Hexagon Transportation Consultants, Inc.

Memorandum

Date: June 20, 2025

To: Renzel Balance, City of San Jose

From: Robert Del Rio, T.E., Luis Descanzo

Subject: 255 W. Julian Street Mixed-Use Development (H24-049) (3-22128) Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed 255 W. Julian Street ("Arbor") mixed-use development in Downtown San Jose (APNs 259-31-071, -081, -082, -083). As proposed, the project would demolish the existing surface parking lot and construct a mixed-use building consisting of 600 multi-family residential units and approximately 13,100 s.f. of ground-floor retail uses. On-site parking consisting of 305 parking spaces for residential uses only would be provided within four below-grade parking levels. Access to all parking levels and a loading area would be provided via a two-way driveway that would create the west leg of the Terraine Street/Julian Street intersection. The proposed driveway and exterior drive aisle would be shared with the proposed mixed-use development located north of the project site at 323 Terraine Street. The project would not modify an existing commercial office building located on-site ("Davidson Building").

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues. The project site is shown on Figure 1.

Scope of Study

The purpose of the LTA was to review the project's effect on the surrounding transit, pedestrian, and bicycle facilities and to identify any potential roadway operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided. Based on the proposed project size, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway location. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also were analyzed.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Figure 1
Site Location, Study Intersections, and Project Trip Distribution



Existing Roadway Network

Regional access to the project site is provided by the State Route 87 freeway. Local site access is provided by Julian Street, St. James Street, Almaden Boulevard, Notre Dame Avenue, Market Street/Coleman Avenue, Terraine Street, Bassett Street. The freeways and local roadways are described below.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via a full interchange at Julian Street. SR 87 provides access to I-280/I-680 and US-101.

Julian Street is an east-west City Connector/Local Connector roadway consisting of two non-contiguous segments. The westerly portion consists of a two-lane street between The Alameda and Montgomery Street then transitions to a four-lane street between Montgomery Street and Notre Dame Avenue, where it transitions to St. James Street. A full interchange with SR 87 is located between Almaden Boulevard and Notre Dame Avenue. The easterly portion of Julian Street consists of a two-lane street that begins at its intersection with Terraine Street and continues eastward to an interchange with US-101, where it transitions to McKee Road. The segment of Julian Street between Third Street and Market Street/Coleman Avenue provides one-way westbound access only. Direct access to the project site would be provided via a two-way driveway that forms the west leg of the Terraine Street/Julian Street (easterly segment) intersection. Access to the westerly portion of Julian Street would be provided via Terraine Street and St. James Street.

St. James Street is an east-west two-lane roadway that runs south of the project site, designated as a City Connector/Local Connector roadway in the General Plan. It extends from Notre Dame Avenue, east to 19th Street. West of Notre Dame Avenue, St. James Street transitions to Julian Street at its interchange with SR 87. Between Market Street and Fourth Street, St. James Street provides eastbound-only travel. Access to the project site is provided via its intersection with Terraine Street.

Almaden Boulevard is a north-south roadway consisting of two non-contiguous segments. The northerly segment consists of a one-lane southbound-only local roadway that runs between Julian Street and St. John Street. The southerly segment consists of a two-lane Main Street-designated roadway that begins at its intersection with St. John Street and continues south to Santa Clara Street, where it transitions from a four-lane designated City Connector roadway south to Grant Street. Access to the project site is provided via Julian Street, Notre Dame Avenue, St. James Street, and Terraine Street.

Notre Dame Avenue is a two-lane northbound-only roadway, designated as a City Connector roadway in the General Plan. It extends from Santa Clara Street, north to Julian Street/St. James Street where it transitions to a northbound on-ramp onto SR-87 at the Julian Street interchange. Access to the project site is provided via St. James Street and Terraine Street.

Market Street/Coleman Avenue is a north-south four-lane roadway that runs east of the project site, designated as a City Connector/Local Connector roadway in the General Plan. Coleman Avenue begins at its intersection with Julian Street and continues north to an interchange with I-880 before entering the City of Santa Clara. Market Street begins at its intersection with Julian Street and continues south to its intersection with Reed Street and First Street. Access to the project site is provided via Julian Street (easterly segment).

Terraine Street is a north-south two-lane roadway that runs along the eastern project frontage, designated as a Main Street roadway in the General Plan. It extends from Bassett Street, south to St. John Street where it transitions to Almaden Avenue. Direct access to the project site would be provided

via a two-way driveway that forms the west leg of the Terraine Street/Julian Street (easterly segment) intersection.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Julian Street, between SR-87 Ramps and Montgomery Street
- Coleman Avenue, north of Julian Street
- St. John Street, between First Street and Fourth Street
- Second Street, between Taylor Street and Julian Street; between William Street and Keyes Street
- Third Street, between Jackson Street and Julian Street
- Fourth Street, between Hedding Street and Santa Clara Street; between San Salvador Street and Reed Street
- Seventh Street, north of San Fernando Street
- Notre Dame Avenue, along its entire extent
- Santa Clara Street, between Notre Dame Avenue and Stockton Avenue
- Park Avenue, between Market Street and Barack Obama Boulevard
- Almaden Boulevard, between San Carlos Street and Woz Way
- Market Street, between San Fernando Street and Viola Avenue

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

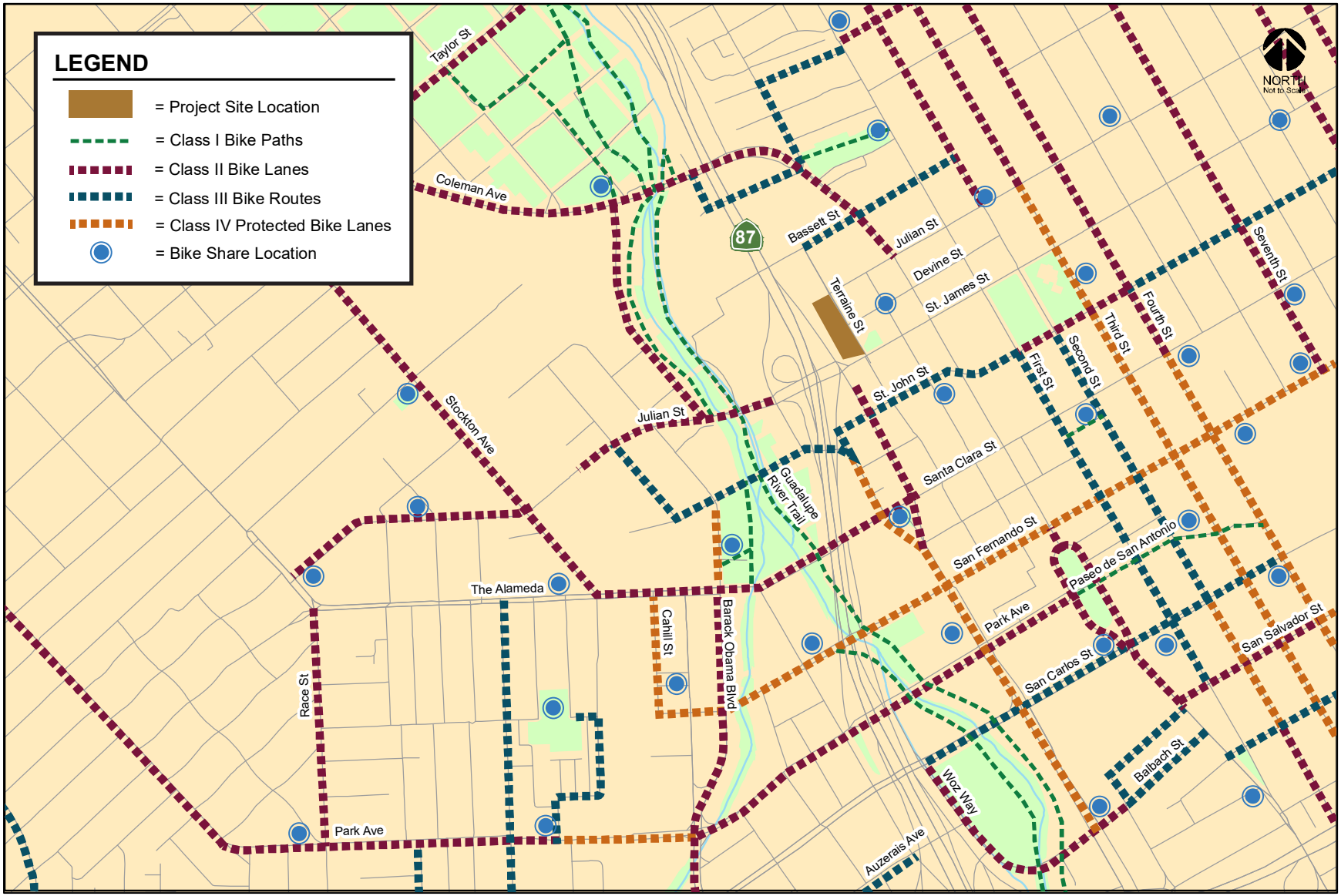
- Bassett Street, between Terraine Street and Second Street
- St. John Street, between Fourth Street and Seventeenth Street; west of First Street
- First Street, between San Salvador Street and St. John Street
- Second Street, between San Carlos Street and St. John Street
- Hawthorne Way, between San Pedro Street and First Street
- San Pedro Street, between Hedding Street and Ryland Street
- Ryland Street, along its entire extent
- Santa Teresa Street, along its entire extent

Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are currently being installed throughout the Downtown Area and adjacent roadways. Protected bike lanes are currently being constructed or have been implemented along the following roadways:

- Almaden Boulevard, between St. John Street and San Carlos Street
- San Fernando Street, between Cahill Street and Tenth Street
- Third Street, between Julian Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- Barack Obama Boulevard, between St. John Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 2.

Figure 2
Existing Bicycle Facilities



Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Julian Street, located approximately 1/3-mile west of the project site.

Bike and Scooter Share Services

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 300 feet walking distance from the project site along the south side of Devine Street, just west of San Pedro Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. All crosswalk ramps at intersections within the project vicinity are ADA-compliant. Most sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. It should be noted that sidewalks are missing or deficient along the following roadways:

- Bassett Street between Terraine Street and San Pedro Street – no sidewalk along the north side; an alternative route is available along the south sidewalk
- Bassett Street underneath SR-87 – the sidewalk along the north side measures approximately 2 feet wide and is obstructed by light posts; an alternative route is available along the south sidewalk

Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately one mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522, and 568 run along Santa Clara Street while Rapid Route 523 runs along San Carlos Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located at

Figure 3
Existing Transit Facilities

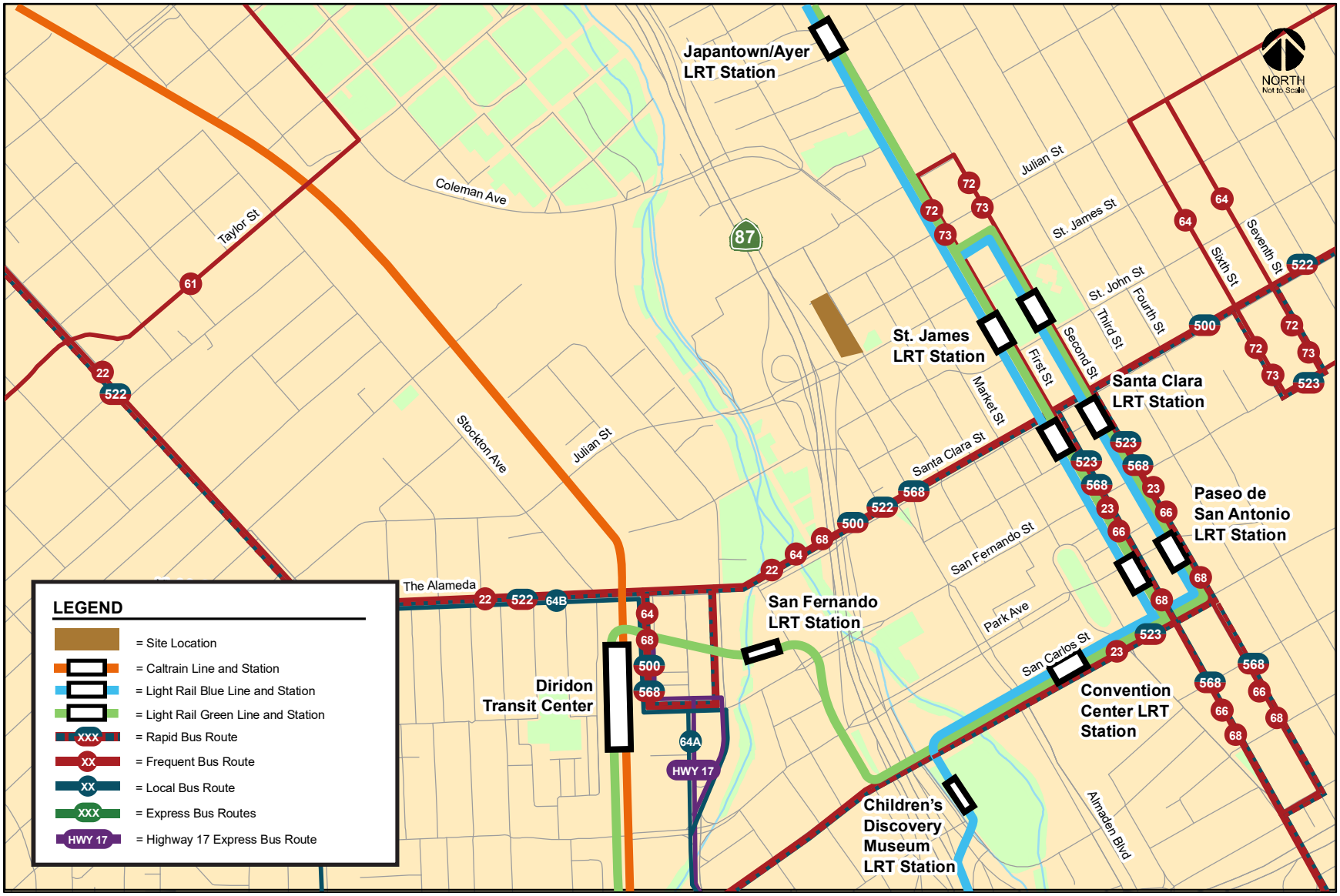


Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Bassett	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Bassett	10 - 15 min

Notes:
[1] Approximate headways during peak commute periods.

the intersection of First Street/Bassett Street, approximately ¼-mile walking distance from the project site, and are served by Frequent Bus Routes 72 and 73.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along First Street in the vicinity of the project site. The St. James LRT Station platforms are located along First Street and Second Street, less than ½-mile walking distance from the project site. The Diridon Transit Center is accessible via the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:43 AM and 11:30 PM in the northbound direction, and between 6:11 AM and 1:22 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:22 AM and 9:44 AM in the westbound direction, and between 2:10 PM and 5:35 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station six times during the weekdays between approximately 7:15 AM and 8:16 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station six times during the weekdays between 6:18 AM and 6:05 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 11th Edition* (2021) for the Multifamily Housing-High Rise (Land Use 222) and Strip Retail Plaza (<40k) (Land Use 822). Although the project site is within ½-mile of rail transit (St. James LRT station), trip generation rates for the "Not Close to Rail Transit" land use subcategory were selected since multimodal trip reductions are already accounted for as part of the location-based adjustment, as described below. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Internal Trip Reduction

A mixed-use development with complementary land uses such as residential and retail, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. Therefore, based on VTA's recommended mixed-use reduction, a 15 percent trip reduction is applied for the residential/retail mixed use, based on the smaller retail component. The reduction is applied to the smaller of the two complimentary trip generators and the same number of trips is then subtracted from the larger trip generator.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, and middle-aged and older housing stock. Residential and retail developments within urban high-transit areas have a vehicle mode share of 78% and 83%, respectively. Thus, a 22% reduction was applied to the trips generated by the residential use and a 17% reduction was applied to trips generated by the retail use.

VMT Reduction

Based on the San Jose VMT Evaluation Tool, the residential use is anticipated to generate 8.11 VMT per-capita in an area that currently generates approximately 9.29 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the residential project trip estimates were reduced by 12.70 percent to reflect the reduction in peak hour trips.

Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate 2,285 daily trips, with 127 trips (40 inbound and 87 outbound) occurring during the AM peak hour and 184 trips (108 inbound and 76 outbound) occurring during the PM peak hour

The trip generation estimates are shown in Table 2.

Project Trip Distribution and Trip Assignment

The project trips were assigned to the roadway network based on the proposed project driveway location, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution pattern is shown on Figure 1.

The project trip assignment is shown on Figure 4.

Vehicular Site Access

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plan dated May 30, 2025 prepared by Studio Gang, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 5.

Project Driveway/Site Access Design

Parking Garage Access

Access to all parking levels and on-site loading areas would be provided via a two-way driveway that forms the west leg of the Terraine Street/Julian Street intersection. Starting at the driveway, a two-way exterior drive aisle runs along the north project frontage before terminating at the west project frontage. The proposed driveway and exterior drive aisle would be a shared facility serving project traffic, as well as traffic associated with the approved adjacent development at 323 Terraine Street (SP21-045) (3-18928).

The site plan shows a proposed driveway width of 26 feet, which will conform with the recommended maximum width of 26 feet for driveways within the Downtown area (*San Jose Downtown Design Guidelines and Standards* 5.5.2).

The City typically requires parking entrances to be located at least 50 feet from the back of the sidewalk in order to provide adequate stacking space for at least two inbound vehicles. The site plan shows the parking garage entrance would be approximately 75 feet back from the proposed driveway. Therefore, adequate storage capacity would be provided between the parking garage entrance and the sidewalk along Terraine Street.

Sight Distance at the Driveway Serving the Project

The project access point should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Terraine Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. The project driveway should be constructed at-grade to allow exiting vehicles to see pedestrians and bicycles crossing the driveway.

Table 2
Project Trip Generation Estimates

Land Use	Reduction %	Place Type	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Rate	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Proposed Land Uses																			
#222 - Multifamily Housing (High-Rise)					**600** Dwelling Units	4.540	2,724	0.270	26%	74%	42	120	162	0.320	62%	38%	119	73	192
Residential & Retail Reduction[3]	*15%*						*-107*				*-2*	*-3*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*22%*	Urban High-Transit					*-576*				*-9*	*-26*	*-35*				*-25*	*-15*	*-40*
VMT-Based Reduction[2]	*12.70%*		9.29	8.11			*-259*				*-4*	*-12*	*-16*				*-11*	*-7*	*-18*
#822 - Strip Retail Plaza (<40k)					**13,100** Square Feet	54.450	713	2.360	60%	40%	19	12	31	6.590	50%	50%	43	43	86
Residential & Retail Reduction[3]	*15%*						*-107*				*-3*	*-2*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*17%*	Urban High-Transit					*-103*				*-3*	*-2*	*-5*				*-6*	*-6*	*-12*
Baseline Vehicle Trips (Before Reductions)							*3,437*				*61*	*132*	*193*				*162*	*116*	*278*
Total Project Trips							**2,285**				**40**	**87**	**127**				**108**	**76**	**184**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type for the project site is obtained from the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-capita is equivalent to one percent reduction in peak-hour vehicle trips.

[3] The following trip reductions are prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014).
Mixed-Used Development Project
with residential and retail components - 15% off the smaller trip generator

Figure 4
Project Trip Assignment

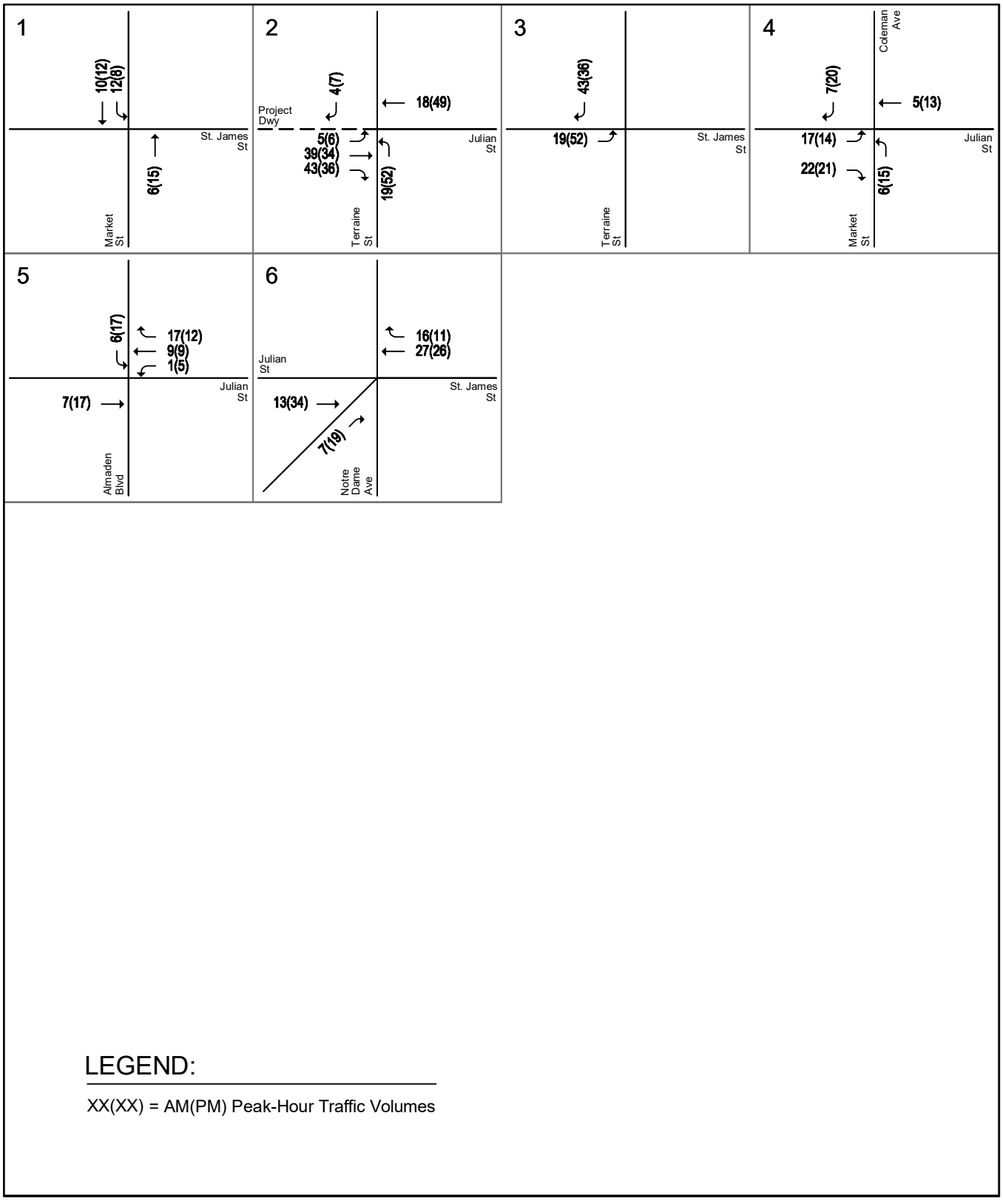


Figure 5
Ground-Floor Site Plan

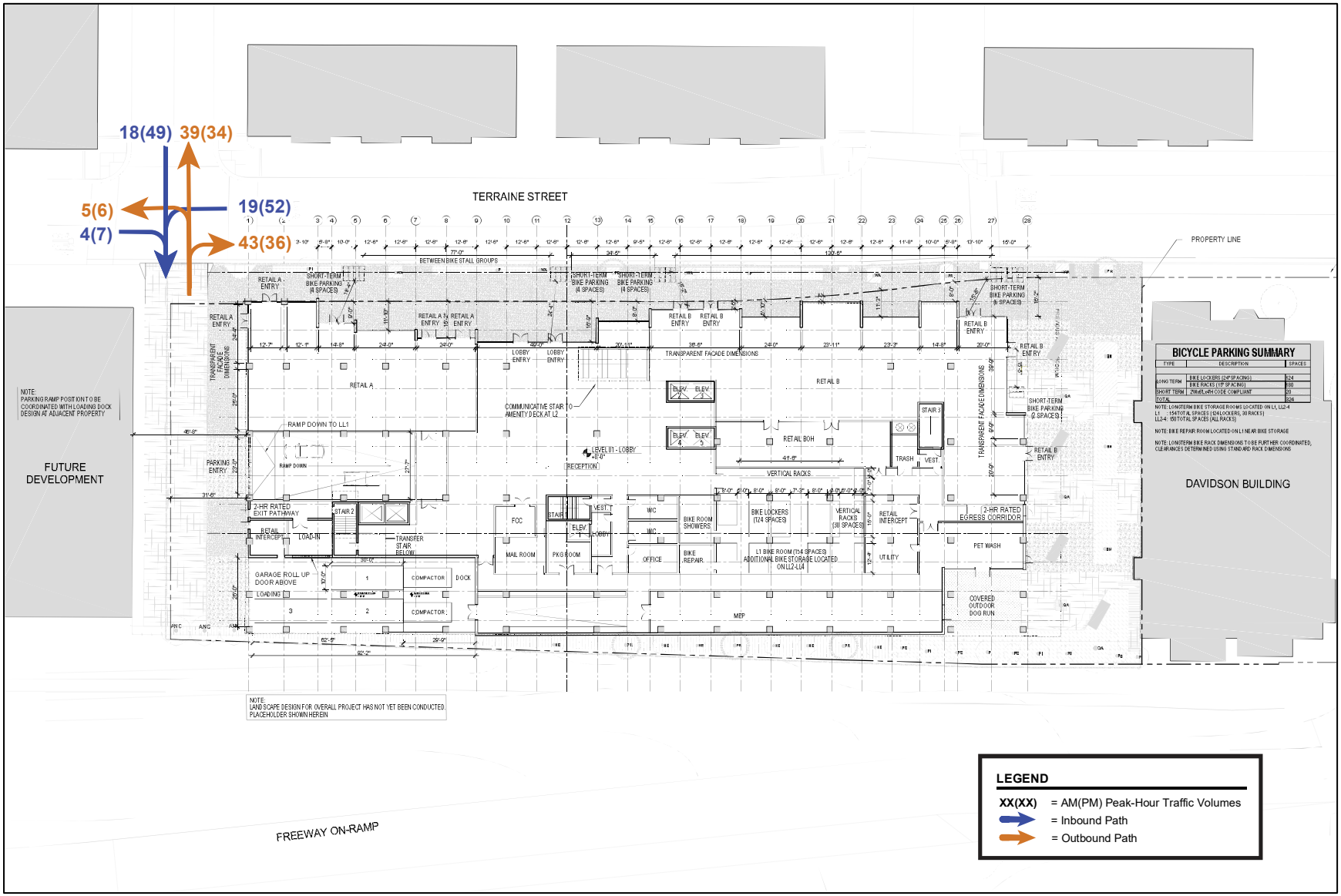


Figure 6
Typical Parking Level Site Plan



The project driveway is proposed to form the new west leg of Terraine Street/Julian Street, which is currently an all-way stop-controlled intersection. Since all legs of the intersection are stop-controlled, outbound project traffic will not need to wait for gaps in traffic. Based on site observations, drivers exiting the project driveway will have adequate view of all other approaches at the intersection. There are no existing trees or visual obstructions along the project frontage that would obscure sight distance at the project driveway. However, existing street parking is present along southbound Terraine Street in the vicinity of the proposed driveway. It is recommended that new red curb be installed equal to a car length north of the project driveway to ensure exiting vehicles will have clear vision of vehicles, pedestrians, and bicycle-users crossing the intersection.

Recommendation: A 20-foot red curb should be implemented north of the proposed driveway along Terraine Street to provide adequate sight distance. The recommended length is supported by California Vehicle Code 22500(n) which prohibits vehicles from being parked within 20 feet of the vehicle approach side of any crosswalk.

Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 106 inbound trips (during the PM peak hour) and 86 outbound trips (during the AM peak hour) would enter and exit the site at the project driveway. The estimated project trips at the project driveway are shown on Figure 5.

Security Gates

Entry gates are not shown on the site plan. However, should entry gates be installed for entry into the parking garage, a minimum service rate of 2 vehicles per minute is required to avoid queueing during the PM peak-hour.

The flow rate at which vehicles enter the garage will depend primarily on the processing ability, or service rate, of the entry gates. Based on previous parking design information, parking garage entry gates that utilize a transponder style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute.

The projected flow rate at each of the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. Therefore, storage space should be maximized to accommodate inbound queues. As noted previously, the site plan shows storage capacity for two vehicles (50 feet) along the exterior drive aisle between the frontage sidewalk and garage entrance. Additional queueing space for up to four vehicles could be provided within the parking entrance ramp if entry gates are installed at the base of the ramp.

Recommendation: Should entry gates be installed for entry into the parking garage, transponder-style devices should be utilized to serve the maximum number of peak-hour inbound trips. Additionally, entry gates should be installed at the base of the parking entrance ramp to maximize queuing space within the ramp.

Shared Driveway Access

As noted previously, the proposed driveway and exterior drive aisle also would serve traffic associated with the approved adjacent development at 323 Terraine Street. The intersection queueing analysis (presented later in the report), evaluates queues at the project driveway under background conditions which includes traffic generated by 323 Terraine Street.

The 323 Terraine Street development proposes to provide access to its parking garage at the western end of the exterior drive aisle between 323 Terraine Street and the project. As proposed, the 323 Terraine Street parking garage entrance would be approximately 50 feet west of the project parking garage entrance, thus providing inbound storage space for 2 vehicles within the shared drive aisle. The proposed storage space would be adequate to serve short queues that could form if a large number of vehicles arrives within a short period of time. Per the *323 Terraine Street Mixed-Use Development LTA* (January 26, 2024), the inbound gate would need to process vehicles at a minimum rate of 6 vehicles per minute to avoid longer queues that would exceed the storage space. Transponder-style devices are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Therefore, inbound queues into the 323 Terraine Street parking garage are generally not anticipated to conflict with inbound queues into the project parking garage, so long as transponder-style devices are implemented at the 323 Terraine Street garage entry gates.

As proposed, the project parking garage entrance would be located 75 feet west of the shared driveway at Terraine Street. Queueing analysis for the outbound (eastbound) movement at the driveway indicates a maximum queue length of 25 feet (or 1 vehicle) during the AM and PM peak-hours under background plus project conditions. Therefore, outbound queueing at the shared driveway would not conflict with inbound or outbound operations at the project parking garage entrance. The queueing analysis results are presented in the Vehicular Queueing Analysis discussion.

A discussion of potential conflicts with the project's loading docks is provided within the Truck Site Access section.

Vehicular On-Site Circulation

All parking levels feature a similar layout consisting of one-way drive aisles along the perimeter, a two-way drive aisle bisecting the parking level, and two-way ramps to upper and lower levels. A typical layout is shown on Figure 6.

One-way drive aisles are shown to be 20 feet wide and two-way drive aisles are shown to be at least 24 feet wide on the site plan. The proposed widths would meet City parking design standards for one-way and two-way drive aisles adjacent to 90-degree parking spaces. Trucks will not enter the parking structure.

The base and the top of each ramp intersects drive aisles at a 90-degree angle. This configuration has the potential to create limited visibility for drivers due to poor sight distance inside the parking garage. Therefore, it is recommended that stop-control be implemented at the base and top of each ramp. Additionally, installation of mirrors should be considered to aid visibility when approaching this intersection.

Tandem parking stalls are proposed at each parking level. Ingress and egress to/from tandem spaces will be facilitated through valet assistance. Per the applicant, valet assistance is provided as a service for residents who lease a designated parking stall. Valet service will not facilitate parking for residents or visitors without a designated parking stall.

Recommendation: It is recommended that stop-control be implemented at the base and the top of each ramp, where they intersect with drive aisles. Additionally, installation of mirrors should be considered to aid visibility when approaching these intersections.

Recommendation: The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed tandem parking spaces. An operational plan may need to be prepared to demonstrate adequate valet assistance will be provided throughout the parking garage.

Truck Site Access

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.430 and 20.70.435), residential uses of greater than five hundred units are required to provide at least three off-street loading spaces. Retail and commercial stores and shops greater than 10,000 gross floor area (GFA) and less than 30,000 GFA are required to provide one off-street loading space.

The project is proposing a total of 600 residential units and 13,100 s.f. of retail space. Therefore, the project is required to provide three off-street loading spaces for the residential use and one off-street loading for the proposed retail space.

The project site plan indicates a designated off-street loading zone would be accessible via the Terraine Street project driveway. The loading entrance would be located at the end of the entry drive aisle (approximately 150 feet west of the driveway) and directly across from the proposed parking garage entrance at 323 Terraine Street. The loading zone is shown to accommodate up two vehicles, and would measure a minimum of 12 feet in width, 30 feet in length, and 15 feet in height, and would therefore meet City standards for off-street loading zones.

Truck turning templates, shown on Figures 7 and 8, indicate that the proposed driveway width of 26 feet would be sufficient for the ingress and egress of single-unit trucks (SU-30 design vehicle) and waste collection trucks. It should be noted that trucks will need to utilize the full mountable width of the exterior drive aisle (including the opposing travel lane) to perform turning maneuvers at the driveway and at the loading dock entrance.

Emergency vehicles would have adequate access to the project site along the Terraine Street frontage.

Recommendation: Usage of the loading spaces should be limited to off-peak hours to prevent conflicts with residential traffic during peak hours.

Recommendation: Trucks will need to utilize the full mountable width of the exterior drive aisle (including the opposing travel lane) to perform turning maneuvers at the driveway and at the loading dock entrance. Therefore, access to the drive aisle would need to be temporarily restricted to facilitate the arrival and departure of trucks. The dockmaster/building management should be designated to manage truck delivery schedules for the development to off-peak hours, inform trucks to utilize the through movement to arrive/depart from the project driveway, and coordinate flagging as needed to avoid vehicle conflicts from the project's garage ramp and the adjacent 323 Terraine Street garage ramps with the truck maneuvers.

Pedestrian and Bicycle Access and Circulation

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

Figure 7
Loading Area Turning Templates – Single-Unit Trucks

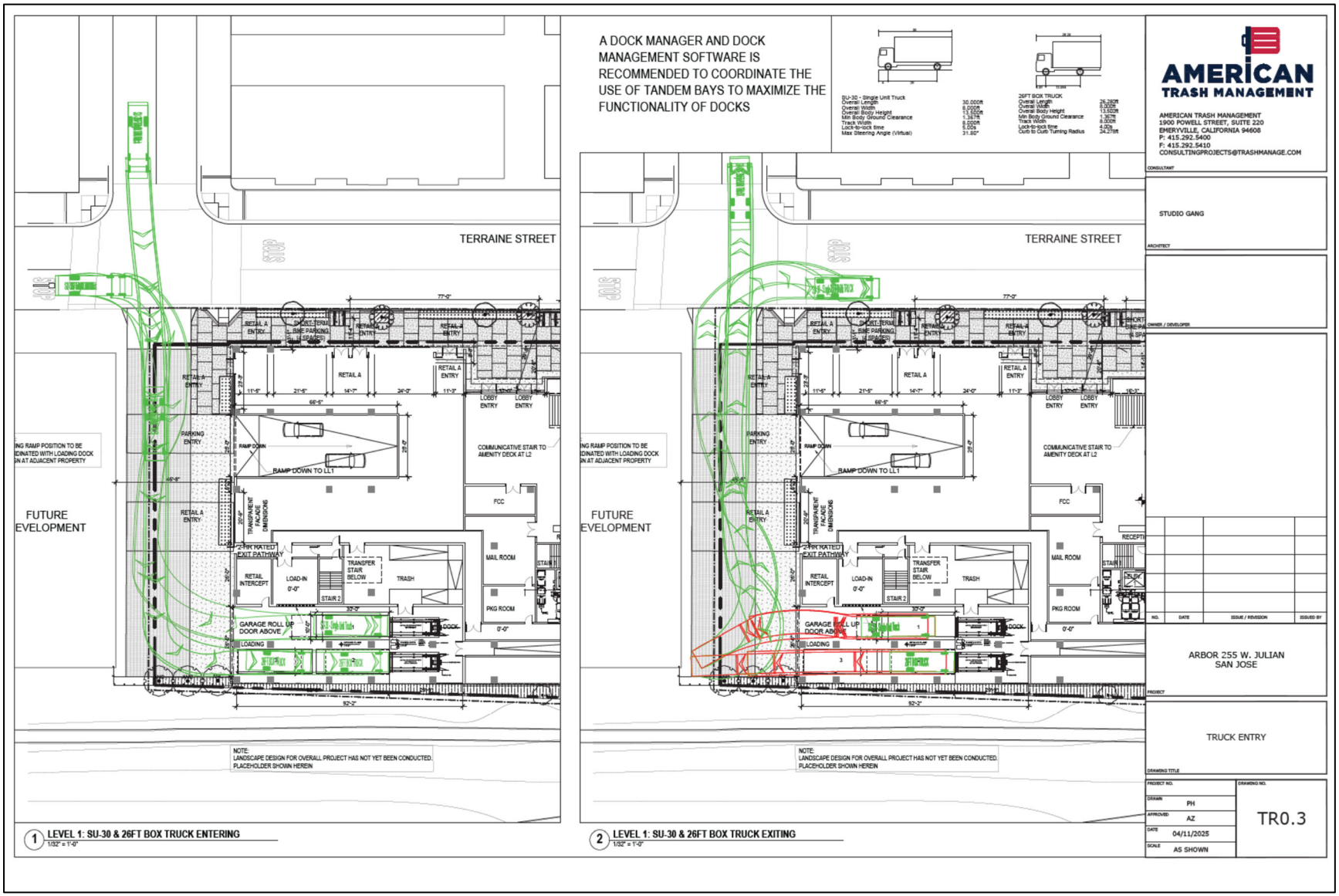
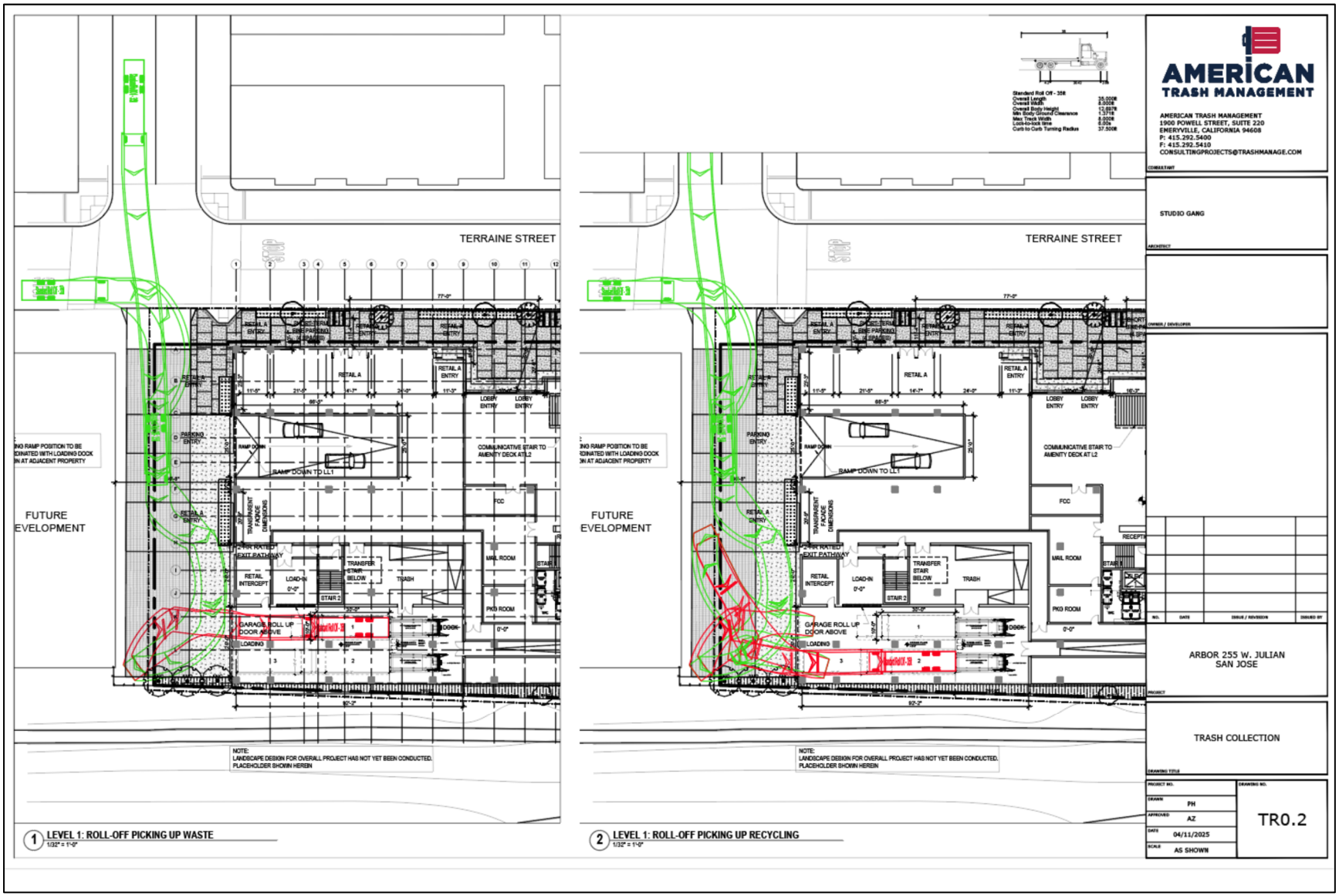


Figure 8
Loading Area Turning Templates – Waste Collection



Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 9, there are many designated Downtown Pedestrian Network Streets (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Terraine Street and Julian Street. The project proposes to widen the project frontage sidewalks along Terraine Street to a width of approximately 15 feet wide, which would exceed the minimum 10-foot width for sidewalks along local roadways (such as Terraine Street), as recommended in the City's *Complete Streets Design Standards and Guidelines*. The existing 10-foot wide sidewalk along the Julian Street frontage of the Davidson Building will be replaced and maintained at the existing width. The *Complete Streets Design Standards and Guidelines* recommends a 15-foot sidewalk width along designated City Connector roadways such as Julian Street.

Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. All existing crosswalk ramps at intersections within the project vicinity are ADA-compliant. As part of sidewalk reconstruction, curb ramps along the Terraine Street and Julian Street frontages will be reconstructed per City standards. Most sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. It should be noted that sidewalks are missing or deficient along the following roadways, however alternative routes are available:

- Bassett Street underneath SR-87 – the sidewalk along the north side measures approximately 2 feet wide and is obstructed by light posts; an alternative route is available along the south sidewalk
- Bassett Street between Terraine Street and San Pedro Street – no sidewalk along the north side; an alternative route is available along the south sidewalk

Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

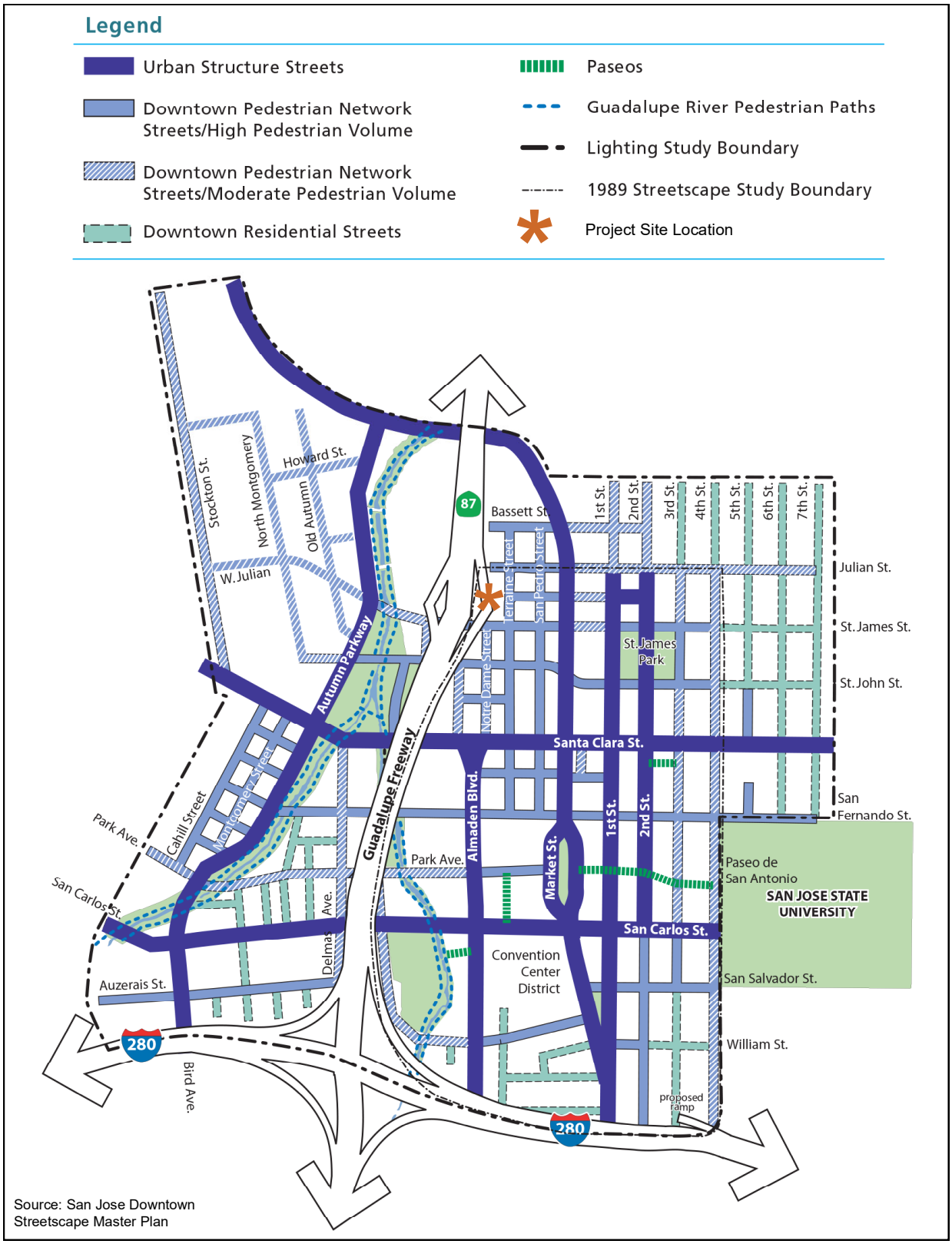
Bicycle Circulation

Many bicycle facilities are located along surrounding roadways in the vicinity of the project site. Although there are no existing bicycle facilities directly along the project frontages, Terraine Street can be considered a local roadway with lower speeds and volumes compared to most other roadways within the Downtown area. Therefore, Terraine Street can be conducive to on-street bicycle travel.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Julian Street, located approximately 1/3-mile west of the project site.

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 300 feet walking distance from the project site along the south side of Devine Street, just west of San Pedro Street. In addition, dock-less bike and scooter

Figure 9
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Project Pedestrian and Bicycle Facility Improvements

- The project will be required to narrow the Terraine Street project frontage, from Julian Street to Devine Street, from 40-feet to 36-feet curb-to-curb and widen the Terraine Street project frontage, from Devine Street to Saint James Street, from 32-feet to 36-feet curb-to-curb. This improvement could support greater bicycle and pedestrian usage by providing more space for multimodal travel activity.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site.

The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along First Street in the vicinity of the project site. The St. James LRT Station platforms are located along First Street and Second Street, less than ½-mile walking distance from the project site. The Diridon Transit Center is accessible via the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

The nearest bus stops are located at the intersection of First Street/Bassett Street, approximately ¼-mile walking distance from the project site, and are served by Frequent Bus Routes 72 and 73.

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station. The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station.

The Downtown San Jose BART Station would be located underground along Santa Clara Street, between Market Street and First Street. Access to the Downtown San Jose BART Station would be provided via entrances along the north and south sides of Santa Clara Street, approximately ½-mile walking distance from the project site.

Vehicle Parking

Per the site plan, 305 vehicle parking stalls are proposed within the on-site parking levels. Uniform and tandem parking spaces will be provided throughout all parking levels.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, 8 ADA accessible spaces are required for projects providing 301 to 400 parking spaces. Of the required accessible parking spaces, two van-accessible spaces are required. The site plan indicates 3 accessible spaces located at each parking level, for a total of 12 accessible spaces on-site. A total of two van-accessible spaces are provided.

Transportation Demand Management (TDM) Code Compliance

There are no minimum parking requirements in the City of San Jose. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development unless the project meets TDM screening criteria.

The proposed project, consistent with the goals of the Envision 2040 General Plan and the targets of Climate Smart San Jose Plan, is required to comply with the City's TDM policy. The TDM Program requires the project to coordinate with the City to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the project. However, if a project component passes the TDM screening criteria, it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

The project's TDM plan is attached in the Appendix. A summary is provided below.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the 13,100 s.f. retail component would be screened out per the local-serving criterion threshold of 100,000 s.f. of floor area. However, the 600-unit residential component would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan for the proposed residential component per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (2 points)

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan.

Annual Compliance and Monitoring Requirements

Annual compliance and monitoring requirements also will be included in the TDM plan. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects would be classified into two levels based on size. Smaller projects would be classified as Level 1 projects and larger projects as Level 2 projects. Residential developments with 300 units or greater are considered a Level 2 project.

The project would be classified as a larger (Level 2) project. Due to the project proposing at least one programmatic TDM measure, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation annually.

Bicycle Parking

The City Municipal Code (Table 20-190) requires all developments to provide bicycle parking at the following rates:

- Multiple dwelling – one bicycle parking space per four living units

  - At least sixty percent (60%) of the bicycle parking spaces shall be provided in long-term bicycle parking facilities, and at most forty percent (40%) shall be provided in short-term bicycle facilities
- Retail sales, goods and merchandise – one bicycle parking space per 3,000 s.f. of floor area
  - At least eighty percent (80%) of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most twenty percent (20%) shall be provided in long-term bicycle facilities. A minimum of two short-term bicycle parking spaces and one long-term bicycle parking space shall be provided.

Thus, the project is required to provide a total of 155 bicycle parking spaces: a minimum of 91 long-term bicycle parking spaces and a maximum of 65 short-term bicycle parking spaces to meet the City standards (shown on Table 4).

Table 4
Bicycle Parking Requirement Summary

Component Size	City of San Jose Bicycle Parking Code[1]		Required Bicycle Parking		
	Land Use	Bicycle Parking Ratio	Short-Term	Long-Term	Total
600 units	Multiple dwelling	1 per 4 living units	60	90	150
13,100 s.f.	Retail sales, goods and merchandise	1 per 3000 s.f. of floor area	4	1	5
		Total Required:	**64**	**91**	**155**

Notes:
[1] City of San Jose Zoning Ordinance: Bicycle Parking Spaces Required by Land Use (Table 20-190)

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants/employees of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with long-term bicycle parking facilities,
- An access-controlled room with long-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

TDM Plan Compliance

The project's TDM plan proposes to provide bicycle parking and amenities that exceed City standards:

- The project would provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning. This equates to a minimum of 128 short-term spaces and 182 long-term spaces, for a total of 310 bicycle parking spaces.

- The project also would provide a covered area such as a bike storage room or garage on site. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches.

Project Bicycle Parking and Facilities Evaluation

The project site plan indicates on-site bicycle parking would consist of 304 long-term spaces and 20 short-term spaces. Bicycle storage within the ground-floor is accessible via an entryway from the main lobby, which has an entrance along the Terraine Street frontage. Additional storage is provided within Lower Levels 2 to 4, which are accessible via elevators from the main lobby. Bike racks are provided adjacent to pedestrian plazas and sidewalks along the northern, eastern, and southern frontages. Additionally, a bicycle repair station and showers would be provided at ground-floor level adjacent to the bicycle storage room.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections, shown on Table 5. The study locations were selected based on the number of projected project trips utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 5.

Market Street and St. James Street

Southbound Left-turn

The southbound left-turn movement is served by one turn lane. The results of the analysis show that the southbound left-turn queue currently exceed sthe existing storage capacity during the AM and PM peak hours, and would continue to do so under background conditions. The addition of project traffic is projected to further lengthen the queue during both peak hours. The peak hour queues would exceed the existing storage capacity of approximately 125 feet.

Providing additional storage space would require extending the southbound left-turn pocket by reducing the length of the opposing left-turn pocket at the northbound approach of Market Street/Devine Street.

Table 5
Intersection Queueing Analysis Summary

Measurement	1. Market/ St. James		2. Terraine/Julian (Project Driveway)								3. Terraine/St. James				4. Coleman(Market)/Julian						5. SR-87 SB Ramps (Almaden)/ Julian		6. SR-87 NB Ramps (Notre Dame)/ Julian(St. James)[3]			
	SBL AM	SBL PM	SBL/T/R AM	SBL/T/R PM	WBL/T/R AM	WBL/T/R PM	NBL/T/R AM	NBL/T/R PM	EBL/T/R AM	EBL/T/R PM	SBR AM	SBR PM	EBL AM	EBL PM	SBR AM	SBR PM	NBL AM	NBL PM	EBL/R AM	EBL/R PM	SBL/T AM	SBL/T PM	NER AM	NER PM	WBR AM	WBR PM
Existing Conditions																										
Cycle/Delay[1] (sec)	100	150	8.2	8.7	8.2	8.7	7.8	7.9			120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	100	328	136	185	132	168	94	92			261	321	111	107	30	124	7	7	27	21	503	207	387	316	85	95
Volume (vphpl)	100	328	136	185	132	168	94	92			261	321	111	107	30	124	7	7	27	21	252	104	194	158	85	95
Avg. Queue (veh/ln.)	3	14	0	0	0	0	0	0			9	11	4	4	1	5	0	0	1	1	7	3	6	6	3	4
Avg. Queue[2] (ft./ln)	69	342	8	11	8	10	5	5			218	268	93	89	23	121	5	7	21	20	175	72	148	154	65	92
95th %. Queue (veh/ln.)	6	20	1	2	1	2	1	1			14	16	7	7	3	9	1	1	3	2	12	6	10	10	5	7
95th %. Queue (ft./ln)	150	500	25	50	25	50	25	25			350	400	175	175	75	225	25	25	75	50	300	150	250	250	125	175
Storage (ft./ ln.)	125	125	375	375	275	275	240	240			200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	NO	NO	YES	YES	YES	YES	YES	YES			NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	YES	NO
Background Conditions																										
Cycle/Delay[1] (sec)	100	150	8.4	9.2	8.5	9.4	8.2	8.7			120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	113	393	138	190	146	204	108	131			291	349	125	146	57	220	21	39	55	47	515	259	387	316	97	114
Volume (vphpl)	113	393	138	190	146	204	108	131			291	349	125	146	57	220	21	39	55	47	258	130	194	158	97	114
Avg. Queue (veh/ln.)	3	16	0	0	0	1	0	0			10	12	4	5	2	9	1	2	2	2	7	4	6	6	3	4
Avg. Queue[2] (ft./ln)	78	409	8	12	9	13	6	8			243	291	104	122	44	214	16	38	42	46	179	90	148	154	74	111
95th %. Queue (veh/ln.)	6	23	1	2	1	2	1	1			15	17	8	9	4	14	2	4	4	4	12	7	10	10	6	8
95th %. Queue (ft./ln)	150	575	25	50	25	50	25	25			375	425	200	225	100	350	50	100	100	100	300	175	250	250	150	200
Storage (ft./ ln.)	125	125	375	375	275	275	240	240			200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	NO	NO	YES	YES	YES	YES	YES	YES			NO	NO	NO	NO	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	NO	NO
Background Plus Project Conditions																										
Cycle/Delay[1] (sec)	100	150	8.9	10.0	9.0	10.7	8.8	10.0	8.4	9.0	120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	125	401	141	197	164	253	127	183	147	133	334	385	144	198	64	240	27	54	94	82	521	276	394	335	113	125
Volume (vphpl)	125	401	141	197	164	253	127	183	147	133	334	385	144	198	64	240	27	54	94	82	261	138	197	168	113	125
Avg. Queue (veh/ln.)	3	17	0	1	0	1	0	1	0	0	11	13	5	7	2	9	1	2	3	3	7	4	6	7	3	5
Avg. Queue[2] (ft./ln)	87	418	9	14	10	19	8	13	9	8	278	321	120	165	49	233	21	53	72	80	181	96	150	163	86	122
95th %. Queue (veh/ln.)	7	24	1	2	2	2	1	2	1	1	17	19	9	11	4	15	3	5	6	6	12	7	10	11	7	9
95th %. Queue (ft./ln)	175	600	25	50	50	50	25	50	25	25	425	475	225	275	100	375	75	125	150	150	300	175	250	275	175	225
Storage (ft./ ln.)	125	125	375	375	275	275	240	240	50	50	200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	NO	NO

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
[3] NER movement refers to movement from SR-87 off-ramp onto eastbound St. James Street.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Terraine Street and St. James Street

Southbound Right-turn

The southbound approach consists of one right-turn only lane. The results of the analysis show that the southbound right-turn queue already exceeds the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. The addition of project traffic is projected to further lengthen the queue during the AM and PM peak hours. The queue would extend upstream to Devine Street, approximately 200 feet north of St. James Street. It also should be noted that the queue may extend further back due to spillover from the downstream westbound queue at SR-87 Northbound Ramps and Julian Street intersection during both peak hours (described below). Signal operations should be coordinated with the SR-87 Northbound Ramps and Julian Street intersection due to their proximity.

Providing additional storage space would require installation of a second southbound travel lane to create a dual right-turn lane along Terraine Street. This improvement would require removal of on-street parking spaces along Terraine Street, widening the traveled way, and signal modification.

Eastbound Left-turn

The eastbound left-turn movement is served by one turn lane. The results of the analysis show that the eastbound left-turn queue already exceeds the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. The addition of project traffic is projected to further lengthen the queue during the AM and PM peak hours. The queue would extend upstream to Notre Dame Avenue/SR-87 Northbound Ramps, approximately 125 feet west of Terraine Street.

Providing additional storage space would require installation of a second eastbound left-turn lane along St. James Street and providing a second receiving lane along northbound Terraine Street. This improvement would require removal of on-street parking spaces along Terraine Street, widening the traveled way of both St. James Street and Terraine Street, and signal modification. Signal operations should be coordinated with the SR-87 Northbound Ramps and Julian Street intersection due to their proximity.

Coleman Avenue/Market Street and Julian Street

Northbound Left-turn

The northbound left-turn movement is served by one turn lane. The results of the analysis show that the northbound left-turn queue would exceed the existing storage capacity during the PM peak hour under background conditions. The addition of project traffic is projected to further lengthen the queue during the PM peak hour. The peak hour queues would exceed the existing storage capacity of approximately 75 feet.

Providing additional storage space would require extending the northbound left-turn pocket by reducing the length of the opposing left-turn pocket at the southbound approach of Market Street/Devine Street.

SR-87 Northbound Ramps/Notre Dame Avenue and Julian Street/St. James Street

Northeast Right-turn

The SR-87 off-ramp approach is served by one left-turn lane, one shared left- and through-lane, and two right-turn lanes, all of which merge into one lane approximately 325 feet south of Julian Street. The results of the analysis show that the right-turn queues already exceed the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. The

addition of project traffic is projected to further lengthen the queues during the AM and PM peak hours. The two right-turn queues would extend up to 275 feet back from the intersection. It also should be noted that the queue may extend further back since all movements merge into one lane.

Providing additional storage space would require extending the northbound right-turn lanes. This improvement would require widening the off-ramp traveled way.

Westbound Right-turn

The westbound approach consists of one right-turn only lane. The results of the analysis show that the westbound right-turn queue would exceed the existing storage capacity during the AM and PM peak hours under background conditions. The addition of project traffic is projected to further lengthen the queue during the AM and PM peak hours. The queue would extend upstream to Terraine Street, approximately 125 feet east of the SR-87 Northbound Ramps/Notre Dame Avenue.

Providing additional storage space would require installation of a second westbound travel lane to create a dual right-turn lane along St. James Street. This improvement would require widening the traveled way of St. James Street, and signal modification. Signal operations should be coordinated with the intersection of Terraine Street and St. James Street due to their proximity.

Conclusions

As proposed, the project would demolish the existing surface parking lot and construct a mixed-use building consisting of 600 multi-family residential units and approximately 13,100 s.f. of ground-floor retail uses. On-site parking consisting of 305 parking spaces would be provided within four below-grade parking levels. Access to all parking levels and a loading area would be provided via a two-way driveway that would create the west leg of the Terraine Street/Julian Street intersection. The proposed driveway would be shared with the proposed mixed-use development located north of the project site at 323 Terraine Street. The project would not modify an existing commercial office building located on-site ("Davidson Building").

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

A summary of the site access and circulation review along with recommended adjustments is provided below.

Recommendations

- A 20-foot red curb should be implemented north of the proposed driveway along Terraine Street to provide adequate sight distance. The recommended length is supported by California Vehicle Code 22500(n) which prohibits vehicles from being parked within 20 feet of the vehicle approach side of any crosswalk.

- Should entry gates be installed for entry into the parking garage, transponder-style devices should be utilized to serve the maximum number of peak-hour inbound trips. Additionally, entry gates should be installed at the base of the parking entrance ramp to maximize queuing space within the ramp.
- It is recommended that stop-control be implemented at the base and the top of each ramp, where they intersect with drive aisles. Additionally, installation of mirrors should be considered to aid visibility when approaching these intersections.
- The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed tandem parking spaces. An operational plan may need to be prepared to demonstrate adequate valet assistance will be provided throughout the parking garage.
- Usage of the loading spaces should be limited to off-peak hours to prevent conflicts with residential traffic during peak hours.
- Trucks will need to utilize the full mountable width of the exterior drive aisle (including the opposing travel lane) to perform turning maneuvers at the driveway and at the loading dock entrance. Therefore, access to the drive aisle would need to be temporarily restricted to facilitate the arrival and departure of trucks. The dockmaster/building management should be designated to manage truck delivery schedules for the development to off-peak hours, inform trucks to utilize the through movement to arrive/depart from the project driveway, and coordinate flagging as needed to avoid vehicle conflicts from the project's garage ramp and the adjacent 323 Terraine Street garage ramps with the truck maneuvers.
- The project will be required to narrow the Terraine Street project frontage, from Julian Street to Devine Street, from 40-feet to 36-feet curb-to-curb and widen the Terraine Street project frontage, from Devine Street to Saint James Street, from 32-feet to 36-feet curb-to-curb. This improvement could support greater bicycle and pedestrian usage by providing more space for multimodal travel activity.

255 W. Julian Street
Mixed-Use Development LTA
Technical Appendices

June 20, 2025

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Arbor Mixed-Use
Location: 255 W Julian St
Parcel: 25931081 Parcel Type: Urban High Transit

Tool Version: 2/29/2019
Date: 2/13/2025

Proposed Parking Spaces Vehicles: 308 Bicycles: 0

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	585	DU
Subtotal	585	DU
Office:	0	KSF
Retail:	13	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	15
With Project Density (DU/Residential Acres in half-mile buffer)	19

Increase Development Diversity

Existing Activity Mix Index	0.94
With Project Activity Mix Index	0.93

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	58
With Project Density (Jobs/Commercial Acres in half-mile buffer)	58

Tier 2 - Multimodal Infrastructure

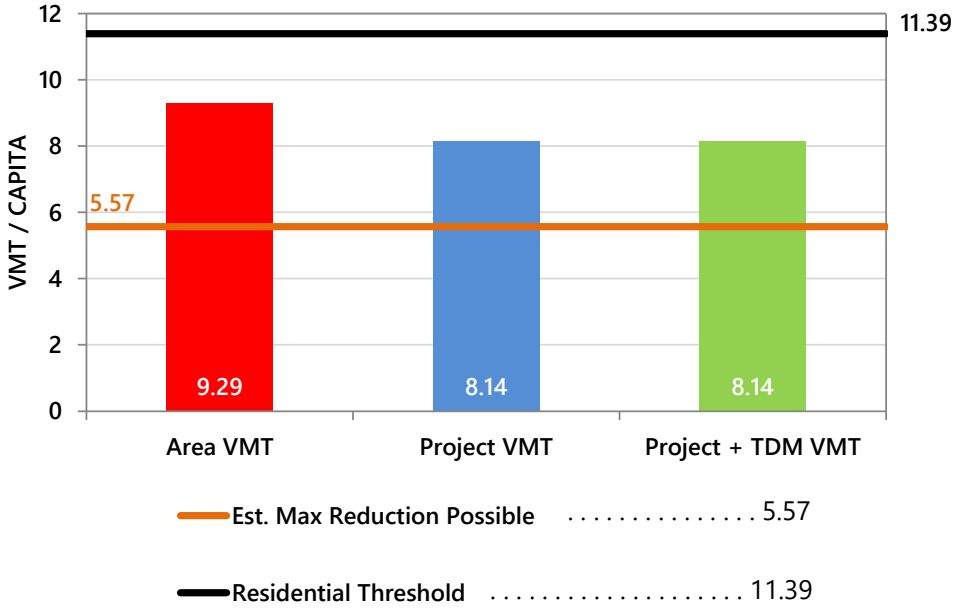
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



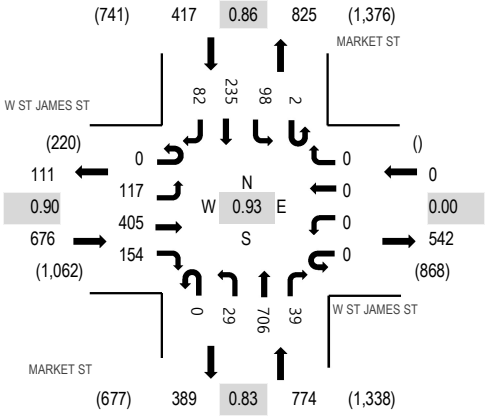
Appendix B
Traffic Counts

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

Location: 1 MARKET ST & W ST JAMES ST AM
Date: Thursday, January 23, 2025
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

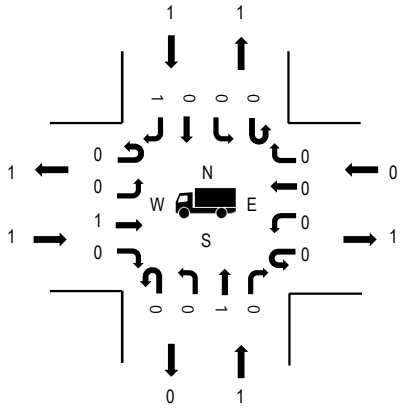
Peak Hour

Motorized Vehicles



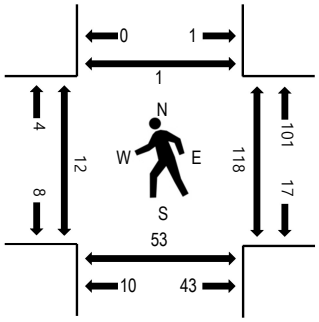
Note: Total study counts contained in parentheses.

Heavy Vehicles

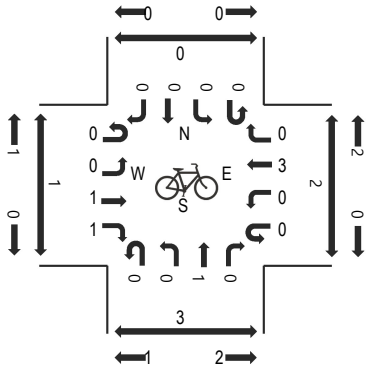


	HV%	PHF
EB	0.1%	0.90
WB	0.0%	0.00
NB	0.1%	0.83
SB	0.2%	0.86
All	0.2%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MARKET ST Northbound				W ST JAMES ST Eastbound				MARKET ST Southbound				W ST JAMES ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	21	0	0	1	7	2	0	3	10	5	0	0	0	0	51	1,326
7:05 AM	0	2	20	1	0	2	18	3	0	4	7	4	0	0	0	0	61	1,445
7:10 AM	0	3	17	2	0	2	14	5	0	2	13	6	0	0	0	0	64	1,518
7:15 AM	0	4	30	1	0	1	18	11	0	5	21	2	0	0	0	0	93	1,613
7:20 AM	0	0	45	3	0	2	19	8	0	7	16	6	0	0	0	0	106	1,674
7:25 AM	0	5	42	3	0	0	23	10	0	5	14	2	0	0	0	0	104	1,702
7:30 AM	0	5	61	2	0	5	8	4	0	1	17	7	0	0	0	0	110	1,750
7:35 AM	0	3	41	1	0	3	18	7	0	7	18	8	0	0	0	0	106	1,792
7:40 AM	0	6	69	1	0	4	27	7	0	2	18	6	0	0	0	0	140	1,848
7:45 AM	0	5	72	2	0	4	24	13	0	5	24	10	0	0	0	0	159	1,864
7:50 AM	0	2	90	1	0	5	28	15	0	8	17	6	0	0	0	0	172	1,867
7:55 AM	0	4	72	1	0	7	33	13	0	6	15	9	0	0	0	0	160	1,846
8:00 AM	0	3	72	0	0	18	37	12	0	8	15	5	0	0	0	0	170	1,815
8:05 AM	0	2	62	4	0	8	17	5	0	8	22	6	0	0	0	0	134	
8:10 AM	0	1	53	4	0	15	40	11	0	8	23	4	0	0	0	0	159	
8:15 AM	0	4	57	6	0	12	37	13	0	5	8	12	0	0	0	0	154	
8:20 AM	0	4	60	3	0	5	27	4	0	8	18	5	0	0	0	0	134	
8:25 AM	0	0	50	1	0	5	39	16	0	9	23	9	0	0	0	0	152	
8:30 AM	0	2	40	3	0	10	37	17	0	11	25	7	0	0	0	0	152	
8:35 AM	0	3	59	5	0	10	38	13	2	4	23	5	0	0	0	0	162	
8:40 AM	0	2	45	6	0	12	31	17	0	13	22	8	0	0	0	0	156	
8:45 AM	0	2	46	5	0	10	41	18	0	10	24	6	0	0	0	0	162	
8:50 AM	0	4	41	1	0	17	39	7	0	12	23	7	0	0	0	0	151	
8:55 AM	0	4	43	2	0	8	35	10	0	4	20	3	0	0	0	0	129	
Count Total	0	72	1,208	58	0	166	655	241	2	155	436	148	0	0	0	0	3,141	
Peak Hour	0	29	706	39	0	117	405	154	2	98	235	82	0	0	0	0	1,867	

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

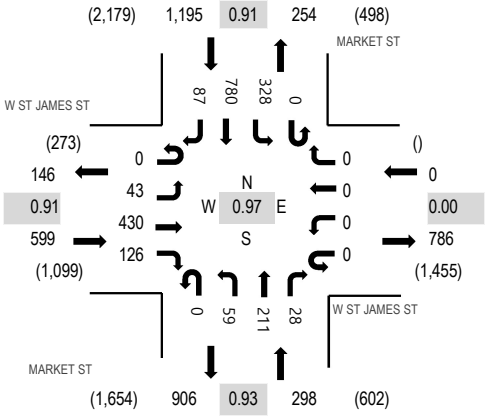
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1	7:15 AM	2	0	0	0	2
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	4	0	0	4	8
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	5	0	0	11	16
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	2	0	0	4	6
7:35 AM	0	0	1	0	1	7:35 AM	0	1	0	0	1	7:35 AM	3	0	1	5	9
7:40 AM	0	0	0	0	0	7:40 AM	0	0	1	0	1	7:40 AM	3	0	0	7	10
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	5	6
7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1	7:50 AM	2	1	0	5	8
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	8	1	0	12	21
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	5	0	0	15	20
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	2	2	8:05 AM	4	2	0	12	18
8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1	8:10 AM	5	0	0	13	18
8:15 AM	0	0	1	0	1	8:15 AM	0	0	0	0	0	8:15 AM	3	0	0	8	11
8:20 AM	1	0	0	0	1	8:20 AM	0	0	0	0	0	8:20 AM	6	0	0	8	14
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1	8:25 AM	7	2	0	12	21
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	4	0	0	10	14
8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1	8:35 AM	5	2	0	7	14
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	4	3	1	8	16
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	3	2	0	10	15
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	2	1	0	10	13
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	6	2	0	6	14
Count Total	2	1	2	0	5	Count Total	1	3	2	3	9	Count Total	84	16	2	175	277
Peak Hour	1	1	1	0	3	Peak Hour	1	2	0	3	6	Peak Hour	56	13	1	120	190

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

Location: 1 MARKET ST & W ST JAMES ST PM
Date: Thursday, January 23, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

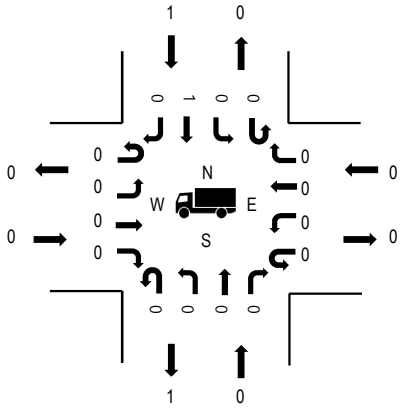
Peak Hour

Motorized Vehicles



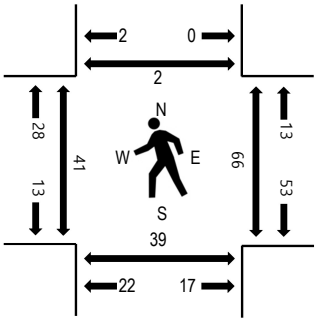
Note: Total study counts contained in parentheses.

Heavy Vehicles

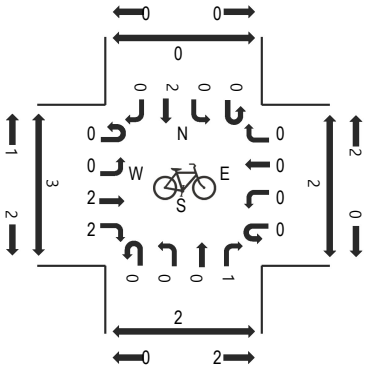


	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.00
NB	0.0%	0.93
SB	0.1%	0.91
All	0.0%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MARKET ST Northbound				W ST JAMES ST Eastbound				MARKET ST Southbound				W ST JAMES ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	8	15	1	0	2	31	4	0	17	52	8	0	0	0	0	138	1,788
4:05 PM	0	6	8	5	0	2	33	4	0	19	49	5	0	0	0	0	131	1,814
4:10 PM	0	0	19	3	0	5	28	6	0	13	77	6	0	0	0	0	157	1,873
4:15 PM	1	1	21	3	0	3	24	5	0	27	65	7	0	0	0	0	157	1,873
4:20 PM	0	5	11	4	0	0	31	7	0	27	43	2	0	0	0	0	130	1,878
4:25 PM	0	5	15	4	0	3	27	2	0	21	48	5	0	0	0	0	130	1,946
4:30 PM	0	7	20	5	0	3	49	7	0	17	41	6	0	0	0	0	155	1,987
4:35 PM	0	7	16	1	0	4	33	11	0	19	54	8	0	0	0	0	153	2,004
4:40 PM	0	7	21	3	0	2	35	5	0	18	59	5	0	0	0	0	155	2,011
4:45 PM	0	1	22	2	0	1	39	10	0	16	73	8	0	0	0	0	172	2,037
4:50 PM	0	3	18	1	0	1	38	4	0	20	61	9	0	0	0	0	155	2,030
4:55 PM	0	2	28	5	0	4	31	6	0	19	54	6	0	0	0	0	155	2,067
5:00 PM	0	7	16	1	0	2	37	7	0	23	62	9	0	0	0	0	164	2,092
5:05 PM	0	5	22	3	0	7	46	11	0	22	64	10	0	0	0	0	190	
5:10 PM	0	5	18	6	0	2	43	8	0	17	51	7	0	0	0	0	157	
5:15 PM	0	3	11	2	0	2	31	12	0	31	64	6	0	0	0	0	162	
5:20 PM	0	2	27	1	0	4	34	8	0	21	89	12	0	0	0	0	198	
5:25 PM	0	7	25	2	0	4	29	7	0	22	66	9	0	0	0	0	171	
5:30 PM	0	1	15	2	0	3	31	11	0	31	74	4	0	0	0	0	172	
5:35 PM	0	8	11	2	0	6	29	10	0	32	58	4	0	0	0	0	160	
5:40 PM	0	10	6	3	0	2	39	20	0	32	64	5	0	0	0	0	181	
5:45 PM	0	2	20	3	0	7	35	10	0	29	53	6	0	0	0	0	165	
5:50 PM	0	5	21	3	0	2	39	11	0	36	67	8	0	0	0	0	192	
5:55 PM	0	4	19	0	0	2	37	11	0	32	68	7	0	0	0	0	180	
Count Total	1	111	425	65	0	73	829	197	0	561	1,456	162	0	0	0	0	3,880	
Peak Hour	0	59	211	28	0	43	430	126	0	328	780	87	0	0	0	0	2,092	

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

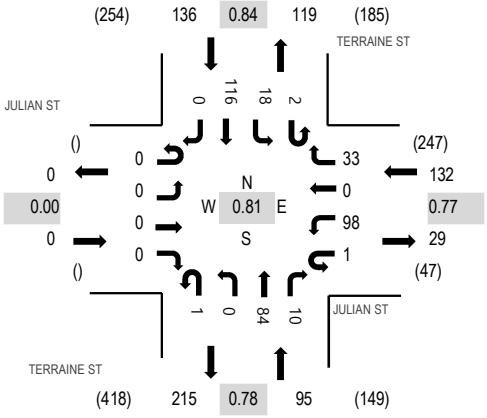
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	3	0	1	10	14
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	3	0	0	2	5
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	8	9
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	2	1	0	4	7
4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1	4:20 PM	1	1	0	3	5
4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1	4:25 PM	1	2	1	6	10
4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1	4:30 PM	3	1	2	13	19
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	7	9
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	2	1	0	6	9
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	3	1	0	7	11
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	1	0	4	6
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	4	4	0	6	14
5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1	5:00 PM	5	5	0	8	18
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	4	0	0	14	18
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	3	6	0	6	15
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	4	0	0	7	11
5:20 PM	0	0	0	0	0	5:20 PM	0	2	0	0	2	5:20 PM	1	3	0	0	4
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	6	6
5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2	5:30 PM	7	6	0	5	18
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	3	3	0	4	10
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	3	6	0	4	13
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	3	4	0	4	11
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	7	6	1	5	19
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	1	5	1	5	12
Count Total	0	0	1	0	1	Count Total	3	4	3	0	10	Count Total	67	56	6	144	273
Peak Hour	0	0	1	0	1	Peak Hour	1	4	2	0	7	Peak Hour	41	44	2	68	155

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

Location: 2 TERRAINE ST & JULIAN ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

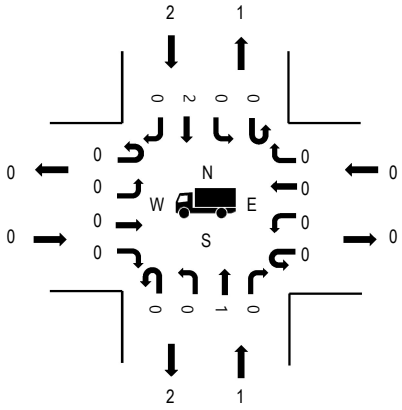
Peak Hour

Motorized Vehicles



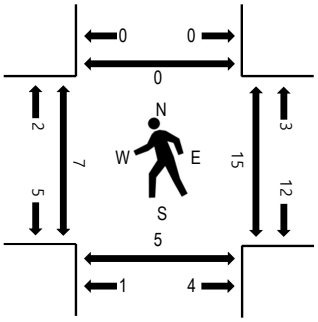
Note: Total study counts contained in parentheses.

Heavy Vehicles

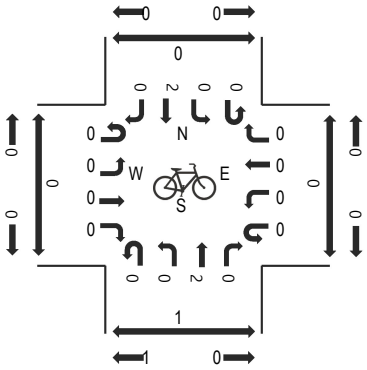


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.77
NB	1.1%	0.78
SB	1.5%	0.84
All	0.8%	0.81

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				JULIAN ST Eastbound				TERRAINE ST Southbound				JULIAN ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	1	0	0	0	0	0	0	1	7	0	0	11	0	1	21	294
7:05 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	7	0	1	23	298
7:10 AM	0	0	3	0	0	0	0	0	0	2	9	0	0	7	0	0	21	311
7:15 AM	0	0	6	1	0	0	0	0	0	0	6	0	0	14	0	3	30	317
7:20 AM	0	0	1	0	0	0	0	0	0	1	12	0	0	10	0	0	24	316
7:25 AM	0	0	4	0	0	0	0	0	0	0	6	0	0	6	0	4	20	322
7:30 AM	0	0	1	0	0	0	0	0	0	0	12	0	0	9	0	3	25	327
7:35 AM	0	0	1	0	0	0	0	0	0	3	11	0	0	13	0	0	28	332
7:40 AM	0	0	4	1	0	0	0	0	0	2	4	0	0	9	0	3	23	344
7:45 AM	0	0	8	0	0	0	0	0	0	2	8	0	0	9	0	3	30	363
7:50 AM	0	0	7	1	0	0	0	0	0	0	10	0	0	11	0	3	32	357
7:55 AM	0	0	4	0	0	0	0	0	0	1	7	0	0	1	0	4	17	349
8:00 AM	0	0	5	2	0	0	0	0	1	0	11	0	1	3	0	2	25	356
8:05 AM	0	0	9	0	0	0	0	0	0	4	11	0	0	10	0	2	36	
8:10 AM	1	0	8	0	0	0	0	0	0	2	9	0	0	5	0	2	27	
8:15 AM	0	0	8	2	0	0	0	0	0	2	8	0	0	6	0	3	29	
8:20 AM	0	0	5	1	0	0	0	0	0	1	11	0	0	7	0	5	30	
8:25 AM	0	0	3	1	0	0	0	0	0	1	8	0	0	7	0	5	25	
8:30 AM	0	0	7	1	0	0	0	0	0	1	8	0	0	12	0	1	30	
8:35 AM	0	0	11	0	0	0	0	0	0	2	12	0	0	13	0	2	40	
8:40 AM	0	0	9	2	0	0	0	0	1	2	13	0	0	14	0	1	42	
8:45 AM	0	0	10	2	0	0	0	0	0	1	10	0	0	0	0	1	24	
8:50 AM	1	0	9	1	0	0	0	0	0	1	6	0	0	5	0	1	24	
8:55 AM	0	0	7	1	0	0	0	0	0	1	8	0	0	5	0	2	24	
Count Total	2	0	131	16	0	0	0	0	2	30	222	0	1	194	0	52	650	
Peak Hour	1	0	84	10	0	0	0	0	2	18	116	0	1	98	0	33	363	

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

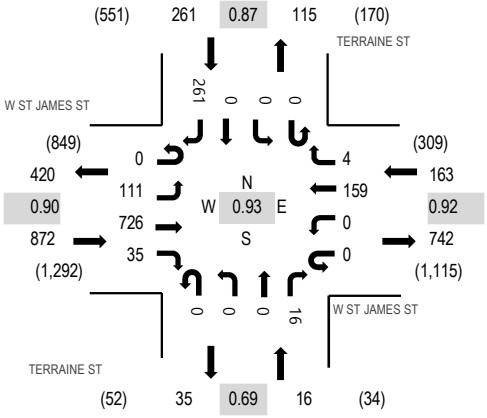
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	1	0	0	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	1	2
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:20 AM	1	0	1	1	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	1	2
7:25 AM	0	0	0	2	2	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	2	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1	7:30 AM	1	0	0	1	2
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	1	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	2	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	2	2
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	3	3
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	1	0	1	0	2	8:30 AM	1	1	0	1	3
8:35 AM	0	0	0	0	0	8:35 AM	0	0	1	0	1	8:35 AM	3	3	0	0	6
8:40 AM	1	0	0	0	1	8:40 AM	1	0	0	0	1	8:40 AM	1	1	0	3	5
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	2	2
8:50 AM	0	0	1	1	2	8:50 AM	0	0	0	0	0	8:50 AM	0	1	1	4	6
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	1	2
Count Total	3	0	5	4	12	Count Total	2	0	4	0	6	Count Total	7	12	2	31	52
Peak Hour	1	0	2	0	3	Peak Hour	2	0	2	0	4	Peak Hour	6	7	0	15	28

ALL TRAFFIC DATA SERVICES
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Location: 3 TERRAINE ST & W ST JAMES ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

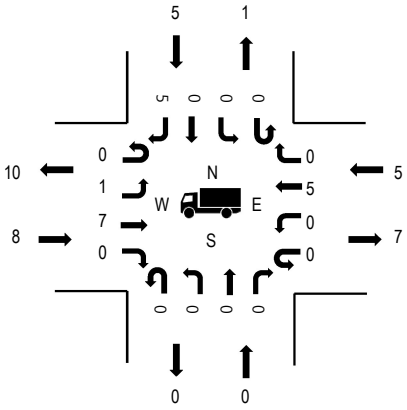
Peak Hour

Motorized Vehicles



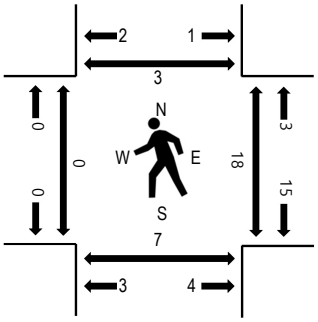
Note: Total study counts contained in parentheses.

Heavy Vehicles

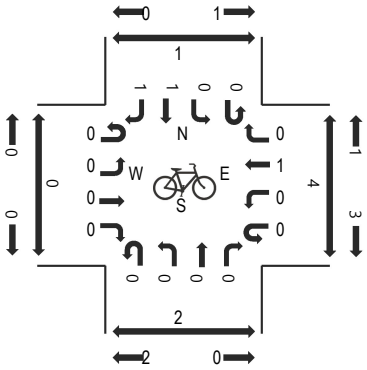


	HV%	PHF
EB	0.9%	0.90
WB	3.1%	0.92
NB	0.0%	0.69
SB	1.9%	0.87
All	1.4%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				W ST JAMES ST Eastbound				TERRAINE ST Southbound				W ST JAMES ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	1	0	2	18	2	0	0	0	20	0	0	4	0	47	874
7:05 AM	0	0	0	1	0	1	20	1	0	0	0	28	0	0	7	0	58	924
7:10 AM	0	0	0	0	0	4	19	1	0	0	0	22	0	0	8	0	54	959
7:15 AM	0	0	0	4	0	8	20	1	0	0	0	19	0	0	12	2	66	1,022
7:20 AM	0	0	0	2	0	3	23	1	0	0	0	29	0	0	15	2	75	1,090
7:25 AM	0	0	0	1	0	4	23	1	0	0	0	17	0	0	12	0	58	1,114
7:30 AM	0	0	0	0	0	1	19	0	0	0	0	23	0	0	12	0	55	1,174
7:35 AM	0	0	0	2	0	2	32	1	0	0	0	34	0	0	15	1	87	1,240
7:40 AM	0	0	0	1	0	6	35	2	0	0	0	23	0	0	19	0	86	1,255
7:45 AM	0	0	0	1	0	8	49	1	0	0	0	26	0	0	10	0	95	1,295
7:50 AM	0	0	0	2	0	5	48	4	0	0	0	31	0	0	7	1	98	1,299
7:55 AM	0	0	0	3	0	4	49	2	0	0	0	18	0	0	18	1	95	1,297
8:00 AM	0	0	0	3	0	8	53	1	0	0	0	16	0	0	16	0	97	1,312
8:05 AM	0	0	0	1	0	9	42	2	0	0	0	27	0	0	11	1	93	
8:10 AM	0	0	0	2	0	7	67	4	0	0	0	19	0	0	17	1	117	
8:15 AM	0	0	0	1	0	16	71	1	0	0	0	26	0	0	19	0	134	
8:20 AM	0	0	0	1	0	2	60	4	0	0	0	19	0	0	13	0	99	
8:25 AM	0	0	0	0	0	5	78	4	0	0	0	17	0	0	14	0	118	
8:30 AM	0	0	0	1	0	12	64	2	0	0	0	22	0	0	20	0	121	
8:35 AM	0	0	0	1	0	13	50	2	0	0	0	29	0	0	7	0	102	
8:40 AM	0	0	0	1	0	7	68	2	0	0	0	31	0	0	15	2	126	
8:45 AM	0	0	0	2	0	11	53	4	0	0	0	19	0	0	10	0	99	
8:50 AM	0	0	0	1	0	11	54	5	0	0	0	16	0	0	9	0	96	
8:55 AM	0	0	0	2	0	10	66	4	0	0	0	20	0	0	8	0	110	
Count Total	0	0	0	34	0	159	1,081	52	0	0	0	551	0	0	298	11	2,186	
Peak Hour	0	0	0	16	0	111	726	35	0	0	0	261	0	0	159	4	1,312	

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

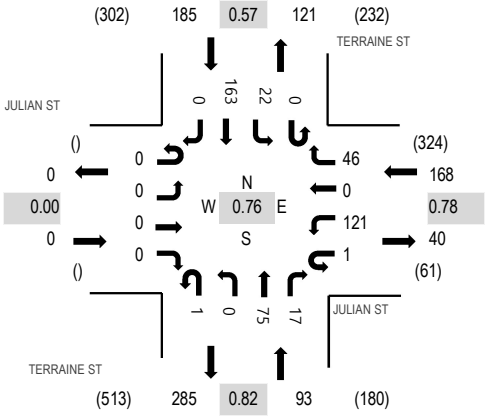
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	0	0	1	7:00 AM	0	0	1	0	1	7:00 AM	1	0	0	1	2
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	2	0	1	1	4
7:15 AM	0	2	0	0	2	7:15 AM	0	0	0	1	1	7:15 AM	3	0	2	1	6
7:20 AM	0	3	0	1	4	7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	1	2
7:25 AM	0	1	2	0	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	2	3
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:35 AM	0	2	1	1	4	7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	1	1
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	2	0	0	1	3
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	2	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	2	0	1	3	6
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	3	3
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	2	0	0	4	6
8:25 AM	0	2	0	2	4	8:25 AM	0	0	0	0	0	8:25 AM	2	0	0	0	2
8:30 AM	0	1	0	1	2	8:30 AM	0	0	1	0	1	8:30 AM	2	0	1	1	4
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	2	2
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	3	4
8:50 AM	0	1	3	0	4	8:50 AM	0	0	1	1	2	8:50 AM	0	0	0	2	2
8:55 AM	0	1	0	1	2	8:55 AM	0	0	0	0	0	8:55 AM	1	0	1	2	4
Count Total	0	21	8	9	38	Count Total	0	1	3	2	6	Count Total	19	0	8	33	60
Peak Hour	0	8	5	5	18	Peak Hour	0	0	2	1	3	Peak Hour	9	0	4	22	35

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Location: 2 TERRAINE ST & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

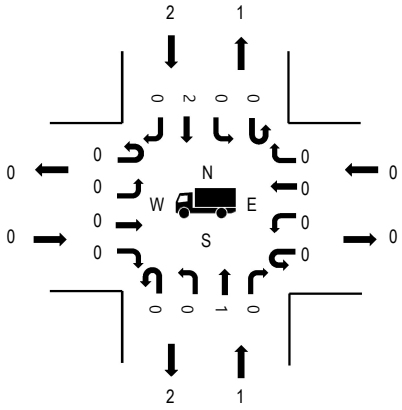
Peak Hour

Motorized Vehicles



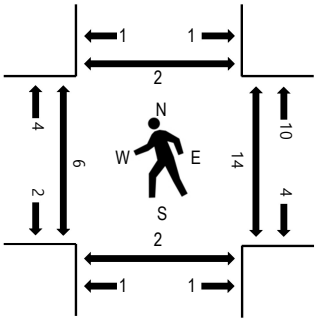
Note: Total study counts contained in parentheses.

Heavy Vehicles

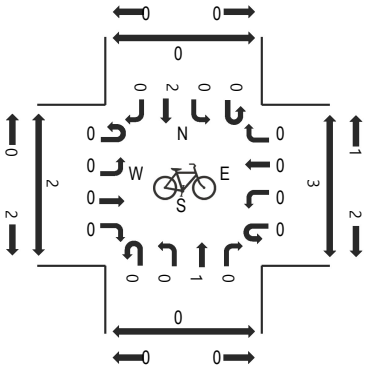


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.78
NB	1.1%	0.82
SB	1.1%	0.57
All	0.7%	0.76

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				JULIAN ST Eastbound				TERRAINE ST Southbound				JULIAN ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	6	2	0	0	0	0	0	1	9	0	0	15	0	1	34	374
4:05 PM	0	0	8	0	0	0	0	0	0	2	6	0	0	13	0	2	31	379
4:10 PM	0	0	4	1	0	0	0	0	0	0	14	0	0	6	0	2	27	401
4:15 PM	0	0	3	0	0	0	0	0	0	0	9	0	0	10	0	1	23	429
4:20 PM	0	0	6	0	0	0	0	0	0	1	8	0	0	16	0	3	34	438
4:25 PM	0	0	9	3	0	0	0	0	1	1	8	0	0	11	0	1	34	430
4:30 PM	0	0	5	0	0	0	0	0	0	2	7	0	0	8	0	4	26	429
4:35 PM	0	0	5	0	0	0	0	0	0	1	12	0	1	12	0	2	33	442
4:40 PM	1	0	6	2	0	0	0	0	0	3	9	0	0	13	0	10	44	446
4:45 PM	0	0	9	1	0	0	0	0	0	0	11	0	0	5	0	0	26	431
4:50 PM	0	0	8	0	0	0	0	0	0	2	9	0	1	6	0	2	28	433
4:55 PM	0	0	6	2	0	0	0	0	0	1	11	0	0	12	0	2	34	432
5:00 PM	0	0	7	1	0	0	0	0	0	1	16	0	0	8	0	6	39	432
5:05 PM	0	0	7	1	0	0	0	0	0	3	30	0	0	10	0	2	53	
5:10 PM	0	0	7	1	0	0	0	0	0	6	26	0	0	12	0	3	55	
5:15 PM	0	0	4	2	0	0	0	0	0	0	13	0	0	12	0	1	32	
5:20 PM	0	0	3	2	0	0	0	0	0	1	11	0	0	6	0	3	26	
5:25 PM	0	0	4	2	0	0	0	0	0	2	6	0	0	14	0	5	33	
5:30 PM	0	0	8	1	0	0	0	0	0	1	11	0	0	9	0	9	39	
5:35 PM	0	0	6	2	0	0	0	0	0	2	10	0	0	14	0	3	37	
5:40 PM	0	0	10	0	0	0	0	0	0	1	7	0	0	7	0	4	29	
5:45 PM	0	0	9	2	0	0	0	0	0	1	6	0	0	7	0	3	28	
5:50 PM	0	0	6	1	0	0	0	0	0	0	9	0	0	7	0	4	27	
5:55 PM	0	0	7	0	0	0	0	0	0	1	10	0	0	11	0	5	34	
Count Total	1	0	153	26	0	0	0	0	1	33	268	0	2	244	0	78	806	
Peak Hour	1	0	75	17	0	0	0	0	0	22	163	0	1	121	0	46	446	

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

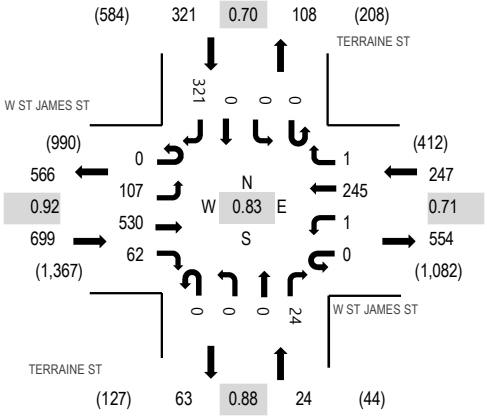
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	1	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	2	0	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	1	1	1	4
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	1	1	2	4
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	1	1
4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1	4:35 PM	0	1	0	1	2
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	3	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	3	3
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	1	2
5:00 PM	0	0	1	0	1	5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	1	1	0	1	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	1	0	2	4
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	3	1	1	5
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	2	0	1	3
5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	2	2
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	2	3
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	1	1	1	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	1	1	2	5
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	1	2	0	3
Count Total	2	0	4	2	8	Count Total	3	0	2	0	5	Count Total	4	16	8	28	56
Peak Hour	1	0	2	0	3	Peak Hour	1	0	2	0	3	Peak Hour	2	8	2	17	29

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Location: 3 TERRAINE ST & W ST JAMES ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:20 PM - 05:20 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

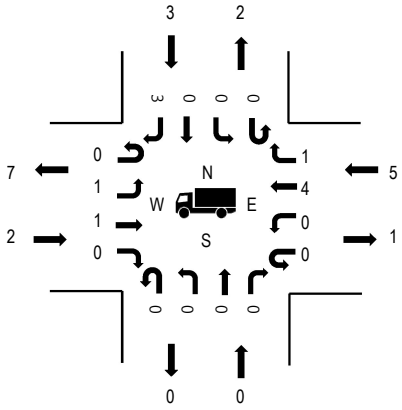
Peak Hour

Motorized Vehicles



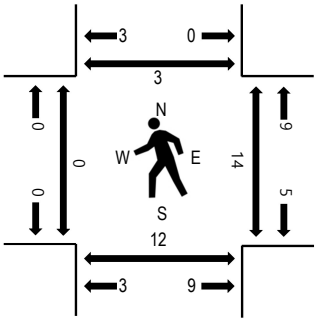
Note: Total study counts contained in parentheses.

Heavy Vehicles

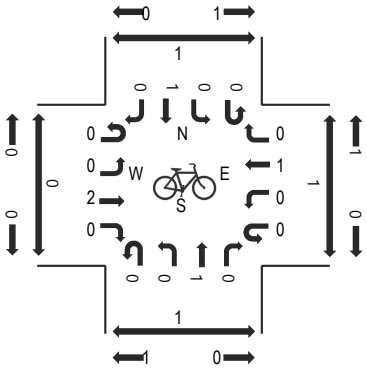


	HV%	PHF
EB	0.3%	0.92
WB	2.0%	0.71
NB	0.0%	0.88
SB	0.9%	0.70
All	0.8%	0.83

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				W ST JAMES ST Eastbound				TERRAINE ST Southbound				W ST JAMES ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	2	0	10	39	8	0	0	0	21	0	0	8	1	89	1,129
4:05 PM	0	0	0	3	0	9	44	6	0	0	0	24	0	0	4	0	90	1,147
4:10 PM	0	0	0	2	0	6	36	1	0	0	0	23	0	0	15	0	83	1,188
4:15 PM	0	0	0	3	0	3	23	2	0	0	0	25	0	0	17	0	73	1,253
4:20 PM	0	0	0	1	0	8	53	8	0	0	0	20	0	0	24	0	114	1,291
4:25 PM	0	0	0	2	0	12	42	6	0	0	0	29	0	0	15	0	106	1,270
4:30 PM	0	0	0	4	0	6	42	6	0	0	0	19	0	1	11	0	89	1,258
4:35 PM	0	0	0	1	0	7	44	6	0	0	0	22	0	0	22	0	102	1,279
4:40 PM	0	0	0	2	0	12	50	4	0	0	0	26	0	0	13	1	108	1,278
4:45 PM	0	0	0	2	0	9	34	2	0	0	0	21	0	0	18	0	86	1,276
4:50 PM	0	0	0	2	0	9	36	7	0	0	0	19	0	0	18	0	91	1,277
4:55 PM	0	0	0	4	0	13	43	5	0	0	0	19	0	0	14	0	98	1,285
5:00 PM	0	0	0	2	0	9	40	4	0	0	0	29	0	0	23	0	107	1,278
5:05 PM	0	0	0	2	0	8	38	6	0	0	0	40	0	0	37	0	131	
5:10 PM	0	0	0	1	0	8	57	6	0	0	0	47	0	0	29	0	148	
5:15 PM	0	0	0	1	0	6	51	2	0	0	0	30	0	0	21	0	111	
5:20 PM	0	0	0	0	1	7	38	5	0	0	0	24	0	0	18	0	93	
5:25 PM	0	0	0	3	0	5	48	5	0	0	0	20	0	1	12	0	94	
5:30 PM	0	0	0	2	0	9	45	8	0	0	0	28	0	0	18	0	110	
5:35 PM	0	0	0	1	0	6	44	5	0	0	0	25	0	0	19	1	101	
5:40 PM	0	0	0	0	0	14	42	5	0	0	0	22	0	0	23	0	106	
5:45 PM	0	0	0	0	0	11	48	7	0	0	0	10	0	0	11	0	87	
5:50 PM	0	0	0	1	0	8	49	4	0	0	0	24	0	0	12	1	99	
5:55 PM	0	0	0	3	0	8	52	7	0	0	0	17	0	0	3	1	91	
Count Total	0	0	0	44	1	203	1,038	125	0	0	0	584	0	2	405	5	2,407	
Peak Hour	0	0	0	24	0	107	530	62	0	0	0	321	0	1	245	1	1,291	

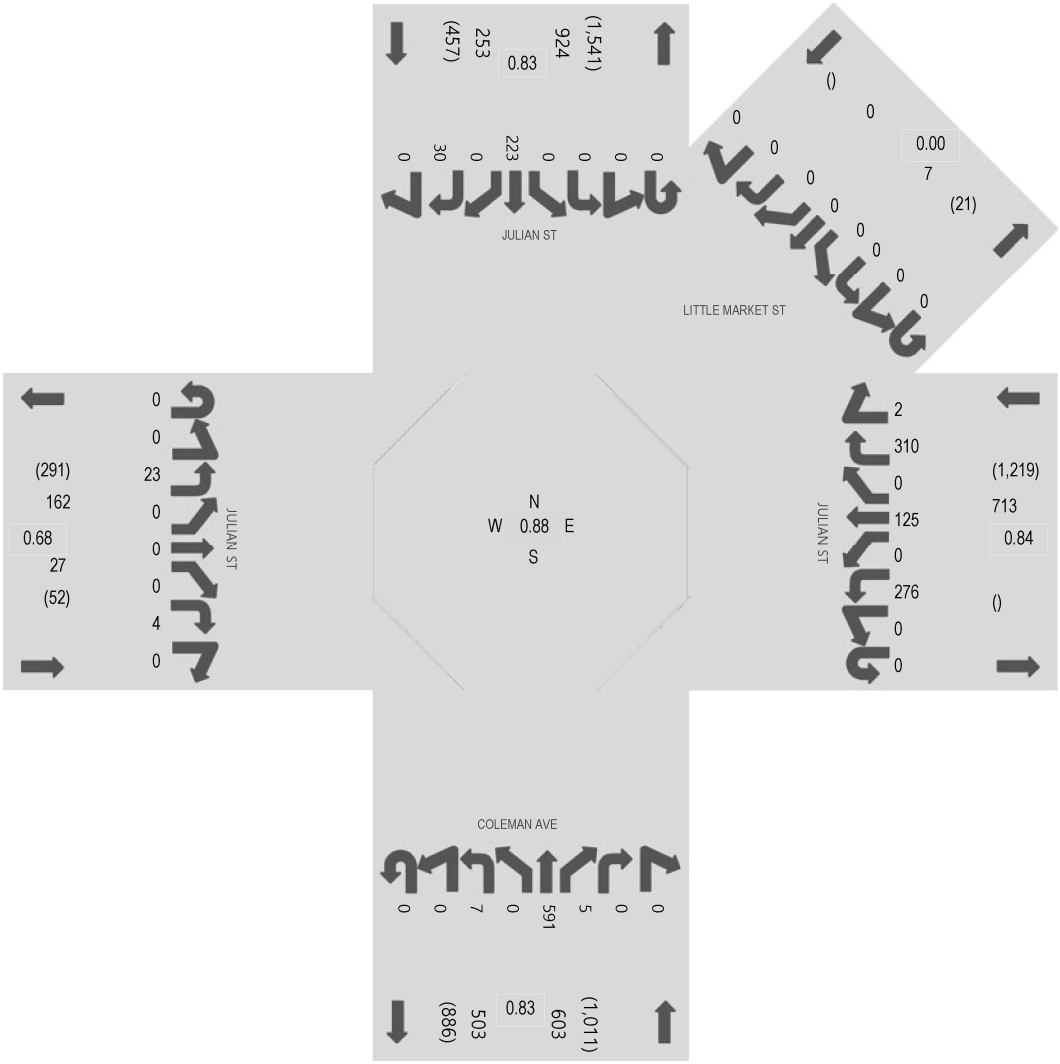
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	3	0	4	4:00 PM	0	0	0	0	0	4:00 PM	1	0	1	1	3
4:05 PM	0	1	0	0	1	4:05 PM	0	1	0	0	1	4:05 PM	2	0	2	3	7
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	2	2
4:15 PM	0	0	0	2	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	1	2
4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1	4:30 PM	0	0	1	1	2
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	1	1	4:35 PM	1	0	2	1	4
4:40 PM	0	0	1	1	2	4:40 PM	0	1	0	0	1	4:40 PM	3	0	1	0	4
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	3	4
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	5	5
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1	5:00 PM	0	0	1	0	1	5:00 PM	2	0	0	0	2
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	3	0	0	1	4
5:10 PM	0	0	1	1	2	5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	1	2
5:15 PM	0	1	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	1	2
5:20 PM	0	1	0	1	2	5:20 PM	0	0	0	0	0	5:20 PM	2	0	1	3	6
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	2	0	0	3	5
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	2	0	2	4	8
5:35 PM	0	1	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	3	1	4
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	1	0	1	1	3
5:55 PM	0	0	0	1	1	5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	1	1
Count Total	0	7	7	10	24	Count Total	1	4	1	1	7	Count Total	23	0	15	37	75
Peak Hour	0	2	3	5	10	Peak Hour	1	2	1	1	5	Peak Hour	13	0	4	15	32

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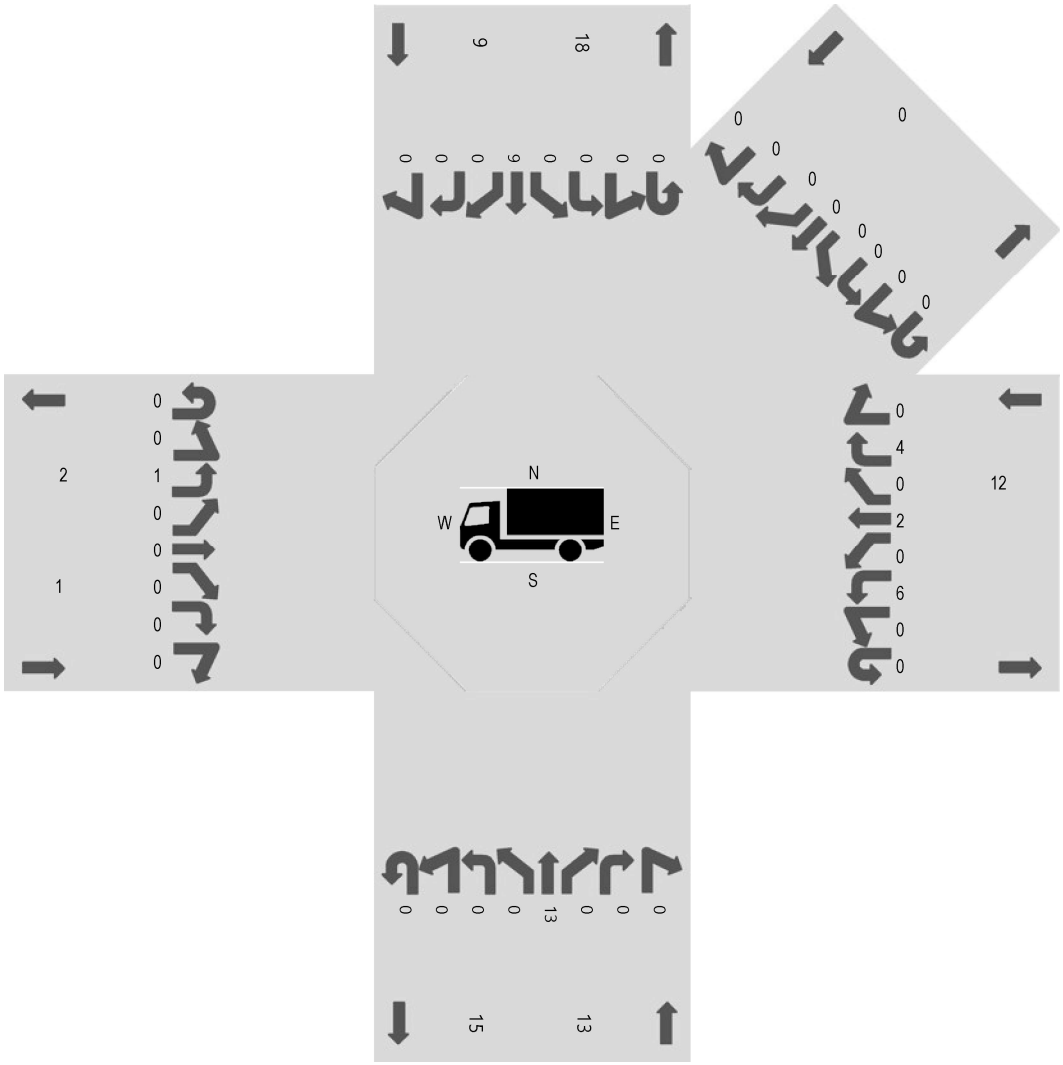
Location: 4 COLEMAN AVE & JULIAN ST AM
Date: Wednesday, November 15, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour - Motorized Vehicles



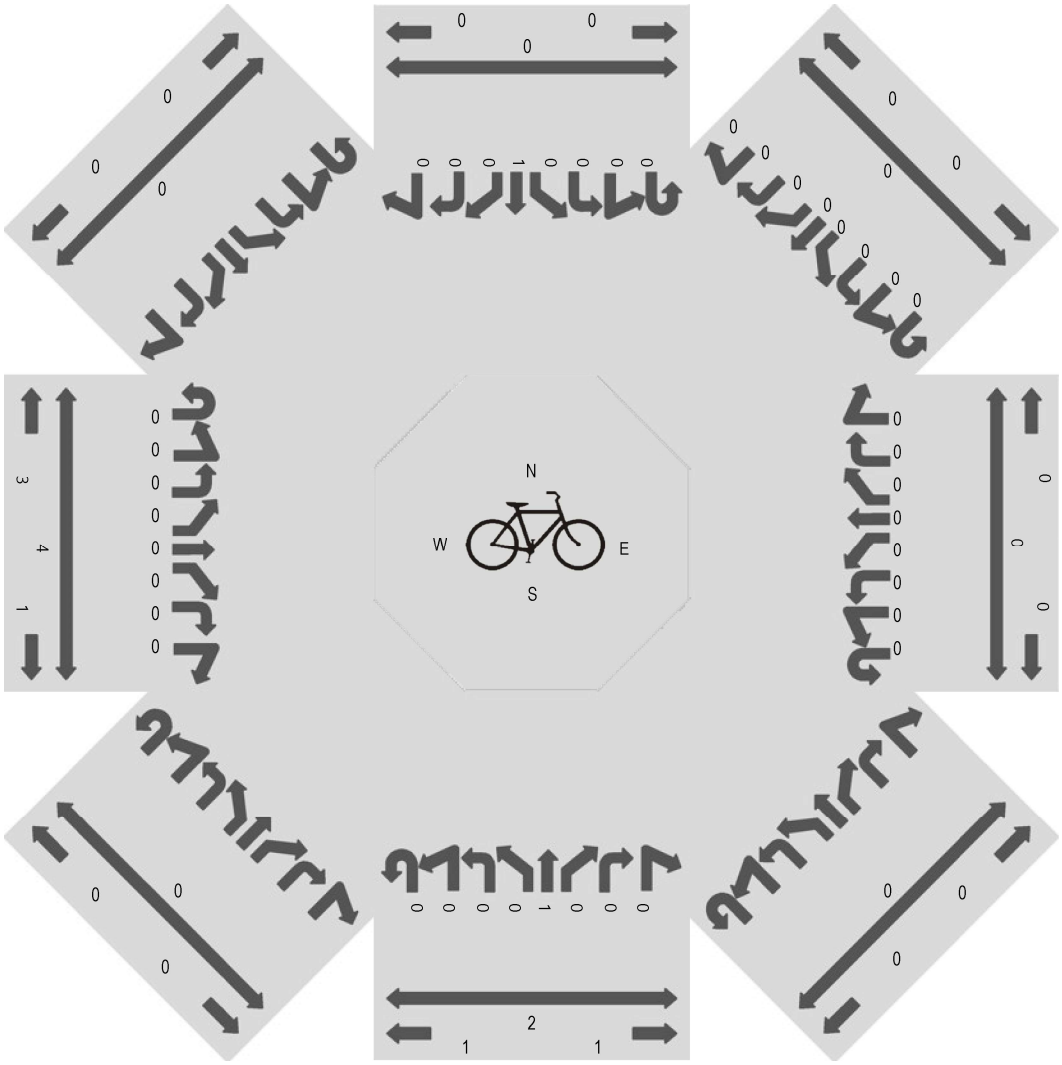
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

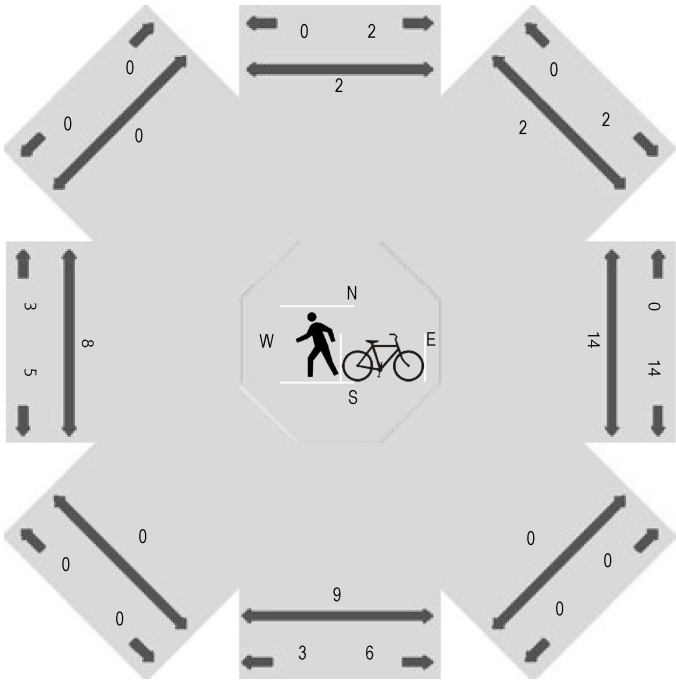


	HV%	PHF
WB	1.7%	0.84
NWB	0.0%	0.00
NB	2.2%	0.83
NEB	0.0%	0.00
EB	3.7%	0.68
SEB	0.0%	0.00
SB	3.6%	0.83
SWB	0.0%	0.00
All	2.2%	0.88

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	9	0	6	0	16	0									0	0	0	0	17	0	0	0								
7:05 AM	0	0	10	0	8	0	11	1									0	0	0	0	25	0	0	0								
7:10 AM	0	0	8	0	4	0	7	1									0	0	0	0	21	0	0	0								
7:15 AM	0	0	16	0	10	0	21	0									0	0	0	0	32	0	0	0								
7:20 AM	0	0	18	0	13	0	12	0									0	0	0	0	35	1	0	0								
7:25 AM	0	0	15	0	4	0	18	0									0	0	0	0	41	0	0	0								
7:30 AM	0	0	17	0	13	0	26	0									0	0	0	0	50	0	0	0								
7:35 AM	0	0	18	0	7	0	33	0									0	0	0	0	29	0	0	0								
7:40 AM	0	0	14	0	15	0	35	0									0	0	2	0	70	3	0	0								
7:45 AM	0	0	22	0	10	0	30	0									0	0	2	0	73	0	0	0								
7:50 AM	0	0	36	0	8	0	30	0									0	0	1	0	34	0	0	0								
7:55 AM	0	0	34	0	11	0	32	0									0	0	0	0	68	0	0	0								
8:00 AM	0	0	18	0	10	0	27	0									0	0	0	0	61	0	0	0								
8:05 AM	0	0	29	0	8	0	22	0									0	0	1	0	49	0	0	0								
8:10 AM	0	0	17	0	15	0	25	0									0	0	0	0	46	0	0	0								
8:15 AM	0	0	28	0	6	0	19	0									0	0	0	0	45	1	0	0								
8:20 AM	0	0	21	0	12	0	8	2									0	0	1	0	40	0	0	0								
8:25 AM	0	0	22	0	10	0	23	0									0	0	0	0	26	1	0	0								
8:30 AM	0	0	18	0	5	0	27	0									0	0	3	0	25	0	0	0								
8:35 AM	0	0	14	0	14	0	10	2									0	0	0	0	45	2	0	0								
8:40 AM	0	0	25	0	15	0	17	2									0	0	1	0	51	0	0	0								
8:45 AM	0	0	17	0	6	0	21	2									0	0	1	0	40	0	0	0								
8:50 AM	0	0	18	0	15	0	23	0									0	0	0	0	34	0	0	0								
8:55 AM	0	0	22	0	5	0	20	0									0	0	2	0	31	1	0	0								
Count Total	0	0	466	0	230	0	513	10									0	0	14	0	988	9	0	0								
Peak Hour	0	0	276	0	125	0	310	2									0	0	7	0	591	5	0	0								

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	1	1	0	0	0	0									0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	55	1,311
7:05 AM	0	0	4	0	0	0	0	0									0	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	68	1,401
7:10 AM	0	0	1	0	0	0	0	0									0	0	0	0	17	0	1	0	0	0	0	0	0	0	0	0	60	1,466
7:15 AM	0	0	2	0	0	0	0	0									0	0	0	0	14	0	2	0	0	0	0	0	0	0	0	0	97	1,530
7:20 AM	0	0	0	0	0	0	0	0									0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	92	1,543
7:25 AM	0	0	4	0	0	0	0	0									0	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	92	1,577
7:30 AM	0	0	1	0	0	0	0	0									0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	132	1,596
7:35 AM	0	0	2	0	0	0	0	0									0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	102	1,560
7:40 AM	0	0	3	0	0	0	0	0									0	0	0	0	17	0	4	0	0	0	0	0	0	0	0	0	163	1,567
7:45 AM	0	0	2	0	0	0	0	0									0	0	0	0	14	0	1	0	0	0	0	0	0	0	0	0	154	1,545
7:50 AM	0	0	2	0	0	0	0	0									0	0	0	0	22	0	2	0	0	0	0	0	0	0	0	0	135	1,497
7:55 AM	0	0	1	0	0	0	0	0									0	0	0	0	12	0	3	0	0	0	0	0	0	0	0	0	161	1,478
8:00 AM	0	0	2	0	0	0	0	0									0	0	0	0	23	0	4	0	0	0	0	0	0	0	0	0	145	1,428
8:05 AM	0	0	2	0	0	0	0	0									0	0	0	0	19	0	3	0	0	0	0	0	0	0	0	0	133	
8:10 AM	0	0	2	0	0	0	1	0									0	0	0	0	17	0	1	0	0	0	0	0	0	0	0	0	124	
8:15 AM	0	0	3	0	0	0	0	0									0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	110	
8:20 AM	0	0	3	0	0	0	2	0									0	0	0	0	33	0	4	0	0	0	0	0	0	0	0	0	126	
8:25 AM	0	0	0	0	0	0	1	0									0	0	0	0	25	0	3	0	0	0	0	0	0	0	0	0	111	
8:30 AM	0	0	1	0	0	0	0	0									0	0	0	0	14	0	3	0	0	0	0	0	0	0	0	0	96	
8:35 AM	0	0	0	0	0	0	1	0									0	0	0	0	20	0	1	0	0	0	0	0	0	0	0	0	109	
8:40 AM	0	0	1	1	0	0	0	0									0	0	0	0	26	0	2	0	0	0	0	0	0	0	0	0	141	
8:45 AM	0	0	1	0	0	0	1	0									0	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	106	
8:50 AM	0	0	2	0	0	0	3	0									0	0	0	0	18	0	3	0	0	0	0	0	0	0	0	0	116	
8:55 AM	0	0	0	0	0	0	1	0									0	0	0	0	28	0	1	0	0	0	0	0	0	0	0	0	111	
Count Total	0	0	40	2	0	0	10	0									0	0	0	0	410	0	47	0	0	0	0	0	0	0	0	0	2,739	
Peak Hour	0	0	23	0	0	0	4	0									0	0	0	0	223	0	30	0	0	0	0	0	0	0	0	0	1,596	

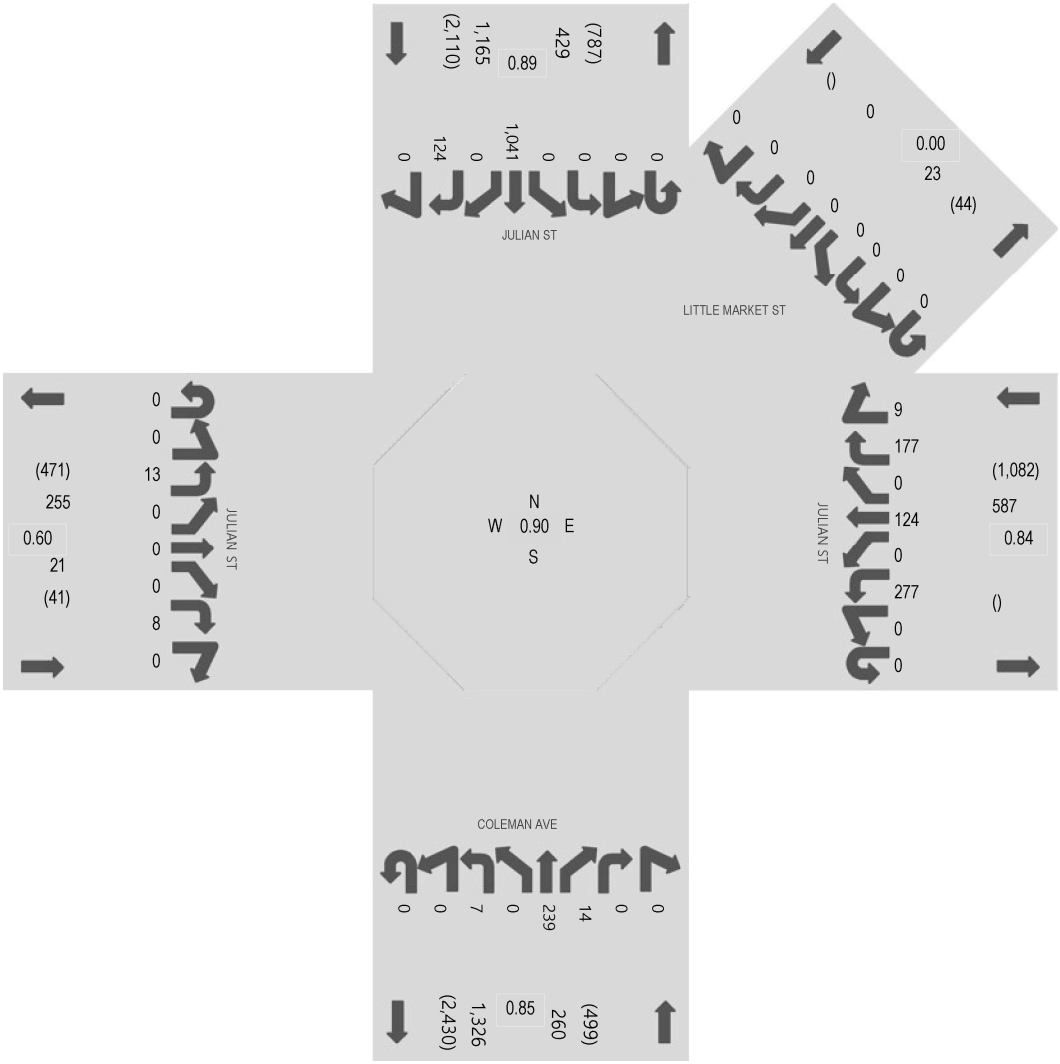
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
7:00 AM	0	0	1	0	0	0	0	0	1	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	0
7:05 AM	1	0	1	0	0	0	0	0	2	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	1	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	1	0	1	7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	2	0	1	0	0	0	3
7:15 AM	0	0	0	0	0	0	1	0	1	7:15 AM	0	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	0	0	0	0	0	0
7:20 AM	3	0	0	0	0	0	2	0	5	7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0
7:25 AM	2	0	1	0	0	0	1	0	4	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	1	0	1	0	2	2	6
7:30 AM	0	0	0	0	0	0	2	0	2	7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	1	0	2	0	0	0	3
7:35 AM	1	0	1	0	0	0	0	0	2	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	1	0	0	0	0	0	1
7:40 AM	0	0	1	0	0	0	2	0	3	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	3	0	0	0	2	0	5	7:45 AM	0	0	0	0	0	0	1	0	1	7:45 AM	1	0	1	0	1	0	0	0	3
7:50 AM	3	0	2	0	0	0	1	0	6	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	1	0	0	0	0	0	0	0	1
7:55 AM	2	0	2	0	0	0	0	0	4	7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	1	0	0	0	2	0	0	0	3
8:00 AM	2	0	1	0	1	0	0	0	4	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	1	0	2	0	1	1	5
8:05 AM	2	0	0	0	0	0	1	0	3	8:05 AM	0	0	1	0	0	0	0	0	1	8:05 AM	1	0	3	0	0	0	0	0	4
8:10 AM	1	0	1	0	0	0	0	0	2	8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	4	0	0	0	0	0	0	0	4
8:20 AM	1	0	2	0	0	0	1	0	4	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	2	0	1	0	1	0	0	0	4
8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	3	0	1	0	0	0	1	1	6
8:30 AM	0	0	1	0	0	0	2	0	3	8:30 AM	1	0	0	0	0	0	1	0	2	8:30 AM	0	0	0	0	0	0	1	1	2
8:35 AM	1	0	1	0	0	0	1	0	3	8:35 AM	2	0	0	0	0	0	0	0	2	8:35 AM	2	0	0	0	2	0	0	0	4
8:40 AM	3	0	1	0	0	0	1	0	5	8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	3	0	2	0	2	0	2	2	11
8:45 AM	1	0	3	0	0	0	0	0	4	8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	2	0	2	8:50 AM	1	0	0	0	0	0	0	0	1	8:50 AM	0	0	0	0	0	0	1	1	2
8:55 AM	2	0	4	0	0	0	0	0	6	8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	1	0	0	0	1
Count Total	25	0	26	0	1	0	20	0	72	Count Total	4	0	1	0	0	0	2	0	7	Count Total	19	0	15	0	15	0	8	8	65
Peak Hour	12	0	13	0	1	0	9	0	35	Peak Hour	0	0	1	0	0	0	1	0	2	Peak Hour	14	0	9	0	8	0	2	2	35

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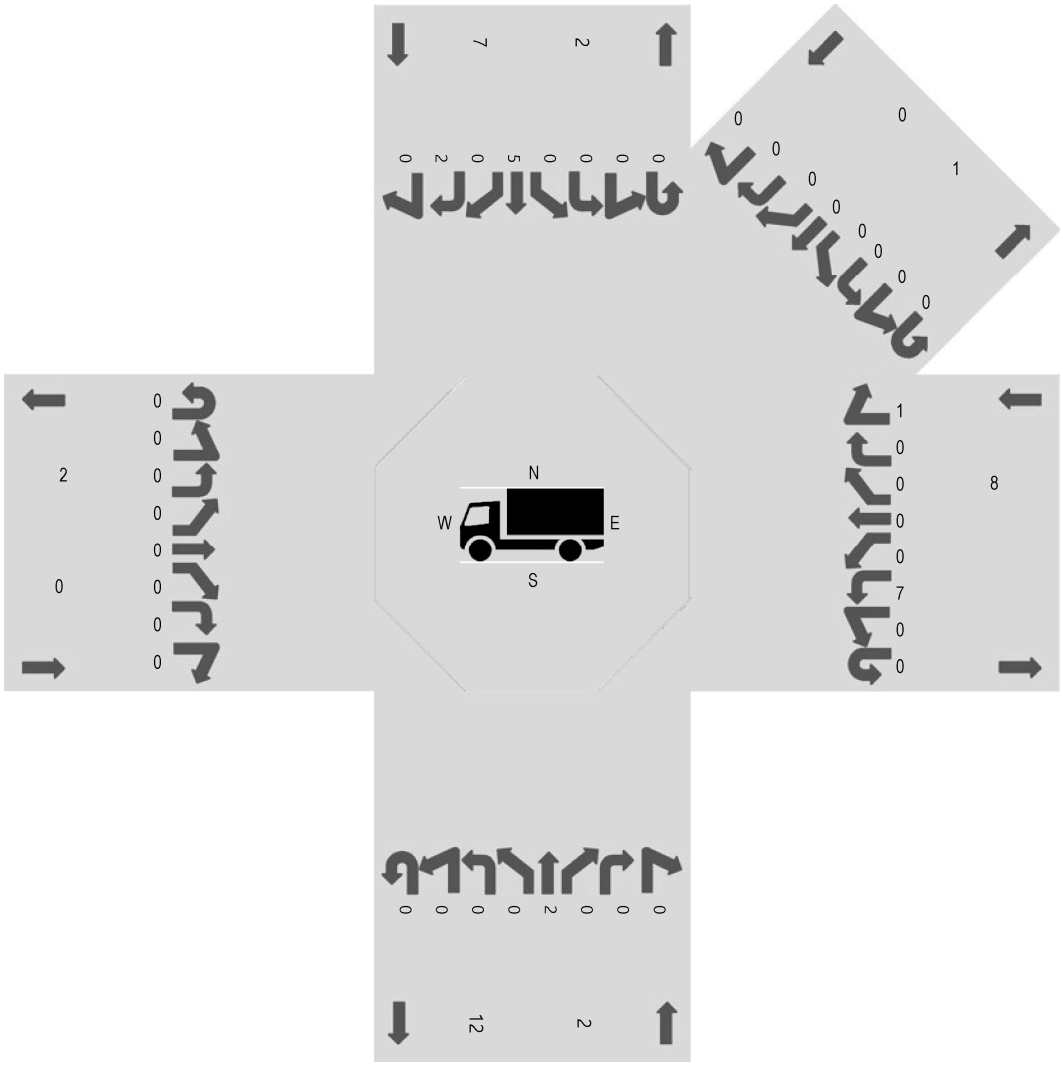
Location: 4 COLEMAN AVE & JULIAN ST PM
Date: Wednesday, November 15, 2023
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour - Motorized Vehicles



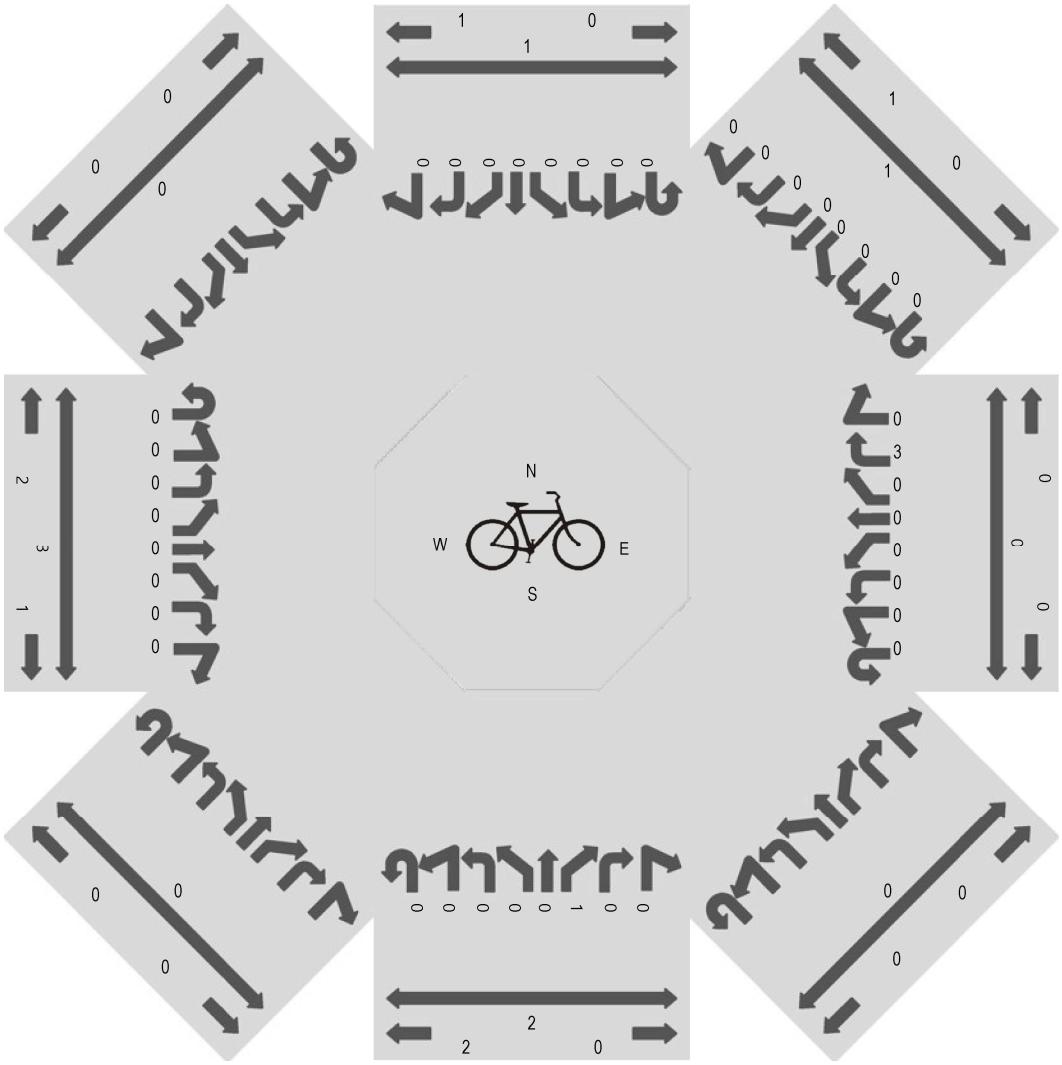
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

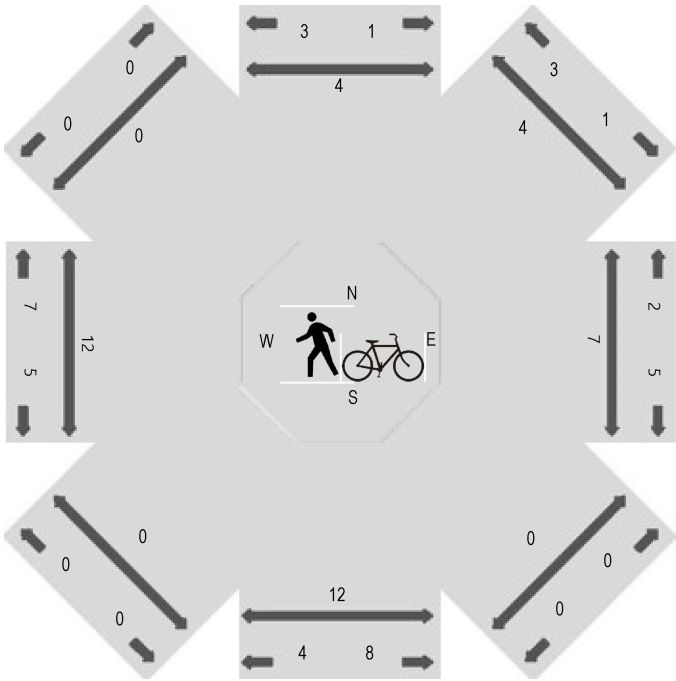


	HV%	PHF
WB	1.4%	0.84
NWB	0.0%	0.00
NB	0.8%	0.85
NEB	0.0%	0.00
EB	0.0%	0.60
SEB	0.0%	0.00
SB	0.6%	0.89
SWB	0.0%	0.00
All	0.8%	0.90

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:00 PM	0	0	21	0	7	0	15	1									0	0	0	0	17	1	0	0								
4:05 PM	0	0	18	0	7	0	8	1									0	0	1	0	20	3	0	0								
4:10 PM	0	0	14	0	10	0	7	0									0	0	1	0	23	1	0	0								
4:15 PM	0	0	15	0	11	0	5	0									0	0	0	0	21	2	0	0								
4:20 PM	0	0	15	0	12	0	8	0									0	0	0	0	11	1	0	0								
4:25 PM	0	0	22	0	7	0	13	1									0	0	0	0	16	1	0	0								
4:30 PM	0	0	24	0	10	0	16	1									0	0	0	0	15	0	0	0								
4:35 PM	0	0	24	0	19	0	16	0									0	0	0	0	18	1	0	0								
4:40 PM	0	0	20	0	11	0	14	0									0	0	2	0	27	2	0	0								
4:45 PM	0	0	15	0	8	0	14	2									0	0	0	0	24	0	0	0								
4:50 PM	0	0	22	0	9	0	14	1									0	0	1	0	24	2	0	0								
4:55 PM	0	0	24	0	4	0	12	1									0	0	0	0	23	3	0	0								
5:00 PM	0	0	16	0	13	0	10	2									0	0	0	0	13	0	0	0								
5:05 PM	0	0	33	0	15	0	17	0									0	0	1	0	24	1	0	0								
5:10 PM	0	0	27	0	13	0	21	1									0	0	0	0	17	2	0	0								
5:15 PM	0	0	18	0	8	0	21	0									0	0	1	0	21	1	0	0								
5:20 PM	0	0	18	0	1	0	14	0									0	0	0	0	25	0	0	0								
5:25 PM	0	0	15	0	7	0	12	0									0	0	0	0	20	0	0	0								
5:30 PM	0	0	29	0	8	0	19	0									0	0	1	0	18	2	0	0								
5:35 PM	0	0	33	0	14	0	13	1									0	0	0	0	21	2	0	0								
5:40 PM	0	0	16	0	20	0	10	2									0	0	2	0	13	0	0	0								
5:45 PM	0	0	26	0	12	0	14	1									0	0	1	0	20	1	0	0								
5:50 PM	0	0	17	0	12	0	10	0									0	0	2	0	16	0	0	0								
5:55 PM	0	0	27	0	14	0	3	0									0	0	0	0	12	1	0	0								
Count Total	0	0	509	0	252	0	306	15									0	0	13	0	459	27	0	0								
Peak Hour	0	0	277	0	124	0	177	9									0	0	7	0	239	14	0	0								

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:00 PM	0	0	1	0	0	0	0	0									0	0	0	0	67	0	8	0	0	0	0	0	0	0	0	0	138	1,704
4:05 PM	0	0	2	1	0	0	0	0									0	0	0	0	51	0	10	0	0	0	0	0	0	0	0	0	122	1,680
4:10 PM	0	0	0	0	0	0	2	0									0	0	0	0	78	0	4	0	0	0	0	0	0	0	0	0	140	1,747
4:15 PM	0	0	0	0	0	0	1	0									0	0	0	0	68	0	5	0	0	0	0	0	0	0	0	0	128	1,799
4:20 PM	0	0	1	0	0	0	1	0									0	0	0	0	71	0	3	0	0	0	0	0	0	0	0	0	123	1,853
4:25 PM	0	0	0	0	0	0	1	0									0	0	0	0	65	0	7	0	0	0	0	0	0	0	0	0	133	1,907
4:30 PM	0	0	0	0	0	0	2	0									0	0	0	0	51	0	6	0	0	0	0	0	0	0	0	0	125	1,918
4:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	69	0	8	0	0	0	0	0	0	0	0	0	155	1,969
4:40 PM	0	0	1	0	0	0	2	0									0	0	0	0	64	0	7	0	0	0	0	0	0	0	0	0	150	1,992
4:45 PM	0	0	2	0	0	0	0	0									0	0	0	0	98	0	7	0	0	0	0	0	0	0	0	0	170	2,015
4:50 PM	0	0	1	0	0	0	0	0									0	0	0	0	71	0	7	0	0	0	0	0	0	0	0	0	152	2,033
4:55 PM	0	0	1	0	0	0	1	0									0	0	0	0	94	0	5	0	0	0	0	0	0	0	0	0	168	2,026
5:00 PM	0	0	0	0	0	0	1	0									0	0	0	0	55	0	4	0	0	0	0	0	0	0	0	0	114	2,028
5:05 PM	0	0	4	0	0	0	0	0									0	0	0	0	85	0	9	0	0	0	0	0	0	0	0	0	189	
5:10 PM	0	0	3	0	0	0	2	0									0	0	0	0	84	0	22	0	0	0	0	0	0	0	0	0	192	
5:15 PM	0	0	1	0	0	0	0	0									0	0	0	0	100	0	11	0	0	0	0	0	0	0	0	0	182	
5:20 PM	0	0	1	0	0	0	1	0									0	0	0	0	111	0	6	0	0	0	0	0	0	0	0	0	177	
5:25 PM	0	0	0	0	0	0	0	0									0	0	0	0	80	0	10	0	0	0	0	0	0	0	0	0	144	
5:30 PM	0	0	0	0	0	0	1	0									0	0	0	0	83	0	15	0	0	0	0	0	0	0	0	0	176	
5:35 PM	0	0	1	0	0	0	0	0									0	0	0	0	80	0	13	0	0	0	0	0	0	0	0	0	178	
5:40 PM	0	0	1	0	0	0	0	0									0	0	0	0	101	0	8	0	0	0	0	0	0	0	0	0	173	
5:45 PM	0	0	0	0	0	0	2	0									0	0	0	0	97	0	14	0	0	0	0	0	0	0	0	0	188	
5:50 PM	0	0	1	1	0	0	0	0									0	0	0	0	77	0	9	0	0	0	0	0	0	0	0	0	145	
5:55 PM	0	0	1	0	0	0	0	0									0	0	0	0	104	0	8	0	0	0	0	0	0	0	0	0	170	
Count Total	0	0	22	2	0	0	17	0									0	0	0	0	1,904	0	206	0	0	0	0	0	0	0	0	0	3,732	
Peak Hour	0	0	13	0	0	0	8	0									0	0	0	0	1,041	0	124	0	0	0	0	0	0	0	0	0	2,033	

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

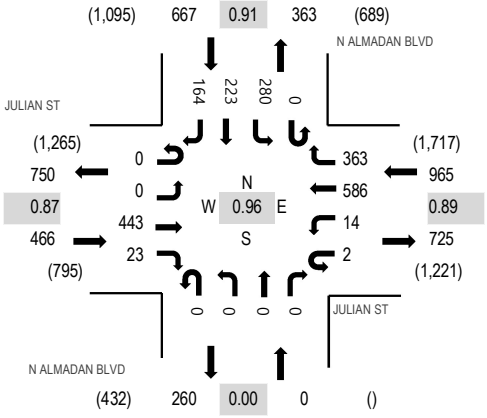
Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
4:00 PM	0	0	0	0	0	0	1	0	1	4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0	0	0
4:05 PM	1	0	2	0	0	0	0	0	3	4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	1	0	4	0	0	0	1	1	7
4:10 PM	0	0	0	0	0	0	1	0	1	4:10 PM	0	0	0	0	0	0	1	0	1	4:10 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	2	0	0	0	0	0	0	0	2
4:20 PM	0	0	0	0	0	0	1	0	1	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	1	0	2	0	0	0	3
4:25 PM	2	0	0	0	0	0	1	0	3	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	1	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	1	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	2	0	0	0	0	0	2	2	6
4:35 PM	0	0	0	0	0	0	1	0	1	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	1	0	0	0	0	0	1
4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	0	0	0	0	0	0	1	0	1	4:40 PM	0	0	1	0	1	0	1	1	4
4:45 PM	1	0	0	0	0	0	0	0	1	4:45 PM	0	0	1	0	0	0	0	0	1	4:45 PM	2	0	0	0	0	0	1	1	4
4:50 PM	0	0	0	0	0	0	1	0	1	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	3	0	3	0	0	0	6
4:55 PM	0	0	1	0	0	0	1	0	2	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	0	0	2	0	0	0	0	0	2
5:05 PM	1	0	1	0	0	0	1	0	3	5:05 PM	1	0	0	0	0	0	0	0	1	5:05 PM	0	0	2	0	2	0	0	0	4
5:10 PM	2	0	0	0	0	0	1	0	3	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	1	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	1	0	1	5:20 PM	1	0	0	0	0	0	0	0	1	5:20 PM	3	0	0	0	2	0	1	1	7
5:25 PM	1	0	0	0	0	0	0	0	1	5:25 PM	1	0	0	0	0	0	0	0	1	5:25 PM	0	0	3	0	0	0	0	0	3
5:30 PM	1	0	0	0	0	0	2	0	3	5:30 PM	0	0	1	0	0	0	0	0	1	5:30 PM	0	0	1	0	1	0	3	3	8
5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	2	0	0	0	2	0	0	0	4
5:40 PM	2	0	0	0	0	0	0	0	2	5:40 PM	0	0	0	0	0	0	0	0	0	5:40 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	1	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	1	0	0	0	2	0	0	0	3
5:50 PM	0	0	1	0	0	0	2	0	3	5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	1	1	2
5:55 PM	1	0	0	0	0	0	0	0	1	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	2	0	0	0	0	0	1	1	4
Count Total	14	0	5	0	0	0	14	0	33	Count Total	3	0	2	0	0	0	2	0	7	Count Total	16	0	20	0	15	0	11	11	73
Peak Hour	8	0	2	0	0	0	7	0	17	Peak Hour	0	0	1	0	3	0	0	0	4	Peak Hour	7	0	12	0	12	0	4	4	39

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Location: 5 N ALMADAN BLVD & JULIAN ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

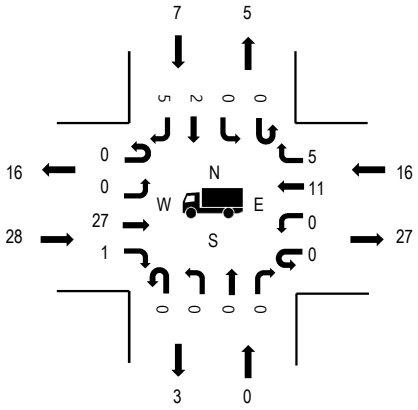
Peak Hour

Motorized Vehicles



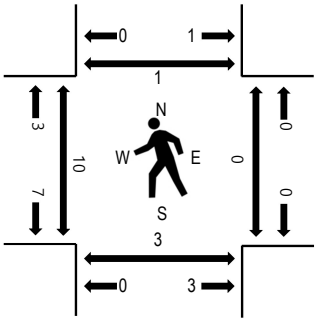
Note: Total study counts contained in parentheses.

Heavy Vehicles

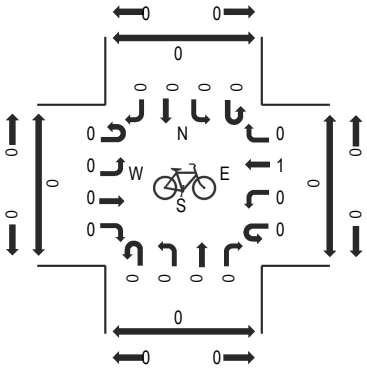


	HV%	PHF
EB	6.0%	0.87
WB	1.7%	0.89
NB	0.0%	0.00
SB	1.0%	0.91
All	2.4%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N ALMADAN BLVD Northbound				JULIAN ST Eastbound				N ALMADAN BLVD Southbound				JULIAN ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	12	1	0	12	5	5	0	0	22	20	77	1,573
7:05 AM	0	0	0	0	0	0	25	1	0	7	5	9	0	0	17	32	96	1,675
7:10 AM	0	0	0	0	0	0	19	0	0	12	11	2	0	2	24	17	87	1,743
7:15 AM	0	0	0	0	0	0	30	1	0	10	5	5	0	0	28	25	104	1,820
7:20 AM	0	0	0	0	0	0	31	0	0	10	3	11	0	0	37	32	124	1,896
7:25 AM	0	0	0	0	0	0	21	4	0	11	13	7	0	0	39	28	123	1,955
7:30 AM	0	0	0	0	0	0	15	0	0	11	14	10	0	3	40	33	126	2,016
7:35 AM	0	0	0	0	0	0	38	0	0	14	10	10	0	0	41	35	148	2,060
7:40 AM	0	0	0	0	0	0	18	2	0	12	6	17	0	3	61	35	154	2,087
7:45 AM	0	0	0	0	0	0	39	2	0	30	21	15	0	0	44	22	173	2,096
7:50 AM	0	0	0	0	0	0	36	0	0	17	16	14	0	0	63	43	189	2,098
7:55 AM	0	0	0	0	0	0	27	4	0	17	15	24	0	1	59	25	172	2,043
8:00 AM	0	0	0	0	0	0	32	1	0	25	14	20	0	0	66	21	179	2,034
8:05 AM	0	0	0	0	0	0	29	3	0	23	22	11	0	2	48	26	164	
8:10 AM	0	0	0	0	0	0	33	3	0	16	18	5	0	2	46	41	164	
8:15 AM	0	0	0	0	0	0	38	4	0	20	17	18	0	2	41	40	180	
8:20 AM	0	0	0	0	0	0	43	0	0	30	18	16	0	1	51	24	183	
8:25 AM	0	0	0	0	0	0	49	1	0	30	21	14	0	1	46	22	184	
8:30 AM	0	0	0	0	0	0	35	3	0	26	23	8	1	1	50	23	170	
8:35 AM	0	0	0	0	0	0	43	0	0	22	17	13	1	0	45	34	175	
8:40 AM	0	0	0	0	0	0	33	3	0	29	15	14	0	1	37	31	163	
8:45 AM	0	0	0	0	0	0	45	1	0	25	27	7	0	3	34	33	175	
8:50 AM	0	0	0	0	0	0	34	2	0	28	22	5	2	1	22	18	134	
8:55 AM	0	0	0	0	0	0	29	5	0	25	28	7	1	2	37	29	163	
Count Total	0	0	0	0	0	0	754	41	0	462	366	267	5	25	998	689	3,607	
Peak Hour	0	0	0	0	0	0	443	23	0	280	223	164	2	14	586	363	2,098	

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

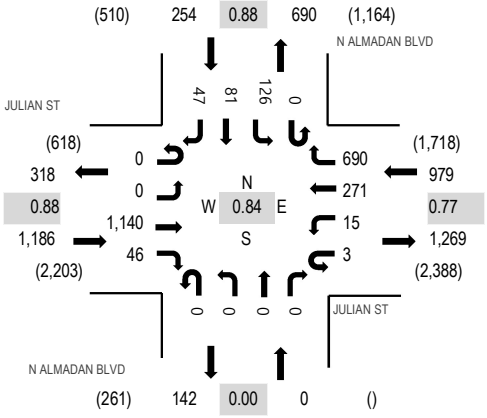
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	2	0	0	0	2
7:05 AM	0	3	0	1	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	2	0	3	7:10 AM	0	0	0	1	1	7:10 AM	2	0	0	0	2
7:15 AM	0	2	1	0	3	7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	2	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:35 AM	0	2	1	1	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	2	0	1	3	7:45 AM	0	0	0	0	0	7:45 AM	1	0	1	0	2
7:50 AM	0	1	1	0	2	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	0	1
7:55 AM	0	1	0	2	3	7:55 AM	0	0	0	1	1	7:55 AM	1	4	0	0	5
8:00 AM	0	1	1	2	4	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	0	2	0	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	1	0	2	8:10 AM	0	0	0	0	0	8:10 AM	0	1	1	0	2
8:15 AM	0	3	1	1	5	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	0	1	1	3	5	8:20 AM	0	0	0	0	0	8:20 AM	1	1	0	0	2
8:25 AM	0	4	1	3	8	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	2	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	4	0	2	6	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	0	4	1	1	6	8:40 AM	0	0	0	0	0	8:40 AM	0	1	0	0	1
8:45 AM	0	5	0	0	5	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	4	5	8:50 AM	0	0	0	1	1	8:50 AM	1	0	1	0	2
8:55 AM	0	1	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	42	13	27	82	Count Total	0	0	0	4	4	Count Total	10	10	3	0	23
Peak Hour	0	28	7	16	51	Peak Hour	0	0	0	1	1	Peak Hour	3	10	1	0	14

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Location: 5 N ALMADAN BLVD & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

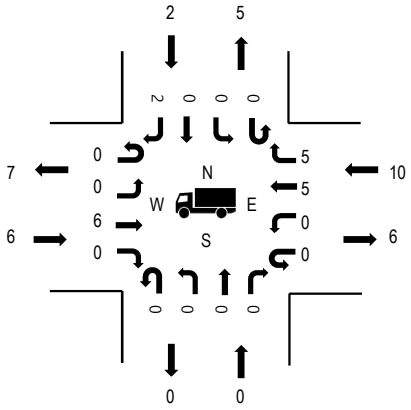
Peak Hour

Motorized Vehicles



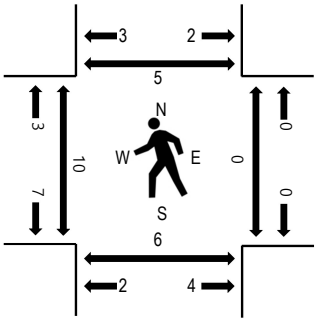
Note: Total study counts contained in parentheses.

Heavy Vehicles

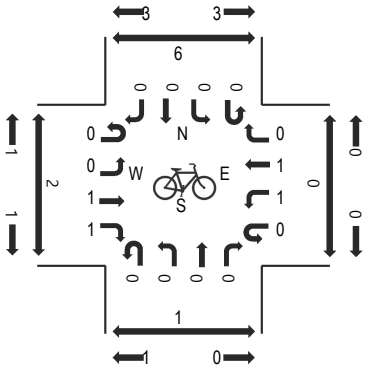


	HV%	PHF
EB	0.5%	0.88
WB	1.0%	0.77
NB	0.0%	0.00
SB	0.8%	0.88
All	0.7%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N ALMADAN BLVD Northbound				JULIAN ST Eastbound				N ALMADAN BLVD Southbound				JULIAN ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	87	4	0	10	1	5	0	1	11	28	147	2,045
4:05 PM	0	0	0	0	0	0	84	4	0	15	2	5	0	0	19	24	153	2,104
4:10 PM	0	0	0	0	0	0	75	2	0	7	6	1	1	1	23	42	158	2,211
4:15 PM	0	0	0	0	0	0	75	3	0	7	3	5	0	0	29	49	171	2,309
4:20 PM	0	0	0	0	0	0	79	2	0	11	6	6	0	0	22	44	170	2,338
4:25 PM	0	0	0	0	0	0	52	2	0	16	4	1	1	0	21	47	144	2,379
4:30 PM	0	0	0	0	0	0	90	3	0	10	7	4	0	1	23	43	181	2,418
4:35 PM	0	0	0	0	0	0	120	2	0	9	7	7	1	1	19	69	235	2,419
4:40 PM	0	0	0	0	0	0	98	3	0	9	1	1	0	0	25	48	185	2,380
4:45 PM	0	0	0	0	0	0	76	1	0	14	6	3	0	0	23	43	166	2,389
4:50 PM	0	0	0	0	0	0	71	3	0	10	9	5	0	0	17	53	168	2,411
4:55 PM	0	0	0	0	0	0	65	4	0	17	13	3	0	3	28	34	167	2,396
5:00 PM	0	0	0	0	0	0	95	5	0	10	4	6	0	0	22	64	206	2,386
5:05 PM	0	0	0	0	0	0	115	2	0	8	7	6	1	0	20	101	260	
5:10 PM	0	0	0	0	0	0	120	3	0	14	5	4	0	4	25	81	256	
5:15 PM	0	0	0	0	0	0	90	8	0	9	8	1	0	1	28	55	200	
5:20 PM	0	0	0	0	0	0	109	3	0	8	10	5	0	2	27	47	211	
5:25 PM	0	0	0	0	0	0	91	7	0	13	4	5	0	1	19	43	183	
5:30 PM	0	0	0	0	0	0	90	5	0	5	7	1	1	3	18	52	182	
5:35 PM	0	0	0	0	0	0	95	6	0	11	13	3	1	1	18	48	196	
5:40 PM	0	0	0	0	0	0	90	5	0	10	5	7	0	3	17	57	194	
5:45 PM	0	0	0	0	0	0	102	4	0	12	8	5	1	2	24	30	188	
5:50 PM	0	0	0	0	0	0	68	2	0	12	4	4	1	1	23	38	153	
5:55 PM	0	0	0	0	0	0	79	4	0	17	8	5	0	1	19	24	157	
Count Total	0	0	0	0	0	0	2,116	87	0	264	148	98	8	26	520	1,164	4,431	
Peak Hour	0	0	0	0	0	0	1,140	46	0	126	81	47	3	15	271	690	2,419	

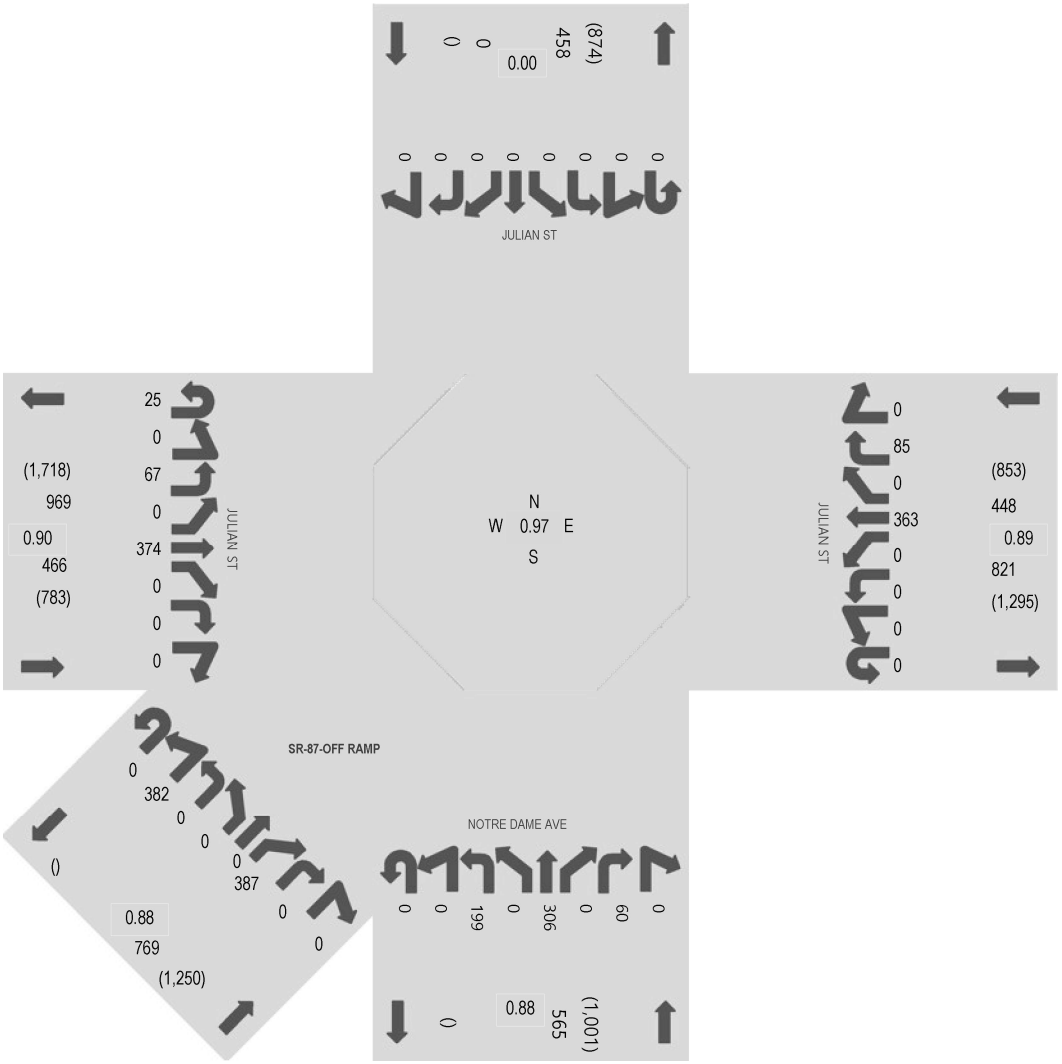
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	3	4	4:00 PM	0	0	0	0	0	4:00 PM	2	0	0	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	1	3	0	4
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	2	1	0	3
4:15 PM	0	1	0	2	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	1	4	0	5
4:30 PM	0	2	0	0	2	4:30 PM	0	0	0	0	0	4:30 PM	1	2	1	0	4
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	1	1	4:35 PM	2	0	0	0	2
4:40 PM	0	2	0	1	3	4:40 PM	0	0	0	0	0	4:40 PM	2	3	0	0	5
4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	0	2	4:45 PM	0	0	0	0	0
4:50 PM	0	1	1	2	4	4:50 PM	0	0	0	0	0	4:50 PM	1	3	1	0	5
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	3	1	0	5
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	1	1	5:00 PM	0	0	2	0	2
5:05 PM	0	0	1	1	2	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1
5:10 PM	0	1	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0	5:15 PM	0	1	3	0	4
5:20 PM	0	2	0	1	3	5:20 PM	0	0	0	0	0	5:20 PM	1	0	2	0	3
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	2	2	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	2	1	0	4
5:50 PM	0	1	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	1	1	0	2
5:55 PM	0	0	0	2	2	5:55 PM	0	0	0	0	0	5:55 PM	1	0	1	0	2
Count Total	0	12	4	20	36	Count Total	0	2	0	4	6	Count Total	12	22	23	0	57
Peak Hour	0	6	2	10	18	Peak Hour	0	2	0	2	4	Peak Hour	7	12	11	0	30

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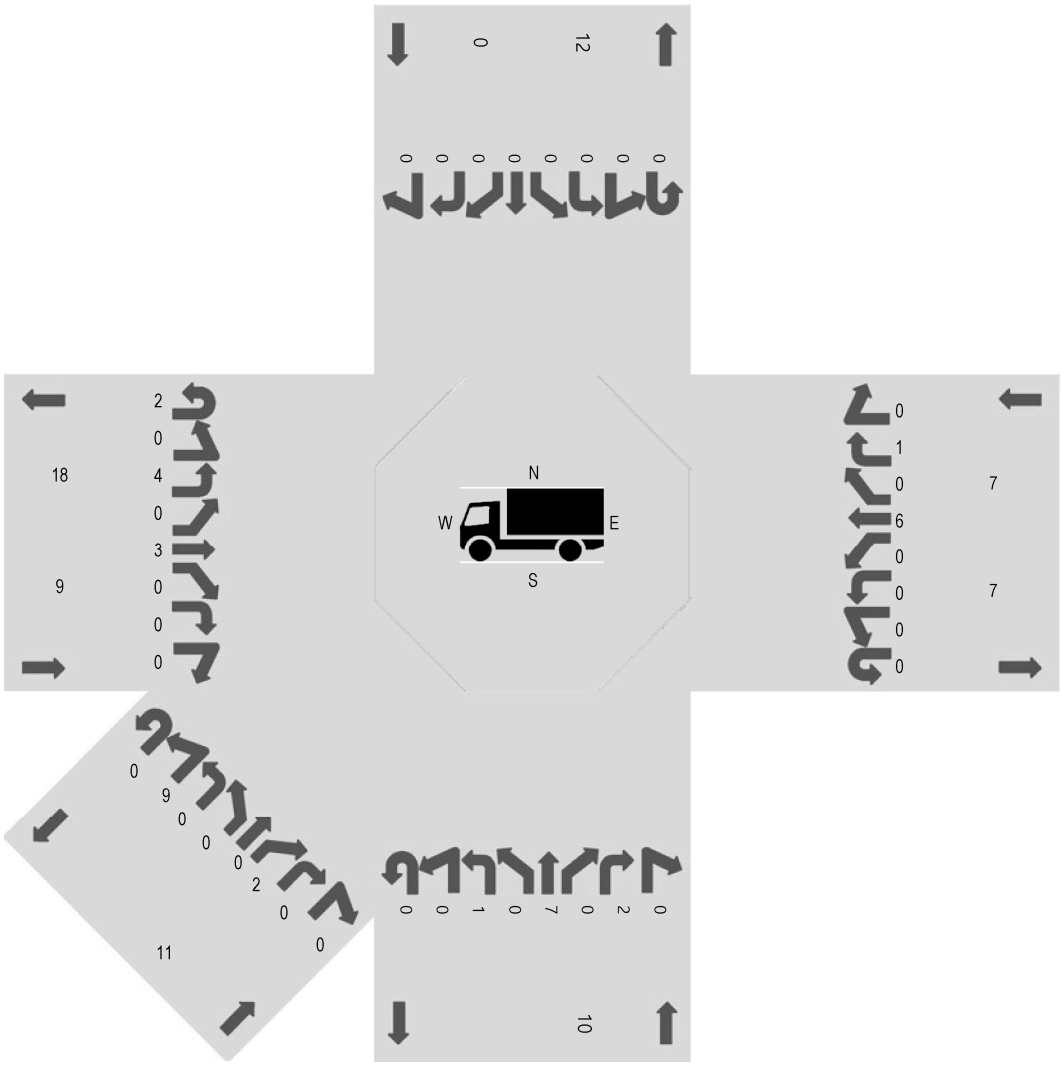
Location: 6 NOTRE DAME AVE & JULIAN ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



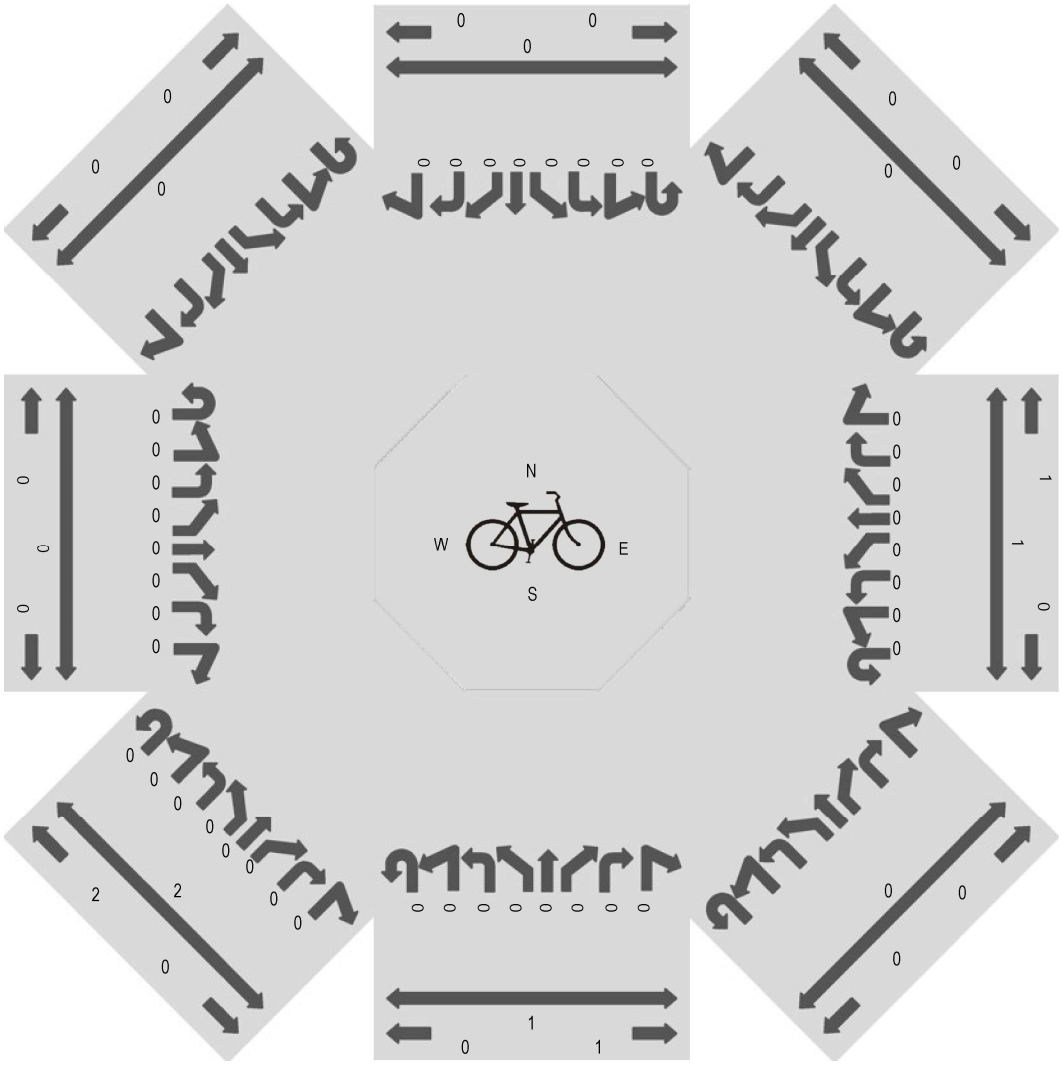
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

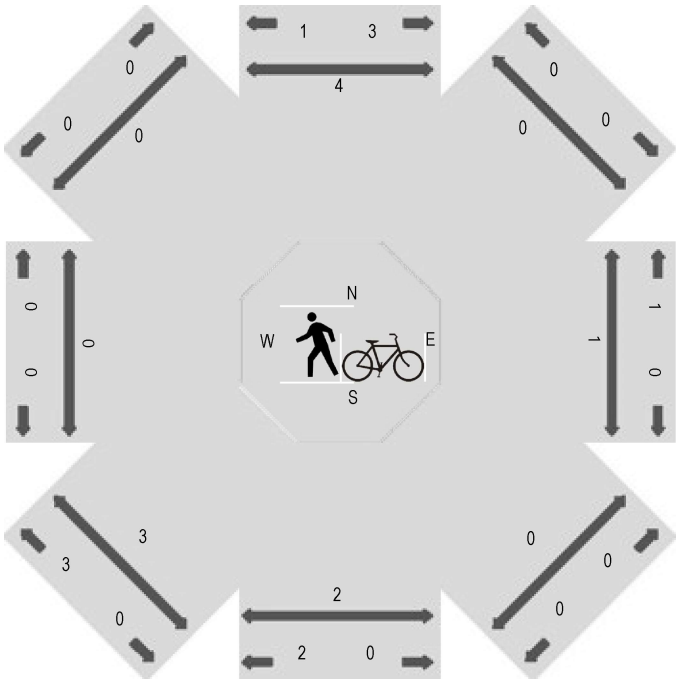


	HV%	PHF
WB	1.6%	0.89
NWB	0.0%	0.00
NB	1.8%	0.88
NEB	1.4%	0.88
EB	1.9%	0.90
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	1.6%	0.97

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	17	0	10	0									0	0	11	0	13	0	0	0	0	14	0	0	0	5	0	0
7:05 AM	0	0	0	0	28	0	7	0									0	0	9	0	17	0	2	0	0	14	0	0	0	7	0	0
7:10 AM	0	0	0	0	15	0	13	0									0	0	6	0	22	0	1	0	0	17	0	0	0	9	0	0
7:15 AM	0	0	0	0	26	0	8	0									0	0	9	0	22	0	2	0	0	21	0	0	0	14	0	0
7:20 AM	0	0	0	0	33	0	8	0									0	0	11	0	7	0	3	0	0	25	0	0	0	11	0	0
7:25 AM	0	0	0	0	24	0	8	0									0	0	14	0	22	0	2	0	0	20	0	0	0	10	0	0
7:30 AM	0	0	0	0	22	0	10	0									0	0	27	0	28	0	1	0	0	28	0	0	0	10	0	0
7:35 AM	0	0	0	0	37	0	10	0									0	0	12	0	27	0	2	0	0	28	0	1	0	20	0	0
7:40 AM	0	0	0	0	41	0	5	0									0	0	16	0	24	0	4	0	0	33	0	0	0	22	0	0
7:45 AM	0	0	0	0	28	0	7	0									0	0	16	0	29	0	6	0	0	28	0	0	0	17	0	0
7:50 AM	0	0	0	0	30	0	3	0									0	0	28	0	32	0	5	0	0	42	0	0	0	29	0	0
7:55 AM	0	0	0	0	31	0	6	0									0	0	8	0	11	0	2	0	0	39	0	0	0	30	0	0
8:00 AM	0	0	0	0	28	0	9	0									0	0	25	0	29	0	3	0	0	30	0	0	0	26	0	0
8:05 AM	0	0	0	0	28	0	10	0									0	0	22	0	32	0	5	0	0	29	0	0	0	21	0	0
8:10 AM	0	0	0	0	28	0	4	0									0	0	21	0	21	0	8	0	0	26	0	0	0	47	0	0
8:15 AM	0	0	0	0	38	0	7	0									0	0	16	0	15	0	8	0	0	41	0	0	0	51	0	0
8:20 AM	0	0	0	0	24	0	10	0									0	0	20	0	35	0	5	0	0	17	0	0	0	19	0	0
8:25 AM	0	0	0	0	23	0	4	0									0	0	13	0	20	0	4	0	0	35	0	0	0	43	0	0
8:30 AM	0	0	0	0	36	0	8	0									0	0	12	0	27	0	6	0	0	36	0	0	0	45	0	0
8:35 AM	0	0	0	0	28	0	11	0									0	0	11	0	19	0	3	0	0	33	0	0	0	30	0	0
8:40 AM	0	0	0	0	41	0	6	0									0	0	7	0	36	0	5	0	0	26	0	0	0	29	0	0
8:45 AM	0	0	0	0	21	0	7	0									0	0	13	0	28	0	2	0	0	24	0	0	0	34	0	0
8:50 AM	0	0	0	0	22	0	4	0									0	0	8	0	16	0	4	0	0	22	0	0	0	40	0	0
8:55 AM	0	0	0	0	24	0	5	0									0	0	16	0	29	0	6	0	0	20	0	0	0	32	0	0
Count Total	0	0	0	0	673	0	180	0									0	0	351	0	561	0	89	0	0	648	0	1	0	601	0	0
Peak Hour	0	0	0	0	363	0	85	0									0	0	199	0	306	0	60	0	0	382	0	0	0	387	0	0

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	1	0	7	0	17	0	0	0									0	0	0	0	0	0	0	0									95	1,665
7:05 AM	3	0	3	0	14	0	0	0									0	0	0	0	0	0	0	0									104	1,767
7:10 AM	1	0	8	0	13	0	0	0									0	0	0	0	0	0	0	0									105	1,845
7:15 AM	1	0	4	0	13	0	0	0									0	0	0	0	0	0	0	0									120	1,918
7:20 AM	3	0	7	0	15	0	0	0									0	0	0	0	0	0	0	0									123	2,011
7:25 AM	0	0	5	0	14	0	0	0									0	0	0	0	0	0	0	0									119	2,065
7:30 AM	2	0	4	0	10	0	0	0									0	0	0	0	0	0	0	0									142	2,137
7:35 AM	2	0	1	0	16	0	0	0									0	0	0	0	0	0	0	0									156	2,196
7:40 AM	4	0	7	0	15	0	0	0									0	0	0	0	0	0	0	0									171	2,220
7:45 AM	3	0	5	0	37	0	0	0									0	0	0	0	0	0	0	0									176	2,248
7:50 AM	4	0	4	0	23	0	0	0									0	0	0	0	0	0	0	0									200	2,243
7:55 AM	1	0	4	0	22	0	0	0									0	0	0	0	0	0	0	0									154	2,187
8:00 AM	5	0	8	0	34	0	0	0									0	0	0	0	0	0	0	0									197	2,222
8:05 AM	4	0	5	0	26	0	0	0									0	0	0	0	0	0	0	0									182	
8:10 AM	2	0	1	0	20	0	0	0									0	0	0	0	0	0	0	0									178	
8:15 AM	2	0	7	0	28	0	0	0									0	0	0	0	0	0	0	0									213	
8:20 AM	1	0	4	0	42	0	0	0									0	0	0	0	0	0	0	0									177	
8:25 AM	0	0	7	0	42	0	0	0									0	0	0	0	0	0	0	0									191	
8:30 AM	0	0	6	0	25	0	0	0									0	0	0	0	0	0	0	0									201	
8:35 AM	1	0	9	0	35	0	0	0									0	0	0	0	0	0	0	0									180	
8:40 AM	2	0	7	0	40	0	0	0									0	0	0	0	0	0	0	0									199	
8:45 AM	0	0	7	0	35	0	0	0									0	0	0	0	0	0	0	0									171	
8:50 AM	1	0	4	0	23	0	0	0									0	0	0	0	0	0	0	0									144	
8:55 AM	3	0	8	0	46	0	0	0									0	0	0	0	0	0	0	0									189	
Count Total	46	0	132	0	605	0	0	0									0	0	0	0	0	0	0	0									3,887	
Peak Hour	25	0	67	0	374	0	0	0									0	0	0	0	0	0	0	0									2,248	

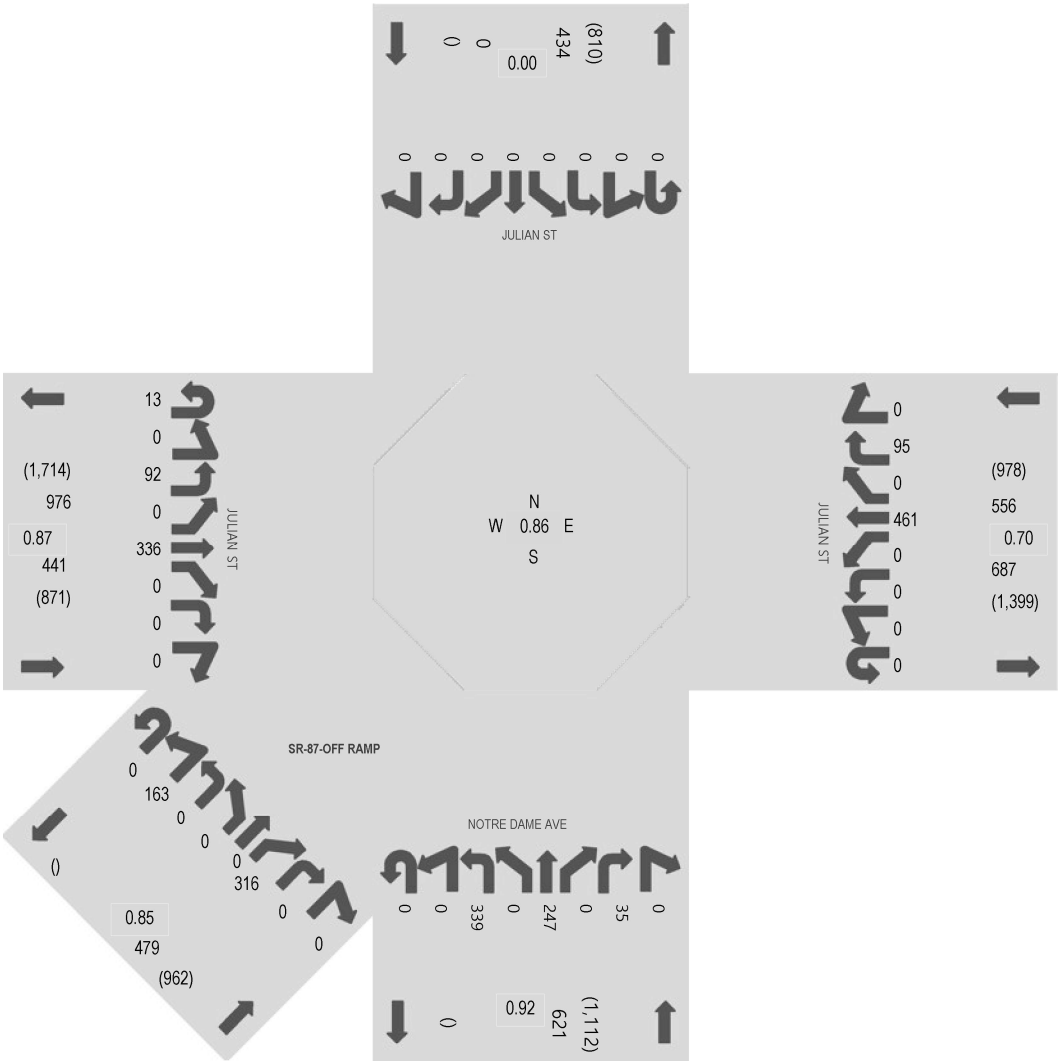
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
7:00 AM	0	0	0	0	1	0	0	0	1	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	1	1	0	0	0	0	2
7:05 AM	0	0	0	2	0	0	0	0	2	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	1	0	1
7:10 AM	0	0	2	0	1	0	0	0	3	7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	3	2	0	0	0	0	5
7:15 AM	0	0	1	0	2	0	0	0	3	7:15 AM	1	0	0	0	0	0	0	0	1	7:15 AM	0	0	0	0	0	0	0	0	0
7:20 AM	1	0	0	1	2	0	0	0	4	7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0
7:25 AM	2	0	0	1	0	0	0	0	3	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	3	0	0	0	0	0	4	7:30 AM	0	0	1	0	0	0	0	0	1	7:30 AM	0	0	0	1	0	0	0	0	1
7:35 AM	2	0	2	0	1	0	0	0	5	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	1	0	0	0	0	0	1	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	1	1	0	0	0	0	2
7:45 AM	0	0	1	1	1	0	0	0	3	7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	1	0	1
7:50 AM	0	0	0	1	0	0	0	0	1	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	1	0	1	1	0	0	1	0	4
7:55 AM	1	0	0	2	1	0	0	0	4	7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	1	1	0	0	0	2	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	0	0	0	0	0
8:05 AM	1	0	0	0	0	0	0	0	1	8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	1	0	0	0	0	0	1	8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	2	1	1	0	0	0	4	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0
8:20 AM	1	0	2	1	1	0	0	0	5	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	0	0	1	1	0	0	0	0	2
8:25 AM	2	0	0	1	2	0	0	0	5	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	1	2	1	0	0	0	5	8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	1	0	1
8:35 AM	0	0	0	1	0	0	0	0	1	8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	0
8:40 AM	1	0	3	0	1	0	0	0	5	8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	1	0	0	0	2	8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	0
8:50 AM	3	0	0	1	1	0	0	0	5	8:50 AM	2	0	0	0	0	0	0	0	2	8:50 AM	0	0	0	1	0	0	0	0	1
8:55 AM	1	0	1	0	1	0	0	0	3	8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	2	1	0	0	0	0	3
Count Total	17	0	21	16	19	0	0	0	73	Count Total	3	0	1	0	0	0	0	0	4	Count Total	1	0	9	10	0	0	5	0	25
Peak Hour	7	0	10	11	9	0	0	0	37	Peak Hour	0	0	0	0	0	0	0	0	0	Peak Hour	1	0	2	3	0	0	4	0	10

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

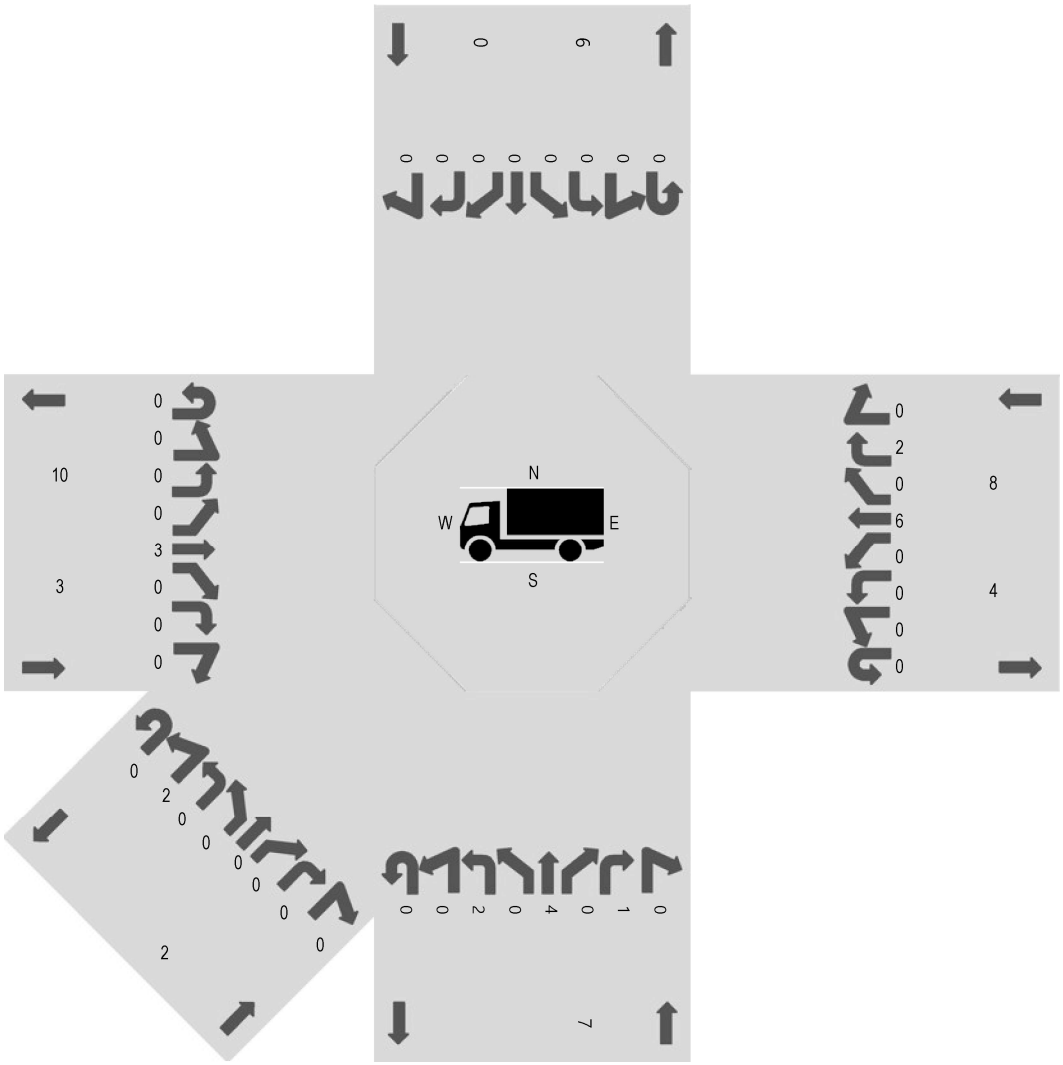
Location: 6 NOTRE DAME AVE & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



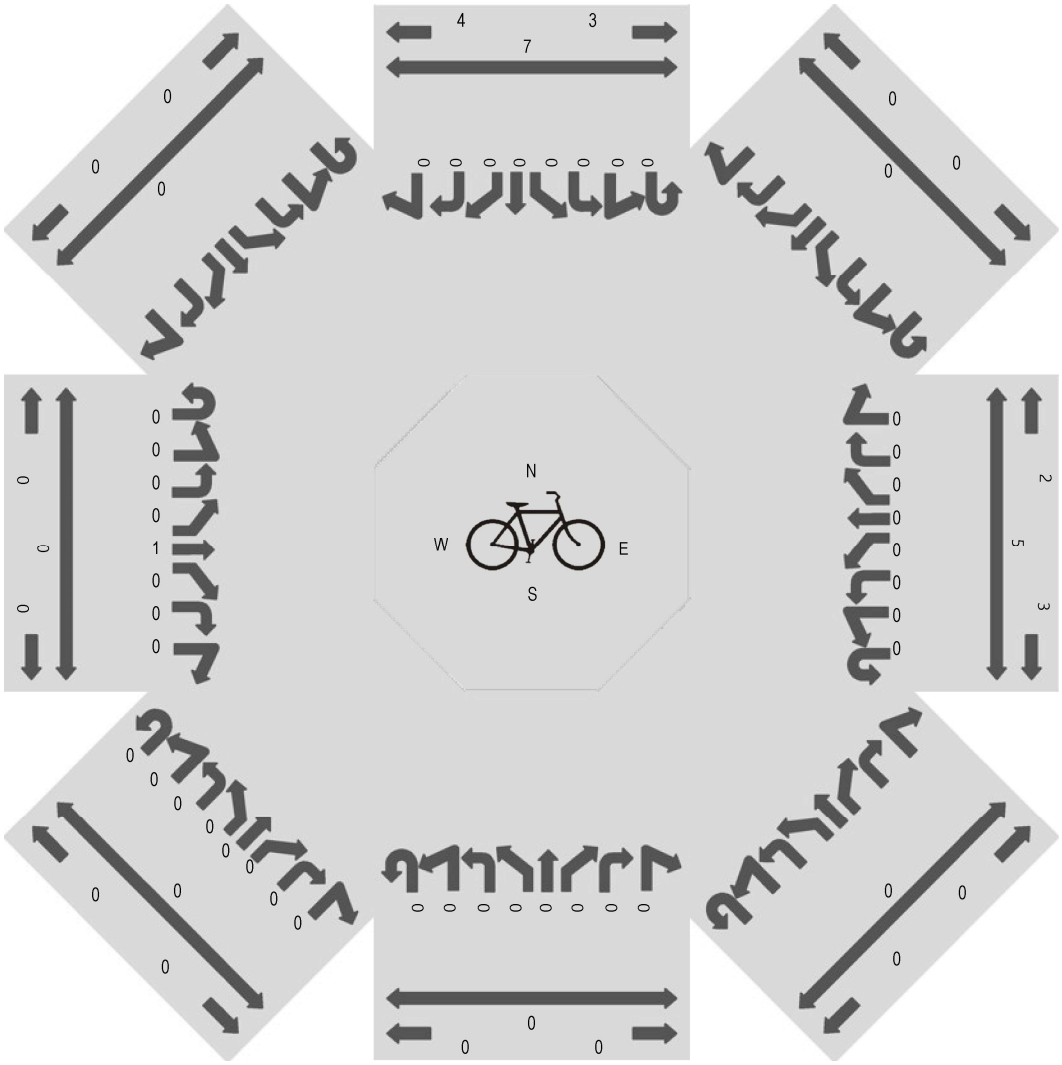
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

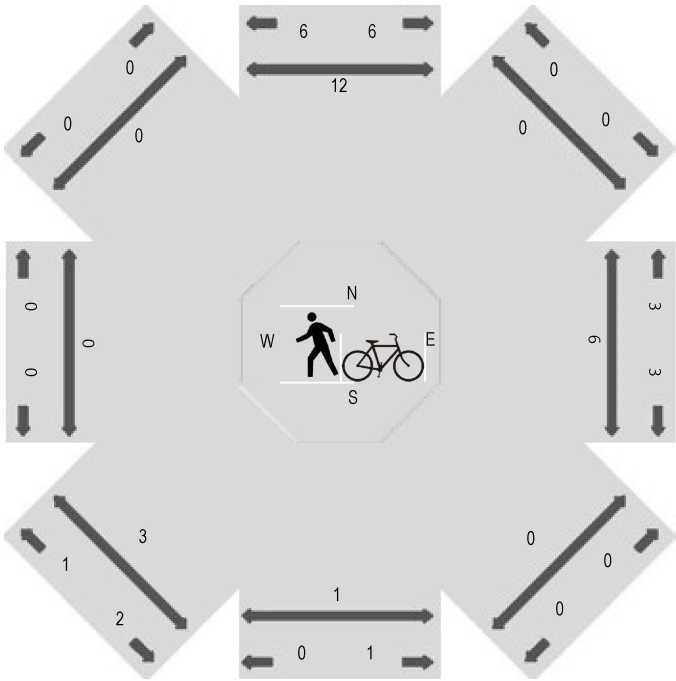


	HV%	PHF
WB	1.4%	0.70
NWB	0.0%	0.00
NB	1.1%	0.92
NEB	0.4%	0.85
EB	0.7%	0.87
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	1.0%	0.86

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:00 PM	0	0	0	0	17	0	12	0									0	0	14	0	18	0	1	0	0	14	0	0	0	34	0	0
4:05 PM	0	0	0	0	17	0	7	0									0	0	15	0	13	0	3	0	0	9	0	0	0	23	0	0
4:10 PM	0	0	0	0	29	0	8	0									0	0	31	0	20	0	2	0	0	10	0	0	0	18	0	0
4:15 PM	0	0	0	0	34	0	8	0									0	0	26	0	22	0	1	0	0	16	0	0	0	16	0	0
4:20 PM	0	0	0	0	32	0	11	0									0	0	16	0	12	0	1	0	0	16	0	0	0	33	0	0
4:25 PM	0	0	0	0	42	0	8	0									0	0	15	0	14	0	6	0	0	8	0	0	0	62	0	0
4:30 PM	0	0	0	0	26	0	3	0									0	0	24	0	16	0	3	0	0	15	0	1	0	22	0	0
4:35 PM	0	0	0	0	38	0	5	0									0	0	39	0	25	0	4	0	0	17	0	0	0	34	0	0
4:40 PM	0	0	0	0	29	0	7	0									0	0	24	0	14	0	1	0	0	13	0	0	0	31	0	0
4:45 PM	0	0	0	0	28	0	8	0									0	0	28	0	21	0	4	0	0	12	0	0	0	19	0	0
4:50 PM	0	0	0	0	32	0	6	0									0	0	21	0	15	0	3	0	0	12	0	0	0	28	0	0
4:55 PM	0	0	0	0	21	0	6	0									0	0	25	0	10	0	3	0	0	21	0	0	0	27	0	0
5:00 PM	0	0	0	0	49	0	8	0									0	0	31	0	21	0	2	0	0	11	0	0	0	26	0	0
5:05 PM	0	0	0	0	69	0	9	0									0	0	33	0	20	0	3	0	0	14	0	0	0	25	0	0
5:10 PM	0	0	0	0	57	0	12	0									0	0	34	0	23	0	2	0	0	14	0	0	0	43	0	0
5:15 PM	0	0	0	0	41	0	10	0									0	0	24	0	21	0	6	0	0	13	0	0	0	22	0	0
5:20 PM	0	0	0	0	40	0	7	0									0	0	29	0	25	0	2	0	0	14	0	0	0	19	0	0
5:25 PM	0	0	0	0	19	0	9	0									0	0	27	0	28	0	4	0	0	14	0	0	0	21	0	0
5:30 PM	0	0	0	0	38	0	8	0									0	0	24	0	24	0	1	0	0	8	0	0	0	21	0	0
5:35 PM	0	0	0	0	41	0	6	0									0	0	21	0	16	0	3	0	0	8	0	0	0	20	0	0
5:40 PM	0	0	0	0	39	0	8	0									0	0	26	0	18	0	4	0	0	6	0	0	0	25	0	0
5:45 PM	0	0	0	0	20	0	1	0									0	0	18	0	16	0	1	0	0	18	0	0	0	31	0	0
5:50 PM	0	0	0	0	30	0	3	0									0	0	17	0	24	0	5	0	0	12	0	0	0	28	0	0
5:55 PM	0	0	0	0	13	0	7	0									0	0	20	0	22	0	7	0	0	15	0	0	0	23	0	0
Count Total	0	0	0	0	801	0	177	0									0	0	582	0	458	0	72	0	0	310	0	1	0	651	0	0
Peak Hour	0	0	0	0	461	0	95	0									0	0	339	0	247	0	35	0	0	163	0	0	0	316	0	0

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:00 PM	0	0	11	0	22	0	0	0									0	0	0	0	0	0	0	0									143	1,875
4:05 PM	0	0	12	0	32	0	0	0									0	0	0	0	0	0	0	0									131	1,908
4:10 PM	2	0	5	0	23	0	0	0									0	0	0	0	0	0	0	0									148	1,983
4:15 PM	0	0	8	0	12	0	0	0									0	0	0	0	0	0	0	0									143	2,061
4:20 PM	1	0	9	0	35	0	0	0									0	0	0	0	0	0	0	0									166	2,086
4:25 PM	1	0	3	0	24	0	0	0									0	0	0	0	0	0	0	0									183	2,094
4:30 PM	4	0	8	0	30	0	0	0									0	0	0	0	0	0	0	0									152	2,072
4:35 PM	0	0	13	0	26	0	0	0									0	0	0	0	0	0	0	0									201	2,097
4:40 PM	0	0	5	0	27	0	0	0									0	0	0	0	0	0	0	0									151	2,047
4:45 PM	1	0	8	0	24	0	0	0									0	0	0	0	0	0	0	0									153	2,056
4:50 PM	1	0	13	0	23	0	0	0									0	0	0	0	0	0	0	0									154	2,046
4:55 PM	1	0	5	0	31	0	0	0									0	0	0	0	0	0	0	0									150	2,049
5:00 PM	2	0	5	0	21	0	0	0									0	0	0	0	0	0	0	0									176	2,048
5:05 PM	1	0	8	0	24	0	0	0									0	0	0	0	0	0	0	0									206	
5:10 PM	1	0	6	0	34	0	0	0									0	0	0	0	0	0	0	0									226	
5:15 PM	1	0	6	0	24	0	0	0									0	0	0	0	0	0	0	0									168	
5:20 PM	2	0	5	0	31	0	0	0									0	0	0	0	0	0	0	0									174	
5:25 PM	0	0	4	0	35	0	0	0									0	0	0	0	0	0	0	0									161	
5:30 PM	3	0	14	0	36	0	0	0									0	0	0	0	0	0	0	0									177	
5:35 PM	0	0	4	0	32	0	0	0									0	0	0	0	0	0	0	0									151	
5:40 PM	0	0	4	0	30	0	0	0									0	0	0	0	0	0	0	0									160	
5:45 PM	0	0	2	0	36	0	0	0									0	0	0	0	0	0	0	0									143	
5:50 PM	0	0	11	0	27	0	0	0									0	0	0	0	0	0	0	0									157	
5:55 PM	0	0	5	0	37	0	0	0									0	0	0	0	0	0	0	0									149	
Count Total	21	0	174	0	676	0	0	0									0	0	0	0	0	0	0	0									3,923	
Peak Hour	13	0	92	0	336	0	0	0									0	0	0	0	0	0	0	0									2,097	

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

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
4:00 PM	3	0	0	1	0	0	0	0	4	4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	1	1	0	0	1	0	3
4:05 PM	0	0	0	0	1	0	0	0	1	4:05 PM	0	0	1	0	0	0	0	0	1	4:05 PM	0	0	0	0	0	0	2	0	2
4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	1	0	1
4:15 PM	2	0	0	0	0	0	0	0	2	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	1	0	0	0	1	4:20 PM	1	0	0	0	0	0	1	0	2
4:25 PM	0	0	2	0	0	0	0	0	2	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	1	0	0	0	1	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	1	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	1	0	0	1	0	2
4:40 PM	1	0	0	0	0	0	0	0	1	4:40 PM	0	0	0	0	1	0	0	0	1	4:40 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1	4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	1	0	1
4:50 PM	1	0	3	0	1	0	0	0	5	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	1	0	0	1	0	0	1	0	3
4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	1	1	0	0	1	0	3
5:00 PM	1	0	1	0	0	0	0	0	2	5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	1	0	0	0	0	0	3	0	4
5:05 PM	1	0	0	0	0	0	0	0	1	5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	0	0	0	0	0
5:10 PM	1	0	0	1	0	0	0	0	2	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	1	0	0	0	3	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	2	0	2
5:20 PM	1	0	0	0	1	0	0	0	2	5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	1	0	0	0	0	0	2	0	3
5:25 PM	0	0	1	1	0	0	0	0	2	5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	1	0	0	0	0	0	1	5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	1	0	0	0	0	0	1	0	2
5:35 PM	1	0	0	0	1	0	0	0	2	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	1	0	1
5:40 PM	1	0	1	0	0	0	0	0	2	5:40 PM	1	0	0	0	0	0	0	0	1	5:40 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	3	1	1	0	0	0	5	5:55 PM	0	0	0	0	1	0	0	0	1	5:55 PM	1	0	0	0	0	0	0	0	1
Count Total	15	0	13	4	7	0	0	0	39	Count Total	1	0	1	0	3	0	0	0	5	Count Total	8	0	2	4	0	0	21	0	35
Peak Hour	8	0	7	2	3	0	0	0	20	Peak Hour	1	0	0	0	0	0	0	0	1	Peak Hour	6	0	1	3	0	0	12	0	22

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

12/10/2024

Intersection of : W Julian St & Notre Dame Av / W NB 87 From Julian Rp & NB 87 To W

Traffix Node Number : 3013

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	0	0	0	0	0	158	0	107	0	0	33	12
22-654990 TA (3-13772) Mixed Use 250 Stockton Ave Office Development	0	0	0	354	0	0	20	7	0	0	51	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	0	0	0	5	0	0	0	10	0	0	19	11
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	10	77	0	152	0	1	23	0	0	20	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	2	0	0	0	0	0	0	0	39	0

TOTAL:	**0**	**10**	**79**	**359**	**152**	**158**	**21**	**147**	**0**	**0**	**162**	**24**

	LEFT	THRU	RIGHT
NORTH	359	152	158
EAST	0	162	24
SOUTH	0	10	79
WEST	21	147	0

PM PROJECT TRIPS

12/10/2024

Intersection of : W Julian St & Notre Dame Av / W NB 87 From Julian Rp & NB 87 To W

Traffix Node Number : 3013

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	0	0	0	0	0	32	0	25	0	0	194	69
22-654990 TA (3-13772) Mixed Use 250 Stockton Ave Office Development	0	0	0	63	0	0	135	45	0	0	9	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	0	0	0	13	0	0	0	25	0	0	20	7
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	100	61	23	33	69	0	13	62	0	0	292	12
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	35	0	0	0	0	0	0	0	5	0

TOTAL:	**100**	**61**	**58**	**109**	**69**	**32**	**148**	**157**	**0**	**0**	**520**	**88**

	LEFT	THRU	RIGHT
NORTH	109	69	32
EAST	0	520	88
SOUTH	100	61	58
WEST	148	157	0

AM PROJECT TRIPS

12/10/2024

Intersection of : W Julian St & W SB 87 To Julian Rp / N Almaden Bl & SB 87 From Ju

Traffix Node Number : 3014

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	0	0	0	70	0	0	0	36	0	26	7	0
22-654990 TA (3-13772) Mixed Use 250 Stockton Ave Office Development	0	0	0	0	0	152	0	73	0	0	404	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	0	0	0	4	0	0	0	5	0	1	7	11
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	3	5	9	0	36	1	4	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	39	0	0

TOTAL:	**0**	**0**	**0**	**77**	**5**	**161**	**0**	**150**	**1**	**70**	**418**	**11**

	LEFT	THRU	RIGHT
NORTH	77	5	161
EAST	70	418	11
SOUTH	0	0	0
WEST	0	150	1

PM PROJECT TRIPS

12/10/2024

Intersection of : W Julian St & W SB 87 To Julian Rp / N Almaden Bl & SB 87 From Ju

Traffix Node Number : 3014

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	0	0	0	14	0	0	0	11	0	0	39	156
22-654990 TA (3-13772) Mixed Use 250 Stockton Ave Office Development	0	0	0	0	0	27	0	494	0	0	72	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	0	0	0	12	0	0	0	14	0	4	7	9
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	22	18	22	0	155	11	106	167	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	5	0	0

TOTAL:	**0**	**0**	**0**	**48**	**18**	**49**	**0**	**674**	**11**	**115**	**285**	**165**

	LEFT	THRU	RIGHT
NORTH	48	18	49
EAST	115	285	165
SOUTH	0	0	0
WEST	0	674	11

AM PROJECT TRIPS

12/10/2024

Intersection of : N Coleman Av & W Julian St & N Market St

Traffix Node Number : 3605

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	19	0	0	0	0	36	7	0	10	0	19	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	5	0	0	0	0	5	12	0	16	0	3	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	9	477	0	0	102	22	0	0	0	45	100	109
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	6	0	0	0	0	21	39	0
TOTAL:	**33**	**477**	**0**	**0**	**108**	**63**	**19**	**0**	**26**	**66**	**161**	**109**

	LEFT	THRU	RIGHT
NORTH	0	108	63
EAST	66	161	109
SOUTH	33	477	0
WEST	19	0	26

PM PROJECT TRIPS

12/10/2024

Intersection of : N Coleman Av & W Julian St & N Market St

Traffix Node Number : 3605

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	9	0	0	0	0	11	39	0	57	0	7	0
23-115656 TA (3-18928) Mixed Use 323 Terraine St Mixed-Use	12	0	0	0	0	15	10	0	16	0	9	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	20	91	0	0	270	81	0	0	0	70	89	25
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	6	0	0	1	0	0	0	0	3	5	0
TOTAL:	**41**	**97**	**0**	**0**	**271**	**107**	**49**	**0**	**73**	**73**	**110**	**25**

	LEFT	THRU	RIGHT
NORTH	0	271	107
EAST	73	110	25
SOUTH	41	97	0
WEST	49	0	73

AM PROJECT TRIPS

12/10/2024

Intersection of : N Market St & W St James St

Traffix Node Number : 3671

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	19	19	0	4	4	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	78	6	13	50	0	166	48	5	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	28	0	0	2	0	0	0	0
TOTAL:	**19**	**99**	**6**	**17**	**82**	**0**	**166**	**50**	**5**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	17	82	0
EAST	0	0	0
SOUTH	19	99	6
WEST	166	50	5

PM PROJECT TRIPS

12/10/2024

Intersection of : N Market St & W St James St

Traffix Node Number : 3671

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
20-145777 TA (3-22128) Mixed Use 255 W Julian Street Commercial	9	9	0	23	23	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	74	12	65	267	0	43	89	16	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	25	0	0	3	0	0	35	0	0	0	0
TOTAL:	**9**	**108**	**12**	**88**	**293**	**0**	**43**	**124**	**16**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	88	293	0
EAST	0	0	0
SOUTH	9	108	12
WEST	43	124	16

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 3671
Intersection Name: Market Street and St. James Street
Peak Hour: AM
Count Date: 1/23/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**82**	**235**	**100**	**0**	**0**	**0**	**39**	**706**	**29**	**154**	**405**	**117**	**1867**
Approved Trips (minus 20-145777 TA)	**0**	**78**	**13**	**0**	**0**	**0**	**6**	**80**	**0**	**5**	**50**	**166**	**398**
Background Conditions	**82**	**313**	**113**	**0**	**0**	**0**	**45**	**786**	**29**	**159**	**455**	**283**	**2265**
Project Trips	**0**	**10**	**12**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**28**
Background Plus Proj Conditions	**82**	**323**	**125**	**0**	**0**	**0**	**45**	**792**	**29**	**159**	**455**	**283**	**2293**

Intersection Number: 2
Traffix Node Number: 902
Intersection Name: Terraine Street and Julian Street/Project Driveway (unsignalized)
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**116**	**20**	**33**	**0**	**99**	**10**	**84**	**0**	**0**	**0**	**0**	**362**
Approved Trips (minus 20-145777 TA)	**2**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**30**	**27**	**3**	**90**
Background Conditions	**2**	**116**	**20**	**33**	**14**	**99**	**10**	**84**	**14**	**30**	**27**	**3**	**452**
Project Trips	**3**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**19**	**43**	**39**	**5**	**127**
Background Plus Proj Conditions	**5**	**116**	**20**	**33**	**32**	**99**	**10**	**84**	**33**	**73**	**66**	**8**	**579**

Intersection Number: 3
Traffix Node Number: 4133
Intersection Name: Terraine Street and St. James Street
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**261**	**0**	**0**	**4**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**111**	**1312**
Approved Trips (minus 20-145777 TA)	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**44**
Background Conditions	**291**	**0**	**0**	**4**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**125**	**1356**
Project Trips	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**62**
Background Plus Proj Conditions	**334**	**0**	**0**	**4**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**144**	**1418**

Intersection Number: 4
Traffix Node Number: 3605
Intersection Name: Coleman Avenue/Market Street and Julian Street
Peak Hour: AM
Count Date: ######

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**30**	**223**	**0**	**312**	**125**	**276**	**0**	**591**	**7**	**4**	**0**	**23**	**1591**
Approved Trips (minus 20-145777 TA)	**27**	**108**	**0**	**109**	**142**	**66**	**0**	**477**	**14**	**16**	**0**	**12**	**971**
Background Conditions	**57**	**331**	**0**	**421**	**267**	**342**	**0**	**1068**	**21**	**20**	**0**	**35**	**2562**
Project Trips	**7**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**22**	**0**	**17**	**57**
Background Plus Proj Conditions	**64**	**331**	**0**	**421**	**272**	**342**	**0**	**1068**	**27**	**42**	**0**	**52**	**2619**

Intersection Number: 5
Traffix Node Number: 3014
Intersection Name: SR-87 SB Ramps/Almaden Boulevard and Julian Street
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**164**	**223**	**280**	**363**	**586**	**16**	**0**	**0**	**0**	**23**	**443**	**0**	**2098**
Approved Trips (minus 20-145777 TA)	**161**	**5**	**7**	**11**	**411**	**44**	**0**	**0**	**0**	**1**	**114**	**0**	**754**
Background Conditions	**325**	**228**	**287**	**374**	**997**	**60**	**0**	**0**	**0**	**24**	**557**	**0**	**2852**
Project Trips	**0**	**0**	**6**	**17**	**9**	**1**	**0**	**0**	**0**	**0**	**7**	**0**	**40**
Background Plus Proj Conditions	**325**	**228**	**293**	**391**	**1006**	**61**	**0**	**0**	**0**	**24**	**564**	**0**	**2892**

Intersection Number: 6
Traffix Node Number: 3013
Intersection Name: SR-87 NB Ramps/Notre Dame Avenue and Julian Street/St. James Street
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**387**	**0**	**382**	**85**	**363**	**0**	**60**	**306**	**199**	**0**	**374**	**92**	**2248**
Approved Trips (minus 20-145777 TA)	**0**	**152**	**359**	**12**	**129**	**0**	**79**	**10**	**0**	**0**	**40**	**21**	**802**
Background Conditions	**387**	**152**	**741**	**97**	**492**	**0**	**139**	**316**	**199**	**0**	**414**	**113**	**3050**
Project Trips	**7**	**0**	**0**	**16**	**27**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**63**
Background Plus Proj Conditions	**394**	**152**	**741**	**113**	**519**	**0**	**139**	**316**	**199**	**0**	**427**	**113**	**3113**

Intersection Number: 1
Traffix Node Number: 3671
Intersection Name: Market Street and St. James Street
Peak Hour: PM
Count Date: 1/23/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**87**	**780**	**328**	**0**	**0**	**0**	**28**	**211**	**59**	**126**	**430**	**43**	**2092**
Approved Trips (minus 20-145777 TA)	**0**	**270**	**65**	**0**	**0**	**0**	**12**	**99**	**0**	**16**	**124**	**43**	**629**
Background Conditions	**87**	**1050**	**393**	**0**	**0**	**0**	**40**	**310**	**59**	**142**	**554**	**86**	**2721**
Project Trips	**0**	**12**	**8**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**35**
Background Plus Proj Conditions	**87**	**1062**	**401**	**0**	**0**	**0**	**40**	**325**	**59**	**142**	**554**	**86**	**2756**

Intersection Number: 2
Traffix Node Number: 902
Intersection Name: Terraine Street and Julian Street/Project Driveway (unsignalized)
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**163**	**22**	**46**	**0**	**122**	**17**	**75**	**0**	**0**	**0**	**0**	**445**
Approved Trips (minus 20-145777 TA)	**5**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**39**	**28**	**26**	**4**	**138**
Background Conditions	**5**	**163**	**22**	**46**	**36**	**122**	**17**	**75**	**39**	**28**	**26**	**4**	**583**
Project Trips	**7**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**52**	**36**	**34**	**5**	**183**
Background Plus Proj Conditions	**12**	**163**	**22**	**46**	**85**	**122**	**17**	**75**	**91**	**64**	**60**	**9**	**766**

Intersection Number: 3
Traffix Node Number: 4133
Intersection Name: Terraine Street and St. James Street
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**321**	**0**	**0**	**1**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**107**	**1290**
Approved Trips (minus 20-145777 TA)	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**67**
Background Conditions	**349**	**0**	**0**	**1**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**146**	**1357**
Project Trips	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**88**
Background Plus Proj Conditions	**385**	**0**	**0**	**1**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**198**	**1445**

Intersection Number: 4
Traffix Node Number: 3605
Intersection Name: Coleman Avenue/Market Street and Julian Street
Peak Hour: PM
Count Date: ######

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**124**	**1041**	**0**	**186**	**124**	**277**	**0**	**239**	**7**	**8**	**0**	**13**	**2019**
Approved Trips (minus 20-145777 TA)	**96**	**271**	**0**	**25**	**103**	**73**	**0**	**97**	**32**	**16**	**0**	**10**	**723**
Background Conditions	**220**	**1312**	**0**	**211**	**227**	**350**	**0**	**336**	**39**	**24**	**0**	**23**	**2742**
Project Trips	**20**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**15**	**21**	**0**	**14**	**83**
Background Plus Proj Conditions	**240**	**1312**	**0**	**211**	**240**	**350**	**0**	**336**	**54**	**45**	**0**	**37**	**2825**

Intersection Number: 5
Traffix Node Number: 3014
Intersection Name: SR-87 SB Ramps/Almaden Boulevard and Julian Street
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**47**	**81**	**126**	**690**	**271**	**18**	**0**	**0**	**0**	**46**	**1140**	**0**	**2419**
Approved Trips (minus 20-145777 TA)	**49**	**18**	**34**	**9**	**246**	**115**	**0**	**0**	**0**	**11**	**663**	**0**	**1145**
Background Conditions	**96**	**99**	**160**	**699**	**517**	**133**	**0**	**0**	**0**	**57**	**1803**	**0**	**3564**
Project Trips	**0**	**0**	**17**	**12**	**9**	**5**	**0**	**0**	**0**	**0**	**17**	**0**	**60**
Background Plus Proj Conditions	**96**	**99**	**177**	**711**	**526**	**138**	**0**	**0**	**0**	**57**	**1820**	**0**	**3624**

Intersection Number: 6
Traffix Node Number: 3013
Intersection Name: SR-87 NB Ramps/Notre Dame Avenue and Julian Street/St. James Street
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**316**	**0**	**163**	**95**	**461**	**0**	**35**	**247**	**339**	**0**	**336**	**105**	**2097**
Approved Trips (minus 20-145777 TA)	**0**	**69**	**96**	**19**	**326**	**0**	**58**	**61**	**100**	**0**	**132**	**148**	**1009**
Background Conditions	**316**	**69**	**259**	**114**	**787**	**0**	**93**	**308**	**439**	**0**	**468**	**253**	**3106**
Project Trips	**19**	**0**	**0**	**11**	**26**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**90**
Background Plus Proj Conditions	**335**	**69**	**259**	**125**	**813**	**0**	**93**	**308**	**439**	**0**	**502**	**253**	**3196**

Appendix E
Queue Length Calculations

1. Market/St. James
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0622	0.0622	0
0.1727	0.2349	1
0.2399	0.4748	2
0.2221	0.6969	3
0.1542	0.8511	4
0.0857	0.9368	5
0.0397	0.9765	6
0.0157	0.9922	7
0.0055	0.9977	8
0.0017	0.9994	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Market/St. James
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0433	0.0433	0
0.1360	0.1793	1
0.2135	0.3928	2
0.2233	0.6161	3
0.1753	0.7914	4
0.1100	0.9014	5
0.0576	0.9590	6
0.0258	0.9848	7
0.0101	0.9949	8
0.0035	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Market/St. James
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0310	0.0310	0
0.1078	0.1389	1
0.1872	0.3260	2
0.2166	0.5426	3
0.1880	0.7307	4
0.1306	0.8613	5
0.0756	0.9368	6
0.0375	0.9743	7
0.0163	0.9906	8
0.0063	0.9969	9
0.0022	0.9990	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Market/St. James
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 13.7
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0005	0.0006	3
0.0017	0.0023	4
0.0046	0.0069	5
0.0105	0.0174	6
0.0205	0.0379	7
0.0350	0.0730	8
0.0532	0.1261	9
0.0727	0.1988	10
0.0903	0.2892	11
0.1029	0.3920	12
0.1081	0.5002	13
0.1056	0.6057	14
0.0962	0.7019	15
0.0822	0.7841	16
0.0660	0.8501	17
0.0501	0.9002	18
0.0361	0.9363	19
0.0246	0.9610	20
0.0160	0.9770	21
0.0100	0.9870	22
0.0059	0.9929	23
0.0034	0.9963	24
0.0018	0.9981	25
0.0010	0.9991	26
0.0005	0.9996	27
0.0002	0.9998	28
0.0001	0.9999	29
0.0001	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Market/St. James
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 16.4
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0008	0.0011	5
0.0021	0.0031	6
0.0048	0.0080	7
0.0099	0.0179	8
0.0180	0.0359	9
0.0295	0.0655	10
0.0440	0.1095	11
0.0600	0.1695	12
0.0756	0.2451	13
0.0884	0.3335	14
0.0965	0.4300	15
0.0988	0.5288	16
0.0952	0.6240	17
0.0866	0.7105	18
0.0746	0.7851	19
0.0611	0.8462	20
0.0476	0.8939	21
0.0355	0.9293	22
0.0252	0.9545	23
0.0172	0.9718	24
0.0113	0.9831	25
0.0071	0.9902	26
0.0043	0.9945	27
0.0025	0.9970	28
0.0014	0.9984	29
0.0008	0.9992	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0001	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Market/St. James
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 16.7
Percentile = 0.95 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0001	3
0.0002	0.0002	4
0.0006	0.0008	5
0.0017	0.0025	6
0.0040	0.0065	7
0.0083	0.0149	8
0.0155	0.0304	9
0.0259	0.0562	10
0.0393	0.0956	11
0.0548	0.1504	12
0.0704	0.2207	13
0.0840	0.3047	14
0.0936	0.3983	15
0.0977	0.4960	16
0.0960	0.5921	17
0.0891	0.6812	18
0.0784	0.7596	19
0.0655	0.8251	20
0.0521	0.8772	21
0.0396	0.9168	22
0.0287	0.9456	23
0.0200	0.9656	24
0.0134	0.9789	25
0.0086	0.9875	26
0.0053	0.9929	27
0.0032	0.9960	28
0.0018	0.9979	29
0.0010	0.9989	30
0.0005	0.9994	31
0.0003	0.9997	32
0.0001	0.9999	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7336	0.7336	0
0.2273	0.9609	1
0.0352	0.9961	2
0.0036	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7247	0.7247	0
0.2334	0.9581	1
0.0376	0.9956	2
0.0040	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7074	0.7074	0
0.2449	0.9523	1
0.0424	0.9947	2
0.0049	0.9995	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6395	0.6395	0
0.2859	0.9254	1
0.0639	0.9893	2
0.0095	0.9988	3
0.0011	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6154	0.6154	0
0.2988	0.9141	1
0.0725	0.9867	2
0.0117	0.9984	3
0.0014	0.9998	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5786	0.5786	0
0.3166	0.8952	1
0.0866	0.9818	2
0.0158	0.9976	3
0.0022	0.9997	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7403	0.7403	0
0.2226	0.9629	1
0.0335	0.9964	2
0.0034	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7084	0.7084	0
0.2442	0.9526	1
0.0421	0.9947	2
0.0048	0.9996	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6637	0.6637	0
0.2721	0.9357	1
0.0558	0.9915	2
0.0076	0.9991	3
0.0008	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6663	0.6663	0
0.2705	0.9368	1
0.0549	0.9917	2
0.0074	0.9992	3
0.0008	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5870	0.5870	0
0.3127	0.8997	1
0.0833	0.9830	2
0.0148	0.9978	3
0.0020	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4728	0.4728	0
0.3542	0.8270	1
0.1326	0.9596	2
0.0331	0.9927	3
0.0062	0.9989	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8157	0.8157	0
0.1661	0.9819	1
0.0169	0.9988	2
0.0011	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7819	0.7819	0
0.1924	0.9743	1
0.0237	0.9979	2
0.0019	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7331	0.7331	0
0.2276	0.9607	1
0.0353	0.9960	2
0.0037	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8172	0.8172	0
0.1650	0.9822	1
0.0167	0.9988	2
0.0011	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7286	0.7286	0
0.2307	0.9593	1
0.0365	0.9958	2
0.0039	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6032	0.6032	0
0.3049	0.9081	1
0.0771	0.9852	2
0.0130	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.7
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0014	0.0016	1
0.0063	0.0079	2
0.0183	0.0262	3
0.0398	0.0660	4
0.0692	0.1352	5
0.1003	0.2355	6
0.1247	0.3602	7
0.1356	0.4958	8
0.1311	0.6269	9
0.1140	0.7409	10
0.0902	0.8311	11
0.0654	0.8965	12
0.0438	0.9403	13
0.0272	0.9675	14
0.0158	0.9832	15
0.0086	0.9918	16
0.0044	0.9962	17
0.0021	0.9983	18
0.0010	0.9993	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 9.7
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0029	0.0035	2
0.0093	0.0129	3
0.0226	0.0355	4
0.0439	0.0793	5
0.0709	0.1502	6
0.0982	0.2485	7
0.1191	0.3676	8
0.1284	0.4960	9
0.1245	0.6205	10
0.1098	0.7303	11
0.0888	0.8191	12
0.0662	0.8853	13
0.0459	0.9312	14
0.0297	0.9609	15
0.0180	0.9789	16
0.0103	0.9892	17
0.0055	0.9947	18
0.0028	0.9975	19
0.0014	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0034	0.0044	3
0.0094	0.0138	4
0.0208	0.0346	5
0.0387	0.0733	6
0.0615	0.1348	7
0.0856	0.2204	8
0.1059	0.3262	9
0.1179	0.4441	10
0.1193	0.5634	11
0.1107	0.6740	12
0.0948	0.7688	13
0.0754	0.8442	14
0.0559	0.9001	15
0.0389	0.9390	16
0.0255	0.9645	17
0.0158	0.9803	18
0.0092	0.9895	19
0.0051	0.9947	20
0.0027	0.9974	21
0.0014	0.9988	22
0.0007	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 10.7
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0003	1
0.0013	0.0016	2
0.0046	0.0062	3
0.0123	0.0185	4
0.0264	0.0448	5
0.0470	0.0918	6
0.0718	0.1636	7
0.0961	0.2597	8
0.1142	0.3739	9
0.1222	0.4961	10
0.1189	0.6150	11
0.1060	0.7210	12
0.0872	0.8083	13
0.0667	0.8750	14
0.0476	0.9225	15
0.0318	0.9543	16
0.0200	0.9744	17
0.0119	0.9863	18
0.0067	0.9930	19
0.0036	0.9966	20
0.0018	0.9984	21
0.0009	0.9993	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.6
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0006	0.0007	2
0.0023	0.0030	3
0.0068	0.0098	4
0.0157	0.0255	5
0.0305	0.0561	6
0.0507	0.1068	7
0.0738	0.1805	8
0.0953	0.2759	9
0.1109	0.3868	10
0.1173	0.5041	11
0.1137	0.6178	12
0.1018	0.7196	13
0.0846	0.8041	14
0.0656	0.8697	15
0.0477	0.9174	16
0.0326	0.9500	17
0.0211	0.9711	18
0.0129	0.9840	19
0.0075	0.9915	20
0.0042	0.9957	21
0.0022	0.9979	22
0.0011	0.9990	23
0.0005	0.9996	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.8
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0003	2
0.0009	0.0012	3
0.0030	0.0042	4
0.0077	0.0120	5
0.0166	0.0285	6
0.0304	0.0589	7
0.0487	0.1076	8
0.0695	0.1771	9
0.0892	0.2663	10
0.1040	0.3703	11
0.1112	0.4815	12
0.1098	0.5914	13
0.1007	0.6920	14
0.0861	0.7782	15
0.0691	0.8472	16
0.0522	0.8994	17
0.0372	0.9366	18
0.0251	0.9617	19
0.0161	0.9778	20
0.0098	0.9876	21
0.0057	0.9934	22
0.0032	0.9966	23
0.0017	0.9983	24
0.0009	0.9992	25
0.0004	0.9996	26
0.0002	0.9998	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0247	0.0247	0
0.0915	0.1162	1
0.1692	0.2854	2
0.2087	0.4942	3
0.1931	0.6872	4
0.1429	0.8301	5
0.0881	0.9182	6
0.0466	0.9648	7
0.0215	0.9863	8
0.0089	0.9952	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0155	0.0155	0
0.0646	0.0801	1
0.1346	0.2147	2
0.1869	0.4016	3
0.1947	0.5963	4
0.1623	0.7586	5
0.1127	0.8712	6
0.0671	0.9383	7
0.0349	0.9733	8
0.0162	0.9894	9
0.0067	0.9962	10
0.0026	0.9987	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0282	0.0282	0
0.1008	0.1290	1
0.1797	0.3087	2
0.2136	0.5223	3
0.1905	0.7128	4
0.1359	0.8487	5
0.0808	0.9294	6
0.0412	0.9706	7
0.0183	0.9890	8
0.0073	0.9962	9
0.0026	0.9988	10
0.0008	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.9
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0375	0.0452	1
0.0912	0.1363	2
0.1479	0.2842	3
0.1799	0.4642	4
0.1752	0.6393	5
0.1421	0.7814	6
0.0988	0.8802	7
0.0601	0.9403	8
0.0325	0.9728	9
0.0158	0.9886	10
0.0070	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.6
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0092	0.0106	1
0.0303	0.0410	2
0.0664	0.1073	3
0.1090	0.2163	4
0.1431	0.3594	5
0.1566	0.5161	6
0.1469	0.6630	7
0.1206	0.7836	8
0.0880	0.8716	9
0.0578	0.9294	10
0.0345	0.9639	11
0.0189	0.9827	12
0.0095	0.9923	13
0.0045	0.9968	14
0.0020	0.9987	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3998	0.3998	0
0.3665	0.7664	1
0.1680	0.9344	2
0.0513	0.9857	3
0.0118	0.9975	4
0.0022	0.9996	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1752	0.1752	0
0.3052	0.4804	1
0.2658	0.7462	2
0.1543	0.9005	3
0.0672	0.9677	4
0.0234	0.9911	5
0.0068	0.9979	6
0.0017	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1415	0.1415	0
0.2767	0.4182	1
0.2705	0.6887	2
0.1763	0.8651	3
0.0862	0.9513	4
0.0337	0.9850	5
0.0110	0.9960	6
0.0031	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0080	0.0080	0
0.0388	0.0469	1
0.0936	0.1404	2
0.1504	0.2909	3
0.1813	0.4722	4
0.1749	0.6471	5
0.1406	0.7877	6
0.0968	0.8845	7
0.0584	0.9429	8
0.0313	0.9742	9
0.0151	0.9893	10
0.0066	0.9959	11
0.0027	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.6
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0016	0.0018	1
0.0070	0.0089	2
0.0201	0.0290	3
0.0430	0.0719	4
0.0735	0.1455	5
0.1048	0.2503	6
0.1281	0.3784	7
0.1370	0.5155	8
0.1303	0.6457	9
0.1115	0.7572	10
0.0867	0.8439	11
0.0618	0.9057	12
0.0407	0.9464	13
0.0249	0.9712	14
0.0142	0.9854	15
0.0076	0.9930	16
0.0038	0.9968	17
0.0018	0.9986	18
0.0008	0.9994	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.3
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0039	0.0048	2
0.0120	0.0167	3
0.0280	0.0447	4
0.0522	0.0969	5
0.0812	0.1781	6
0.1082	0.2863	7
0.1263	0.4126	8
0.1310	0.5436	9
0.1222	0.6658	10
0.1037	0.7695	11
0.0807	0.8502	12
0.0579	0.9081	13
0.0386	0.9467	14
0.0240	0.9707	15
0.0140	0.9848	16
0.0077	0.9924	17
0.0040	0.9964	18
0.0020	0.9984	19
0.0009	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8074	0.8074	0
0.1727	0.9801	1
0.0185	0.9986	2
0.0013	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5264	0.5264	0
0.3378	0.8642	1
0.1084	0.9726	2
0.0232	0.9957	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4382	0.4382	0
0.3615	0.7998	1
0.1491	0.9489	2
0.0410	0.9899	3
0.0085	0.9984	4
0.0014	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7617	0.7617	0
0.2073	0.9690	1
0.0282	0.9973	2
0.0026	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2194	0.2194	0
0.3328	0.5523	1
0.2524	0.8047	2
0.1276	0.9322	3
0.0484	0.9806	4
0.0147	0.9953	5
0.0037	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4382	0.4382	0
0.3615	0.7998	1
0.1491	0.9489	2
0.0410	0.9899	3
0.0085	0.9984	4
0.0014	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1863	0.1863	0
0.3130	0.4993	1
0.2630	0.7623	2
0.1474	0.9097	3
0.0619	0.9716	4
0.0208	0.9924	5
0.0058	0.9982	6
0.0014	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0566	0.0566	0
0.1625	0.2191	1
0.2334	0.4524	2
0.2234	0.6758	3
0.1604	0.8363	4
0.0922	0.9284	5
0.0441	0.9725	6
0.0181	0.9906	7
0.0065	0.9971	8
0.0021	0.9992	9
0.0006	0.9998	10
0.0002	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4419	0.4419	0
0.3609	0.8028	1
0.1474	0.9502	2
0.0401	0.9903	3
0.0082	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1608	0.1608	0
0.2939	0.4546	1
0.2685	0.7232	2
0.1636	0.8868	3
0.0748	0.9616	4
0.0273	0.9889	5
0.0083	0.9972	6
0.0022	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0412	0.0412	0
0.1314	0.1727	1
0.2096	0.3822	2
0.2228	0.6050	3
0.1776	0.7826	4
0.1133	0.8959	5
0.0602	0.9561	6
0.0274	0.9835	7
0.0109	0.9944	8
0.0039	0.9983	9
0.0012	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0065	0.0074	1
0.0226	0.0299	2
0.0525	0.0825	3
0.0918	0.1743	4
0.1282	0.3025	5
0.1493	0.4518	6
0.1490	0.6008	7
0.1301	0.7309	8
0.1010	0.8319	9
0.0706	0.9025	10
0.0448	0.9473	11
0.0261	0.9734	12
0.0140	0.9874	13
0.0070	0.9944	14
0.0033	0.9976	15
0.0014	0.9991	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Background Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0056	0.0064	1
0.0200	0.0264	2
0.0477	0.0741	3
0.0854	0.1595	4
0.1221	0.2816	5
0.1456	0.4272	6
0.1488	0.5760	7
0.1330	0.7090	8
0.1057	0.8147	9
0.0756	0.8903	10
0.0492	0.9394	11
0.0293	0.9688	12
0.0161	0.9849	13
0.0082	0.9931	14
0.0039	0.9970	15
0.0018	0.9988	16
0.0007	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0052	0.0059	1
0.0189	0.0248	2
0.0455	0.0703	3
0.0823	0.1525	4
0.1191	0.2716	5
0.1436	0.4152	6
0.1484	0.5636	7
0.1343	0.6978	8
0.1079	0.8058	9
0.0781	0.8839	10
0.0514	0.9353	11
0.0310	0.9662	12
0.0172	0.9835	13
0.0089	0.9924	14
0.0043	0.9967	15
0.0019	0.9986	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0564	0.0564	0
0.1622	0.2186	1
0.2332	0.4518	2
0.2234	0.6752	3
0.1606	0.8358	4
0.0923	0.9282	5
0.0442	0.9724	6
0.0182	0.9906	7
0.0065	0.9971	8
0.0021	0.9992	9
0.0006	0.9998	10
0.0002	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0274	0.0274	0
0.0986	0.1260	1
0.1773	0.3032	2
0.2126	0.5158	3
0.1912	0.7070	4
0.1375	0.8445	5
0.0825	0.9270	6
0.0424	0.9693	7
0.0191	0.9884	8
0.0076	0.9960	9
0.0027	0.9987	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0216	0.0216	0
0.0829	0.1046	1
0.1590	0.2636	2
0.2031	0.4667	3
0.1947	0.6614	4
0.1492	0.8106	5
0.0954	0.9060	6
0.0522	0.9582	7
0.0250	0.9832	8
0.0107	0.9939	9
0.0041	0.9979	10
0.0014	0.9994	11
0.0005	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.9
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0027	0.0027	0
0.0160	0.0187	1
0.0473	0.0660	2
0.0932	0.1592	3
0.1378	0.2969	4
0.1629	0.4598	5
0.1605	0.6204	6
0.1356	0.7559	7
0.1002	0.8561	8
0.0658	0.9220	9
0.0389	0.9609	10
0.0209	0.9818	11
0.0103	0.9921	12
0.0047	0.9968	13
0.0020	0.9988	14
0.0008	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.9
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0027	0.0027	0
0.0160	0.0187	1
0.0473	0.0660	2
0.0932	0.1592	3
0.1378	0.2969	4
0.1629	0.4598	5
0.1605	0.6204	6
0.1356	0.7559	7
0.1002	0.8561	8
0.0658	0.9220	9
0.0389	0.9609	10
0.0209	0.9818	11
0.0103	0.9921	12
0.0047	0.9968	13
0.0020	0.9988	14
0.0008	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0024	0.0024	0
0.0146	0.0171	1
0.0440	0.0611	2
0.0884	0.1495	3
0.1330	0.2825	4
0.1601	0.4426	5
0.1606	0.6032	6
0.1381	0.7413	7
0.1039	0.8452	8
0.0695	0.9147	9
0.0418	0.9566	10
0.0229	0.9795	11
0.0115	0.9910	12
0.0053	0.9963	13
0.0023	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.1
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0021	0.0021	0
0.0132	0.0153	1
0.0405	0.0558	2
0.0829	0.1388	3
0.1274	0.2662	4
0.1566	0.4228	5
0.1603	0.5831	6
0.1408	0.7239	7
0.1081	0.8320	8
0.0738	0.9058	9
0.0453	0.9511	10
0.0253	0.9765	11
0.0130	0.9894	12
0.0061	0.9956	13
0.0027	0.9982	14
0.0011	0.9993	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.1
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0021	0.0021	0
0.0132	0.0153	1
0.0405	0.0558	2
0.0829	0.1388	3
0.1274	0.2662	4
0.1566	0.4228	5
0.1603	0.5831	6
0.1408	0.7239	7
0.1081	0.8320	8
0.0738	0.9058	9
0.0453	0.9511	10
0.0253	0.9765	11
0.0130	0.9894	12
0.0061	0.9956	13
0.0027	0.9982	14
0.0011	0.9993	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0319	0.0432	2
0.0690	0.1122	3
0.1121	0.2243	4
0.1456	0.3698	5
0.1575	0.5274	6
0.1462	0.6736	7
0.1187	0.7922	8
0.0856	0.8779	9
0.0556	0.9335	10
0.0328	0.9663	11
0.0178	0.9841	12
0.0089	0.9929	13
0.0041	0.9971	14
0.0018	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0745	0.0745	0
0.1934	0.2679	1
0.2512	0.5191	2
0.2175	0.7366	3
0.1412	0.8778	4
0.0734	0.9512	5
0.0318	0.9829	6
0.0118	0.9947	7
0.0038	0.9985	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0516	0.0516	0
0.1530	0.2046	1
0.2267	0.4313	2
0.2240	0.6553	3
0.1660	0.8213	4
0.0984	0.9197	5
0.0486	0.9683	6
0.0206	0.9889	7
0.0076	0.9965	8
0.0025	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0317	0.0317	0
0.1093	0.1410	1
0.1887	0.3297	2
0.2172	0.5469	3
0.1875	0.7343	4
0.1295	0.8638	5
0.0745	0.9383	6
0.0367	0.9750	7
0.0159	0.9909	8
0.0061	0.9970	9
0.0021	0.9991	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0249	0.0249	0
0.0918	0.1167	1
0.1697	0.2864	2
0.2089	0.4953	3
0.1930	0.6883	4
0.1426	0.8309	5
0.0878	0.9187	6
0.0463	0.9650	7
0.0214	0.9864	8
0.0088	0.9952	9
0.0032	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0119	0.0119	0
0.0526	0.0645	1
0.1167	0.1812	2
0.1725	0.3537	3
0.1911	0.5448	4
0.1695	0.7143	5
0.1252	0.8395	6
0.0793	0.9188	7
0.0439	0.9628	8
0.0216	0.9844	9
0.0096	0.9940	10
0.0039	0.9979	11
0.0014	0.9993	12
0.0005	0.9998	13
0.0002	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.9
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0376	0.0454	1
0.0915	0.1368	2
0.1482	0.2851	3
0.1801	0.4652	4
0.1751	0.6403	5
0.1419	0.7822	6
0.0985	0.8807	7
0.0599	0.9406	8
0.0323	0.9729	9
0.0157	0.9887	10
0.0069	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
EBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7113	0.7113	0
0.2423	0.9536	1
0.0413	0.9949	2
0.0047	0.9996	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
EBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7153	0.7153	0
0.2396	0.9550	1
0.0401	0.9951	2
0.0045	0.9996	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix F
Transportation Demand Management (TDM) Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

255 W. Julian Street Residential Development

Draft Transportation Demand Management (TDM) Plan

Prepared for:

David J. Powers & Associates, Inc.

June 20, 2025

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

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1. Introduction

This Transportation Demand Management (TDM) plan has been prepared for the proposed mixed-use development at 255 W. Julian Street to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the City of San Jose Transportation Handbook, April 2023. The City's TDM Program establishes a framework for new development projects to provide alternative mobility options for residents, employees, and visitors. The goals of the TDM Program, as outlined in Section 4.1 Transportation Demand Management Program of the City of San Jose Transportation Handbook, are to:

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

This TDM Plan addresses all the requirements of the City's TDM ordinance. The project will be responsible for implementing the measures identified in this TDM Plan to reduce the number of vehicle trips generated by the project, parking demand, and advance the goals above. In addition, the project will be required to submit monitoring and compliance reporting on an annual basis.

Project Description

The project site (APNs 259-31-071, -081, -082, -083) is located along Terraine Street, north of Julian Street (see Figure 1). As proposed, the project would demolish the existing surface parking lot and construct a mixed-use building consisting of 600 multi-family residential units and approximately 13,100 s.f. of ground-floor retail uses. On-site parking consisting of 305 parking spaces would be provided within four below-grade parking levels. Access to all parking levels and a loading area would be provided via a two-way driveway that would create the west leg of the Terraine Street/Julian Street intersection. The proposed driveway and exterior drive aisle would be shared with the proposed mixed-use development located north of the project site at 323 Terraine Street. The project would not modify an existing commercial office building located on-site ("Davidson Building").

The project site plan is shown on Figure 2.

TDM Program

Screening Criteria

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

Per the TDM screening criteria, the 13,100 s.f. retail component would be screened out per the local-serving criterion threshold of 100,000 s.f. of floor area. However, the 600-unit residential component would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan for the proposed residential component per City policy.

TDM Points Targets

A project's TDM requirement is defined as a TDM Point Target, which is achieved by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The proposed residential component is considered a "home-end use" and will be required to satisfy a TDM target of 25 points.

Menu of TDM Measures

The City maintains a menu of TDM measures that can be implemented as part of a TDM plan to achieve the project's TDM Point Target. Table 3 shows the point values, or point-value ranges, for each TDM measure in the menu and their applicability to each land use category as provided in the City of San Jose Transportation Handbook, April 2023. The City's menu of TDM measures is organized into four (4) categories of measures:

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

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

Figure 1
Site Location



Figure 2
Site Plan

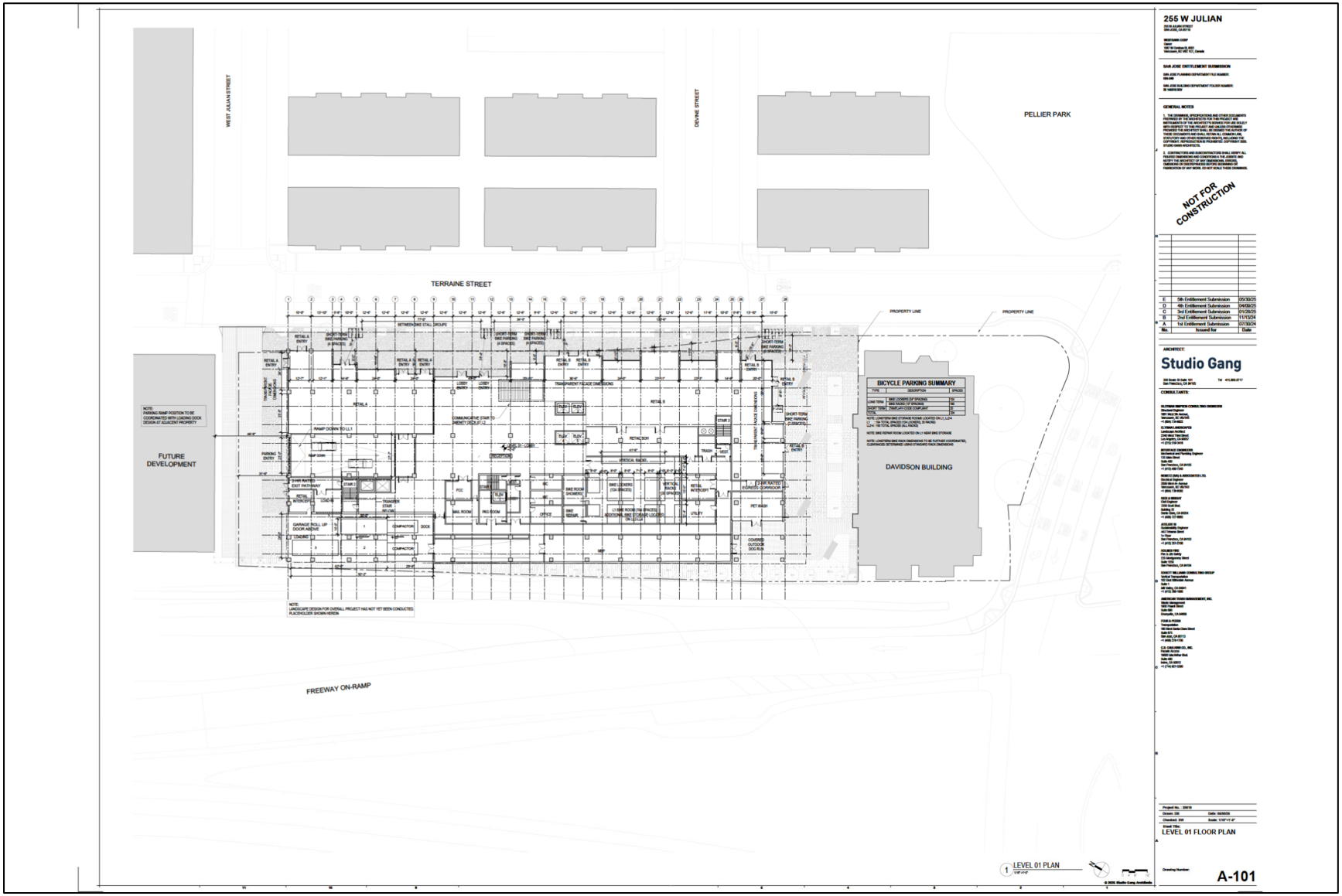


Table 1
Screening Criteria for the City's TDM Program for Development Projects

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

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

Table 2
TDM Point Targets by Land Use Category

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

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

Table 3
Menu of TDM Measures and Applicability

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

Table 3 (continued)
Menu of TDM Measures and Applicability

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

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

Proposed TDM Measures

The project proposes to implement the following TDM measures as part of the draft TDM plan:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (2 points)

Implementation details regarding the selected TDM measures are described in Chapter 3.

TDM Plan Compliance and Monitoring (TDM Policy)

Projects including a TDM Plan as a Condition of Approval are required to implement the selected TDM measures for the life of the project and fulfill ongoing compliance and monitoring requirements. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects are Level 2 projects (see Table 4).

Based on the compliance and monitoring requirements, the proposed project is considered a Level 2 project. Annual compliance and monitoring requirements for Level 2 projects are described in Chapter 4.

Table 4
Annual Compliance and Monitoring Requirements

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

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

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include VTA light rail and bus routes, bicycle and pedestrian facilities. This chapter describes the existing facilities and services near the project site.

Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately one mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. The VTA transit services are described below and shown in Figure 3.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522, and 568 run along Santa Clara Street while Rapid Route 523 runs along San Carlos Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 5, including their route descriptions and commute hour headways. The nearest bus stops are located at the intersection of First Street/Bassett Street, approximately ¼-mile walking distance from the project site.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along First Street in the vicinity of the project site. The St. James LRT Station platforms are located along First Street and Second Street, less than ½-mile walking distance from the project site. The Diridon Transit Center is accessible via the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Figure 3
Existing Transit Service

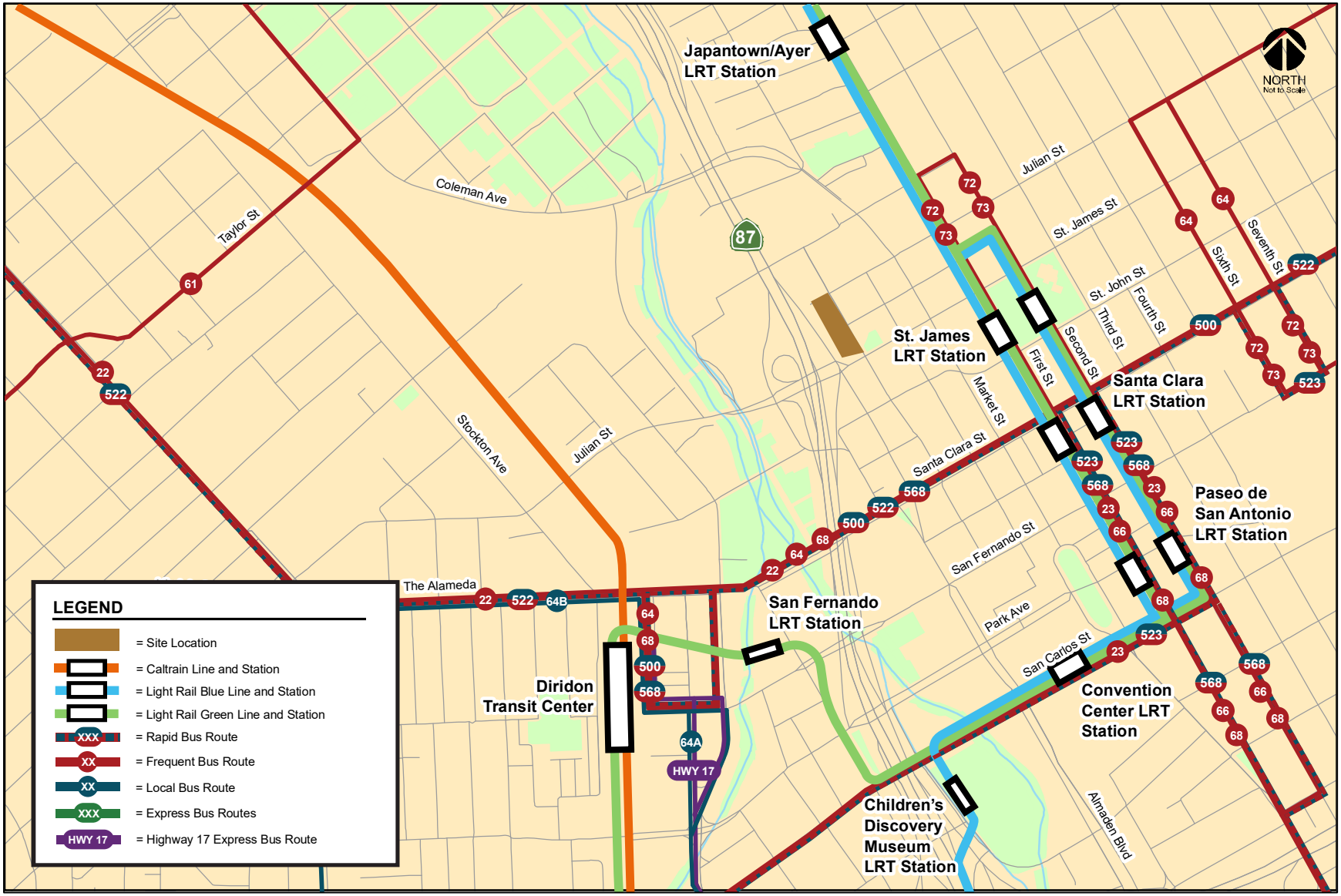


Table 5
Existing Transit Services

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Bassett	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Bassett	10 - 15 min

Notes:
[1] Approximate headways during peak commute periods.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:43 AM and 11:30 PM in the northbound direction, and between 6:11 AM and 1:22 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:22 AM and 9:44 AM in the westbound direction, and between 2:10 PM and 5:35 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station six times during the weekdays between approximately 7:15 AM and 8:16 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station six times during the weekdays between 6:18 AM and 6:05 PM.

Pedestrian and Bicycle Facilities

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. All crosswalk ramps at intersections within the project vicinity are ADA-compliant. Most sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

Existing Bicycle Facilities

The existing bicycle facilities are described below and shown in Figure 4.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Julian Street, between SR-87 Ramps and Montgomery Street
- Coleman Avenue, north of Julian Street
- St. John Street, between First Street and Fourth Street
- Second Street, between Taylor Street and Julian Street; between William Street and Keyes Street
- Third Street, between Jackson Street and Julian Street
- Fourth Street, between Hedding Street and Santa Clara Street; between San Salvador Street and Reed Street
- Seventh Street, north of San Fernando Street
- Notre Dame Avenue, along its entire extent
- Santa Clara Street, between Notre Dame Avenue and Stockton Avenue
- Park Avenue, between Market Street and Barack Obama Boulevard
- Almaden Boulevard, between San Carlos Street and Woz Way
- Market Street, between San Fernando Street and Viola Avenue

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Bassett Street, between Terraine Street and Second Street
- St. John Street, between Fourth Street and Seventeenth Street; west of First Street
- First Street, between San Salvador Street and St. John Street
- Second Street, between San Carlos Street and St. John Street
- Hawthorne Way, between San Pedro Street and First Street
- San Pedro Street, between Hedding Street and Ryland Street
- Ryland Street, along its entire extent
- Santa Teresa Street, along its entire extent

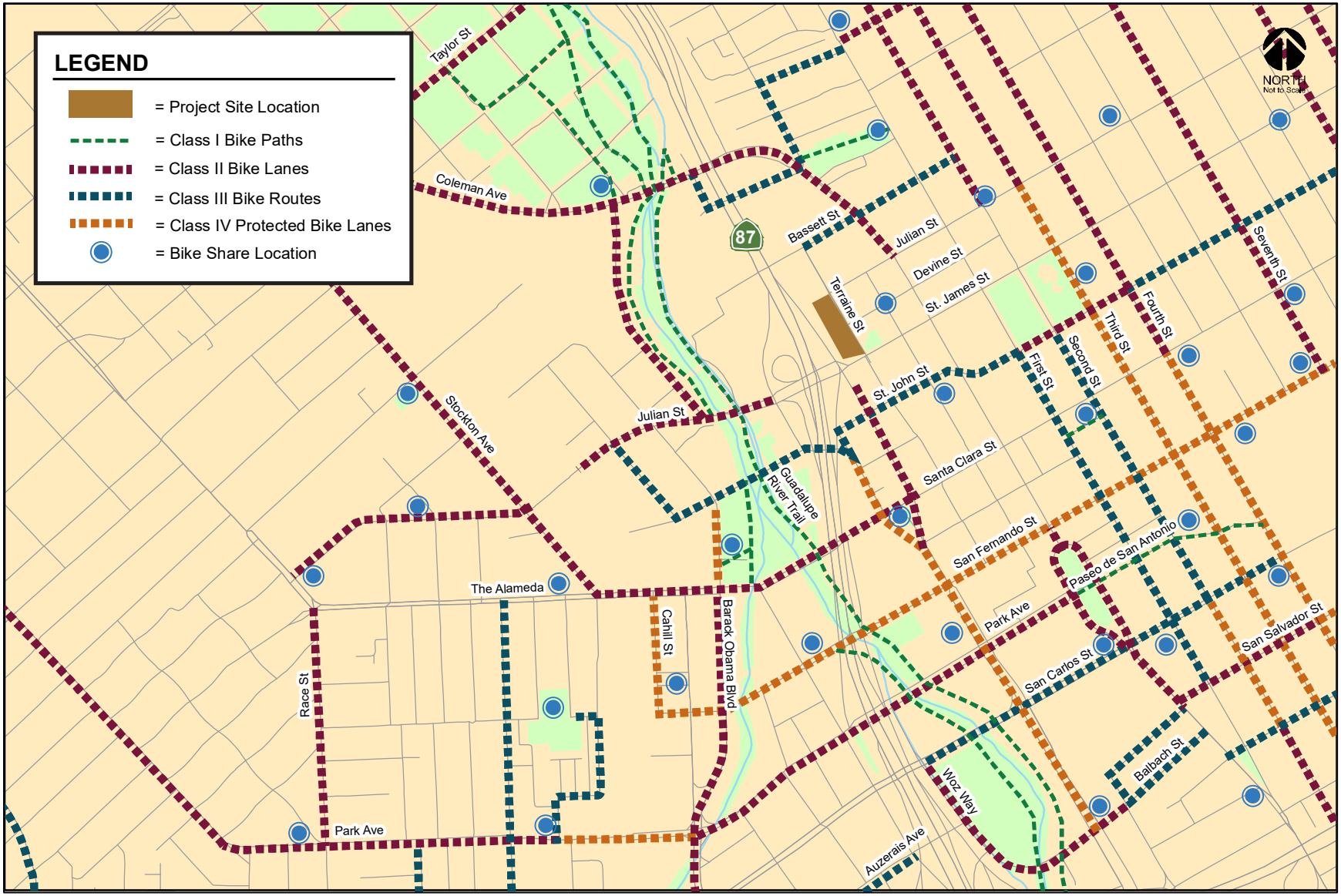
Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are currently being installed throughout the Downtown Area and adjacent roadways. Protected bike lanes are currently being constructed or have been implemented along the following roadways:

- Almaden Boulevard, between St. John Street and San Carlos Street
- San Fernando Street, between Cahill Street and Tenth Street
- Third Street, between Julian Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- Barack Obama Boulevard, between St. John Street and Santa Clara Street

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Julian Street, located approximately 1/3-mile west of the project site.

Figure 4
Existing Bicycle Network



Bike and Scooter Share Services

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 300 feet walking distance from the project site along the south side of Devine Street, just west of San Pedro Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

3. Proposed TDM Measures

A project's TDM requirement is defined as a TDM Point Target, to be met by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The residential component of the proposed project is considered a "home-end use" and will be required to satisfy 25 TDM Points. The project proposes to implement the following TDM measures in order to achieve the 25 TDM Points goal:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (2 points)

The point allocation for each of the TDM measures is identified in Table 6. A description of each TDM measure is provided below, along with the number of points earned from each measure. The City will check for compliance using the methods described with each measure. Annual monitoring and compliance requirements are discussed in Chapter 4.

Parking

PK01: Off-Street Vehicle Parking Spaces

Provide off-street automobile parking supply at ratios lower than those documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*.

- **Point Requirements:** TDM Point Values are based on the project's off-street parking ratio and location, as shown on Table 7.
- **Project Implementation:** Per the site plan, 305 vehicle parking stalls are proposed within the on-site parking level. The project parking ratio is 0.51 and is located within Downtown. Therefore, the project would receive ***20 points***.

Table 6
TDM Plan Measures and Point Allocation

Type	ID	Measure	Description/Implementation	Point Values
Parking	PK01	Right-Size Parking Supply	The project will provide off-street automobile parking supply at ratios lower than those documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*. The project parking ratio is 0.51 and is located within Downtown.	20
	PK02	Provide Bike Parking Facilities	The project will provide twice as many bike parking spaces as required by zoning. Additionally, a bike repair station will be provided on-site. Minimum requirements for tools and supplies at the bike repair station will be met. Wayfinding signage would be provided.	1
Programmatic TDM	TP04	Provide Education, Marketing, and Outreach	The project would offer at least two (2) education, marketing, and outreach strategies to all Project residents annually. A designated site TDM coordinator will be responsible for selecting strategies based upon the needs of residents.	2
	TP16	Unbundle Parking Costs from Property Cost	The project will lease or sell accessory automobile parking spaces separately from the dwelling units for the life of the project. The project is located within Downtown.	2
			Total TDM Points =	**25**

Table 7
Parking Supply TDM Point Values

Points	Parking Ratio					
	Downtown[1]		High-Quality Transit Areas[2]		Other Areas[3]	
	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)
20	0-0.75	0-1.00	0-1.24	0-1.50	0-1.40	0-2.00
18	.76-.84	1.01-1.20	1.25-1.37	1.51-1.80	1.41-1.57	2.01-2.30
16	.85-.93	1.21-1.40	1.38-1.50	1.81-2.10	1.58-1.74	2.31-2.60
14	.94-1.02	1.41-1.60	1.51-1.63	2.11-2.40	1.75-1.91	2.61-2.90
12	1.03-1.11	1.61-1.80	1.64-1.76	2.41-2.70	1.92-2.08	2.91-3.20
10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50
8	1.21-1.29	2.01-2.20	1.90-2.02	3.01-3.30	2.26-2.42	3.51-3.80
6	1.30-1.38	2.21-2.40	2.03-2.15	3.31-3.60	2.43-2.57	3.81-4.10
4	1.39-1.47	2.41-2.60	2.16-2.28	3.61-3.90	2.58-2.74	4.11-4.40
2	1.48-1.56	2.61-2.80	2.29-2.41	3.91-4.20	2.75-2.91	4.41-4.70
1	1.57-1.65	2.81-3.00	2.42-2.54	4.21-4.50	2.92-3.08	4.71-5.00
0	1.66+	3.01+	2.55+	4.51+	3.09+	5.01+

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Downtown: Projects located in the Downtown core as defined in the City's Downtown Strategy 2040, approximately bounded by Taylor Street and Coleman Avenue to the north, Fourth Street to the east, I-280 to the south, and Stockton Ave and the railroad tracks to the west.
[2] High-Quality Transit Area: Projects located within ½ miles of an existing major transit stop or an existing stop along a high-quality transit corridor.
[3] Other Area: Projects located in areas outside of Downtown or High-Quality Transit Area.

- **Proof of Implementation:** City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection of the site. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

PK02: Provide Bike Parking Facilities

Provide on-site secure bicycle parking facilities including bike racks, bike lockers, showers, changing rooms, personal lockers, bike repair station, and bike maintenance services at applicable rate.

Short-term spaces, such as inverted-u racks or post and ring installations, must be weather protected, sturdy, and well anchored. Short-term spaces typically meet the needs of shoppers or visitors and are used for a couple of hours at a time.

Long-term spaces, such as bike lockers or bike cages, must be fully sheltered from weather elements and provide a form of access control such as keys or smart cards. Long-term spaces are typically designed to meet the needs of commuters or residents who require storing their bike safely for an entire day or longer.

- **Point Requirements:** TDM Point Values are based on the number of bike parking facilities provided on-site.
    - 1 Point: Provide two (2) of the following on-site bike parking facilities.
    - 2 Points: Provide four (4) of the following on-site bike parking facilities.
        - Short-term and long-term parking: Provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning. Include wayfinding signage.
        - Showers, changing rooms, lockers: Provide at least 2 times as many showers, changing rooms, and clothes lockers on site as required by zoning. Include wayfinding signage.
        - Bike repair station: Provide a covered area such as a bike storage room or garage on site. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations. Include wayfinding signage.
        - Bike maintenance services: Include, at minimum, a staffed facility on site providing basic bicycle maintenance services available to the public. Services can also include the sale and rental of bicycle parts, bicycling gear, and tools. Include wayfinding signage.
- **Project Implementation:** The project would provide and meet the requirements for two (2) of the above on-site bike parking facilities. The project would provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning (310 spaces consisting of 128 short-term spaces and 182 long-term spaces). The project also would provide a covered area such as a bike storage room on site, containing required amenities for bicycle maintenance. Therefore, the project would receive ***1 point***.
- **Proof of Implementation:** City staff will confirm that the credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. Property owner must include up-to-date photos of the amenities and any supportive facilities and signage to demonstrate that they are in good condition and accessible to project residents as attachments to their annual TDM Plan Compliance Forms. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Programmatic TDM

TP04: Provide Education, Marketing & Outreach

Implement a marketing campaign to provide Project residents/employees with information on travel options and encourage the use of transit, shared rides, walking, and biking. The campaign strategies may include new resident/employee orientation on alternative travel options, event promotions, educational programs, and publications.

- **Points Requirements:** TDM Point Values are based on the number of education, marketing, and outreach strategies implemented by the project.
    - 1 Point: Provide one (1) of the following education, marketing, and outreach strategies to all Project residents/employees.
    - 2 Points: Provide at least two (2) of the following education, marketing, and outreach strategies to all Project residents/employees.
        - Provide TDM promotions such as targeted messaging and communications campaigns, incentives, giveaways, and competitions.
        - Provide welcome packets with information about nearby amenities (e.g. transit centers, parks, schools, hospitals, stores, etc.), travel options (e.g. key transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g. transit pass subsidy, bike share program, etc.).
        - Enroll new residents/employees in a Transportation Management Platform (TMP) application such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel and using this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental, and health impacts.
        - Organize commuter fairs to promote local routes and services for alternative travel options.
        - Organize educational programs to raise awareness, motivation, and action about travel choices.
        - Other education, marketing, and outreach strategies.
- **Project Implementation**: The project would offer at least two (2) of the above education, marketing, and outreach strategies to all Project residents annually. A designated site TDM coordinator will be responsible for selecting strategies based upon the needs of residents. Therefore, the project would receive ***2 points***.
- **Proof of Implementation:** Property owner must submit copies of all promotional materials, welcome packets, and TMP application information distributed to their residents as attachments to their annual TDM Plan Compliance Forms.

TP16: Unbundle Parking Costs from Property Cost

Lease or sell accessory automobile parking spaces separately from the dwelling units for the life of the project. Project tenants/residents have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

- **Point Requirements:** TDM Point Values are based on the location of the project.
    - 1 Point: For Projects located outside of Downtown and High-Quality Transit Area.
    - 2 Points: For Projects located within Downtown or High-Quality Transit Area.

  - Detach the cost of accessory automobile parking spaces from all residential lease or purchase fees for the lifetime of the Project. Do not market dwelling units with the amenity of “free parking” or similar terms. Lease or sell the accessory parking spaces separately so that Project tenants/residents have the option of renting or buying a space at an additional cost.

- **Project Implementation:** The project would lease or sell accessory automobile parking spaces separately from the dwelling units for the life of the project. The project is located within Downtown. Therefore, the project would receive ***2 points***.
- **Proof of Implementation:** Property owner must submit copies of all informational materials about unbundled parking and current lease or sales prices of the parking spaces as attachments to their annual TDM Plan Compliance Forms.

4. TDM Plan Compliance

For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects as Level 2 projects (see Table 4).

Based on the compliance and monitoring requirements, the proposed project is considered a Level 2 project. Level 2 projects that are required to provide at least one (1) programmatic measure (such as the proposed project) are subject to annual compliance and monitoring.

Annual TDM Compliance Form

After the project is occupied, it is required to verify that its programmatic measure(s) continue to be implemented for as long as the project maintains a Certificate of Occupancy. Every year, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation. A TDM Compliance Form must include a summary of the following information about the project:

- **Project Size:** For residential, provide the number of for-sale/rental, market-rate/affordable, onsite/ off-site units and the number of bundled/unbundled/shared parking spaces. For commercial office/retail, provide the number of businesses and total gross square feet of office/retail space and the number of free/priced/shared parking spaces.
- **Point of Contact:** Provide the property address, the name of the property owner/association, and the contact person's name and information.
- **Documentation of Existing TDM Measures:** Report all ongoing programmatic measure(s), proof of implementation, and any changes from the original plan or past years. The proof of implementation for each proposed TDM measure is described in Chapter 3.

The first submission of the TDM Compliance Form is due within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. Subsequent annual submissions are also due within 30 calendar days of that date. Upon five consecutive years of satisfactory submittals of the TDM Compliance Forms, the submittal requirement shifts to every three years. If, at any time, the project fails to demonstrate satisfactory compliance, the timeline will revert to the annual submittal schedule until the project again demonstrates five consecutive years of satisfactory compliance.

Annual TDM Monitoring

Besides annual compliance, large projects (or large components of mixed-use projects) that are required to provide at least one programmatic measure as outlined in their TDM Plans are also subject to annual monitoring. After a large project (or a large component of a mixed-use project) is occupied, it

is required to collect and report ongoing data about the means of travel for the project's residents or employees (i.e., mode share). Mode share data are important for evaluating the performance of the ongoing programmatic measures regarding the project's progress toward its mode share target. A TDM Monitoring Report includes three (3) components – the project's mode share, the project's trip cap (CEQA), and the evaluation of the project's TDM Plan.

Project Mode Share

The TDM Monitoring Report will compare the project's drive-alone mode share with that of the surrounding neighborhood to inform the effectiveness of the project's TDM Plan. A Building Occupant/Tenant Travel Annual Survey will be conducted with residents using a template provided by the City. Travel surveys include questions pertaining to trip purposes, travel mode choice, travel time, subscriptions to TDM measures, etc. Intercept surveys will be conducted with at least 10% of the project's households. Results of the survey will be used to estimate the drive-alone mode share of trips generated by the project. The project's estimated drive-alone mode share would then be compared with that of the surrounding neighborhood (defined as the census tract in which the project is located) before the project was occupied. Drive-alone mode share data of the pre-project surrounding neighborhood will be obtained from the City.

Project Trip Cap

If the project proposes to include at least one programmatic TDM measure in the project description or as mitigation measures to address its CEQA transportation impacts, the project must demonstrate that its VMT is below the relevant thresholds after the opening day. A project's trip cap is set at the project's vehicle trip generation per the Intersection Operations Analysis. Based on peak-hour trip generation estimates provided in the project's transportation analysis dated June 20, 2025, the project's average daily trip cap would be 127 AM peak-hour trips and 184 PM peak-hour trips.

The project will conduct traffic counts at the project driveway for at least three (3) non-holiday weekdays. Driveway counts will be used to estimate the project's vehicle trips, which will be compared with the project's trip cap.

Evaluation of TDM Plan

If the TDM Monitoring Report finds that the project does not meet the mode share target and the trip cap as indicated in the TDM Plan, the project will coordinate with the City to evaluate current TDM measures and revise the project's TDM Plan for the upcoming year as needed.

The first submission of the TDM Monitoring Report will be provided within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. Subsequent annual submissions will be provided within 30 calendar days of that date. Upon five (5) consecutive years of satisfactory submittals of the TDM Monitoring Reports, the submittal requirement shifts to every three (3) years. If, at any time, the project fails to demonstrate satisfactory monitoring, this relaxed timeline will revert to the annual submittal schedule until the project again demonstrates five (5) consecutive years of satisfactory monitoring.