**183**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1953**	**0**	**1758**	**185**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (308) **AM Peak step** 11:00 (174) **PM Peak step** 17:00 (308)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	4	0	0	0	2	0	0	0	0	0	0	0
0700	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0800	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0900	37	0	31	5	0	0	1	0	0	0	0	0	0	0
1000	50	0	47	1	0	0	2	0	0	0	0	0	0	0
1100	70	0	65	4	0	0	1	0	0	0	0	0	0	0
1200	98	0	88	9	0	0	1	0	0	0	0	0	0	0
1300	95	0	87	7	0	0	1	0	0	0	0	0	0	0
1400	97	0	88	9	0	0	0	0	0	0	0	0	0	0
1500	103	0	95	8	0	0	0	0	0	0	0	0	0	0
1600	98	0	92	6	0	0	0	0	0	0	0	0	0	0
1700	132	0	127	5	0	0	0	0	0	0	0	0	0	0
1800	68	0	63	5	0	0	0	0	0	0	0	0	0	0
1900	14	0	11	3	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	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	6	0	4	2	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	**884**	**0**	**814**	**64**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**908**	**0**	**832**	**68**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**914**	**0**	**836**	**70**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**915**	**0**	**837**	**70**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (132) **AM Peak step** 11:00 (70) **PM Peak step** 17:00 (132)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	1	0	0	1	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	5	3	0	1	0	0	0	0	0	0	0	0
0800	22	0	18	4	0	0	0	0	0	0	0	0	0	0
0900	34	0	29	4	0	1	0	0	0	0	0	0	0	0
1000	45	0	41	4	0	0	0	0	0	0	0	0	0	0
1100	75	0	64	11	0	0	0	0	0	0	0	0	0	0
1200	102	0	86	14	0	1	0	1	0	0	0	0	0	0
1300	118	0	100	18	0	0	0	0	0	0	0	0	0	0
1400	122	0	109	13	0	0	0	0	0	0	0	0	0	0
1500	124	0	111	13	0	0	0	0	0	0	0	0	0	0
1600	100	0	85	15	0	0	0	0	0	0	0	0	0	0
1700	149	0	136	13	0	0	0	0	0	0	0	0	0	0
1800	98	0	94	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	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**998**	**0**	**878**	**116**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1016**	**0**	**894**	**118**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1017**	**0**	**895**	**118**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1021**	**0**	**897**	**119**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (149) **AM Peak step** 11:00 (75) **PM Peak step** 17:00 (149)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	2	2	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	8	3	0	1	0	0	0	0	0	0	0	0
0800	22	0	16	6	0	0	0	0	0	0	0	0	0	0
0900	37	0	36	1	0	0	0	0	0	0	0	0	0	0
1000	70	0	60	9	0	0	1	0	0	0	0	0	0	0
1100	75	0	61	13	0	0	1	0	0	0	0	0	0	0
1200	95	1	87	6	0	0	1	0	0	0	0	0	0	0
1300	113	0	99	13	0	0	1	0	0	0	0	0	0	0
1400	102	0	98	4	0	0	0	0	0	0	0	0	0	0
1500	113	0	102	11	0	0	0	0	0	0	0	0	0	0
1600	106	0	104	2	0	0	0	0	0	0	0	0	0	0
1700	136	0	127	9	0	0	0	0	0	0	0	0	0	0
1800	92	0	87	5	0	0	0	0	0	0	0	0	0	0
1900	32	0	31	1	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	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	**973**	**1**	**885**	**82**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1015**	**1**	**923**	**86**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1015**	**1**	**923**	**86**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1021**	**1**	**926**	**89**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (136) **AM Peak step** 11:00 (75) **PM Peak step** 17:00 (136)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	9	6	0	1	0	0	0	0	0	0	0	0
0800	23	0	19	3	0	0	1	0	0	0	0	0	0	0
0900	37	0	33	4	0	0	0	0	0	0	0	0	0	0
1000	53	0	48	5	0	0	0	0	0	0	0	0	0	0
1100	80	0	75	5	0	0	0	0	0	0	0	0	0	0
1200	112	0	105	6	0	1	0	0	0	0	0	0	0	0
1300	104	0	96	8	0	0	0	0	0	0	0	0	0	0
1400	111	0	102	9	0	0	0	0	0	0	0	0	0	0
1500	122	0	112	9	1	0	0	0	0	0	0	0	0	0
1600	106	0	95	11	0	0	0	0	0	0	0	0	0	0
1700	145	0	136	9	0	0	0	0	0	0	0	0	0	0
1800	123	0	115	8	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	4	0	4	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	**1032**	**0**	**945**	**83**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1063**	**0**	**973**	**86**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1064**	**0**	**974**	**86**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1066**	**0**	**975**	**87**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (145) **AM Peak step** 11:00 (80) **PM Peak step** 17:00 (145)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0700	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0800	16	0	11	3	1	1	0	0	0	0	0	0	0	0
0900	26	0	18	6	1	1	0	0	0	0	0	0	0	0
1000	61	0	58	3	0	0	0	0	0	0	0	0	0	0
1100	93	1	82	9	0	0	1	0	0	0	0	0	0	0
1200	110	0	92	16	1	1	0	0	0	0	0	0	0	0
1300	123	1	113	7	0	1	1	0	0	0	0	0	0	0
1400	104	0	94	10	0	0	0	0	0	0	0	0	0	0
1500	130	0	115	14	0	0	0	0	1	0	0	0	0	0
1600	138	1	120	17	0	0	0	0	0	0	0	0	0	0
1700	157	1	136	19	0	1	0	0	0	0	0	0	0	0
1800	174	0	159	15	0	0	0	0	0	0	0	0	0	0
1900	35	0	32	3	0	0	0	0	0	0	0	0	0	0
2000	21	0	19	2	0	0	0	0	0	0	0	0	0	0
2100	54	0	51	3	0	0	0	0	0	0	0	0	0	0
2200	73	0	69	4	0	0	0	0	0	0	0	0	0	0
2300	45	0	42	3	0	0	0	0	0	0	0	0	0	0
07-19	**1143**	**4**	**1005**	**123**	**3**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1256**	**4**	**1108**	**133**	**3**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1374**	**4**	**1219**	**140**	**3**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1376**	**4**	**1220**	**141**	**3**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (174) **AM Peak step** 11:00 (93) **PM Peak step** 18:00 (174)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	10	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	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	30	0	27	3	0	0	0	0	0	0	0	0	0	0
0900	64	0	60	4	0	0	0	0	0	0	0	0	0	0
1000	129	0	124	5	0	0	0	0	0	0	0	0	0	0
1100	172	0	162	10	0	0	0	0	0	0	0	0	0	0
1200	243	2	224	17	0	0	0	0	0	0	0	0	0	0
1300	233	0	213	19	1	0	0	0	0	0	0	0	0	0
1400	212	0	187	19	4	2	0	0	0	0	0	0	0	0
1500	237	0	220	16	1	0	0	0	0	0	0	0	0	0
1600	289	0	269	12	7	1	0	0	0	0	0	0	0	0
1700	347	2	319	21	5	0	0	0	0	0	0	0	0	0
1800	261	0	252	9	0	0	0	0	0	0	0	0	0	0
1900	17	0	16	1	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	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	**2230**	**4**	**2068**	**137**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2252**	**4**	**2088**	**139**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2253**	**4**	**2089**	**139**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2266**	**4**	**2100**	**141**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (347) **AM Peak step** 11:00 (172) **PM Peak step** 17:00 (347)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	0	0	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	34	1	31	2	0	0	0	0	0	0	0	0	0	0
0900	74	0	67	7	0	0	0	0	0	0	0	0	0	0
1000	122	2	109	11	0	0	0	0	0	0	0	0	0	0
1100	172	1	167	4	0	0	0	0	0	0	0	0	0	0
1200	229	0	216	13	0	0	0	0	0	0	0	0	0	0
1300	186	0	173	12	1	0	0	0	0	0	0	0	0	0
1400	215	0	204	11	0	0	0	0	0	0	0	0	0	0
1500	202	1	194	7	0	0	0	0	0	0	0	0	0	0
1600	233	0	221	10	2	0	0	0	0	0	0	0	0	0
1700	281	1	267	10	3	0	0	0	0	0	0	0	0	0
1800	161	0	151	10	0	0	0	0	0	0	0	0	0	0
1900	16	0	15	1	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	**1919**	**6**	**1809**	**98**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1939**	**6**	**1828**	**99**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1940**	**6**	**1829**	**99**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1941**	**6**	**1829**	**100**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (281) **AM Peak step** 11:00 (172) **PM Peak step** 17:00 (281)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	2	0	0	0	0	0	0	0	0	0	0
0600	5	0	1	2	0	0	2	0	0	0	0	0	0	0
0700	10	0	5	4	0	0	1	0	0	0	0	0	0	0
0800	29	0	25	4	0	0	0	0	0	0	0	0	0	0
0900	37	0	31	5	0	0	1	0	0	0	0	0	0	0
1000	58	0	54	3	0	0	0	0	1	0	0	0	0	0
1100	72	1	65	6	0	0	0	0	0	0	0	0	0	0
1200	74	1	64	9	0	0	0	0	0	0	0	0	0	0
1300	93	1	87	5	0	0	0	0	0	0	0	0	0	0
1400	102	0	97	5	0	0	0	0	0	0	0	0	0	0
1500	105	0	105	0	0	0	0	0	0	0	0	0	0	0
1600	107	0	105	2	0	0	0	0	0	0	0	0	0	0
1700	113	0	109	4	0	0	0	0	0	0	0	0	0	0
1800	93	0	90	3	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	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	3	0	2	1	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	**893**	**3**	**837**	**50**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**910**	**3**	**849**	**53**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**911**	**3**	**850**	**53**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**915**	**3**	**852**	**55**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (113) **AM Peak step** 11:00 (72) **PM Peak step** 17:00 (113)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	3	1	0	0	3	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	4	7	0	1	1	0	0	0	0	0	0	0
0800	24	1	16	6	0	0	1	0	0	0	0	0	0	0
0900	29	2	24	3	0	0	0	0	0	0	0	0	0	0
1000	52	0	47	4	0	0	1	0	0	0	0	0	0	0
1100	86	2	76	8	0	0	0	0	0	0	0	0	0	0
1200	79	3	64	12	0	0	0	0	0	0	0	0	0	0
1300	105	1	99	5	0	0	0	0	0	0	0	0	0	0
1400	131	1	124	3	0	1	1	0	1	0	0	0	0	0
1500	94	1	90	3	0	0	0	0	0	0	0	0	0	0
1600	107	0	102	5	0	0	0	0	0	0	0	0	0	0
1700	120	0	116	4	0	0	0	0	0	0	0	0	0	0
1800	116	0	111	5	0	0	0	0	0	0	0	0	0	0
1900	17	0	17	0	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**956**	**11**	**873**	**65**	**0**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**982**	**11**	**898**	**66**	**0**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**983**	**11**	**899**	**66**	**0**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**990**	**11**	**902**	**67**	**0**	**2**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (131) **AM Peak step** 11:00 (86) **PM Peak step** 14:00 (131)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	6	1	3	2	0	0	0	0	0	0	0	0	0	0
0700	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0800	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0900	28	0	22	4	0	0	2	0	0	0	0	0	0	0
1000	49	0	45	3	0	0	1	0	0	0	0	0	0	0
1100	107	2	98	7	0	0	0	0	0	0	0	0	0	0
1200	102	0	89	13	0	0	0	0	0	0	0	0	0	0
1300	112	2	101	9	0	0	0	0	0	0	0	0	0	0
1400	135	6	120	6	0	0	1	0	1	0	0	1	0	0
1500	116	2	108	5	0	1	0	0	0	0	0	0	0	0
1600	136	0	132	4	0	0	0	0	0	0	0	0	0	0
1700	120	1	116	3	0	0	0	0	0	0	0	0	0	0
1800	149	0	144	5	0	0	0	0	0	0	0	0	0	0
1900	28	0	27	1	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	2	0	1	1	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**1088**	**13**	**1003**	**65**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
06-22	**1125**	**14**	**1035**	**69**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
06-00	**1127**	**14**	**1037**	**69**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
00-00	**1131**	**14**	**1041**	**69**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

Peak step 18:00 (149) **AM Peak step** 11:00 (107) **PM Peak step** 18:00 (149)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	7	4	2	0	0	0	1	0	0	0	0	0	0	0
0700	11	1	7	2	0	0	1	0	0	0	0	0	0	0
0800	30	1	28	1	0	0	0	0	0	0	0	0	0	0
0900	47	0	38	8	0	0	1	0	0	0	0	0	0	0
1000	57	0	52	5	0	0	0	0	0	0	0	0	0	0
1100	83	1	76	6	0	0	0	0	0	0	0	0	0	0
1200	103	2	89	12	0	0	0	0	0	0	0	0	0	0
1300	116	0	107	9	0	0	0	0	0	0	0	0	0	0
1400	103	1	95	7	0	0	0	0	0	0	0	0	0	0
1500	124	2	110	11	0	0	1	0	0	0	0	0	0	0
1600	100	1	88	10	0	0	1	0	0	0	0	0	0	0
1700	144	0	137	7	0	0	0	0	0	0	0	0	0	0
1800	152	1	143	5	3	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	2	0	1	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	0	0	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	**1070**	**10**	**970**	**83**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1090**	**14**	**983**	**85**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1091**	**14**	**984**	**85**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1097**	**14**	**987**	**88**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (152) **AM Peak step** 11:00 (83) **PM Peak step** 18:00 (152)

*** Friday, February 18, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	8	3	0	0	1	0	0	0	0	0	0	0
0700	18	1	11	5	0	0	0	1	0	0	0	0	0	0
0800	29	1	25	3	0	0	0	0	0	0	0	0	0	0
0900	40	1	33	5	0	0	1	0	0	0	0	0	0	0
1000	63	0	54	9	0	0	0	0	0	0	0	0	0	0
1100	101	0	94	6	0	1	0	0	0	0	0	0	0	0
1200	98	2	88	7	0	0	1	0	0	0	0	0	0	0
1300	121	1	114	6	0	0	0	0	0	0	0	0	0	0
1400	102	0	93	9	0	0	0	0	0	0	0	0	0	0
1500	115	0	109	6	0	0	0	0	0	0	0	0	0	0
1600	135	1	130	4	0	0	0	0	0	0	0	0	0	0
1700	153	1	143	6	2	1	0	0	0	0	0	0	0	0
1800	144	0	137	7	0	0	0	0	0	0	0	0	0	0
1900	22	0	22	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	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	**1119**	**8**	**1031**	**73**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1161**	**8**	**1069**	**76**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1161**	**8**	**1069**	**76**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1163**	**8**	**1071**	**76**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (153) **AM Peak step** 11:00 (101) **PM Peak step** 17:00 (153)

*** Saturday, February 19, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	9	0	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	65	1	64	0	0	0	0	0	0	0	0	0	0	0
1000	107	2	105	0	0	0	0	0	0	0	0	0	0	0
1100	150	1	141	4	4	0	0	0	0	0	0	0	0	0
1200	210	0	207	3	0	0	0	0	0	0	0	0	0	0
1300	174	1	168	5	0	0	0	0	0	0	0	0	0	0
1400	205	1	200	4	0	0	0	0	0	0	0	0	0	0
1500	205	1	202	1	1	0	0	0	0	0	0	0	0	0
1600	257	1	253	3	0	0	0	0	0	0	0	0	0	0
1700	322	0	307	14	1	0	0	0	0	0	0	0	0	0
1800	285	1	278	5	1	0	0	0	0	0	0	0	0	0
1900	13	1	11	1	0	0	0	0	0	0	0	0	0	0
2000	7	0	6	1	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	21	0	21	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	**2017**	**9**	**1961**	**40**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2048**	**10**	**1987**	**44**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2069**	**10**	**2008**	**44**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2069**	**10**	**2008**	**44**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (322) **AM Peak step** 11:00 (150) **PM Peak step** 17:00 (322)

*** Thursday, February 24, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	3	2	0	0	0	0	0	0	0	0	0	0
0700	17	0	13	4	0	0	0	0	0	0	0	0	0	0
0800	8	0	5	2	0	0	1	0	0	0	0	0	0	0
0900	31	1	25	5	0	0	0	0	0	0	0	0	0	0
1000	37	0	32	5	0	0	0	0	0	0	0	0	0	0
1100	68	3	56	8	0	1	0	0	0	0	0	0	0	0
1200	88	1	78	8	0	0	0	0	0	0	1	0	0	0
1300	100	1	79	19	0	1	0	0	0	0	0	0	0	0
1400	115	3	98	14	0	0	0	0	0	0	0	0	0	0
1500	125	0	112	13	0	0	0	0	0	0	0	0	0	0
1600	114	1	95	17	0	1	0	0	0	0	0	0	0	0
1700	113	0	100	13	0	0	0	0	0	0	0	0	0	0
1800	108	0	100	8	0	0	0	0	0	0	0	0	0	0
1900	14	0	13	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	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	**924**	**10**	**793**	**116**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**948**	**10**	**814**	**119**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**949**	**10**	**815**	**119**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**954**	**10**	**820**	**119**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 15:00 (125) **AM Peak step** 11:00 (68) **PM Peak step** 15:00 (125)

*** Friday, February 25, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	1	3	0	0	1	0	0	0	0	0	0	0
0700	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0800	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0900	33	0	33	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1100	65	0	57	8	0	0	0	0	0	0	0	0	0	0
1200	89	0	76	13	0	0	0	0	0	0	0	0	0	0
1300	133	3	108	22	0	0	0	0	0	0	0	0	0	0
1400	106	0	90	15	1	0	0	0	0	0	0	0	0	0
1500	143	0	127	16	0	0	0	0	0	0	0	0	0	0
1600	111	0	104	7	0	0	0	0	0	0	0	0	0	0
1700	142	0	135	6	0	1	0	0	0	0	0	0	0	0
1800	139	0	127	11	0	1	0	0	0	0	0	0	0	0
1900	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2000	6	0	4	2	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	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	**1023**	**3**	**907**	**110**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1051**	**3**	**928**	**116**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1052**	**3**	**929**	**116**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1059**	**3**	**933**	**119**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (143) **AM Peak step** 11:00 (65) **PM Peak step** 15:00 (143)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2173 -- English (ENU)

Datasets:

Site: **[9] 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

*** Saturday, February 5, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	20	0	16	4	0	0	0	0	0	0	0	0	0	0
0900	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1000	24	0	21	3	0	0	0	0	0	0	0	0	0	0
1100	38	1	27	10	0	0	0	0	0	0	0	0	0	0
1200	42	1	39	2	0	0	0	0	0	0	0	0	0	0
1300	45	0	42	3	0	0	0	0	0	0	0	0	0	0
1400	48	1	40	7	0	0	0	0	0	0	0	0	0	0
1500	60	0	47	12	0	1	0	0	0	0	0	0	0	0
1600	35	1	28	6	0	0	0	0	0	0	0	0	0	0
1700	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1800	50	1	48	1	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	19	0	18	0	0	0	1	0	0	0	0	0	0	0
2100	43	0	39	4	0	0	0	0	0	0	0	0	0	0
2200	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2300	19	1	12	6	0	0	0	0	0	0	0	0	0	0
07-19	**431**	**5**	**368**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**537**	**5**	**467**	**63**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**583**	**6**	**502**	**73**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**599**	**6**	**518**	**73**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (60) **AM Peak step** 11:00 (38) **PM Peak step** 15:00 (60)

*** Sunday, February 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	10	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	6	0	5	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	17	0	15	2	0	0	0	0	0	0	0	0	0	0
1000	31	0	24	7	0	0	0	0	0	0	0	0	0	0
1100	41	1	33	7	0	0	0	0	0	0	0	0	0	0
1200	38	0	32	6	0	0	0	0	0	0	0	0	0	0
1300	48	0	44	3	0	0	1	0	0	0	0	0	0	0
1400	33	4	24	5	0	0	0	0	0	0	0	0	0	0
1500	45	2	40	3	0	0	0	0	0	0	0	0	0	0
1600	43	0	37	5	1	0	0	0	0	0	0	0	0	0
1700	45	0	39	4	0	1	1	0	0	0	0	0	0	0
1800	44	0	39	5	0	0	0	0	0	0	0	0	0	0
1900	33	0	30	3	0	0	0	0	0	0	0	0	0	0
2000	25	0	20	5	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	14	0	11	3	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	**396**	**7**	**338**	**47**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**493**	**7**	**422**	**60**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**513**	**7**	**438**	**64**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**547**	**7**	**471**	**65**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (48) **AM Peak step** 11:00 (41) **PM Peak step** 13:00 (48)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	5	1	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	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	0	0	0	1	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0800	52	1	43	8	0	0	0	0	0	0	0	0	0	0
0900	16	0	13	3	0	0	0	0	0	0	0	0	0	0
1000	17	0	12	5	0	0	0	0	0	0	0	0	0	0
1100	36	1	26	8	1	0	0	0	0	0	0	0	0	0
1200	52	0	39	13	0	0	0	0	0	0	0	0	0	0
1300	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1400	46	1	33	12	0	0	0	0	0	0	0	0	0	0
1500	66	0	59	6	0	0	1	0	0	0	0	0	0	0
1600	60	2	51	7	0	0	0	0	0	0	0	0	0	0
1700	50	1	41	8	0	0	0	0	0	0	0	0	0	0
1800	41	0	38	3	0	0	0	0	0	0	0	0	0	0
1900	41	1	39	1	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	26	0	24	2	0	0	0	0	0	0	0	0	0	0
2200	23	0	20	3	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	**481**	**6**	**394**	**79**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**581**	**7**	**489**	**83**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**609**	**7**	**514**	**86**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**630**	**7**	**530**	**90**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (66) **AM Peak step** 8:00 (52) **PM Peak step** 15:00 (66)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	7	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	1	0	1	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	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	13	4	0	0	0	0	0	0	0	0	0	0
0800	38	1	27	10	0	0	0	0	0	0	0	0	0	0
0900	26	1	24	1	0	0	0	0	0	0	0	0	0	0
1000	27	0	21	6	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	34	0	34	0	0	0	0	0	0	0	0	0	0	0
1300	38	1	34	3	0	0	0	0	0	0	0	0	0	0
1400	49	0	46	3	0	0	0	0	0	0	0	0	0	0
1500	56	0	50	6	0	0	0	0	0	0	0	0	0	0
1600	49	2	44	3	0	0	0	0	0	0	0	0	0	0
1700	56	1	53	2	0	0	0	0	0	0	0	0	0	0
1800	49	0	45	4	0	0	0	0	0	0	0	0	0	0
1900	43	1	37	5	0	0	0	0	0	0	0	0	0	0
2000	22	0	22	0	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	22	0	20	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	**476**	**6**	**425**	**44**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**573**	**7**	**515**	**50**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**605**	**7**	**544**	**53**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**616**	**7**	**554**	**54**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (56) **AM Peak step** 8:00 (38) **PM Peak step** 15:00 (56)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	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	2	0	2	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	1	0	1	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	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0800	32	3	20	9	0	0	0	0	0	0	0	0	0	0
0900	22	1	17	4	0	0	0	0	0	0	0	0	0	0
1000	26	1	18	6	0	1	0	0	0	0	0	0	0	0
1100	31	1	17	12	0	0	1	0	0	0	0	0	0	0
1200	34	1	24	9	0	0	0	0	0	0	0	0	0	0
1300	48	0	34	14	0	0	0	0	0	0	0	0	0	0
1400	39	0	30	9	0	0	0	0	0	0	0	0	0	0
1500	74	0	54	20	0	0	0	0	0	0	0	0	0	0
1600	54	1	33	20	0	0	0	0	0	0	0	0	0	0
1700	52	0	34	18	0	0	0	0	0	0	0	0	0	0
1800	44	0	33	11	0	0	0	0	0	0	0	0	0	0
1900	39	1	32	6	0	0	0	0	0	0	0	0	0	0
2000	36	0	27	8	0	0	1	0	0	0	0	0	0	0
2100	40	0	31	9	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	8	1	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**471**	**8**	**327**	**134**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**590**	**9**	**420**	**158**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**609**	**10**	**436**	**160**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**626**	**10**	**449**	**164**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (74) **AM Peak step** 8:00 (32) **PM Peak step** 15:00 (74)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	6	2	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	2	0	1	1	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	2	0	2	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	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0800	48	1	37	10	0	0	0	0	0	0	0	0	0	0
0900	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1000	28	0	16	12	0	0	0	0	0	0	0	0	0	0
1100	26	0	18	8	0	0	0	0	0	0	0	0	0	0
1200	50	1	33	16	0	0	0	0	0	0	0	0	0	0
1300	32	3	20	9	0	0	0	0	0	0	0	0	0	0
1400	46	0	33	11	1	0	1	0	0	0	0	0	0	0
1500	44	1	35	7	0	0	1	0	0	0	0	0	0	0
1600	48	0	38	10	0	0	0	0	0	0	0	0	0	0
1700	67	0	49	17	1	0	0	0	0	0	0	0	0	0
1800	52	3	41	8	0	0	0	0	0	0	0	0	0	0
1900	41	0	34	7	0	0	0	0	0	0	0	0	0	0
2000	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2100	38	0	32	6	0	0	0	0	0	0	0	0	0	0
2200	16	0	12	4	0	0	0	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
07-19	**473**	**9**	**347**	**113**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**583**	**9**	**439**	**131**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**613**	**9**	**463**	**137**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**631**	**9**	**477**	**141**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (67) **AM Peak step** 8:00 (48) **PM Peak step** 17:00 (67)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	4	2	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	2	0	1	1	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	1	0	1	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	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0800	44	1	24	19	0	0	0	0	0	0	0	0	0	0
0900	25	0	17	8	0	0	0	0	0	0	0	0	0	0
1000	26	0	15	11	0	0	0	0	0	0	0	0	0	0
1100	41	0	29	12	0	0	0	0	0	0	0	0	0	0
1200	39	1	28	10	0	0	0	0	0	0	0	0	0	0
1300	54	1	37	15	0	0	1	0	0	0	0	0	0	0
1400	46	1	33	12	0	0	0	0	0	0	0	0	0	0
1500	67	1	45	20	0	1	0	0	0	0	0	0	0	0
1600	49	0	34	14	0	0	1	0	0	0	0	0	0	0
1700	71	4	44	23	0	0	0	0	0	0	0	0	0	0
1800	62	1	53	8	0	0	0	0	0	0	0	0	0	0
1900	43	0	34	9	0	0	0	0	0	0	0	0	0	0
2000	36	0	28	8	0	0	0	0	0	0	0	0	0	0
2100	31	1	20	10	0	0	0	0	0	0	0	0	0	0
2200	33	0	27	6	0	0	0	0	0	0	0	0	0	0
2300	14	0	11	3	0	0	0	0	0	0	0	0	0	0
07-19	**537**	**10**	**369**	**155**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**654**	**11**	**458**	**182**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**701**	**11**	**496**	**191**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**717**	**11**	**509**	**194**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (71) **AM Peak step** 8:00 (44) **PM Peak step** 17:00 (71)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0100	6	0	4	2	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	3	0	3	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	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0700	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0800	13	1	5	7	0	0	0	0	0	0	0	0	0	0
0900	26	0	14	12	0	0	0	0	0	0	0	0	0	0
1000	26	0	17	8	0	0	1	0	0	0	0	0	0	0
1100	31	1	18	11	0	1	0	0	0	0	0	0	0	0
1200	46	1	34	11	0	0	0	0	0	0	0	0	0	0
1300	32	1	19	12	0	0	0	0	0	0	0	0	0	0
1400	50	1	38	11	0	0	0	0	0	0	0	0	0	0
1500	45	1	30	14	0	0	0	0	0	0	0	0	0	0
1600	53	1	39	13	0	0	0	0	0	0	0	0	0	0
1700	49	0	42	7	0	0	0	0	0	0	0	0	0	0
1800	51	0	45	6	0	0	0	0	0	0	0	0	0	0
1900	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2000	37	0	36	1	0	0	0	0	0	0	0	0	0	0
2100	23	0	19	4	0	0	0	0	0	0	0	0	0	0
2200	22	0	22	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	19	2	0	0	0	0	0	0	0	0	0	0
07-19	**431**	**7**	**304**	**118**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**524**	**7**	**388**	**127**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**567**	**7**	**429**	**129**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**585**	**7**	**441**	**135**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (53) **AM Peak step** 11:00 (31) **PM Peak step** 16:00 (53)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	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	1	0	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	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	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0800	9	1	6	2	0	0	0	0	0	0	0	0	0	0
0900	23	0	18	5	0	0	0	0	0	0	0	0	0	0
1000	22	0	17	5	0	0	0	0	0	0	0	0	0	0
1100	35	1	28	6	0	0	0	0	0	0	0	0	0	0
1200	34	0	30	4	0	0	0	0	0	0	0	0	0	0
1300	57	0	49	8	0	0	0	0	0	0	0	0	0	0
1400	51	1	44	5	0	0	1	0	0	0	0	0	0	0
1500	44	0	38	5	0	0	0	0	0	0	0	1	0	0
1600	36	1	27	8	0	0	0	0	0	0	0	0	0	0
1700	42	0	32	10	0	0	0	0	0	0	0	0	0	0
1800	41	0	29	12	0	0	0	0	0	0	0	0	0	0
1900	42	0	35	7	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	20	0	13	7	0	0	0	0	0	0	0	0	0	0
2200	18	0	15	2	0	0	1	0	0	0	0	0	0	0
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07-19	**403**	**4**	**324**	**73**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**503**	**4**	**406**	**91**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-00	**531**	**4**	**430**	**94**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**558**	**4**	**454**	**97**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

Peak step 13:00 (57) **AM Peak step** 11:00 (35) **PM Peak step** 13:00 (57)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	1	1	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	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0700	16	0	12	4	0	0	0	0	0	0	0	0	0	0
0800	51	1	44	6	0	0	0	0	0	0	0	0	0	0
0900	22	0	19	3	0	0	0	0	0	0	0	0	0	0
1000	24	0	17	7	0	0	0	0	0	0	0	0	0	0
1100	36	0	32	4	0	0	0	0	0	0	0	0	0	0
1200	42	0	33	8	0	0	1	0	0	0	0	0	0	0
1300	43	2	29	12	0	0	0	0	0	0	0	0	0	0
1400	32	1	23	8	0	0	0	0	0	0	0	0	0	0
1500	56	0	43	13	0	0	0	0	0	0	0	0	0	0
1600	66	0	55	11	0	0	0	0	0	0	0	0	0	0
1700	45	0	35	10	0	0	0	0	0	0	0	0	0	0
1800	62	0	52	10	0	0	0	0	0	0	0	0	0	0
1900	38	0	29	9	0	0	0	0	0	0	0	0	0	0
2000	38	3	32	3	0	0	0	0	0	0	0	0	0	0
2100	28	0	21	7	0	0	0	0	0	0	0	0	0	0
2200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
07-19	**495**	**4**	**394**	**96**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**612**	**7**	**488**	**116**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**647**	**7**	**522**	**117**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**663**	**8**	**536**	**118**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (66) **AM Peak step** 8:00 (51) **PM Peak step** 16:00 (66)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	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	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	1	0	1	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	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0800	24	0	19	5	0	0	0	0	0	0	0	0	0	0
0900	20	0	12	6	0	1	1	0	0	0	0	0	0	0
1000	15	0	7	8	0	0	0	0	0	0	0	0	0	0
1100	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1200	41	0	20	21	0	0	0	0	0	0	0	0	0	0
1300	28	0	15	12	0	1	0	0	0	0	0	0	0	0
1400	28	0	13	15	0	0	0	0	0	0	0	0	0	0
1500	46	0	25	21	0	0	0	0	0	0	0	0	0	0
1600	56	1	32	23	0	0	0	0	0	0	0	0	0	0
1700	49	0	31	18	0	0	0	0	0	0	0	0	0	0
1800	50	0	36	14	0	0	0	0	0	0	0	0	0	0
1900	42	0	36	6	0	0	0	0	0	0	0	0	0	0
2000	33	0	22	11	0	0	0	0	0	0	0	0	0	0
2100	27	0	22	5	0	0	0	0	0	0	0	0	0	0
2200	10	1	4	5	0	0	0	0	0	0	0	0	0	0
2300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
07-19	**397**	**1**	**241**	**152**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**505**	**1**	**325**	**176**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**524**	**2**	**336**	**183**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**539**	**2**	**351**	**183**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (56) **AM Peak step** 8:00 (24) **PM Peak step** 16:00 (56)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	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	1	0	0	1	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	14	0	7	7	0	0	0	0	0	0	0	0	0	0
0800	36	0	27	9	0	0	0	0	0	0	0	0	0	0
0900	7	1	3	3	0	0	0	0	0	0	0	0	0	0
1000	24	2	8	14	0	0	0	0	0	0	0	0	0	0
1100	16	0	7	9	0	0	0	0	0	0	0	0	0	0
1200	35	0	17	18	0	0	0	0	0	0	0	0	0	0
1300	34	0	18	16	0	0	0	0	0	0	0	0	0	0
1400	32	2	16	13	0	1	0	0	0	0	0	0	0	0
1500	47	1	20	26	0	0	0	0	0	0	0	0	0	0
1600	55	1	23	31	0	0	0	0	0	0	0	0	0	0
1700	59	0	29	30	0	0	0	0	0	0	0	0	0	0
1800	64	0	36	28	0	0	0	0	0	0	0	0	0	0
1900	40	0	23	17	0	0	0	0	0	0	0	0	0	0
2000	35	1	25	9	0	0	0	0	0	0	0	0	0	0
2100	31	0	18	13	0	0	0	0	0	0	0	0	0	0
2200	17	0	11	6	0	0	0	0	0	0	0	0	0	0
2300	11	0	6	5	0	0	0	0	0	0	0	0	0	0
07-19	**423**	**7**	**211**	**204**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**534**	**8**	**281**	**244**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**562**	**8**	**298**	**255**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**576**	**8**	**308**	**259**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (64) **AM Peak step** 8:00 (36) **PM Peak step** 18:00 (64)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	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	2	0	0	2	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	2	0	1	1	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	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0700	11	0	5	5	0	0	1	0	0	0	0	0	0	0
0800	29	0	15	13	0	0	1	0	0	0	0	0	0	0
0900	20	1	12	7	0	0	0	0	0	0	0	0	0	0
1000	28	0	17	10	1	0	0	0	0	0	0	0	0	0
1100	22	0	13	9	0	0	0	0	0	0	0	0	0	0
1200	39	0	22	17	0	0	0	0	0	0	0	0	0	0
1300	37	1	23	13	0	0	0	0	0	0	0	0	0	0
1400	33	2	18	13	0	0	0	0	0	0	0	0	0	0
1500	45	1	24	20	0	0	0	0	0	0	0	0	0	0
1600	42	1	18	23	0	0	0	0	0	0	0	0	0	0
1700	57	2	26	29	0	0	0	0	0	0	0	0	0	0
1800	47	0	30	16	0	1	0	0	0	0	0	0	0	0
1900	35	1	24	10	0	0	0	0	0	0	0	0	0	0
2000	38	0	20	18	0	0	0	0	0	0	0	0	0	0
2100	30	0	17	13	0	0	0	0	0	0	0	0	0	0
2200	17	0	12	5	0	0	0	0	0	0	0	0	0	0
2300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
07-19	**410**	**8**	**223**	**175**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**520**	**9**	**287**	**220**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**546**	**9**	**306**	**227**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**560**	**9**	**312**	**235**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (57) **AM Peak step** 8:00 (29) **PM Peak step** 17:00 (57)

*** Friday, February 18, 2022 *** ROAD DUG UP FOR CONSTRUCTION *****

Traffic Data Service -- San Jose, CA
Class Report

CustomList-2172 -- English (ENU)

Datasets:

Site: **[9] 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

*** Saturday, February 5, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	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	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	1	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	5	0	5	0	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	0	12	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	9	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	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	14	0	0	0	0	0	1	0	0	0	0	0
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	15	0	0	0	1	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	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	**148**	**0**	**146**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**183**	**0**	**180**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**199**	**0**	**196**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**212**	**0**	**209**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (20) **AM Peak step** 11:00 (13) **PM Peak step** 12:00 (20)

*** Sunday, February 6, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	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	0	2	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	16	1	15	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1200	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	16	0	0	0	1	0	0	0	0	0	0	0
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1500	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1600	16	0	16	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	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	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	3	0	3	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	**144**	**1**	**142**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**164**	**1**	**161**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**168**	**1**	**165**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**185**	**1**	**182**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (17) **AM Peak step** 10:00 (16) **PM Peak step** 13:00 (17)

*** Monday, February 7, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	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	13	1	10	1	0	0	1	0	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1100	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1400	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1500	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	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	8	0	8	0	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	**162**	**1**	**151**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**190**	**1**	**179**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**197**	**1**	**186**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**205**	**1**	**194**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (23) **AM Peak step** 11:00 (23) **PM Peak step** 12:00 (18)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	20	0	20	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0900	17	1	15	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	19	0	0	0	1	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	8	0	8	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	14	0	13	0	0	0	1	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	13	2	11	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	7	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	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	**161**	**3**	**154**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**186**	**3**	**178**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**194**	**3**	**186**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**199**	**3**	**191**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (20) **AM Peak step** 7:00 (20) **PM Peak step** 12:00 (16)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	10	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	12	0	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	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1200	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1400	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1600	7	1	6	0	0	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	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	5	0	5	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**129**	**1**	**125**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**156**	**1**	**152**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**160**	**1**	**155**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**165**	**1**	**160**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (17) **AM Peak step** 9:00 (12) **PM Peak step** 14:00 (17)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0900	15	1	13	1	0	0	0	0	0	0	0	0	0	0
1000	12	1	10	0	0	0	1	0	0	0	0	0	0	0
1100	18	0	17	0	0	0	1	0	0	0	0	0	0	0
1200	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	12	1	11	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	11	1	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	3	0	2	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	**157**	**3**	**151**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**180**	**3**	**172**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**187**	**3**	**179**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**191**	**3**	**183**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (18) **AM Peak step** 11:00 (18) **PM Peak step** 12:00 (16)

*** Friday, February 11, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	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	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	12	0	12	0	0	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	11	1	10	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	11	1	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	15	0	14	0	0	0	1	0	0	0	0	0	0	0
1300	17	0	16	0	0	0	1	0	0	0	0	0	0	0
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	14	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	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2200	5	1	4	0	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	**161**	**1**	**154**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**198**	**1**	**191**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**208**	**2**	**199**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**215**	**2**	**206**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (18) **AM Peak step** 8:00 (16) **PM Peak step** 18:00 (18)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	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	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	16	1	13	2	0	0	0	0	0	0	0	0	0	0
1100	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	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	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	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	8	0	8	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**144**	**1**	**138**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**171**	**1**	**165**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**180**	**1**	**174**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**186**	**1**	**180**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (16) **AM Peak step** 10:00 (16) **PM Peak step** 13:00 (15)

*** Sunday, February 13, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1000	8	1	7	0	0	0	0	0	0	0	0	0	0	0
1100	10	0	9	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	24	0	23	1	0	0	0	0	0	0	0	0	0	0
1400	14	0	14	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	16	0	16	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	9	0	9	0	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	9	0	9	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	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	**126**	**1**	**122**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**152**	**1**	**147**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**159**	**1**	**154**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**167**	**1**	**162**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (24) **AM Peak step** 11:00 (10) **PM Peak step** 13:00 (24)

*** Monday, February 14, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	3	0	3	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	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	1	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	14	0	13	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	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1400	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1700	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	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	2	0	2	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	**150**	**0**	**143**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**176**	**0**	**169**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**182**	**0**	**175**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**187**	**0**	**180**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (20) **AM Peak step** 7:00 (15) **PM Peak step** 14:00 (20)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1200	17	1	14	2	0	0	0	0	0	0	0	0	0	0
1300	10	1	7	2	0	0	0	0	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1500	10	1	6	2	1	0	0	0	0	0	0	0	0	0
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	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	4	0	4	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**114**	**3**	**100**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**137**	**3**	**123**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**143**	**3**	**129**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**148**	**3**	**134**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (17) **AM Peak step** 10:00 (12) **PM Peak step** 12:00 (17)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	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	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	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0800	8	3	5	0	0	0	0	0	0	0	0	0	0	0
0900	10	2	4	4	0	0	0	0	0	0	0	0	0	0
1000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1100	11	1	4	6	0	0	0	0	0	0	0	0	0	0
1200	8	0	2	6	0	0	0	0	0	0	0	0	0	0
1300	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1400	9	1	6	2	0	0	0	0	0	0	0	0	0	0
1500	8	0	5	2	0	0	1	0	0	0	0	0	0	0
1600	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1700	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1800	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1900	8	0	5	3	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	5	0	5	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07-19	**112**	**7**	**69**	**35**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**138**	**7**	**89**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**145**	**7**	**94**	**43**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**149**	**7**	**98**	**43**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (12) **AM Peak step** 7:00 (12) **PM Peak step** 18:00 (12)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 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	2	0	2	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0900	11	1	8	2	0	0	0	0	0	0	0	0	0	0
1000	10	0	9	0	0	0	1	0	0	0	0	0	0	0
1100	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1200	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
1400	6	1	4	1	0	0	0	0	0	0	0	0	0	0
1500	12	1	9	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	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1800	13	1	12	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	4	1	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	6	0	6	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	**118**	**4**	**96**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**137**	**4**	**112**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**146**	**4**	**121**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**153**	**4**	**128**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (15) **AM Peak step** 9:00 (11) **PM Peak step** 12:00 (15)

*** Friday, February 18, 2022 *** ROAD DUG UP FOR CONSTRUCTION *****

Traffic Data Service -- San Jose, CA
Class Report

CustomList-7751 -- English (ENU)

Datasets:

Site: **[7] 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: TDS
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 6, 2022**

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	11	11
0800	14	14
0900	29	29
1000	29	29
1100	28	28
1200	26	26
1300	41	41
1400	56	56
1500	39	39
1600	35	35
1700	24	24
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**334**	**334**
06-22	**337**	**337**
06-00	**338**	**338**
00-00	**338**	**338**

Peak step 14:00 (56) **AM Peak step** 9:00 (29) **PM Peak step** 14:00 (56)

*** Monday, February 7, 2022**

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	16	16
0800	35	35
0900	20	20
1000	14	14
1100	20	20
1200	21	21
1300	19	19
1400	20	20
1500	30	30
1600	30	30
1700	15	15
1800	4	4
1900	2	2
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**244**	**244**
06-22	**253**	**253**
06-00	**253**	**253**
00-00	**253**	**253**

Peak step 8:00 (35) **AM Peak step** 8:00 (35) **PM Peak step** 15:00 (30)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	1	1
0600	5	5
0700	17	17
0800	40	40
0900	33	33
1000	22	22
1100	21	21
1200	24	24
1300	10	10
1400	19	19
1500	26	26
1600	32	32
1700	28	28
1800	6	6
1900	1	1
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**278**	**278**
06-22	**285**	**285**
06-00	**285**	**285**
00-00	**287**	**287**

Peak step 8:00 (40) **AM Peak step** 8:00 (40) **PM Peak step** 16:00 (32)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 15
0000	1	1
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	9	9
0700	20	20
0800	43	43
0900	42	42
1000	21	21
1100	26	26
1200	22	22
1300	19	19
1400	24	24
1500	24	24
1600	20	20
1700	23	23
1800	4	4
1900	2	2
2000	0	0
2100	1	1
2200	0	0
2300	0	0
07-19	**288**	**288**
06-22	**300**	**300**
06-00	**300**	**300**
00-00	**303**	**303**

Peak step 8:00 (43) **AM Peak step** 8:00 (43) **PM Peak step** 14:00 (24)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	8	8
0700	15	15
0800	49	49
0900	38	38
1000	22	22
1100	27	27
1200	30	30
1300	19	19
1400	24	24
1500	28	28
1600	42	42
1700	28	28
1800	6	6
1900	3	3
2000	0	0
2100	4	4
2200	0	0
2300	0	0
07-19	**328**	**328**
06-22	**343**	**343**
06-00	**343**	**343**
00-00	**344**	**344**

Peak step 8:00 (49) **AM Peak step** 8:00 (49) **PM Peak step** 16:00 (42)

*** Friday, February 11, 2022**

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	15	15
0800	36	36
0900	35	35
1000	25	25
1100	25	25
1200	23	23
1300	18	18
1400	21	21
1500	27	27
1600	42	42
1700	14	14
1800	2	2
1900	4	4
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**283**	**283**
06-22	**292**	**292**
06-00	**292**	**292**
00-00	**292**	**292**

Peak step 16:00 (42) **AM Peak step** 8:00 (36) **PM Peak step** 16:00 (42)

*** Saturday, February 12, 2022**

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	14	14
0800	19	19
0900	29	29
1000	34	34
1100	38	38
1200	35	35
1300	31	31
1400	33	33
1500	44	44
1600	38	38
1700	26	26
1800	6	6
1900	3	3
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**347**	**347**
06-22	**352**	**352**
06-00	**352**	**352**
00-00	**353**	**353**

Peak step 15:00 (44) **AM Peak step** 11:00 (38) **PM Peak step** 15:00 (44)

*** Sunday, February 13, 2022**

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	9	9
0800	18	18
0900	35	35
1000	42	42
1100	39	39
1200	28	28
1300	28	28
1400	41	41
1500	29	29
1600	31	31
1700	18	18
1800	3	3
1900	1	1
2000	0	0
2100	1	1
2200	2	2
2300	0	0
07-19	**321**	**321**
06-22	**327**	**327**
06-00	**329**	**329**
00-00	**329**	**329**

Peak step 10:00 (42) **AM Peak step** 10:00 (42) **PM Peak step** 14:00 (41)

*** Monday, February 14, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	5	5
0700	18	18
0800	29	29
0900	26	26
1000	20	20
1100	7	7
1200	20	20
1300	9	9
1400	14	14
1500	20	20
1600	17	17
1700	13	13
1800	3	3
1900	3	3
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**196**	**196**
06-22	**205**	**205**
06-00	**205**	**205**
00-00	**207**	**207**

Peak step 8:00 (29) **AM Peak step** 8:00 (29) **PM Peak step** 12:00 (20)

*** Tuesday, February 15, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	5	5
0700	18	18
0800	41	41
0900	33	33
1000	16	16
1100	31	31
1200	20	20
1300	10	10
1400	15	15
1500	15	15
1600	20	20
1700	20	20
1800	1	1
1900	0	0
2000	1	1
2100	2	2
2200	1	1
2300	0	0
07-19	**240**	**240**
06-22	**248**	**248**
06-00	**249**	**249**
00-00	**252**	**252**

Peak step 8:00 (41) **AM Peak step** 8:00 (41) **PM Peak step** 12:00 (20)

*** Wednesday, February 16, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	10	10
0700	24	24
0800	48	48
0900	34	34
1000	19	19
1100	21	21
1200	14	14
1300	15	15
1400	18	18
1500	17	17
1600	28	28
1700	23	23
1800	3	3
1900	0	0
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**264**	**264**
06-22	**275**	**275**
06-00	**276**	**276**
00-00	**277**	**277**

Peak step 8:00 (48) **AM Peak step** 8:00 (48) **PM Peak step** 16:00 (28)

*** Thursday, February 17, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	8	8
0700	13	13
0800	37	37
0900	31	31
1000	23	23
1100	26	26
1200	25	25
1300	18	18
1400	12	12
1500	21	21
1600	32	32
1700	33	33
1800	3	3
1900	2	2
2000	2	2
2100	0	0
2200	2	2
2300	0	0
07-19	**274**	**274**
06-22	**286**	**286**
06-00	**288**	**288**
00-00	**289**	**289**

Peak step 8:00 (37) **AM Peak step** 8:00 (37) **PM Peak step** 17:00 (33)

*** Friday, February 18, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	4	4
0700	14	14
0800	31	31
0900	33	33
1000	24	24
1100	30	30
1200	32	32
1300	24	24
1400	14	14
1500	22	22
1600	27	27
1700	27	27
1800	6	6
1900	2	2
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**284**	**284**
06-22	**290**	**290**
06-00	**290**	**290**
00-00	**292**	**292**

Peak step 9:00 (33) **AM Peak step** 9:00 (33) **PM Peak step** 12:00 (32)

*** Saturday, February 19, 2022**

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	11	11
0800	15	15
0900	24	24
1000	43	43
1100	35	35
1200	29	29
1300	19	19
1400	30	30
1500	33	33
1600	47	47
1700	19	19
1800	3	3
1900	1	1
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**308**	**308**
06-22	**316**	**316**
06-00	**317**	**317**
00-00	**317**	**317**

Peak step 16:00 (47) **AM Peak step** 10:00 (43) **PM Peak step** 16:00 (47)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-7752 -- English (ENU)

Datasets:

Site: **[7] 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: TDS
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 6, 2022**

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	2	2
0900	21	21
1000	26	26
1100	25	25
1200	33	33
1300	29	29
1400	34	34
1500	43	43
1600	45	45
1700	52	52
1800	12	12
1900	0	0
2000	1	1
2100	0	0
2200	0	0
2300	1	1
07-19	**323**	**323**
06-22	**324**	**324**
06-00	**325**	**325**
00-00	**325**	**325**

Peak step 17:00 (52) **AM Peak step** 10:00 (26) **PM Peak step** 17:00 (52)

*** Monday, February 7, 2022**

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	5	5
0800	7	7
0900	8	8
1000	5	5
1100	9	9
1200	20	20
1300	22	22
1400	21	21
1500	29	29
1600	30	30
1700	54	54
1800	23	23
1900	12	12
2000	7	7
2100	0	0
2200	1	1
2300	0	0
07-19	**233**	**233**
06-22	**255**	**255**
06-00	**256**	**256**
00-00	**257**	**257**

Peak step 17:00 (54) **AM Peak step** 11:00 (9) **PM Peak step** 17:00 (54)

*** Tuesday, February 8, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	3	3
0700	3	3
0800	11	11
0900	12	12
1000	12	12
1100	12	12
1200	18	18
1300	19	19
1400	25	25
1500	30	30
1600	41	41
1700	58	58
1800	21	21
1900	8	8
2000	4	4
2100	0	0
2200	1	1
2300	1	1
07-19	**262**	**262**
06-22	**277**	**277**
06-00	**279**	**279**
00-00	**282**	**282**

Peak step 17:00 (58) **AM Peak step** 9:00 (12) **PM Peak step** 17:00 (58)

*** Wednesday, February 9, 2022**

Time <--	Total	Cls 15
0000	1	1
0100	1	1
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	4	4
0700	3	3
0800	14	14
0900	14	14
1000	10	10
1100	20	20
1200	17	17
1300	21	21
1400	17	17
1500	46	46
1600	38	38
1700	55	55
1800	17	17
1900	12	12
2000	5	5
2100	2	2
2200	1	1
2300	0	0
07-19	**272**	**272**
06-22	**295**	**295**
06-00	**296**	**296**
00-00	**299**	**299**

Peak step 17:00 (55) **AM Peak step** 11:00 (20) **PM Peak step** 17:00 (55)

*** Thursday, February 10, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	5	5
0700	3	3
0800	13	13
0900	11	11
1000	17	17
1100	17	17
1200	19	19
1300	25	25
1400	17	17
1500	32	32
1600	45	45
1700	65	65
1800	27	27
1900	11	11
2000	2	2
2100	3	3
2200	2	2
2300	1	1
07-19	**291**	**291**
06-22	**312**	**312**
06-00	**315**	**315**
00-00	**317**	**317**

Peak step 17:00 (65) **AM Peak step** 10:00 (17) **PM Peak step** 17:00 (65)

*** Friday, February 11, 2022**

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	3	3
0800	9	9
0900	9	9
1000	13	13
1100	13	13
1200	23	23
1300	22	22
1400	19	19
1500	35	35
1600	44	44
1700	44	44
1800	18	18
1900	10	10
2000	2	2
2100	0	0
2200	1	1
2300	1	1
07-19	**252**	**252**
06-22	**268**	**268**
06-00	**270**	**270**
00-00	**270**	**270**

Peak step 16:00 (44) **AM Peak step** 10:00 (13) **PM Peak step** 16:00 (44)

*** Saturday, February 12, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	3	3
0800	11	11
0900	24	24
1000	20	20
1100	42	42
1200	44	44
1300	33	33
1400	25	25
1500	33	33
1600	33	33
1700	26	26
1800	11	11
1900	0	0
2000	3	3
2100	0	0
2200	1	1
2300	1	1
07-19	**305**	**305**
06-22	**308**	**308**
06-00	**310**	**310**
00-00	**313**	**313**

Peak step 12:00 (44) **AM Peak step** 11:00 (42) **PM Peak step** 12:00 (44)

*** Sunday, February 13, 2022**

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	5	5
0800	12	12
0900	16	16
1000	21	21
1100	45	45
1200	32	32
1300	28	28
1400	42	42
1500	30	30
1600	35	35
1700	30	30
1800	5	5
1900	1	1
2000	0	0
2100	1	1
2200	2	2
2300	2	2
07-19	**301**	**301**
06-22	**304**	**304**
06-00	**308**	**308**
00-00	**308**	**308**

Peak step 11:00 (45) **AM Peak step** 11:00 (45) **PM Peak step** 14:00 (42)

*** Monday, February 14, 2022**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	6	6
0800	5	5
0900	10	10
1000	10	10
1100	8	8
1200	11	11
1300	17	17
1400	12	12
1500	18	18
1600	22	22
1700	44	44
1800	15	15
1900	8	8
2000	3	3
2100	1	1
2200	0	0
2300	1	1
07-19	**178**	**178**
06-22	**193**	**193**
06-00	**194**	**194**
00-00	**195**	**195**

Peak step 17:00 (44) **AM Peak step** 9:00 (10) **PM Peak step** 17:00 (44)

*** Tuesday, February 15, 2022**

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	0	0
0800	18	18
0900	8	8
1000	12	12
1100	13	13
1200	23	23
1300	9	9
1400	16	16
1500	21	21
1600	24	24
1700	60	60
1800	25	25
1900	6	6
2000	5	5
2100	3	3
2200	1	1
2300	0	0
07-19	**229**	**229**
06-22	**249**	**249**
06-00	**250**	**250**
00-00	**250**	**250**

Peak step 17:00 (60) **AM Peak step** 8:00 (18) **PM Peak step** 17:00 (60)

*** Wednesday, February 16, 2022**

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	3	3
0800	14	14
0900	12	12
1000	8	8
1100	15	15
1200	12	12
1300	19	19
1400	26	26
1500	18	18
1600	44	44
1700	48	48
1800	22	22
1900	10	10
2000	4	4
2100	3	3
2200	0	0
2300	0	0
07-19	**241**	**241**
06-22	**263**	**263**
06-00	**263**	**263**
00-00	**263**	**263**

Peak step 17:00 (48) **AM Peak step** 11:00 (15) **PM Peak step** 17:00 (48)

*** Thursday, February 17, 2022**

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	1	1
0800	14	14
0900	15	15
1000	11	11
1100	19	19
1200	14	14
1300	13	13
1400	20	20
1500	23	23
1600	46	46
1700	58	58
1800	23	23
1900	10	10
2000	6	6
2100	2	2
2200	1	1
2300	1	1
07-19	**257**	**257**
06-22	**280**	**280**
06-00	**282**	**282**
00-00	**282**	**282**

Peak step 17:00 (58) **AM Peak step** 11:00 (19) **PM Peak step** 17:00 (58)

*** Friday, February 18, 2022**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	4	4
0700	2	2
0800	5	5
0900	16	16
1000	15	15
1100	23	23
1200	17	17
1300	21	21
1400	25	25
1500	27	27
1600	38	38
1700	52	52
1800	22	22
1900	6	6
2000	4	4
2100	2	2
2200	0	0
2300	1	1
07-19	**263**	**263**
06-22	**279**	**279**
06-00	**280**	**280**
00-00	**281**	**281**

Peak step 17:00 (52) **AM Peak step** 11:00 (23) **PM Peak step** 17:00 (52)

*** Saturday, February 19, 2022**

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	13	13
0900	19	19
1000	26	26
1100	45	45
1200	37	37
1300	25	25
1400	28	28
1500	40	40
1600	43	43
1700	36	36
1800	18	18
1900	3	3
2000	0	0
2100	0	0
2200	1	1
2300	1	1
07-19	**332**	**332**
06-22	**336**	**336**
06-00	**338**	**338**
00-00	**338**	**338**

Peak step 11:00 (45) **AM Peak step** 11:00 (45) **PM Peak step** 16:00 (43)

Traffic Data Service

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

File Name : 1AAM FINAL
Site Code : 0000001A
Start Date : 2/17/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

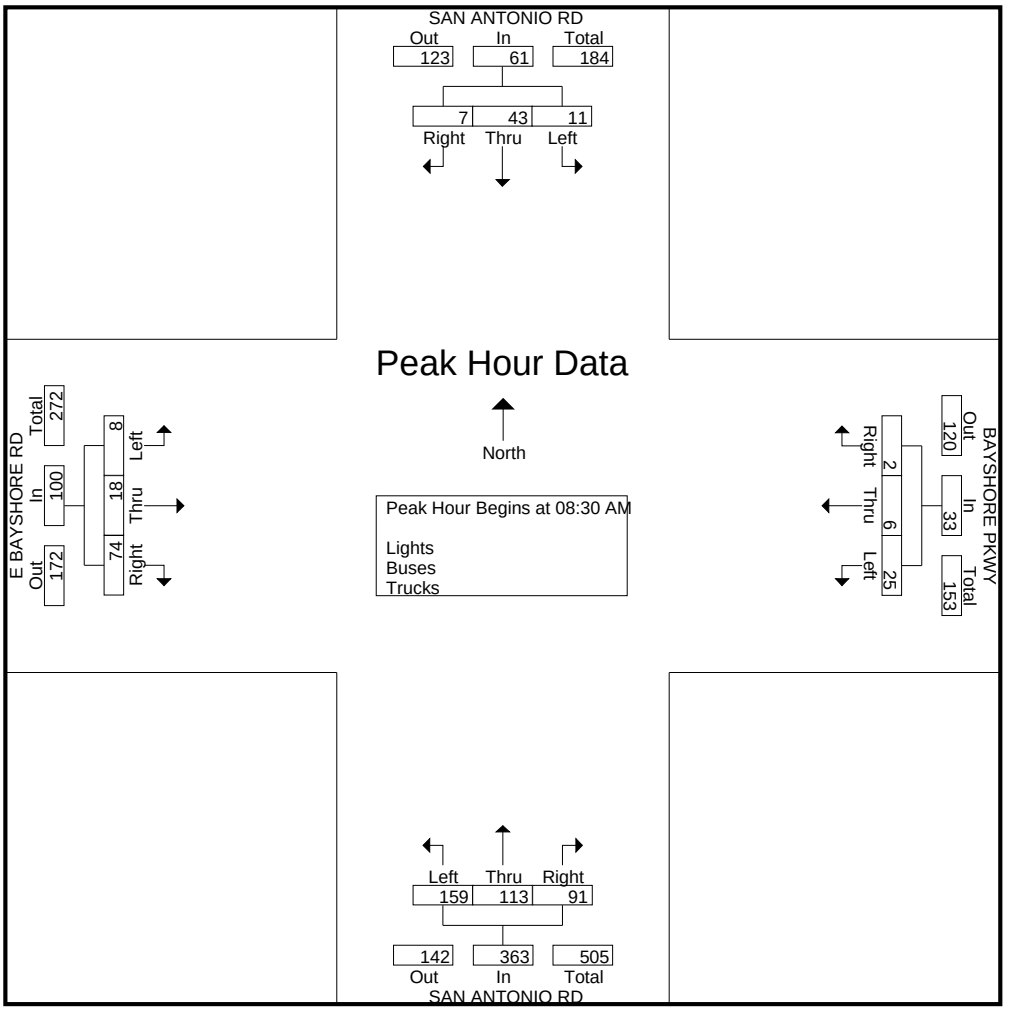
	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	1	1	5	0	2	2	0	4	13	19	29	0	61	14	3	0	0	17	87
07:15 AM	2	12	3	0	17	1	5	2	0	8	16	13	27	0	56	14	3	2	0	19	100
07:30 AM	0	7	1	2	10	1	3	2	0	6	9	13	28	0	50	8	1	2	2	13	79
07:45 AM	2	8	5	1	16	2	2	2	0	6	14	17	38	0	69	8	4	3	0	15	106
Total	4	30	10	4	48	4	12	8	0	24	52	62	122	0	236	44	11	7	2	64	372
08:00 AM	2	12	7	0	21	7	9	3	0	19	13	20	29	0	62	14	0	1	0	15	117
08:15 AM	2	6	1	0	9	9	4	4	0	17	14	25	37	0	76	14	5	1	0	20	122
08:30 AM	1	11	4	2	18	1	1	3	0	5	25	27	35	0	87	14	3	4	0	21	131
08:45 AM	2	12	2	2	18	0	2	9	0	11	25	32	51	0	108	22	4	2	0	28	165
Total	7	41	14	4	66	17	16	19	0	52	77	104	152	0	333	64	12	8	0	84	535
09:00 AM	0	12	2	2	16	0	1	8	0	9	22	22	49	0	93	20	3	0	0	23	141
09:15 AM	4	8	3	1	16	1	2	5	0	8	19	32	24	0	75	18	8	2	0	28	127
09:30 AM	4	13	6	1	24	0	2	8	0	10	18	18	29	0	65	22	2	0	0	24	123
09:45 AM	2	16	5	0	23	4	2	7	0	13	7	20	26	0	53	17	3	2	0	22	111
Total	10	49	16	4	79	5	7	28	0	40	66	92	128	0	286	77	16	4	0	97	502
10:00 AM	0	20	3	2	25	1	1	8	0	10	13	19	26	0	58	16	0	3	1	20	113
10:15 AM	4	12	2	0	18	2	3	8	0	13	8	18	18	0	44	11	4	3	1	19	94
10:30 AM	3	13	3	0	19	1	3	6	0	10	11	18	25	0	54	13	1	3	1	18	101
10:45 AM	3	13	2	1	19	0	3	10	0	13	12	17	20	0	49	11	2	0	2	15	96
Total	10	58	10	3	81	4	10	32	0	46	44	72	89	0	205	51	7	9	5	72	404
Grand Total	31	178	50	15	274	30	45	87	0	162	239	330	491	0	1060	236	46	28	7	317	1813
Apprch %	11.3	65	18.2	5.5		18.5	27.8	53.7	0		22.5	31.1	46.3	0		74.4	14.5	8.8	2.2		
Total %	1.7	9.8	2.8	0.8	15.1	1.7	2.5	4.8	0	8.9	13.2	18.2	27.1	0	58.5	13	2.5	1.5	0.4	17.5	
Lights	29	150	37	15	231	28	45	77	0	150	197	315	464	0	976	213	45	28	7	293	1650
% Lights	93.5	84.3	74	100	84.3	93.3	100	88.5	0	92.6	82.4	95.5	94.5	0	92.1	90.3	97.8	100	100	92.4	91
Buses	1	8	10	0	19	0	0	3	0	3	25	1	8	0	34	6	1	0	0	7	63
% Buses	3.2	4.5	20	0	6.9	0	0	3.4	0	1.9	10.5	0.3	1.6	0	3.2	2.5	2.2	0	0	2.2	3.5
Trucks	1	20	3	0	24	2	0	7	0	9	17	14	19	0	50	17	0	0	0	17	100
% Trucks	3.2	11.2	6	0	8.8	6.7	0	8	0	5.6	7.1	4.2	3.9	0	4.7	7.2	0	0	0	5.4	5.5

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	11	**4**	**16**	**1**	1	3	5	**25**	27	35	87	14	3	**4**	21	129
08:45 AM	2	**12**	2	16	0	**2**	**9**	**11**	25	**32**	**51**	**108**	**22**	4	2	**28**	**163**
09:00 AM	0	12	2	14	0	1	8	9	22	22	49	93	20	3	0	23	139
09:15 AM	**4**	8	3	15	1	2	5	8	19	32	24	75	18	**8**	2	28	126
Total Volume	7	43	11	61	2	6	25	33	91	113	159	363	74	18	8	100	557
% App. Total	11.5	70.5	18		6.1	18.2	75.8		25.1	31.1	43.8		74	18	8		
PHF	.438	.896	.688	.953	.500	.750	.694	.750	.910	.883	.779	.840	.841	.563	.500	.893	.854

Traffic Data Service

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

File Name : 1AAM FINAL
Site Code : 0000001A
Start Date : 2/17/2022
Page No : 2



Traffic Data Service

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

File Name : 1AAM FINAL
Site Code : 0000001A
Start Date : 2/17/2022
Page No : 1

Groups Printed- Bikes

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	2	3	0	5	9
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
Grand Total	9	1	2	0	12	1	1	0	0	2	0	1	1	0	2	0	3	4	0	7	23
Apprch %	75	8.3	16.7	0		50	50	0	0		0	50	50	0		0	42.9	57.1	0		
Total %	39.1	4.3	8.7	0	52.2	4.3	4.3	0	0	8.7	0	4.3	4.3	0	8.7	0	13	17.4	0	30.4	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**5**
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	4	1	0	5	0	0	0	0	0	0	0	0	0	2	2	4	9
% App. Total	80	20	0		0	0	0		0	0	0		0	50	50		
PHF	.333	.250	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500	.450

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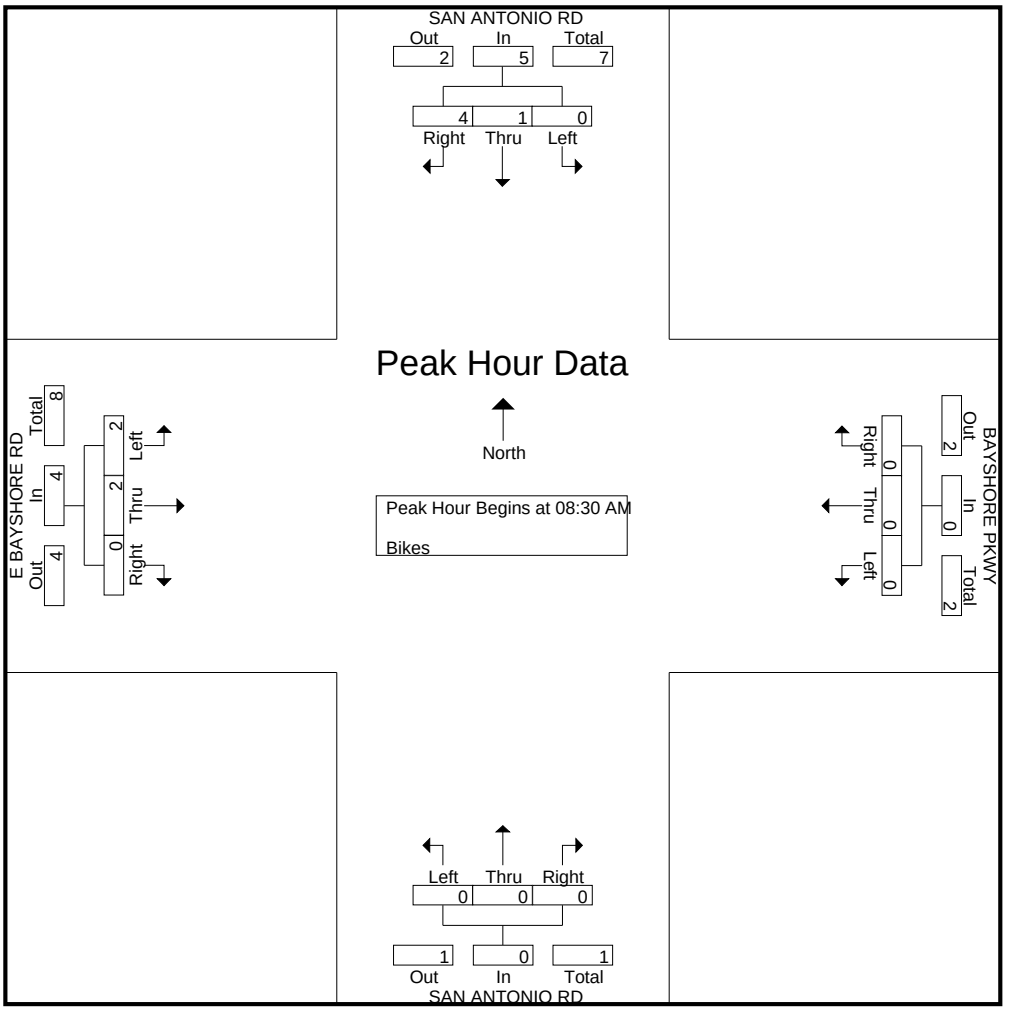

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Groups Printed- Lights - Buses - Trucks

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	20	1	0	21	0	8	17	0	25	9	15	28	0	52	33	11	1	0	45	143
03:15 PM	1	21	1	1	24	2	3	8	0	13	10	16	24	0	50	35	11	2	0	48	135
03:30 PM	2	20	1	0	23	1	9	8	0	18	7	11	29	0	47	29	8	1	0	38	126
03:45 PM	4	16	1	2	23	0	1	8	1	10	8	18	46	0	72	35	11	0	1	47	152
Total	7	77	4	3	91	3	21	41	1	66	34	60	127	0	221	132	41	4	1	178	556
04:00 PM	2	14	4	1	21	1	4	15	0	20	10	10	33	0	53	73	19	2	1	95	189
04:15 PM	2	18	2	0	22	2	9	17	0	28	12	15	26	0	53	100	13	3	0	116	219
04:30 PM	0	16	0	0	16	0	2	13	0	15	7	13	28	0	48	126	18	4	0	148	227
04:45 PM	3	26	4	0	33	3	5	17	0	25	10	17	39	0	66	74	35	0	0	109	233
Total	7	74	10	1	92	6	20	62	0	88	39	55	126	0	220	373	85	9	1	468	868
05:00 PM	2	38	2	2	44	1	6	25	0	32	11	18	38	0	67	114	55	4	0	173	316
05:15 PM	2	17	6	0	25	2	2	21	0	25	14	11	32	0	57	110	93	3	0	206	313
05:30 PM	2	15	1	0	18	0	7	20	0	27	20	12	19	0	51	93	77	2	1	173	269
05:45 PM	1	22	1	2	26	1	3	13	0	17	11	15	22	0	48	84	51	1	0	136	227
Total	7	92	10	4	113	4	18	79	0	101	56	56	111	0	223	401	276	10	1	688	1125
06:00 PM	3	37	2	1	43	0	3	24	0	27	10	8	18	0	36	89	18	2	0	109	215
06:15 PM	1	30	1	3	35	1	3	14	1	19	6	3	18	0	27	75	14	0	2	91	172
06:30 PM	0	14	2	0	16	0	1	4	0	5	10	3	19	0	32	45	14	0	0	59	112
06:45 PM	0	11	2	0	13	0	2	10	0	12	12	5	14	0	31	27	5	2	0	34	90
Total	4	92	7	4	107	1	9	52	1	63	38	19	69	0	126	236	51	4	2	293	589
07:00 PM	0	8	1	0	9	0	0	13	0	13	8	3	10	0	21	19	3	0	0	22	65
07:15 PM	0	5	1	0	6	0	0	5	0	5	4	1	13	0	18	7	2	0	0	9	38
Grand Total	25	348	33	12	418	14	68	252	2	336	179	194	456	0	829	1168	458	27	5	1658	3241
Apprch %	6	83.3	7.9	2.9		4.2	20.2	75	0.6		21.6	23.4	55	0		70.4	27.6	1.6	0.3		
Total %	0.8	10.7	1	0.4	12.9	0.4	2.1	7.8	0.1	10.4	5.5	6	14.1	0	25.6	36	14.1	0.8	0.2	51.2	
Lights	25	330	24	12	391	14	68	229	2	313	164	182	447	0	793	1160	454	27	5	1646	3143
% Lights	100	94.8	72.7	100	93.5	100	100	90.9	100	93.2	91.6	93.8	98	0	95.7	99.3	99.1	100	100	99.3	97
Buses	0	12	9	0	21	0	0	22	0	22	13	9	0	0	22	0	2	0	0	2	67
% Buses	0	3.4	27.3	0	5	0	0	8.7	0	6.5	7.3	4.6	0	0	2.7	0	0.4	0	0	0.1	2.1
Trucks	0	6	0	0	6	0	0	1	0	1	2	3	9	0	14	8	2	0	0	10	31
% Trucks	0	1.7	0	0	1.4	0	0	0.4	0	0.3	1.1	1.5	2	0	1.7	0.7	0.4	0	0	0.6	1

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**3**	26	4	33	**3**	5	17	25	10	17	**39**	66	74	35	0	109	233
05:00 PM	2	**38**	2	**42**	1	6	**25**	**32**	11	**18**	38	**67**	**114**	55	**4**	173	**314**
05:15 PM	2	17	**6**	25	2	2	21	25	14	11	32	57	110	**93**	3	**206**	313
05:30 PM	2	15	1	18	0	**7**	20	27	**20**	12	19	51	93	77	2	172	268
Total Volume	9	96	13	118	6	20	83	109	55	58	128	241	391	260	9	660	1128
% App. Total	7.6	81.4	11		5.5	18.3	76.1		22.8	24.1	53.1		59.2	39.4	1.4		
PHF	.750	.632	.542	.702	.500	.714	.830	.852	.688	.806	.821	.899	.857	.699	.563	.801	.898

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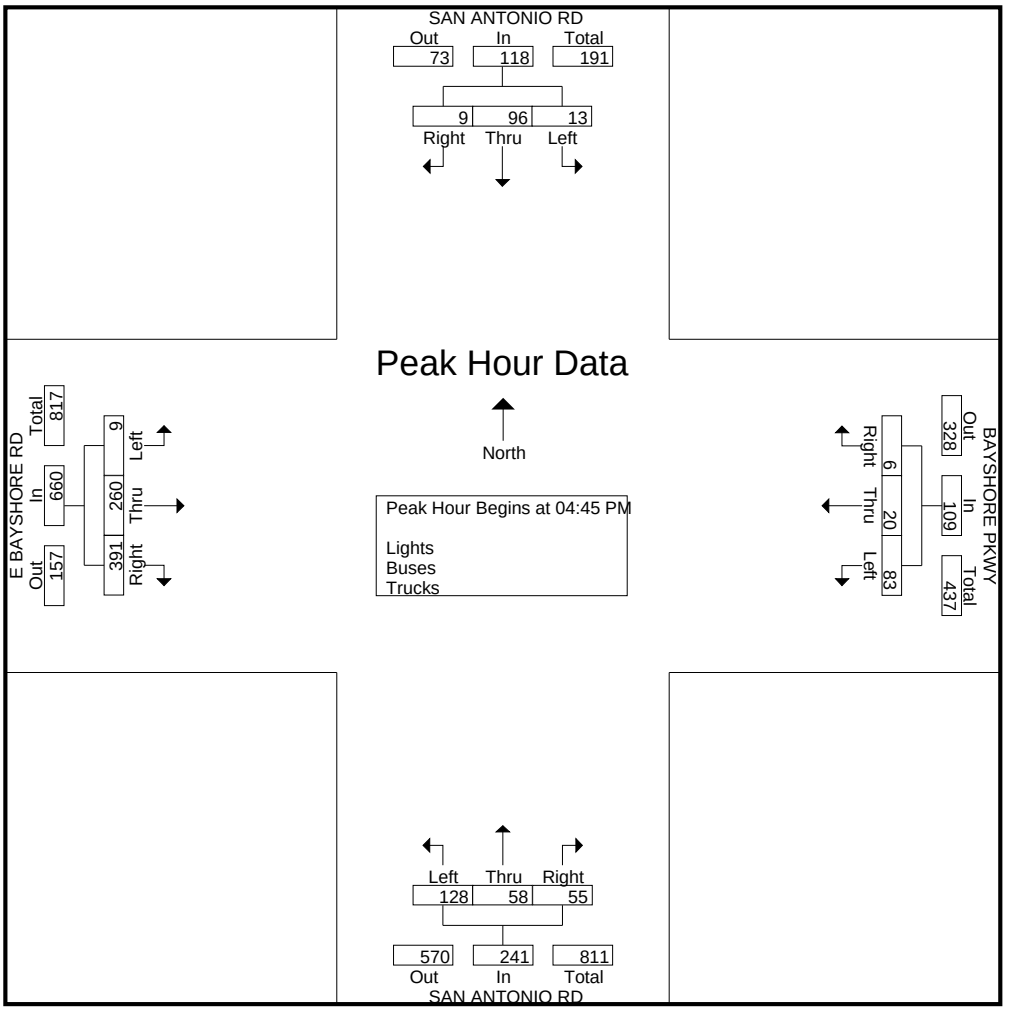

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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	1	0	0	6	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	8
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	3	1	0	11	1	3	0	0	4	1	1	0	0	2	1	4	2	0	7	24
Apprch %	63.6	27.3	9.1	0		25	75	0	0		50	50	0	0		14.3	57.1	28.6	0		
Total %	29.2	12.5	4.2	0	45.8	4.2	12.5	0	0	16.7	4.2	4.2	0	0	8.3	4.2	16.7	8.3	0	29.2	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**3**	0	0	**3**	0	0	0	0	**1**	0	0	**1**	**1**	0	0	1	**5**
05:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
Total Volume	5	2	0	7	0	0	0	0	1	0	0	1	1	2	0	3	11
% App. Total	71.4	28.6	0		0	0	0		100	0	0		33.3	66.7	0		
PHF	.417	.500	.000	.583	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.375	.550

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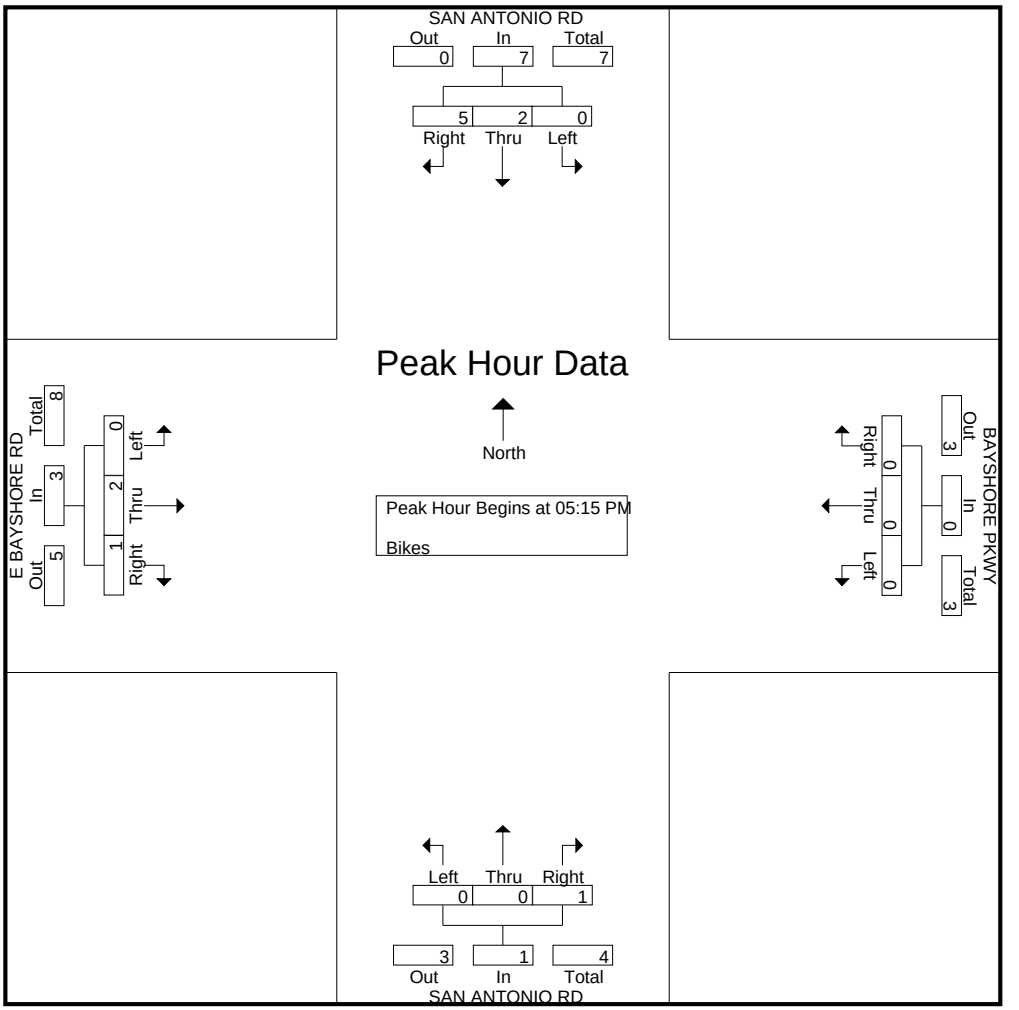

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Groups Printed- Lights - Buses - Trucks

	N SHORELINE BLVD Southbound						LA AVENIDA ST Westbound						US-101 NB RAMPS Northwestbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	28	0	0	0	36	0	5	13	0	2	20	0	143	2	55	2	202	42	0	31	0	0	73	0	0	0	0	0	0	331
07:15 AM	4	31	0	0	0	35	0	8	13	0	0	21	0	139	2	64	0	205	52	0	52	0	0	104	0	0	0	0	0	0	365
07:30 AM	9	30	0	0	1	40	0	14	18	0	0	32	0	159	3	68	1	231	76	0	45	0	0	121	0	0	0	0	0	0	424
07:45 AM	14	49	0	0	0	63	0	20	29	0	0	49	0	193	8	89	2	292	72	0	71	0	0	143	0	0	0	0	0	0	547
Total	35	138	0	0	1	174	0	47	73	0	2	122	0	634	15	276	5	930	242	0	199	0	0	441	0	0	0	0	0	0	1667
08:00 AM	18	39	0	0	0	57	0	18	25	0	0	43	0	163	10	110	0	283	73	0	54	0	0	127	0	0	0	0	0	0	510
08:15 AM	14	52	0	0	0	66	0	7	12	0	0	19	0	158	2	94	2	256	72	0	88	0	0	160	0	0	0	0	0	0	501
08:30 AM	9	51	0	0	0	60	0	8	22	0	0	30	0	171	3	48	1	223	56	0	52	0	0	108	0	0	0	0	1	1	422
08:45 AM	9	61	0	0	0	70	0	5	26	0	0	31	0	208	3	69	2	282	45	0	64	0	0	109	0	0	0	0	0	0	492
Total	50	203	0	0	0	253	0	38	85	0	0	123	0	700	18	321	5	1044	246	0	258	0	0	504	0	0	0	0	1	1	1925
09:00 AM	10	48	0	0	0	58	0	6	37	0	0	43	0	162	0	65	1	228	68	0	72	0	0	140	0	0	0	0	0	0	469
09:15 AM	13	67	0	0	0	80	0	9	28	0	0	37	0	175	1	51	1	228	53	0	74	0	0	127	0	0	0	0	0	0	472
09:30 AM	13	59	0	0	0	72	0	10	32	0	0	42	0	119	0	43	1	163	48	0	89	0	0	137	0	0	0	0	0	0	414
09:45 AM	13	54	0	0	1	68	1	6	17	0	1	25	0	140	0	44	1	185	60	0	53	0	0	113	0	0	0	0	0	0	391
Total	49	228	0	0	1	278	1	31	114	0	1	147	0	596	1	203	4	804	229	0	288	0	0	517	0	0	0	0	0	0	1746
10:00 AM	15	80	0	0	0	95	1	8	23	0	0	32	0	107	0	52	0	159	58	0	66	0	0	124	0	0	0	0	0	0	410
10:15 AM	11	57	0	0	0	68	0	6	19	0	2	27	0	127	0	45	1	173	52	0	53	0	0	105	0	0	0	0	2	2	375
10:30 AM	16	65	0	0	2	83	0	1	12	0	0	13	0	94	0	43	1	138	55	0	66	0	0	121	0	0	0	0	0	0	355
10:45 AM	13	47	0	0	0	60	1	8	24	0	0	33	0	110	0	41	2	153	54	0	56	0	0	110	0	0	0	0	1	1	357
Total	55	249	0	0	2	306	2	23	78	0	2	105	0	438	0	181	4	623	219	0	241	0	0	460	0	0	0	0	3	3	1497
Grand Total	189	818	0	0	4	1011	3	139	350	0	5	497	0	2368	34	981	18	3401	936	0	986	0	0	1922	0	0	0	0	4	4	6835
Apprch %	18.7	80.9	0	0	0.4		0.6	28	70.4	0	1		0	69.6	1	28.8	0.5		48.7	0	51.3	0	0		0	0	0	0	100		
Total %	2.8	12	0	0	0.1	14.8	0	2	5.1	0	0.1	7.3	0	34.6	0.5	14.4	0.3	49.8	13.7	0	14.4	0	0	28.1	0	0	0	0	0.1	0.1	
Lights	168	669	0	0	4	841	2	126	321	0	5	454	0	2273	33	943	18	3267	906	0	911	0	0	1817	0	0	0	0	4	4	6383
% Lights	88.9	81.8	0	0	100	83.2	66.7	90.6	91.7	0	100	91.3	0	96	97.1	96.1	100	96.1	96.8	0	92.4	0	0	94.5	0	0	0	0	100	100	93.4
Buses	3	57	0	0	0	60	0	7	10	0	0	17	0	10	0	4	0	14	1	0	34	0	0	35	0	0	0	0	0	0	126
% Buses	1.6	7	0	0	0	5.9	0	5	2.9	0	0	3.4	0	0.4	0	0.4	0	0.4	0.1	0	3.4	0	0	1.8	0	0	0	0	0	0	1.8
Trucks	18	92	0	0	0	110	1	6	19	0	0	26	0	85	1	34	0	120	29	0	41	0	0	70	0	0	0	0	0	0	326
% Trucks	9.5	11.2	0	0	0	10.9	33.3	4.3	5.4	0	0	5.2	0	3.6	2.9	3.5	0	3.5	3.1	0	4.2	0	0	3.6	0	0	0	0	0	0	4.8

Traffic Data Service

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	N SHORELINE BLVD Southbound					LA AVENIDA ST Westbound					US-101 NB RAMPS Northwestbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	9	30	0	0	39	0	14	18	0	32	0	159	3	68	230	**76**	0	45	0	121	0	0	0	0	0	422
07:45 AM	14	49	0	0	63	0	**20**	**29**	0	**49**	0	**193**	8	89	**290**	72	0	71	0	143	0	0	0	0	0	**545**
08:00 AM	**18**	39	0	0	57	0	18	25	0	43	0	163	**10**	**110**	283	73	0	54	0	127	0	0	0	0	0	510
08:15 AM	14	**52**	0	0	**66**	0	7	12	0	19	0	158	2	94	254	72	0	**88**	0	**160**	0	0	0	0	0	499
Total Volume	55	170	0	0	225	0	59	84	0	143	0	673	23	361	1057	293	0	258	0	551	0	0	0	0	0	1976
% App. Total	24.4	75.6	0	0		0	41.3	58.7	0		0	63.7	2.2	34.2		53.2	0	46.8	0		0	0	0	0		
PHF	.764	.817	.000	.000	.852	.000	.738	.724	.000	.730	.000	.872	.575	.820	.911	.964	.000	.733	.000	.861	.000	.000	.000	.000	.000	.906

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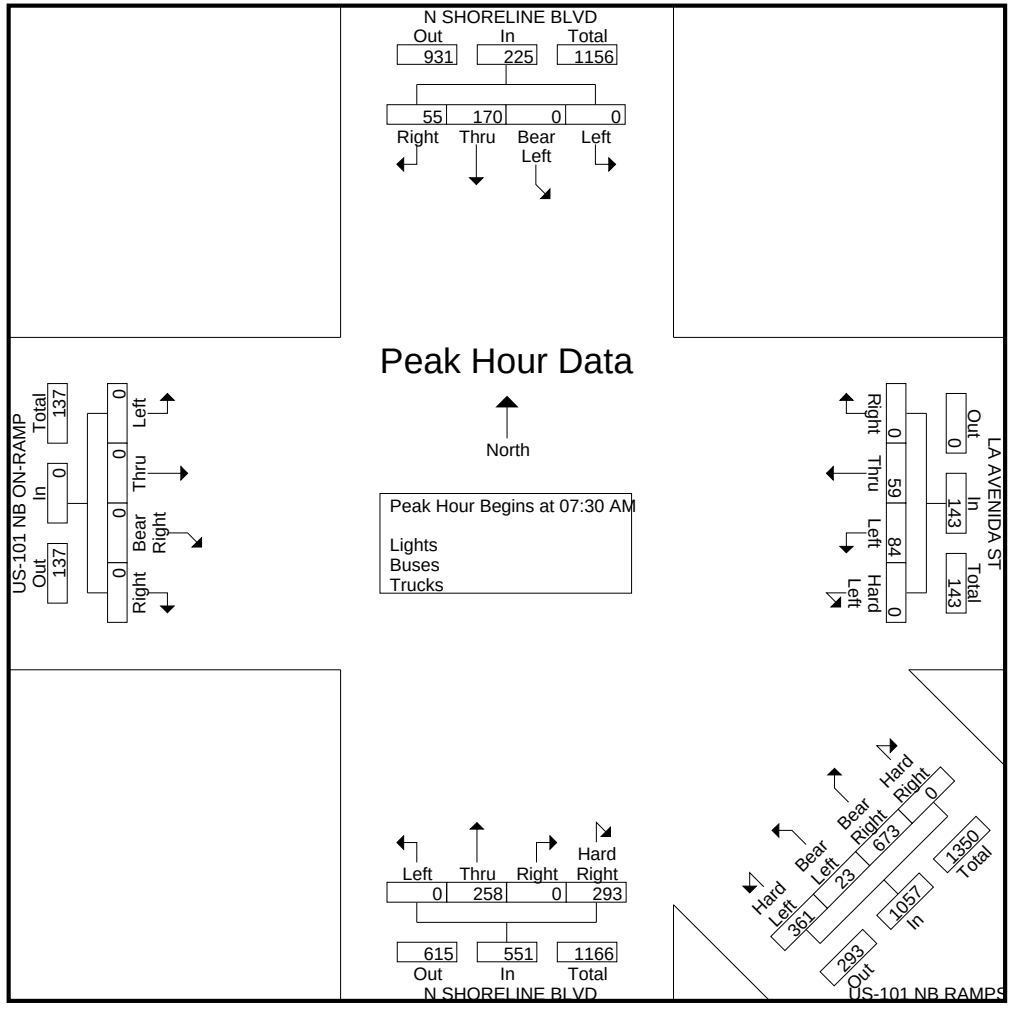

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound						LA AVENIDA ST Westbound						US-101 NB RAMPS Northwestbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
Grand Total	0	2	0	0	0	2	4	0	0	0	0	4	0	1	0	0	0	1	0	0	9	0	0	9	0	0	0	0	0	0	16
Apprch %	0	100	0	0	0		100	0	0	0	0		0	100	0	0	0		0	0	100	0	0		0	0	0	0	0		
Total %	0	12.5	0	0	0	12.5	25	0	0	0	0	25	0	6.2	0	0	0	6.2	0	0	56.2	0	0	56.2	0	0	0	0	0	0	

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	N SHORELINE BLVD Southbound					LA AVENIDA ST Westbound					US-101 NB RAMPS Northwestbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 09:00 AM																										
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	6
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500

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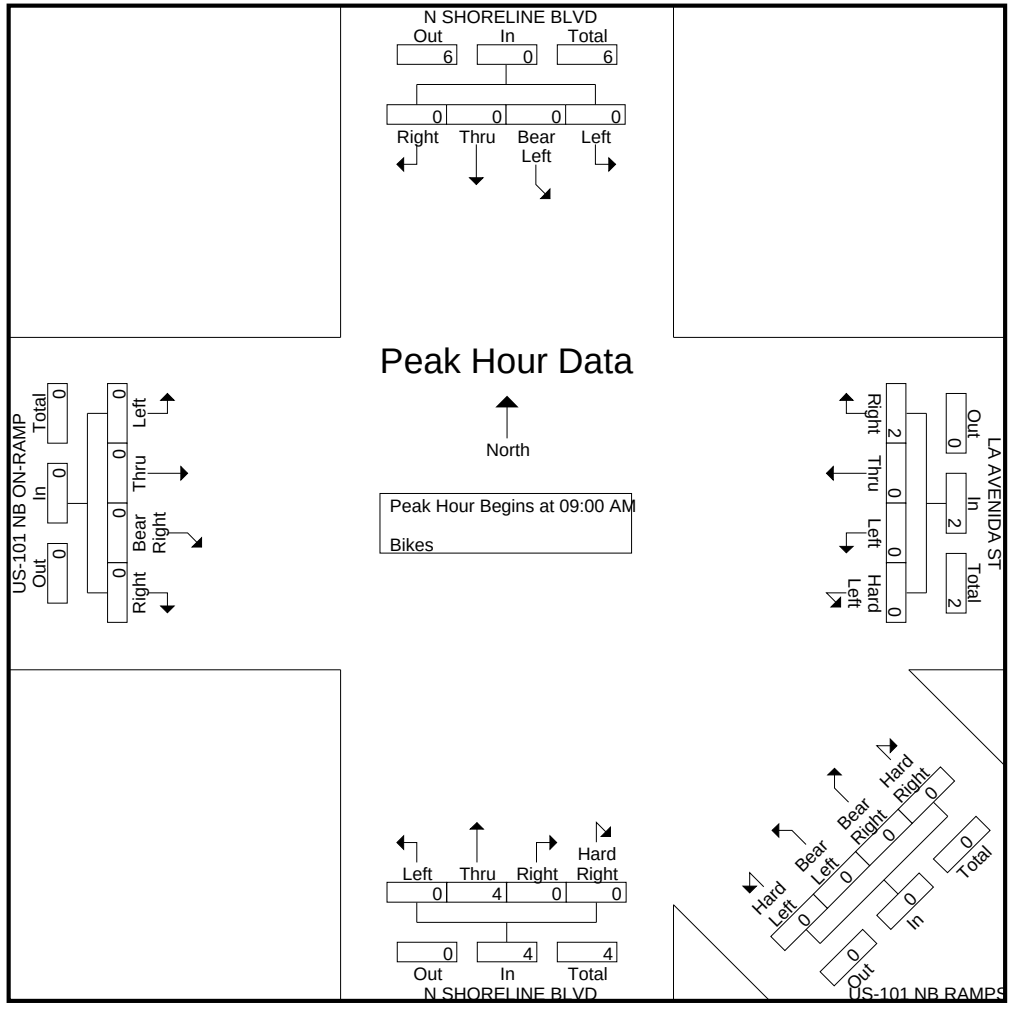

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Groups Printed- Lights - Buses - Trucks

	N SHORELINE BLVD Southbound						LA AVENIDA ST Westbound						US-101 NB RAMPS Northwestbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	29	184	0	0	0	213	1	12	41	0	0	54	0	65	0	68	1	134	97	0	38	0	0	135	0	0	0	0	2	2	538
03:15 PM	20	171	0	0	1	192	0	12	28	0	0	40	0	67	1	57	0	125	70	0	51	0	0	121	0	0	0	0	0	0	478
03:30 PM	28	235	0	0	0	263	0	10	21	0	0	31	0	49	0	48	0	97	82	0	65	0	0	147	0	0	0	0	0	0	538
03:45 PM	30	114	0	0	0	144	0	15	39	0	0	54	0	52	0	51	0	103	59	0	53	0	0	112	0	0	0	0	0	0	413
Total	107	704	0	0	1	812	1	49	129	0	0	179	0	233	1	224	1	459	308	0	207	0	0	515	0	0	0	0	2	2	1967
04:00 PM	13	141	0	0	0	154	0	13	70	0	0	83	0	49	0	36	0	85	77	0	50	0	0	127	0	0	0	0	0	0	449
04:15 PM	33	129	0	0	0	162	1	13	35	0	0	49	0	42	1	51	1	95	75	0	50	0	0	125	0	0	0	0	1	1	432
04:30 PM	24	159	0	0	0	183	0	16	33	0	1	50	0	58	1	61	1	121	76	0	52	0	0	128	0	0	0	0	0	0	482
04:45 PM	22	154	0	0	0	176	3	8	37	0	1	49	0	61	0	53	1	115	74	0	46	0	0	120	0	0	0	0	0	0	460
Total	92	583	0	0	0	675	4	50	175	0	2	231	0	210	2	201	3	416	302	0	198	0	0	500	0	0	0	0	1	1	1823
05:00 PM	32	208	0	0	0	240	0	8	51	0	1	60	0	50	0	60	1	111	80	0	40	0	0	120	0	0	0	0	2	2	533
05:15 PM	24	249	0	0	0	273	2	9	36	0	0	47	0	66	0	76	0	142	86	0	58	0	0	144	0	0	0	0	2	2	608
05:30 PM	22	192	0	0	0	214	0	11	34	0	1	46	0	86	1	91	2	180	78	0	54	0	0	132	0	0	0	0	0	0	572
05:45 PM	32	177	0	0	0	209	1	10	52	0	0	63	0	72	2	67	1	142	91	0	59	0	0	150	0	0	0	0	1	1	565
Total	110	826	0	0	0	936	3	38	173	0	2	216	0	274	3	294	4	575	335	0	211	0	0	546	0	0	0	0	5	5	2278
06:00 PM	25	182	0	0	0	207	0	14	29	0	1	44	0	42	0	59	5	106	58	0	54	0	0	112	0	0	0	0	1	1	470
06:15 PM	30	209	0	0	0	239	1	10	39	0	0	50	0	41	0	53	0	94	62	0	43	0	0	105	0	0	0	0	0	0	488
06:30 PM	26	148	0	0	0	174	1	12	43	0	0	56	0	42	0	38	0	80	60	0	58	0	0	118	0	0	0	0	0	0	428
06:45 PM	12	111	0	0	0	123	0	7	17	0	0	24	0	67	0	52	0	119	62	0	59	0	0	121	0	0	0	0	0	0	387
Total	93	650	0	0	0	743	2	43	128	0	1	174	0	192	0	202	5	399	242	0	214	0	0	456	0	0	0	0	1	1	1773
07:00 PM	18	97	0	0	0	115	0	10	19	0	0	29	0	50	0	61	0	111	52	0	63	0	0	115	0	0	0	0	1	1	371
07:15 PM	14	97	0	0	0	111	0	5	24	0	0	29	0	54	0	60	0	114	45	0	48	0	0	93	0	0	0	0	0	0	347
Grand Total	434	2957	0	0	1	3392	10	195	648	0	5	858	0	1013	6	1042	13	2074	1284	0	941	0	0	2225	0	0	0	0	10	10	8559
Apprch %	12.8	87.2	0	0	0		1.2	22.7	75.5	0	0.6		0	48.8	0.3	50.2	0.6		57.7	0	42.3	0	0		0	0	0	0	100		
Total %	5.1	34.5	0	0	0	39.6	0.1	2.3	7.6	0	0.1	10	0	11.8	0.1	12.2	0.2	24.2	15	0	11	0	0	26	0	0	0	0	0.1	0.1	
Lights	431	2896	0	0	1	3328	9	189	636	0	5	839	0	946	6	1031	13	1996	1260	0	873	0	0	2133	0	0	0	0	10	10	8306
% Lights	99.3	97.9	0	0	100	98.1	90	96.9	98.1	0	100	97.8	0	93.4	100	98.9	100	96.2	98.1	0	92.8	0	0	95.9	0	0	0	0	100	100	97
Buses	0	35	0	0	0	35	1	3	9	0	0	13	0	50	0	0	0	50	3	0	49	0	0	52	0	0	0	0	0	0	150
% Buses	0	1.2	0	0	0	1	10	1.5	1.4	0	0	1.5	0	4.9	0	0	0	2.4	0.2	0	5.2	0	0	2.3	0	0	0	0	0	0	1.8
Trucks	3	26	0	0	0	29	0	3	3	0	0	6	0	17	0	11	0	28	21	0	19	0	0	40	0	0	0	0	0	0	103
% Trucks	0.7	0.9	0	0	0	0.9	0	1.5	0.5	0	0	0.7	0	1.7	0	1.1	0	1.4	1.6	0	2	0	0	1.8	0	0	0	0	0	0	1.2

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	N SHORELINE BLVD Southbound					LA AVENIDA ST Westbound					US-101 NB RAMPS Northwestbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	**32**	208	0	0	240	0	8	51	0	59	0	50	0	60	110	80	0	40	0	120	0	0	0	0	0	529
05:15 PM	24	**249**	0	0	**273**	**2**	9	36	0	47	0	66	0	76	142	86	0	58	0	144	0	0	0	0	0	**606**
05:30 PM	22	192	0	0	214	0	**11**	34	0	45	0	**86**	1	**91**	**178**	78	0	54	0	132	0	0	0	0	0	569
05:45 PM	32	177	0	0	209	1	10	**52**	0	**63**	0	72	**2**	67	141	**91**	0	**59**	0	**150**	0	0	0	0	0	563
Total Volume	110	826	0	0	936	3	38	173	0	214	0	274	3	294	571	335	0	211	0	546	0	0	0	0	0	2267
% App. Total	11.8	88.2	0	0		1.4	17.8	80.8	0		0	48	0.5	51.5		61.4	0	38.6	0		0	0	0	0		
PHF	.859	.829	.000	.000	.857	.375	.864	.832	.000	.849	.000	.797	.375	.808	.802	.920	.000	.894	.000	.910	.000	.000	.000	.000	.000	.935

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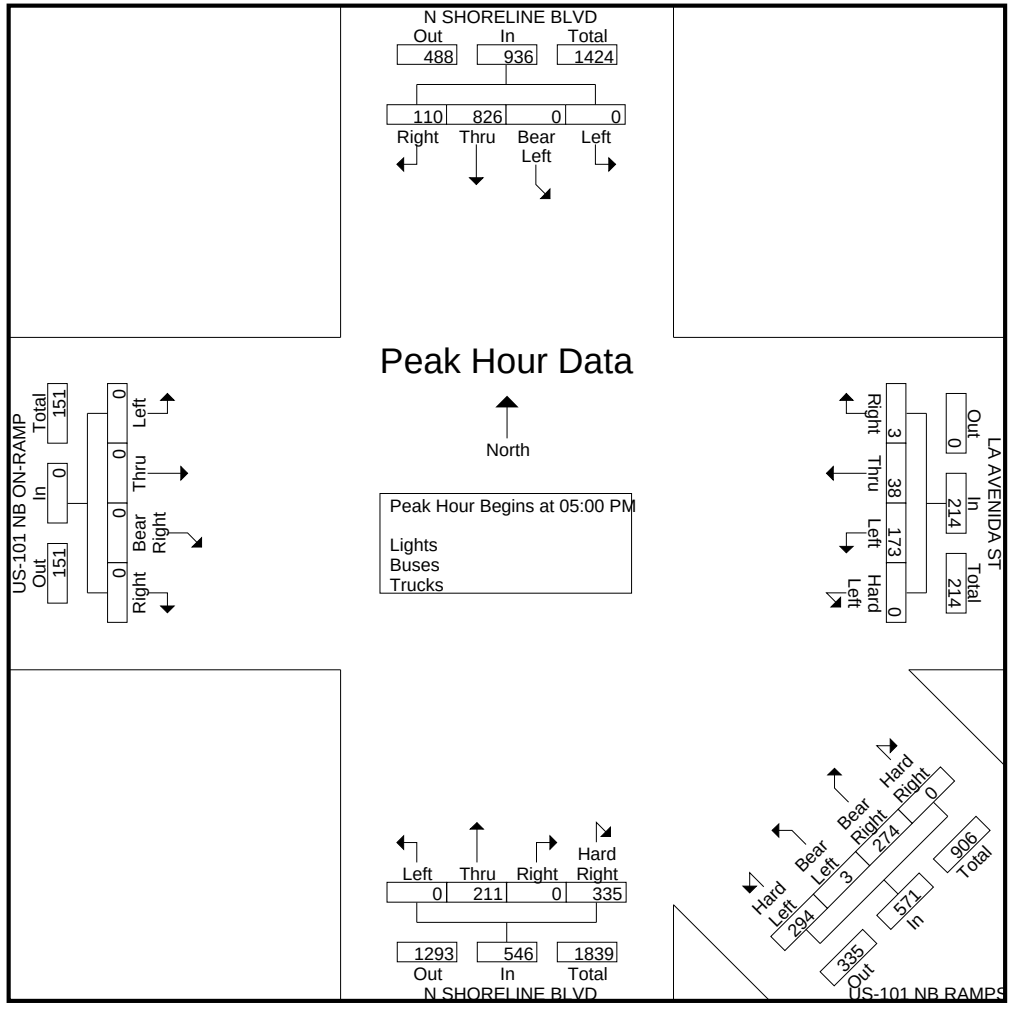

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound						LA AVENIDA ST Westbound						US-101 NB RAMPS Northwestbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	9	0	0	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	14
Apprch %	0	100	0	0	0		100	0	0	0	0		0	0	0	0	0		0	25	75	0	0		0	0	0	0	0		
Total %	0	64.3	0	0	0	64.3	7.1	0	0	0	0	7.1	0	0	0	0	0	0	0	7.1	21.4	0	0	28.6	0	0	0	0	0	0	

Traffic Data Service

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	N SHORELINE BLVD Southbound					LA AVENIDA ST Westbound					US-101 NB RAMPS Northwestbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:00 PM																										
04:00 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.000	.750

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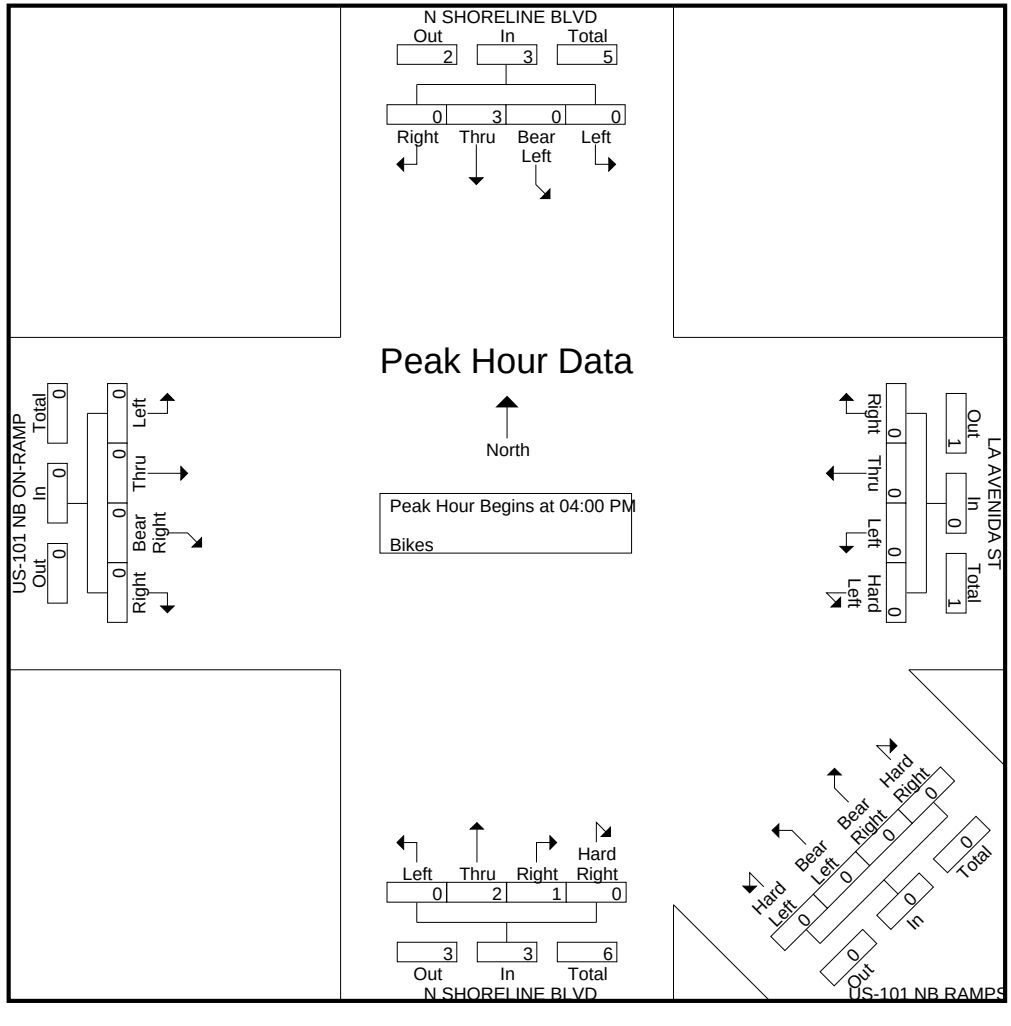


Appendix C: Data Tables for Figures

Table C1: Peak Hour Volume Comparison (Comparing Min/max Values For Same Peak Hour Across Both Weeks)												
	San Antonio Gateway (San Anonio 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	642	107	764	528	124	677	968	262	1,261	2,673	501	3,182
Max Volume	1,226	122	1,341	700	165	865	1,204	468	1,672	3,037	729	3,786
Weekly Average	1,060	115	1,175	587	151	738	1,046	439	1,485	2,692	705	3,397
Range	584	15	577	172	41	188	236	206	411	364	228	604
Min / Average	-39%	-7%	-35%	-10%	-18%	-8%	-7%	-40%	-15%	-1%	-29%	-6%
Max / Average	16%	6%	14%	19%	9%	17%	15%	7%	13%	13%	3%	11%
Range / Average	55%	13%	49%	29%	27%	25%	23%	47%	28%	14%	32%	18%
PM Peak Hour (05:00 PM - 06:00 PM)												
Min Volume	621	222	872	235	552	825	434	915	1,349	1,359	1,775	3,134
Max Volume	825	274	1,047	319	727	982	500	1,275	1,775	1,544	2,162	3,646
Weekly Average	691	248	939	283	636	918	477	1,158	1,635	1,451	2,042	3,492
Range	204	52	175	84	175	157	66	360	426	185	387	512
Min / Average	-10%	-10%	-7%	-17%	-13%	-10%	-9%	-21%	-18%	-6%	-13%	-10%
Max / Average	19%	11%	12%	13%	14%	7%	5%	10%	9%	6%	6%	4%
Range / Average	30%	21%	19%	30%	28%	17%	14%	31%	26%	13%	19%	15%

Table C2: Peak Period Volume Comparison (Comparing Min/max Values For Same Peak Period Across Both Weeks)												
	San Antonio Gateway (San Anonio 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 (07:30 AM - 10:30 AM)												
Min Volume	2,269	304	2,651	1,244	414	1,658	2,689	833	3,589	7,014	1,660	8,981
Max Volume	3,490	382	3,807	1,541	499	2,040	3,221	1,393	4,614	7,955	2,245	10,066
Weekly Average	3,055	343	3,398	1,338	466	1,804	2,945	1,294	4,240	7,339	2,102	9,441
Range	1,221	78	1,156	297	85	382	532	560	1,025	941	585	1,085
Min / Average	-26%	-11%	-22%	-7%	-11%	-8%	-9%	-36%	-15%	-4%	-21%	-5%
Max / Average	14%	12%	12%	15%	7%	13%	9%	8%	9%	8%	7%	7%
Range / Average	40%	23%	34%	22%	18%	21%	18%	43%	24%	13%	28%	11%
PM Peak Period (03:00 PM - 06:00 PM)												
Min Volume	1,715	545	2,316	677	1,387	2,129	1,351	2,417	3,768	3,890	4,495	8,395
Max Volume	1,932	613	2,528	780	1,693	2,370	1,504	3,284	4,765	4,153	5,412	9,557
Weekly Average	1,862	590	2,451	741	1,540	2,281	1,414	3,109	4,523	4,017	5,239	9,255
Range	217	68	212	103	306	241	153	867	997	263	917	1,162
Min / Average	-8%	-8%	-6%	-9%	-10%	-7%	-4%	-22%	-17%	-3%	-14%	-9%
Max / Average	4%	4%	3%	5%	10%	4%	6%	6%	5%	3%	3%	3%
Range / Average	12%	12%	9%	14%	20%	11%	11%	28%	22%	7%	18%	13%

Table C3: 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	39	6	45	8	14	22	37	85	123	84	106	189
12:15 AM	36	6	42	7	10	17	34	71	105	76	87	164
12:30 AM	34	7	41	5	9	14	32	60	92	71	77	147
12:45 AM	30	7	37	5	9	14	28	48	76	62	65	127
1:00 AM	29	7	36	5	9	14	26	42	68	59	58	117
1:15 AM	25	8	33	5	10	15	23	42	64	53	59	111
1:30 AM	24	9	33	6	18	24	22	43	65	52	69	122
1:45 AM	33	11	44	6	29	35	31	53	84	71	93	163
2:00 AM	39	11	50	5	28	33	37	52	89	81	91	171
2:15 AM	47	10	57	4	25	30	45	48	93	97	83	180
2:30 AM	53	9	61	8	17	26	51	40	91	112	66	178
2:45 AM	55	8	64	12	6	19	53	28	81	121	43	164
3:00 AM	65	10	74	24	7	31	62	32	94	151	48	199
3:15 AM	83	14	97	32	9	40	69	39	108	184	62	246
3:30 AM	109	17	125	39	9	48	83	46	129	231	72	303
3:45 AM	153	18	171	59	22	81	116	76	192	328	116	444
4:00 AM	238	21	259	92	28	119	190	88	278	519	137	657
4:15 AM	297	24	321	118	28	146	241	106	347	656	158	814
4:30 AM	384	29	413	161	32	192	321	125	446	866	185	1052
4:45 AM	492	32	523	218	24	242	421	122	543	1130	178	1309
5:00 AM	605	32	637	297	27	324	527	143	670	1429	202	1631
5:15 AM	754	38	791	348	32	380	679	157	836	1780	226	2006
5:30 AM	861	38	899	378	46	424	789	173	962	2027	257	2285
5:45 AM	935	41	976	376	65	440	867	206	1073	2177	311	2489
6:00 AM	968	44	1012	349	74	423	903	219	1122	2220	337	2557
6:15 AM	938	45	983	327	88	416	871	240	1112	2137	373	2510
6:30 AM	920	53	973	307	99	406	851	274	1125	2077	426	2504
6:45 AM	917	61	977	290	112	402	846	303	1149	2052	476	2528
7:00 AM	944	72	1016	271	139	410	872	361	1233	2087	571	2658
7:15 AM	1036	88	1124	299	149	448	956	403	1359	2291	639	2930
7:30 AM	1113	95	1208	339	149	487	1026	424	1449	2477	667	3144
7:45 AM	1152	105	1258	405	141	546	1057	432	1489	2614	678	3293
8:00 AM	1154	110	1265	488	136	623	1052	424	1476	2693	670	3363
8:15 AM	1107	110	1217	547	140	688	1049	435	1484	2703	685	3388
8:30 AM	1060	115	1175	587	151	738	1046	439	1485	2692	705	3397
8:45 AM	1003	119	1122	582	162	744	1029	441	1470	2614	722	3336
9:00 AM	940	129	1069	534	165	700	1004	442	1447	2478	737	3215
9:15 AM	909	131	1040	471	169	640	936	432	1368	2316	732	3047
9:30 AM	883	133	1015	413	166	579	874	432	1306	2169	731	2900
9:45 AM	850	139	989	358	176	535	810	439	1249	2019	754	2772
10:00 AM	835	137	971	319	175	494	764	437	1200	1918	748	2666
10:15 AM	788	147	935	294	188	481	715	462	1177	1796	797	2593
10:30 AM	770	156	926	287	195	481	694	479	1174	1751	830	2581
10:45 AM	799	155	954	308	197	505	721	497	1218	1829	848	2677
11:00 AM	847	160	1006	328	219	547	766	538	1304	1940	916	2857
11:15 AM	898	158	1056	357	257	614	816	593	1409	2071	1008	3079
11:30 AM	940	158	1098	376	293	670	858	657	1515	2174	1108	3282
11:45 AM	929	154	1083	371	318	689	846	728	1574	2146	1201	3346
12:00 PM	877	151	1028	354	335	689	793	781	1574	2024	1267	3291
12:15 PM	838	147	985	325	344	668	756	802	1558	1919	1292	3211
12:30 PM	783	142	925	281	362	643	703	821	1523	1767	1325	3092
12:45 PM	721	151	871	240	390	631	642	850	1493	1603	1391	2994
1:00 PM	694	163	857	211	419	630	618	865	1483	1523	1447	2970
1:15 PM	638	177	815	192	467	659	563	963	1527	1393	1607	3000
1:30 PM	583	184	767	176	491	667	510	1024	1534	1269	1698	2967
1:45 PM	566	188	754	169	527	695	496	1074	1569	1231	1788	3019
2:00 PM	537	192	728	168	513	681	468	1118	1587	1172	1823	2995
2:15 PM	548	183	730	166	475	641	475	1055	1530	1189	1712	2901
2:30 PM	552	173	725	173	455	628	475	1030	1504	1200	1658	2857
2:45 PM	571	169	740	186	427	613	489	1036	1525	1246	1632	2878
3:00 PM	554	159	713	226	421	647	468	977	1445	1247	1558	2805
3:15 PM	565	161	726	249	455	704	463	950	1413	1277	1567	2843
3:30 PM	579	172	751	247	451	698	462	944	1406	1288	1567	2854
3:45 PM	586	171	757	251	455	705	454	923	1376	1290	1548	2838
4:00 PM	617	183	799	233	483	716	469	974	1443	1319	1639	2958
4:15 PM	628	215	843	236	516	752	464	1067	1531	1328	1797	3126
4:30 PM	646	228	875	281	576	858	466	1149	1614	1393	1953	3346
4:45 PM	666	244	911	298	635	932	469	1158	1628	1433	2037	3470
5:00 PM	691	248	939	283	636	918	477	1158	1635	1451	2042	3492
5:15 PM	642	221	862	267	588	855	460	1089	1549	1369	1897	3266
5:30 PM	591	203	794	216	531	747	442	1007	1449	1249	1741	2990
5:45 PM	530	182	712	188	437	625	414	927	1341	1132	1545	2677
6:00 PM	478	156	634	217	393	610	394	839	1233	1089	1388	2477
6:15 PM	461	125	585	213	390	603	389	731	1120	1063	1245	2308
6:30 PM	434	100	534	203	353	556	376	617	992	1012	1070	2083
6:45 PM	405	82	486	189	316	505	359	534	893	953	931	1884
7:00 PM	361	66	427	131	294	425	329	477	806	821	837	1658
7:15 PM	328	61	389	103	216	319	300	427	726	730	704	1434
7:30 PM	292	57	349	98	175	273	268	378	645	657	610	1267
7:45 PM	259	51	309	83	171	254	238	334	572	580	555	1135
8:00 PM	216	44	260	67	145	212	199	288	487	482	477	959
8:15 PM	192	37	230	54	125	178	178	278	455	424	440	863
8:30 PM	179	29	208	41	129	170	166	274	440	386	431	817
8:45 PM	174	24	198	36	106	142	163	263	426	374	392	766
9:00 PM	177	21	198	43	88	131	168	239	408	388	348	736
9:15 PM	172	19	191	43	74	117	164	206	370	379	298	677
9:30 PM	155	18	173	39	58	98	147	190	337	341	266	607
9:45 PM	129	16	145	34	51	85	122	190	312	285	258	543
10:00 PM	106	14	119	21	46	67	100	192	292	226	252	478
10:15 PM	88	15	102	16	39	55	82	184	266	186	237	423
10:30 PM	77	14	91	13	28	41	72	151	222	161	193	354
10:45 PM	68	13	81	12	20	33	64	112	176	144	145	289
11:00 PM	61	13	74	12	19	31	56	100	156	129	132	261

Table C4 (Figure 12): Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC	79%	61%	2,250	2,250
HOV with TNC	12%	19%	334	709
Transit	4%	15%	107	537
Bike	3%	3%	102	102
Ped	2%	2%	60	60
Total	100%	100%	2,850	3,660

Table C5 (Figure 13): Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (excludes TNC Drivers)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV	79%	62%	2,250	2,241
HOV	12%	18%	334	658
Transit	4%	15%	107	537
Bike	3%	3%	102	102
Ped	2%	2%	60	60
Total	100%	100%	2,850	3,600

Table C6 (Figure 14): Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC	78%	65%	1,689	1,689
HOV with TNC	15%	28%	325	726
Transit	1%	2%	28	59
Bike	3%	2%	62	62
Ped	3%	3%	72	72
Total	100%	100%	2,180	2,610

Table C7 (Figure 15): Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV	78%	65%	1,689	1,684
HOV	15%	27%	325	704
Transit	2%	2%	28	59
Bike	2%	3%	62	62
Ped	3%	3%	72	72
Total	100%	100%	2,180	2,580

Table C8 (Figure 16 & 17): 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	40%	25%	53%	17%	29%	38%	901	167	283	17	17	1,385
Rengstorff	19%	41%	39%	4%	12%	26%	428	268	212	4	7	920
Shoreline	41%	34%	8%	4%	0%	33%	912	223	42	5	0	1,182
Permanente Creek Trail	0%	0%	0%	24%	25%	1%	0	0	0	24	15	39
Stevens Creek Trail	0%	0%	0%	51%	34%	2%	0	0	0	52	20	72
Total	100%	100%	100%	100%	100%	100%	2,241	658	537	102	60	3,598

Table C9 (Figure 18 & 19): 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	12%	9%	54%	12%	4%	12%	202	63	32	7	3	307
Rengstorff	33%	26%	36%	15%	7%	30%	549	180	21	9	5	764
Shoreline	55%	65%	10%	12%	0%	54%	933	461	6	8	0	1,408
Permanente Creek Trail	0%	0%	0%	24%	26%	1%	0	0	0	15	19	34
Stevens Creek Trail	0%	0%	0%	37%	63%	3%	0	0	0	23	45	68
Total	100%	100%	100%	100%	100%	100%	1,684	704	59	62	72	2,581

*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) TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with two or more persons were included as high occupancy vehicles (HOV).

Table C10: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC	80%	66%	6,162	6,162
HOV with TNC	12%	21%	936	1,980
Transit	3%	8%	241	731
Bike	3%	3%	243	243
Ped	2%	2%	144	144
Total	100%	100%	7,730	9,260

Table C11: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV	80%	67%	6,162	6,126
HOV	12%	20%	936	1,855
Transit	3%	8%	241	731
Bike	3%	3%	243	243
Ped	2%	2%	144	144
Total	100%	100%	7,730	9,100

Table C12: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (with TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC	76%	62%	4,309	4,309
HOV with TNC	14%	26%	808	1,807
Transit	2%	5%	120	364
Bike	5%	4%	248	248
Ped	3%	3%	175	175
Total	100%	100%	5,660	6,900

Table C13: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)				
	Vehicle	Persons	Vehicle Volume	Person Volume
SOV	76%	63%	4,309	4,301
HOV	14%	26%	808	1,763
Transit	3%	5%	120	364
Bike	4%	4%	248	248
Ped	3%	2%	175	175
Total	100%	100%	5,660	6,850

Table C14 (Figure 20): 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	42%	31%	57%	21%	19%	40%	2,579	563	415	51	28	3,636
Rengstorff	16%	33%	32%	4%	13%	21%	997	619	235	11	19	1,881
Shoreline	42%	36%	11%	5%	3%	36%	2,550	673	81	12	4	3,320
Permanente Creek Trail	0%	0%	0%	24%	28%	1%	0	0	0	58	40	98
Stevens Creek Trail	0%	0%	0%	46%	37%	2%	0	0	0	111	53	164
Total	100%	100%	100%	100%	100%	100%	6,126	1,855	731	243	144	9,099

Table C15 (Figure 20): 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	11%	10%	39%	7%	5%	12%	462	175	143	19	9	808
Rengstorff	28%	35%	42%	7%	6%	30%	1,230	614	152	17	10	2,023
Shoreline	61%	55%	19%	5%	2%	53%	2,609	974	69	12	3	3,667
Permanente Creek Trail	0%	0%	0%	24%	36%	2%	0	0	0	59	64	123
Stevens Creek Trail	0%	0%	0%	57%	51%	3%	0	0	0	141	89	230
Total	100%	100%	100%	100%	100%	100%	4,301	1,763	364	248	175	6,851

*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) TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with two or more persons were included as high occupancy vehicles (HOV).

Table C16 (Figure 23, 24, 25): 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**
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52.0%	55%	50%	57%	-	-	70%	62%
HOV	12%	12%	14%	17%	14%	13%	15%	14%	12%	12%	8%	11%	-	-	13%	18%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%	37%	28%	-	-	11%	15%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%	4%	3%	-	-	4%	3%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	-	-	2%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	-	100%	100%

Table C17 (Figure 26): 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**
SOV	58%	56%	55%	61%	55%	55%	48%	52%	54%	57%	51%	60%	-	-	70%	66%
HOV	13%	13%	14%	14%	14%	13%	14%	14%	12%	12%	8%	11%	-	-	12%	19%
Transit	25%	25%	24%	19%	23%	26%	34%	30%	30%	28%	36%	25%	-	-	12%	10%
Bike	3%	5%	6%	5%	7%	5%	3%	3%	3%	2%	4%	3%	-	-	4%	3%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	-	-	2%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	-	100%	100%

Table C18 (Figure 27): Historical Inbound Morning Peak Period (8-11 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**
SOV	-	-	-	-	-	-	49%	52%	55.0%	56%	52%	61%	-	-	72%	67%
HOV	-	-	-	-	-	-	15%	14%	12%	12%	9%	11%	-	-	14%	20%
Transit	-	-	-	-	-	-	32%	30%	29%	29%	34%	24%	-	-	9%	8%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	4%	3%	-	-	3%	3%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%
Total	-	-	-	-	-	-	100%	100%	100%	100%	100%	100%	-	-	100%	100%

*No monitoring was conducted in Fall 2020 and Spring 2021 due to COVID lock down.

Additional Tables for Information Purpose

Table C19: 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	78.6%	62.3%	61%	2,241	2,241	2,241
TNC1	0.3%	0.0%	0%	9	0	9
TNC2	1.6%	1.3%	2%	45	45	90
HOV	9.9%	16.7%	16%	283	601	601
TNC3	0.2%	0.3%	0%	6	12	18
TNC4	0.0%	0.0%	0%	0	0	0
Private Shuttles	2.5%	13.7%	14%	72	494	494
MVGO	0.6%	0.1%	0%	17	4	4
VTA	0.6%	1.1%	1%	17	39	39
ACE	0.0%	0.0%	0%	1	0	0
Bike	3.6%	2.8%	3%	102	102	102
Ped	2.1%	1.7%	2%	60	60	60
Total	**100%**	**100%**	**100%**	**2,853**	**3,598**	**3,658**

Table C20: Existing Evening Outbound 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	77.4%	65.2%	65%	1,684	1,684	1,684
TNC1	0.2%	0.0%	0%	5	0	5
TNC2	0.9%	0.7%	1%	19	19	38
HOV	13.9%	26.3%	26%	303	679	679
TNC3	0.1%	0.2%	0%	3	6	9
TNC4	0.0%	0.0%	0%	0	0	0
Private Shuttles	0.7%	1.9%	2%	15	48	48
MVGO	0.4%	0.4%	0%	9	11	11
VTA	0.1%	0.0%	0%	3	0	0
ACE	0.0%	0.0%	0%	1	0	0
Bike	2.9%	2.4%	2%	62	62	62
Ped	3.3%	2.8%	3%	72	72	72
Total	**100%**	**100%**	**100%**	**2,176**	**2,581**	**2,608**

*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) TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with two 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 during the morning peak hour and the evening peak hour 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 C21: 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	901	0	17	150	0	0	283	0	0	0	17	17	1,385
Rengstorff	428	0	6	260	2	0	203	0	9	0	4	7	920
Shoreline	912	0	22	191	10	0	8	4	30	0	5	0	1,182
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	24	15	39
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	52	20	72
Total	**2,241**	**0**	**45**	**601**	**12**	**0**	**494**	**4**	**39**	**0**	**102**	**60**	**3,598**

Table C22: 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	40.2%	0.0%	37.8%	25.0%	0.0%	0.0%	57.3%	0.0%	0.0%	0.0%	16.8%	28.8%	38.5%
Rengstorff	19.1%	0.0%	13.3%	43.3%	16.7%	0.0%	41.1%	0.0%	23.1%	0.0%	4.2%	12.5%	25.6%
Shoreline	40.7%	0.0%	48.9%	31.8%	83.3%	0.0%	1.6%	100.0%	76.9%	0.0%	4.5%	0.0%	32.8%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.5%	25.2%	1.1%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	51.0%	33.6%	2.0%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table C23: 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	202	0	3	60	0	0	27	5	0	0	7	3	307
Rengstorff	549	0	4	176	0	0	21	0	0	0	9	5	764
Shoreline	933	0	12	443	6	0	0	6	0	0	8	0	1,408
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	15	19	34
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	23	45	68
Total	**1,684**	**0**	**19**	**679**	**6**	**0**	**48**	**11**	**0**	**0**	**62**	**72**	**2,581**

Table C24: Evening Outbound 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	12.0%	0.0%	15.8%	8.8%	0.0%	0.0%	56.3%	45.5%	0.0%	0.0%	11.6%	4.3%	11.9%
Rengstorff	32.6%	0.0%	21.1%	25.9%	0.0%	0.0%	43.8%	0.0%	0.0%	0.0%	14.8%	7.1%	29.6%
Shoreline	55.4%	0.0%	63.2%	65.2%	100.0%	0.0%	0.0%	54.5%	0.0%	0.0%	12.4%	0.0%	54.5%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.2%	26.3%	1.3%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.0%	62.3%	2.6%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**

Additional Tables for Information Purpose

Table C25: 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	79.3%	67.3%	66%	6,126	6,126	6,126
TNC1	0.5%	0.0%	0%	36	0	36
TNC2	1.5%	1.2%	2%	113	113	226
HOV	10.5%	18.9%	19%	811	1,718	1,718
TNC3	0.2%	0.3%	0%	12	24	36
TNC4	0.0%	0.0%	0%	0	0	0
Private Shuttles	1.8%	7.0%	7%	141	641	641
MVGO	0.9%	0.1%	0%	68	5	5
VTA	0.4%	0.9%	1%	29	85	85
ACE	0.0%	0.0%	0%	3	0	0
Bike	3.1%	2.7%	3%	243	243	243
Ped	1.9%	1.6%	2%	144	144	144
Total	**100%**	**100%**	**100%**	**7,726**	**9,099**	**9,260**

Table C26: Existing Evening Outbound Peak Period Mode Share for Persons and Vehicles, All Gateways						
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	76.0%	62.8%	62%	4,301	4,301	4,301
TNC1	0.1%	0.0%	0%	8	0	8
TNC2	0.7%	0.6%	1%	40	40	80
HOV	13.5%	25.0%	25%	764	1,715	1,715
TNC3	0.1%	0.1%	0%	4	8	12
TNC4	0.0%	0.0%	0%	0	0	0
Private Shuttles	1.2%	4.3%	4%	67	297	297
MVGO	0.5%	0.6%	1%	27	44	44
VTA	0.4%	0.3%	0%	23	23	23
ACE	0.1%	0.0%	0%	3	0	0
Bike	4.4%	3.6%	4%	248	248	248
Ped	3.1%	2.6%	3%	175	175	175
Total	**100%**	**100%**	**100%**	**5,660**	**6,851**	**6,903**

*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) TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with two 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 C27: 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	2,579	0	33	530	0	0	415	0	0	0	51	28	3,636
Rengstorff	997	0	16	597	6	0	210	0	25	0	11	19	1,881
Shoreline	2,550	0	64	591	18	0	16	5	60	0	12	4	3,320
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	58	40	98
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	111	53	164
Total	**6,126**	**0**	**113**	**1,718**	**24**	**0**	**641**	**5**	**85**	**0**	**243**	**144**	**9,099**

Table C28: 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	42.1%	0.0%	29.2%	30.8%	0.0%	0.0%	64.7%	0.0%	0.0%	0.0%	21.1%	19.5%	40.0%
Rengstorff	16.3%	0.0%	14.2%	34.7%	25.0%	0.0%	32.8%	0.0%	29.4%	0.0%	4.3%	13.2%	20.7%
Shoreline	41.6%	0.0%	56.6%	34.4%	75.0%	0.0%	2.5%	100.0%	70.6%	0.0%	5.0%	2.6%	36.5%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.9%	27.8%	1.1%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	36.9%	1.8%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table C29: 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	462	0	5	170	0	0	123	20	0	0	19	9	808
Rengstorff	1,230	0	5	609	0	0	152	0	0	0	17	10	2,023
Shoreline	2,609	0	30	936	8	0	22	24	23	0	12	3	3,667
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	59	64	123
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	141	89	230
Total	**4,301**	**0**	**40**	**1,715**	**8**	**0**	**297**	**44**	**23**	**0**	**248**	**175**	**6,851**

Table C30: Evening Outbound 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	10.7%	0.0%	12.5%	9.9%	0.0%	0.0%	41.4%	45.5%	0.0%	0.0%	7.5%	5.3%	11.8%
Rengstorff	28.6%	0.0%	12.5%	35.5%	0.0%	0.0%	51.2%	0.0%	0.0%	0.0%	6.9%	5.8%	29.5%
Shoreline	60.7%	0.0%	75.0%	54.6%	100.0%	0.0%	7.4%	54.5%	100.0%	0.0%	4.8%	1.7%	53.5%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.8%	36.5%	1.8%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.9%	50.7%	3.4%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Appendix D: Vehicle Classification Counts

Study Name	PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD
Start Date	2/9/2022
Start Time	7:00 AM
Site Code	6

Direction:	Southbound		Northbound	
Group	Pedestrians	Bicycles	Pedestrians	Bicycles
7:00 AM	0	1	4	4
7:15 AM	2	2	5	1
7:30 AM	3	1	1	3
7:45 AM	3	0	7	2
8:00 AM	2	1	1	8
8:15 AM	3	2	7	6
8:30 AM	3	1	3	7
8:45 AM	2	3	5	6
9:00 AM	3	1	5	6
9:15 AM	1	0	2	5
9:30 AM	1	3	0	2
9:45 AM	1	2	2	3
10:00 AM	1	0	2	4
10:15 AM	5	1	5	6
10:30 AM	2	1	1	3
10:45 AM	2	0	3	1
3:00 PM	2	0	2	0
3:15 PM	5	2	8	2
3:30 PM	1	1	2	3
3:45 PM	10	3	2	3
4:00 PM	5	2	3	3
4:15 PM	2	3	10	2
4:30 PM	4	4	8	1
4:45 PM	10	6	0	0
5:00 PM	6	8	5	5
5:15 PM	6	10	7	5
5:30 PM	4	9	6	3
5:45 PM	9	11	1	2
6:00 PM	0	4	3	2
6:15 PM	5	3	6	1
6:30 PM	6	2	1	0
6:45 PM	3	5	0	1
7:00 PM	0	3	0	0
7:15 PM	3	2	1	0

Study Name	STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA ST
Start Date	2/9/2022
Start Time	7:00 AM
Site Code	7

Direction:	Southbound		Northbound	
Group	Pedestrians	Bicycles	Pedestrians	Bicycles
7:00 AM	1	1	3	2
7:15 AM	3	0	8	4
7:30 AM	8	1	5	6
7:45 AM	5	2	8	8
8:00 AM	2	3	6	11
8:15 AM	11	5	2	8
8:30 AM	1	3	5	11
8:45 AM	6	3	9	14
9:00 AM	7	4	4	11
9:15 AM	3	3	2	16
9:30 AM	6	3	4	5
9:45 AM	2	5	3	10
10:00 AM	3	2	3	6
10:15 AM	2	2	2	5
10:30 AM	5	4	1	6
10:45 AM	1	3	4	4
3:00 PM	3	14	1	4
3:15 PM	3	12	5	6
3:30 PM	3	14	2	7
3:45 PM	3	6	4	8
4:00 PM	5	6	8	5
4:15 PM	9	8	9	7
4:30 PM	8	14	5	4
4:45 PM	5	11	6	6
5:00 PM	9	12	13	8
5:15 PM	9	11	11	9
5:30 PM	16	18	12	5
5:45 PM	16	15	9	1
6:00 PM	9	7	2	2
6:15 PM	3	6	3	2
6:30 PM	2	1	1	0
6:45 PM	0	3	0	1
7:00 PM	0	6	0	1
7:15 PM	0	2	0	1

Traffic Data Service

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

LOCATION San Antonio Rd north of Bayshore Pkwy
DATE 2/9/2022

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	19	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:15 AM	22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	17	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1
7:45 AM	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	33	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
8:15 AM	35	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
8:30 AM	22	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
8:45 AM	23	3	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1
9:00 AM	23	7	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2
9:15 AM	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	24	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
9:45 AM	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	8	5	1	0	0	0	0	0	0	0	0	0	0	0	3	1	1
10:45 AM	20	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	2

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	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
3:15 PM	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	15	5	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1
3:45 PM	22	3	1	0	0	0	0	2	0	0	0	0	0	0	0	1	2
4:00 PM	20	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4:15 PM	18	2	1	0	0	1	0	1	0	0	0	1	0	0	0	3	0
4:30 PM	26	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0
4:45 PM	24	2	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	45	7	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
5:15 PM	25	2	1	0	0	0	2	1	0	0	0	1	0	0	0	1	1
5:30 PM	27	1	1	0	0	1	0	2	0	0	0	0	0	0	0	2	0
5:45 PM	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:00 PM	29	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:15 PM	19	4	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:30 PM	12	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0
6:45 PM	14	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00 PM	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

Traffic Data Service

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

LOCATION Bayshore Pkwy east of San Antonio Rd
DATE 2/9/2022

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	12	1	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0
7:15 AM	11	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1
7:30 AM	5	0	0	0	3	1	0	1	0	0	0	1	0	0	0	0	0
7:45 AM	11	3	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0
8:00 AM	16	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	21	2	1	0	1	0	1	1	0	0	0	0	0	0	1	0	0
8:30 AM	17	3	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0
8:45 AM	23	1	0	0	3	0	0	2	0	0	0	0	0	0	7	1	0
9:00 AM	34	1	0	0	2	1	0	0	1	0	1	2	0	0	1	1	0
9:15 AM	18	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0
9:30 AM	25	1	0	0	1	0	0	2	0	0	1	0	0	0	2	1	0
9:45 AM	21	2	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
10:00 AM	13	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
10:15 AM	12	1	0	0	0	0	0	2	0	0	1	1	0	0	2	0	0
10:30 AM	10	4	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1
10:45 AM	18	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	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	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	17	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	16	4	0	0	3	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	7	3	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	12	6	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0
5:00 PM	19	2	1	0	1	1	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	21	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	18	1	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	19	4	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
6:00 PM	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	14	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:30 PM	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 PM	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Traffic Data Service

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

LOCATION Rengstorff Ave southwest of Charleston Rd
DATE 2/9/2022

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	44	13	0	0	2	0	1	1	0	0	0	1	0	0	1	0	0
7:15 AM	45	7	1	0	0	0	1	0	0	0	2	1	0	0	1	1	0
7:30 AM	47	9	1	1	1	0	0	0	1	0	0	1	0	0	3	0	1
7:45 AM	59	20	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	61	23	2	0	1	0	0	0	1	0	2	2	1	0	6	2	0
8:15 AM	85	23	1	0	1	0	0	0	0	0	1	1	0	0	0	1	1
8:30 AM	82	27	2	0	9	0	0	0	1	0	0	1	0	0	2	2	0
8:45 AM	121	29	2	1	9	0	0	0	0	0	1	2	0	0	2	0	3
9:00 AM	104	26	5	1	4	0	0	0	1	0	1	2	0	0	2	1	1
9:15 AM	86	18	2	1	1	0	0	0	1	0	0	1	1	0	3	1	3
9:30 AM	98	13	3	0	0	0	0	0	1	0	0	1	1	0	2	2	5
9:45 AM	75	20	0	0	0	0	1	0	0	0	0	2	0	0	4	1	2
10:00 AM	44	17	2	0	0	0	0	0	1	0	0	1	0	0	5	0	2
10:15 AM	54	9	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0
10:30 AM	56	8	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:45 AM	62	10	2	1	0	0	0	0	0	0	0	1	0	0	1	0	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	85	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	78	17	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
3:30 PM	96	11	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	76	12	4	1	3	0	0	0	1	0	0	0	0	0	2	0	0
4:00 PM	92	35	8	3	10	0	0	0	0	0	0	0	0	0	2	2	0
4:15 PM	74	17	3	0	4	0	0	0	2	0	0	1	0	0	0	1	2
4:30 PM	76	38	6	1	5	0	1	0	1	0	0	0	0	0	0	3	1
4:45 PM	95	14	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	144	20	3	1	2	0	0	0	0	0	0	2	0	0	0	5	2
5:15 PM	140	18	2	1	1	0	0	0	0	0	0	1	0	0	0	2	3
5:30 PM	163	11	5	1	0	0	1	0	1	0	0	0	0	0	0	1	0
5:45 PM	91	8	5	0	1	0	0	0	0	0	0	1	0	0	0	1	0
6:00 PM	129	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1
6:15 PM	84	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 PM	64	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	72	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	138	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 PM	79	1	0	0	0	0	0	0	0	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 2/9/2022

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	186	12	0	0	0	0	0	2	1	0	1	0	0	0	2	0	0
7:15 AM	182	12	2	1	1	0	0	2	1	0	0	1	0	0	0	0	0
7:30 AM	193	29	0	0	0	0	0	0	1	0	3	4	1	0	1	0	0
7:45 AM	206	29	4	0	0	0	0	2	0	1	3	9	0	0	3	1	1
8:00 AM	268	20	2	0	1	0	0	0	1	0	1	8	2	0	2	2	0
8:15 AM	288	17	5	1	0	0	0	2	0	0	1	8	1	0	0	1	1
8:30 AM	237	27	4	2	1	0	0	0	4	0	1	8	1	0	1	1	0
8:45 AM	239	22	1	0	0	0	0	2	1	1	0	7	1	0	1	0	0
9:00 AM	262	20	2	1	0	0	0	2	6	0	2	5	3	0	1	2	0
9:15 AM	258	18	1	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:30 AM	233	20	2	0	0	0	0	2	3	1	0	6	1	0	0	1	0
9:45 AM	210	23	2	0	0	0	0	0	0	0	0	2	0	0	2	3	0
10:00 AM	151	19	1	0	0	0	0	1	1	0	2	3	0	0	0	0	2
10:15 AM	183	25	0	0	0	0	0	2	1	0	0	5	0	0	2	0	0
10:30 AM	148	16	1	0	0	0	0	0	1	0	1	3	1	0	1	0	0
10:45 AM	173	17	0	0	0	0	0	0	0	0	2	0	0	0	1	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	174	22	1	0	0	0	0	1	0	1	0	2	0	0	0	0	0
3:15 PM	179	12	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
3:30 PM	198	19	2	0	0	0	0	1	0	0	0	1	0	0	2	1	0
3:45 PM	122	23	1	0	0	0	0	2	1	0	1	2	0	0	0	0	0
4:00 PM	142	24	0	0	0	0	0	1	0	1	0	2	0	0	2	1	0
4:15 PM	155	25	2	1	0	0	0	1	0	0	0	1	0	0	0	0	1
4:30 PM	171	16	3	0	2	0	0	2	1	0	0	0	0	0	0	0	0
4:45 PM	176	21	2	0	0	0	0	2	1	0	0	4	0	0	0	0	0
5:00 PM	211	45	4	9	0	0	0	1	0	1	0	4	1	0	0	1	0
5:15 PM	213	42	2	3	0	0	1	0	1	0	0	2	1	0	0	1	0
5:30 PM	200	28	4	1	0	0	0	2	1	0	2	2	1	0	1	4	0
5:45 PM	141	34	3	1	0	0	0	2	0	0	1	1	0	0	0	2	0
6:00 PM	171	22	1	0	0	0	0	0	1	1	0	0	0	0	1	1	0
6:15 PM	159	17	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
6:30 PM	121	12	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0
6:45 PM	86	14	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
7:00 PM	90	15	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0
7:15 PM	75	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0

Traffic Data Service

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

LOCATION La Avenida east of Shoreline Blvd
DATE 2/10/2022

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	54	8	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0
3:15 PM	39	4	0	1	0	0	0	0	2	0	0	2	0	0	1	0	0
3:30 PM	36	4	0	1	0	0	1	0	2	0	0	0	0	0	1	0	0
3:45 PM	24	6	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1
4:00 PM	63	7	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:15 PM	32	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
4:30 PM	45	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	43	4	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
5:00 PM	66	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	45	4	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	45	4	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0
5:45 PM	48	7	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	57	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	43	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	25	2	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
7:00 PM	29	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 PM	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Appendix E: North Bayshore Precise Plan – Vehicle Gateway Capacity

FEHR PEERS

MEMORANDUM

Date: July 2, 2014

To: Matt Raimi and Eric Yurkovich, Raimi + Associates
Martin Alkire, City of Mountain View
Judy Fenerty and John Schwarz, David J. Powers & Associates
Jim Lightbody, AECOM

From: Daniel Rubins and Julie Morgan

Subject: North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth

SJ13-1450

This memorandum summarizes the vehicle capacity at the gateways to the North Bayshore area as well as sensitivity tests related to accommodating new growth in that area. The North Bayshore area is bounded by US Route 101 to the south, Stevens Creek to the east (including Santiago Villa Mobile Home Park), San Francisco Bay and the Shoreline Recreation area to the north, and San Antonio Road to the west.

Observations of traffic flow were conducted at the five roadway segments listed below; in combination, these roadway segments carry all of the traffic that flows into or out of the North Bayshore area.

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

Understanding the vehicle capacity constraints that exist along these roadways will help define the number of peak hour vehicle trips that can be accommodated into and out of North Bayshore. Several sensitivity tests were also conducted to determine the order-of-magnitude effectiveness

of a variety of transportation and planning strategies that would be needed to accommodate the future travel demand expected from the projected growth in the North Bayshore area. This gateway capacity analysis and sensitivity tests will assist the project team in defining the range of potential land use and employment that could be accommodated in the North Bayshore area.

METHODS

The vehicle gateway capacity estimates[1] are based on existing street configurations and observed vehicle demand during the morning peak hour and evening peak hour. The peak period estimates are based on the ratio between existing peak period and peak hour counts for Shoreline Boulevard and across the gateways. These vehicle capacity estimates refine the planning level capacity estimates prepared during the *City of Mountain View Shoreline Transportation Study* (June 2013).

Shoreline Boulevard: Peak Hour Vehicle Saturation Flow Rate

For Shoreline Boulevard, the saturation flow rates were directly observed; the level of existing peak hour congestion means that this gateway is already operating at capacity. The vehicle saturation flow rate is defined as the maximum rate of vehicle traffic per lane per hour under ideal conditions (dry weather, few large vehicles, wide travel lanes, flat grade, etc.). In order to determine the saturation flow rate at the Shoreline Boulevard gateway, field observations were collected for four movements at two intersections:

- Shoreline Boulevard and US 101 Northbound Ramps-La Avenida
    - Northbound through movement (on Shoreline Boulevard)
    - Westbound right turn (US 101 Northbound off-ramp to Shoreline Boulevard)
- Shoreline Boulevard and Pear Avenue
    - Northbound through movement (on Shoreline Boulevard)
    - Northbound through-right turn movement (on Shoreline Boulevard)

The capacity for inbound trips during the morning peak hour capacity is defined by the number of vehicles that can use Shoreline Boulevard just north of US 101 (between La Avenida and Pear

[1] Vehicle gateway capacity is the maximum number of vehicles that can be served in a peak hour or peak period while maintaining freedom of vehicle movement through the gateways.

Avenue). The evening peak hour outbound flow is constrained by the operations of the Shoreline Boulevard and US 101 northbound ramps-La Avenida intersection.

Other Locations: Peak Hour Vehicle Capacity

The Rengstorff Avenue, San Antonio Road and Bayshore Parkway gateway locations are less congested than Shoreline Boulevard; thus, field observations and intersection operations sensitivity analysis were completed to determine the capacity at these locations by estimating the point at which future queuing would spill out of the existing storage pockets at two intersections:

- San Antonio Road and Bayshore Parkway intersection (controls the Bayshore and San Antonio gateways).
- Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road intersection (controls the Rengstorff Avenue gateway).

Because vehicle queuing directly affects gateway capacity, the capacity was estimated by incrementally increasing the intersection vehicle volumes[2] until the 95th percentile queues began to exceed the existing storage pockets (generally to the US 101 Northbound Ramps). The overall intersection delay was also considered; however, given the directional nature of North Bayshore area traffic, we found that relying on average intersection delay did not capture the weaving and queuing delay entering the North Bayshore area during the morning and leaving during the evening. The queuing sensitivity results with the Year 2030 Cumulative with Project Conditions forecasts from the North Bayshore Precise Plan Transportation Impact Analysis report for key turn movements are shown in **Table 1** for the morning peak hour and **Table 2** for the evening peak hour.

A review of the City of Mountain View Travel Demand Forecasting Model[3] under Year 2030 conditions confirms that the directional travel patterns of inbound in the morning and outbound in the evening are expected to persist into the future, and that the majority of vehicle growth is

[2] Vehicle counts and intersection operations from the technical memorandum *North Bayshore Precise Plan: Existing Transportation Conditions* (Fehr & Peers, August 2012) were used for this analysis.

[3] A description of the model, trip adjustments for land use strategies, trip adjustments for transportation demand management (TDM) strategies, and planned roadway system improvements are discussed in the Transportation and Circulation section of the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*.

expected to occur at San Antonio Road, Bayshore Parkway, and Rengstorff Avenue (because there is very little available capacity at Shoreline Boulevard).

PEAK HOUR VEHICLE CAPACITY RESULTS

Under Existing Conditions, Shoreline Boulevard is at capacity during the morning and evening peak hours. When considering all of the North Bayshore Area gateway points together, we find that the combined volume could increase by approximately 15 percent during the morning and evening peak hours before reaching capacity. The San Antonio Road, Bayshore Parkway and Rengstorff Avenue entry/exit points will likely see the greatest increase in vehicle traffic because that is where the available capacity exists; the Shoreline Boulevard/La Avenida entry/exit points will not be able to accommodate much additional traffic because of existing capacity constraints. **Table 3** shows the existing (as of February 2014) morning and evening peak hour volumes and the peak hour vehicle capacities for all of the North Bayshore area gateways combined. **Table 4** shows the capacities for each gateway separately.

The North Bayshore area traffic is predominantly inbound in the morning and outbound in the evening. These vehicle capacity estimates account for the highly directional flow of traffic and maintain a similar level of peak direction to non-peak directional flow. The close spacing of the local streets (La Avenida, Bayshore Parkway, and Garcia Avenue-Charleston Road) to the US 101 interchange ramps limits existing and future vehicle storage.

The combined total capacity of all the gateways is calculated as:

- Morning Peak Hour = 8,100 peak hour vehicles
- Evening Peak Hour = 7,940 peak hour vehicles

PEAK PERIOD VEHICLE CAPACITY RESULTS

Table 5 shows the existing relationship between the peak hour and the peak period for Shoreline Boulevard separately, and across all gateways combined. Based on observations, the Shoreline Boulevard gateway is at capacity and experiences conditions where vehicle demand is equal to or exceeds capacity for 2 ½ hours to three hours each morning. The factor calculated from the counts is 2.7; that means that the total volume at Shoreline Boulevard across the three-hour peak period is 2.7 times the volume in the single peak hour. This factor is higher at Shoreline Boulevard

in the peak direction (inbound during the morning and outbound during the evening) than at the other North Bayshore gateways, because Shoreline is the gateway that experiences the most sustained level of demand over multiple hours. This factor of 2.7 has then been applied to all of the gateways combined to estimate the maximum peak period capacity; this result therefore reflects the total peak period capacity if all of the gateways were as fully-utilized as Shoreline Boulevard is today. The results for all gateways combined are shown in **Table 6**, while **Table 7** shows the peak period vehicle capacities for each gateway individually.

SENSITIVITY TESTS FOR ACCOMMODATING FUTURE GROWTH

Typically the evaluation of a land use project begins by estimating its trip generation using an independent land use variable such as building size or number of employees. The surrounding transportation network is then sized to accommodate the estimated vehicle demand resulting from the trip generation calculations. This approach may not account for changes in mode split that could be achieved with an extensive TDM program, or the effects of a constrained roadway network on local travel choices. In order to understand the interrelated effects of the proposed land use program in North Bayshore and the vehicle capacity constraints on the access points into the area, we conducted several sensitivity tests with different planning and transportation strategies to determine how the future growth could be accommodated. The tests focused on the morning period, because that is the time when travelers typically decide which mode of travel to use for that day.

The purpose of a vehicular trip generation estimate is to determine the number of new vehicle trips entering and exiting the North Bayshore Area for various purposes (e.g., employee trips, visitor trips, and shopping trips) during a selected time period. The proposed project includes approximately 3,400,000 square feet of office and R&D space with supporting land uses (see **Tables 8** and **9** for more details on land use allocation).

Future Demand with Existing Travel Characteristics

If the current travel characteristics of North Bayshore tenants remain the same and the effectiveness of current TDM programs in the area remains constant,[4] we estimate that the

[4] Vehicle trip rates summarized in *North Bayshore Precise Plan EIR – Establishing Existing Travel Characteristics for North Bayshore* (March 2014).

proposed project would generate between 10,430 and 11,200 vehicle trips during the morning peak hour, and 9,840 and 10,580 vehicle trips during the evening peak hour. Please refer to **Table 10** for a summary of the vehicle trip estimates based on building size and employees. This level of traffic demand would exceed the available vehicular capacity at the North Bayshore gateways that was described in the previous section (i.e., 8,100 vehicles in the morning and 7,940 vehicles in the evening).

Gateway Capacity Improvements

Per the City's policy direction, the environmental analysis assumes no major infrastructure projects that would add significant roadway capacity for automobiles. There may be opportunities to construct a few localized improvements at certain gateway intersections that could marginally improve intersection operations and increase the gateway vehicle capacity. Examples of these types of improvements would include extending turn pockets to provide more storage for turning vehicles, re-aligning the US 101 off-ramp at Shoreline Boulevard, and/or HOV/transit queue jump lanes. The transportation analysis for the environmental impact analysis report will identify what localized improvements, if any, would be feasible and beneficial as mitigations. For the purposes of the sensitivity tests described here, we have made a basic assumption that localized improvements could achieve a 5 percent increase in vehicle capacity, which would allow an additional 400 morning peak hour vehicles to be accommodated.

City of Mountain View TDM Policies

The *Mountain View 2030 General Plan* (July 2012) includes policies to develop, adopt and monitor transportation demand management strategies for land development project in North Bayshore area. These polices include:

- POLICY LUD 17.2: Transportation Demand Management strategies. Require developments to include and implement Transportation Demand Management (TDM) strategies.
- POLICY MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

Upon completion of the *Mountain View 2030 General Plan*, City staff initiated the *Shoreline Regional Park Community Transportation Study* (2013) to identify:

- long-term transportation infrastructure (local streets, freeway interchange improvements, transit lanes, dedicated bicycle facilities);
- transportation demand management (employer incentive programs);
- parking management and supply strategies; and
- implementation of a transportation management association (TMA) responsible for implementing a shuttle program.

A 45 percent single occupancy (drive-alone) mode choice goal was identified as a potential North Bayshore performance measure. As described in the *North Bayshore Precise Plan EIR – Establishing Travel Characteristics for North Bayshore* (April 2014) the percentage of people who drive alone currently ranges between 50 percent and 63 percent, depending on the time period; the lowest drive-alone rate occurs during the morning peak hour.

In order to achieve a 45 percent SOV rate, people traveling to and from the North Bayshore area would need to use a variety of other modes. For example, the proposed project is estimated to generate up to approximately 6,800 peak hour transit passengers inbound during the morning peak hour. The addition of passengers from the project will increase demand on the private shuttle and public transit systems. In addition, some current drive-alone users would switch to carpooling and some carpool vehicles would add more occupants; thus, the proposed project is estimated to generate approximately 4,300 carpoolers inbound during the morning peak hour.

Sensitivity Test Results

Several sensitivity tests were conducted to determine how the proposed Precise Plan land use program could be accommodated within the available gateway capacities. Sensitivity tests looked at the effectiveness of TDM programs, the potential for spreading the vehicle demand over all gateways and over multiple hours, and the effects of making localized improvements to marginally increase vehicle capacity. The sensitivity results are shown in **Table 11**. These results indicate that the full project (an additional 3.4 million square feet) could be accommodated within the available gateway capacities under the following conditions:

- All of the gateways were fully utilized for all three hours of the morning peak period.
- Operational improvements at the gateways were implemented such that vehicle capacity was increased by at least 5 percent.
- The entire North Bayshore area were to achieve the 45 percent SOV goal.

A combination of transportation management association, City and regional funding sources would be needed to implement area-wide transportation infrastructure and the robust TDM programs that would be needed to achieve the City's goals. The North Bayshore precise plan is expected to provide additional detail regarding the transportation system and programs needed to implement the community vision expressed by members of the public and City Council.

ATTACHMENTS

Tables

TABLES

TABLE 1 INTERSECTION SENSITIVITY RESULTS: MORNING PEAK HOUR

Movement	Volume[1]	Average Delay[2]	LOS[3]	Storage Pocket (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway[4]					
Eastbound Left-Through	530	167.7	F	70	1100+
Eastbound Right	260	21.6	C	70	230+
Northbound Left Turn	340	34.9	C	300	340
Northbound Through	300	18.5	B	300	230
Northbound Right Turn	530	17.8	B	150	60
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road[5]					
Northbound Left Turn	600	39.9	D	200	875
Northbound Through	1,570	38.2	D	400	1,100
Northbound Right Turn	790	70.9	E	400	1,375

Notes:

1. Vehicle volume based on intersection forecasts under Year 2030 Cumulative with Project Conditions within the *North Bayshore Precise Plan TIA*.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.

Source: Fehr & Peers, July 2014.

TABLE 2 INTERSECTION SENSITIVITY RESULTS: EVENING PEAK HOUR

Movement	Volume[1]	Average Delay[2]	LOS[3]	Storage Pocket (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway[4]					
Westbound Left Turn	480	>180	F	80	740+
Westbound Through-Right	370	87.1	F	80	550+
Southbound Left Turn	10	112.0	F	90	30
Southbound Through Right	350	38.7	D	90	240
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road[5]					
Westbound Left Turn	650	55.9	E	190	700
Southbound Through	870	48.5	D	190	725
Eastbound Right Turn	570	45.0	D	400	950

Notes:

1. Vehicle volume based on intersection forecasts under Year 2030 Cumulative with Project Conditions within the *North Bayshore Precise Plan TIA*.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.

Source: Fehr & Peers, July 2014.

TABLE 3 PEAK HOUR VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Counts (2014)	6,100	990	7,090	1,430	5,260	6,690
Existing Gateway Capacity	**6,980**	**1,120**	**8,100**	**1,780**	**6,160**	**7,940**
Percent Difference between Capacity and Counts	*+14.4%*	*+13.1%*	*+14.2%*	*+24.5%*	*+17.1%*	*+18.7%*

Notes:
1. Peak hour volumes rounded to nearest 10 vehicles. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 4 PEAK HOUR VEHICLE CAPACITY BY GATEWAY

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	460	70	530	150	480	630
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	1,070	100	1,170	250	860	1,110
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,960	330	3,290	350	2,090	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	2,490	470	2,960	1,030	2,250	3,280
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	150	150	N/A	480	480
Total	**6,980**	**1,120**	**8,100**	**1,780**	**6,160**	**7,940**

Notes:
1. Peak hour volumes rounded to nearest 10 vehicles. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 5 PEAK PERIOD TO PEAK HOUR RATIOS

Gateway	Morning			Evening		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue						
Peak Period	6,650	1,250	7,900	2,460	5,760	8,220
Peak Hour	2,430	470	2,900	860	2,120	2,980
Perk Period to Peak Hour Ratio	2.73	2.65	2.72	2.87	2.71	2.76
All Gateways Combined						
Peak Period	13,940	2,750	16,690	4,250	13,470	17,720
Peak Hour	6,100	990	7,090	1,430	5,260	6,690
Perk Period to Peak Hour Ratio	2.29	2.78	2.35	2.97	2.56	2.65

Notes:
1. Rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM. Morning peak hour is from 8:45 AM to 9:45 AM and the evening peak hour is from 5:15 PM to 6:15 PM.

Source: Fehr & Peers, July 2014.

TABLE 6 PEAK PERIOD VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Counts (2014)	13,940	2,750	16,690	4,250	13,470	17,720
Existing Gateway Capacity	**18,850**	**3,020**	**21,870**	**4,810**	**16,630**	**21,440**
Percent Difference between Capacity and Counts	*+35.2%*	*+9.8%*	*+30.6%*	*+13.2%*	*+23.5%*	*+21.0%*

Notes:
1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, July 2014.

TABLE 7 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,240	190	1,430	410	1,300	1,710
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,900	270	3,170	690	2,320	3,010
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,990	880	8,870	950	5,630	6,580
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	6,720	1,260	7,980	2,780	6,070	8,850
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	420	420	N/A	1,310	1,310
Total	**18,850**	**3,020**	**21,870**	**4,810**	**16,630**	**21,440**

Notes:
1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, July 2014.

TABLE 8
LAND USE IN THE NORTH BAYSHORE AREA: OCCUPIED BUILDING SIZE

Land Use	Units	General Plan		
		Existing	2030 General Plan	2030 North Bayshore Precise Plan
Single Family	Dwelling Units	3	1	1
Multi-Family	Dwelling Units	348	344	344
Subtotal (Residential) [A]	**Dwelling Units**	**351**	**345**	**345**
Office	Square Feet	265,464	4,674,674	3,931,569
Research & Development	Square Feet	6,026,591	4,820,170	5,671,855
Subtotal (Office and R&D) [B]	**Square Feet**	**6,292,055**	**9,494,844**	**9,603,424**
Retail	Square Feet	0	153,697	68,425
Industrial	Square Feet	335,904	189,584	153,575
Restaurant	Square Feet	10,282	10,282	10,282
Service Commercial	Square Feet	128,978	99,276	114,574
Subtotal (Supporting Uses) [C]	**Square Feet**	**475,164**	**452,839**	**346,856**
Motel	Rooms	0	293	290
Church	Building	1	1	1
Institutional/Recreation	Trips	7,400	7,257	8,257
Subtotal (Other Uses)	***(Various)***	***(Various)***	***(Various)***	***(Various)***
Total Residential [A]	**Dwelling Units**	**351**	**345**	**345**
Total Employment Uses [B+C]	**Square Feet**	**6,767,219**	**9,947,683**	**9,950,280**

Notes:
1. Land use summarized from the City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133. "Occupied" building square footage accounts for a 7 percent vacancy rate off the total building square footage. The total building square footage is: Existing Conditions = 7,276,578 square feet, Year 2030 General Plan = 10,696,434 square feet, and 2030 North Bayshore Precise Plan = 10,699,226 square feet.

Source: City of Mountain View Travel Model. July 2014.

TABLE 9
LAND USE IN THE NORTH BAYSHORE AREA: EMPLOYEE AND POPULATION ESTIMATES

Land Use	Units	General Plan		
		Existing	2030 General Plan	2030 North Bayshore Precise Plan Project
Single Family	Population	8	2	2
Multi-Family	Population	749	722	722
Subtotal (Residential) [A]	**Population**	**757**	**724**	**724**
Office	Employees	1,061	14,164	15,726
Research & Development	Employees	21,093	12,050	19,851
Subtotal (Office and R&D) [B]	**Employees**	**22,154**	**26,214**	**35,577**
Retail	Employees	0	410	183
Industrial	Employees	400	228	184
Restaurant	Employees	68	67	67
Service Commercial	Employees	387	298	344
Subtotal (Supporting Uses) [C]	**Employees**	**855**	**1,003**	**778**
Motel	Employees	0	117	116
Church	Employees	10	10	10
Institutional/Recreation	Employees	740	726	826
Subtotal (Other Uses)	**Employees**	**(Various)**	***(Various)***	***(Various)***
Total Residential [A]	**Dwelling Units**	**757**	**724**	**724**
Total Employment Uses [B+C]	**Employees**	**23,009**	**27,217**	**36,355**

Notes:
1. Land use summarized from the City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133.
2. For Existing and 2030 General Plan, the assumed densities for Office and R&D land uses are 3.03 and 2.50 employees per 1,000 square feet, respectively.
3. For 2030 Precise Plan project, the assumed densities for Office and R&D land uses are 4.00 and 3.5 employees per 1,000 square feet, respectively.
4. For informational purposes, if there were a zero vacancy rate and employee estimates would include : Existing Conditions = 24,744 employees, Year 2030 General Plan = 26,266 employees, and 2030 North Bayshore Precise Plan = 39,092 employees.

Source: City of Mountain View Travel Model. July 2014.

TABLE 10 TRIP GENERATION ESTIMATES: EXISTING TRAVEL BEHAVIOR

North Bayshore Land Use	Morning Peak Hour Trips			Evening Peak Hour Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Future Demand with Existing Trip Making (9,950,280 s.f.)	8,970	1,460	10,430	2,070	7,770	9,840
Future Demand with Increased Employee Density and Existing TDM Program (~36,360 employees)	9,630	1,570	11,200	2,220	8,360	10,580

Notes:
1. Trip generation estimates based on existing travel surveys based on building size, and employee density.
Source: Fehr & Peers, July 2014.

TABLE 11 SENSITIVITY TEST RESULTS

Sensitivity Test	Additional Building Area Accommodated (square feet)	Total Building Size (square feet)	Total Employees
Peak Hour			
1. Existing gateway capacity and existing TDM effectiveness.	+957,000	8,233,600	26,000
2. Existing gateway capacity with increased vehicle occupancy (meeting 45% SOV goal).	+1,625,900	8,902,500	30,300
3. Localized improvements at gateways and existing TDM effectiveness.	+1,397,800	8,674,400	27,400
4. Localized improvements at gateways with increased vehicle occupancy (meeting 45% SOV goal).	+2,102,600	9,379,200	31,900
Peak Period			
5. Existing gateway capacity and existing TDM effectiveness.	+957,000	8,233,600	26,000
6. Existing gateway capacity with increased vehicle occupancy (meeting 45% SOV goal).	+2,943,700	10,220,300	34,700
7. Localized improvements at gateways and existing TDM effectiveness.	+1,397,800	8,674,400	27,400
8. Localized improvements at gateways with increased vehicle occupancy (meeting 45% SOV goal).	+3,422,600	10,699,200	36,400

Notes: Land use summary of within North Bayshore Area (City of Mountain View Travel Demand Model traffic analysis zones (TAZs) 3126-3133) except motel, church, and institutional recreation.
Source: Fehr & Peers, July 2014.

FEHR PEERS

MEMORANDUM

Date: December 2, 2016

To: Martin Alkire, City of Mountain View
Judy Shanley and Judy Fenerty, David J. Powers & Associates

From: Daniel Rubins and Julie Morgan

Subject: North Bayshore Precise Plan with Residential EIR – Vehicle Gateway Capacity with Residential

SJ13-1450.02

This memorandum summarizes the vehicle capacity at the gateways to the North Bayshore area and how that capacity would be affected by the addition of residential land use in North Bayshore. The North Bayshore area is bounded by US Route 101 to the south, Stevens Creek to the east (including Santiago Villa Mobile Home Park), San Francisco Bay and the Shoreline Recreation area to the north, and San Antonio Road to the west.

METHODS

The vehicle gateway capacity estimates[1] are based on existing street configurations and observed vehicle demand during the morning peak hour and evening peak hour. The five roadway segments listed below carry all of the traffic that enters or exits the North Bayshore area:

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

[1] For the purposes of this analysis, "vehicle gateway capacity" is defined as the maximum number of vehicles that can be served in a specified time period while maintaining reasonable freedom of vehicle movement through the gateways. Rather than apply a theoretical per-lane capacity assumption, the vehicle capacity for each gateway was calculated based on observed vehicle demand, queuing characteristics, and available vehicle storage that could be accommodated without blocking other movements and causing gridlock.

4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

The sum of these flows is the peak hour vehicle gateway capacity.

The peak period capacity estimates are based on the ratio between existing peak hour and peak period counts for Shoreline Boulevard and across the gateways.

Note that planning-level estimates of gateway capacity were prepared during the *City of Mountain View Shoreline Transportation Study* (June 2013), and were adopted as part of the North Bayshore Precise Plan (December 2014) (see Appendix F of the *North Bayshore Precise Plan: Final Transportation Analysis*, October 2016). The analysis presented in this memorandum is a more detailed operational analysis of the key gateway locations than has been conducted previously, intended to refine the earlier estimates and evaluate how the addition of varying levels of residential development would affect the vehicle capacity.

Peak Hour Vehicle Gateway Capacity Analysis

A vehicle gateway capacity analysis was performed during the morning and evening peak hours at three intersections most commonly referred to as the North Bayshore Gateways:

- San Antonio Road and Bayshore Parkway (controls the Bayshore and San Antonio gateways).
- Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road (controls the Rengstorff Avenue gateway).
- Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (controls the Shoreline Boulevard and La Avenida gateways).

The vehicle gateway capacity was tested using the forecasted volumes for the following scenarios:

- Existing Conditions
- Adopted North Bayshore Precise Plan
- North Bayshore Precise Plan with 1,500 additional dwelling units
- North Bayshore Precise Plan with 4,000 additional dwelling units
- North Bayshore Precise Plan with 7,000 additional dwelling units
- North Bayshore Precise Plan with 9,850 additional dwelling units

Upon review of the results, an additional scenario was created called North Bayshore Precise Plan with Residential Gateway Capacity. This final scenario represents the maximum vehicle capacity at the gateways assuming all vehicles would be distributed across all gateways.

For this analysis, the overall intersection delay and the 95th percentile queues were reviewed to determine at what point the vehicle demand would likely exceed capacity. Overall intersection vehicle delay provides a general indication of the efficiency with which an intersection operates; however, because traffic patterns at the North Bayshore gateways are highly directional, with most vehicles traveling inbound in the morning and outbound in the evening, and because the traffic flow are sometimes constrain by the local street configuration, it is important to also look at the 95th percentile queues. For example, inbound vehicles encounter very short spacing between the US 101 northbound ramps and the next local street intersections, which limits the number of vehicles that can be stored without backing up into adjacent intersections and causing gridlock. For inbound vehicles we analyzed the 95th percentile queues that extend between the local streets and the US 101 interchanges, and for outbound traffic, we analyzed the 95th percentile queue relative to the left turn storage pocket and the adjacent intersection upstream of the gateway.

PEAK HOUR VEHICLE CAPACITY RESULTS

The primary traffic-related effect of adding residential uses to the North Bayshore area will be to create a somewhat more balanced directional traffic flow, increasing the amount of outbound traffic in the morning and inbound traffic in the evening. While there is ample physical space on the major roads such as Shoreline Boulevard and Rengstorff Avenue to accommodate more morning outbound and evening inbound traffic, it is important to consider how that new traffic will interact with the large numbers of vehicles moving in the peak direction. For example, much of the planned residential development is designated to occur on either side of Shoreline Boulevard; this means that many of the vehicles leaving the residential neighborhoods in the morning will use one of the east-west streets and then turn, left or right, onto southbound Shoreline Boulevard. Signal timings along Shoreline Boulevard will need to be adjusted to accommodate this increased number of turning vehicles, and the left-turning vehicles in particular will tend to interrupt the flow of northbound vehicles entering North Bayshore. Thus, the net effect of the additional traffic from the residential uses will be somewhat complicated.

The results of the delay and queuing analyses for all of the scenarios described above are presented in **Attachment A**. Each table in **Attachment A** shows the detailed level of service and queuing results, but the most important information is the pattern is the pattern revealed by this summary. Specifically, as the vehicle volume increases the overall intersection and approach delay is incrementally reduced and the approach queues grow in length. The intersection operations is color coded to highlight this pattern. While bold text is used to indicate approaches that exceed available storage. The results at each gateway differ depending on the number of residential units tested. At the San Antonio Road gateway, particularly in the evening peak hour, the addition of vehicle volume leads to an incremental degradation of intersection level of service and queuing. At the Rengstorff Avenue gateway, the adopted NBPP already results in high levels of delay and long queues; the addition of residential units results in modest improvements, although the overall intersection still operates at LOS F and queue lengths often exceed available storage. At the Shoreline Boulevard gateway, the addition of residential units would generally increase the peak direction queue lengths and the level of delay as compared to the adopted NBPP.

As described above, the final scenario shown in all the tables in **Attachment A** is the Residential Gateway Capacity. This is the maximum volume that results in levels of intersection delay and queue lengths that are similar to those already adopted in the NBPP. For reference, the Residential Gateway Capacity volumes for the critical inbound and outbound turn movements at each gateway intersection are presented in **Tables 1** and **2**. The movements shown in this table are those that influence the gateway vehicle capacity.

Table 3 shows the morning and evening peak hour volumes and the peak hour vehicle capacities for all of the North Bayshore area gateways combined for existing (as of June 2015), the adopted North Bayshore Precise Plan, and the North Bayshore Precise Plan with Residential Gateway Capacity. **Tables 4** and **5** show the capacities for each gateway separately for the Adopted NBPP and the NBPP with Residential, respectively. As shown, the addition of approximately 1,500 to 3,000 residential units could be accommodated within the gateway capacity.

The combined total capacity of all the gateways under the adopted North Bayshore Precise Plan is calculated as:

- Morning Peak Hour = 8,100 peak hour vehicles
- Evening Peak Hour = 7,940 peak hour vehicles

With the addition of the residential units described above, the combined total capacity of all the gateways would slightly increase to:

- Morning Peak Hour = 8,290 peak hour vehicles
- Evening Peak Hour = 8,030 peak hour vehicles

Most of the increase in capacity occurs at the San Antonio and Bayshore Parkway gateways, because those facilities are not fully utilized today. The capacities at the Rengstorff Avenue and the Shoreline Boulevard/La Avenida gateways would not change; these facilities are already heavily used, and they would be most affected by the additional turning traffic from the residential areas conflicting with the peak directional traffic. For example, during the morning peak hour, the additional outbound traffic generated by the residential units would reduce the amount of green time that can be allocated to inbound traffic at the following locations:

- Rengstorff Avenue Gateway:
    - Westbound through and left turn from Charleston Road and the northbound through movements.
- Shoreline Boulevard/La Avenida Gateways:
    - Westbound movements from La Avenida and the northbound/southbound through movements.
    - Westbound movements from US 101 Off-Ramps and the northbound/southbound through movements.

During the evening peak hour, the additional inbound traffic would reduce the amount of green time that can be allocated to the outbound traffic at these same locations.

PEAK PERIOD VEHICLE CAPACITY RESULTS

The peak period volume is determined using the peak hour-to-peak period factor of 2.7 from the gateway counts; that means that the total volume at Shoreline Boulevard across the three-hour peak period is 2.7 times the volume in the single peak hour (Appendix F of the *North Bayshore Precise Plan: Final Transportation Analysis*, October 2016). This factor is higher at Shoreline Boulevard than at the other North Bayshore gateways, because Shoreline is the gateway that experiences the most sustained level of demand over multiple hours. This factor of 2.7 has been applied uniformly to all of the gateways to estimate the maximum peak period capacity; this

result therefore reflects the total peak period capacity if all of the gateways were as fully-utilized as Shoreline Boulevard is today. The results for all gateways combined are shown in **Table 6**, while **Tables 7** and **8** shows the peak period vehicle capacities for each gateway individually for the adopted North Bayshore Precise Plan and the North Bayshore Precise Plan with Residential, respectively.

ATTACHMENTS

Tables

Table 1: Maximum Critical Volumes at Gateway Intersections: Morning Peak Hour
Table 2: Maximum Critical Volumes at Gateway Intersections: Evening Peak Hour
Table 3: Peak Hour Vehicle Counts and Capacity: All Gateways Combined
Table 4: Peak Hour Vehicle Capacity by Gateway: Adopted NBPP
Table 5: Peak Hour Vehicle Capacity by Gateway: NBPP with Residential
Table 6: Peak Period Vehicle Count and Capacity: All Gateways Combined
Table 7: Peak Period Vehicle Capacity by Gateway: Adopted NBPP
Table 8: Peak Period Vehicle Capacity by Gateway: NBPP with Residential

Attachment A: Intersection Level of Service and Queuing Summary

TABLES

TABLE 1 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS: MORNING PEAK HOUR

Movement	Volume[1]	Average Delay[2]	LOS[3]	Storage (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway[4]					
Inbound					
Eastbound Left-Through	270	50.6	D	70	**330+**
Eastbound Right	190	23.8	C	70	**80**
Northbound Left Turn	230	30.9	C	300	240+
Northbound Through	400	16.5	B	300	260
Northbound Right Turn	750	15.7	B	150	90
Outbound					
Westbound Left Turn	110	24.4	C	80	**90**
Westbound Through-Right	130	25.0	C	80	**120**
Southbound Left Turn	30	149.0	F	90	50
Southbound Through Right	160	20.8	C	90	60
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road[5]					
Inbound					
Northbound Left Turn	300	63.4	E	200	**350+**
Northbound Through	1,550	52.4	D	400	**820+**
Northbound Right Turn	770	36.0	D	400	340
Outbound					
Westbound Left Turn	180	63.4	E	190	120+
Southbound Through	390	31.7	C	190	130
Eastbound Through-Right Turn	340	32.8	C	400	130

TABLE 1 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS: MORNING PEAK HOUR

Shoreline Boulevard and La Avenida – Northbound US 101 Ramps					
Inbound					
Westbound Right Turn (US 101 Off Ramp)	1,300	215.9	F	1,800	1,060+
Northbound Through	910	36.3	D	920	440
Outbound					
Southbound Through	500	25.6	C	600	130
Westbound Left-Through (La Avenida)	260	126.8	F	600	270+

Notes:

1. Vehicle volume based on intersection forecasts under Gateway Capacity with residential.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp) allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp) allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.
7. Bold text indicates estimated vehicle queue is greater than available storage.
8. '+' indicates the queue may be longer because volume exceeds capacity. Queue shown is the maximum after two cycles.

Source: Fehr & Peers, December 2016.

TABLE 2 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS: EVENING PEAK HOUR

Movement	Volume[1]	Average Delay[2]	LOS[3]	Storage (feet)	Queue Length (feet)
San Antonio Road and Bayshore Parkway[4]					
Inbound					
Eastbound Left-Through	220	71.2	E	70	**270+**
Eastbound Right	480	84.4	F	70	**300+**
Northbound Left Turn	320	64.3	E	300	**360+**
Northbound Through	90	16.3	B	300	70
Northbound Right Turn	150	16.1	B	150	40
Outbound					
Westbound Left Turn	380	44.0	D	80	**370+**
Westbound Through-Right	410	89.9	F	80	**520+**
Southbound Left Turn	20	86.8	F	90	40
Southbound Through Right	530	33.2	C	90	**180**
Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road[5]					
Inbound					
Northbound Left Turn	110	126.8	F	200	**200+**
Northbound Through	230	17.8	B	400	90
Northbound Right Turn	310	9.5	A	400	30
Outbound					
Westbound Left Turn	630	269.4	F	190	**450+**
Southbound Through	740	33.3	C	190	**370+**
Eastbound Through-Right	770	40.6	D	400	**270**

TABLE 2 MAXIMUM CRITICAL VOLUMES AT GATEWAY INTERSECTIONS: EVENING PEAK HOUR

Shoreline Boulevard and La Avenida – Northbound US 101 Ramps					
Inbound					
Westbound Right Turn (US 101 Off Ramp)	790	208.0	F	1,800	640+
Northbound Through	370	15.2	B	920	110
Outbound					
Southbound Through	1,550	68.1	E	600	**1,140+**
Westbound Left-Through (La Avenida)	570	494.8	F	600	**590+**

Notes:

1. Vehicle volume based on intersection forecasts under Gateway Capacity with residential.
2. Lane group control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual*.
3. LOS = Level of Service. LOS calculations conducted using the Synchro analysis software package, which apply the methods described in the *2000 Highway Capacity Manual*.
4. San Antonio Road is two lanes for 620 feet between US 101 northbound loop ramp and Bayshore Parkway. Nearest upstream intersection (San Antonio Road and US 101 Northbound off-ramp) allows 300 feet of storage between intersections equal to left turn and through storage distances.
5. Nearest upstream intersection (Rengstorff Avenue and US 101 Northbound off-ramp) allows 400 feet of weaving between intersections equal to through and right-turn storage distances.
6. Queue lengths rounded to nearest 10 feet.
7. Bold text indicates estimated vehicle queue is greater than available storage.
8. '+' indicates the queue may be longer because volume exceeds capacity. Queue shown is the maximum after two cycles.

Source: Fehr & Peers, December 2016.

TABLE 3 PEAK HOUR VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Conditions						
Existing Counts (2015)[1]	5,390	1,110	6,500	1,350	4,970	6,320
2014 North Bayshore Precise Plan						
Adopted Gateway Capacity[2]	6,980	1,120	8,100	1,780	6,160	7,940
Percent Difference between Capacity and Counts	+29.5%	+0.90%	+24.6%	+31.9%	+23.9%	+25.6%
North Bayshore Precise Plan with Residential Gateway Capacity						
Gateway Capacity with Residential	6,300	1,990	8,290	2,310	5,720	8,030
Percent Difference between Capacity and Counts	+16.9%	+79.3%	+27.5%	+71.1%	+15.1%	+27.1%

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles and includes internal gateway trips at the San Antonio and Shoreline gateways.
2. Gateway capacity defined in the 2014 North Bayshore Precise Plan.

Source: Fehr & Peers, December 2016.

TABLE 4 PEAK HOUR VEHICLE CAPACITY BY GATEWAY: ADOPTED NBPP

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	460	70	530	150	480	630
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	1,070	100	1,170	250	860	1,110
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,960	330	3,290	350	2,090	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	2,490	470	2,960	1,030	2,250	3,280
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	150	150	N/A	480	480
Total	**6,980**	**1,120**	**8,100**	**1,780**	**6,160**	**7,940**

Notes:
1. Peak hour volumes rounded to nearest 10 vehicles.

Source: Fehr & Peers, *North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, July 2014.

TABLE 5 PEAK HOUR VEHICLE CAPACITY BY GATEWAY: NBPP WITH RESIDENTIAL GATEWAY CAPACITY

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	510	190	700	150	550	700
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	950	240	1,190	340	790	1,130
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,620	670	3,290	650	1,790	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	2,220	620	2,840	1,170	2,010	3,180
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	270	270	N/A	580	580
Total	**6,300**	**1,990**	**8,290**	**2,310**	**5,720**	**8,030**

Notes:
1. Peak hour volumes rounded to nearest 10 vehicles.

Source: Fehr & Peers, December 2016.

TABLE 6 PEAK PERIOD VEHICLE COUNTS AND CAPACITY: ALL GATEWAYS COMBINED

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Conditions						
Existing Counts (2015)	13,080	2,680	15,760	4,120	13,030	17,150
2014 North Bayshore Precise Plan						
Adopted Gateway Capacity	18,850	3,020	21,870	4,810	16,630	21,440
Percent Difference between Capacity and Counts	+44.1%	+12.7%	+38.8%	+16.7%	+27.6%	+25.0%
North Bayshore Precise Plan with Residential Gateway Capacity						
Gateway Capacity with Residential	17,010	5,370	22,380	6,250	15,450	21,700
Percent Difference between Capacity and Counts	+30.0%	+100.4%	+42.0%	+51.7%	+18.5%	+26.5%

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, December 2016.

TABLE 7 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY: ADOPTED NBPP

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,240	190	1,430	410	1,300	1,710
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,900	270	3,170	690	2,320	3,010
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,990	880	8,870	950	5,630	6,580
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	6,720	1,260	7,980	2,780	6,070	8,850
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	420	420	N/A	1,310	1,310
Total	**18,850**	**3,020**	**21,870**	**4,810**	**16,630**	**21,440**

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, *North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, July 2014.

TABLE 8 PEAK PERIOD VEHICLE CAPACITY BY GATEWAY: NBPP WITH RESIDENTIAL GATEWAY CAPACITY

Gateway	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Prkwy and Casey Ave	1,380	510	1,890	410	1,490	1,900
2. Bayshore Prkwy between San Antonio Rd and Garcia Ave	2,570	650	3,220	920	2,130	3,050
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	7,070	1,810	8,880	1,760	4,830	6,590
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida and Pear Ave	5,990	1,670	7,670	3,160	5,430	8,590
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	730	730	N/A	1,570	1,570
Total	**17,010**	**5,370**	**22,390**	**6,250**	**15,450**	**21,700**

Notes:

1. Peak period volumes rounded to nearest 10 vehicles. Morning peak period is from 7:00 AM to 10:00 AM and the evening peak period is from 4:00 PM to 7:00 PM.

Source: Fehr & Peers, December 2016.

ATTACHMENT A

Table A-1: San Antonio Road and Bayshore Parkway during the AM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		Bayshore Parkway (EB Approach)		Bayshore Parkway (WB Approach)		San Antonio Road (NB Approach)		San Antonio Road (SB Approach)		Bayshore Parkway (EB Approach)	Bayshore Parkway (WB Approach)	San Antonio Road (NB Approach)	San Antonio Road (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	B	19.8	B	19.4	C	23.3	B	13.6	F	81.9	**#174**	49	**#229**	36
Adopted NBPP	B	19.7	C	25.3	C	22.8	B	16.7	C	32.3	**#352**	50	**270**	26
NBPP with 1,500 Dwelling Units	C	21.2	C	26.6	C	24.4	B	16.4	E	55.7	**#328**	54	**287**	45
NBPP with 4,000 Dwelling Units	C	21.2	C	26.7	C	24.5	B	16.5	D	48.3	**#328**	58	**294**	45
NBPP with 7,000 Dwelling Units	C	21.8	C	28.7	C	24.8	B	16.7	D	41.5	**#341**	73	**294**	56
NBPP with 9,850 Dwelling Units	C	24.5	D	40.5	C	26.2	B	17.6	D	35.4	**#354**	**89**	**#240**	66
Residential Gateway Capacity	C	25.3	D	39.5	C	24.8	B	18.5	D	41.3	**#328**	**115**	**#240**	56

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 70 feet; WB approach storage of 80 feet; NB approach storage of 150 feet; SB approach of 90 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-2: San Antonio Road and Bayshore Parkway during the PM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		Bayshore Parkway (EB Approach)		Bayshore Parkway (WB Approach)		San Antonio Road (NB Approach)		San Antonio Road (SB Approach)		Bayshore Parkway (EB Approach)	Bayshore Parkway (WB Approach)	San Antonio Road (NB Approach)	San Antonio Road (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	C	29.4	C	28.9	C	30.7	C	27.9	C	31.2	**#175**	**180**	**#343**	**99**
Adopted NBPP	E	75.8	F	>120	F	80.9	D	42.0	C	33.8	**#364**	**#575**	**#356**	**142**
NBPP with 1,500 Dwelling Units	D	49.3	E	56.4	D	54.5	D	46.3	C	34.4	**#274**	**#478**	**#356**	**148**
NBPP with 4,000 Dwelling Units	E	66.6	F	97.4	E	73.3	D	45.1	C	34.6	**#312**	**#530**	**#356**	**161**
NBPP with 7,000 Dwelling Units	F	102.6	F	>120	F	87.5	D	42.8	C	34.7	**#409**	**#562**	**#356**	**173**
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	106.8	D	42.1	D	35.1	**#466**	**#593**	**#356**	**187**
Residential Gateway Capacity	E	59.7	F	80.2	E	70.0	D	43.6	D	35.2	**#298**	**#524**	**#356**	**183**

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight. Bold text indicates queue length greater than available approach storage.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 70 feet; WB approach storage of 80 feet; NB approach storage of 150 feet; SB approach of 90 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-3: Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road during the AM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		Garcia Avenue (EB Approach)		Charleston Road (WB Approach)		Rengstorff Avenue (NB Approach)		Amphitheatre Parkway (SB Approach)		Garcia Avenue (EB Approach)	Charleston Road (WB Approach)	Rengstorff Avenue (NB Approach)	Amphitheatre Parkway (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	D	37.5	D	42.8	D	42.4	D	36	C	33.8	#197	105	**#392**	33
Adopted NBPP	F	>120	F	>120	D	44.0	F	88.6	C	32.4	**#650**	205	**#1050**	41
NBPP with 1,500 Dwelling Units	F	111.8	F	>120	D	44.1	D	47.8	C	31.5	**#683**	**214**	**#817**	87
NBPP with 4,000 Dwelling Units	F	110.7	F	>120	D	50.7	D	48.8	C	31.7	**#683**	**214**	**#823**	98
NBPP with 7,000 Dwelling Units	F	113.7	F	>120	F	>120	D	52.0	C	34.6	**#683**	**#221**	**#849**	185
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	E	58.6	D	36.9	**#683**	**#274**	**#896**	**233**
Residential Gateway Capacity	F	108.8	F	>120	D	50.7	D	48.8	C	32.6	**#683**	**214**	**#823**	132

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 400 feet; WB approach storage of 190 feet; NB approach storage of 200 feet; SB approach of 190 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-4: Rengstorff Avenue-Amphitheatre Parkway and Garcia Avenue-Charleston Road during the PM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		Garcia Avenue (EB Approach)		Charleston Road (WB Approach)		Rengstorff Avenue (NB Approach)		Amphitheatre Parkway (SB Approach)		Garcia Avenue (EB Approach)	Charleston Road (WB Approach)	Rengstorff Avenue (NB Approach)	Amphitheatre Parkway (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	110.6	D	41.6	F	>120	D	37.8	C	24.8	211	**#490**	#182	173
Adopted NBPP	F	97.4	D	39.8	F	>120	D	48.4	D	39.2	#287	**#497**	**#202**	**#419**
NBPP with 1,500 Dwelling Units	F	117.6	D	39.7	F	>120	C	23.8	D	40.2	312	**#581**	#121	**#488**
NBPP with 4,000 Dwelling Units	F	118.7	D	44.5	F	>120	C	24.4	D	47.0	#391	**#590**	#160	**#531**
NBPP with 7,000 Dwelling Units	F	>120	D	43.7	F	>120	D	37.3	E	56.4	#391	**#648**	**#222**	**#568**
NBPP with 9,850 Dwelling Units	F	>120	D	39.5	F	>120	D	47.8	F	92.9	360	**#706**	**#261**	**#598**
Residential Gateway Capacity	E	77.5	D	50.0	F	>120	D	36.2	C	33.7	**#400**	**#446**	**#203**	**#366**

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. EB approach storage of 400 feet; WB approach storage of 190 feet; NB approach storage of 200 feet; SB approach of 190 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-5: Shoreline Boulevard and La Avenida - Northbound US 101 Ramps during the AM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		NB US 101 Ramp (WB Approach)		La Avenida (WB Approach)		Shoreline Boulevard (NB Approach)		Shoreline Boulevard (SB Approach)		NB US 101 Ramp (WB Approach)	La Avenida (WB Approach)	Shoreline Boulevard (NB Approach)	Shoreline Boulevard (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	88.3	F	>120	E	78.0	C	26.6	C	20.4	**#1005**	127	477	115
Adopted NBPP	F	>120	F	>120	E	76.8	C	25.5	C	20.9	**#1285**	126	481	108
NBPP with 1,500 Dwelling Units	F	>120	F	>120	F	82.3	D	24.2	B	19.9	**#1578**	140	434	114
NBPP with 4,000 Dwelling Units	F	>120	F	>120	F	105.9	C	25.5	C	22.1	**#1602**	#223	441	178
NBPP with 7,000 Dwelling Units	F	>120	F	>120	F	>120	C	27.0	C	24.5	**#1631**	#334	460	259
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	C	27.9	C	26.0	**#1708**	#420	481	329
Residential Gateway Capacity	F	97.3	F	>120	F	>120	C	26.1	C	20.7	**#1056**	#273	441	134

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. WB approach (Shoreline) storage of 1,800 feet (highlighted >1000 feet); WB approach (La Avenida) storage of 600 feet; NB approach storage of 920 feet; SB approach of 600 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Table A-6: Shoreline Boulevard and La Avenida - Northbound US 101 Ramps during the PM Peak Hour

	Level of Service Summary										Queue Summary			
	Intersection		NB US 101 Ramp (WB Approach)		La Avenida (WB Approach)		Shoreline Boulevard (NB Approach)		Shoreline Boulevard (SB Approach)		NB US 101 Ramp (WB Approach)	La Avenida (WB Approach)	Shoreline Boulevard (NB Approach)	Shoreline Boulevard (SB Approach)
Scenario	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
Existing Conditions	F	98.2	E	57.5	F	>120	A	6	F	117.1	275	#405	99	**#1572**
Adopted NBPP	F	107	F	82.5	F	>120	A	7.5	F	109.6	#489	#470	110	**#1667**
NBPP with 1,500 Dwelling Units	F	>120	F	>120	F	>120	A	6.7	F	88.2	#801	**#607**	86	**#1341**
NBPP with 4,000 Dwelling Units	F	>120	F	>120	F	>120	A	8.0	F	113.1	**#1159**	**#621**	113	**#1469**
NBPP with 7,000 Dwelling Units	F	>120	F	>120	F	>120	A	9.2	F	>120	**#1521**	**#676**	141	**#1586**
NBPP with 9,850 Dwelling Units	F	>120	F	>120	F	>120	B	10.3	F	>120	**#1811**	**#709**	172	**#1703**
Residential Gateway Capacity	F	>120	F	>120	F	>120	A	8.0	D	52.7	#636	#587	113	**#1142**

Notes:
1. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 Highway Capacity Manual* .
2. LOS = Level of Service. EB = Eastbound. WB = Westbound. NB = Northbound. SB = Southbound.
3. LOS A-C in Green highlight, LOS D in Yellow highlight, LOS E in Orange highlight, LOS F in Red highlight.
4. Bold text indicates queue length greater than available approach storage. WB approach (Shoreline) storage of 1,800 feet (highlighted >1000 feet); WB approach (La Avenida) storage of 600 feet; NB approach storage of 920 feet; SB approach of 600 feet.
5. "#" indicates the queue may be longer because the 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.

Appendix F: COVID Period Travel Pattern Memorandum

Pandemic Travel Patterns and Post-Pandemic Opportunities

Ria Hutabarat Lo, Transportation Manager

December 1, 2021

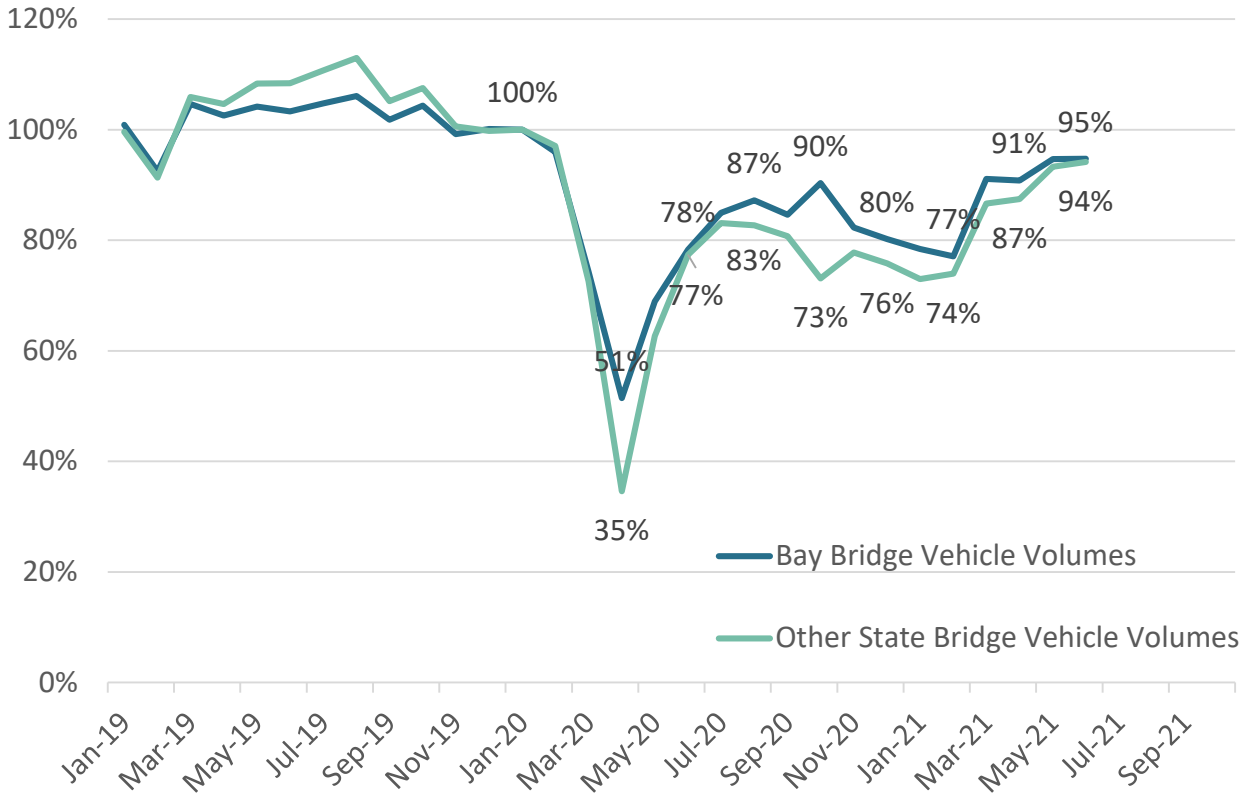
What we will cover

How have travel patterns changed during the pandemic?

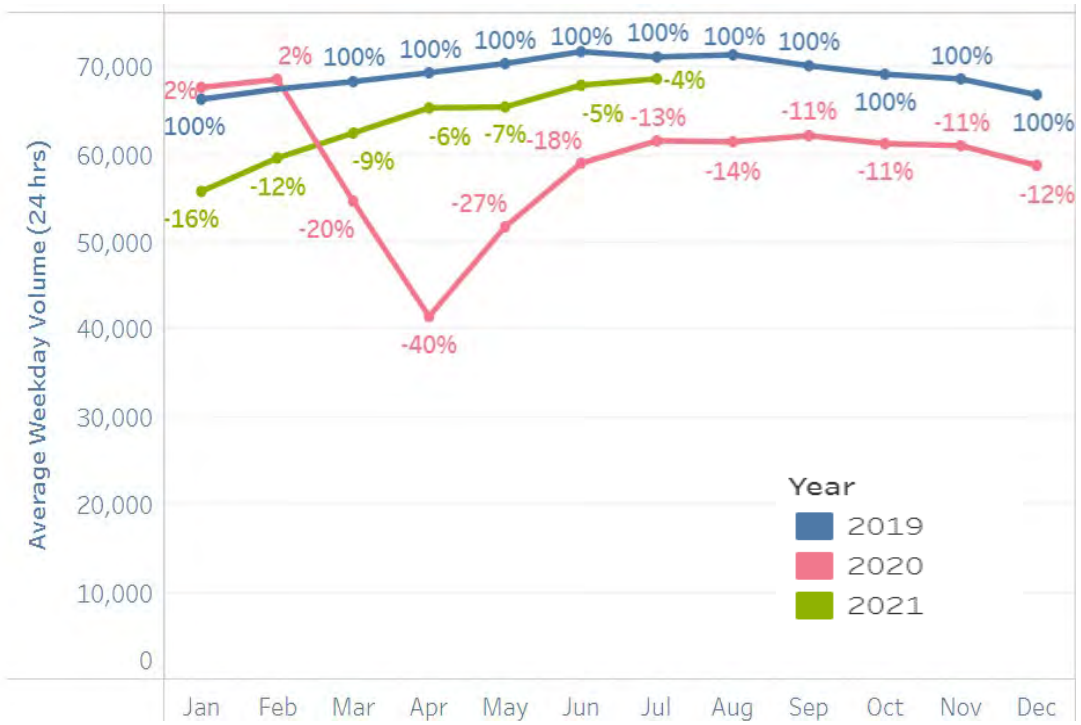
What are opportunities to create more sustainable travel patterns?

Pandemic Travel Patterns

VEHICLE TRAFFIC DECREASED IN 2020 AND HAS NOW REBOUNDED TO 90 - 95%

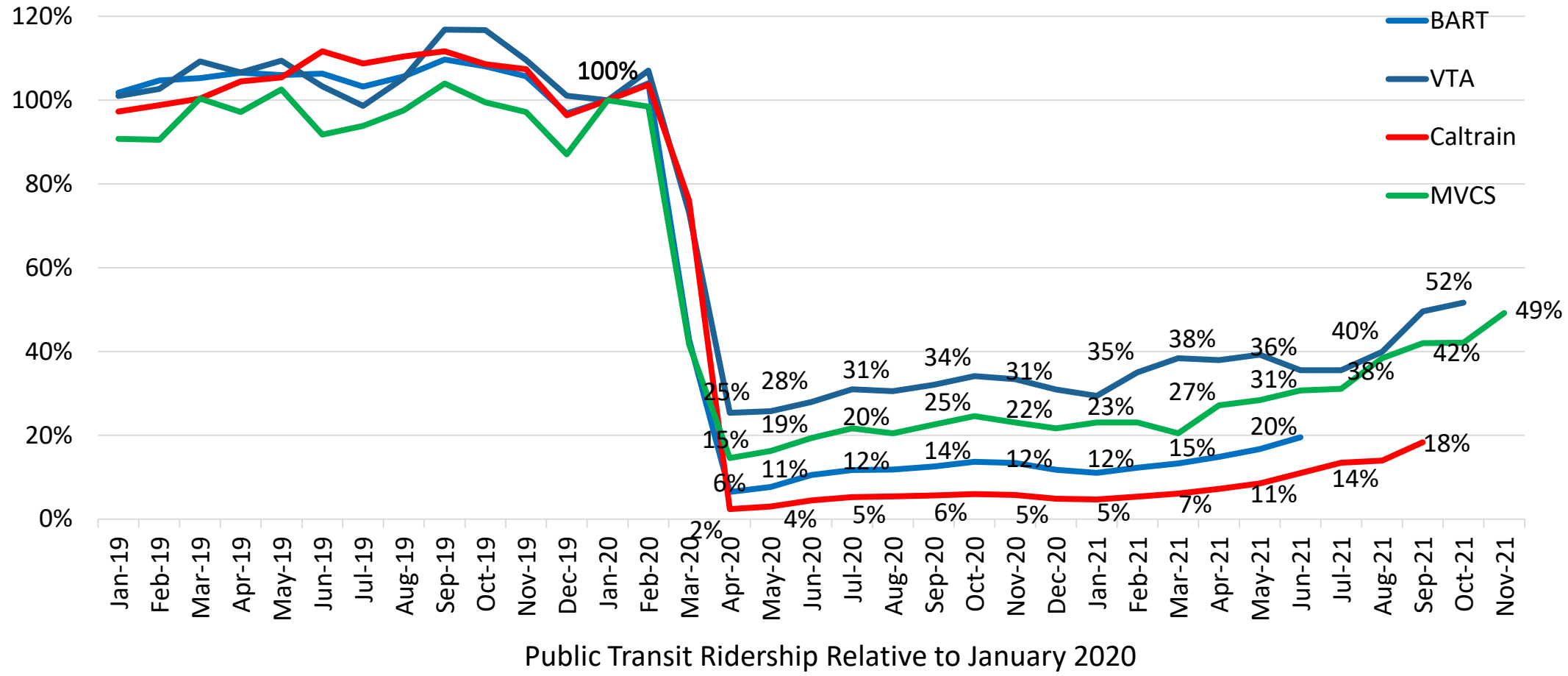


Vehicle Traffic Volumes Relative to January 2020, Bay Area



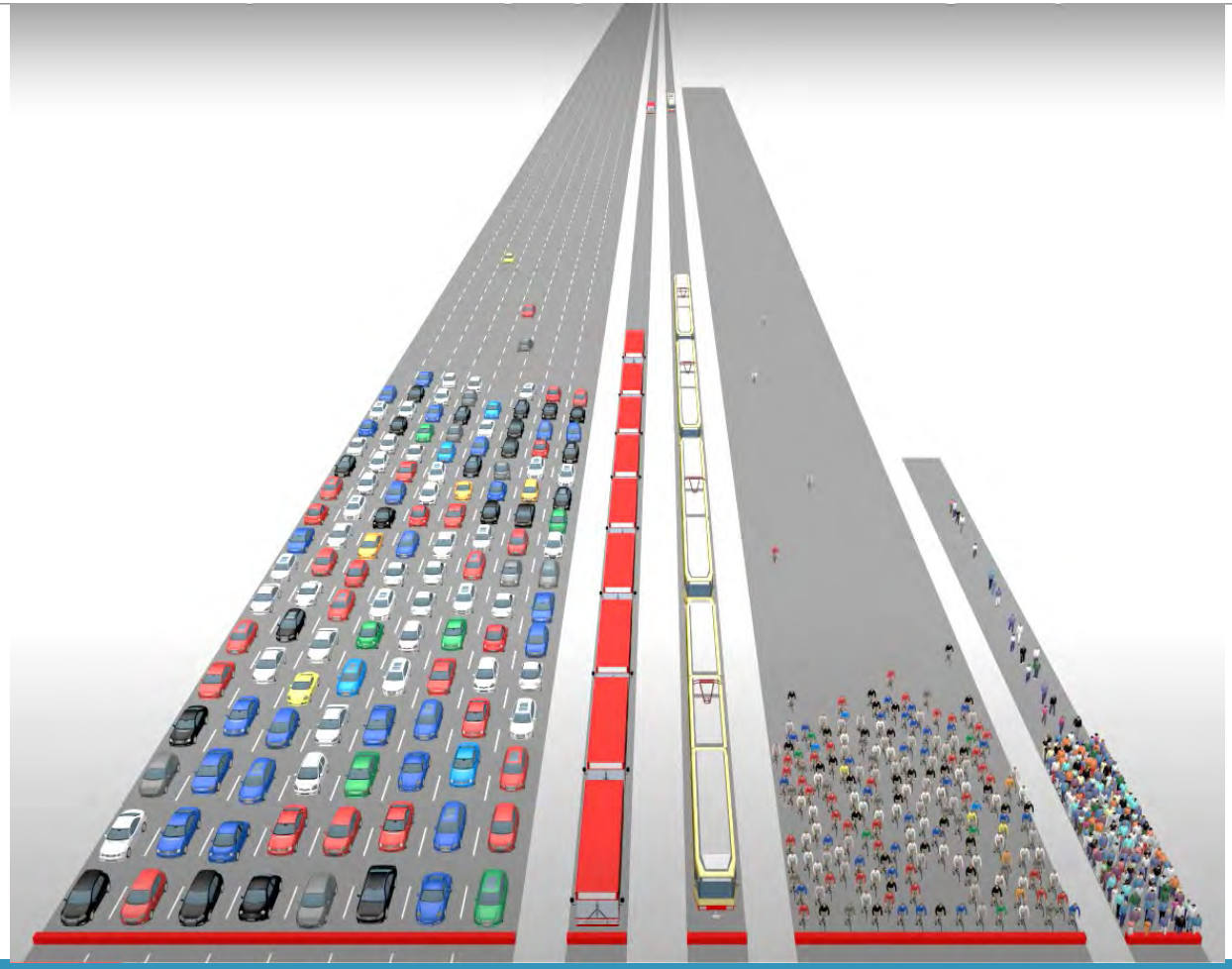
Vehicle Traffic Volumes Relative to 2019, US 101 Northbound

PUBLIC TRANSIT USAGE DROPPED FURTHER AND HAS REBOUNDED TO ONLY 20 – 50%



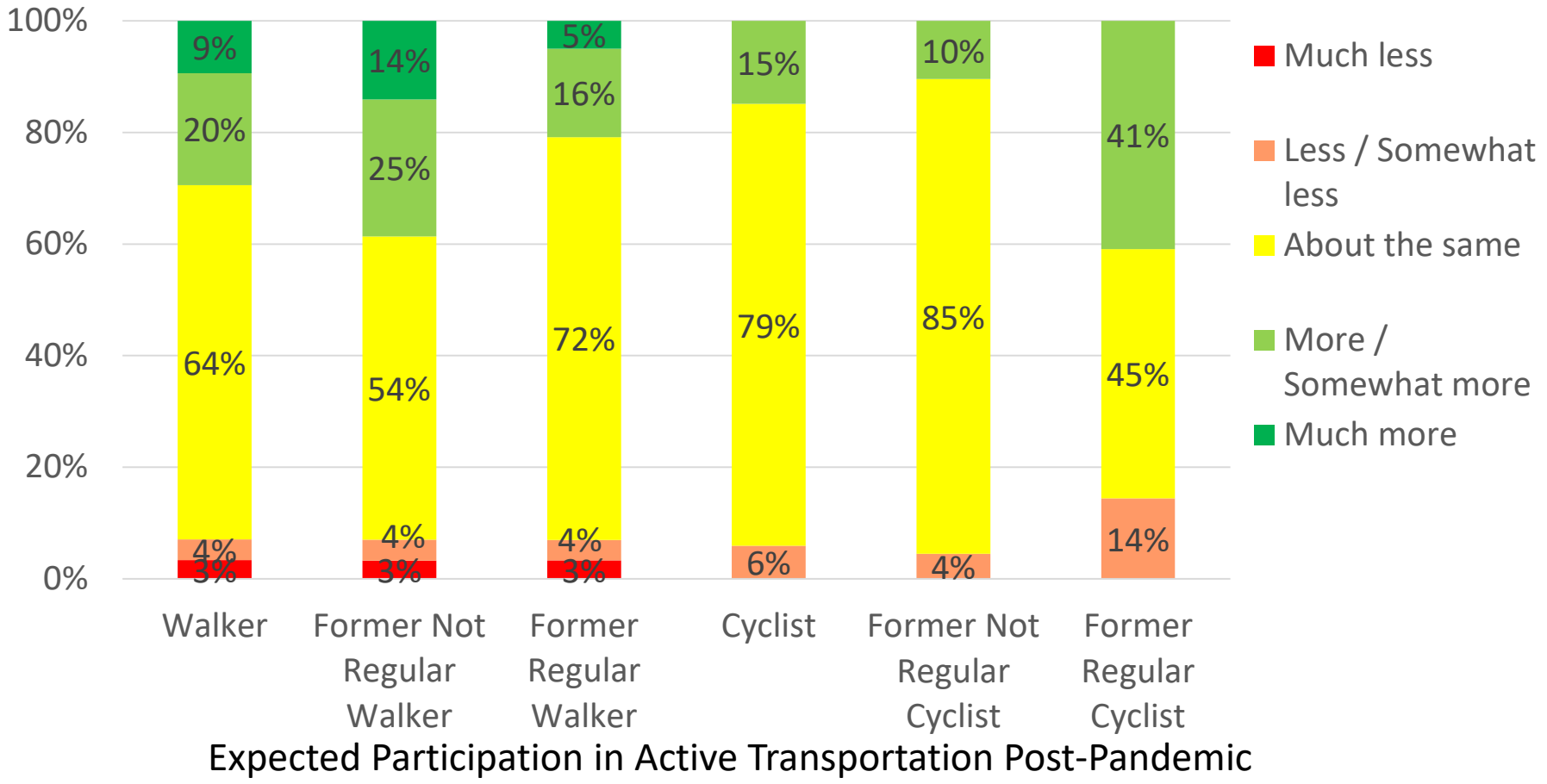
Public Transit Ridership Relative to January 2020

Ongoing transit hesitancy means we are using more space to move less people in the Bay Area



Space Needed for 200 Travelers to Pass a Stop Line in 2 Seconds (PTV Group)

ACTIVE TRANSPORTATION INCREASED DURING THE PANDEMIC AND MAY CONTINUE



Expected Participation in Active Transportation Post-Pandemic

Most tech workers have not yet returned to the office but plan to in 2022

Employer	Return to Office	Hybrid Work Plan
Google / Alphabet	January 10, 2022	Work in office 3 days / week; Up to 20% work fully remote
Intuit	January 18, 2022	Work in office 2 - 3 days / week; 14% prefer fully remote work
El Camino Hospital	N/A	N/A
LinkedIn / Microsoft	No date	Hybrid work plan may allow fully remote work

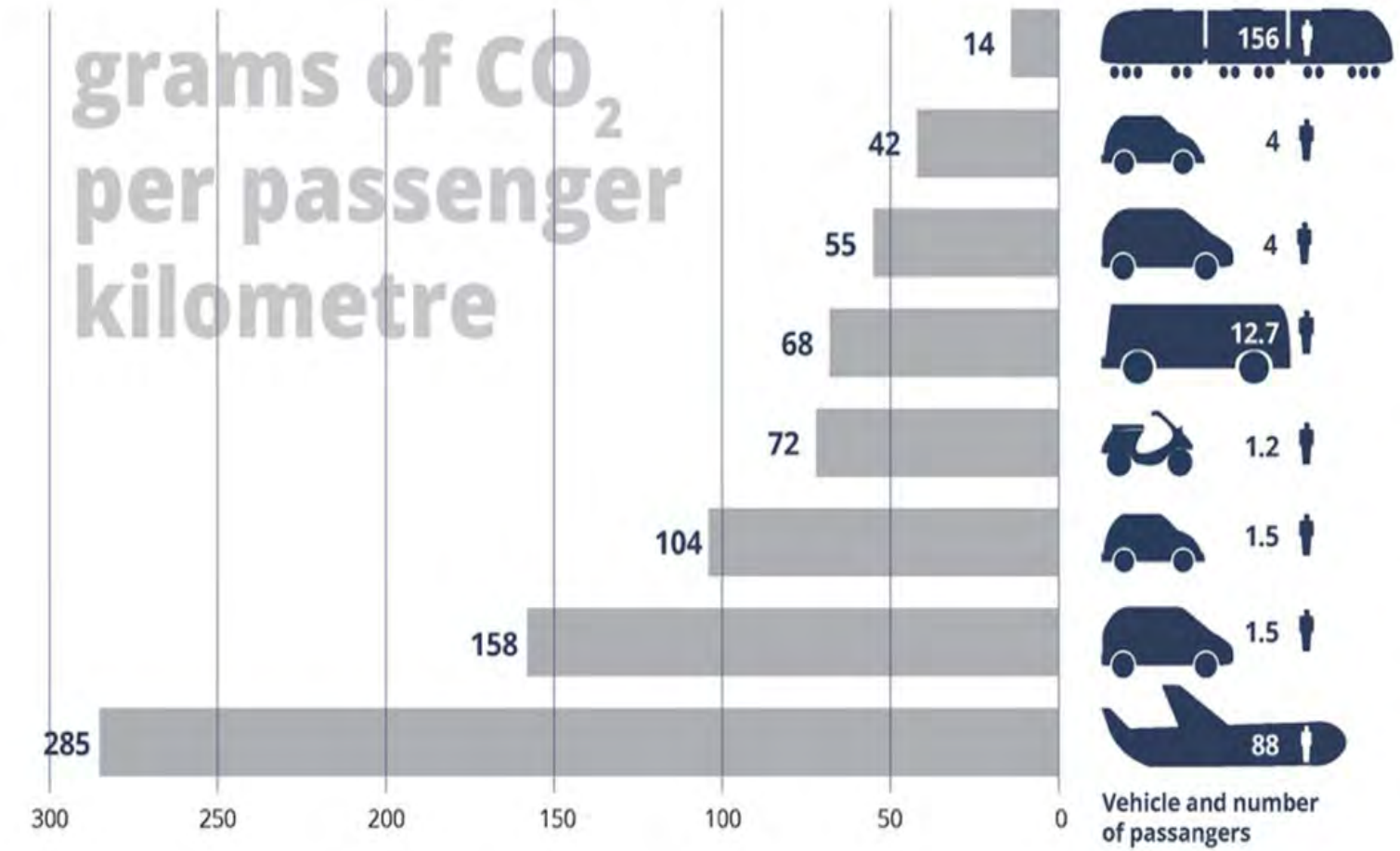
HOT DESK CONFIGURATIONS ALLOW WORKFORCE INCREASE FOR SAME NUMBER OF COMMUTERS

(Cayce Clifford)

INDUCED TRAVEL DEMAND RESULTS FROM IMPROVED PANDEMIC TRAVEL CONDITIONS

Immediate-Term	Near-Term	Long-Term
• Travel in the peak hour • Drive alone instead of carpooling or taking transit • Select the most direct route	• Travel further for work and other trips • Run errands with many separate trips • Add new trips	• Move further from transit and the Bay Area • Purchase a second or third car • Relocate business to a more remote area

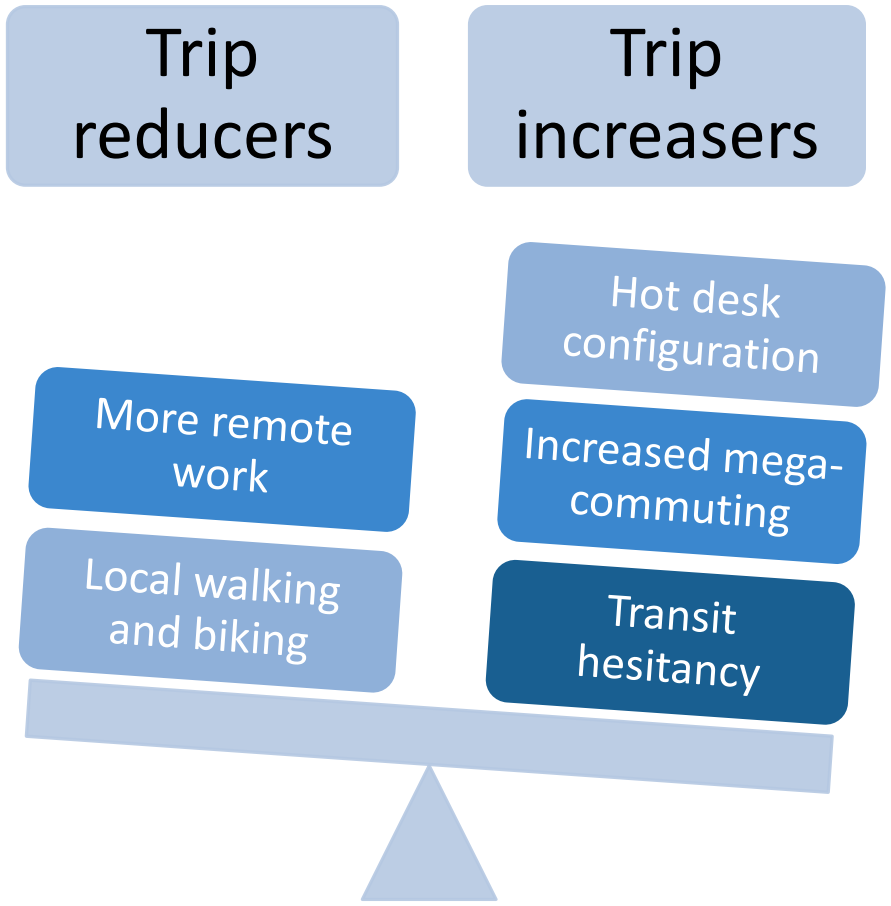
INCREASED MEGA-COMMUTING IS LIKELY TO INCREASE ENVIRONMENTAL IMPACTS



Other impacts:

- Stormwater runoff
- Water pollution
- Soil erosion
- Resource consumption
- Solid waste generation
- Habitat loss
- Loss of agricultural land
- Vulnerability to extreme weather events

Summary of Effects



City Efforts and Opportunities

CURRENT AND ONGOING EFFORTS

- City of Mountain View General Plan (inc. Housing Element)
- City of Mountain View Transportation Plans (inc. ATP)
- Affordable Housing Programs
- Multimodal Transportation Infrastructure via CIPs & repaving
- Safe Routes to School Program
- TDM and Infrastructure Requirements Imposed in Entitlement
- Collaboration with Mountain View TMA
- Mountain View Community Shuttle
- TDM Analyst → Monitoring & explore voluntary program

Potential Opportunities

- Augment transit agency outreach to encourage transit, carpool and vanpool ridership
- Advocate for expanded VTA transit services in Mountain View
- Develop strategies and funding options to expand Community Shuttle services
- Increase partnership with the MTMA to explore funding sources and broader delivery of TDM programs
- Develop or facilitate micro-mobility programs e.g. e-scooter share

Recommendation

Review and provide input on pandemic travel patterns and post-pandemic opportunities

Appendix G: Return to Office Vehicle Trip Estimate

Table G-1: Return to Office Assessment

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (363 DUs)	2,726	41	154	195	145	87	232
Additional Residential Trips (0,000 DUs)	0	0	0	0	0	0	0
Existing Non-Residential Trips (24,902 Employees)	101,850	11,049	1,581	12,630	1,934	9,401	11,335
Additional Non-Residential Trips (0,000 Employees)	0	0	0	0	0	0	0
Total Person Trips	104,576	11,090	1,735	12,825	2,079	9,488	11,567
All Land Uses: Internal vs Gateway Person Trips							
Internal Trips Percentage (Daily: 5.0%, AM: 8.0%, PM: 9.9%)							
Residential (Daily: 21.2%, AM: 49.1%, PM: 33.9%)	578	20	76	96	49	30	79
Non-Residential (Daily: 4.6%, AM: 7.4%, PM: 9.4%)	4,639	818	117	935	182	883	1,065
Gateway Person Trips							
Gateway Residential Person Trips	2,148	21	78	99	96	57	153
Gateway Non-Residential Person Trips	97,211	10,231	1,464	11,695	1,752	8,518	10,270
Residential Land Use: Internal Mode Choice							
Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	578	20	76	96	49	30	79
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Residential Vehicle Trips [A]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Non-Residential Land Use: Internal Mode Choice							
Non-Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	4,639	818	117	935	182	883	1,065
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Non-Residential Vehicle Trips [B]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
All Land Uses: Internal Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 0.0, AM: 0.0, PM: 0.0)							
Internal Transit Vehicles [C]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Internal Total Vehicles [A + B + C = D]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Residential Land Use: Gateway Mode Choice							
Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 80.6%, AM: 75.8%, PM: 76.5%)	1,732	17	58	75	72	45	117
HOV (Daily: 15.4%, AM: 18.2%, PM: 18.3%)	330	4	14	18	17	11	28
Transit/Shuttle (Daily: 2.2%, AM: 4.0%, PM: 3.9%)	47	0	4	4	5	1	6
Active (Daily: 1.8%, AM: 2.0%, PM: 1.3%)	39	0	2	2	2	0	2
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**1,732**	**17**	**58**	**75**	**72**	**45**	**117**
HOV Occupancy (Daily: 2.00, AM: 2.00, PM: 2.00)	**165**	**2**	**7**	**9**	**9**	**5**	**14**
Gateway Residential Vehicle Trips [E]	***1,897***	***19***	***65***	***84***	***81***	***50***	***131***
Non-Residential Land Use: Gateway Mode Choice							
Non-Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 72.4%, AM: 64.9%, PM: 64.7%)	70,423	6,373	1,219	7,592	1,083	5,557	6,640
HOV (Daily: 23.9%, AM: 17.2%, PM: 28.6%)	23,251	1,871	145	2,016	611	2,324	2,935
Transit/Shuttle (Daily: 2.6%, AM: 13.7%, PM: 2.0%)	2,529	1,527	70	1,597	10	194	204
Active (Daily: 1.1%, AM: 4.2%, PM: 4.7%)	1,008	460	30	490	48	443	491
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**70,423**	**6,373**	**1,219**	**7,592**	**1,083**	**5,557**	**6,640**
HOV Occupancy (Daily: 2.00, AM: 2.18, PM: 2.15)	**11,626**	**850**	**73**	**923**	**306**	**1,056**	**1,362**
Gateway Non-Residential Vehicle Trips [F]	***82,049***	***7,223***	***1,292***	***8,515***	***1,389***	***6,613***	***8,002***
All Land Uses: Gateway Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 15.0, AM: 18.6, PM: 14.0)							
Gateway Transit Vehicles [G]	***172***	***57***	***29***	***86***	***6***	***9***	***15***
Gateway Total Vehicles [E + F + G = H]	***84,118***	***7,299***	***1,386***	***8,685***	***1,476***	***6,672***	***8,148***

Table G-2: Hybrid Office Assessment

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (18000 DUs)	135,180	2,052	7,650	9,702	7,200	4,320	11,520
Additional Residential Trips (0,000 DUs)	0	0	0	0	0	0	0
Existing Non-Residential Trips (38,910 Employees)	159,142	17,264	2,471	19,735	3,021	14,689	17,710
Additional Non-Residential Trips (0,000 Employees)	0	0	0	0	0	0	0
Total Person Trips	294,322	19,316	10,121	29,437	10,221	19,009	29,230
All Land Uses: Internal vs Gateway Person Trips							
Internal Trips Percentage (Daily: 12.2%, AM: 21.1%, PM: 19.1%)							
Residential (Daily: 21.2%, AM: 49.1%, PM: 33.9%)	28,658	1,008	3,756	4,764	2,441	1,464	3,905
Non-Residential (Daily: 4.6%, AM: 7.4%, PM: 9.4%)	7,249	1,278	183	1,461	284	1,381	1,665
Gateway Person Trips							
Gateway Residential Person Trips	106,522	1,044	3,894	4,938	4,759	2,856	7,615
Gateway Non-Residential Person Trips	151,893	15,986	2,288	18,274	2,737	13,308	16,045
Residential Land Use: Internal Mode Choice							
Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	28,658	1,008	3,756	4,764	2,441	1,464	3,905
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Residential Vehicle Trips [A]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Non-Residential Land Use: Internal Mode Choice							
Non-Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	7,249	1,278	183	1,461	284	1,381	1,665
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Non-Residential Vehicle Trips [B]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
All Land Uses: Internal Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 0.0, AM: 0.0, PM: 0.0)							
Internal Transit Vehicles [C]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Internal Total Vehicles [A + B + C = D]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Residential Land Use: Gateway Mode Choice							
Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 80.6%, AM: 75.3%, PM: 76.5%)	85,899	833	2,886	3,719	3,546	2,279	5,825
HOV (Daily: 15.4%, AM: 17.7%, PM: 17.9%)	16,363	196	677	873	832	534	1,366
Transit/Shuttle (Daily: 2.2%, AM: 4.5%, PM: 3.8%)	2,343	10	214	224	262	29	291
Active (Daily: 1.8%, AM: 2.5%, PM: 1.8%)	1,917	5	117	122	119	14	133
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**85,899**	**833**	**2,886**	**3,719**	**3,546**	**2,279**	**5,825**
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.07)	**8,182**	**89**	**339**	**428**	**416**	**243**	**659**
Gateway Residential Vehicle Trips [E]	***94,081***	***922***	***3,225***	***4,147***	***3,962***	***2,522***	***6,484***
Non-Residential Land Use: Gateway Mode Choice							
Non-Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 72.4%, AM: 64.9%, PM: 64.7%)	110,037	9,958	1,905	11,863	1,692	8,682	10,374
HOV (Daily: 23.9%, AM: 17.2%, PM: 28.6%)	36,329	2,924	227	3,151	954	3,630	4,584
Transit/Shuttle (Daily: 2.6%, AM: 13.7%, PM: 2.0%)	3,952	2,386	109	2,495	16	304	320
Active (Daily: 1.1%, AM: 4.2%, PM: 4.7%)	1,575	718	47	765	75	692	767
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**110,037**	**9,958**	**1,905**	**11,863**	**1,692**	**8,682**	**10,374**
HOV Occupancy (Daily: 2.00, AM: 2.18, PM: 2.15)	**18,165**	**1,329**	**114**	**1,443**	**478**	**1,650**	**2,128**
Gateway Non-Residential Vehicle Trips [F]	***128,202***	***11,287***	***2,019***	***13,306***	***2,170***	***10,332***	***12,502***
All Land Uses: Gateway Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 15.0, AM: 12.6, PM: 4.7)							
Gateway Transit Vehicles [G]	***419***	***90***	***126***	***216***	***115***	***15***	***130***
Gateway Total Vehicles [E + F + G = H]	***222,702***	***12,299***	***5,370***	***17,669***	***6,247***	***12,869***	***19,116***

Table G-3: Hybrid Office w/ Telecommute Assessment

	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
All Land Uses: Person Trips							
Existing Residential Trips (18000 DUs)	135,180	2,052	7,650	9,702	7,200	4,320	11,520
Additional Residential Trips (0,000 DUs)	0	0	0	0	0	0	0
Existing Non-Residential Trips (19,460 Employees)	79,592	8,635	1,236	9,871	1,511	7,346	8,857
Additional Non-Residential Trips (0,000 Employees)	0	0	0	0	0	0	0
Total Person Trips	214,772	10,687	8,886	19,573	8,711	11,666	20,377
All Land Uses: Internal vs Gateway Person Trips							
Internal Trips Percentage (Daily: 15.0%, AM: 28.1%, PM: 23.3%)							
Residential (Daily: 21.2%, AM: 49.1%, PM: 33.9%)	28,658	1,008	3,756	4,764	2,441	1,464	3,905
Non-Residential (Daily: 4.6%, AM: 7.4%, PM: 9.4%)	3,626	639	91	730	142	691	833
Gateway Person Trips							
Gateway Residential Person Trips	106,522	1,044	3,894	4,938	4,759	2,856	7,615
Gateway Non-Residential Person Trips	75,966	7,996	1,145	9,141	1,369	6,655	8,024
Residential Land Use: Internal Mode Choice							
Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	28,658	1,008	3,756	4,764	2,441	1,464	3,905
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Residential Vehicle Trips [A]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Non-Residential Land Use: Internal Mode Choice							
Non-Residential - Internal Mode Choice							
SOV+Trucks (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
HOV (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Transit/Shuttle (Daily: 0.0%, AM: 0.0%, PM: 0.0%)	0	0	0	0	0	0	0
Active (Daily: 100.0%, AM: 100.0%, PM: 100.0%)	3,626	639	91	730	142	691	833
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HOV Occupancy (Daily: 0.00, AM: 0.00, PM: 0.00)	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Internal Non-Residential Vehicle Trips [B]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
All Land Uses: Internal Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 0.0, AM: 0.0, PM: 0.0)							
Internal Transit Vehicles [C]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Internal Total Vehicles [A + B + C = D]	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Residential Land Use: Gateway Mode Choice							
Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 80.6%, AM: 75.3%, PM: 76.5%)	85,899	833	2,886	3,719	3,546	2,279	5,825
HOV (Daily: 15.4%, AM: 17.7%, PM: 17.9%)	16,363	196	677	873	832	534	1,366
Transit/Shuttle (Daily: 2.2%, AM: 4.5%, PM: 3.8%)	2,343	10	214	224	262	29	291
Active (Daily: 1.8%, AM: 2.5%, PM: 1.8%)	1,917	5	117	122	119	14	133
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**85,899**	**833**	**2,886**	**3,719**	**3,546**	**2,279**	**5,825**
HOV Occupancy (Daily: 2.00, AM: 2.04, PM: 2.07)	**8,182**	**89**	**339**	**428**	**416**	**243**	**659**
Gateway Residential Vehicle Trips [E]	***94,081***	***922***	***3,225***	***4,147***	***3,962***	***2,522***	***6,484***
Non-Residential Land Use: Gateway Mode Choice							
Non-Residential - Gateway Mode Choice							
SOV+Trucks (Daily: 72.4%, AM: 64.9%, PM: 64.7%)	55,032	4,981	954	5,935	847	4,342	5,189
HOV (Daily: 23.9%, AM: 17.2%, PM: 28.6%)	18,170	1,462	112	1,574	477	1,815	2,292
Transit/Shuttle (Daily: 2.6%, AM: 13.7%, PM: 2.0%)	1,976	1,193	55	1,248	8	152	160
Active (Daily: 1.1%, AM: 4.2%, PM: 4.7%)	788	360	24	384	37	346	383
Conversion to Vehicle Trips							
SOV+Trucks (Vehicle = 1 Person)	**55,032**	**4,981**	**954**	**5,935**	**847**	**4,342**	**5,189**
HOV Occupancy (Daily: 2.00, AM: 2.19, PM: 2.15)	**9,085**	**664**	**56**	**720**	**239**	**825**	**1,064**
Gateway Non-Residential Vehicle Trips [F]	***64,117***	***5,645***	***1,010***	***6,655***	***1,086***	***5,167***	***6,253***
All Land Uses: Gateway Vehicle Trip Calculations							
Transit/Shuttle Trips - Conversion to Vehicles - Occupancy (Daily: 15.0, AM: 9.8, PM: 3.8)							
Gateway Transit Vehicles [G]	***288***	***45***	***105***	***150***	***112***	***8***	***120***
Gateway Total Vehicles [E + F + G = H]	***158,486***	***6,612***	***4,340***	***10,952***	***5,160***	***7,697***	***12,857***