

Spring 2026

Transportation Monitoring Report

# North Bayshore District

PREPARED FOR

CITY OF MOUNTAIN VIEW,  
CALIFORNIA



APRIL 2026



**Fehr & Peers**

**Fehr&Peers**

# **Spring 2026 North Bayshore District**

Transportation Monitoring Report

Prepared for:  
**City of Mountain View**

Submitted:  
**April 2026**

# Table of Contents

---

- Key Findings ..... i**
- 1. North Bayshore District Transportation Monitoring ..... 1**
  - 1.1 Report Organization ..... 1
- 2. Data Collection ..... 2**
- 3. Existing Transportation Network ..... 3**
  - 3.1 Street System ..... 3
  - 3.2 Pedestrian Facilities ..... 3
  - 3.3 Bicycle Facilities ..... 3
  - 3.4 Transit Service ..... 3
- 4. Existing Travel Patterns ..... 9**
  - 4.1 Gateway Vehicle Counts ..... 9
  - 4.2 Vehicle Traffic Patterns by Time of Day ..... 11
  - 4.3 Mode Share ..... 15
    - 4.3.1 Peak Hour Mode Share ..... 15
    - 4.3.2 Three-Hour Peak Period Mode Share ..... 20
- 5. Traffic Trends Over Time ..... 23**
  - 5.1 Historical Volume Comparison ..... 23
  - 5.2 Historical Mode Share Comparison ..... 26
    - 5.2.1 Morning Inbound Peak Hour ..... 26
    - 5.2.2 Morning Inbound Three-Hour Peak Period ..... 27
    - 5.2.3 Evening Outbound Peak Hour ..... 29
    - 5.2.4 Evening Outbound Three-Hour Peak Period ..... 31
  - 5.3 Comparison to Pre-COVID and Post-COVID Spring Results ..... 32
    - 5.3.1 Vehicle Volume Comparison ..... 32
    - 5.3.2 Mode Share Comparison ..... 34
- 6. Definition of Gateway Capacity ..... 37**
  - 6.1 Gateway Trip Targets ..... 37
- 7. Gateway Trip Target Evaluation ..... 39**

# Appendices

---

Appendix A: Spring 2026 North Bayshore District Monitoring Data Collection Methods in Mountain View, California	
Appendix B: Gateway Vehicle Counts	
Appendix C: Data Tables for Figures	
Appendix D: Vehicle Classification Counts	
Appendix E: Historic Volume Comparison	

## List of Figures

---

Figure 3-1: Street System .....	4
Figure 3-2: Sidewalk Gaps.....	5
Figure 3-3: Bicycle Facilities.....	6
Figure 3-4: Transit and Shuttle Services in North Bayshore .....	8
Figure 4-1: Preferred Access to North Bayshore .....	9
Figure 4-2: Vehicle Traffic Patterns by Time of Day for All Gateways Combined .....	11
Figure 4-3: Inbound Vehicle Traffic by Time of Day by Gateway .....	12
Figure 4-4: Outbound Vehicle Traffic by Time of Day by Gateway .....	12
Figure 4-5: Inbound and Outbound Vehicle Traffic by Time of Day by Gateway .....	13
Figure 4-6: Gateway Inbound and Outbound Vehicle Traffic Patterns by Time of Day .....	14
Figure 4-7: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers).....	16
Figure 4-8: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers).....	17
Figure 4-9: Existing Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers).....	18
Figure 4-10: Existing Portion of Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers).....	19
Figure 4-11: Existing Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers) .....	20
Figure 4-12: Existing Portion of Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers).....	21
Figure 4-13: Peak Hour and Three-Hour Peak Period Persons by Gateway (Excludes TNC Drivers) ..	22
Figure 5-1: Morning Peak Hour Inbound Vehicle Volumes Over Time .....	23
Figure 5-2: Morning Three-Hour Peak Period Inbound Vehicle Volumes Over Time .....	24
Figure 5-3: Evening Peak Hour Outbound Vehicle Volumes Over Time.....	25
Figure 5-4: Evening Three-Hour Peak Period Outbound Vehicle Volumes Over Time .....	25

Figure 5-5: Morning Inbound Peak Hour Person Mode Split Over Time.....	26
Figure 5-6: Morning Inbound Peak Hour Person Mode Split Over Time (Spring Observations) .....	27
Figure 5-7: Morning Inbound Peak Hour Person Mode Split Over Time (Fall Observations) .....	27
Figure 5-8: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (7 to 10 AM) ...	28
Figure 5-9: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation).....	28
Figure 5-10: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations).....	29
Figure 5-11: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations).....	29
Figure 5-12: Evening Outbound Peak Hour Person Mode Split Over Time .....	30
Figure 5-13: Evening Outbound Peak Hour Person Mode Split Over Time (Spring Observations) .....	30
Figure 5-14: Evening Outbound Peak Hour Person Mode Split Over Time (Fall Observations).....	30
Figure 5-15: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation).....	31
Figure 5-16: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations).....	31
Figure 5-17: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations).....	32
Figure 5-18: Morning Peak Hour Vehicle Trip Volume Comparison.....	33
Figure 5-19: Morning Peak Period Vehicle Trip Volume Comparison.....	33
Figure 5-20: Evening Peak Hour Vehicle Trip Volume Comparison .....	34
Figure 5-21: Evening Peak Period Vehicle Trip Volume Comparison .....	34
Figure 5-22: Morning Inbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers).....	35
Figure 5-23: Morning Inbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers).....	35
Figure 5-24: Evening Outbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers).....	36
Figure 5-25: Evening Outbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers).....	36
Figure 7-1: Directional Peak Period Gateway Vehicle Trip Cap Comparison for Shoreline Boulevard and Rengstorff Avenue Combined.....	40
Figure 7-2: Percent of North Bayshore District Trip Cap (All Gateways Combined) Comparisons .....	40

# List of Tables

---

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

Table 3-1: Existing Transit Service<sup>1</sup> ..... 7

Table 4-1: Spring 2026 Gateway Vehicle Volumes ..... 10

Table 6-1: North Bayshore District Trip Cap Targets ..... 38

Table 7-1: Gateway Trip Target Evaluation – Directional Peak Period ..... 39

Table 7-2: Gateway Trip Target Evaluation – Directional Peak Hour ..... 41

# Key Findings

This report summarizes the results of the Spring 2026 North Bayshore District Transportation Monitoring. Since February of 2014, the City of Mountain View has collected data on vehicle and person trips in the North Bayshore District during the morning three-hour peak period. A summary of the key findings of this report follows.

- **Gateway Trip Cap Monitoring Overview:** The 2014 and 2017 North Bayshore Precise Plans both contain vehicle trip cap policies for the North Bayshore gateways. The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2026 volumes presented in this report are compared to the 2021 Circulation Study directional trip targets.
- **Spring 2026 Observation Condition:** The Spring 2026 observations continue to reflect a hybrid work schedule where many employees do not come to North Bayshore every weekday. The observed travel behavior continues to indicate a drive-alone percentage that is higher than was typical prior to the COVID-19 pandemic.
- **Gateway Trip Cap Monitoring:** Each of the three gateways are below their peak period vehicle trip cap during both the morning and evening periods. Shoreline Boulevard and Rengstorff Avenue Gateways combined have remaining capacity of 34% during the morning peak period and 37% during the 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 three-hour peak period is from 7:45 AM to 10:45 AM, with the peak hour occurring from 8:30 AM to 9:30 AM.
- **Evening Peak Period and Peak Hour:** The evening vehicle three-hour peak period is from 3 PM to 6 PM, with the peak hour occurring from 4:45 PM to 5:45 PM.
- **Morning Combined Gateway Mode Share:** In the morning peak hour, people enter North Bayshore using the following modes: 74% in single-occupant vehicles (SOVs), 9% in shared-ride vehicles, 14% on transit, 2% biking, and 1% walking. Spring 2026 represents the highest SOV mode share observed since Spring 2014. The morning inbound peak hour SOV mode share has varied since monitoring began, from as low as 49% in Fall 2017 to as high as 74% in Spring 2026. Compared to Fall 2025, SOV mode share increased while transit mode share decreased.
- **Evening Combined Gateway Mode Share:** In the evening peak hour, people exit North Bayshore using the following modes: 66% in single-occupant vehicles, 17% in shared-ride vehicles, 12% on transit, 3% biking, and 2% walking.
- **Shoreline Boulevard Peak Vehicle Volume:** The Shoreline Boulevard Gateway experiences peak patterns that mimic the areawide conditions, with the morning peak occurring between 8:30 AM and 9:30 AM and the evening peak occurring between 4:45 and 5:45 PM.
- **Rengstorff Avenue Peak Vehicle Volume:** The Rengstorff Avenue Gateway has the highest volumes occurring between 8:30 AM and 9:30 AM and between 4:30 and 5:30 PM.
- **San Antonio Road Peak Vehicle Volume:** The San Antonio Gateway experiences peak volumes a little earlier than the other gateways, with peaks occurring between 8:15 AM and 9:15 AM and between 4 PM and 5 PM.
- **Most Used Gateways in the Morning:** Shoreline Boulevard and Rengstorff Avenue are the most heavily used gateways into the North Bayshore District; they carry about 88% of the vehicles that enter the district in the morning peak hour. This is consistent with historical observations where Shoreline Boulevard and Rengstorff Avenue were typically the most frequently used gateways.

- **Most Used Gateway in the Evening:** The Shoreline Boulevard Gateway carries the most traffic during the evening peak hour (48% of all outbound traffic), while the Rengstorff Avenue Gateway carries 43% of the outbound traffic.
- **Least Used Gateway:** The San Antonio Gateway is the most lightly used in the morning and evening peak hours.
- **Most Used Gateways by Transit Vehicles:** During the morning peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 82% of all transit riders. During the evening peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 88% of all transit riders.
- **Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** TNCs (e.g., Uber, Lyft, etc.) account for 1-2% of vehicles in the morning and evening. AVs (e.g., Waymo), which have been added to the monitoring process as of Fall 2025, account for 1-2% of vehicles in the morning and evening, serve fewer than 1% of people, and most operate with zero or one passenger.

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

Gateway	Morning Inbound				Evening Outbound			
	Volume <sup>1</sup>	Trip Cap <sup>2</sup>	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining	Volume <sup>1</sup>	Trip Cap <sup>3</sup>	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining
Shoreline Boulevard & Rengstorff Avenue	10,790	16,350	5,560	34%	9,660	15,330	5,670	37%

Note:

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

Source: Fehr & Peers, 2026.

# 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* (NBPP) adopted in December 2017. The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2026 traffic volumes are compared to the proposed gateway trip target from the Circulation Study. The performance of the gateways relative to the gateway trip targets are monitored twice a year in the Spring and Fall. The City uses this report to evaluate whether current North Bayshore development and travel behavior is conforming to the vehicle trip targets and other NBPP policy goals. Since Fall 2017, the vehicle classification and bus occupancy observation periods have been expanded from three hours to four hours to ensure that the peak period person demand is fully captured. Starting in Fall 2022, transportation network companies (TNC) (e.g., Uber, Lyft, etc.) with two persons per vehicle were shifted from the carpool classification to the single-occupancy vehicle mode classification.<sup>1</sup> Collection of autonomous vehicles (AVs) (e.g., Waymo, etc.) counts began in Fall 2025.

## 1.1 Report Organization

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

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

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

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

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

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

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

---

<sup>1</sup> SOV vehicle and person trip modes = SOV, TNC 1 (1 person per vehicle; the driver), TNC 2 (2 persons per vehicle; the driver and a passenger), AV0 (0 person per vehicle), and AV1 (1 person per vehicle).

## 2. Data Collection

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

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

All data was collected on a Tuesday, Wednesday, and/or Thursday between February 8 and February 21, 2026. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, necessitating additional data collection between February 22 and February 27, and March 6 and March 19 to supplement the typical two weeks of monitoring data (a total of 15 days). Starting in Fall 2023, three additional days of bike and pedestrian counts were collected to better understand the active transportation patterns during the Spring and Fall monitoring periods. A complete description of the data collection methods can be found in **Appendix A**.

# 3. Existing Transportation Network

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

## 3.1 Street System

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

## 3.2 Pedestrian Facilities

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

## 3.3 Bicycle Facilities

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

## 3.4 Transit Service

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

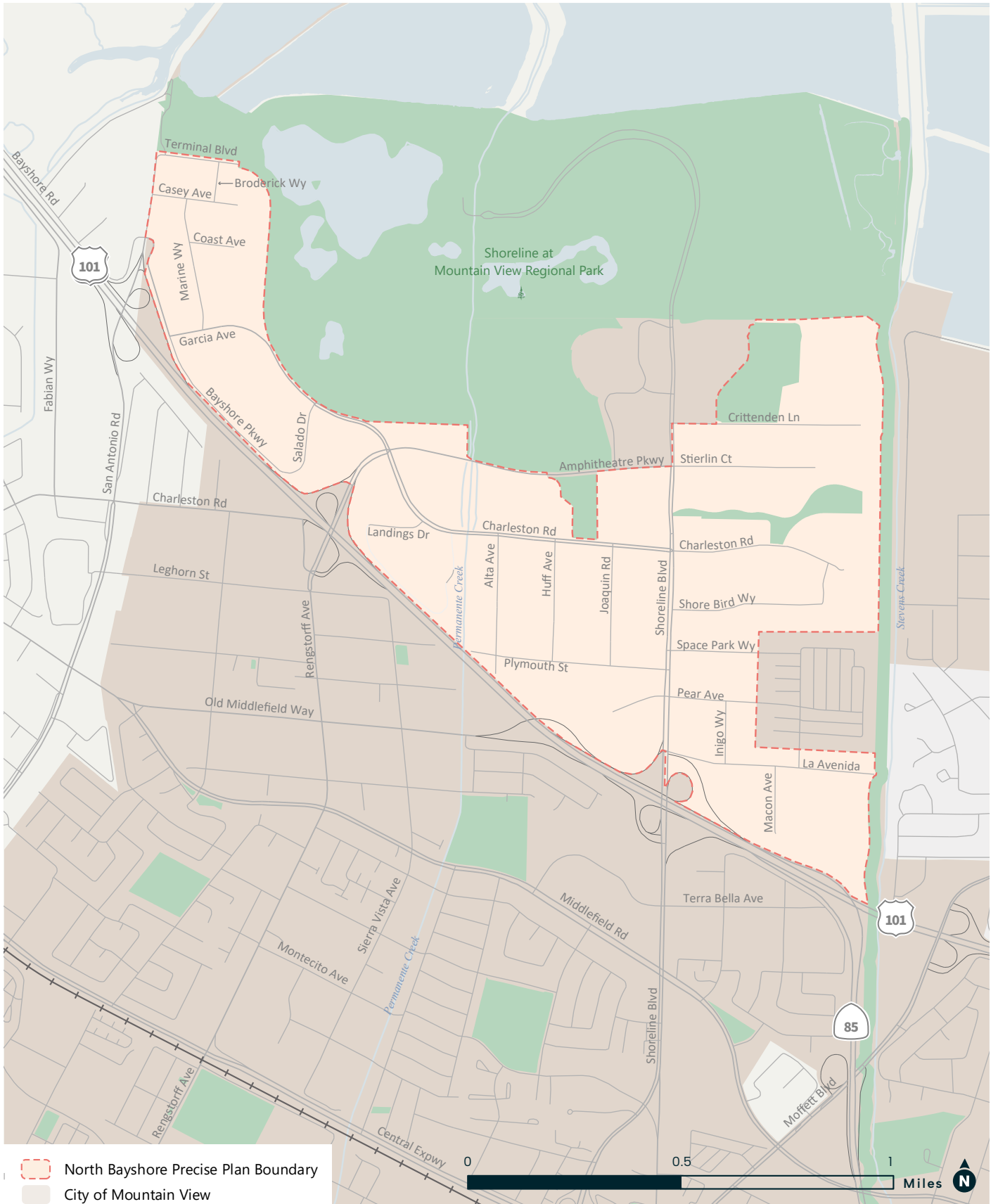


FIGURE 3-1  
**Existing Street System**

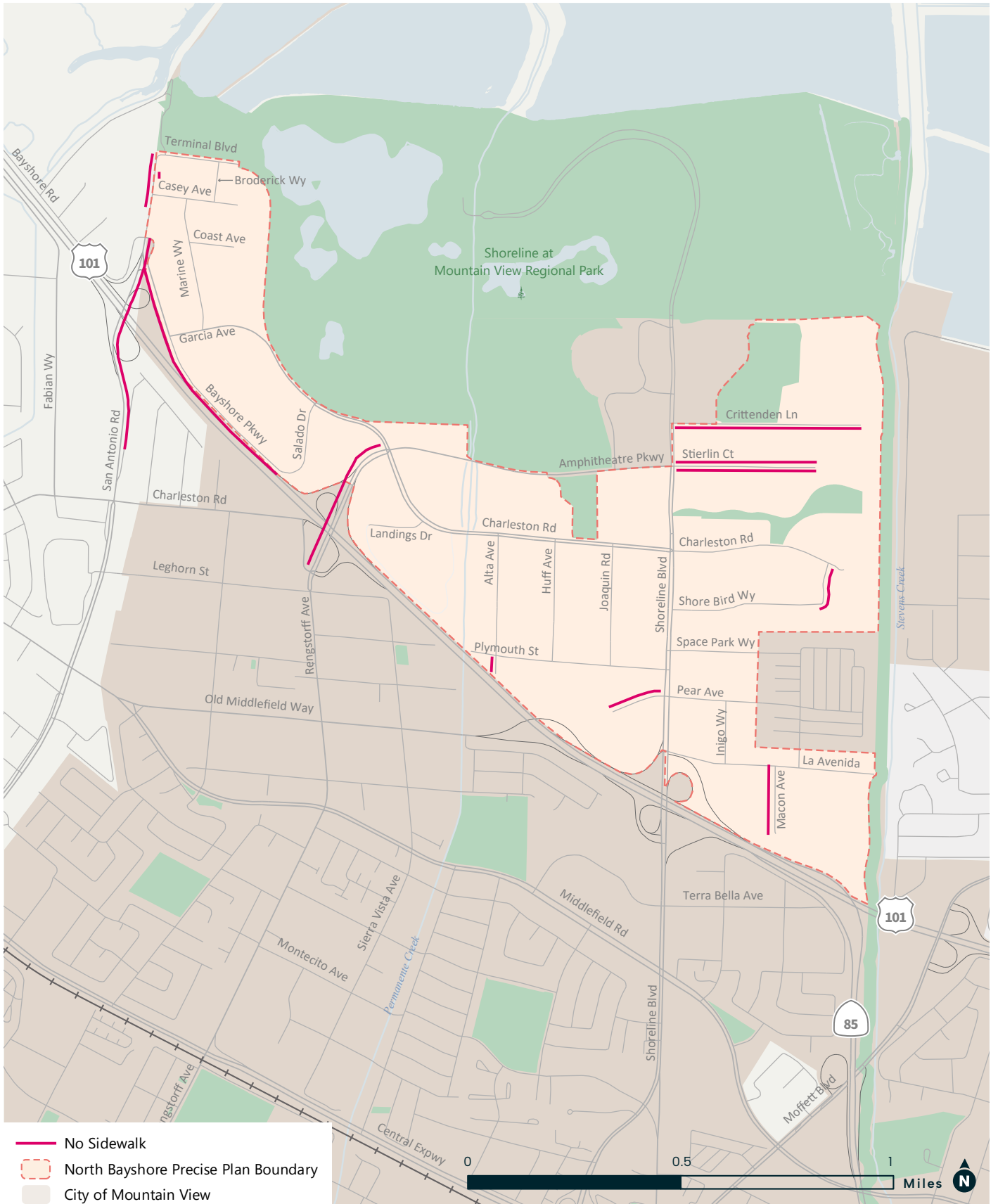
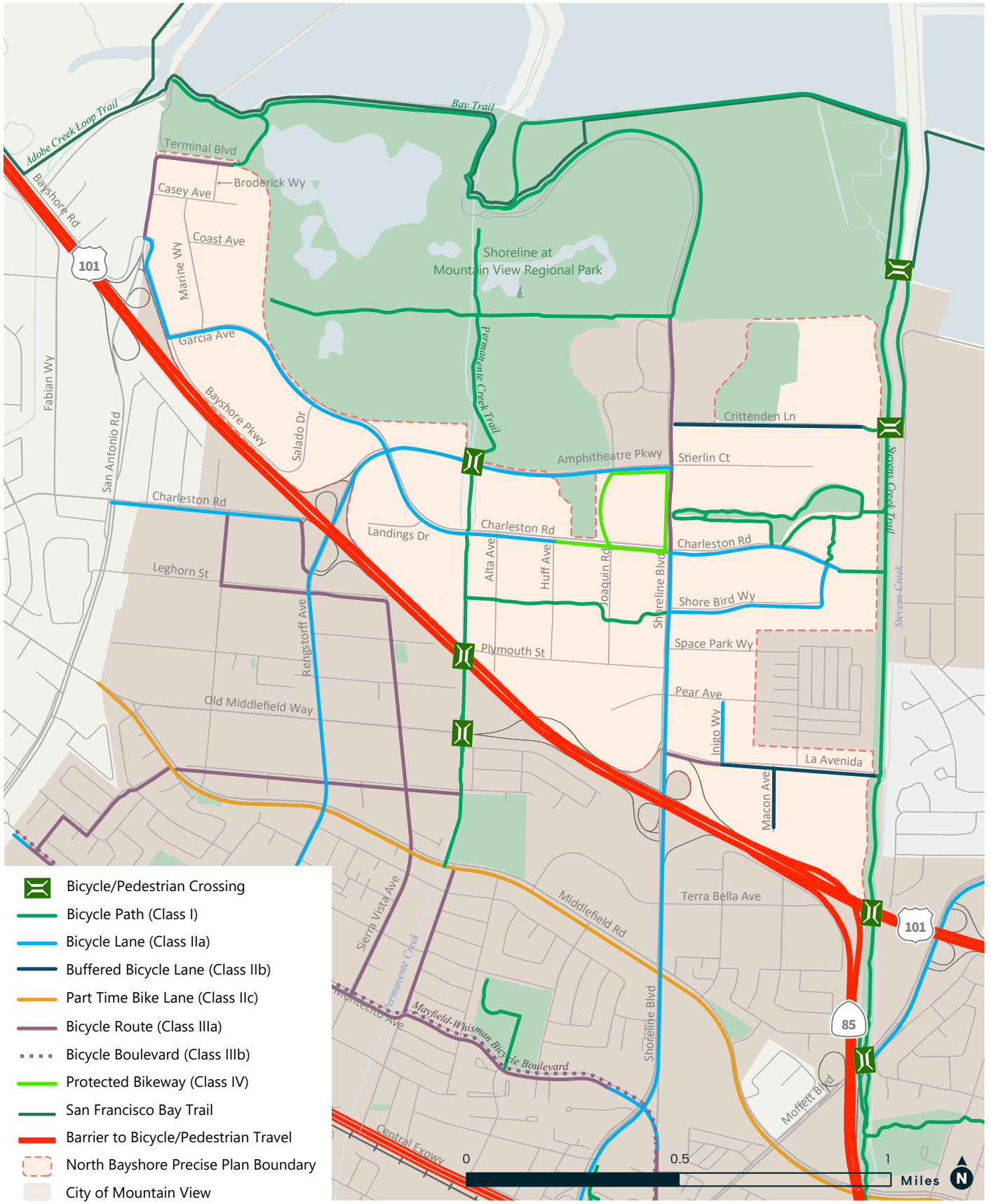


FIGURE 3-2

# Sidewalk Gaps



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

FIGURE 3-3

# Bicycle Facilities

**Table 3-1: Existing Transit Service<sup>1</sup>**

Route	From	To	Weekdays			Weekends	
			Operating Hours	Headway (minute) <sup>1</sup>		Operating Hours	Headway (minute) <sup>1</sup>
				Peak	Mid-Day		
<b>Bus</b>							
40	Foothill College	Mountain View Transit Center	6:30 AM – 10:50 PM (NB) 6:20 AM – 10:15 PM (SB)	20	30	Saturday: 8:55 AM – 6:50 PM (NB) 8:20 AM – 7:00 PM (SB)	40
						Sunday (San Antonio and Lyell): 9:25 AM – 7:20 PM (NB) 9:00 AM – 7:00 PM (SB)	45
<b>Shuttles</b>							
ACE Orange	Mountain View Station	Great America ACE Station	1:30 PM – 5:40 PM (EB) 6:05 AM – 10:00 AM (WB)	60	N/A	N/A	N/A
MVgo	(B) Downtown Mountain View Transit Center	Shoreline, La Avenida, Crittenden	6:20 AM – 10:45 AM 3:20 PM – 7:35 PM	15	N/A	No Weekend Service	
	(C) Downtown Mountain View Transit Center	Charleston, Garcia, and San Antonio (counterclockwise loop)	6:50 AM – 10:45 AM 3:10 PM – 7:35 PM	15	N/A	No Weekend Service	
	(D) Downtown Mountain View Transit Center	San Antonio, Garcia, and Charleston (clockwise loop)	6:50 AM – 11:05 AM 3:05 PM – 7:35 PM	30	N/A	No Weekend Service	

Notes:

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

Source: VTA, ACE, and MVgo, 2026.

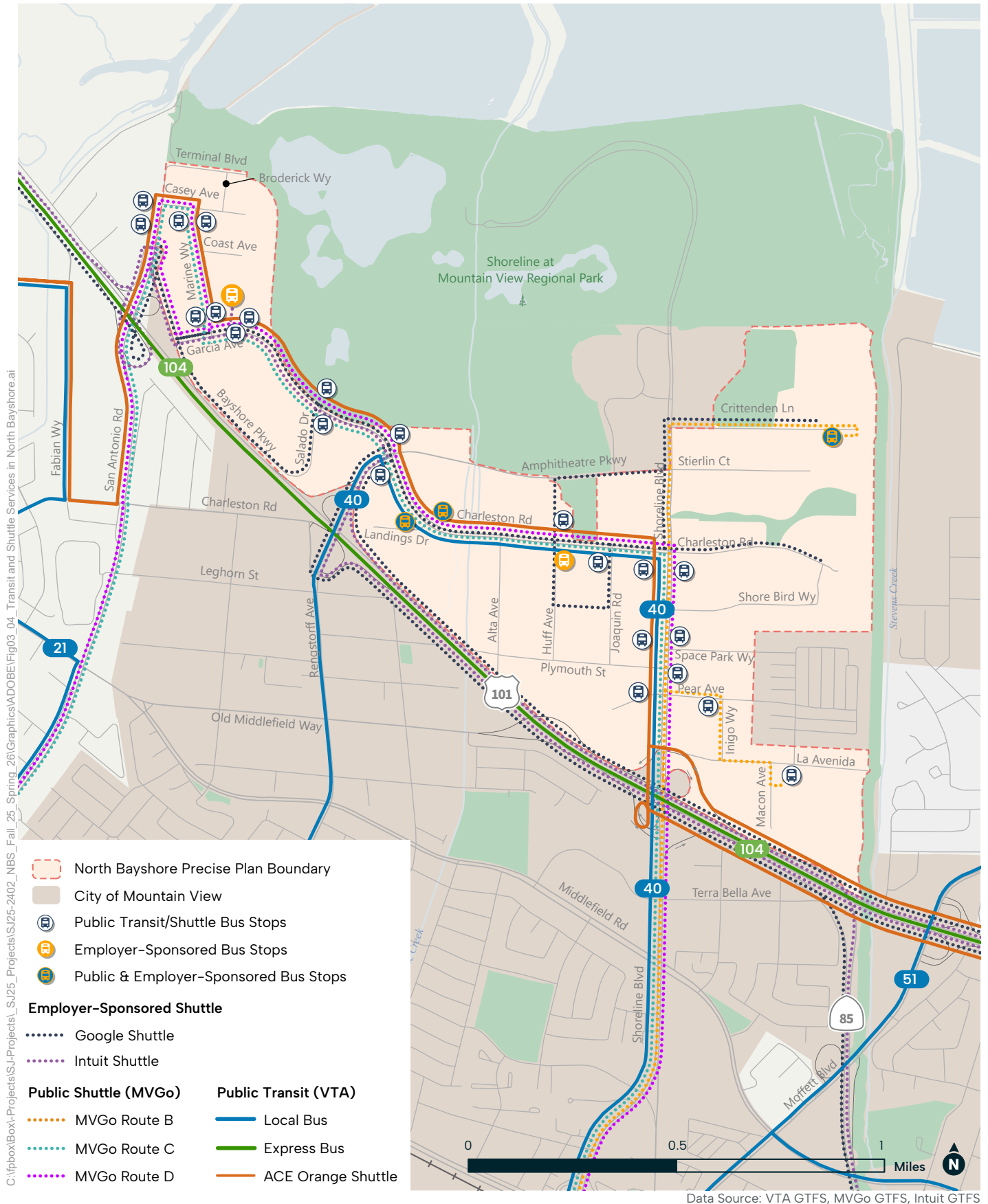


FIGURE 3-4

# Transit and Shuttle Services in North Bayshore

# 4. Existing Travel Patterns

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

## 4.1 Gateway Vehicle Counts

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

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



Figure 4-1: Preferred Access to North Bayshore

Of the three vehicle gateways, Shoreline Boulevard and Rengstorff Avenue are the most used gateways, carrying about 88% of the total inbound vehicular traffic during the morning peak hour. This is a consistent trend from previous monitoring observations where Shoreline Boulevard and Rengstorff Avenue are the most frequently used gateways, except for Spring 2022 when San Antonio had higher volumes than Rengstorff (while the number of commuters decreased during that time, San Antonio was still used by recreational travelers accessing Shoreline Regional Park). In the evening peak hour, approximately half of the traffic uses Shoreline Boulevard to leave North Bayshore, while another 43% of the evening outbound peak hour trips use Rengstorff Avenue.

**Table 4-1: Spring 2026 Gateway Vehicle Volumes**

Gateway	Morning <sup>1,2</sup>				Evening <sup>1,2</sup>			
	Inbound	Outbound	Total	% Inbound Volume	Inbound	Outbound	Total	% Outbound Volume
<b>Peak Hour</b>								
San Antonio Road	580	160	740	12%	210	370	580	9%
Rengstorff Avenue	1,970	290	2,260	41%	310	1,660	1,970	43%
Shoreline Boulevard	2,260	590	2,850	47%	880	1,870	2,750	48%
<b>Total</b>	<b>4,810</b>	<b>1,040</b>	<b>5,850</b>	<b>100%</b>	<b>1,400</b>	<b>3,900</b>	<b>5,300</b>	<b>100%</b>
<b>Three-Hour Peak Period</b>								
San Antonio Road	1,490	500	1,990	12%	580	1,230	1,810	11%
Rengstorff Avenue	4,570	820	5,390	37%	870	4,420	5,290	41%
Shoreline Boulevard	6,220	1,820	8,040	51%	2,420	5,240	7,660	48%
<b>Total</b>	<b>12,280</b>	<b>3,140</b>	<b>15,420</b>	<b>100%</b>	<b>3,870</b>	<b>10,890</b>	<b>14,760</b>	<b>100%</b>

Notes:

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

Source: Fehr & Peers, 2026.

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

At the Shoreline and Rengstorff Gateways, the two-way day-to-day variation is less than +/- 5 percent in the morning peak hour and is less than +/- 8 percent in the evening peak hour. The combined gateways day-to-day variation is +/- 7 percent during both the morning and evening peak hours.

At the Shoreline and Rengstorff Gateways, the two-way day-to-day variation is less than +/- 7 percent during the morning peak period and is less than +/- 5 percent during the evening peak period. The combined gateways day-to-day variation is less than +/-6% in the morning peak period and less than +/-3% in the evening peak period. To put these observations in context, a general rule of thumb is that a street volume can vary by +/- 10 percent from one day to the next.

## 4.2 Vehicle Traffic Patterns by Time of Day

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

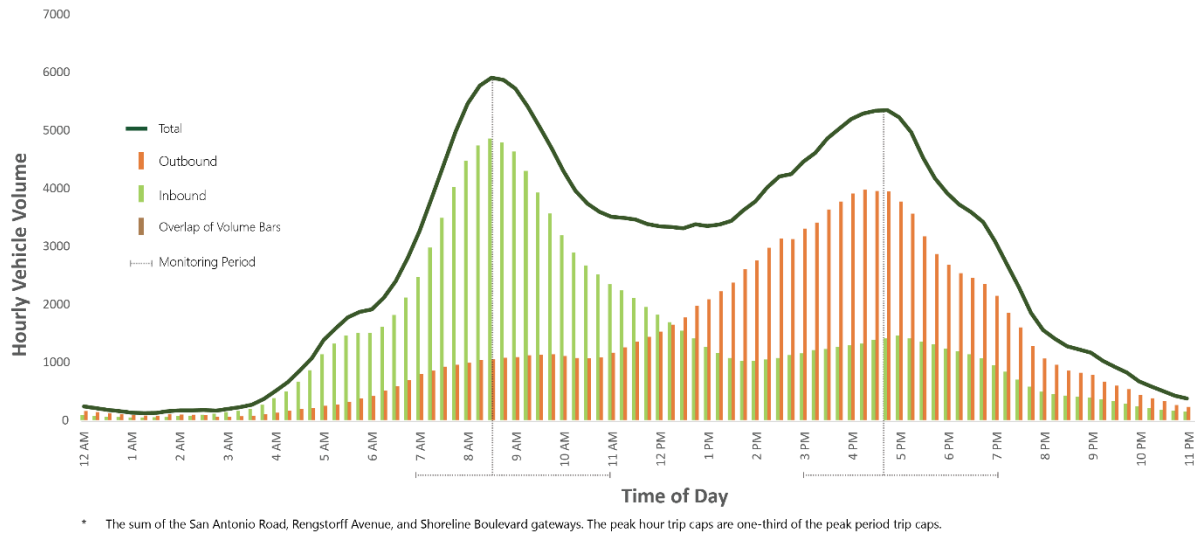


Figure 4-2: Vehicle Traffic Patterns by Time of Day for All Gateways Combined

The three-hour period with the most inbound vehicle activity is from 7:45 AM to 10:45 AM, and the three-hour period with the most outbound vehicle activity is from 3 PM to 6 PM. Considering both directions of travel combined, the morning peak hour starts at 8:30 AM while the evening peak hour starts at 4:45 PM. During the mid-day period from 11 AM to 1 PM, the two-way total traffic is relatively balanced directionally.

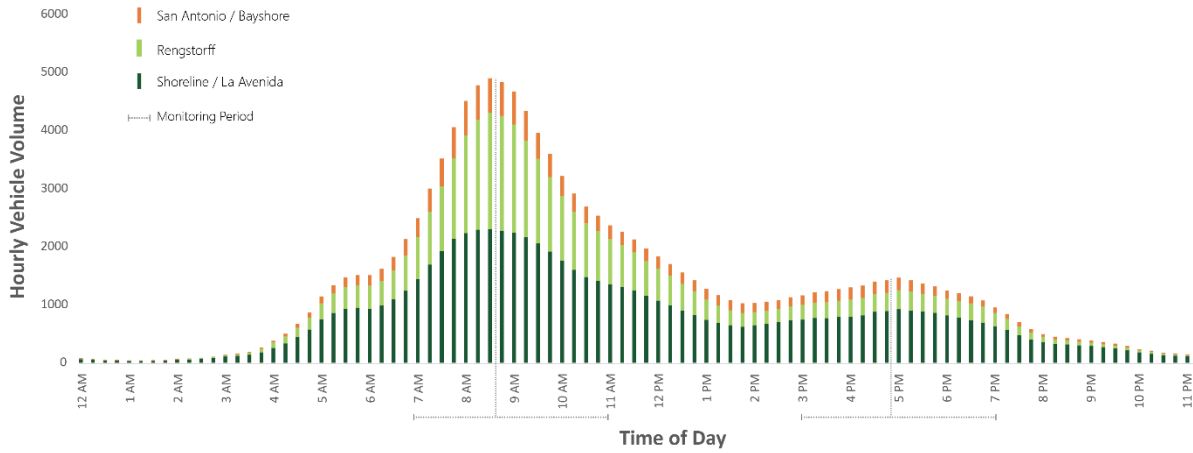


Figure 4-3: Inbound Vehicle Traffic by Time of Day by Gateway

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

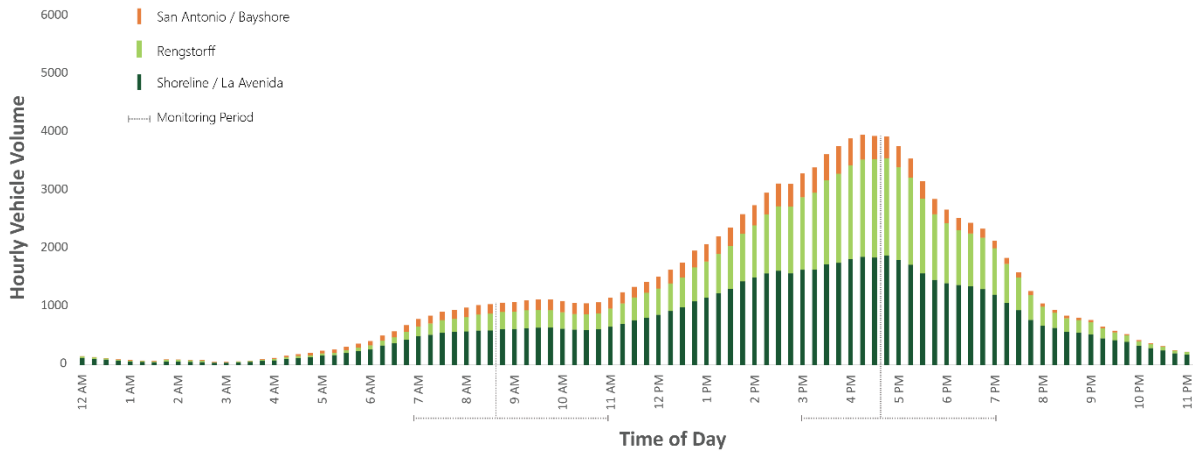


Figure 4-4: Outbound Vehicle Traffic by Time of Day by Gateway

Outbound vehicle traffic is shown in **Figure 4-4** for each of the three gateways. The combined gateway peak hour is 4:45 PM. The afternoon peaks occur at 4 PM for San Antonio Road Gateway, 4:30 PM for Rengstorff Avenue Gateway, and 4:45 PM for Shoreline Boulevard Gateway.

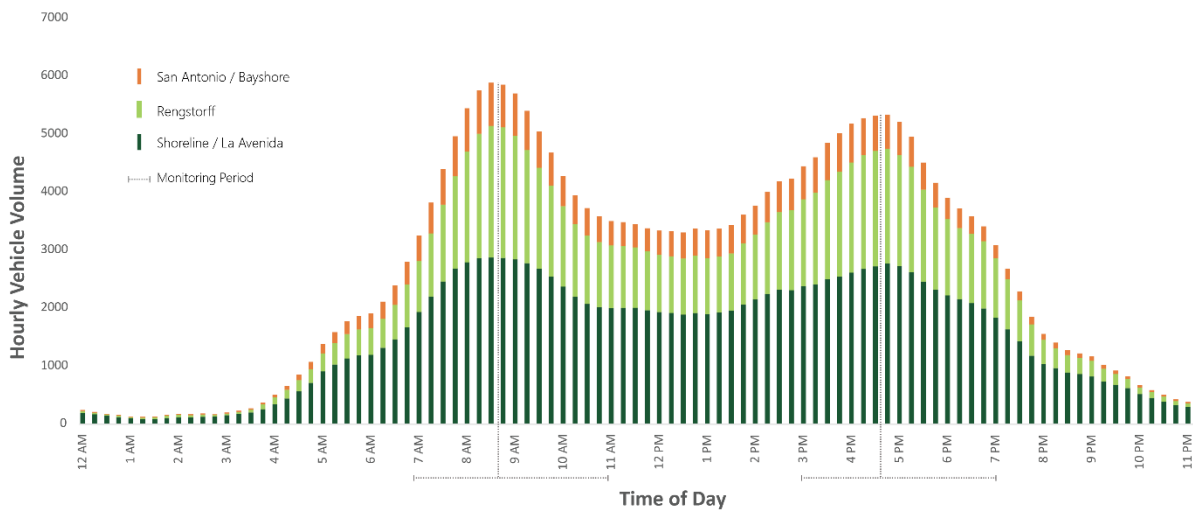
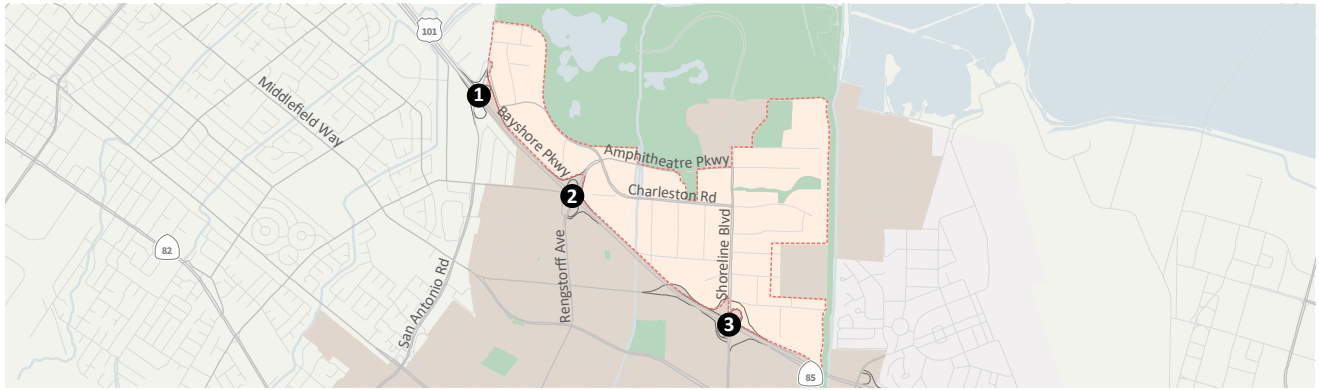


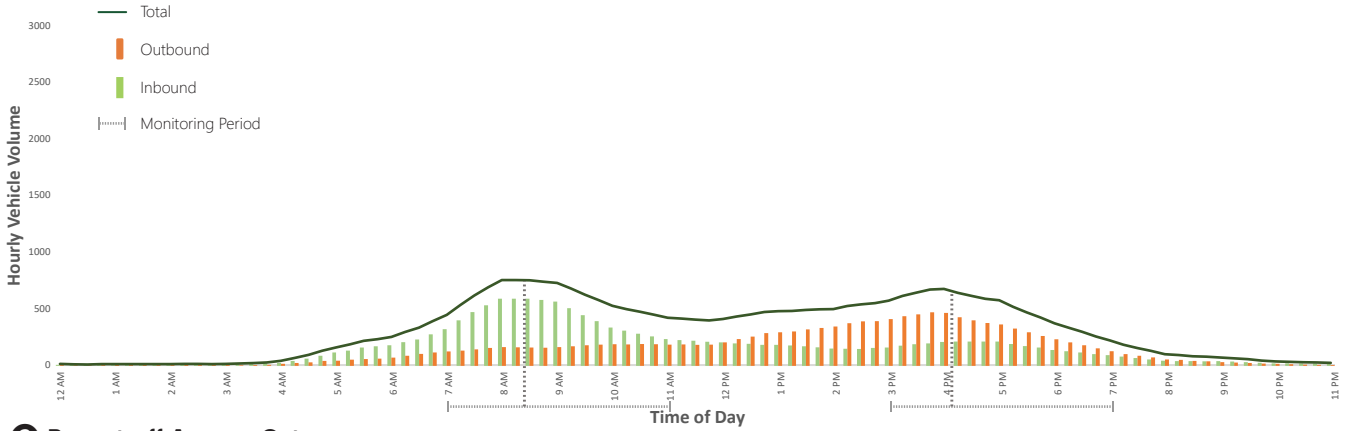
Figure 4-5: Inbound and Outbound Vehicle Traffic by Time of Day by Gateway

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

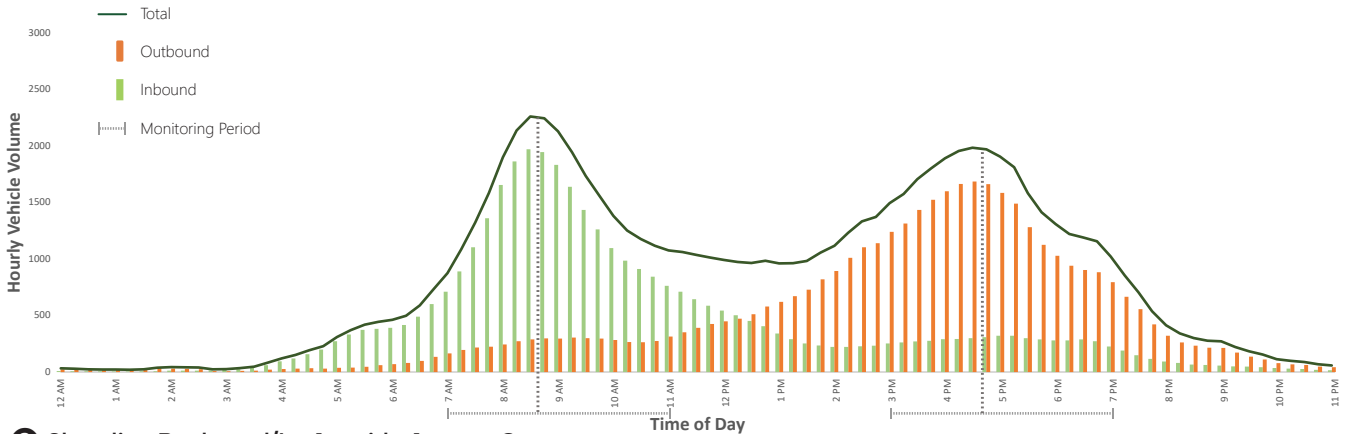
Similar information for each gateway individually is shown in **Figure 4-6**. As described previously, San Antonio Road is the most lightly used of the three gateways. Shoreline Boulevard and Rengstorff Avenue have similar peak traffic usage during the morning and evening periods.



**1 San Antonio Road Gateway**



**2 Rengstorff Avenue Gateway**



**3 Shoreline Boulevard/La Avenida Avenue Gateway**

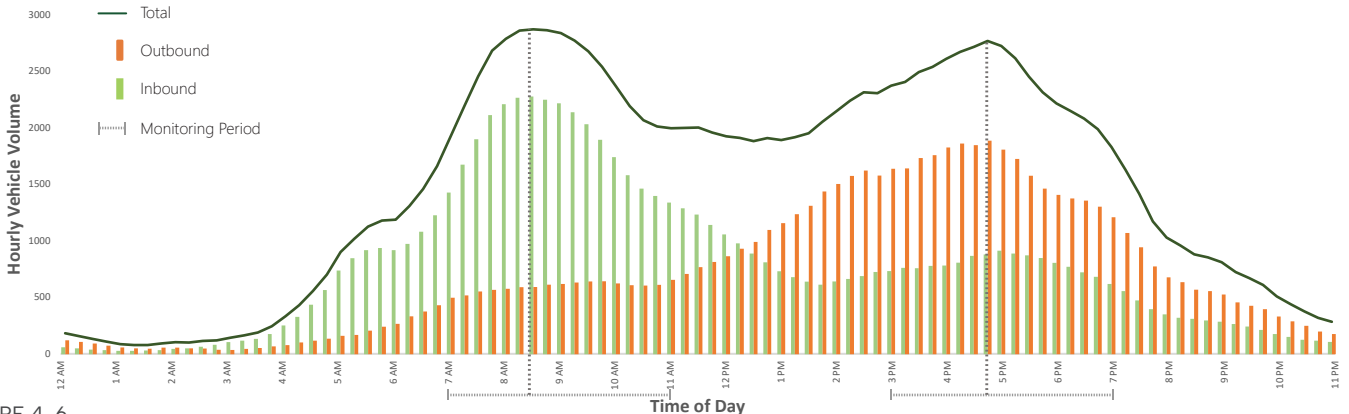


FIGURE 4-6

# Gateway Inbound & Outbound Vehicle Traffic by Time of Day

## 4.3 Mode Share

To get to and from the North Bayshore area, people can choose to drive alone, carpool, ride 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. The following sections summarize mode share for travel across all gateways combined and at each individual gateway. The focus of this study is the peak direction of travel—inbound in the morning and outbound in the evening—since those are the trips most affected by TDM programs and that contribute the most traffic to gateway volumes.

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

Starting in Fall 2025, autonomous vehicle counts (e.g., Waymo, etc.) were collected over three days and incorporated into the mode share analysis. AVs are classified by vehicle occupancy: AVs with 0 or 1 person per vehicle are included in the single-occupancy vehicle classification, while AVs with 2 or more people are included in the carpool classification. AVs observed with 0 occupants are excluded from person volume calculations.<sup>3</sup>

### 4.3.1 Peak Hour Mode Share

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

#### 4.3.1.1 All Gateways Combined

As shown on **Figure 4-7**, most vehicles (89%) entering North Bayshore during the morning peak hour are SOVs; these vehicles transport 74% of people who enter the area. An additional 9% of people

---

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

<sup>3</sup> AV vehicle and person trip mode classification = SOV (0 or 1 person per vehicle) and HOV (2 or more persons per vehicle). AVs with 0 occupants are counted as vehicle trips only and are not included in person volume totals.

<sup>4</sup> Appendix C includes mode share tables for persons and vehicles without and with Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) drivers.

arrive using carpools. Fourteen percent of commuters use public transit and shuttles, which make up only 2% of the total number of vehicles entering the area. Two percent of commuters bike, and 1% walk. Given the low number of TNC vehicles<sup>5</sup> (<1% of all vehicles), the mode share estimates with and without TNC drivers are similar, though the person volume is approximately 47 persons fewer when excluding TNC drivers. Fewer than 1% of people use AVs during the morning peak hour, while AVs represent about 1% of vehicles entering North Bayshore. **Appendix C** shows that most AVs operate with zero or one passenger.

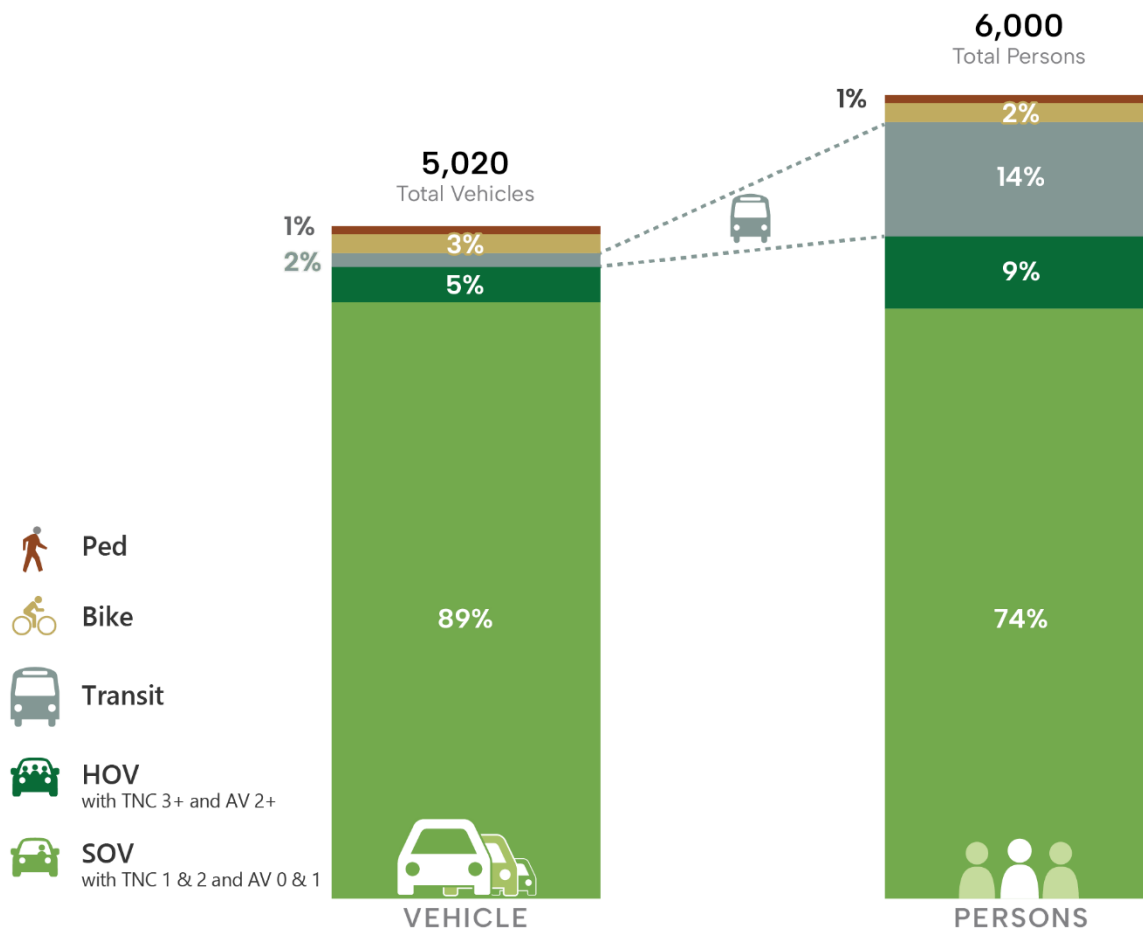


Figure 4-7: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

As shown on **Figure 4-8**, the evening outbound direction of travel has similar mode share characteristics as the morning inbound direction. The total number of vehicles and people is lower than the morning peak hour. The share of travel using each mode is similar between the morning and evening, with the primary difference being that during the evening peak hour, a slightly lower

<sup>5</sup> 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.

percentage of commuters use SOVs, and a slightly higher percentage of commuters use HOVs. Like the morning peak hour, given the small number of TNC vehicles (<1% of all vehicles), the mode share estimates with and without TNC drivers are similar though the person volume is 41 persons fewer when excluding TNC drivers. Fewer than 1% of people use AVs during the evening peak hour, while AVs represent about 2% of vehicles exiting North Bayshore. **Appendix C** shows that most AVs operate with zero or one passenger.

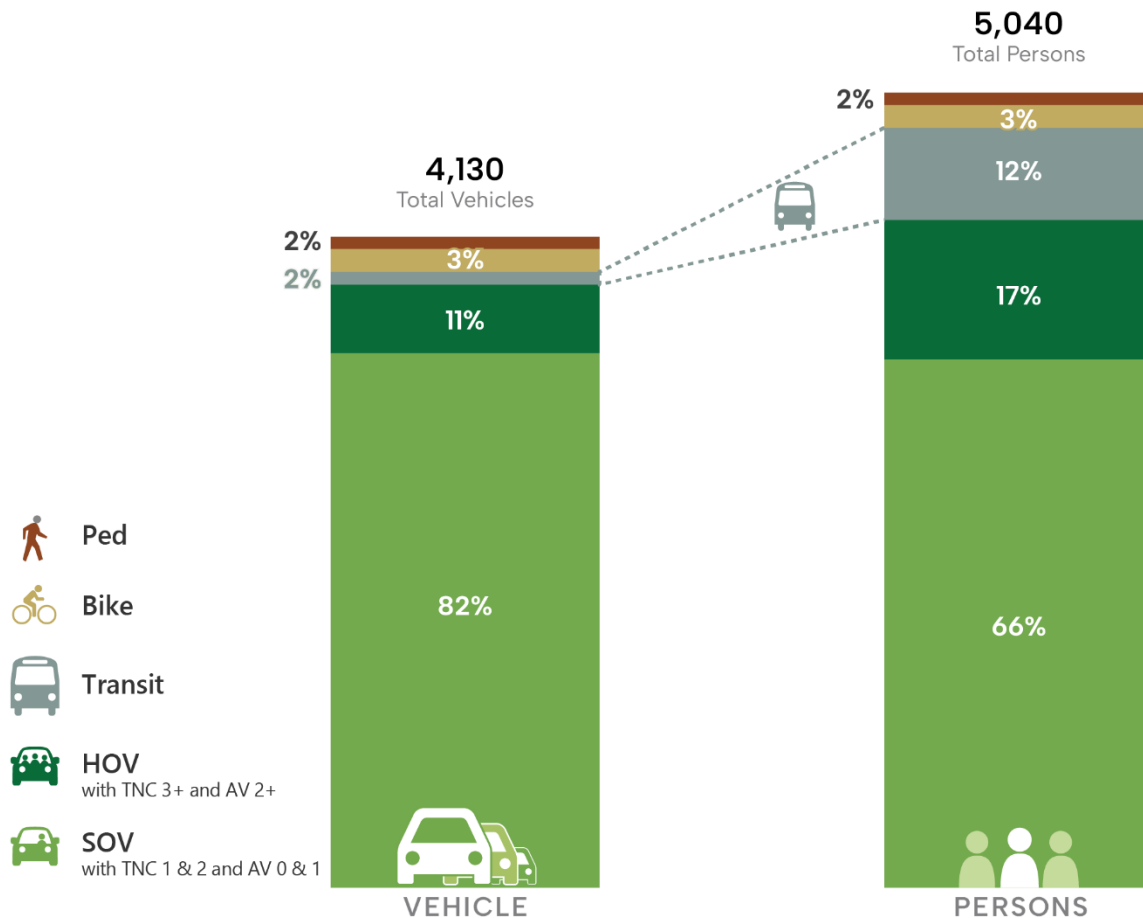


Figure 4-8: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

#### 4.3.1.2 By Gateway

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

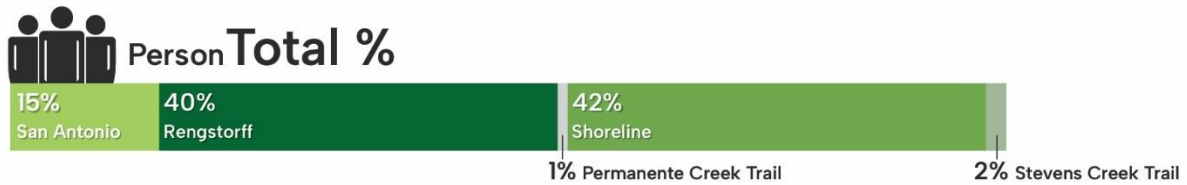


Figure 4-9: Existing Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

**Figure 4-10** presents the distribution of persons using each mode to enter each gateway (denoted as San Antonio Road (SA), Rengstorff Avenue (RS), Permanente Creek Trail (PC), Shoreline Boulevard (SL), and Stevens Creek Trail (SC)) during the morning peak hour. Each quadrant represents a mode of transportation (single occupancy vehicles – SOV; walking and biking – Active; transit, carpools, or high occupancy vehicles – HOV).<sup>6</sup> Within each quadrant, the portion of inbound person trips is ranked from highest to lowest (each quadrant captures 100% of the morning inbound person trips for that mode). For example, the top-left quadrant represents the SOV mode; of all persons entering North Bayshore using SOVs, Shoreline Boulevard carries 46% of the total volume.

<sup>6</sup> Mode share summary excludes TNC drivers.

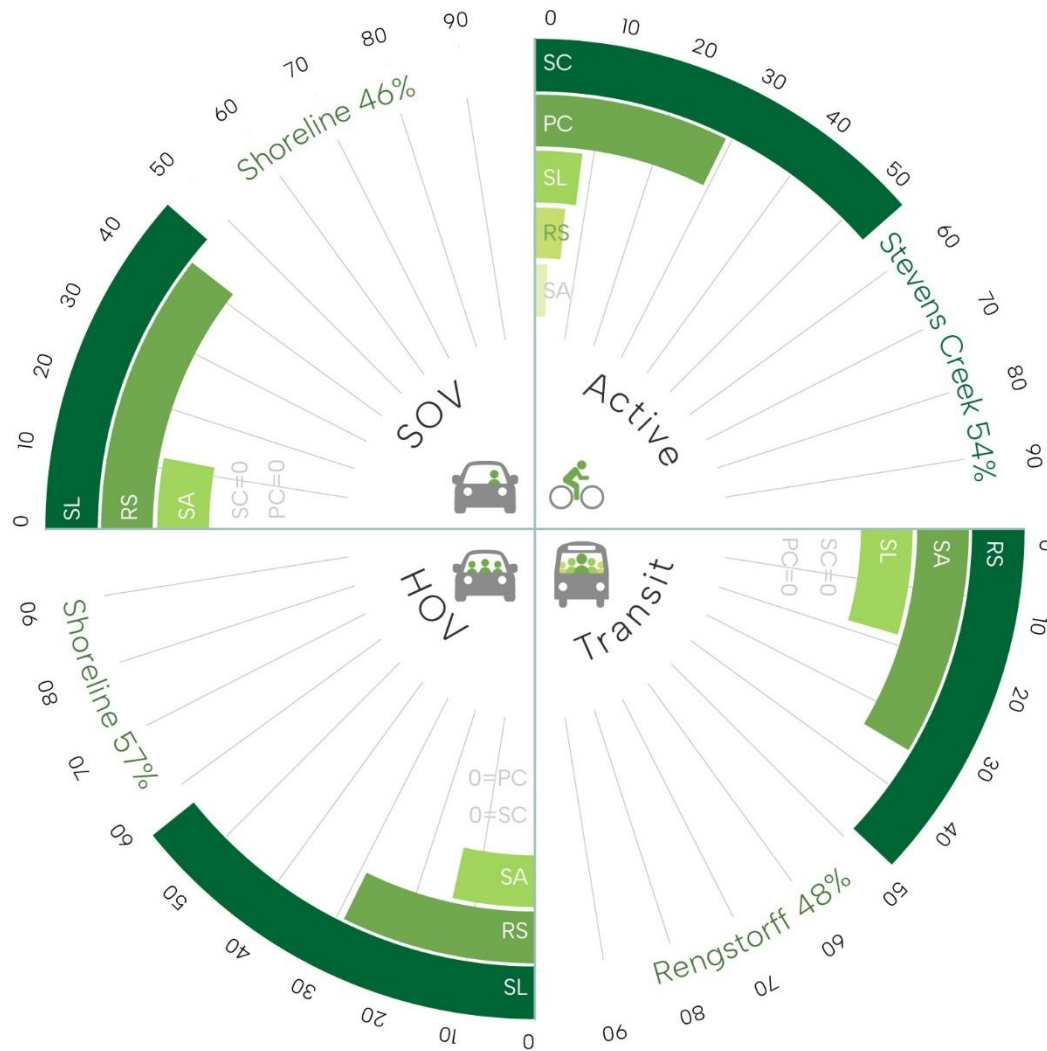


Figure 4-10: Existing Portion of Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

Most active mode users enter North Bayshore via one of the two major trails: Stevens Creek Trail and Permanente Creek Trail. About 54% of the active mode users enter the district through Stevens Creek Trail, and another 29% enter through Permanente Creek Trail. Most transit riders enter North Bayshore via Rengstorff Avenue (48%), closely followed by San Antonio Road (34%) and Shoreline Boulevard (18%). Many private shuttles approach North Bayshore from the north and use San Antonio Road or Rengstorff Avenue to enter the area; the shuttles then travel from west to east through the area, dropping off passengers along the way.

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

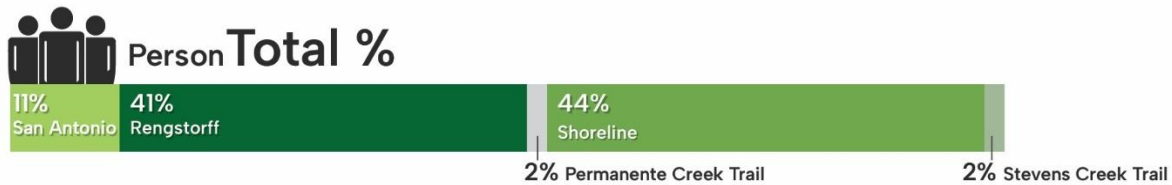


Figure 4-11: Existing Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

During the evening peak hour, the modal patterns of usage are relatively similar to the morning (Figure 4-12). The biggest difference is that in the evening, Shoreline Boulevard carries the highest share of SOV (46%) and HOV (62%) commuters. Shoreline Boulevard carries the lowest share of transit riders (12%). Most of the active mode users (50%) exit using Stevens Creek Trail.

### 4.3.2 Three-Hour Peak Period Mode Share

The same type of mode share analysis was conducted for the morning and evening three-hour peak period.<sup>7</sup> For informational purposes, Figure 4-13 presents the morning and evening three-hour peak period mode split information adjacent to the peak hour mode split information. The peak period mode split is similar to the peak hour mode split. The biggest difference is that in the morning peak period, Shoreline Boulevard carries the highest share of SOV (51%) and HOV (57%) commuters.

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

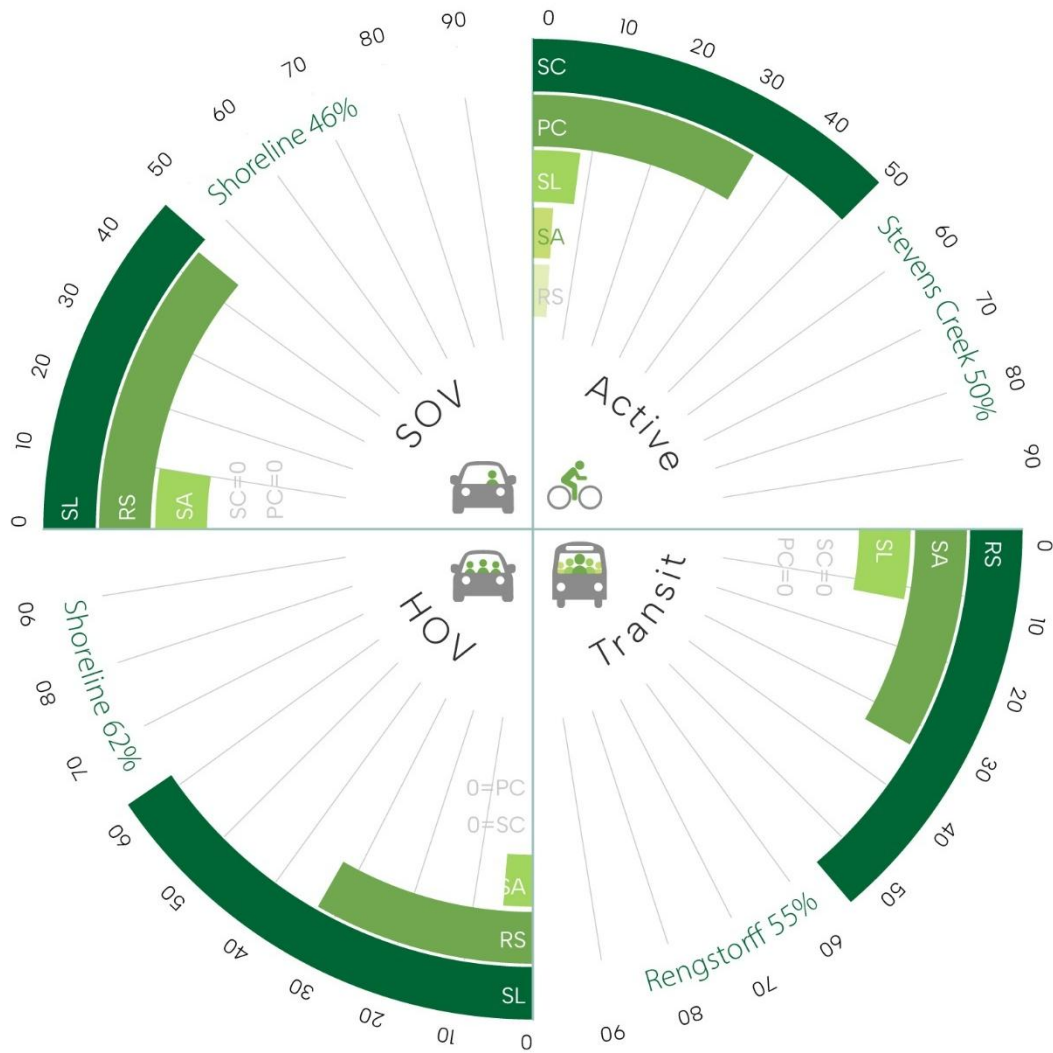


Figure 4-12: Existing Portion of Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

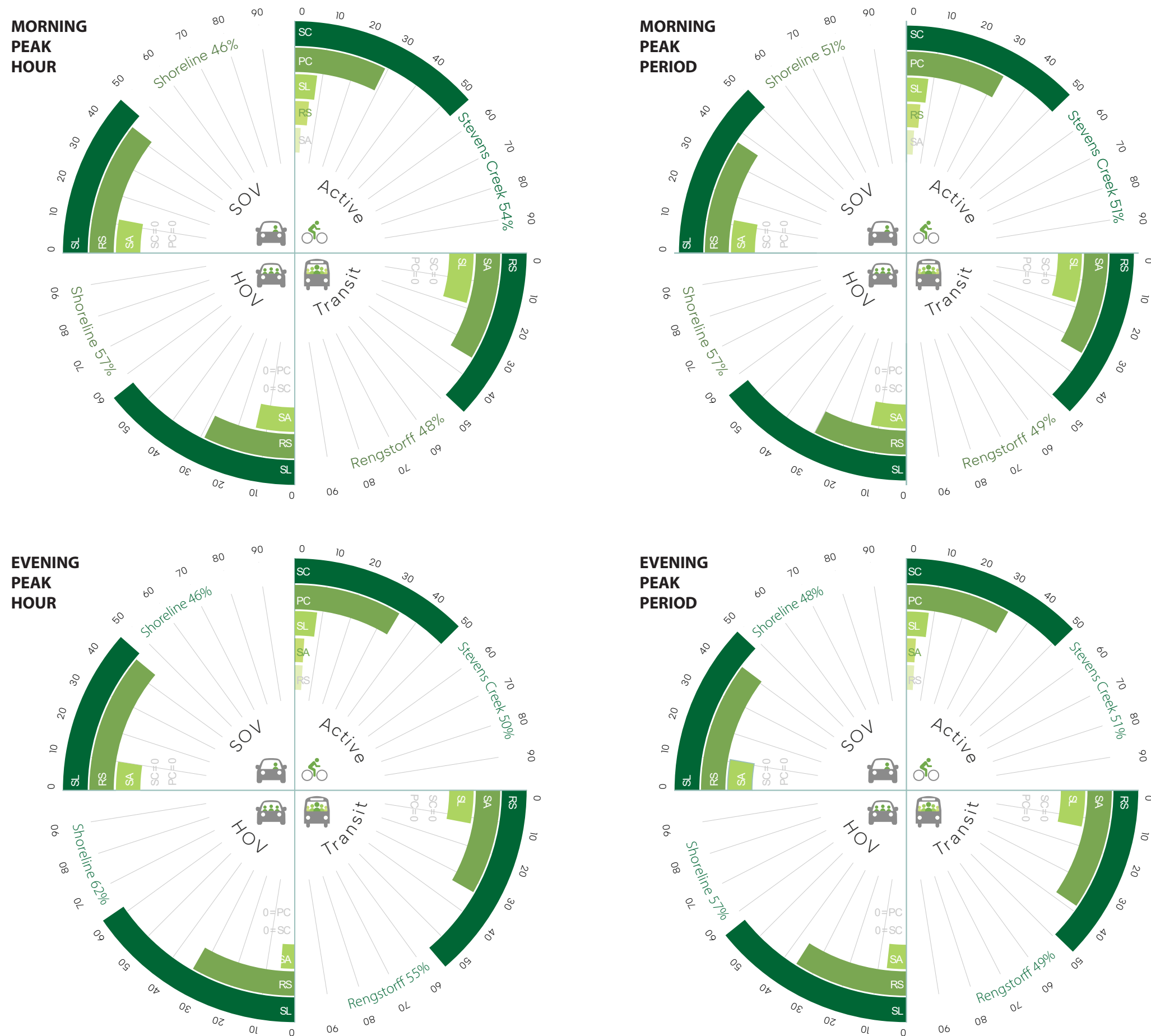


FIGURE 4-13

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

# 5. Traffic Trends Over Time

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

## 5.1 Historical Volume Comparison

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

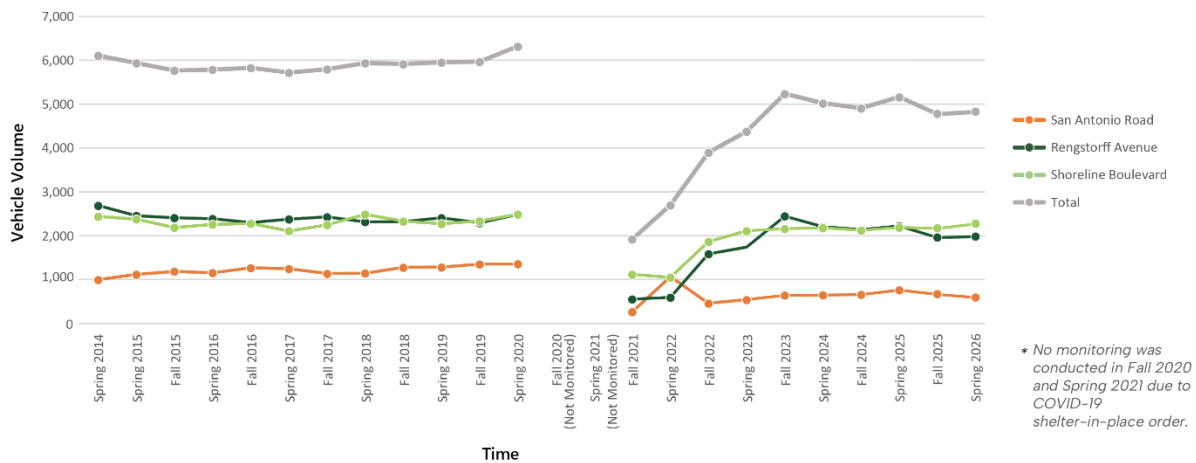


Figure 5-1: Morning Peak Hour Inbound Vehicle Volumes Over Time

As shown on **Figure 5-1**, Spring 2026 results show a slight increase in the inbound volumes for the overall combined volumes from Fall 2025. Rengstorff Road experienced a slight increase in volume while San Antonio experienced a slight decrease in volume. The Fall 2025 and Spring 2026 observations are similar and may suggest stabilization in post-COVID travel conditions and work from home practices.

**Figure 5-2** illustrates the morning three-hour peak period inbound vehicle volume over time. As presented, there has been a consistent increase in total morning three-hour peak period inbound volumes since Fall 2021 for Shoreline Boulevard. Rengstorff Avenue also demonstrates a steady increase in volume until Spring 2023, followed by a slight decrease and stabilization through Spring 2026 with minor fluctuations. The volume on San Antonio Road is below pre-COVID levels and remains similar to Spring 2025 levels.

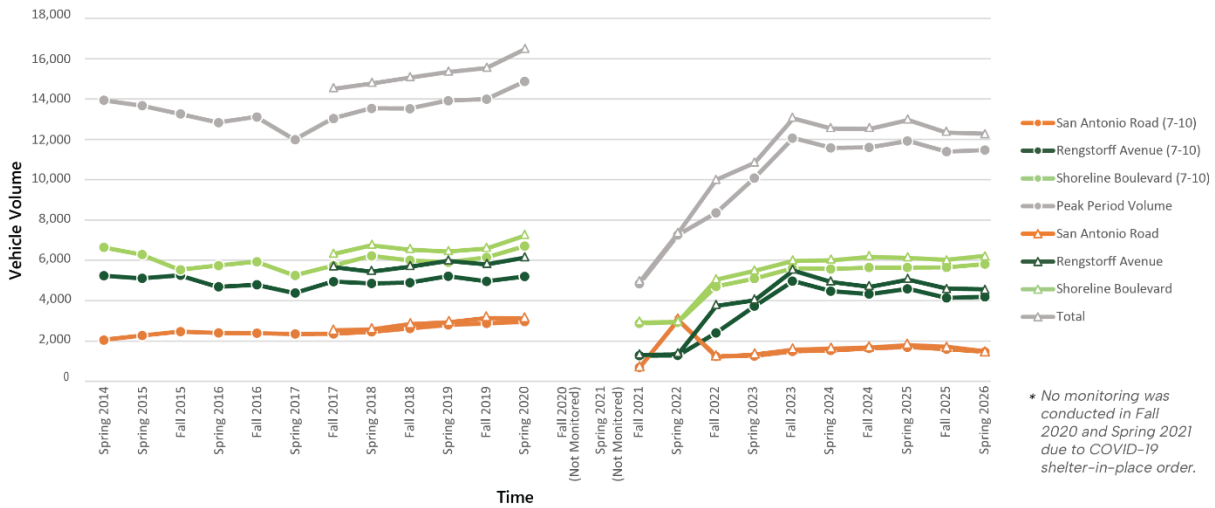


Figure 5-2: Morning Three-Hour Peak Period Inbound Vehicle Volumes Over Time

It should be noted that in prior monitoring reports from Spring 2014 through Spring 2017, the three-hour peak period was defined as 7 to 10 AM (historical three-hour peak period definition). Since Fall 2017, the vehicle classification and bus occupancy observation data has been collected over a four-hour period from 7 to 11 AM and the highest three hours during that period have been summarized (current three-hour peak period definition). As is shown in **Figure 5-2**, the current three-hour peak period vehicle volumes —from 7:45 AM to 10:45 AM—have been greater than the historical 7 AM to 10 AM period three-hour peak period definition. For example, in Spring 2026, the total three-hour peak period volume is 7% greater than the volume reported during the historical three-hour peak period from 7 to 10 AM. When monitoring resumed in Fall 2021 and Spring 2022, the gateway volumes were nearly the same during the 7 AM–10 AM and 8 AM–11 AM peak periods; however, they increase in the latter period (8 AM–11 AM) starting in Fall 2022.

**Figure 5-3** and **Figure 5-4** present outbound volume data for the evening peak hour and three-hour peak period from the mid-week workday averages. In contrast to the morning inbound observation, the evening outbound volume demonstrates a slight decrease from Fall 2025 to Spring 2026, with the exception of Rengstorff Avenue showing a slight increase. Among the three gateways, San Antonio Road experienced the greatest decrease in evening outbound volumes.

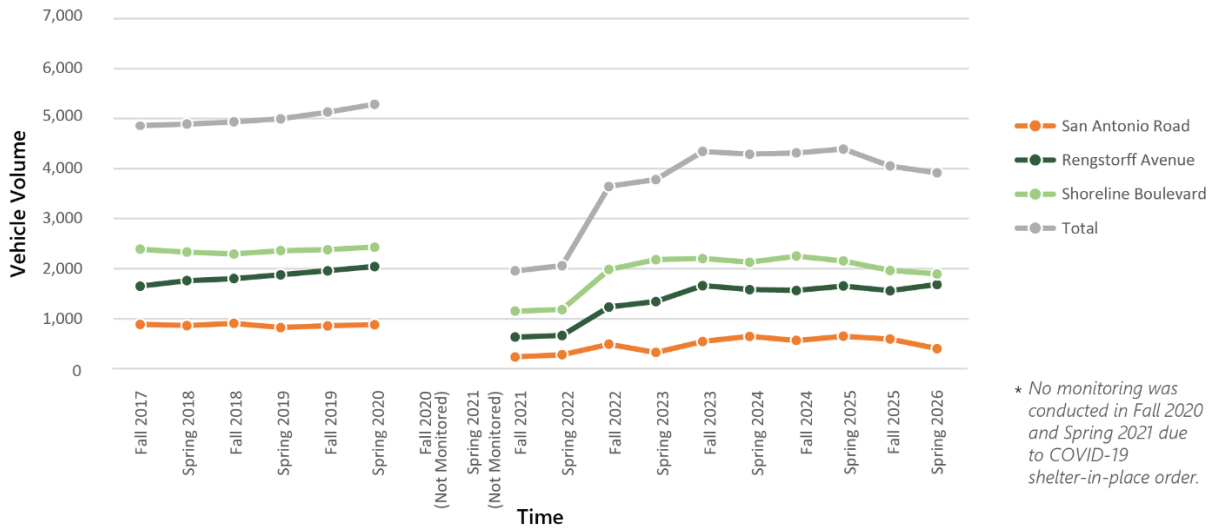


Figure 5-3: Evening Peak Hour Outbound Vehicle Volumes Over Time

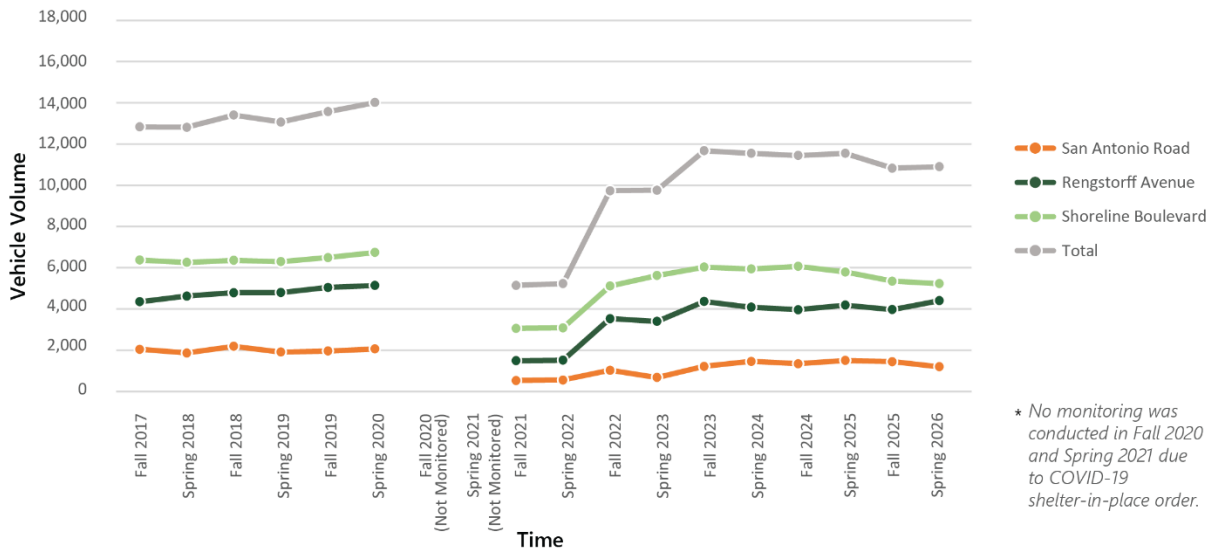


Figure 5-4: Evening Three-Hour Peak Period Outbound Vehicle Volumes Over Time

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

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

The difference among the three averaging methods was relatively minor in the years before COVID-19 (from Fall 2017 to Spring 2020) as overall vehicle demand was consistently high on all weekdays and vehicle demand was similar to the gateway capacity during some time periods. The

percentage differences for peak hour, peak period, and daily between the averaging methods are within 5% before COVID-19. The more recent monitoring periods (Fall 2021 to Spring 2026) have slightly higher variability. In Fall 2025 and Spring 2026, there is a noticeably greater variability between the three averaging methods, reflecting a pattern where there are much lower vehicle volumes on Mondays and Fridays than on the three mid-week days. This is likely a reflection of common hybrid work patterns in which employees are more likely to work from home on Mondays and/or Fridays than on the mid-week days.

## 5.2 Historical Mode Share Comparison

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

### 5.2.1 Morning Inbound Peak Hour

**Figure 5-5** 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 (74% compared to 51% in Spring 2014) and lower transit mode share (14% compared to 33% in Spring 2014). HOV mode share has decreased to 9%, compared to the initial 12%.

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

Starting Fall 2025, autonomous vehicle (e.g., Waymo, etc.) counts were collected and categorized by vehicle occupancy (0 person, 1 persons, 2 persons, 3 persons, and 4 persons). AV0 and AV1 are treated as SOV. The percent mode split for each year is described in **Appendix C**.

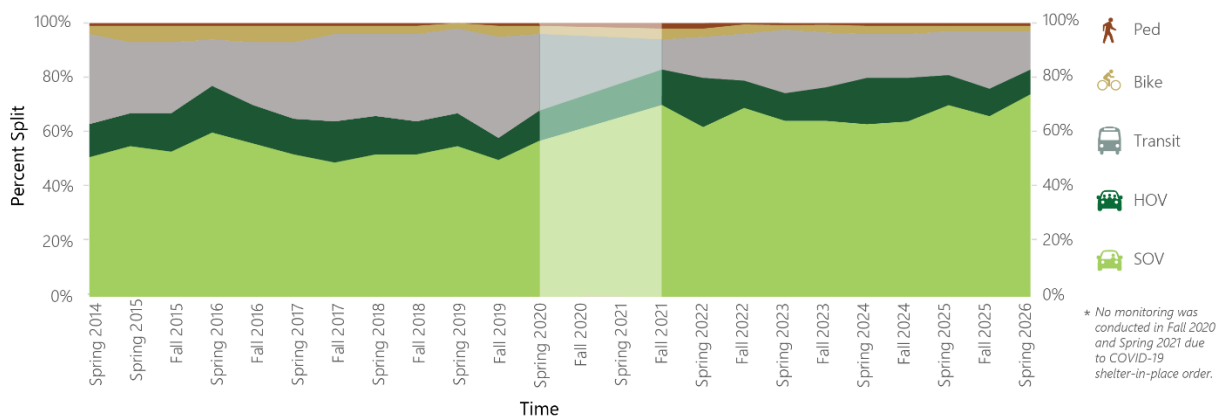


Figure 5-5: Morning Inbound Peak Hour Person Mode Split Over Time

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

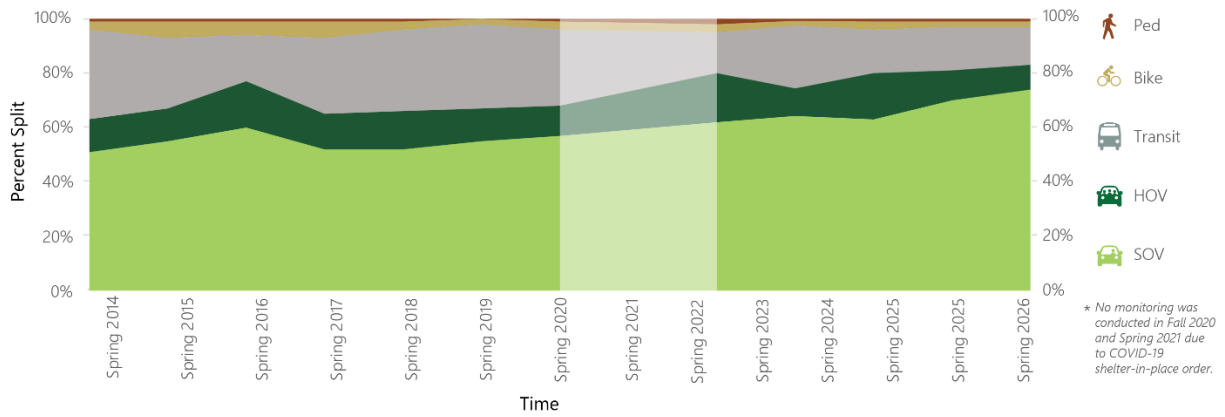


Figure 5-6: Morning Inbound Peak Hour Person Mode Split Over Time (Spring Observations)

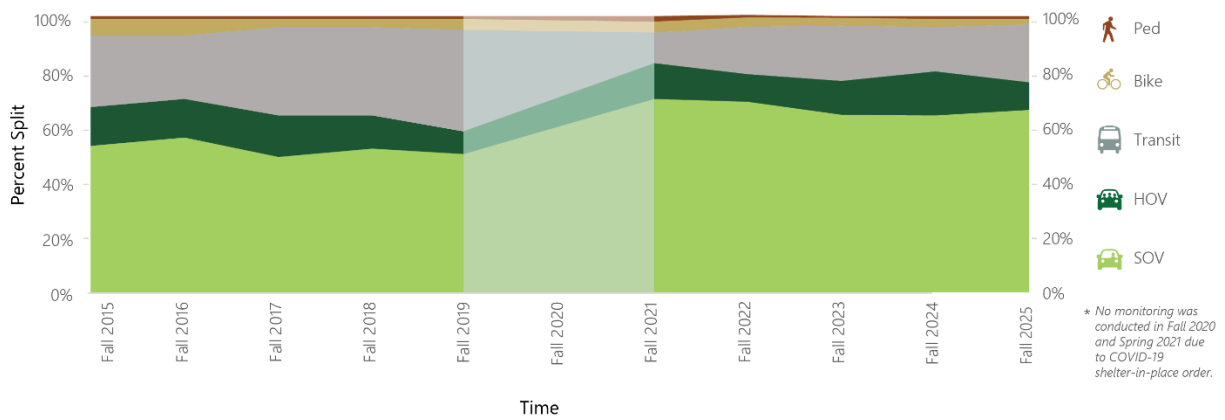


Figure 5-7: Morning Inbound Peak Hour Person Mode Split Over Time (Fall Observations)

## 5.2.2 Morning Inbound Three-Hour Peak Period

Figure 5-8 shows the person mode share for the morning inbound three-hour peak period (7 to 10 AM) since Spring 2014. In Spring 2026, SOV and transit are the dominant modes used and transit usage has decreased compared to Fall 2025.<sup>8</sup> The percent mode split for each year is described in Appendix C.

<sup>8</sup> Transit mode share during the morning peak period increased from 19% in Fall 2025 to 14% in Spring 2026. As a baseline, transit mode share during the morning peak period was 12% Post-COVID in Fall 2021. Historical comparison for all years recorded can be found in Table C17 under Appendix C.

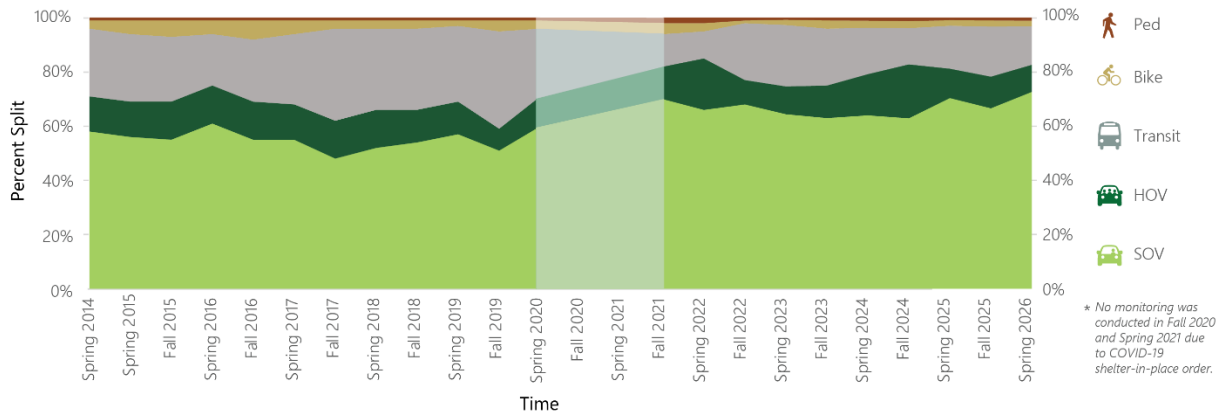


Figure 5-8: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (7 to 10 AM)

As mentioned before, since Fall 2017, data has been collected over a four-hour period from 7 AM to 11 AM. For Spring 2026, the highest three hours of traffic occurred between 7:45 AM and 10:45 AM. **Figure 5-9** shows the mode split historical trend of the actual three-hour peak period with highest volume of traffic during each cycle from Fall 2017 to Spring 2026.

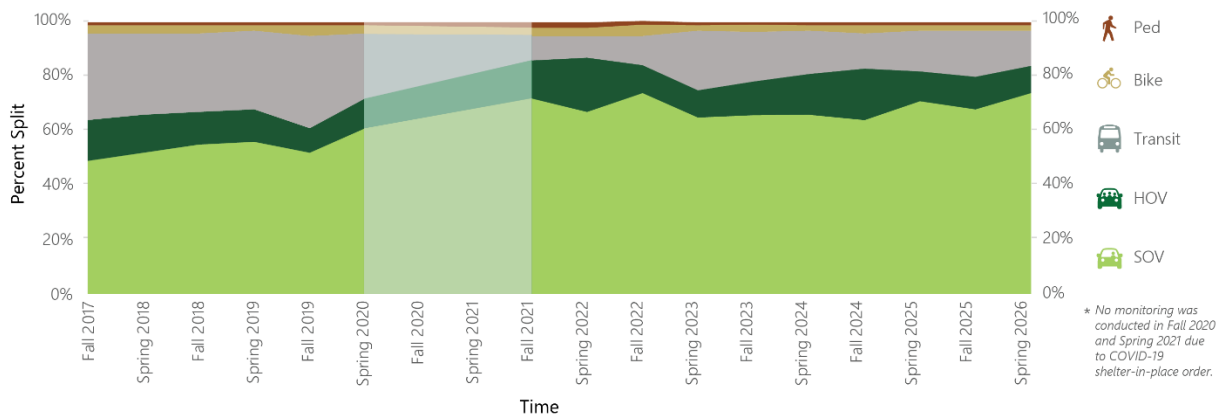


Figure 5-9: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation)

The graph shows similar mode share trends as the peak hours—SOV is the dominant mode, and the SOV mode share has increased from 58% in Spring 2014 to 74% in Spring 2026, the highest SOV mode share observed over this period. To illustrate the mode share in a different way, the same data was separated by Spring (**Figure 5-10**) and Fall (**Figure 5-11**) observations. The peak period shares of each mode fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. Between Spring 2025 and Spring 2026, HOV and transit use decreases while SOV use increases.<sup>9</sup> Transit share decreased during the COVID pandemic between the 2020 and 2022 results and has fluctuated to near pre-pandemic levels since then.

<sup>9</sup> HOV mode share in the morning peak period reduced from 11% in Spring 2025 to 10% in Spring 2026, while SOV mode share increased from 71% in Spring 2025 to 74% in Spring 2026. Historical comparison for all years recorded can be found in Table C18 under **Appendix C**.

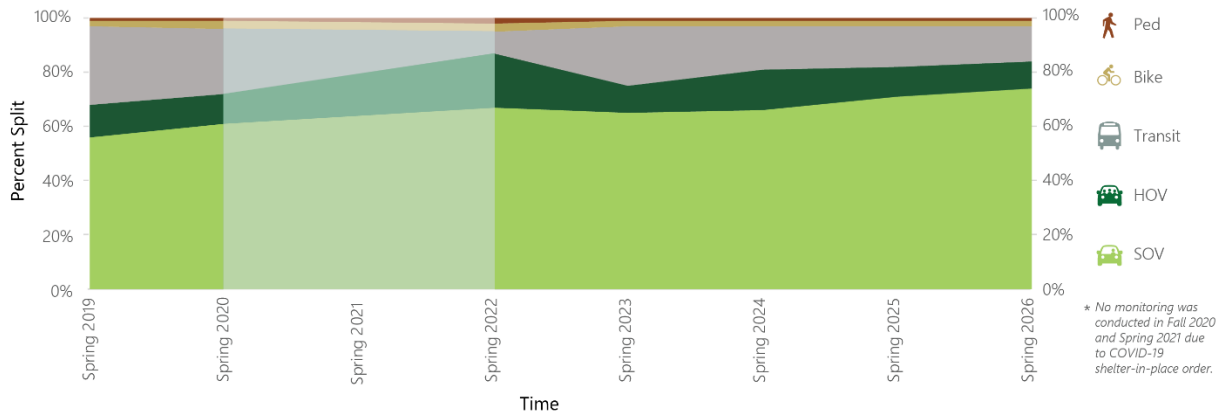


Figure 5-10: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations)

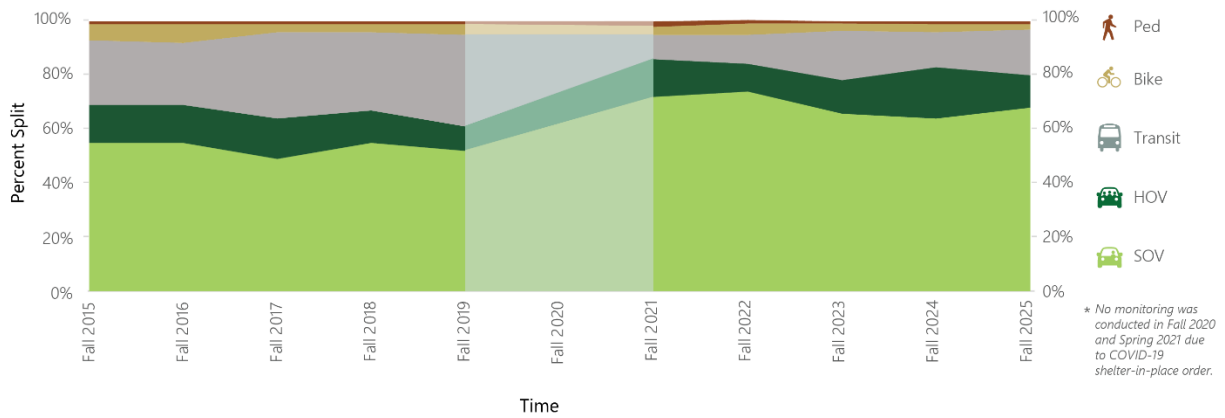


Figure 5-11: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations)

### 5.2.3 Evening Outbound Peak Hour

Figure 5-12 shows the person mode share for the evening outbound peak hour since Fall 2017, which is when the evening monitoring efforts began for this time-of-day and direction of travel. Similar to morning inbound traffic, SOV is the dominant mode of travel. Compared to Fall 2017 results, the current results indicate higher SOV mode share (66% compared to 45% in Fall 2017) and lower transit mode share (12% compared to 36% in Fall 2017). HOV mode share has risen to 17%, compared to 15% in Fall 2017. **Appendix C** contains the percent mode split table.

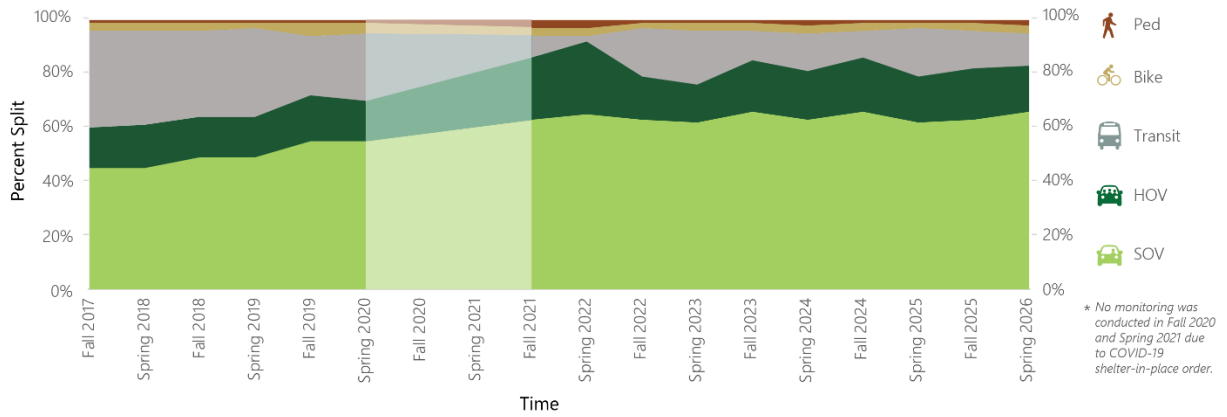


Figure 5-12: Evening Outbound Peak Hour Person Mode Split Over Time

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

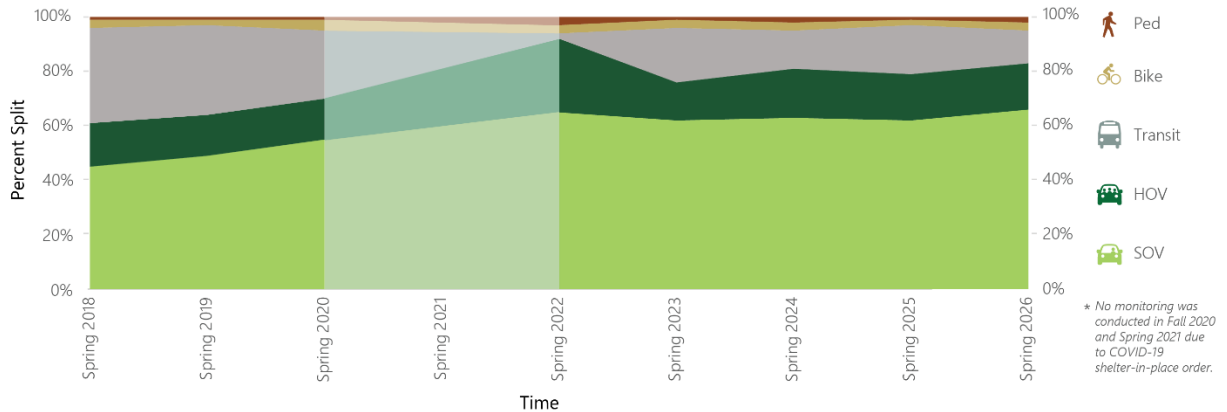


Figure 5-13: Evening Outbound Peak Hour Person Mode Split Over Time (Spring Observations)

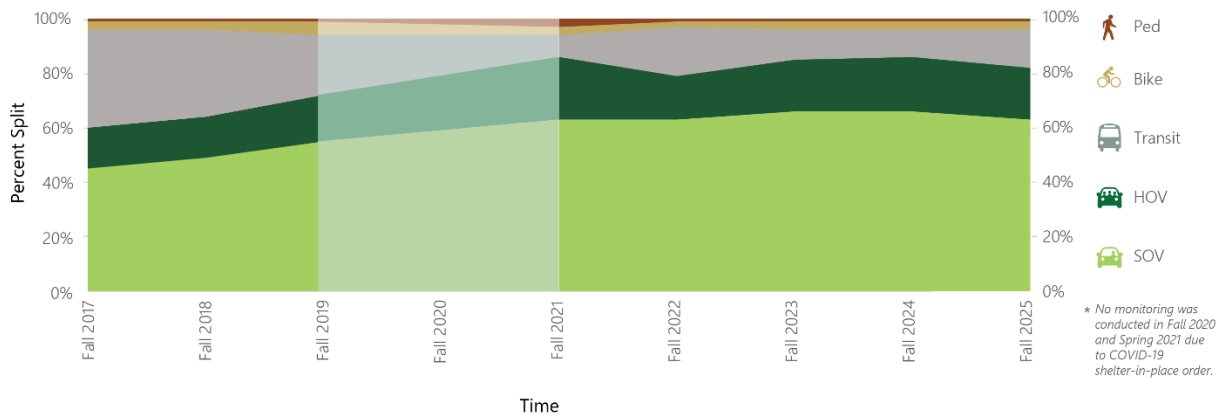


Figure 5-14: Evening Outbound Peak Hour Person Mode Split Over Time (Fall Observations)

## 5.2.4 Evening Outbound Three-Hour Peak Period

**Figure 5-15** shows the person mode share for the evening outbound three-hour peak period since Fall 2017. For Spring 2026, the highest three hours of traffic occurred between 3 PM and 6 PM. SOV is the dominant mode, followed by transit and HOV. Transit mode share decreased from Fall 2025 to Spring 2026,<sup>10</sup> and has fluctuated over the past few monitoring cycles. The percent mode split for each year is described in **Appendix C**.

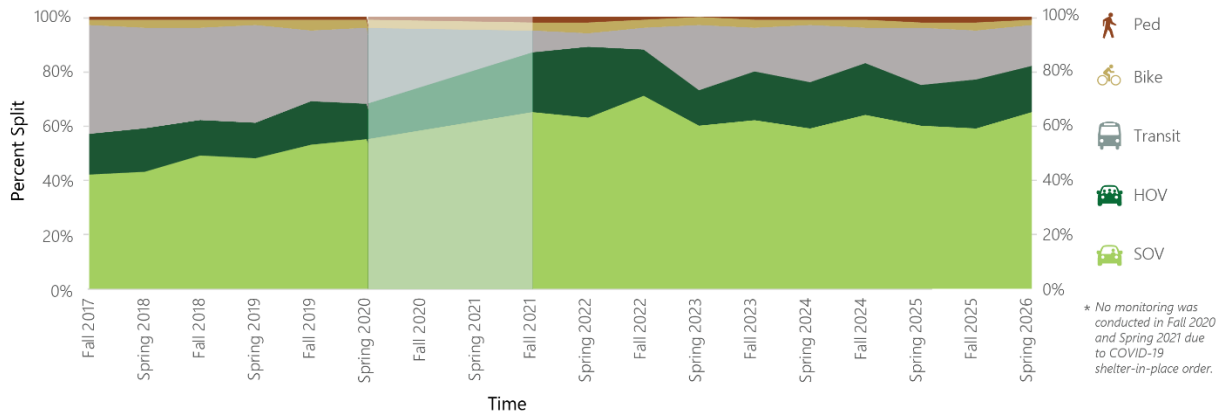


Figure 5-15: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation)

The graph shows similar mode share trends as the peak hours—SOV is the dominant mode, and the SOV mode share has increased from 42% in Fall 2017 to 65% in Spring 2026. To illustrate the mode share in a different way, the same data was separated by Spring (**Figure 5-16**) and Fall (**Figure 5-17**) observations. As with the morning inbound peak period, the evening outbound peak period mode shares fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. SOV mode shares in both the morning inbound and evening outbound peak periods exceeded the 45% SOV (of all person trips) goal set by the City in the 2017 NBPP.

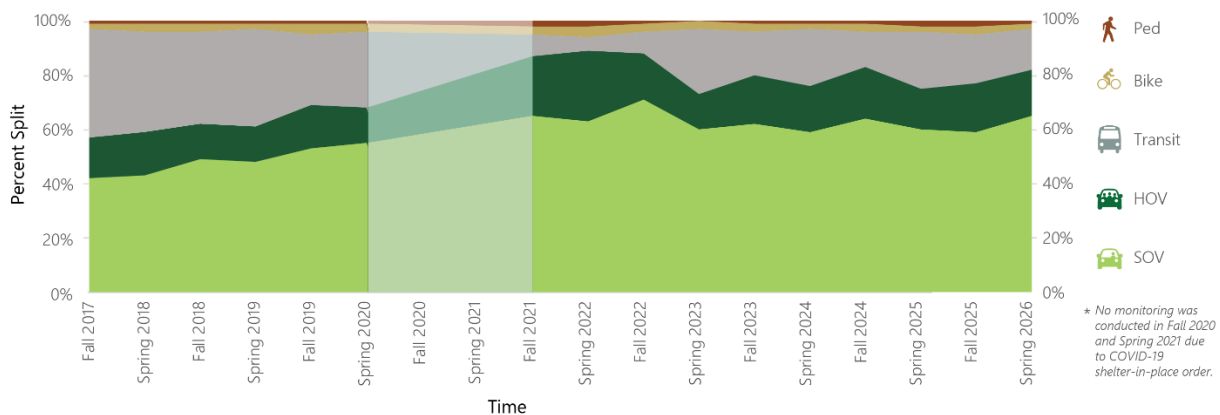


Figure 5-16: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations)

<sup>10</sup> Transit mode share during the evening peak period decreased from 18% in Fall 2025 to 15% in Spring 2026. Historical comparison for all years recorded can be found in **Table C20** under **Appendix C**.

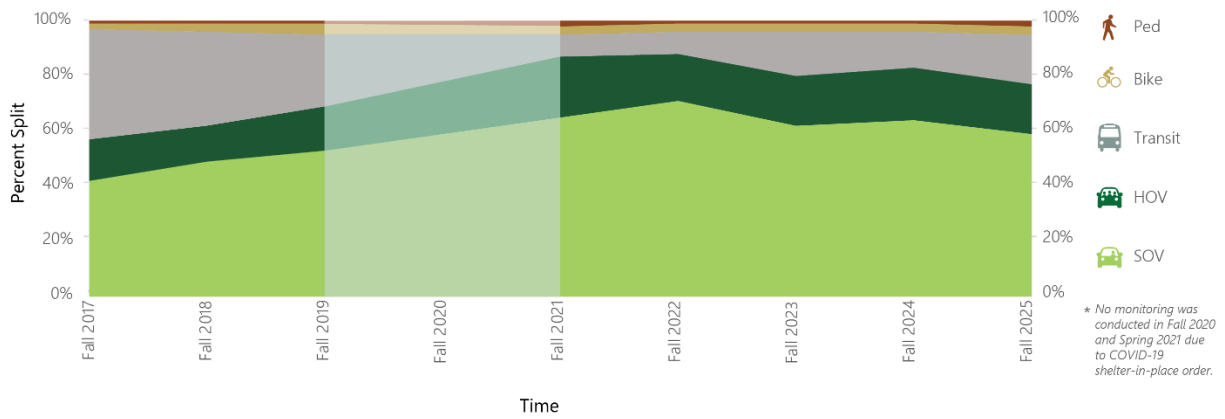


Figure 5-17: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations)

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

This section compares volumes and mode share between the Spring 2020 monitoring results (which occurred immediately before the COVID pandemic began), and post-COVID Spring results from Spring 2022 to the current Spring 2026 results.

### 5.3.1 Vehicle Volume Comparison

From Spring 2022 to Spring 2025, vehicle volumes have been steadily increasing, although the rate of increase has slowed as people have settled into new travel patterns. In Spring 2026, the vehicle volumes decreased slightly compared to Spring 2025. The overall gateway volumes remain at a lower level compared to pre-COVID conditions from Spring 2020. **Figure 5-18** presents the morning peak hour combined gateway results for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted), which shows the Spring 2026 volume is 24% lower than Spring 2020. Similar results are observed in the morning three-hour peak period, as shown in **Figure 5-19**.

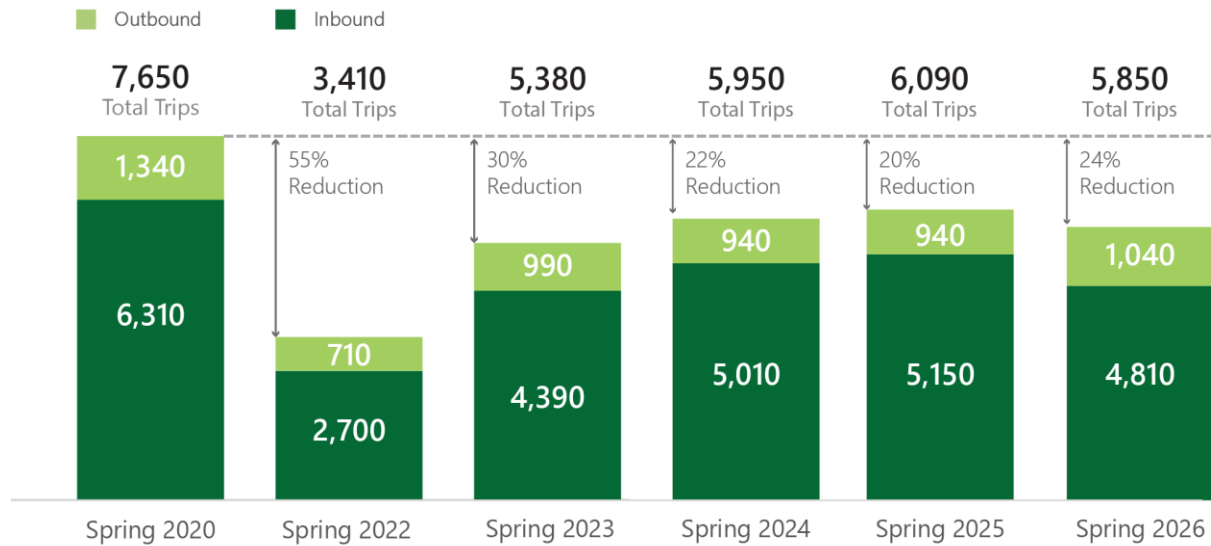


Figure 5-18: Morning Peak Hour Vehicle Trip Volume Comparison

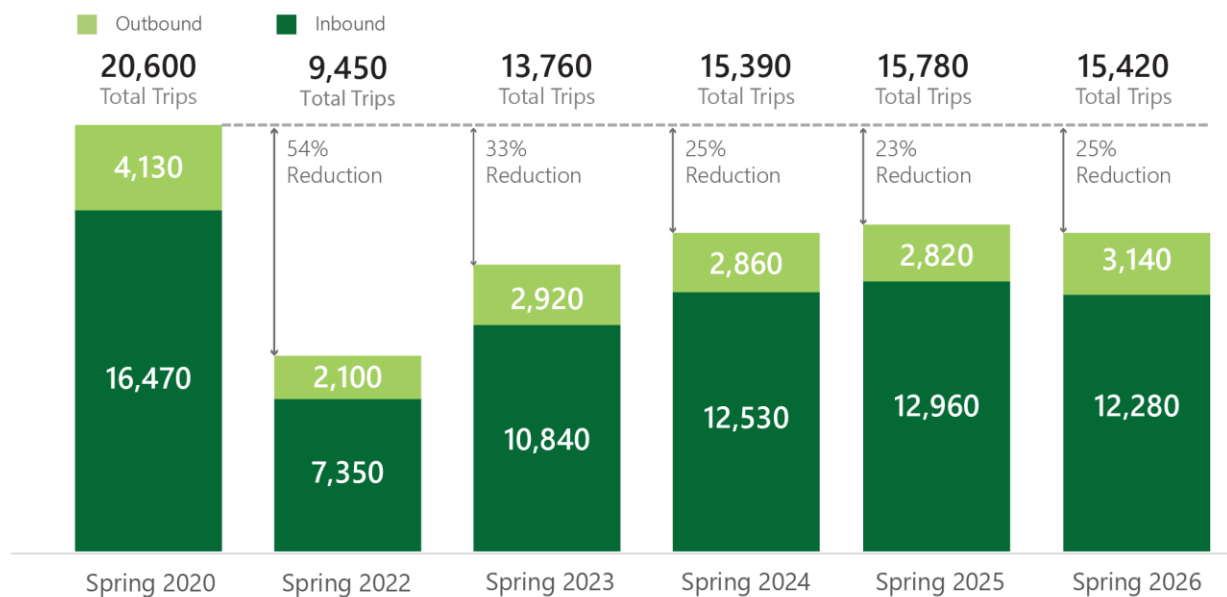


Figure 5-19: Morning Peak Period Vehicle Trip Volume Comparison

**Figure 5-20** presents the evening peak hour combined gateway results for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted), which shows the Spring 2026 volume is 21% lower than Spring 2020. Again, very similar results are found in the evening three-hour peak period, as shown in **Figure 5-21**.

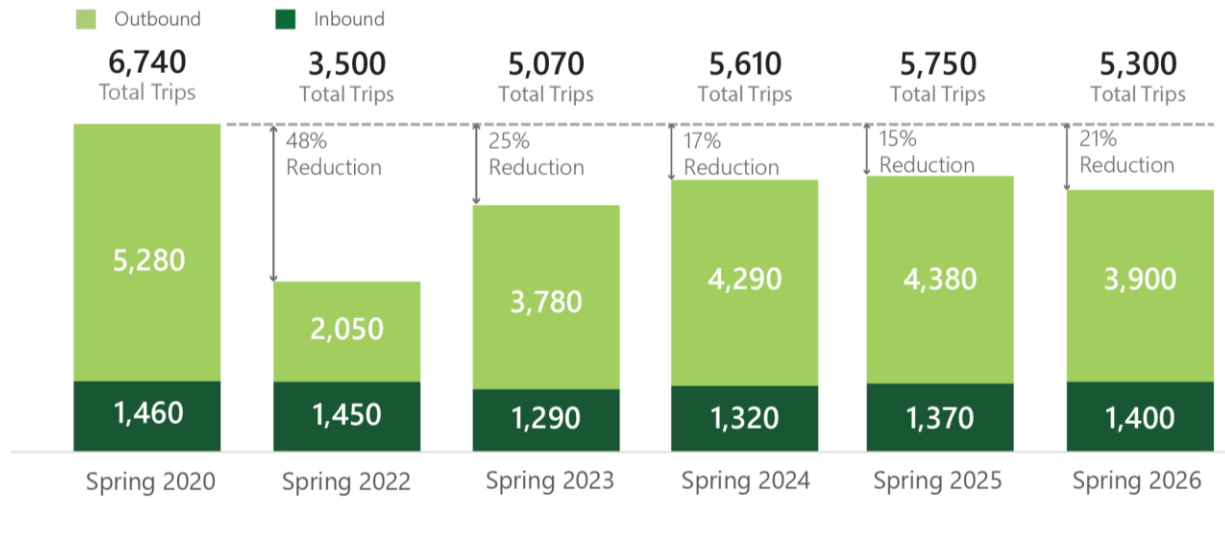


Figure 5-20: Evening Peak Hour Vehicle Trip Volume Comparison

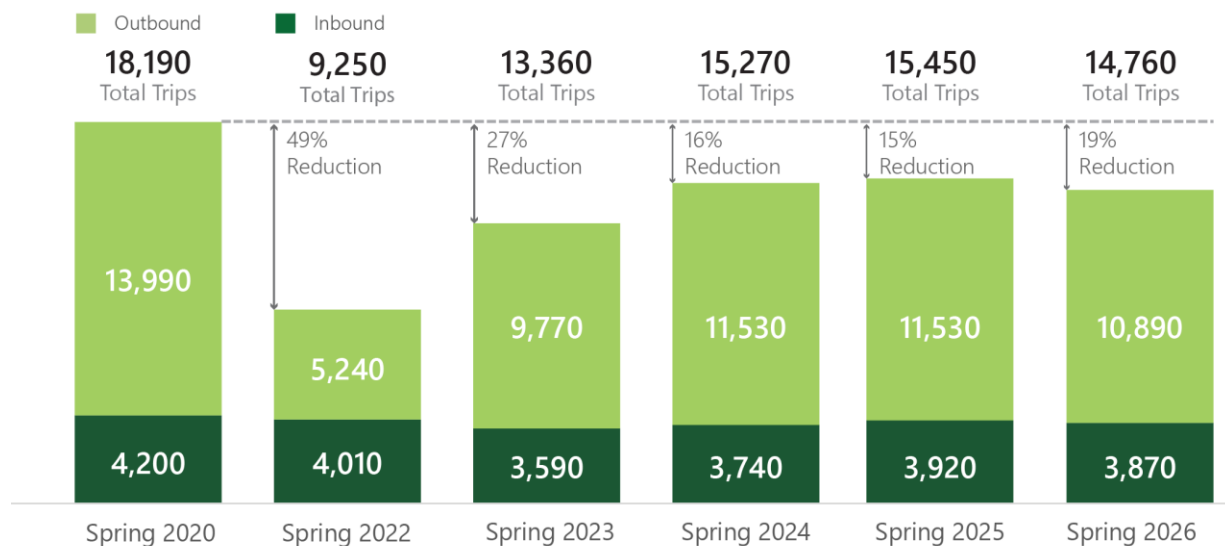


Figure 5-21: Evening Peak Period Vehicle Trip Volume Comparison

### 5.3.2 Mode Share Comparison

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

**Figure 5-22** presents the morning inbound peak hour persons mode share for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted). The total number of people traveling across the gateways has declined by 39% compared to Spring 2020. The proportion using SOVs has increased from 57% in 2020 to 74% now; the proportion using transit

has decreased from 28% in 2020 to 14% now. Similar results are found in the morning inbound three-hour peak period, as shown in **Figure 5-23**.

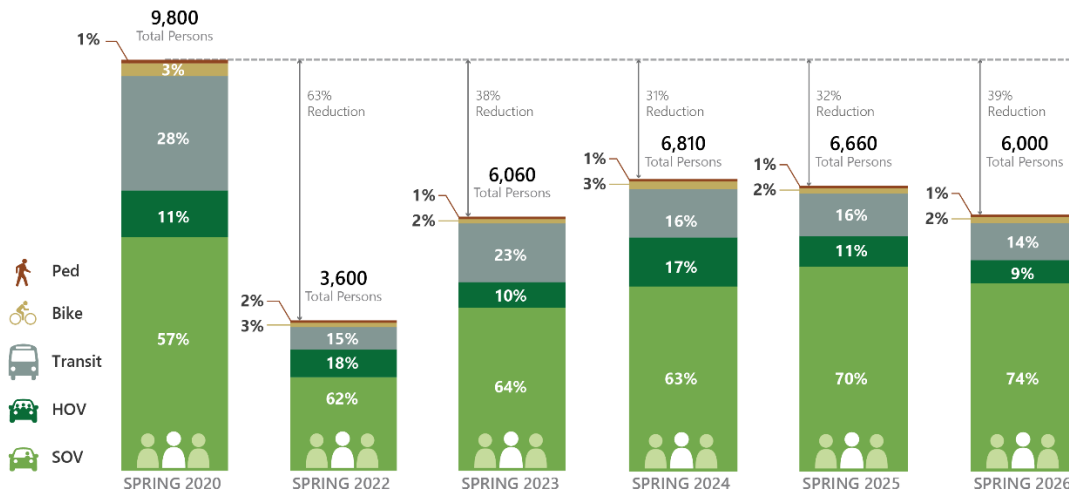


Figure 5-22: Morning Inbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

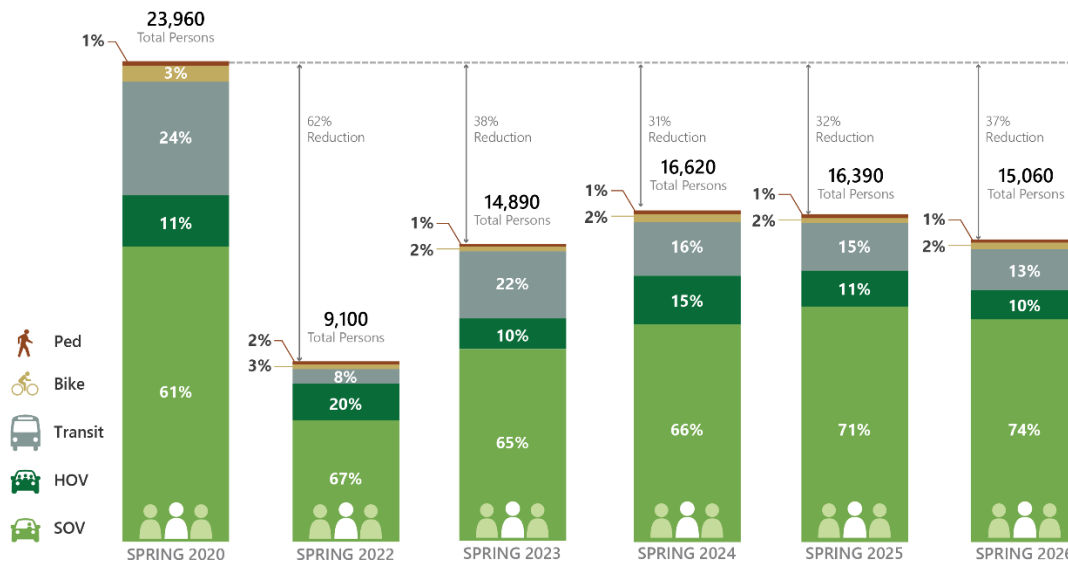


Figure 5-23: Morning Inbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

**Figure 5-24** presents the evening outbound peak hour persons mode share for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted). The total number of people traveling across the gateways has declined by 39% from 2020. Consistent with the morning results, the proportion using SOVs has increased from 55% to 66%, and the proportion using transit has decreased from 25% to 12%, when comparing current observations to

Spring 2020 conditions. The proportion using HOVs has increased from 15% to 17%. Similar results are found in the evening outbound three-hour peak period, as shown in **Figure 5-25**.

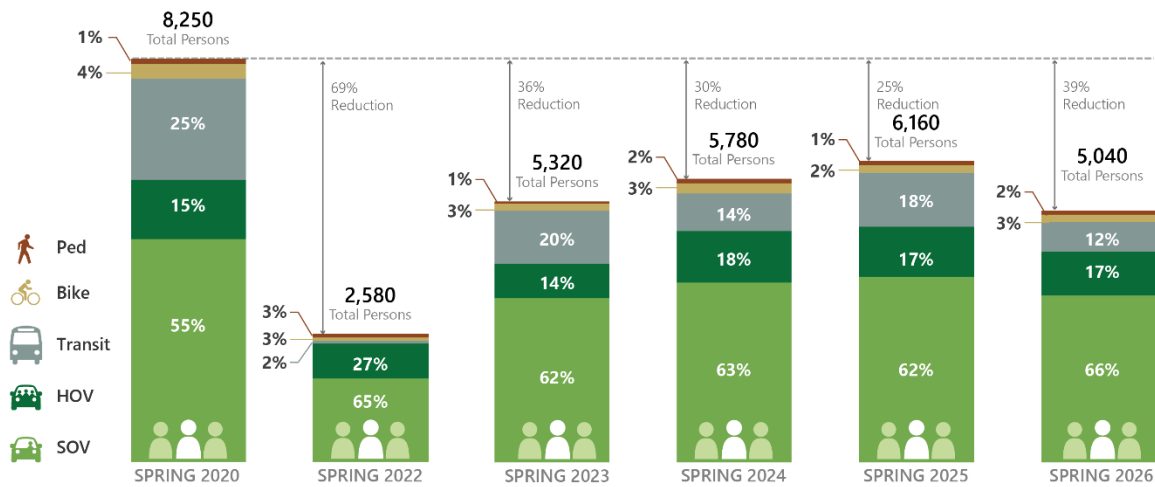


Figure 5-24: Evening Outbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

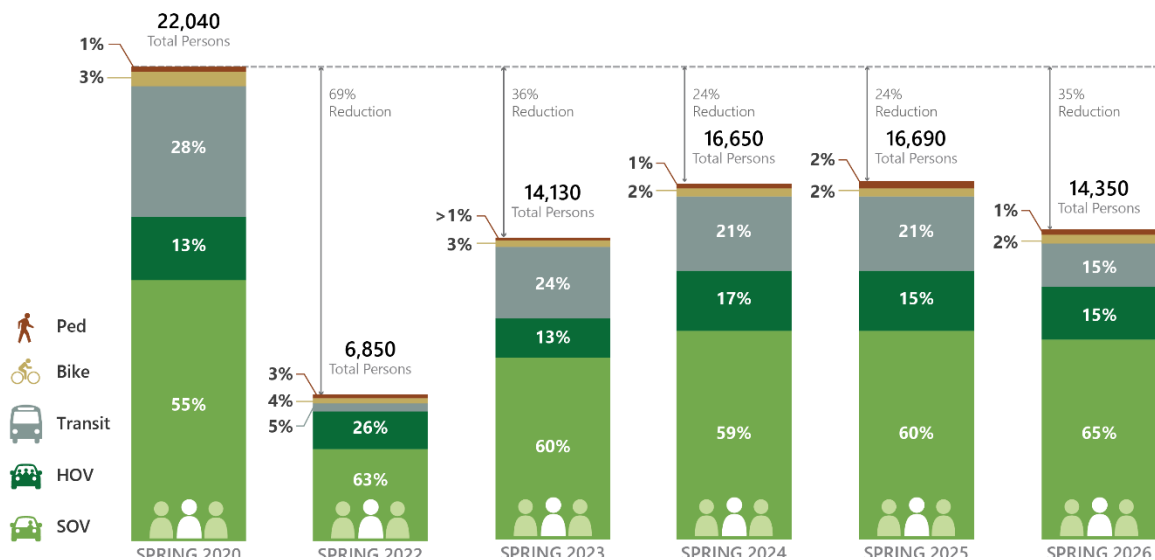


Figure 5-25: Evening Outbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

## 6. Definition of Gateway Capacity

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

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

### 6.1 Gateway Trip Targets

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

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

Initially, the 2014 NBPP vehicle trip target policy focused only on the inbound direction of travel during the morning three-hour peak period, for each gateway individually (i.e., San Antonio, Rengstorff, and Shoreline). The 2017 NBPP modified that policy and established vehicle trip targets for each gateway individually, based on two-way volumes (i.e., both directions of travel combined), for the morning peak hour and the evening peak hour. Per the recommendations of the 2021 *North Bayshore Circulation Feasibility Study* (2021 Circulation Study), City staff is now working to amend the 2017 NBPP to modify the trip targets as gateway transportation improvements are constructed.

The 2021 Circulation Study also recommended changing the vehicle trip target to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. These targets reflect the existing transportation network. The 2021 Circulation Study does not propose any changes to the San Antonio gateway trip target and recommends measuring the San Antonio gateway separately.

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

**Table 6-1: North Bayshore District Trip Cap Targets**

Gateway	Morning Inbound Three-Hour Peak Period <sup>1</sup>	Evening Outbound Three-Hour Peak Period <sup>1</sup>
San Antonio Road <sup>2</sup>	4,590	4,020
Shoreline Boulevard & Rengstorff Avenue <sup>3</sup>	16,350	15,330

Note:

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

# 7. Gateway Trip Target Evaluation

This section compares Spring 2026 volumes to the 2021 Circulation Study directional trip targets. **Table 7-1** and **Figure 7-1** present the results for the morning and evening peak periods, which is the focus of the 2021 Circulation Study.

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

Gateway	Morning Inbound				Evening Outbound			
	Volume <sup>1</sup>	Trip Cap	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining	Volume <sup>1</sup>	Trip Cap	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining
<b>Individual Gateways</b>								
San Antonio Road <sup>2</sup>	1,490	4,590	3,100	68%	1,230	4,020	2,790	69%
Rengstorff Avenue <sup>3</sup>	4,570	8,880	4,310	49%	4,420	7,140	2,720	38%
Shoreline Boulevard <sup>3</sup>	6,220	7,470	1,250	17%	5,240	8,190	2,950	36%
<b>Combined Gateway<sup>4</sup></b>								
Total	12,280	20,940	8,660	41%	10,890	19,350	8,460	44%
<b>Gateway Trip Cap Comparison<sup>3</sup></b>								
<i>Shoreline Boulevard &amp; Rengstorff Avenue</i>	<i>10,790</i>	<i>16,350</i>	<i>5,560</i>	<i>34%</i>	<i>9,660</i>	<i>15,330</i>	<i>5,670</i>	<i>37%</i>

Notes:

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

Source: Fehr & Peers, 2026.

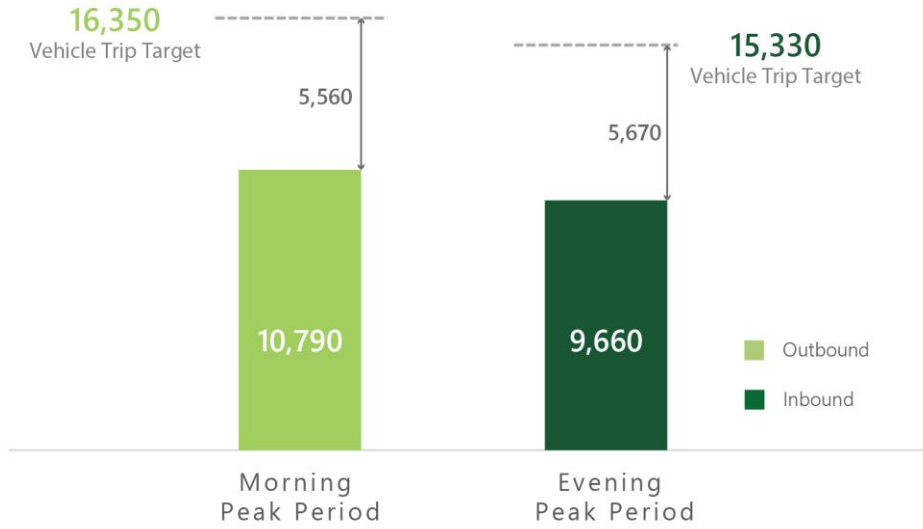


Figure 7-1: Directional Peak Period Gateway Vehicle Trip Cap Comparison for Shoreline Boulevard and Rengstorff Avenue Combined

As presented, the remaining target volume for the morning inbound peak period is 34%, and for the evening outbound peak period is 37%. Thus, the Spring 2026 gateway monitoring results are in compliance with the recommended North Bayshore Trip Cap Policy.

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

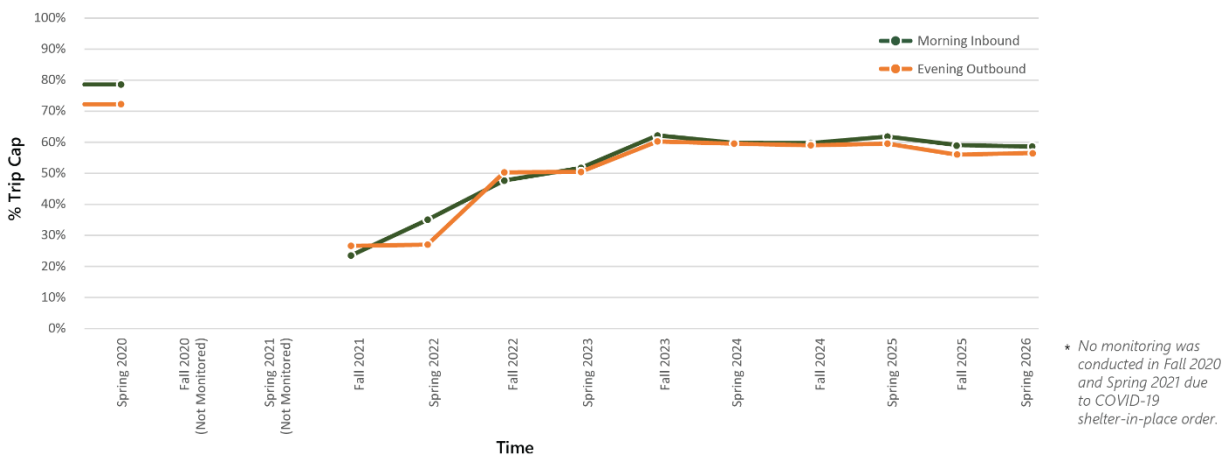


Figure 7-2: Percent of North Bayshore District Trip Cap (All Gateways Combined) Comparisons

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

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

Gateway	Morning Inbound				Evening Outbound			
	Volume <sup>1</sup>	Trip Cap	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining	Volume <sup>1</sup>	Trip Cap	Remaining Trip Cap <sup>1</sup>	Percent of Trip Cap Remaining
<b>Individual Gateways</b>								
San Antonio Road <sup>2</sup>	580	1,530	950	62%	370	1,340	970	72%
Rengstorff Avenue <sup>3</sup>	1,970	2,960	990	33%	1,660	2,380	720	30%
Shoreline Boulevard <sup>3</sup>	2,260	2,490	230	9%	1,870	2,730	860	32%
<b>Combined Gateways<sup>4</sup></b>								
Total	4,810	6,980	2,170	31%	3,900	6,450	2,550	40%

Note:

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

Source: Fehr & Peers, 2026.

# **Appendix A: Spring 2026 North Bayshore District Monitoring Data Collection Methods in Mountain View, California**

# Daily Count Observations

Fehr & Peers collected daily roadway and shared-use path segment counts at the North Bayshore gateways; Santiago Villa; and the Shoreline at Mountain View Regional Park. This daily data was collected from Sunday February 8<sup>th</sup> to Saturday February 21<sup>st</sup>, 2026. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, thus additional data was collected from Sunday February 22<sup>nd</sup> to Friday February 27<sup>th</sup>, and Friday March 6<sup>th</sup> and Thursday March 19<sup>th</sup>, 2026 to supplement the typical two weeks of monitoring data. By collecting counts during this time, we ensured that all major schools are in session, and that no major holidays take place during our counts. The four-hour morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:30 PM) volumes for typical mid-week days (Tuesday, Wednesday, and Thursday) are reported, incorporating collected weeks of data.

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

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

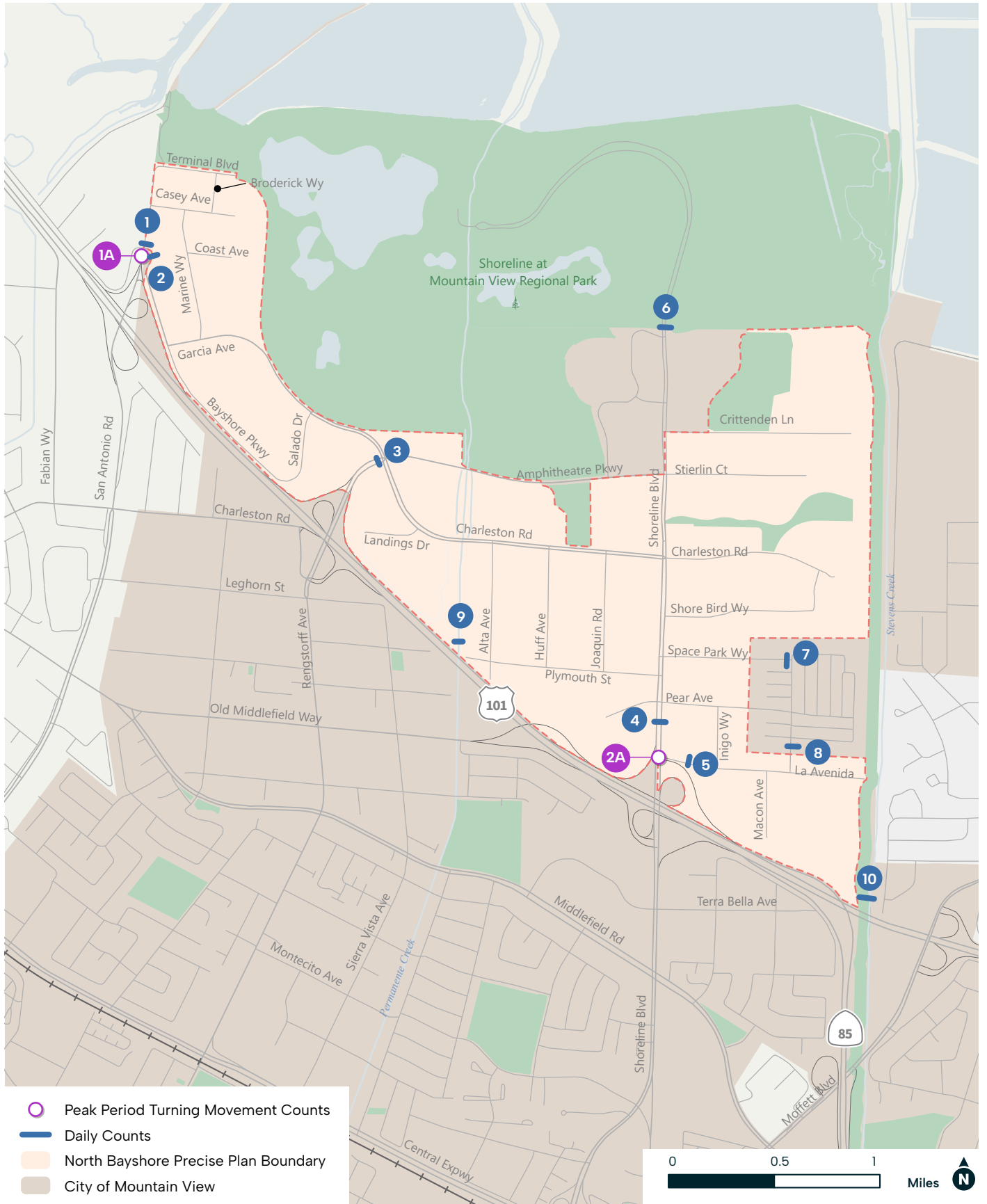
Additional count locations for Santiago Villa and the Shoreline at Mountain View Regional Park include:

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

The additional shared-use path locations include:

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

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



APPENDIX FIGURE 1

# Daily and Turning Movement Count Locations

# Gateway Vehicle Classification Observations

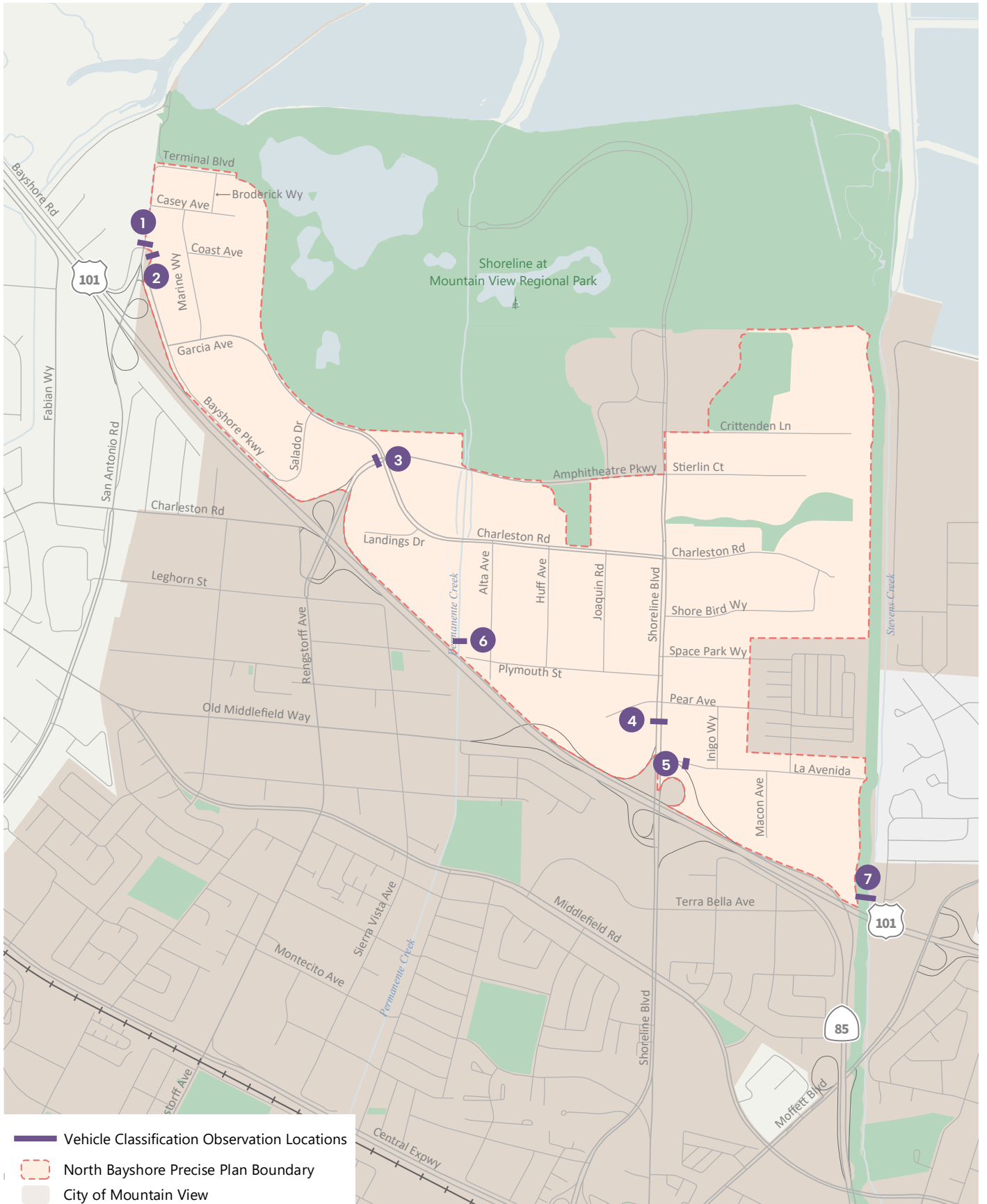
While the daily volume counts were being conducted, we also conducted vehicle classification observations inbound during the morning peak period (7:00 to 11:00 AM) and outbound during the evening peak period (3:00 to 7:30 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Sunday February 8<sup>th</sup> to Saturday February 21<sup>st</sup>, 2026. These observations are required in order to apply a detailed mode share to the collected traffic tube count volumes.

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

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

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

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



APPENDIX FIGURE 2

# Vehicle Classification Observation Locations

# Bus Occupancy Observations

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

## Public Transit Buses

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

### VTA Buses

VTA bus routes that provide direct access to North Bayshore are the VTA Route 40 (La Avenida & Inigo to Foothill College). Third party count vendor conducted in-person field observations for VTA bus route 40. These observations was 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 Sunday February 22<sup>nd</sup> to Friday February 27<sup>th</sup>, 2026 for the peak direction of travel.

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

Similar to the inbound direction, count vendor's staff also collected VTA bus occupancy data for the outbound direction during the evening peak period. Count vendor's staff boarded the VTA Bus Route 40 at the Charleston Avenue / Huff Avenue bus stop (second to last bus stop in the outbound direction in North Bayshore), and got off the bus at the Charleston Avenue / Landings Drive bus stop. While on the bus, staff counted the number of passengers on the bus. We also counted the number of passengers boarding the bus at the last outbound stop at Charleston Avenue / Landings Drive. In doing so, we record the number of passengers leaving the North Bayshore Gateway for VTA Bus Route 40. We repeated this process between 3:00 PM and 7:30 PM. In doing so, we obtained bus occupancy data for the outbound direction of VTA bus route 40 for the evening peak period.

### MVgo Buses

MVgo bus boarding and alighting data was collected from the Mountain View Transportation Management Association (MVTMA) for corresponding weeks of field data collection. This agency

collects boarding and alighting data for all of the MVgo buses, including the West Bayshore Shuttle route and the East Bayshore shuttle route. This data include the number of boardings and alightings for each bus stop, throughout the entire day. Using this information, Fehr & Peers determined MVgo bus occupancy for the peak direction of travel on a typical weekday (Tuesday, Wednesday and Thursday) between Sunday February 8<sup>th</sup> and Friday February 27<sup>th</sup>, and Friday March 6<sup>th</sup> and Thursday March 19<sup>th</sup>, 2026.

## ACE Buses

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

## Employer Based Buses

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

## Google Buses

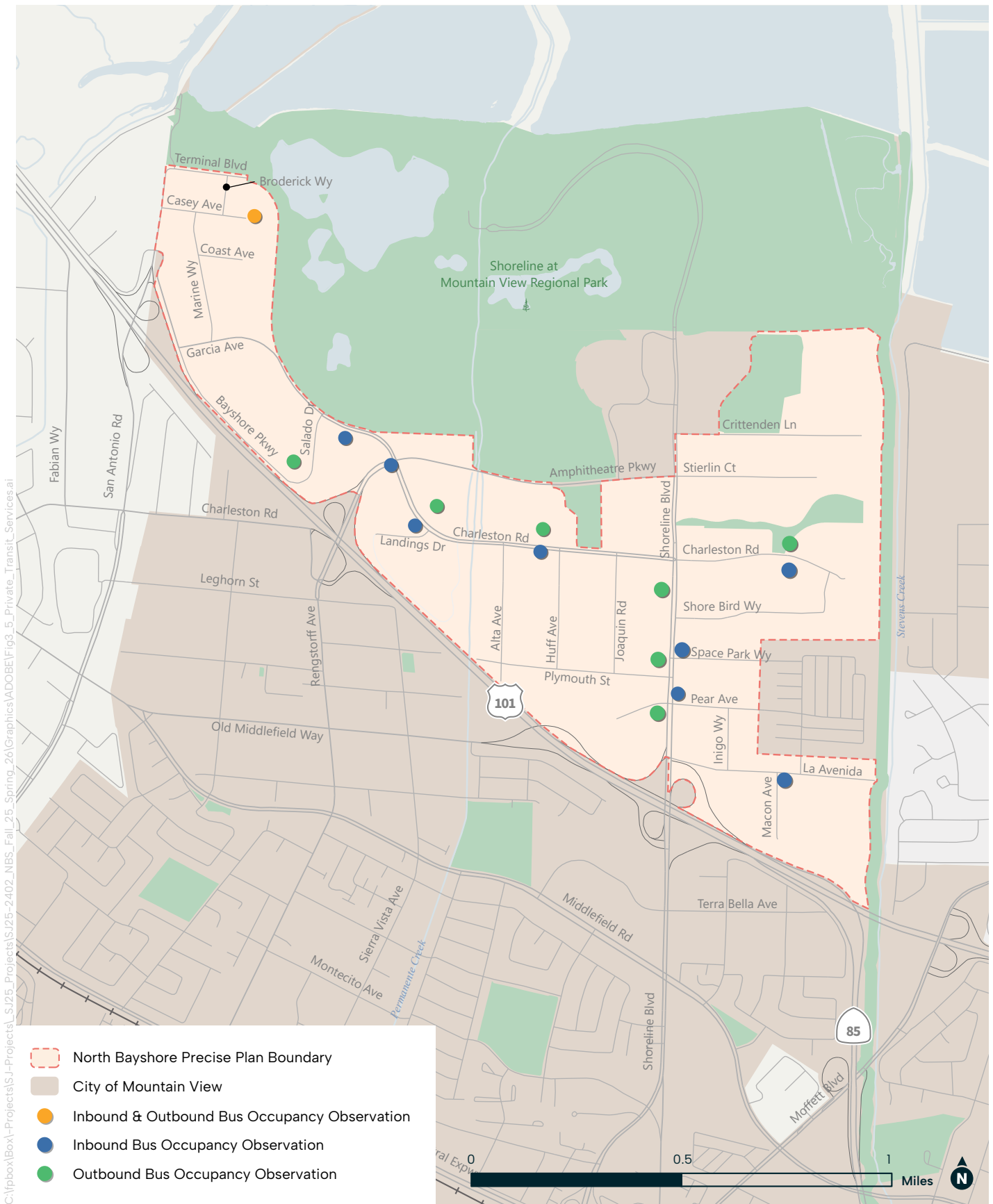
Local count vendor staff were located at the Google bus stop locations including:

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

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

## Intuit Buses

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



C:\pobox\Projects\J-Projects\J\_S\25\_Projects\S\25-2402\_NBS\_Fall\_25\_Spring\_26\Graphics\ADOBE\Fig3\_5\_Private\_Transit\_Services.ai

APPENDIX FIGURE 3

# Bus Occupancy Observation Locations

# Appendix B: Gateway Vehicle Counts

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5438 -- English (ENU)**

**Datasets:**

**Site:** [8] 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:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	2	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	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	26	3	18	5	0	0	0	0	0	0	0	0	0	0
1300	34	1	23	10	0	0	0	0	0	0	0	0	0	0
1400	24	0	20	4	0	0	0	0	0	0	0	0	0	0
1500	41	1	32	8	0	0	0	0	0	0	0	0	0	0
1600	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1700	20	0	12	8	0	0	0	0	0	0	0	0	0	0
1800	20	0	18	2	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	28	1	23	4	0	0	0	0	0	0	0	0	0	0
2100	30	0	27	3	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>250</b>	<b>5</b>	<b>196</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>325</b>	<b>6</b>	<b>262</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>336</b>	<b>6</b>	<b>270</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>357</b>	<b>6</b>	<b>289</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (41) AM Peak step 9:00 (17) PM Peak step 15:00 (41)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	10	1	6	3	0	0	0	0	0	0	0	0	0	0
0800	13	1	8	4	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	11	2	0	1	0	0	0	0	0	0	0	0
1100	21	1	12	7	0	1	0	0	0	0	0	0	0	0
1200	23	1	20	2	0	0	0	0	0	0	0	0	0	0
1300	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1400	20	0	15	5	0	0	0	0	0	0	0	0	0	0
1500	35	2	27	6	0	0	0	0	0	0	0	0	0	0
1600	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1700	38	0	27	11	0	0	0	0	0	0	0	0	0	0
1800	40	1	33	6	0	0	0	0	0	0	0	0	0	0
1900	30	0	21	9	0	0	0	0	0	0	0	0	0	0
2000	16	0	11	5	0	0	0	0	0	0	0	0	0	0
2100	21	1	18	2	0	0	0	0	0	0	0	0	0	0
2200	12	1	9	2	0	0	0	0	0	0	0	0	0	0
2300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>272</b>	<b>8</b>	<b>208</b>	<b>54</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>344</b>	<b>9</b>	<b>263</b>	<b>70</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>363</b>	<b>10</b>	<b>277</b>	<b>74</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>380</b>	<b>10</b>	<b>293</b>	<b>75</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (40) AM Peak step 11:00 (21) PM Peak step 18:00 (40)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	1	4	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	0	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	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0700	12	0	3	9	0	0	0	0	0	0	0	0	0	0
0800	14	2	4	7	0	0	0	0	1	0	0	0	0	0
0900	12	1	3	8	0	0	0	0	0	0	0	0	0	0
1000	13	1	7	5	0	0	0	0	0	0	0	0	0	0
1100	23	0	11	11	0	1	0	0	0	0	0	0	0	0
1200	17	0	9	8	0	0	0	0	0	0	0	0	0	0
1300	19	0	10	8	0	1	0	0	0	0	0	0	0	0
1400	21	0	12	8	0	1	0	0	0	0	0	0	0	0
1500	32	1	18	13	0	0	0	0	0	0	0	0	0	0
1600	35	0	24	11	0	0	0	0	0	0	0	0	0	0
1700	33	0	23	10	0	0	0	0	0	0	0	0	0	0
1800	31	0	22	9	0	0	0	0	0	0	0	0	0	0
1900	25	0	19	6	0	0	0	0	0	0	0	0	0	0
2000	27	0	22	5	0	0	0	0	0	0	0	0	0	0
2100	20	0	12	8	0	0	0	0	0	0	0	0	0	0
2200	9	0	3	6	0	0	0	0	0	0	0	0	0	0
2300	8	0	1	7	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>262</b>	<b>5</b>	<b>146</b>	<b>107</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>342</b>	<b>5</b>	<b>202</b>	<b>131</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>359</b>	<b>5</b>	<b>206</b>	<b>144</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>370</b>	<b>5</b>	<b>210</b>	<b>151</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (35) AM Peak step 11:00 (23) PM Peak step 16:00 (35)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	5	5	0	0	2	0	0	0	0	0	0	0
0800	16	0	8	8	0	0	0	0	0	0	0	0	0	0
0900	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1000	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1100	21	1	16	4	0	0	0	0	0	0	0	0	0	0
1200	25	0	22	2	0	1	0	0	0	0	0	0	0	0
1300	18	0	13	5	0	0	0	0	0	0	0	0	0	0
1400	20	0	14	5	0	0	1	0	0	0	0	0	0	0
1500	29	0	24	5	0	0	0	0	0	0	0	0	0	0
1600	33	0	20	12	0	0	0	0	1	0	0	0	0	0
1700	33	0	20	13	0	0	0	0	0	0	0	0	0	0
1800	31	0	25	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2000	34	0	27	6	0	0	1	0	0	0	0	0	0	0
2100	31	0	28	2	0	0	1	0	0	0	0	0	0	0
2200	11	0	8	3	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
<b>07-19</b>	<b>270</b>	<b>1</b>	<b>193</b>	<b>71</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>362</b>	<b>1</b>	<b>271</b>	<b>83</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>381</b>	<b>1</b>	<b>287</b>	<b>86</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>391</b>	<b>1</b>	<b>295</b>	<b>88</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 20:00 (34) AM Peak step 11:00 (21) PM Peak step 20:00 (34)

**\* Thursday, February 12, 2026 \*PARKED ON\***

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	1	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	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	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	10	5	0	0	0	0	0	0	0	0	0	0
1000	14	2	11	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	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	12	0	4	8	0	0	0	0	0	0	0	0	0	0
2000	31	0	23	8	0	0	0	0	0	0	0	0	0	0
2100	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2200	13	0	9	4	0	0	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>73</b>	<b>4</b>	<b>59</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>141</b>	<b>4</b>	<b>107</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>163</b>	<b>4</b>	<b>122</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>175</b>	<b>4</b>	<b>132</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 20:00 (31) AM Peak step 9:00 (16) PM Peak step 20:00 (31)

**\* Friday, February 13, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	6	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	4	6	0	0	0	0	0	0	0	0	0	0
0800	15	1	12	2	0	0	0	0	0	0	0	0	0	0
0900	11	1	7	3	0	0	0	0	0	0	0	0	0	0
1000	19	1	10	8	0	0	0	0	0	0	0	0	0	0
1100	23	1	15	7	0	0	0	0	0	0	0	0	0	0
1200	22	0	17	4	0	1	0	0	0	0	0	0	0	0
1300	24	1	18	5	0	0	0	0	0	0	0	0	0	0
1400	29	2	22	5	0	0	0	0	0	0	0	0	0	0
1500	30	0	24	5	0	1	0	0	0	0	0	0	0	0
1600	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1700	30	0	19	11	0	0	0	0	0	0	0	0	0	0
1800	30	0	21	8	0	1	0	0	0	0	0	0	0	0
1900	33	0	23	10	0	0	0	0	0	0	0	0	0	0
2000	29	0	18	11	0	0	0	0	0	0	0	0	0	0
2100	25	0	15	10	0	0	0	0	0	0	0	0	0	0
2200	15	0	9	6	0	0	0	0	0	0	0	0	0	0
2300	12	0	8	4	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>264</b>	<b>7</b>	<b>188</b>	<b>66</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>359</b>	<b>7</b>	<b>252</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>386</b>	<b>7</b>	<b>269</b>	<b>107</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>403</b>	<b>7</b>	<b>284</b>	<b>109</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 19:00 (33) AM Peak step 11:00 (23) PM Peak step 19:00 (33)

**\* Saturday, February 14, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0800	13	0	8	5	0	0	0	0	0	0	0	0	0	0
0900	14	0	7	7	0	0	0	0	0	0	0	0	0	0
1000	19	1	11	7	0	0	0	0	0	0	0	0	0	0
1100	17	1	11	5	0	0	0	0	0	0	0	0	0	0
1200	22	2	9	9	0	2	0	0	0	0	0	0	0	0
1300	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1400	30	0	21	7	1	1	0	0	0	0	0	0	0	0
1500	34	0	24	10	0	0	0	0	0	0	0	0	0	0
1600	32	0	21	11	0	0	0	0	0	0	0	0	0	0
1700	39	1	26	12	0	0	0	0	0	0	0	0	0	0
1800	30	0	19	11	0	0	0	0	0	0	0	0	0	0
1900	28	0	24	4	0	0	0	0	0	0	0	0	0	0
2000	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2100	18	1	14	3	0	0	0	0	0	0	0	0	0	0
2200	14	2	10	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>278</b>	<b>5</b>	<b>174</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>345</b>	<b>6</b>	<b>230</b>	<b>105</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>369</b>	<b>8</b>	<b>248</b>	<b>109</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>395</b>	<b>8</b>	<b>266</b>	<b>117</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (39) AM Peak step 10:00 (19) PM Peak step 17:00 (39)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	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	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0700	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	10	0	4	6	0	0	0	0	0	0	0	0	0	0
1000	20	1	11	8	0	0	0	0	0	0	0	0	0	0
1100	23	0	13	9	0	1	0	0	0	0	0	0	0	0
1200	24	1	11	12	0	0	0	0	0	0	0	0	0	0
1300	26	0	21	5	0	0	0	0	0	0	0	0	0	0
1400	29	0	17	12	0	0	0	0	0	0	0	0	0	0
1500	19	0	13	6	0	0	0	0	0	0	0	0	0	0
1600	24	0	14	10	0	0	0	0	0	0	0	0	0	0
1700	20	0	14	6	0	0	0	0	0	0	0	0	0	0
1800	19	1	15	3	0	0	0	0	0	0	0	0	0	0
1900	15	1	10	4	0	0	0	0	0	0	0	0	0	0
2000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2100	20	0	16	3	0	0	1	0	0	0	0	0	0	0
2200	12	0	9	3	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
<b>07-19</b>	<b>228</b>	<b>3</b>	<b>141</b>	<b>83</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>287</b>	<b>4</b>	<b>185</b>	<b>96</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>304</b>	<b>4</b>	<b>198</b>	<b>100</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>322</b>	<b>4</b>	<b>215</b>	<b>101</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (29) AM Peak step 11:00 (23) PM Peak step 14:00 (29)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	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	1	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	5	0	0	0	0	0	0	0	0	0	0
0800	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1000	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1200	21	0	12	9	0	0	0	0	0	0	0	0	0	0
1300	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1400	21	0	17	4	0	0	0	0	0	0	0	0	0	0
1500	32	0	17	14	0	1	0	0	0	0	0	0	0	0
1600	21	0	11	9	0	1	0	0	0	0	0	0	0	0
1700	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1800	17	1	8	7	0	0	1	0	0	0	0	0	0	0
1900	29	0	22	7	0	0	0	0	0	0	0	0	0	0
2000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
2100	25	1	21	3	0	0	0	0	0	0	0	0	0	0
2200	8	1	4	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>208</b>	<b>1</b>	<b>128</b>	<b>76</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>285</b>	<b>2</b>	<b>190</b>	<b>90</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>298</b>	<b>3</b>	<b>197</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>312</b>	<b>3</b>	<b>207</b>	<b>99</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (32) AM Peak step 11:00 (18) PM Peak step 15:00 (32)

**\* Tuesday, February 17, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	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	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	2	7	0	0	0	0	0	0	0	0	0	0
0800	7	0	5	1	0	0	0	0	1	0	0	0	0	0
0900	12	0	7	4	0	0	0	0	1	0	0	0	0	0
1000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1100	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1200	23	2	16	5	0	0	0	0	0	0	0	0	0	0
1300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1400	23	0	15	7	0	1	0	0	0	0	0	0	0	0
1500	22	0	13	8	0	1	0	0	0	0	0	0	0	0
1600	27	0	18	8	0	1	0	0	0	0	0	0	0	0
1700	44	0	34	10	0	0	0	0	0	0	0	0	0	0
1800	32	0	23	9	0	0	0	0	0	0	0	0	0	0
1900	28	0	18	10	0	0	0	0	0	0	0	0	0	0
2000	19	0	14	5	0	0	0	0	0	0	0	0	0	0
2100	20	0	12	8	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	9	0	5	3	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>240</b>	<b>2</b>	<b>166</b>	<b>67</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>311</b>	<b>2</b>	<b>213</b>	<b>91</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>328</b>	<b>2</b>	<b>224</b>	<b>96</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>341</b>	<b>2</b>	<b>234</b>	<b>99</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (44) AM Peak step 11:00 (14) PM Peak step 17:00 (44)

**\* Wednesday, February 18, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	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	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0800	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0900	14	0	5	9	0	0	0	0	0	0	0	0	0	0
1000	21	0	11	8	0	2	0	0	0	0	0	0	0	0
1100	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1200	20	0	15	5	0	0	0	0	0	0	0	0	0	0
1300	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1400	15	0	9	5	0	1	0	0	0	0	0	0	0	0
1500	24	0	15	8	0	1	0	0	0	0	0	0	0	0
1600	29	0	14	15	0	0	0	0	0	0	0	0	0	0
1700	27	1	17	8	0	0	0	0	1	0	0	0	0	0
1800	35	0	26	9	0	0	0	0	0	0	0	0	0	0
1900	27	0	17	10	0	0	0	0	0	0	0	0	0	0
2000	26	0	24	2	0	0	0	0	0	0	0	0	0	0
2100	18	0	11	7	0	0	0	0	0	0	0	0	0	0
2200	13	1	6	6	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
<b>07-19</b>	<b>233</b>	<b>1</b>	<b>142</b>	<b>85</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>309</b>	<b>1</b>	<b>197</b>	<b>106</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>330</b>	<b>2</b>	<b>209</b>	<b>114</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>340</b>	<b>2</b>	<b>217</b>	<b>116</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (35) AM Peak step 10:00 (21) PM Peak step 18:00 (35)

**\* Thursday, February 19, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0800	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0900	10	0	5	5	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1200	17	0	12	5	0	0	0	0	0	0	0	0	0	0
1300	16	1	12	3	0	0	0	0	0	0	0	0	0	0
1400	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1500	22	0	13	9	0	0	0	0	0	0	0	0	0	0
1600	31	0	19	12	0	0	0	0	0	0	0	0	0	0
1700	37	0	28	8	0	1	0	0	0	0	0	0	0	0
1800	25	1	14	9	0	0	0	0	1	0	0	0	0	0
1900	28	0	17	11	0	0	0	0	0	0	0	0	0	0
2000	26	0	19	7	0	0	0	0	0	0	0	0	0	0
2100	24	0	14	10	0	0	0	0	0	0	0	0	0	0
2200	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2300	10	0	2	8	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>215</b>	<b>2</b>	<b>145</b>	<b>66</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>296</b>	<b>2</b>	<b>198</b>	<b>94</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>314</b>	<b>2</b>	<b>204</b>	<b>106</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>327</b>	<b>2</b>	<b>215</b>	<b>108</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (37) AM Peak step 11:00 (18) PM Peak step 17:00 (37)

**\* Friday, February 20, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	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	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	0	1	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	6	0	3	2	0	1	0	0	0	0	0	0	0	0
0700	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0800	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0900	12	0	6	5	0	0	1	0	0	0	0	0	0	0
1000	16	0	10	6	0	0	0	0	0	0	0	0	0	0
1100	21	0	9	12	0	0	0	0	0	0	0	0	0	0
1200	23	0	19	3	0	1	0	0	0	0	0	0	0	0
1300	21	0	14	6	0	1	0	0	0	0	0	0	0	0
1400	30	0	21	9	0	0	0	0	0	0	0	0	0	0
1500	29	0	23	6	0	0	0	0	0	0	0	0	0	0
1600	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1700	36	0	25	11	0	0	0	0	0	0	0	0	0	0
1800	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1900	28	0	24	4	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	35	0	26	9	0	0	0	0	0	0	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>254</b>	<b>0</b>	<b>178</b>	<b>73</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>344</b>	<b>0</b>	<b>250</b>	<b>90</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>373</b>	<b>0</b>	<b>276</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>385</b>	<b>0</b>	<b>283</b>	<b>98</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (36) AM Peak step 11:00 (21) PM Peak step 17:00 (36)

**\* Saturday, February 21, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	4	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	1	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	1	0	1	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	9	0	5	4	0	0	0	0	0	0	0	0	0	0
1000	18	1	12	5	0	0	0	0	0	0	0	0	0	0
1100	27	0	18	8	0	0	1	0	0	0	0	0	0	0
1200	22	0	18	4	0	0	0	0	0	0	0	0	0	0
1300	24	0	19	5	0	0	0	0	0	0	0	0	0	0
1400	26	0	17	9	0	0	0	0	0	0	0	0	0	0
1500	22	1	14	7	0	0	0	0	0	0	0	0	0	0
1600	30	1	24	5	0	0	0	0	0	0	0	0	0	0
1700	32	1	21	9	0	0	1	0	0	0	0	0	0	0
1800	36	1	29	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	22	1	0	0	0	0	0	0	0	0	0	0
2000	16	1	11	4	0	0	0	0	0	0	0	0	0	0
2100	24	1	15	7	0	0	1	0	0	0	0	0	0	0
2200	17	0	12	5	0	0	0	0	0	0	0	0	0	0
2300	10	0	4	6	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>259</b>	<b>5</b>	<b>188</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>325</b>	<b>7</b>	<b>239</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>352</b>	<b>7</b>	<b>255</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>368</b>	<b>7</b>	<b>268</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (36) AM Peak step 11:00 (27) PM Peak step 18:00 (36)

**\* Sunday, February 22, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0800	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0900	8	0	1	7	0	0	0	0	0	0	0	0	0	0
1000	17	1	11	5	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	19	0	13	5	0	1	0	0	0	0	0	0	0	0
1300	27	1	18	7	0	1	0	0	0	0	0	0	0	0
1400	25	2	16	7	0	0	0	0	0	0	0	0	0	0
1500	27	0	20	7	0	0	0	0	0	0	0	0	0	0
1600	29	0	24	5	0	0	0	0	0	0	0	0	0	0
1700	28	2	15	11	0	0	0	0	0	0	0	0	0	0
1800	21	0	11	9	0	0	1	0	0	0	0	0	0	0
1900	27	0	13	14	0	0	0	0	0	0	0	0	0	0
2000	26	0	14	12	0	0	0	0	0	0	0	0	0	0
2100	18	0	12	6	0	0	0	0	0	0	0	0	0	0
2200	14	1	7	6	0	0	0	0	0	0	0	0	0	0
2300	10	0	6	4	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>238</b>	<b>6</b>	<b>153</b>	<b>76</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>313</b>	<b>6</b>	<b>195</b>	<b>109</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>337</b>	<b>7</b>	<b>208</b>	<b>119</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>356</b>	<b>7</b>	<b>222</b>	<b>124</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (29) AM Peak step 11:00 (26) PM Peak step 16:00 (29)

**\* Monday, February 23, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	2	2	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	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	3	0	2	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	5	0	0	0	0	0	0	0	0	0	0
0800	19	1	4	14	0	0	0	0	0	0	0	0	0	0
0900	15	1	10	4	0	0	0	0	0	0	0	0	0	0
1000	18	0	11	7	0	0	0	0	0	0	0	0	0	0
1100	18	2	12	4	0	0	0	0	0	0	0	0	0	0
1200	21	2	13	6	0	0	0	0	0	0	0	0	0	0
1300	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1400	25	0	21	4	0	0	0	0	0	0	0	0	0	0
1500	31	0	25	5	0	1	0	0	0	0	0	0	0	0
1600	38	0	35	3	0	0	0	0	0	0	0	0	0	0
1700	48	2	37	9	0	0	0	0	0	0	0	0	0	0
1800	35	0	33	2	0	0	0	0	0	0	0	0	0	0
1900	25	2	18	5	0	0	0	0	0	0	0	0	0	0
2000	20	0	18	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	9	0	5	4	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
<b>07-19</b>	<b>296</b>	<b>8</b>	<b>219</b>	<b>68</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>363</b>	<b>10</b>	<b>273</b>	<b>79</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>380</b>	<b>10</b>	<b>286</b>	<b>83</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>395</b>	<b>10</b>	<b>295</b>	<b>88</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (48) AM Peak step 8:00 (19) PM Peak step 17:00 (48)

**\* Tuesday, February 24, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	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	1	0	1	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	11	0	4	6	0	0	1	0	0	0	0	0	0	0
0800	19	0	16	2	1	0	0	0	0	0	0	0	0	0
0900	12	1	8	3	0	0	0	0	0	0	0	0	0	0
1000	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1100	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1200	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1300	13	0	9	3	0	0	1	0	0	0	0	0	0	0
1400	19	0	15	3	0	1	0	0	0	0	0	0	0	0
1500	34	1	26	7	0	0	0	0	0	0	0	0	0	0
1600	40	2	28	10	0	0	0	0	0	0	0	0	0	0
1700	36	0	33	3	0	0	0	0	0	0	0	0	0	0
1800	36	0	30	5	1	0	0	0	0	0	0	0	0	0
1900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2000	27	0	24	2	0	0	0	0	1	0	0	0	0	0
2100	19	1	18	0	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	6	0	5	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>261</b>	<b>4</b>	<b>199</b>	<b>53</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>334</b>	<b>5</b>	<b>266</b>	<b>57</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>351</b>	<b>5</b>	<b>281</b>	<b>59</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>363</b>	<b>5</b>	<b>292</b>	<b>60</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (40) AM Peak step 8:00 (19) PM Peak step 16:00 (40)

\* Wednesday, February 25, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	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	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	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	5	4	1	0	0	0	0	0	0	0	0	0
0800	12	1	9	2	0	0	0	0	0	0	0	0	0	0
0900	20	3	14	3	0	0	0	0	0	0	0	0	0	0
1000	13	1	8	3	0	1	0	0	0	0	0	0	0	0
1100	21	1	15	5	0	0	0	0	0	0	0	0	0	0
1200	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1300	28	2	19	7	0	0	0	0	0	0	0	0	0	0
1400	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1500	31	0	23	7	0	1	0	0	0	0	0	0	0	0
1600	33	1	23	9	0	0	0	0	0	0	0	0	0	0
1700	39	0	30	8	0	1	0	0	0	0	0	0	0	0
1800	33	0	27	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	19	4	0	0	0	0	0	0	0	0	0	0
2000	23	0	17	5	0	0	1	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>290</b>	<b>9</b>	<b>215</b>	<b>62</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>362</b>	<b>9</b>	<b>275</b>	<b>73</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>385</b>	<b>9</b>	<b>293</b>	<b>78</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>403</b>	<b>9</b>	<b>310</b>	<b>79</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (39) AM Peak step 11:00 (21) PM Peak step 17:00 (39)

\* Thursday, February 26, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	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	13	0	7	5	1	0	0	0	0	0	0	0	0	0
0800	17	2	12	3	0	0	0	0	0	0	0	0	0	0
0900	16	1	11	3	0	0	1	0	0	0	0	0	0	0
1000	14	0	10	2	0	2	0	0	0	0	0	0	0	0
1100	11	1	7	3	0	0	0	0	0	0	0	0	0	0
1200	21	2	12	7	0	0	0	0	0	0	0	0	0	0
1300	25	1	17	6	0	0	1	0	0	0	0	0	0	0
1400	26	1	20	4	0	1	0	0	0	0	0	0	0	0
1500	30	2	24	4	0	0	0	0	0	0	0	0	0	0
1600	29	1	20	8	0	0	0	0	0	0	0	0	0	0
1700	46	3	29	14	0	0	0	0	0	0	0	0	0	0
1800	43	0	30	12	0	1	0	0	0	0	0	0	0	0
1900	22	0	18	4	0	0	0	0	0	0	0	0	0	0
2000	26	0	24	1	0	0	1	0	0	0	0	0	0	0
2100	24	0	23	1	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>291</b>	<b>14</b>	<b>199</b>	<b>71</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>365</b>	<b>14</b>	<b>266</b>	<b>77</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>383</b>	<b>14</b>	<b>280</b>	<b>81</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>399</b>	<b>15</b>	<b>294</b>	<b>82</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (46) AM Peak step 8:00 (17) PM Peak step 17:00 (46)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5439 -- English (ENU)**

**Datasets:**

**Site:** [8] 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:** TDS  
**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 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0700	37	0	31	6	0	0	0	0	0	0	0	0	0	0
0800	50	0	42	8	0	0	0	0	0	0	0	0	0	0
0900	53	0	48	5	0	0	0	0	0	0	0	0	0	0
1000	57	0	46	10	0	1	0	0	0	0	0	0	0	0
1100	62	0	53	8	1	0	0	0	0	0	0	0	0	0
1200	49	2	33	13	0	1	0	0	0	0	0	0	0	0
1300	60	0	46	14	0	0	0	0	0	0	0	0	0	0
1400	79	1	64	14	0	0	0	0	0	0	0	0	0	0
1500	71	2	64	5	0	0	0	0	0	0	0	0	0	0
1600	51	0	40	11	0	0	0	0	0	0	0	0	0	0
1700	47	0	35	12	0	0	0	0	0	0	0	0	0	0
1800	31	0	27	4	0	0	0	0	0	0	0	0	0	0
1900	42	0	39	3	0	0	0	0	0	0	0	0	0	0
2000	37	0	28	9	0	0	0	0	0	0	0	0	0	0
2100	28	0	24	4	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	11	0	10	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>647</b>	<b>5</b>	<b>529</b>	<b>110</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>770</b>	<b>5</b>	<b>633</b>	<b>129</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>792</b>	<b>5</b>	<b>653</b>	<b>131</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>826</b>	<b>5</b>	<b>683</b>	<b>135</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (79) AM Peak step 11:00 (62) PM Peak step 14:00 (79)

**\* Monday, February 9, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	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	16	0	12	4	0	0	0	0	0	0	0	0	0	0
0500	25	0	22	3	0	0	0	0	0	0	0	0	0	0
0600	46	0	31	15	0	0	0	0	0	0	0	0	0	0
0700	106	1	77	28	0	0	0	0	0	0	0	0	0	0
0800	78	0	54	24	0	0	0	0	0	0	0	0	0	0
0900	65	0	53	12	0	0	0	0	0	0	0	0	0	0
1000	42	0	35	6	1	0	0	0	0	0	0	0	0	0
1100	41	0	35	6	0	0	0	0	0	0	0	0	0	0
1200	45	3	31	10	0	1	0	0	0	0	0	0	0	0
1300	42	0	31	11	0	0	0	0	0	0	0	0	0	0
1400	54	1	45	8	0	0	0	0	0	0	0	0	0	0
1500	69	3	50	16	0	0	0	0	0	0	0	0	0	0
1600	49	0	43	6	0	0	0	0	0	0	0	0	0	0
1700	53	0	47	6	0	0	0	0	0	0	0	0	0	0
1800	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1900	35	1	23	10	0	1	0	0	0	0	0	0	0	0
2000	27	0	21	6	0	0	0	0	0	0	0	0	0	0
2100	23	0	15	8	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	5	0	3	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>689</b>	<b>8</b>	<b>541</b>	<b>138</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>820</b>	<b>9</b>	<b>631</b>	<b>177</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>831</b>	<b>9</b>	<b>640</b>	<b>179</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>883</b>	<b>9</b>	<b>684</b>	<b>187</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (106) AM Peak step 7:00 (106) PM Peak step 15:00 (69)

**\* Tuesday, February 10, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	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	11	0	4	7	0	0	0	0	0	0	0	0	0	0
0500	31	0	15	16	0	0	0	0	0	0	0	0	0	0
0600	49	2	28	19	0	0	0	0	0	0	0	0	0	0
0700	113	2	45	65	0	1	0	0	0	0	0	0	0	0
0800	85	0	36	49	0	0	0	0	0	0	0	0	0	0
0900	59	0	32	27	0	0	0	0	0	0	0	0	0	0
1000	63	0	47	16	0	0	0	0	0	0	0	0	0	0
1100	59	0	36	21	0	2	0	0	0	0	0	0	0	0
1200	44	0	26	18	0	0	0	0	0	0	0	0	0	0
1300	59	0	38	20	0	1	0	0	0	0	0	0	0	0
1400	54	1	30	22	0	1	0	0	0	0	0	0	0	0
1500	57	0	41	15	1	0	0	0	0	0	0	0	0	0
1600	46	1	31	14	0	0	0	0	0	0	0	0	0	0
1700	54	0	38	16	0	0	0	0	0	0	0	0	0	0
1800	39	0	32	7	0	0	0	0	0	0	0	0	0	0
1900	32	0	25	7	0	0	0	0	0	0	0	0	0	0
2000	33	1	24	8	0	0	0	0	0	0	0	0	0	0
2100	24	0	18	6	0	0	0	0	0	0	0	0	0	0
2200	20	0	8	12	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
<b>07-19</b>	<b>732</b>	<b>4</b>	<b>432</b>	<b>290</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>870</b>	<b>7</b>	<b>527</b>	<b>330</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>895</b>	<b>7</b>	<b>539</b>	<b>343</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>946</b>	<b>7</b>	<b>565</b>	<b>368</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (113) AM Peak step 7:00 (113) PM Peak step 13:00 (59)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	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	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0500	28	0	22	6	0	0	0	0	0	0	0	0	0	0
0600	42	1	26	15	0	0	0	0	0	0	0	0	0	0
0700	119	0	72	47	0	0	0	0	0	0	0	0	0	0
0800	91	0	63	28	0	0	0	0	0	0	0	0	0	0
0900	66	1	48	17	0	0	0	0	0	0	0	0	0	0
1000	57	1	43	13	0	0	0	0	0	0	0	0	0	0
1100	42	1	31	9	0	1	0	0	0	0	0	0	0	0
1200	50	0	40	8	1	1	0	0	0	0	0	0	0	0
1300	54	3	46	4	0	1	0	0	0	0	0	0	0	0
1400	54	0	43	9	0	1	0	1	0	0	0	0	0	0
1500	51	1	42	8	0	0	0	0	0	0	0	0	0	0
1600	52	0	36	16	0	0	0	0	0	0	0	0	0	0
1700	50	0	28	22	0	0	0	0	0	0	0	0	0	0
1800	35	0	29	6	0	0	0	0	0	0	0	0	0	0
1900	45	1	38	6	0	0	0	0	0	0	0	0	0	0
2000	43	0	39	4	0	0	0	0	0	0	0	0	0	0
2100	23	0	18	5	0	0	0	0	0	0	0	0	0	0
2200	18	1	13	4	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
<b>07-19</b>	<b>721</b>	<b>7</b>	<b>521</b>	<b>187</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>874</b>	<b>9</b>	<b>642</b>	<b>217</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>899</b>	<b>10</b>	<b>661</b>	<b>222</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>948</b>	<b>10</b>	<b>694</b>	<b>238</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (119) AM Peak step 7:00 (119) PM Peak step 13:00 (54)

**\* Thursday, February 12, 2026 \*PARKED ON\***

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	1	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	9	4	0	0	0	0	0	0	0	0	0	0
0500	28	0	23	5	0	0	0	0	0	0	0	0	0	0
0600	53	0	44	8	0	0	1	0	0	0	0	0	0	0
0700	111	1	87	23	0	0	0	0	0	0	0	0	0	0
0800	99	0	79	20	0	0	0	0	0	0	0	0	0	0
0900	59	1	50	8	0	0	0	0	0	0	0	0	0	0
1000	42	1	35	6	0	0	0	0	0	0	0	0	0	0
1100	57	1	43	12	0	1	0	0	0	0	0	0	0	0
1200	4	0	4	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	18	1	16	1	0	0	0	0	0	0	0	0	0	0
2000	35	0	28	7	0	0	0	0	0	0	0	0	0	0
2100	25	0	21	4	0	0	0	0	0	0	0	0	0	0
2200	24	0	19	5	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
<b>07-19</b>	<b>372</b>	<b>4</b>	<b>298</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>503</b>	<b>5</b>	<b>407</b>	<b>89</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>538</b>	<b>5</b>	<b>436</b>	<b>95</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>588</b>	<b>5</b>	<b>475</b>	<b>106</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (111) AM Peak step 7:00 (111) PM Peak step 20:00 (35)

**\* Friday, February 13, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0500	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0600	45	0	32	13	0	0	0	0	0	0	0	0	0	0
0700	106	0	60	45	1	0	0	0	0	0	0	0	0	0
0800	83	2	65	16	0	0	0	0	0	0	0	0	0	0
0900	56	0	39	17	0	0	0	0	0	0	0	0	0	0
1000	46	0	41	5	0	0	0	0	0	0	0	0	0	0
1100	63	1	49	11	1	1	0	0	0	0	0	0	0	0
1200	62	2	50	10	0	0	0	0	0	0	0	0	0	0
1300	68	1	59	8	0	0	0	0	0	0	0	0	0	0
1400	69	1	55	12	0	0	1	0	0	0	0	0	0	0
1500	52	0	44	8	0	0	0	0	0	0	0	0	0	0
1600	56	0	44	12	0	0	0	0	0	0	0	0	0	0
1700	58	0	42	14	0	2	0	0	0	0	0	0	0	0
1800	38	0	26	12	0	0	0	0	0	0	0	0	0	0
1900	54	1	36	17	0	0	0	0	0	0	0	0	0	0
2000	38	0	34	4	0	0	0	0	0	0	0	0	0	0
2100	34	1	23	10	0	0	0	0	0	0	0	0	0	0
2200	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>757</b>	<b>7</b>	<b>574</b>	<b>170</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>928</b>	<b>9</b>	<b>699</b>	<b>214</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>955</b>	<b>9</b>	<b>723</b>	<b>217</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1004</b>	<b>9</b>	<b>764</b>	<b>225</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (106) AM Peak step 7:00 (106) PM Peak step 14:00 (69)

**\* Saturday, February 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0600	25	0	20	5	0	0	0	0	0	0	0	0	0	0
0700	47	0	32	15	0	0	0	0	0	0	0	0	0	0
0800	67	0	43	24	0	0	0	0	0	0	0	0	0	0
0900	65	1	53	11	0	0	0	0	0	0	0	0	0	0
1000	61	0	46	15	0	0	0	0	0	0	0	0	0	0
1100	51	0	43	7	0	1	0	0	0	0	0	0	0	0
1200	67	0	53	14	0	0	0	0	0	0	0	0	0	0
1300	60	0	42	17	0	1	0	0	0	0	0	0	0	0
1400	63	4	41	17	0	1	0	0	0	0	0	0	0	0
1500	70	0	53	16	0	0	1	0	0	0	0	0	0	0
1600	69	1	58	10	0	0	0	0	0	0	0	0	0	0
1700	58	0	43	15	0	0	0	0	0	0	0	0	0	0
1800	57	0	48	9	0	0	0	0	0	0	0	0	0	0
1900	49	0	43	6	0	0	0	0	0	0	0	0	0	0
2000	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2100	30	1	21	8	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	2	1	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>735</b>	<b>6</b>	<b>555</b>	<b>170</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>859</b>	<b>7</b>	<b>656</b>	<b>192</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>884</b>	<b>7</b>	<b>675</b>	<b>197</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>921</b>	<b>7</b>	<b>703</b>	<b>206</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (70) AM Peak step 8:00 (67) PM Peak step 15:00 (70)

**\* Sunday, February 15, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0700	37	0	25	12	0	0	0	0	0	0	0	0	0	0
0800	40	1	27	11	1	0	0	0	0	0	0	0	0	0
0900	65	0	49	16	0	0	0	0	0	0	0	0	0	0
1000	67	0	51	16	0	0	0	0	0	0	0	0	0	0
1100	41	0	32	9	0	0	0	0	0	0	0	0	0	0
1200	52	0	41	11	0	0	0	0	0	0	0	0	0	0
1300	63	0	51	12	0	0	0	0	0	0	0	0	0	0
1400	66	0	55	11	0	0	0	0	0	0	0	0	0	0
1500	55	0	43	12	0	0	0	0	0	0	0	0	0	0
1600	41	0	30	10	1	0	0	0	0	0	0	0	0	0
1700	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1800	42	0	35	7	0	0	0	0	0	0	0	0	0	0
1900	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2000	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2100	16	0	11	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	8	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>611</b>	<b>1</b>	<b>477</b>	<b>131</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>679</b>	<b>1</b>	<b>532</b>	<b>144</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>698</b>	<b>1</b>	<b>547</b>	<b>148</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>733</b>	<b>1</b>	<b>578</b>	<b>152</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 10:00 (67) AM Peak step 10:00 (67) PM Peak step 14:00 (66)

**\* Monday, February 16, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	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	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0600	27	0	15	12	0	0	0	0	0	0	0	0	0	0
0700	44	0	25	19	0	0	0	0	0	0	0	0	0	0
0800	56	0	31	24	0	1	0	0	0	0	0	0	0	0
0900	52	0	24	27	1	0	0	0	0	0	0	0	0	0
1000	41	0	26	15	0	0	0	0	0	0	0	0	0	0
1100	49	0	23	26	0	0	0	0	0	0	0	0	0	0
1200	45	1	31	12	0	1	0	0	0	0	0	0	0	0
1300	37	0	25	12	0	0	0	0	0	0	0	0	0	0
1400	51	1	29	20	0	1	0	0	0	0	0	0	0	0
1500	52	0	34	17	0	1	0	0	0	0	0	0	0	0
1600	44	0	30	14	0	0	0	0	0	0	0	0	0	0
1700	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1800	49	0	35	14	0	0	0	0	0	0	0	0	0	0
1900	44	0	30	13	0	1	0	0	0	0	0	0	0	0
2000	26	1	19	6	0	0	0	0	0	0	0	0	0	0
2100	30	0	24	6	0	0	0	0	0	0	0	0	0	0
2200	24	0	20	4	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>562</b>	<b>2</b>	<b>347</b>	<b>208</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>689</b>	<b>3</b>	<b>435</b>	<b>245</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>720</b>	<b>3</b>	<b>461</b>	<b>250</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>758</b>	<b>3</b>	<b>493</b>	<b>256</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (56) AM Peak step 8:00 (56) PM Peak step 15:00 (52)

**\* Tuesday, February 17, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0500	26	0	23	3	0	0	0	0	0	0	0	0	0	0
0600	51	0	39	12	0	0	0	0	0	0	0	0	0	0
0700	70	0	45	25	0	0	0	0	0	0	0	0	0	0
0800	74	0	46	27	0	1	0	0	0	0	0	0	0	0
0900	60	0	37	23	0	0	0	0	0	0	0	0	0	0
1000	47	0	26	20	0	1	0	0	0	0	0	0	0	0
1100	51	0	27	24	0	0	0	0	0	0	0	0	0	0
1200	42	0	21	20	0	1	0	0	0	0	0	0	0	0
1300	58	0	35	23	0	0	0	0	0	0	0	0	0	0
1400	47	0	28	18	0	1	0	0	0	0	0	0	0	0
1500	52	0	33	18	0	1	0	0	0	0	0	0	0	0
1600	59	0	38	20	0	1	0	0	0	0	0	0	0	0
1700	37	0	26	11	0	0	0	0	0	0	0	0	0	0
1800	45	0	25	19	0	0	1	0	0	0	0	0	0	0
1900	43	1	26	15	0	1	0	0	0	0	0	0	0	0
2000	37	0	16	21	0	0	0	0	0	0	0	0	0	0
2100	18	0	13	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	6	5	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
<b>07-19</b>	<b>642</b>	<b>0</b>	<b>387</b>	<b>248</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>791</b>	<b>1</b>	<b>481</b>	<b>301</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>807</b>	<b>1</b>	<b>491</b>	<b>307</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>851</b>	<b>1</b>	<b>528</b>	<b>314</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (74) AM Peak step 8:00 (74) PM Peak step 16:00 (59)

**\* Wednesday, February 18, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	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	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0500	23	0	13	10	0	0	0	0	0	0	0	0	0	0
0600	41	0	21	20	0	0	0	0	0	0	0	0	0	0
0700	92	1	35	56	0	0	0	0	0	0	0	0	0	0
0800	70	1	25	44	0	0	0	0	0	0	0	0	0	0
0900	60	0	33	26	0	1	0	0	0	0	0	0	0	0
1000	43	0	20	22	0	1	0	0	0	0	0	0	0	0
1100	43	0	24	19	0	0	0	0	0	0	0	0	0	0
1200	51	1	32	18	0	0	0	0	0	0	0	0	0	0
1300	49	0	40	8	0	0	1	0	0	0	0	0	0	0
1400	47	0	34	12	0	1	0	0	0	0	0	0	0	0
1500	45	0	29	15	0	1	0	0	0	0	0	0	0	0
1600	51	0	32	19	0	0	0	0	0	0	0	0	0	0
1700	44	0	37	7	0	0	0	0	0	0	0	0	0	0
1800	47	0	34	13	0	0	0	0	0	0	0	0	0	0
1900	34	0	21	13	0	0	0	0	0	0	0	0	0	0
2000	29	0	19	9	0	1	0	0	0	0	0	0	0	0
2100	21	0	15	6	0	0	0	0	0	0	0	0	0	0
2200	23	1	12	10	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
<b>07-19</b>	<b>642</b>	<b>3</b>	<b>375</b>	<b>259</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>767</b>	<b>3</b>	<b>451</b>	<b>307</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>791</b>	<b>4</b>	<b>464</b>	<b>317</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>831</b>	<b>4</b>	<b>487</b>	<b>334</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (92) AM Peak step 7:00 (92) PM Peak step 12:00 (51)

**\* Thursday, February 19, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0500	28	0	20	8	0	0	0	0	0	0	0	0	0	0
0600	43	0	30	13	0	0	0	0	0	0	0	0	0	0
0700	75	0	55	18	0	2	0	0	0	0	0	0	0	0
0800	87	1	56	30	0	0	0	0	0	0	0	0	0	0
0900	59	1	34	23	0	1	0	0	0	0	0	0	0	0
1000	49	0	33	15	0	1	0	0	0	0	0	0	0	0
1100	44	0	31	11	0	2	0	0	0	0	0	0	0	0
1200	44	1	26	17	0	0	0	0	0	0	0	0	0	0
1300	55	0	48	7	0	0	0	0	0	0	0	0	0	0
1400	64	0	47	16	0	1	0	0	0	0	0	0	0	0
1500	45	0	29	16	0	0	0	0	0	0	0	0	0	0
1600	48	0	41	7	0	0	0	0	0	0	0	0	0	0
1700	44	0	33	11	0	0	0	0	0	0	0	0	0	0
1800	39	0	29	9	1	0	0	0	0	0	0	0	0	0
1900	42	0	38	4	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	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	9	5	0	0	0	0	0	0	0	0	0	0
2300	10	0	2	8	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>653</b>	<b>3</b>	<b>462</b>	<b>180</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>783</b>	<b>3</b>	<b>569</b>	<b>203</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>807</b>	<b>3</b>	<b>580</b>	<b>216</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>855</b>	<b>3</b>	<b>612</b>	<b>232</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (87) AM Peak step 8:00 (87) PM Peak step 14:00 (64)

**\* Friday, February 20, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	5	5	0	0	0	0	0	0	0	0	0	0
0500	25	0	15	10	0	0	0	0	0	0	0	0	0	0
0600	46	0	32	14	0	0	0	0	0	0	0	0	0	0
0700	80	0	48	32	0	0	0	0	0	0	0	0	0	0
0800	71	0	43	28	0	0	0	0	0	0	0	0	0	0
0900	58	1	44	12	0	1	0	0	0	0	0	0	0	0
1000	53	0	36	16	0	1	0	0	0	0	0	0	0	0
1100	55	0	41	13	0	1	0	0	0	0	0	0	0	0
1200	46	0	33	11	0	2	0	0	0	0	0	0	0	0
1300	60	0	49	11	0	0	0	0	0	0	0	0	0	0
1400	50	0	41	8	0	1	0	0	0	0	0	0	0	0
1500	53	1	44	7	0	1	0	0	0	0	0	0	0	0
1600	64	1	52	11	0	0	0	0	0	0	0	0	0	0
1700	58	1	46	11	0	0	0	0	0	0	0	0	0	0
1800	60	0	47	13	0	0	0	0	0	0	0	0	0	0
1900	40	0	37	3	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	25	0	18	7	0	0	0	0	0	0	0	0	0	0
2200	30	0	23	7	0	0	0	0	0	0	0	0	0	0
2300	13	0	10	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>708</b>	<b>4</b>	<b>524</b>	<b>173</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>852</b>	<b>4</b>	<b>640</b>	<b>201</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>895</b>	<b>4</b>	<b>673</b>	<b>211</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>944</b>	<b>4</b>	<b>705</b>	<b>228</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (80) AM Peak step 7:00 (80) PM Peak step 16:00 (64)

**\* Saturday, February 21, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0100	7	0	5	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	4	0	3	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	3	4	0	0	0	0	0	0	0	0	0	0
0600	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0700	44	0	35	9	0	0	0	0	0	0	0	0	0	0
0800	48	0	37	11	0	0	0	0	0	0	0	0	0	0
0900	59	0	44	15	0	0	0	0	0	0	0	0	0	0
1000	53	0	38	15	0	0	0	0	0	0	0	0	0	0
1100	68	0	54	14	0	0	0	0	0	0	0	0	0	0
1200	46	1	35	10	0	0	0	0	0	0	0	0	0	0
1300	85	1	74	10	0	0	0	0	0	0	0	0	0	0
1400	70	1	60	8	0	1	0	0	0	0	0	0	0	0
1500	51	0	40	10	0	1	0	0	0	0	0	0	0	0
1600	54	0	44	10	0	0	0	0	0	0	0	0	0	0
1700	47	0	38	8	0	1	0	0	0	0	0	0	0	0
1800	64	0	53	11	0	0	0	0	0	0	0	0	0	0
1900	42	0	32	10	0	0	0	0	0	0	0	0	0	0
2000	33	0	26	7	0	0	0	0	0	0	0	0	0	0
2100	31	0	26	5	0	0	0	0	0	0	0	0	0	0
2200	15	0	10	5	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>689</b>	<b>3</b>	<b>552</b>	<b>131</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>822</b>	<b>3</b>	<b>661</b>	<b>155</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>849</b>	<b>3</b>	<b>680</b>	<b>163</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>882</b>	<b>3</b>	<b>701</b>	<b>175</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 13:00 (85) AM Peak step 11:00 (68) PM Peak step 13:00 (85)

**\* Sunday, February 22, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	8	2	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	3	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0600	16	0	11	5	0	0	0	0	0	0	0	0	0	0
0700	28	0	17	10	1	0	0	0	0	0	0	0	0	0
0800	46	0	29	17	0	0	0	0	0	0	0	0	0	0
0900	69	0	43	25	1	0	0	0	0	0	0	0	0	0
1000	62	1	44	17	0	0	0	0	0	0	0	0	0	0
1100	60	1	48	11	0	0	0	0	0	0	0	0	0	0
1200	60	0	53	7	0	0	0	0	0	0	0	0	0	0
1300	57	1	42	14	0	0	0	0	0	0	0	0	0	0
1400	57	1	43	12	0	0	0	0	1	0	0	0	0	0
1500	57	2	47	8	0	0	0	0	0	0	0	0	0	0
1600	59	2	47	10	0	0	0	0	0	0	0	0	0	0
1700	59	0	48	11	0	0	0	0	0	0	0	0	0	0
1800	52	0	38	14	0	0	0	0	0	0	0	0	0	0
1900	41	0	32	9	0	0	0	0	0	0	0	0	0	0
2000	33	0	21	11	0	1	0	0	0	0	0	0	0	0
2100	23	0	15	8	0	0	0	0	0	0	0	0	0	0
2200	18	0	14	4	0	0	0	0	0	0	0	0	0	0
2300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>666</b>	<b>8</b>	<b>499</b>	<b>156</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>779</b>	<b>8</b>	<b>578</b>	<b>189</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>807</b>	<b>8</b>	<b>600</b>	<b>195</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>850</b>	<b>8</b>	<b>634</b>	<b>204</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 9:00 (69) AM Peak step 9:00 (69) PM Peak step 12:00 (60)

**\* Monday, February 23, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	2	2	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	1	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	6	7	0	0	0	0	0	0	0	0	0	0
0500	22	0	15	7	0	0	0	0	0	0	0	0	0	0
0600	46	0	32	14	0	0	0	0	0	0	0	0	0	0
0700	112	1	58	53	0	0	0	0	0	0	0	0	0	0
0800	90	1	54	35	0	0	0	0	0	0	0	0	0	0
0900	57	0	40	16	1	0	0	0	0	0	0	0	0	0
1000	55	0	43	11	0	1	0	0	0	0	0	0	0	0
1100	41	0	30	10	0	1	0	0	0	0	0	0	0	0
1200	47	0	33	14	0	0	0	0	0	0	0	0	0	0
1300	63	1	49	13	0	0	0	0	0	0	0	0	0	0
1400	62	1	53	7	1	0	0	0	0	0	0	0	0	0
1500	55	0	45	10	0	0	0	0	0	0	0	0	0	0
1600	62	0	49	13	0	0	0	0	0	0	0	0	0	0
1700	54	0	44	10	0	0	0	0	0	0	0	0	0	0
1800	45	0	38	6	0	1	0	0	0	0	0	0	0	0
1900	39	2	33	3	0	1	0	0	0	0	0	0	0	0
2000	34	0	31	3	0	0	0	0	0	0	0	0	0	0
2100	15	1	12	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	10	4	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
<b>07-19</b>	<b>743</b>	<b>4</b>	<b>536</b>	<b>198</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>877</b>	<b>7</b>	<b>644</b>	<b>220</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>893</b>	<b>7</b>	<b>656</b>	<b>224</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>941</b>	<b>7</b>	<b>685</b>	<b>243</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (112) AM Peak step 7:00 (112) PM Peak step 13:00 (63)

**\* Tuesday, February 24, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0500	27	0	22	5	0	0	0	0	0	0	0	0	0	0
0600	53	0	39	13	0	1	0	0	0	0	0	0	0	0
0700	107	0	78	28	1	0	0	0	0	0	0	0	0	0
0800	107	1	81	25	0	0	0	0	0	0	0	0	0	0
0900	52	0	46	6	0	0	0	0	0	0	0	0	0	0
1000	56	0	44	12	0	0	0	0	0	0	0	0	0	0
1100	54	0	42	12	0	0	0	0	0	0	0	0	0	0
1200	43	0	30	12	0	1	0	0	0	0	0	0	0	0
1300	46	0	36	8	0	1	1	0	0	0	0	0	0	0
1400	45	1	34	8	1	0	1	0	0	0	0	0	0	0
1500	59	0	46	12	1	0	0	0	0	0	0	0	0	0
1600	52	1	41	10	0	0	0	0	0	0	0	0	0	0
1700	58	0	51	7	0	0	0	0	0	0	0	0	0	0
1800	57	2	50	5	0	0	0	0	0	0	0	0	0	0
1900	49	3	43	3	0	0	0	0	0	0	0	0	0	0
2000	30	0	22	7	0	1	0	0	0	0	0	0	0	0
2100	24	0	21	3	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>736</b>	<b>5</b>	<b>579</b>	<b>145</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>892</b>	<b>8</b>	<b>704</b>	<b>171</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>913</b>	<b>8</b>	<b>724</b>	<b>172</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>965</b>	<b>8</b>	<b>765</b>	<b>183</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (107) AM Peak step 7:00 (107) PM Peak step 15:00 (59)

\* Wednesday, February 25, 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0500	30	0	25	5	0	0	0	0	0	0	0	0	0	0
0600	46	0	37	9	0	0	0	0	0	0	0	0	0	0
0700	130	0	94	36	0	0	0	0	0	0	0	0	0	0
0800	80	1	64	15	0	0	0	0	0	0	0	0	0	0
0900	66	1	53	12	0	0	0	0	0	0	0	0	0	0
1000	62	1	49	11	0	1	0	0	0	0	0	0	0	0
1100	41	0	35	6	0	0	0	0	0	0	0	0	0	0
1200	52	1	40	9	0	2	0	0	0	0	0	0	0	0
1300	53	0	40	12	0	1	0	0	0	0	0	0	0	0
1400	57	1	47	9	0	0	0	0	0	0	0	0	0	0
1500	50	3	41	4	1	1	0	0	0	0	0	0	0	0
1600	75	1	58	16	0	0	0	0	0	0	0	0	0	0
1700	55	1	38	15	0	0	1	0	0	0	0	0	0	0
1800	43	1	33	9	0	0	0	0	0	0	0	0	0	0
1900	42	0	38	4	0	0	0	0	0	0	0	0	0	0
2000	31	2	26	3	0	0	0	0	0	0	0	0	0	0
2100	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2200	16	0	15	1	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
<b>07-19</b>	<b>764</b>	<b>11</b>	<b>592</b>	<b>154</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>907</b>	<b>13</b>	<b>715</b>	<b>172</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>926</b>	<b>13</b>	<b>733</b>	<b>173</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>980</b>	<b>13</b>	<b>779</b>	<b>181</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (130) AM Peak step 7:00 (130) PM Peak step 16:00 (75)

\* Thursday, February 26, 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0500	34	0	30	4	0	0	0	0	0	0	0	0	0	0
0600	45	0	31	14	0	0	0	0	0	0	0	0	0	0
0700	115	0	78	36	0	1	0	0	0	0	0	0	0	0
0800	83	0	59	24	0	0	0	0	0	0	0	0	0	0
0900	66	0	51	15	0	0	0	0	0	0	0	0	0	0
1000	45	0	35	9	0	1	0	0	0	0	0	0	0	0
1100	61	1	50	9	0	1	0	0	0	0	0	0	0	0
1200	40	1	28	11	0	0	0	0	0	0	0	0	0	0
1300	55	1	47	6	1	0	0	0	0	0	0	0	0	0
1400	50	1	41	6	0	2	0	0	0	0	0	0	0	0
1500	53	0	43	10	0	0	0	0	0	0	0	0	0	0
1600	65	0	52	13	0	0	0	0	0	0	0	0	0	0
1700	51	3	39	9	0	0	0	0	0	0	0	0	0	0
1800	52	1	44	7	0	0	0	0	0	0	0	0	0	0
1900	47	0	41	6	0	0	0	0	0	0	0	0	0	0
2000	34	0	31	3	0	0	0	0	0	0	0	0	0	0
2100	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2200	20	0	19	1	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
<b>07-19</b>	<b>736</b>	<b>8</b>	<b>567</b>	<b>155</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>885</b>	<b>8</b>	<b>690</b>	<b>181</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>914</b>	<b>8</b>	<b>717</b>	<b>183</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>974</b>	<b>8</b>	<b>767</b>	<b>193</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (115) AM Peak step 7:00 (115) PM Peak step 16:00 (65)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5428 -- English (ENU)**

**Datasets:**

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

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound), P = East, Lane = 0-16  
**Name:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	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	0	0	0	0	1	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	4	0	0	0	0	0	0	0	0	0	0	0
0800	33	0	28	3	0	0	2	0	0	0	0	0	0	0
0900	180	0	157	14	0	0	8	0	1	0	0	0	0	0
1000	85	0	75	7	0	0	3	0	0	0	0	0	0	0
1100	57	5	47	2	0	0	2	0	1	0	0	0	0	0
1200	30	0	27	1	0	1	0	0	1	0	0	0	0	0
1300	41	1	35	4	0	0	1	0	0	0	0	0	0	0
1400	43	1	39	2	0	0	1	0	0	0	0	0	0	0
1500	33	0	31	2	0	0	0	0	0	0	0	0	0	0
1600	34	1	28	3	0	0	1	0	1	0	0	0	0	0
1700	22	0	20	1	0	1	0	0	0	0	0	0	0	0
1800	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1900	29	1	23	4	0	0	0	0	1	0	0	0	0	0
2000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
2100	18	0	15	3	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	8	0	5	2	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>581</b>	<b>8</b>	<b>507</b>	<b>42</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>646</b>	<b>9</b>	<b>560</b>	<b>52</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>660</b>	<b>9</b>	<b>571</b>	<b>54</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>676</b>	<b>9</b>	<b>584</b>	<b>55</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 9:00 (180) AM Peak step 9:00 (180) PM Peak step 14:00 (43)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0400	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	36	13	0	1	0	0	0	0	0	0	0	0
0600	69	0	48	19	2	0	0	0	0	0	0	0	0	0
0700	134	0	94	19	15	6	0	0	0	0	0	0	0	0
0800	281	2	213	34	19	13	0	0	0	0	0	0	0	0
0900	274	1	219	24	14	15	1	0	0	0	0	0	0	0
1000	134	0	104	17	5	7	1	0	0	0	0	0	0	0
1100	114	0	98	11	2	3	0	0	0	0	0	0	0	0
1200	111	0	95	10	1	4	1	0	0	0	0	0	0	0
1300	78	0	69	7	0	2	0	0	0	0	0	0	0	0
1400	67	0	53	12	1	1	0	0	0	0	0	0	0	0
1500	98	0	73	15	5	5	0	0	0	0	0	0	0	0
1600	141	2	108	21	6	4	0	0	0	0	0	0	0	0
1700	183	2	145	23	6	7	0	0	0	0	0	0	0	0
1800	100	0	74	17	3	6	0	0	0	0	0	0	0	0
1900	36	0	20	12	2	2	0	0	0	0	0	0	0	0
2000	15	0	11	3	1	0	0	0	0	0	0	0	0	0
2100	8	0	5	3	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	21	0	19	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1715</b>	<b>7</b>	<b>1345</b>	<b>210</b>	<b>77</b>	<b>73</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1843</b>	<b>7</b>	<b>1429</b>	<b>247</b>	<b>82</b>	<b>75</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1874</b>	<b>7</b>	<b>1457</b>	<b>250</b>	<b>82</b>	<b>75</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1950</b>	<b>7</b>	<b>1516</b>	<b>265</b>	<b>83</b>	<b>76</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (281) AM Peak step 8:00 (281) PM Peak step 17:00 (183)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	16	0	13	2	0	0	1	0	0	0	0	0	0	0
0500	56	0	38	15	2	1	0	0	0	0	0	0	0	0
0600	63	2	40	20	1	0	0	0	0	0	0	0	0	0
0700	144	0	113	11	11	9	0	0	0	0	0	0	0	0
0800	396	0	341	33	13	9	0	0	0	0	0	0	0	0
0900	473	0	384	42	27	19	1	0	0	0	0	0	0	0
1000	215	0	176	19	6	14	0	0	0	0	0	0	0	0
1100	149	0	127	15	3	4	0	0	0	0	0	0	0	0
1200	111	1	91	14	1	3	1	0	0	0	0	0	0	0
1300	73	1	55	14	0	2	1	0	0	0	0	0	0	0
1400	102	0	81	16	1	3	1	0	0	0	0	0	0	0
1500	101	1	78	15	2	5	0	0	0	0	0	0	0	0
1600	161	1	130	20	5	5	0	0	0	0	0	0	0	0
1700	200	1	165	24	4	5	1	0	0	0	0	0	0	0
1800	100	0	74	17	4	5	0	0	0	0	0	0	0	0
1900	71	0	51	14	4	2	0	0	0	0	0	0	0	0
2000	24	0	23	0	1	0	0	0	0	0	0	0	0	0
2100	13	0	11	2	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	2	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2225</b>	<b>5</b>	<b>1815</b>	<b>240</b>	<b>77</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2396</b>	<b>7</b>	<b>1940</b>	<b>276</b>	<b>83</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2403</b>	<b>7</b>	<b>1945</b>	<b>278</b>	<b>83</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2487</b>	<b>7</b>	<b>2005</b>	<b>298</b>	<b>85</b>	<b>86</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 9:00 (473) AM Peak step 9:00 (473) PM Peak step 17:00 (200)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	2	1	0	0	0	0	0	0	0	0	0
0400	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0500	55	0	40	12	0	3	0	0	0	0	0	0	0	0
0600	73	0	52	19	0	2	0	0	0	0	0	0	0	0
0700	164	1	133	8	10	11	1	0	0	0	0	0	0	0
0800	402	2	347	21	12	19	0	0	1	0	0	0	0	0
0900	367	0	303	30	19	15	0	0	0	0	0	0	0	0
1000	183	0	132	29	7	14	1	0	0	0	0	0	0	0
1100	130	0	108	17	2	3	0	0	0	0	0	0	0	0
1200	98	1	80	14	1	2	0	0	0	0	0	0	0	0
1300	84	0	75	8	0	1	0	0	0	0	0	0	0	0
1400	105	0	82	21	2	0	0	0	0	0	0	0	0	0
1500	99	0	73	19	3	4	0	0	0	0	0	0	0	0
1600	158	0	129	21	4	4	0	0	0	0	0	0	0	0
1700	174	1	139	25	4	5	0	0	0	0	0	0	0	0
1800	111	0	87	15	4	5	0	0	0	0	0	0	0	0
1900	62	0	43	13	2	4	0	0	0	0	0	0	0	0
2000	23	0	21	1	1	0	0	0	0	0	0	0	0	0
2100	20	0	16	2	0	1	1	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
<b>07-19</b>	<b>2075</b>	<b>5</b>	<b>1688</b>	<b>228</b>	<b>68</b>	<b>83</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2253</b>	<b>5</b>	<b>1820</b>	<b>263</b>	<b>71</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2272</b>	<b>5</b>	<b>1838</b>	<b>264</b>	<b>71</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2350</b>	<b>5</b>	<b>1897</b>	<b>279</b>	<b>72</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (402) AM Peak step 8:00 (402) PM Peak step 17:00 (174)

**\* Thursday, February 12, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	4	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	4	0	3	0	1	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	16	0	11	4	0	1	0	0	0	0	0	0	0	0
0500	42	0	28	12	0	1	1	0	0	0	0	0	0	0
0600	72	0	42	23	3	2	2	0	0	0	0	0	0	0
0700	138	2	98	17	12	9	0	0	0	0	0	0	0	0
0800	357	1	290	34	22	9	0	0	0	0	1	0	0	0
0900	357	0	301	25	19	12	0	0	0	0	0	0	0	0
1000	198	0	163	15	7	12	1	0	0	0	0	0	0	0
1100	143	1	121	15	0	6	0	0	0	0	0	0	0	0
1200	116	1	98	13	3	1	0	0	0	0	0	0	0	0
1300	73	0	56	14	2	1	0	0	0	0	0	0	0	0
1400	86	0	71	14	0	0	1	0	0	0	0	0	0	0
1500	110	1	82	18	3	5	1	0	0	0	0	0	0	0
1600	175	2	140	23	5	5	0	0	0	0	0	0	0	0
1700	127	0	104	13	6	4	0	0	0	0	0	0	0	0
1800	109	0	86	15	3	5	0	0	0	0	0	0	0	0
1900	60	0	41	12	5	2	0	0	0	0	0	0	0	0
2000	24	0	22	0	1	1	0	0	0	0	0	0	0	0
2100	19	1	13	4	0	1	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1989</b>	<b>8</b>	<b>1610</b>	<b>216</b>	<b>82</b>	<b>69</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2164</b>	<b>9</b>	<b>1728</b>	<b>255</b>	<b>91</b>	<b>75</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2185</b>	<b>9</b>	<b>1746</b>	<b>258</b>	<b>91</b>	<b>75</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2259</b>	<b>9</b>	<b>1795</b>	<b>279</b>	<b>92</b>	<b>77</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (357) AM Peak step 8:00 (357) PM Peak step 16:00 (175)

**\* Friday, February 13, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	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	5	0	0	3	1	0	1	0	0	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	47	0	39	7	0	1	0	0	0	0	0	0	0	0
0600	50	0	33	15	1	1	0	0	0	0	0	0	0	0
0700	91	1	66	11	8	5	0	0	0	0	0	0	0	0
0800	187	1	150	21	8	7	0	0	0	0	0	0	0	0
0900	146	0	114	20	5	7	0	0	0	0	0	0	0	0
1000	126	0	103	14	2	6	1	0	0	0	0	0	0	0
1100	91	0	76	14	1	0	0	0	0	0	0	0	0	0
1200	99	1	90	6	1	1	0	0	0	0	0	0	0	0
1300	165	0	141	20	2	1	1	0	0	0	0	0	0	0
1400	318	0	282	30	4	2	0	0	0	0	0	0	0	0
1500	151	0	118	24	4	4	1	0	0	0	0	0	0	0
1600	126	0	94	21	6	5	0	0	0	0	0	0	0	0
1700	156	0	131	16	2	5	2	0	0	0	0	0	0	0
1800	110	0	87	11	2	5	5	0	0	0	0	0	0	0
1900	50	0	37	9	0	2	2	0	0	0	0	0	0	0
2000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2100	18	0	14	3	0	1	0	0	0	0	0	0	0	0
2200	13	0	12	1	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
<b>07-19</b>	<b>1766</b>	<b>3</b>	<b>1452</b>	<b>208</b>	<b>45</b>	<b>48</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1898</b>	<b>3</b>	<b>1548</b>	<b>237</b>	<b>46</b>	<b>52</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1919</b>	<b>3</b>	<b>1566</b>	<b>240</b>	<b>46</b>	<b>52</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1992</b>	<b>3</b>	<b>1623</b>	<b>253</b>	<b>47</b>	<b>53</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (318) AM Peak step 8:00 (187) PM Peak step 14:00 (318)

**\* Saturday, February 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	2	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	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	17	0	12	3	0	0	1	0	0	0	1	0	0	0
0800	24	0	16	8	0	0	0	0	0	0	0	0	0	0
0900	22	1	17	3	0	0	1	0	0	0	0	0	0	0
1000	28	0	23	5	0	0	0	0	0	0	0	0	0	0
1100	35	1	31	3	0	0	0	0	0	0	0	0	0	0
1200	34	1	29	3	0	1	0	0	0	0	0	0	0	0
1300	34	1	31	1	0	0	1	0	0	0	0	0	0	0
1400	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1500	31	0	28	3	0	0	0	0	0	0	0	0	0	0
1600	35	0	28	6	1	0	0	0	0	0	0	0	0	0
1700	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1800	26	1	21	4	0	0	0	0	0	0	0	0	0	0
1900	16	1	13	2	0	0	0	0	0	0	0	0	0	0
2000	12	0	9	2	0	1	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	6	3	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>341</b>	<b>5</b>	<b>285</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>388</b>	<b>6</b>	<b>322</b>	<b>53</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>408</b>	<b>6</b>	<b>338</b>	<b>57</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>420</b>	<b>6</b>	<b>346</b>	<b>60</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (35) AM Peak step 11:00 (35) PM Peak step 16:00 (35)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0800	29	0	24	2	0	0	3	0	0	0	0	0	0	0
0900	129	0	110	9	0	0	10	0	0	0	0	0	0	0
1000	65	1	57	7	0	0	0	0	0	0	0	0	0	0
1100	53	0	43	6	1	0	3	0	0	0	0	0	0	0
1200	38	1	32	4	0	0	1	0	0	0	0	0	0	0
1300	49	0	45	4	0	0	0	0	0	0	0	0	0	0
1400	39	0	37	2	0	0	0	0	0	0	0	0	0	0
1500	27	0	25	2	0	0	0	0	0	0	0	0	0	0
1600	38	0	35	2	0	0	1	0	0	0	0	0	0	0
1700	19	0	17	1	0	0	1	0	0	0	0	0	0	0
1800	10	0	9	1	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	14	0	11	2	0	1	0	0	0	0	0	0	0	0
2100	14	0	13	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>507</b>	<b>2</b>	<b>443</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>557</b>	<b>2</b>	<b>486</b>	<b>48</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>571</b>	<b>2</b>	<b>498</b>	<b>50</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>592</b>	<b>2</b>	<b>516</b>	<b>53</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 9:00 (129) AM Peak step 9:00 (129) PM Peak step 13:00 (49)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	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	1	0	1	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	4	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	6	5	0	1	0	0	0	0	0	0	0	0
0800	20	0	11	7	0	2	0	0	0	0	0	0	0	0
0900	24	0	16	7	0	1	0	0	0	0	0	0	0	0
1000	29	1	20	7	1	0	0	0	0	0	0	0	0	0
1100	31	0	21	9	0	1	0	0	0	0	0	0	0	0
1200	27	0	20	7	0	0	0	0	0	0	0	0	0	0
1300	27	0	25	2	0	0	0	0	0	0	0	0	0	0
1400	31	0	24	7	0	0	0	0	0	0	0	0	0	0
1500	33	0	27	5	0	1	0	0	0	0	0	0	0	0
1600	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1700	35	0	28	7	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	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	1	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	8	0	7	0	0	1	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>334</b>	<b>1</b>	<b>255</b>	<b>71</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>371</b>	<b>1</b>	<b>287</b>	<b>76</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>386</b>	<b>1</b>	<b>300</b>	<b>77</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>396</b>	<b>1</b>	<b>306</b>	<b>81</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (36) AM Peak step 11:00 (31) PM Peak step 16:00 (36)

**\* Tuesday, February 17, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	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	18	0	14	3	1	0	0	0	0	0	0	0	0	0
0500	56	0	35	17	2	2	0	0	0	0	0	0	0	0
0600	70	0	48	21	0	1	0	0	0	0	0	0	0	0
0700	139	0	93	16	20	9	0	0	0	0	0	1	0	0
0800	276	2	220	27	19	8	0	0	0	0	0	0	0	0
0900	265	0	190	41	28	6	0	0	0	0	0	0	0	0
1000	143	0	84	39	17	3	0	0	0	0	0	0	0	0
1100	99	0	73	20	4	2	0	0	0	0	0	0	0	0
1200	91	0	69	21	0	1	0	0	0	0	0	0	0	0
1300	83	0	63	14	4	2	0	0	0	0	0	0	0	0
1400	63	0	46	16	0	0	1	0	0	0	0	0	0	0
1500	83	0	55	21	3	4	0	0	0	0	0	0	0	0
1600	123	0	91	23	4	4	1	0	0	0	0	0	0	0
1700	131	1	97	22	7	4	0	0	0	0	0	0	0	0
1800	72	0	50	13	4	5	0	0	0	0	0	0	0	0
1900	50	0	28	17	2	3	0	0	0	0	0	0	0	0
2000	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	7	2	0	1	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1568</b>	<b>3</b>	<b>1131</b>	<b>273</b>	<b>110</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1717</b>	<b>3</b>	<b>1235</b>	<b>312</b>	<b>112</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1736</b>	<b>3</b>	<b>1248</b>	<b>317</b>	<b>112</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1816</b>	<b>3</b>	<b>1301</b>	<b>339</b>	<b>115</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (276) AM Peak step 8:00 (276) PM Peak step 17:00 (131)

**\* Wednesday, February 18, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	17	0	12	2	2	1	0	0	0	0	0	0	0	0
0500	57	0	41	14	0	2	0	0	0	0	0	0	0	0
0600	71	0	43	22	4	1	0	1	0	0	0	0	0	0
0700	135	1	92	14	15	13	0	0	0	0	0	0	0	0
0800	373	2	296	43	23	8	1	0	0	0	0	0	0	0
0900	341	0	276	39	19	7	0	0	0	0	0	0	0	0
1000	185	1	152	16	6	9	1	0	0	0	0	0	0	0
1100	151	0	135	12	2	2	0	0	0	0	0	0	0	0
1200	90	1	77	6	3	2	0	1	0	0	0	0	0	0
1300	72	0	55	16	0	1	0	0	0	0	0	0	0	0
1400	85	0	67	16	1	1	0	0	0	0	0	0	0	0
1500	94	0	68	20	4	2	0	0	0	0	0	0	0	0
1600	147	0	113	23	4	6	1	0	0	0	0	0	0	0
1700	144	1	100	29	6	7	1	0	0	0	0	0	0	0
1800	84	1	66	11	3	3	0	0	0	0	0	0	0	0
1900	50	0	35	9	4	2	0	0	0	0	0	0	0	0
2000	31	0	24	5	1	1	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	8	1	0	1	0	0	0	0	0	0	0	0
2300	8	0	4	4	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1901</b>	<b>7</b>	<b>1497</b>	<b>245</b>	<b>86</b>	<b>61</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2066</b>	<b>7</b>	<b>1611</b>	<b>282</b>	<b>95</b>	<b>65</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2084</b>	<b>7</b>	<b>1623</b>	<b>287</b>	<b>95</b>	<b>66</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2176</b>	<b>7</b>	<b>1690</b>	<b>307</b>	<b>97</b>	<b>69</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (373) AM Peak step 8:00 (373) PM Peak step 16:00 (147)

**\* Thursday, February 19, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	2	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	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0500	61	0	43	16	0	2	0	0	0	0	0	0	0	0
0600	63	0	44	18	1	0	0	0	0	0	0	0	0	0
0700	141	1	101	14	12	13	0	0	0	0	0	0	0	0
0800	302	0	233	37	25	6	1	0	0	0	0	0	0	0
0900	295	0	235	32	21	7	0	0	0	0	0	0	0	0
1000	224	0	173	33	12	6	0	0	0	0	0	0	0	0
1100	141	0	107	24	6	4	0	0	0	0	0	0	0	0
1200	105	0	81	15	4	3	2	0	0	0	0	0	0	0
1300	82	2	69	11	0	0	0	0	0	0	0	0	0	0
1400	72	0	56	14	1	0	1	0	0	0	0	0	0	0
1500	88	0	66	15	4	3	0	0	0	0	0	0	0	0
1600	143	0	110	25	2	6	0	0	0	0	0	0	0	0
1700	143	0	105	27	7	4	0	0	0	0	0	0	0	0
1800	84	0	62	13	3	6	0	0	0	0	0	0	0	0
1900	98	0	73	18	5	2	0	0	0	0	0	0	0	0
2000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	15	0	12	3	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
<b>07-19</b>	<b>1820</b>	<b>3</b>	<b>1398</b>	<b>260</b>	<b>97</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2020</b>	<b>3</b>	<b>1551</b>	<b>299</b>	<b>103</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2042</b>	<b>3</b>	<b>1569</b>	<b>303</b>	<b>103</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2131</b>	<b>3</b>	<b>1634</b>	<b>324</b>	<b>104</b>	<b>62</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (302) AM Peak step 8:00 (302) PM Peak step 16:00 (143)

**\* Friday, February 20, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	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	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0400	15	0	11	2	2	0	0	0	0	0	0	0	0	0
0500	54	0	34	19	0	1	0	0	0	0	0	0	0	0
0600	53	0	32	19	0	2	0	0	0	0	0	0	0	0
0700	87	0	59	15	7	6	0	0	0	0	0	0	0	0
0800	212	2	161	29	13	6	1	0	0	0	0	0	0	0
0900	183	2	139	27	6	8	1	0	0	0	0	0	0	0
1000	108	0	79	19	3	6	0	0	1	0	0	0	0	0
1100	107	0	92	13	1	1	0	0	0	0	0	0	0	0
1200	110	0	93	13	2	2	0	0	0	0	0	0	0	0
1300	97	0	85	11	1	0	0	0	0	0	0	0	0	0
1400	80	0	66	14	0	0	0	0	0	0	0	0	0	0
1500	95	0	71	15	5	4	0	0	0	0	0	0	0	0
1600	102	0	79	16	2	5	0	0	0	0	0	0	0	0
1700	151	0	124	19	4	4	0	0	0	0	0	0	0	0
1800	82	0	64	11	0	4	3	0	0	0	0	0	0	0
1900	77	0	62	12	0	3	0	0	0	0	0	0	0	0
2000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2100	27	0	25	1	0	1	0	0	0	0	0	0	0	0
2200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1414</b>	<b>4</b>	<b>1112</b>	<b>202</b>	<b>44</b>	<b>46</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1586</b>	<b>4</b>	<b>1244</b>	<b>236</b>	<b>44</b>	<b>52</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1606</b>	<b>4</b>	<b>1259</b>	<b>241</b>	<b>44</b>	<b>52</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1688</b>	<b>4</b>	<b>1313</b>	<b>265</b>	<b>46</b>	<b>53</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 8:00 (212) AM Peak step 8:00 (212) PM Peak step 17:00 (151)

\* Saturday, February 21, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	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	1	1	0	0	0	0	0	0	0	0	0	0
0600	11	0	2	8	0	1	0	0	0	0	0	0	0	0
0700	17	0	13	3	0	0	1	0	0	0	0	0	0	0
0800	23	0	18	5	0	0	0	0	0	0	0	0	0	0
0900	28	1	24	3	0	0	0	0	0	0	0	0	0	0
1000	39	4	30	5	0	0	0	0	0	0	0	0	0	0
1100	30	0	27	3	0	0	0	0	0	0	0	0	0	0
1200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
1300	50	1	43	4	0	0	1	0	1	0	0	0	0	0
1400	122	1	105	14	0	1	1	0	0	0	0	0	0	0
1500	516	2	465	47	1	1	0	0	0	0	0	0	0	0
1600	81	1	74	3	0	0	3	0	0	0	0	0	0	0
1700	61	1	56	4	0	0	0	0	0	0	0	0	0	0
1800	56	0	49	5	0	0	2	0	0	0	0	0	0	0
1900	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2100	12	0	9	2	0	1	0	0	0	0	0	0	0	0
2200	6	0	5	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
<b>07-19</b>	<b>1055</b>	<b>11</b>	<b>933</b>	<b>99</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1111</b>	<b>11</b>	<b>972</b>	<b>114</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1127</b>	<b>11</b>	<b>987</b>	<b>115</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1144</b>	<b>11</b>	<b>1001</b>	<b>118</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (516) AM Peak step 10:00 (39) PM Peak step 15:00 (516)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5427 -- English (ENU)**

**Datasets:**

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

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound), P = West, Lane = 0-16  
**Name:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	0	1	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	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	14	0	11	1	2	0	0	0	0	0	0	0	0	0
0900	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	78	0	73	4	0	0	0	0	0	1	0	0	0	0
1200	58	1	54	2	0	1	0	0	0	0	0	0	0	0
1300	81	3	68	5	0	1	4	0	0	0	0	0	0	0
1400	40	0	35	3	0	0	2	0	0	0	0	0	0	0
1500	27	0	22	4	0	0	1	0	0	0	0	0	0	0
1600	16	1	13	1	0	0	1	0	0	0	0	0	0	0
1700	18	1	15	2	0	0	0	0	0	0	0	0	0	0
1800	13	0	12	0	0	0	1	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	7	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	8	0	6	2	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
<b>07-19</b>	<b>392</b>	<b>6</b>	<b>345</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>424</b>	<b>6</b>	<b>374</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>435</b>	<b>6</b>	<b>382</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>443</b>	<b>6</b>	<b>389</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 13:00 (81) AM Peak step 11:00 (78) PM Peak step 13:00 (81)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	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	23	0	13	7	1	2	0	0	0	0	0	0	0	0
0700	33	0	24	8	1	0	0	0	0	0	0	0	0	0
0800	55	1	37	13	3	0	1	0	0	0	0	0	0	0
0900	48	0	26	16	3	1	1	0	1	0	0	0	0	0
1000	43	1	32	8	1	0	1	0	0	0	0	0	0	0
1100	43	0	32	6	4	1	0	0	0	0	0	0	0	0
1200	84	2	69	12	0	1	0	0	0	0	0	0	0	0
1300	80	1	64	14	1	0	0	0	0	0	0	0	0	0
1400	108	2	75	25	5	1	0	0	0	0	0	0	0	0
1500	164	0	124	25	14	1	0	0	0	0	0	0	0	0
1600	188	1	143	21	21	2	0	0	0	0	0	0	0	0
1700	205	2	159	26	15	2	1	0	0	0	0	0	0	0
1800	93	2	61	19	11	0	0	0	0	0	0	0	0	0
1900	56	0	40	4	11	1	0	0	0	0	0	0	0	0
2000	27	0	16	5	6	0	0	0	0	0	0	0	0	0
2100	7	0	4	1	2	0	0	0	0	0	0	0	0	0
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1144</b>	<b>12</b>	<b>846</b>	<b>193</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1257</b>	<b>12</b>	<b>919</b>	<b>210</b>	<b>99</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1261</b>	<b>12</b>	<b>922</b>	<b>210</b>	<b>100</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1275</b>	<b>12</b>	<b>933</b>	<b>213</b>	<b>100</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (205) AM Peak step 8:00 (55) PM Peak step 17:00 (205)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	1	2	0	0	1	0	0	0	0	0	0	0
0600	19	0	11	7	1	0	0	0	0	0	0	0	0	0
0700	37	1	28	5	2	0	1	0	0	0	0	0	0	0
0800	58	0	39	14	3	2	0	0	0	0	0	0	0	0
0900	51	0	36	12	3	0	0	0	0	0	0	0	0	0
1000	44	0	36	7	1	0	0	0	0	0	0	0	0	0
1100	55	0	41	11	3	0	0	0	0	0	0	0	0	0
1200	75	0	59	12	1	3	0	0	0	0	0	0	0	0
1300	99	2	71	22	1	3	0	0	0	0	0	0	0	0
1400	160	2	128	24	4	0	2	0	0	0	0	0	0	0
1500	197	0	159	24	12	1	0	1	0	0	0	0	0	0
1600	262	2	205	35	19	1	0	0	0	0	0	0	0	0
1700	341	2	275	44	17	3	0	0	0	0	0	0	0	0
1800	175	0	143	20	12	0	0	0	0	0	0	0	0	0
1900	91	1	66	12	11	1	0	0	0	0	0	0	0	0
2000	44	0	35	3	6	0	0	0	0	0	0	0	0	0
2100	12	0	8	1	2	0	1	0	0	0	0	0	0	0
2200	10	0	8	1	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
<b>07-19</b>	<b>1554</b>	<b>9</b>	<b>1220</b>	<b>230</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1720</b>	<b>10</b>	<b>1340</b>	<b>253</b>	<b>98</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1733</b>	<b>10</b>	<b>1350</b>	<b>255</b>	<b>99</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1751</b>	<b>10</b>	<b>1360</b>	<b>262</b>	<b>99</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (341) AM Peak step 8:00 (58) PM Peak step 17:00 (341)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	7	0	3	2	0	2	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0	0	0	0
0700	42	0	24	13	1	3	0	0	0	1	0	0	0	0
0800	51	0	37	9	3	1	1	0	0	0	0	0	0	0
0900	48	0	23	17	6	2	0	0	0	0	0	0	0	0
1000	50	1	34	13	2	0	0	0	0	0	0	0	0	0
1100	56	0	41	11	3	1	0	0	0	0	0	0	0	0
1200	71	0	54	16	1	0	0	0	0	0	0	0	0	0
1300	86	1	62	22	1	0	0	0	0	0	0	0	0	0
1400	112	0	89	19	4	0	0	0	0	0	0	0	0	0
1500	199	1	159	24	13	1	1	0	0	0	0	0	0	0
1600	263	2	210	25	23	3	0	0	0	0	0	0	0	0
1700	239	1	195	25	17	1	0	0	0	0	0	0	0	0
1800	139	0	112	16	11	0	0	0	0	0	0	0	0	0
1900	93	1	77	3	11	1	0	0	0	0	0	0	0	0
2000	51	0	40	5	6	0	0	0	0	0	0	0	0	0
2100	20	0	15	3	2	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1356</b>	<b>6</b>	<b>1040</b>	<b>210</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1529</b>	<b>7</b>	<b>1180</b>	<b>221</b>	<b>105</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1540</b>	<b>7</b>	<b>1190</b>	<b>222</b>	<b>105</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1555</b>	<b>7</b>	<b>1199</b>	<b>225</b>	<b>105</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (263) AM Peak step 11:00 (56) PM Peak step 16:00 (263)

**\* Thursday, February 12, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	0	0	1	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	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	5	0	2	2	0	1	0	0	0	0	0	0	0	0
0600	17	0	11	4	1	1	0	0	0	0	0	0	0	0
0700	43	0	25	12	3	2	1	0	0	0	0	0	0	0
0800	41	0	23	15	3	0	0	0	0	0	0	0	0	0
0900	43	0	25	10	4	4	0	0	0	0	0	0	0	0
1000	43	0	26	14	2	1	0	0	0	0	0	0	0	0
1100	65	2	44	13	5	1	0	0	0	0	0	0	0	0
1200	71	1	56	13	1	0	0	0	0	0	0	0	0	0
1300	83	2	59	20	1	1	0	0	0	0	0	0	0	0
1400	127	2	101	19	4	1	0	0	0	0	0	0	0	0
1500	180	1	149	17	12	1	0	0	0	0	0	0	0	0
1600	250	5	198	23	22	2	0	0	0	0	0	0	0	0
1700	264	3	213	27	19	2	0	0	0	0	0	0	0	0
1800	135	1	101	21	12	0	0	0	0	0	0	0	0	0
1900	84	2	64	6	11	1	0	0	0	0	0	0	0	0
2000	37	1	30	0	6	0	0	0	0	0	0	0	0	0
2100	23	1	20	0	2	0	0	0	0	0	0	0	0	0
2200	9	0	8	0	1	0	0	0	0	0	0	0	0	0
2300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1345</b>	<b>17</b>	<b>1020</b>	<b>204</b>	<b>88</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1506</b>	<b>21</b>	<b>1145</b>	<b>214</b>	<b>108</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1518</b>	<b>21</b>	<b>1154</b>	<b>216</b>	<b>109</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1531</b>	<b>21</b>	<b>1161</b>	<b>219</b>	<b>109</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (264) AM Peak step 11:00 (65) PM Peak step 17:00 (264)

**\* Friday, February 13, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	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	0	0	0	0	1	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	12	0	7	3	1	1	0	0	0	0	0	0	0	0
0700	28	0	23	3	2	0	0	0	0	0	0	0	0	0
0800	37	0	29	6	2	0	0	0	0	0	0	0	0	0
0900	42	0	22	15	3	2	0	0	0	0	0	0	0	0
1000	35	0	23	10	1	0	0	1	0	0	0	0	0	0
1100	55	0	38	13	3	0	0	0	0	1	0	0	0	0
1200	91	1	77	12	0	1	0	0	0	0	0	0	0	0
1300	83	1	59	18	1	4	0	0	0	0	0	0	0	0
1400	103	1	88	11	3	0	0	0	0	0	0	0	0	0
1500	123	1	102	12	8	0	0	0	0	0	0	0	0	0
1600	139	1	111	14	10	2	1	0	0	0	0	0	0	0
1700	104	1	86	10	6	1	0	0	0	0	0	0	0	0
1800	55	1	49	4	1	0	0	0	0	0	0	0	0	0
1900	41	1	32	8	0	0	0	0	0	0	0	0	0	0
2000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	0
2200	12	1	8	1	0	0	2	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>895</b>	<b>7</b>	<b>707</b>	<b>128</b>	<b>40</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>995</b>	<b>8</b>	<b>792</b>	<b>139</b>	<b>42</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1012</b>	<b>9</b>	<b>805</b>	<b>140</b>	<b>42</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1020</b>	<b>9</b>	<b>810</b>	<b>142</b>	<b>42</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (139) AM Peak step 11:00 (55) PM Peak step 16:00 (139)

**\* Saturday, February 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	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	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	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	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	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1000	25	1	19	5	0	0	0	0	0	0	0	0	0	0
1100	19	1	14	3	0	1	0	0	0	0	0	0	0	0
1200	27	2	19	5	0	1	0	0	0	0	0	0	0	0
1300	14	0	12	1	0	1	0	0	0	0	0	0	0	0
1400	20	1	15	4	0	0	0	0	0	0	0	0	0	0
1500	15	3	11	1	0	0	0	0	0	0	0	0	0	0
1600	14	1	12	1	0	0	0	0	0	0	0	0	0	0
1700	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1900	18	1	15	2	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	5	0	5	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	3	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>186</b>	<b>9</b>	<b>147</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>217</b>	<b>10</b>	<b>175</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>228</b>	<b>10</b>	<b>184</b>	<b>31</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>234</b>	<b>10</b>	<b>188</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (27) AM Peak step 10:00 (25) PM Peak step 12:00 (27)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	4	0	4	0	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	32	0	28	3	0	0	1	0	0	0	0	0	0	0
1100	57	1	51	5	0	0	0	0	0	0	0	0	0	0
1200	78	0	74	2	0	0	2	0	0	0	0	0	0	0
1300	37	1	31	4	0	1	0	0	0	0	0	0	0	0
1400	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1500	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	21	0	18	3	0	0	0	0	0	0	0	0	0	0
1700	28	0	27	1	0	0	0	0	0	0	0	0	0	0
1800	23	0	21	2	0	0	0	0	0	0	0	0	0	0
1900	9	0	5	4	0	0	0	0	0	0	0	0	0	0
2000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	5	2	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
<b>07-19</b>	<b>337</b>	<b>2</b>	<b>305</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>360</b>	<b>2</b>	<b>322</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>371</b>	<b>2</b>	<b>331</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>381</b>	<b>2</b>	<b>341</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (78) AM Peak step 11:00 (57) PM Peak step 12:00 (78)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0500	4	1	0	3	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	1	0	1	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	5	2	0	0	0	0	0	0	0	0	0	0
0900	6	0	3	2	0	0	0	0	1	0	0	0	0	0
1000	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1100	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1200	18	1	14	3	0	0	0	0	0	0	0	0	0	0
1300	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1400	28	0	20	7	0	0	1	0	0	0	0	0	0	0
1500	22	0	19	3	0	0	0	0	0	0	0	0	0	0
1600	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	30	0	28	1	0	1	0	0	0	0	0	0	0	0
1900	10	0	8	2	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	4	0	3	0	0	0	1	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>196</b>	<b>1</b>	<b>159</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>222</b>	<b>1</b>	<b>177</b>	<b>39</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>232</b>	<b>1</b>	<b>186</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>245</b>	<b>2</b>	<b>193</b>	<b>43</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (30) AM Peak step 10:00 (15) PM Peak step 18:00 (30)

**\* Tuesday, February 17, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0600	11	0	9	1	1	0	0	0	0	0	0	0	0	0
0700	31	0	18	10	1	1	1	0	0	0	0	0	0	0
0800	48	0	34	8	6	0	0	0	0	0	0	0	0	0
0900	45	0	24	16	4	1	0	0	0	0	0	0	0	0
1000	40	0	26	11	3	0	0	0	0	0	0	0	0	0
1100	44	1	29	7	5	1	1	0	0	0	0	0	0	0
1200	58	0	44	14	0	0	0	0	0	0	0	0	0	0
1300	64	0	38	23	2	1	0	0	0	0	0	0	0	0
1400	146	0	113	27	5	1	0	0	0	0	0	0	0	0
1500	143	0	106	22	14	1	0	0	0	0	0	0	0	0
1600	177	0	136	17	21	2	1	0	0	0	0	0	0	0
1700	178	1	143	17	16	1	0	0	0	0	0	0	0	0
1800	102	0	85	5	12	0	0	0	0	0	0	0	0	0
1900	61	0	43	6	11	1	0	0	0	0	0	0	0	0
2000	29	0	21	2	6	0	0	0	0	0	0	0	0	0
2100	10	0	8	0	2	0	0	0	0	0	0	0	0	0
2200	8	0	6	1	1	0	0	0	0	0	0	0	0	0
2300	6	0	4	1	0	1	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1076</b>	<b>2</b>	<b>796</b>	<b>177</b>	<b>89</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1187</b>	<b>2</b>	<b>877</b>	<b>186</b>	<b>109</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1201</b>	<b>2</b>	<b>887</b>	<b>188</b>	<b>110</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1213</b>	<b>2</b>	<b>894</b>	<b>192</b>	<b>110</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (178) AM Peak step 8:00 (48) PM Peak step 17:00 (178)

**\* Wednesday, February 18, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	6	1	1	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	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	10	0	6	2	1	1	0	0	0	0	0	0	0	0
0600	16	0	8	6	1	0	1	0	0	0	0	0	0	0
0700	30	0	22	6	2	0	0	0	0	0	0	0	0	0
0800	60	0	39	15	5	0	1	0	0	0	0	0	0	0
0900	42	0	28	11	2	1	0	0	0	0	0	0	0	0
1000	51	0	35	12	3	1	0	0	0	0	0	0	0	0
1100	48	0	38	8	2	0	0	0	0	0	0	0	0	0
1200	74	1	60	13	0	0	0	0	0	0	0	0	0	0
1300	88	0	59	27	1	1	0	0	0	0	0	0	0	0
1400	151	1	122	22	5	1	0	0	0	0	0	0	0	0
1500	198	2	155	27	12	2	0	0	0	0	0	0	0	0
1600	226	0	177	21	25	2	1	0	0	0	0	0	0	0
1700	208	0	167	22	18	1	0	0	0	0	0	0	0	0
1800	136	0	104	20	12	0	0	0	0	0	0	0	0	0
1900	107	0	87	8	11	1	0	0	0	0	0	0	0	0
2000	32	0	21	5	6	0	0	0	0	0	0	0	0	0
2100	17	0	12	3	2	0	0	0	0	0	0	0	0	0
2200	6	1	3	1	1	0	0	0	0	0	0	0	0	0
2300	6	0	3	2	1	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1312</b>	<b>4</b>	<b>1006</b>	<b>204</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1484</b>	<b>4</b>	<b>1134</b>	<b>226</b>	<b>107</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1496</b>	<b>5</b>	<b>1140</b>	<b>229</b>	<b>109</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1519</b>	<b>5</b>	<b>1157</b>	<b>232</b>	<b>111</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (226) AM Peak step 8:00 (60) PM Peak step 16:00 (226)

**\* Thursday, February 19, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	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	15	0	7	5	1	1	1	0	0	0	0	0	0	0
0700	42	0	25	14	1	2	0	0	0	0	0	0	0	0
0800	53	0	36	11	5	1	0	0	0	0	0	0	0	0
0900	59	0	33	16	7	3	0	0	0	0	0	0	0	0
1000	47	0	35	9	2	1	0	0	0	0	0	0	0	0
1100	64	0	48	10	4	2	0	0	0	0	0	0	0	0
1200	65	0	51	12	1	0	1	0	0	0	0	0	0	0
1300	102	0	74	24	2	2	0	0	0	0	0	0	0	0
1400	118	0	93	21	4	0	0	0	0	0	0	0	0	0
1500	170	0	131	23	15	0	1	0	0	0	0	0	0	0
1600	249	0	194	33	20	2	0	0	0	0	0	0	0	0
1700	207	0	177	10	16	3	1	0	0	0	0	0	0	0
1800	135	0	109	14	12	0	0	0	0	0	0	0	0	0
1900	91	1	68	10	11	1	0	0	0	0	0	0	0	0
2000	28	0	21	1	6	0	0	0	0	0	0	0	0	0
2100	14	0	12	0	2	0	0	0	0	0	0	0	0	0
2200	5	0	4	0	1	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1311</b>	<b>0</b>	<b>1006</b>	<b>197</b>	<b>89</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1459</b>	<b>1</b>	<b>1114</b>	<b>213</b>	<b>109</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1466</b>	<b>1</b>	<b>1119</b>	<b>213</b>	<b>111</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1476</b>	<b>1</b>	<b>1127</b>	<b>215</b>	<b>111</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (249) AM Peak step 11:00 (64) PM Peak step 16:00 (249)

**\* Friday, February 20, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	4	1	0	1	0	0	0	0	0	0	0	0
0600	10	0	5	3	1	1	0	0	0	0	0	0	0	0
0700	28	0	20	5	2	1	0	0	0	0	0	0	0	0
0800	36	0	25	7	2	2	0	0	0	0	0	0	0	0
0900	41	0	27	10	3	1	0	0	0	0	0	0	0	0
1000	56	0	43	10	2	1	0	0	0	0	0	0	0	0
1100	49	2	32	8	3	4	0	0	0	0	0	0	0	0
1200	90	1	71	18	0	0	0	0	0	0	0	0	0	0
1300	101	1	76	22	2	0	0	0	0	0	0	0	0	0
1400	128	0	105	20	2	1	0	0	0	0	0	0	0	0
1500	131	0	106	16	9	0	0	0	0	0	0	0	0	0
1600	132	1	106	13	10	2	0	0	0	0	0	0	0	0
1700	120	1	106	6	6	1	0	0	0	0	0	0	0	0
1800	57	0	50	7	0	0	0	0	0	0	0	0	0	0
1900	49	0	38	10	0	1	0	0	0	0	0	0	0	0
2000	21	1	17	3	0	0	0	0	0	0	0	0	0	0
2100	19	0	18	0	1	0	0	0	0	0	0	0	0	0
2200	15	0	13	1	0	0	1	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>969</b>	<b>6</b>	<b>767</b>	<b>142</b>	<b>41</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1068</b>	<b>7</b>	<b>845</b>	<b>158</b>	<b>43</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1085</b>	<b>7</b>	<b>860</b>	<b>159</b>	<b>43</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1100</b>	<b>7</b>	<b>872</b>	<b>161</b>	<b>43</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (132) AM Peak step 10:00 (56) PM Peak step 16:00 (132)

\* Saturday, February 21, 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	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	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0800	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	11	4	0	0	0	0	0	0	0	0	0	0
1000	27	0	23	4	0	0	0	0	0	0	0	0	0	0
1100	22	1	15	6	0	0	0	0	0	0	0	0	0	0
1200	26	1	23	2	0	0	0	0	0	0	0	0	0	0
1300	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1400	27	1	22	4	0	0	0	0	0	0	0	0	0	0
1500	33	0	31	1	0	0	1	0	0	0	0	0	0	0
1600	26	1	24	0	0	0	1	0	0	0	0	0	0	0
1700	25	0	25	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2000	62	2	57	1	0	0	2	0	0	0	0	0	0	0
2100	9	0	8	1	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	3	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>258</b>	<b>5</b>	<b>222</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>346</b>	<b>7</b>	<b>301</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>352</b>	<b>7</b>	<b>306</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>365</b>	<b>7</b>	<b>317</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 20:00 (62) AM Peak step 10:00 (27) PM Peak step 20:00 (62)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5434 -- English (ENU)**

**Datasets:**

**Site:** [5] LA AVENIDA BT SHORELINE BLVD AND INIGO WAY  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound), P = West, Lane = 0-16  
**Name:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0100	26	2	23	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0400	20	0	12	4	2	2	0	0	0	0	0	0	0	0
0500	25	1	10	2	4	6	0	0	2	0	0	0	0	0
0600	39	1	26	2	2	5	1	0	2	0	0	0	0	0
0700	68	0	43	11	9	1	1	0	3	0	0	0	0	0
0800	80	0	64	10	2	1	0	0	3	0	0	0	0	0
0900	93	1	78	9	2	2	1	0	0	0	0	0	0	0
1000	122	0	102	14	3	3	0	0	0	0	0	0	0	0
1100	141	1	110	22	3	4	0	0	1	0	0	0	0	0
1200	151	0	126	22	1	2	0	0	0	0	0	0	0	0
1300	126	0	110	15	0	1	0	0	0	0	0	0	0	0
1400	151	1	131	16	3	0	0	0	0	0	0	0	0	0
1500	139	2	126	8	3	0	0	0	0	0	0	0	0	0
1600	97	0	87	8	2	0	0	0	0	0	0	0	0	0
1700	88	1	79	7	0	1	0	0	0	0	0	0	0	0
1800	57	0	53	4	0	0	0	0	0	0	0	0	0	0
1900	80	0	76	3	0	1	0	0	0	0	0	0	0	0
2000	66	0	58	6	2	0	0	0	0	0	0	0	0	0
2100	51	0	47	4	0	0	0	0	0	0	0	0	0	0
2200	47	0	44	3	0	0	0	0	0	0	0	0	0	0
2300	52	1	46	5	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1313</b>	<b>6</b>	<b>1109</b>	<b>146</b>	<b>28</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1549</b>	<b>7</b>	<b>1316</b>	<b>161</b>	<b>32</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1648</b>	<b>8</b>	<b>1406</b>	<b>169</b>	<b>32</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1762</b>	<b>11</b>	<b>1490</b>	<b>180</b>	<b>38</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (151) AM Peak step 11:00 (141) PM Peak step 12:00 (151)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	20	0	18	1	1	0	0	0	0	0	0	0	0	0
0100	15	1	13	1	0	0	0	0	0	0	0	0	0	0
0200	13	0	10	1	1	0	0	0	0	1	0	0	0	0
0300	11	1	4	4	1	0	0	0	0	1	0	0	0	0
0400	30	0	14	6	3	6	1	0	0	0	0	0	0	0
0500	74	0	34	12	11	12	1	0	2	2	0	0	0	0
0600	100	1	62	13	13	8	2	0	1	0	0	0	0	0
0700	180	0	138	27	11	3	1	0	0	0	0	0	0	0
0800	211	0	165	32	5	3	5	0	1	0	0	0	0	0
0900	190	1	157	25	3	4	0	0	0	0	0	0	0	0
1000	137	0	110	21	4	1	0	0	1	0	0	0	0	0
1100	139	0	116	21	0	1	1	0	0	0	0	0	0	0
1200	193	1	149	38	1	3	0	0	1	0	0	0	0	0
1300	226	1	185	34	3	3	0	0	0	0	0	0	0	0
1400	311	3	262	38	2	1	3	1	1	0	0	0	0	0
1500	307	1	273	22	3	1	2	1	1	0	1	1	0	1
1600	341	3	310	13	0	1	8	3	2	1	0	0	0	0
1700	299	7	256	18	0	2	3	6	2	0	3	0	0	2
1800	329	1	300	17	1	0	4	2	2	0	0	1	0	1
1900	201	0	189	11	0	1	0	0	0	0	0	0	0	0
2000	122	0	114	5	1	1	0	0	1	0	0	0	0	0
2100	79	0	68	10	0	0	0	0	0	1	0	0	0	0
2200	53	0	51	2	0	0	0	0	0	0	0	0	0	0
2300	59	0	54	4	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>2863</b>	<b>18</b>	<b>2421</b>	<b>306</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>06-22</b>	<b>3365</b>	<b>19</b>	<b>2854</b>	<b>345</b>	<b>47</b>	<b>33</b>	<b>29</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>06-00</b>	<b>3477</b>	<b>19</b>	<b>2959</b>	<b>351</b>	<b>47</b>	<b>33</b>	<b>30</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>00-00</b>	<b>3640</b>	<b>21</b>	<b>3052</b>	<b>376</b>	<b>64</b>	<b>51</b>	<b>32</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>

Peak step 16:00 (341) AM Peak step 8:00 (211) PM Peak step 16:00 (341)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	27	1	22	3	1	0	0	0	0	0	0	0	0	0
0100	18	0	12	6	0	0	0	0	0	0	0	0	0	0
0200	20	0	20	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	7	4	0	1	0	0	0	1	0	0	0	0
0400	41	0	21	6	6	5	1	0	1	1	0	0	0	0
0500	97	0	47	20	17	9	0	0	3	1	0	0	0	0
0600	103	0	68	10	11	10	1	0	3	0	0	0	0	0
0700	202	0	155	34	7	4	2	0	0	0	0	0	0	0
0800	226	0	182	36	3	2	2	0	1	0	0	0	0	0
0900	192	1	174	13	0	2	2	0	0	0	0	0	0	0
1000	169	2	149	12	2	2	1	0	1	0	0	0	0	0
1100	156	2	125	23	3	1	2	0	0	0	0	0	0	0
1200	218	1	184	29	1	3	0	0	0	0	0	0	0	0
1300	232	1	190	35	2	2	1	1	0	0	0	0	0	0
1400	331	1	298	24	1	0	3	1	2	0	0	0	0	1
1500	271	1	241	16	1	0	8	2	1	0	0	0	0	1
1600	308	1	266	10	1	1	9	8	5	0	1	3	0	3
1700	278	2	243	14	0	1	5	8	2	0	0	0	1	2
1800	275	1	252	12	0	0	6	2	0	0	1	1	0	0
1900	232	0	214	15	1	1	1	0	0	0	0	0	0	0
2000	126	0	120	4	0	1	0	0	1	0	0	0	0	0
2100	81	0	73	8	0	0	0	0	0	0	0	0	0	0
2200	56	0	54	2	0	0	0	0	0	0	0	0	0	0
2300	55	0	49	5	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>2858</b>	<b>13</b>	<b>2459</b>	<b>258</b>	<b>21</b>	<b>18</b>	<b>41</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>
<b>06-22</b>	<b>3400</b>	<b>13</b>	<b>2934</b>	<b>295</b>	<b>33</b>	<b>30</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>
<b>06-00</b>	<b>3511</b>	<b>13</b>	<b>3037</b>	<b>302</b>	<b>33</b>	<b>30</b>	<b>44</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>
<b>00-00</b>	<b>3727</b>	<b>14</b>	<b>3166</b>	<b>341</b>	<b>57</b>	<b>45</b>	<b>45</b>	<b>22</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>

Peak step 14:00 (331) AM Peak step 8:00 (226) PM Peak step 14:00 (331)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	24	0	21	2	1	0	0	0	0	0	0	0	0	0
0100	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	24	0	20	4	0	0	0	0	0	0	0	0	0	0
0300	18	0	10	5	2	0	0	0	1	0	0	0	0	0
0400	36	0	16	7	4	8	0	0	1	0	0	0	0	0
0500	86	0	51	11	13	9	0	0	1	1	0	0	0	0
0600	105	1	71	8	16	8	0	0	1	0	0	0	0	0
0700	198	0	157	26	12	2	1	0	0	0	0	0	0	0
0800	236	1	204	25	2	3	1	0	0	0	0	0	0	0
0900	189	1	166	16	1	2	2	1	0	0	0	0	0	0
1000	195	2	162	24	3	2	1	0	1	0	0	0	0	0
1100	147	0	129	18	0	0	0	0	0	0	0	0	0	0
1200	228	3	194	22	4	3	2	0	0	0	0	0	0	0
1300	262	1	240	15	2	2	1	1	0	0	0	0	0	0
1400	318	0	276	29	6	4	1	2	0	0	0	0	0	0
1500	301	1	260	22	0	3	3	6	2	1	2	0	0	1
1600	327	1	286	19	0	1	9	5	3	0	0	1	0	2
1700	299	0	255	16	0	1	11	7	4	0	0	2	1	2
1800	309	1	298	10	0	0	0	0	0	0	0	0	0	0
1900	227	1	214	9	0	0	3	0	0	0	0	0	0	0
2000	137	0	121	13	1	1	1	0	0	0	0	0	0	0
2100	93	1	80	10	0	1	1	0	0	0	0	0	0	0
2200	68	1	59	5	3	0	0	0	0	0	0	0	0	0
2300	55	0	51	4	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3009</b>	<b>11</b>	<b>2627</b>	<b>242</b>	<b>30</b>	<b>23</b>	<b>32</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>5</b>
<b>06-22</b>	<b>3571</b>	<b>14</b>	<b>3113</b>	<b>282</b>	<b>47</b>	<b>33</b>	<b>37</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>5</b>
<b>06-00</b>	<b>3694</b>	<b>15</b>	<b>3223</b>	<b>291</b>	<b>50</b>	<b>33</b>	<b>37</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>5</b>
<b>00-00</b>	<b>3893</b>	<b>15</b>	<b>3350</b>	<b>322</b>	<b>70</b>	<b>50</b>	<b>37</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>5</b>

Peak step 16:00 (327) AM Peak step 8:00 (236) PM Peak step 16:00 (327)

**\* Thursday, February 12, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	30	0	20	9	1	0	0	0	0	0	0	0	0	0
0100	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0200	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0300	11	0	5	3	2	0	0	0	1	0	0	0	0	0
0400	41	0	18	8	4	8	0	0	2	1	0	0	0	0
0500	85	0	46	13	11	13	0	0	2	0	0	0	0	0
0600	112	1	68	21	13	7	1	0	1	0	0	0	0	0
0700	206	0	159	31	9	4	2	0	1	0	0	0	0	0
0800	251	0	211	31	2	4	3	0	0	0	0	0	0	0
0900	177	1	146	21	3	3	2	0	0	1	0	0	0	0
1000	158	0	133	17	2	3	2	0	1	0	0	0	0	0
1100	153	0	128	21	3	0	1	0	0	0	0	0	0	0
1200	234	3	200	24	5	1	1	0	0	0	0	0	0	0
1300	259	2	226	24	2	2	2	0	0	1	0	0	0	0
1400	271	3	227	28	3	0	2	5	2	0	1	0	0	0
1500	290	1	257	22	3	1	2	1	1	0	0	1	0	1
1600	324	4	275	30	1	2	3	4	3	0	0	1	1	0
1700	292	3	265	17	0	1	1	2	2	0	0	0	0	1
1800	293	3	268	17	2	2	1	0	0	0	0	0	0	0
1900	232	1	214	16	0	1	0	0	0	0	0	0	0	0
2000	135	0	123	9	1	2	0	0	0	0	0	0	0	0
2100	85	0	73	11	1	0	0	0	0	0	0	0	0	0
2200	71	0	60	11	0	0	0	0	0	0	0	0	0	0
2300	62	0	52	8	1	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>2908</b>	<b>20</b>	<b>2495</b>	<b>283</b>	<b>35</b>	<b>23</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>
<b>06-22</b>	<b>3472</b>	<b>22</b>	<b>2973</b>	<b>340</b>	<b>50</b>	<b>33</b>	<b>23</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>
<b>06-00</b>	<b>3605</b>	<b>22</b>	<b>3085</b>	<b>359</b>	<b>51</b>	<b>33</b>	<b>24</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>
<b>00-00</b>	<b>3814</b>	<b>22</b>	<b>3211</b>	<b>397</b>	<b>69</b>	<b>54</b>	<b>24</b>	<b>12</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>

Peak step 16:00 (324) AM Peak step 8:00 (251) PM Peak step 16:00 (324)

**\* Friday, February 13, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	25	0	19	5	1	0	0	0	0	0	0	0	0	0
0100	24	1	16	7	0	0	0	0	0	0	0	0	0	0
0200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
0300	19	1	8	8	1	1	0	0	0	0	0	0	0	0
0400	36	0	14	11	6	4	0	0	0	1	0	0	0	0
0500	78	1	33	15	20	9	0	0	0	0	0	0	0	0
0600	100	0	61	13	16	9	0	0	1	0	0	0	0	0
0700	186	0	143	23	12	4	3	1	0	0	0	0	0	0
0800	195	0	166	23	1	3	2	0	0	0	0	0	0	0
0900	157	1	126	23	3	2	1	0	0	1	0	0	0	0
1000	168	0	147	19	0	2	0	0	0	0	0	0	0	0
1100	179	1	152	22	2	0	2	0	0	0	0	0	0	0
1200	242	2	209	25	3	1	1	0	0	1	0	0	0	0
1300	297	1	267	28	0	1	0	0	0	0	0	0	0	0
1400	293	3	245	37	4	0	2	0	2	0	0	0	0	0
1500	278	4	248	22	0	2	2	0	0	0	0	0	0	0
1600	314	1	286	21	0	1	1	3	1	0	0	0	0	0
1700	304	0	269	27	1	3	3	1	0	0	0	0	0	0
1800	232	1	220	10	0	0	1	0	0	0	0	0	0	0
1900	166	0	153	13	0	0	0	0	0	0	0	0	0	0
2000	131	0	117	12	0	1	1	0	0	0	0	0	0	0
2100	56	0	49	4	2	1	0	0	0	0	0	0	0	0
2200	50	0	46	2	1	0	1	0	0	0	0	0	0	0
2300	44	1	42	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2845</b>	<b>14</b>	<b>2478</b>	<b>280</b>	<b>26</b>	<b>19</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3298</b>	<b>14</b>	<b>2858</b>	<b>322</b>	<b>44</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3392</b>	<b>15</b>	<b>2946</b>	<b>325</b>	<b>45</b>	<b>30</b>	<b>20</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3596</b>	<b>18</b>	<b>3057</b>	<b>372</b>	<b>73</b>	<b>44</b>	<b>20</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (314) AM Peak step 8:00 (195) PM Peak step 16:00 (314)

**\* Saturday, February 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	36	0	35	1	0	0	0	0	0	0	0	0	0	0
0100	18	1	15	2	0	0	0	0	0	0	0	0	0	0
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	8	3	0	1	0	0	0	1	0	0	0	0
0400	13	0	8	2	2	0	0	0	1	0	0	0	0	0
0500	37	1	16	4	7	6	1	0	1	1	0	0	0	0
0600	57	0	37	6	8	4	1	0	1	0	0	0	0	0
0700	80	0	50	18	7	0	2	1	2	0	0	0	0	0
0800	155	0	121	27	3	2	1	0	0	1	0	0	0	0
0900	120	0	102	13	4	0	0	0	0	1	0	0	0	0
1000	123	1	100	21	0	1	0	0	0	0	0	0	0	0
1100	127	0	117	9	0	0	1	0	0	0	0	0	0	0
1200	160	0	138	21	0	1	0	0	0	0	0	0	0	0
1300	109	0	94	12	0	1	1	0	1	0	0	0	0	0
1400	126	2	106	18	0	0	0	0	0	0	0	0	0	0
1500	142	0	125	16	0	0	1	0	0	0	0	0	0	0
1600	159	1	141	15	0	1	1	0	0	0	0	0	0	0
1700	109	0	93	14	1	0	1	0	0	0	0	0	0	0
1800	113	0	107	5	0	0	0	0	1	0	0	0	0	0
1900	85	0	79	5	1	0	0	0	0	0	0	0	0	0
2000	54	0	48	4	0	1	1	0	0	0	0	0	0	0
2100	62	0	54	8	0	0	0	0	0	0	0	0	0	0
2200	46	0	40	5	0	0	1	0	0	0	0	0	0	0
2300	35	0	34	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1523</b>	<b>4</b>	<b>1294</b>	<b>189</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1781</b>	<b>4</b>	<b>1512</b>	<b>212</b>	<b>24</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1862</b>	<b>4</b>	<b>1586</b>	<b>218</b>	<b>24</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1993</b>	<b>6</b>	<b>1682</b>	<b>230</b>	<b>33</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (160) AM Peak step 8:00 (155) PM Peak step 12:00 (160)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	9	0	0	1	0	0	0	0	0	0	0	0
0400	13	0	9	1	1	1	0	0	1	0	0	0	0	0
0500	32	1	16	1	2	9	0	0	3	0	0	0	0	0
0600	36	0	28	0	3	4	0	0	1	0	0	0	0	0
0700	68	0	47	12	6	3	0	0	0	0	0	0	0	0
0800	67	0	53	8	2	2	1	0	1	0	0	0	0	0
0900	102	0	89	9	2	2	0	0	0	0	0	0	0	0
1000	118	0	103	12	1	1	0	0	1	0	0	0	0	0
1100	108	0	93	15	0	0	0	0	0	0	0	0	0	0
1200	163	1	148	14	0	0	0	0	0	0	0	0	0	0
1300	108	0	97	11	0	0	0	0	0	0	0	0	0	0
1400	122	2	104	16	0	0	0	0	0	0	0	0	0	0
1500	111	0	101	10	0	0	0	0	0	0	0	0	0	0
1600	92	0	81	10	1	0	0	0	0	0	0	0	0	0
1700	105	0	98	5	1	1	0	0	0	0	0	0	0	0
1800	83	1	72	9	0	1	0	0	0	0	0	0	0	0
1900	69	0	64	4	1	0	0	0	0	0	0	0	0	0
2000	41	0	36	3	0	2	0	0	0	0	0	0	0	0
2100	36	0	32	4	0	0	0	0	0	0	0	0	0	0
2200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
2300	34	0	32	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1247</b>	<b>4</b>	<b>1086</b>	<b>131</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1429</b>	<b>4</b>	<b>1246</b>	<b>142</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1495</b>	<b>4</b>	<b>1307</b>	<b>147</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1604</b>	<b>5</b>	<b>1392</b>	<b>152</b>	<b>20</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (163) AM Peak step 10:00 (118) PM Peak step 12:00 (163)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	15	0	0	0	0	0	1	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	18	0	13	4	0	1	0	0	0	0	0	0	0	0
0400	26	0	8	6	8	3	1	0	0	0	0	0	0	0
0500	55	0	21	12	9	12	1	0	0	0	0	0	0	0
0600	65	0	34	7	15	7	2	0	0	0	0	0	0	0
0700	72	0	56	9	4	3	0	0	0	0	0	0	0	0
0800	94	1	77	13	0	1	1	0	0	1	0	0	0	0
0900	102	0	89	8	2	0	1	0	1	1	0	0	0	0
1000	88	0	77	8	2	0	1	0	0	0	0	0	0	0
1100	111	1	90	15	0	2	2	0	1	0	0	0	0	0
1200	125	1	111	10	1	1	0	0	1	0	0	0	0	0
1300	105	0	94	7	1	3	0	0	0	0	0	0	0	0
1400	119	0	105	5	5	0	4	0	0	0	0	0	0	0
1500	99	0	88	8	1	1	1	0	0	0	0	0	0	0
1600	97	0	85	8	1	2	0	0	1	0	0	0	0	0
1700	99	1	89	8	0	1	0	0	0	0	0	0	0	0
1800	117	0	106	9	1	0	0	1	0	0	0	0	0	0
1900	94	0	84	10	0	0	0	0	0	0	0	0	0	0
2000	62	0	59	2	1	0	0	0	0	0	0	0	0	0
2100	62	0	54	7	0	1	0	0	0	0	0	0	0	0
2200	64	0	59	5	0	0	0	0	0	0	0	0	0	0
2300	58	0	55	2	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>1228</b>	<b>4</b>	<b>1067</b>	<b>108</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1511</b>	<b>4</b>	<b>1298</b>	<b>134</b>	<b>34</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1633</b>	<b>4</b>	<b>1412</b>	<b>141</b>	<b>34</b>	<b>22</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1768</b>	<b>4</b>	<b>1488</b>	<b>164</b>	<b>51</b>	<b>38</b>	<b>15</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (125) AM Peak step 11:00 (111) PM Peak step 12:00 (125)

**\* Tuesday, February 17, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	19	1	1	0	0	0	0	0	0	0	0	0
0100	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0300	13	0	6	4	2	1	0	0	0	0	0	0	0	0
0400	34	0	15	7	2	8	0	0	2	0	0	0	0	0
0500	83	0	42	14	13	11	0	0	2	1	0	0	0	0
0600	101	2	55	16	14	11	1	0	1	1	0	0	0	0
0700	154	0	126	17	4	5	1	0	0	1	0	0	0	0
0800	191	1	151	26	1	5	6	0	0	1	0	0	0	0
0900	207	2	177	19	0	5	3	0	1	0	0	0	0	0
1000	145	1	115	15	2	5	7	0	0	0	0	0	0	0
1100	149	0	125	20	2	2	0	0	0	0	0	0	0	0
1200	175	0	149	17	2	4	2	0	1	0	0	0	0	0
1300	235	1	212	11	1	1	7	0	1	1	0	0	0	0
1400	264	0	234	16	2	0	6	2	2	0	1	0	0	1
1500	265	0	236	24	1	1	1	0	2	0	0	0	0	0
1600	308	0	277	19	2	1	1	3	4	0	0	0	0	1
1700	316	4	282	15	2	3	3	4	1	0	0	0	0	2
1800	282	1	260	15	0	1	4	0	1	0	0	0	0	0
1900	204	1	189	9	1	1	2	0	1	0	0	0	0	0
2000	137	0	126	8	0	0	2	1	0	0	0	0	0	0
2100	76	0	71	4	1	0	0	0	0	0	0	0	0	0
2200	46	0	41	5	0	0	0	0	0	0	0	0	0	0
2300	69	0	66	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2691</b>	<b>10</b>	<b>2344</b>	<b>214</b>	<b>19</b>	<b>33</b>	<b>41</b>	<b>9</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>06-22</b>	<b>3209</b>	<b>13</b>	<b>2785</b>	<b>251</b>	<b>35</b>	<b>45</b>	<b>46</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>06-00</b>	<b>3324</b>	<b>13</b>	<b>2892</b>	<b>259</b>	<b>35</b>	<b>45</b>	<b>46</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>00-00</b>	<b>3514</b>	<b>13</b>	<b>3009</b>	<b>289</b>	<b>53</b>	<b>65</b>	<b>46</b>	<b>10</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>

Peak step 17:00 (316) AM Peak step 9:00 (207) PM Peak step 17:00 (316)

**\* Wednesday, February 18, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	19	0	16	1	1	0	1	0	0	0	0	0	0	0
0100	19	0	14	4	1	0	0	0	0	0	0	0	0	0
0200	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	8	5	2	0	0	0	0	0	0	0	0	0
0400	41	1	22	7	1	7	0	0	3	0	0	0	0	0
0500	83	1	42	15	13	9	0	0	2	1	0	0	0	0
0600	87	0	59	7	13	6	1	0	1	0	0	0	0	0
0700	165	0	134	21	6	4	0	0	0	0	0	0	0	0
0800	212	0	177	30	0	4	0	1	0	0	0	0	0	0
0900	189	0	164	17	4	3	1	0	0	0	0	0	0	0
1000	173	0	145	21	2	3	2	0	0	0	0	0	0	0
1100	167	2	139	22	3	0	1	0	0	0	0	0	0	0
1200	211	2	173	33	1	1	1	0	0	0	0	0	0	0
1300	246	0	201	34	1	2	4	1	0	3	0	0	0	0
1400	302	0	259	35	5	2	0	0	0	0	0	0	0	1
1500	282	0	253	23	3	1	2	0	0	0	0	0	0	0
1600	314	0	272	20	1	3	6	5	2	0	2	1	0	2
1700	333	0	291	23	1	2	5	7	2	0	0	2	0	0
1800	302	0	267	13	0	0	7	11	4	0	0	0	0	0
1900	203	0	185	16	1	0	1	0	0	0	0	0	0	0
2000	148	0	125	17	1	3	2	0	0	0	0	0	0	0
2100	82	0	76	4	1	0	1	0	0	0	0	0	0	0
2200	49	0	43	6	0	0	0	0	0	0	0	0	0	0
2300	49	0	46	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2896</b>	<b>4</b>	<b>2475</b>	<b>292</b>	<b>27</b>	<b>25</b>	<b>29</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>06-22</b>	<b>3416</b>	<b>4</b>	<b>2920</b>	<b>336</b>	<b>43</b>	<b>34</b>	<b>34</b>	<b>25</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>06-00</b>	<b>3514</b>	<b>4</b>	<b>3009</b>	<b>345</b>	<b>43</b>	<b>34</b>	<b>34</b>	<b>25</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>00-00</b>	<b>3711</b>	<b>6</b>	<b>3130</b>	<b>378</b>	<b>61</b>	<b>50</b>	<b>35</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>

Peak step 17:00 (333) AM Peak step 8:00 (212) PM Peak step 17:00 (333)



**\* Saturday, February 21, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	36	0	36	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0300	13	1	8	2	0	1	1	0	0	0	0	0	0	0
0400	14	0	7	2	4	1	0	0	0	0	0	0	0	0
0500	32	0	11	6	6	6	0	0	2	1	0	0	0	0
0600	56	0	39	4	7	4	0	0	2	0	0	0	0	0
0700	70	0	50	12	5	2	0	0	1	0	0	0	0	0
0800	118	0	88	25	3	1	0	0	1	0	0	0	0	0
0900	119	0	91	22	2	2	0	0	2	0	0	0	0	0
1000	113	1	93	17	1	0	1	0	0	0	0	0	0	0
1100	141	0	122	19	0	0	0	0	0	0	0	0	0	0
1200	133	0	114	16	1	1	0	1	0	0	0	0	0	0
1300	148	0	125	20	0	0	1	1	1	0	0	0	0	0
1400	159	0	140	15	0	2	0	0	1	0	1	0	0	0
1500	148	0	131	17	0	0	0	0	0	0	0	0	0	0
1600	151	0	134	17	0	0	0	0	0	0	0	0	0	0
1700	107	1	97	7	0	1	0	0	0	1	0	0	0	0
1800	119	0	109	10	0	0	0	0	0	0	0	0	0	0
1900	96	0	86	8	1	0	1	0	0	0	0	0	0	0
2000	59	0	57	2	0	0	0	0	0	0	0	0	0	0
2100	73	0	65	7	0	1	0	0	0	0	0	0	0	0
2200	72	0	68	3	0	0	1	0	0	0	0	0	0	0
2300	80	0	78	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1526</b>	<b>2</b>	<b>1294</b>	<b>197</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1810</b>	<b>2</b>	<b>1541</b>	<b>218</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1962</b>	<b>2</b>	<b>1687</b>	<b>223</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2089</b>	<b>3</b>	<b>1777</b>	<b>237</b>	<b>30</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (159) AM Peak step 11:00 (141) PM Peak step 14:00 (159)

**\* Sunday, February 22, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	33	0	32	1	0	0	0	0	0	0	0	0	0	0
0100	26	0	24	2	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	1	1	0	0	0	0	0	0	0	0	0
0300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0400	16	0	8	4	1	3	0	0	0	0	0	0	0	0
0500	27	0	13	2	4	7	0	0	1	0	0	0	0	0
0600	37	0	22	5	8	2	0	0	0	0	0	0	0	0
0700	55	0	34	11	7	2	0	0	1	0	0	0	0	0
0800	77	1	64	8	3	1	0	0	0	0	0	0	0	0
0900	100	0	84	11	1	4	0	0	0	0	0	0	0	0
1000	134	0	119	12	1	0	0	0	2	0	0	0	0	0
1100	118	1	102	15	0	0	0	0	0	0	0	0	0	0
1200	142	3	126	13	0	0	0	0	0	0	0	0	0	0
1300	141	2	120	19	0	0	0	0	0	0	0	0	0	0
1400	159	1	141	17	0	0	0	0	0	0	0	0	0	0
1500	162	1	146	14	1	0	0	0	0	0	0	0	0	0
1600	108	0	98	9	0	0	0	0	1	0	0	0	0	0
1700	134	4	123	7	0	0	0	0	0	0	0	0	0	0
1800	101	0	90	11	0	0	0	0	0	0	0	0	0	0
1900	78	0	70	8	0	0	0	0	0	0	0	0	0	0
2000	62	0	58	4	0	0	0	0	0	0	0	0	0	0
2100	46	0	43	3	0	0	0	0	0	0	0	0	0	0
2200	51	0	47	4	0	0	0	0	0	0	0	0	0	0
2300	29	0	26	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1431</b>	<b>13</b>	<b>1247</b>	<b>147</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1654</b>	<b>13</b>	<b>1440</b>	<b>167</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1734</b>	<b>13</b>	<b>1513</b>	<b>174</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1857</b>	<b>13</b>	<b>1606</b>	<b>187</b>	<b>27</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (162) AM Peak step 10:00 (134) PM Peak step 15:00 (162)

**\* Monday, February 23, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	28	0	26	1	1	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	7	0	6	0	0	0	0	0	1	0	0	0	0	0
0300	20	0	10	6	2	2	0	0	0	0	0	0	0	0
0400	40	0	23	5	5	5	1	0	1	0	0	0	0	0
0500	79	0	36	12	14	12	2	0	2	1	0	0	0	0
0600	100	0	59	12	18	6	0	0	4	1	0	0	0	0
0700	185	0	153	19	5	3	0	0	5	0	0	0	0	0
0800	229	1	190	29	3	6	0	0	0	0	0	0	0	0
0900	173	1	141	22	3	6	0	0	0	0	0	0	0	0
1000	163	0	131	27	1	4	0	0	0	0	0	0	0	0
1100	147	0	121	22	1	1	1	0	0	1	0	0	0	0
1200	207	2	166	34	3	0	1	0	1	0	0	0	0	0
1300	247	2	211	26	3	2	3	0	0	0	0	0	0	0
1400	318	1	279	33	1	0	2	1	0	0	0	1	0	0
1500	312	4	266	26	3	3	5	5	0	0	0	0	0	0
1600	322	2	284	15	0	2	3	6	4	0	2	3	0	1
1700	304	2	268	13	2	0	6	4	3	0	1	0	0	5
1800	349	2	320	15	1	1	3	4	2	0	0	1	0	0
1900	204	2	188	13	1	0	0	0	0	0	0	0	0	0
2000	109	0	103	6	0	0	0	0	0	0	0	0	0	0
2100	76	1	67	7	0	1	0	0	0	0	0	0	0	0
2200	51	0	48	3	0	0	0	0	0	0	0	0	0	0
2300	51	0	46	5	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2956</b>	<b>17</b>	<b>2530</b>	<b>281</b>	<b>26</b>	<b>28</b>	<b>24</b>	<b>20</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>
<b>06-22</b>	<b>3445</b>	<b>20</b>	<b>2947</b>	<b>319</b>	<b>45</b>	<b>35</b>	<b>24</b>	<b>20</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>
<b>06-00</b>	<b>3547</b>	<b>20</b>	<b>3041</b>	<b>327</b>	<b>45</b>	<b>35</b>	<b>24</b>	<b>20</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>
<b>00-00</b>	<b>3732</b>	<b>20</b>	<b>3152</b>	<b>352</b>	<b>67</b>	<b>54</b>	<b>27</b>	<b>20</b>	<b>23</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>

Peak step 18:00 (349) AM Peak step 8:00 (229) PM Peak step 18:00 (349)

**\* Tuesday, February 24, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	24	0	19	3	1	1	0	0	0	0	0	0	0	0
0100	20	0	17	2	1	0	0	0	0	0	0	0	0	0
0200	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0300	17	1	8	5	1	1	1	0	0	0	0	0	0	0
0400	35	0	18	8	6	3	0	0	0	0	0	0	0	0
0500	91	3	42	14	18	10	3	0	1	0	0	0	0	0
0600	114	0	70	17	17	9	0	0	1	0	0	0	0	0
0700	193	0	151	31	6	5	0	0	0	0	0	0	0	0
0800	247	0	205	34	0	5	1	1	0	0	0	1	0	0
0900	189	1	157	25	1	5	0	0	0	0	0	0	0	0
1000	159	1	125	26	4	2	0	0	1	0	0	0	0	0
1100	163	0	130	29	4	0	0	0	0	0	0	0	0	0
1200	189	1	159	22	3	3	1	0	0	0	0	0	0	0
1300	265	2	223	35	2	1	2	0	0	0	0	0	0	0
1400	303	1	253	31	3	4	3	7	1	0	0	0	0	0
1500	287	2	247	27	5	3	1	0	2	0	0	0	0	0
1600	297	2	261	15	0	2	11	2	0	0	2	2	0	0
1700	305	0	273	7	1	1	10	7	2	1	0	2	0	1
1800	302	0	286	7	1	2	2	3	1	0	0	0	0	0
1900	230	1	213	14	1	1	0	0	0	0	0	0	0	0
2000	156	0	142	14	0	0	0	0	0	0	0	0	0	0
2100	84	1	73	9	0	1	0	0	0	0	0	0	0	0
2200	57	0	54	3	0	0	0	0	0	0	0	0	0	0
2300	52	0	49	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2899</b>	<b>10</b>	<b>2470</b>	<b>289</b>	<b>30</b>	<b>33</b>	<b>31</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>
<b>06-22</b>	<b>3483</b>	<b>12</b>	<b>2968</b>	<b>343</b>	<b>48</b>	<b>44</b>	<b>31</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>
<b>06-00</b>	<b>3592</b>	<b>12</b>	<b>3071</b>	<b>349</b>	<b>48</b>	<b>44</b>	<b>31</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>
<b>00-00</b>	<b>3800</b>	<b>16</b>	<b>3194</b>	<b>383</b>	<b>75</b>	<b>59</b>	<b>35</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>

Peak step 17:00 (305) AM Peak step 8:00 (247) PM Peak step 17:00 (305)

\* Wednesday, February 25, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	25	0	23	1	1	0	0	0	0	0	0	0	0	0
0100	20	0	13	6	0	0	0	1	0	0	0	0	0	0
0200	19	0	17	1	1	0	0	0	0	0	0	0	0	0
0300	19	0	12	4	1	1	0	0	0	1	0	0	0	0
0400	37	0	19	7	3	7	1	0	0	0	0	0	0	0
0500	94	0	45	15	16	15	1	0	0	1	1	0	0	0
0600	104	0	63	17	16	7	0	0	0	1	0	0	0	0
0700	201	1	160	28	9	1	1	1	0	0	0	0	0	0
0800	228	0	175	41	1	9	1	0	0	0	0	1	0	0
0900	201	1	169	25	1	3	0	0	1	1	0	0	0	0
1000	166	1	144	20	0	1	0	0	0	0	0	0	0	0
1100	143	1	120	19	3	0	0	0	0	0	0	0	0	0
1200	236	0	213	20	0	3	0	0	0	0	0	0	0	0
1300	249	4	206	32	3	2	1	0	1	0	0	0	0	0
1400	296	1	253	22	5	1	5	3	3	0	1	0	0	2
1500	317	1	296	13	3	2	1	1	0	0	0	0	0	0
1600	341	1	285	17	0	3	9	10	11	0	4	0	0	1
1700	310	4	270	11	1	0	7	6	6	0	0	0	1	4
1800	276	0	249	14	0	0	4	4	0	0	2	2	0	1
1900	249	1	232	13	1	1	0	1	0	0	0	0	0	0
2000	152	1	135	13	0	3	0	0	0	0	0	0	0	0
2100	98	1	89	6	1	1	0	0	0	0	0	0	0	0
2200	55	0	51	4	0	0	0	0	0	0	0	0	0	0
2300	53	0	46	7	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2964</b>	<b>15</b>	<b>2540</b>	<b>262</b>	<b>26</b>	<b>25</b>	<b>29</b>	<b>25</b>	<b>22</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>8</b>
<b>06-22</b>	<b>3567</b>	<b>18</b>	<b>3059</b>	<b>311</b>	<b>44</b>	<b>37</b>	<b>29</b>	<b>26</b>	<b>22</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>8</b>
<b>06-00</b>	<b>3675</b>	<b>18</b>	<b>3156</b>	<b>322</b>	<b>44</b>	<b>37</b>	<b>29</b>	<b>26</b>	<b>22</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>8</b>
<b>00-00</b>	<b>3889</b>	<b>18</b>	<b>3285</b>	<b>356</b>	<b>66</b>	<b>60</b>	<b>31</b>	<b>27</b>	<b>22</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>8</b>

Peak step 16:00 (341) AM Peak step 8:00 (228) PM Peak step 16:00 (341)

\* Thursday, February 26, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0100	34	0	24	9	1	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	16	0	11	3	0	1	0	0	1	0	0	0	0	0
0400	36	1	14	7	6	8	0	0	0	0	0	0	0	0
0500	93	1	52	11	13	16	0	0	0	0	0	0	0	0
0600	92	0	56	11	19	5	0	0	1	0	0	0	0	0
0700	212	0	164	32	11	3	1	0	0	0	0	1	0	0
0800	243	0	196	36	3	6	2	0	0	0	0	0	0	0
0900	199	2	169	23	2	3	0	0	0	0	0	0	0	0
1000	154	2	123	21	2	6	0	0	0	0	0	0	0	0
1100	154	0	127	24	1	1	0	0	0	1	0	0	0	0
1200	184	2	160	21	0	1	0	0	0	0	0	0	0	0
1300	253	1	224	24	1	1	1	0	0	1	0	0	0	0
1400	295	5	248	37	2	0	0	1	0	0	1	1	0	0
1500	319	1	284	10	4	1	4	9	1	0	4	1	0	0
1600	304	3	262	12	1	1	9	10	5	0	1	0	0	0
1700	265	2	220	7	0	0	12	10	5	0	2	2	1	4
1800	295	2	283	7	1	0	0	0	1	0	0	0	1	0
1900	253	1	235	15	0	1	1	0	0	0	0	0	0	0
2000	150	1	136	12	1	0	0	0	0	0	0	0	0	0
2100	87	0	79	5	1	2	0	0	0	0	0	0	0	0
2200	98	0	95	3	0	0	0	0	0	0	0	0	0	0
2300	53	0	46	7	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2877</b>	<b>20</b>	<b>2460</b>	<b>254</b>	<b>28</b>	<b>23</b>	<b>29</b>	<b>30</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>
<b>06-22</b>	<b>3459</b>	<b>22</b>	<b>2966</b>	<b>297</b>	<b>49</b>	<b>31</b>	<b>30</b>	<b>30</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>
<b>06-00</b>	<b>3610</b>	<b>22</b>	<b>3107</b>	<b>307</b>	<b>49</b>	<b>31</b>	<b>30</b>	<b>30</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>
<b>00-00</b>	<b>3819</b>	<b>24</b>	<b>3236</b>	<b>339</b>	<b>69</b>	<b>56</b>	<b>30</b>	<b>30</b>	<b>14</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>

Peak step 15:00 (319) AM Peak step 8:00 (243) PM Peak step 15:00 (319)

\* Friday, February 27, 2026

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	23	3	1	0	0	0	0	0	0	0	0	0
0100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0200	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0400	34	1	15	4	6	6	1	0	1	0	0	0	0	0
0500	84	0	43	10	15	15	0	0	1	0	0	0	0	0
0600	114	1	73	15	17	6	1	0	1	0	0	0	0	0
0700	190	0	148	27	14	1	0	0	0	0	0	0	0	0
0800	217	0	177	28	4	6	1	0	0	0	0	1	0	0
0900	177	2	147	19	3	5	1	0	0	0	0	0	0	0
1000	179	0	144	22	0	11	0	0	2	0	0	0	0	0
1100	178	1	142	23	5	6	0	0	0	1	0	0	0	0
1200	252	4	216	24	5	1	1	0	1	0	0	0	0	0
1300	305	3	266	32	2	1	0	0	0	1	0	0	0	0
1400	337	5	285	30	5	1	7	2	0	0	0	2	0	0
1500	295	1	270	16	2	1	5	0	0	0	0	0	0	0
1600	317	3	277	14	1	0	8	4	5	0	0	3	0	2
1700	293	1	271	14	0	4	1	1	1	0	0	0	0	0
1800	257	2	244	11	0	0	0	0	0	0	0	0	0	0
1900	168	0	158	10	0	0	0	0	0	0	0	0	0	0
2000	104	0	92	11	0	1	0	0	0	0	0	0	0	0
2100	74	0	60	13	0	1	0	0	0	0	0	0	0	0
2200	51	0	49	2	0	0	0	0	0	0	0	0	0	0
2300	93	1	88	3	1	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2997</b>	<b>22</b>	<b>2587</b>	<b>260</b>	<b>41</b>	<b>37</b>	<b>24</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>
<b>06-22</b>	<b>3457</b>	<b>23</b>	<b>2970</b>	<b>309</b>	<b>58</b>	<b>45</b>	<b>25</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>
<b>06-00</b>	<b>3601</b>	<b>24</b>	<b>3107</b>	<b>314</b>	<b>59</b>	<b>45</b>	<b>25</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>
<b>00-00</b>	<b>3799</b>	<b>25</b>	<b>3234</b>	<b>337</b>	<b>81</b>	<b>67</b>	<b>26</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>

Peak step 14:00 (337) AM Peak step 8:00 (217) PM Peak step 14:00 (337)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5441 -- English (ENU)**

**Datasets:**

**Site:** [9] 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 8, 2026**

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	7	7
0900	5	5
1000	17	17
1100	9	9
1200	10	10
1300	7	7
1400	19	19
1500	9	9
1600	8	8
1700	2	2
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	0	0
2300	1	1
<b>07-19</b>	<b>97</b>	<b>97</b>
<b>06-22</b>	<b>100</b>	<b>100</b>
<b>06-00</b>	<b>101</b>	<b>101</b>
<b>00-00</b>	<b>101</b>	<b>101</b>

**Peak step 14:00 (19) AM Peak step 10:00 (17) PM Peak step 14:00 (19)**

**\* Monday, February 9, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	4	4
0700	27	27
0800	37	37
0900	31	31
1000	13	13
1100	5	5
1200	17	17
1300	8	8
1400	5	5
1500	6	6
1600	5	5
1700	6	6
1800	3	3
1900	3	3
2000	0	0
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>163</b>	<b>163</b>
<b>06-22</b>	<b>170</b>	<b>170</b>
<b>06-00</b>	<b>170</b>	<b>170</b>
<b>00-00</b>	<b>172</b>	<b>172</b>

**Peak step 8:00 (37) AM Peak step 8:00 (37) PM Peak step 12:00 (17)**

**\* Tuesday, February 10, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	2	2
0700	24	24
0800	38	38
0900	35	35
1000	18	18
1100	6	6
1200	5	5
1300	2	2
1400	2	2
1500	5	5
1600	4	4
1700	2	2
1800	1	1
1900	5	5
2000	0	0
2100	0	0
2200	1	1
2300	1	1
<b>07-19</b>	<b>142</b>	<b>142</b>
<b>06-22</b>	<b>149</b>	<b>149</b>
<b>06-00</b>	<b>151</b>	<b>151</b>
<b>00-00</b>	<b>154</b>	<b>154</b>

**Peak step 8:00 (38) AM Peak step 8:00 (38) PM Peak step 12:00 (5)**

**\* Wednesday, February 11, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	2	2
0700	17	17
0800	30	30
0900	20	20
1000	10	10
1100	5	5
1200	3	3
1300	1	1
1400	0	0
1500	1	1
1600	3	3
1700	3	3
1800	4	4
1900	3	3
2000	0	0
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>97</b>	<b>97</b>
<b>06-22</b>	<b>102</b>	<b>102</b>
<b>06-00</b>	<b>102</b>	<b>102</b>
<b>00-00</b>	<b>103</b>	<b>103</b>

**Peak step 8:00 (30) AM Peak step 8:00 (30) PM Peak step 18:00 (4)**

**\* Thursday, February 12, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	1	1
0700	21	21
0800	43	43
0900	33	33
1000	16	16
1100	3	3
1200	9	9
1300	5	5
1400	6	6
1500	7	7
1600	10	10
1700	5	5
1800	5	5
1900	5	5
2000	0	0
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>163</b>	<b>163</b>
<b>06-22</b>	<b>169</b>	<b>169</b>
<b>06-00</b>	<b>170</b>	<b>170</b>
<b>00-00</b>	<b>172</b>	<b>172</b>

**Peak step 8:00 (43) AM Peak step 8:00 (43) PM Peak step 16:00 (10)**

**\* Friday, February 13, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	15	15
0800	24	24
0900	16	16
1000	5	5
1100	10	10
1200	7	7
1300	7	7
1400	9	9
1500	6	6
1600	11	11
1700	1	1
1800	1	1
1900	1	1
2000	0	0
2100	1	1
2200	1	1
2300	0	0
<b>07-19</b>	<b>112</b>	<b>112</b>
<b>06-22</b>	<b>116</b>	<b>116</b>
<b>06-00</b>	<b>117</b>	<b>117</b>
<b>00-00</b>	<b>119</b>	<b>119</b>

**Peak step 8:00 (24) AM Peak step 8:00 (24) PM Peak step 16:00 (11)**

**\* Saturday, February 14, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
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	2	2
0900	8	8
1000	11	11
1100	6	6
1200	8	8
1300	10	10
1400	5	5
1500	6	6
1600	5	5
1700	4	4
1800	1	1
1900	1	1
2000	1	1
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>68</b>	<b>68</b>
<b>06-22</b>	<b>70</b>	<b>70</b>
<b>06-00</b>	<b>71</b>	<b>71</b>
<b>00-00</b>	<b>72</b>	<b>72</b>

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

**\* Sunday, February 15, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
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	6	6
0900	2	2
1000	4	4
1100	2	2
1200	7	7
1300	4	4
1400	5	5
1500	5	5
1600	1	1
1700	2	2
1800	1	1
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>42</b>	<b>42</b>
<b>06-22</b>	<b>42</b>	<b>42</b>
<b>06-00</b>	<b>42</b>	<b>42</b>
<b>00-00</b>	<b>42</b>	<b>42</b>

**Peak step 12:00 (7) AM Peak step 8:00 (6) PM Peak step 12:00 (7)**

**\* Monday, February 16, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	0	0
0900	1	1
1000	2	2
1100	1	1
1200	0	0
1300	0	0
1400	1	1
1500	0	0
1600	1	1
1700	2	2
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>14</b>	<b>14</b>
<b>06-22</b>	<b>15</b>	<b>15</b>
<b>06-00</b>	<b>15</b>	<b>15</b>
<b>00-00</b>	<b>15</b>	<b>15</b>

**Peak step 7:00 (4) AM Peak step 7:00 (4) PM Peak step 17:00 (2)**

**\* Tuesday, February 17, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	10	10
0800	15	15
0900	6	6
1000	2	2
1100	2	2
1200	1	1
1300	0	0
1400	0	0
1500	2	2
1600	1	1
1700	1	1
1800	0	0
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	1	1
<b>07-19</b>	<b>40</b>	<b>40</b>
<b>06-22</b>	<b>40</b>	<b>40</b>
<b>06-00</b>	<b>41</b>	<b>41</b>
<b>00-00</b>	<b>43</b>	<b>43</b>

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

**\* Wednesday, February 18, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	1	1
0700	8	8
0800	23	23
0900	30	30
1000	9	9
1100	7	7
1200	0	0
1300	3	3
1400	2	2
1500	3	3
1600	0	0
1700	2	2
1800	1	1
1900	2	2
2000	1	1
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>88</b>	<b>88</b>
<b>06-22</b>	<b>92</b>	<b>92</b>
<b>06-00</b>	<b>92</b>	<b>92</b>
<b>00-00</b>	<b>93</b>	<b>93</b>

**Peak step 9:00 (30) AM Peak step 9:00 (30) PM Peak step 13:00 (3)**

**\* Thursday, February 19, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	7	7
0800	15	15
0900	14	14
1000	11	11
1100	5	5
1200	3	3
1300	1	1
1400	2	2
1500	4	4
1600	3	3
1700	4	4
1800	2	2
1900	4	4
2000	0	0
2100	0	0
2200	1	1
2300	1	1
<b>07-19</b>	<b>71</b>	<b>71</b>
<b>06-22</b>	<b>76</b>	<b>76</b>
<b>06-00</b>	<b>78</b>	<b>78</b>
<b>00-00</b>	<b>79</b>	<b>79</b>

**Peak step 8:00 (15) AM Peak step 8:00 (15) PM Peak step 15:00 (4)**

**\* Friday, February 20, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	4	4
0700	12	12
0800	24	24
0900	25	25
1000	17	17
1100	6	6
1200	4	4
1300	2	2
1400	8	8
1500	1	1
1600	3	3
1700	5	5
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	0	0
2300	1	1
<b>07-19</b>	<b>109</b>	<b>109</b>
<b>06-22</b>	<b>116</b>	<b>116</b>
<b>06-00</b>	<b>117</b>	<b>117</b>
<b>00-00</b>	<b>119</b>	<b>119</b>

**Peak step 9:00 (25) AM Peak step 9:00 (25) PM Peak step 14:00 (8)**

**\* Saturday, February 21, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	2	2
0800	2	2
0900	10	10
1000	7	7
1100	7	7
1200	4	4
1300	6	6
1400	10	10
1500	10	10
1600	6	6
1700	6	6
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>72</b>	<b>72</b>
<b>06-22</b>	<b>75</b>	<b>75</b>
<b>06-00</b>	<b>76</b>	<b>76</b>
<b>00-00</b>	<b>76</b>	<b>76</b>

**Peak step 9:00 (10) AM Peak step 9:00 (10) PM Peak step 14:00 (10)**

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5442 -- English (ENU)**

**Datasets:**

**Site:** [9] 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 8, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	1	1
0200	2	2
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	3	3
1000	4	4
1100	12	12
1200	9	9
1300	7	7
1400	15	15
1500	16	16
1600	16	16
1700	8	8
1800	5	5
1900	0	0
2000	1	1
2100	1	1
2200	1	1
2300	0	0
<b>07-19</b>	<b>96</b>	<b>96</b>
<b>06-22</b>	<b>98</b>	<b>98</b>
<b>06-00</b>	<b>99</b>	<b>99</b>
<b>00-00</b>	<b>102</b>	<b>102</b>

**Peak step 15:00 (16) AM Peak step 11:00 (12) PM Peak step 15:00 (16)**

**\* Monday, February 9, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	2	2
0800	3	3
0900	3	3
1000	4	4
1100	3	3
1200	5	5
1300	8	8
1400	12	12
1500	10	10
1600	30	30
1700	39	39
1800	17	17
1900	14	14
2000	6	6
2100	6	6
2200	1	1
2300	1	1
<b>07-19</b>	<b>136</b>	<b>136</b>
<b>06-22</b>	<b>163</b>	<b>163</b>
<b>06-00</b>	<b>165</b>	<b>165</b>
<b>00-00</b>	<b>166</b>	<b>166</b>

**Peak step** 17:00 (39) **AM Peak step** 10:00 (4) **PM Peak step** 17:00 (39)

**\* Tuesday, February 10, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	3	3
0800	6	6
0900	7	7
1000	5	5
1100	4	4
1200	6	6
1300	5	5
1400	1	1
1500	11	11
1600	32	32
1700	19	19
1800	12	12
1900	14	14
2000	8	8
2100	3	3
2200	2	2
2300	1	1
<b>07-19</b>	<b>111</b>	<b>111</b>
<b>06-22</b>	<b>138</b>	<b>138</b>
<b>06-00</b>	<b>141</b>	<b>141</b>
<b>00-00</b>	<b>141</b>	<b>141</b>

**Peak step** 16:00 (32) **AM Peak step** 9:00 (7) **PM Peak step** 16:00 (32)

**\* Wednesday, February 11, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	1	1
0800	3	3
0900	0	0
1000	1	1
1100	1	1
1200	2	2
1300	0	0
1400	5	5
1500	4	4
1600	13	13
1700	29	29
1800	19	19
1900	14	14
2000	5	5
2100	1	1
2200	1	1
2300	2	2
<b>07-19</b>	<b>78</b>	<b>78</b>
<b>06-22</b>	<b>100</b>	<b>100</b>
<b>06-00</b>	<b>103</b>	<b>103</b>
<b>00-00</b>	<b>103</b>	<b>103</b>

**Peak step 17:00 (29) AM Peak step 8:00 (3) PM Peak step 17:00 (29)**

**\* Thursday, February 12, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	2	2
0800	1	1
0900	4	4
1000	1	1
1100	3	3
1200	3	3
1300	9	9
1400	6	6
1500	8	8
1600	33	33
1700	38	38
1800	24	24
1900	18	18
2000	7	7
2100	7	7
2200	0	0
2300	0	0
<b>07-19</b>	<b>132</b>	<b>132</b>
<b>06-22</b>	<b>165</b>	<b>165</b>
<b>06-00</b>	<b>165</b>	<b>165</b>
<b>00-00</b>	<b>166</b>	<b>166</b>

**Peak step 17:00 (38) AM Peak step 9:00 (4) PM Peak step 17:00 (38)**

**\* Friday, February 13, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	3	3
0900	4	4
1000	1	1
1100	1	1
1200	7	7
1300	10	10
1400	12	12
1500	11	11
1600	14	14
1700	23	23
1800	8	8
1900	9	9
2000	5	5
2100	1	1
2200	0	0
2300	1	1
<b>07-19</b>	<b>96</b>	<b>96</b>
<b>06-22</b>	<b>111</b>	<b>111</b>
<b>06-00</b>	<b>112</b>	<b>112</b>
<b>00-00</b>	<b>114</b>	<b>114</b>

**Peak step 17:00 (23) AM Peak step 9:00 (4) PM Peak step 17:00 (23)**

**\* Saturday, February 14, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
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	5	5
1000	2	2
1100	6	6
1200	11	11
1300	11	11
1400	7	7
1500	7	7
1600	5	5
1700	6	6
1800	4	4
1900	2	2
2000	2	2
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>64</b>	<b>64</b>
<b>06-22</b>	<b>68</b>	<b>68</b>
<b>06-00</b>	<b>68</b>	<b>68</b>
<b>00-00</b>	<b>68</b>	<b>68</b>

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

**\* Sunday, February 15, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	4	4
1000	6	6
1100	5	5
1200	0	0
1300	2	2
1400	1	1
1500	6	6
1600	6	6
1700	3	3
1800	0	0
1900	0	0
2000	1	1
2100	1	1
2200	0	0
2300	1	1
<b>07-19</b>	<b>34</b>	<b>34</b>
<b>06-22</b>	<b>36</b>	<b>36</b>
<b>06-00</b>	<b>37</b>	<b>37</b>
<b>00-00</b>	<b>37</b>	<b>37</b>

**Peak step 10:00 (6) AM Peak step 10:00 (6) PM Peak step 15:00 (6)**

**\* Monday, February 16, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	0	0
0800	1	1
0900	0	0
1000	0	0
1100	0	0
1200	1	1
1300	1	1
1400	0	0
1500	0	0
1600	0	0
1700	1	1
1800	0	0
1900	2	2
2000	1	1
2100	0	0
2200	0	0
2300	1	1
<b>07-19</b>	<b>4</b>	<b>4</b>
<b>06-22</b>	<b>7</b>	<b>7</b>
<b>06-00</b>	<b>8</b>	<b>8</b>
<b>00-00</b>	<b>9</b>	<b>9</b>

**Peak step 19:00 (2) AM Peak step 5:00 (1) PM Peak step 19:00 (2)**

**\* Tuesday, February 17, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	1	1
0700	1	1
0800	0	0
0900	2	2
1000	0	0
1100	0	0
1200	0	0
1300	0	0
1400	0	0
1500	1	1
1600	7	7
1700	16	16
1800	7	7
1900	6	6
2000	3	3
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>34</b>	<b>34</b>
<b>06-22</b>	<b>44</b>	<b>44</b>
<b>06-00</b>	<b>44</b>	<b>44</b>
<b>00-00</b>	<b>46</b>	<b>46</b>

**Peak step** 17:00 (16) **AM Peak step** 9:00 (2) **PM Peak step** 17:00 (16)

**\* Wednesday, February 18, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
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	7	7
1000	0	0
1100	2	2
1200	1	1
1300	2	2
1400	1	1
1500	1	1
1600	16	16
1700	22	22
1800	12	12
1900	7	7
2000	5	5
2100	6	6
2200	1	1
2300	1	1
<b>07-19</b>	<b>67</b>	<b>67</b>
<b>06-22</b>	<b>85</b>	<b>85</b>
<b>06-00</b>	<b>87</b>	<b>87</b>
<b>00-00</b>	<b>87</b>	<b>87</b>

**Peak step** 17:00 (22) **AM Peak step** 9:00 (7) **PM Peak step** 17:00 (22)

**\* Thursday, February 19, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	1	1
0600	0	0
0700	1	1
0800	1	1
0900	1	1
1000	0	0
1100	3	3
1200	2	2
1300	2	2
1400	3	3
1500	1	1
1600	11	11
1700	21	21
1800	8	8
1900	12	12
2000	3	3
2100	2	2
2200	1	1
2300	2	2
<b>07-19</b>	<b>54</b>	<b>54</b>
<b>06-22</b>	<b>71</b>	<b>71</b>
<b>06-00</b>	<b>74</b>	<b>74</b>
<b>00-00</b>	<b>76</b>	<b>76</b>

**Peak step** 17:00 (21) **AM Peak step** 11:00 (3) **PM Peak step** 17:00 (21)

**\* Friday, February 20, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	2	2
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	0	0
0700	3	3
0800	3	3
0900	2	2
1000	3	3
1100	1	1
1200	7	7
1300	6	6
1400	6	6
1500	10	10
1600	18	18
1700	23	23
1800	13	13
1900	5	5
2000	2	2
2100	4	4
2200	1	1
2300	2	2
<b>07-19</b>	<b>95</b>	<b>95</b>
<b>06-22</b>	<b>106</b>	<b>106</b>
<b>06-00</b>	<b>109</b>	<b>109</b>
<b>00-00</b>	<b>112</b>	<b>112</b>

**Peak step** 17:00 (23) **AM Peak step** 7:00 (3) **PM Peak step** 17:00 (23)

**\* Saturday, February 21, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	1	1
0900	2	2
1000	2	2
1100	8	8
1200	6	6
1300	4	4
1400	7	7
1500	10	10
1600	14	14
1700	13	13
1800	2	2
1900	4	4
2000	1	1
2100	0	0
2200	0	0
2300	0	0
<b>07-19</b>	<b>70</b>	<b>70</b>
<b>06-22</b>	<b>75</b>	<b>75</b>
<b>06-00</b>	<b>75</b>	<b>75</b>
<b>00-00</b>	<b>75</b>	<b>75</b>

**Peak step** 16:00 (14) **AM Peak step** 11:00 (8) **PM Peak step** 16:00 (14)

## Traffic Data Service -- San Jose, CA Event Counts

### EventCount-5429 -- English (ENU)

**Datasets:**

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

**Profile:**

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

**\* Sunday, February 8, 2026=1964, 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	12	5	4	10	22	18	70	99	170	244	144	172	184	181	157	112	96	75	48	53	33	24	21	
5	0	2	1	2	1	3	11	23	29	58	45	43	42	50	46	30	31	26	8	12	7	5	8	3
4	5	1	0	1	1	6	12	22	30	61	31	35	33	44	39	23	19	20	11	14	4	6	2	2
4	3	1	1	2	8	4	21	19	48	60	29	39	59	50	32	27	25	15	16	16	12	6	9	1
0	4	1	2	5	12	5	26	35	64	65	39	55	50	37	40	32	21	14	13	11	10	7	2	0

AM Peak 1000 - 1100 (244), AM PHF=0.94 PM Peak 1330 - 1430 (202), PM PHF=0.86

**\* Monday, February 9, 2026=6939, 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	8	15	20	77	234	312	543	1132	1011	616	555	519	303	208	226	279	256	277	174	97	41	25	10	
3	2	0	0	6	32	91	94	209	280	169	146	156	96	47	54	70	60	55	77	22	5	5	3	3
2	2	2	4	13	41	67	120	270	298	165	140	125	83	60	45	72	63	67	36	23	14	4	4	1
1	2	4	2	16	62	59	157	312	207	155	126	122	61	56	54	42	57	60	35	30	13	14	2	0
0	2	9	14	42	99	96	173	342	227	128	143	116	65	46	74	96	77	95	26	23	9	2	1	4

AM Peak 0830 - 0930 (1232), AM PHF=0.90 PM Peak 1200 - 1300 (519), PM PHF=0.83

**\* Tuesday, February 10, 2026=9396, 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	6	16	18	94	259	389	685	1517	2030	1142	694	545	339	202	242	267	293	251	213	87	58	29	19	
3	0	0	2	5	26	98	113	283	543	346	178	145	119	51	58	70	65	52	55	34	16	6	6	7
1	1	3	1	12	49	91	156	337	569	310	195	150	94	41	66	51	77	71	54	25	11	10	3	1
0	3	5	4	31	71	99	184	377	476	256	164	134	66	55	59	61	57	57	48	13	18	7	4	2
4	2	8	11	46	113	102	233	520	442	231	157	117	61	56	60	85	95	71	56	15	13	6	6	4

AM Peak 0845 - 0945 (2107), AM PHF=0.93 PM Peak 1200 - 1300 (545), PM PHF=0.91

**\* Wednesday, February 11, 2026=9502, 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	
14	6	14	17	97	274	379	730	1753	1808	1062	721	544	352	211	224	267	299	279	259	84	55	32	25	
7	3	0	1	10	33	81	114	324	512	291	186	156	104	50	48	54	63	69	88	31	10	11	7	1
1	0	5	4	16	49	105	182	409	524	297	189	146	102	55	64	80	79	52	77	21	9	8	7	3
2	1	4	3	27	68	70	196	452	408	242	170	105	88	57	53	61	59	69	53	14	16	6	5	4
4	2	5	9	45	125	124	239	569	365	233	177	138	59	50	60	73	99	90	42	18	20	7	6	3

AM Peak 0830 - 0930 (2056), AM PHF=0.90 PM Peak 1200 - 1300 (544), PM PHF=0.87

**\* Thursday, February 12, 2026=9109, 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	1	10	24	96	258	371	637	1553	1773	1009	745	534	330	245	250	303	323	259	201	75	55	41	11	
1	0	0	3	7	37	99	107	278	484	284	207	151	95	64	66	72	71	75	56	22	25	10	5	6
3	0	2	1	10	43	68	157	354	477	245	194	146	86	66	47	82	77	51	63	24	4	9	1	2
4	1	3	7	31	62	82	172	428	408	202	182	117	85	60	67	66	77	62	45	15	14	11	2	2
3	0	5	13	48	116	122	202	494	405	279	163	120	65	57	71	85	98	73	38	14	12	11	3	1

AM Peak 0830 - 0930 (1882), AM PHF=0.95 PM Peak 1200 - 1300 (534), PM PHF=0.89

**\* Friday, February 13, 2026=6447, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	7	17	17	75	247	281	408	959	849	540	624	618	353	223	251	237	234	184	126	80	60	28	21	
6	1	1	3	7	41	66	56	187	270	135	114	185	121	61	61	58	50	56	33	24	17	10	10	1
2	2	6	2	9	44	80	90	234	222	128	178	145	110	47	50	57	65	43	33	19	21	10	5	7
2	2	4	6	23	62	66	111	260	170	134	178	157	68	59	67	51	63	37	24	19	11	6	4	0
1	2	6	6	36	101	71	152	279	188	144	155	132	55	57	74	71	56	49	37	18	12	2	2	1

AM Peak 0815 - 0915 (1042), AM PHF=0.93 PM Peak 1200 - 1300 (618), PM PHF=0.84

**\* Saturday, February 14, 2026=2233, 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	12	11	4	26	43	60	85	132	176	204	194	181	199	180	184	159	106	80	57	45	50	27	11	
1	1	2	2	1	7	8	15	32	36	56	59	41	36	36	45	32	33	19	11	13	11	4	1	2
7	6	3	0	2	5	11	25	33	39	57	58	53	50	50	52	34	27	24	19	13	12	9	4	5
0	2	6	1	7	11	18	24	24	46	46	38	53	53	44	48	55	29	12	17	8	15	5	3	1
1	3	0	1	16	21	24	21	43	55	46	40	34	61	50	39	38	17	25	10	11	12	9	3	0

AM Peak 0930 - 1030 (213), AM PHF=0.94 PM Peak 1330 - 1430 (200), PM PHF=0.82

\* Sunday, February 15, 2026=1685, 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
<b>8</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>18</b>	<b>61</b>	<b>89</b>	<b>115</b>	<b>177</b>	<b>144</b>	<b>124</b>	<b>147</b>	<b>163</b>	<b>186</b>	<b>108</b>	<b>80</b>	<b>63</b>	<b>59</b>	<b>30</b>	<b>33</b>	<b>25</b>	<b>15</b>
2	3	0	1	1	6	3	11	19	18	53	36	28	38	41	56	30	27	20	19	7	6	7	8
5	5	1	1	1	2	2	12	21	21	34	27	27	33	30	48	33	19	11	12	12	5	11	2
1	0	4	0	2	3	5	13	26	30	44	38	39	36	43	55	23	21	16	17	6	12	4	2
0	3	0	0	5	6	8	25	23	46	46	43	30	40	49	27	22	13	16	11	5	10	3	3

AM Peak 1000 - 1100 (177), AM PHF=0.83 PM Peak 1445 - 1545 (207), PM PHF=0.93

\* Monday, February 16, 2026=1523, 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
<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>39</b>	<b>27</b>	<b>47</b>	<b>76</b>	<b>87</b>	<b>112</b>	<b>143</b>	<b>116</b>	<b>121</b>	<b>114</b>	<b>136</b>	<b>144</b>	<b>90</b>	<b>86</b>	<b>57</b>	<b>51</b>	<b>26</b>	<b>21</b>	<b>7</b>
1	2	1	1	2	8	13	8	19	18	31	29	33	26	30	32	22	25	15	15	7	9	4	-
1	0	1	0	3	2	5	7	19	25	31	33	31	31	34	32	42	26	21	21	15	5	6	1
1	0	0	0	1	10	5	12	15	21	32	35	27	32	26	44	36	25	17	11	6	2	3	2
1	2	2	0	7	19	4	20	23	23	31	45	29	25	28	30	34	17	23	10	15	12	3	0

AM Peak 1100 - 1200 (143), AM PHF=0.79

\* Tuesday, February 17, 2026=0 (Incomplete) , 15 minute drops \*HOSE DAMAGED\*

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Wednesday, February 18, 2026=0 (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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Thursday, February 19, 2026=0 (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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Friday, February 20, 2026=0 (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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Saturday, February 21, 2026=2343, 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
<b>7</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>19</b>	<b>71</b>	<b>70</b>	<b>68</b>	<b>136</b>	<b>165</b>	<b>192</b>	<b>162</b>	<b>193</b>	<b>205</b>	<b>207</b>	<b>267</b>	<b>171</b>	<b>138</b>	<b>92</b>	<b>45</b>	<b>34</b>	<b>33</b>	<b>30</b>	<b>20</b>
3	3	1	3	1	6	12	20	34	33	49	45	46	38	52	58	44	45	25	14	8	8	12	5
1	2	0	2	6	12	16	6	43	54	46	50	63	55	54	80	54	36	25	9	9	14	6	7
2	0	3	2	4	21	20	18	28	28	49	29	41	54	52	62	32	31	26	15	7	3	6	6
1	2	1	2	8	33	23	24	31	50	48	39	44	58	50	67	41	26	16	7	10	8	6	2

AM Peak 0945 - 1045 (194), AM PHF=0.97 PM Peak 1500 - 1600 (267), PM PHF=0.83

\* Sunday, February 22, 2026=2168, 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
<b>14</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>49</b>	<b>103</b>	<b>152</b>	<b>250</b>	<b>204</b>	<b>171</b>	<b>203</b>	<b>224</b>	<b>203</b>	<b>161</b>	<b>137</b>	<b>77</b>	<b>40</b>	<b>38</b>	<b>43</b>	<b>31</b>	<b>19</b>
3	1	0	0	0	1	4	9	24	16	64	58	43	49	59	50	51	27	21	8	11	12	7	8
3	1	2	1	1	0	1	7	27	24	58	38	44	52	55	60	35	37	15	14	6	15	12	4
3	3	2	1	6	3	1	18	24	43	63	55	37	44	50	54	47	33	20	4	11	8	2	3
5	2	1	0	3	11	7	15	28	70	66	54	47	58	60	40	29	40	21	14	10	8	10	4

AM Peak 0945 - 1045 (255), AM PHF=0.91 PM Peak 1400 - 1500 (224), PM PHF=0.93

\* Monday, February 23, 2026=6939, 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
<b>14</b>	<b>11</b>	<b>13</b>	<b>15</b>	<b>76</b>	<b>245</b>	<b>315</b>	<b>592</b>	<b>1125</b>	<b>1053</b>	<b>637</b>	<b>532</b>	<b>482</b>	<b>274</b>	<b>196</b>	<b>225</b>	<b>254</b>	<b>267</b>	<b>265</b>	<b>192</b>	<b>77</b>	<b>48</b>	<b>24</b>	<b>13</b>
2	2	1	1	3	31	88	98	218	274	169	109	126	77	47	37	52	64	73	60	15	13	10	5
5	7	2	3	12	44	71	141	295	277	163	144	124	86	51	52	61	57	53	44	21	11	7	2
1	1	3	3	21	73	69	154	299	261	144	132	131	60	54	53	62	74	57	51	18	10	3	2
6	1	7	8	40	97	88	200	313	242	162	148	102	52	45	84	79	73	82	38	23	14	4	4

AM Peak 0815 - 0915 (1180), AM PHF=0.94 PM Peak 1200 - 1300 (482), PM PHF=0.92

\* Tuesday, February 24, 2026=9542, 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
<b>8</b>	<b>5</b>	<b>8</b>	<b>23</b>	<b>90</b>	<b>280</b>	<b>421</b>	<b>756</b>	<b>1733</b>	<b>1788</b>	<b>1032</b>	<b>682</b>	<b>527</b>	<b>338</b>	<b>213</b>	<b>271</b>	<b>314</b>	<b>324</b>	<b>282</b>	<b>241</b>	<b>107</b>	<b>61</b>	<b>29</b>	<b>13</b>
6	2	0	1	6	38	99	124	300	481	268	174	133	114	54	45	80	68	65	71	33	22	9	7
1	1	1	5	12	59	99	170	383	411	296	184	127	92	54	72	66	73	61	73	25	14	6	3
1	2	2	5	33	59	84	220	503	437	240	156	140	68	57	65	82	98	65	49	20	8	10	1
0	0	5	12	39	124	140	242	547	460	229	168	129	65	49	90	87	85	93	49	29	18	4	2

AM Peak 0830 - 0930 (1942), AM PHF=0.89 PM Peak 1200 - 1300 (527), PM PHF=0.94

**\* Wednesday, February 25, 2026=10208, 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	
<b>3</b>	<b>10</b>	<b>14</b>	<b>19</b>	<b>83</b>	<b>282</b>	<b>381</b>	<b>739</b>	<b>1743</b>	<b>1875</b>	<b>1228</b>	<b>1001</b>	<b>554</b>	<b>344</b>	<b>235</b>	<b>274</b>	<b>316</b>	<b>326</b>	<b>305</b>	<b>259</b>	<b>106</b>	<b>59</b>	<b>38</b>	<b>20</b>	
2	4	2	1	1	32	78	134	306	<b>514</b>	333	259	<b>155</b>	93	56	68	66	68	81	71	31	16	9	6	1
0	1	1	1	15	54	96	167	407	<b>510</b>	275	304	<b>143</b>	106	69	75	80	86	50	87	33	11	10	6	6
1	2	3	6	28	81	71	191	<b>482</b>	422	295	234	<b>122</b>	76	62	61	74	70	57	62	24	14	11	3	3
0	3	8	11	39	116	136	247	<b>549</b>	430	325	205	<b>135</b>	69	48	71	96	103	117	40	18	18	8	5	1

**AM Peak 0830 - 0930 (2054), AM PHF=0.94 PM Peak 1200 - 1300 (554), PM PHF=0.90**

**\* Thursday, February 26, 2026=9397, 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	
<b>11</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>104</b>	<b>279</b>	<b>401</b>	<b>707</b>	<b>1623</b>	<b>1711</b>	<b>1102</b>	<b>724</b>	<b>554</b>	<b>335</b>	<b>221</b>	<b>251</b>	<b>275</b>	<b>360</b>	<b>304</b>	<b>184</b>	<b>101</b>	<b>58</b>	<b>43</b>	<b>13</b>	
1	2	3	0	10	32	98	114	294	<b>497</b>	341	187	<b>143</b>	107	62	59	57	69	62	60	29	15	12	3	2
6	2	1	2	15	53	93	164	384	<b>433</b>	276	193	<b>151</b>	88	57	51	73	88	65	46	25	17	11	4	1
3	2	3	3	26	80	76	177	<b>442</b>	382	264	185	<b>129</b>	77	56	67	57	94	78	37	17	10	10	2	4
1	3	8	11	54	115	135	253	<b>503</b>	400	222	160	<b>132</b>	65	46	75	88	110	99	42	30	17	10	4	0

**AM Peak 0830 - 0930 (1874), AM PHF=0.93 PM Peak 1200 - 1300 (554), PM PHF=0.92**

**\* Friday, February 27, 2026=6896, 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	
<b>7</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>88</b>	<b>253</b>	<b>308</b>	<b>457</b>	<b>1045</b>	<b>910</b>	<b>603</b>	<b>626</b>	<b>616</b>	<b>400</b>	<b>266</b>	<b>246</b>	<b>257</b>	<b>261</b>	<b>191</b>	<b>141</b>	<b>73</b>	<b>61</b>	<b>33</b>	<b>26</b>	
2	1	1	0	6	28	81	69	190	<b>232</b>	175	123	<b>167</b>	126	83	62	51	65	53	52	21	13	13	9	1
1	0	2	4	16	48	80	91	<b>250</b>	233	164	168	<b>187</b>	118	60	54	74	62	49	37	21	11	5	5	3
4	0	2	1	24	56	51	124	<b>283</b>	241	146	169	<b>142</b>	78	60	67	60	63	47	30	11	18	10	9	4
0	3	7	11	42	122	96	173	<b>323</b>	205	119	167	<b>120</b>	78	64	63	73	72	42	22	20	19	5	3	0

**AM Peak 0815 - 0915 (1087), AM PHF=0.84 PM Peak 1200 - 1300 (616), PM PHF=0.83**

## Traffic Data Service -- San Jose, CA Event Counts

### EventCount-5787 -- English (ENU)

**Datasets:**

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

**Profile:**

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

**\* Sunday, February 8, 2026=2084, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	8	9	2	6	7	17	20	31	96	142	197	218	223	214	174	166	155	114	81	76	45	38	28	
8	2	4	2	3	1	1	4	8	30	28	56	54	59	49	41	50	27	39	26	25	14	13	11	8
5	1	3	0	0	1	4	4	4	26	34	52	55	56	46	58	39	48	33	15	19	10	7	5	3
3	2	1	0	0	4	11	5	5	12	36	46	55	54	66	42	43	42	28	25	17	12	11	10	1
6	3	1	0	3	1	1	7	14	28	45	43	54	55	54	34	35	38	14	16	15	9	7	2	4

AM Peak 1145 - 1245 (207), AM PHF=0.94 PM Peak 1230 - 1330 (224), PM PHF=0.95

**\* Monday, February 9, 2026=7694, 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	7	11	11	12	29	64	130	216	221	216	278	463	541	732	878	1052	1093	686	554	212	153	80	42	
8	0	3	3	2	7	12	21	41	52	55	54	119	114	181	225	283	327	235	215	85	46	24	18	3
3	2	3	3	4	10	15	32	47	67	65	62	123	136	145	210	263	284	167	159	53	42	11	8	5
1	2	2	4	2	5	19	39	64	53	43	78	106	164	223	241	254	247	145	110	32	37	31	10	5
4	3	3	2	4	7	19	39	64	50	54	85	116	129	184	202	253	236	141	71	43	29	14	6	2

AM Peak 1145 - 1245 (432), AM PHF=0.88 PM Peak 1630 - 1730 (1117), PM PHF=0.85

**\* Tuesday, February 10, 2026=9994, 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	15	29	8	24	33	71	169	273	290	287	295	457	620	880	1192	1597	1495	937	736	292	175	72	36	
3	3	1	1	3	10	10	22	50	80	82	62	113	142	181	286	369	436	298	235	96	52	30	8	6
5	3	5	3	4	5	18	28	64	69	65	73	101	136	196	254	441	456	200	192	90	44	11	12	5
5	5	17	2	11	7	25	61	74	72	72	68	104	173	266	315	390	327	217	164	57	41	17	6	7
2	4	6	2	6	11	19	59	85	70	69	93	140	169	238	338	399	277	223	145	49	38	14	10	5

AM Peak 1145 - 1245 (410), AM PHF=0.91 PM Peak 1630 - 1730 (1680), PM PHF=0.92

**\* Wednesday, February 11, 2026=10208, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	20	30	7	29	38	73	156	252	316	320	312	441	586	892	1253	1526	1527	1012	708	331	240	80	42	
6	5	1	0	7	5	15	16	43	73	116	67	125	131	182	310	370	414	347	220	149	55	26	16	1
5	3	7	3	3	14	16	38	59	91	80	64	97	156	206	301	391	412	215	172	65	73	24	11	12
7	5	19	2	15	4	20	48	68	81	74	78	105	172	274	306	373	378	193	189	72	46	19	8	8
5	7	3	2	4	15	22	55	83	72	51	104	114	127	231	337	393	325	257	128	45	68	11	7	6

AM Peak 1145 - 1245 (430), AM PHF=0.86 PM Peak 1645 - 1745 (1596), PM PHF=0.96

**\* Thursday, February 12, 2026=10065, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	7	30	10	24	43	71	168	227	276	262	321	475	667	888	1202	1509	1467	998	779	324	182	78	36	
1	1	2	2	4	10	10	16	66	70	67	92	105	127	203	312	357	421	335	256	125	67	18	11	13
12	2	9	3	3	11	12	35	50	71	57	55	119	140	196	253	401	398	242	177	93	44	24	9	6
8	3	14	3	11	7	25	57	50	60	72	71	125	210	265	281	380	341	216	194	60	31	24	9	9
6	1	5	2	6	15	24	61	62	75	67	103	128	191	225	357	372	308	207	153	47	40	12	7	3

AM Peak 1145 - 1245 (451), AM PHF=0.90 PM Peak 1615 - 1715 (1573), PM PHF=0.93

**\* Friday, February 13, 2026=7349, 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	
31	13	32	10	29	37	69	93	195	315	253	338	566	749	1089	879	773	727	492	296	130	135	65	40	
13	6	3	2	3	7	15	10	34	84	71	74	127	153	290	261	203	227	169	116	51	34	10	14	11
6	3	4	3	5	5	11	19	50	80	58	64	149	163	278	226	183	184	117	65	31	35	25	10	12
9	1	19	3	15	12	21	30	58	81	57	100	131	213	309	199	205	159	122	60	28	36	21	9	5
3	3	6	2	7	13	22	34	53	71	68	100	159	221	213	193	182	158	84	56	21	30	9	7	3

AM Peak 1145 - 1245 (507), AM PHF=0.85 PM Peak 1345 - 1445 (1096), PM PHF=0.89

**\* Saturday, February 14, 2026=2302, 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	
31	25	31	6	6	10	21	33	52	130	179	198	227	223	221	204	196	166	131	65	51	41	41	20	
11	8	2	1	0	2	5	5	2	25	49	36	61	60	60	48	56	45	46	25	13	18	11	6	3
12	4	4	2	2	3	4	10	9	33	36	64	60	52	45	48	45	46	41	17	14	6	9	4	4
5	11	20	3	4	2	6	8	20	30	47	46	57	53	66	49	49	42	25	14	19	10	12	2	4
3	2	5	0	0	3	6	10	21	43	47	53	50	58	50	60	46	34	19	9	5	7	9	8	1

AM Peak 1145 - 1245 (230), AM PHF=0.95 PM Peak 1345 - 1445 (229), PM PHF=0.87

**\* Sunday, February 15, 2026=1735, 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	
<b>12</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>18</b>	<b>17</b>	<b>23</b>	<b>74</b>	<b>141</b>	<b>138</b>	<b>193</b>	<b>162</b>	<b>153</b>	<b>154</b>	<b>187</b>	<b>177</b>	<b>86</b>	<b>48</b>	<b>39</b>	<b>41</b>	<b>30</b>	<b>15</b>	
3	6	2	1	0	3	3	2	2	16	33	31	36	50	40	40	38	66	28	13	9	11	3	2	5
4	2	0	2	0	1	4	2	7	9	42	31	48	46	34	40	36	48	18	11	10	9	7	2	4
4	2	4	1	1	1	7	7	9	20	27	43	67	31	42	44	50	33	25	10	10	16	17	6	3
1	2	3	0	0	0	4	6	5	29	39	33	42	36	38	31	63	31	15	14	10	5	3	5	7

AM Peak 1145 - 1245 (183), AM PHF=0.68 PM Peak 1630 - 1730 (226), PM PHF=0.86

**\* Monday, February 16, 2026=1567, 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	
<b>19</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>18</b>	<b>30</b>	<b>23</b>	<b>44</b>	<b>61</b>	<b>87</b>	<b>114</b>	<b>115</b>	<b>134</b>	<b>129</b>	<b>117</b>	<b>140</b>	<b>141</b>	<b>129</b>	<b>55</b>	<b>69</b>	<b>61</b>	<b>47</b>	<b>15</b>	
5	2	2	1	3	5	5	6	9	12	15	22	24	31	39	30	40	43	48	15	31	15	19	4	4
4	2	2	0	2	6	7	7	12	18	22	33	31	37	30	30	31	37	35	18	8	15	3	3	3
3	4	1	1	0	4	8	4	13	11	27	26	30	32	27	34	30	37	24	15	17	10	17	5	0
7	0	1	2	1	3	10	6	11	20	24	33	30	34	34	24	39	25	22	7	13	21	8	3	2

AM Peak 1145 - 1245 (118), AM PHF=0.89 PM Peak 1645 - 1745 (155), PM PHF=0.90

**\* Tuesday, February 17, 2026=8121, 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	
<b>9</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>29</b>	<b>66</b>	<b>141</b>	<b>255</b>	<b>272</b>	<b>239</b>	<b>273</b>	<b>407</b>	<b>532</b>	<b>824</b>	<b>1009</b>	<b>1152</b>	<b>1167</b>	<b>718</b>	<b>541</b>	<b>217</b>	<b>143</b>	<b>65</b>	<b>30</b>	
4	2	0	1	2	9	13	19	53	60	73	55	103	121	174	255	259	335	184	193	73	42	20	7	16
3	5	1	4	2	7	14	31	46	71	74	58	88	113	171	211	311	317	171	137	63	35	15	5	8
0	3	2	1	5	7	17	40	77	46	47	71	110	157	280	273	298	289	160	107	50	43	21	11	5
2	2	1	2	3	6	22	52	80	95	46	89	107	141	200	271	284	226	203	105	32	24	9	7	2

AM Peak 1145 - 1245 (389), AM PHF=0.88 PM Peak 1630 - 1730 (1234), PM PHF=0.92

**\* Wednesday, February 18, 2026=9432, 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	
<b>31</b>	<b>14</b>	<b>42</b>	<b>10</b>	<b>26</b>	<b>38</b>	<b>64</b>	<b>138</b>	<b>281</b>	<b>276</b>	<b>256</b>	<b>295</b>	<b>429</b>	<b>646</b>	<b>861</b>	<b>1098</b>	<b>1422</b>	<b>1413</b>	<b>866</b>	<b>656</b>	<b>263</b>	<b>196</b>	<b>64</b>	<b>50</b>	
16	7	4	4	7	6	23	59	65	80	58	93	131	185	266	355	389	256	216	108	74	16	19	6	6
8	0	5	5	4	7	15	24	65	73	67	65	114	164	172	259	346	389	187	178	51	32	12	6	4
5	4	26	0	9	12	24	41	81	69	72	90	107	194	298	292	356	354	210	128	71	44	21	15	3
2	3	7	1	7	13	19	51	77	70	38	82	116	158	207	282	365	282	213	135	34	46	15	10	5

AM Peak 1145 - 1245 (395), AM PHF=0.87 PM Peak 1630 - 1730 (1498), PM PHF=0.96

**\* Thursday, February 19, 2026=9182, 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	
<b>18</b>	<b>8</b>	<b>34</b>	<b>9</b>	<b>23</b>	<b>28</b>	<b>87</b>	<b>147</b>	<b>210</b>	<b>267</b>	<b>252</b>	<b>312</b>	<b>428</b>	<b>576</b>	<b>828</b>	<b>1063</b>	<b>1330</b>	<b>1425</b>	<b>841</b>	<b>721</b>	<b>266</b>	<b>186</b>	<b>79</b>	<b>49</b>	
6	0	0	1	2	7	11	23	49	65	75	72	106	131	175	289	332	381	263	205	115	81	12	14	8
4	3	4	2	5	7	14	37	40	66	62	70	85	112	177	258	319	369	194	207	60	44	21	11	8
3	3	25	3	10	10	23	46	61	70	55	89	118	185	265	259	330	368	196	170	55	43	31	14	5
5	2	5	3	6	5	39	41	61	67	60	82	120	149	212	258	350	308	188	139	37	18	15	10	7

AM Peak 1145 - 1245 (390), AM PHF=0.83 PM Peak 1645 - 1745 (1466), PM PHF=0.96

**\* Friday, February 20, 2026=7137, 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	
<b>28</b>	<b>14</b>	<b>27</b>	<b>12</b>	<b>23</b>	<b>26</b>	<b>72</b>	<b>89</b>	<b>215</b>	<b>264</b>	<b>279</b>	<b>327</b>	<b>565</b>	<b>814</b>	<b>769</b>	<b>834</b>	<b>859</b>	<b>797</b>	<b>463</b>	<b>304</b>	<b>130</b>	<b>115</b>	<b>76</b>	<b>40</b>	
8	5	0	0	4	7	17	16	44	67	73	63	104	201	212	225	228	246	151	118	44	39	19	12	8
8	2	4	3	6	4	14	18	50	74	70	53	127	175	175	183	212	214	110	76	38	24	19	11	6
5	5	20	3	8	5	20	20	56	56	60	103	174	246	218	227	225	174	112	53	33	24	24	10	5
7	2	3	6	5	11	22	36	66	67	77	109	160	193	165	199	195	165	91	57	16	28	14	7	3

AM Peak 1145 - 1245 (513), AM PHF=0.74 PM Peak 1630 - 1730 (879), PM PHF=0.89

**\* Saturday, February 21, 2026=2468, 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	
<b>22</b>	<b>20</b>	<b>30</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>22</b>	<b>36</b>	<b>50</b>	<b>94</b>	<b>181</b>	<b>165</b>	<b>230</b>	<b>202</b>	<b>224</b>	<b>311</b>	<b>213</b>	<b>231</b>	<b>161</b>	<b>78</b>	<b>63</b>	<b>44</b>	<b>54</b>	<b>17</b>	
8	4	4	3	0	3	4	5	10	20	35	44	70	63	61	101	60	78	53	26	26	10	16	4	8
6	1	3	3	1	1	5	11	13	23	44	41	41	38	56	75	43	60	46	18	9	10	16	4	5
5	13	18	0	5	2	8	9	9	21	54	40	64	60	56	75	53	43	40	16	18	14	12	6	1
3	2	5	0	2	3	5	11	18	30	49	41	56	41	51	53	61	57	52	22	18	10	10	3	3

AM Peak 1145 - 1245 (215), AM PHF=0.77 PM Peak 1500 - 1600 (311), PM PHF=0.77

**\* Sunday, February 22, 2026=2261, 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	
<b>17</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>69</b>	<b>126</b>	<b>178</b>	<b>243</b>	<b>274</b>	<b>202</b>	<b>219</b>	<b>207</b>	<b>229</b>	<b>179</b>	<b>68</b>	<b>58</b>	<b>49</b>	<b>42</b>	<b>15</b>	
8	5	6	0	0	1	1	1	3	24	35	49	65	59	47	62	56	52	48	19	22	18	12	5	4
5	5	3	1	0	0	3	5	6	8	19	42	44	91	46	70	45	59	54	20	9	15	15	5	1
1	9	2	1	2	2	7	6	3	19	47	40	61	62	59	43	53	54	37	11	17	7	11	4	2
3	3	0	1	0	1	3	4	6	19	25	47	73	62	51	44	55	65	41	18	10	9	4	1	3

AM Peak 1145 - 1245 (217), AM PHF=0.83 PM Peak 1245 - 1345 (285), PM PHF=0.78

**\* Monday, February 23, 2026=7885, 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	
<b>10</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>23</b>	<b>55</b>	<b>122</b>	<b>211</b>	<b>255</b>	<b>222</b>	<b>306</b>	<b>452</b>	<b>550</b>	<b>749</b>	<b>902</b>	<b>1059</b>	<b>1166</b>	<b>708</b>	<b>588</b>	<b>219</b>	<b>151</b>	<b>65</b>	<b>44</b>	
4	4	1	3	1	7	10	22	39	72	55	76	118	119	170	243	273	331	220	194	82	52	18	13	11
1	3	0	2	6	4	10	18	45	56	46	66	107	143	145	210	263	309	1						

**\* Wednesday, February 25, 2026=10715, 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	
<b>28</b>	<b>22</b>	<b>31</b>	<b>5</b>	<b>27</b>	<b>36</b>	<b>68</b>	<b>175</b>	<b>222</b>	<b>305</b>	<b>266</b>	<b>347</b>	<b>419</b>	<b>664</b>	<b>864</b>	<b>1276</b>	<b>1615</b>	<b>1624</b>	<b>1150</b>	<b>840</b>	<b>357</b>	<b>244</b>	<b>88</b>	<b>49</b>	
10	5	4	0	5	8	13	27	40	99	90	70	<b>106</b>	140	170	286	339	<b>421</b>	374	289	150	65	26	16	7
4	6	4	3	5	10	16	34	58	67	68	65	<b>105</b>	155	191	320	438	<b>449</b>	283	198	85	68	19	15	11
8	6	20	2	12	9	19	65	59	72	58	101	<b>101</b>	186	267	323	<b>407</b>	374	237	212	72	56	26	8	4
7	5	3	0	5	10	21	49	67	68	51	<b>112</b>	107	183	237	348	<b>432</b>	381	258	141	50	56	17	10	2

AM Peak 1145 - 1245 (424), AM PHF=0.95 PM Peak 1630 - 1730 (1708), PM PHF=0.95

**\* Thursday, February 26, 2026=10766, 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	
<b>24</b>	<b>17</b>	<b>36</b>	<b>5</b>	<b>28</b>	<b>45</b>	<b>69</b>	<b>141</b>	<b>240</b>	<b>278</b>	<b>316</b>	<b>287</b>	<b>459</b>	<b>636</b>	<b>916</b>	<b>1258</b>	<b>1693</b>	<b>1711</b>	<b>1045</b>	<b>905</b>	<b>315</b>	<b>223</b>	<b>83</b>	<b>42</b>	
7	5	5	1	3	11	9	23	54	83	98	71	<b>101</b>	150	186	296	408	<b>476</b>	340	251	133	76	21	17	7
11	3	7	3	6	8	15	35	55	67	80	55	<b>114</b>	153	222	326	423	<b>442</b>	212	204	71	52	15	9	11
4	2	21	0	14	13	25	50	65	66	80	85	<b>131</b>	179	284	318	437	<b>450</b>	239	267	70	54	31	7	6
2	7	3	1	5	13	21	33	67	64	59	<b>76</b>	113	155	226	319	<b>425</b>	344	254	184	41	41	16	9	4

AM Peak 1145 - 1245 (422), AM PHF=0.81 PM Peak 1645 - 1745 (1793), PM PHF=0.94

**\* Friday, February 27, 2026=7672, 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	
<b>28</b>	<b>14</b>	<b>33</b>	<b>6</b>	<b>33</b>	<b>27</b>	<b>69</b>	<b>98</b>	<b>208</b>	<b>282</b>	<b>237</b>	<b>376</b>	<b>547</b>	<b>790</b>	<b>846</b>	<b>933</b>	<b>918</b>	<b>917</b>	<b>561</b>	<b>343</b>	<b>129</b>	<b>142</b>	<b>90</b>	<b>49</b>	
7	1	1	0	5	7	17	12	46	77	79	80	<b>147</b>	175	187	<b>255</b>	234	255	182	133	33	30	24	13	13
11	2	6	2	5	5	9	21	44	65	60	68	<b>130</b>	182	184	<b>230</b>	223	237	162	100	36	40	17	14	5
6	6	19	3	14	10	18	28	56	69	48	113	<b>120</b>	225	<b>262</b>	231	247	224	123	53	33	34	26	13	2
4	5	7	1	9	5	26	38	63	72	51	<b>116</b>	150	209	<b>213</b>	218	214	201	95	58	27	39	23	10	3

AM Peak 1145 - 1245 (513), AM PHF=0.87 PM Peak 1430 - 1530 (959), PM PHF=0.92

# Traffic Data Service -- San Jose, CA Event Counts

## EventCount-5422 -- English (ENU)

### Datasets:

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

### Profile:

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

### \* Sunday, February 8, 2026=864, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
11	7	8	1	1	7	18	48	47	69	72	73	63	83	77	56	61	43	20	26	28	18	24	6
3	4	4	1	0	1	2	15	11	14	15	16	13	22	11	12	14	14	3	7	7	6	3	3
3	1	2	0	0	1	2	10	14	20	12	20	24	20	19	13	9	7	10	5	7	2	6	1
0	1	1	0	1	1	5	10	7	17	22	14	13	27	26	12	22	10	1	9	8	4	10	2
5	1	1	0	0	4	9	13	15	18	23	23	13	14	21	19	16	12	6	5	6	6	5	0

AM Peak 1030 - 1130 (81), AM PHF=0.88 PM Peak 1300 - 1400 (83), PM PHF=0.77

### \* Monday, February 9, 2026=1526, 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	2	5	8	11	61	114	151	198	206	125	103	97	75	76	67	61	50	39	19	17	21	11	5
4	0	0	0	2	7	29	30	49	58	38	29	25	19	23	15	16	7	6	5	3	3	3	1
0	0	2	2	0	12	27	40	40	64	35	32	20	21	20	23	15	17	10	3	4	11	4	0
3	0	3	2	4	18	27	33	51	38	23	26	26	20	15	12	16	14	13	7	4	5	2	4
1	2	0	4	6	24	32	48	59	46	30	16	27	16	19	17	14	12	11	4	6	2	2	0

AM Peak 0830 - 0930 (232), AM PHF=0.90 PM Peak 1200 - 1300 (97), PM PHF=0.92

### \* Tuesday, February 10, 2026=1777, 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	4	5	17	75	133	190	232	258	158	98	124	97	58	55	57	55	51	25	24	29	14	10
1	0	0	0	2	15	30	44	64	70	53	35	43	26	24	15	18	17	7	5	8	5	5	2
1	1	1	1	2	17	39	53	57	80	33	25	25	33	11	6	14	14	13	9	6	12	2	4
1	2	2	1	5	17	33	48	48	48	36	25	27	24	11	19	15	7	25	10	6	6	2	2
3	1	1	3	8	27	33	46	64	60	36	14	30	14	12	16	10	18	6	2	4	6	5	2

AM Peak 0845 - 0945 (262), AM PHF=0.82 PM Peak 1200 - 1300 (124), PM PHF=0.73

### \* Wednesday, February 11, 2026=1664, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
4	2	5	9	14	55	112	179	265	237	133	79	95	92	53	69	57	55	46	27	27	33	11	8
2	0	0	1	4	8	27	32	56	62	41	25	32	19	19	24	15	13	12	7	7	6	3	3
0	0	1	0	0	8	28	38	73	60	40	22	24	25	14	13	10	12	11	7	5	11	1	0
1	2	3	5	2	16	25	53	67	59	33	24	23	24	9	12	12	20	11	4	14	9	4	5
1	0	1	4	9	23	32	57	69	57	19	8	17	25	11	21	20	10	13	9	2	7	3	0

AM Peak 0815 - 0915 (271), AM PHF=0.93 PM Peak 1200 - 1300 (95), PM PHF=0.75

### \* Thursday, February 12, 2026=1717, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
5	3	6	5	11	57	106	173	204	219	148	101	92	107	78	79	74	88	56	30	26	29	13	10
2	1	1	0	5	9	22	32	56	59	46	25	21	17	11	16	22	23	21	8	6	7	3	2
2	1	2	1	0	10	29	31	56	66	45	30	27	32	30	21	19	24	13	8	6	6	2	0
0	1	2	1	0	19	17	50	48	43	33	23	27	25	20	23	16	18	15	8	5	7	2	3
1	0	1	3	6	19	38	60	46	51	25	24	17	33	17	19	17	24	8	7	9	9	6	5

AM Peak 0730 - 0830 (221), AM PHF=0.92 PM Peak 1300 - 1400 (107), PM PHF=0.81

### \* Friday, February 13, 2026=1316, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
6	3	3	6	10	42	90	118	134	134	107	86	86	75	81	75	78	51	25	32	29	25	12	13
2	2	1	1	2	6	16	26	30	30	23	26	24	15	19	18	17	13	5	14	11	6	6	3
3	1	0	2	2	8	28	22	32	45	32	24	9	18	18	24	18	17	12	6	8	4	1	1
0	0	2	2	1	11	18	29	38	33	26	25	28	21	16	18	28	13	6	4	7	9	3	8
1	0	0	1	5	17	28	42	35	26	27	11	26	22	28	16	16	8	2	8	3	6	2	1

AM Peak 0830 - 0930 (148), AM PHF=0.82 PM Peak 1445 - 1545 (87), PM PHF=0.79

### \* Saturday, February 14, 2026=851, 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	6	3	3	5	5	18	45	66	60	87	66	61	63	91	77	55	34	22	17	22	24	11	10
1	2	1	1	0	1	4	12	14	16	15	19	13	13	17	17	15	10	6	3	5	6	3	1
1	3	2	1	1	0	5	11	21	22	22	16	13	11	26	19	16	8	5	9	5	7	2	3
0	0	0	1	1	1	3	8	19	11	19	14	18	16	21	24	13	10	6	3	6	4	4	2
0	1	0	0	3	3	6	14	12	11	31	17	17	23	28	17	11	6	5	2	6	7	2	4

AM Peak 1015 - 1115 (91), AM PHF=0.73 PM Peak 1415 - 1515 (92), PM PHF=0.82

\* Sunday, February 15, 2026=557, 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	9	1	1	4	9	7	23	29	56	73	47	35	30	34	41	35	27	17	18	19	18	10	5	
4	3	0	0	0	1	1	6	7	14	15	10	10	5	6	6	9	10	6	4	8	8	1	1	2
3	0	0	0	2	2	0	3	4	12	19	14	10	9	9	15	9	5	2	5	3	5	3	1	2
2	0	0	0	1	4	2	8	9	13	19	12	8	8	10	9	7	5	6	4	5	2	3	2	2
1	6	1	1	1	2	4	6	9	17	20	11	7	8	9	11	10	7	3	5	3	3	3	1	0

AM Peak 1000 - 1100 (73), AM PHF=0.91 PM Peak 1515 - 1615 (44), PM PHF=0.73

\* Monday, February 16, 2026=436, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	2	8	4	6	11	22	22	21	22	37	25	33	26	39	28	25	23	24	13	19	12	9	
2	0	0	0	0	1	4	4	7	6	6	11	6	8	6	13	7	10	9	4	7	1	3	7	2
2	1	0	0	0	1	2	6	3	6	5	11	7	14	5	6	6	6	5	7	1	5	1	0	0
2	1	0	0	2	0	1	7	5	7	6	8	5	6	9	18	5	3	4	7	2	8	6	2	0
0	0	2	8	2	4	4	5	7	2	5	7	8	5	6	2	10	6	5	6	3	5	2	0	0

AM Peak 1100 - 1200 (37), AM PHF=0.83 PM Peak 1445 - 1545 (43), PM PHF=0.60

\* Tuesday, February 17, 2026=1335, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	4	7	9	69	97	147	193	151	106	69	73	87	58	57	40	45	31	33	17	16	12	14	
2	0	1	1	2	12	23	23	56	43	33	19	16	26	7	8	15	14	8	11	3	3	2	5	3
0	1	0	0	1	8	34	38	44	40	23	15	17	26	25	14	6	10	6	5	4	2	3	0	2
0	1	3	2	1	21	17	46	48	42	25	16	23	13	13	16	5	6	10	10	7	8	4	7	3
0	0	0	4	5	29	23	40	45	26	25	20	17	23	13	20	14	16	7	7	3	3	3	2	3

AM Peak 0800 - 0900 (193), AM PHF=0.87 PM Peak 1230 - 1330 (91), PM PHF=0.88

\* Wednesday, February 18, 2026=1718, 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	5	5	10	9	63	108	179	266	187	167	131	100	134	76	59	54	45	43	21	16	20	7	6	
3	1	1	0	0	8	15	32	55	59	34	33	22	36	26	9	10	21	10	3	3	3	0	0	2
2	1	1	0	1	18	35	39	68	53	53	30	32	26	15	15	18	8	15	7	7	7	2	2	2
3	3	3	5	3	14	29	45	70	40	41	43	20	30	13	18	12	9	12	4	4	5	2	2	0
3	0	0	6	5	23	30	64	74	36	39	26	26	43	22	18	14	7	6	7	2	5	3	2	0

AM Peak 0815 - 0915 (269), AM PHF=0.91 PM Peak 1300 - 1400 (134), PM PHF=0.79

\* Thursday, February 19, 2026=1623, 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	7	6	6	6	46	105	175	224	194	139	105	124	106	68	60	60	55	43	31	18	19	18	9	
2	1	1	1	2	5	24	23	52	52	34	26	21	20	19	10	13	19	11	12	6	3	4	2	1
2	0	1	1	0	7	35	32	57	57	32	22	40	37	21	21	16	12	8	9	3	2	7	3	0
0	2	3	2	2	15	25	55	59	47	40	27	35	19	13	23	16	12	16	6	2	6	4	4	0
0	4	1	2	2	19	21	65	57	39	34	31	29	31	15	6	15	12	8	4	7	8	3	0	0

AM Peak 0745 - 0845 (231), AM PHF=0.90 PM Peak 1200 - 1300 (124), PM PHF=0.78

\* Friday, February 20, 2026=1444, 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	7	3	6	12	58	96	137	155	143	132	121	98	74	79	64	57	62	23	40	23	30	12	17	
1	1	0	1	4	11	22	24	31	29	41	38	26	9	23	16	21	11	8	5	3	4	2	1	0
0	4	0	0	0	12	23	38	47	47	37	28	22	19	17	17	9	17	5	14	5	10	1	4	0
0	1	3	0	4	14	27	44	27	33	23	30	25	21	14	18	10	19	4	13	10	6	4	7	2
0	1	0	5	4	21	24	32	51	34	31	25	26	25	25	13	18	16	6	8	5	10	5	5	0

AM Peak 0845 - 0945 (160), AM PHF=0.78 PM Peak 1200 - 1300 (98), PM PHF=0.96

\* Saturday, February 21, 2026=938, 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	9	2	0	6	10	24	38	63	54	75	73	77	80	85	106	81	56	20	19	19	14	10	17	
0	0	0	0	1	1	2	8	15	11	17	18	9	10	20	25	19	16	9	5	4	4	5	4	5
0	2	1	0	1	1	0	10	17	12	18	20	12	21	19	29	20	16	4	5	6	0	0	3	0
2	4	1	0	2	5	6	9	14	11	19	22	22	30	23	20	24	18	1	5	4	5	3	3	0
0	3	0	0	2	3	16	11	18	20	21	13	34	20	23	32	18	6	6	4	5	5	2	7	1

AM Peak 1045 - 1145 (81), AM PHF=0.92 PM Peak 1500 - 1600 (106), PM PHF=0.83

## Traffic Data Service -- San Jose, CA Event Counts

**EventCount-5431 -- English (ENU)**

**Datasets:**

**Site:** [4] 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:** TDS  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Sunday, February 8, 2026=6301, 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	
100	60	39	37	43	90	97	145	254	402	473	521	419	556	535	478	398	325	259	271	268	260	167	108	
22	20	9	9	8	7	16	31	60	73	114	145	110	129	124	132	99	89	66	71	67	56	45	31	31
31	13	11	10	12	15	26	32	42	120	98	133	97	130	138	134	89	74	68	72	60	63	46	33	17
29	13	6	6	7	32	31	23	63	108	121	116	95	141	133	98	94	94	64	64	73	63	38	17	9
18	15	13	13	16	36	24	60	89	102	140	128	118	158	141	115	117	69	62	65	69	79	39	28	8

AM Peak 1030 - 1130 (539), AM PHF=0.93 PM Peak 1330 - 1430 (560), PM PHF=0.89

**\* Monday, February 9, 2026=14906, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	37	49	115	236	699	801	1123	1963	1827	1085	1153	903	597	523	640	669	649	637	376	276	218	155	115	
31	13	5	8	21	100	176	198	445	513	279	281	221	171	106	159	179	156	158	112	79	52	47	34	17
17	7	6	28	35	145	207	272	485	482	250	303	253	128	119	160	138	140	161	93	64	56	34	26	21
9	5	13	44	56	192	206	271	505	418	291	298	241	164	142	145	173	197	156	90	80	56	38	32	13
8	13	25	36	125	262	214	383	529	414	265	272	188	135	157	177	179	157	162	82	54	55	37	24	10

AM Peak 0815 - 0915 (2031), AM PHF=0.96 PM Peak 1200 - 1300 (903), PM PHF=0.89

**\* Tuesday, February 10, 2026=18580, 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	22	48	121	264	745	935	1586	2350	2342	1680	1334	1000	747	621	737	806	878	849	563	359	285	149	105	
17	6	10	14	27	91	204	283	547	600	467	324	265	207	141	172	204	197	208	170	115	73	44	26	-
21	2	9	33	44	152	235	381	571	569	457	336	244	172	142	183	180	231	231	147	90	78	41	32	-
13	7	9	36	80	211	221	420	627	591	382	346	255	192	134	196	211	209	203	147	83	62	24	21	-
10	7	21	39	113	291	276	502	606	583	374	328	236	177	205	186	212	242	207	100	72	72	41	27	-

AM Peak 0815 - 0915 (2403), AM PHF=0.96

**\* Wednesday, February 11, 2026=0 (Incomplete) , 15 minute drops \*HOSE DAMAGED\***

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**\* Thursday, February 12, 2026=0 (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		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**\* Friday, February 13, 2026=0 (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		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

29  
20  
17  
18

**\* Saturday, February 14, 2026=8026, 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	
84	40	43	40	67	123	146	189	311	376	468	490	603	591	589	661	604	504	536	550	321	310	259	127	
29	9	11	13	11	15	42	40	56	72	120	131	167	156	161	120	187	122	110	139	88	72	73	40	18
20	14	11	12	10	25	37	41	77	79	106	131	125	136	132	177	153	129	139	156	84	73	53	25	20
17	10	12	7	23	41	31	52	76	104	117	95	163	155	148	177	129	136	138	139	68	71	58	35	29
18	7	10	8	23	42	36	57	103	121	125	133	148	144	149	187	136	118	150	116	81	94	77	27	16

AM Peak 1145 - 1245 (588), AM PHF=0.88 PM Peak 1515 - 1615 (728), PM PHF=0.97

**\* Sunday, February 15, 2026=6342, 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	
<b>81</b>	<b>43</b>	<b>47</b>	<b>25</b>	<b>42</b>	<b>86</b>	<b>86</b>	<b>141</b>	<b>230</b>	<b>361</b>	<b>408</b>	<b>450</b>	<b>510</b>	<b>587</b>	<b>510</b>	<b>462</b>	<b>452</b>	<b>364</b>	<b>376</b>	<b>361</b>	<b>239</b>	<b>217</b>	<b>177</b>	<b>93</b>	
18	9	14	9	5	5	18	30	46	68	82	129	123	130	137	103	121	106	63	103	56	41	61	29	14
20	11	18	4	7	14	18	33	48	88	110	105	111	167	121	122	115	91	97	90	61	57	45	22	18
29	11	8	7	8	31	24	31	64	100	96	103	129	148	141	118	109	76	120	86	65	60	35	23	15
16	12	7	6	22	36	27	47	72	106	122	115	148	143	112	119	108	91	97	84	58	60	37	20	8

AM Peak 1145 - 1245 (476), AM PHF=0.93 PM Peak 1315 - 1415 (594), PM PHF=0.89

**\* Monday, February 16, 2026=5730, 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	
<b>55</b>	<b>39</b>	<b>29</b>	<b>39</b>	<b>62</b>	<b>111</b>	<b>127</b>	<b>170</b>	<b>184</b>	<b>269</b>	<b>342</b>	<b>323</b>	<b>449</b>	<b>525</b>	<b>419</b>	<b>425</b>	<b>402</b>	<b>342</b>	<b>387</b>	<b>327</b>	<b>224</b>	<b>239</b>	<b>152</b>	<b>93</b>	
14	14	6	5	17	13	36	36	47	49	85	79	126	114	104	91	114	95	74	124	56	53	59	24	20
18	9	10	8	7	18	27	38	45	85	69	73	94	152	106	101	91	80	105	81	51	65	43	25	21
15	12	6	13	18	39	34	37	41	62	88	71	118	137	103	98	105	86	96	64	56	65	24	24	15
8	4	8	13	21	41	31	60	52	73	101	101	112	123	107	135	93	81	112	58	61	57	26	21	13

AM Peak 1145 - 1245 (439), AM PHF=0.87 PM Peak 1300 - 1400 (525), PM PHF=0.86

**\* Tuesday, February 17, 2026=16471, 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	
<b>69</b>	<b>47</b>	<b>53</b>	<b>98</b>	<b>25</b>	<b>737</b>	<b>802</b>	<b>1360</b>	<b>1993</b>	<b>1990</b>	<b>1326</b>	<b>1180</b>	<b>949</b>	<b>653</b>	<b>610</b>	<b>655</b>	<b>749</b>	<b>712</b>	<b>778</b>	<b>593</b>	<b>292</b>	<b>277</b>	<b>198</b>	<b>101</b>	
20	16	9	12	23	104	202	262	493	521	343	288	251	161	145	131	196	206	136	186	84	68	66	25	22
21	7	10	22	43	138	202	314	514	492	361	314	237	160	152	168	176	178	202	163	77	77	50	34	12
15	14	11	29	81	225	180	363	501	511	330	278	242	143	163	170	204	175	230	137	61	65	46	22	6
13	10	24	36	110	272	218	422	486	466	293	300	221	190	151	186	174	153	211	109	70	67	38	21	16

AM Peak 0815 - 0915 (2021), AM PHF=0.97 PM Peak 1200 - 1300 (949), PM PHF=0.95

**\* Wednesday, February 18, 2026=17269, 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	
<b>56</b>	<b>38</b>	<b>53</b>	<b>98</b>	<b>261</b>	<b>767</b>	<b>992</b>	<b>1289</b>	<b>2135</b>	<b>1984</b>	<b>1740</b>	<b>1255</b>	<b>1061</b>	<b>682</b>	<b>614</b>	<b>684</b>	<b>692</b>	<b>781</b>	<b>746</b>	<b>507</b>	<b>321</b>	<b>261</b>	<b>161</b>	<b>97</b>	
22	12	13	13	23	94	212	249	506	522	466	298	287	193	140	156	182	207	165	141	85	59	45	31	18
12	5	9	16	42	139	231	279	550	494	482	343	268	206	159	170	161	208	210	109	74	87	55	20	16
6	11	14	23	70	206	237	310	571	493	396	325	239	141	139	171	173	195	185	137	95	56	31	28	11
16	10	17	47	127	329	312	452	510	476	397	289	268	143	177	188	177	172	187	121	68	59	30	19	14

AM Peak 0815 - 0915 (2151), AM PHF=0.94 PM Peak 1200 - 1300 (1061), PM PHF=0.93

**\* Thursday, February 19, 2026=17371, 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	
<b>59</b>	<b>30</b>	<b>36</b>	<b>100</b>	<b>234</b>	<b>704</b>	<b>850</b>	<b>1364</b>	<b>1965</b>	<b>2046</b>	<b>1663</b>	<b>1309</b>	<b>1021</b>	<b>755</b>	<b>649</b>	<b>703</b>	<b>780</b>	<b>865</b>	<b>749</b>	<b>615</b>	<b>313</b>	<b>269</b>	<b>184</b>	<b>115</b>	
18	10	7	14	26	97	213	236	460	535	473	319	267	199	152	154	180	230	177	181	91	66	49	33	17
16	5	11	21	28	156	212	307	494	505	457	312	290	171	144	158	173	212	213	175	71	65	62	25	13
11	7	8	27	63	178	187	355	502	520	362	344	238	200	152	188	206	206	197	132	71	61	43	31	18
14	8	11	39	118	274	239	467	511	487	372	335	226	186	201	204	222	217	162	128	81	77	32	26	14

AM Peak 0845 - 0945 (2070), AM PHF=0.97 PM Peak 1200 - 1300 (1021), PM PHF=0.88

**\* Friday, February 20, 2026=14773, 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	
<b>62</b>	<b>44</b>	<b>54</b>	<b>100</b>	<b>225</b>	<b>706</b>	<b>721</b>	<b>962</b>	<b>1423</b>	<b>1374</b>	<b>1111</b>	<b>1201</b>	<b>1190</b>	<b>765</b>	<b>642</b>	<b>691</b>	<b>747</b>	<b>669</b>	<b>540</b>	<b>563</b>	<b>305</b>	<b>313</b>	<b>235</b>	<b>136</b>	
17	9	12	9	15	102	181	184	320	361	277	239	300	211	158	131	184	209	132	145	109	77	84	39	21
13	11	11	17	36	133	167	219	339	369	281	277	316	182	168	191	169	158	132	122	72	73	60	40	18
18	13	11	31	70	192	161	246	349	313	285	348	284	195	164	201	206	160	125	165	58	89	55	30	23
14	11	21	44	105	280	213	314	416	332	269	337	291	178	152	169	189	143	152	131	66	74	37	27	17

AM Peak 0830 - 0930 (1493), AM PHF=0.90 PM Peak 1200 - 1300 (1190), PM PHF=0.94

**\* Saturday, February 21, 2026=7244, 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	
<b>79</b>	<b>47</b>	<b>41</b>	<b>41</b>	<b>57</b>	<b>173</b>	<b>201</b>	<b>211</b>	<b>279</b>	<b>384</b>	<b>453</b>	<b>463</b>	<b>478</b>	<b>564</b>	<b>568</b>	<b>532</b>	<b>557</b>	<b>450</b>	<b>382</b>	<b>476</b>	<b>252</b>	<b>252</b>	<b>196</b>	<b>113</b>	
21	11	10	12	8	21	38	52	56	74	139	124	121	115	159	121	142	110	111	99	66	62	69	29	25
18	13	14	7	11	28	45	55	80	58	113	121	117	150	134	116	135	125	82	155	60	73	47	31	19
23	14	9	7	11	59	50	52	68	103	102	106	126	139	144	162	151	102	97	124	62	57	39	20	23
17	10	9	15	27	65	69	52	76	149	99	112	115	161	132	134	130	113	93	99	64	61	41	34	14

AM Peak 0930 - 1030 (504), AM PHF=0.84 PM Peak 1315 - 1415 (608), PM PHF=0.94

**\* Sunday, February 22, 2026=6981, 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	
<b>80</b>	<b>48</b>	<b>42</b>	<b>26</b>	<b>35</b>	<b>99</b>	<b>138</b>	<b>173</b>	<b>266</b>	<b>394</b>	<b>466</b>	<b>487</b>	<b>518</b>	<b>635</b>	<b>654</b>	<b>558</b>	<b>538</b>	<b>463</b>	<b>320</b>	<b>363</b>	<b>226</b>	<b>223</b>	<b>165</b>	<b>68</b>	
25	13	12	5	8	16	22	26	59	60	110	129	126	146	176	112	133	131	80	106	56	67	61	23	16
19	14	13	8	7	16	32	36	57	114	94	128	111	147	171	137	144	113	73	111	54	54	39	22	18
23	12	5	9	7	33	38	44	66	105	118	118	155	166	159	145	132	114	90	81	58	38	39	14	11
14	10	12	4	13	34	46	68	85	116	145	113	127	176	150	165	130	105	77	66	59	65	27	10	9

AM Peak 1030 - 1130 (520), AM PHF=0.90 PM Peak 1330 - 1430 (688), PM PHF=0.98

**\* Monday, February 23, 2026=14946, 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
<b>54</b>	<b>22</b> </																						

## \* Wednesday, February 25, 2026=18493, 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	
<b>65</b>	<b>26</b>	<b>47</b>	<b>112</b>	<b>260</b>	<b>720</b>	<b>900</b>	<b>1400</b>	<b>2226</b>	<b>2277</b>	<b>1712</b>	<b>1507</b>	<b>1113</b>	<b>762</b>	<b>599</b>	<b>796</b>	<b>775</b>	<b>960</b>	<b>790</b>	<b>509</b>	<b>369</b>	<b>277</b>	<b>196</b>	<b>103</b>	
24	9	10	13	27	114	222	240	515	<b>559</b>	496	359	<b>266</b>	200	138	215	203	221	214	138	115	72	58	22	18
17	7	9	27	42	130	215	341	559	<b>605</b>	414	368	<b>311</b>	202	135	185	174	257	220	146	85	60	55	32	21
14	6	12	30	60	188	202	344	555	<b>567</b>	424	402	<b>268</b>	188	144	201	220	214	182	98	77	66	36	26	14
11	4	17	43	132	289	262	477	<b>598</b>	547	378	<b>378</b>	<b>268</b>	173	183	196	178	268	175	128	92	80	48	24	14

AM Peak 0845 - 0945 (2328), AM PHF=0.96 PM Peak 1200 - 1300 (1113), PM PHF=0.90

## \* Thursday, February 26, 2026=19107, 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	
<b>66</b>	<b>34</b>	<b>49</b>	<b>91</b>	<b>246</b>	<b>718</b>	<b>904</b>	<b>1416</b>	<b>2223</b>	<b>2267</b>	<b>1899</b>	<b>1317</b>	<b>1108</b>	<b>751</b>	<b>682</b>	<b>760</b>	<b>744</b>	<b>1024</b>	<b>888</b>	<b>964</b>	<b>367</b>	<b>292</b>	<b>179</b>	<b>125</b>	
18	9	6	11	22	88	187	276	504	<b>581</b>	521	357	<b>295</b>	191	150	168	195	254	246	199	115	88	66	44	11
21	12	8	17	40	172	207	312	555	<b>574</b>	513	350	<b>298</b>	215	164	190	162	248	223	297	95	81	47	24	13
14	10	14	24	67	193	232	380	<b>595</b>	537	469	311	<b>276</b>	175	177	186	193	257	203	287	68	60	34	27	19
14	4	22	40	118	265	280	449	<b>570</b>	576	396	300	<b>240</b>	171	191	217	195	266	217	181	91	63	32	31	11

AM Peak 0830 - 0930 (2319), AM PHF=0.97 PM Peak 1200 - 1300 (1108), PM PHF=0.93

## \* Friday, February 27, 2026=15772, 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	
<b>53</b>	<b>42</b>	<b>47</b>	<b>103</b>	<b>223</b>	<b>687</b>	<b>808</b>	<b>1044</b>	<b>1705</b>	<b>1620</b>	<b>1199</b>	<b>1272</b>	<b>1169</b>	<b>773</b>	<b>626</b>	<b>689</b>	<b>640</b>	<b>770</b>	<b>632</b>	<b>550</b>	<b>413</b>	<b>339</b>	<b>215</b>	<b>159</b>	
11	4	10	15	25	88	186	193	370	<b>449</b>	310	278	<b>290</b>	215	161	156	171	190	139	167	118	91	77	49	35
13	14	12	19	38	133	202	206	<b>439</b>	404	341	338	<b>325</b>	197	144	163	158	185	165	149	95	77	52	44	25
19	12	7	32	50	190	190	263	<b>473</b>	361	283	332	<b>307</b>	175	154	194	155	186	146	118	106	83	61	34	14
11	12	19	38	111	277	230	382	<b>424</b>	407	266	326	<b>248</b>	186	168	177	157	211	183	117	95	88	26	33	20

AM Peak 0815 - 0915 (1784), AM PHF=0.94 PM Peak 1200 - 1300 (1169), PM PHF=0.90

## Traffic Data Service -- San Jose, CA Event Counts

### EventCount-5433 -- English (ENU)

**Datasets:**

**Site:** [4] 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:** TDS  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Sunday, February 8, 2026=4658, 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	65	29	13	12	18	51	51	76	150	227	329	450	341	392	398	399	391	299	244	193	177	149	85
30	17	8	5	4	4	16	13	19	30	44	95	104	69	106	103	92	70	89	43	40	44	54	19
53	20	7	2	1	5	15	14	20	28	44	82	138	78	94	87	96	92	83	83	50	37	37	25
29	17	8	3	2	3	13	13	21	41	60	83	116	88	82	102	115	114	73	67	58	40	33	23
11	11	6	3	5	6	7	12	16	52	79	71	93	107	111	107	97	116	54	51	45	56	25	19

AM Peak 1145 - 1245 (428), AM PHF=0.78 PM Peak 1200 - 1300 (450), PM PHF=0.82

**\* Monday, February 9, 2026=10403, 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	30	15	21	29	66	144	268	291	404	354	463	608	847	1020	1105	1123	1144	803	686	366	259	200	93
25	11	3	5	7	19	29	46	77	106	99	103	118	201	245	324	281	314	234	227	125	77	48	28
10	9	3	6	4	11	34	62	71	90	79	102	150	207	239	248	293	315	187	193	66	57	39	27
14	7	5	4	10	18	43	71	71	104	90	118	172	242	314	304	261	275	209	134	94	61	73	18
20	3	4	6	8	19	39	90	72	104	86	140	169	198	222	230	289	240	173	132	81	64	41	20

AM Peak 1145 - 1245 (579), AM PHF=0.84 PM Peak 1645 - 1745 (1193), PM PHF=0.95

**\* Tuesday, February 10, 2026=8675, 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	35	39	16	49	64	153	328	369	450	500	520	677	950	572	658	700	715	651	514	244	216	120	74
17	9	6	2	7	14	33	57	89	104	138	125	154	225	283	183	162	166	157	157	89	73	39	19
21	9	8	3	10	14	39	68	78	108	116	128	159	201	129	143	194	202	165	147	53	57	23	6
17	7	21	8	12	19	52	101	111	112	149	132	178	301	26	162	173	183	153	114	43	49	33	26
13	10	4	3	20	18	30	103	92	128	97	136	187	224	135	171	171	164	177	97	59	37	26	24

AM Peak 1145 - 1245 (626), AM PHF=0.88

**\* Wednesday, February 11, 2026=0 (Incomplete) , 15 minute drops \*HOSE DAMAGED\***

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**\* Thursday, February 12, 2026=0 (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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**\* Friday, February 13, 2026=0 (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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

54  
21  
19  
29

**\* Saturday, February 14, 2026=6092, 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	48	51	25	24	27	54	82	111	169	280	332	415	414	460	507	520	483	476	388	183	381	371	175
54	16	8	7	4	6	10	22	28	33	67	62	109	114	110	115	145	113	122	121	49	108	117	64
21	14	10	12	5	8	10	16	22	41	69	96	117	108	112	107	130	133	138	116	40	113	102	34
19	11	18	5	8	7	20	22	22	52	70	81	111	87	111	140	140	103	101	91	42	53	58	45
29	7	15	1	7	6	14	22	39	43	75	93	80	105	128	145	106	134	117	61	52	107	95	32

AM Peak 1145 - 1245 (429), AM PHF=0.92 PM Peak 1545 - 1645 (559), PM PHF=0.96

\* Sunday, February 15, 2026=4970, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Sunday, February 15, 2026. Includes AM Peak 1145 - 1245 (405), AM PHF=0.82 PM Peak 1545 - 1645 (476), PM PHF=0.94

\* Monday, February 16, 2026=4125, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Monday, February 16, 2026. Includes AM Peak 1145 - 1245 (261), AM PHF=0.80 PM Peak 1545 - 1645 (434), PM PHF=0.93

\* Tuesday, February 17, 2026=11900, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Tuesday, February 17, 2026. Includes AM Peak 1145 - 1245 (576), AM PHF=0.89 PM Peak 1645 - 1745 (1409), PM PHF=0.96

\* Wednesday, February 18, 2026=12608, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Wednesday, February 18, 2026. Includes AM Peak 1145 - 1245 (597), AM PHF=0.92 PM Peak 1645 - 1745 (1559), PM PHF=0.96

\* Thursday, February 19, 2026=12708, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Thursday, February 19, 2026. Includes AM Peak 1145 - 1245 (632), AM PHF=0.88 PM Peak 1600 - 1700 (1473), PM PHF=0.96

\* Friday, February 20, 2026=10701, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Friday, February 20, 2026. Includes AM Peak 1145 - 1245 (702), AM PHF=0.94 PM Peak 1345 - 1445 (1169), PM PHF=0.82

\* Saturday, February 21, 2026=5906, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Saturday, February 21, 2026. Includes AM Peak 1145 - 1245 (398), AM PHF=0.90 PM Peak 1515 - 1615 (794), PM PHF=0.74

\* Sunday, February 22, 2026=5221, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Sunday, February 22, 2026. Includes AM Peak 1145 - 1245 (448), AM PHF=0.90 PM Peak 1715 - 1815 (588), PM PHF=0.97

\* Monday, February 23, 2026=10178, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Monday, February 23, 2026. Includes AM Peak 1145 - 1245 (520), AM PHF=0.82 PM Peak 1645 - 1745 (1261), PM PHF=0.94

\* Tuesday, February 24, 2026=13422, 15 minute drops

Table with 24 columns (0000-2300) and 5 rows of data for Tuesday, February 24, 2026. Includes AM Peak 1145 - 1245 (603), AM PHF=0.80 PM Peak 1645 - 1745 (1676), PM PHF=0.96

**\* Wednesday, February 25, 2026=13153, 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	
<b>138</b>	<b>40</b>	<b>40</b>	<b>21</b>	<b>48</b>	<b>74</b>	<b>155</b>	<b>303</b>	<b>323</b>	<b>421</b>	<b>421</b>	<b>506</b>	<b>626</b>	<b>892</b>	<b>1214</b>	<b>1312</b>	<b>1531</b>	<b>1556</b>	<b>1203</b>	<b>1044</b>	<b>576</b>	<b>352</b>	<b>242</b>	<b>121</b>	
47	19	7	7	10	22	25	73	71	105	119	116	<b>148</b>	220	296	333	339	<b>382</b>	315	323	164	113	75	37	36
29	12	6	2	14	12	47	64	74	111	124	107	<b>166</b>	200	261	319	422	<b>425</b>	293	278	158	89	48	24	19
35	3	23	9	16	20	44	87	91	114	95	147	<b>159</b>	259	379	339	352	<b>407</b>	312	249	106	64	78	33	15
28	6	4	3	9	21	40	80	88	92	83	<b>136</b>	154	214	280	322	<b>419</b>	343	283	195	148	87	42	27	20

**AM Peak 1145 - 1245 (608), AM PHF=0.92 PM Peak 1645 - 1745 (1632), PM PHF=0.96**

**\* Thursday, February 26, 2026=13987, 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	
<b>90</b>	<b>34</b>	<b>46</b>	<b>23</b>	<b>45</b>	<b>82</b>	<b>146</b>	<b>298</b>	<b>369</b>	<b>448</b>	<b>467</b>	<b>577</b>	<b>700</b>	<b>959</b>	<b>1250</b>	<b>1429</b>	<b>1604</b>	<b>1624</b>	<b>1145</b>	<b>1165</b>	<b>585</b>	<b>489</b>	<b>277</b>	<b>139</b>	
36	9	9	3	4	25	19	58	80	113	123	123	<b>171</b>	213	284	365	352	<b>406</b>	332	314	174	150	63	40	15
19	10	9	6	6	15	35	59	96	108	110	141	<b>162</b>	213	295	353	436	<b>445</b>	249	293	177	133	88	47	23
15	7	24	7	17	14	54	93	93	107	139	164	<b>166</b>	292	377	341	378	<b>444</b>	285	322	105	92	77	25	25
20	8	4	7	18	29	39	88	101	120	96	<b>149</b>	201	241	295	371	<b>438</b>	329	279	237	130	115	50	27	25

**AM Peak 1145 - 1245 (647), AM PHF=0.95 PM Peak 1645 - 1745 (1733), PM PHF=0.97**

**\* Friday, February 27, 2026=11320, 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	
<b>88</b>	<b>33</b>	<b>47</b>	<b>27</b>	<b>49</b>	<b>77</b>	<b>146</b>	<b>256</b>	<b>297</b>	<b>396</b>	<b>393</b>	<b>581</b>	<b>792</b>	<b>1049</b>	<b>1172</b>	<b>1121</b>	<b>1077</b>	<b>1119</b>	<b>847</b>	<b>592</b>	<b>321</b>	<b>386</b>	<b>275</b>	<b>186</b>	
15	8	10	2	6	20	27	47	77	95	103	125	<b>190</b>	260	262	<b>323</b>	280	297	233	163	100	66	71	85	47
23	6	6	9	10	13	38	58	61	91	104	131	<b>186</b>	261	<b>285</b>	245	280	288	220	133	91	112	53	29	35
25	5	20	8	18	19	45	76	77	101	96	175	<b>196</b>	282	<b>358</b>	301	269	267	240	152	82	117	100	48	43
25	14	11	8	15	26	36	76	83	109	91	<b>151</b>	222	246	<b>267</b>	253	248	267	154	146	48	91	52	24	45

**AM Peak 1145 - 1245 (722), AM PHF=0.92 PM Peak 1415 - 1515 (1233), PM PHF=0.86**

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5435 -- English (ENU)**

**Datasets:**

**Site:** [6] 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:** TDS  
**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 7, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	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	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	37	0	33	4	0	0	0	0	0	0	0	0	0	0
0700	56	0	53	3	0	0	0	0	0	0	0	0	0	0
0800	160	0	157	3	0	0	0	0	0	0	0	0	0	0
0900	130	0	128	1	1	0	0	0	0	0	0	0	0	0
1000	169	0	164	5	0	0	0	0	0	0	0	0	0	0
1100	190	1	188	1	0	0	0	0	0	0	0	0	0	0
1200	143	0	142	0	0	1	0	0	0	0	0	0	0	0
1300	178	0	177	0	0	1	0	0	0	0	0	0	0	0
1400	173	0	171	1	0	0	1	0	0	0	0	0	0	0
1500	196	1	194	1	0	0	0	0	0	0	0	0	0	0
1600	178	1	176	1	0	0	0	0	0	0	0	0	0	0
1700	136	2	131	3	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	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
<b>07-19</b>	<b>1722</b>	<b>5</b>	<b>1694</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1759</b>	<b>5</b>	<b>1727</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1759</b>	<b>5</b>	<b>1727</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1773</b>	<b>5</b>	<b>1739</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Peak step 15:00 (196) AM Peak step 11:00 (190) PM Peak step 15:00 (196)**

**\* Sunday, February 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	31	0	30	1	0	0	0	0	0	0	0	0	0	0
0700	50	0	50	0	0	0	0	0	0	0	0	0	0	0
0800	86	0	83	3	0	0	0	0	0	0	0	0	0	0
0900	111	0	109	2	0	0	0	0	0	0	0	0	0	0
1000	145	3	142	0	0	0	0	0	0	0	0	0	0	0
1100	160	0	159	1	0	0	0	0	0	0	0	0	0	0
1200	133	0	133	0	0	0	0	0	0	0	0	0	0	0
1300	154	3	150	1	0	0	0	0	0	0	0	0	0	0
1400	150	0	149	1	0	0	0	0	0	0	0	0	0	0
1500	133	2	131	0	0	0	0	0	0	0	0	0	0	0
1600	113	1	112	0	0	0	0	0	0	0	0	0	0	0
1700	77	0	76	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	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
<b>07-19</b>	<b>1323</b>	<b>9</b>	<b>1305</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1354</b>	<b>9</b>	<b>1335</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1354</b>	<b>9</b>	<b>1335</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1361</b>	<b>9</b>	<b>1341</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (160) AM Peak step 11:00 (160) PM Peak step 13:00 (154)

**\* Monday, February 9, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	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	15	0	10	3	0	0	1	1	0	0	0	0	0	0
0600	65	0	62	1	0	0	1	0	0	0	1	0	0	0
0700	41	0	40	1	0	0	0	0	0	0	0	0	0	0
0800	46	1	43	2	0	0	0	0	0	0	0	0	0	0
0900	45	0	44	1	0	0	0	0	0	0	0	0	0	0
1000	59	0	57	2	0	0	0	0	0	0	0	0	0	0
1100	88	0	86	2	0	0	0	0	0	0	0	0	0	0
1200	72	0	70	2	0	0	0	0	0	0	0	0	0	0
1300	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1400	68	2	65	1	0	0	0	0	0	0	0	0	0	0
1500	57	0	57	0	0	0	0	0	0	0	0	0	0	0
1600	81	1	76	4	0	0	0	0	0	0	0	0	0	0
1700	53	2	51	0	0	0	0	0	0	0	0	0	0	0
1800	13	1	11	1	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
<b>07-19</b>	<b>689</b>	<b>7</b>	<b>662</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>754</b>	<b>7</b>	<b>724</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>754</b>	<b>7</b>	<b>724</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>778</b>	<b>7</b>	<b>743</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (88) AM Peak step 11:00 (88) PM Peak step 16:00 (81)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	10	4	0	0	0	0	0	0	0	0	0	0
0600	46	1	38	6	0	0	1	0	0	0	0	0	0	0
0700	53	1	44	8	0	0	0	0	0	0	0	0	0	0
0800	40	0	38	2	0	0	0	0	0	0	0	0	0	0
0900	62	1	56	5	0	0	0	0	0	0	0	0	0	0
1000	40	0	37	3	0	0	0	0	0	0	0	0	0	0
1100	53	0	49	2	1	0	1	0	0	0	0	0	0	0
1200	54	1	51	2	0	0	0	0	0	0	0	0	0	0
1300	37	0	35	1	0	0	1	0	0	0	0	0	0	0
1400	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1500	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1600	51	0	49	2	0	0	0	0	0	0	0	0	0	0
1700	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	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
<b>07-19</b>	<b>482</b>	<b>3</b>	<b>445</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>528</b>	<b>4</b>	<b>483</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>528</b>	<b>4</b>	<b>483</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>557</b>	<b>4</b>	<b>507</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 9:00 (62) AM Peak step 9:00 (62) PM Peak step 12:00 (54)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0600	32	0	29	3	0	0	0	0	0	0	0	0	0	0
0700	33	0	31	2	0	0	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	31	3	0	0	0	0	0	0	0	0	0	0
1000	30	0	30	0	0	0	0	0	0	0	0	0	0	0
1100	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1200	35	0	32	3	0	0	0	0	0	0	0	0	0	0
1300	28	0	25	3	0	0	0	0	0	0	0	0	0	0
1400	44	2	39	3	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	22	0	21	0	0	1	0	0	0	0	0	0	0	0
1700	48	0	48	0	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
<b>07-19</b>	<b>386</b>	<b>2</b>	<b>360</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>418</b>	<b>2</b>	<b>389</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>418</b>	<b>2</b>	<b>389</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>446</b>	<b>2</b>	<b>413</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (48) AM Peak step 9:00 (34) PM Peak step 15:00 (48)

**\* Thursday, February 12, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	19	0	14	3	0	0	2	0	0	0	0	0	0	0
0600	63	0	58	2	0	1	1	0	0	1	0	0	0	0
0700	41	0	38	3	0	0	0	0	0	0	0	0	0	0
0800	50	0	46	4	0	0	0	0	0	0	0	0	0	0
0900	71	1	63	7	0	0	0	0	0	0	0	0	0	0
1000	82	1	80	1	0	0	0	0	0	0	0	0	0	0
1100	84	0	79	5	0	0	0	0	0	0	0	0	0	0
1200	65	0	65	0	0	0	0	0	0	0	0	0	0	0
1300	72	0	69	3	0	0	0	0	0	0	0	0	0	0
1400	89	2	85	2	0	0	0	0	0	0	0	0	0	0
1500	69	0	69	0	0	0	0	0	0	0	0	0	0	0
1600	80	1	77	2	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	23	1	21	1	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
<b>07-19</b>	<b>807</b>	<b>6</b>	<b>773</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>870</b>	<b>6</b>	<b>831</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>870</b>	<b>6</b>	<b>831</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>902</b>	<b>6</b>	<b>857</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (89) AM Peak step 11:00 (84) PM Peak step 14:00 (89)

**\* Friday, February 13, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	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	17	0	15	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	44	1	41	1	0	0	1	0	0	0	0	0	0	0
0800	71	1	68	2	0	0	0	0	0	0	0	0	0	0
0900	60	3	54	3	0	0	0	0	0	0	0	0	0	0
1000	84	1	77	6	0	0	0	0	0	0	0	0	0	0
1100	93	0	90	2	0	1	0	0	0	0	0	0	0	0
1200	89	2	87	0	0	0	0	0	0	0	0	0	0	0
1300	107	0	105	1	0	0	1	0	0	0	0	0	0	0
1400	81	0	79	2	0	0	0	0	0	0	0	0	0	0
1500	93	0	87	6	0	0	0	0	0	0	0	0	0	0
1600	79	0	79	0	0	0	0	0	0	0	0	0	0	0
1700	88	0	87	1	0	0	0	0	0	0	0	0	0	0
1800	14	0	13	1	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
<b>07-19</b>	<b>903</b>	<b>8</b>	<b>867</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>925</b>	<b>8</b>	<b>886</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>925</b>	<b>8</b>	<b>886</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>951</b>	<b>8</b>	<b>909</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 13:00 (107) AM Peak step 11:00 (93) PM Peak step 13:00 (107)

**\* Saturday, February 14, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	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	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	29	0	28	1	0	0	0	0	0	0	0	0	0	0
0700	50	0	48	2	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	106	0	105	1	0	0	0	0	0	0	0	0	0	0
1000	158	0	156	2	0	0	0	0	0	0	0	0	0	0
1100	155	0	154	1	0	0	0	0	0	0	0	0	0	0
1200	144	0	142	2	0	0	0	0	0	0	0	0	0	0
1300	153	0	153	0	0	0	0	0	0	0	0	0	0	0
1400	134	0	133	1	0	0	0	0	0	0	0	0	0	0
1500	146	0	143	3	0	0	0	0	0	0	0	0	0	0
1600	124	0	123	1	0	0	0	0	0	0	0	0	0	0
1700	63	0	63	0	0	0	0	0	0	0	0	0	0	0
1800	5	0	4	1	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
<b>07-19</b>	<b>1373</b>	<b>0</b>	<b>1356</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1402</b>	<b>0</b>	<b>1384</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1402</b>	<b>0</b>	<b>1384</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1418</b>	<b>0</b>	<b>1399</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 10:00 (158) AM Peak step 10:00 (158) PM Peak step 13:00 (153)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0700	45	0	41	4	0	0	0	0	0	0	0	0	0	0
0800	67	0	65	2	0	0	0	0	0	0	0	0	0	0
0900	60	0	59	1	0	0	0	0	0	0	0	0	0	0
1000	110	0	108	2	0	0	0	0	0	0	0	0	0	0
1100	83	0	82	1	0	0	0	0	0	0	0	0	0	0
1200	76	0	75	1	0	0	0	0	0	0	0	0	0	0
1300	91	0	89	2	0	0	0	0	0	0	0	0	0	0
1400	79	0	74	5	0	0	0	0	0	0	0	0	0	0
1500	74	0	74	0	0	0	0	0	0	0	0	0	0	0
1600	62	0	61	1	0	0	0	0	0	0	0	0	0	0
1700	34	0	34	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>784</b>	<b>0</b>	<b>765</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>807</b>	<b>0</b>	<b>788</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>807</b>	<b>0</b>	<b>788</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>812</b>	<b>0</b>	<b>793</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 10:00 (110) AM Peak step 10:00 (110) PM Peak step 13:00 (91)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	0	0	0	1	1	0	0	0	0	0	0
0600	5	0	4	0	0	0	1	0	0	0	0	0	0	0
0700	7	0	6	1	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	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1000	17	0	15	2	0	0	0	0	0	0	0	0	0	0
1100	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1200	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1300	25	0	22	3	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	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1600	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1700	24	0	24	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	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
<b>07-19</b>	<b>260</b>	<b>0</b>	<b>247</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>265</b>	<b>0</b>	<b>251</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>265</b>	<b>0</b>	<b>251</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>273</b>	<b>0</b>	<b>257</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (44) AM Peak step 9:00 (26) PM Peak step 12:00 (44)

**\* Tuesday, February 17, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1100	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	25	0	24	1	0	0	0	0	0	0	0	0	0	0
1400	28	0	28	0	0	0	0	0	0	0	0	0	0	0
1500	18	0	17	0	1	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	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	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
<b>07-19</b>	<b>223</b>	<b>0</b>	<b>207</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>238</b>	<b>0</b>	<b>222</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>238</b>	<b>0</b>	<b>222</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>259</b>	<b>0</b>	<b>238</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (42) AM Peak step 11:00 (42) PM Peak step 14:00 (28)

**\* Wednesday, February 18, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	10	0	9	1	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	32	0	32	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	23	1	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	74	1	66	7	0	0	0	0	0	0	0	0	0	0
1000	42	0	41	1	0	0	0	0	0	0	0	0	0	0
1100	82	0	79	3	0	0	0	0	0	0	0	0	0	0
1200	55	0	54	1	0	0	0	0	0	0	0	0	0	0
1300	51	0	47	4	0	0	0	0	0	0	0	0	0	0
1400	51	0	46	5	0	0	0	0	0	0	0	0	0	0
1500	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1600	33	0	33	0	0	0	0	0	0	0	0	0	0	0
1700	41	0	41	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	6	1	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
<b>07-19</b>	<b>516</b>	<b>1</b>	<b>487</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>548</b>	<b>1</b>	<b>519</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>548</b>	<b>1</b>	<b>519</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>574</b>	<b>1</b>	<b>540</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (82) AM Peak step 11:00 (82) PM Peak step 12:00 (55)

**\* Thursday, February 19, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	9	3	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	21	0	21	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	8	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	23	0	21	2	0	0	0	0	0	0	0	0	0	0
1000	23	0	21	1	0	0	1	0	0	0	0	0	0	0
1100	39	1	32	5	1	0	0	0	0	0	0	0	0	0
1200	23	0	21	1	0	0	1	0	0	0	0	0	0	0
1300	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1400	57	0	54	3	0	0	0	0	0	0	0	0	0	0
1500	39	0	38	1	0	0	0	0	0	0	0	0	0	0
1600	42	0	42	0	0	0	0	0	0	0	0	0	0	0
1700	64	0	63	1	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	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
<b>07-19</b>	<b>402</b>	<b>1</b>	<b>376</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>423</b>	<b>1</b>	<b>397</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>423</b>	<b>1</b>	<b>397</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>447</b>	<b>1</b>	<b>415</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (64) AM Peak step 11:00 (39) PM Peak step 17:00 (64)



## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5436 -- English (ENU)**

**Datasets:**

**Site:** [6] 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:** TDS  
**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 7, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0800	27	0	20	7	0	0	0	0	0	0	0	0	0	0
0900	73	0	60	13	0	0	0	0	0	0	0	0	0	0
1000	129	1	111	17	0	0	0	0	0	0	0	0	0	0
1100	145	0	121	24	0	0	0	0	0	0	0	0	0	0
1200	147	0	118	29	0	0	0	0	0	0	0	0	0	0
1300	144	1	118	25	0	0	0	0	0	0	0	0	0	0
1400	218	5	173	40	0	0	0	0	0	0	0	0	0	0
1500	194	0	155	38	0	1	0	0	0	0	0	0	0	0
1600	155	2	125	28	0	0	0	0	0	0	0	0	0	0
1700	270	2	227	41	0	0	0	0	0	0	0	0	0	0
1800	227	0	197	30	0	0	0	0	0	0	0	0	0	0
1900	12	0	8	4	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	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
<b>07-19</b>	<b>1744</b>	<b>11</b>	<b>1437</b>	<b>294</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1760</b>	<b>11</b>	<b>1448</b>	<b>299</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1760</b>	<b>11</b>	<b>1448</b>	<b>299</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1762</b>	<b>11</b>	<b>1448</b>	<b>301</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (270) AM Peak step 11:00 (145) PM Peak step 17:00 (270)

**\* Sunday, February 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	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	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0800	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0900	51	1	39	11	0	0	0	0	0	0	0	0	0	0
1000	98	0	78	20	0	0	0	0	0	0	0	0	0	0
1100	130	2	104	24	0	0	0	0	0	0	0	0	0	0
1200	144	2	113	28	0	0	1	0	0	0	0	0	0	0
1300	122	0	103	19	0	0	0	0	0	0	0	0	0	0
1400	139	0	127	11	0	1	0	0	0	0	0	0	0	0
1500	188	0	158	30	0	0	0	0	0	0	0	0	0	0
1600	144	0	118	24	0	1	0	0	1	0	0	0	0	0
1700	210	1	189	20	0	0	0	0	0	0	0	0	0	0
1800	79	0	66	13	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	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
<b>07-19</b>	<b>1331</b>	<b>6</b>	<b>1117</b>	<b>204</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1341</b>	<b>6</b>	<b>1126</b>	<b>205</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1341</b>	<b>6</b>	<b>1126</b>	<b>205</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1342</b>	<b>6</b>	<b>1127</b>	<b>205</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (210) AM Peak step 11:00 (130) PM Peak step 17:00 (210)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	1	0	0	1	0	0	0	0	0	0	0
0600	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0700	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0800	20	0	6	13	1	0	0	0	0	0	0	0	0	0
0900	23	0	16	7	0	0	0	0	0	0	0	0	0	0
1000	43	1	30	11	0	0	1	0	0	0	0	0	0	0
1100	61	0	47	13	0	1	0	0	0	0	0	0	0	0
1200	74	0	58	15	0	0	1	0	0	0	0	0	0	0
1300	82	0	69	12	0	1	0	0	0	0	0	0	0	0
1400	83	4	55	22	0	0	2	0	0	0	0	0	0	0
1500	93	1	72	19	0	1	0	0	0	0	0	0	0	0
1600	87	0	70	17	0	0	0	0	0	0	0	0	0	0
1700	101	0	84	17	0	0	0	0	0	0	0	0	0	0
1800	74	0	61	10	2	1	0	0	0	0	0	0	0	0
1900	6	0	6	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	1	0	0	0	1	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
<b>07-19</b>	<b>750</b>	<b>6</b>	<b>573</b>	<b>160</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>768</b>	<b>6</b>	<b>587</b>	<b>163</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>768</b>	<b>6</b>	<b>587</b>	<b>163</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>772</b>	<b>6</b>	<b>589</b>	<b>164</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (101) AM Peak step 11:00 (61) PM Peak step 17:00 (101)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	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	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0700	21	1	14	5	0	0	1	0	0	0	0	0	0	0
0800	14	0	10	4	0	0	0	0	0	0	0	0	0	0
0900	24	2	15	7	0	0	0	0	0	0	0	0	0	0
1000	38	1	28	9	0	0	0	0	0	0	0	0	0	0
1100	54	0	41	13	0	0	0	0	0	0	0	0	0	0
1200	73	1	53	19	0	0	0	0	0	0	0	0	0	0
1300	108	0	88	20	0	0	0	0	0	0	0	0	0	0
1400	47	0	33	13	0	0	0	1	0	0	0	0	0	0
1500	43	0	28	15	0	0	0	0	0	0	0	0	0	0
1600	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1700	58	1	35	22	0	0	0	0	0	0	0	0	0	0
1800	30	0	25	5	0	0	0	0	0	0	0	0	0	0
1900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>552</b>	<b>6</b>	<b>404</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>566</b>	<b>6</b>	<b>411</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>566</b>	<b>6</b>	<b>411</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>571</b>	<b>6</b>	<b>415</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 13:00 (108) AM Peak step 11:00 (54) PM Peak step 13:00 (108)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0600	9	0	4	3	0	1	1	0	0	0	0	0	0	0
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0800	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0900	17	0	10	7	0	0	0	0	0	0	0	0	0	0
1000	35	0	28	7	0	0	0	0	0	0	0	0	0	0
1100	45	1	30	14	0	0	0	0	0	0	0	0	0	0
1200	31	0	25	5	0	0	1	0	0	0	0	0	0	0
1300	38	0	26	11	0	1	0	0	0	0	0	0	0	0
1400	42	0	34	7	0	0	1	0	0	0	0	0	0	0
1500	40	0	28	12	0	0	0	0	0	0	0	0	0	0
1600	32	0	20	12	0	0	0	0	0	0	0	0	0	0
1700	72	1	53	18	0	0	0	0	0	0	0	0	0	0
1800	59	0	38	21	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	4	4	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
<b>07-19</b>	<b>431</b>	<b>2</b>	<b>307</b>	<b>119</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>455</b>	<b>2</b>	<b>321</b>	<b>127</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>455</b>	<b>2</b>	<b>321</b>	<b>127</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>458</b>	<b>2</b>	<b>321</b>	<b>130</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (72) AM Peak step 11:00 (45) PM Peak step 17:00 (72)

**\* Thursday, February 12, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	6	1	0	1	1	0	0	0	0	0	0	0
0600	7	1	5	1	0	0	0	0	0	0	0	0	0	0
0700	13	0	6	6	0	1	0	0	0	0	0	0	0	0
0800	19	0	14	5	0	0	0	0	0	0	0	0	0	0
0900	41	2	22	17	0	0	0	0	0	0	0	0	0	0
1000	53	1	41	10	0	1	0	0	0	0	0	0	0	0
1100	76	1	58	17	0	0	0	0	0	0	0	0	0	0
1200	68	0	50	18	0	0	0	0	0	0	0	0	0	0
1300	87	1	69	15	0	1	1	0	0	0	0	0	0	0
1400	93	1	70	22	0	0	0	0	0	0	0	0	0	0
1500	94	0	80	13	0	1	0	0	0	0	0	0	0	0
1600	92	1	71	19	0	0	1	0	0	0	0	0	0	0
1700	128	0	109	19	0	0	0	0	0	0	0	0	0	0
1800	106	0	90	15	0	0	1	0	0	0	0	0	0	0
1900	21	0	16	4	0	1	0	0	0	0	0	0	0	0
2000	5	0	5	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
<b>07-19</b>	<b>870</b>	<b>7</b>	<b>680</b>	<b>176</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>904</b>	<b>8</b>	<b>707</b>	<b>181</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>904</b>	<b>8</b>	<b>707</b>	<b>181</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>913</b>	<b>8</b>	<b>713</b>	<b>182</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (128) AM Peak step 11:00 (76) PM Peak step 17:00 (128)

**\* Friday, February 13, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	8	0	5	2	0	1	0	0	0	0	0	0	0	0
0700	9	2	3	3	1	0	0	0	0	0	0	0	0	0
0800	14	0	7	5	0	0	1	0	0	0	1	0	0	0
0900	30	0	24	6	0	0	0	0	0	0	0	0	0	0
1000	45	1	33	11	0	0	0	0	0	0	0	0	0	0
1100	78	0	60	17	0	1	0	0	0	0	0	0	0	0
1200	70	1	57	10	0	0	1	0	0	0	0	0	0	1
1300	79	3	63	13	0	0	0	0	0	0	0	0	0	0
1400	137	2	114	19	0	1	1	0	0	0	0	0	0	0
1500	106	1	82	23	0	0	0	0	0	0	0	0	0	0
1600	102	1	81	20	0	0	0	0	0	0	0	0	0	0
1700	147	1	113	31	1	0	1	0	0	0	0	0	0	0
1800	126	0	111	15	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>943</b>	<b>12</b>	<b>748</b>	<b>173</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>06-22</b>	<b>957</b>	<b>12</b>	<b>758</b>	<b>176</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>06-00</b>	<b>957</b>	<b>12</b>	<b>758</b>	<b>176</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>00-00</b>	<b>958</b>	<b>12</b>	<b>758</b>	<b>177</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

Peak step 17:00 (147) AM Peak step 11:00 (78) PM Peak step 17:00 (147)

**\* Saturday, February 14, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	6	0	3	2	0	1	0	0	0	0	0	0	0	0
0800	32	0	22	9	0	1	0	0	0	0	0	0	0	0
0900	57	0	47	9	1	0	0	0	0	0	0	0	0	0
1000	107	0	93	14	0	0	0	0	0	0	0	0	0	0
1100	125	0	105	19	0	0	0	0	1	0	0	0	0	0
1200	151	0	134	17	0	0	0	0	0	0	0	0	0	0
1300	159	0	127	32	0	0	0	0	0	0	0	0	0	0
1400	157	1	131	24	0	1	0	0	0	0	0	0	0	0
1500	147	2	119	25	0	1	0	0	0	0	0	0	0	0
1600	187	1	155	31	0	0	0	0	0	0	0	0	0	0
1700	176	0	140	36	0	0	0	0	0	0	0	0	0	0
1800	120	0	98	22	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	1	0	1	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
<b>07-19</b>	<b>1424</b>	<b>4</b>	<b>1174</b>	<b>240</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1432</b>	<b>4</b>	<b>1179</b>	<b>242</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1432</b>	<b>4</b>	<b>1179</b>	<b>242</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1434</b>	<b>4</b>	<b>1181</b>	<b>242</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (187) AM Peak step 11:00 (125) PM Peak step 16:00 (187)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	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	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0800	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0900	42	0	32	10	0	0	0	0	0	0	0	0	0	0
1000	84	0	74	10	0	0	0	0	0	0	0	0	0	0
1100	112	1	92	19	0	0	0	0	0	0	0	0	0	0
1200	89	0	71	18	0	0	0	0	0	0	0	0	0	0
1300	93	0	77	16	0	0	0	0	0	0	0	0	0	0
1400	84	0	78	6	0	0	0	0	0	0	0	0	0	0
1500	79	0	65	14	0	0	0	0	0	0	0	0	0	0
1600	104	1	85	18	0	0	0	0	0	0	0	0	0	0
1700	82	0	72	10	0	0	0	0	0	0	0	0	0	0
1800	24	0	19	5	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	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
<b>07-19</b>	<b>817</b>	<b>2</b>	<b>680</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>825</b>	<b>2</b>	<b>687</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>825</b>	<b>2</b>	<b>687</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>827</b>	<b>2</b>	<b>689</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (112) AM Peak step 11:00 (112) PM Peak step 16:00 (104)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	1	2	0	0	1	0	1	0	0	0	0	0
0600	1	0	1	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	5	0	4	1	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	0	10	6	0	0	0	0	0	0	0	0	0	0
1100	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1200	32	0	27	3	0	2	0	0	0	0	0	0	0	0
1300	29	0	21	8	0	0	0	0	0	0	0	0	0	0
1400	42	0	37	5	0	0	0	0	0	0	0	0	0	0
1500	25	0	18	7	0	0	0	0	0	0	0	0	0	0
1600	34	0	28	6	0	0	0	0	0	0	0	0	0	0
1700	42	0	28	14	0	0	0	0	0	0	0	0	0	0
1800	25	0	20	5	0	0	0	0	0	0	0	0	0	0
1900	6	0	3	3	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
<b>07-19</b>	<b>279</b>	<b>0</b>	<b>216</b>	<b>61</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>286</b>	<b>0</b>	<b>220</b>	<b>64</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>286</b>	<b>0</b>	<b>220</b>	<b>64</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>291</b>	<b>0</b>	<b>221</b>	<b>66</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (42) AM Peak step 10:00 (16) PM Peak step 14:00 (42)

**\* Tuesday, February 17, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0700	5	0	1	3	0	1	0	0	0	0	0	0	0	0
0800	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0900	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1000	19	1	12	5	1	0	0	0	0	0	0	0	0	0
1100	18	0	10	8	0	0	0	0	0	0	0	0	0	0
1200	15	0	8	6	0	0	0	0	1	0	0	0	0	0
1300	29	0	16	13	0	0	0	0	0	0	0	0	0	0
1400	48	0	34	14	0	0	0	0	0	0	0	0	0	0
1500	30	0	25	5	0	0	0	0	0	0	0	0	0	0
1600	31	0	23	8	0	0	0	0	0	0	0	0	0	0
1700	23	0	12	10	0	0	1	0	0	0	0	0	0	0
1800	14	0	9	5	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	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
<b>07-19</b>	<b>257</b>	<b>1</b>	<b>170</b>	<b>82</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>272</b>	<b>1</b>	<b>180</b>	<b>87</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>273</b>	<b>1</b>	<b>181</b>	<b>87</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>276</b>	<b>1</b>	<b>184</b>	<b>87</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (48) AM Peak step 10:00 (19) PM Peak step 14:00 (48)

**\* Wednesday, February 18, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0600	8	0	4	3	0	1	0	0	0	0	0	0	0	0
0700	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0800	14	0	8	6	0	0	0	0	0	0	0	0	0	0
0900	31	0	21	10	0	0	0	0	0	0	0	0	0	0
1000	37	0	26	11	0	0	0	0	0	0	0	0	0	0
1100	43	0	37	5	0	1	0	0	0	0	0	0	0	0
1200	51	1	36	14	0	0	0	0	0	0	0	0	0	0
1300	121	0	104	16	0	1	0	0	0	0	0	0	0	0
1400	54	0	47	7	0	0	0	0	0	0	0	0	0	0
1500	47	0	37	10	0	0	0	0	0	0	0	0	0	0
1600	42	0	36	6	0	0	0	0	0	0	0	0	0	0
1700	76	0	62	14	0	0	0	0	0	0	0	0	0	0
1800	40	0	40	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	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	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
<b>07-19</b>	<b>568</b>	<b>1</b>	<b>464</b>	<b>101</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>586</b>	<b>1</b>	<b>476</b>	<b>106</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>586</b>	<b>1</b>	<b>476</b>	<b>106</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>588</b>	<b>1</b>	<b>476</b>	<b>107</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 13:00 (121) AM Peak step 11:00 (43) PM Peak step 13:00 (121)

**\* Thursday, February 19, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0700	5	0	3	1	0	1	0	0	0	0	0	0	0	0
0800	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0900	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1000	23	0	15	7	0	1	0	0	0	0	0	0	0	0
1100	27	0	17	9	0	0	1	0	0	0	0	0	0	0
1200	22	1	15	6	0	0	0	0	0	0	0	0	0	0
1300	34	0	23	9	0	2	0	0	0	0	0	0	0	0
1400	52	0	34	16	0	0	1	0	0	0	0	1	0	0
1500	70	0	60	9	0	1	0	0	0	0	0	0	0	0
1600	32	0	25	7	0	0	0	0	0	0	0	0	0	0
1700	87	0	71	16	0	0	0	0	0	0	0	0	0	0
1800	48	0	44	4	0	0	0	0	0	0	0	0	0	0
1900	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	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
<b>07-19</b>	<b>426</b>	<b>1</b>	<b>322</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>446</b>	<b>1</b>	<b>338</b>	<b>99</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>446</b>	<b>1</b>	<b>338</b>	<b>99</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>450</b>	<b>1</b>	<b>341</b>	<b>100</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (87) AM Peak step 11:00 (27) PM Peak step 17:00 (87)

**\* Friday, February 20, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	5	0	3	1	0	0	1	0	0	0	0	0	0	0
0700	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0800	21	1	7	13	0	0	0	0	0	0	0	0	0	0
0900	22	0	11	10	1	0	0	0	0	0	0	0	0	0
1000	67	0	39	24	1	3	0	0	0	0	0	0	0	0
1100	118	2	76	39	1	0	0	0	0	0	0	0	0	0
1200	106	0	72	33	1	0	0	0	0	0	0	0	0	0
1300	98	0	71	26	0	1	0	0	0	0	0	0	0	0
1400	86	0	71	14	0	1	0	0	0	0	0	0	0	0
1500	97	0	83	14	0	0	0	0	0	0	0	0	0	0
1600	87	1	79	7	0	0	0	0	0	0	0	0	0	0
1700	115	0	96	19	0	0	0	0	0	0	0	0	0	0
1800	126	0	108	17	1	0	0	0	0	0	0	0	0	0
1900	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2000	45	0	35	10	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	3	0	3	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
<b>07-19</b>	<b>951</b>	<b>4</b>	<b>716</b>	<b>221</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1026</b>	<b>4</b>	<b>776</b>	<b>235</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1029</b>	<b>4</b>	<b>779</b>	<b>235</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1031</b>	<b>4</b>	<b>780</b>	<b>235</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (126) AM Peak step 11:00 (118) PM Peak step 18:00 (126)

**\* Saturday, February 21, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	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	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	28	0	21	7	0	0	0	0	0	0	0	0	0	0
0900	55	0	46	9	0	0	0	0	0	0	0	0	0	0
1000	97	0	79	18	0	0	0	0	0	0	0	0	0	0
1100	110	0	89	21	0	0	0	0	0	0	0	0	0	0
1200	155	0	130	25	0	0	0	0	0	0	0	0	0	0
1300	156	0	131	24	1	0	0	0	0	0	0	0	0	0
1400	151	0	121	29	0	1	0	0	0	0	0	0	0	0
1500	195	0	162	31	0	1	1	0	0	0	0	0	0	0
1600	168	1	142	25	0	0	0	0	0	0	0	0	0	0
1700	257	0	215	41	0	0	0	0	1	0	0	0	0	0
1800	215	1	181	30	3	0	0	0	0	0	0	0	0	0
1900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2000	18	0	12	6	0	0	0	0	0	0	0	0	0	0
2100	16	0	14	2	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1595</b>	<b>2</b>	<b>1324</b>	<b>261</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1644</b>	<b>2</b>	<b>1362</b>	<b>272</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1662</b>	<b>2</b>	<b>1376</b>	<b>276</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1663</b>	<b>2</b>	<b>1376</b>	<b>277</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (257) AM Peak step 11:00 (110) PM Peak step 17:00 (257)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5440 -- English (ENU)**

**Datasets:**

**Site:** [7] 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:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	15	0	15	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	26	0	24	2	0	0	0	0	0	0	0	0	0	0
0900	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1000	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1100	37	0	37	0	0	0	0	0	0	0	0	0	0	0
1200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
1300	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1400	62	0	57	5	0	0	0	0	0	0	0	0	0	0
1500	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1600	42	0	40	2	0	0	0	0	0	0	0	0	0	0
1700	47	0	43	4	0	0	0	0	0	0	0	0	0	0
1800	34	0	31	3	0	0	0	0	0	0	0	0	0	0
1900	35	0	34	1	0	0	0	0	0	0	0	0	0	0
2000	56	0	54	2	0	0	0	0	0	0	0	0	0	0
2100	33	0	31	2	0	0	0	0	0	0	0	0	0	0
2200	25	0	23	2	0	0	0	0	0	0	0	0	0	0
2300	20	0	18	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>466</b>	<b>0</b>	<b>436</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>594</b>	<b>0</b>	<b>559</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>639</b>	<b>0</b>	<b>600</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>681</b>	<b>0</b>	<b>640</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (66) AM Peak step 11:00 (37) PM Peak step 15:00 (66)

**\* Monday, February 9, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	12	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	27	1	26	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	36	0	0	0	0	0	0	0	0	0	0	0
0900	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1000	27	1	23	3	0	0	0	0	0	0	0	0	0	0
1100	29	0	27	1	0	1	0	0	0	0	0	0	0	0
1200	38	0	32	6	0	0	0	0	0	0	0	0	0	0
1300	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1400	43	0	42	1	0	0	0	0	0	0	0	0	0	0
1500	61	0	59	0	0	1	1	0	0	0	0	0	0	0
1600	67	0	56	10	0	1	0	0	0	0	0	0	0	0
1700	86	1	76	7	0	2	0	0	0	0	0	0	0	0
1800	74	0	69	5	0	0	0	0	0	0	0	0	0	0
1900	44	0	41	3	0	0	0	0	0	0	0	0	0	0
2000	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2100	30	0	30	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2300	18	0	15	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>535</b>	<b>3</b>	<b>489</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>663</b>	<b>3</b>	<b>610</b>	<b>44</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>703</b>	<b>3</b>	<b>646</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>733</b>	<b>3</b>	<b>676</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (86) AM Peak step 8:00 (36) PM Peak step 17:00 (86)

**\* Tuesday, February 10, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0700	28	0	25	2	1	0	0	0	0	0	0	0	0	0
0800	33	0	30	2	0	1	0	0	0	0	0	0	0	0
0900	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1000	33	0	31	2	0	0	0	0	0	0	0	0	0	0
1100	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1200	38	0	32	5	1	0	0	0	0	0	0	0	0	0
1300	48	0	40	8	0	0	0	0	0	0	0	0	0	0
1400	58	0	51	7	0	0	0	0	0	0	0	0	0	0
1500	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1600	78	0	71	7	0	0	0	0	0	0	0	0	0	0
1700	73	0	67	6	0	0	0	0	0	0	0	0	0	0
1800	67	0	60	7	0	0	0	0	0	0	0	0	0	0
1900	50	0	49	1	0	0	0	0	0	0	0	0	0	0
2000	36	0	35	0	0	1	0	0	0	0	0	0	0	0
2100	40	0	36	4	0	0	0	0	0	0	0	0	0	0
2200	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>574</b>	<b>0</b>	<b>514</b>	<b>57</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>711</b>	<b>1</b>	<b>643</b>	<b>63</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>757</b>	<b>1</b>	<b>685</b>	<b>67</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>780</b>	<b>1</b>	<b>707</b>	<b>68</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (78) AM Peak step 9:00 (36) PM Peak step 16:00 (78)

**\* Wednesday, February 11, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	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	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0700	20	0	18	1	0	1	0	0	0	0	0	0	0	0
0800	49	0	40	9	0	0	0	0	0	0	0	0	0	0
0900	39	1	35	3	0	0	0	0	0	0	0	0	0	0
1000	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1100	31	0	28	2	1	0	0	0	0	0	0	0	0	0
1200	51	1	46	2	0	2	0	0	0	0	0	0	0	0
1300	36	0	31	4	0	1	0	0	0	0	0	0	0	0
1400	54	0	45	8	0	1	0	0	0	0	0	0	0	0
1500	67	0	58	9	0	0	0	0	0	0	0	0	0	0
1600	60	0	49	7	2	2	0	0	0	0	0	0	0	0
1700	67	0	61	5	0	1	0	0	0	0	0	0	0	0
1800	70	0	57	12	1	0	0	0	0	0	0	0	0	0
1900	51	0	43	8	0	0	0	0	0	0	0	0	0	0
2000	50	0	44	6	0	0	0	0	0	0	0	0	0	0
2100	46	0	43	3	0	0	0	0	0	0	0	0	0	0
2200	26	0	25	1	0	0	0	0	0	0	0	0	0	0
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>570</b>	<b>2</b>	<b>491</b>	<b>65</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>732</b>	<b>2</b>	<b>634</b>	<b>84</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>775</b>	<b>2</b>	<b>676</b>	<b>85</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>795</b>	<b>2</b>	<b>694</b>	<b>87</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (70) AM Peak step 8:00 (49) PM Peak step 18:00 (70)

**\* Thursday, February 12, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	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	3	0	2	1	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	33	0	30	3	0	0	0	0	0	0	0	0	0	0
0800	43	0	38	5	0	0	0	0	0	0	0	0	0	0
0900	28	0	27	1	0	0	0	0	0	0	0	0	0	0
1000	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1100	29	1	25	2	1	0	0	0	0	0	0	0	0	0
1200	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1300	44	0	41	3	0	0	0	0	0	0	0	0	0	0
1400	40	0	33	6	0	0	1	0	0	0	0	0	0	0
1500	62	0	59	3	0	0	0	0	0	0	0	0	0	0
1600	72	0	68	4	0	0	0	0	0	0	0	0	0	0
1700	77	0	71	6	0	0	0	0	0	0	0	0	0	0
1800	84	0	73	10	0	1	0	0	0	0	0	0	0	0
1900	55	0	50	5	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	46	0	42	3	1	0	0	0	0	0	0	0	0	0
2200	37	0	33	3	0	1	0	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>587</b>	<b>1</b>	<b>536</b>	<b>47</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>738</b>	<b>1</b>	<b>673</b>	<b>60</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>797</b>	<b>1</b>	<b>728</b>	<b>63</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>822</b>	<b>1</b>	<b>748</b>	<b>68</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (84) AM Peak step 8:00 (43) PM Peak step 18:00 (84)

**\* Friday, February 13, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	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	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	16	1	12	2	0	1	0	0	0	0	0	0	0	0
0700	32	0	29	3	0	0	0	0	0	0	0	0	0	0
0800	40	1	33	6	0	0	0	0	0	0	0	0	0	0
0900	33	1	30	2	0	0	0	0	0	0	0	0	0	0
1000	32	0	28	3	0	1	0	0	0	0	0	0	0	0
1100	41	0	36	4	0	1	0	0	0	0	0	0	0	0
1200	52	1	40	11	0	0	0	0	0	0	0	0	0	0
1300	44	0	40	4	0	0	0	0	0	0	0	0	0	0
1400	53	1	49	3	0	0	0	0	0	0	0	0	0	0
1500	64	0	62	2	0	0	0	0	0	0	0	0	0	0
1600	55	0	54	1	0	0	0	0	0	0	0	0	0	0
1700	68	0	66	2	0	0	0	0	0	0	0	0	0	0
1800	63	0	52	10	0	1	0	0	0	0	0	0	0	0
1900	64	0	56	7	0	0	1	0	0	0	0	0	0	0
2000	60	1	54	5	0	0	0	0	0	0	0	0	0	0
2100	50	0	46	4	0	0	0	0	0	0	0	0	0	0
2200	35	0	34	1	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
<b>07-19</b>	<b>577</b>	<b>4</b>	<b>519</b>	<b>51</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>767</b>	<b>6</b>	<b>687</b>	<b>69</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>822</b>	<b>6</b>	<b>740</b>	<b>71</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>853</b>	<b>6</b>	<b>769</b>	<b>73</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (68) AM Peak step 11:00 (41) PM Peak step 17:00 (68)

**\* Saturday, February 14, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	8	1	0	1	0	0	0	0	0	0	0	0
0100	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	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	28	0	28	0	0	0	0	0	0	0	0	0	0	0
0900	27	0	26	1	0	0	0	0	0	0	0	0	0	0
1000	36	0	33	2	1	0	0	0	0	0	0	0	0	0
1100	48	0	42	5	0	1	0	0	0	0	0	0	0	0
1200	45	1	39	5	0	0	0	0	0	0	0	0	0	0
1300	41	0	39	2	0	0	0	0	0	0	0	0	0	0
1400	61	0	57	3	0	1	0	0	0	0	0	0	0	0
1500	46	0	41	4	1	0	0	0	0	0	0	0	0	0
1600	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1700	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1800	56	0	55	1	0	0	0	0	0	0	0	0	0	0
1900	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2000	42	0	40	2	0	0	0	0	0	0	0	0	0	0
2100	39	0	39	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	32	2	0	1	0	0	0	0	0	0	0	0
2300	29	0	28	0	0	1	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>527</b>	<b>1</b>	<b>490</b>	<b>32</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>652</b>	<b>1</b>	<b>609</b>	<b>38</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>716</b>	<b>1</b>	<b>669</b>	<b>40</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>755</b>	<b>1</b>	<b>704</b>	<b>43</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (72) AM Peak step 11:00 (48) PM Peak step 17:00 (72)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	11	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	11	0	10	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	4	0	4	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	8	0	7	1	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	27	0	26	1	0	0	0	0	0	0	0	0	0	0
1000	37	0	34	3	0	0	0	0	0	0	0	0	0	0
1100	30	0	29	1	0	0	0	0	0	0	0	0	0	0
1200	36	0	35	1	0	0	0	0	0	0	0	0	0	0
1300	38	0	34	4	0	0	0	0	0	0	0	0	0	0
1400	46	0	45	1	0	0	0	0	0	0	0	0	0	0
1500	54	0	45	9	0	0	0	0	0	0	0	0	0	0
1600	49	0	47	1	1	0	0	0	0	0	0	0	0	0
1700	46	0	43	2	0	1	0	0	0	0	0	0	0	0
1800	52	0	46	6	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	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2100	27	0	24	3	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	15	0	12	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>439</b>	<b>0</b>	<b>407</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>537</b>	<b>0</b>	<b>495</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>589</b>	<b>0</b>	<b>541</b>	<b>46</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>625</b>	<b>0</b>	<b>576</b>	<b>47</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (54) AM Peak step 10:00 (37) PM Peak step 15:00 (54)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0700	29	0	24	5	0	0	0	0	0	0	0	0	0	0
0800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0900	26	0	21	4	0	1	0	0	0	0	0	0	0	0
1000	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1100	27	0	23	4	0	0	0	0	0	0	0	0	0	0
1200	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1300	36	1	28	7	0	0	0	0	0	0	0	0	0	0
1400	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1500	57	0	46	9	1	1	0	0	0	0	0	0	0	0
1600	58	0	49	9	0	0	0	0	0	0	0	0	0	0
1700	57	1	46	10	0	0	0	0	0	0	0	0	0	0
1800	55	0	48	6	0	1	0	0	0	0	0	0	0	0
1900	37	0	28	8	0	1	0	0	0	0	0	0	0	0
2000	43	0	36	7	0	0	0	0	0	0	0	0	0	0
2100	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2200	32	0	30	2	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>466</b>	<b>2</b>	<b>385</b>	<b>75</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>596</b>	<b>2</b>	<b>493</b>	<b>96</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>644</b>	<b>2</b>	<b>538</b>	<b>99</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>672</b>	<b>2</b>	<b>562</b>	<b>103</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (58) AM Peak step 7:00 (29) PM Peak step 16:00 (58)

**\* Tuesday, February 17, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0800	23	0	22	1	0	0	0	0	0	0	0	0	0	0
0900	24	0	21	3	0	0	0	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1200	53	0	45	8	0	0	0	0	0	0	0	0	0	0
1300	38	0	30	7	0	1	0	0	0	0	0	0	0	0
1400	53	0	41	9	3	0	0	0	0	0	0	0	0	0
1500	49	0	38	11	0	0	0	0	0	0	0	0	0	0
1600	66	0	53	12	0	1	0	0	0	0	0	0	0	0
1700	72	0	66	6	0	0	0	0	0	0	0	0	0	0
1800	66	0	50	15	1	0	0	0	0	0	0	0	0	0
1900	53	0	41	10	1	1	0	0	0	0	0	0	0	0
2000	38	0	32	6	0	0	0	0	0	0	0	0	0	0
2100	29	0	23	6	0	0	0	0	0	0	0	0	0	0
2200	34	0	28	5	0	1	0	0	0	0	0	0	0	0
2300	16	1	13	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>523</b>	<b>0</b>	<b>436</b>	<b>81</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>656</b>	<b>0</b>	<b>545</b>	<b>103</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>706</b>	<b>1</b>	<b>586</b>	<b>110</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>736</b>	<b>1</b>	<b>612</b>	<b>114</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (72) AM Peak step 11:00 (36) PM Peak step 17:00 (72)

**\* Wednesday, February 18, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	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	20	0	18	1	1	0	0	0	0	0	0	0	0	0
0700	16	0	14	1	0	1	0	0	0	0	0	0	0	0
0800	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0900	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1000	27	0	21	4	0	2	0	0	0	0	0	0	0	0
1100	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1200	44	0	37	7	0	0	0	0	0	0	0	0	0	0
1300	35	0	30	4	0	1	0	0	0	0	0	0	0	0
1400	50	1	44	4	1	0	0	0	0	0	0	0	0	0
1500	57	0	50	7	0	0	0	0	0	0	0	0	0	0
1600	57	0	46	9	2	0	0	0	0	0	0	0	0	0
1700	72	0	60	12	0	0	0	0	0	0	0	0	0	0
1800	70	0	52	17	0	1	0	0	0	0	0	0	0	0
1900	59	0	49	9	0	1	0	0	0	0	0	0	0	0
2000	56	0	41	15	0	0	0	0	0	0	0	0	0	0
2100	40	0	31	9	0	0	0	0	0	0	0	0	0	0
2200	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2300	16	0	11	5	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>497</b>	<b>1</b>	<b>415</b>	<b>73</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>672</b>	<b>1</b>	<b>554</b>	<b>107</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>708</b>	<b>1</b>	<b>581</b>	<b>116</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>731</b>	<b>1</b>	<b>602</b>	<b>118</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (72) AM Peak step 11:00 (29) PM Peak step 17:00 (72)

**\* Thursday, February 19, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	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	1	1	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	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	18	0	0	2	0	0	0	0	0	0	0	0
0800	26	0	20	0	3	3	0	0	0	0	0	0	0	0
0900	27	0	21	0	4	2	0	0	0	0	0	0	0	0
1000	25	0	22	0	1	2	0	0	0	0	0	0	0	0
1100	29	0	22	0	4	3	0	0	0	0	0	0	0	0
1200	30	0	23	0	3	4	0	0	0	0	0	0	0	0
1300	40	0	31	0	1	8	0	0	0	0	0	0	0	0
1400	56	0	41	3	2	10	0	0	0	0	0	0	0	0
1500	63	0	56	2	0	5	0	0	0	0	0	0	0	0
1600	59	0	51	2	0	6	0	0	0	0	0	0	0	0
1700	72	0	60	7	1	4	0	0	0	0	0	0	0	0
1800	69	0	57	8	1	3	0	0	0	0	0	0	0	0
1900	58	0	48	5	1	4	0	0	0	0	0	0	0	0
2000	45	0	40	4	1	0	0	0	0	0	0	0	0	0
2100	49	0	44	4	0	1	0	0	0	0	0	0	0	0
2200	29	0	24	3	1	1	0	0	0	0	0	0	0	0
2300	19	0	15	4	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>516</b>	<b>0</b>	<b>422</b>	<b>22</b>	<b>20</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>681</b>	<b>0</b>	<b>567</b>	<b>35</b>	<b>22</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>729</b>	<b>0</b>	<b>606</b>	<b>42</b>	<b>23</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>756</b>	<b>0</b>	<b>631</b>	<b>44</b>	<b>23</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (72) AM Peak step 11:00 (29) PM Peak step 17:00 (72)

**\* Friday, February 20, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	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	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	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0700	25	0	24	0	0	1	0	0	0	0	0	0	0	0
0800	16	0	11	4	1	0	0	0	0	0	0	0	0	0
0900	20	0	19	1	0	0	0	0	0	0	0	0	0	0
1000	38	0	29	8	0	1	0	0	0	0	0	0	0	0
1100	35	0	29	5	0	0	1	0	0	0	0	0	0	0
1200	37	0	26	8	1	2	0	0	0	0	0	0	0	0
1300	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1400	54	0	45	9	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	65	0	59	4	0	2	0	0	0	0	0	0	0	0
1700	59	0	52	5	0	2	0	0	0	0	0	0	0	0
1800	78	0	66	11	0	1	0	0	0	0	0	0	0	0
1900	65	0	60	5	0	0	0	0	0	0	0	0	0	0
2000	51	0	42	8	1	0	0	0	0	0	0	0	0	0
2100	43	0	36	7	0	0	0	0	0	0	0	0	0	0
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	25	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>505</b>	<b>0</b>	<b>429</b>	<b>64</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>675</b>	<b>0</b>	<b>576</b>	<b>86</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>733</b>	<b>0</b>	<b>633</b>	<b>87</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>763</b>	<b>0</b>	<b>659</b>	<b>91</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (78) AM Peak step 10:00 (38) PM Peak step 18:00 (78)

**\* Saturday, February 21, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	7	4	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	5	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	5	1	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	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	2	0	1	0	0	0	0	0	0	0	0
0800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0900	36	0	30	6	0	0	0	0	0	0	0	0	0	0
1000	31	0	31	0	0	0	0	0	0	0	0	0	0	0
1100	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1200	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1300	56	0	51	5	0	0	0	0	0	0	0	0	0	0
1400	62	0	60	2	0	0	0	0	0	0	0	0	0	0
1500	47	1	40	6	0	0	0	0	0	0	0	0	0	0
1600	49	0	43	4	0	2	0	0	0	0	0	0	0	0
1700	59	0	56	3	0	0	0	0	0	0	0	0	0	0
1800	54	0	53	1	0	0	0	0	0	0	0	0	0	0
1900	56	0	51	4	0	1	0	0	0	0	0	0	0	0
2000	46	0	37	8	0	1	0	0	0	0	0	0	0	0
2100	31	1	25	3	2	0	0	0	0	0	0	0	0	0
2200	32	0	28	3	0	1	0	0	0	0	0	0	0	0
2300	24	0	21	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>510</b>	<b>1</b>	<b>468</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>659</b>	<b>2</b>	<b>596</b>	<b>54</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>715</b>	<b>2</b>	<b>645</b>	<b>60</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>747</b>	<b>2</b>	<b>671</b>	<b>66</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 14:00 (62) AM Peak step 11:00 (45) PM Peak step 14:00 (62)

**\* Sunday, February 22, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	18	0	15	3	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0900	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1000	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1100	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1200	51	0	44	7	0	0	0	0	0	0	0	0	0	0
1300	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1400	55	0	53	2	0	0	0	0	0	0	0	0	0	0
1500	56	0	54	1	0	1	0	0	0	0	0	0	0	0
1600	49	0	46	2	0	1	0	0	0	0	0	0	0	0
1700	50	0	47	2	0	1	0	0	0	0	0	0	0	0
1800	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1900	55	0	49	5	0	1	0	0	0	0	0	0	0	0
2000	44	0	37	5	0	2	0	0	0	0	0	0	0	0
2100	44	0	42	2	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	15	0	13	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>467</b>	<b>0</b>	<b>439</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>617</b>	<b>0</b>	<b>574</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>663</b>	<b>0</b>	<b>617</b>	<b>40</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>706</b>	<b>0</b>	<b>655</b>	<b>45</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 15:00 (56) AM Peak step 10:00 (34) PM Peak step 15:00 (56)

**\* Monday, February 23, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	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	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0700	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0800	34	0	32	2	0	0	0	0	0	0	0	0	0	0
0900	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1000	28	0	26	2	0	0	0	0	0	0	0	0	0	0
1100	24	1	19	3	1	0	0	0	0	0	0	0	0	0
1200	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1300	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1400	58	0	54	2	1	1	0	0	0	0	0	0	0	0
1500	50	1	45	4	0	0	0	0	0	0	0	0	0	0
1600	84	0	76	7	0	1	0	0	0	0	0	0	0	0
1700	68	0	63	5	0	0	0	0	0	0	0	0	0	0
1800	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1900	54	0	48	6	0	0	0	0	0	0	0	0	0	0
2000	41	0	41	0	0	0	0	0	0	0	0	0	0	0
2100	40	0	36	4	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	20	0	18	2	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>542</b>	<b>2</b>	<b>491</b>	<b>45</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>691</b>	<b>2</b>	<b>627</b>	<b>58</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>730</b>	<b>2</b>	<b>663</b>	<b>61</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>759</b>	<b>2</b>	<b>691</b>	<b>62</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (84) AM Peak step 8:00 (34) PM Peak step 16:00 (84)

**\* Tuesday, February 24, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	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	1	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	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	28	2	1	1	0	0	0	0	0	0	0	0
0800	37	0	34	3	0	0	0	0	0	0	0	0	0	0
0900	29	0	28	1	0	0	0	0	0	0	0	0	0	0
1000	26	0	23	2	1	0	0	0	0	0	0	0	0	0
1100	32	1	31	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1300	45	0	43	2	0	0	0	0	0	0	0	0	0	0
1400	55	0	50	5	0	0	0	0	0	0	0	0	0	0
1500	59	0	54	5	0	0	0	0	0	0	0	0	0	0
1600	73	0	66	5	0	2	0	0	0	0	0	0	0	0
1700	78	0	69	9	0	0	0	0	0	0	0	0	0	0
1800	71	1	62	7	0	1	0	0	0	0	0	0	0	0
1900	59	0	54	5	0	0	0	0	0	0	0	0	0	0
2000	47	0	43	4	0	0	0	0	0	0	0	0	0	0
2100	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2200	30	0	25	5	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
<b>07-19</b>	<b>576</b>	<b>2</b>	<b>523</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>732</b>	<b>2</b>	<b>666</b>	<b>58</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>776</b>	<b>2</b>	<b>703</b>	<b>65</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>798</b>	<b>2</b>	<b>723</b>	<b>67</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (78) AM Peak step 8:00 (37) PM Peak step 17:00 (78)

\* Wednesday, February 25, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	27	3	0	1	0	0	0	0	0	0	0	0
0800	34	0	32	2	0	0	0	0	0	0	0	0	0	0
0900	34	0	30	3	1	0	0	0	0	0	0	0	0	0
1000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1100	31	1	26	4	0	0	0	0	0	0	0	0	0	0
1200	43	0	38	4	1	0	0	0	0	0	0	0	0	0
1300	34	0	30	3	1	0	0	0	0	0	0	0	0	0
1400	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1500	64	0	57	6	1	0	0	0	0	0	0	0	0	0
1600	81	0	75	6	0	0	0	0	0	0	0	0	0	0
1700	68	0	63	3	0	2	0	0	0	0	0	0	0	0
1800	65	0	54	10	0	1	0	0	0	0	0	0	0	0
1900	66	0	62	4	0	0	0	0	0	0	0	0	0	0
2000	47	0	41	5	0	1	0	0	0	0	0	0	0	0
2100	40	0	33	6	0	1	0	0	0	0	0	0	0	0
2200	31	0	28	3	0	0	0	0	0	0	0	0	0	0
2300	21	0	18	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>545</b>	<b>1</b>	<b>489</b>	<b>47</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>713</b>	<b>1</b>	<b>640</b>	<b>62</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>765</b>	<b>1</b>	<b>686</b>	<b>68</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>789</b>	<b>1</b>	<b>709</b>	<b>69</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (81) AM Peak step 8:00 (34) PM Peak step 16:00 (81)

\* Thursday, February 26, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	10	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	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	0	0	1	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	29	1	1	0	0	0	0	0	0	0	0	0
0800	35	0	32	3	0	0	0	0	0	0	0	0	0	0
0900	33	1	31	1	0	0	0	0	0	0	0	0	0	0
1000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
1100	28	0	26	2	0	0	0	0	0	0	0	0	0	0
1200	39	1	35	2	1	0	0	0	0	0	0	0	0	0
1300	42	1	35	4	1	1	0	0	0	0	0	0	0	0
1400	50	0	44	5	1	0	0	0	0	0	0	0	0	0
1500	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1600	62	0	58	4	0	0	0	0	0	0	0	0	0	0
1700	92	0	85	7	0	0	0	0	0	0	0	0	0	0
1800	73	0	66	7	0	0	0	0	0	0	0	0	0	0
1900	76	0	68	8	0	0	0	0	0	0	0	0	0	0
2000	47	1	41	5	0	0	0	0	0	0	0	0	0	0
2100	51	0	42	9	0	0	0	0	0	0	0	0	0	0
2200	27	0	27	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	20	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>547</b>	<b>3</b>	<b>498</b>	<b>41</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>736</b>	<b>4</b>	<b>664</b>	<b>63</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>786</b>	<b>4</b>	<b>711</b>	<b>66</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>818</b>	<b>4</b>	<b>740</b>	<b>68</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (92) AM Peak step 8:00 (35) PM Peak step 17:00 (92)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5437 -- English (ENU)**

**Datasets:**

**Site:** [7] 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:** TDS  
**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 8, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	15	0	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	11	1	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	17	0	17	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	11	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	11	0	11	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>132</b>	<b>0</b>	<b>127</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>165</b>	<b>0</b>	<b>160</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>170</b>	<b>0</b>	<b>165</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>183</b>	<b>0</b>	<b>177</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (17) AM Peak step 9:00 (15) PM Peak step 17:00 (17)

**\* Monday, February 9, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	10	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	14	0	12	2	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	11	0	9	1	0	0	0	1	0	0	0	0	0	0
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1600	14	0	13	1	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	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	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	9	1	8	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>145</b>	<b>0</b>	<b>135</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>183</b>	<b>0</b>	<b>173</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>193</b>	<b>2</b>	<b>181</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>205</b>	<b>2</b>	<b>193</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (16) AM Peak step 7:00 (16) PM Peak step 14:00 (16)

**\* Tuesday, February 10, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	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	5	0	4	1	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	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	0	1	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	7	1	6	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	13	1	0	0	1	0	0	0	0	0	0	0
1800	13	0	12	1	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	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>135</b>	<b>1</b>	<b>122</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>171</b>	<b>1</b>	<b>157</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>178</b>	<b>1</b>	<b>164</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>190</b>	<b>1</b>	<b>172</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (15) AM Peak step 7:00 (14) PM Peak step 17:00 (15)

**\* Wednesday, February 11, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	19	0	15	3	1	0	0	0	0	0	0	0	0	0
0800	15	0	11	4	0	0	0	0	0	0	0	0	0	0
0900	20	0	17	3	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	8	0	6	1	0	0	1	0	0	0	0	0	0	0
1200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1300	13	2	10	1	0	0	0	0	0	0	0	0	0	0
1400	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1500	21	0	18	3	0	0	0	0	0	0	0	0	0	0
1600	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1700	23	0	19	4	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	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
<b>07-19</b>	<b>199</b>	<b>2</b>	<b>168</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>235</b>	<b>2</b>	<b>200</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>244</b>	<b>2</b>	<b>209</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>253</b>	<b>2</b>	<b>218</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (23) AM Peak step 9:00 (20) PM Peak step 17:00 (23)

**\* Thursday, February 12, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	14	1	12	1	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	3	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	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1200	12	0	11	1	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	10	0	9	1	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	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1700	23	1	21	1	0	0	0	0	0	0	0	0	0	0
1800	16	0	12	4	0	0	0	0	0	0	0	0	0	0
1900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>165</b>	<b>1</b>	<b>148</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>217</b>	<b>2</b>	<b>196</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>227</b>	<b>2</b>	<b>205</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>241</b>	<b>2</b>	<b>215</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (23) AM Peak step 7:00 (18) PM Peak step 17:00 (23)

**\* Friday, February 13, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	12	1	9	2	0	0	0	0	0	0	0	0	0	0
0700	23	2	18	3	0	0	0	0	0	0	0	0	0	0
0800	20	0	15	5	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	16	0	13	3	0	0	0	0	0	0	0	0	0	0
1100	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1200	15	0	13	2	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	10	1	7	2	0	0	0	0	0	0	0	0	0	0
1500	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1700	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1800	26	0	24	1	0	1	0	0	0	0	0	0	0	0
1900	21	0	21	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	14	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	13	0	13	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
<b>07-19</b>	<b>204</b>	<b>3</b>	<b>174</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>257</b>	<b>4</b>	<b>224</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>273</b>	<b>4</b>	<b>240</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>285</b>	<b>4</b>	<b>252</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (26) AM Peak step 7:00 (23) PM Peak step 18:00 (26)

**\* Saturday, February 14, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	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	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	11	0	11	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	15	0	14	1	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	12	1	0	0	0	0	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1600	19	0	19	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	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	14	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	7	0	7	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
<b>07-19</b>	<b>147</b>	<b>0</b>	<b>145</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>178</b>	<b>0</b>	<b>176</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>187</b>	<b>0</b>	<b>185</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>198</b>	<b>0</b>	<b>194</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (19) AM Peak step 10:00 (15) PM Peak step 16:00 (19)

**\* Sunday, February 15, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	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	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	0	0	0	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	8	0	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	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	21	0	20	1	0	0	0	0	0	0	0	0	0	0
1700	8	0	7	1	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	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	13	5	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	6	1	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
<b>07-19</b>	<b>131</b>	<b>0</b>	<b>128</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>166</b>	<b>0</b>	<b>157</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>174</b>	<b>0</b>	<b>163</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>187</b>	<b>0</b>	<b>176</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 16:00 (21) AM Peak step 10:00 (15) PM Peak step 16:00 (21)

**\* Monday, February 16, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	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	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	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0700	6	0	4	1	0	0	1	0	0	0	0	0	0	0
0800	10	0	8	1	0	1	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1100	14	1	9	3	0	1	0	0	0	0	0	0	0	0
1200	19	0	14	5	0	0	0	0	0	0	0	0	0	0
1300	14	1	9	4	0	0	0	0	0	0	0	0	0	0
1400	16	0	12	4	0	0	0	0	0	0	0	0	0	0
1500	19	0	16	2	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1900	14	0	13	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	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>170</b>	<b>2</b>	<b>131</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>216</b>	<b>2</b>	<b>168</b>	<b>42</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>227</b>	<b>2</b>	<b>179</b>	<b>42</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>233</b>	<b>2</b>	<b>183</b>	<b>44</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 12:00 (19) AM Peak step 10:00 (14) PM Peak step 12:00 (19)

**\* Tuesday, February 17, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	14	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	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1000	9	0	7	1	1	0	0	0	0	0	0	0	0	0
1100	16	0	13	2	0	0	1	0	0	0	0	0	0	0
1200	10	0	7	2	0	1	0	0	0	0	0	0	0	0
1300	14	0	11	2	0	1	0	0	0	0	0	0	0	0
1400	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1500	9	0	6	2	0	1	0	0	0	0	0	0	0	0
1600	19	0	14	4	0	1	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1900	17	0	12	5	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	0	0	1	0	0	0	0	0	0	0	0
2100	6	0	5	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>169</b>	<b>1</b>	<b>138</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>209</b>	<b>1</b>	<b>171</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>220</b>	<b>1</b>	<b>181</b>	<b>31</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>236</b>	<b>1</b>	<b>196</b>	<b>32</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (20) AM Peak step 9:00 (19) PM Peak step 18:00 (20)

**\* Wednesday, February 18, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	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	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0800	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0900	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1100	19	1	13	5	0	0	0	0	0	0	0	0	0	0
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	14	4	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	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	25	1	22	2	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	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>179</b>	<b>2</b>	<b>148</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>231</b>	<b>2</b>	<b>198</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>238</b>	<b>2</b>	<b>205</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>247</b>	<b>2</b>	<b>211</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (25) AM Peak step 9:00 (19) PM Peak step 18:00 (25)

**\* Thursday, February 19, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0700	11	1	10	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	12	0	9	0	0	0	0	0	0	0	0	0
0900	13	0	9	0	4	0	0	0	0	0	0	0	0	0
1000	16	1	10	0	3	2	0	0	0	0	0	0	0	0
1100	14	0	10	0	3	1	0	0	0	0	0	0	0	0
1200	10	0	7	0	0	3	0	0	0	0	0	0	0	0
1300	9	0	7	0	0	2	0	0	0	0	0	0	0	0
1400	10	1	9	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	8	3	0	2	0	0	0	0	0	0	0	0
1600	18	1	14	2	0	1	0	0	0	0	0	0	0	0
1700	15	0	13	0	0	2	0	0	0	0	0	0	0	0
1800	22	0	19	2	0	1	0	0	0	0	0	0	0	0
1900	21	0	19	1	0	1	0	0	0	0	0	0	0	0
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2100	11	0	9	0	0	2	0	0	0	0	0	0	0	0
2200	5	0	2	3	0	0	0	0	0	0	0	0	0	0
2300	4	0	1	3	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>172</b>	<b>4</b>	<b>128</b>	<b>7</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>221</b>	<b>4</b>	<b>171</b>	<b>10</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>230</b>	<b>4</b>	<b>174</b>	<b>16</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>241</b>	<b>4</b>	<b>181</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 18:00 (22) AM Peak step 8:00 (21) PM Peak step 18:00 (22)

**\* Friday, February 20, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	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	8	0	5	2	0	1	0	0	0	0	0	0	0	0
0700	14	1	9	3	0	1	0	0	0	0	0	0	0	0
0800	11	0	8	1	0	2	0	0	0	0	0	0	0	0
0900	15	0	12	2	1	0	0	0	0	0	0	0	0	0
1000	22	0	15	6	1	0	0	0	0	0	0	0	0	0
1100	20	2	13	5	0	0	0	0	0	0	0	0	0	0
1200	12	0	8	4	0	0	0	0	0	0	0	0	0	0
1300	15	1	10	4	0	0	0	0	0	0	0	0	0	0
1400	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1500	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1700	14	0	11	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	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2000	14	1	13	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	8	2	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>177</b>	<b>4</b>	<b>130</b>	<b>38</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>225</b>	<b>5</b>	<b>171</b>	<b>43</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>236</b>	<b>5</b>	<b>182</b>	<b>43</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>246</b>	<b>5</b>	<b>190</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 10:00 (22) AM Peak step 10:00 (22) PM Peak step 19:00 (16)

**\* Saturday, February 21, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	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	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1000	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1100	22	0	18	4	0	0	0	0	0	0	0	0	0	0
1200	18	0	16	2	0	0	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	11	1	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	12	3	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	10	0	9	1	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	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>164</b>	<b>0</b>	<b>148</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>196</b>	<b>0</b>	<b>179</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>213</b>	<b>0</b>	<b>196</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>220</b>	<b>0</b>	<b>202</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 11:00 (22) AM Peak step 11:00 (22) PM Peak step 12:00 (18)

**\* Sunday, February 22, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1300	9	0	7	1	0	1	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1500	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	16	0	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	16	0	16	0	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	7	0	7	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>120</b>	<b>0</b>	<b>115</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>157</b>	<b>0</b>	<b>152</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>167</b>	<b>0</b>	<b>162</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>176</b>	<b>0</b>	<b>170</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (16) AM Peak step 10:00 (12) PM Peak step 17:00 (16)

**\* Monday, February 23, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	13	3	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1200	16	1	13	1	0	1	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1400	12	0	11	1	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	15	0	13	1	1	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	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	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	2	1	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
<b>07-19</b>	<b>147</b>	<b>1</b>	<b>133</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>177</b>	<b>1</b>	<b>163</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>183</b>	<b>1</b>	<b>168</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>189</b>	<b>1</b>	<b>174</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**\* Tuesday, February 24, 2026**

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	14	0	11	3	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	18	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	13	0	13	0	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>139</b>	<b>0</b>	<b>131</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>180</b>	<b>0</b>	<b>170</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>182</b>	<b>0</b>	<b>172</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>194</b>	<b>0</b>	<b>184</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 17:00 (18) AM Peak step 10:00 (16) PM Peak step 17:00 (18)

\* Wednesday, February 25, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	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	12	0	10	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	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	15	0	15	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	8	3	0	0	0	0	0	0	0	0	0	0
1900	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>135</b>	<b>0</b>	<b>122</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>178</b>	<b>0</b>	<b>161</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>186</b>	<b>0</b>	<b>169</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>196</b>	<b>0</b>	<b>179</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 19:00 (18) AM Peak step 9:00 (13) PM Peak step 19:00 (18)

\* Thursday, February 26, 2026

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
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0700	20	0	16	3	0	0	1	0	0	0	0	0	0	0
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	9	6	0	0	0	0	0	0	0	0	0	0
1000	13	0	13	0	0	0	0	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	10	1	0	0	0	0	0	0	0	0	0	0
1300	10	0	8	1	0	1	0	0	0	0	0	0	0	0
1400	11	0	10	0	0	0	1	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2000	11	0	10	1	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	7	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
<b>07-19</b>	<b>156</b>	<b>1</b>	<b>139</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>198</b>	<b>1</b>	<b>176</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>212</b>	<b>1</b>	<b>190</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>220</b>	<b>1</b>	<b>198</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak step 7:00 (20) AM Peak step 7:00 (20) PM Peak step 18:00 (18)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5443 -- English (ENU)**

**Datasets:**

**Site:** [10] 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 8, 2026**

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	13	13
0900	16	16
1000	25	25
1100	38	38
1200	41	41
1300	40	40
1400	38	38
1500	27	27
1600	22	22
1700	16	16
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	1	1
2300	0	0
<b>07-19</b>	<b>280</b>	<b>280</b>
<b>06-22</b>	<b>283</b>	<b>283</b>
<b>06-00</b>	<b>284</b>	<b>284</b>
<b>00-00</b>	<b>284</b>	<b>284</b>

**Peak step 12:00 (41) AM Peak step 11:00 (38) PM Peak step 12:00 (41)**

**\* Monday, February 9, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	32	32
0800	56	56
0900	60	60
1000	25	25
1100	30	30
1200	15	15
1300	13	13
1400	10	10
1500	16	16
1600	12	12
1700	14	14
1800	8	8
1900	1	1
2000	0	0
2100	1	1
2200	1	1
2300	1	1
<b>07-19</b>	<b>291</b>	<b>291</b>
<b>06-22</b>	<b>298</b>	<b>298</b>
<b>06-00</b>	<b>300</b>	<b>300</b>
<b>00-00</b>	<b>300</b>	<b>300</b>

**Peak step 9:00 (60) AM Peak step 9:00 (60) PM Peak step 15:00 (16)**

**\* Tuesday, February 10, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	5	5
0700	26	26
0800	69	69
0900	60	60
1000	22	22
1100	13	13
1200	6	6
1300	8	8
1400	1	1
1500	6	6
1600	6	6
1700	8	8
1800	0	0
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>225</b>	<b>225</b>
<b>06-22</b>	<b>234</b>	<b>234</b>
<b>06-00</b>	<b>235</b>	<b>235</b>
<b>00-00</b>	<b>236</b>	<b>236</b>

**Peak step 8:00 (69) AM Peak step 8:00 (69) PM Peak step 13:00 (8)**

**\* Wednesday, February 11, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	10	10
0800	31	31
0900	32	32
1000	11	11
1100	7	7
1200	7	7
1300	3	3
1400	1	1
1500	3	3
1600	9	9
1700	10	10
1800	0	0
1900	2	2
2000	0	0
2100	1	1
2200	1	1
2300	1	1
<b>07-19</b>	<b>124</b>	<b>124</b>
<b>06-22</b>	<b>128</b>	<b>128</b>
<b>06-00</b>	<b>130</b>	<b>130</b>
<b>00-00</b>	<b>130</b>	<b>130</b>

**Peak step 9:00 (32) AM Peak step 9:00 (32) PM Peak step 17:00 (10)**

**\* Thursday, February 12, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	5	5
0700	24	24
0800	63	63
0900	61	61
1000	34	34
1100	34	34
1200	16	16
1300	21	21
1400	13	13
1500	19	19
1600	22	22
1700	20	20
1800	7	7
1900	3	3
2000	1	1
2100	2	2
2200	0	0
2300	1	1
<b>07-19</b>	<b>334</b>	<b>334</b>
<b>06-22</b>	<b>345</b>	<b>345</b>
<b>06-00</b>	<b>346</b>	<b>346</b>
<b>00-00</b>	<b>347</b>	<b>347</b>

**Peak step 8:00 (63) AM Peak step 8:00 (63) PM Peak step 16:00 (22)**

**\* Friday, February 13, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	26	26
0800	33	33
0900	40	40
1000	31	31
1100	24	24
1200	28	28
1300	24	24
1400	13	13
1500	17	17
1600	17	17
1700	15	15
1800	3	3
1900	4	4
2000	1	1
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>271</b>	<b>271</b>
<b>06-22</b>	<b>281</b>	<b>281</b>
<b>06-00</b>	<b>282</b>	<b>282</b>
<b>00-00</b>	<b>282</b>	<b>282</b>

**Peak step 9:00 (40) AM Peak step 9:00 (40) PM Peak step 12:00 (28)**

**\* Saturday, February 14, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	6	6
0800	12	12
0900	20	20
1000	30	30
1100	25	25
1200	21	21
1300	30	30
1400	14	14
1500	22	22
1600	13	13
1700	9	9
1800	3	3
1900	2	2
2000	0	0
2100	0	0
2200	3	3
2300	2	2
<b>07-19</b>	<b>205</b>	<b>205</b>
<b>06-22</b>	<b>208</b>	<b>208</b>
<b>06-00</b>	<b>213</b>	<b>213</b>
<b>00-00</b>	<b>215</b>	<b>215</b>

**Peak step 10:00 (30) AM Peak step 10:00 (30) PM Peak step 13:00 (30)**

**\* Sunday, February 15, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	3	3
0800	6	6
0900	16	16
1000	21	21
1100	16	16
1200	4	4
1300	11	11
1400	10	10
1500	7	7
1600	11	11
1700	4	4
1800	5	5
1900	1	1
2000	0	0
2100	1	1
2200	3	3
2300	0	0
<b>07-19</b>	<b>114</b>	<b>114</b>
<b>06-22</b>	<b>117</b>	<b>117</b>
<b>06-00</b>	<b>120</b>	<b>120</b>
<b>00-00</b>	<b>121</b>	<b>121</b>

**Peak step 10:00 (21) AM Peak step 10:00 (21) PM Peak step 13:00 (11)**

**\* Monday, February 16, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	0	0
1000	0	0
1100	2	2
1200	3	3
1300	1	1
1400	3	3
1500	1	1
1600	0	0
1700	5	5
1800	2	2
1900	0	0
2000	1	1
2100	0	0
2200	2	2
2300	1	1
<b>07-19</b>	<b>18</b>	<b>18</b>
<b>06-22</b>	<b>19</b>	<b>19</b>
<b>06-00</b>	<b>22</b>	<b>22</b>
<b>00-00</b>	<b>22</b>	<b>22</b>

**Peak step 17:00 (5) AM Peak step 11:00 (2) PM Peak step 17:00 (5)**

**\* Tuesday, February 17, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	2	2
0700	5	5
0800	16	16
0900	12	12
1000	7	7
1100	2	2
1200	2	2
1300	0	0
1400	0	0
1500	1	1
1600	3	3
1700	2	2
1800	2	2
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	1	1
<b>07-19</b>	<b>52</b>	<b>52</b>
<b>06-22</b>	<b>54</b>	<b>54</b>
<b>06-00</b>	<b>55</b>	<b>55</b>
<b>00-00</b>	<b>56</b>	<b>56</b>

**Peak step 8:00 (16) AM Peak step 8:00 (16) PM Peak step 16:00 (3)**

**\* Wednesday, February 18, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	3	3
0700	11	11
0800	25	25
0900	39	39
1000	10	10
1100	5	5
1200	8	8
1300	4	4
1400	5	5
1500	2	2
1600	3	3
1700	11	11
1800	0	0
1900	1	1
2000	0	0
2100	0	0
2200	0	0
2300	1	1
<b>07-19</b>	<b>123</b>	<b>123</b>
<b>06-22</b>	<b>127</b>	<b>127</b>
<b>06-00</b>	<b>128</b>	<b>128</b>
<b>00-00</b>	<b>129</b>	<b>129</b>

**Peak step 9:00 (39) AM Peak step 9:00 (39) PM Peak step 17:00 (11)**

**\* Thursday, February 19, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	8	8
0800	21	21
0900	22	22
1000	8	8
1100	10	10
1200	4	4
1300	7	7
1400	7	7
1500	11	11
1600	6	6
1700	9	9
1800	2	2
1900	2	2
2000	2	2
2100	1	1
2200	0	0
2300	0	0
<b>07-19</b>	<b>115</b>	<b>115</b>
<b>06-22</b>	<b>121</b>	<b>121</b>
<b>06-00</b>	<b>121</b>	<b>121</b>
<b>00-00</b>	<b>121</b>	<b>121</b>

**Peak step 9:00 (22) AM Peak step 9:00 (22) PM Peak step 15:00 (11)**

**\* Friday, February 20, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	16	16
0800	30	30
0900	36	36
1000	16	16
1100	22	22
1200	16	16
1300	20	20
1400	11	11
1500	8	8
1600	17	17
1700	13	13
1800	2	2
1900	3	3
2000	0	0
2100	1	1
2200	0	0
2300	0	0
<b>07-19</b>	<b>207</b>	<b>207</b>
<b>06-22</b>	<b>215</b>	<b>215</b>
<b>06-00</b>	<b>215</b>	<b>215</b>
<b>00-00</b>	<b>215</b>	<b>215</b>

**Peak step 9:00 (36) AM Peak step 9:00 (36) PM Peak step 13:00 (20)**

**\* Saturday, February 21, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	10	10
0800	11	11
0900	15	15
1000	22	22
1100	20	20
1200	21	21
1300	26	26
1400	40	40
1500	36	36
1600	24	24
1700	14	14
1800	4	4
1900	2	2
2000	0	0
2100	3	3
2200	0	0
2300	0	0
<b>07-19</b>	<b>243</b>	<b>243</b>
<b>06-22</b>	<b>249</b>	<b>249</b>
<b>06-00</b>	<b>249</b>	<b>249</b>
<b>00-00</b>	<b>251</b>	<b>251</b>

**Peak step** 14:00 (40) **AM Peak step** 10:00 (22) **PM Peak step** 14:00 (40)

## Traffic Data Service -- San Jose, CA Class Report

**CustomList-5444 -- English (ENU)**

**Datasets:**

**Site:** [10] 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 8, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	7	7
0900	9	9
1000	17	17
1100	34	34
1200	39	39
1300	26	26
1400	39	39
1500	44	44
1600	33	33
1700	20	20
1800	5	5
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	0	0
<b>07-19</b>	<b>275</b>	<b>275</b>
<b>06-22</b>	<b>279</b>	<b>279</b>
<b>06-00</b>	<b>280</b>	<b>280</b>
<b>00-00</b>	<b>281</b>	<b>281</b>

**Peak step 15:00 (44) AM Peak step 11:00 (34) PM Peak step 15:00 (44)**

**\* Monday, February 9, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	5	5
0800	10	10
0900	9	9
1000	6	6
1100	5	5
1200	24	24
1300	21	21
1400	21	21
1500	29	29
1600	45	45
1700	64	64
1800	44	44
1900	11	11
2000	10	10
2100	1	1
2200	3	3
2300	4	4
<b>07-19</b>	<b>283</b>	<b>283</b>
<b>06-22</b>	<b>307</b>	<b>307</b>
<b>06-00</b>	<b>314</b>	<b>314</b>
<b>00-00</b>	<b>317</b>	<b>317</b>

**Peak step 17:00 (64) AM Peak step 8:00 (10) PM Peak step 17:00 (64)**

**\* Tuesday, February 10, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	1	1
0700	5	5
0800	8	8
0900	13	13
1000	11	11
1100	4	4
1200	8	8
1300	14	14
1400	12	12
1500	9	9
1600	30	30
1700	49	49
1800	23	23
1900	14	14
2000	5	5
2100	5	5
2200	1	1
2300	1	1
<b>07-19</b>	<b>186</b>	<b>186</b>
<b>06-22</b>	<b>211</b>	<b>211</b>
<b>06-00</b>	<b>213</b>	<b>213</b>
<b>00-00</b>	<b>217</b>	<b>217</b>

**Peak step 17:00 (49) AM Peak step 9:00 (13) PM Peak step 17:00 (49)**

**\* Wednesday, February 11, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	4	4
0800	2	2
0900	3	3
1000	6	6
1100	2	2
1200	2	2
1300	6	6
1400	2	2
1500	8	8
1600	17	17
1700	34	34
1800	21	21
1900	15	15
2000	2	2
2100	3	3
2200	2	2
2300	0	0
<b>07-19</b>	<b>107</b>	<b>107</b>
<b>06-22</b>	<b>128</b>	<b>128</b>
<b>06-00</b>	<b>130</b>	<b>130</b>
<b>00-00</b>	<b>133</b>	<b>133</b>

**Peak step 17:00 (34) AM Peak step 10:00 (6) PM Peak step 17:00 (34)**

**\* Thursday, February 12, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	5	5
0800	11	11
0900	11	11
1000	10	10
1100	10	10
1200	15	15
1300	17	17
1400	33	33
1500	30	30
1600	62	62
1700	69	69
1800	46	46
1900	19	19
2000	11	11
2100	5	5
2200	1	1
2300	2	2
<b>07-19</b>	<b>319</b>	<b>319</b>
<b>06-22</b>	<b>355</b>	<b>355</b>
<b>06-00</b>	<b>358</b>	<b>358</b>
<b>00-00</b>	<b>361</b>	<b>361</b>

**Peak step 17:00 (69) AM Peak step 8:00 (11) PM Peak step 17:00 (69)**

**\* Friday, February 13, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	3	3
0700	9	9
0800	7	7
0900	6	6
1000	11	11
1100	10	10
1200	17	17
1300	15	15
1400	20	20
1500	27	27
1600	50	50
1700	45	45
1800	27	27
1900	9	9
2000	4	4
2100	4	4
2200	1	1
2300	3	3
<b>07-19</b>	<b>244</b>	<b>244</b>
<b>06-22</b>	<b>264</b>	<b>264</b>
<b>06-00</b>	<b>268</b>	<b>268</b>
<b>00-00</b>	<b>271</b>	<b>271</b>

**Peak step 16:00 (50) AM Peak step 10:00 (11) PM Peak step 16:00 (50)**

**\* Saturday, February 14, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	7	7
0800	6	6
0900	8	8
1000	17	17
1100	24	24
1200	26	26
1300	33	33
1400	21	21
1500	19	19
1600	29	29
1700	14	14
1800	12	12
1900	4	4
2000	0	0
2100	1	1
2200	2	2
2300	3	3
<b>07-19</b>	<b>216</b>	<b>216</b>
<b>06-22</b>	<b>222</b>	<b>222</b>
<b>06-00</b>	<b>227</b>	<b>227</b>
<b>00-00</b>	<b>229</b>	<b>229</b>

**Peak step 13:00 (33) AM Peak step 11:00 (24) PM Peak step 13:00 (33)**

**\* Sunday, February 15, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	1	1
0800	6	6
0900	7	7
1000	19	19
1100	23	23
1200	9	9
1300	1	1
1400	7	7
1500	7	7
1600	10	10
1700	3	3
1800	5	5
1900	1	1
2000	1	1
2100	0	0
2200	2	2
2300	1	1
<b>07-19</b>	<b>98</b>	<b>98</b>
<b>06-22</b>	<b>102</b>	<b>102</b>
<b>06-00</b>	<b>105</b>	<b>105</b>
<b>00-00</b>	<b>105</b>	<b>105</b>

**Peak step 11:00 (23) AM Peak step 11:00 (23) PM Peak step 16:00 (10)**

**\* Monday, February 16, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	1	1
0700	0	0
0800	2	2
0900	0	0
1000	0	0
1100	0	0
1200	2	2
1300	4	4
1400	2	2
1500	0	0
1600	0	0
1700	1	1
1800	5	5
1900	4	4
2000	1	1
2100	0	0
2200	3	3
2300	0	0
<b>07-19</b>	<b>16</b>	<b>16</b>
<b>06-22</b>	<b>22</b>	<b>22</b>
<b>06-00</b>	<b>25</b>	<b>25</b>
<b>00-00</b>	<b>26</b>	<b>26</b>

**Peak step 18:00 (5) AM Peak step 8:00 (2) PM Peak step 18:00 (5)**

**\* Tuesday, February 17, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	2	2
0500	2	2
0600	1	1
0700	1	1
0800	2	2
0900	0	0
1000	0	0
1100	0	0
1200	1	1
1300	1	1
1400	1	1
1500	3	3
1600	16	16
1700	12	12
1800	2	2
1900	4	4
2000	3	3
2100	3	3
2200	2	2
2300	0	0
<b>07-19</b>	<b>39</b>	<b>39</b>
<b>06-22</b>	<b>50</b>	<b>50</b>
<b>06-00</b>	<b>52</b>	<b>52</b>
<b>00-00</b>	<b>56</b>	<b>56</b>

**Peak step** 16:00 (16) **AM Peak step** 4:00 (2) **PM Peak step** 16:00 (16)

**\* Wednesday, February 18, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	1	1
0500	1	1
0600	1	1
0700	3	3
0800	3	3
0900	4	4
1000	4	4
1100	1	1
1200	0	0
1300	7	7
1400	5	5
1500	11	11
1600	25	25
1700	37	37
1800	12	12
1900	11	11
2000	4	4
2100	3	3
2200	1	1
2300	0	0
<b>07-19</b>	<b>112</b>	<b>112</b>
<b>06-22</b>	<b>131</b>	<b>131</b>
<b>06-00</b>	<b>132</b>	<b>132</b>
<b>00-00</b>	<b>135</b>	<b>135</b>

**Peak step** 17:00 (37) **AM Peak step** 9:00 (4) **PM Peak step** 17:00 (37)

**\* Thursday, February 19, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	1	1
0800	2	2
0900	0	0
1000	1	1
1100	2	2
1200	2	2
1300	4	4
1400	9	9
1500	5	5
1600	24	24
1700	26	26
1800	7	7
1900	10	10
2000	3	3
2100	6	6
2200	0	0
2300	1	1
<b>07-19</b>	<b>83</b>	<b>83</b>
<b>06-22</b>	<b>102</b>	<b>102</b>
<b>06-00</b>	<b>103</b>	<b>103</b>
<b>00-00</b>	<b>105</b>	<b>105</b>

**Peak step 17:00 (26) AM Peak step 8:00 (2) PM Peak step 17:00 (26)**

**\* Friday, February 20, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	4	4
0800	5	5
0900	7	7
1000	7	7
1100	7	7
1200	14	14
1300	16	16
1400	14	14
1500	32	32
1600	35	35
1700	48	48
1800	25	25
1900	4	4
2000	7	7
2100	2	2
2200	1	1
2300	0	0
<b>07-19</b>	<b>214</b>	<b>214</b>
<b>06-22</b>	<b>227</b>	<b>227</b>
<b>06-00</b>	<b>228</b>	<b>228</b>
<b>00-00</b>	<b>231</b>	<b>231</b>

**Peak step 17:00 (48) AM Peak step 9:00 (7) PM Peak step 17:00 (48)**

**\* Saturday, February 21, 2026**

<b>Time</b>	<b>Total</b>	<b>Cls</b>
<b>&lt;--</b>		<b>15</b>
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	5	5
0800	10	10
0900	9	9
1000	13	13
1100	16	16
1200	21	21
1300	18	18
1400	33	33
1500	30	30
1600	23	23
1700	27	27
1800	8	8
1900	3	3
2000	2	2
2100	1	1
2200	2	2
2300	1	1
<b>07-19</b>	<b>213</b>	<b>213</b>
<b>06-22</b>	<b>219</b>	<b>219</b>
<b>06-00</b>	<b>222</b>	<b>222</b>
<b>00-00</b>	<b>223</b>	<b>223</b>

**Peak step** 14:00 (33) **AM Peak step** 11:00 (16) **PM Peak step** 14:00 (33)

# Appendix C:

## Data Tables for Figures

Appendix C: Peak Hour/Peak Period Volume Comparison

Table C1: PEAK HOUR VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK HOUR ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Antonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
<b>AM Peak Hour (08:30 AM - 09:30 AM)</b>												
Min Volume	447	132	617	1,875	253	2,136	2,053	546	2,624	4,512	956	5,468
Max Volume	697	197	838	2,057	315	2,372	2,402	636	2,987	5,108	1,099	6,103
Weekly Average	583	160	743	1,970	289	2,259	2,263	591	2,854	4,816	1,039	5,855
Range	250	65	221	182	62	236	349	90	363	596	143	635
Min / Average	-23%	-17%	<b>-17%</b>	-5%	-12%	<b>-5%</b>	-9%	-8%	<b>-8%</b>	-6%	-8%	<b>-7%</b>
Max / Average	19%	23%	<b>13%</b>	4%	9%	<b>5%</b>	6%	8%	<b>5%</b>	6%	6%	<b>4%</b>
Range / Average	43%	41%	30%	9%	21%	10%	15%	15%	13%	12%	14%	11%
<b>PM Peak Hour (04:45 PM - 05:45 PM)</b>												
Min Volume	173	306	479	274	1,532	1,842	787	1,696	2,545	1,296	3,683	5,084
Max Volume	238	460	699	339	1,793	2,132	954	2,008	2,962	1,494	4,126	5,620
Weekly Average	211	372	583	309	1,660	1,969	876	1,875	2,751	1,396	3,908	5,303
Range	65	155	220	65	261	290	167	312	417	198	444	537
Min / Average	-18%	-18%	<b>-18%</b>	-11%	-8%	<b>-6%</b>	-10%	-10%	<b>-8%</b>	-7%	-6%	<b>-4%</b>
Max / Average	13%	24%	<b>20%</b>	10%	8%	<b>8%</b>	9%	7%	<b>8%</b>	7%	6%	<b>6%</b>
Range / Average	31%	42%	38%	21%	16%	15%	19%	17%	15%	14%	11%	10%

Table C2: PEAK PERIOD VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK PERIOD ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Antonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
<b>AM Peak Period (07:45 AM - 10:45 AM)</b>												
Min Volume	1,148	421	1,632	4,261	761	5,022	5,773	1,765	7,546	11,540	2,971	14,511
Max Volume	1,725	658	2,191	4,770	895	5,565	6,502	1,889	8,333	12,919	3,245	15,948
Weekly Average	1,488	498	1,985	4,565	818	5,384	6,219	1,817	8,036	12,272	3,134	15,405
Range	577	237	560	509	134	543	729	123	787	1,379	274	1,437
Min / Average	-23%	-15%	<b>-18%</b>	-7%	-7%	<b>-7%</b>	-7%	-3%	<b>-6%</b>	-6%	-5%	<b>-6%</b>
Max / Average	16%	32%	<b>10%</b>	4%	9%	<b>3%</b>	5%	4%	<b>4%</b>	5%	4%	<b>4%</b>
Range / Average	39%	47%	28%	11%	16%	10%	12%	7%	10%	11%	9%	9%
<b>PM Peak Period (03:00 PM - 06:00 PM)</b>												
Min Volume	481	1,077	1,593	793	4,181	5,060	2,160	4,732	7,155	3,566	10,420	14,278
Max Volume	654	1,400	2,031	918	4,664	5,552	2,532	5,546	8,077	3,994	11,287	15,255
Weekly Average	579	1,226	1,805	866	4,421	5,287	2,418	5,240	7,659	3,863	10,888	14,750
Range	173	323	438	125	483	492	372	814	922	428	867	977
Min / Average	-17%	-12%	<b>-12%</b>	-8%	-5%	<b>-4%</b>	-11%	-10%	<b>-7%</b>	-8%	-4%	<b>-3%</b>
Max / Average	13%	14%	<b>13%</b>	6%	5%	<b>5%</b>	5%	6%	<b>5%</b>	3%	4%	<b>3%</b>
Range / Average	30%	26%	24%	14%	11%	9%	15%	16%	12%	11%	8%	7%

Table C3: Tuesday to Thursday Gateway Hourly Vehicle Totals												
Time	San Antonio / Bayshore			Rengstorff			Shoreline / La Avenida			All Gateways		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
12:00 AM	10	7	17	9	24	33	61	122	184	80	154	234
12:15 AM	8	6	14	8	22	29	51	108	159	67	135	202
12:30 AM	7	6	13	7	18	25	40	94	134	54	118	171
12:45 AM	7	8	15	7	17	23	36	75	111	50	99	149
1:00 AM	6	9	15	6	17	23	30	59	88	42	84	126
1:15 AM	7	9	16	5	15	21	30	52	81	42	76	118
1:30 AM	8	8	16	7	18	24	33	48	81	47	74	121
1:45 AM	9	7	16	8	31	39	36	59	94	53	97	150
2:00 AM	9	7	16	13	31	43	48	58	105	70	95	165
2:15 AM	9	9	18	13	29	42	51	52	103	73	90	163
2:30 AM	8	9	17	14	26	40	66	51	117	87	86	174
2:45 AM	7	8	15	15	10	25	83	39	122	105	57	162
3:00 AM	10	8	18	20	7	27	107	38	145	136	53	190
3:15 AM	15	6	21	25	11	35	119	47	166	158	63	221
3:30 AM	18	7	25	36	12	48	135	55	190	189	73	263
3:45 AM	21	10	31	60	23	83	177	69	246	258	101	359
4:00 AM	26	18	44	94	27	121	253	80	333	374	125	498
4:15 AM	43	25	68	121	31	152	328	103	431	491	160	651
4:30 AM	64	32	95	159	35	194	435	120	555	658	186	844
4:45 AM	88	43	131	200	30	230	563	136	700	851	209	1060
5:00 AM	116	45	161	273	37	310	735	162	898	1124	244	1368
5:15 AM	133	53	187	332	39	371	844	170	1014	1309	262	1571
5:30 AM	159	59	217	373	47	419	913	207	1120	1445	312	1757
5:45 AM	170	62	232	383	61	444	933	242	1174	1485	365	1850
6:00 AM	179	72	251	391	71	462	915	267	1181	1485	409	1894
6:15 AM	206	88	294	417	81	498	969	333	1302	1591	502	2093
6:30 AM	229	104	333	491	100	590	1075	375	1450	1795	578	2373
6:45 AM	273	116	389	600	135	735	1220	431	1651	2094	682	2775
7:00 AM	318	126	443	710	165	875	1420	497	1916	2447	787	3234
7:15 AM	395	133	528	890	195	1085	1665	516	2181	2950	844	3794
7:30 AM	468	143	611	1103	218	1321	1889	551	2440	3459	912	4371
7:45 AM	527	156	683	1360	224	1584	2101	565	2666	3987	945	4932
8:00 AM	583	162	745	1654	244	1898	2196	575	2771	4432	981	5414
8:15 AM	583	162	745	1862	273	2135	2253	589	2842	4698	1024	5722
8:30 AM	583	160	743	1970	289	2259	2263	591	2854	4816	1039	5855
8:45 AM	573	158	730	1945	298	2243	2235	611	2846	4752	1066	5818
9:00 AM	558	163	721	1832	296	2128	2203	617	2820	4593	1076	5669
9:15 AM	501	171	672	1637	306	1943	2125	630	2755	4263	1107	5369
9:30 AM	440	179	619	1433	300	1733	2021	640	2661	3893	1119	5012
9:45 AM	388	184	573	1261	297	1558	1884	641	2525	3532	1123	4655
10:00 AM	334	188	522	1097	284	1381	1731	621	2353	3162	1094	4255
10:15 AM	307	186	493	985	266	1251	1572	606	2179	2864	1059	3923
10:30 AM	279	190	469	911	264	1175	1454	602	2056	2644	1056	3700
10:45 AM	257	189	445	843	274	1118	1390	610	2000	2490	1073	3563
11:00 AM	234	185	418	762	314	1075	1332	653	1984	2327	1151	3478
11:15 AM	224	187	411	711	351	1062	1282	705	1987	2217	1243	3460
11:30 AM	219	183	401	645	391	1035	1227	765	1991	2090	1338	3428
11:45 AM	210	185	395	587	425	1012	1136	811	1946	1933	1421	3353
12:00 PM	204	204	408	544	448	992	1053	861	1914	1801	1513	3314
12:15 PM	196	232	428	502	471	973	974	926	1900	1672	1629	3301
12:30 PM	192	255	447	453	511	964	885	987	1871	1530	1752	3282
12:45 PM	183	284	467	405	579	984	808	1091	1899	1396	1955	3350
1:00 PM	182	293	475	341	621	962	729	1152	1881	1252	2065	3317
1:15 PM	178	300	478	292	671	962	676	1229	1906	1146	2200	3345
1:30 PM	169	317	487	254	728	982	637	1304	1941	1061	2350	3410
1:45 PM	162	330	491	235	820	1055	611	1430	2041	1008	2579	3587
2:00 PM	151	342	493	222	894	1116	638	1496	2134	1011	2731	3742
2:15 PM	149	370	519	223	1009	1232	661	1566	2227	1033	2945	3978
2:30 PM	148	386	533	229	1103	1332	686	1614	2300	1062	3102	4165
2:45 PM	155	389	544	233	1139	1372	723	1569	2292	1111	3097	4208
3:00 PM	160	407	567	253	1240	1493	730	1629	2358	1143	3276	4418
3:15 PM	175	431	607	262	1313	1575	759	1633	2392	1197	3376	4573
3:30 PM	188	448	636	272	1433	1705	755	1723	2478	1215	3604	4819
3:45 PM	196	466	662	277	1523	1800	775	1748	2523	1248	3738	4985
4:00 PM	208	460	668	291	1598	1889	779	1815	2594	1278	3873	5150
4:15 PM	211	423	634	292	1662	1954	804	1851	2655	1307	3937	5244
4:30 PM	211	396	607	300	1684	1984	864	1837	2700	1375	3916	5290
4:45 PM	211	372	583	309	1660	1969	876	1875	2751	1396	3908	5303
5:00 PM	211	360	571	322	1583	1905	910	1797	2707	1442	3740	5182
5:15 PM	190	324	514	322	1490	1811	885	1715	2599	1396	3528	4924
5:30 PM	172	292	464	300	1281	1581	869	1568	2437	1341	3141	4482
5:45 PM	160	260	420	289	1125	1413	845	1455	2300	1294	2839	4133
6:00 PM	139	231	369	281	1027	1308	803	1400	2203	1223	2657	3880
6:15 PM	128	205	332	280	941	1221	769	1369	2137	1177	2514	3690
6:30 PM	117	179	297	289	902	1191	720	1350	2070	1126	2431	3557
6:45 PM	102	152	254	273	883	1156	681	1296	1977	1056	2331	3387
7:00 PM	93	127	221	227	795	1022	617	1203	1819	937	2125	3061
7:15 PM	81	103	184	190	666	856	555	1065	1620	825	1833	2659
7:30 PM	68	87	155	149	557	706	472	938	1410	689	1583	2271
7:45 PM	57	73	129	117	421	538	395	772	1167	569	1266	1834
8:00 PM	45	57	101	93	321	414	350	676	1025	487	1053	1541
8:15 PM	42	52	94	81	262	342	321	633	953	443	946	1389
8:30 PM	42	43	84	66	234	300	311	566	877	419	843	1261
8:45 PM	40	39	79	62	215	277	296	554	850	399	808	1207
9:00 PM	41	33	73	58	213	271	285	524	809	383	770	1153
9:15 PM	37	29	66	50	172	222	265	456	721	353	657	1010
9:30 PM	32	26	58	48	136	184	244	425	669	324	586	910
9:45 PM	26	20	46	44	112	156	213	396	609	283	528	811
10:00 PM	22	17	40	35	79	114	177	331	508	234	428	662
10:15 PM	21	14	35	32	69	100	152	289	441	205	371	576
10:30 PM	20	11	31	27	63	89	126	249	376	172	323	496
10:45 PM	20	10	30	20	48	68	120	199	319	160	257	417
11:00 PM	18	8	25	17	43	59	108	177	286	143	228	370

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	89%	74%	4,450	4,448
HOV with TNC3+ and AV2+	5%	9%	262	542
Transit	2%	14%	104	854
Bike	3%	2%	145	145
Ped	1%	1%	57	57
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>5,018</b>	<b>6,046</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	89%	74%	4,450	4,401
HOV with TNC3+ and AV2+	5%	9%	262	539
Transit	2%	14%	104	854
Bike	3%	2%	145	145
Ped	1%	1%	57	57
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>5,018</b>	<b>5,996</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	82%	66%	3,390	3,392
HOV with TNC3+ and AV2+	11%	17%	436	892
Transit	2%	12%	82	587
Bike	3%	3%	144	144
Ped	2%	2%	78	78
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>4,130</b>	<b>5,093</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	82%	66%	3,390	3,351
HOV with TNC3+ and AV2+	11%	17%	436	884
Transit	2%	12%	82	587
Bike	3%	3%	144	144
Ped	2%	2%	78	78
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>4,130</b>	<b>5,044</b>

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	12%	14%	34%	3%	3%	15%	516	73	290	4	2	885
Rengstorff	42%	29%	48%	7%	4%	40%	1,833	158	407	11	2	2,411
Shoreline	46%	57%	18%	5%	14%	42%	2,052	308	157	8	8	2,533
Permanente Creek	0%	0%	0%	28%	31%	1%	0	0	0	40	18	58
Stevens Creek Trail	0%	0%	0%	57%	48%	2%	0	0	0	82	27	109
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>4,401</b>	<b>539</b>	<b>854</b>	<b>145</b>	<b>57</b>	<b>5,996</b>

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	10%	5%	33%	5%	3%	11%	327	46	194	7	2	576
Rengstorff	44%	33%	55%	4%	3%	41%	1,462	296	324	6	2	2,090
Shoreline	46%	62%	12%	8%	8%	44%	1,562	542	69	12	6	2,191
Permanente Creek	0%	0%	0%	32%	38%	2%	0	0	0	46	30	76
Stevens Creek Trail	0%	0%	0%	51%	48%	2%	0	0	0	73	38	111
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>3,351</b>	<b>884</b>	<b>587</b>	<b>144</b>	<b>78</b>	<b>5,044</b>

\*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

\*\*Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	88%	74%	11,263	11,233
HOV with TNC3+ and AV2+	6%	10%	712	1,480
Transit	2%	13%	297	2,023
Bike	3%	2%	333	333
Ped	1%	1%	157	157
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>12,762</b>	<b>15,226</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	88%	74%	11,263	11,081
HOV with TNC3+ and AV2+	6%	10%	712	1,466
Transit	2%	13%	297	2,023
Bike	3%	2%	333	333
Ped	1%	1%	157	157
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>12,762</b>	<b>15,060</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	83%	65%	9,449	9,470
HOV with TNC3+ and AV2+	10%	17%	1,188	2,428
Transit	2%	15%	251	2,111
Bike	3%	2%	314	314
Ped	2%	1%	186	186
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>11,388</b>	<b>14,509</b>

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	83%	65%	9,449	9,329
HOV with TNC3+ and AV2+	10%	17%	1,188	2,412
Transit	2%	15%	251	2,111
Bike	3%	2%	314	314
Ped	2%	1%	186	186
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>11,388</b>	<b>14,352</b>

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	12%	13%	33%	4%	3%	15%	1,302	197	677	13	5	2,194
Rengstorff	37%	30%	49%	6%	4%	37%	4,152	437	974	21	7	5,590
Shoreline	51%	57%	18%	6%	12%	45%	5,627	832	372	21	19	6,871
Permanente Creek	0%	0%	0%	31%	35%	1%	0	0	0	102	54	156
Stevens Creek Trail	0%	0%	0%	53%	46%	2%	0	0	0	177	72	249
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>11,081</b>	<b>1,466</b>	<b>2,023</b>	<b>333</b>	<b>157</b>	<b>15,060</b>

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	11%	7%	38%	6%	2%	14%	1,068	169	798	18	4	2,057
Rengstorff	41%	36%	49%	5%	3%	40%	3,848	866	1,034	17	5	5,770
Shoreline	48%	57%	13%	7%	9%	43%	4,413	1,377	279	22	16	6,107
Permanente Creek	0%	0%	0%	29%	39%	1%	0	0	0	91	72	163
Stevens Creek Trail	0%	0%	0%	53%	47%	2%	0	0	0	166	89	255
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>9,329</b>	<b>2,412</b>	<b>2,111</b>	<b>314</b>	<b>186</b>	<b>14,352</b>

\*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). One-person (i.e., driver only) TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

\*\*Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3 = 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.

Table C16 (Figure 5-5, 5-6, 5-7): Historical Inbound Morning Peak Hour Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52.0%	55%	50%	57%	-	-	70%	62%	69%	64%	64%	63%	64%	70%	66%	74%
HOV	12%	12%	14%	17%	14%	13%	15%	14%	12%	12%	8%	11%	-	-	13%	18%	10%	10%	12%	17%	16%	11%	10%	9%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%	37%	28%	-	-	11%	15%	17%	23%	20%	16%	16%	16%	21%	14%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	3%	2%	3%	3%	3%	2%	2%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table C17 (Figure 5-8): Historical Inbound Morning Peak Period (7-10 AM) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	58%	56%	55%	61%	55%	55%	48%	52%	54%	57%	51%	60%	-	-	70%	66%	68%	64%	63%	64%	63%	70%	67%	73%
HOV	13%	13%	14%	14%	14%	13%	14%	14%	12%	12%	8%	11%	-	-	12%	19%	9%	10%	12%	15%	20%	11%	12%	10%
Transit	25%	25%	24%	19%	23%	26%	34%	30%	30%	28%	36%	25%	-	-	12%	10%	21%	23%	21%	17%	13%	16%	18%	14%
Bike	3%	5%	6%	5%	7%	5%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	1%	2%	3%	3%	3%	2%	2%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table C18 (Figure 5-9, 5-10, 5-11): Historical Inbound Morning Peak Period (Actual Peak) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	49%	52%	55%	56%	52%	61%	-	-	72%	67%	74%	65%	66%	66%	64%	71%	68%	74%
HOV	-	-	-	-	-	-	15%	14%	12%	12%	9%	11%	-	-	14%	20%	10%	10%	12%	15%	19%	11%	12%	10%
Transit	-	-	-	-	-	-	32%	30%	29%	34%	29%	34%	-	-	9%	8%	11%	22%	18%	16%	13%	15%	17%	13%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	4%	3%	-	-	3%	3%	4%	2%	3%	2%	3%	2%	2%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table C19 (Figure 5-12, 5-13, 5-14): Historical Outbound Evening Peak Hour Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	45%	45%	49%	49%	55%	55%	-	-	63%	65%	63%	62%	66%	63%	66%	62%	63%	66%
HOV	-	-	-	-	-	-	15%	16%	15%	15%	17%	15%	-	-	23%	27%	16%	14%	19%	18%	20%	17%	19%	17%
Transit	-	-	-	-	-	-	36%	35%	32%	33%	22%	25%	-	-	8%	2%	18%	20%	11%	14%	10%	18%	14%	12%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	5%	4%	-	-	3%	3%	2%	3%	3%	3%	3%	2%	3%	3%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	3%	3%	1%	1%	1%	2%	1%	1%	1%	2%
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table C20 (Figure 5-15, 5-16, 5-17): Historical Outbound Evening Peak Period (Actual Peak) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	42%	43%	49%	48%	53%	55%	-	-	65%	63%	71%	60%	62%	59%	64%	60%	59%	65%
HOV	-	-	-	-	-	-	15%	16%	13%	13%	16%	13%	-	-	22%	26%	17%	13%	18%	17%	19%	15%	18%	17%
Transit	-	-	-	-	-	-	40%	37%	34%	36%	26%	28%	-	-	8%	5%	8%	24%	16%	21%	13%	21%	18%	15%
Bike	-	-	-	-	-	-	2%	3%	3%	2%	4%	3%	-	-	3%	4%	3%	3%	2%	3%	2%	3%	2%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	0%	1%	1%	1%	2%	2%	1%
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*From Spring 2019 to Spring 2022, SOV = SOV+TNC1.

\*\*No monitoring was conducted in Fall 2020 and Spring 2021 due to the formal shelter-in-place order issued by Santa Clara County Public Health Department to slow the spread of COVID-19.

\*\*\*Starting Fall 2022, SOV = SOV+TNC1+TNC2 in the volume summary.

\*\*\*\*Starting Fall 2025, SOV = SOV+TNC1+TNC2+AV0+AV1 in the volume summary.

Additional Tables for Information Purpose

**Table C21: Existing Morning Inbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined**

Mode	Vehicle Percentage	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	87%	73%	72%	4,349	4,349	4,349
TNC1	0%	0%	0%	16	0	16
TNC2	1%	1%	1%	31	31	62
HOV	5%	9%	9%	257	529	529
TNC3	0%	0%	0%	3	6	9
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	33	0	0
AV1	0%	0%	0%	21	21	21
AV2	0%	0%	0%	2	4	4
AV3	0%	0%	0%	0	0	0
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	93	836	836
MVGO	0%	0%	0%	6	18	18
VTA	0%	0%	0%	5	0	0
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	145	145	145
Ped	1%	1%	1%	57	57	57
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>5,018</b>	<b>5,996</b>	<b>6,046</b>

**Table C22: Existing Evening Outbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined**

Mode	Vehicle Percentage	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	80%	66%	65%	3,304	3,304	3,304
TNC1	0%	0%	0%	16	0	16
TNC2	1%	0%	1%	25	25	50
HOV	10%	17%	17%	420	850	850
TNC3	0%	0%	0%	8	16	24
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	23	0	0
AV1	1%	0%	0%	22	22	22
AV2	0%	0%	0%	6	12	12
AV3	0%	0%	0%	2	6	6
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	11%	11%	70	557	557
MVGO	0%	1%	1%	9	27	27
VTA	0%	0%	0%	3	3	3
ACE	0%	0%	0%	0	0	0
Bike	3%	3%	3%	144	144	144
Ped	2%	2%	2%	78	78	78
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>4,130</b>	<b>5,044</b>	<b>5,093</b>

\*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

\*\* Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

\*\*\*Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

**Table C23: Morning Inbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	510	0	6	73	0	0	0	0	0	0	278	12	0	0	4	2	885
Rengstorff	1,818	0	11	158	0	0	0	4	0	0	407	0	0	0	11	2	2,411
Shoreline	2,021	0	14	298	6	0	0	17	4	0	151	6	0	0	8	8	2,533
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	18	58
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	27	109
<b>Total</b>	<b>4,349</b>	<b>0</b>	<b>31</b>	<b>529</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>836</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>57</b>	<b>5,996</b>

**Table C24: Morning Inbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.7%	0.0%	19.4%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%	0.0%	0.0%	3.0%	3.5%	14.8%
Rengstorff	41.8%	0.0%	35.5%	29.9%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	48.7%	0.0%	0.0%	0.0%	7.4%	4.1%	40.2%
Shoreline	46.5%	0.0%	45.2%	56.3%	100.0%	0.0%	0.0%	81.0%	100.0%	0.0%	18.1%	33.3%	0.0%	0.0%	5.3%	14.0%	42.2%
Permanente Creek	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%	27.6%	31.4%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.7%	47.1%	1.8%
<b>Total</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table C25: Evening Outbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	324	0	3	46	0	0	0	0	0	0	185	9	0	0	7	2	576
Rengstorff	1,453	0	4	296	0	0	0	5	0	0	322	0	2	0	6	2	2,090
Shoreline	1,527	0	18	508	16	0	0	17	12	6	50	18	1	0	12	6	2,191
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	30	76
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	38	111
<b>Total</b>	<b>3,304</b>	<b>0</b>	<b>25</b>	<b>850</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>6</b>	<b>557</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>144</b>	<b>78</b>	<b>5,044</b>

**Table C26: Evening Outbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	9.8%	0.0%	12.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.2%	33.3%	0.0%	0.0%	4.9%	2.6%	11.4%
Rengstorff	44.0%	0.0%	16.0%	34.8%	0.0%	0.0%	0.0%	22.7%	0.0%	0.0%	57.8%	0.0%	66.7%	0.0%	4.2%	2.6%	41.4%
Shoreline	46.2%	0.0%	72.0%	59.8%	100.0%	0.0%	0.0%	77.3%	100.0%	100.0%	9.0%	66.7%	33.3%	0.0%	8.3%	7.7%	43.4%
Permanente Creek	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%	31.9%	38.5%	1.5%
Stevens Creek Trail	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%	50.7%	48.7%	2.2%
<b>Total</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Additional Tables for Information Purpose

Mode	Vehicle Percentatge	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	86%	72%	72%	10,915	10,915	10,915
TNC1	1%	0%	0%	74	0	74
TNC2	1%	1%	1%	78	78	156
HOV	5%	10%	9%	696	1,434	1,434
TNC3	0%	0%	0%	14	28	42
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	108	0	0
AV1	1%	1%	1%	88	88	88
AV2	0%	0%	0%	2	4	4
AV3	0%	0%	0%	0	0	0
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	13%	13%	272	1,947	1,947
MVGO	0%	0%	0%	14	41	41
VTA	0%	0%	0%	11	35	35
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	333	333	333
Ped	1%	1%	1%	157	157	157
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>12,762</b>	<b>15,060</b>	<b>15,226</b>

Mode	Vehicle Percentatge	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	81%	64%	63%	9,180	9,180	9,180
TNC1	0%	0%	0%	52	0	52
TNC2	1%	1%	1%	89	89	178
HOV	10%	16%	16%	1,155	2,343	2,343
TNC3	0%	0%	0%	16	32	48
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	68	0	0
AV1	1%	0%	0%	60	60	60
AV2	0%	0%	0%	14	28	28
AV3	0%	0%	0%	3	9	9
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	207	1,982	1,982
MVGO	0%	0%	0%	22	70	70
VTA	0%	0%	0%	22	59	59
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	314	314	314
Ped	2%	1%	1%	186	186	186
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>11,388</b>	<b>14,352</b>	<b>14,509</b>

\*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons).The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

\*\* Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

\*\*\*Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

**Table C29: Morning Inbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,283	0	18	197	0	0	0	1	0	0	0	642	35	0	0	13	5	2,194
Rengstorff	4,103	0	21	437	0	0	0	28	0	0	0	952	0	22	0	21	7	5,590
Shoreline	5,529	0	39	800	28	0	0	59	4	0	0	353	6	13	0	21	19	6,871
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	54	156
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	72	249
<b>Inbound Morning</b>	<b>10,915</b>	<b>0</b>	<b>78</b>	<b>1,434</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1,947</b>	<b>41</b>	<b>35</b>	<b>0</b>	<b>333</b>	<b>157</b>	<b>15,060</b>

**Table C30: Morning Inbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.8%	0.0%	23.1%	13.7%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	33.0%	85.4%	0.0%	0.0%	3.8%	3.2%	14.6%
Rengstorff	37.6%	0.0%	26.9%	30.5%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	48.9%	0.0%	62.9%	0.0%	6.2%	4.3%	37.1%
Shoreline	50.7%	0.0%	50.0%	55.8%	100.0%	0.0%	0.0%	67.0%	100.0%	0.0%	0.0%	18.1%	14.6%	37.1%	0.0%	6.3%	12.1%	45.6%
Permanente Creek	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%	30.6%	34.5%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.1%	46.0%	1.7%
<b>Total</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table C31: Evening Outbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,063	0	5	169	0	0	0	0	0	0	0	763	32	3	0	18	4	2,057
Rengstorff	3,808	0	21	862	4	0	0	19	0	0	0	1,018	0	16	0	17	5	5,770
Shoreline	4,309	0	63	1,312	28	0	0	41	28	9	0	201	38	40	0	22	16	6,107
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	72	163
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	89	255
<b>Total</b>	<b>9,180</b>	<b>0</b>	<b>89</b>	<b>2,343</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>1,982</b>	<b>70</b>	<b>59</b>	<b>0</b>	<b>314</b>	<b>186</b>	<b>14,352</b>

**Table C32: Evening Outbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)**

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.6%	0.0%	5.6%	7.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.5%	45.7%	5.1%	0.0%	5.8%	2.0%	14.3%
Rengstorff	41.5%	0.0%	23.6%	36.8%	12.5%	0.0%	0.0%	31.7%	0.0%	0.0%	0.0%	51.4%	0.0%	27.1%	0.0%	5.3%	2.7%	40.2%
Shoreline	46.9%	0.0%	70.8%	56.0%	87.5%	0.0%	0.0%	68.3%	100.0%	100.0%	0.0%	10.1%	54.3%	67.8%	0.0%	7.0%	8.6%	42.6%
Permanente Creek	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%	29.0%	38.8%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	52.9%	47.9%	1.8%
<b>Total</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# Appendix D: Vehicle Classification Counts

# Traffic Data Service

San Jose, CA

408-622-4787

[tdsbay@cs.com](mailto:tdsbay@cs.com)

**LOCATION** Permanente Creek Trail BT Old Middlefield Way and Charleston Rd

**DATE** 2/12/2026

**AM**

	Southbound	
	BIKES	PEDS
7:00 AM	0	0
7:15 AM	1	1
7:30 AM	1	3
7:45 AM	0	4
8:00 AM	0	5
8:15 AM	1	1
8:30 AM	0	3
8:45 AM	0	4
9:00 AM	1	2
9:15 AM	0	1
9:30 AM	1	4
9:45 AM	3	1
10:00 AM	1	1
10:15 AM	0	5
10:30 AM	0	4
10:45 AM	0	3

	Northbound	
	BIKES	PEDS
7:00 AM	2	5
7:15 AM	6	3
7:30 AM	4	5
7:45 AM	10	4
8:00 AM	11	2
8:15 AM	13	5
8:30 AM	8	7
8:45 AM	11	1
9:00 AM	11	2
9:15 AM	9	4
9:30 AM	5	8
9:45 AM	9	1
10:00 AM	6	7
10:15 AM	4	6
10:30 AM	4	3
10:45 AM	2	3

**PM**

	Southbound	
	BIKES	PEDS
3:00 PM	1	3
3:15 PM	2	5
3:30 PM	2	7
3:45 PM	3	9
4:00 PM	7	6
4:15 PM	13	2
4:30 PM	5	6
4:45 PM	10	4
5:00 PM	9	11
5:15 PM	11	6
5:30 PM	9	9
5:45 PM	10	11
6:00 PM	8	7
6:15 PM	7	5
6:30 PM	7	5
6:45 PM	2	5
7:00 PM	8	1
7:15 PM	6	3

	Northbound	
	BIKES	PEDS
3:00 PM	2	7
3:15 PM	1	3
3:30 PM	1	1
3:45 PM	3	4
4:00 PM	4	6
4:15 PM	1	4
4:30 PM	3	4
4:45 PM	2	7
5:00 PM	2	5
5:15 PM	0	12
5:30 PM	1	4
5:45 PM	2	6
6:00 PM	0	3
6:15 PM	1	7
6:30 PM	4	0
6:45 PM	0	1
7:00 PM	3	0
7:15 PM	1	1

# Traffic Data Service

San Jose, CA

408-622-4787

[tdsbay@cs.com](mailto:tdsbay@cs.com)

**LOCATION** Stevens Creek Trail BT Moffett Blvd and La Avenida St

**DATE** 2/12/2026

## AM

		Southbound	
		BIKES	PEDS
7:00 AM		1	4
7:15 AM		1	7
7:30 AM		3	8
7:45 AM		0	8
8:00 AM		3	5
8:15 AM		2	5
8:30 AM		6	10
8:45 AM		1	8
9:00 AM		4	6
9:15 AM		2	2
9:30 AM		2	3
9:45 AM		3	1
10:00 AM		4	2
10:15 AM		2	1
10:30 AM		2	5
10:45 AM		3	3

		Northbound	
		BIKES	PEDS
7:00 AM		3	9
7:15 AM		5	8
7:30 AM		3	12
7:45 AM		14	5
8:00 AM		11	9
8:15 AM		13	14
8:30 AM		18	3
8:45 AM		22	6
9:00 AM		20	9
9:15 AM		20	10
9:30 AM		11	2
9:45 AM		11	2
10:00 AM		5	2
10:15 AM		2	6
10:30 AM		18	5
10:45 AM		12	5

## PM

		Southbound	
		BIKES	PEDS
3:00 PM		5	7
3:15 PM		8	3
3:30 PM		13	3
3:45 PM		5	7
4:00 PM		12	7
4:15 PM		18	12
4:30 PM		14	3
4:45 PM		19	12
5:00 PM		14	11
5:15 PM		20	12
5:30 PM		19	18
5:45 PM		16	14
6:00 PM		14	10
6:15 PM		16	7
6:30 PM		8	2
6:45 PM		8	4
7:00 PM		5	1
7:15 PM		3	4

		Northbound	
		BIKES	PEDS
3:00 PM		7	2
3:15 PM		3	9
3:30 PM		3	5
3:45 PM		6	5
4:00 PM		2	6
4:15 PM		6	6
4:30 PM		7	6
4:45 PM		8	16
5:00 PM		7	15
5:15 PM		4	4
5:30 PM		2	13
5:45 PM		7	11
6:00 PM		5	4
6:15 PM		1	3
6:30 PM		0	2
6:45 PM		1	0
7:00 PM		2	4
7:15 PM		0	1





# Traffic Data Service

San Jose, CA

408-622-4787

[tdsbay@cs.com](mailto:tdsbay@cs.com)

LOCATION Rengstorff Ave southwest of Charleston Rd  
DATE 2/12/2026

## AM

	PERSONS PER VEHICLE				TRANSIT						TNC					WAYMO					HEAVY	BIKES	PEDS	
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+					
7:00 AM	87	7	0	0	4	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
7:15 AM	124	7	0	0	10	0	3	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	1	1
7:30 AM	147	6	0	1	7	1	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	3	0
7:45 AM	177	9	0	0	1	0	3	0	1	0	2	2	0	0	1	2	0	0	0	0	0	1	0	0
8:00 AM	255	5	2	0	2	3	4	0	1	0	1	1	0	0	1	1	0	0	0	0	0	2	0	0
8:15 AM	300	20	2	0	7	1	1	0	1	0	1	1	0	0	8	3	0	0	0	0	0	4	0	0
8:30 AM	431	11	1	0	6	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	4	1	0
8:45 AM	453	21	2	0	10	0	3	0	1	0	1	2	0	0	3	0	0	0	0	0	3	4	0	0
9:00 AM	448	15	2	0	10	0	3	0	0	0	1	3	0	0	3	1	0	0	0	0	0	1	1	1
9:15 AM	438	21	1	0	8	0	3	0	1	0	1	5	0	0	2	3	0	0	0	0	1	3	1	1
9:30 AM	362	28	1	0	5	1	3	0	1	0	8	1	0	0	2	6	0	0	0	0	0	1	0	0
9:45 AM	357	20	0	0	10	1	4	0	0	0	2	1	0	0	1	3	0	0	0	0	0	0	2	0
10:00 AM	241	18	1	0	2	1	7	0	0	0	2	2	0	0	5	1	0	0	0	0	0	1	1	1
10:15 AM	206	12	0	0	7	0	2	0	1	0	5	1	0	0	3	4	0	0	0	0	3	1	3	0
10:30 AM	171	5	0	0	7	0	4	0	0	0	6	0	0	0	3	2	0	0	0	0	0	1	0	0
10:45 AM	231	23	0	0	1	0	3	0	1	0	2	0	0	0	4	3	0	0	0	0	1	1	0	0

## PM

	PERSONS PER VEHICLE				TRANSIT						TNC					WAYMO					HEAVY	BIKES	PEDS	
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+					
3:00 PM	289	20	2	1	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
3:15 PM	218	26	2	0	1	0	5	0	1	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0
3:30 PM	228	30	3	0	1	1	3	0	1	0	3	2	1	0	1	3	0	0	0	0	1	1	1	1
3:45 PM	300	22	3	0	8	3	1	0	0	0	2	1	0	0	2	2	0	0	0	0	0	0	0	0
4:00 PM	293	30	1	2	11	0	0	0	0	0	1	2	0	0	4	2	0	0	0	0	0	3	0	0
4:15 PM	330	41	5	2	5	1	2	0	1	0	2	4	0	0	1	1	0	0	0	0	0	3	0	0
4:30 PM	322	34	1	2	6	0	1	0	0	0	1	4	1	0	1	2	0	0	0	0	0	2	0	0
4:45 PM	329	32	0	0	7	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
5:00 PM	359	31	3	0	6	2	2	0	1	0	2	2	0	0	4	0	0	0	0	0	0	6	1	0
5:15 PM	343	32	3	1	3	1	4	0	0	0	0	1	0	0	0	3	0	0	0	0	0	2	0	0
5:30 PM	303	27	3	0	7	0	2	0	0	0	2	1	0	0	5	0	0	0	0	0	0	2	1	1
5:45 PM	250	31	3	0	9	0	3	0	1	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
6:00 PM	302	25	1	0	3	1	1	0	0	0	0	1	0	0	3	1	0	0	0	0	0	3	0	0
6:15 PM	218	13	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
6:30 PM	201	8	0	0	3	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0
6:45 PM	198	6	0	0	6	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00 PM	242	8	0	0	5	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0
7:15 PM	164	6	0	0	3	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0

# Traffic Data Service

San Jose, CA

408-622-4787

[tdsbay@cs.com](mailto:tdsbay@cs.com)

LOCATION Shoreline Blvd north of La Avenida  
DATE 2/12/2026

## AM

	PERSONS PER VEHICLE				TRANSIT						TNC					WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+				
7:00 AM	234	14	2	1	3	0	0	0	0	0	3	1	0	0	3	1	0	0	0	7	1	1	
7:15 AM	258	18	0	0	3	1	3	0	0	0	4	2	1	0	3	1	0	0	0	9	2	0	
7:30 AM	347	34	0	0	0	0	1	0	0	0	4	2	3	0	4	3	0	0	0	4	1	2	
7:45 AM	430	25	2	0	0	2	6	0	0	0	2	0	3	0	6	4	0	0	0	4	2	2	
8:00 AM	457	40	0	0	1	3	4	0	0	0	6	1	1	0	3	4	0	0	0	6	3	1	
8:15 AM	510	45	3	0	0	2	7	0	1	0	6	2	2	0	5	6	0	0	0	2	4	2	
8:30 AM	515	25	2	0	3	2	1	0	0	0	1	1	0	0	7	2	0	0	0	6	3	2	
8:45 AM	534	22	1	0	0	3	1	1	0	0	0	0	0	0	7	3	0	0	0	3	3	3	
9:00 AM	453	54	4	0	1	1	2	1	1	0	5	5	1	0	5	6	0	0	0	8	1	2	
9:15 AM	493	35	1	0	0	1	6	0	2	0	6	8	2	0	4	6	2	0	0	2	0	3	
9:30 AM	505	37	2	0	1	1	2	0	0	0	3	2	0	0	6	7	0	0	0	5	0	3	
9:45 AM	503	36	2	0	1	0	5	0	0	0	2	5	1	0	7	6	0	0	0	1	0	1	
10:00 AM	406	24	1	0	2	1	5	0	0	0	7	5	2	0	6	10	0	0	0	5	0	1	
10:15 AM	407	28	0	1	1	1	1	0	0	0	2	11	2	0	8	4	0	0	0	5	4	0	
10:30 AM	399	8	0	0	1	1	3	0	0	0	0	0	0	0	10	2	0	0	0	4	2	1	
10:45 AM	366	26	1	0	1	0	0	0	0	0	3	3	0	0	3	2	0	0	0	6	2	1	

## PM

	PERSONS PER VEHICLE				TRANSIT						TNC					WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+				
3:00 PM	297	37	4	1	1	0	0	0	0	0	2	4	2	0	2	3	0	0	0	0	0	0	
3:15 PM	306	37	3	0	0	0	2	0	0	0	0	7	1	0	5	3	2	0	0	3	1	0	
3:30 PM	312	50	5	2	1	1	2	3	0	0	0	6	0	0	2	5	1	0	0	0	1	0	
3:45 PM	343	43	1	0	1	1	1	0	1	0	0	7	0	0	5	1	0	0	0	2	0	2	
4:00 PM	356	47	4	3	0	0	2	0	0	0	3	5	2	0	8	3	1	0	0	1	0	0	
4:15 PM	350	32	2	1	0	1	3	2	0	0	0	7	0	0	4	3	2	0	0	3	2	2	
4:30 PM	350	48	5	1	1	0	1	1	1	0	1	14	2	0	7	5	3	0	0	1	1	2	
4:45 PM	346	45	3	1	2	0	3	2	1	0	0	4	1	0	5	6	1	0	0	0	2	0	
5:00 PM	329	51	3	2	0	0	2	0	0	0	0	5	1	0	0	6	3	1	0	3	0	4	
5:15 PM	365	69	4	1	0	1	3	2	0	0	2	4	4	0	2	2	0	1	0	0	6	3	
5:30 PM	311	67	0	1	0	0	1	2	0	0	0	4	1	0	6	4	1	0	0	1	2	1	
5:45 PM	291	63	2	1	0	0	4	1	1	0	2	1	0	0	2	3	0	0	0	1	0	2	
6:00 PM	264	56	2	0	0	0	2	0	0	0	0	2	0	0	5	7	1	0	0	3	2	2	
6:15 PM	241	48	1	0	1	1	3	1	1	0	1	1	0	0	2	3	1	0	0	0	1	0	
6:30 PM	246	40	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	4	0	
6:45 PM	228	36	1	1	0	0	3	0	1	0	2	0	0	0	5	4	0	0	0	1	2	2	
7:00 PM	305	35	0	0	1	0	1	1	0	0	0	1	0	0	2	1	0	0	0	1	0	0	
7:15 PM	220	26	1	0	0	0	2	2	0	0	2	2	0	0	4	3	0	0	0	0	1	0	

# Traffic Data Service

San Jose, CA

408-622-4787

[tdsbay@cs.com](mailto:tdsbay@cs.com)

LOCATION La Avenida east of Shoreline Blvd

DATE 2/12/2026

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	72	7	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
3:15 PM	60	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	53	10	4	1	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	64	6	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	64	6	1	3	0	1	0	0	0	0	2	0	0	0	1	1	0	1	0	0	0	1
4:15 PM	65	8	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	80	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	79	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	69	9	0	1	0	0	0	0	0	0	3	2	2	0	1	0	0	0	0	1	0	2
5:15 PM	73	4	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	67	7	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	51	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	70	9	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	77	4	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	68	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	62	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	71	4	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
7:15 PM	61	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

# Appendix E: Historic Volume Comparison

**Table E1: Morning Peak Hour Inbound Vehicle Volumes Over Time<sup>1</sup>**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Hour	8:45–9:45 AM	8:45–9:45 AM	9:00–10:00 AM	9:00–10:00 AM	9:00–10:00 AM	9:00–10:00 AM	-	-	8:45–9:45 AM	8:30–9:30 AM	9:15–10:15 AM	8:45–9:45 AM	8:45–9:45 AM	8:30–9:30 AM	8:30–9:30 AM	8:30–9:30 AM	8:45–9:45 AM	8:30–9:30 AM
<b>Tuesday through Thursday [A]</b>																		
San Antonio Road	1,130	1,140	1,270	1,280	1,350	1,350	-	-	260	1,060	450	540	640	640	650	750	660	580
Rengstorff Avenue	2,420	2,310	2,320	2,400	2,290	2,480	-	-	550	590	1,580	1,740	2,440	2,200	2,130	2,220	1,950	1,970
Shoreline Boulevard	2,240	2,480	2,320	2,270	2,330	2,480	-	-	1,110	1,050	1,860	2,110	2,150	2,170	2,120	2,180	2,160	2,260
<b>Total [A]</b>	<b>5,790</b>	<b>5,930</b>	<b>5,910</b>	<b>5,950</b>	<b>5,970</b>	<b>6,310</b>	-	-	<b>1,920</b>	<b>2,700</b>	<b>3,890</b>	<b>4,390</b>	<b>5,230</b>	<b>5,010</b>	<b>4,900</b>	<b>5,150</b>	<b>4,770</b>	<b>4,810</b>
<b>Monday through Thursday [B]</b>																		
San Antonio Road	1,130	1,080	1,270	1,260	1,290	1,350	-	-	240	1,130	410	480	550	560	610	670	590	510
Rengstorff Avenue	2,380	2,300	2,320	2,400	2,270	2,470	-	-	530	480	1,340	1,520	2,150	1,890	1,890	1,900	1,720	1,780
Shoreline Boulevard	2,240	2,470	2,330	2,280	2,300	2,460	-	-	1,070	1,030	1,690	1,990	2,080	2,080	2,080	2,140	2,060	2,200
<b>Total [B]</b>	<b>5,750</b>	<b>5,850</b>	<b>5,920</b>	<b>5,940</b>	<b>5,860</b>	<b>6,280</b>	-	-	<b>1,840</b>	<b>2,640</b>	<b>3,440</b>	<b>3,990</b>	<b>4,780</b>	<b>4,530</b>	<b>4,580</b>	<b>4,710</b>	<b>4,370</b>	<b>4,490</b>
<b>Monday through Friday [C]</b>																		
San Antonio Road	1,080	1,000	1,170	1,190	1,220	1,270	-	-	240	1,110	370	440	490	490	560	640	550	470
Rengstorff Avenue	2,380	2,280	2,300	2,370	2,250	2,430	-	-	520	460	1,260	1,370	1,910	1,680	1,700	1,830	1,600	1,630
Shoreline Boulevard	2,230	2,450	2,330	2,280	2,280	2,440	-	-	1,050	1,010	1,590	1,850	1,970	1,980	2,020	2,110	1,970	2,090
<b>Total [C]</b>	<b>5,690</b>	<b>5,730</b>	<b>5,800</b>	<b>5,840</b>	<b>5,750</b>	<b>6,140</b>	-	-	<b>1,810</b>	<b>2,580</b>	<b>3,220</b>	<b>3,660</b>	<b>4,370</b>	<b>4,150</b>	<b>4,280</b>	<b>4,580</b>	<b>4,120</b>	<b>4,190</b>
<b>Comparisons between the Three Averaging Methods [A, B and C]</b>																		
<b>Difference [D = A-B] Percent [E= D/A*100]</b>	<b>40 (1%)</b>	<b>80 (1%)</b>	<b>-10 (&lt;1%)</b>	<b>10 (&lt;1%)</b>	<b>110 (2%)</b>	<b>30 (&lt;1%)</b>	-	-	<b>70 (4%)</b>	<b>60 (2%)</b>	<b>450 (12%)</b>	<b>400 (9%)</b>	<b>450 (9%)</b>	<b>480 (10%)</b>	<b>320 (7%)</b>	<b>440 (9%)</b>	<b>400 (8%)</b>	<b>320 (7%)</b>
<b>Difference [F = A-C] Percent [G= F/A*100]</b>	<b>100 (2%)</b>	<b>200 (3%)</b>	<b>110 (2%)</b>	<b>110 (2%)</b>	<b>220 (4%)</b>	<b>170 (3%)</b>	-	-	<b>100 (6%)</b>	<b>120 (4%)</b>	<b>670 (17%)</b>	<b>730 (7%)</b>	<b>860 (16%)</b>	<b>860 (17%)</b>	<b>620 (13%)</b>	<b>570 (11%)</b>	<b>650 (14%)</b>	<b>620 (13%)</b>

Notes:  
 1. Vehicle volumes rounded to nearest 10.  
 2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.  
 Source: Fehr & Peers, 2026.

**Table E2: Evening Peak Hour Outbound Vehicle Volumes Over Time<sup>1</sup>**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Hour	5:00–6:00 PM	5:00–6:00 PM	4:45–5:45 PM	4:45–5:45 PM	5:00–6:00 PM	5:00–6:00 PM	–	–	5:00–6:00 PM	5:00–6:00 PM	5:00–6:00 PM	4:45–5:45 PM	5:00–6:00 PM	4:45–5:45 PM	4:45–5:45 PM	4:45–5:45 PM	4:45–5:45 PM	4:45–5:45 PM
<b>Tuesday through Thursday [A]</b>																		
San Antonio Road	860	840	880	800	830	850	–	–	200	250	460	300	520	620	530	620	570	380
Rengstorff Avenue	1,630	1,740	1,780	1,860	1,940	2,020	–	–	600	640	1,210	1,320	1,640	1,560	1,540	1,630	1,540	1,660
Shoreline Boulevard	2,370	2,310	2,280	2,340	2,360	2,410	–	–	1,130	1,160	1,960	2,160	2,180	2,110	2,230	2,130	1,940	1,870
<b>Total [A]</b>	<b>4,860</b>	<b>4,890</b>	<b>4,940</b>	<b>5,000</b>	<b>5,130</b>	<b>5,280</b>	–	–	<b>1,930</b>	<b>2,050</b>	<b>3,630</b>	<b>3,780</b>	<b>4,340</b>	<b>4,290</b>	<b>4,300</b>	<b>4,380</b>	<b>4,050</b>	<b>3,910</b>
<b>Monday through Thursday [B]</b>																		
San Antonio Road	850	820	870	800	620	840	–	–	200	240	440	460	470	550	490	540	490	330
Rengstorff Avenue	1,620	1,720	1,760	1,830	1,920	2,020	–	–	590	600	1,060	1,200	1,470	1,400	1,410	1,470	1,370	1,530
Shoreline Boulevard	2,350	2,290	2,280	2,360	2,350	2,420	–	–	1,080	1,120	1,820	2,000	2,020	1,950	2,080	2,040	1,800	1,790
<b>Total [B]</b>	<b>4,820</b>	<b>4,830</b>	<b>4,910</b>	<b>4,990</b>	<b>4,890</b>	<b>5,280</b>	–	–	<b>1,870</b>	<b>1,960</b>	<b>3,320</b>	<b>3,660</b>	<b>3,960</b>	<b>3,900</b>	<b>3,980</b>	<b>4,050</b>	<b>3,660</b>	<b>3,650</b>
<b>Monday through Friday [C]</b>																		
San Antonio Road	810	760	790	770	830	790	–	–	200	240	440	440	430	490	440	520	450	310
Rengstorff Avenue	1,610	1,710	1,750	1,810	1,890	1,980	–	–	560	590	720	780	1,330	1,260	1,290	1,410	1,280	1,390
Shoreline Boulevard	2,310	2,260	2,270	2,360	2,310	2,410	–	–	1,060	1,080	1,630	1,630	1,940	1,840	1,970	1,990	1,740	1,710
<b>Total [C]</b>	<b>4,730</b>	<b>4,730</b>	<b>4,810</b>	<b>4,940</b>	<b>5,030</b>	<b>5,180</b>	–	–	<b>1,820</b>	<b>1,910</b>	<b>2,790</b>	<b>2,850</b>	<b>3,700</b>	<b>3,590</b>	<b>3,700</b>	<b>3,920</b>	<b>3,470</b>	<b>3,410</b>
<b>Comparisons between the Three Averaging Methods [A, B and C]</b>																		
<b>Difference [D = A–B] Percent [E= D/A*100]</b>	<b>40 (1%)</b>	<b>60 (1%)</b>	<b>30 (1%)</b>	<b>10 (&lt;1%)</b>	<b>240 (5%)</b>	<b>0 (0%)</b>	–	–	<b>60 (3%)</b>	<b>90 (4%)</b>	<b>310 (9%)</b>	<b>120 (3%)</b>	<b>380 (9%)</b>	<b>390 (9%)</b>	<b>320 (7%)</b>	<b>330 (8%)</b>	<b>390 (10%)</b>	<b>260 (7%)</b>
<b>Difference [F = A–C] Percent [G= F/A*100]</b>	<b>130 (3%)</b>	<b>160 (3%)</b>	<b>130 (3%)</b>	<b>60 (1%)</b>	<b>100 (2%)</b>	<b>100 (2%)</b>	–	–	<b>110 (6%)</b>	<b>140 (7%)</b>	<b>840 (23%)</b>	<b>930 (25%)</b>	<b>640 (15%)</b>	<b>700 (16%)</b>	<b>600 (14%)</b>	<b>460 (11%)</b>	<b>580 (14%)</b>	<b>500 (13%)</b>

Notes:  
 1. Vehicle volumes rounded to nearest 10.  
 2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.  
 Source: Fehr & Peers, 2026.

**Table E3: Morning Peak Period Inbound Vehicle Volumes Over Time<sup>1</sup>**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Period	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	-	-	7:45–10:45 AM	8:00–11:00 AM	8:15–11:15 AM	7:45–10:45 AM	7:45–10:45 AM	8:00–11:00 AM	7:45–10:45 AM	7:45–10:45 AM	8:00–11:00 AM	7:45–10:45 AM
<b>Tuesday through Thursday [A]</b>																		
San Antonio Road	2,530	2,580	2,840	2,930	3,140	3,120	-	-	700	3,060	1,210	1,330	1,570	1,610	1,670	1,800	1,710	1,490
Rengstorff Avenue	5,670	5,440	5,680	5,970	5,800	6,130	-	-	1,310	1,340	3,740	4,030	5,490	4,920	4,680	5,040	4,610	4,570
Shoreline Boulevard	6,300	6,750	6,530	6,440	6,590	7,220	-	-	2,920	2,950	5,040	5,480	5,970	6,000	6,170	6,120	6,020	6,220
<b>Total [A]</b>	<b>14,500</b>	<b>14,770</b>	<b>15,050</b>	<b>15,340</b>	<b>15,530</b>	<b>16,470</b>	-	-	<b>4,930</b>	<b>7,350</b>	<b>9,990</b>	<b>10,840</b>	<b>13,030</b>	<b>12,530</b>	<b>12,520</b>	<b>12,960</b>	<b>12,340</b>	<b>12,280</b>
<b>Monday through Thursday [B]</b>																		
San Antonio Road	2,520	2,430	2,820	2,900	2,970	3,100	-	-	660	2,990	1,100	1,220	1,390	1,410	1,560	1,590	1,530	1,290
Rengstorff Avenue	5,600	5,410	5,650	5,930	5,750	6,110	-	-	1,270	1,300	3,200	3,580	4,820	4,230	4,180	4,350	4,070	4,130
Shoreline Boulevard	6,290	6,670	6,520	6,410	6,540	7,160	-	-	2,800	2,720	4,650	5,080	5,600	5,580	5,850	5,890	5,700	5,920
<b>Total [B]</b>	<b>14,410</b>	<b>14,510</b>	<b>14,990</b>	<b>15,240</b>	<b>15,260</b>	<b>16,370</b>	-	-	<b>4,730</b>	<b>7,010</b>	<b>8,950</b>	<b>9,880</b>	<b>11,810</b>	<b>11,220</b>	<b>11,590</b>	<b>11,830</b>	<b>11,300</b>	<b>11,340</b>
<b>Monday through Friday [C]</b>																		
San Antonio Road	2,440	2,350	2,600	2,770	2,850	2,930	-	-	660	2,980	1,020	1,110	1,240	1,250	1,440	1,530	1,410	1,210
Rengstorff Avenue	5,550	5,320	5,600	5,840	5,650	5,980	-	-	1,250	1,270	3,040	3,250	4,300	3,760	3,780	4,180	3,770	3,800
Shoreline Boulevard	6,210	6,640	6,490	6,380	6,470	7,070	-	-	2,780	2,720	4,400	4,710	5,270	5,220	5,560	5,780	5,400	5,600
<b>Total [C]</b>	<b>14,200</b>	<b>14,310</b>	<b>14,690</b>	<b>14,990</b>	<b>14,970</b>	<b>15,980</b>	-	-	<b>4,690</b>	<b>6,970</b>	<b>8,460</b>	<b>9,070</b>	<b>10,810</b>	<b>10,230</b>	<b>10,780</b>	<b>11,490</b>	<b>10,580</b>	<b>10,610</b>
<b>Comparisons between the Three Averaging Methods [A, B and C]</b>																		
<b>Difference [D = A-B] Percent [E= D/A*100]</b>	<b>90 (1%)</b>	<b>260 (2%)</b>	<b>60 (&lt;1%)</b>	<b>100 (1%)</b>	<b>270 (2%)</b>	<b>100 (1%)</b>	-	-	<b>200 (4%)</b>	<b>340 (5%)</b>	<b>1,040 (10%)</b>	<b>960 (6%)</b>	<b>1,220 (9%)</b>	<b>1,310 (10%)</b>	<b>930 (7%)</b>	<b>1,130 (9%)</b>	<b>1,040 (8%)</b>	<b>940 (8%)</b>
<b>Difference [F = A-C] Percent [G= F/A*100]</b>	<b>300 (2%)</b>	<b>460 (3%)</b>	<b>360 (2%)</b>	<b>350 (2%)</b>	<b>560 (4%)</b>	<b>490 (3%)</b>	-	-	<b>240 (5%)</b>	<b>380 (5%)</b>	<b>1,530 (15%)</b>	<b>1,770 (16%)</b>	<b>2,220 (17%)</b>	<b>2,300 (18%)</b>	<b>1,740 (14%)</b>	<b>1,470 (11%)</b>	<b>1,760 (14%)</b>	<b>1,670 (14%)</b>

Notes:  
 1. Vehicle volumes rounded to nearest 10.  
 2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.  
 Source: Fehr & Peers, 2026.

**Table E4: Evening Peak Period Outbound Vehicle Volumes Over Time<sup>1</sup>**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Period	4:00–7:00 PM	4:15–7:15 PM	4:00–7:00 PM	4:00–7:00 PM	4:00–7:00 PM	4:00–7:00 PM	-	-	3:00–6:00 PM	4:00–7:00 PM	4:00–7:00 PM	3:30–6:30 PM	3:30–6:30 PM	3:00–6:00 PM	3:15–6:15 PM	3:30–6:30 PM	3:45–6:45 PM	3:00–6:00 PM
<b>Tuesday through Thursday [A]</b>																		
San Antonio Road	2,070	1,890	2,210	1,940	1,990	2,090	-	-	560	590	1,060	710	1,250	1,480	1,370	1,530	1,470	1,230
Rengstorff Avenue	4,370	4,640	4,810	4,810	5,060	5,150	-	-	1,520	1,540	3,550	3,420	4,380	4,100	3,980	4,200	3,990	4,420
Shoreline Boulevard	6,380	6,270	6,370	6,300	6,500	6,750	-	-	3,080	3,110	5,130	5,640	6,040	5,960	6,080	5,800	5,360	5,240
<b>Total [A]</b>	<b>12,820</b>	<b>12,800</b>	<b>13,390</b>	<b>13,050</b>	<b>13,550</b>	<b>13,990</b>	-	-	<b>5,160</b>	<b>5,240</b>	<b>9,740</b>	<b>9,770</b>	<b>11,670</b>	<b>11,530</b>	<b>11,430</b>	<b>11,530</b>	<b>10,820</b>	<b>10,890</b>
<b>Monday through Thursday [B]</b>																		
San Antonio Road	2,040	1,860	2,190	1,930	1,480	2,070	-	-	560	600	1,030	1,110	1,140	1,350	1,270	1,360	1,290	1,110
Rengstorff Avenue	4,340	4,600	4,760	4,760	5,030	5,140	-	-	1,470	1,490	3,120	3,100	3,920	3,690	3,660	3,760	3,620	4,090
Shoreline Boulevard	6,330	6,200	6,340	6,400	6,450	6,720	-	-	2,940	3,030	4,770	5,230	5,640	5,480	5,660	5,530	5,030	5,010
<b>Total [B]</b>	<b>12,710</b>	<b>12,660</b>	<b>13,290</b>	<b>13,090</b>	<b>12,960</b>	<b>13,930</b>	-	-	<b>4,970</b>	<b>5,120</b>	<b>8,920</b>	<b>9,440</b>	<b>10,700</b>	<b>10,520</b>	<b>10,590</b>	<b>10,650</b>	<b>9,940</b>	<b>10,210</b>
<b>Monday through Friday [C]</b>																		
San Antonio Road	1,960	1,820	2,000	1,860	1,990	1,950	-	-	550	590	960	1,050	1,040	1,210	1,140	1,310	1,200	1,040
Rengstorff Avenue	4,290	4,480	4,700	4,730	4,950	5,040	-	-	1,430	1,470	2,990	2,840	3,540	3,360	3,360	3,610	3,440	3,780
Shoreline Boulevard	6,280	6,140	6,340	6,440	6,330	6,680	-	-	2,940	2,930	4,540	4,920	5,310	5,210	5,350	5,410	4,910	4,830
<b>Total [C]</b>	<b>12,530</b>	<b>12,440</b>	<b>13,040</b>	<b>13,030</b>	<b>13,270</b>	<b>13,670</b>	-	-	<b>4,920</b>	<b>4,990</b>	<b>8,490</b>	<b>8,810</b>	<b>9,890</b>	<b>9,780</b>	<b>9,850</b>	<b>10,330</b>	<b>9,550</b>	<b>9,650</b>
<b>Comparisons between the Three Averaging Methods [A, B and C]</b>																		
Difference [D = A-B] Percent [E = D/A*100]	110 (1%)	140 (1%)	100 (1%)	-40 (<0%)	590 (4%)	60 (<1%)	-	-	190 (4%)	120 (2%)	820 (8%)	330 (3%)	970 (8%)	1,010 (9%)	840 (7%)	880 (8%)	880 (8%)	680 (6%)
Difference [F = A-C] Percent [G = F/A*100]	290 (2%)	360 (3%)	350 (3%)	20 (<1%)	280 (2%)	320 (2%)	-	-	240 (5%)	250 (5%)	1,250 (13%)	960 (10%)	1,780 (15%)	1,760 (15%)	1,580 (14%)	1,200 (10%)	1,270 (12%)	1,240 (11%)

Notes:  
 1. Vehicle volumes rounded to nearest 10.  
 2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.  
 Source: Fehr & Peers, 2026.

**Table E5: Daily Two-Way Vehicle Volumes Over Time<sup>1</sup>**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
<b><i>Tuesday through Thursday [A]</i></b>																		
San Antonio Road	10,770	10,620	11,720	10,740	10,920	12,360	-	-	4,650	14,210	7,170	5,880	7,710	7,620	8,510	7,890	8,520	7,380
Rengstorff Avenue	22,690	23,560	25,390	24,440	25,790	25,830	-	-	9,160	9,490	18,410	17,740	21,910	19,270	19,460	19,270	20,450	19,920
Shoreline Boulevard	38,370	40,120	38,930	36,820	39,780	40,180	-	-	22,020	21,650	31,100	31,810	37,370	34,620	36,570	35,290	36,980	35,010
<b>Total [A]</b>	<b>71,830</b>	<b>74,300</b>	<b>76,040</b>	<b>72,000</b>	<b>76,490</b>	<b>78,370</b>	<b>-</b>	<b>-</b>	<b>35,830</b>	<b>45,350</b>	<b>56,680</b>	<b>55,430</b>	<b>66,990</b>	<b>61,510</b>	<b>64,540</b>	<b>62,450</b>	<b>65,950</b>	<b>62,310</b>
<b><i>Monday through Thursday [B]</i></b>																		
San Antonio Road	10,620	10,210	11,660	10,730	10,520	12,230	-	-	4,580	13,910	6,940	6,690	7,120	7,120	8,080	7,260	7,830	6,690
Rengstorff Avenue	22,370	23,200	24,820	24,110	25,220	25,500	-	-	8,830	9,220	16,490	16,400	19,990	17,560	18,090	17,460	18,540	18,630
Shoreline Boulevard	37,790	39,730	38,380	36,210	38,910	39,400	-	-	21,210	20,930	29,420	29,990	35,210	32,360	34,570	33,880	34,630	33,500
<b>Total [B]</b>	<b>70,780</b>	<b>73,140</b>	<b>74,860</b>	<b>71,050</b>	<b>74,650</b>	<b>77,130</b>	<b>-</b>	<b>-</b>	<b>34,620</b>	<b>44,060</b>	<b>52,850</b>	<b>53,080</b>	<b>62,320</b>	<b>57,040</b>	<b>60,740</b>	<b>58,600</b>	<b>61,000</b>	<b>58,820</b>
<b><i>Monday through Friday [C]</i></b>																		
San Antonio Road	10,580	9,920	10,980	10,670	10,500	11,920	-	-	4,580	13,980	6,650	6,400	6,730	6,630	7,870	7,110	7,540	6,530
Rengstorff Avenue	22,810	22,880	24,500	23,990	25,650	25,110	-	-	8,780	9,170	15,960	15,390	18,600	16,420	17,760	17,060	17,730	17,750
Shoreline Boulevard	38,750	39,950	38,600	36,790	39,530	39,550	-	-	21,680	21,000	29,150	29,210	34,200	31,420	34,480	33,560	33,990	32,800
<b>Total [C]</b>	<b>72,140</b>	<b>72,750</b>	<b>74,080</b>	<b>71,450</b>	<b>75,680</b>	<b>76,580</b>	<b>-</b>	<b>-</b>	<b>35,040</b>	<b>44,150</b>	<b>51,760</b>	<b>51,000</b>	<b>59,530</b>	<b>54,470</b>	<b>60,110</b>	<b>57,730</b>	<b>59,260</b>	<b>57,080</b>

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020 <sup>2</sup>	Spring 2021 <sup>2</sup>	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
<b>Comparisons between the Three Averaging Methods [A, B and C]</b>																		
<b>Difference [D = A-B]</b>	1,050	1,160	1,180	950	1,840	1,240	-	-	1,210	1,290	3,830	2,350	4,670	4,470	3,800	3,850	4,950	3,490
<b>Percent [E=D/A*100]</b>	(1%)	(2%)	(2%)	(1%)	(2%)	(2%)	-	-	(3%)	(3%)	(7%)	(4%)	(7%)	(7%)	(6%)	(6%)	(8%)	(6%)
<b>Difference [F = A-C]</b>	-310	1,550	1,960	550	810	1,790	-	-	790	1,200	4,920	4,430	7,460	7,040	4,430	4,720	6,690	5,230
<b>Percent [G=F/A*100]</b>	(<0%)	(2%)	(3%)	(1%)	(1%)	(2%)	-	-	(2%)	(3%)	(9%)	(8%)	(11%)	(11%)	(7%)	(8%)	(10%)	(8%)

Notes:  
1. Vehicle volumes rounded to nearest 10.  
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.  
Source: Fehr & Peers, 2026.

To show the degree of variation for different accounting methods of the weekday averages, the Tuesday-to-Thursday average has been compared to Monday-to-Thursday and Monday-to-Friday averages over the past five years. The following comparison are shown below.

- Figure E1: Morning Peak Hour Inbound Vehicle Volumes
- Figure E2: Evening Peak Hour Outbound Vehicle Volumes
- Figure E3: Morning Peak Period Inbound Vehicle Volumes
- Figure E4: Evening Peak Period Outbound Vehicle Volumes
- Figure E5: Daily Two-Way Vehicle Volumes

### Morning Peak Hour Inbound Vehicle Volumes (Fall 2017 to Spring 2026) All Gateways Total

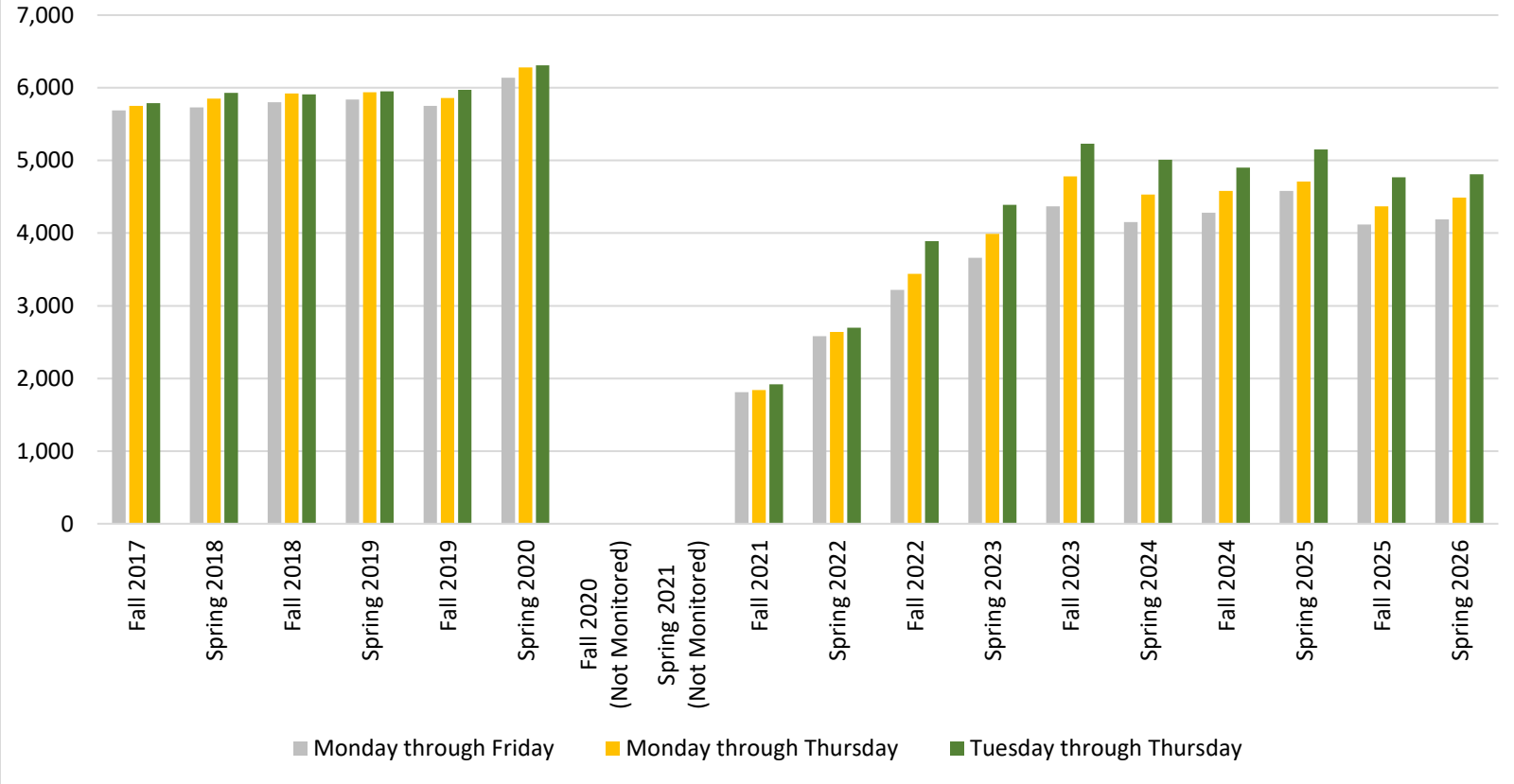


Figure E1: Morning Peak Hour Inbound Vehicle Volumes Comparison

### Evening Peak Hour Outbound Vehicle Volumes (Fall 2017 to Spring 2026) All Gateways Total

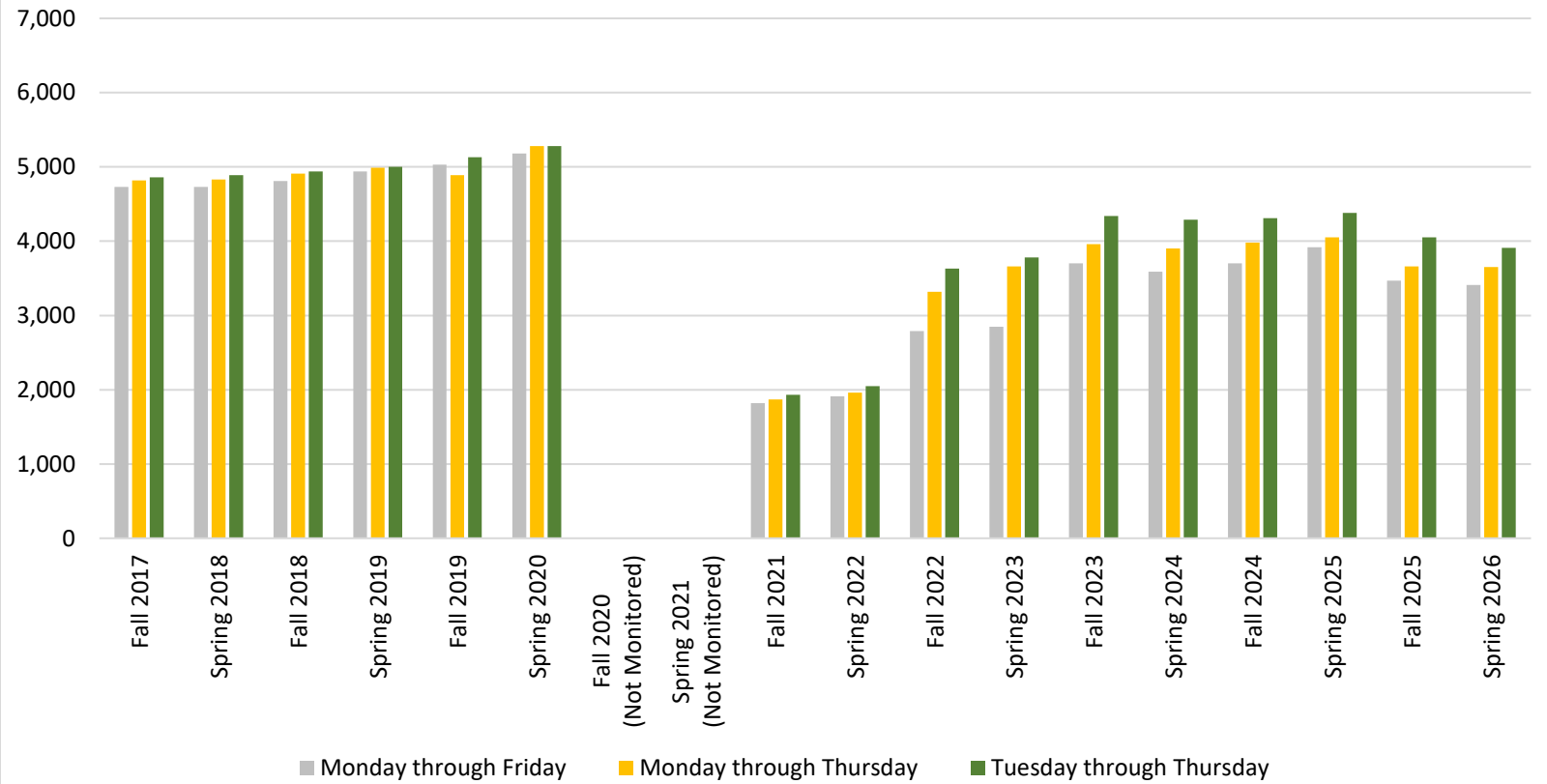


Figure E2: Evening Peak Hour Outbound Vehicle Volumes Comparison

### Morning Peak Period Inbound Vehicle Volumes (Fall 2017 to Spring 2026) All Gateways Total

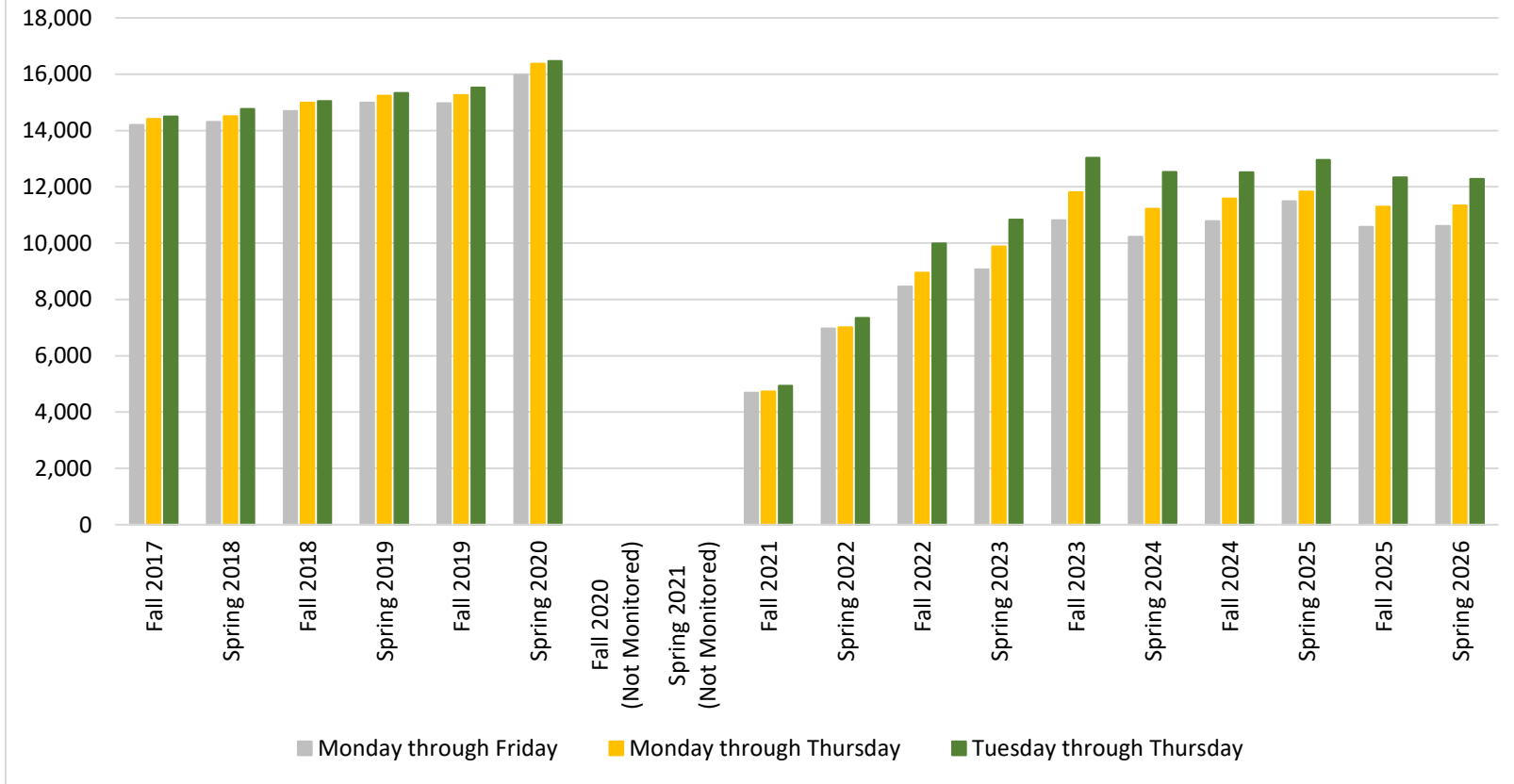


Figure E3: Morning 3-Hour Peak Period Inbound Vehicle Volumes Comparison

### Evening Peak Period Outbound Vehicle Volumes (Fall 2017 to Spring 2026) All Gateways Total

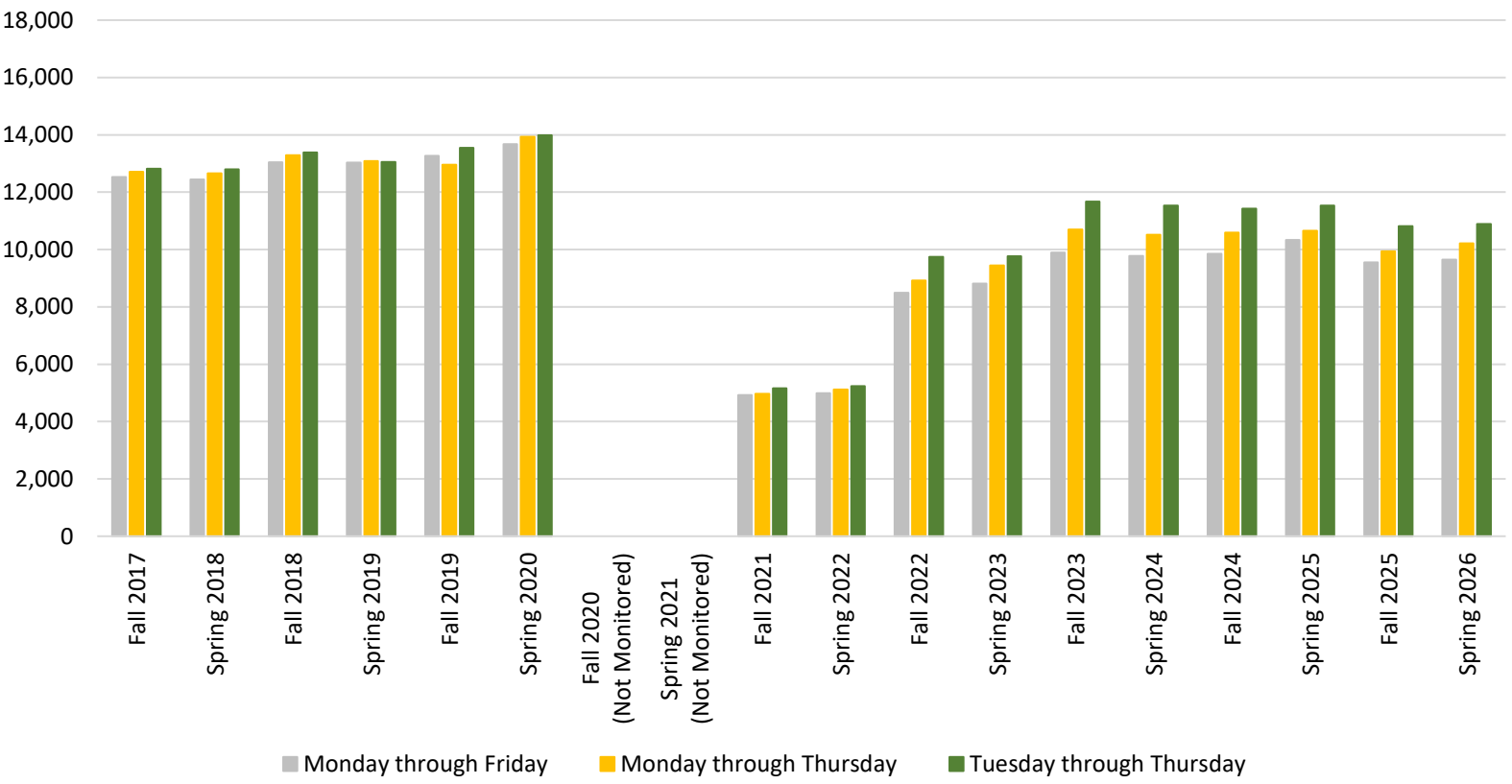


Figure E4: Evening 3-Hour Peak Period Inbound Vehicle Volumes Comparison

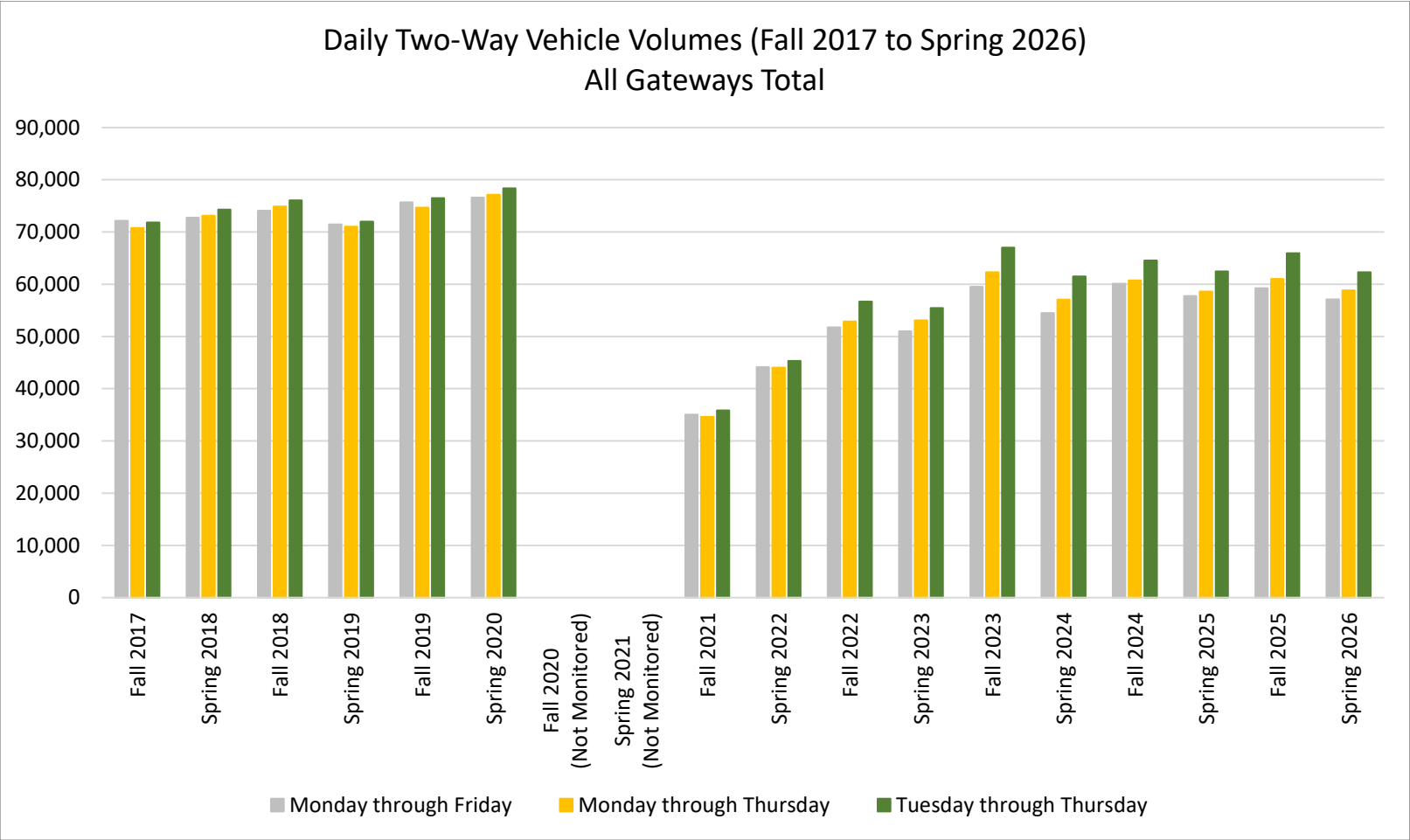


Figure E5: Daily Vehicle Volumes Comparison