



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Harker Lower School Campus Master Plan



Transportation Analysis

Prepared for:

Harker Schools



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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed Harker Lower School Master Plan project at 4300 Bucknall Road in San Jose, California. Harker School currently operates a private elementary school with a total enrollment of 623 students, which is 43 students above the existing Conditional Use Permit (CUP) allowance of up to 580 students on the site. Harker is seeking to increase the current CUP to allow up to 650 private school students. The proposed Harker Lower School Master Plan also includes replacing or renovating some old buildings, adding new buildings, adding and/or reconfiguring on-site surface parking, adding a basement level staff parking garage, and making improvements to on-site vehicular circulation including changes to student drop-off/pick-up operations. Access to the project site would continue to be provided via driveways on Bucknall Road and Rincon Avenue. On-site surface parking is provided for staff and visitors.

This study was conducted for the purpose of identifying potential transportation impacts and operational issues related to the proposed student enrollment increase. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and *Transportation Analysis Handbook*, April 2023, the Valley Transportation Authority (VTA) Congestion Management Program's (CMP) *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook*, the study includes a CEQA-level transportation analysis and a supplemental Local Transportation Analysis (LTA).

The CEQA-level transportation analysis consists of a project-level vehicle miles traveled (VMT) analysis and a cumulative impact analysis to demonstrate consistency with the Envision San Jose 2040 General Plan. The LTA analyzes AM and PM peak hour traffic conditions for two signalized intersections and three unsignalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and bicycle and pedestrian access.

CEQA Transportation Analysis

The additional school employees would meet the City's screening criteria for a small infill office development (less than 10,000 sf in size) and would have a less-than-significant VMT impact.

The student VMT analysis shows the VMT impact due to the proposed increase in student enrollment would be considered less than significant with Harker's busing program and student carpooling participation.

Therefore, the project would have a less-than-significant CEQA transportation impact.

TDM Requirements

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. A TDM Plan was also prepared. The project would achieve the 25-point TDM requirement by providing the following parking attribute and programmatic TDM measures:

- PK01: Right-Size Off-Street Vehicle Parking Supply – 20 TDM Points
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP09: Provide Private Shuttle/Transit Service – 4 TDM Points

Local Transportation Analysis

Project Trip Generation

The trip rates calculated using the Harker driveway counts were used to estimate trip generation for the proposed increase in student enrollment (27 students), since the driveway counts result in higher trip rates than the ITE rates and are reflective of the current and proposed Harker student population. It is estimated that the increase in student enrollment would generate 38 additional trips (20 inbound and 18 outbound) during the AM peak hour and 17 additional trips (8 inbound and 9 outbound) during the PM peak hour.

Intersection Operations Analysis Results

The results of the level of service analysis show that the two signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Other Transportation Items

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. Below are recommendations resulting from the evaluation of pedestrian and bicycle facilities.

Recommendations

- Confirm the parking garage ramp would have a grade of 20% or less with transition grades of 10% or less.
- The project should pay a fair-share contribution of \$86,400 toward the planned Class IV protected bikeway improvements along San Tomas Aquino Road.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed Harker Lower School Master Plan project at 4300 Bucknall Road in San Jose, California (see Figure 1). Harker School currently operates a private elementary school with a total enrollment of 623 students, which is 43 students above the existing Conditional Use Permit (CUP) allowance of up to 580 students on the site. Harker is seeking to increase the current CUP to allow up to 650 private school students. The proposed Harker Lower School Master Plan also includes replacing or renovating some old buildings, adding new buildings, adding and/or reconfiguring on-site surface parking, adding a basement level staff parking garage, and making improvements to on-site vehicular circulation including changes to student drop-off/ pick-up operations. Access to the project site would continue to be provided via driveways on Bucknall Road and Rincon Avenue. On-site surface parking is provided for staff and visitors. The project site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying potential transportation impacts and operational issues related to the proposed student enrollment increase. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and *Transportation Analysis Handbook*, April 2023, the Valley Transportation Authority (VTA) Congestion Management Program's (CMP) *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook*, the study includes a CEQA-level transportation analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a Transportation Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

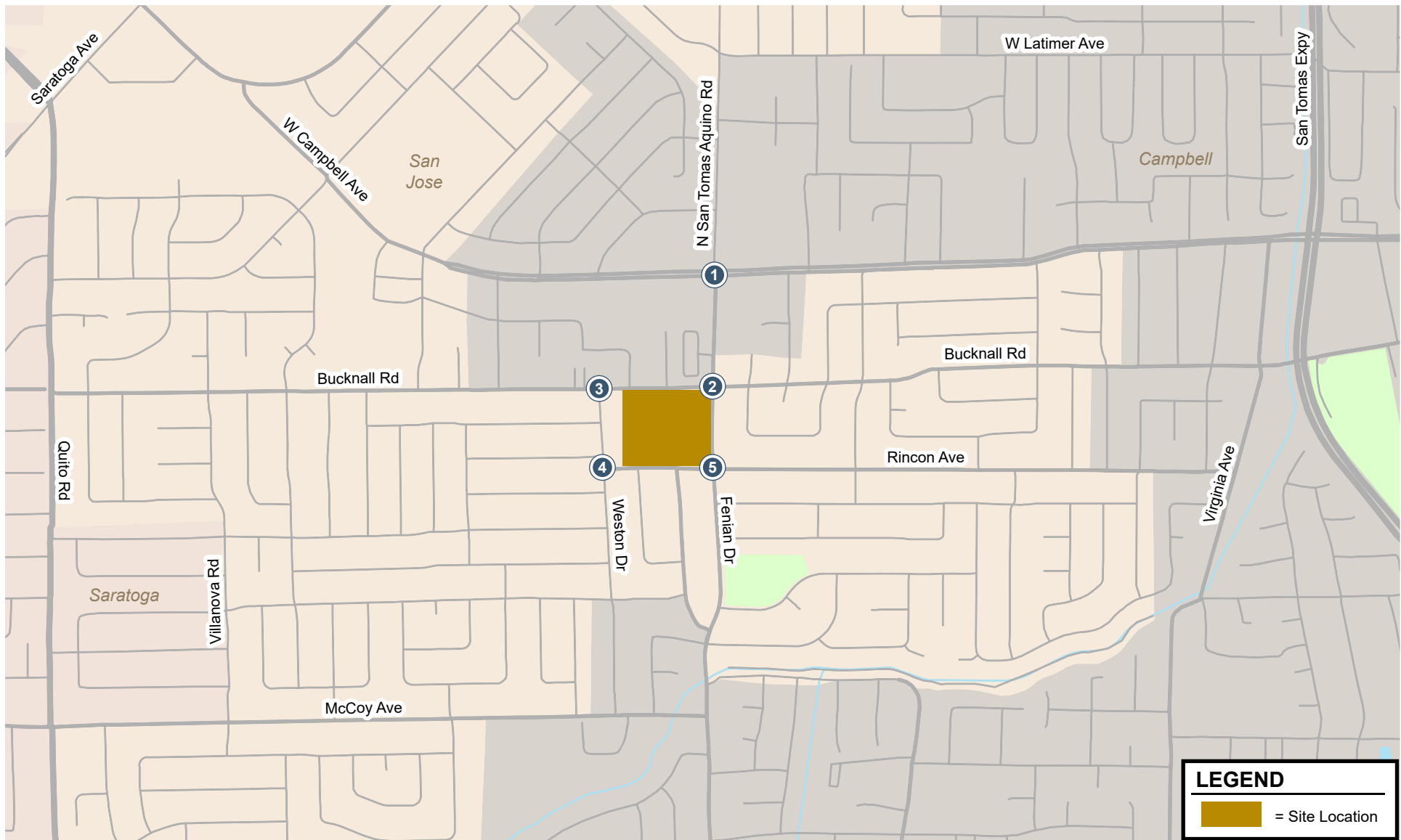


Figure 1
Site Location and Study Intersections

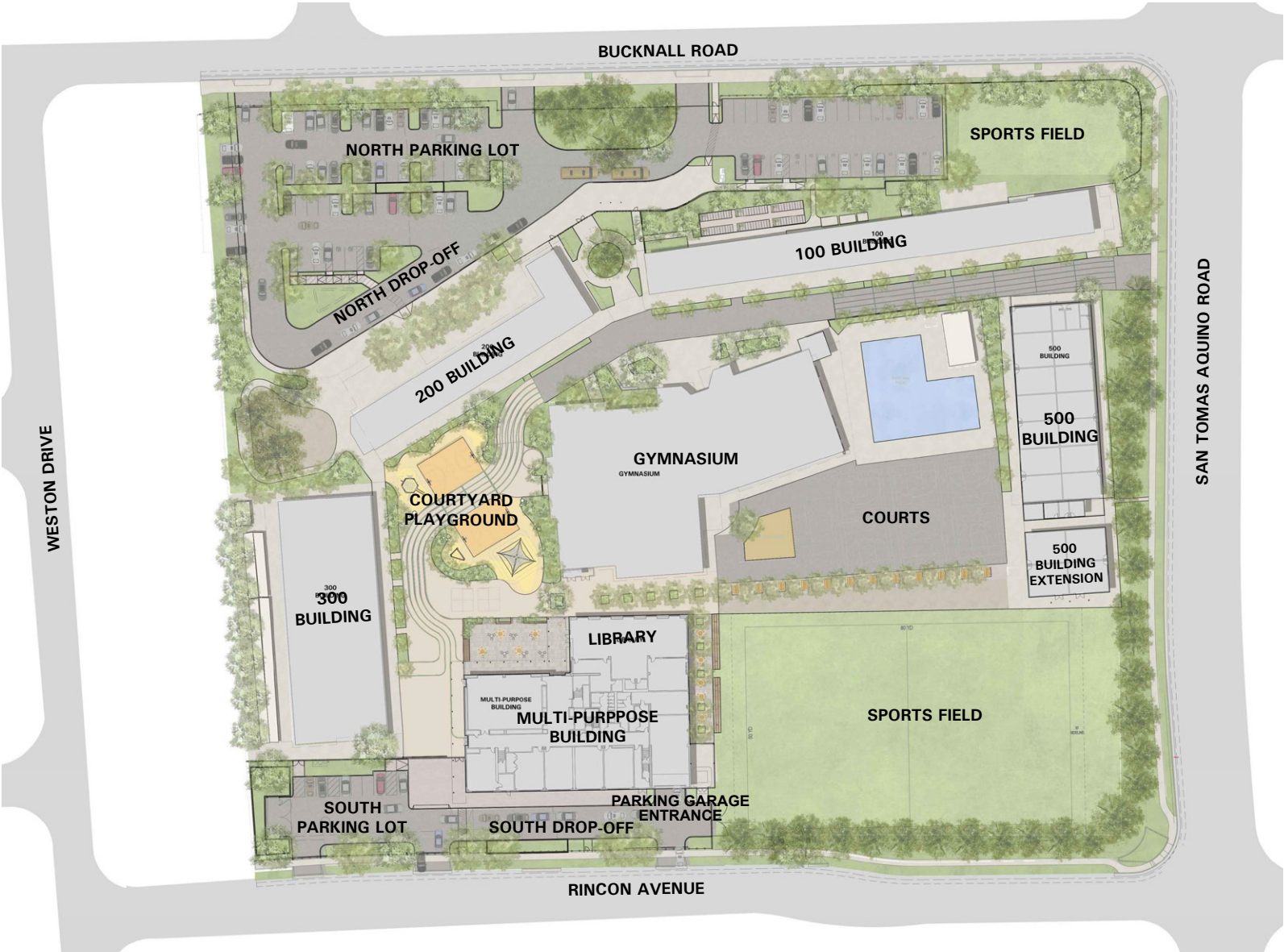


Figure 2
Site Plan

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Encourage new schools, including public and private, to locate near populations which they serve (ES-1.3);
- Encourage and enable new schools, public or private, to avoid locations that could pose health and safety risks to children (ES-1.4);

- Support efficient use of land through consideration of smaller school sites and alternative school configurations (e.g., multi-story buildings, underground parking, placement of recreation space over parking areas or on rooftops) to support the needs of each community (ES-1.7);
- Continue to work with public and private schools through programs such as the Street Smarts School Safety Education Program to improve pedestrian and bicycle safety and encourage walking and biking to and from school (ES-1.16).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis. The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. The City of San Jose developed the VMT Evaluation Tool to streamline the VMT analysis for development projects in the City; however, the VMT Tool has the capability to analyze only the most common land uses consisting of residential, office, and industrial land uses.

Since the City has no established thresholds of significance nor an adopted methodology for the evaluation of school projects, it was determined, in collaboration with City staff, that the evaluation of the student generated VMT would be completed utilizing two separate evaluation methods, consisting of a manual comparative evaluation and the use of a student distribution model. The comparative evaluation of student VMT is based on existing and anticipated student zip code data information specific to Harker Lower School students. The student distribution model approach relies on the City's Travel Demand Forecasting (TDF) model along with trip length data for similar private and public schools to complete a projection of the effects of the school expansion on VMT. Each of the VMT evaluation approaches is described further in Chapter 3.

The average daily VMT per student was calculated for both the existing school size (baseline conditions) and the proposed school size, and a comparison of the two was made to determine project impacts. VMT associated with school staff was compared to the regional average daily VMT per employee.

TDM Analysis Scope

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes new mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance. The City of San Jose's TDM Checklist is used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) identifies potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. The LTA includes the evaluation of weekday AM and PM peak hour

operations at a limited number of intersections for the purpose of identifying operational issues (e.g., signal operations and multi-modal issues) at intersections in the general vicinity of the project site.

As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within half a mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook*, a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

Although the LTA is required per the City of San Jose Transportation Policy, any operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines. The LTA analyzed AM and PM peak hour traffic conditions for the following intersections:

1. San Tomas Aquino Road and Campbell Avenue (City of Campbell signalized)
2. San Tomas Aquino Road and Bucknall Road (City of San Jose signalized)
3. Weston Drive and Bucknall Road (unsignalized)
4. Weston Drive and Rincon Avenue (unsignalized)
5. San Tomas Aquino Road/Fenian Drive and Rincon Avenue (unsignalized)

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. It is during these time periods that the most congested traffic conditions occur on a typical weekday on the surrounding roadway network. Note also that the existing trip generation at the Harker Lower School campus also peaks during the AM and PM peak hours of adjacent street traffic.

Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes for the study intersections were obtained from new turning movement counts conducted in December of 2024, and have been approved by City of San Jose staff for use in this study. New traffic counts are contained in Appendix A.
- **Background Conditions.** Background traffic volumes are typically estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added trips from approved but not yet completed or occupied developments are provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, according to City staff, there are no approved project trips (ATI sheets) for the study intersections. Accordingly, background conditions are identical to existing conditions. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- **Background Plus Project Conditions.** Background plus project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project. Traffic volumes for all traffic scenarios are tabulated in Appendix B.

The LTA also includes a peak hour signal warrant analysis, a vehicle queuing analysis, an evaluation of neighborhood interface, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the study were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- a list of approved and pending projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the signalized study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Cities of San Jose and Campbell Signalized Intersections

The level of service methodology for signalized intersections in the Cities of San Jose and Campbell is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The level of service standard for signalized intersections in the Cities of San Jose and Campbell is LOS D or better. However, CMP designated intersections have a minimum acceptable intersection operation standard of LOS E. The correlation between average control delay and level of service is shown in Table 1.

Adverse Intersection Operations Effects

An adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to the threshold listed as #2 above is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a “trip cap”) to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Table 1

Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Unsignalized Intersections

Three of the study intersections are unsignalized. The City of San Jose has not established a level of service standard for unsignalized intersections. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operations analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection spacing.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. For the purpose of this study, a “noteworthy” number of trips equates to 5 AM or PM peak hour trips. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were 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 # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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 for a particular left-turn 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 left-turn movement. This analysis thus provides a basis for estimating future left-turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Report Organization

This report has a total of six chapters. Chapter 2 describes the existing roadway network, transit services, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection operations effects caused by the project, intersection vehicle queuing analysis, peak hour signal warrant analysis, a neighborhood interface evaluation, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking. Chapter 5 presents the Transportation Demand Management (TDM) requirements. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via I-280 and State Route (SR) 85. Local access to the project site is provided via San Tomas Aquino Road/Fenian Drive, Campbell Avenue, Bucknall Road, Rincon Avenue, and Weston Drive. These facilities are described below.

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Pleasanton. In the project vicinity, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from I-280 is provided via a full interchange at Saratoga Avenue.

SR 85 is a six-lane freeway in the vicinity of the site, providing regional north-south connectivity through the West Valley area of Santa Clara County. It extends north to Mountain View, where it connects with US 101, and south to US 101 in South San Jose. In the project area, SR 85 includes high occupancy vehicle (HOV) lanes in both directions. Access to and from SR 85 is provided via a full interchange at Saratoga Avenue.

Campbell Avenue is an east-west minor arterial that runs through the Cities of Campbell and San Jose between Saratoga Avenue in the west and Meridian Avenue in the east. In San Jose, Campbell Avenue is a designated City Connector Street per the Envision San Jose General Plan Transportation Network. Near the project site, Campbell Avenue has a speed limit of 35 mph and consists of four travel lanes with sidewalks on both sides and bike lanes. Access to the project site from Campbell Avenue is provided via San Tomas Aquino Road and Bucknall Road.

San Tomas Aquino Road is a north-south minor arterial that runs between Saratoga Avenue in the north and Rincon Avenue in the south, after which it transitions to Fenian Drive. In San Jose, San Tomas Aquino Road is a designated Local Connector Street per the Envision San Jose General Plan Transportation Network. San Tomas Aquino Road has a posted speed limit of 30 miles per hour and typically includes four travel lanes with a center turn lane or left turn lanes at major intersections. Sidewalks and bike lanes are provided on both sides of the street near the site. On-street parking is allowed on both sides of the roadway south of Bucknall Road. Fenian Drive is a two-lane local street with a speed limit of 25 mph that serves residential neighborhoods. It has a center turn lane and sidewalks and bike lanes provided on both sides of the street. On-street parking is allowed on both

sides of Fenian Drive. Access to the project site from San Tomas Aquino Road/Fenian Drive is provided via Bucknall Road and Rincon Avenue.

Bucknall Road is a two-lane east-west residential street that provides direct access to the project site. It runs between Saratoga Avenue in the west and Virginia Avenue in the east. The roadway includes sidewalks on both sides and has a posted speed limit of 25 miles per hour in the project area. On-street parking is allowed on both sides of the street. No designated bike lanes are provided.

Rincon Avenue is a two-lane east-west residential street that runs between Weston Drive and Virginia Avenue. In the vicinity of the project site, the roadway includes sidewalks on both sides and has a posted speed limit of 25 miles per hour. No designated bike lanes are provided. On-street parking is allowed on both sides of the street. Rincon Avenue provides direct access to the project site.

Weston Drive is a two-lane north-south residential local street that extends between Bucknall Road in the north and McCoy Avenue in the south. The roadway includes sidewalks on both sides and has a posted speed limit of 25 miles per hour in the project area. On-street parking is allowed on both sides of the street. No designated bike lanes are provided. Weston Drive provides access to the project site via Bucknall Road and Rincon Avenue.

Existing Intersection Lane Configuration

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 3.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets, including the project frontage along San Tomas Aquino Road, Bucknall Road, and Rincon Avenue. Marked crosswalks, pedestrian signal heads, and truncated domes are present on all legs of these signalized intersections within the project vicinity:

- San Tomas Aquino Road & Bucknall Road
- San Tomas Aquino Road & Campbell Avenue

Truncated domes are provided at the unsignalized intersections of Whitewood Lane/Bucknall Road, Weston Drive/Bucknall Road, Weston Drive/Rincon Avenue, and San Tomas Aquino Road/Rincon Avenue. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

High-visibility yellow ladder style crosswalk striping is provided at the following intersections:

- San Tomas Aquino Road and Bucknall Road (all legs)
- Weston Drive and Bucknall Road (south and west legs)
- Weston Drive and Rincon Avenue (north and east legs)
- S. San Tomas Aquino Road and Rincon Avenue (south and west legs)
- San Tomas Aquino Road/Fenian Drive and Rincon Avenue (east and west legs)

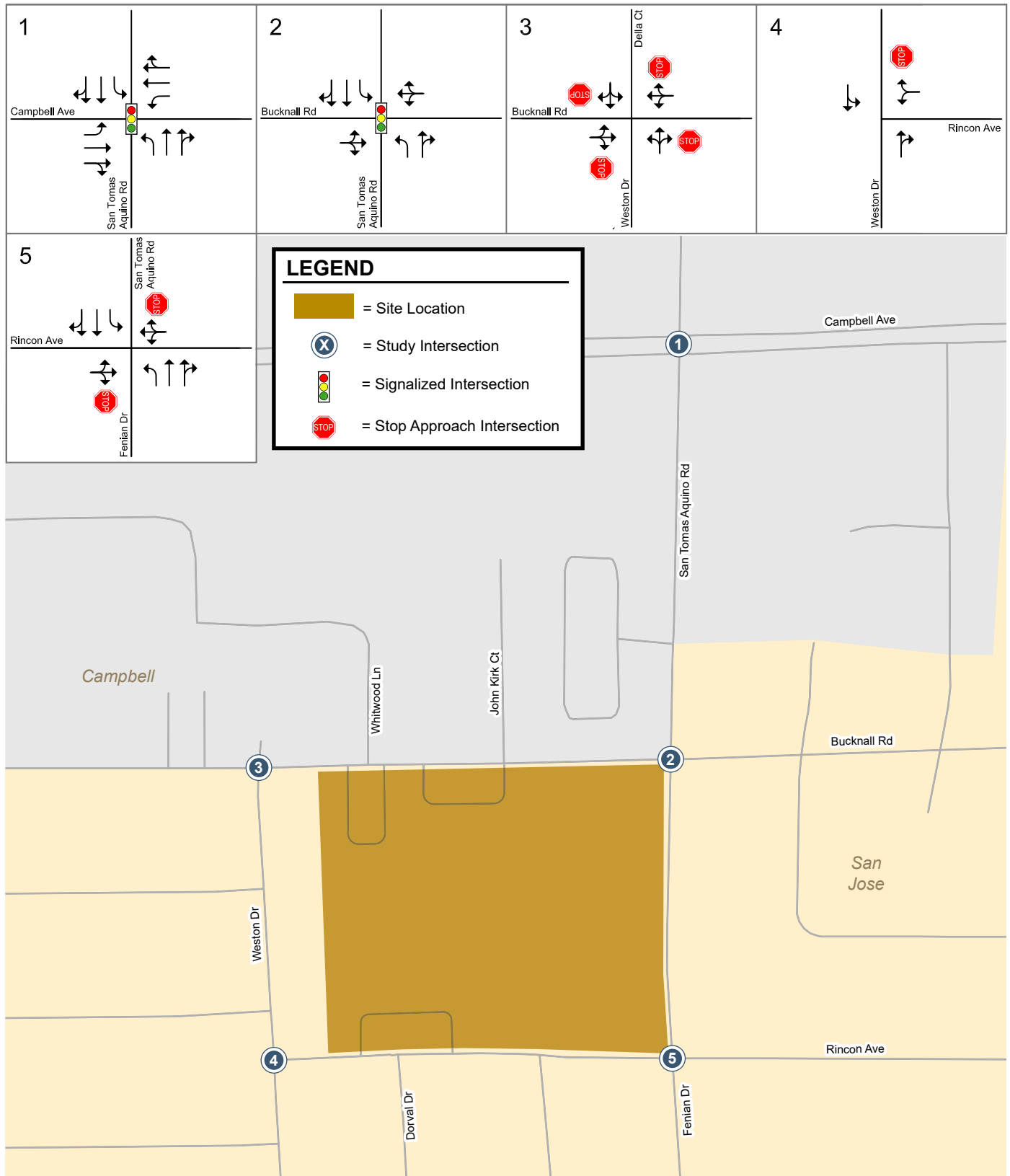


Figure 3
Existing Lane Configurations

Existing Bicycle Facilities

Bicycle facilities in the project area include Class II bike lanes. 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:

- San Tomas Aquino Road between Rincon Avenue and La Pradera Drive (bike lane is buffered between Rincon Avenue and English Road Circle)
- Harriett Avenue between San Tomas Aquino Road and Westmont Avenue
- Campbell Avenue between Saratoga Avenue and Winchester Boulevard
- Hamilton Avenue between Campbell Avenue and SR17
- Quito Road between Lawrence Expressway and Allendale Avenue

Bike facilities in the project area are shown on Figure 4.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA (see Figure 5). VTA bus routes in the vicinity of the project site include Routes 26, 56, 57, and 101. The closest bus stops are served by Route 26 and are located along Campbell Avenue near San Tomas Aquino Road, less than $\frac{1}{4}$ mile from the Harker campus.

- VTA Route 26 runs between West Valley College and Eastridge Transit Center along Campbell Avenue in the project vicinity. During the weekday commute peak period, Route 26 has headways of approximately 15 minutes, and it runs through the day from 5:16 AM to 12:26 AM.
- VTA Route 56 runs between Lockheed Martin and Monterey Road/Old Tully Road along Campbell Avenue in the project vicinity. During the weekday commute peak period, Route 26 has headways of approximately 30 to 40 minutes, and it runs through the day from 5:17 AM to 11:01 PM.
- VTA Route 57 runs between Old Ironsides Station and West Valley College from 5:17 AM to 11:01 PM with 30-minute headways.
- VTA Express Route 101 runs between Camden Avenue/Highway 85 and Stanford Avenue with two routes in the AM peak period and two routes in the PM peak period.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify any existing operational deficiencies occurring within an approximately $\frac{1}{2}$ -mile radius of the project site. Overall, most study intersections operated well during both the AM and PM peak commute periods. Several roadways and intersections carry high volume and have some operational issues during the peak commute periods.

Traffic conditions were also observed at the northern loading area (accessed via Bucknall Road) and the southern loading area (access via Rincon Avenue) on multiple weekdays during the AM peak drop-off time period (between 8:00 AM and 8:30 AM), school PM peak pick-up time period (between 3:00 PM and 3:45 PM), and commute PM peak pick-up time period (between 5:00 PM and 5:45 PM). The observations are described below:

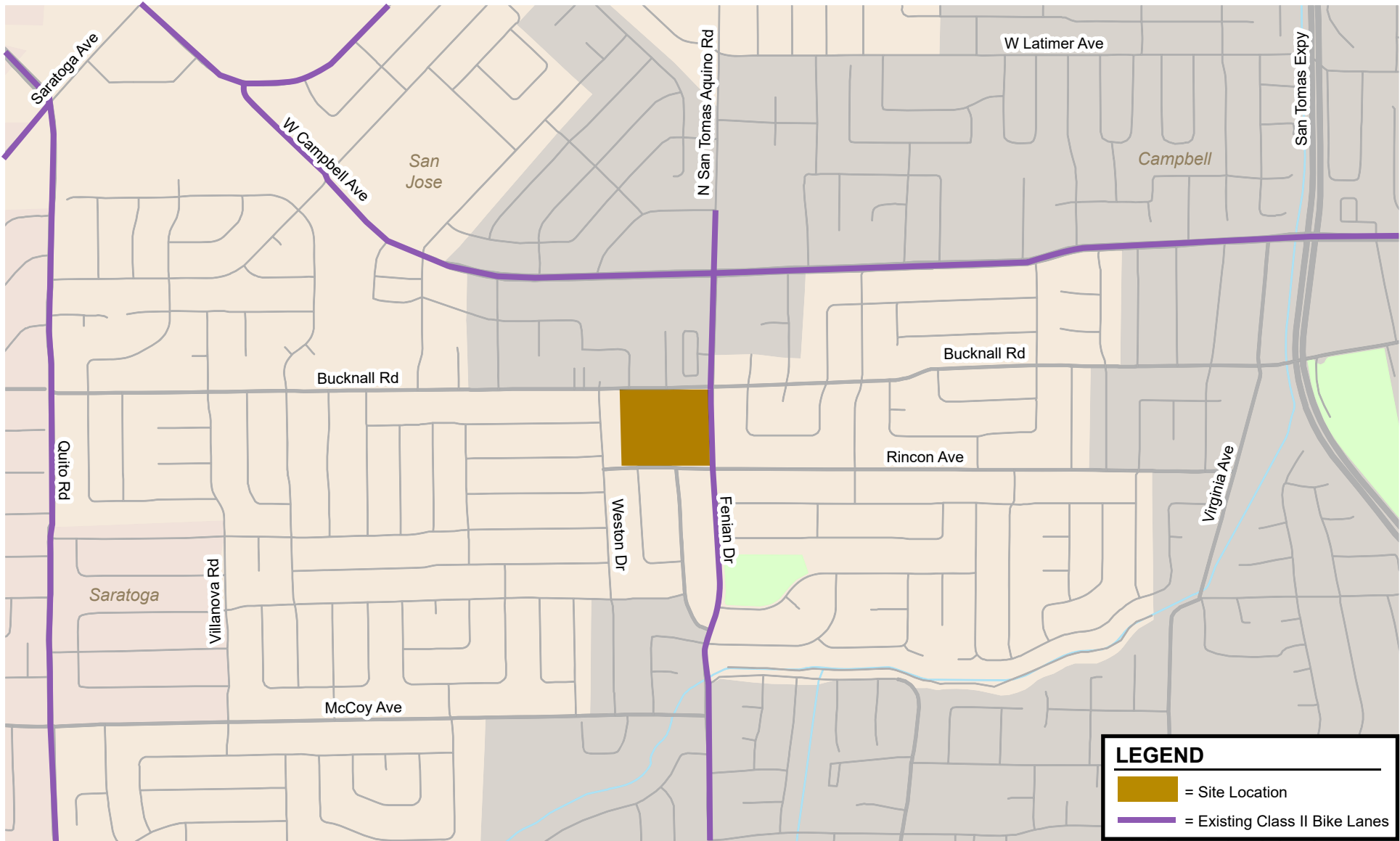


Figure 4
Existing Bicycle Facilities

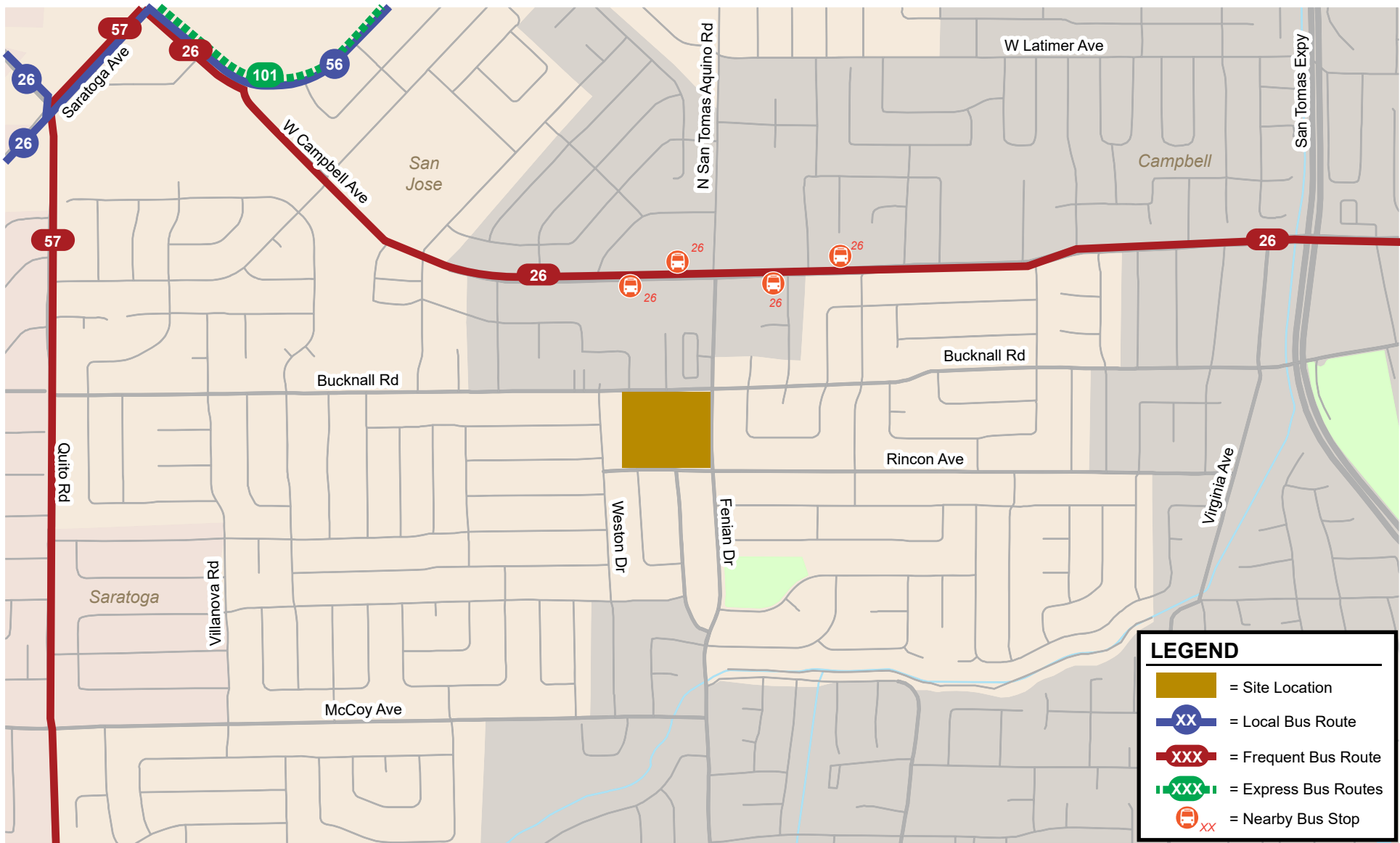


Figure 5
Existing Transit Services

AM Peak

Northern Loading Area

The drop-off queue begins to extend out of the driveway and onto Bucknall Road close to 8:10 AM. A maximum queue of 8 cars extending to Weston Drive was observed close to 8:15 AM. The queue moves quickly and in a single line along the curb. It quickly dwindles closer to 8:20 AM.

Southern Loading Area

The drop-off queue begins to extend out of the driveway and onto Rincon Avenue close to 8:10 AM. A maximum queue of 8 cars extending to the residential street of S. San Tomas Aquino Road (not San Tomas Aquino Road/Fenian Drive, which is farther east) was observed close to 8:15 AM. The queue moves quickly and in a single line along the curb. It quickly dwindles closer to 8:20 AM.

After School PM Peak

Northern Loading Area

Parents begin lining up on-site and waiting for their kids at 3:10 PM. Cars start to slowly move around 3:25 PM. As the queue starts to build, a second line of cars is created between the driveway and the pick-up zone. The queue outside the driveway is in a single line, with a maximum of 4 cars observed between 3:30 PM and 3:45 PM on Bucknall Road. The queue dwindles quickly after 3:40 PM.

Southern Loading Area

Parents begin lining up on-site and waiting for their kids at 3:10 PM. Cars start to slowly move around 3:25 PM. As the queue starts to build, a second line of cars is created between the driveway and the pick-up zone. The queue outside the driveway is in a single line, with a queue of 6 to 8 cars persisting between 3:30 PM and 3:45 PM on Rincon Avenue. A maximum of 8 cars were observed during this time period. The queue dwindles quickly after 3:45 PM.

Commute PM Peak

Northern Loading Area

Parents begin lining up on-site and waiting for their kids at 5:00 PM. Cars start to slowly move around 5:10 PM. As the queue starts to build, a second line of cars is created between the driveway and the pick-up zone. The queue outside the driveway is in a single line, with a maximum of 6 cars observed at 5:15 PM.

Southern Loading Area

Parents begin lining up on-site and waiting for their kids at 5:00 PM. Cars start to slowly move around 5:10 PM. As the queue starts to build, a second line of cars is created between the driveway and the pick-up zone. The queue outside the driveway is in a single line, with a maximum of 4 cars observed at 5:15 PM.

3. CEQA Transportation Analysis

This chapter describes the California Environmental Quality Act (CEQA) transportation analysis, including the Vehicle Miles Traveled (VMT) analysis methodology and significance criteria, and the project-level VMT analysis results and identification of potential project impacts and mitigation measures recommended to reduce significant VMT impacts.

VMT Evaluation Methodology and Criteria

The City of San Jose's Transportation Analysis Policy (Policy 5-1) and *Transportation Analysis Handbook, 2023*, establish procedures for determining project impacts on VMT based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end at the project.

The City of San Jose's *Transportation Analysis Handbook* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. The type of development projects that may meet screening criteria include small infill projects, local-serving retail, or local-serving public facilities.

For a project that does not meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. The VMT thresholds of significance are established based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

Private School VMT Thresholds

Per direction from City staff, VMT analysis for private schools is divided into two parts: 1) student VMT, and 2) staff VMT.

Student VMT Thresholds

Per the City's *Transportation Analysis Handbook*, the VMT threshold for educational land use is net increase in regional total daily VMT. This metric is applicable in evaluating the VMT impact of the student enrollment increase.

The following key assumptions are necessary in conducting this evaluation:

- The analysis evaluates a scenario where the only change (with and without the project) in the region is the project's proposed enrollment increase.
- The total number of students in the region does not change.
- The students that would attend the expanded school are all currently going to school somewhere else.

With these assumptions, the school's enrollment increase would be shifting student trips from their current schools to Harker. From a regional VMT perspective, if a student for example currently has a 7-mile trip to their current school but instead goes to Harker and the home-to-school trip length becomes 8 miles, the change in their home-to-school VMT (+1 mile every trip) would be attributed to this project. At an aggregate level, we can thus calculate:

1. the total daily VMT generated by students going to the expanded school (the expanded 70 student capacity), and
2. the total daily VMT generated by these students going to their current schools.

If the total daily VMT increases (comparing #1 against #2), then the project would generate a student VMT impact.

Staff VMT Thresholds

Based on previous school projects, the staff VMT analysis was conducted by converting daily vehicle trips generated by the proposed school employees to an equivalent amount of office square footage, for which the City has established a screening criterion and threshold of significance. This land use conversion is a reasonable approach since trips generated by school employees would have similar trip-making characteristics (origin/destination and length of trips) as typical office employees.

The project would generate a school staff (i.e., employee) VMT impact if the converted office square footage would result in a VMT impact (following the City's VMT impact thresholds for office development). For office projects, the City's VMT impact threshold is 15% below the existing regional average VMT level. Accordingly, projects that include office uses (or office equivalent uses) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15%.

Student VMT Analysis

As discussed above, student VMT for this project is evaluated by comparing the 70 additional students' current home-to-school VMT against their VMT if they attend Harker.

Student VMT Attending Harker

To estimate the VMT generated by the new students at Harker, Hexagon utilized Zip-code data provided by Harker for its current students attending the Harker Bucknall campus. The Zip-code data details the number of students currently attending the Harker campus (destination) within each Zip-code (origin). Using this data, Hexagon estimated that if all students were driven to school by their parents (not accounting for siblings, carpools, or other modes of transportation), then the students' average trip length to the school would be 8.44 vehicle miles traveled per student per trip.

In consultation with City staff, it is assumed that the school's proposed expansion (additional 70 students) would attract students from the same areas. It is further assumed that the Zip-code level distribution of these 70 students would be the same as existing conditions. Therefore, it is assumed that there would be no change to the average trip length of 8.44 miles per student per trip due to the additional students resulting from the school's proposed expansion.

It should be noted that mode choice (such as carpool, busing, etc.) is not considered in the estimate of student VMT. As such, it is assumed that every student would be driven to school by their parents (conservative estimate). Assuming 4 one-way parent trips per day (2 one-way trips dropping off student and going home, and 2 one-way trips picking up student and going home), the Harker school expansion would generate a total student VMT of 2,363¹.

¹ 2,363 VMT = 8.44 miles/trip * 4 trips/day * 70 students

Student VMT Attending Current Schools

It is assumed that the students that would attend the expanded Harker school are currently attending either private schools or public schools elsewhere. In consultation with City staff, and in alignment with previous studies for private schools, it is assumed that 80% of the expanded school enrollment would come from other private schools while the remaining 20% would come from public schools.

Students' Existing VMT If They Attended Private Schools

This VMT estimate would require knowledge of all schools' enrollment data, which is not feasibly obtainable. Instead, Hexagon developed a custom-built distribution model based on previously collected private school enrollment data and the city's travel demand forecast model. The model is sensitive to the socioeconomic context of the different geographic areas as well as distance to schools. A detailed discussion of this custom-built private school distribution model is included in Appendix C.

Using the distribution model Hexagon estimated the students' average trip length to a private school (assuming driven alone to school) would be 9.21 vehicle miles traveled per student per trip. Therefore, assuming 4 parent trips per day for 80 percent of the additional 70 students that would attend Harker's Bucknall campus, the students who are currently attending private schools' total student VMT is estimated at 2,257².

Students' Existing Trip Lengths If They Attended Public Schools

Similar to the discussion above, public schools' enrollment data for all schools in the region is not feasibly obtainable within the scope of this study. Instead, Hexagon used the City of San Jose travel demand model³ to estimate these students' trip length to public schools. The model estimated average trip length to a public elementary school (assuming driven alone to school) would be 3.46 miles per student per trip. Therefore, assuming 4 parent trips per day for 20 percent of the 70 students that would attend Harker's Bucknall campus, the students who are currently attending public schools' total student VMT is estimated at 194⁴.

Total Student VMT Going To Their Current Schools

It is assumed that out of the 70 students that would attend Harker's Bucknall campus, 80% of them are currently attending private schools, generating an estimated total daily VMT of 2,063 to their current schools, and the remaining 20% of them are currently attending public elementary schools, generating an estimated total daily VMT of 194. Therefore, for the students that would attend Harker's Bucknall campus, their estimated current total daily VMT to their current schools is 2,257.

Net Increase in Regional VMT

As discussed above, this study estimated that the additional 70 students attending Harker's Bucknall campus would generate a total daily VMT of 2,363. However, these same students would have generated a total daily VMT of 2,257 (2,063 for private + 194 for public) if they continued attending their current schools. Therefore, the proposed project of increasing enrollment by 70 students at Harker's Bucknall campus would result in a net increase in daily regional VMT of 106, which is equivalent to 4.5% of the total daily VMT generated by the addition of 70 students, and is deemed a significant VMT impact.

² 2,063 VMT = 9.21 miles/trip * 4 trips/day * (70 students * 80% currently attending private schools)

³ The City of San Jose travel demand model has the capability to estimate public school student distributions, but not private schools.

⁴ 194 VMT = 3.46 miles/trip * 4 trips/day * (70 students * 20% currently attending public schools)

VMT Reduction from Baseline VMT

Proposed Design Features and TDM

It should be noted that the VMT evaluation consists of a general analysis based purely on estimated student trip lengths assuming that student trip making characteristics would be the same for all private schools regardless of school location. Mode choice (such as carpool, busing, etc.) is not considered in the student VMT evaluation. Regardless, Harker currently implements a series of trip reduction measures and will continue to offer these measures under the proposed enrollment expansion. These measures and their effects on student VMT are discussed below.

- *Carpool* – Harker uses a third-party software platform that helps parents organize carpools on their own. Although the school does not have data on the number of students who carpool to school, the software is available to all families.

The Lower campus has 319 students who have siblings also attending Harker. Of these students, 86 of them (15% of Lower campus students) have siblings enrolled in the same Lower campus, and the remaining 233 (40% of Lower campus students) have siblings enrolled in Harker Middle and/or Upper campuses (see Figure 6).

- *Busing Program* – Harker operates various buses located in the South Bay/Peninsula (see Table 2 below). The buses all have badging systems and Harker can track how many students use the buses each day. There are currently 48 students enrolled in the AM bus program and 19 students enrolled in the PM bus program. For a typical week in April 2025, Harker tracked an average of 32 students (or 6% of Lower campus students) using the busing program per day.

Figure 6
Harker Lower Campus Student Transportation Modes

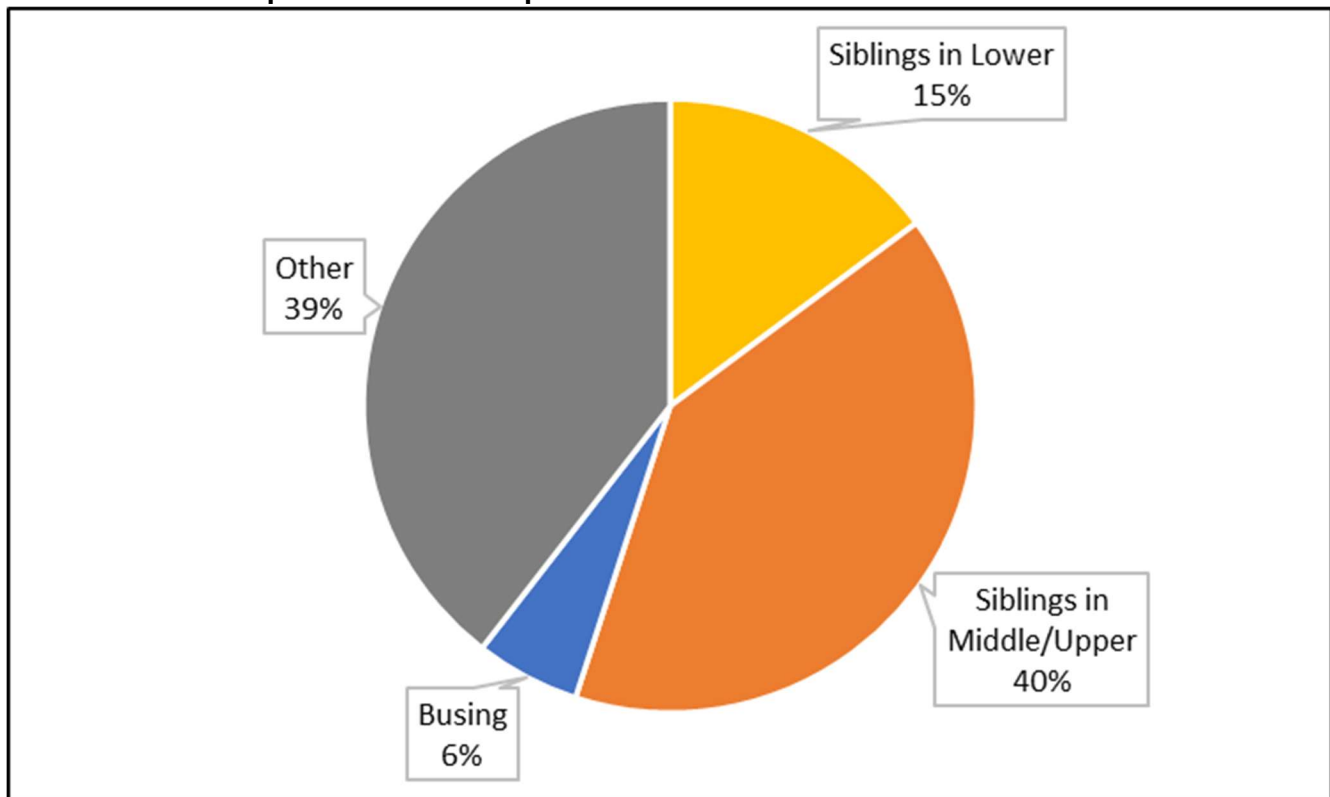


Table 2
Harker Busing Program to Lower Campus

Route	Stop	Registered Students	Distance
<i>AM Buses</i>			
B	121 E El Camino Real (Walgreens)	2	10.9
	Abundant Life Church (Stelling Rd)	18	6.2
	Westhope Church (Saratoga Av)	8	1.6
E/EA	College Loop Rd (Foothill College)	10	12.1
	Harker Upper Division (Saratoga Av)	10	3.7
AM Weighted Bus Distance To School		48	6.3
<i>PM Buses</i>			
Green/Orange	10100 N Stelling Rd (ALAG Church)	4	6.2
	Los Altos Community Center	8	13.4
	Harker Upper Division (Saratoga Av)	7	3.7
PM Weighted Bus Distance To School		19	8.3

VMT Reduction from Siblings and Carpooling

On a daily basis, 15% of the Lower campus students have siblings attending the same school and will naturally be carpooling to school. Conservatively assuming 2 students per vehicle, this would result in a 7.5%⁵ reduction in the baseline student VMT. Baseline student VMT assumes all students are driven to school alone.

40% of the Lower campus students have siblings attending Harker Middle or Upper schools. It is assumed that they will also naturally be carpooling to school. Harker offers inter-campus buses so some of these students may be dropped off first at the Middle or Upper schools and bused over, or vice versa. To be conservative, it is assumed that none of them are using the busing program, which means the parent's trips are lengthened by the distance to the other campuses. The distance from the Lower school to the Middle school is about 5 miles, and about 3.4 miles to the Upper school, or about 4.2 miles on average between the Middle and Upper schools. Since students attending the Lower school on average live about 8.44 miles away, the additional distance to the other schools is added on top of it, which is then assumed to be shared with their siblings. Conservatively assuming each carpool carries only two students (one to Lower school, one to Middle/Upper school), then these Lower campus students' portion of the trip length is assigned as 6.32 miles⁶ per student per trip. As a result, the 40% of Lower campus students who have siblings attend Harker Middle or Upper schools would result in a 10% reduction in the baseline student VMT⁷.

VMT Reduction from Busing Program

As shown on Table 2 above, the shuttle program on average replaces the last 6.3 miles for the students in the morning, and 8.3 miles in the afternoon. Assuming parents may need to drive a little bit out of their way to the bus stops, a conservative 2 miles is added onto these students' driving trips. Therefore,

⁵ 7.5% = 15% / 2

⁶ 6.32 = (8.44 + 4.2) / 2

⁷ 10% = (8.44 - 6.32) / 8.44 * 40%

a student taking the bus would have average trip lengths of 4.14 miles⁸ in the morning and 2.14 miles⁹ in the afternoon.

Since the busing program saved less miles in the morning than in the afternoon, conservatively, the estimated morning trip length of 4.14 miles is used in calculating the VMT reduction. Moreover, since Harker's data cannot differentiate if a student used the busing program for both the morning and afternoon, conservatively, it is assumed these busing students are only using the busing program in the morning. The busing program would result in a 1.5% reduction in the baseline student VMT¹⁰.

Total daily VMT Reduction from Baseline VMT

In summary, Harker school's existing trip reduction measures would result in a 19% VMT reduction compared to baseline student VMT (where all students are driven alone to school):

- 7.5% from carpooling siblings who all attend Harker Lower school
- 10% from carpooling siblings with one attending Harker Lower school, and the others attending Harker Middle school or Upper school
- 1.5% from Harker's busing program

With the proposed project, the school's existing trip-reducing programs would continue to be offered to the additional students. It is assumed that the proportion of students who have siblings, carpool, or use the busing program would remain the same. Therefore, the school's ongoing trip-reducing programs would reduce its VMT by 19%, greatly exceeding the 4.5% VMT reduction from baseline VMT needed to mitigate its VMT impact. Therefore, the VMT impact due to the proposed increase in student enrollment can be considered less than significant.

School Employee VMT Analysis

School projects are not specifically identified in the City's *Transportation Analysis Handbook* as a land use that would be exempt from conducting a CEQA VMT analysis. Based on previous school projects, the VMT analysis was conducted by converting daily vehicle trips generated by the proposed school employees to an equivalent amount of office square footage, for which the City has established a screening criterion and threshold of significance. Office developments of less than 10,000 square feet (s.f.) in size are exempt from preparing a CEQA-level VMT analysis. This land use conversion is a reasonable approach since trips generated by school employees would have similar trip-making characteristics (origin/destination and length of trips) as typical office employees.

It is estimated that the project would result in an increase of 21 school staff/employees. The estimated number of daily trips generated by the school staff was converted into an equivalent amount of office space using trip generation estimates based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). It is assumed that each school employee generates two daily trips (one inbound and one outbound). Therefore, the proposed new increase of 21 additional school employees with the expansion is expected to generate 42 daily trips, which is equivalent to the trips estimated to be generated by 3,875 s.f. of office space. Table 3 presents the school staff to office space equivalency calculation.

⁸ 4.14 = 8.44 - 6.3 + 2

⁹ 2.14 = 8.44 - 8.3 + 2

¹⁰ 1.5% = (8.44 - 4.14) / 8.44 / 2 * 6%

Table 3
School Staff to Office Use Conversion

Land Use	ITE Land Use Code	Size	Daily	
			Rate	Trip
<u>Proposed Land Uses</u>				
#534- Private High School	534	21 Employees	2	42
<u>Propose Land Uses</u>				
# 710 - General Office Building	710	3,875 Square feet	10.84	42
Source: ITE Trip Generation Manual, 11th Edition 2021.				
Note: Staff increase based on current staff:student ratio and proposed change in CUP.				

This small amount of equivalent office space meets the screening criteria set forth in the *City's Transportation Analysis Handbook* for a small infill project, which is defined as office of 10,000 s.f. or less. Because the school employee component of the project would meet the City's screening criteria, the increase in school staff is expected to result in a less-than-significant VMT impact.

VMT Analysis Conclusions

The additional school employees would meet the City's screening criteria for a small infill office development (less than 10,000 sf in size) and would have a less-than-significant VMT impact.

The student VMT analysis shows the VMT impact due to the proposed increase in student enrollment would be considered less than significant with Harker's busing program and student carpooling participation.

Therefore, the project would have a less-than-significant CEQA transportation impact.

A detailed discussion of Hexagon's private school trip distribution model used for the student VMT analysis is included in Appendix C.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving. The project is consistent with the General Plan goals and policies for the following reasons:

- The Harker School project would continue to provide a robust busing/shuttle program for students.
- Pedestrian facilities, including sidewalks, intersection crosswalks, and ADA ramps, are available in the project area and the project plans to implement various pedestrian improvements.

- The project site is near various bus services, promoting the use of available transit services and providing the opportunity to utilize alternative modes of access other than passenger vehicles.

Therefore, based on the project description and location, the proposed project would be consistent with the *Envision San Jose General Plan*. The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, an evaluation of peak hour operations at nearby intersections, an evaluation of any adverse effects to the study intersections, a vehicle queuing analysis, a site access and on-site circulation review, a review of effects on bicycle, pedestrian and transit facilities, a review of neighborhood interface, and an evaluation of required parking.

Project Description

The school currently operates an elementary school with a total Conditional Use Permit (CUP) of 580 students. However, the school has an enrollment of 623 students, and the school is seeking to increase the current CUP to allow an enrollment of 650 students. The school proposes changes to its campus by adding some buildings as well as reconfiguring its drop-off zones and off-street parking on the north and south side of the campus. The north side of the campus can be accessed from Bucknall Avenue and the south side of the campus can be accessed from Rincon Avenue.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trip generation typically is estimated by multiplying the Institute of Transportation Engineers (ITE) recommended trip generation rates, as provided in the ITE *Trip Generation Manual*, by the size of the proposed development. However, because the project consists of the expansion of an existing school, the trips that will be generated by the proposed additional students at the Harker Lower School campus were estimated based on trip generation rates derived from driveway counts completed at the existing school site.

Trip Generation Counts

Driveway counts at the existing school site were taken on March, 2024, during the school's peak drop-off/pick-up hours. Based on the trip generation counts, at the beginning of the school day (AM student drop-off period) the AM peak hour trip generation rate for the existing Harker Lower School campus

was calculated to be 1.41 trips per student. At the end of the school day (afternoon student pick-up period), the PM peak hour trip generation rate was calculated to be 0.63 trips per student.

The trip rates derived from the driveway counts were compared to trip rates for “Private School (K-8)” (Land Use 530) provided in the ITE *Trip Generation Manual 11th Edition* (2021). ITE indicates trip rates of 1.01 trips per student for the AM peak hour and 0.26 trips per student for the school PM peak hour.

The trip rates calculated using the Harker driveway counts were used to estimate trip generation for the proposed increase in student enrollment, since the driveway counts result in higher trip rates (are more conservative) than ITE rates and are reflective of the current and proposed Harker student population.

Net Project Trips

The magnitude of traffic added to the roadway system by the proposed additional students was estimated by multiplying the surveyed trip generation rates by the proposed increase in student enrollment (27 students). It is estimated that the increase in student enrollment would generate 38 additional trips (20 inbound and 18 outbound) during the AM peak hour and 17 additional trips (8 inbound and 9 outbound) during the PM peak hour (see Table 4).

Table 4
Project Trip Generation Estimates

	Size	Daily ³		AM Peak Hour						PM Peak Hour ⁴					
		Rate	Trips	Rate	Splits		Trips			Rate	Splits		Trips		
					In	Out	In	Out	Total		In	Out	In	Out	Total
Existing															
Conditional Use Permit (CUP)	580 students	2.93	1,698	1.41	53%	47%	430	388	818	0.63	45%	55%	163	202	365
Student Enrollment Over CUP	43 students	2.93	126	1.41	53%	47%	32	29	61	0.63	45%	55%	12	15	27
Existing School Total ¹	623 students		1,824				462	417	879				175	217	392
Proposed															
Total Students (CUP)	650 students	2.93	1,905	1.41	53%	47%	482	435	917	0.63	45%	55%	183	226	409
Less Existing Enrolled Students	623 students	2.93	1,825	1.41	53%	47%	462	417	879	0.63	45%	55%	175	217	392
Net New Students and Trips ²	27 students		79				20	18	38				8	9	17
¹ Driveway Counts conducted on Tuesday 3/19/2024 and Thursday 3/21/2024 at the existing Harker lower school campus were used to determine trips per student, as well as inbound and outbound splits. The average rates of the two days of driveway counts were used. The driveway counts reflect the current student enrollment of 623 students. Note that the school's current start time is 8:00 AM and the dismissal time is 3:30 PM. ² Harker is proposing to increase the CUP student enrollment cap from 580 students to 650 students (CUP increase of 70 students) at the lower school campus. Since the current enrollment at the Harker lower school campus totals 623 students, this represents an actual increase of 27 enrolled students. ³ Daily trip generation based on the sum of the 2-hr AM (7:00-9:00 AM) and 3-hr PM (3:00-6:00 PM) driveway counts at the Harker lower campus. This is a reasonable daily trip estimate, since the # of school generated trips that occur prior to 7:00 AM and after 6:00 PM on a typical school day are negligible. ⁴ PM peak hour trip generation based on the school's peak one-hour period (4:30-5:30 PM), which coincides with the PM peak commute period of traffic (4:00-6:00 PM) on the surrounding roadway network in the study area.															

It should be noted that traffic conditions on the roadway system are typically evaluated during the standard weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours of the adjacent street traffic since these are the peak commute hours during which most weekday traffic congestion occurs on the roadway network. The school's AM and PM peak hour trip generation coincide with the AM and PM peak hours of the adjacent street traffic.

Trip Distribution and Assignment

The directional distribution of new trips associated with the Harker Lower School campus expansion was forecast based on existing AM and PM peak hour driveway counts, existing student information (i.e., zip code data), and existing travel patterns (AM and PM peak hour intersection counts). The

project-generated trips due to the increase in student enrollment were added to the roadway network based on the existing restricted right-in/right-out only movements at the school driveways.

The peak hour vehicle trips generated by the increase in enrollment were assigned to the roadway network in accordance with the trip distribution pattern. Figure 7 shows the project trip distribution pattern and project trip assignment.

Traffic Volumes

Existing Traffic Volumes

New peak hour counts were collected at all study intersections. The new peak hour counts were reviewed and approved by City of San Jose Department of Transportation staff and can be found in Appendix A. The existing peak hour intersection volumes are shown on Figure 8.

Background Traffic Volumes

Background traffic volumes typically include projected volumes from approved but not yet completed or occupied developments. The added trips from approved but not yet completed or occupied developments are provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, according to City staff, there are no approved project trips (ATI sheets) for the study intersections. Accordingly, background traffic volumes (shown on Figure 9) are identical to existing traffic volumes.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 10).

Traffic volumes for all traffic scenarios are tabulated in Appendix B.

Signalized Intersection Traffic Operations

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect at a study intersection is not considered a CEQA impact metric.

The intersection levels of service were evaluated against the standards of the Cities of San Jose and Campbell (outlined in Chapter 1). The results of the analysis show that the two signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 5).

The detailed intersection level of service calculation sheets are included in Appendix D.

Table 5
Signalized Intersection Level of Service Results

ID	Intersection	Count Date	Jurisdiction	Peak Hour	Existing		Background		Background + Project			
					Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Del. (sec)	Incr. In Crit. V/C
1	San Tomas Aquino Rd & Campbell Av	12/3/2024	Campbell	AM	36.1	D	36.1	D	36.2	D	0.0	0.001
		12/3/2024		PM	36.8	D	36.8	D	36.8	D	0.1	0.001
2	San Tomas Aquino Rd & Bucknall Rd	12/3/2024	San Jose	AM	33.0	C	33.0	C	33.8	C	1.1	0.010
		12/3/2024		PM	25.6	C	25.6	C	25.8	C	0.1	0.005

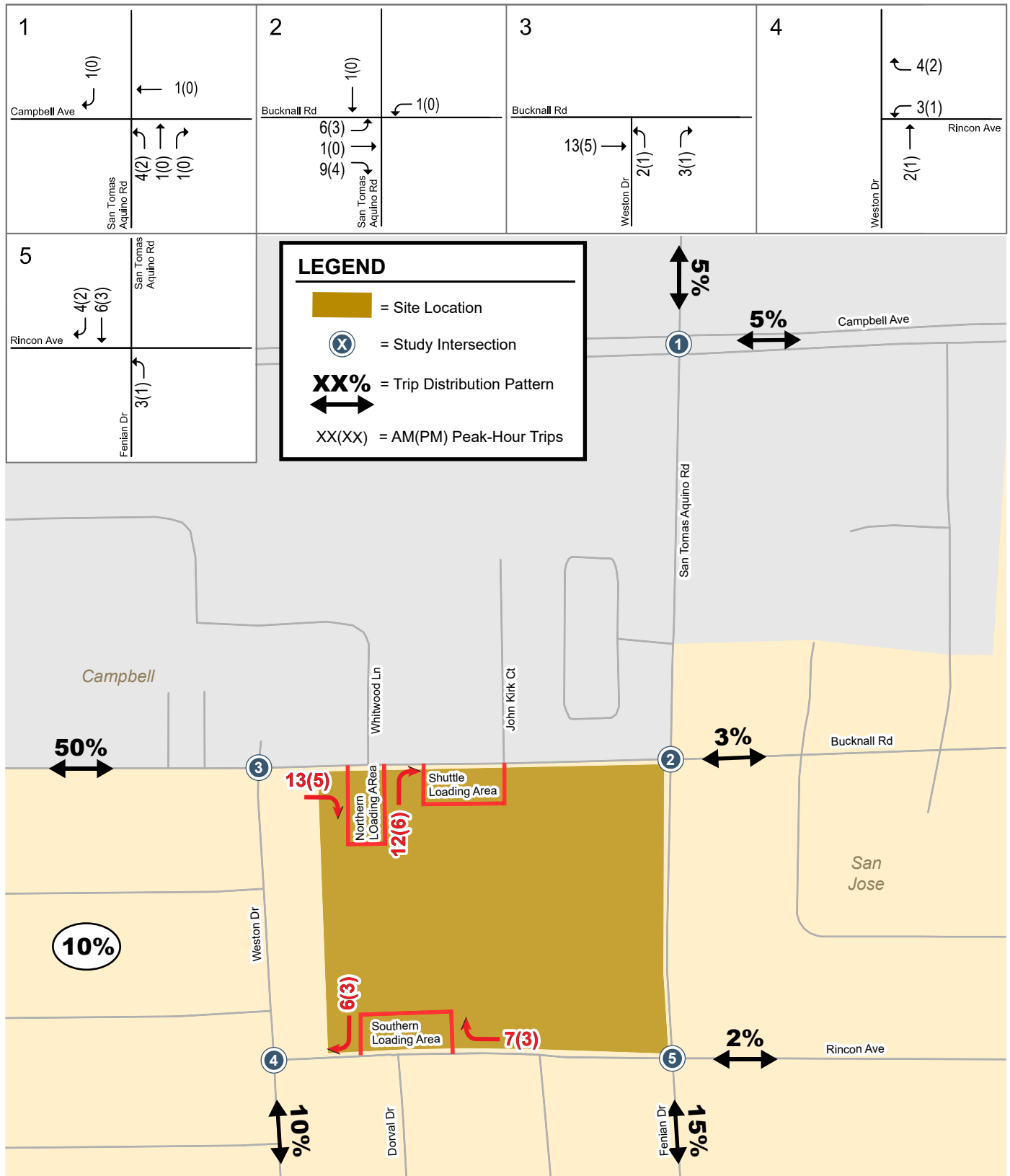


Figure 7
Project Trip Distribution Pattern and Trip Assignment

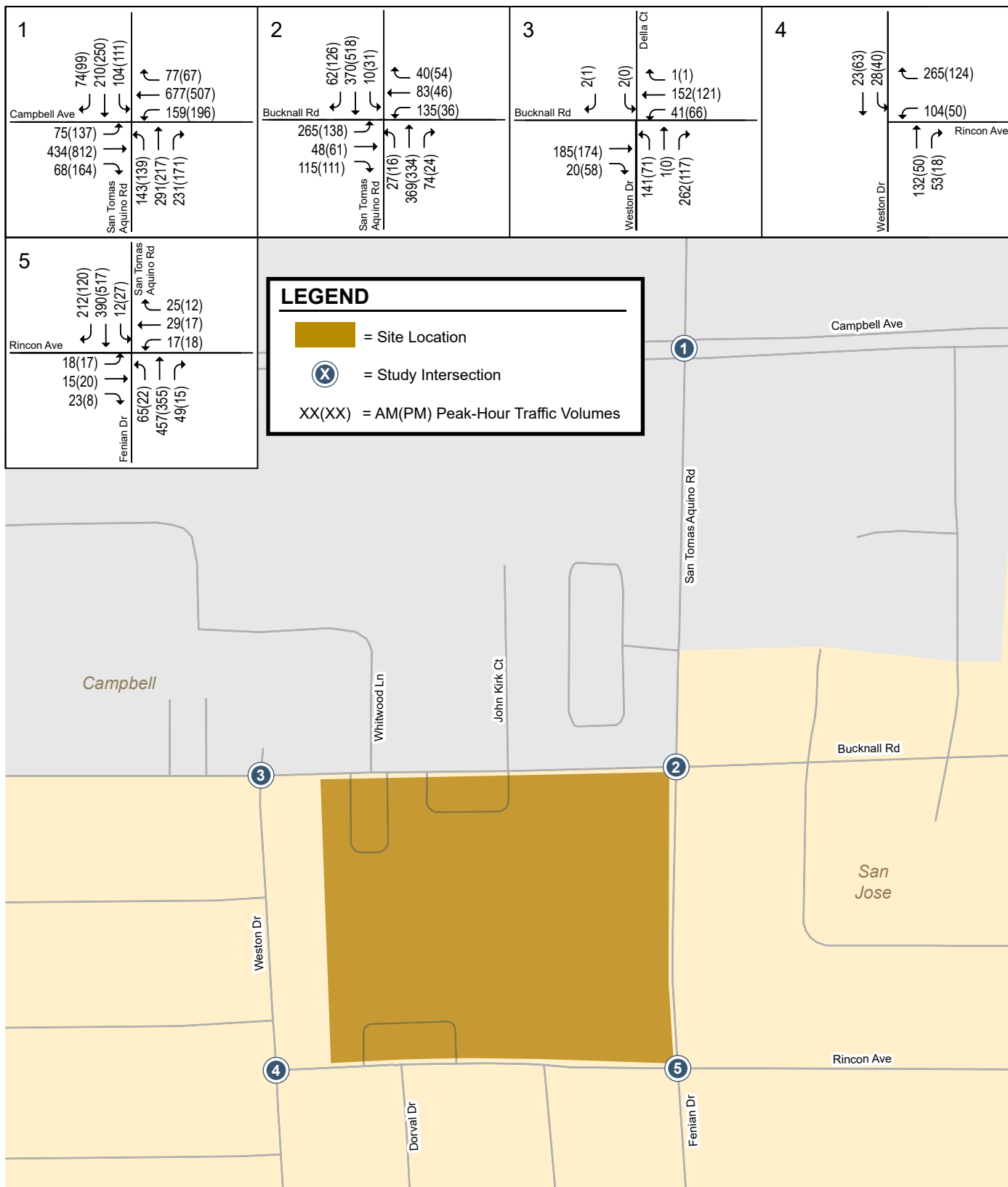


Figure 8
Existing Traffic Volumes

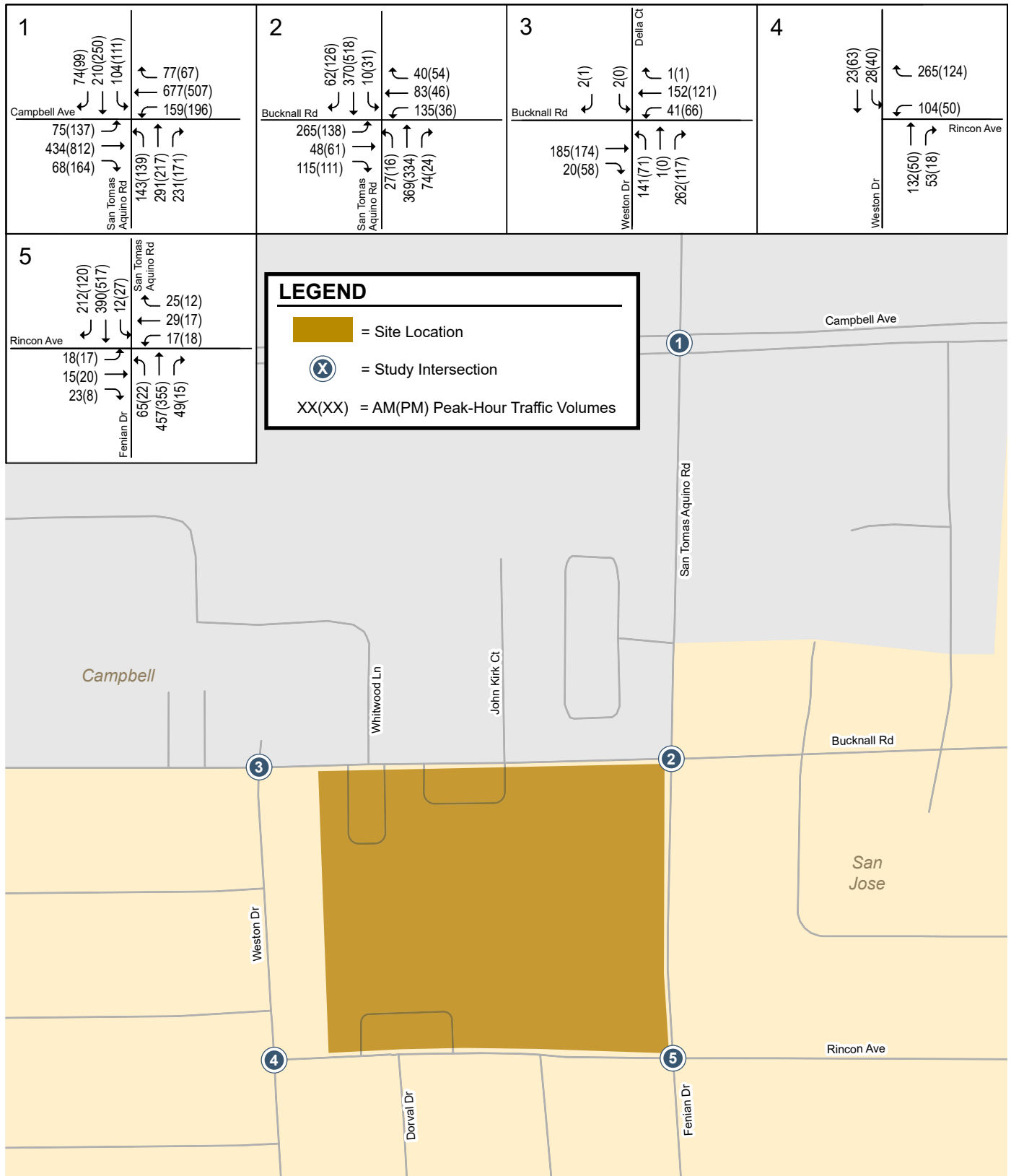


Figure 9
Background Traffic Volumes

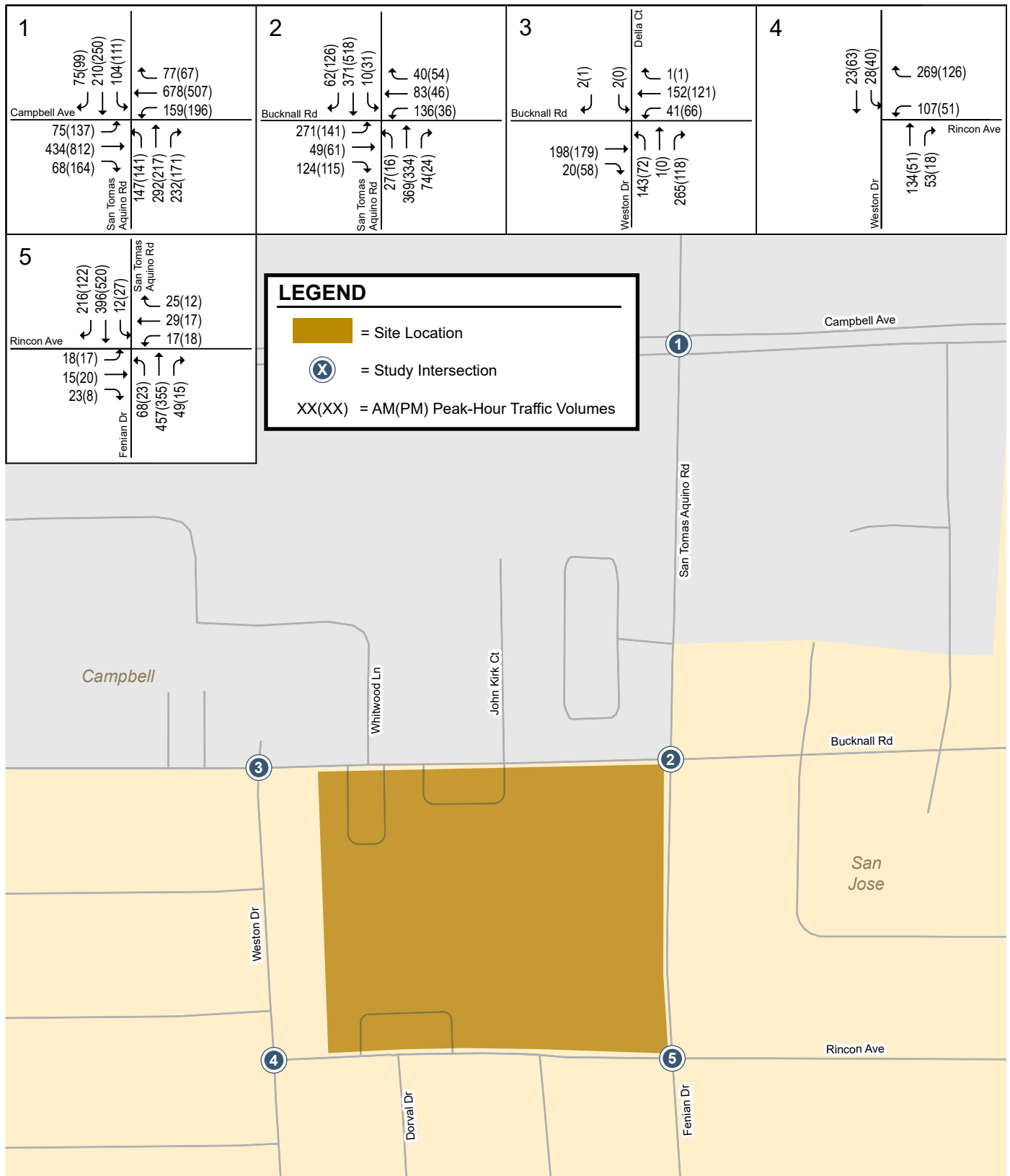


Figure 10
Background Plus Project Traffic Volumes

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals. This method makes no evaluation of intersection level of service but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Peak hour traffic signal warrant checks are typically conducted for unsignalized study intersections located along an arterial or collector street and that meet the 100 vehicles per hour threshold for minor streets. A peak hour traffic signal warrant check was conducted for the unsignalized intersection of San Tomas Aquino Road/Fenian Drive and Rincon Avenue.

The results of the signal warrant check indicate that the AM and PM peak hour volumes at the unsignalized study intersection currently do not meet the signal warrant and would not meet the warrant with the addition of project generated trips (see Appendix E).

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. For the purpose of this study, a “noteworthy” number of trips equates to 5 AM or PM peak hour trips. Based on this threshold, a queuing analysis was conducted for the eastbound shared left/through/right movement at the intersection of San Tomas Aquino Road and Bucknall Road (see Table 6).

San Tomas Aquino Road and Bucknall Road (Eastbound Approach)

The 95th percentile queue under existing conditions for the eastbound shared left-through-right movement is 14 vehicles during the AM peak hour and 10 vehicles during the PM peak hour. The queuing storage assumed for this shared eastbound movement is approximately 300 feet or about 12 vehicles, which is the distance between the intersection and the first driveway serving Harker school. Therefore, the maximum vehicle queues for this eastbound shared movement currently block the outbound Harker school driveway during the AM peak hour, resulting in some vehicle delays for vehicles exiting the driveway. The same AM and PM peak hour vehicle queues along Bucknall Road would occur under background and background plus project conditions (no increase in the maximum vehicle queues). Note that the maximum eastbound vehicle queues are short-lived and dissipate quickly following school pick-up and drop-off activities.

Eliminating parking (adding red curb) along the south side (project side) of Bucknall Road between the Harker driveway and the intersection would remove the eastbound right-turn movement vehicles from the shared movement queue and allow them to make a right turn onto southbound San Tomas Aquino Road, thereby reducing the eastbound shared movement maximum queue length from 14 vehicles to 12 vehicles during the AM peak hour. Although this improvement would reduce the maximum vehicle queue length, the AM peak hour eastbound shared left-turn/through queue would still reach the Harker driveway. Therefore, eliminating parking along the project frontage between the outbound driveway and the intersection would not eliminate the temporary eastbound queuing issue that occurs along Bucknall Road during the AM peak drop-off and PM peak pick-up periods of the day at Harker.

Table 6
Intersection Queueing Analysis

Measurement	San Tomas Aquino Road and Bucknall Road	
	EBL/T/R	
	AM	PM
Existing and Background		
Cycle/Delay ¹ (sec)	75	75
Volume (vphpl)	428	310
95th % Queue ² (veh/ln.)	14	10
95th % Queue (ft./ln.)	350	250
Storage (ft./ln.) ³	300	300
Adequate (Y/N)	N	Y
Background Plus Project		
Cycle/Delay ¹ (sec)	75	75
Volume (vphpl)	444	317
95th % Queue ² (veh/ln.)	14	10
95th % Queue (ft./ln.)	350	250
Storage (ft./ln.) ³	300	300
Adequate (Y/N)	N	Y
EBL/T/R = Eastbound Shared Left-Turn/Through/Right-Turn movement		
1. Vehicle queue calculations based on cycle length for signalized intersections.		
2. Assumes 25 feet per vehicle queued.		
3. Since the analyzed movement does not have separate storage lanes for the LT or RT movements, the storage length is assumed to be the distance between the intersection and the first driveway on that approach leg.		

Neighborhood Interface

The project does not propose to alter the existing roadway network in the vicinity of the project site. Therefore, there are no anticipated changes to existing vehicular travel patterns or usage of roadways. Bucknall Road and Rincon Avenue connect the project site and the surrounding residential communities to San Tomas Aquino Road, an arterial through San Jose and Campbell. Bucknall Road also connects to a collector street, Quito Road in Saratoga. Bucknall Road, Rincon Avenue, and Weston Drive are residential streets, and increase in school enrollment may result in additional congestion on these streets. Therefore, volume and speed data were collected and reviewed along Bucknall Road, Rincon Avenue, and Weston Drive.

For the evaluation, the existing and projected daily traffic volumes with the project along each street were compared to acceptable volume thresholds for the roadway segment to determine if the projected change in traffic volume would be considered substantial. Unlike the intersection level of service analysis methodology, which has established operational thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect adverse effects of traffic on residential neighborhoods. The variables affecting these adverse effects include traffic volumes, vehicle classification (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates).

Existing Roadway Characteristics

Bucknall Road, Rincon Avenue, and Weston Drive are classified as residential streets given that they serve primarily residential land uses and are narrow with parking on both sides of the street. General guidelines regarding threshold volumes pertaining to residential streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, residential streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for residential streets.

A residential (or local) street is defined by the City of San Jose as being less than 60 feet wide (48 and 56 ft. right-of-way) with typical average daily traffic (ADT) volumes ranging from 1,000 to 3,000 vehicles. The posted speed limit for Bucknall Road, Rincon Avenue, and Weston Drive is 25 mph.

Cut-Through Traffic

The City of San Jose defines “cut-through traffic” as traffic that is using a local residential street or neighborhood collector street to avoid arterial or major collector roadways and is not traffic that has an origin or destination within the immediate neighborhood. Since Harker school is located within the neighborhood served by Bucknall Road, Rincon Avenue and Weston Drive, the project-generated trips would not meet the definition of cut-through traffic.

Roadway Volumes and Speeds

The effects of project traffic on Bucknall Road, Rincon Avenue, and Weston Drive were evaluated based on field observations and traffic volume and speed data collected in December 2024 (while school was in session), as well as projections of additional project generated trips. Volume and speed counts were conducted at two locations along Bucknall Road: one just west of John Kirk Court and one just west of Weston Drive. Additional volume and speed counts were collected along Weston Drive, just south of Bucknall Road and along Rincon Avenue, just east of Dorval Drive. Table 7 presents a summary of existing and projected traffic volumes and speeds along each roadway segment studied. Note that the data included in the table are for Tuesday, Wednesday and Thursday only (i.e., typical weekdays). The raw roadway volume counts and speed data can be found in Appendix A.

Table 7
Vehicle Speed and ADT Volume Summary

ID	Street	Street Segment	Speed Limit	85th % Speed (Avg. of Both Directions)	Existing ADT ¹	Daily Project Trips	% Vol Increase
1	Bucknall Road	West of John Kirk Court	25 mph	29.2 mph	4,147	35	0.8%
2	Bucknall Road	West of Weston Drive	25 mph	30.7 mph	3,339	26	0.8%
3	Weston Drive	South of Bucknall Road	25 mph	29.6 mph	2,114	13	0.6%
4	Rincon Avenue	East of Dorval Drive	25 mph	27.8 mph	1,458	14	1.0%

Note:
1. ADT = average daily traffic in vehicles per day. ADT shown is 3-day average (Tue, Wed, Thu). Daily volume and speed data collected December 3 - 5, 2024.

The project is estimated to generate 79 new daily vehicle trips. Based on the peak hour trip assignment, the ratio of trips along each segment was applied to the number of daily trips.

Bucknall Road, west of John Kirk Court

As shown above, twenty-four-hour tube counts indicate that Bucknall Road, west of John Kirk Court, currently carries 4,147 vehicles daily. It is estimated that the proposed project would result in the addition of 35 daily trips, an increase of less than one percent, to this study roadway segment.

Speed surveys conducted along Bucknall Road, west of John Kirk Court, indicate the 85th percentile speed along the roadway to be approximately 29 mph. The posted speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceed the posted speed limit by 4 mph.

Bucknall Road, west of Weston Drive

Twenty-four-hour tube counts indicate that Bucknall Road, west of Weston Drive, currently carries 3,339 vehicles daily. It is estimated that the proposed project would result in the addition of 26 daily trips, an increase of less than one percent to this study roadway segment.

Speed surveys conducted along Bucknall Road, west of Weston Drive, indicate the 85th percentile speed along the roadway to be approximately 31 mph. The posted speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceed the posted speed limit by 6 mph.

Weston Drive, south of Bucknall Road

Twenty-four-hour tube counts indicate that Weston Drive, south of Bucknall Road, currently carries 2,114 vehicles daily. It is estimated that the proposed project would result in the addition of 13 daily trips, an increase of less than one percent, to this study roadway segment.

Speed surveys conducted along Weston Drive, south of Bucknall Road, indicate the 85th percentile speed along the roadway to be approximately 29 mph. The speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceeded the speed limit by 4 mph.

Rincon Avenue, east of Dorval Drive

Twenty-four-hour tube counts indicate that Rincon Avenue, east of Dorval Drive, currently carries 1,458 vehicles daily. It is estimated that the proposed project would result in the addition of 14 daily trips, an increase of one percent, to this study roadway segment.

Speed surveys conducted on Rincon Avenue, east of Dorval Drive, indicate the 85th percentile speed along the roadway to be approximately 28 miles per hour (mph). The speed limit along the surveyed segment is 25 mph. Based on the collected data, the 85th percentile speeds along this study roadway segment exceeds the speed limit by 3 mph.

Project Effect on Neighborhood Streets

Based on the characteristics of Bucknall Road, Rincon Avenue, and Weston Drive, the traffic count data, and the estimated project traffic, the increase in traffic volumes as a result of the project would be minor and would likely not be perceptible to the residents along these streets.

Note that the definition of an acceptable amount of traffic on a local residential street is subjective and depends on many factors such as street width, presence of on-street parking, building setbacks, number of driveways, and whether the local residential street provides access to major roadways. In addition, the City of San Jose has not established thresholds or guidelines that can be applied to determine the level of increase that should be deemed a substantial increase, or the level of increase that would have a negative effect on the livability or quality of life for residents.

City of San Jose Traffic Calming Policy

According to the City's Traffic Calming Policy (Council Policy 5-6): "It is the policy of the City of San Jose to minimize the negative effects associated with traffic on all streets, particularly within residential neighborhoods and near schools, by applying education, enforcement, and sound engineering solutions developed with strong community involvement." Council Policy 5-6 establishes procedures to address concerns regarding neighborhood traffic.

Traffic Calming Threshold Criteria

The following threshold criteria must be met before comprehensive traffic calming measures would be considered to address speeding concerns along a Local Street with a posted speed limit of 25 mph and approximately 1,000 to 3,000 vehicles per day: 85th percentile vehicle speed of 31 mph or more. The speed surveys show that all the roadway segments that were studied have existing average bidirectional 85th percentile vehicle speeds of less than 31 mph. Therefore, these residential streets would not meet the City's threshold (31 mph or greater) for traffic calming project consideration.

Site Access and On-Site Circulation

The site access and circulation evaluation is based on the November 5, 2025 site plan prepared by Kier & Wright (see Figures 11 and 12). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access and On-Site Circulation

The project would reconstruct three driveways and eliminate one centrally-located driveway on Bucknall Road. On Rincon Avenue, the project would reconstruct one driveway, eliminate one driveway, and add two new driveways. Thus, the total number of driveways serving the school (six) would not change. With the exception of the peak student drop-off and pick-up periods of the day at the school (described in detail on p.39) and/or when Harker shuttles are present in the north loop, it is assumed that all the project driveways could operate as two-way driveways the remainder of the day. However, the westernmost driveway on Bucknall Road and easternmost driveway on Rincon Avenue would most likely operate as inbound only driveways and the westernmost driveway on Rincon Avenue would most likely operate as an outbound only driveway 100 percent of the time.

Bucknall Road Driveways

The westernmost driveway on Bucknall Road would be a standard 26-foot-wide driveway and would serve the student loading zone and the visitor parking lot. Two additional 24-foot-wide driveways (middle driveway and easternmost driveway) would serve Harker shuttles and passenger vehicles and would provide access to the school staff parking lot. The 24-foot-wide loop driveways would also be used by visitors to exit the site. During the peak student drop-off/pick-up periods, parents would enter via the westernmost driveway and exit either the middle or easternmost driveway, depending on whether Harker shuttles are present. Harker staff would direct traffic during the peak morning and afternoon periods of the day.

Rincon Avenue Driveways

The westernmost and easternmost driveways on Rincon Avenue are shown to be standard 20-foot-wide driveways. The middle driveway is shown to be a standard 26-foot-wide driveway. The 26-foot driveway width is required to accommodate the fire hydrants at this driveway location. The project driveways on Rincon Avenue would serve the southern student loading zone, surface parking lot, and new underground school staff parking garage.

HEXAGON



**Figure 11
Civil Site Plan**

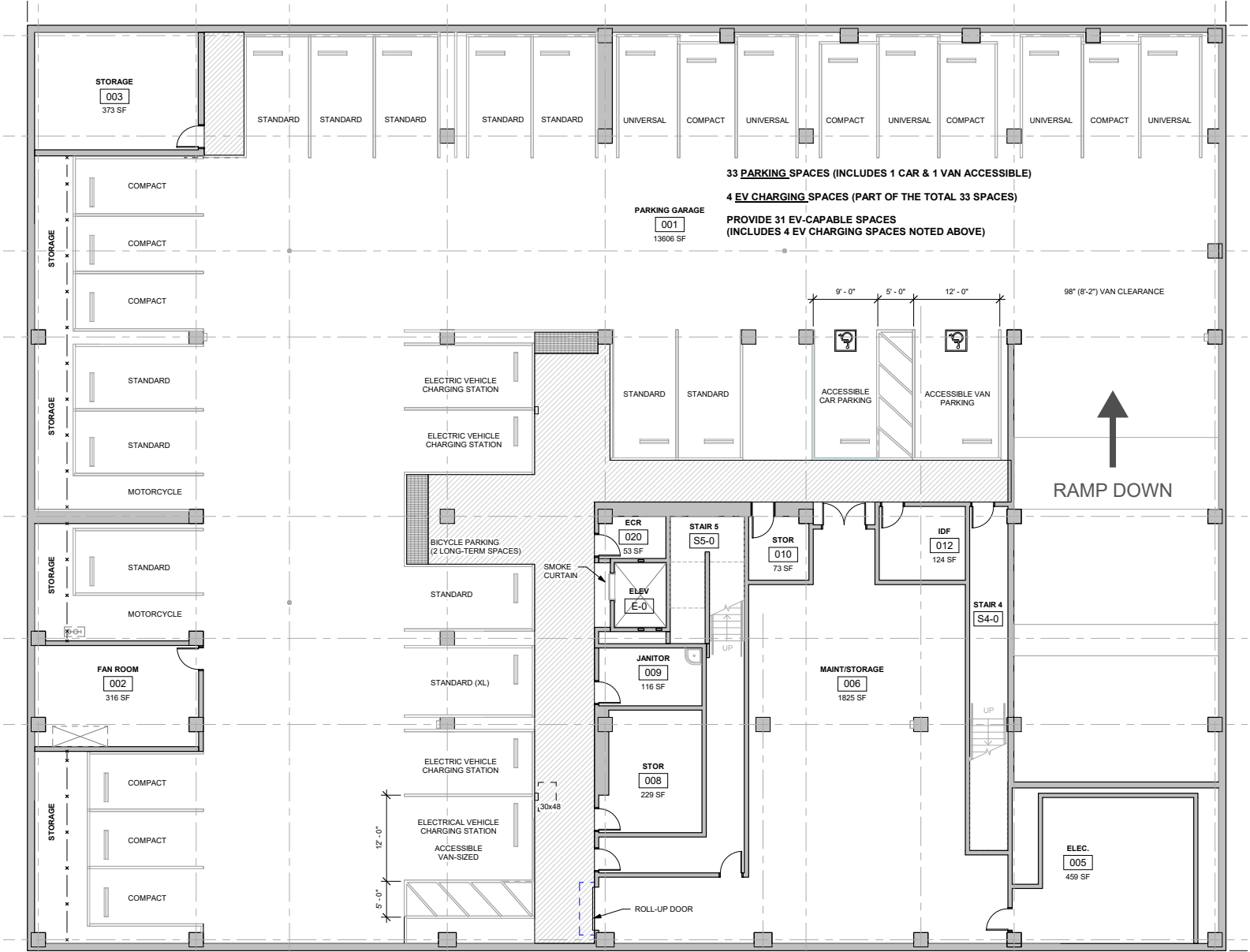


Figure 12
Underground Parking Garage

Sight Distance at the Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling along Bucknall Road and Rincon Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For Bucknall Road and Rincon Avenue, which both have a speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Accordingly, a driver must be able to see 200 feet along these streets in order to stop and avoid a collision.

There are no existing landscaping, roadway curvature, or other visual obstructions along the project frontage that would obscure sight distance at the project driveways. Some parking is allowed along the project frontages on Bucknall Road and Rincon Avenue; however, it's limited by No Parking signage and red curb adjacent to the driveways, which would be maintained to ensure adequate sight distance is provided. No landscaping would be added along the project frontages that could affect sight distance at the driveways. Therefore, based on the proposed minor changes to site access, adequate stopping sight distance would continue to be provided at the project driveways.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with standard traffic engineering practices and City of San Jose design guidelines.

Student Loading Zones

The Harker Lower School Campus currently has three student loading areas: two loading areas are located on the north side of campus along Bucknall Road (one for passenger vehicles and one for buses/shuttles via the loop) and one loading area is located on the south side of campus along Rincon Avenue. Each student loading area can be accessed by a right-in only driveway and exited by a right-out only driveway. These three loading areas will remain; however, the project is proposing some changes to improve student drop-off/pick-up operations.

The eastern loading area loop along the north side of campus is used for shuttles only. The project is proposing only minor changes to these existing shuttle loop driveways. Accordingly, the shuttle loading area will remain relatively unchanged and will operate as it is currently operating. The western loading area along the north side of campus and the loading area along the south side of campus will be reconfigured but both will continue to be used for student drop-offs/pick-ups.

Student Pick-up/Drop-Off Operations and Site Circulation

Site circulation during the peak AM drop-off and PM pick-up periods is shown on Figure 13. As shown, drivers would either enter the site from the west via Bucknall Road or enter the site from the east via Rincon Avenue, since only right turns at the driveways would be permitted during these busy periods of the day. Vehicles entering via Bucknall Road would complete their drop-offs/pick-ups and exit via the middle driveway if shuttles are parked in the loop, or they would exit the eastern driveway if shuttles are not parked in the loop. Exiting via the eastern driveway would maximize the amount of on-site vehicle queuing space, since the loop could be used for student drop-offs/pick-ups. Note that since shuttles arrive early to the school in the morning and typically depart before the peak AM drop-off period (see Table 8), issues related to conflicts between passenger vehicles and shuttles are unlikely to occur and the eastern driveway could be used to exit the site most of the time (red dashed line on Figure 13).



Figure 13

Site Circulation During Student Drop-Off and Pick-Up

Table 8
Harker Lower Campus Shuttle Schedule

Route - Vehicle	Arrival	Departure
F - Bus	7:27 AM	7:28 AM
E - Bus	7:41 AM	7:45 AM
B - Bus	7:46 AM	7:50 AM
N - Van	8:00 AM	Ends
L - Van	8:00 AM	Ends
Purple	4:00 PM	4:05 PM
Green	4:05 PM	4:10 PM
Red	5:00 PM	5:05 PM
Yellow	5:20 PM	5:25 PM

Harker staff would direct traffic during the peak morning and afternoon periods of the day to prevent driver confusion and minimize the potential for conflicts at the driveways and within the parking lots. Temporary cones and signage would be used by Harker staff (similar to what is currently being used) to enforce the right-turn-only movements at the driveways and the on-site vehicle circulation patterns shown on Figure 13. Note that while the one-way counterclockwise circulation patterns would be imposed during the peak student drop-off and pick-up periods to minimize the number of on-site vehicle conflict points, the restricted circulation patterns would not be employed the remainder of the day.

Vehicles entering the site via Rincon Avenue would use the easternmost driveway, complete their drop-offs/pick-ups, and exit the site via the middle driveway. Vehicles may be directed by Harker staff to exit via the westernmost driveway if it is determined that additional on-site student loading space is needed at this location.

During the AM peak hour under existing conditions, drop-off operations are limited to a single lane, with all student drop-offs occurring on-site at the curb along both the north (Bucknall Road) and south (Rincon Avenue) sides of the campus. The adjacent lanes are blocked off with cones to maintain a single drop-off lane. During the PM peak period, vehicles are permitted to queue in two lanes—one along the curb and a second adjacent lane. Parents provide an identifier to Harker staff, who then locate the student and escort them to the vehicle, minimizing conflicts between students and vehicles.

With the proposed project, operations would continue in the same manner as existing conditions—one lane for drop-off during the AM peak hour and two lanes for pick-up during the PM peak hour. The on-site drive aisles are sufficiently wide to accommodate two lanes of vehicles while maintaining safe circulation. The main drive aisle on the north side of the campus (Bucknall Road side) is 26 feet wide and meanders through the site. The main drive aisle on the south side of the campus (Rincon Avenue side) is 24 feet wide.

Drive aisles serving all parking lots are also shown to be 24 feet wide, which meets the City's standard minimum width for two-way circulation where 90-degree parking is provided and allows sufficient room for vehicles to back out of parking spaces.

Student Drop-Off/Pick-Up Queuing Analysis

Table 9 below summarizes the existing queues based on field observations and also projects the new queues with the increase in enrollment at the school from 623 students to 650 students.

Based on the current drop-off/pick-up operations, the existing storage during the AM peak hour for both loading areas was assumed to be the storage of the curb lane between the pick-up/drop-off point and the driveway. The existing storage during the school PM peak hour and the commute PM peak hour for both loading areas was assumed to be the combined storage of the curb lane and the adjacent lane between the pick-up/drop-off point and the driveway.

As shown in Table 9, the combined existing queue exceeds the combined on-site storage for both the north and south loading areas during all peak hours, with the longest queue of 1,120 feet observed during the school PM peak hour. During the morning drop-off period at the school, the vehicle queues extend into the public right-of-way (ROW) at both loading areas (i.e., Bucknall Road and Rincon Avenue) between approximately 8:10 - 8:20 AM. During the after school pick-up period, the vehicle queues extend into the public ROW at both loading areas between approximately 3:30 - 3:45 PM. During the commute PM peak hour, the vehicle queues extend into the public ROW at both loading areas between approximately 5:10 - 5:25 PM. Outside these time periods, the vehicle queues do not extend into the public ROW.

The existing queue per student at the school during each peak hour was calculated using the existing queue and the existing enrollment. During the AM peak hour, the existing queue per student is 1.3 feet/student. During the school PM peak hour, the existing queue per student is 1.8 feet/student. During the commute PM peak hour, the existing queue per student is 1.7 feet/student. Assuming the existing queue per student stays the same with the new enrollment, the projected maximum queue during the AM peak hour would be 820 feet, during the school PM peak hour would be 1,180 feet, and during the commute PM peak hour would be 1,140 feet with the increased enrollment.

Therefore, the school would need to provide a minimum of 1,180 feet of on-site storage for pick-up/drop-off operations to avoid queues spilling onto the surrounding streets. This required amount of vehicle queuing storage exceeds the existing on-site storage by 300 feet (approximately 15 vehicles).

Table 9
Student Drop-Off/Pick-Up Queuing Analysis Results

	Existing Storage ¹	Max Number of Observed Cars Queued Outside Dwy	Existing Queue (ft) ²	Combined Existing Storage (ft)	Combined Existing Queue (ft)	Existing Queue (ft) per Student ³	Total Projected Queue(ft) ⁴
AM							
Northern Loading Area	300	8	460	460	780	1.3	820
Southern Loading Area	160	8	320				
School PM							
Northern Loading Area	560	4	640	880	1120	1.8	1180
Southern Loading Area	320	8	480				
Commute PM							
Northern Loading Area	560	6	680	880	1080	1.7	1140
Southern Loading Area	320	4	400				

¹ Existing storage during the AM peak hour is the storage of the curb lane between the pick-up/drop-off point and the driveway. Existing storage during the school PM peak hour and the commute PM peak hour is the combined storage of the curb lane and the adjacent lane between the pick-up/drop-off point and the driveway.

² Queue for number of cars observed queued outside the driveway is calculated using 20 feet per car.

³ Current student enrollment of 623 students is used to calculate the existing queue per student.

⁴ Planned student enrollment of 650 students is used to calculate the projected queue.

BOLD indicates that queue is greater than storage.

BOLD indicates the longest projected queue during any peak hour.

Proposed Student Drop-Off/Pick-Up Queuing Storage

With the proposed changes to the Harker site, a maximum of 570 feet of on-site vehicle queuing space would be provided along the curb on the north side of the campus (Bucknall Road) and 350 feet along the curb on the south side of the campus (Rincon Avenue), for a total of 920 feet. As shown in Table 8, this capacity would be sufficient to accommodate vehicle queues during the AM peak hour. Since drop-offs occur within a very short time window in the morning, any queues are expected to clear quickly.

As discussed in the previous section, during pick-up times the school allows vehicles to queue in two lanes (the curbside lane and the adjacent lane), with Harker staff assisting students to their vehicles. With this two-lane configuration, the site could accommodate up to 1,840 feet of vehicle storage, which is more than adequate to handle the estimated queues during both the school PM peak and the commute PM peak periods, thereby avoiding any queuing within the public ROW.

Underground Staff Parking Garage

The entrance to the below grade parking garage is shown to be 26 feet wide (see Figure 12). The internal drive aisle widths range from 24 feet to 28 feet, which meets the City's standard minimum width for two-way circulation where 90-degree parking is provided.

As proposed, the parking garage will be gated and will be for staff use only. The gate will be open for a short period of time at the beginning of the school day as staff arrives but will be closed for the remainder of the day. When the gate is closed, ingress will be provided by calling the school's main office and having the gate opened remotely. Egress will be controlled automatically by a loop in the pavement at the gate. There will be also be signage at the entrance stating: "Staff Parking Only".

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The site plan shows no parking along the garage ramp but does not indicated the ramp slope.

Recommendation: Confirm the parking garage ramp would have a grade of 20% or less with transition grades of 10% or less.

Parking Stall Dimensions

The City's off-street parking design standards for uniform parking stalls are 8.5 feet wide by 17 feet long, 9.0 feet wide by 18 feet long for full-size parking stalls, and 8.0 feet wide by 16 feet long for compact parking stalls. All the non-accessible parking stalls located within the parking garage would meet these parking stall design standards. The accessible ADA stalls measure at least 9 feet wide by 18 feet long and include an access aisles of 5 feet for van accessibility, which meets the ADA parking stall design requirements.

Truck Access and Circulation

The project site plan was reviewed for truck access, including moving trucks, delivery trucks, garbage trucks, emergency vehicles (EVA), and buses/shuttles (see Figures 14 and 15). While the school driveways would operate as right-in and right-out only during the peak school drop-off/pick-up times, it is assumed that these vehicles would operate during off-peak times and thus would be allowed to make left-turns at the driveways.

Deliveries would occur at the shuttle loop or one of the student loading areas. Deliveries should occur during off-peak hours or on days when school is not in session.

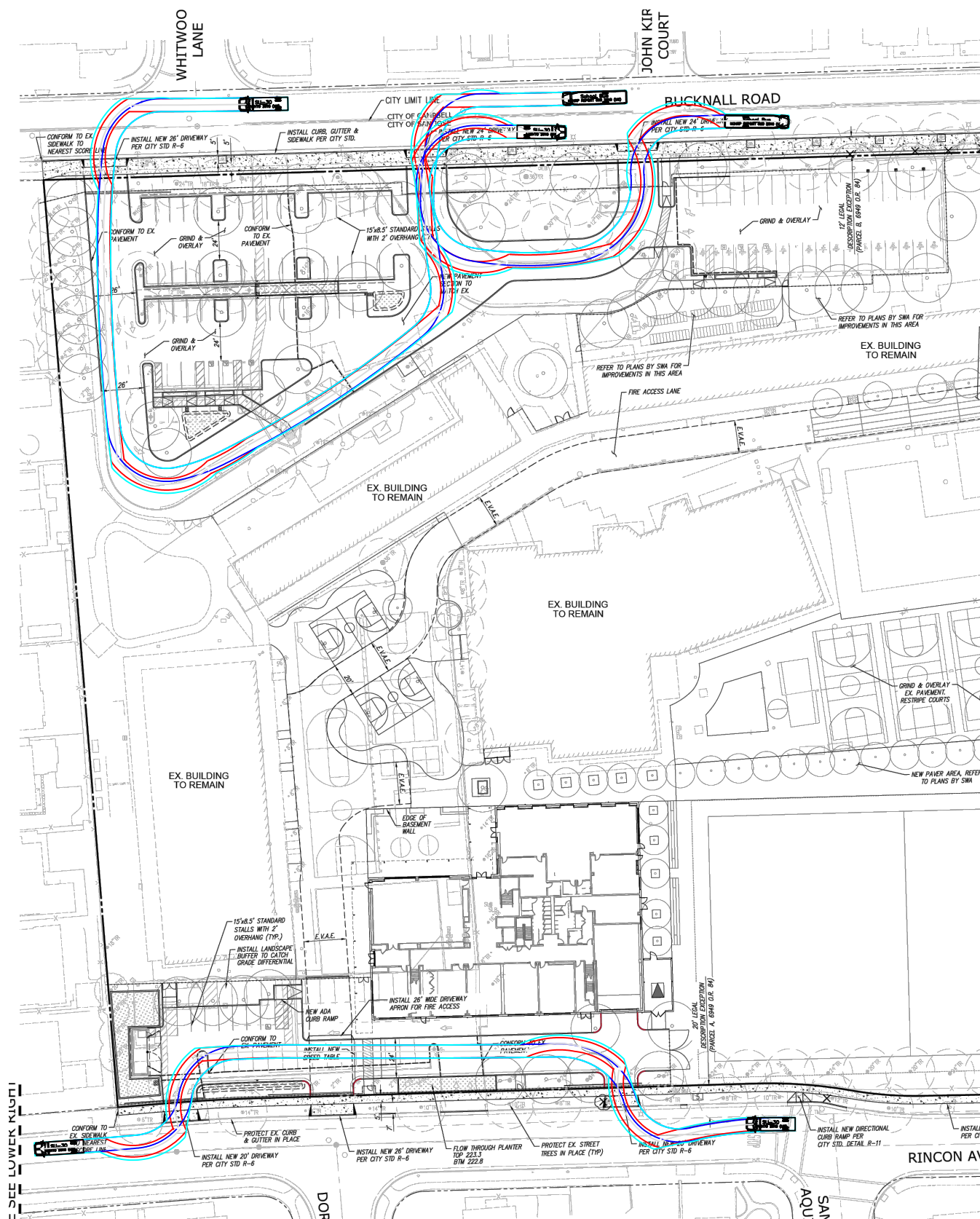


Figure 14
Truck and Bus Turning Templates

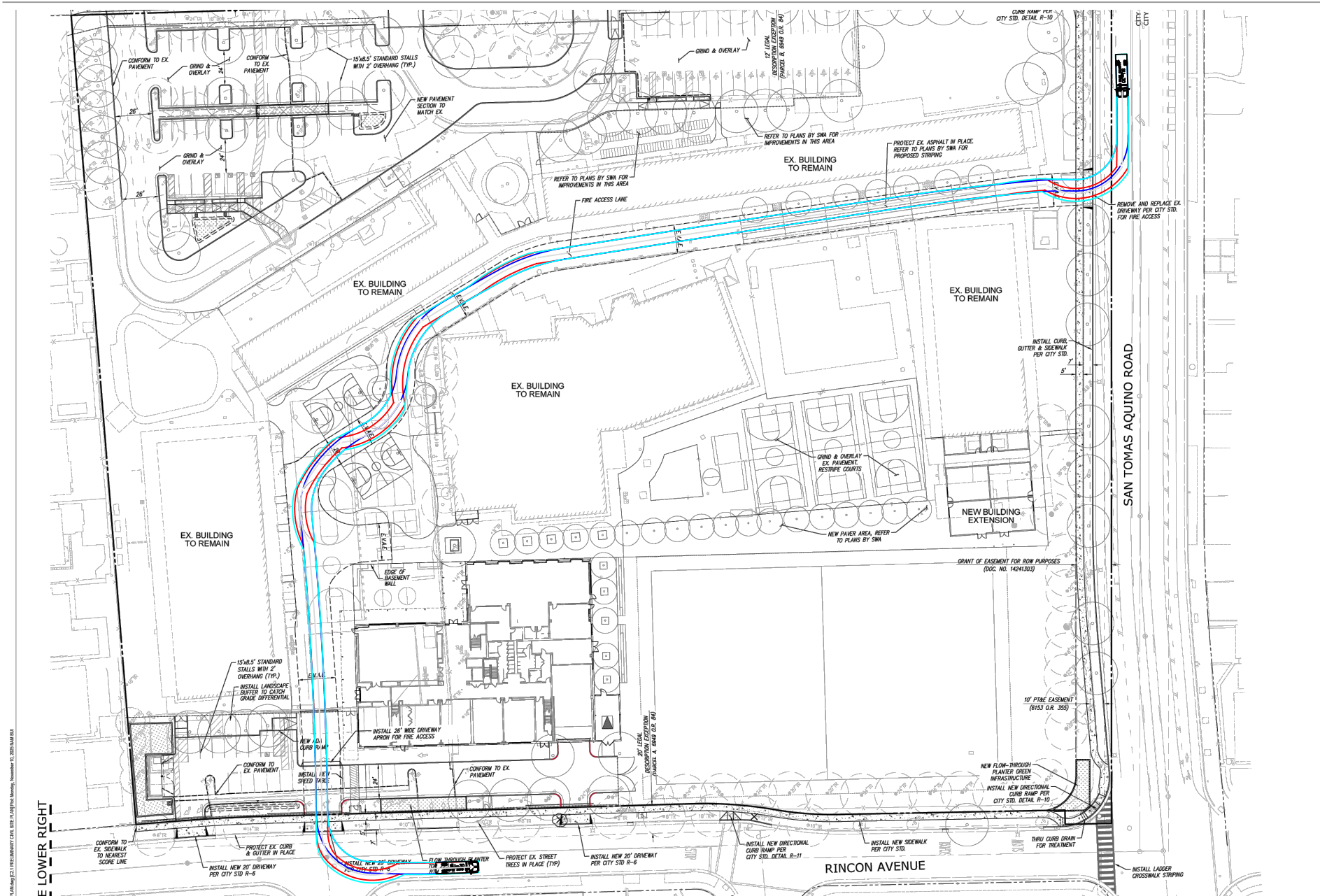


Figure 15
EVA Truck Turning Template

Emergency vehicle access is provided via the streets surrounding the school campus and within the north (Bucknall) and south (Rincon) parking and student drop-off areas. The site plan also shows a 20-foot-wide fire access lane that extends through the campus. The fire lane runs westward from San Tomas Aquino Road, bends to the south near the basketball courts, and intersects the southern parking lot. The San Tomas Aquino Road and parking lot EVA driveways would be gated.

The site plan shows a trash enclosure on the west end of the southern parking lot. Garbage collection vehicles should only pick up trash during off peak hours; either before the student drop-off period, during class hours, or after the student pick-up period ends.

Parking

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Projects have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been eliminated, Chapter 20.90 of the City's new Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Elementary schools (K-8 grades) are required to provide one bicycle parking space per 10 full-time employees plus 6 per classroom.

Proposed Vehicle Parking

The site plan shows a ground level visitor parking lot with a total of 51 vehicle parking spaces on the north end of the campus, a 35-space ground level faculty parking lot on the north end of the campus, a 7-space ground level visitor parking lot on the south end of the campus, and an underground parking garage for faculty with a total of 33 parking spaces. Of the 126 total on-site vehicle parking spaces, the site plan shows 20 EV charging spaces in the ground level faculty lot, and 4 EV charging spaces and 27 EV-capable spaces in the underground faculty parking garage.

Parking Stall Dimensions

The City's off-street parking design standards for uniform parking stalls are 8.5 feet wide by 17 feet long, and 8.0 feet wide by 16 feet long for compact parking stalls. All the non-accessible parking stalls located within the parking lot would meet these parking stall design standards. The accessible ADA stalls all measure at least 9 feet wide by 18 feet long and include access aisles of 5 feet for van accessibility, which meets the ADA parking stall design standards.

Proposed Bicycle Parking

The City of San Jose Planning Department has determined that the Harker School Lower Campus would require a total of 74 bicycle parking spaces (72 short-term and 2 long-term) based on the estimated number of school employees and classrooms. Harker has indicated that 72 short-term bicycle parking spaces (bike racks) would be provided on the north side of the campus between the

100 Building and the surface staff parking lot, and 2 long-term bicycle parking spaces would be provided in the underground staff parking garage. Thus, the project would meet the City's bicycle parking requirements.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., sidewalk closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle and Transit Evaluation

All projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all 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 many 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.

Pedestrian and Bicycle Facilities

Pedestrian Facilities

Off-site Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets, including the project frontage along San Tomas Aquino Road, Bucknall Road, and Rincon Avenue. Marked crosswalks, pedestrian signal heads, and truncated domes are present on all legs of the signalized intersections within the project vicinity. Truncated domes are provided at the unsignalized intersections of Whitewood Lane/Bucknall Road, Weston Drive/Bucknall Road, Weston Drive/Rincon Avenue, and San Tomas Aquino Road/Rincon Avenue. However, crosswalks are either not provided or provided on only one leg of these unsignalized intersections.

The project is proposing numerous improvements to the pedestrian facilities surrounding the school campus, including the following:

- Construct new City standard sidewalks (including curbs and gutters) along Bucknall Road, Rincon Avenue and San Tomas Aquino Road, and conform to the existing adjacent sidewalks;
- Install new directional curb ramps (per City Standard Detail R-10) on the southwest and southeast corners of the San Tomas Aquino Road/Bucknall Road intersection;
- Install a new curb extension and directional curb ramp (per City Standard Detail R-10) on the northwest corner of the San Tomas Aquino Road-Fenian Drive/Rincon Avenue intersection; and
- Install a new directional curb ramp (per City Standard Detail R-11) on the project side of the S. San Tomas Aquino Road/Rincon Avenue T-intersection.

Overall, the existing and proposed pedestrian facilities provide adequate connectivity between the project site and surrounding residential areas. Students accessing the school from residential areas

east of San Tomas Aquino Road can cross at the signalized intersection of San Tomas Aquino Road and Bucknall Road, which provides access to the north side of the campus. The unsignalized intersection of San Tomas Aquino Road/Fenian Drive and Rincon Avenue, which provides access to the southern end of the Harker campus, currently does not have a marked crosswalk across San Tomas Aquino Road.

On-site Pedestrian Facilities

On the north end of the campus, proposed on-site pedestrian facilities include a sidewalk connection at the northwest corner of the site (adjacent to the westernmost driveway on Bucknall Road), a crosswalk between the visitor parking lot and the school with ADA compliant ramps, and a crosswalk on the west end of the staff parking lot with ADA compliant ramps. On the south end of the campus, new on-site pedestrian facilities include a centrally located crosswalk/speed table between the sidewalk on Rincon Avenue and the school and ADA compliant curb ramps within the southern visitor parking lot.

Bicycle Facilities

Bicycle facilities in the project area include Class II bike lanes. Within the vicinity of the project site, striped bike lanes are present on the following roadways:

- San Tomas Aquino Road between Rincon Avenue and La Pradera Drive (bike lane is buffered between Rincon Avenue and English Road Circle;
- Harriett Avenue between San Tomas Aquino Road and Westmont Avenue
- Campbell Avenue between Saratoga Avenue and Winchester Boulevard
- Hamilton Avenue between Campbell Avenue and SR17
- Quito Road between Lawrence Expressway and Allendale Avenue

The existing bicycle facilities in proximity to the project site are limited to San Tomas Aquino Road; however, the site is surrounded by local residential streets with 25 mph speed limits where bicyclists can share the road with vehicles.

The City of San Jose Better Bike Plan 2025 sets forth a plan to improve the existing class II bike lanes along San Tomas Aquino Road to Class IV protected bike lanes. Planned on-street bicycle facilities are usually implemented during scheduled street paving projects. The project would be required to make a fair-share monetary contribution toward the future Class IV protected bike lanes that are planned along the project frontage on San Tomas Aquino Road. Based on a current cost of \$144 per linear foot (source: City of San Jose Department of Public Works), the project's total fair-share contribution would equate to \$86,400 ($\$144 \times 600 \text{ feet of frontage} = \$86,400$).

Recommendation: The project should pay a fair-share contribution of \$86,400 toward the planned Class IV protected bikeway improvements along San Tomas Aquino Road.

Safe Routes to School

Safe Routes to Schools is a program designed to decrease traffic and pollution and increase the health of children and the community as a whole. These programs promote walking and biking to school through education and incentives. They also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks, sidewalks, and curb ramps.

Harker's Safe Routes to Schools program should provide bicycle safety education and promote safe and alternative ways to get to the school. The school should host Walk and Bike to School days throughout the year to create awareness and encourage walking and biking to school.

Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA. VTA bus routes in the vicinity of the project site include Routes 26, 56, 57, and 101. The closest bus stops are served by Route 26 and are located along Campbell Avenue near San Tomas Aquino Road, less than ¼ mile from the Harker campus.

While some school staff may utilize public transit, it's unlikely that many Harker students would utilize the nearby bus service, particularly due to the young ages of the students and because Harker provides its own robust shuttle service. It is estimated that the transit demand generated by the increase in school employees/staff could be accommodated by the current available ridership capacity of the VTA bus service in the study area. Adequate pedestrian and bicycle access is provided between the Harker campus and bus stops along Campbell Avenue via the existing network of sidewalks, crosswalks and bike lanes.

5. TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the “TDM Points Target” as detailed in the City’s new Ordinance.

Since the project would not meet the City’s education screening criteria (is not a charter or private school with fewer than 250 students), a TDM Checklist and associated TDM Plan are required. The Harker project meets the definition of a Level 1 special use project (school, college, or university with 250 or more students) and is categorized as a Commute-End Use per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 25 TDM points (based on the Commute-End Use category) was prepared. The project will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the project.

Since the project is using programmatic TDM measures (education/marketing/outreach tools and free private shuttles) to reduce its VMT impact, annual TDM Plan compliance documentation and annual monitoring reports are required. The detailed TDM Plan is contained in Appendix F and is consistent with the TDM Checklist described below.

TDM Checklist

The City of San Jose’s TDM Points Checklist was used to calculate the TDM points for the proposed education project (see Table 10). As shown in the checklist, the project would achieve the minimum 25-point TDM requirement by providing the following parking attribute and programmatic TDM measures:

- PK01: Right-Size Off-Street Vehicle Parking Supply – 20 TDM Points
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP09: Provide Private Shuttle/Transit Service – 4 TDM Points

Table 10
TDM Checklist

ID	TDM Measure Description	Points Values	Commute-End Uses 25
A. PROJECT CHARACTERISTICS			
PC03	Provide Affordable Housing	1 - 4	0
B. MULTIMODAL NETWORK IMPROVEMENTS			
MI01	Provide Bike Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI03	Provide Transit Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI04	Provide Residential Street Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
C. PARKING			
PK01	Off-Street Vehicle Parking Spaces (please enter):		126
	Project Size:		125,369
	Vehicle Parking Ratio:		1.005033
	Right-size Vehicle Parking Supply	1 - 20	20
PK02	Provide Bike Parking Facilities	1 - 2	0
PK03	Provide Shared Parking	1 - 2	0
D. PROGRAMMATIC TDM			
TP01	Provide School Pool Programs	1	n/a
TP02	Provide Bike Share Stations	1 - 2	0
TP03	Provide Car Share Station	1 - 4	0
TP04	Provide Education, Marketing & Outreach	1 - 2	1
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note
TP06	Provide Parking Cash-out	2	0
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	0
TP09	Provide Private Shuttle/ Transit Service	4 - 8	4
TP10	Price Workplace Parking	1 - 2	0
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	n/a
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	0
TP16	Unbundle Parking Costs from Property Cost	1 - 2	n/a
TP17	Provide Vanpool Incentives	1 - 4	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0
Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.			
USER-DEFINED MEASURE			
None			
TOTAL TDM POINTS NEEDED:			25
TOTAL TDM POINTS ACHIEVED (incl. user-defined measures):			25
			Complete

6. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for the proposed Harker Lower School Master Plan project at 4300 Bucknall Road in San Jose, California. Harker School currently operates a private elementary school with a total enrollment of 623 students, which is 43 students above the existing Conditional Use Permit (CUP) allowance of up to 580 students on the site. Harker is seeking to increase the current CUP to allow up to 650 private school students. The proposed Harker Lower School Master Plan also includes replacing or renovating some old buildings, adding new buildings, adding and/or reconfiguring on-site surface parking, adding a basement level staff parking garage, and making improvements to on-site vehicular circulation including changes to student drop-off/pick-up operations. Access to the project site would continue to be provided via driveways on Bucknall Road and Rincon Avenue. On-site surface parking is provided for staff and visitors.

This study was conducted for the purpose of identifying potential transportation impacts and operational issues related to the proposed student enrollment increase. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and *Transportation Analysis Handbook*, April 2023, the Valley Transportation Authority (VTA) Congestion Management Program's (CMP) *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook*, the study includes a CEQA-level transportation analysis and a supplemental Local Transportation Analysis (LTA).

The CEQA-level transportation analysis consists of a project-level vehicle miles traveled (VMT) analysis and a cumulative impact analysis to demonstrate consistency with the Envision San Jose 2040 General Plan. The LTA analyzes AM and PM peak hour traffic conditions for two signalized intersections and three unsignalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and bicycle and pedestrian access.

CEQA Transportation Analysis

The additional school employees would meet the City's screening criteria for a small infill office development (less than 10,000 sf in size) and would have a less-than-significant VMT impact.

The student VMT analysis shows the VMT impact due to the proposed increase in student enrollment would be considered less than significant with Harker's busing program and student carpooling participation.

Therefore, the project would have a less-than-significant CEQA transportation impact.

TDM Requirements

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. A TDM Plan was also prepared. The project would achieve the 25-point TDM requirement by providing the following parking attribute and programmatic TDM measures:

- PK01: Right-Size Off-Street Vehicle Parking Supply – 20 TDM Points
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP09: Provide Private Shuttle/Transit Service – 4 TDM Points

Local Transportation Analysis

Project Trip Generation

The trip rates calculated using the Harker driveway counts were used to estimate trip generation for the proposed increase in student enrollment (27 students), since the driveway counts result in higher trip rates than the ITE rates and are reflective of the current and proposed Harker student population. It is estimated that the increase in student enrollment would generate 38 additional trips (20 inbound and 18 outbound) during the AM peak hour and 17 additional trips (8 inbound and 9 outbound) during the PM peak hour.

Intersection Operations Analysis Results

The results of the level of service analysis show that the two signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Other Transportation Items

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. Below are recommendations resulting from the evaluation of pedestrian and bicycle facilities.

Recommendations

- Confirm the parking garage ramp would have a grade of 20% or less with transition grades of 10% or less.
- The project should pay a fair-share contribution of \$86,400 toward the planned Class IV protected bikeway improvements along San Tomas Aquino Road.

Harker Lower School Campus Master Plan
Technical Appendices

Appendix A

New Counts



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Location: 1 SAN TOMAS AQUINO RD & CAMPBELL AVE AM

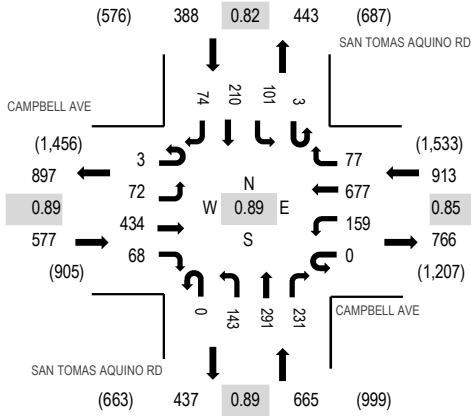
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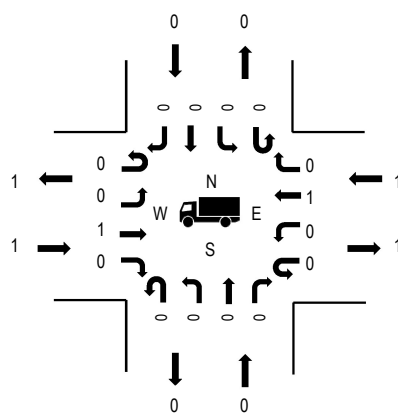
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour

Motorized Vehicles



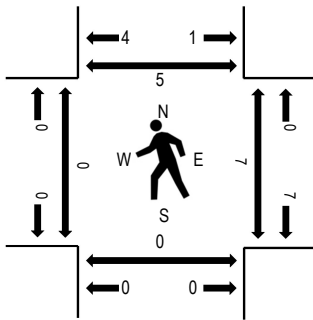
Heavy Vehicles



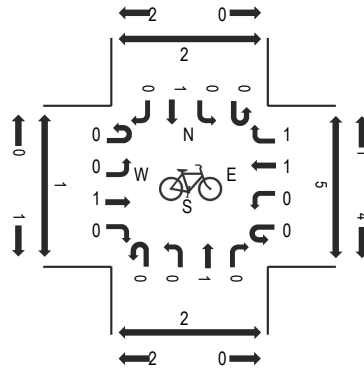
	HV%	PHF
EB	0.2%	0.89
WB	0.1%	0.85
NB	0.0%	0.89
SB	0.0%	0.82
All	0.1%	0.89

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS AQUINO RD				CAMPBELL AVE				SAN TOMAS AQUINO RD				CAMPBELL AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	2	6	0	2	12	2	0	2	10	3	0	3	19	2	65	1,671
7:05 AM	0	3	12	6	0	0	9	3	0	4	4	1	0	2	10	3	57	1,818
7:10 AM	0	4	6	10	0	3	19	3	0	4	3	3	0	5	24	7	91	2,009
7:15 AM	0	5	6	4	0	4	18	0	0	1	5	3	0	9	40	8	103	2,119
7:20 AM	0	4	11	14	0	2	15	3	0	8	7	4	0	5	27	0	100	2,233
7:25 AM	0	3	15	7	0	1	17	5	0	7	5	3	0	9	44	10	126	2,333
7:30 AM	0	6	19	12	1	2	26	1	0	3	4	6	0	11	36	6	133	2,434
7:35 AM	0	5	20	17	0	2	19	3	0	9	15	1	0	18	38	4	151	2,501
7:40 AM	0	11	15	19	0	2	16	3	0	9	10	5	0	15	53	2	160	2,543
7:45 AM	0	15	26	15	0	3	38	7	0	5	16	8	0	17	68	11	229	2,527
7:50 AM	0	14	26	21	1	3	30	3	0	5	30	7	0	19	42	4	205	2,479
7:55 AM	0	9	23	15	0	8	43	11	0	8	19	8	0	9	82	16	251	2,444
8:00 AM	0	18	23	20	0	4	40	9	0	11	15	6	0	13	46	7	212	2,342
8:05 AM	0	8	31	23	0	13	29	6	0	16	32	4	0	24	56	6	248	
8:10 AM	0	13	12	18	1	6	33	6	0	7	13	4	0	13	67	8	201	
8:15 AM	0	20	33	26	0	4	39	5	1	9	25	10	0	10	31	4	217	
8:20 AM	0	9	28	19	1	11	30	4	2	9	16	6	0	10	50	5	200	
8:25 AM	0	8	27	17	0	7	43	5	0	6	10	6	0	10	84	4	227	
8:30 AM	0	10	31	17	0	4	39	5	0	9	15	8	0	5	51	6	200	
8:35 AM	0	8	16	21	0	7	54	4	0	7	9	2	0	14	47	4	193	
8:40 AM	0	11	27	11	0	5	26	2	0	10	8	5	0	5	30	4	144	
8:45 AM	0	4	7	16	0	5	39	6	0	10	10	1	0	8	68	7	181	
8:50 AM	0	9	18	8	1	3	31	6	0	3	9	6	1	11	60	4	170	
8:55 AM	0	6	8	10	1	4	24	3	0	3	4	4	0	19	58	5	149	
Count Total	0	205	442	352	6	105	689	105	3	165	294	114	1	264	1,131	137	4,013	
Peak Hour	0	143	291	231	3	72	434	68	3	101	210	74	0	159	677	77	2,543	

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	1	0	0	1	2
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	1	1	7:25 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	1	0	0	1	2
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	2	0	2
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	1	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	1	0	1	1	3
8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1	8:00 AM	0	0	2	2	4
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	1	1	0	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	5	5
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	1	1
8:20 AM	0	1	0	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1
8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	0	1	8:25 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	1	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	1	1
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	1	1	8:45 AM	0	0	1	0	1
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1	8:50 AM	0	0	1	1	2
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	1	2	1	1	5	Count Total	2	1	1	5	9	Count Total	4	1	10	17	32
Peak Hour	0	1	0	1	2	Peak Hour	1	1	1	2	5	Peak Hour	2	1	7	12	22



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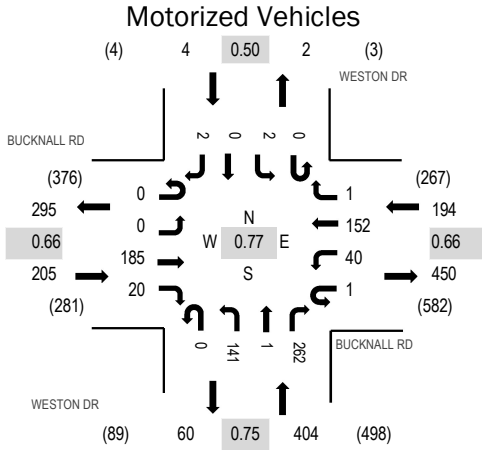
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Date: Tuesday, December 3, 2024

Peak Hour: 07:30 AM - 08:30 AM

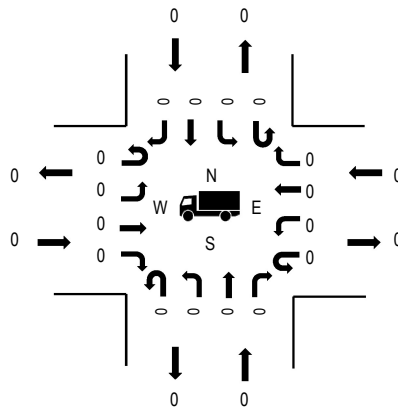
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



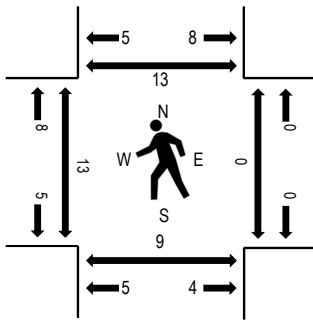
Note: Total study counts contained in parentheses.

Heavy Vehicles

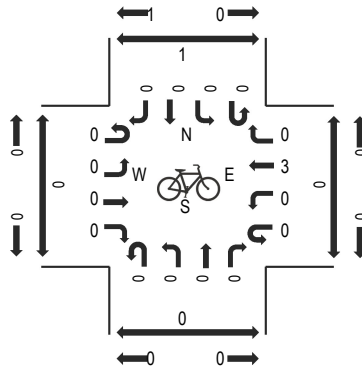


	HV%	PHF
EB	0.0%	0.66
WB	0.0%	0.66
NB	0.0%	0.75
SB	0.0%	0.50
All	0.0%	0.77

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WESTON DR Northbound				BUCKNALL RD Eastbound				WESTON DR Southbound				BUCKNALL RD 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	1	0	3	0	0	2	0	0	0	0	0	0	1	6	0	13	545
7:05 AM	0	2	0	1	0	0	3	2	0	0	0	0	0	1	5	0	14	607
7:10 AM	0	4	0	7	0	0	1	0	0	0	0	0	0	0	4	0	16	670
7:15 AM	0	5	0	6	0	0	3	0	0	0	0	0	0	0	3	0	17	720
7:20 AM	0	7	0	13	0	0	5	1	0	0	0	0	0	0	5	0	31	770
7:25 AM	0	3	0	4	0	0	9	0	0	0	0	0	0	0	5	0	21	790
7:30 AM	0	5	0	11	0	0	8	1	0	0	0	0	0	1	6	0	32	807
7:35 AM	0	7	0	23	0	0	19	3	0	0	0	0	0	1	14	0	67	800
7:40 AM	0	13	0	28	0	0	20	0	0	0	0	0	0	5	6	0	72	762
7:45 AM	0	13	0	37	0	0	17	2	0	1	0	0	0	5	26	0	101	713
7:50 AM	0	19	0	20	0	0	10	0	0	0	0	0	0	2	19	0	70	629
7:55 AM	0	18	0	27	0	0	22	1	0	0	0	1	0	3	19	0	91	573
8:00 AM	0	9	0	29	0	0	23	2	0	0	0	0	0	2	10	0	75	505
8:05 AM	0	8	1	18	0	0	28	2	0	0	0	0	0	7	12	1	77	
8:10 AM	0	13	0	26	0	0	11	4	0	0	0	0	0	2	10	0	66	
8:15 AM	0	21	0	20	0	0	9	2	0	0	0	0	0	1	14	0	67	
8:20 AM	0	6	0	16	0	0	12	1	0	1	0	1	1	5	8	0	51	
8:25 AM	0	9	0	7	0	0	6	2	0	0	0	0	0	6	8	0	38	
8:30 AM	0	2	0	7	0	0	7	0	0	0	0	0	0	5	4	0	25	
8:35 AM	1	3	0	4	0	0	9	1	0	0	0	0	0	2	8	1	29	
8:40 AM	0	0	0	7	0	0	8	0	0	0	0	0	0	6	2	0	23	
8:45 AM	0	0	0	4	0	0	6	1	0	0	0	0	0	2	4	0	17	
8:50 AM	0	0	0	4	0	0	3	1	0	0	0	0	0	2	4	0	14	
8:55 AM	0	2	0	4	0	0	12	2	0	0	0	0	0	1	2	0	23	
Count Total	1	170	1	326	0	0	253	28	0	2	0	2	1	60	204	2	1,050	
Peak Hour	0	141	1	262	0	0	185	20	0	2	0	2	1	40	152	1	807	

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	2	1	0	3
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	1	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	2	0	0	0	2
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1	7:45 AM	0	0	2	0	2
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	1	0	1	0	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	3	1	2	0	6
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	2	2	0	5
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	4	2	0	6
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	1	1	1	0	3
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1	8:15 AM	0	1	1	0	2
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	1	4	2	0	7
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	1	1	1	0	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	2	1	0	3
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	3	3	Count Total	10	19	19	0	48
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	3	3	Peak Hour	9	13	14	0	36



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Location: 3 SAN TOMAS AQUINO RD & BUCKNALL RD AM

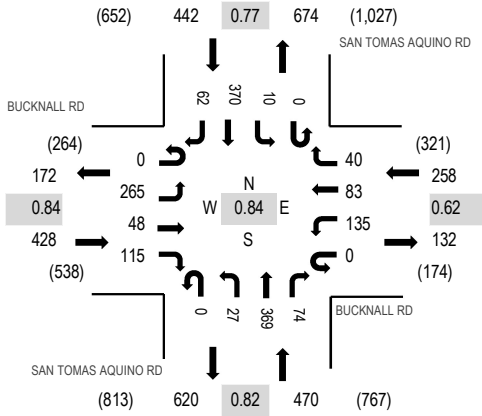
Date: Tuesday, December 3, 2024

Peak Hour: 07:35 AM - 08:35 AM

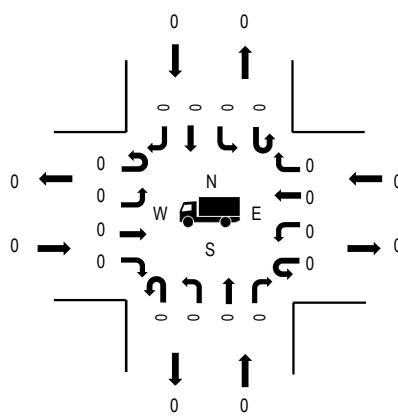
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour

Motorized Vehicles



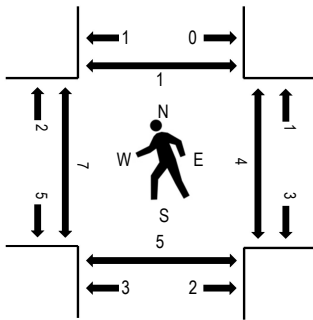
Heavy Vehicles



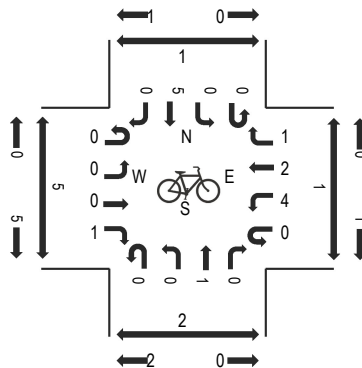
	HV%	PHF
EB	0.0%	0.84
WB	0.0%	0.62
NB	0.0%	0.82
SB	0.0%	0.77
All	0.0%	0.84

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS AQUINO RD				BUCKNALL RD				SAN TOMAS AQUINO RD				BUCKNALL RD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	7	0	0	2	0	1	0	0	10	4	0	0	4	1	30	1,031
7:05 AM	0	0	15	0	0	3	2	0	0	0	8	2	0	0	4	0	34	1,147
7:10 AM	0	3	17	0	0	6	0	0	0	0	8	0	0	2	2	2	40	1,262
7:15 AM	0	0	15	0	0	3	1	1	0	1	12	2	0	3	2	1	41	1,361
7:20 AM	1	0	16	3	0	8	2	3	0	0	11	1	0	1	6	1	53	1,469
7:25 AM	0	5	16	3	0	9	4	3	0	1	19	3	0	0	3	4	70	1,528
7:30 AM	0	3	27	3	0	6	1	2	0	0	9	4	0	6	6	1	68	1,570
7:35 AM	0	1	18	1	0	22	4	11	0	0	25	9	0	8	5	2	106	1,598
7:40 AM	0	2	16	8	0	24	5	21	0	1	16	3	0	6	6	3	111	1,594
7:45 AM	0	3	29	3	0	25	1	9	0	0	36	7	0	15	21	6	155	1,543
7:50 AM	0	5	35	8	0	23	4	6	0	3	34	9	0	15	11	5	158	1,444
7:55 AM	0	1	33	4	0	24	7	11	0	0	51	2	0	21	10	1	165	1,357
8:00 AM	0	2	35	4	0	24	6	12	0	2	38	4	0	13	3	3	146	1,247
8:05 AM	0	1	24	6	0	22	2	11	0	1	38	8	0	22	9	5	149	
8:10 AM	0	3	28	5	0	27	8	12	0	0	33	1	0	14	3	5	139	
8:15 AM	0	2	41	8	0	27	7	11	0	0	36	5	0	7	2	3	149	
8:20 AM	0	1	30	11	0	23	4	4	0	0	17	5	0	8	7	2	112	
8:25 AM	0	4	41	7	0	12	0	6	0	0	28	6	0	2	3	3	112	
8:30 AM	0	2	39	9	0	12	0	1	0	3	18	3	0	4	3	2	96	
8:35 AM	0	7	42	4	0	12	2	1	0	3	20	6	0	1	1	3	102	
8:40 AM	0	2	28	1	0	8	1	2	0	1	11	2	0	0	1	3	60	
8:45 AM	0	0	21	1	0	9	1	0	0	0	15	7	0	1	1	0	56	
8:50 AM	0	1	27	2	0	8	0	1	0	0	24	5	0	0	0	3	71	
8:55 AM	0	2	24	0	0	5	3	0	0	2	17	2	0	0	0	0	55	
Count Total	1	51	624	91	0	344	65	129	0	18	534	100	0	149	113	59	2,278	
Peak Hour	0	27	369	74	0	265	48	115	0	10	370	62	0	135	83	40	1,598	

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	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	1	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	3	0	0	1	4
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	3	0	0	0	3
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	1	1	0	0	2
7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	3	4	7:40 AM	3	0	0	1	4
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	5	0	0	5
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	1	3	1	0	5
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	1	3
8:10 AM	0	0	0	0	0	8:10 AM	0	0	4	2	6	8:10 AM	1	1	0	1	3
8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1	8:15 AM	1	0	0	1	2
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	1	1	0	1	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	1	0	1	2
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1
Count Total	0	0	0	0	0	Count Total	1	1	5	7	14	Count Total	14	15	2	9	40
Peak Hour	0	0	0	0	0	Peak Hour	1	1	5	7	14	Peak Hour	7	12	2	5	26



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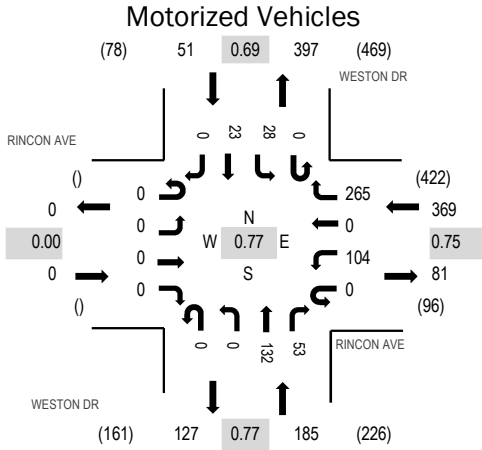
Location: 4 WESTON DR & RINCON AVE AM

Date: Tuesday, December 3, 2024

Peak Hour: 07:30 AM - 08:30 AM

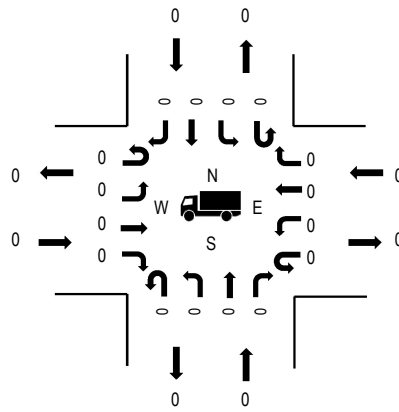
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour



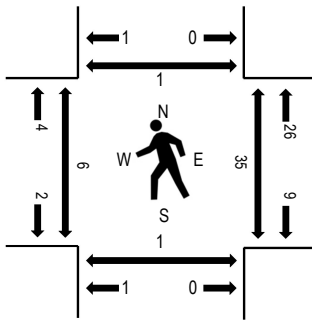
Note: Total study counts contained in parentheses.

Heavy Vehicles

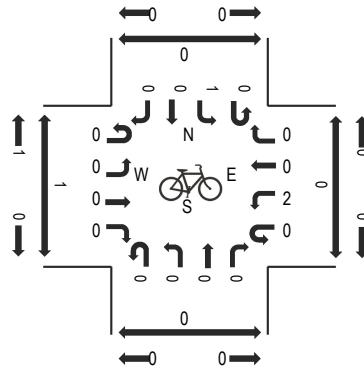


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.75
NB	0.0%	0.77
SB	0.0%	0.69
All	0.0%	0.77

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WESTON DR Northbound				RINCON AVE Eastbound				WESTON DR Southbound				RINCON AVE 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	1	0	0	0	0	0	0	1	0	0	2	0	2	6	352
7:05 AM	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	1	5	413
7:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	7	469
7:15 AM	0	0	3	0	0	0	0	0	0	1	0	0	0	2	0	5	11	531
7:20 AM	0	0	7	0	0	0	0	0	0	1	0	0	0	1	0	11	20	581
7:25 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	3	0	1	10	587
7:30 AM	0	0	5	4	0	0	0	0	0	2	1	0	0	1	0	12	25	605
7:35 AM	0	0	10	2	0	0	0	0	0	2	1	0	0	3	0	16	34	593
7:40 AM	0	0	19	1	0	0	0	0	0	0	2	0	0	12	0	21	55	570
7:45 AM	0	0	21	1	0	0	0	0	0	3	2	0	0	11	0	33	71	525
7:50 AM	0	0	11	4	0	0	0	0	0	1	0	0	0	8	0	24	48	465
7:55 AM	0	0	13	5	0	0	0	0	0	4	1	0	0	7	0	30	60	424
8:00 AM	0	0	14	9	0	0	0	0	0	4	1	0	0	13	0	26	67	374
8:05 AM	0	0	10	6	0	0	0	0	0	3	4	0	0	15	0	23	61	
8:10 AM	0	0	11	10	0	0	0	0	0	3	5	0	0	14	0	26	69	
8:15 AM	0	0	7	4	0	0	0	0	0	3	2	0	0	16	0	29	61	
8:20 AM	0	0	7	4	0	0	0	0	0	1	1	0	0	1	0	12	26	
8:25 AM	0	0	4	3	0	0	0	0	0	2	3	0	0	3	0	13	28	
8:30 AM	0	0	2	1	0	0	0	0	0	2	3	0	0	1	0	4	13	
8:35 AM	0	0	4	1	0	0	0	0	0	1	3	0	0	0	0	2	11	
8:40 AM	0	0	3	1	0	0	0	0	0	0	3	0	0	2	0	1	10	
8:45 AM	0	0	5	0	0	0	0	0	0	1	3	0	0	2	0	0	11	
8:50 AM	0	0	2	0	0	0	0	0	0	1	1	0	0	2	0	1	7	
8:55 AM	0	0	2	1	0	0	0	0	0	1	2	0	0	2	0	2	10	
Count Total	0	0	168	58	0	0	0	0	0	38	40	0	0	121	0	301	726	
Peak Hour	0	0	132	53	0	0	0	0	0	28	23	0	0	104	0	265	605	

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	1	0	0	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	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	2	2	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	3	4
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	3	3
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	13	14
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	9	10
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	3	0	3	6
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	4	5
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	4	0	1	5
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	2	0	0	2
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	2	3
Count Total	0	0	0	0	0	Count Total	0	0	1	2	3	Count Total	1	17	1	39	58
Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	2	3	Peak Hour	1	7	1	35	44



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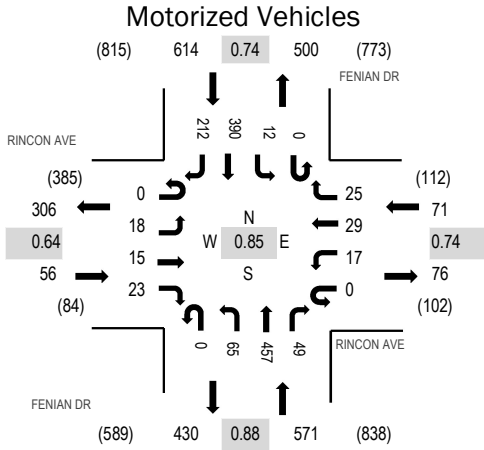
Location: 5 FENIAN DR & RINCON AVE AM

Date: Tuesday, December 3, 2024

Peak Hour: 07:40 AM - 08:40 AM

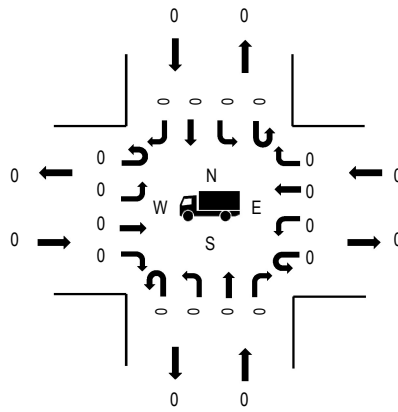
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour



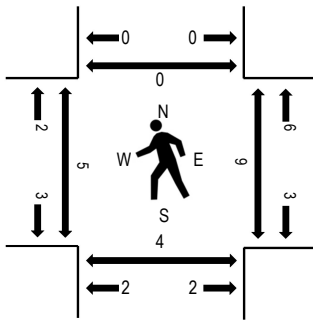
Note: Total study counts contained in parentheses.

Heavy Vehicles

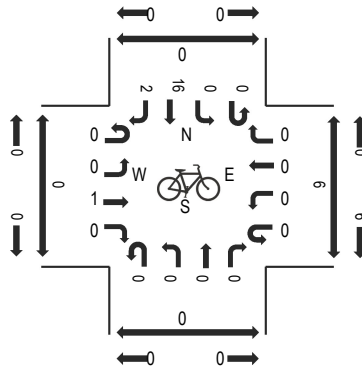


	HV%	PHF
EB	0.0%	0.64
WB	0.0%	0.74
NB	0.0%	0.88
SB	0.0%	0.74
All	0.0%	0.85

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	FENIAN DR Northbound				RINCON AVE Eastbound				FENIAN DR Southbound				RINCON AVE 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	2	6	0	0	0	1	0	0	1	7	3	0	0	0	3	23	801
7:05 AM	0	0	14	1	0	0	0	2	0	0	5	2	0	1	0	1	26	901
7:10 AM	0	0	16	0	0	2	0	0	0	0	8	2	0	0	2	2	32	1,003
7:15 AM	0	2	13	0	0	1	2	0	0	0	12	2	0	0	5	2	39	1,095
7:20 AM	0	4	20	1	0	0	1	0	1	1	11	2	0	1	0	1	43	1,188
7:25 AM	0	2	21	0	0	0	1	0	0	1	17	0	0	0	1	2	45	1,247
7:30 AM	0	5	32	1	0	2	3	1	0	0	11	6	0	0	3	0	64	1,286
7:35 AM	0	3	20	1	0	2	1	1	0	0	23	19	0	0	1	1	72	1,305
7:40 AM	0	10	35	2	0	0	0	0	0	0	16	25	0	2	1	3	94	1,312
7:45 AM	0	6	28	3	0	3	0	1	0	0	35	27	0	1	3	3	110	1,263
7:50 AM	0	14	37	5	0	1	0	2	0	2	35	18	0	0	3	2	119	1,196
7:55 AM	0	3	35	3	0	3	0	4	0	2	55	26	0	1	1	1	134	1,135
8:00 AM	0	6	35	4	0	1	0	4	0	1	39	25	0	3	4	1	123	1,048
8:05 AM	0	7	26	7	0	0	5	4	0	2	41	24	0	5	2	5	128	
8:10 AM	0	8	36	5	0	1	4	1	0	2	40	23	0	0	3	1	124	
8:15 AM	0	3	45	7	0	1	4	3	0	1	40	21	0	0	6	1	132	
8:20 AM	0	4	50	4	0	3	0	1	0	0	20	13	0	2	1	4	102	
8:25 AM	0	2	31	5	0	0	2	1	0	1	29	6	0	1	3	3	84	
8:30 AM	0	1	53	2	0	0	0	2	0	0	21	2	0	1	1	0	83	
8:35 AM	0	1	46	2	0	5	0	0	0	1	19	2	0	1	1	1	79	
8:40 AM	0	0	28	1	0	0	1	0	0	0	11	2	0	0	0	2	45	
8:45 AM	0	0	23	2	0	1	0	0	0	0	13	2	0	0	0	2	43	
8:50 AM	0	0	23	0	0	2	2	0	0	3	22	1	0	1	3	1	58	
8:55 AM	0	1	25	0	0	1	0	1	0	1	10	2	0	1	2	3	47	
Count Total	0	84	698	56	0	29	27	28	1	19	540	255	0	21	46	45	1,849	
Peak Hour	0	65	457	49	0	18	15	23	0	12	390	212	0	17	29	25	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	0	0	0	0	7:00 AM	0	1	0	0	1	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	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	3	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	0	2	0	0	2
7:40 AM	0	0	0	0	0	7:40 AM	0	0	5	0	5	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	2	2
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	2	0	2	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	1	3	0	4	8:00 AM	0	0	0	2	2
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	3	4
8:10 AM	0	0	0	0	0	8:10 AM	0	0	5	0	5	8:10 AM	0	1	0	1	2
8:15 AM	0	0	0	0	0	8:15 AM	0	0	2	0	2	8:15 AM	0	2	0	3	5
8:20 AM	0	0	0	0	0	8:20 AM	0	0	1	0	1	8:20 AM	1	0	0	1	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	1	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	3	0	0	1	4
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	1	0	1	2
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	2	0	0	2
Count Total	0	0	0	0	0	Count Total	1	2	18	0	21	Count Total	4	10	0	22	36
Peak Hour	0	0	0	0	0	Peak Hour	0	1	18	0	19	Peak Hour	4	5	0	15	24

Location: 1 SAN TOMAS AQUINO RD & CAMPBELL AVE PM

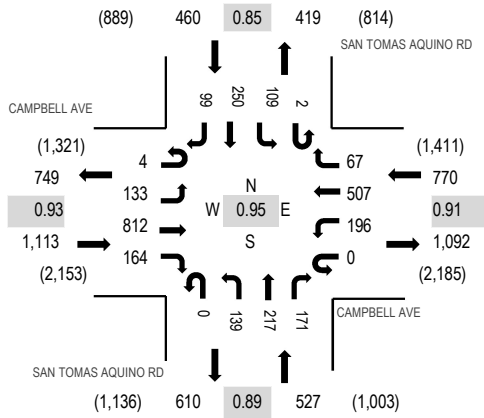
Date: Tuesday, December 3, 2024

Peak Hour: 04:50 PM - 05:50 PM

Peak 15-Minutes: 04:50 PM - 05:05 PM

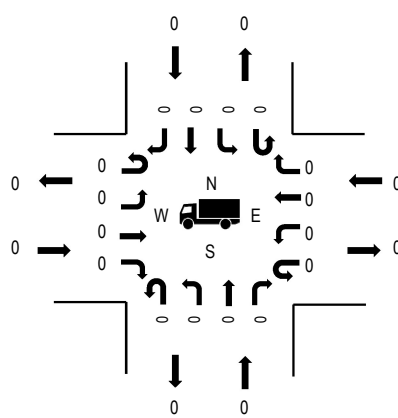
Peak Hour

Motorized Vehicles



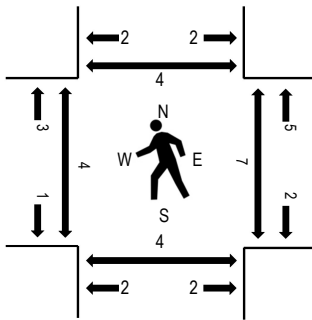
Note: Total study counts contained in parentheses.

Heavy Vehicles

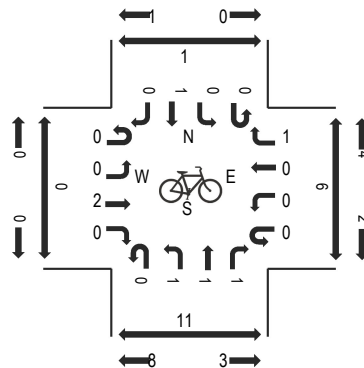


	HV%	PHF
EB	0.0%	0.93
WB	0.0%	0.91
NB	0.0%	0.89
SB	0.0%	0.85
All	0.0%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS AQUINO RD				CAMPBELL AVE				SAN TOMAS AQUINO RD				CAMPBELL AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	9	15	17	1	7	51	17	1	7	10	2	0	9	36	6	188	2,648
4:05 PM	0	6	26	23	0	5	44	17	1	11	25	7	0	11	20	6	202	2,703
4:10 PM	0	5	12	11	0	13	37	9	0	9	7	9	0	20	36	5	173	2,736
4:15 PM	0	9	21	11	0	6	82	13	0	6	12	8	0	10	39	12	229	2,814
4:20 PM	0	6	17	10	0	15	63	3	0	6	14	8	0	28	30	5	205	2,800
4:25 PM	0	7	16	16	2	9	99	8	0	8	12	7	0	13	49	6	252	2,836
4:30 PM	0	9	14	12	0	7	65	6	0	5	28	7	0	16	21	2	192	2,808
4:35 PM	0	7	16	12	0	6	94	10	1	11	17	6	0	9	38	8	235	2,857
4:40 PM	0	10	30	19	0	8	60	11	1	15	18	8	0	13	41	6	240	2,835
4:45 PM	0	6	13	15	0	11	66	9	0	12	29	9	0	16	27	8	221	2,833
4:50 PM	0	8	11	17	1	16	67	8	1	7	23	7	0	25	40	8	239	2,870
4:55 PM	0	19	13	16	0	11	90	11	0	10	17	4	0	13	60	8	272	2,848
5:00 PM	0	15	33	17	0	5	62	14	0	5	25	9	0	21	33	4	243	2,808
5:05 PM	0	7	14	18	1	16	67	14	0	12	10	6	0	28	40	2	235	
5:10 PM	0	14	20	15	0	13	80	15	0	12	22	7	0	10	38	5	251	
5:15 PM	0	12	22	8	0	4	55	13	0	7	33	14	0	10	33	4	215	
5:20 PM	0	7	11	9	1	13	67	10	0	13	18	16	0	19	48	9	241	
5:25 PM	0	7	19	15	0	14	67	15	0	6	14	5	0	14	44	4	224	
5:30 PM	0	19	23	20	1	6	53	12	0	11	32	10	0	13	34	7	241	
5:35 PM	0	8	18	15	0	12	57	13	1	8	17	7	0	10	42	5	213	
5:40 PM	0	11	20	8	0	16	63	15	0	13	18	7	0	19	43	5	238	
5:45 PM	0	12	13	13	0	7	84	24	0	5	21	7	0	14	52	6	258	
5:50 PM	0	11	15	15	0	7	59	16	0	12	21	8	0	18	33	2	217	
5:55 PM	0	0	17	18	0	11	80	13	0	12	29	10	0	9	25	8	232	
Count Total	0	224	429	350	7	238	1,612	296	6	223	472	188	0	368	902	141	5,456	
Peak Hour	0	139	217	171	4	133	812	164	2	109	250	99	0	196	507	67	2,870	

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	1	0	1	2	4:00 PM	6	2	2	1	11
4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	5	5
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	1	1	4:10 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	1	2	4:15 PM	4	0	0	3	7
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	1	1	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	1	0	1	1	3
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1	4:40 PM	4	0	0	4	8
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1	4:50 PM	0	1	1	1	3
4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	1	2	4:55 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	2	0	0	2	5:00 PM	2	1	0	1	4
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	0	1	2	4
5:15 PM	0	0	0	0	0	5:15 PM	1	0	1	0	2	5:15 PM	0	1	0	1	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	0	1	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	8	0	1	3	12
5:40 PM	0	0	0	0	0	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	1	0	0	3	4
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	2	0	0	0	2
5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	3	6	2	6	17	Count Total	36	6	9	28	79
Peak Hour	0	0	0	0	0	Peak Hour	3	2	1	1	7	Peak Hour	15	4	5	13	37



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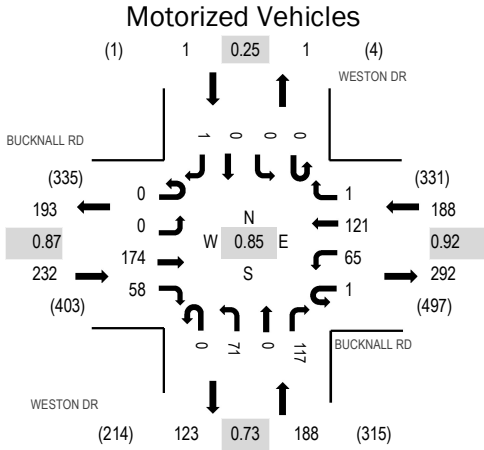
Location: 2 WESTON DR & BUCKNALL RD PM

Date: Tuesday, December 3, 2024

Peak Hour: 04:30 PM - 05:30 PM

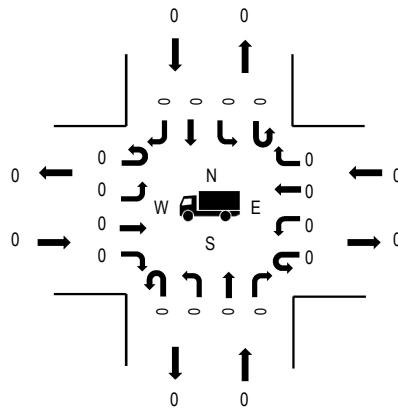
Peak 15-Minutes: 04:50 PM - 05:05 PM

Peak Hour



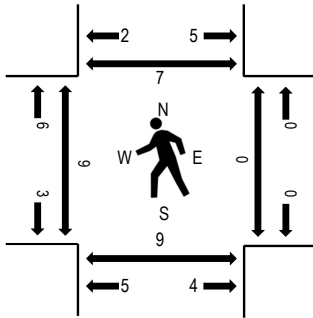
Note: Total study counts contained in parentheses.

Heavy Vehicles

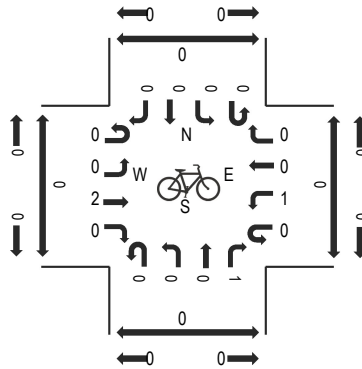


	HV%	PHF
EB	0.0%	0.87
WB	0.0%	0.92
NB	0.0%	0.73
SB	0.0%	0.25
All	0.0%	0.85

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WESTON DR Northbound				BUCKNALL RD Eastbound				WESTON DR Southbound				BUCKNALL RD 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	10	0	6	0	0	13	5	0	0	0	0	0	3	5	0	42	507
4:05 PM	0	2	0	10	0	0	18	1	0	0	0	0	1	2	6	0	40	533
4:10 PM	0	3	0	9	0	0	6	2	0	0	0	0	0	4	9	0	33	541
4:15 PM	0	7	0	3	0	0	10	2	0	0	0	0	0	6	11	0	39	557
4:20 PM	0	5	0	6	0	0	9	4	0	0	0	0	0	5	9	1	39	561
4:25 PM	0	3	0	6	0	0	6	1	0	0	0	0	0	1	5	0	22	588
4:30 PM	0	5	0	8	0	0	8	5	0	0	0	0	0	7	9	0	42	609
4:35 PM	0	1	0	9	0	0	14	5	0	0	0	0	0	11	10	0	50	601
4:40 PM	0	2	0	11	0	0	6	3	0	0	0	0	0	2	11	0	35	592
4:45 PM	0	5	0	10	0	0	18	7	0	0	0	0	0	5	8	0	53	587
4:50 PM	0	2	0	15	0	0	13	6	0	0	0	0	0	4	14	0	54	584
4:55 PM	0	8	0	17	0	0	18	2	0	0	0	0	0	4	9	0	58	569
5:00 PM	0	11	0	11	0	0	19	6	0	0	0	1	0	5	14	1	68	543
5:05 PM	0	4	0	7	0	0	14	7	0	0	0	0	0	8	8	0	48	
5:10 PM	0	8	0	6	0	0	18	3	0	0	0	0	0	4	10	0	49	
5:15 PM	0	9	0	4	0	0	13	4	0	0	0	0	1	3	9	0	43	
5:20 PM	0	9	0	16	0	0	18	7	0	0	0	0	0	6	10	0	66	
5:25 PM	0	7	0	3	0	0	15	3	0	0	0	0	0	6	9	0	43	
5:30 PM	0	4	0	8	0	0	9	5	0	0	0	0	0	5	3	0	34	
5:35 PM	0	5	0	5	0	0	11	3	0	0	0	0	0	5	12	0	41	
5:40 PM	0	5	0	9	0	0	11	1	0	0	0	0	0	1	3	0	30	
5:45 PM	0	6	0	4	0	0	14	5	0	0	0	0	0	8	12	1	50	
5:50 PM	0	3	0	2	0	0	13	4	0	0	0	0	0	7	10	0	39	
5:55 PM	0	1	0	5	0	1	11	6	0	0	0	0	0	5	3	0	32	
Count Total	0	125	0	190	0	1	305	97	0	0	0	1	2	117	209	3	1,050	
Peak Hour	0	71	0	117	0	0	174	58	0	0	0	1	1	65	121	1	609	

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	0	0	1	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	2	0	1	0	3
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	1	2	0	3
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	1	2	4:15 PM	0	2	1	0	3
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	2	2	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1	4:25 PM	0	0	4	0	4
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	2	4	2	0	8
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1	4:50 PM	1	0	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	3	0	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	1	1	0	0	2
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	1	0	0	2
5:15 PM	0	0	0	0	0	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	1	2	4	0	7
5:25 PM	0	0	0	0	0	5:25 PM	1	1	0	0	2	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1	5:40 PM	1	0	2	0	3
5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	2	0	2
5:55 PM	0	0	0	0	0	5:55 PM	2	0	0	0	2	5:55 PM	0	0	2	0	2
Count Total	0	0	0	0	0	Count Total	6	2	0	5	13	Count Total	12	13	22	1	48
Peak Hour	0	0	0	0	0	Peak Hour	1	2	0	1	4	Peak Hour	9	9	7	0	25



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Location: 3 SAN TOMAS AQUINO RD & BUCKNALL RD PM

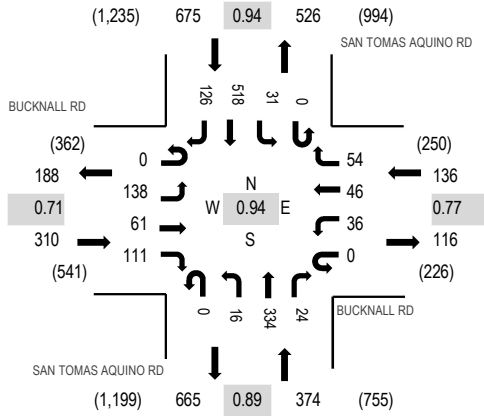
Date: Tuesday, December 3, 2024

Peak Hour: 04:55 PM - 05:55 PM

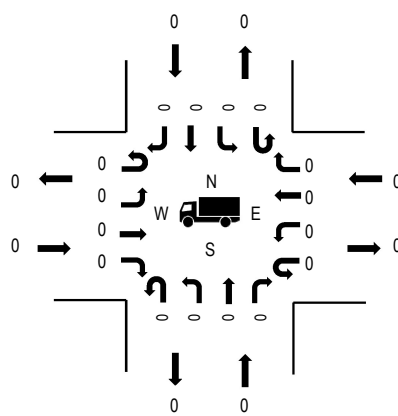
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

Motorized Vehicles



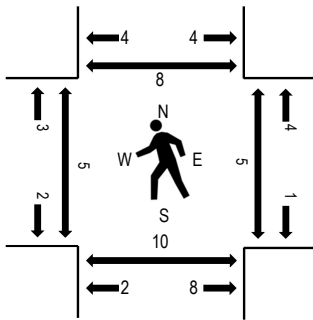
Heavy Vehicles



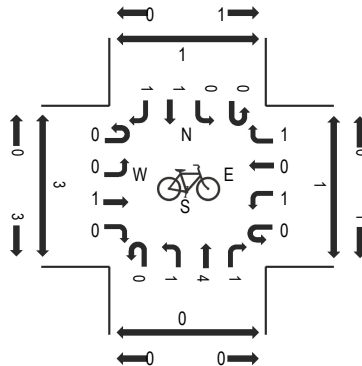
	HV%	PHF
EB	0.0%	0.71
WB	0.0%	0.77
NB	0.0%	0.89
SB	0.0%	0.94
All	0.0%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SAN TOMAS AQUINO RD				BUCKNALL RD				SAN TOMAS AQUINO RD				BUCKNALL RD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	24	7	0	9	6	7	0	2	39	10	0	4	2	2	114	1,308
4:05 PM	0	1	42	7	0	10	5	5	0	2	42	6	0	3	2	3	128	1,327
4:10 PM	0	2	20	0	0	12	2	4	0	4	31	10	0	2	5	3	95	1,327
4:15 PM	0	4	32	2	0	7	4	8	0	1	32	9	0	1	5	4	109	1,370
4:20 PM	0	2	23	1	0	8	5	6	0	1	22	13	0	3	1	1	86	1,388
4:25 PM	0	1	24	4	0	10	0	5	0	2	36	4	0	4	5	6	101	1,420
4:30 PM	0	2	26	3	0	5	6	6	0	1	21	10	0	0	6	4	90	1,440
4:35 PM	0	1	22	3	0	14	5	8	0	3	41	17	0	6	5	8	133	1,485
4:40 PM	0	2	30	3	0	9	5	5	0	1	37	8	0	4	2	4	110	1,465
4:45 PM	0	2	29	5	0	4	8	4	0	1	35	12	0	4	2	0	106	1,468
4:50 PM	0	2	22	2	0	11	2	11	0	0	46	10	0	1	2	3	112	1,491
4:55 PM	0	0	36	4	0	11	8	9	0	0	33	9	0	5	2	7	124	1,495
5:00 PM	0	2	26	2	0	11	5	15	0	3	48	12	0	1	7	1	133	1,473
5:05 PM	0	2	14	3	0	23	10	20	0	3	33	11	0	2	2	5	128	
5:10 PM	0	3	41	2	0	11	4	6	0	2	39	13	0	5	7	5	138	
5:15 PM	0	0	30	2	0	7	6	16	0	5	39	9	0	3	2	8	127	
5:20 PM	0	2	23	0	0	9	6	3	0	2	55	10	0	3	3	2	118	
5:25 PM	0	2	29	0	0	18	4	8	0	5	36	8	0	4	1	6	121	
5:30 PM	0	1	35	3	0	8	6	9	0	2	51	9	0	2	4	5	135	
5:35 PM	0	2	21	5	0	12	4	7	0	2	47	7	0	2	3	1	113	
5:40 PM	0	1	30	1	0	12	2	4	0	2	37	13	0	6	2	3	113	
5:45 PM	0	1	26	1	0	10	5	7	0	3	45	13	0	1	8	9	129	
5:50 PM	0	0	23	1	0	6	1	7	0	2	55	12	0	2	5	2	116	
5:55 PM	0	0	27	2	0	8	2	5	0	3	44	4	0	2	3	2	102	
Count Total	0	37	655	63	0	245	111	185	0	52	944	239	0	70	86	94	2,781	
Peak Hour	0	16	334	24	0	138	61	111	0	31	518	126	0	36	46	54	1,495	

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	1	0	0	1	4:00 PM	0	4	0	2	6
4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1	4:05 PM	3	0	1	2	6
4:10 PM	0	0	0	0	0	4:10 PM	0	0	1	0	1	4:10 PM	0	0	3	0	3
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1	4:15 PM	0	0	1	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	1	1	4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	1	2	0	3	4:25 PM	0	2	3	1	6
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	2	2
4:35 PM	0	0	0	0	0	4:35 PM	1	0	6	0	7	4:35 PM	0	0	1	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	2	0	2	4:40 PM	1	1	1	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	4	0	0	4
4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1	4:50 PM	0	0	2	1	3
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	1	3	0	5
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	5	0	0	1	6
5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1	5:10 PM	0	0	2	1	3
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1	5:15 PM	0	0	2	0	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	1	2	5:20 PM	0	2	1	0	3
5:25 PM	0	0	0	0	0	5:25 PM	1	1	0	0	2	5:25 PM	1	1	0	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	2	3
5:35 PM	0	0	0	0	0	5:35 PM	3	0	0	0	3	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	1	0	1	0	2	5:40 PM	2	1	0	0	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	2	1	1	4
5:55 PM	0	0	0	0	0	5:55 PM	1	1	0	0	2	5:55 PM	0	0	2	0	2
Count Total	0	0	0	0	0	Count Total	9	6	13	3	31	Count Total	14	19	24	14	71
Peak Hour	0	0	0	0	0	Peak Hour	6	1	2	2	11	Peak Hour	10	8	9	6	33



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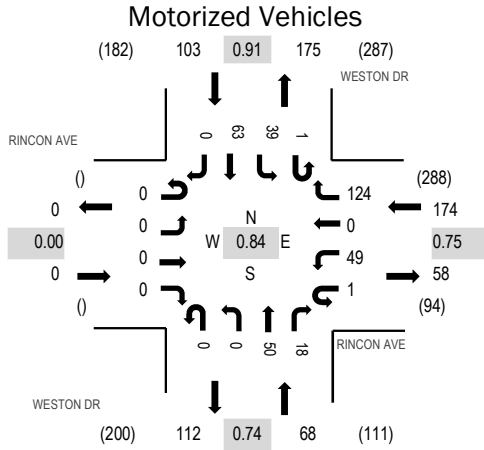
Location: 4 WESTON DR & RINCON AVE PM

Date: Tuesday, December 3, 2024

Peak Hour: 04:30 PM - 05:30 PM

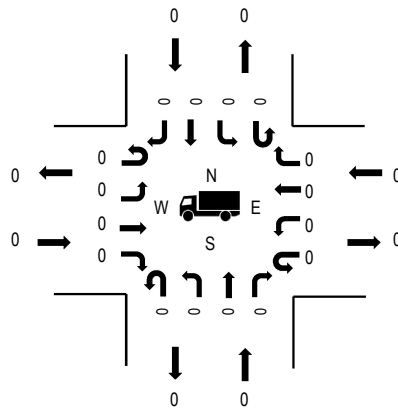
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



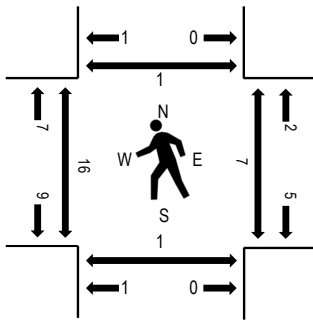
Note: Total study counts contained in parentheses.

Heavy Vehicles

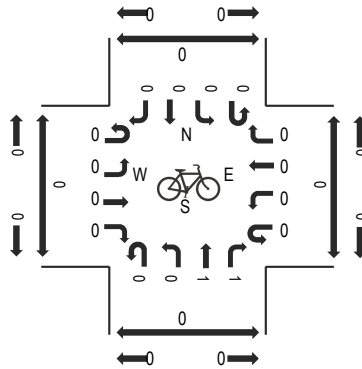


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.75
NB	0.0%	0.74
SB	0.0%	0.91
All	0.0%	0.84

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WESTON DR Northbound				RINCON AVE Eastbound				WESTON DR Southbound				RINCON AVE 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	3	0	0	0	0	0	0	4	3	0	0	1	0	10	21	268
4:05 PM	0	0	2	1	0	0	0	0	0	1	3	0	0	3	0	7	17	282
4:10 PM	0	0	3	3	0	0	0	0	0	2	2	0	0	1	0	6	17	295
4:15 PM	0	0	2	0	0	0	0	0	0	3	2	0	0	2	0	10	19	299
4:20 PM	0	0	3	2	0	0	0	0	0	2	7	0	0	0	0	6	20	318
4:25 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	6	0	9	18	339
4:30 PM	0	0	5	2	0	0	0	0	0	3	5	0	0	2	0	9	26	345
4:35 PM	0	0	4	2	0	0	0	0	0	3	8	0	0	1	0	3	21	343
4:40 PM	0	0	2	0	0	0	0	0	0	4	3	0	0	3	0	7	19	339
4:45 PM	0	0	4	1	0	0	0	0	0	5	6	0	1	1	0	10	28	340
4:50 PM	0	0	3	1	0	0	0	0	1	4	4	0	0	3	0	17	33	338
4:55 PM	0	0	6	1	0	0	0	0	0	1	3	0	0	3	0	15	29	326
5:00 PM	0	0	4	1	0	0	0	0	0	4	5	0	0	4	0	17	35	313
5:05 PM	0	0	3	1	0	0	0	0	0	5	7	0	0	8	0	6	30	
5:10 PM	0	0	3	2	0	0	0	0	0	0	6	0	0	5	0	5	21	
5:15 PM	0	0	9	3	0	0	0	0	0	2	5	0	0	10	0	9	38	
5:20 PM	0	0	5	1	0	0	0	0	0	7	6	0	0	4	0	18	41	
5:25 PM	0	0	2	3	0	0	0	0	0	1	5	0	0	5	0	8	24	
5:30 PM	0	0	5	0	0	0	0	0	0	3	7	0	0	4	0	5	24	
5:35 PM	0	0	3	0	0	0	0	0	0	2	5	0	0	3	0	4	17	
5:40 PM	0	0	5	1	0	0	0	0	0	0	4	0	0	4	0	6	20	
5:45 PM	0	0	2	0	0	0	0	0	0	3	7	0	0	7	0	7	26	
5:50 PM	0	0	0	1	0	0	0	0	0	4	7	0	0	4	0	5	21	
5:55 PM	0	0	4	1	0	0	0	0	0	3	4	0	0	1	0	3	16	
Count Total	0	0	84	27	0	0	0	0	1	66	115	0	1	85	0	202	581	
Peak Hour	0	0	50	18	0	0	0	0	1	39	63	0	1	49	0	124	345	

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	0	0	1	3	4
4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	2	2
4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1	4:20 PM	0	1	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	2	0	0	2
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	2	0	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	1	1	0	1	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	2	5
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	4	0	1	5
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	2	1	0	3
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	1	1
5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1	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	0	0	0	4	4
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	1	0	2
5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	6	0	2	0	8	Count Total	1	19	3	17	40
Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2	Peak Hour	1	16	1	7	25



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Location: 5 FENIAN DR & RINCON AVE PM

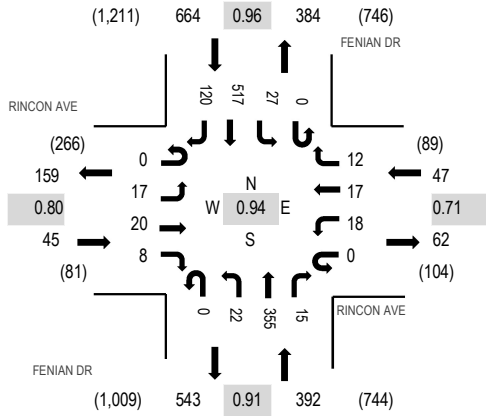
Date: Tuesday, December 3, 2024

Peak Hour: 04:45 PM - 05:45 PM

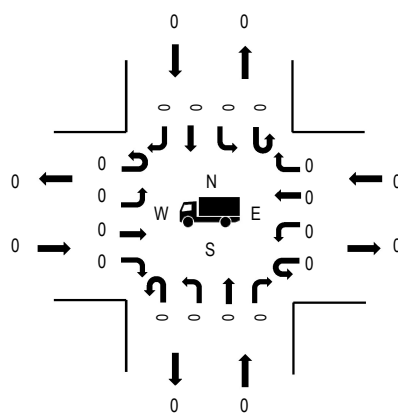
Peak 15-Minutes: 04:55 PM - 05:10 PM

Peak Hour

Motorized Vehicles



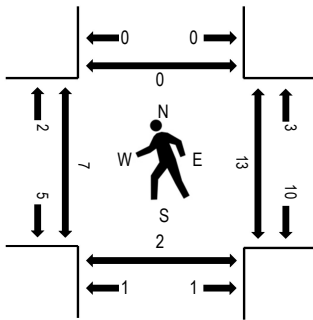
Heavy Vehicles



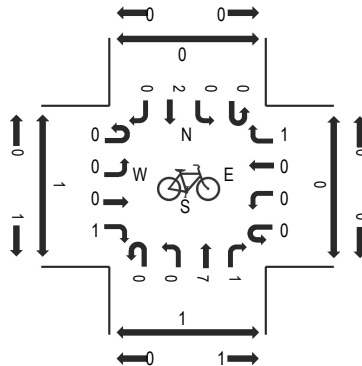
	HV%	PHF
EB	0.0%	0.80
WB	0.0%	0.71
NB	0.0%	0.91
SB	0.0%	0.96
All	0.0%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	FENIAN DR Northbound				RINCON AVE Eastbound				FENIAN DR Southbound				RINCON AVE 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	1	33	0	0	1	0	2	0	1	42	7	0	1	0	2	90	1,005
4:05 PM	0	2	39	1	0	3	0	2	0	4	42	4	0	3	3	1	104	1,011
4:10 PM	0	0	20	2	0	1	1	1	0	3	32	2	0	0	2	3	67	1,005
4:15 PM	0	0	28	1	0	1	0	1	0	1	25	8	0	2	1	3	71	1,032
4:20 PM	0	0	24	0	0	1	1	1	0	3	28	7	0	0	0	1	66	1,058
4:25 PM	0	1	28	1	0	1	0	0	0	0	33	12	0	1	2	2	81	1,096
4:30 PM	0	5	28	0	0	0	0	1	0	1	21	6	0	2	0	0	64	1,102
4:35 PM	0	3	31	1	0	3	1	0	1	2	36	7	0	0	1	1	87	1,136
4:40 PM	0	2	26	0	0	1	1	0	0	2	42	6	0	0	3	0	83	1,144
4:45 PM	0	1	35	0	0	0	1	0	0	1	38	11	0	2	2	0	91	1,148
4:50 PM	0	1	24	0	0	2	4	1	0	2	34	18	0	0	2	2	90	1,147
4:55 PM	0	2	43	3	0	1	2	0	0	4	41	7	0	2	6	0	111	1,145
5:00 PM	0	2	23	2	0	0	1	0	0	2	48	14	0	1	0	3	96	1,120
5:05 PM	0	1	29	0	0	5	0	2	0	2	41	14	0	1	3	0	98	
5:10 PM	0	3	31	5	0	0	2	0	0	1	45	5	0	1	1	0	94	
5:15 PM	0	2	30	0	0	1	3	2	0	3	46	8	0	0	2	0	97	
5:20 PM	0	4	24	0	0	3	0	1	0	5	53	9	0	3	0	2	104	
5:25 PM	0	4	30	0	0	1	2	1	0	1	35	11	0	2	0	0	87	
5:30 PM	0	0	29	2	0	2	1	0	0	1	52	10	0	0	0	1	98	
5:35 PM	0	2	30	1	0	0	2	1	0	1	46	7	0	3	1	1	95	
5:40 PM	0	0	27	2	0	2	2	0	0	4	38	6	0	3	0	3	87	
5:45 PM	0	0	26	2	0	3	1	0	0	3	45	7	0	0	3	0	90	
5:50 PM	0	0	20	0	0	3	0	2	0	6	55	2	0	0	0	0	88	
5:55 PM	0	1	24	2	0	1	0	2	0	1	43	7	0	1	2	2	86	
Count Total	0	37	682	25	0	36	25	20	1	54	961	195	0	28	34	27	2,125	
Peak Hour	0	22	355	15	0	17	20	8	0	27	517	120	0	18	17	12	1,148	

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	0	2	0	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	2	1	0	2	5
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1	4:25 PM	1	2	0	1	4
4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	3	3
4:40 PM	0	0	0	0	0	4:40 PM	1	0	5	0	6	4:40 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	1	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	1	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	1	0	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	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	0	0	2	3
5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	6	6
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	2	0	2	5:20 PM	0	2	0	0	2
5:25 PM	0	0	0	0	0	5:25 PM	2	1	0	0	3	5:25 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	1	1	0	1	3
5:35 PM	0	0	0	0	0	5:35 PM	5	0	0	0	5	5:35 PM	0	0	0	1	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1	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	0	1	0	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1	5:50 PM	0	1	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	11	1	9	2	23	Count Total	7	16	0	21	44
Peak Hour	0	0	0	0	0	Peak Hour	8	1	2	1	12	Peak Hour	3	8	0	13	24

Peak-Hour Volume Driveway Count - 24BJ08 (SJ)

Date: 3/19/2024 (Tuesday)
 Counters: Jo, Jana, Steve
 Intersection Name: Harker School
 Weather: Fair

AUTO CENSUS
Traffic Monitoring and Analysis

445 Lily Ann Way
 San Jose, CA 95123

Start Time	DWY A		DWY B		DWY C		DWY D		DWY E		DWY F		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00	0	0			0	0			0	0			
7:15	6	0			5	0			3	0			
7:30	9	0			20	5			7	1			
7:45	59	35			49	28			34	23			
8:00	135	102			59	34			84	63			
8:15	213	175			64	38			155	126			Max queue of 8 @ 8:16am
8:30	237	201			66	40			187	164			
8:45	239	203			70	47			188	167			
9:00	240	205			72	50			189	168			
Peak Hour													Hourly Totals
7:00 - 8:00	135	102			59	34			84	63			477
7:15 - 8:15	207	175			59	38			152	126			757
7:30 - 8:30	228	201			46	35			180	163			853
7:45 - 8:45	180	168			21	19			154	144			686
8:00 - 9:00	105	103			13	16			105	105			447
Peak Volumes:	228	201			46	35			180	163			853

Start Time	DWY A		DWY B		DWY C		DWY D		DWY E		DWY F		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
3:00	0	0			0	0			0	0			
3:15	7	1			0	0			9	0			
3:30	42	47			6	5			13	0			
3:45	45	53			11	16			29	20			
4:00	57	62			15	19			43	36			
4:15	72	81			21	28			51	47			
4:30	81	94			23	31			68	60			
4:45	97	108			24	38			84	72			
5:00	116	119			28	38			103	94			
5:15	158	164			30	48			116	116			
5:30	182	196			38	56			137	142			
5:45	182	200			39	64			166	163			
6:00	182	209			41	67			177	179			
Peak Hour													Hourly Totals
3:00 - 4:00	57	62			15	19			43	36			232
3:15 - 4:15	65	80			21	28			42	47			283
3:30 - 4:30	39	47			17	26			55	60			244
3:45 - 4:45	52	55			13	22			55	52			249
4:00 - 5:00	59	57			13	19			60	58			266
4:15 - 5:15	86	83			9	20			65	69			332
4:30 - 5:30	101	102			15	25			69	82			394
4:45 - 5:45	85	92			15	26			82	91			391
5:00 - 6:00	66	90			13	29			74	85			357
Peak Volumes:	101	102			15	25			69	82			394

Peak-Hour Volume Driveway Count - 24BJ08 (SJ)

Date: 3/21/2024 (Thursday)
 Counters: Jo, Jana, Steve
 Intersection Name: Harker School
 Weather: Fair

AUTO CENSUS
Traffic Monitoring and Analysis

445 Lily Ann Way
 San Jose, CA 95123

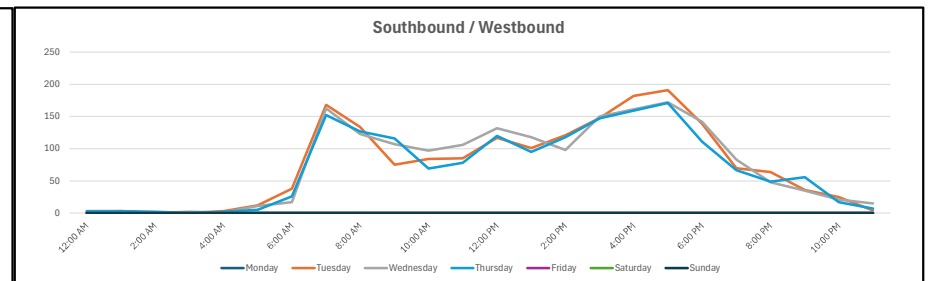
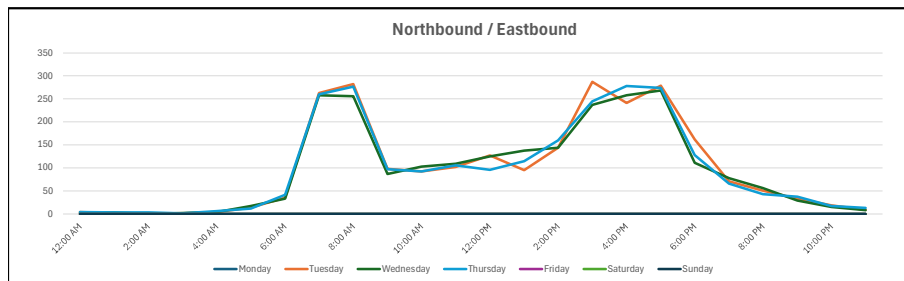
Start Time	DWY A		DWY B		DWY C		DWY D		DWY E		DWY F		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00	0	0			0	0			0	0			
7:15	2	0			5	1			5	3			
7:30	8	2			28	10			12	7			
7:45	45	23			54	31			20	14			
8:00	136	111			66	41			79	62			
8:15	232	200			72	45			151	130			Max queue of 6 @ 8:13am
8:30	264	246			75	48			179	159			
8:45	265	249			80	54			179	160			
9:00	267	251			82	57			179	161			
Peak Hour													Hourly Totals
7:00 - 8:00	136	111			66	41			79	62			495
7:15 - 8:15	230	200			67	44			146	127			814
7:30 - 8:30	256	244			47	38			167	152			904
7:45 - 8:45	220	226			26	23			159	146			800
8:00 - 9:00	131	140			16	16			100	99			502
Peak Volumes:	256	244			47	38			167	152			904

Start Time	DWY A		DWY B		DWY C		DWY D		DWY E		DWY F		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
3:00	0	0			0	0			0	0			
3:15	5	1			4	1			5	0			
3:30	15	5			9	5			14	0			
3:45	44	43			19	15			31	19			
4:00	62	72			24	23			41	35			
4:15	85	93			33	41			53	49			
4:30	96	105			37	45			70	58			
4:45	107	114			40	47			83	74			
5:00	135	153			42	55			101	87			
5:15	165	191			44	69			122	110			
5:30	183	221			47	78			138	133			
5:45	187	232			48	78			152	148			
6:00	187	235			50	81			161	158			
Peak Hour													Hourly Totals
3:00 - 4:00	62	72			24	23			41	35			257
3:15 - 4:15	80	92			29	40			48	49			338
3:30 - 4:30	81	100			28	40			56	58			363
3:45 - 4:45	63	71			21	32			52	55			294
4:00 - 5:00	73	81			18	32			60	52			316
4:15 - 5:15	80	98			11	28			69	61			347
4:30 - 5:30	87	116			10	33			68	75			389
4:45 - 5:45	80	118			8	31			69	74			380
5:00 - 6:00	52	82			8	26			60	71			299
Peak Volumes:	87	116			10	33			68	75			389

Vehicle Volume Report - Hourly

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Time	Monday 12/9/24			Tuesday 12/3/24			Wednesday 12/4/24			Thursday 12/5/24			Friday 12/6/24			Saturday 12/7/24			Sunday 12/8/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	4	2	6	3	2	5	4	3	7	-	-	-	-	-	-	-	-	-	4	2	-	-	-	-
1:00 AM	-	-	-	2	3	5	3	2	5	3	3	6	-	-	-	-	-	-	-	-	-	3	3	-	-	-	-
2:00 AM	-	-	-	1	0	1	0	0	0	3	2	5	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
3:00 AM	-	-	-	1	0	1	2	2	4	1	0	1	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
4:00 AM	-	-	-	4	3	7	4	1	5	6	2	8	-	-	-	-	-	-	-	-	-	5	2	-	-	-	-
5:00 AM	-	-	-	14	12	26	17	11	28	12	5	17	-	-	-	-	-	-	-	-	-	14	9	-	-	-	-
6:00 AM	-	-	-	35	38	73	33	17	50	42	26	68	-	-	-	-	-	-	-	-	-	37	27	-	-	-	-
7:00 AM	-	-	-	263	168	431	258	163	421	260	152	412	-	-	-	-	-	-	-	-	-	260	161	-	-	-	-
8:00 AM	-	-	-	282	134	416	256	123	379	277	127	404	-	-	-	-	-	-	-	-	-	272	128	-	-	-	-
9:00 AM	-	-	-	98	75	173	87	107	194	97	116	213	-	-	-	-	-	-	-	-	-	94	99	-	-	-	-
10:00 AM	-	-	-	92	84	176	103	97	200	92	69	161	-	-	-	-	-	-	-	-	-	96	83	-	-	-	-
11:00 AM	-	-	-	102	85	187	109	106	215	106	78	184	-	-	-	-	-	-	-	-	-	106	90	-	-	-	-
12:00 PM	-	-	-	127	117	244	125	132	257	96	120	216	-	-	-	-	-	-	-	-	-	116	123	-	-	-	-
1:00 PM	-	-	-	95	101	196	138	118	256	115	95	210	-	-	-	-	-	-	-	-	-	116	105	-	-	-	-
2:00 PM	-	-	-	144	121	265	144	98	242	160	118	278	-	-	-	-	-	-	-	-	-	149	112	-	-	-	-
3:00 PM	-	-	-	287	148	435	237	150	387	245	147	392	-	-	-	-	-	-	-	-	-	256	148	-	-	-	-
4:00 PM	-	-	-	241	182	423	258	161	419	278	159	437	-	-	-	-	-	-	-	-	-	259	167	-	-	-	-
5:00 PM	-	-	-	279	191	470	268	172	440	274	171	445	-	-	-	-	-	-	-	-	-	274	178	-	-	-	-
6:00 PM	-	-	-	162	139	301	111	142	253	128	111	239	-	-	-	-	-	-	-	-	-	134	131	-	-	-	-
7:00 PM	-	-	-	71	70	141	78	83	161	66	67	133	-	-	-	-	-	-	-	-	-	72	73	-	-	-	-
8:00 PM	-	-	-	51	64	115	56	48	104	43	49	92	-	-	-	-	-	-	-	-	-	50	54	-	-	-	-
9:00 PM	-	-	-	33	36	69	29	35	64	37	56	93	-	-	-	-	-	-	-	-	-	33	42	-	-	-	-
10:00 PM	-	-	-	19	25	44	15	21	36	17	17	34	-	-	-	-	-	-	-	-	-	17	21	-	-	-	-
11:00 PM	-	-	-	9	4	13	8	15	23	13	7	20	-	-	-	-	-	-	-	-	-	10	9	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	580	340	920	547	303	850	579	305	884	-	-	-	-	-	-	-	-	-	569	316	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	807	521	1328	763	483	1246	797	477	1274	-	-	-	-	-	-	-	-	-	789	494	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	2207	1583	3790	2127	1586	3713	2170	1489	3659	-	-	-	-	-	-	-	-	-	2168	1553	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	2416	1802	4218	2342	1806	4148	2375	1700	4075	-	-	-	-	-	-	-	-	-	2378	1769	-	-	-	-
Percent	-	-	-	57.3%	42.7%	100.0%	56.5%	43.5%	100.0%	58.3%	41.7%	100.0%	-	-	-	-	-	-	-	-	-	57.3%	42.7%	-	-	-	-
AM Peak	-	-	-	7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		-	-	-	-	-	-	-	-	-						
PM Peak	-	-	-	5:00 PM	6:00 PM		5:00 PM	6:00 PM		5:00 PM	6:00 PM		-	-	-	-	-	-	-	-	-						



Vehicle Speed Report - Hourly

Site Description: Bucknall Rd W.O John Kirk Ct
Site Number: 6
Start Date: 12/03/2024
End Date: 12/05/2024

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	22.2 mph	24.4 mph
50th Percentile	23.5 mph	24.5 mph
85th Percentile	29.2 mph	29.1 mph
95th Percentile	32.2 mph	32.0 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	7133	227	1372	857	1743	2117	710	100	5	1	0	1	0	0	0	0	0	0	0	0	0
Percent	100.0%	3.2%	19.2%	12.0%	24.4%	29.7%	10.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	5308	22	138	723	1984	1875	501	59	4	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.4%	2.6%	13.6%	37.4%	35.3%	9.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	12441	249	1510	1580	3727	3992	1211	159	9	3	0	1	0	0	0	0	0	0	0	0	0
Percent	100.0%	2.0%	12.1%	12.7%	30.0%	32.1%	9.7%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/03/2024)

Tuesday	Eastbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	14	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	35	0	0	2	14	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	263	11	93	55	47	46	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	282	20	110	44	36	54	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	98	2	4	7	24	37	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	92	1	8	4	20	45	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	102	1	5	7	26	42	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	127	3	12	15	39	42	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	95	1	8	13	23	34	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	144	0	12	14	45	53	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	287	9	67	38	80	76	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	241	6	50	39	66	64	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	279	10	73	36	86	57	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	162	1	8	12	51	63	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	71	1	1	6	9	39	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	51	1	0	2	13	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	33	2	1	1	6	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	19	0	1	5	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	9	0	2	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	580	31	203	101	97	109	33	4	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	807	25	190	113	232	197	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2207	65	450	286	557	622	199	25	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2416	69	455	304	598	714	243	30	3	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	2.9%	18.8%	12.6%	24.8%	29.6%	10.1%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.5 mph																				
85th Percentile	29.2 mph																				
95th Percentile	32.1 mph	Average Speed 22.23 mph																			

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/03/2024)

Tuesday	Westbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	0	0	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	38	0	0	4	11	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	168	1	1	20	83	51	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	134	1	3	14	60	47	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	75	0	4	17	21	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	84	0	4	8	31	27	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	85	0	3	11	26	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	117	1	6	15	26	52	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	101	2	3	11	33	41	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	121	0	4	9	51	48	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	148	0	0	33	70	36	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	182	1	2	43	73	53	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	191	1	5	39	91	48	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	139	0	1	18	57	47	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	70	0	4	7	30	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	64	1	5	6	18	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	36	0	1	2	10	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	25	0	1	6	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	340	2	4	38	154	111	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	521	2	7	115	234	137	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1583	7	36	242	633	523	126	16	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1802	8	49	263	706	601	154	20	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.4%	2.7%	14.6%	39.2%	33.4%	8.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.2 mph																				
85th Percentile	28.9 mph																				
95th Percentile	32.0 mph	Average Speed	24.17 mph																		

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/04/2024)

Wednesday	Eastbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	17	0	0	0	4	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	33	0	0	4	12	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	258	13	95	43	54	40	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	256	16	90	31	52	42	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	87	2	5	9	21	32	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	103	1	1	5	13	55	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	109	0	5	11	32	46	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	125	2	9	8	28	62	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	138	1	15	14	29	51	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	144	2	10	11	40	62	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	237	5	64	31	55	64	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	258	11	71	39	62	64	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	268	17	77	45	64	51	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	111	0	2	7	26	53	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	78	0	0	4	23	30	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	56	0	1	5	13	23	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	29	0	0	2	6	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	15	0	0	1	7	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:00 PM	8	0	1	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	547	29	185	78	118	94	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	763	33	212	115	181	179	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2127	70	444	258	488	634	201	30	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2342	70	446	271	548	719	246	39	2	0	0	1	0	0	0	0	0	0	0	0	0
Percent	100%	3.0%	19.0%	11.6%	23.4%	30.7%	10.5%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.7 mph																				
85th Percentile	29.4 mph																				
95th Percentile	32.3 mph	Average Speed 22.37 mph																			

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/04/2024)

Wednesday	Westbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	11	0	0	3	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	17	0	0	3	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	163	1	2	20	81	50	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	123	0	4	10	44	54	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	107	0	1	11	28	52	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	97	0	2	9	24	47	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	106	0	2	7	40	42	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	132	0	4	21	43	46	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	118	0	5	10	48	40	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	98	0	1	8	34	46	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	150	1	5	16	68	50	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	161	0	7	28	71	44	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	172	0	7	31	76	49	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	142	0	4	25	43	53	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	83	2	2	10	27	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	48	0	0	6	18	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	35	0	0	3	11	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	21	0	1	2	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	15	0	0	1	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	303	1	6	33	129	108	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	483	1	19	75	215	143	27	2	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1586	2	44	199	604	577	143	15	1	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1806	4	49	225	677	652	178	19	1	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	2.7%	12.5%	37.5%	36.1%	9.9%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.6 mph																				
85th Percentile	29.0 mph																				
95th Percentile	31.9 mph	Average Speed	24.49 mph																		

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/05/2024)

Thursday	Eastbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	0	0	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	42	0	1	3	15	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	260	14	99	47	47	41	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	277	20	94	44	50	54	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	97	2	3	9	28	34	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	92	1	8	7	21	38	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	106	0	5	10	23	44	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	96	2	12	15	22	28	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	115	6	15	13	32	37	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	160	3	10	13	50	67	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	245	15	67	32	61	58	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	278	10	91	36	75	56	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	274	15	58	38	73	72	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	128	0	5	8	50	47	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	66	0	2	0	20	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	43	0	0	1	11	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	37	0	1	2	5	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	17	0	0	1	7	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	13	0	0	1	1	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	579	34	194	94	112	108	30	7	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	797	40	216	106	209	186	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2170	88	468	275	547	589	178	25	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2375	88	471	282	597	684	221	31	0	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	3.7%	19.8%	11.9%	25.1%	28.8%	9.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.1 mph																				
85th Percentile	29.0 mph																				
95th Percentile	32.1 mph																				
		Average Speed		21.93 mph																	

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/05/2024)

Thursday	Westbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	26	0	0	3	4	11	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	152	0	3	20	69	50	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	127	2	5	18	35	57	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	116	1	3	18	30	46	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	69	0	2	9	18	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	78	0	2	9	19	34	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	120	4	8	19	33	38	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	95	0	0	11	43	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	118	0	3	5	37	51	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	147	1	0	23	65	42	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	159	1	2	38	59	51	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	171	0	6	20	83	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	111	0	3	17	43	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	67	0	2	4	18	33	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	49	1	0	4	11	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	56	0	1	8	23	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	17	0	0	4	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	305	2	8	41	108	118	23	3	1	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	477	2	8	81	207	145	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1489	9	37	210	538	535	138	19	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1700	10	40	235	601	622	169	20	2	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.6%	2.4%	13.8%	35.4%	36.6%	9.9%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.7 mph																				
85th Percentile	29.3 mph																				
95th Percentile	32.1 mph	Average Speed	24.46 mph																		

Vehicle Speed Report - Hourly - Combined

Site Description: Bucknall Rd W.O John Kirk Ct
Site Number: 6
Start Date: 12/03/2024
End Date: 12/05/2024

Total Study Speed Summary	
Combined	
Average Speed	23.1 mph
50th Percentile	23.5 mph
85th Percentile	29.2 mph
95th Percentile	24.0 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Total	12441	249	1510	1580	3727	3992	1211	159	9	3	0	1	0	0	0	0	0	0	0	0	0
Percent	100.0%	2.0%	12.1%	12.7%	30.0%	32.1%	9.7%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/03/2024)

Tuesday	Combined																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	26	0	0	1	7	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	73	0	0	6	25	22	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	431	12	94	75	130	97	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	416	21	113	58	96	101	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	173	2	8	24	45	63	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	176	1	12	12	51	72	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	187	1	8	18	52	76	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	244	4	18	30	65	94	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	196	3	11	24	56	75	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	265	0	16	23	96	101	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	435	9	67	71	150	112	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	423	7	52	82	139	117	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	470	11	78	75	177	105	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	301	1	9	30	108	110	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	141	1	5	13	39	61	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	115	2	5	8	31	47	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	69	2	2	3	16	27	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	44	0	2	11	14	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	13	0	3	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	920	33	207	139	251	220	64	4	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1328	27	197	228	466	334	74	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3790	72	486	528	1190	1145	325	41	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	4218	77	504	567	1304	1315	397	50	4	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.8%	11.9%	13.4%	30.9%	31.2%	9.4%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.9 mph																				
85th Percentile	29.1 mph																				
95th Percentile	32.0 mph	Average Speed 23.05 mph																			

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/04/2024)

Wednesday	Combined																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	28	0	0	3	5	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	50	0	0	7	16	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	421	14	97	63	135	90	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	379	16	94	41	96	96	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	194	2	6	20	49	84	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	200	1	3	14	37	102	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	215	0	7	18	72	88	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	257	2	13	29	71	108	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	256	1	20	24	77	91	36	6	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	242	2	11	19	74	108	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	387	6	69	47	123	114	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	419	11	78	67	133	108	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	440	17	84	76	140	100	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	253	0	6	32	69	106	35	4	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	161	2	2	14	50	61	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	104	0	1	11	31	39	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	64	0	0	5	17	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	36	0	1	3	15	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:00 PM	23	0	1	1	8	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	850	30	191	111	247	202	60	9	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1246	34	231	190	396	322	69	3	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3713	72	488	457	1092	1211	344	45	3	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	4148	74	495	496	1225	1371	424	58	3	1	0	1	0	0	0	0	0	0	0	0	0
Percent	100%	1.8%	11.9%	12.0%	29.5%	33.1%	10.2%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.3 mph																				
85th Percentile	29.2 mph																				
95th Percentile	32.1 mph	Average Speed	23.29 mph																		

Site Description: Bucknall Rd W.O John Kirk Ct
 Site Number: 6
 Start Date: 12/03/2024
 End Date: 12/05/2024

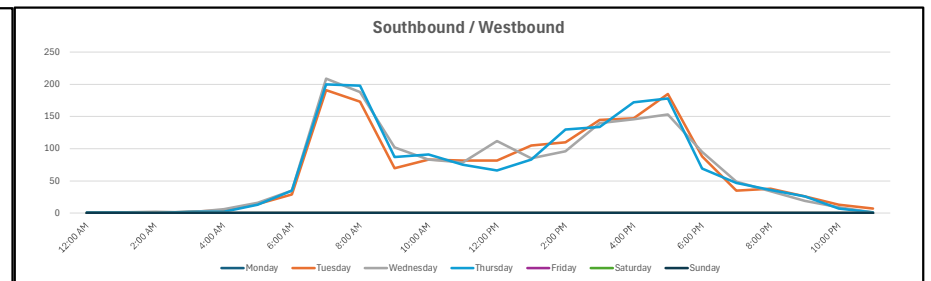
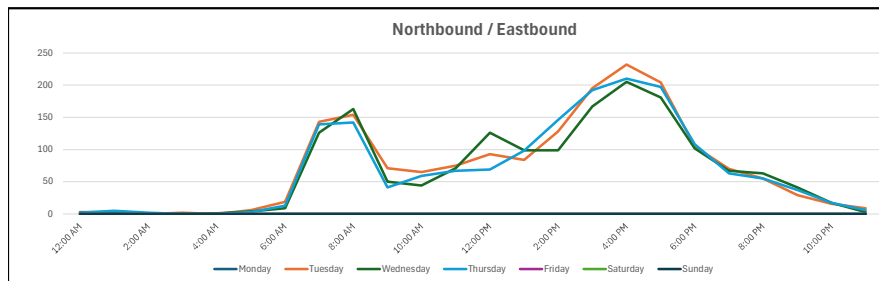
Vehicle Speed Report (Combined - 12/05/2024)

Thursday	Combined																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	7	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	6	0	0	0	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	0	2	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	17	0	0	0	6	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	68	0	1	6	19	24	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	412	14	102	67	116	91	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	404	22	99	62	85	111	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	213	3	6	27	58	80	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	161	1	10	16	39	69	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	184	0	7	19	42	78	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	216	6	20	34	55	66	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	210	6	15	24	75	70	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	278	3	13	18	87	118	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	392	16	67	55	126	100	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	437	11	93	74	134	107	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	445	15	64	58	156	124	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	239	0	8	25	93	86	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	133	0	4	4	38	68	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	92	1	0	5	22	47	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	93	0	2	10	28	35	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	34	0	0	5	11	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	20	0	0	4	3	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	884	36	202	135	220	226	53	10	1	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1274	42	224	187	416	331	64	9	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3659	97	505	485	1085	1124	316	44	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	4075	98	511	517	1198	1306	390	51	2	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	2.4%	12.5%	12.7%	29.4%	32.0%	9.6%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.9 mph																				
85th Percentile	29.2 mph																				
95th Percentile	32.1 mph	Average Speed	22.98 mph																		

Vehicle Volume Report - Hourly

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Time	Monday 12/16/24			Tuesday 12/10/24			Wednesday 12/11/24			Thursday 12/12/24			Friday 12/13/24			Saturday 12/14/24			Sunday 12/15/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	3	1	4	2	0	2	2	1	3	-	-	-	-	-	-	-	-	-	2	1	-	-	-	-
1:00 AM	-	-	-	3	0	3	1	1	2	5	1	6	-	-	-	-	-	-	-	-	-	3	1	-	-	-	-
2:00 AM	-	-	-	0	0	0	1	2	3	2	0	2	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
3:00 AM	-	-	-	2	2	4	0	1	1	0	2	2	-	-	-	-	-	-	-	-	-	1	2	-	-	-	-
4:00 AM	-	-	-	0	4	4	1	6	7	0	2	2	-	-	-	-	-	-	-	-	-	0	4	-	-	-	-
5:00 AM	-	-	-	6	14	20	4	16	20	3	13	16	-	-	-	-	-	-	-	-	-	4	14	-	-	-	-
6:00 AM	-	-	-	19	29	48	9	35	44	13	35	48	-	-	-	-	-	-	-	-	-	14	33	-	-	-	-
7:00 AM	-	-	-	143	191	334	126	209	335	139	200	339	-	-	-	-	-	-	-	-	-	136	200	-	-	-	-
8:00 AM	-	-	-	154	173	327	163	188	351	142	198	340	-	-	-	-	-	-	-	-	-	153	186	-	-	-	-
9:00 AM	-	-	-	71	70	141	50	102	152	41	87	128	-	-	-	-	-	-	-	-	-	54	86	-	-	-	-
10:00 AM	-	-	-	65	83	148	44	83	127	59	91	150	-	-	-	-	-	-	-	-	-	56	86	-	-	-	-
11:00 AM	-	-	-	75	82	157	71	79	150	67	75	142	-	-	-	-	-	-	-	-	-	71	79	-	-	-	-
12:00 PM	-	-	-	93	82	175	126	112	238	69	66	135	-	-	-	-	-	-	-	-	-	96	87	-	-	-	-
1:00 PM	-	-	-	84	105	189	99	85	184	98	83	181	-	-	-	-	-	-	-	-	-	94	91	-	-	-	-
2:00 PM	-	-	-	128	110	238	99	96	195	146	130	276	-	-	-	-	-	-	-	-	-	124	112	-	-	-	-
3:00 PM	-	-	-	195	145	340	167	140	307	192	134	326	-	-	-	-	-	-	-	-	-	185	140	-	-	-	-
4:00 PM	-	-	-	232	147	379	205	146	351	210	172	382	-	-	-	-	-	-	-	-	-	216	155	-	-	-	-
5:00 PM	-	-	-	204	185	389	181	153	334	197	178	375	-	-	-	-	-	-	-	-	-	194	172	-	-	-	-
6:00 PM	-	-	-	105	88	193	102	95	197	108	69	177	-	-	-	-	-	-	-	-	-	105	84	-	-	-	-
7:00 PM	-	-	-	70	35	105	67	49	116	63	47	110	-	-	-	-	-	-	-	-	-	67	44	-	-	-	-
8:00 PM	-	-	-	55	38	93	63	34	97	55	36	91	-	-	-	-	-	-	-	-	-	58	36	-	-	-	-
9:00 PM	-	-	-	29	26	55	41	19	60	37	26	63	-	-	-	-	-	-	-	-	-	36	24	-	-	-	-
10:00 PM	-	-	-	16	13	29	17	9	26	17	7	24	-	-	-	-	-	-	-	-	-	17	10	-	-	-	-
11:00 PM	-	-	-	9	7	16	3	1	4	6	1	7	-	-	-	-	-	-	-	-	-	6	3	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	316	393	709	298	432	730	294	433	727	-	-	-	-	-	-	-	-	-	303	419	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	631	477	1108	553	439	992	599	484	1083	-	-	-	-	-	-	-	-	-	594	467	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	1568	1490	3058	1442	1523	2965	1481	1518	2999	-	-	-	-	-	-	-	-	-	1497	1510	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	1761	1630	3391	1642	1661	3303	1671	1654	3325	-	-	-	-	-	-	-	-	-	1691	1648	-	-	-	-
Percent	-	-	-	51.9%	48.1%	100.0%	49.7%	50.3%	100.0%	50.3%	49.7%	100.0%	-	-	-	-	-	-	-	-	-	50.6%	49.4%	-	-	-	-
AM Peak	-	-	-	7:00 AM	8:00 AM	-	8:00 AM	9:00 AM	-	8:00 AM	9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	5:00 PM	6:00 PM	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Bucknall Rd W.O Weston Dr

Site Number: 7

Start Date: 12/10/2024

End Date: 12/12/2024

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	26.7 mph	26.1 mph
50th Percentile	26.8 mph	26.2 mph
85th Percentile	30.9 mph	30.5 mph
95th Percentile	33.9 mph	33.5 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	5074	7	55	252	1329	2372	903	140	14	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.1%	1.1%	5.0%	26.2%	46.7%	17.8%	2.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	4945	8	86	327	1484	2124	779	124	11	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.2%	1.7%	6.6%	30.0%	43.0%	15.8%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	10019	15	141	579	2813	4496	1682	264	25	4	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.1%	1.4%	5.8%	28.1%	44.9%	16.8%	2.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Eastbound - 12/10/2024)

Tuesday	Eastbound																				
12/10/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	2	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	19	0	0	0	2	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	143	0	1	3	54	61	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	154	0	0	6	46	67	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	71	1	1	3	11	30	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	65	0	0	3	19	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	75	1	2	3	16	37	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	93	1	1	4	20	36	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	84	0	2	6	16	36	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	128	0	2	12	30	65	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	195	0	3	7	43	100	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	232	1	1	7	86	106	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	204	1	1	15	69	87	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	105	0	1	9	29	51	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	70	0	0	4	18	36	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	55	0	0	4	18	21	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	29	0	0	1	6	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	16	0	1	2	2	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	316	0	1	9	102	137	57	9	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	631	2	5	29	198	293	95	7	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1568	5	15	78	441	722	268	36	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1761	5	19	89	491	807	300	45	5	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.3%	1.1%	5.1%	27.9%	45.8%	17.0%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.6 mph																				
85th Percentile	30.7 mph																				
95th Percentile	33.8 mph	Average Speed 26.50 mph																			

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Westbound - 12/10/2024)

Tuesday	Westbound																				
12/10/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	14	0	0	0	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	29	0	0	2	5	8	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	191	0	8	26	59	77	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	173	0	1	16	62	70	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	70	0	0	3	14	33	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	83	0	4	5	20	28	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	82	0	0	3	23	36	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	82	0	1	2	26	29	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	105	0	3	6	27	45	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	110	0	2	18	37	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	145	0	2	5	30	74	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	147	0	7	10	44	69	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	185	0	0	17	82	68	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	88	0	4	6	26	38	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	35	0	1	4	12	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	38	0	1	3	19	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	26	0	0	3	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	13	1	0	1	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	393	0	9	44	126	155	53	5	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	477	0	9	32	156	211	60	8	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1490	0	32	119	455	618	227	35	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1630	1	34	130	502	668	252	39	4	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.1%	2.1%	8.0%	30.8%	41.0%	15.5%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.1 mph																				
85th Percentile	30.6 mph																				
95th Percentile	33.4 mph	Average Speed 25.93 mph																			

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Eastbound - 12/11/2024)

Wednesday	Eastbound																				
12/11/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	0	1	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	126	0	0	8	28	67	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	163	0	1	9	43	78	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	50	0	1	1	8	26	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	44	0	2	7	14	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	71	0	0	2	12	38	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	126	0	3	1	33	61	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	99	0	0	3	31	35	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	99	0	0	2	18	43	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	167	0	1	6	38	82	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	205	0	6	13	54	95	31	5	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	181	0	2	9	53	93	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	102	1	1	4	21	51	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	67	0	0	1	15	32	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	63	0	0	0	9	34	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	41	0	1	0	14	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	17	0	0	2	2	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	298	0	2	17	74	145	50	10	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	553	0	9	28	145	270	92	8	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1442	1	18	65	356	685	273	42	1	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1642	1	20	69	397	779	321	50	3	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.1%	1.2%	4.2%	24.2%	47.4%	19.5%	3.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.9 mph																				
85th Percentile	31.1 mph																				
95th Percentile	34.2 mph	Average Speed	26.94 mph																		

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Westbound - 12/11/2024)

Wednesday	Westbound																				
12/11/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	16	0	0	1	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	35	0	0	1	14	9	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	209	1	2	14	60	104	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	188	0	2	7	58	82	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	102	0	4	4	24	42	23	4	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	83	0	2	12	17	36	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	79	0	1	5	24	27	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	112	0	5	5	20	51	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	85	0	2	4	28	37	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	96	0	0	2	21	42	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	140	0	0	5	29	73	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	146	0	1	7	43	66	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	153	0	3	12	60	67	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	95	1	1	4	45	33	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	49	1	2	1	11	18	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	34	0	2	0	7	14	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	19	0	1	3	3	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	432	1	4	22	132	195	65	12	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	439	0	4	24	132	206	68	5	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1523	2	23	82	443	669	265	36	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1661	3	28	87	471	718	303	46	3	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	1.7%	5.2%	28.4%	43.2%	18.2%	2.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.3 mph																				
85th Percentile	31.0 mph																				
95th Percentile	34.0 mph	Average Speed	26.40 mph																		

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Eastbound - 12/12/2024)

Thursday	Eastbound																				
12/12/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	13	0	1	0	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	139	0	1	5	38	70	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	142	1	1	3	40	67	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	41	0	0	4	6	19	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	59	0	1	3	11	23	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	67	0	1	1	14	33	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	69	0	0	3	14	30	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	98	0	1	8	27	35	24	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	146	0	0	3	38	67	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	192	0	2	7	55	96	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	210	0	3	11	62	105	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	197	0	3	21	61	90	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	108	0	0	6	16	66	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	63	0	1	8	17	26	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	55	0	0	6	17	23	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	37	0	0	3	12	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	17	0	0	1	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	294	1	3	8	82	142	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	599	0	8	39	178	291	70	12	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1481	1	14	75	386	706	254	39	6	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1671	1	16	94	441	786	282	45	6	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.1%	1.0%	5.6%	26.4%	47.0%	16.9%	2.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.7 mph																				
85th Percentile	30.8 mph																				
95th Percentile	33.7 mph	Average Speed	26.60 mph																		

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Westbound - 12/12/2024)

Thursday	Westbound																				
12/12/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	13	0	0	1	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	35	0	0	1	9	13	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	200	0	2	10	76	76	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	198	1	1	8	68	90	25	3	2	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	87	0	0	6	28	32	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	91	1	1	5	10	49	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	75	1	0	2	18	40	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	66	0	2	2	15	29	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	83	0	1	3	22	43	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	130	0	1	5	35	65	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	134	0	8	9	28	68	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	172	0	2	12	67	76	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	178	0	1	21	66	77	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	69	0	1	9	25	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	47	0	0	6	18	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	36	0	3	5	10	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	26	1	1	3	7	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	7	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	433	1	3	19	153	179	64	11	3	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	484	0	11	42	161	221	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1518	3	20	93	467	684	211	36	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1654	4	24	110	511	738	224	39	4	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	1.5%	6.7%	30.9%	44.6%	13.5%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.1 mph																				
85th Percentile	30.2 mph																				
95th Percentile	32.8 mph	Average Speed	25.87 mph																		

Vehicle Speed Report - Hourly - Combined

Site Description: Bucknall Rd W.O Weston Dr

Site Number: 7

Start Date: 12/10/2024

End Date: 12/12/2024

Total Study Speed Summary	
Combined	
Average Speed	26.4 mph
50th Percentile	26.8 mph
85th Percentile	30.7 mph
95th Percentile	26.5 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Total	10019	15	141	579	2813	4496	1682	264	25	4	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.1%	1.4%	5.8%	28.1%	44.9%	16.8%	2.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Combined - 12/10/2024)

Tuesday	Combined																				
12/10/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	4	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	20	0	2	0	7	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	48	0	0	2	7	17	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	334	0	9	29	113	138	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	327	0	1	22	108	137	49	9	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	141	1	1	6	25	63	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	148	0	4	8	39	65	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	157	1	2	6	39	73	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	175	1	2	6	46	65	48	7	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	189	0	5	12	43	81	40	7	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	238	0	4	30	67	108	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	340	0	5	12	73	174	71	5	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	379	1	8	17	130	175	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	389	1	1	32	151	155	43	4	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	193	0	5	15	55	89	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	105	0	1	8	30	47	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	93	0	1	7	37	32	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	55	0	0	4	11	27	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	29	1	1	3	5	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	16	0	0	0	3	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	709	0	10	53	228	292	110	14	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1108	2	14	61	354	504	155	15	3	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3058	5	47	197	896	1340	495	71	7	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3391	6	53	219	993	1475	552	84	9	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	1.6%	6.5%	29.3%	43.5%	16.3%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.4 mph																				
85th Percentile	30.6 mph																				
95th Percentile	33.7 mph	Average Speed	26.23 mph																		

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

Vehicle Speed Report (Combined - 12/11/2024)

Wednesday	Combined																				
12/11/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	20	0	0	2	5	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	44	0	1	1	17	9	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	335	1	2	22	88	171	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	351	0	3	16	101	160	60	11	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	152	0	5	5	32	68	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	127	0	4	19	31	52	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	150	0	1	7	36	65	37	3	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	238	0	8	6	53	112	53	6	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	184	0	2	7	59	72	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	195	0	0	4	39	85	57	10	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	307	0	1	11	67	155	69	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	351	0	7	20	97	161	58	7	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	334	0	5	21	113	160	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	197	2	2	8	66	84	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	116	1	2	2	26	50	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	97	0	2	0	16	48	25	3	1	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	60	0	2	3	17	22	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	26	0	0	2	2	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	730	1	6	39	206	340	115	22	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	992	0	13	52	277	476	160	13	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2965	3	41	147	799	1354	538	78	3	2	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3303	4	48	156	868	1497	624	96	6	4	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.1%	1.5%	4.7%	26.3%	45.3%	18.9%	2.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.7 mph																				
85th Percentile	31.0 mph																				
95th Percentile	34.1 mph	Average Speed	26.67 mph																		

Site Description: Bucknall Rd W.O Weston Dr
 Site Number: 7
 Start Date: 12/10/2024
 End Date: 12/12/2024

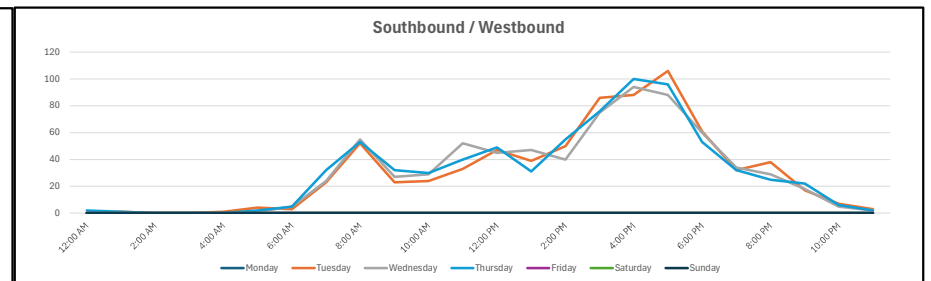
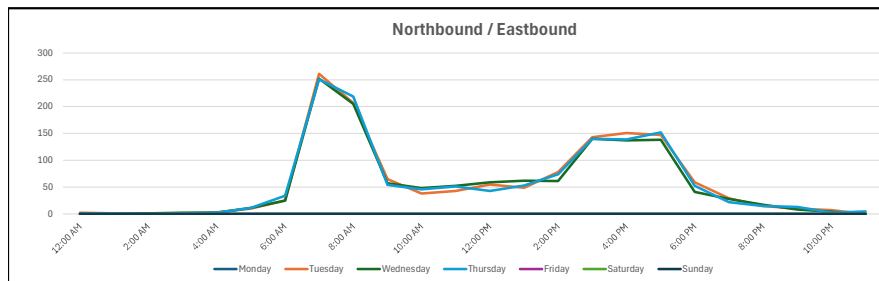
Vehicle Speed Report (Combined - 12/12/2024)

Thursday	Combined																				
12/12/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	16	0	1	2	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	48	0	1	1	13	18	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	339	0	3	15	114	146	55	6	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	340	2	2	11	108	157	54	4	2	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	128	0	0	10	34	51	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	150	1	2	8	21	72	37	9	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	142	1	1	3	32	73	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	135	0	2	5	29	59	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	181	0	2	11	49	78	36	3	2	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	276	0	1	8	73	132	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	326	0	10	16	83	164	45	6	2	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	382	0	5	23	129	181	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	375	0	4	42	127	167	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	177	0	1	15	41	92	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	110	0	1	14	35	45	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	91	0	3	11	27	38	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	63	1	1	6	19	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	24	0	0	3	8	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	727	2	6	27	235	321	118	15	3	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1083	0	19	81	339	512	112	18	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2999	4	34	168	853	1390	465	75	10	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3325	5	40	204	952	1524	506	84	10	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	1.2%	6.1%	28.6%	45.8%	15.2%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	26.4 mph																				
85th Percentile	30.5 mph																				
95th Percentile	33.3 mph	Average Speed	26.23 mph																		

Vehicle Volume Report - Hourly

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Time	Monday 12/9/24			Tuesday 12/3/24			Wednesday 12/4/24			Thursday 12/5/24			Friday 12/6/24			Saturday 12/7/24			Sunday 12/8/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	2	0	2	0	0	0	1	2	3	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
1:00 AM	-	-	-	1	1	2	1	0	1	1	1	2	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
2:00 AM	-	-	-	0	0	0	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
3:00 AM	-	-	-	1	0	1	2	0	2	1	0	1	-	-	-	-	-	-	-	-	-	1	0	-	-	-	-
4:00 AM	-	-	-	3	1	4	2	0	2	2	0	2	-	-	-	-	-	-	-	-	-	2	0	-	-	-	-
5:00 AM	-	-	-	10	4	14	11	1	12	11	2	13	-	-	-	-	-	-	-	-	-	11	2	-	-	-	-
6:00 AM	-	-	-	25	3	28	25	5	30	34	5	39	-	-	-	-	-	-	-	-	-	28	4	-	-	-	-
7:00 AM	-	-	-	261	23	284	252	24	276	251	32	283	-	-	-	-	-	-	-	-	-	255	26	-	-	-	-
8:00 AM	-	-	-	207	52	259	205	55	260	219	53	272	-	-	-	-	-	-	-	-	-	210	53	-	-	-	-
9:00 AM	-	-	-	65	23	88	57	27	84	54	32	86	-	-	-	-	-	-	-	-	-	59	27	-	-	-	-
10:00 AM	-	-	-	38	24	62	48	29	77	46	30	76	-	-	-	-	-	-	-	-	-	44	28	-	-	-	-
11:00 AM	-	-	-	43	33	76	52	52	104	51	40	91	-	-	-	-	-	-	-	-	-	49	42	-	-	-	-
12:00 PM	-	-	-	55	47	102	59	45	104	43	49	92	-	-	-	-	-	-	-	-	-	52	47	-	-	-	-
1:00 PM	-	-	-	49	39	88	62	47	109	53	31	84	-	-	-	-	-	-	-	-	-	55	39	-	-	-	-
2:00 PM	-	-	-	78	50	128	61	40	101	74	55	129	-	-	-	-	-	-	-	-	-	71	48	-	-	-	-
3:00 PM	-	-	-	143	86	229	140	75	215	140	76	216	-	-	-	-	-	-	-	-	-	141	79	-	-	-	-
4:00 PM	-	-	-	151	88	239	137	94	231	139	100	239	-	-	-	-	-	-	-	-	-	142	94	-	-	-	-
5:00 PM	-	-	-	147	106	253	138	88	226	152	96	248	-	-	-	-	-	-	-	-	-	146	97	-	-	-	-
6:00 PM	-	-	-	59	61	120	41	60	101	52	53	105	-	-	-	-	-	-	-	-	-	51	58	-	-	-	-
7:00 PM	-	-	-	29	32	61	28	34	62	22	32	54	-	-	-	-	-	-	-	-	-	26	33	-	-	-	-
8:00 PM	-	-	-	15	38	53	17	29	46	15	25	40	-	-	-	-	-	-	-	-	-	16	31	-	-	-	-
9:00 PM	-	-	-	10	17	27	8	18	26	13	22	35	-	-	-	-	-	-	-	-	-	10	19	-	-	-	-
10:00 PM	-	-	-	7	7	14	4	5	9	2	6	8	-	-	-	-	-	-	-	-	-	4	6	-	-	-	-
11:00 PM	-	-	-	0	3	3	1	2	3	5	2	7	-	-	-	-	-	-	-	-	-	2	2	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	493	78	571	482	84	566	504	90	594	-	-	-	-	-	-	-	-	-	493	84	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	441	280	721	415	257	672	431	272	703	-	-	-	-	-	-	-	-	-	429	270	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	1321	635	1956	1277	641	1918	1308	652	1960	-	-	-	-	-	-	-	-	-	1302	643	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	1399	738	2137	1352	730	2082	1381	744	2125	-	-	-	-	-	-	-	-	-	1377	737	-	-	-	-
Percent	-	-	-	65.5%	34.5%	100.0%	64.9%	35.1%	100.0%	65.0%	35.0%	100.0%	-	-	-	-	-	-	-	-	-	65.1%	34.9%	-	-	-	-
AM Peak	-	-	-	7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		-	-	-	-	-	-	-	-	-						
PM Peak	-	-	-	5:00 PM	6:00 PM		4:00 PM	5:00 PM		5:00 PM	6:00 PM		-	-	-	-	-	-	-	-	-						



Vehicle Speed Report - Hourly

Site Description: Weston Dr S.O Bucknall Rd

Site Number: 8

Start Date: 12/03/2024

End Date: 12/05/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	24.3 mph	25.3 mph
50th Percentile	24.4 mph	25.3 mph
85th Percentile	29.3 mph	29.8 mph
95th Percentile	32.1 mph	32.8 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	4132	25	123	546	1581	1368	416	61	9	3	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.6%	3.0%	13.2%	38.3%	33.1%	10.1%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	2212	6	22	228	783	856	274	35	7	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.3%	1.0%	10.3%	35.4%	38.7%	12.4%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	6344	31	145	774	2364	2224	690	96	16	4	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.5%	2.3%	12.2%	37.3%	35.1%	10.9%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Northbound - 12/03/2024)

Tuesday	Northbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	25	0	0	1	9	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	261	10	16	51	94	73	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	207	2	6	29	94	58	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	65	0	0	9	17	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	38	0	1	0	13	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	43	0	2	4	14	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	55	1	0	8	20	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	49	1	0	5	17	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	78	0	1	5	27	34	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	143	0	3	17	66	46	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	151	0	7	29	51	50	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	147	0	9	35	60	34	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	59	0	2	8	23	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	29	0	0	4	7	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	15	0	0	0	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	10	0	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	7	0	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	493	12	22	81	197	142	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	441	0	19	81	177	130	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1321	14	47	201	505	426	111	15	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1399	14	48	205	529	465	119	17	2	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.0%	3.4%	14.7%	37.8%	33.2%	8.5%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.2 mph																				
85th Percentile	29.0 mph																				
95th Percentile	31.8 mph	Average Speed	24.01 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Southbound - 12/03/2024)

Tuesday	Southbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	23	0	0	1	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	52	0	1	5	20	17	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	23	0	1	3	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	24	0	0	2	8	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	33	0	1	3	13	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	47	0	1	7	16	15	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	39	1	1	5	14	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	50	0	1	8	11	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	86	0	0	11	34	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	88	0	1	10	34	31	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	106	0	2	17	47	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	61	0	0	7	29	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	32	0	0	1	13	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	38	0	0	2	19	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	17	0	0	1	6	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	7	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	78	0	1	6	31	28	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	280	0	3	38	115	98	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	635	1	9	79	244	219	74	7	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	738	1	9	89	283	258	84	11	3	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.1%	1.2%	12.1%	38.3%	35.0%	11.4%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.8 mph																				
85th Percentile	29.6 mph																				
95th Percentile	32.7 mph	Average Speed	24.95 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Northbound - 12/04/2024)

Wednesday	Northbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	11	0	0	0	3	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	25	0	0	0	7	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	252	0	13	48	90	81	16	2	1	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	205	0	3	21	101	58	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	57	0	1	7	12	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	48	1	0	0	13	20	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	52	0	1	0	21	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	59	1	1	9	15	18	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	62	0	2	3	21	25	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	61	0	1	4	13	24	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	140	0	4	12	60	50	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	137	0	2	14	58	53	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	138	1	2	18	65	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	41	0	3	2	9	19	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	28	0	2	4	7	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	17	0	0	5	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	482	0	16	69	198	148	43	6	1	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	415	1	8	44	183	150	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1277	3	33	138	485	454	135	24	3	2	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1352	3	35	148	508	482	143	26	5	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.2%	2.6%	10.9%	37.6%	35.7%	10.6%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.8 mph																				
85th Percentile	29.5 mph																				
95th Percentile	32.5 mph	Average Speed	24.81 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Southbound - 12/04/2024)

Wednesday	Southbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	24	0	1	2	10	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	55	0	0	9	12	22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	27	0	0	0	6	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	29	0	2	3	6	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	52	1	1	6	15	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	45	0	0	7	9	20	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	47	1	0	0	13	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	40	1	1	4	9	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	75	0	0	6	26	37	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	94	0	1	13	32	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	88	0	0	4	33	34	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	60	0	0	3	13	27	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	34	0	0	3	11	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	29	0	1	1	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	18	0	0	1	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	84	0	2	11	23	30	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	257	0	1	23	91	110	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	641	3	7	57	185	277	99	12	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	730	3	8	64	221	311	110	12	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.4%	1.1%	8.8%	30.3%	42.6%	15.1%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	25.9 mph																				
85th Percentile	30.1 mph																				
95th Percentile	33.1 mph	Average Speed	25.72 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Northbound - 12/05/2024)

Thursday	Northbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	11	0	0	0	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	34	1	0	3	8	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	251	2	14	42	103	65	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	219	0	4	48	106	41	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	54	1	0	5	15	20	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	46	0	0	4	11	20	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	51	1	0	2	11	23	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	43	0	2	5	13	15	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	53	0	1	3	21	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	74	1	2	4	20	37	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	140	0	2	16	57	49	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	139	1	4	13	62	39	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	152	0	7	32	74	32	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	52	0	3	9	18	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	22	1	0	4	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	15	0	0	0	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	13	0	1	1	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	504	3	18	93	217	122	46	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	431	1	13	61	193	120	40	2	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1308	7	39	186	519	394	145	15	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1381	8	40	193	544	421	154	18	2	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.6%	2.9%	14.0%	39.4%	30.5%	11.2%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.1 mph																				
85th Percentile	29.3 mph																				
95th Percentile	32.1 mph	Average Speed	24.24 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Southbound - 12/05/2024)

Thursday	Southbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	32	0	0	5	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	53	1	2	10	25	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	32	0	1	5	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	30	0	0	4	8	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	40	0	1	0	9	23	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	49	0	0	3	18	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	31	0	1	3	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	55	0	0	3	16	21	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	76	0	0	7	35	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	100	0	0	13	44	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	96	0	0	13	33	38	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	53	0	0	2	19	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	32	1	0	0	9	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	25	0	0	1	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	22	0	0	2	8	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	6	0	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	90	1	2	16	39	25	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	272	0	0	33	112	102	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	652	1	5	69	248	246	69	11	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	744	2	5	75	279	287	80	12	3	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.3%	0.7%	10.1%	37.5%	38.6%	10.8%	1.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	25.1 mph																				
85th Percentile	29.6 mph																				
95th Percentile	32.7 mph	Average Speed	25.23 mph																		

Vehicle Speed Report - Hourly - Combined

Site Description: Weston Dr S.O Bucknall Rd

Site Number: 8

Start Date: 12/03/2024

End Date: 12/05/2024

Total Study Speed Summary	
Combined	
Average Speed	24.7 mph
50th Percentile	24.4 mph
85th Percentile	29.4 mph
95th Percentile	24.7 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Total	6344	31	145	774	2364	2224	690	96	16	4	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.5%	2.3%	12.2%	37.3%	35.1%	10.9%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/03/2024)

Tuesday	Combined																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	14	0	0	2	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	28	0	0	1	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	284	10	16	52	104	82	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	259	2	7	34	114	75	23	2	2	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	88	0	1	12	24	42	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	62	0	1	2	21	31	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	76	0	3	7	27	26	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	102	1	1	15	36	32	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	88	2	1	10	31	30	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	128	0	2	13	38	51	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	229	0	3	28	100	77	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	239	0	8	39	85	81	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	253	0	11	52	107	70	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	120	0	2	15	52	35	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	61	0	0	5	20	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	53	0	0	2	24	20	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	27	0	0	1	10	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	14	0	1	4	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	571	12	23	87	228	170	45	4	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	721	0	22	119	292	228	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1956	15	56	280	749	645	185	22	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2137	15	57	294	812	723	203	28	5	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.7%	2.7%	13.8%	38.0%	33.8%	9.5%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.4 mph																				
85th Percentile	29.2 mph																				
95th Percentile	32.1 mph	Average Speed	24.33 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/04/2024)

Wednesday	Combined																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	0	0	3	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	30	0	1	0	8	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	276	0	14	50	100	87	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	260	0	3	30	113	80	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	84	0	1	7	18	37	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	77	1	2	3	19	29	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	104	1	2	6	36	49	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	104	1	1	16	24	38	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	109	1	2	3	34	50	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	101	1	2	8	22	44	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	215	0	4	18	86	87	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	231	0	3	27	90	92	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	226	1	2	22	98	81	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	101	0	3	5	22	46	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	62	0	2	7	18	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	46	0	1	6	21	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	26	0	0	1	9	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	0	2	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	566	0	18	80	221	178	59	8	1	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	672	1	9	67	274	260	49	11	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1918	6	40	195	670	731	234	36	4	2	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2082	6	43	212	729	793	253	38	6	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.3%	2.1%	10.2%	35.0%	38.1%	12.2%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	25.2 mph																				
85th Percentile	29.8 mph																				
95th Percentile	32.8 mph	Average Speed	25.13 mph																		

Site Description: Weston Dr S.O Bucknall Rd
 Site Number: 8
 Start Date: 12/03/2024
 End Date: 12/05/2024

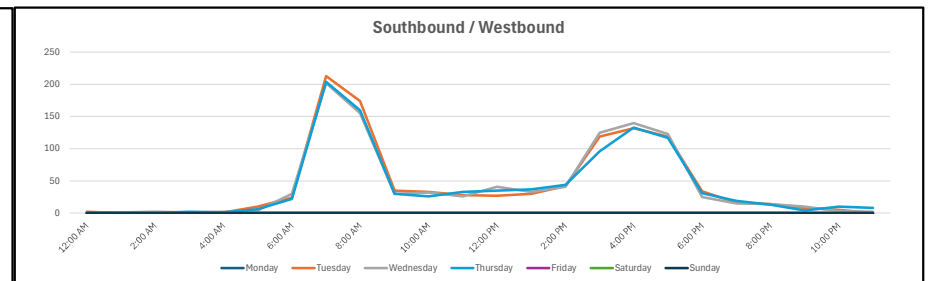
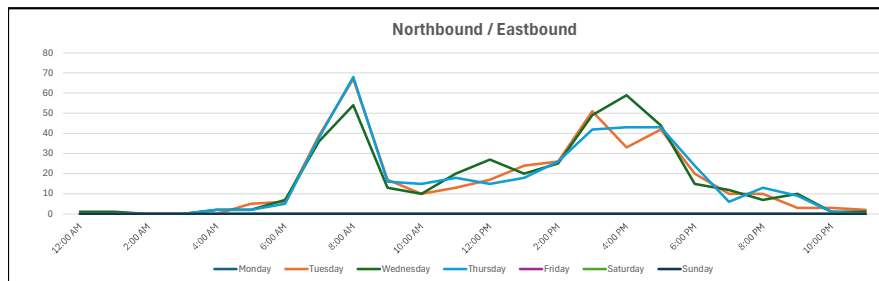
Vehicle Speed Report (Combined - 12/05/2024)

Thursday	Combined																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	13	0	0	1	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	39	1	0	4	10	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	283	2	14	47	115	75	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	272	1	6	58	131	54	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	86	1	1	10	28	31	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	76	0	0	8	19	33	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	91	1	1	2	20	46	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	92	0	2	8	31	35	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	84	0	2	6	35	29	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	129	1	2	7	36	58	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	216	0	2	23	92	76	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	239	1	4	26	106	76	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	248	0	7	45	107	70	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	105	0	3	11	37	39	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	54	2	0	4	18	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	40	0	0	1	16	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	35	0	1	3	11	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	594	4	20	109	256	147	50	8	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	703	1	13	94	305	222	63	4	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1960	8	44	255	767	640	214	26	5	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2125	10	45	268	823	708	234	30	5	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.5%	2.1%	12.6%	38.7%	33.3%	11.0%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	24.5 mph																				
85th Percentile	29.4 mph																				
95th Percentile	32.4 mph	Average Speed	24.58 mph																		

Vehicle Volume Report - Hourly

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Time	Monday 12/9/24			Tuesday 12/10/24			Wednesday 12/11/24			Thursday 12/12/24			Friday 12/13/24			Saturday 12/14/24			Sunday 12/15/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	0	2	2	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	0	1	-	-	-	-
1:00 AM	-	-	-	0	0	0	1	1	2	0	0	0	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
2:00 AM	-	-	-	0	0	0	0	2	2	0	0	0	-	-	-	-	-	-	-	-	-	0	1	-	-	-	-
3:00 AM	-	-	-	0	1	1	0	1	1	0	2	2	-	-	-	-	-	-	-	-	-	0	1	-	-	-	-
4:00 AM	-	-	-	0	1	1	2	2	4	2	1	3	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-
5:00 AM	-	-	-	5	10	15	2	4	6	2	6	8	-	-	-	-	-	-	-	-	-	3	7	-	-	-	-
6:00 AM	-	-	-	6	24	30	7	30	37	5	22	27	-	-	-	-	-	-	-	-	-	6	25	-	-	-	-
7:00 AM	-	-	-	39	213	252	36	202	238	38	204	242	-	-	-	-	-	-	-	-	-	38	206	-	-	-	-
8:00 AM	-	-	-	67	174	241	54	155	209	68	160	228	-	-	-	-	-	-	-	-	-	63	163	-	-	-	-
9:00 AM	-	-	-	17	35	52	13	30	43	16	30	46	-	-	-	-	-	-	-	-	-	15	32	-	-	-	-
10:00 AM	-	-	-	10	33	43	10	32	42	15	26	41	-	-	-	-	-	-	-	-	-	12	30	-	-	-	-
11:00 AM	-	-	-	13	28	41	20	26	46	18	33	51	-	-	-	-	-	-	-	-	-	17	29	-	-	-	-
12:00 PM	-	-	-	17	27	44	27	41	68	15	35	50	-	-	-	-	-	-	-	-	-	20	34	-	-	-	-
1:00 PM	-	-	-	24	30	54	20	33	53	18	37	55	-	-	-	-	-	-	-	-	-	21	33	-	-	-	-
2:00 PM	-	-	-	26	42	68	25	41	66	26	44	70	-	-	-	-	-	-	-	-	-	26	42	-	-	-	-
3:00 PM	-	-	-	51	119	170	49	125	174	42	96	138	-	-	-	-	-	-	-	-	-	47	113	-	-	-	-
4:00 PM	-	-	-	33	132	165	59	140	199	43	133	176	-	-	-	-	-	-	-	-	-	45	135	-	-	-	-
5:00 PM	-	-	-	42	119	161	44	123	167	43	117	160	-	-	-	-	-	-	-	-	-	43	120	-	-	-	-
6:00 PM	-	-	-	20	34	54	15	25	40	24	31	55	-	-	-	-	-	-	-	-	-	20	30	-	-	-	-
7:00 PM	-	-	-	10	16	26	12	15	27	6	19	25	-	-	-	-	-	-	-	-	-	9	17	-	-	-	-
8:00 PM	-	-	-	10	14	24	7	14	21	13	13	26	-	-	-	-	-	-	-	-	-	10	14	-	-	-	-
9:00 PM	-	-	-	3	8	11	10	10	20	9	4	13	-	-	-	-	-	-	-	-	-	7	7	-	-	-	-
10:00 PM	-	-	-	3	5	8	1	3	4	1	10	11	-	-	-	-	-	-	-	-	-	2	6	-	-	-	-
11:00 PM	-	-	-	2	0	2	1	2	3	0	8	8	-	-	-	-	-	-	-	-	-	1	3	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	112	411	523	97	387	484	111	386	497	-	-	-	-	-	-	-	-	-	107	395	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	126	370	496	152	388	540	128	346	474	-	-	-	-	-	-	-	-	-	135	368	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	365	1010	1375	379	1003	1382	371	968	1339	-	-	-	-	-	-	-	-	-	372	994	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	398	1067	1465	416	1057	1473	404	1031	1435	-	-	-	-	-	-	-	-	-	406	1052	-	-	-	-
Percent	-	-	-	27.2%	72.8%	100.0%	28.2%	71.8%	100.0%	28.2%	71.8%	100.0%	-	-	-	-	-	-	-	-	-	27.9%	72.1%	-	-	-	-
AM Peak	-	-	-	7:00 AM	8:00 AM	-	7:00 AM	8:00 AM	-	7:00 AM	8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	3:00 PM	4:00 PM	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Rincon Ave E.O Dorval Dr
Site Number: 9
Start Date: 12/03/2024
End Date: 12/05/2024

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	22.4 mph	21.9 mph
50th Percentile	22.6 mph	21.8 mph
85th Percentile	27.0 mph	28.6 mph
95th Percentile	29.9 mph	32.7 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	1218	16	67	254	516	308	52	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	1.3%	5.5%	20.9%	42.4%	25.3%	4.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	3155	105	347	836	842	679	283	55	5	3	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	3.3%	11.0%	26.5%	26.7%	21.5%	9.0%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	4373	121	414	1090	1358	987	335	59	6	3	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	2.8%	9.5%	24.9%	31.1%	22.6%	7.7%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/03/2024)

Tuesday	Eastbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	6	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	39	0	1	5	18	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	67	2	5	14	30	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	17	0	1	7	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	13	0	0	2	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	17	0	4	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	24	0	1	4	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	26	0	1	4	6	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	51	2	2	4	29	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	33	1	3	9	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	42	0	3	14	12	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	20	0	0	5	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	10	0	2	2	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	112	3	8	20	50	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	126	3	8	27	53	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	365	6	23	71	152	97	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	398	7	26	79	163	106	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.8%	6.5%	19.8%	41.0%	26.6%	4.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.4 mph																				
85th Percentile	27.2 mph																				
95th Percentile	29.7 mph	Average Speed	22.31 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/03/2024)

Tuesday	Westbound																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	0	0	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	24	0	1	7	8	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	213	4	18	73	61	42	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	174	27	30	61	31	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	35	0	4	6	5	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	33	0	2	2	10	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	28	0	1	2	9	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	27	0	1	2	9	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	30	0	0	2	10	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	42	0	1	2	4	26	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	119	1	15	41	36	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	132	5	27	34	33	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	119	6	16	39	41	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	34	0	0	6	10	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	16	0	0	0	3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	14	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	411	31	49	141	100	58	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	370	12	58	114	110	60	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1010	43	116	277	267	214	77	15	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1067	43	117	278	287	230	90	21	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	4.0%	11.0%	26.1%	26.9%	21.6%	8.4%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	21.6 mph																				
85th Percentile	28.6 mph																				
95th Percentile	32.6 mph	Average Speed	21.71 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/04/2024)

Wednesday	Eastbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	7	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	36	0	1	6	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	54	0	1	12	24	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	13	0	1	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10	1	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	20	0	2	4	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	27	0	2	7	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	20	0	1	0	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	25	0	0	2	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	49	1	3	12	21	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	59	1	3	18	23	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	44	0	5	19	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	15	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	12	0	0	2	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	7	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	97	0	2	19	44	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	152	2	11	49	60	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	379	3	20	83	160	93	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	416	3	22	87	176	105	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.7%	5.3%	20.9%	42.3%	25.2%	4.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.7 mph																				
85th Percentile	26.9 mph																				
95th Percentile	30.3 mph	Average Speed	22.58 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/04/2024)

Wednesday	Westbound																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	30	2	2	1	8	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	202	2	15	78	50	46	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	155	13	20	48	42	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	30	0	0	2	8	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	32	0	1	2	8	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	26	0	1	3	5	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	41	0	0	3	11	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	33	0	2	2	11	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	41	0	5	6	9	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	125	2	17	43	28	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	140	2	32	45	42	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	123	3	18	49	36	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	25	0	0	2	2	13	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	15	0	0	1	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	14	0	0	1	3	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	10	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	387	17	37	127	100	73	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	388	7	67	137	106	61	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1003	24	113	284	260	223	87	11	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1057	24	113	287	270	239	106	15	1	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	2.3%	10.7%	27.2%	25.5%	22.6%	10.0%	1.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.3 mph																				
85th Percentile	29.0 mph																				
95th Percentile	32.9 mph	Average Speed	22.16 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Eastbound - 12/05/2024)

Thursday	Eastbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	38	0	0	6	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	68	0	3	15	33	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	16	0	1	1	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	15	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	18	0	2	5	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	15	0	1	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	18	0	1	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	26	0	2	4	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	42	3	5	13	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	43	0	1	9	24	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	43	1	1	18	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	24	0	0	4	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	6	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	13	0	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	9	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	111	2	3	21	61	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	128	4	7	40	49	24	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	371	6	17	85	167	83	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	404	6	19	88	177	97	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.5%	4.7%	21.8%	43.8%	24.0%	4.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.4 mph																				
85th Percentile	26.7 mph																				
95th Percentile	29.7 mph	Average Speed	22.24 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Westbound - 12/05/2024)

Thursday	Westbound																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	1	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	22	0	1	3	5	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	204	1	26	78	44	42	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	160	20	23	56	35	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	30	2	1	2	6	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	26	0	1	2	11	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	33	1	0	2	7	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	35	0	2	5	8	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	37	0	1	2	16	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	44	0	2	3	15	10	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	96	3	14	25	35	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	133	5	17	33	51	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	117	6	27	53	20	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	31	0	0	2	12	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	19	0	0	0	7	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	13	0	0	2	3	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	4	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	10	0	1	1	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	386	21	50	137	84	67	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	346	14	58	111	106	44	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	968	38	115	266	265	195	75	12	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1031	38	117	271	285	210	87	19	3	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	3.7%	11.3%	26.3%	27.6%	20.4%	8.4%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	21.7 mph																				
85th Percentile	28.3 mph																				
95th Percentile	32.6 mph	Average Speed	21.71 mph																		

Vehicle Speed Report - Hourly - Combined

Site Description: Rincon Ave E.O Dorval Dr

Site Number: 9

Start Date: 12/03/2024

End Date: 12/05/2024

Total Study Speed Summary	
Combined	
Average Speed	22.0 mph
50th Percentile	22.6 mph
85th Percentile	28.1 mph
95th Percentile	22.2 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Total	4373	121	414	1090	1358	987	335	59	6	3	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	2.8%	9.5%	24.9%	31.1%	22.6%	7.7%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/03/2024)

Tuesday	Combined																				
12/3/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	15	1	1	1	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	30	1	3	8	10	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	252	4	19	78	79	56	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	241	29	35	75	61	27	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	52	0	5	13	8	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	43	0	2	3	17	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	41	0	1	4	17	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	44	0	5	3	12	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	54	0	1	6	19	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	68	0	2	6	10	40	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	170	3	17	45	65	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	165	6	30	43	45	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	161	6	19	53	53	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	54	0	0	11	23	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	26	0	0	3	6	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	24	0	2	3	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	11	0	1	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	0	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	523	34	57	161	150	86	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	496	15	66	141	163	90	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1375	49	139	348	419	311	93	15	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1465	50	143	357	450	336	106	22	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	3.4%	9.8%	24.4%	30.7%	22.9%	7.2%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	21.9 mph																				
85th Percentile	28.2 mph																				
95th Percentile	31.8 mph	Average Speed	21.87 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/04/2024)

Wednesday	Combined																				
12/4/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	37	2	2	2	12	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	238	2	16	84	66	57	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	209	13	21	60	66	28	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	43	0	1	3	14	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	42	1	2	3	13	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	46	0	3	7	13	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	68	0	2	10	18	26	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	53	0	3	2	21	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	66	0	5	8	20	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	174	3	20	55	49	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	199	3	35	63	65	30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	167	3	23	68	52	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	40	0	0	2	11	19	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	27	0	0	3	4	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	21	0	0	1	9	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	20	0	0	0	4	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	484	17	39	146	144	93	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	540	9	78	186	166	90	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1382	27	133	367	420	316	105	13	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1473	27	135	374	446	344	126	18	1	2	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.8%	9.2%	25.4%	30.3%	23.4%	8.6%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.4 mph																				
85th Percentile	28.5 mph																				
95th Percentile	32.3 mph	Average Speed	22.28 mph																		

Site Description: Rincon Ave E.O Dorval Dr
 Site Number: 9
 Start Date: 12/03/2024
 End Date: 12/05/2024

Vehicle Speed Report (Combined - 12/05/2024)

Thursday	Combined																				
12/5/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	2	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	27	2	1	3	7	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	242	1	26	84	70	48	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	228	20	26	71	68	31	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	46	2	2	3	15	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	41	0	1	4	15	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	51	1	2	7	11	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	50	0	3	11	14	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	55	0	2	4	23	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	70	0	4	7	25	18	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	138	6	19	38	46	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	176	5	18	42	75	27	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	160	7	28	71	34	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	55	0	0	6	29	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	25	0	0	1	8	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	26	0	0	3	8	10	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	13	0	0	3	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	11	0	1	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	497	23	53	158	145	90	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	474	18	65	151	155	68	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1339	44	132	351	432	278	87	12	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1435	44	136	359	462	307	103	19	4	1	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	3.1%	9.5%	25.0%	32.2%	21.4%	7.2%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	22.0 mph																				
85th Percentile	27.9 mph																				
95th Percentile	31.8 mph																				
		Average Speed		21.86 mph																	

Appendix B

Traffic Volume Sheets

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: San Tomas Aquino Roac & Campbell Avenue
Peak Hour: AM
Count Date: 12/03/24
Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	74	210	104	77	677	159	231	291	143	68	434	75	2543
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	74	210	104	77	677	159	231	291	143	68	434	75	2543
Project Trips													
Total Project Trips	1	0	0	0	1	0	1	1	4	0	0	0	8
Background + Project Conditions	75	210	104	77	678	159	232	292	147	68	434	75	2551

Intersection Number: 2
Traffix Node Number: 3359
Intersection Name: San Tomas Aquino Roac & Bucknall Road
Peak Hour: AM
Count Date: 12/03/24
Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	62	370	10	40	83	135	74	369	27	115	48	265	1598
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	62	370	10	40	83	135	74	369	27	115	48	265	1598
Project Trips													
Total Project Trips	0	1	0	0	0	1	0	0	0	9	1	6	18
Background + Project Conditions	62	371	10	40	83	136	74	369	27	124	49	271	1616

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Weston Drive & Bucknall Road (unsignalized)
Peak Hour: AM
Count Date: 12/03/24
Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	0	2	1	152	41	262	1	141	20	185	0	807
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	0	2	1	152	41	262	1	141	20	185	0	807
Project Trips													
Total Project Trips	0	0	0	0	0	0	3	0	2	0	13	0	18
Background + Project Conditions	2	0	2	1	152	41	265	1	143	20	198	0	825

Intersection Number:
Traffix Node Number:
Intersection Name:
Peak Hour:
Count Date:

4
4
Weston Drive & Rincon Avenue (unsignalized)
AM
12/03/24

Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	23	28	265	0	104	53	132	0	0	0	0	605
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	23	28	265	0	104	53	132	0	0	0	0	605
Project Trips													
Total Project Trips	0	0	0	4	0	3	0	2	0	0	0	0	9
Background + Project Conditions	0	23	28	269	0	107	53	134	0	0	0	0	614

Intersection Number:
Traffix Node Number:
Intersection Name:
Peak Hour:
Count Date:

5
5
San Tomas Aquino Roac & Rincon Avenue (unsignalized)
AM
12/03/24

Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	212	390	12	25	29	17	49	457	65	23	15	18	1312
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	212	390	12	25	29	17	49	457	65	23	15	18	1312
Project Trips													
Total Project Trips	4	6	0	0	0	0	0	0	3	0	0	0	13
Background + Project Conditions	216	396	12	25	29	17	49	457	68	23	15	18	1325

Intersection Number: **1**
 Traffic Node Number: 1
 Intersection Name: San Tomas Aquino Roac & Campbell Avenue
Peak Hour: PM
 Count Date: 12/03/24
 Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	99	250	111	67	507	196	171	217	139	164	812	137	2870
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	99	250	111	67	507	196	171	217	139	164	812	137	2870
Project Trips													
Total Project Trips	0	0	0	0	0	0	0	0	2	0	0	0	2
Background + Project Conditions	99	250	111	67	507	196	171	217	141	164	812	137	2872

Intersection Number: **2**
 Traffic Node Number: 3359
 Intersection Name: San Tomas Aquino Roac & Bucknall Road
Peak Hour: PM
 Count Date: 12/03/24
 Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	126	518	31	54	46	36	24	334	16	111	61	138	1495
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	126	518	31	54	46	36	24	334	16	111	61	138	1495
Project Trips													
Total Project Trips	0	0	0	0	0	0	0	0	0	4	0	3	7
Background + Project Conditions	126	518	31	54	46	36	24	334	16	115	61	141	1502

Intersection Number: **3**
 Traffic Node Number: 3
 Intersection Name: Weston Drive & Bucknall Road (unsignalized)
Peak Hour: PM
 Count Date: 12/03/24
 Date of Analysis: 08/14/25

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	0	0	1	121	66	117	0	71	58	174	0	609
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	0	0	1	121	66	117	0	71	58	174	0	609
Project Trips													
Total Project Trips	0	0	0	0	0	0	1	0	1	0	5	0	7
Background + Project Conditions	1	0	0	1	121	66	118	0	72	58	179	0	616

Intersection Number: **4**
 Traffic Node Number: **4**
 Intersection Name: **Weston Drive & Rincon Avenue (unsignalized)**
Peak Hour: **PM** Date of Analysis: 08/14/25
 Count Date: 12/03/24

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	63	40	124	0	50	18	50	0	0	0	0	345
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	63	40	124	0	50	18	50	0	0	0	0	345
Project Trips													
Total Project Trips	0	0	0	2	0	1	0	1	0	0	0	0	4
Background + Project Conditions	0	63	40	126	0	51	18	51	0	0	0	0	349

Intersection Number: **5**
 Traffic Node Number: **5**
 Intersection Name: **San Tomas Aquino Roac & Rincon Avenue (unsignalized)**
Peak Hour: **PM** Date of Analysis: 08/14/25
 Count Date: 12/03/24

Scenario:	Movements													Total
	North Approach			East Approach			South Approach			West Approach				
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	120	517	27	12	17	18	15	355	22	8	20	17	1148	
Approved Project Trips (No ATI)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Background Conditions	120	517	27	12	17	18	15	355	22	8	20	17	1148	
Project Trips														
Total Project Trips	2	3	0	0	0	0	0	0	1	0	0	0	6	
Background + Project Conditions	122	520	27	12	17	18	15	355	23	8	20	17	1154	

Appendix C

Private School Trip Distribution Model



Private School Trip Distribution Model

To estimate VMT generated by private school students, utilizing student Zip-code level data is the most preferred method. However, this data is not always feasibly obtainable or even available. Instead, Hexagon developed a custom-built distribution model based on previously collected private school enrollment data and the city's travel demand forecast model. The goal of this model is to ultimately produce reasonable estimates of average trip length to private schools. To do so, the model needs to estimate the geographical distribution of student home locations.



Model Equation

Hexagon leveraged the City of San Jose's travel demand forecast model (TDFM) and built a regression equation that relies on the citywide TDFM's traffic analysis zone (TAZ) system as well as its TAZ-level socioeconomic data. The model is designed to run on the citywide TDFM's software platform as a stand-alone model.



The developed regression equation utilizes the number of households in the higher income quartiles (income above average zonal household income), the average income for the higher income quartiles, and the distance to the school as explanatory variables. The equation (shown below) suggests that the student distribution is positively correlated with the affluency of the area and inversely correlated with the travel distance.



$$TEMP_i = \frac{[HH_34_i^{0.4} * (INC_34_i/45,000)^{3.4}]}{(Dist_i/5.8)^{2.1}}$$

$$Distribution_i = \frac{TEMP_i}{\sum_k TEMP_k}$$

for:

i = i -th TAZ

k = total number of TAZs

HH_34 = number of households in income quartiles 3 and 4 (above average income level)

INC_34 = weighted average income for households in income quartiles 3 and 4

$TEMP$ = intermediate unnormalized distribution

$Dist$ = Distance from TAZ i to school



Note: the equation is only calculated for distances within 1 and 50 miles. It is assumed that TAZs that do not meet these criteria would not affect the overall distribution. The equation is also not calculated for TAZs with INC_34 less than \$80,000.



Since the goal of this model is to produce reasonable estimates of average trip length to private schools, more focus was given to ensure the model-estimated distribution produced reasonable average trip length estimates. Hexagon calibrated the model against 5 schools where Hexagon has recent Zip-code level student location data (school information is hidden for privacy reasons).



As shown in Table 1, the model's resulting estimates for the average distance of students attending a private school at each location are comparable to the actual travel distances.



Table 1
Comparison of Actual Vs. Estimated Distances to School

School Located in TAZ ²	Average Student Trip Length ¹			
	Model Estimated ²	Actual ³	Difference	% Difference
603	8.5	8.17	0.33	4%
744	8.75	9.22	-0.47	-5%
893	8.57	8.51	0.06	1%
906	9.54	9.84	-0.3	-3%
933	11.13	11.21	-0.08	-1%

Notes:

1. Average student trip length is calculated assuming all students are driven to school alone. It does not account for siblings, carpools, shuttles and other alternative modes of travel.
2. Based on the City of San Jose travel demand forecast model.
3. Actual average student trip length calculated using Zipcode data provided by the schools.

Using The Model To Estimate A Student's Trip Length To Current School

In utilizing the distribution model in private school VMT applications, a common question is:

if Sally's trip to this new private school is 8 miles, how long is Sally's trip to her current private school?

This question cannot be easily answered because the City's travel demand forecast model (the base model for the custom-built private school distribution model) does not have private school information. Therefore, Hexagon researched existing private schools (using www.niche.com) within Santa Clara County, along the Peninsula (north to Redwood City), and Alameda County (north to Fremont) and found approximately 200 private schools (see Figure 3).

Hexagon coded these schools into the model to provide it private school information. From there, the distribution model is applied to each of these schools. The distribution model assigns an attractiveness weight to each traffic analysis zone (TAZ) for each school. Then at the TAZ level, the likelihood of a student going to each school is weighted based on the attractiveness weights assigned by each school. The likelihoods are multiplied by the trip length to the respective schools to derive the average trip length. This means that, for a student living in that TAZ to go to a private school, their average trip length would be the model derived trip length.

For example, a TAZ may have a 0.1 weight from school A, 0.2 weight from school B, and 0.3 weight from school C. Therefore, the likelihood of a student in that TAZ to go to school A is 16% (0.1/0.6), 33% for school B, and 51% for school C. Assuming the distance to school A is 5 miles, to school B is 7 miles, and school C is 10 miles, the average trip length for a student to go to a private school is thus calculated at 8.21 miles.

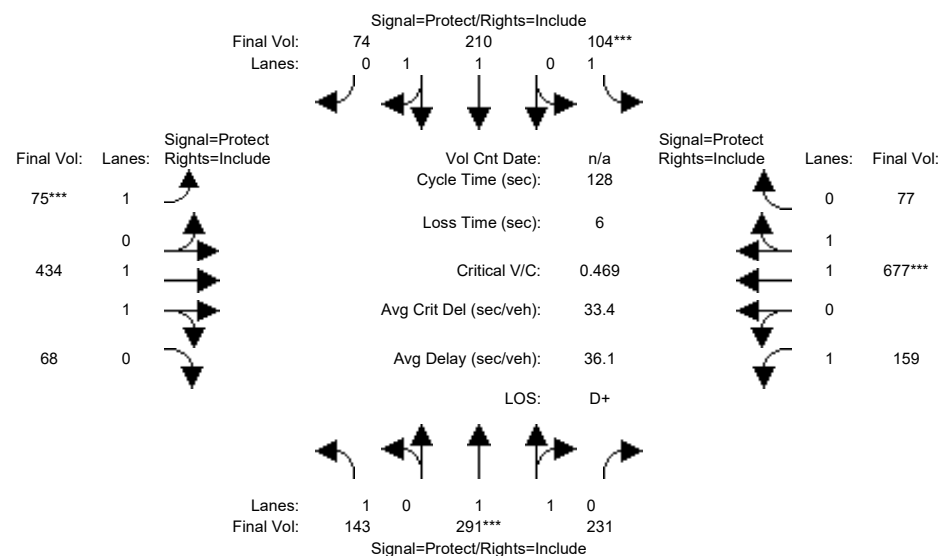
Appendix D

Intersection Level of Service Calculation Sheets

Harker Lower School Master Plan

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #1: San Tomas Aquino/Campbell



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	143	291	231	104	210	74	75	434	68	159	677	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	291	231	104	210	74	75	434	68	159	677	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	291	231	104	210	74	75	434	68	159	677	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	291	231	104	210	74	75	434	68	159	677	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	291	231	104	210	74	75	434	68	159	677	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	291	231	104	210	74	75	434	68	159	677	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.46	0.54	1.00	1.72	0.28	1.00	1.79	0.21
Final Sat.:	1750	2061	1636	1750	2735	964	1750	3198	501	1750	3322	378

Capacity Analysis Module:

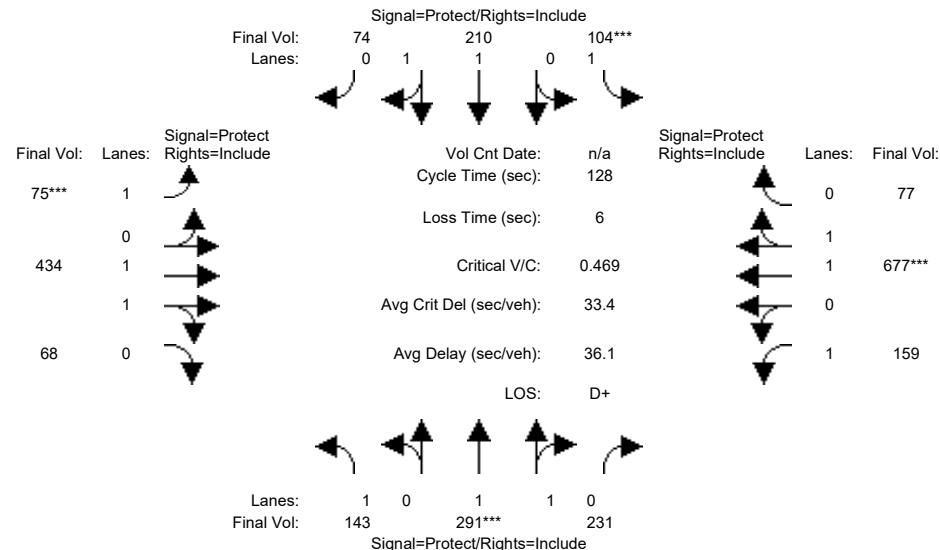
Vol/Sat:	0.08	0.14	0.14	0.06	0.08	0.08	0.04	0.14	0.14	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	28.0	38.5	38.5	16.2	26.7	26.7	11.7	40.3	40.3	27.0	55.6	55.6
Volume/Cap:	0.37	0.47	0.47	0.47	0.37	0.37	0.47	0.43	0.43	0.43	0.47	0.47
Delay/Veh:	43.2	36.7	36.7	53.5	43.7	43.7	57.4	35.0	35.0	44.7	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	36.7	36.7	53.5	43.7	43.7	57.4	35.0	35.0	44.7	25.9	25.9
LOS by Move:	D	D+	D+	D-	D	D	E+	D+	D+	D	C	C
HCM2kAvgQ:	5	8	8	5	5	5	4	8	8	6	11	11

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #1: San Tomas Aquino/Campbell



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	143	291	231	104	210	74	75	434	68	159	677	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	291	231	104	210	74	75	434	68	159	677	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	291	231	104	210	74	75	434	68	159	677	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	291	231	104	210	74	75	434	68	159	677	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	291	231	104	210	74	75	434	68	159	677	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	291	231	104	210	74	75	434	68	159	677	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.46	0.54	1.00	1.72	0.28	1.00	1.79	0.21
Final Sat.:	1750	2061	1636	1750	2735	964	1750	3198	501	1750	3322	378

Capacity Analysis Module:

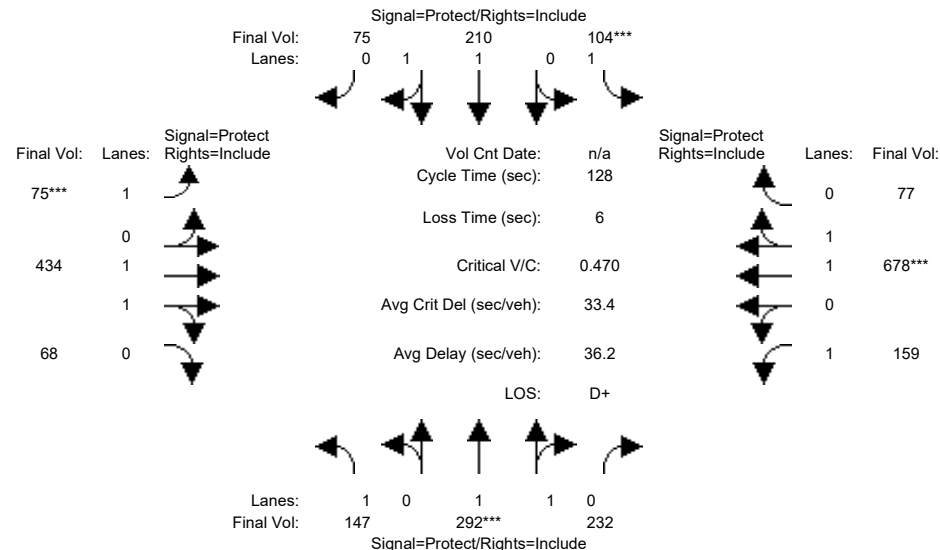
Vol/Sat:	0.08	0.14	0.14	0.06	0.08	0.08	0.04	0.14	0.14	0.09	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.0	38.5	38.5	16.2	26.7	26.7	11.7	40.3	40.3	27.0	55.6	55.6
Volume/Cap:	0.37	0.47	0.47	0.47	0.37	0.37	0.47	0.43	0.43	0.43	0.47	0.47
Delay/Veh:	43.2	36.7	36.7	53.5	43.7	43.7	57.4	35.0	35.0	44.7	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	36.7	36.7	53.5	43.7	43.7	57.4	35.0	35.0	44.7	25.9	25.9
LOS by Move:	D	D+	D+	D-	D	D	E+	D+	D+	D	C	C
HCM2kAvgQ:	5	8	8	5	5	5	4	8	8	6	11	11

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background Plus Project (AM)

Intersection #1: San Tomas Aquino/Campbell



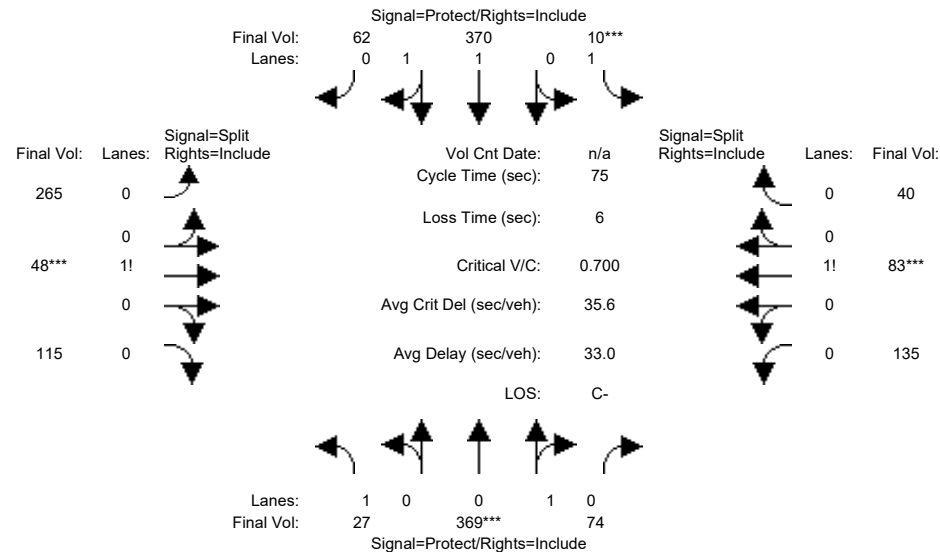
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	291	231	104	210	74	75	434	68	159	677	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	291	231	104	210	74	75	434	68	159	677	77
Added Vol:	4	1	1	0	0	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	292	232	104	210	75	75	434	68	159	678	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	292	232	104	210	75	75	434	68	159	678	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	292	232	104	210	75	75	434	68	159	678	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	292	232	104	210	75	75	434	68	159	678	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.46	0.54	1.00	1.72	0.28	1.00	1.79	0.21
Final Sat.:	1750	2061	1637	1750	2726	973	1750	3198	501	1750	3322	377
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.06	0.08	0.08	0.04	0.14	0.14	0.09	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.4	38.6	38.6	16.2	26.4	26.4	11.7	40.3	40.3	27.0	55.6	55.6
Volume/Cap:	0.38	0.47	0.47	0.47	0.37	0.37	0.47	0.43	0.43	0.43	0.47	0.47
Delay/Veh:	42.9	36.7	36.7	53.5	44.0	44.0	57.4	35.0	35.0	44.7	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	36.7	36.7	53.5	44.0	44.0	57.4	35.0	35.0	44.7	26.0	26.0
LOS by Move:	D	D+	D+	D-	D	D	E+	D+	D+	D	C	C
HCM2kAvgQ:	5	8	8	5	5	5	4	8	8	6	11	11

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #2: San Tomas Aquino/Bucknall



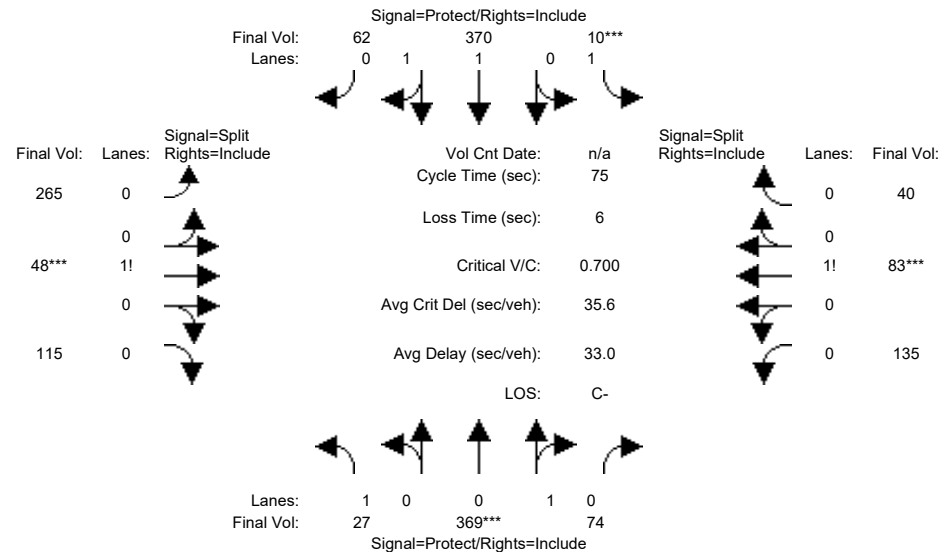
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	369	74	10	370	62	265	48	115	135	83	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	369	74	10	370	62	265	48	115	135	83	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	369	74	10	370	62	265	48	115	135	83	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	369	74	10	370	62	265	48	115	135	83	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	369	74	10	370	62	265	48	115	135	83	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	369	74	10	370	62	265	48	115	135	83	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.83	0.17	1.00	1.71	0.29	0.62	0.11	0.27	0.52	0.32	0.16
Final Sat.:	1750	1499	301	1750	3169	531	1084	196	470	916	563	271
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.12	0.12	0.24	0.24	0.24	0.15	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	22.8	22.8	10.0	16.4	16.4	22.6	22.6	22.6	13.6	13.6	13.6
Volume/Cap:	0.07	0.81	0.81	0.04	0.53	0.53	0.81	0.81	0.81	0.81	0.81	0.81
Delay/Veh:	23.3	33.1	33.1	28.4	26.6	26.6	33.4	33.4	33.4	43.9	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	33.1	33.1	28.4	26.6	26.6	33.4	33.4	33.4	43.9	43.9	43.9
LOS by Move:	C	C-	C-	C	C	C	C-	C-	C-	D	D	D
HCM2kAvgQ:	1	12	12	0	4	4	12	12	12	9	9	9

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #2: San Tomas Aquino/Bucknall



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	27	369	74	10	370	62	265	48	115	135	83	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	369	74	10	370	62	265	48	115	135	83	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	369	74	10	370	62	265	48	115	135	83	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	369	74	10	370	62	265	48	115	135	83	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	369	74	10	370	62	265	48	115	135	83	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	369	74	10	370	62	265	48	115	135	83	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.83	0.17	1.00	1.71	0.29	0.62	0.11	0.27	0.52	0.32	0.16
Final Sat.:	1750	1499	301	1750	3169	531	1084	196	470	916	563	271

Capacity Analysis Module:

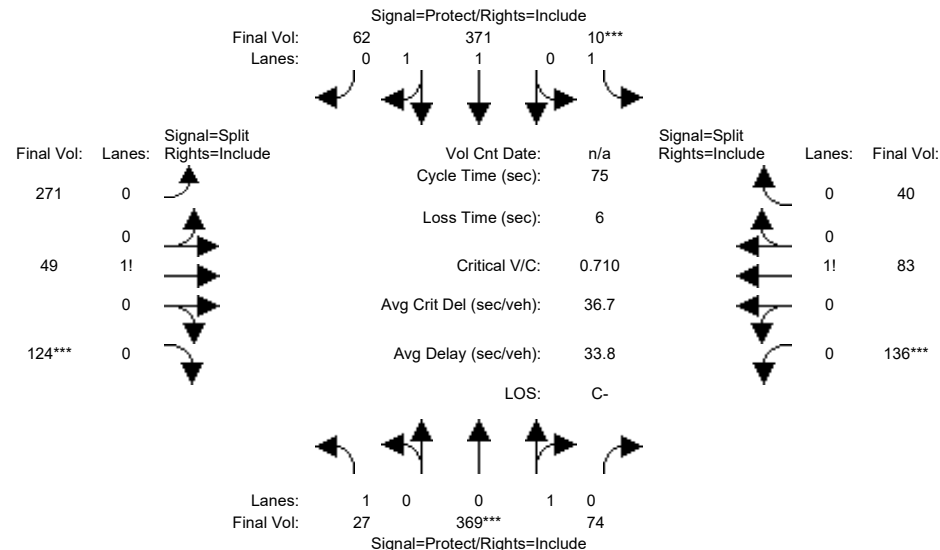
Vol/Sat:	0.02	0.25	0.25	0.01	0.12	0.12	0.24	0.24	0.24	0.15	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	22.8	22.8	10.0	16.4	16.4	22.6	22.6	22.6	13.6	13.6	13.6
Volume/Cap:	0.07	0.81	0.81	0.04	0.53	0.53	0.81	0.81	0.81	0.81	0.81	0.81
Delay/Veh:	23.3	33.1	33.1	28.4	26.6	26.6	33.4	33.4	33.4	43.9	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	33.1	33.1	28.4	26.6	26.6	33.4	33.4	33.4	43.9	43.9	43.9
LOS by Move:	C	C-	C-	C	C	C	C-	C-	C-	D	D	D
HCM2kAvgQ:	1	12	12	0	4	4	12	12	12	9	9	9

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background Plus Project (AM)

Intersection #2: San Tomas Aquino/Bucknall



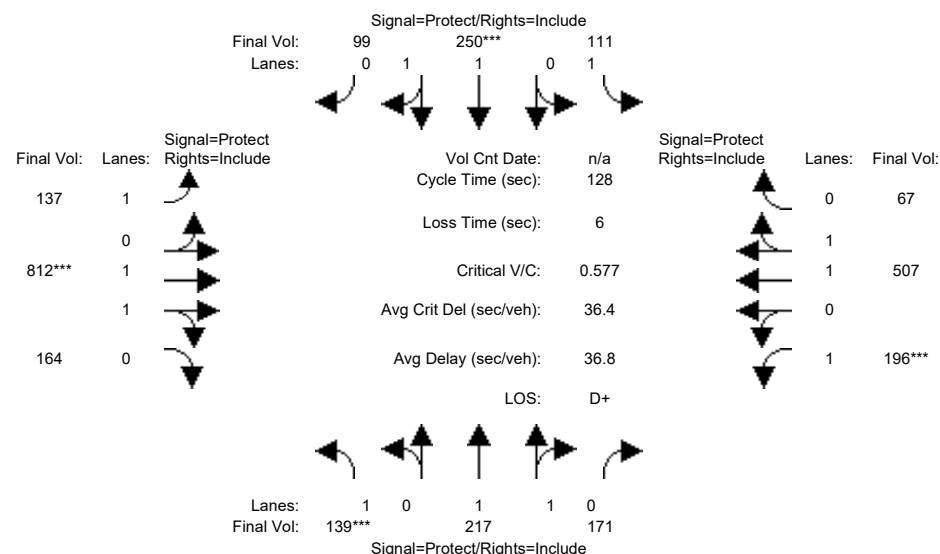
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	369	74	10	370	62	265	48	115	135	83	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	369	74	10	370	62	265	48	115	135	83	40
Added Vol:	0	0	0	0	1	0	6	1	9	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	369	74	10	371	62	271	49	124	136	83	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	369	74	10	371	62	271	49	124	136	83	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	369	74	10	371	62	271	49	124	136	83	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	369	74	10	371	62	271	49	124	136	83	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.83	0.17	1.00	1.71	0.29	0.61	0.11	0.28	0.53	0.32	0.15
Final Sat.:	1750	1499	301	1750	3170	530	1068	193	489	919	561	270
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.12	0.12	0.25	0.25	0.25	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	16.2	22.4	22.4	10.0	16.2	16.2	23.1	23.1	23.1	13.5	13.5	13.5
Volume/Cap:	0.07	0.82	0.82	0.04	0.54	0.54	0.82	0.82	0.82	0.82	0.82	0.82
Delay/Veh:	23.5	34.4	34.4	28.4	26.9	26.9	34.0	34.0	34.0	45.6	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	34.4	34.4	28.4	26.9	26.9	34.0	34.0	34.0	45.6	45.6	45.6
LOS by Move:	C	C-	C-	C	C	C	C-	C-	C-	D	D	D
HCM2kAvgQ:	1	13	13	0	5	5	13	13	13	9	9	9

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #1: San Tomas Aquino/Campbell



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	139	217	171	111	250	99	137	812	164	196	507	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	217	171	111	250	99	137	812	164	196	507	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	217	171	111	250	99	137	812	164	196	507	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	217	171	111	250	99	137	812	164	196	507	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	217	171	111	250	99	137	812	164	196	507	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	217	171	111	250	99	137	812	164	196	507	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.42	0.58	1.00	1.65	0.35	1.00	1.76	0.24
Final Sat.:	1750	2068	1630	1750	2650	1049	1750	3078	622	1750	3268	432

Capacity Analysis Module:

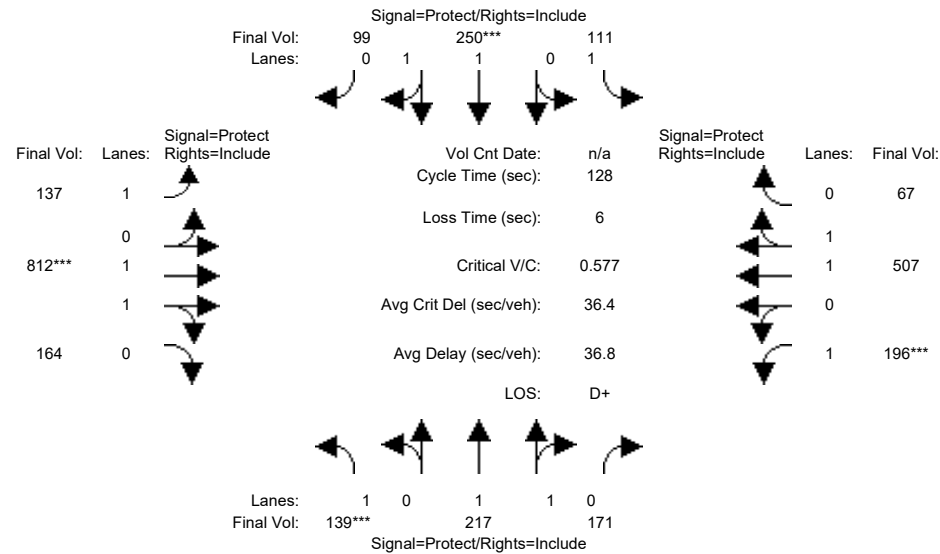
Vol/Sat:	0.08	0.10	0.10	0.06	0.09	0.09	0.08	0.26	0.26	0.11	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.6	24.0	24.0	14.5	20.9	20.9	28.0	58.6	58.6	24.9	55.4	55.4
Volume/Cap:	0.58	0.56	0.56	0.56	0.58	0.58	0.36	0.58	0.58	0.58	0.36	0.36
Delay/Veh:	55.1	48.2	48.2	57.2	50.8	50.8	43.0	26.1	26.1	49.2	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	48.2	48.2	57.2	50.8	50.8	43.0	26.1	26.1	49.2	24.5	24.5
LOS by Move:	E+	D	D	E+	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	7	7	5	7	7	5	14	14	8	8	8

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #1: San Tomas Aquino/Campbell



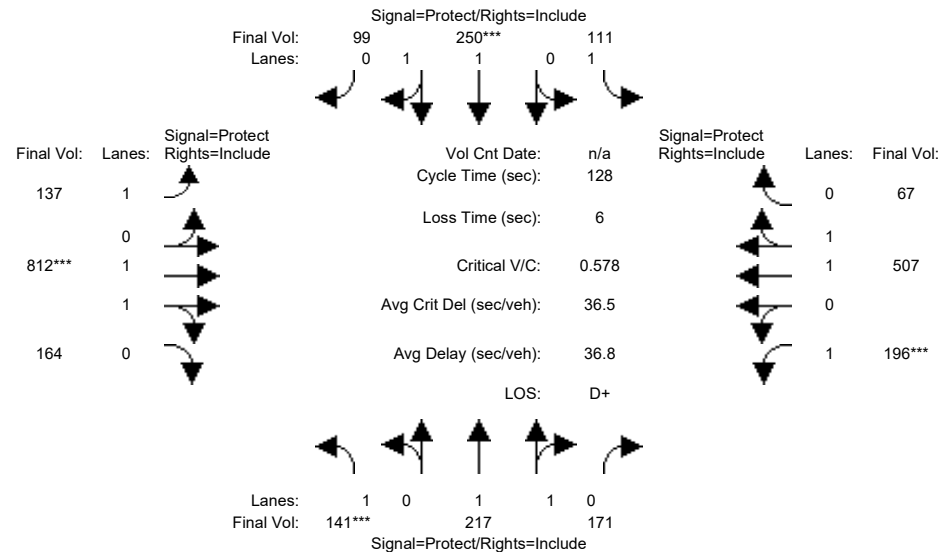
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	217	171	111	250	99	137	812	164	196	507	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	217	171	111	250	99	137	812	164	196	507	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	217	171	111	250	99	137	812	164	196	507	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	217	171	111	250	99	137	812	164	196	507	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	217	171	111	250	99	137	812	164	196	507	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	217	171	111	250	99	137	812	164	196	507	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.42	0.58	1.00	1.65	0.35	1.00	1.76	0.24
Final Sat.:	1750	2068	1630	1750	2650	1049	1750	3078	622	1750	3268	432
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.06	0.09	0.09	0.08	0.26	0.26	0.11	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.6	24.0	24.0	14.5	20.9	20.9	28.0	58.6	58.6	24.9	55.4	55.4
Volume/Cap:	0.58	0.56	0.56	0.56	0.58	0.58	0.36	0.58	0.58	0.58	0.36	0.36
Delay/Veh:	55.1	48.2	48.2	57.2	50.8	50.8	43.0	26.1	26.1	49.2	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	48.2	48.2	57.2	50.8	50.8	43.0	26.1	26.1	49.2	24.5	24.5
LOS by Move:	E+	D	D	E+	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	7	7	5	7	7	5	14	14	8	8	8

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project (PM)

Intersection #1: San Tomas Aquino/Campbell



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	139	217	171	111	250	99	137	812	164	196	507	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	217	171	111	250	99	137	812	164	196	507	67
Added Vol:	2	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	217	171	111	250	99	137	812	164	196	507	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	217	171	111	250	99	137	812	164	196	507	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	217	171	111	250	99	137	812	164	196	507	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	217	171	111	250	99	137	812	164	196	507	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.09	0.91	1.00	1.42	0.58	1.00	1.65	0.35	1.00	1.76	0.24
Final Sat.:	1750	2068	1630	1750	2650	1049	1750	3078	622	1750	3268	432

Capacity Analysis Module:

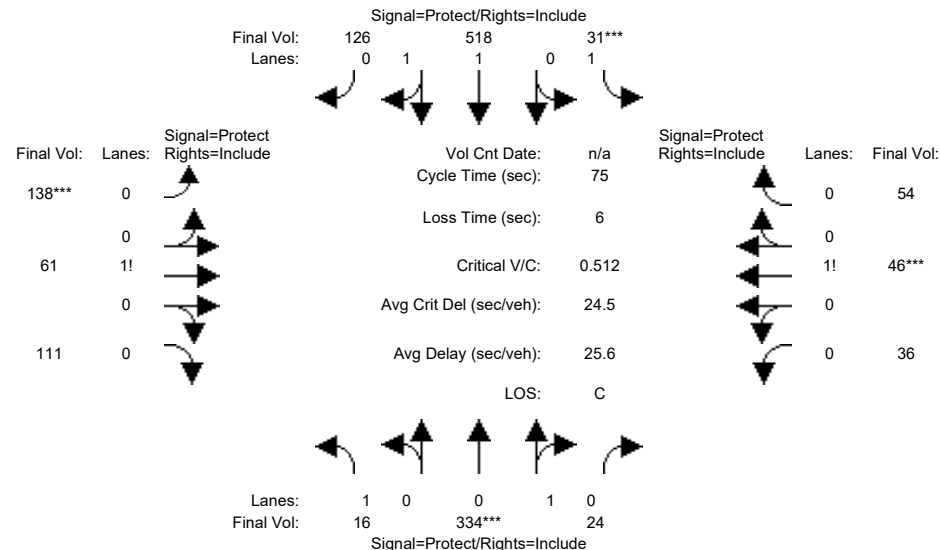
Vol/Sat:	0.08	0.10	0.10	0.06	0.09	0.09	0.08	0.26	0.26	0.11	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.8	24.1	24.1	14.6	20.9	20.9	27.9	58.4	58.4	24.8	55.3	55.3
Volume/Cap:	0.58	0.56	0.56	0.56	0.58	0.58	0.36	0.58	0.58	0.58	0.36	0.36
Delay/Veh:	55.0	48.1	48.1	57.1	50.9	50.9	43.0	26.2	26.2	49.3	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	48.1	48.1	57.1	50.9	50.9	43.0	26.2	26.2	49.3	24.6	24.6
LOS by Move:	D-	D	D	E+	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	7	7	5	7	7	5	14	14	8	8	8

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #2: San Tomas Aquino/Bucknall



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	16	334	24	31	518	126	138	61	111	36	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	334	24	31	518	126	138	61	111	36	46	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	334	24	31	518	126	138	61	111	36	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	334	24	31	518	126	138	61	111	36	46	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	334	24	31	518	126	138	61	111	36	46	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	334	24	31	518	126	138	61	111	36	46	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.93	0.07	1.00	1.60	0.40	0.44	0.20	0.36	0.26	0.34	0.40
Final Sat.:	1750	1679	121	1750	2976	724	779	344	627	463	592	695

Capacity Analysis Module:

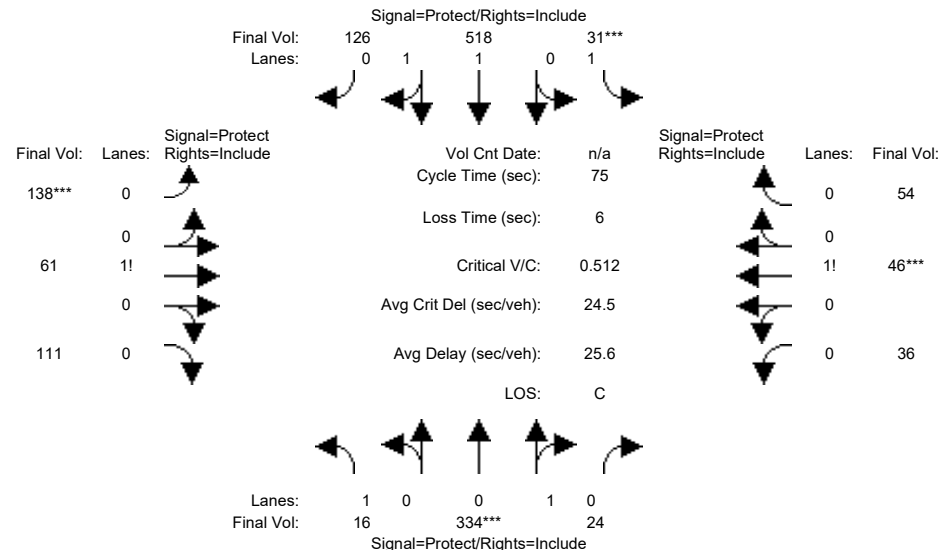
Vol/Sat:	0.01	0.20	0.20	0.02	0.17	0.17	0.18	0.18	0.18	0.08	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.6	25.9	25.9	10.0	20.3	20.3	23.0	18.9	18.9	14.2	10.1	10.1
Volume/Cap:	0.04	0.58	0.58	0.13	0.64	0.64	0.58	0.70	0.70	0.41	0.58	0.58
Delay/Veh:	23.8	21.4	21.4	28.9	25.6	25.6	23.4	30.5	30.5	27.5	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	21.4	21.4	28.9	25.6	25.6	23.4	30.5	30.5	27.5	33.9	33.9
LOS by Move:	C	C+	C+	C	C	C	C	C	C	C	C-	C-
HCM2kAvgQ:	0	8	8	1	7	7	7	8	8	3	4	4

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #2: San Tomas Aquino/Bucknall



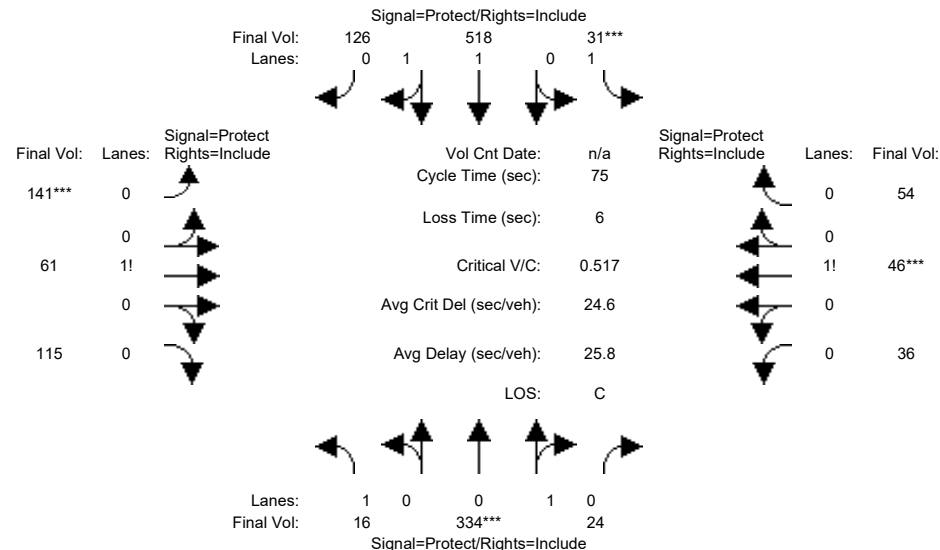
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	334	24	31	518	126	138	61	111	36	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	334	24	31	518	126	138	61	111	36	46	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	334	24	31	518	126	138	61	111	36	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	334	24	31	518	126	138	61	111	36	46	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	334	24	31	518	126	138	61	111	36	46	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	334	24	31	518	126	138	61	111	36	46	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.93	0.07	1.00	1.60	0.40	0.44	0.20	0.36	0.26	0.34	0.40
Final Sat.:	1750	1679	121	1750	2976	724	779	344	627	463	592	695
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.02	0.17	0.17	0.18	0.18	0.18	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.6	25.9	25.9	10.0	20.3	20.3	23.0	18.9	18.9	14.2	10.1	10.1
Volume/Cap:	0.04	0.58	0.58	0.13	0.64	0.64	0.58	0.70	0.70	0.41	0.58	0.58
Delay/Veh:	23.8	21.4	21.4	28.9	25.6	25.6	23.4	30.5	30.5	27.5	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	21.4	21.4	28.9	25.6	25.6	23.4	30.5	30.5	27.5	33.9	33.9
LOS by Move:	C	C+	C+	C	C	C	C	C	C	C	C-	C-
HCM2kAvgQ:	0	8	8	1	7	7	7	8	8	3	4	4

Note: Queue reported is the number of cars per lane.

Harker Lower School Master Plan

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background Plus Project (PM)

Intersection #2: San Tomas Aquino/Bucknall



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	16	334	24	31	518	126	138	61	111	36	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	334	24	31	518	126	138	61	111	36	46	54
Added Vol:	0	0	0	0	0	0	3	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	334	24	31	518	126	141	61	115	36	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	334	24	31	518	126	141	61	115	36	46	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	334	24	31	518	126	141	61	115	36	46	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	334	24	31	518	126	141	61	115	36	46	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.93	0.07	1.00	1.60	0.40	0.45	0.19	0.36	0.26	0.34	0.40
Final Sat.:	1750	1679	121	1750	2976	724	778	337	635	463	592	695

Capacity Analysis Module:

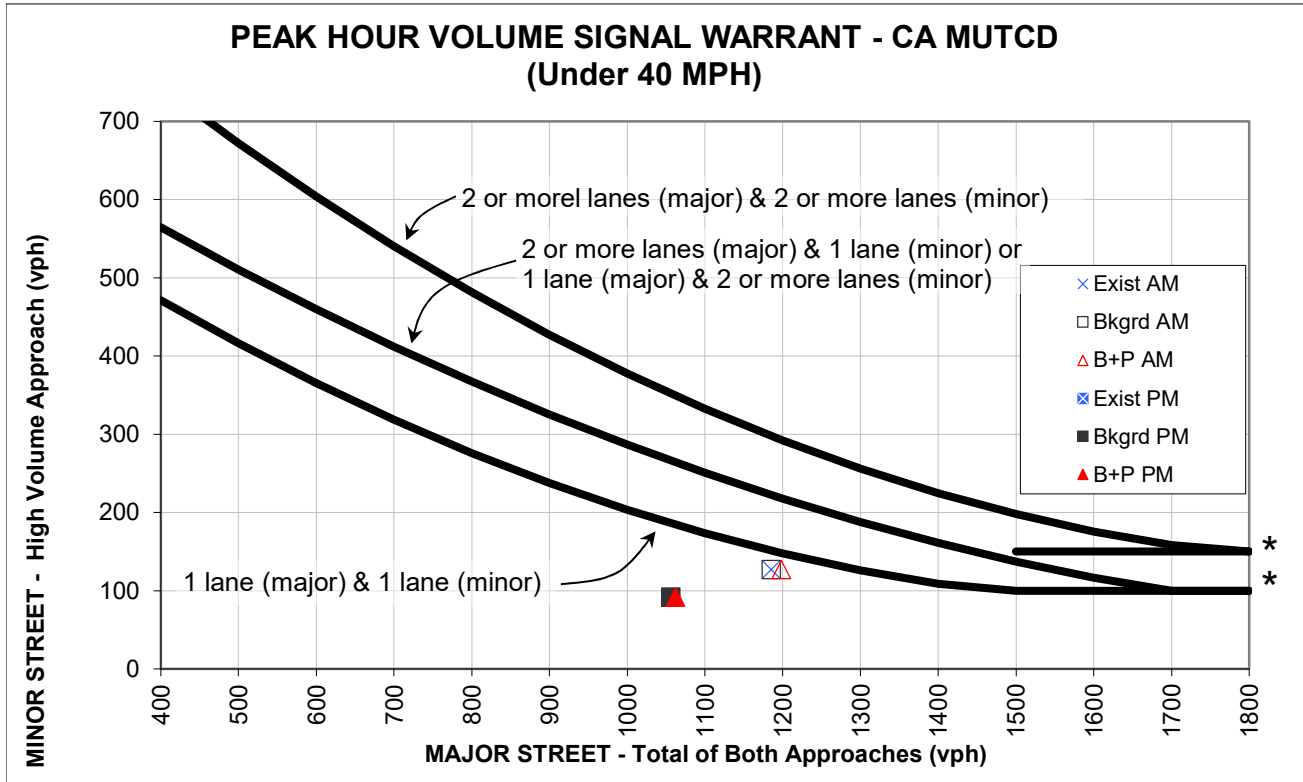
Vol/Sat:	0.01	0.20	0.20	0.02	0.17	0.17	0.18	0.18	0.18	0.08	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	25.6	25.6	10.0	20.2	20.2	23.3	19.2	19.2	14.1	10.0	10.0
Volume/Cap:	0.04	0.58	0.58	0.13	0.65	0.65	0.58	0.71	0.71	0.41	0.58	0.58
Delay/Veh:	23.9	21.7	21.7	28.9	25.8	25.8	23.3	30.5	30.5	27.6	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	21.7	21.7	28.9	25.8	25.8	23.3	30.5	30.5	27.6	34.2	34.2
LOS by Move:	C	C+	C+	C	C	C	C	C	C	C	C-	C-
HCM2kAvgQ:	0	8	8	1	7	7	7	9	9	3	4	4

Note: Queue reported is the number of cars per lane.

Appendix E

Signal Warrant Sheets

Fenian Drive & Rincon Avenue



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		AM Peak Hour Volumes				
	Approach Lanes		Exist AM	Bkgrd AM	B+P AM	
	2 or One	More				
Major Street - Both Approaches (Fenian Dr)	x		1185	1185	1198	
Minor Street - Highest Approach (Rincon Av)	x		127	127	127	
Warrant Met?			No	No	No	

		PM Peak Hour Volumes				
	Approach Lanes		Exist PM	Bkgrd PM	B+P PM	
	2 or One	More				
Major Street - Both Approaches (Fenian Dr)	x		1056	1056	1062	
Minor Street - Highest Approach (Rincon Av)	x		92	92	92	
Warrant Met?			No	No	No	

Appendix F

TDM Plan



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Harker Lower School Campus Master Plan



Transportation Demand Management (TDM) Plan

Prepared for:

Harker Schools



December 3, 2025



Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 24BJ08

Phone: 408.971.6100



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1.

Introduction

This Transportation Demand Management (TDM) Plan has been prepared for the Harker Lower School Campus Master Plan to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the *City of San Jose Transportation Analysis 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 *Transportation Analysis 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 (Ordinance No. 30857). Harker school will be responsible for implementing the measures identified in this TDM Plan to reduce the total number of vehicle trips generated, decrease parking demand, and advance the goals above. In addition, Harker school will be required to submit TDM Plan compliance documentation on an annual basis.

Project Description

The Harker Lower School campus is located at 4300 Bucknall Road in San Jose, California (see Figure 1). Harker School currently operates a private elementary school with a total enrollment of 623 students, which is 43 students above the existing Conditional Use Permit (CUP) allowance of up to 580 students on the site. Harker is seeking to increase the current CUP to allow up to 650 private school students. The proposed Harker Lower School Master Plan also includes replacing or renovating some old buildings, adding new buildings, adding and/or reconfiguring on-site parking, and making improvements to on-site vehicular circulation including changes to student drop-off/ pick-up operations. Access to the school site would continue to be provided via driveways on Bucknall Road and Rincon Avenue. On-site surface parking is provided for staff and visitors. The site plan is shown on Figure 2.

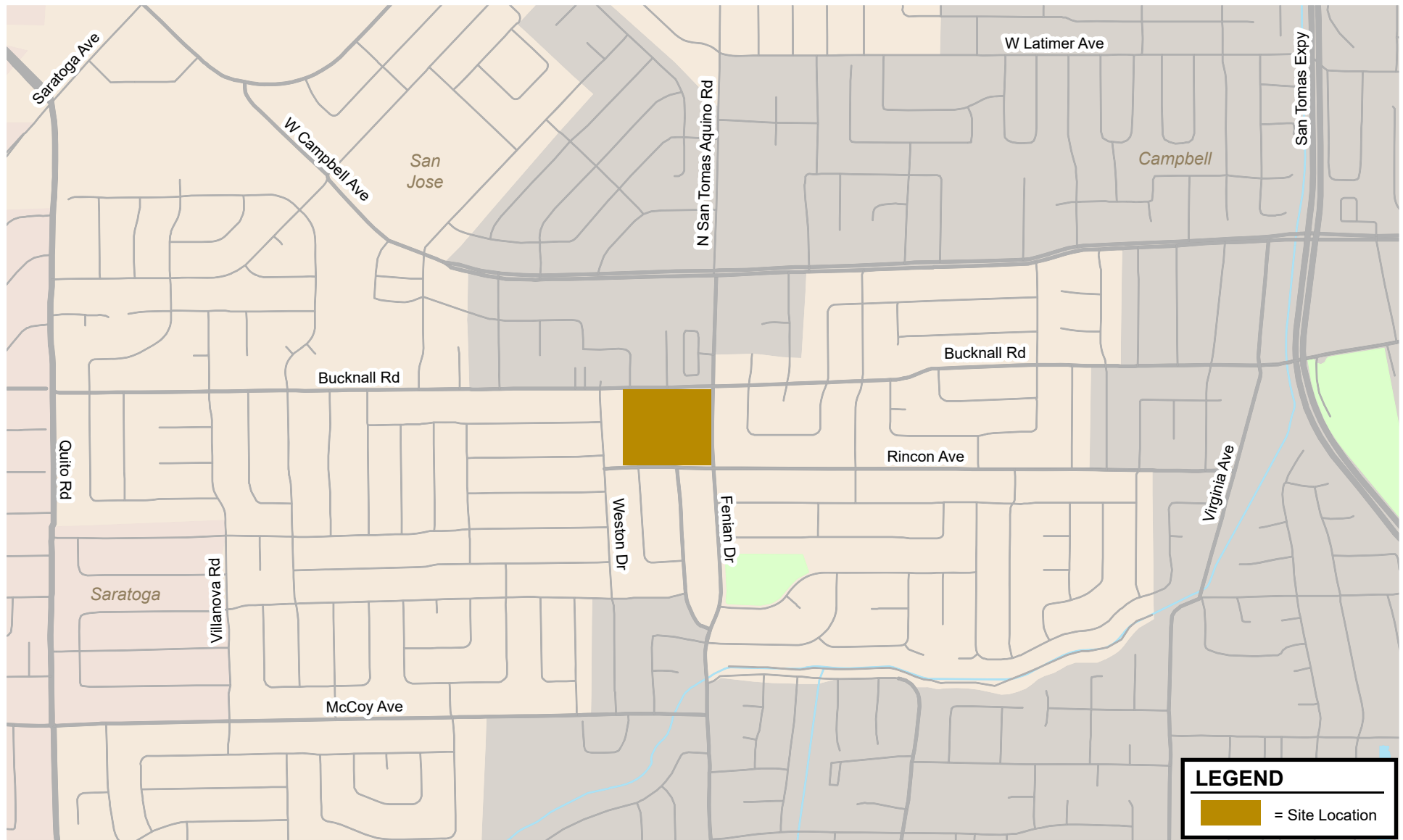


Figure 1
Project Site Location

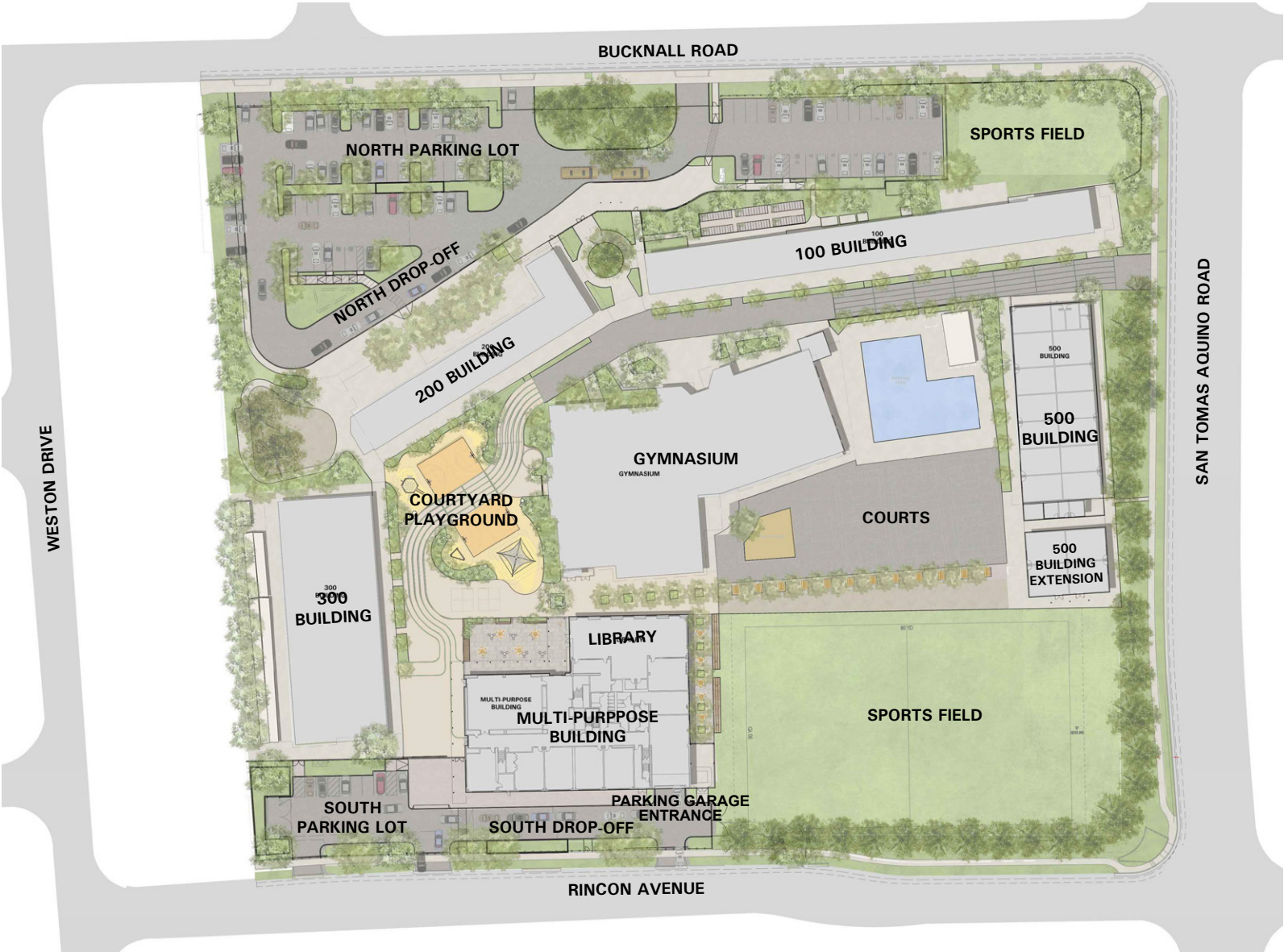


Figure 2
Site Plan

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.

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; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less; <u>OR</u> • 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; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: ◦ Minimum of 35 units per acre for residential projects or components; ◦ 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.

The project would not meet the City's education TDM screening criteria because the Harker Lower School has an enrollment of more than 250 students. Therefore, a TDM Checklist that meets the TDM Point Target (described below) and a TDM Plan are required.

TDM Point 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 a project's proposed land use(s). 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 that does not meet the TDM exemption criteria. 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.

Harker school is characterized as a Commute-End Use and will be required to satisfy a TDM point target of 25 points.

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.

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 Points 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 Analysis Handbook*. 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.

Proposed TDM Measures

Harker School plans to include the following TDM measures as part of the TDM plan:

- PK01: Right-Size Off-Street Vehicle Parking Supply
- TP04: Provide Education, Marketing and Outreach
- TP09: Provide Private Shuttles/Transit Service

The above programmatic TDM measures (TP04 and TP09) apply to the entire planned 650-student school enrollment. Implementation details regarding the selected TDM measures and the points received for each TDM measure are described in Chapter 2.

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	-	-	-
	MI01	Provide Bike and Micromobility Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
Multimodal Network Improvements	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.

TDM Plan Compliance and Monitoring

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/or 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. According to the TDM Points Program described in the San Jose Code of Ordinances, Level 1 projects require annual TDM Plan compliance documentation but do not have the annual monitoring report requirement of Level 2 projects (see Table 4). However, an exception to this rule is if a project (Level 1 or Level 2) is using one or more programmatic TDM measures as part of its mitigation plan to address a significant VMT impact. In this case, the project would be required to provide both TDM Plan compliance documentation and annual monitoring reports, including a trip cap monitoring component.

The Harker Lower School meets the definition of a Level 1 special use project (a private school project with more than 250 students) and is categorized as a Commute-End Use per the San Jose Municipal Code. Since Harker is using programmatic TDM measures (education/marketing/outreach tools and free private shuttles) to reduce its VMT impact, annual TDM Plan compliance documentation and annual monitoring reports are required. The annual compliance and monitoring requirements for the project are described in Chapter 3.

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 area¹; - 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 area¹ 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. Proposed TDM Measures

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the “TDM Point Target” as detailed in the City’s new Ordinance.

Since the Harker Lower School would not meet the City’s screening criteria (is a private school with more than 250 students), a TDM Checklist and associated TDM Plan are required. Harker meets the definition of a Level 1 special use project (school, college, or university with 250 or more students) and is categorized as a Commute-End Use per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 25 TDM points (based on the Commute-End Use category) was prepared.

The Harker Lower School will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the school. As previously described, annual TDM Plan compliance documentation and annual monitoring reports are required.

TDM Checklist

The City of San Jose’s TDM Checklist was used to calculate the TDM points for the Harker Lower School (see Table 5). As shown in the checklist, Harker will achieve the required 25 TDM points by providing the following parking attribute and programmatic TDM measures:

- PK01: Right-Size Off-Street Vehicle Parking Supply – 20 TDM Points
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP09: Provide Private Shuttle/Transit Service – 4 TDM Points

A description of each TDM measure being proposed 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/or compliance requirements are discussed in Chapter 3.

Table 5
TDM Checklist (TDM Plan Measures and Point Allocation)

ID	TDM Measure Description	Points Values	Commute-End Uses 25
A. PROJECT CHARACTERISTICS			
PC03	Provide Affordable Housing	1 - 4	0
B. MULTIMODAL NETWORK IMPROVEMENTS			
MI01	Provide Bike Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI03	Provide Transit Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI04	Provide Residential Street Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	0
	<i>Cost of measure</i>		\$ -
C. PARKING			
PK01	Off-Street Vehicle Parking Spaces (please enter):		126
	Project Size:		125,369
	Vehicle Parking Ratio:		1.005033
	Right-size Vehicle Parking Supply	1 - 20	20
PK02	Provide Bike Parking Facilities	1 - 2	0
PK03	Provide Shared Parking	1 - 2	0
D. PROGRAMMATIC TDM			
TP01	Provide School Pool Programs	1	n/a
TP02	Provide Bike Share Stations	1 - 2	0
TP03	Provide Car Share Station	1 - 4	0
TP04	Provide Education, Marketing & Outreach	1 - 2	1
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note
TP06	Provide Parking Cash-out	2	0
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	0
TP09	Provide Private Shuttle/ Transit Service	4 - 8	4
TP10	Price Workplace Parking	1 - 2	0
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	n/a
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	0
TP16	Unbundle Parking Costs from Property Cost	1 - 2	n/a
TP17	Provide Vanpool Incentives	1 - 4	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0
Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees. <u>USER-DEFINED MEASURE</u> None			
TOTAL TDM POINTS NEEDED:			25
TOTAL TDM POINTS ACHIEVED (incl. user-defined measures):			25
			Complete

Right-Size Off-Street Vehicle Parking Supply (PK01)

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 in Table 6.
- **Project Implementation:** The project will provide parking at a ratio of 1.01 spaces per 1,000 square feet (s.f.) of building area. The project is eligible to receive **20 TDM points** (maximum possible), since the proposed parking ratio would fall within the range of 0 - 1.50 parking spaces per 1,000 square feet. This parking ratio range is applicable to Commute-End Uses located in areas of the City with high-quality transit (see Table 6).
- **Proof of Implementation:** City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection of the site.

Education, Marketing and Outreach (TP04)

Implement a marketing campaign to provide Harker School employees and students/parents with information on travel options and encourage the use of transit, shared rides, walking, and biking. The campaign strategies may include Harker employee and student/parent 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 Harker School.
 - 1 Point: Provide one (1) of the following education, marketing, and outreach strategies to all Harker employees and students/parents.
 - 2 Points: Provide at least two (2) of the following education, marketing, and outreach strategies to all Harker employees and students/parents.
 - 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.

Table 6
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.

- **Project Implementation:** Information packets will be provided to all Harker school employees and students/parents with info about nearby amenities (e.g., bus stops, parks and multi-use trails, schools, nearby retail uses, etc.), travel options (e.g., transit services, bike facilities/maps, walking routes, VTA's Guaranteed Ride Home program, etc.), and transit schedules (e.g., VTA, Caltrain, BART, etc.). The information packets will aim to introduce all Harker employees and students/parents to the community's sustainable transportation options. In support of Harker's commitment to reducing traffic congestion and promoting eco-friendly commuting options, the packets will include a commuter resource flier and information links, providing essential

resources such as transit schedules, bike maps, and 511 resources. In addition, Harker school currently uses a third-party software platform that helps parents organize carpools on their own. Although data on the number of Harker students who carpool to school is not available, the software will continue to be made available to all Harker families. Equipping Harker employees and students/parents with these valuable tools will encourage and empower them to make informed and environmentally conscious transportation choices. The project is eligible to receive **1 TDM point** for this TDM measure.

- **Proof of Implementation:** Harker School must submit copies of all promotional materials/information packets distributed to their employees and students/parents as attachments to their annual TDM Plan Compliance Forms.

Provide Private Shuttle/Transit Service (TP09)

Provide direct neighborhood, employer, or school shuttle service for use by residents, employees, students, and/or visitors. Neighborhood shuttles must serve key transit hubs, commercial centers, civic destinations, and places with high concentrations of residents and visitors. Employer-based shuttles must serve key transit hubs, destinations relevant to the business, commercial centers, and places with high concentrations of employees. School shuttles must serve private schools, charter schools, and neighborhood schools. Shuttle service must be provided free of charge to project residents, employees, students, and visitors.

- **Point Requirements:** TDM Point Values are based on the level of private shuttle service provided.
 - 4 Points:
 - Provide free neighborhood shuttle service to project residents and visitors at least every 30 minutes during peak periods on weekdays and at least every 60 minutes during off-peak periods on weekdays and weekends, serving destinations within 2 miles of the project; or
 - Provide free employer shuttle service to project employees during commute periods on weekdays, serving areas with high concentrations of project employees; or
 - Work with the school district or private schools to provide new or expanded free school shuttle service to transport on-site students to/from private schools, charter schools, and/or neighborhood schools.
 - 8 Points:
 - Provide free neighborhood shuttle service to both project residents and visitors and others in the local community at least every 15 minutes during peak periods on weekdays and at least every 30 minutes during off-peak periods on weekdays and weekends, serving destinations within 2 miles of the project; or
 - Work with the school district or private schools to provide new or expanded free school shuttle service to transport both on-site students and other students in the local community to/from private schools, charter schools, and/or neighborhood schools.
- **Project Implementation:** Harker will continue to operate its free private school shuttle/bus service. As shown in Table 7, there are multiple stop locations to serve students. The shuttles/buses all utilize badging systems (SMART tag and SchoolPass) and Harker can track how many students use the buses each day. While the shuttle program is free for all students, parents must first enroll their student(s) before they can participate in the program. There are

currently 48 students enrolled in the AM bus program and 19 students enrolled in the PM bus program. For a typical week in April 2025, Harker tracked an average of 32 students (or 6% of Lower campus students) using the busing program per day. With the proposed increase in student enrollment, approximately 6% of the additional Harker students are expected to use the daily shuttle service provided. The current shuttles/buses have the capacity to accommodate the anticipated increase in Harker student ridership as a result of the increase in student enrollment. Table 8 shows the shuttle arrival and departure times at the Harker Lower Campus that will continue to be implemented. Based on the level of private shuttle service provided by Harker, the project is eligible to receive **4 TDM points**.

- **Proof of Implementation:** Harker School must submit copies of the shuttle schedule, routes, stops, contact information of the Harker shuttle operator, and any informational materials distributed to promote the service as attachments to their annual TDM Plan Compliance Forms.

Table 7
Harker Busing Program to Lower Campus

Route	Stop	Registered Students	Distance
<u>AM Buses</u>			
B	121 E El Camino Real (Walgreens)	2	10.9
	Abundant Life Church (Stelling Rd)	18	6.2
	Westhope Church (Saratoga Av)	8	1.6
E/EA	College Loop Rd (Foothill College)	10	12.1
	Harker Upper Division (Saratoga Av)	10	3.7
AM Weighted Bus Distance To School		48	6.3
<u>PM Buses</u>			
Green/Orange	10100 N Stelling Rd (ALAG Church)	4	6.2
	Los Altos Community Center	8	13.4
	Harker Upper Division (Saratoga Av)	7	3.7
PM Weighted Bus Distance To School		19	8.3

Table 8
Harker Lower Campus Shuttle Schedule

Route - Vehicle	Arrival	Departure
F - Bus	7:27 AM	7:28 AM
E - Bus	7:41 AM	7:45 AM
B - Bus	7:46 AM	7:50 AM
N - Van	8:00 AM	Ends
L - Van	8:00 AM	Ends
Purple	4:00 PM	4:05 PM
Green	4:05 PM	4:10 PM
Red	5:00 PM	5:05 PM
Yellow	5:20 PM	5:25 PM

3.

TDM Plan Compliance and Monitoring

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

The Harker project meets the definition of a Level 1 special use project (school, college, or university with 250 or more students) and is categorized as a Commute-End Use per the San Jose Municipal Code. Based on the City of San Jose's compliance and monitoring requirements, Level 1 and Level 2 projects that are providing at least one (1) programmatic TDM measure (such as the proposed Harker school project) are subject to annual compliance reporting and annual monitoring requirements.

Annual TDM Compliance Form

After the Harker Master Plan project is approved, it will be required to verify that its programmatic TDM measure(s) continue to be implemented for as long as the Harker Lower School maintains a Conditional Use Permit. Every year, Harker 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 Harker Lower School campus:

- **Project Size:** Provide the number of students enrolled at the Harker Lower School campus and the number of parking spaces provided.
- **Point of Contact:** Provide Harker school's address and the contact person's name and information.
- **Documentation of Existing TDM Measures:** Report all ongoing programmatic TDM measure(s), proof of implementation, and any changes from the original TDM Plan or past years. The proof of implementation for each proposed TDM measure is described in Chapter 2.

The first submission of the TDM Compliance Form is due within 30 calendar days of the 18-month anniversary of the issuance of the new Conditional Use Permit. Subsequent annual submissions are also due within 30 calendar days of that date. Upon five (5) consecutive years of satisfactory submittals of the TDM Compliance Forms, the submittal requirement shifts to every three (3) years. If, at any time, Harker Lower School fails to demonstrate satisfactory compliance, the timeline will revert to the annual submittal schedule until Harker again demonstrates five consecutive years of satisfactory compliance.

Annual TDM Monitoring

After the Harker Master Plan project is approved, it will be required to collect and report ongoing data about the means of travel for Harker's staff and students (i.e., mode share). Mode share data are important for evaluating the performance of the ongoing programmatic TDM measure(s) regarding the school's progress toward its mode share target. A TDM Monitoring Report must include three (3) components – a project's mode share, a project's trip cap (CEQA), and the evaluation of a project's TDM Plan.

Project Mode Share (TDM Program)

For home-end, commute-end, and visit-end uses, the drive-alone mode share target is 25% below the drive-alone mode share of trips generated by the surrounding neighborhood before the project was occupied. For example, if 80% of residential trips generated by the surrounding neighborhoods (pre-project) were made in a single-occupant vehicle (SOV), the example residential project's drive-alone mode share target would be 60% as follows: $80\% \times (1 - 25\%) = 60\%$. The annual 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.

Harker must conduct annual travel surveys. Travel surveys should include questions pertaining to trip purposes, travel mode choice, travel time, subscriptions to TDM measures, etc. Intercept surveys must be conducted with at least 10% of the school's staff and/or students. Survey data will be used to estimate the drive-alone mode share of trips generated by the Harker Lower School. Harker's estimated drive-alone mode share will then be compared with that of the surrounding neighborhood (defined as the census tract in which the project is located) before the Harker Master Plan project was approved. City staff will provide the drive-alone mode share of the pre-project surrounding neighborhood, estimated from the City's probe data. City staff will also provide the City's template with instructions for conducting travel surveys.

Project Trip Cap (Mitigation Monitoring and Reporting Program)

If a project is providing at least one programmatic TDM measure, the project must demonstrate that its VMT is below the relevant threshold after the opening day. A trip cap, defined as the maximum number of personal motorized vehicle trips that are allowed to be generated by a project on an average weekday, is a proxy for the City's VMT threshold. A project's trip cap is set at the project's vehicle trip generation per the trip generation estimates contained in the transportation study prepared for the project. The trip cap will be included in the project's planning permit and/or the Mitigation Monitoring and Reporting Program (MMRP) in perpetuity.

Projects must conduct traffic counts at all entrances and exits. Traffic counts (e.g., driveway counts) are used to calculate a project's vehicle trip generation and should be conducted on at least three (3) non-holiday weekdays (i.e., typical weekdays). The project's observed vehicle trips will be compared with the project's trip cap. City staff will provide the City's template with instructions for conducting trip generation counts.

Based on the Transportation Analysis (TA) prepared for the Harker Lower School Campus Master Plan project, the Harker Lower School campus is expected to generate 917 AM peak hour vehicle trips and 409 PM peak hour vehicle trips following the increase in enrollment (total of 650 elementary school students). The annual monitoring report must be prepared by a traffic engineering firm and must demonstrate the school-generated vehicle trips are within 10% of the trip generation estimates (i.e., trip cap). The detailed trip generation estimates contained in the TA prepared for the Harker Lower School Master Plan project are shown below in Table 9.

Table 9
Project Trip Generation Estimates

	Size	Daily ³		AM Peak Hour						PM Peak Hour ⁴					
		Rate	Trips	Rate	Splits		Trips			Rate	Splits		Trips		
					In	Out	In	Out	Total		In	Out	In	Out	Total
Existing															
Conditional Use Permit (CUP)	580 students	2.93	1,698	1.41	53%	47%	430	388	818	0.63	45%	55%	163	202	365
Student Enrollment Over CUP	43 students	2.93	126	1.41	53%	47%	32	29	61	0.63	45%	55%	12	15	27
Existing School Total ¹	623 students		1,824				462	417	879				175	217	392
Proposed															
Total Students (CUP)	650 students	2.93	1,905	1.41	53%	47%	482	435	917	0.63	45%	55%	183	226	409
Less Existing Enrolled Students	623 students	2.93	1,825	1.41	53%	47%	462	417	879	0.63	45%	55%	175	217	392
Net New Students and Trips ²	27 students		79				20	18	38				8	9	17
¹ Driveway Counts conducted on Tuesday 3/19/2024 and Thursday 3/21/2024 at the existing Harker lower school campus were used to determine trips per student, as well as inbound and outbound splits. The average rates of the two days of driveway counts were used. The driveway counts reflect the current student enrollment of 623 students. Note that the school's current start time is 8:00 AM and the dismissal time is 3:30 PM. ² Harker is proposing to increase the CUP student enrollment cap from 580 students to 650 students (CUP increase of 70 students) at the lower school campus. Since the current enrollment at the Harker lower school campus totals 623 students, this represents an actual increase of 27 enrolled students. ³ Daily trip generation based on the sum of the 2-hr AM (7:00-9:00 AM) and 3-hr PM (3:00-6:00 PM) driveway counts at the Harker lower campus. This is a reasonable daily trip estimate, since the # of school generated trips that occur prior to 7:00 AM and after 6:00 PM on a typical school day are negligible. ⁴ PM peak hour trip generation based on the school's peak one-hour period (4:30-5:30 PM), which coincides with the PM peak commute period of traffic (4:00-6:00 PM) on the surrounding roadway network in the study area.															

Evaluation of the TDM Plan

If the TDM Monitoring Report finds that the Harker Lower School does not meet the mode share target and trip cap as indicated in the TDM Plan, then Harker will be required to work with the City to evaluate how they can more effectively implement the existing TDM measures. Changes to the TDM Plan, such as replacing existing measures with new measures, may also be needed to improve the effectiveness of the TDM Plan.

As previously described, the first submission of the TDM Monitoring Report is due within 30 calendar days of the 18-month anniversary of the issuance of the new Conditional Use Permit. Subsequent annual submissions are also due 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 Harker Lower School fails to demonstrate satisfactory monitoring, the timeline will revert to the annual submittal schedule until Harker again demonstrates five (5) consecutive years of satisfactory monitoring.

Non-Compliance

A project that fails to demonstrate satisfactory annual compliance or monitoring requirements are found to be not in compliance. In such cases, a follow-up report that demonstrates compliance must be submitted within a grace period, which typically does not exceed six (6) months from the date when the non-compliance status was determined. Penalties will be assessed by the City if the compliance or monitoring requirements are not met by the end of the grace period. The City of San Jose shall withhold issuance of building, grading, demolition, foundation, use of land, and change of use permits, and issuance of Certificates of Occupancy, for any properties that fail to comply with MMRP and the TDM Program. All collected penalties will be used for the City's administrative costs related to the TDM Program.