Hexagon Transportation Consultants, Inc.

Memorandum

Date: January 26, 2024

To: Renzel Balance, City of San Jose

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

Subject: 323 Terraine Street Mixed-Use Development (SP21-045) (3-18928) Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed 323 Terraine Street mixed-use development in Downtown San Jose (APNs 259-24-020, -040, -041). Upon construction, the proposed development would consist of a podium level with up to 11,777 square feet (s.f.) of ground-floor retail/commercial uses, a below-grade parking level, a 346-unit residential tower ("Terraine" building) and a parking structure ("Power Park" building) with 621 parking spaces. Access to all parking levels would be provided via a two-way driveway that forms the west leg of the Terraine Street/Julian Street intersection. Access to on-site loading docks and trash collection would be provided via a proposed driveway along Bassett Street.

As proposed, the project will feature a future plan for conversion of the "Power Park" parking structure into office uses approximately 8 to 12 years after construction. When the parking structure is converted it will consist of 260,217 s.f. of office space and reduce on-site parking by 325 spaces. The basement level would be retained with some minor changes to provide access to the office structure and the remaining floors would be converted into office uses. No changes would occur to the residential structure or podium.

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

Scope of Study

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

Existing Conditions

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

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

Existing Roadway Network

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

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

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

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

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

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

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

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

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

Bassett Street is an east-west two-lane local roadway that runs along the northern project frontage. It extends from Second Street, west to a dead-end west of SR 87. Bassett Street would provide direct access to an on-site loading dock. Access to the project site parking garage would be provided via its intersection with Terraine Street.

Existing Bicycle Facilities

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

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

- St. John Street, between First Street and Fourth Street
- Second Street, between Taylor Street and Julian Street; between William Street and Keyes Street
- Third Street, between Jackson Street and Julian Street
- Fourth Street, between Hedding Street and Santa Clara Street; between San Salvador Street and Reed Street
- Empire Street, between First Street and 22nd Street
- Coleman Avenue, between Santa Teresa Street and Taylor Street
- Autumn Parkway, along its entire extent
- Almaden Boulevard, between St. John Street and Woz Way
- Notre Dame Avenue, along its entire extent
- Santa Clara Street, between Notre Dame Avenue and Stockton Avenue

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

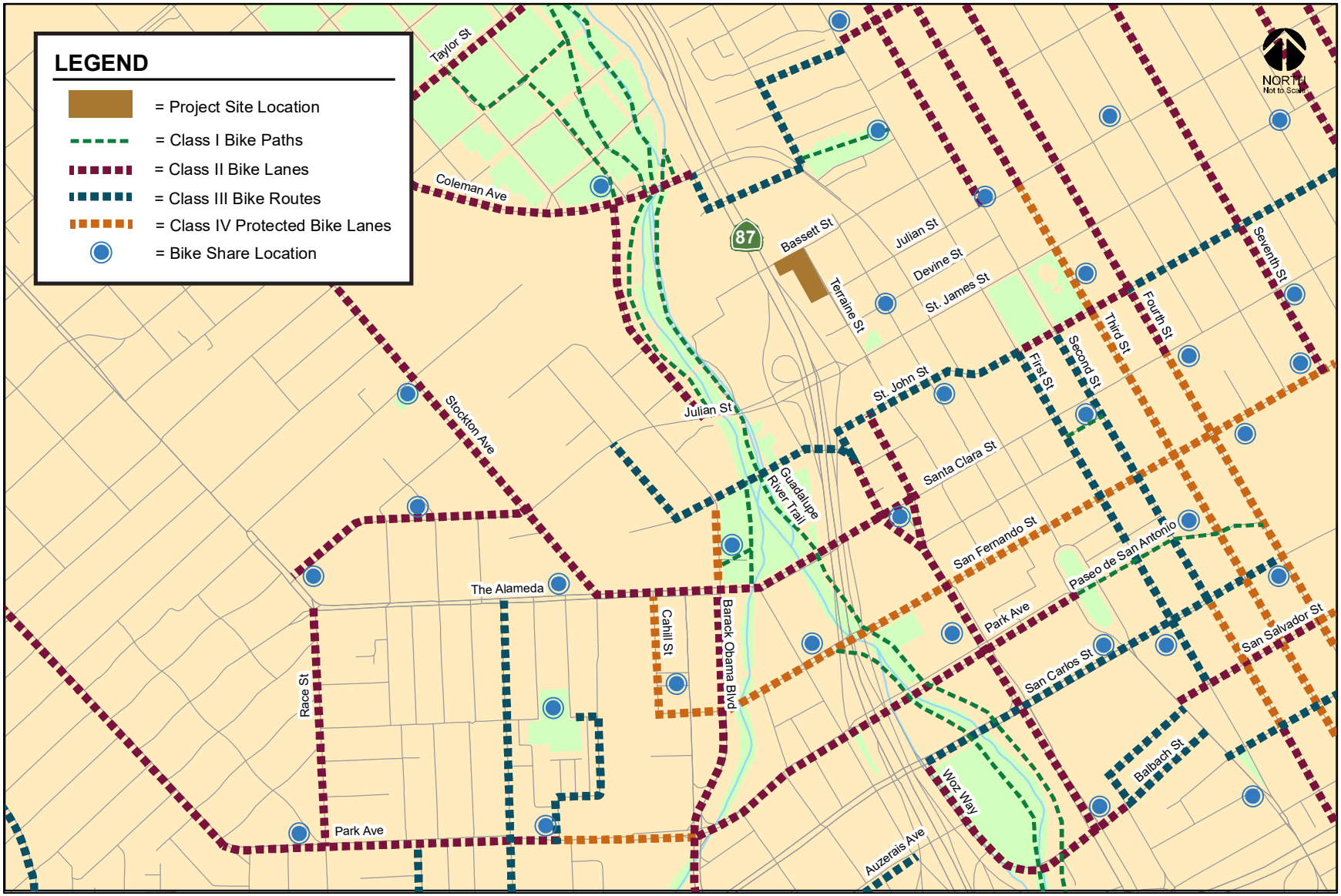
- St. John Street, between Fourth Street and Seventeenth Street; west of First Street
- First Street, between San Salvador Street and St. John Street
- Second Street, between San Carlos Street and St. John Street
- Hawthorne Way, between San Pedro Street and First Street
- San Pedro Street, between Hedding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

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

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

The existing bicycle facilities are shown on Figure 2.

Figure 2
Existing Bicycle Facilities



Guadalupe River Park Trail

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

Bike and Scooter Share Services

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 700 feet walking distance from the project site along the south side of Devine Street, just west of San Pedro Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Pedestrian Facilities

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

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

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

Existing Transit Services

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

Bus Service

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

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

Figure 3
Existing Transit Facilities

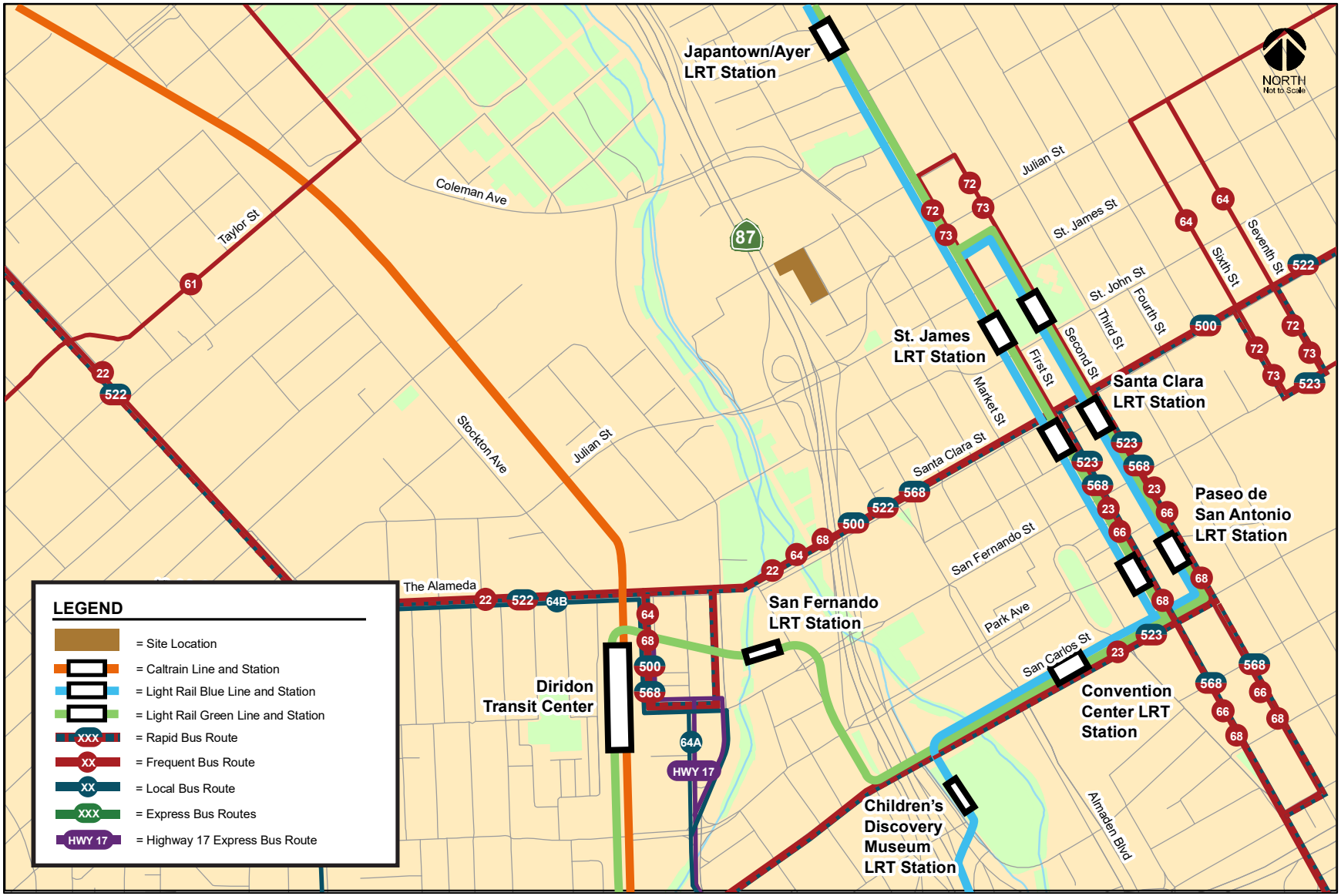


Table 1
Existing Bus Service Near the Project Site

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

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

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

VTA Light Rail Transit (LRT) Service

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

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

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 11th Edition* (2021) for the Multifamily Housing-High Rise (Land Use 222), Strip Retail Plaza (<40k) (Land Use 822), and General Office Building (Land use 710). Although the project site is within ½-mile of rail transit (St. James LRT station), trip generation rates for the "Not Close to Rail Transit" land use subcategory were selected since multimodal trip reductions are already accounted for as part of the location-based adjustment, as described below. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Internal Trip Reduction

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

For the future office development scenario, a 3 percent trip reduction is applied for the residential/ employment mixed use, based on the smaller residential component, and a 3 percent trip reduction is applied for the retail/employment mixed use, based on the employment component.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Residential and retail developments within urban low-transit areas have a vehicle mode share of 87%, while office developments have a vehicle mode share of 9%. Thus, a 13% reduction was applied to the trips generated by the residential and retail uses and a 9% reduction was applied to trips generated by the future office use.

VMT Reduction

Based on the San Jose VMT Evaluation Tool, the residential use is anticipated to generate 8.72 VMT per-capita in an area that currently generates approximately 9.44 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the residential project trip estimates were reduced by 7.63 percent to reflect the reduction in peak hour trips.

The future office use is anticipated to generate 13.20 VMT per-worker in an area that currently generates approximately 13.23 VMT per-worker. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the residential project trip estimates were reduced by 0.23 percent to reflect the reduction in peak hour trips.

Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project under the initial development scenario would generate 1,659 daily trips, with 91 trips (30 inbound and 61 outbound) occurring during the AM peak hour and 138 trips (80 inbound and 58 outbound) occurring during the PM peak hour. Under the future development scenario, the project would generate 3,988 daily trips, with 428 trips (334 inbound and 94 outbound) occurring during the AM peak hour and 453 trips (126 inbound and 327 outbound) occurring during the PM peak hour.

The trip generation estimates for the initial and future development scenarios are shown in Table 2 and Table 3, respectively.

Project Trip Distribution and Trip Assignment

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

The project trip assignment for the initial and future development scenarios are shown on Figure 4 and Figure 5, respectively.

Vehicular Site Access

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plan dated August 4, 2023 prepared by Studio Gang, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

Project Driveway/Site Access Design

Parking Garage Access

Access to all parking levels would be provided via a two-way driveway that forms the west leg of the Terraine Street/Julian Street intersection. The site plan shows a proposed driveway width of 26 feet, which will conform with the recommended maximum width of 26 feet for driveways within the Downtown area (*San Jose Downtown Design Guidelines and Standards* 5.5.2).

The City also typically requires parking entrances to be located at least 50 feet from the back of the sidewalk in order to provide adequate stacking space for at least two inbound vehicles. The site plan shows storage capacity for approximately 5 vehicles (125 feet) between the garage entrance and the sidewalk along Terraine Street. Therefore, the proposed storage capacity would be adequate.

It should be noted, however, that the proposed driveway also would serve traffic associated with the approved adjacent development at 255 W. Julian Street (SP21-037).

Table 2
Project Trip Generation Estimates – Initial Development Scenario

Land Use	Reduction %	Place Type	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Rate	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Proposed Land Uses																			
#222 - Multifamily Housing (High-Rise)					**346** Dwelling Units	4.540	1,571	0.270	26%	74%	24	69	93	0.320	62%	38%	69	42	111
Residential & Retail Reduction[3]	*15%*						*-96*				*-2*	*-3*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-192*				*-3*	*-9*	*-12*				*-8*	*-5*	*-13*
VMT-Based Reduction[2]	*7.63%*		9.44	8.72			*-98*				*-1*	*-4*	*-5*				*-4*	*-2*	*-6*
#822 - Strip Retail Plaza (<40k)					**11,777** Square Feet	54.450	641	2.360	60%	40%	17	11	28	6.590	50%	50%	39	39	78
Residential & Retail Reduction[3]	*15%*						*-96*				*-3*	*-2*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-71*				*-2*	*-1*	*-3*				*-4*	*-4*	*-8*
Baseline Vehicle Trips (Before Reductions)							*2,212*				*41*	*80*	*121*				*108*	*81*	*189*
Total Project Trips							**1,659**				**30**	**61**	**91**				**80**	**58**	**138**

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

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

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

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

Table 3
Project Trip Generation Estimates – Future Development Scenario

Land Use	Reduction %	Place Type	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Uses																			
#222 - Multifamily Housing (High-Rise)					**346** Dwelling Units	4.540	1,571	0.270	26%	74%	24	69	93	0.320	62%	38%	69	42	111
Residential & Employment Reduction[3]	*3%*						*-47*				*-1*	*-2*	*-3*				*-2*	*-1*	*-3*
Residential & Retail Reduction[3]	*15%*						*-96*				*-2*	*-3*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-186*				*-3*	*-8*	*-11*				*-8*	*-5*	*-13*
VMT-Based Reduction[2]	*7.63%*		9.44	8.72			*-95*				*-1*	*-4*	*-5*				*-4*	*-2*	*-6*
#710 - General Office Building					**260,217** Square Feet	10.840	2,821	1.520	88%	12%	348	48	396	1.440	17%	83%	64	311	375
Residential & Employment Reduction[3]	*3%*						*-47*				*-2*	*-1*	*-3*				*-1*	*-2*	*-3*
Employment & Retail Reduction[3]	*3%*						*-85*				*-9*	*-1*	*-10*				*-2*	*-9*	*-11*
Location-Based Reduction[1]	*9%*	Urban Low-Transit					*-242*				*-30*	*-4*	*-34*				*-5*	*-27*	*-32*
VMT-Based Reduction[2]	*0.23%*		13.23	13.20			*-6*				*-1*	*0*	*-1*				*0*	*-1*	*-1*
#822 - Strip Retail Plaza (<40k)					**11,777** Square Feet	54.450	641	2.360	60%	40%	17	11	28	6.590	50%	50%	39	39	78
Employment & Retail Reduction[3]	*3%*						*-85*				*-1*	*-9*	*-10*				*-9*	*-2*	*-11*
Residential & Retail Reduction[3]	*15%*						*-96*				*-3*	*-2*	*-5*				*-6*	*-6*	*-12*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-60*				*-2*	*0*	*-2*				*-3*	*-4*	*-7*
Baseline Vehicle Trips (Before Reductions)							*5,033*				*389*	*128*	*517*				*172*	*392*	*564*
Total Project Trips							**3,988**				**334**	**94**	**428**				**126**	**327**	**453**

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

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

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

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

Figure 4
Project Trip Assignment (Initial Development Scenario)

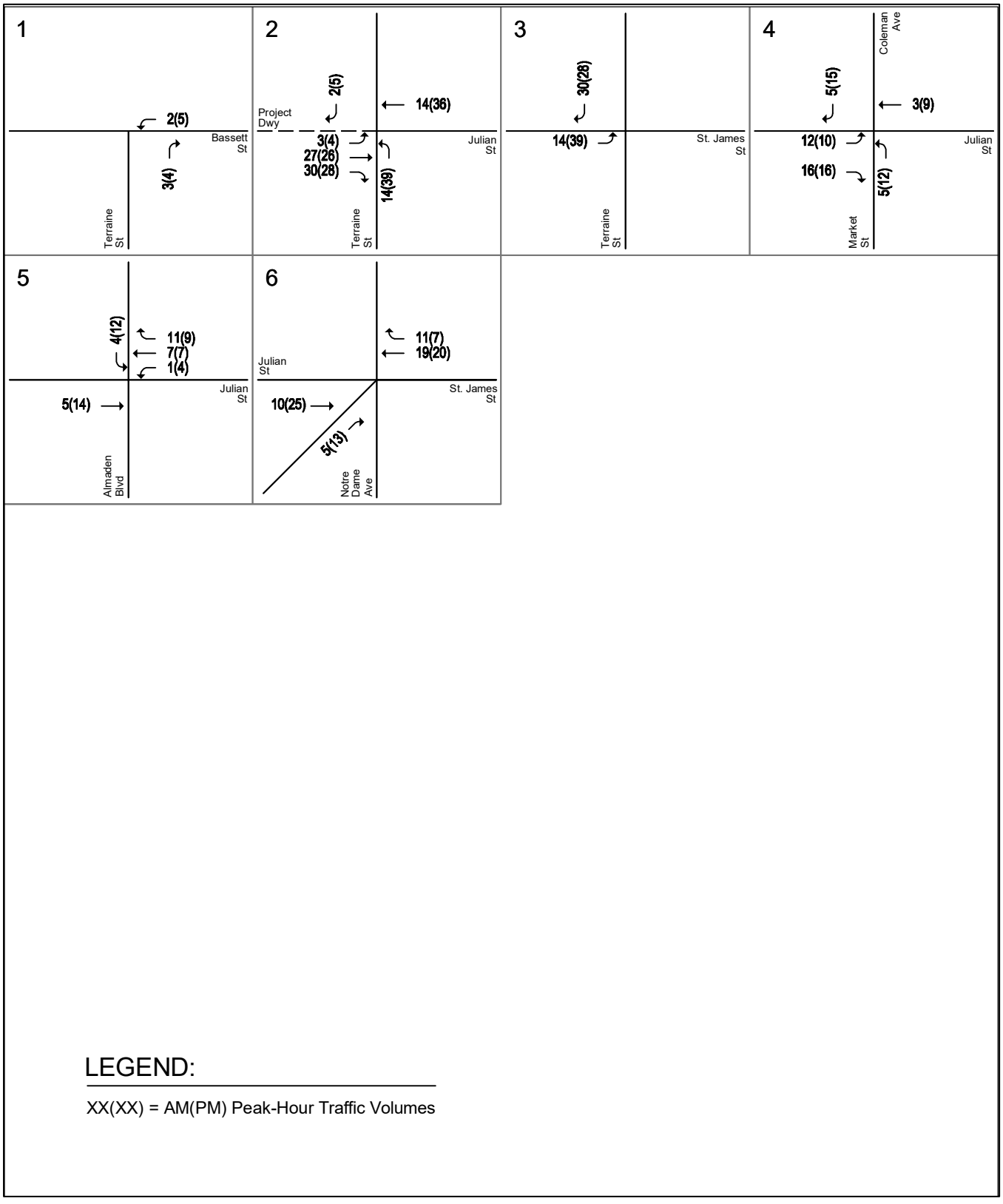


Figure 5
Project Trip Assignment (Future Development Scenario)

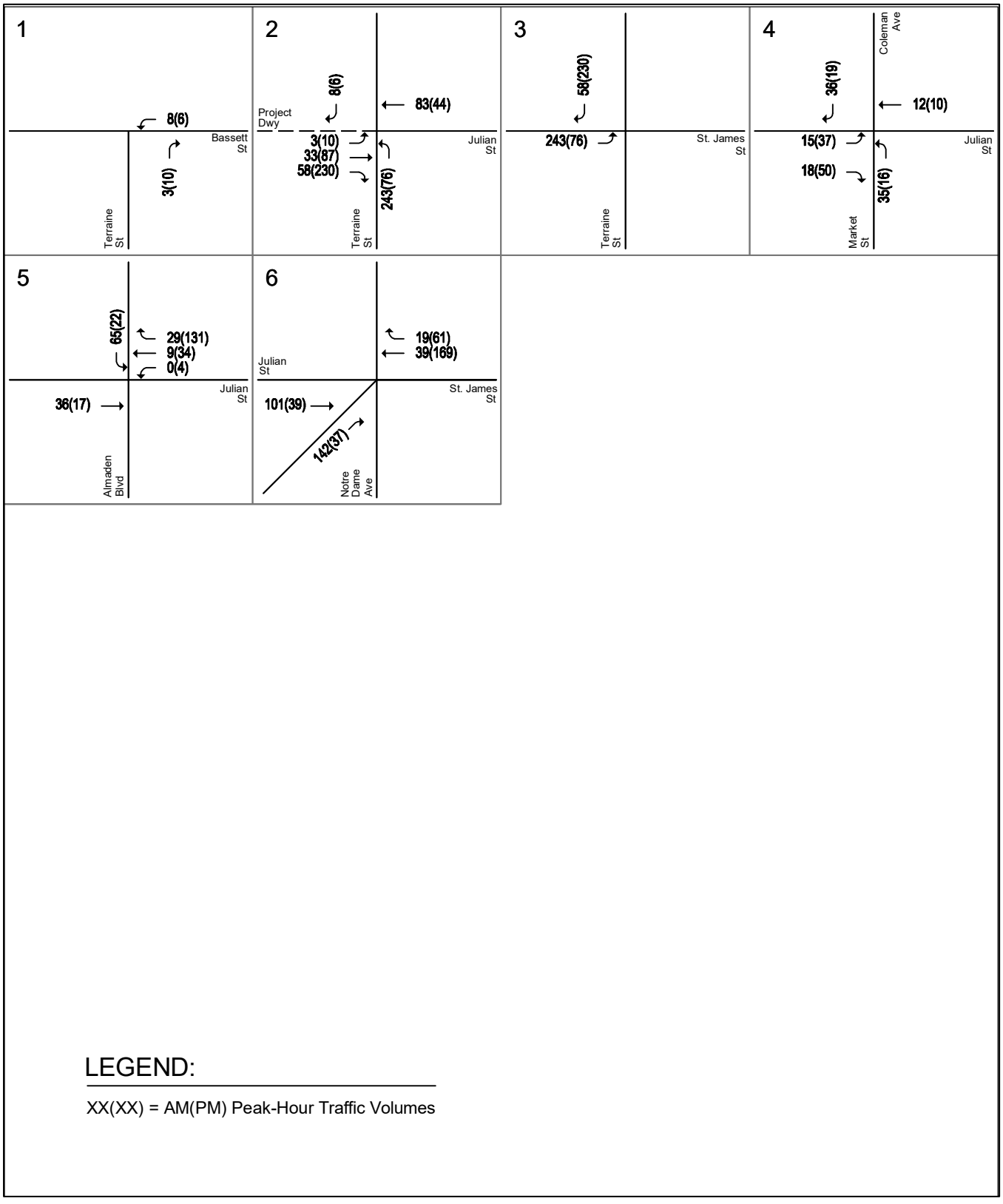
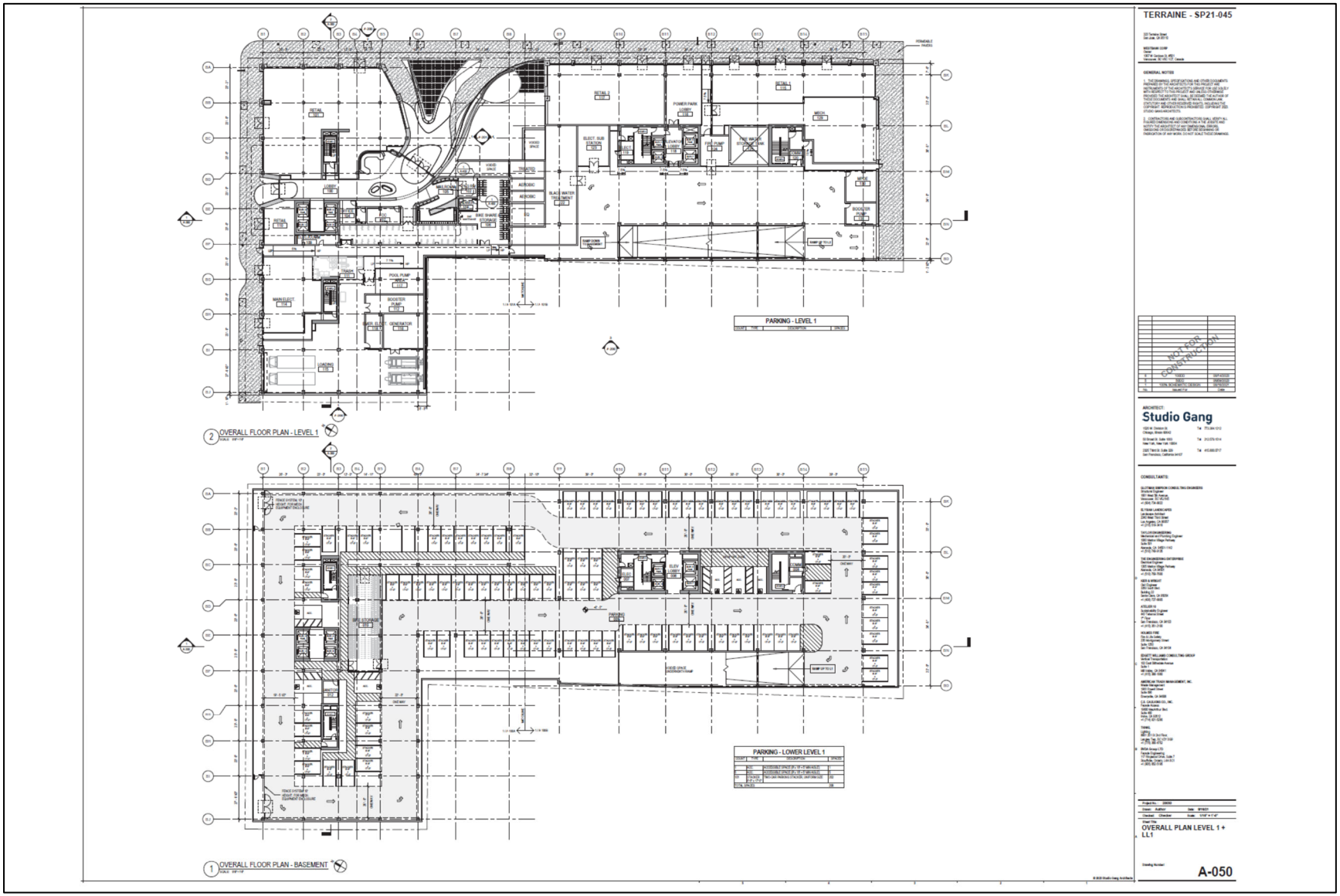


Figure 6
Ground-Floor and Basement Site Plan



Sight Distance at the Driveway Serving the Project

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

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

Recommendation: Red curb equal to a minimum of one car length north of the proposed driveway along Terraine Street and one car length east and west of the Bassett Street driveway should be implemented to provide adequate sight distance.

Project Driveway Operations

Based on the project trip generation and trip assignment of the initial development scenario, it is estimated that a maximum of 80 inbound trips (during the PM peak hour) and 61 outbound trips (during the AM peak hour) would enter and exit the site at the project driveway. With the future development scenario, it is estimated that a maximum of 334 inbound trips (during the AM peak hour) and 327 outbound trips (during the PM peak hour) would enter and exit the site at the project driveway. The estimated project trips at the project driveway for the initial and future development scenarios are shown on Figure 4 and Figure 5, respectively.

Security Gates

Entry gates consisting of one entry lane and one exit lane are proposed at the parking entrance. Based on the project trip generation of the initial development scenario, the inbound gates will need to process vehicles at a minimum service rate of 2 vehicles per minute to avoid queueing during the PM peak-hour. Under the future development scenario; the inbound gate would need to process vehicles at a minimum rate of 6 vehicles per minute to avoid queueing.

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

The projected flow rate at each of the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. Therefore, storage space should be maximized to accommodate inbound queues. Inbound gates at parking garages in the Downtown area are typically required to be located a minimum of two car-lengths back from the project driveway sidewalks. As noted previously, the site plan shows storage

capacity for approximately 5 vehicles (125 feet) between the garage entrance and the sidewalk along Terraine Street.

Recommendation: Based on the projected inbound vehicular demand, operations at the parking garage entry gates should be required to utilize transponder-style devices to serve the maximum number of peak-hour inbound trips.

Shared Driveway Access

As noted previously, the proposed driveway also would serve traffic associated with the approved adjacent development at 255 W. Julian Street. The intersection queueing analysis (presented later in the report), evaluates queues at the project driveway under background conditions (which includes traffic generated by 255 W. Julian Street) and under cumulative conditions.

Vehicular On-Site Circulation

Ground-Floor Level

The ground-floor parking level consists of a two-way drive aisle that provides access to ramps leading to the basement level and the upper levels. The drive aisle makes a sharp turn at the base of the ramp leading to the upper level. This configuration has the potential to create limited visibility for drivers due to poor sight distance inside the parking garage. Therefore, it is recommended that stop-control be implemented at the base of the ramp. Additionally, installation of mirrors should be considered to aid visibility when approaching this intersection.

Per City parking design standards, two-way drive aisles are typically required to be at least 24 feet wide when adjacent to 90-degree parking spaces. However, no parking spaces are proposed at ground level. Therefore, the proposed 23 to 30 feet width of the drive aisle would be adequate to allow passage of passenger vehicles. Trucks will not enter the parking structure.

Recommendation: It is recommended that stop-control be implemented at the base of the ramp leading to the upper parking levels. Additionally, installation of mirrors should be considered to aid visibility when approaching this intersection.

Basement Level

The basement parking level consists of a one-way drive aisle which fully loops around the perimeter of the site. The drive aisle would provide access to stacked parking lifts and standard-sized accessible spaces.

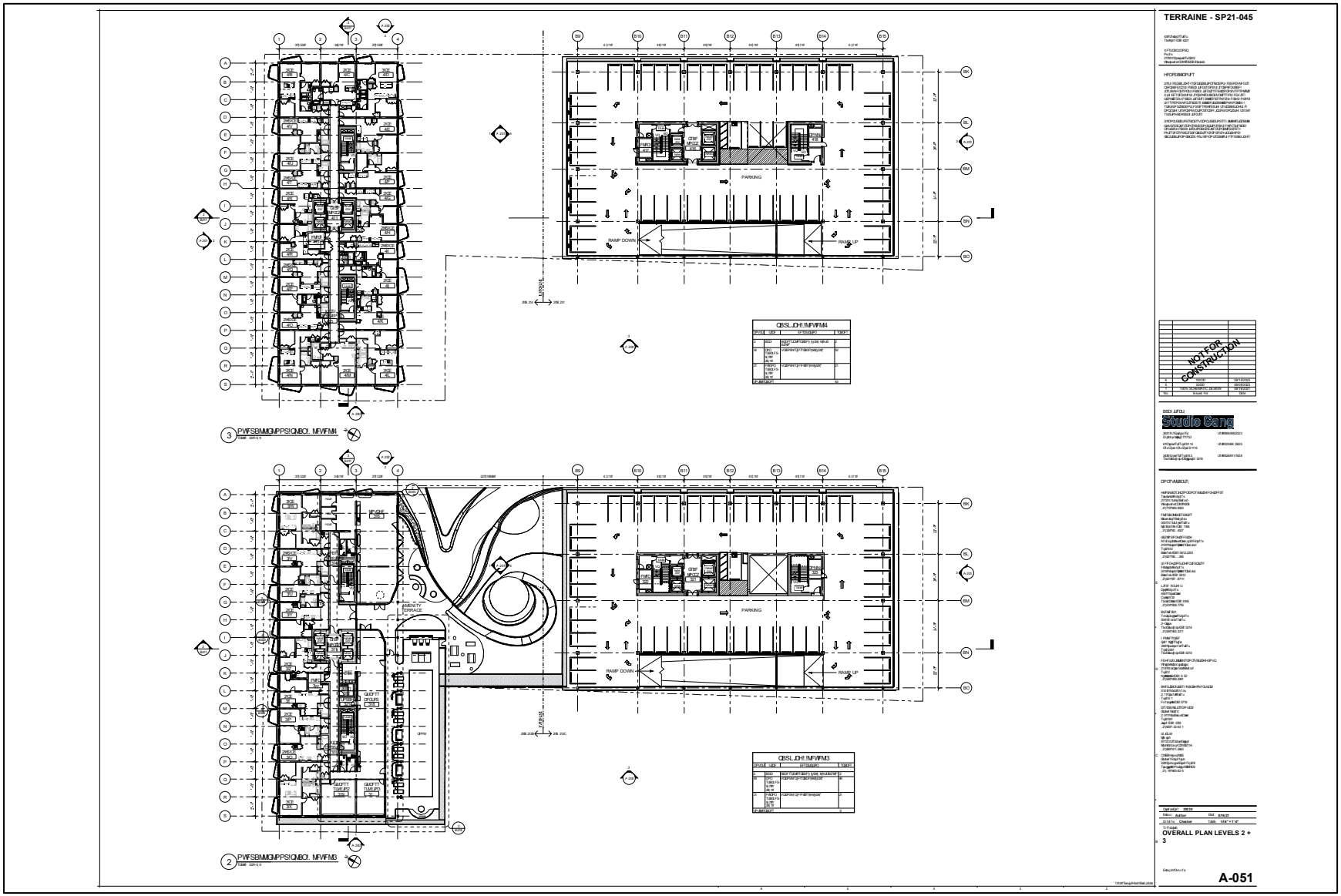
The one-way drive aisle, shown to be approximately 20 feet wide, will meet the City's minimum 20-foot width for one-way drive aisles with 90-degree parking spaces. However, the project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed automated parking system.

Recommendation: The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed automated parking system. Specifically, staging areas for each of the parking lifts should be provided.

Upper Levels

The upper parking levels consist of a one-way drive aisle which fully loops around, providing access to standard-sized parking stalls. The one-way drive aisles should meet the City's minimum 20-foot width requirement for one-way drive aisles with 90-degree parking spaces. There are no stacked parking spaces proposed within the upper parking levels. Site plans for Levels 2 and 3 are shown on Figure 6.

Figure 7
Upper Parking Level Site Plan



Future Development Scenario

With the future development scenario, the upper parking levels are proposed to be converted into office uses. The ground-floor and basement levels would be retained with some minor changes to provide access to the office levels.

There is currently no site plan showing the proposed changes to vehicular circulation under the future development scenario. At the minimum, it is expected that the ground-floor ramp leading to the upper parking levels would be closed off to vehicular traffic. Otherwise, no significant changes to vehicular circulation within the parking garage are anticipated.

Truck Site Access

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.430 and 20.70.435), residential uses of greater than two hundred units and less than five hundred units are required to provide at least two off-street loading spaces. Retail and commercial stores and shops greater than 10,000 gross floor area (GFA) and less than 30,000 GFA are required to provide one off-street loading space. Office uses greater than 175,000 GFA are required to provide one space plus one additional space for every 100,000 GFA in excess of 175,000 square feet.

The initial phase of the mixed-use project is proposing a total of 346 residential units and 11,777 s.f. of retail space. Therefore, the project is required to provide two off-street loading spaces for the residential use and one off-street loading for the proposed retail space. The addition of 260,217 s.f. of office space under the future development scenario would require two off-street loading spaces.

The project site plan indicates a designated off-street loading zone, accessible via a proposed new driveway off Bassett Street along the north project frontage. The loading zone is shown to accommodate up two vehicles, and would measure a minimum of 30 feet in width, 40 feet in length, and 15 feet in height, and would therefore meet City standards for off-street loading zones. Truck turning templates, shown on Figures 8 and 9, indicate that SU-40 trucks will need space along westbound Bassett Street to maneuver into and out of the proposed loading docks. Given that street parking is already prohibited along westbound Bassett Street along the project frontage, there would be no conflict between trucks and westbound on-street parking. Additionally, the recommended red curb of at least one car-length to the east and west of the driveway would avoid conflict between trucks and on-street parking along eastbound Bassett Street. Therefore, the proposed 24-foot driveway width is sufficient to accommodate an SU-40 truck.

The site plan indicates trash compactors will be located within the on-site loading zone. Garbage trucks will reverse into the loading zone for trash collection and pull forward to exit the loading zone.

Emergency vehicles would have adequate access to the project site along the Terraine Street and Bassett Street frontages. Additionally, as shown on Figure 10, fire trucks would have access to the drive aisle along the southern project frontage, between the project driveway and parking garage entrance.

Pedestrian and Bicycle Access and Circulation

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted

City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 11, there are many designated Downtown Pedestrian Network Streets (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Terraine Street and Bassett Street. The project proposes to widen the project frontage sidewalks to a width of approximately 12 to 14 feet wide. The proposed width would exceed the minimum 10-foot width for sidewalks along local roadways (such as Terraine Street and Bassett Street), as recommended in the City's *Complete Streets Design Standards and Guidelines*.

Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. All crosswalk ramps at intersections within the project vicinity are ADA-compliant. Most sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. It should be noted that sidewalks are missing or deficient along the following roadways, however alternative routes are available:

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

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

Bicycle Circulation

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

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

Figure 8
Loading Area Truck Turning Templates

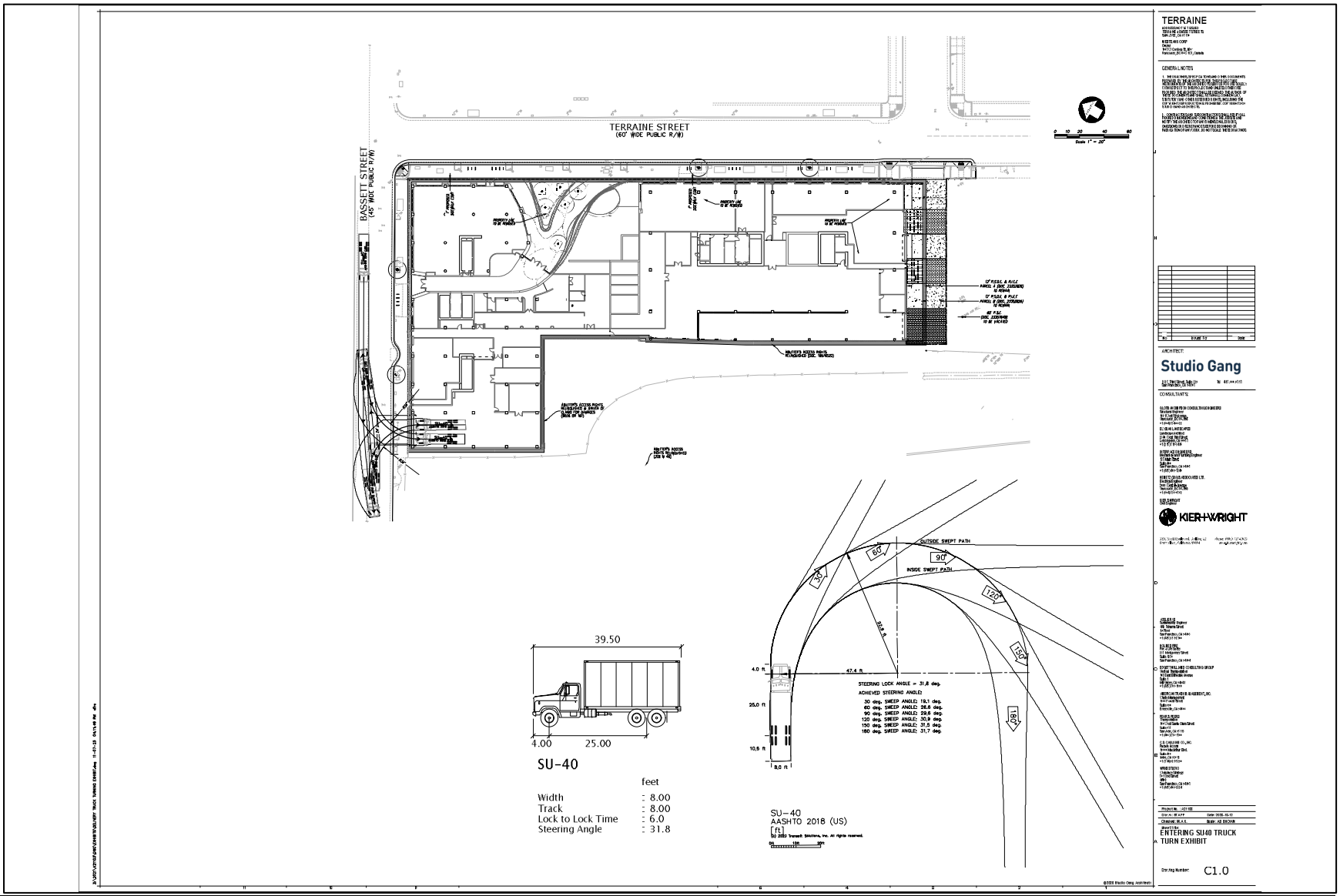


Figure 9
Loading Area Truck Turning Templates

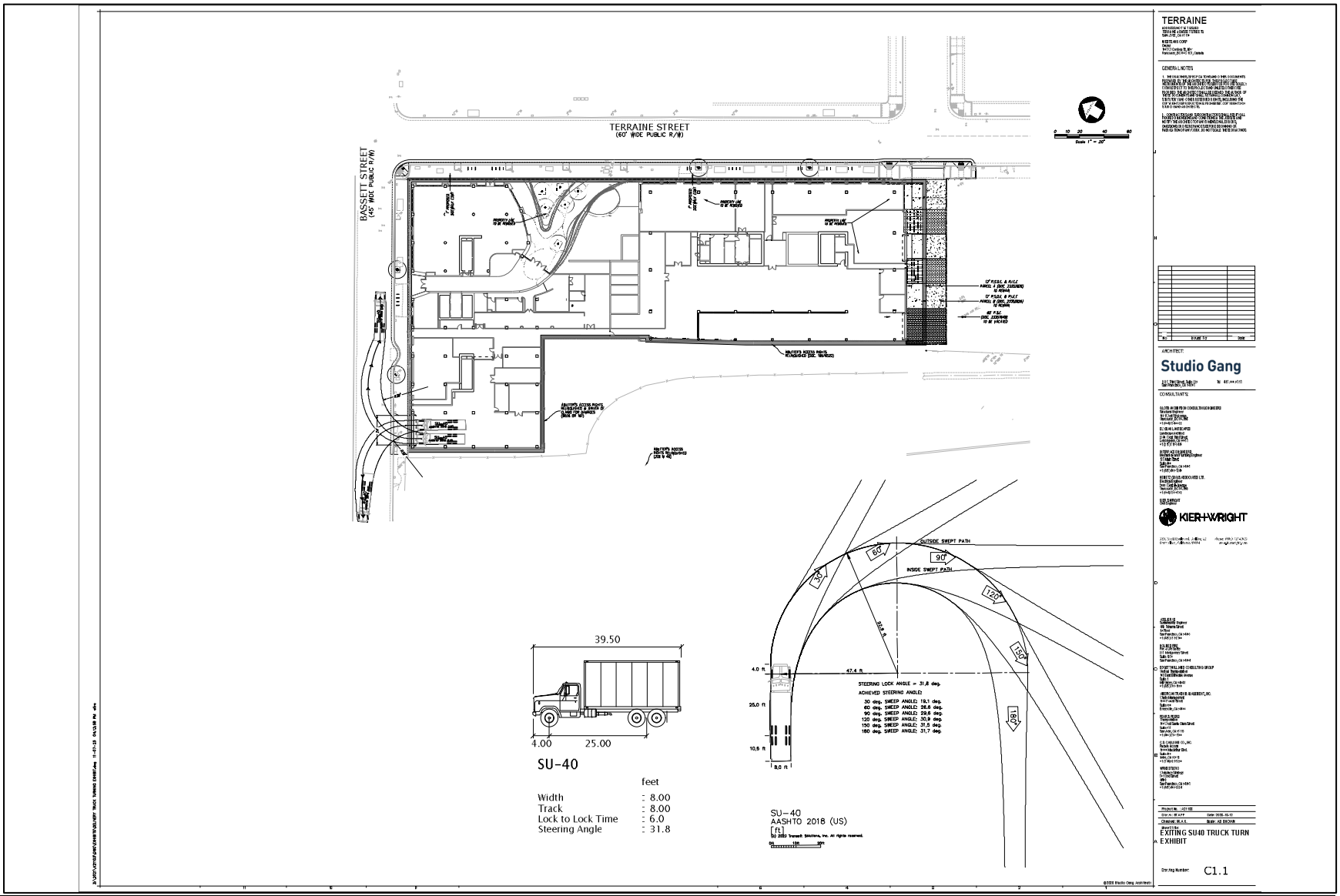


Figure 10
Fire Truck Turning Templates

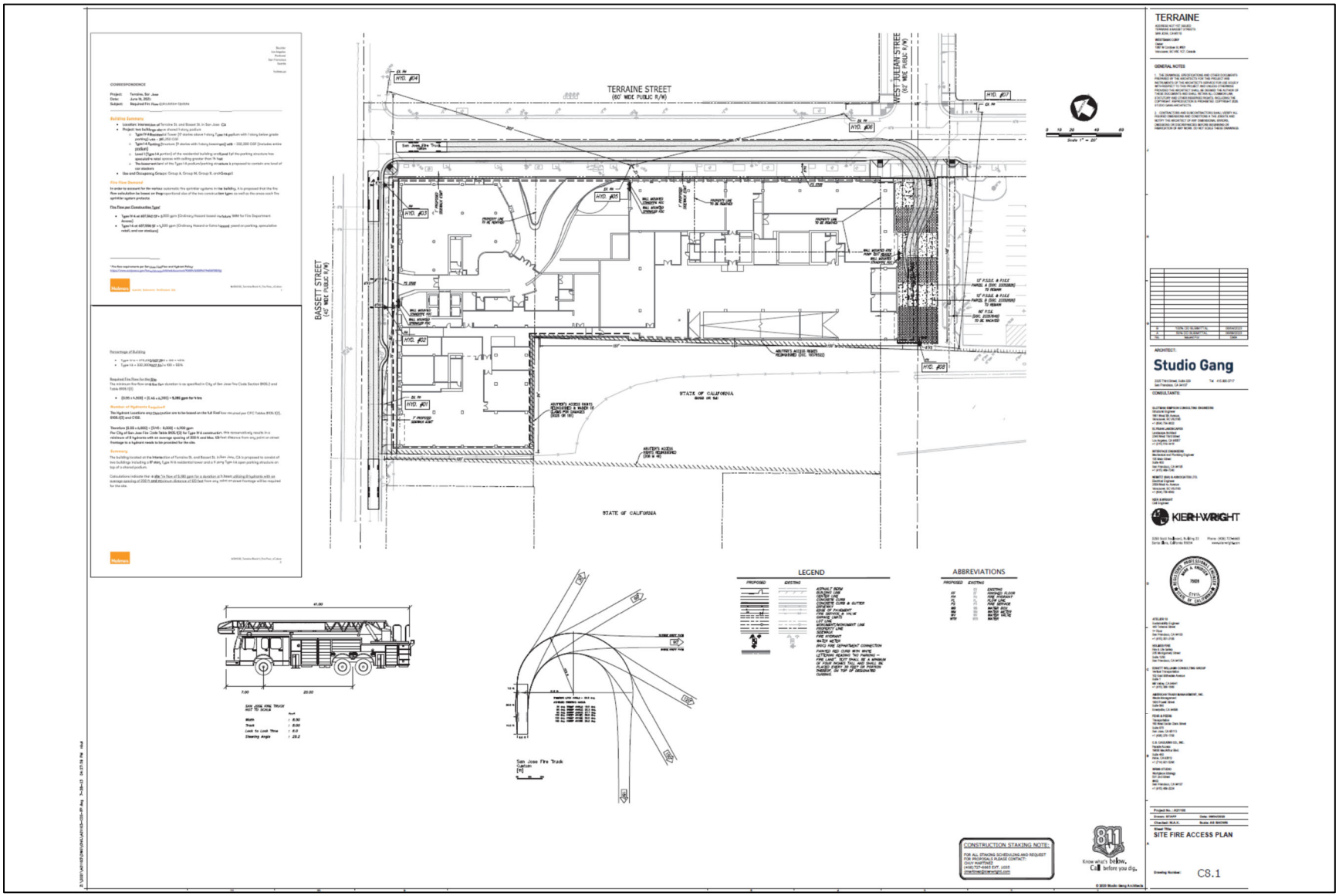
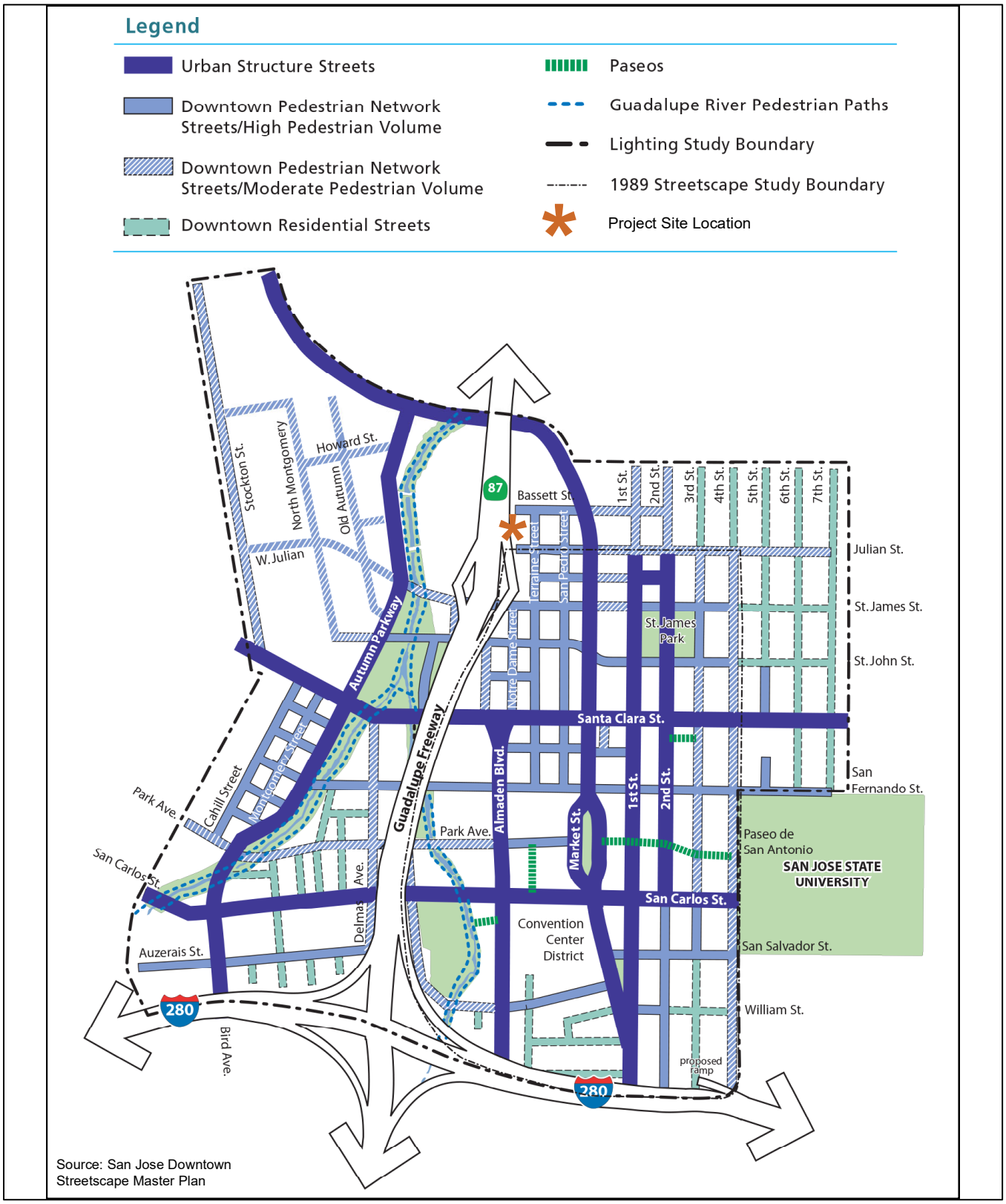


Figure 11
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 700 feet walking distance from the project site along the south side of Devine Street, just west of San Pedro Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Project Pedestrian and Bicycle Facility Improvements

- The project will be required to narrow Terraine Street along the project frontage from 40 feet to 36 feet wide curb-to-curb. This improvement could support greater bicycle and pedestrian usage by providing more space for multimodal travel activity.

Transit Facilities

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

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

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

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station. The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

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

Vehicle Parking

Projects in the Downtown area are located in close proximity to residences, recreation, and retail services, allowing individuals to live and satisfy their daily needs near their place of employment. The availability of bicycle lanes and sidewalks throughout Downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Per the site plan, 621 vehicle parking stalls are proposed within the on-site parking levels. Stacked parking spaces will be provided within the basement level, while uniform parking stalls will be provided within the upper parking levels.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, 8 ADA accessible spaces are required for projects providing 301 to 400 parking spaces. Of the required accessible parking spaces, two van-accessible spaces are required. The site plan indicates 6 accessible spaces located at the basement level, another accessible space at each upper level for a total of 14 accessible spaces on-site.

City Parking Code and TDM Code Compliance

Per the City's parking policy (Ordinance No. 30857 Chapter 20.90.800), there are no minimum parking requirements within the City. However, the planning application submittal (SP21-045) for the proposed development was submitted in 2022, before the adoption of the current parking and Transportation Demand Management (TDM) ordinance. Therefore, the initial development scenario will be allowed to comply with the previous Municipal Code parking standards. The future office development scenario would be required to adhere to the current TDM ordinance, which requires the implementation of TDM plans for all developments as described below.

Off-Street Parking Requirements (Initial Development Scenario)

The initial development scenario, consisting of 346 residential units and 11,777 s.f. of retail use, may comply with the previous Municipal Code parking standards. The minimum parking requirements per the City of San Jose Downtown Zoning Regulations were:

- one off-street vehicle parking space per residential unit
- no off-street vehicle parking spaces required for commercial retail uses

Based on the City's off-street parking requirements, the project would be required to provide a minimum of 346 off-street parking spaces. The project proposes to provide 621 parking spaces, which would exceed the minimum off-street parking requirement. Therefore, the initial development scenario would not require an off-street parking reduction and a TDM plan is not required.

Current TDM Policy Requirements (Future Development Scenario)

The proposed 260,217 s.f. of office space, consistent with the goals of the Envision 2040 General Plan and the targets of Climate Smart San Jose Plan, is required to comply with the City's current TDM policy (Ordinance No. 30857 Chapter 20.90.900). The TDM Program requires the project to coordinate with the City to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the office component of the project. However, if a project component passes the TDM screening criteria, it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the proposed office use would not meet screening criteria for small infill office projects of 10,000 s.f. GFA or less. Therefore, the future office use will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires commute-end uses such as the proposed office use to achieve a minimum of 25 TDM points. TDM measures for the future development scenario will be determined in coordination with the City during the review and approval process for the future development scenario.

TDM Plan Compliance and Monitoring

Annual compliance and monitoring requirements also will be included in the TDM plan. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects would be classified into two levels based on size. Smaller projects would be classified as Level 1 projects and larger projects as Level 2 projects. Office uses greater than 150,000 s.f. or gross floor area are considered a Level 2 project.

The proposed future development would be considered a Level 2 project and would therefore be subject to annual monitoring. Projects that are subject to annual monitoring must submit a completed TDM Compliance Form, a completed TDM Monitoring Report, and associated administrative fees to the City Department of Transportation every year.

Bicycle Parking

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

- Multiple dwelling – one bicycle parking space per four living units
- Retail sales, goods and merchandise – one bicycle parking space per 3,000 s.f. of floor area
- Offices, general business – one bicycle parking space per 4,000 s.f. of floor area

Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Thus, the initial development scenario is required to provide a total of 91 bicycle parking spaces: 74 short-term bicycle parking spaces and 17 long-term bicycle parking spaces to meet the City standards. The future development scenario would be required to provide a total of 157 bicycle parking spaces: 127 short-term bicycle parking spaces and 30 long-term bicycle parking spaces to meet the City standards (shown on Table 4).

The City's definition of short-term and long-term bicycle parking is described below.

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

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

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

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

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

The project would provide a total of 256 bicycle parking spaces within a bicycle storage room on-site, consisting of 220 long-term spaces and 36 short-term parking spaces. The bicycle storage room is accessible via an entryway from the main lobby, which has entrances along Terraine Street and Bassett Street.

Table 4
Bicycle Parking Requirement Summary

Component Size	City of San Jose Bicycle Parking Code[1]		Required Bicycle Parking		
	Land Use	Bicycle Parking Ratio	Short-Term	Long-Term	Total
346 units	Multiple dwelling	1 per 4 living units	70	17	87
11,777 s.f.	Retail sales, goods and merchandise	1 per 3000 s.f. of floor area	4	0	4
	Total Required for the Initial Development Scenario:		**74**	**17**	**91**
260,217 s.f.	Offices, business and administrative	1 per 4000 s.f. of floor area	53	13	66
	Total Required for the Future Development Scenario:		**127**	**30**	**157**

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

Showers and Changing Rooms

City standards (20.90.066) also require showers and changing rooms for employment uses. Office uses are required to have 3 showers, plus 1 additional shower per each additional 150,000 s.f. of office or research and development use above 225,000 s.f. Therefore, the project is required to have 4 showers accessible to all employees of the office use.

Vehicular Queuing Analysis

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

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

Where:

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

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

Terraine Street and Julian Street (Project Driveway)

Northbound Left-, Through-, and Right-turn

The northbound approach consists of one shared lane serving all movements. Under background conditions (which includes traffic generated by the proposed development at 255 W. Julian Street), the queue would extend 100 feet (4 vehicles) back during the AM peak hour. With the addition of project traffic under the future development scenario, the queue would extend back 375 feet (15 vehicles). The queue would extend upstream to Devine Street, approximately 240 feet south of Julian Street.

Providing additional storage space would require installation of a second northbound travel lane along Terraine Street to create a left-turn lane and a shared through- and right-turn lane. This improvement would require removal of on-street parking spaces along Terraine Street and/or widening the traveled way.

Terraine Street and St. James Street

Southbound Right-turn

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

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

Eastbound Left-turn

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

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

Table 5
Intersection Queueing Analysis Summary

Measurement	2. Terraine/Julian (Project Driveway)						3. Terraine/St. James				4. Coleman(Market)/Julian						5. SR-87 SB Ramps (Almaden)/ Julian		6. SR-87 NB Ramps (Notre Dame)/ Julian(St. James)[3]			
	SBL/T/R AM	SBL/T/R PM	WBL/T/R AM	WBL/T/R PM	NBL/T/R AM	NBL/T/R PM	SBR AM	SBR PM	EBL AM	EBL PM	SBR AM	SBR PM	NBL AM	NBL PM	EBL/R AM	EBL/R PM	SBL/T AM	SBL/T PM	NER AM	NER PM	WBR AM	WBR PM
Existing Conditions																						
Cycle/Delay[1] (sec)	8.2	8.7	8.2	8.7	7.8	7.9	120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	136	185	132	168	94	92	261	321	111	107	30	124	7	7	27	21	503	207	387	316	85	95
Volume (vphpl)	136	185	132	168	94	92	261	321	111	107	30	124	7	7	27	21	252	104	194	158	85	95
Avg. Queue (veh/ln.)	0	0	0	0	0	0	9	11	4	4	1	5	0	0	1	1	7	3	6	6	3	4
Avg. Queue[2] (ft./ln)	8	11	8	10	5	5	218	268	93	89	23	121	5	7	21	20	175	72	148	154	65	92
95th %. Queue (veh/ln.)	1	2	1	2	1	1	14	16	7	7	3	9	1	1	3	2	12	6	10	10	5	7
95th %. Queue (ft./ln)	25	50	25	50	25	25	350	400	175	175	75	225	25	25	75	50	300	150	250	250	125	175
Storage (ft./ ln.)	375	375	275	275	240	240	200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	YES	NO
Background Conditions																						
Cycle/Delay[1] (sec)	9.3	10.7	10.5	10.4	13.0	10.3	120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	136	185	206	195	379	158	306	585	376	164	88	216	35	36	44	117	581	261	545	348	98	176
Volume (vphpl)	136	185	206	195	379	158	306	585	376	164	88	216	35	36	44	117	291	131	273	174	98	176
Avg. Queue (veh/ln.)	0	1	1	1	1	0	10	20	13	5	3	8	1	1	1	5	8	4	8	7	3	7
Avg. Queue[2] (ft./ln)	9	14	15	14	34	11	255	488	313	137	67	210	27	35	34	114	202	91	208	169	75	171
95th %. Queue (veh/ln.)	1	2	2	2	4	2	16	27	19	10	6	13	3	4	3	8	13	7	13	11	6	11
95th %. Queue (ft./ln)	25	50	50	50	100	50	400	675	475	250	150	325	75	100	75	200	325	175	325	275	150	275
Storage (ft./ ln.)	375	375	275	275	240	240	200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	YES	YES	YES	NO	YES	NO	YES	YES	NO	NO	NO	NO
Background Plus Project Conditions (Initial Development Scenario)																						
Cycle/Delay[1] (sec)	9.8	11.6	11.1	11.8	14.5	11.8	120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	138	190	220	231	393	197	336	613	390	203	93	231	40	48	72	143	585	273	550	361	109	183
Volume (vphpl)	138	190	220	231	393	197	336	613	390	203	93	231	40	48	72	143	293	137	275	181	109	183
Avg. Queue (veh/ln.)	0	1	1	1	2	1	11	20	13	7	3	9	1	2	2	6	8	4	8	7	3	7
Avg. Queue[2] (ft./ln)	9	15	17	19	40	16	280	511	325	169	71	225	31	47	55	139	203	95	210	175	83	178
95th %. Queue (veh/ln.)	2	2	2	2	4	2	17	28	19	11	6	14	3	4	5	10	13	7	13	12	7	12
95th %. Queue (ft./ln)	50	50	50	50	100	50	425	700	475	275	150	350	75	100	125	250	325	175	325	300	175	300
Storage (ft./ ln.)	375	375	275	275	240	240	200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	YES	YES	YES	NO	YES	NO	YES	YES	NO	NO	NO	NO
Background Plus Project Conditions (Future Development Scenario)																						
Cycle/Delay[1] (sec)	11.6	13.9	15.9	14.2	56.0	15.4	120	120	120	120	110	140	110	140	110	140	100	100	110	140	110	140
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Volume (vph)	144	191	289	239	622	234	364	815	619	240	124	235	70	52	77	204	646	283	687	385	117	237
Volume (vphpl)	144	191	289	239	622	234	364	815	619	240	124	235	70	52	77	204	323	142	344	193	117	237
Avg. Queue (veh/ln.)	0	1	1	1	10	1	12	27	21	8	4	9	2	2	2	8	9	4	10	7	4	9
Avg. Queue[2] (ft./ln)	12	18	32	24	242	25	303	679	516	200	95	228	53	51	59	198	224	98	262	187	89	230
95th %. Queue (veh/ln.)	2	2	3	3	15	3	18	36	28	13	7	14	5	5	5	13	14	7	16	12	7	14
95th %. Queue (ft./ln)	50	50	75	75	375	75	450	900	700	325	175	350	125	125	125	325	350	175	400	300	175	350
Storage (ft./ ln.)	375	375	275	275	240	240	200	200	125	125	900	900	75	75	160	160	400	400	200	200	125	125
Adequate (Y/N)	YES	YES	YES	YES	NO	YES	NO	NO	NO	NO	YES	YES	NO	NO	YES	NO	YES	YES	NO	NO	NO	NO

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

Coleman Avenue/Market Street and Julian Street

Northbound Left-turn

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

Providing additional storage space would require extending the northbound left-turn pocket through the removal of on-street parking spaces along Market Street and reducing the length of the opposing left-turn pocket at the southbound approach of Market Street/Devine Street.

Eastbound Left- and Right-turn

The eastbound approach is served by one shared lane serving the left- and right-turn movements. The results of the analysis show that the eastbound queue would exceed the existing storage capacity during the PM peak hour under background conditions. The addition of project traffic under the initial and future development scenarios is projected to further lengthen the queue during the PM peak hour. The PM peak hour queue would extend upstream to San Pedro Street, approximately 160 feet west of Coleman Avenue/Market Street.

Providing additional storage space would require installation of a second eastbound lane along Julian Street to create separate left- and right-turn lanes. This improvement would require removal of on-street parking spaces along Julian Street and/or widening the traveled way.

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

Northeast Right-turn

The SR-87 off-ramp approach is served by one left-turn lane, one shared left- and through-lane, and two right-turn lanes, all of which merge into one lane approximately 325 feet south of Julian Street. The results of the analysis show that the right-turn queues already exceed the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. The addition of project traffic under the initial and future development scenarios is projected to further lengthen the queues during the AM and PM peak hours. The two right-turn queues would extend approximately 400 feet back from the intersection. It also should be noted that the queue may extend further back since all movements merge into one lane.

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

Westbound Right-turn

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

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

Conclusions

Upon construction, the proposed development would consist of a podium level with up to 11,777 s.f. of ground-floor retail/commercial uses, a below-grade parking level, a 346-unit residential tower ("Terraine" building) and a parking structure ("Power Park" building) with 621 parking spaces. Access to all parking levels would be provided via a two-way driveway that forms the west leg of the Terraine Street/Julian Street intersection. Access to on-site loading docks and trash collection would be provided via a proposed driveway along Bassett Street.

As proposed, the project will feature a future plan for conversion of the "Power Park" parking structure into office uses approximately 8 to 12 years after construction. When the parking structure is converted it will consist of 260,217 s.f. of office space and reduce on-site parking by 325 spaces. The basement level would be retained with some minor changes to provide access to the office structure and the remaining floors would be converted into office uses. No changes would occur to the residential structure or podium.

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

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

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

Recommendations

- Red curb equal to a minimum of one car length north of the proposed driveway along Terraine Street and one car length east and west of the Bassett Street driveway should be implemented to provide adequate sight distance.
- It is recommended that stop-control be implemented at the base of the ramp leading to the upper parking levels. Additionally, installation of mirrors should be considered to aid visibility when approaching this intersection.
- The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed automated parking system. Specifically, staging areas for each of the parking lifts should be provided.
- The initial development scenario will be allowed to comply with the previous Municipal Code parking standards. The future office development scenario would be required to adhere to the current TDM ordinance, which requires the implementation of TDM plans for all developments.

- Based on the City's off-street parking requirements, the initial development scenario would be required to provide a minimum of 346 off-street parking spaces. The project proposes to provide 621 parking spaces, which would exceed the minimum off-street parking requirement. Therefore, the initial development scenario would not require an off-street parking reduction and a TDM plan is not required.
- TDM measures for the future development scenario will be determined during the review and approval process for the future development scenario.

323 Terraine Mixed-Use Development LTA

Technical Appendices

January 26, 2024

Appendix A

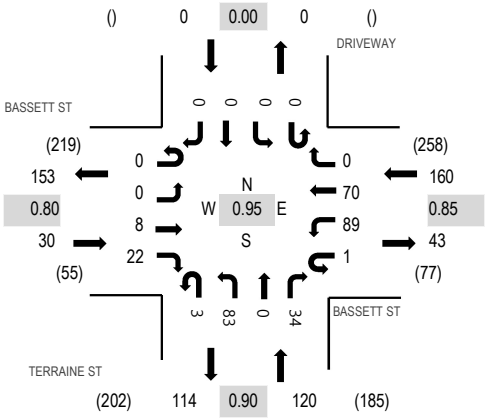
Turning Movement Counts

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

Location: 1 TERRAINE ST & BASSETT ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

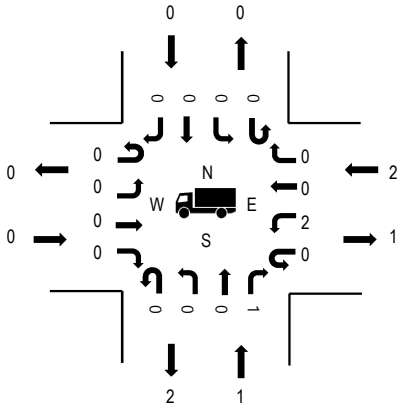
Peak Hour

Motorized Vehicles



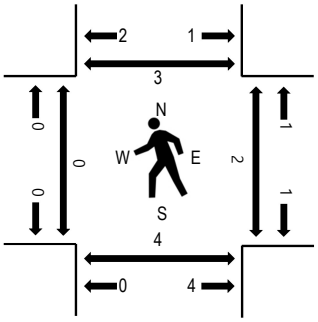
Note: Total study counts contained in parentheses.

Heavy Vehicles

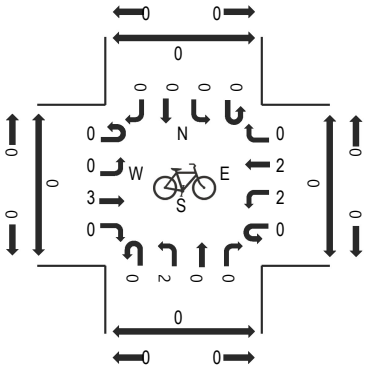


	HV%	PHF
EB	0.0%	0.80
WB	1.3%	0.85
NB	0.8%	0.90
SB	0.0%	0.00
All	1.0%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				BASSETT ST Eastbound				DRIVEWAY Southbound				BASSETT ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	1	2	0	0	0	0	2	1	0	0	0	0	0	8	0	0	14	197
7:05 AM	1	0	0	0	0	0	1	3	0	0	0	0	0	7	3	0	15	211
7:10 AM	0	1	0	1	0	0	0	1	0	0	0	0	0	8	2	0	13	225
7:15 AM	0	5	0	3	0	0	1	0	0	0	0	0	0	4	2	0	15	237
7:20 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	8	1	0	11	243
7:25 AM	0	5	0	4	0	0	0	0	0	0	0	0	0	6	3	0	18	261
7:30 AM	0	3	0	0	0	0	0	2	0	0	0	0	0	9	0	0	14	272
7:35 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	8	1	0	11	279
7:40 AM	0	5	0	2	0	0	1	1	0	0	0	0	0	1	6	0	16	298
7:45 AM	0	8	0	2	0	0	1	1	0	0	0	0	0	9	6	0	27	310
7:50 AM	0	10	0	1	0	0	1	3	0	0	0	0	0	4	4	0	23	301
7:55 AM	0	6	0	1	0	0	0	2	0	0	0	0	0	5	6	0	20	299
8:00 AM	0	5	0	2	0	0	0	3	0	0	0	0	0	8	10	0	28	301
8:05 AM	0	10	0	4	0	0	1	2	0	0	0	0	0	8	4	0	29	
8:10 AM	0	6	0	5	0	0	1	2	0	0	0	0	0	7	4	0	25	
8:15 AM	0	8	0	1	0	0	0	1	0	0	0	0	0	4	7	0	21	
8:20 AM	0	8	0	3	0	0	1	1	0	0	0	0	0	9	7	0	29	
8:25 AM	0	5	0	2	0	0	1	1	0	0	0	0	1	8	11	0	29	
8:30 AM	1	5	0	2	0	0	1	1	0	0	0	0	0	5	6	0	21	
8:35 AM	0	8	0	6	0	0	1	3	0	0	0	0	0	12	0	0	30	
8:40 AM	2	4	0	5	0	0	0	2	0	0	0	0	0	10	5	0	28	
8:45 AM	0	5	0	4	0	0	1	2	0	0	0	0	0	3	3	0	18	
8:50 AM	0	6	0	5	0	0	2	3	0	0	0	0	0	4	1	0	21	
8:55 AM	0	5	0	5	0	0	0	2	0	0	0	0	0	3	7	0	22	
Count Total	5	120	0	60	0	0	16	39	0	0	0	0	1	158	99	0	498	
Peak Hour	3	83	0	34	0	0	8	22	0	0	0	0	1	89	70	0	310	

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

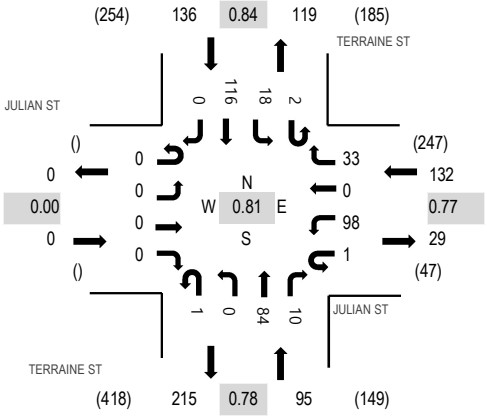
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	0	2	7:00 AM	0	2	0	0	2
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	1	0	1	0	2
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	2	0	0	1	3
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	0	0	2	7:25 AM	0	0	0	1	1	7:25 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	1	1	7:30 AM	1	0	0	0	1
7:35 AM	0	1	0	0	1	7:35 AM	0	1	0	1	2	7:35 AM	0	0	2	1	3
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	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	1	0	1	2	7:50 AM	2	0	0	0	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	1	1	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1	8:25 AM	0	0	1	1	2
8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	1	2	8:35 AM	1	0	0	0	1
8:40 AM	1	0	0	0	1	8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	1	1	0	0	2
8:50 AM	0	1	0	1	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	1	2	3
Count Total	4	3	0	3	10	Count Total	2	6	0	9	17	Count Total	10	3	7	6	26
Peak Hour	1	0	0	2	3	Peak Hour	2	3	0	4	9	Peak Hour	4	0	3	2	9

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

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

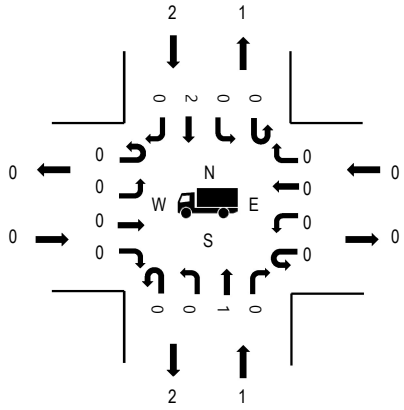
Peak Hour

Motorized Vehicles



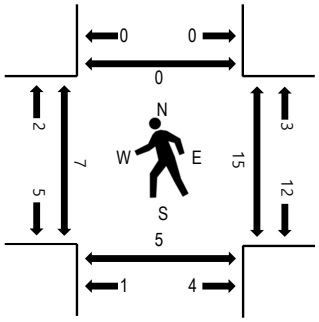
Note: Total study counts contained in parentheses.

Heavy Vehicles

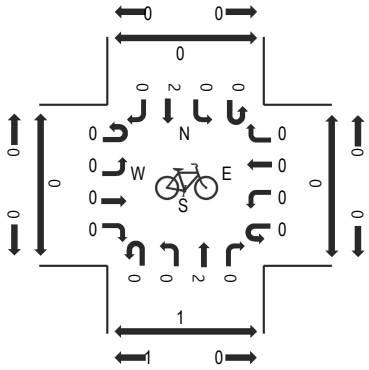


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.77
NB	1.1%	0.78
SB	1.5%	0.84
All	0.8%	0.81

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

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

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

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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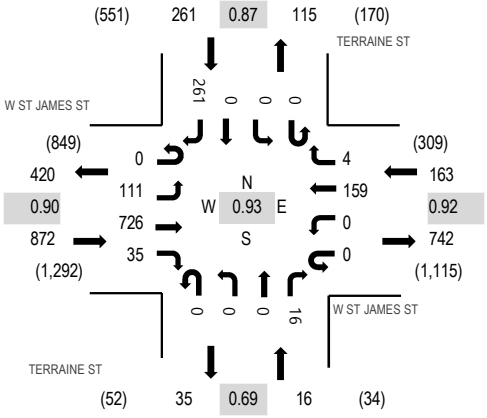
Location: 3 TERRAINE ST & W ST JAMES ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

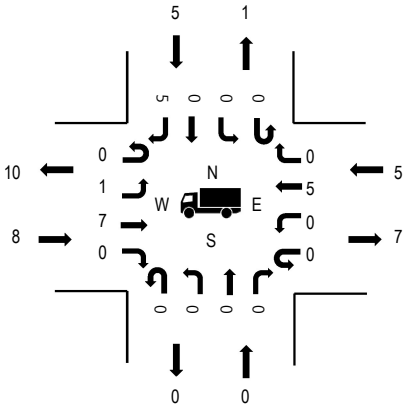
Peak Hour

Motorized Vehicles



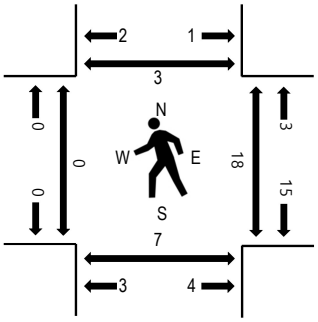
Note: Total study counts contained in parentheses.

Heavy Vehicles

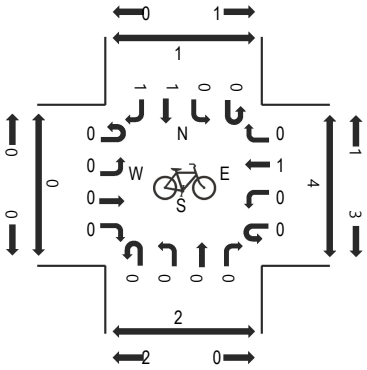


	HV%	PHF
EB	0.9%	0.90
WB	3.1%	0.92
NB	0.0%	0.69
SB	1.9%	0.87
All	1.4%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

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

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

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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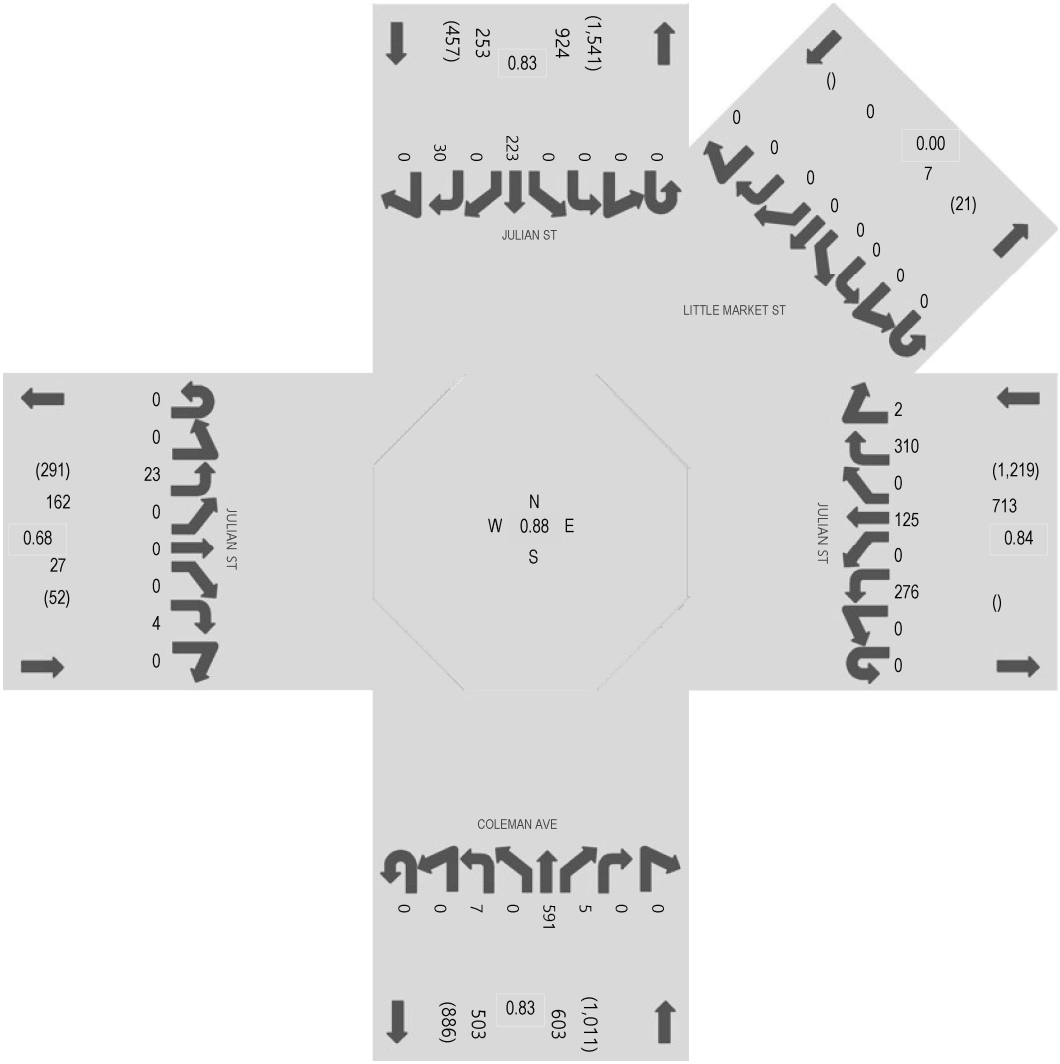
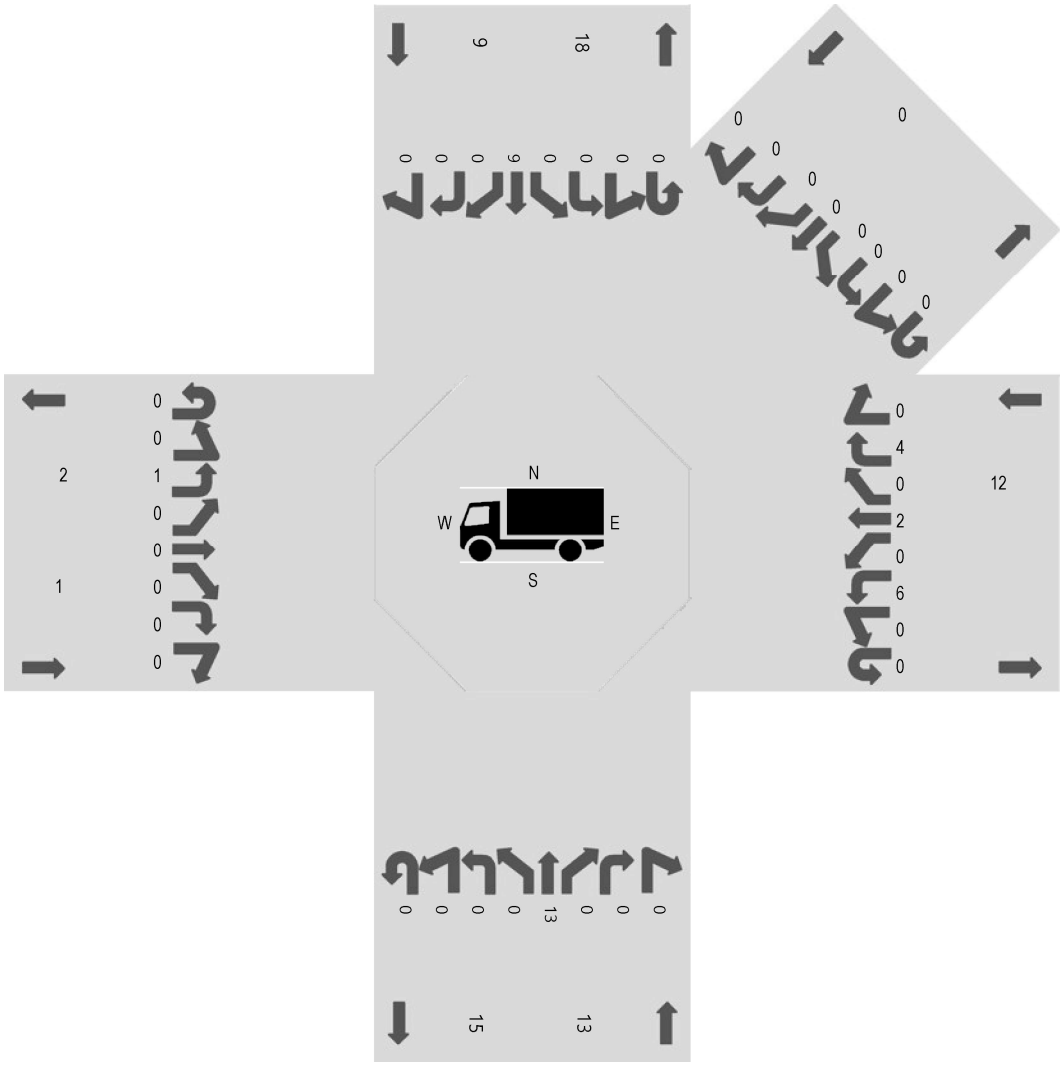
Location: 4 COLEMAN AVE & JULIAN ST AM
Date: Wednesday, November 15, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour - Motorized Vehicles



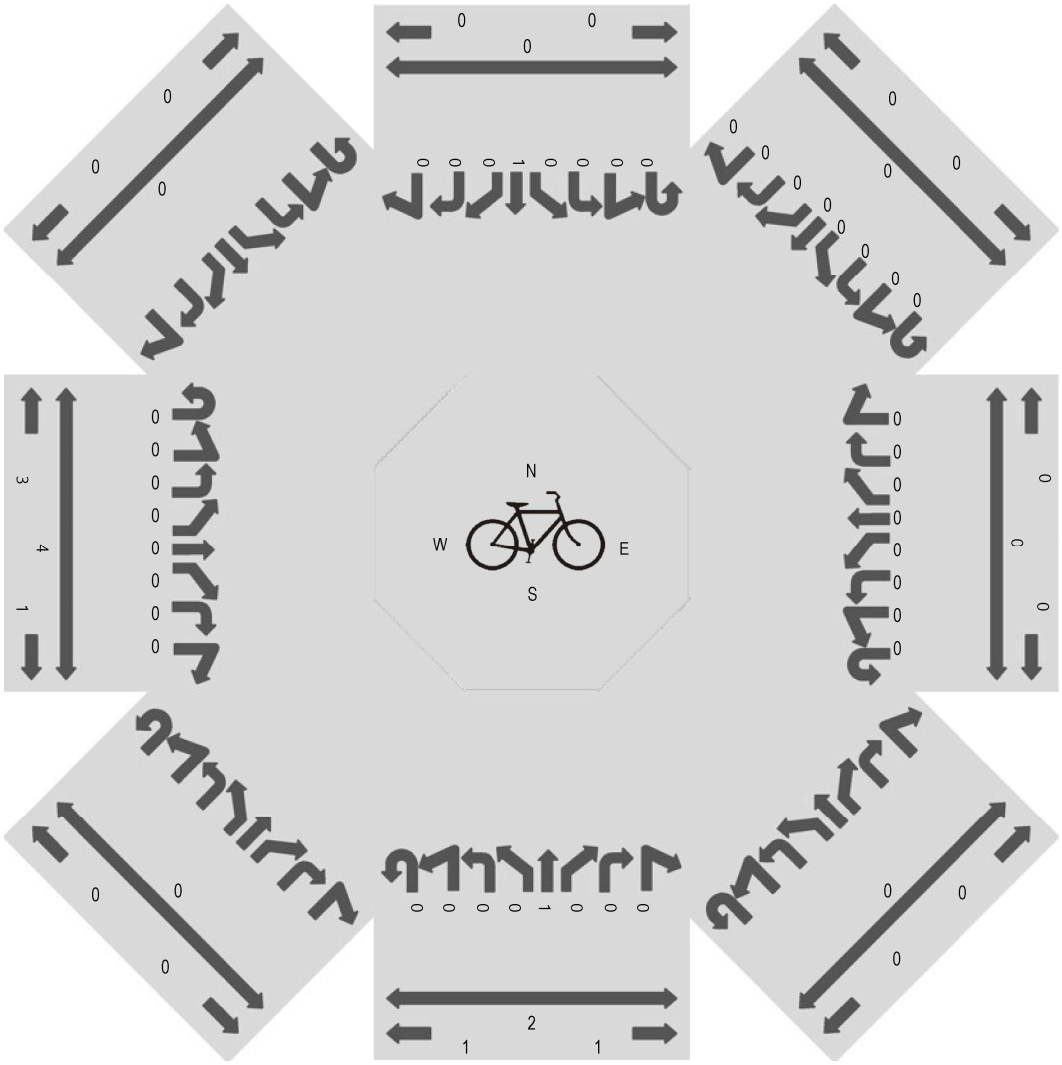
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

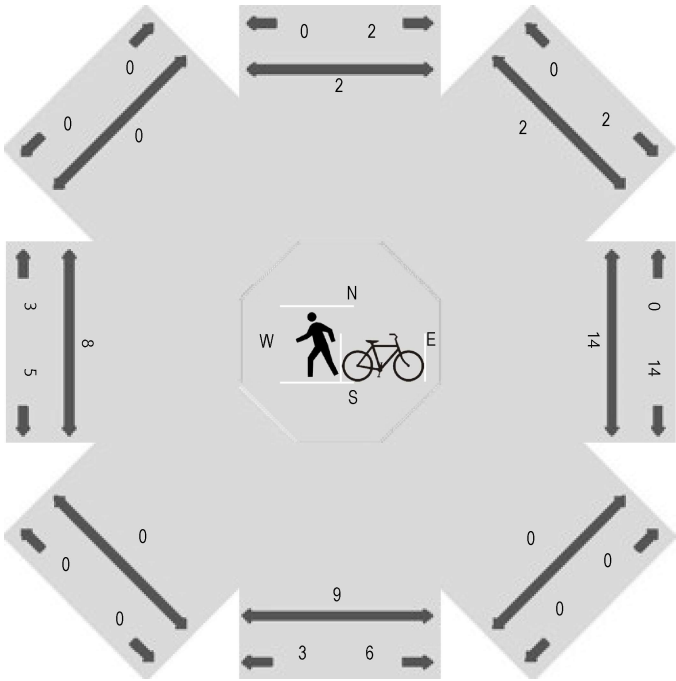


	HV%	PHF
WB	1.7%	0.84
NWB	0.0%	0.00
NB	2.2%	0.83
NEB	0.0%	0.00
EB	3.7%	0.68
SEB	0.0%	0.00
SB	3.6%	0.83
SWB	0.0%	0.00
All	2.2%	0.88

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

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

Traffic Counts - Motorized Vehicles (continued)

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

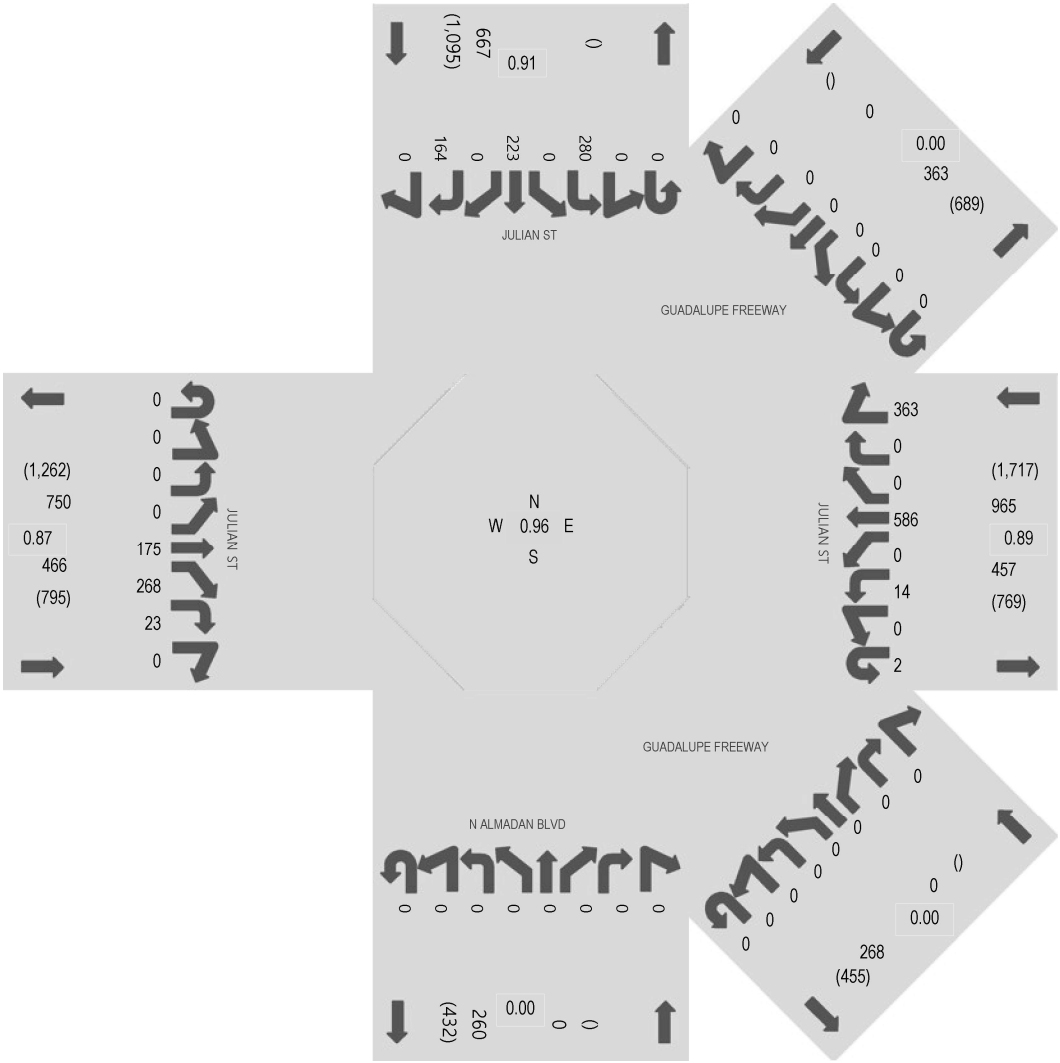
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

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

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

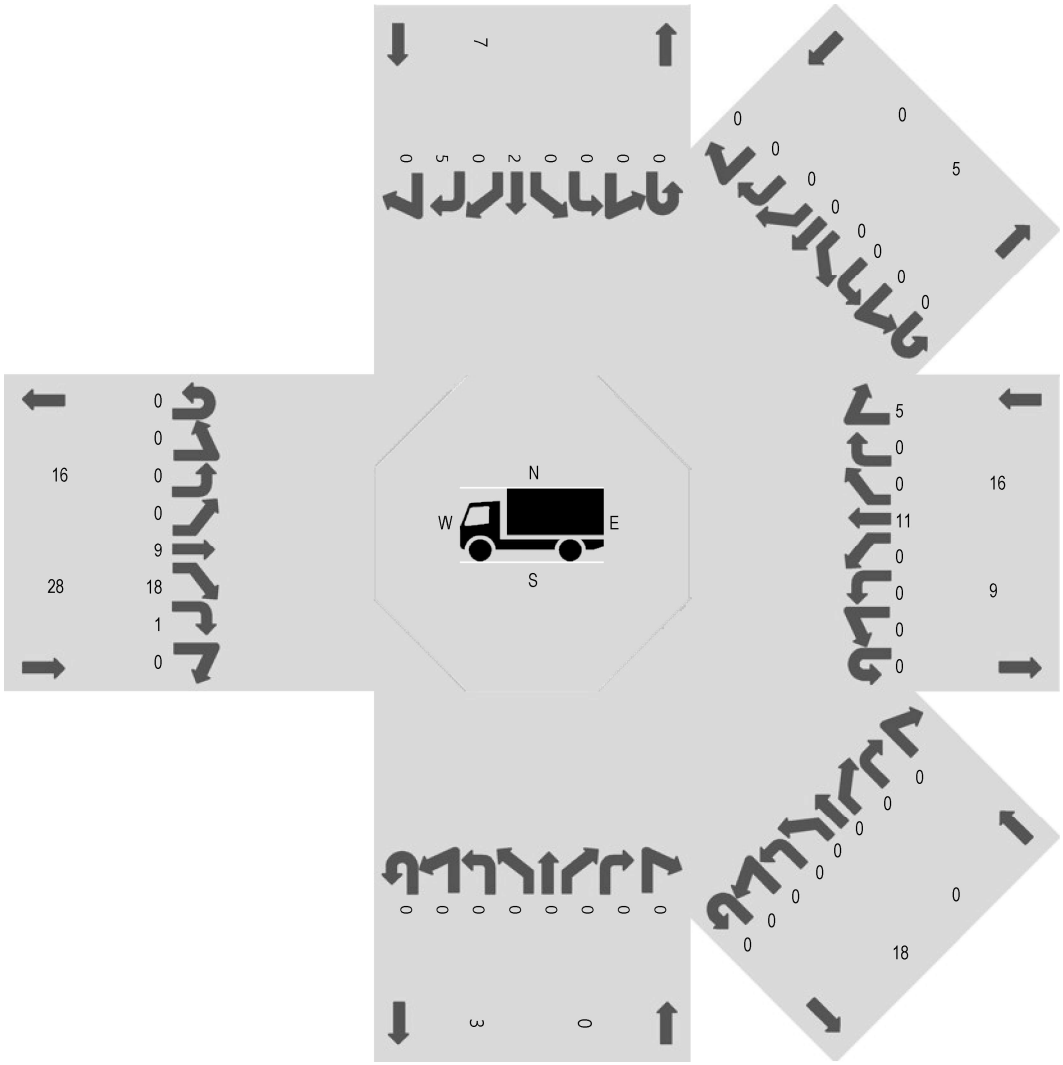
Location: 5 N ALMADAN BLVD & JULIAN ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



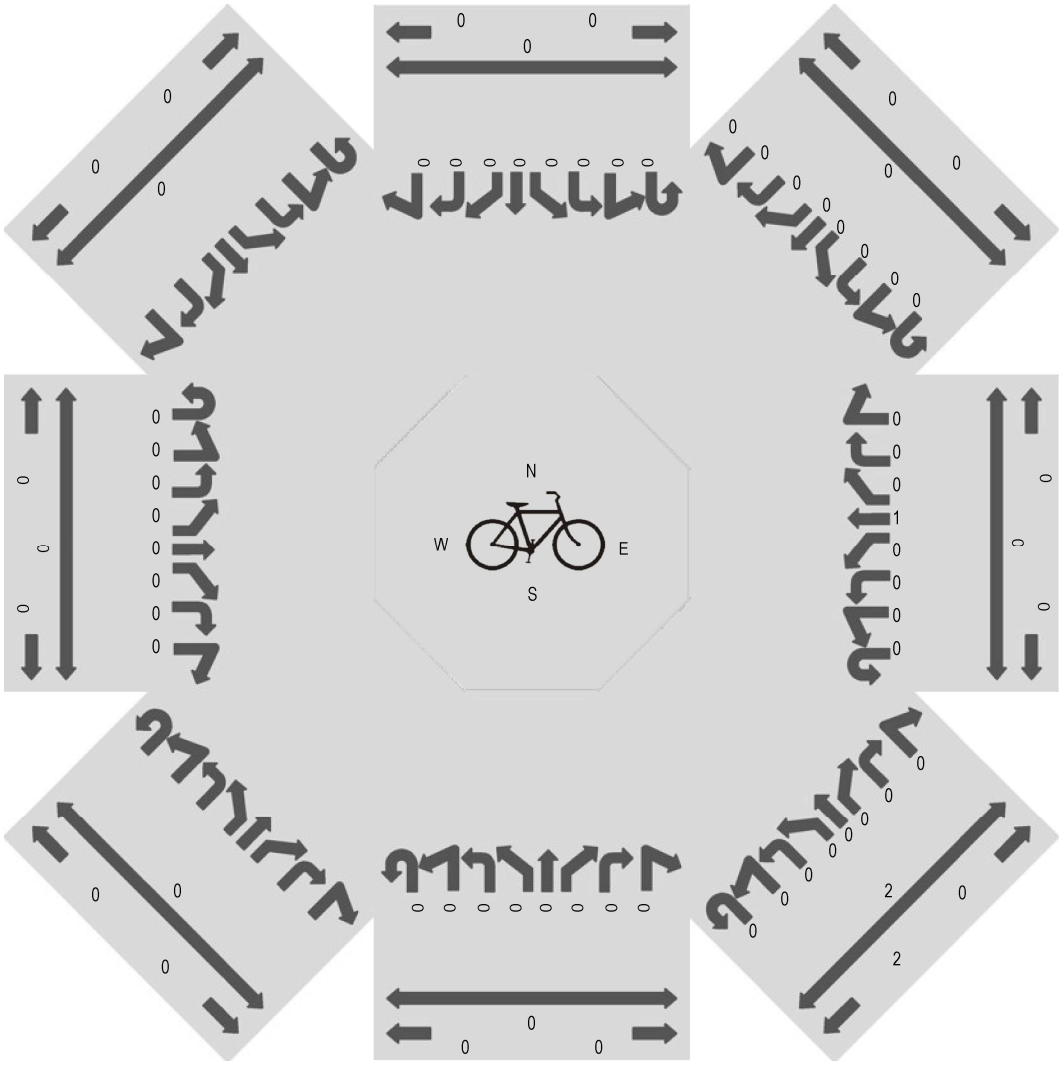
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

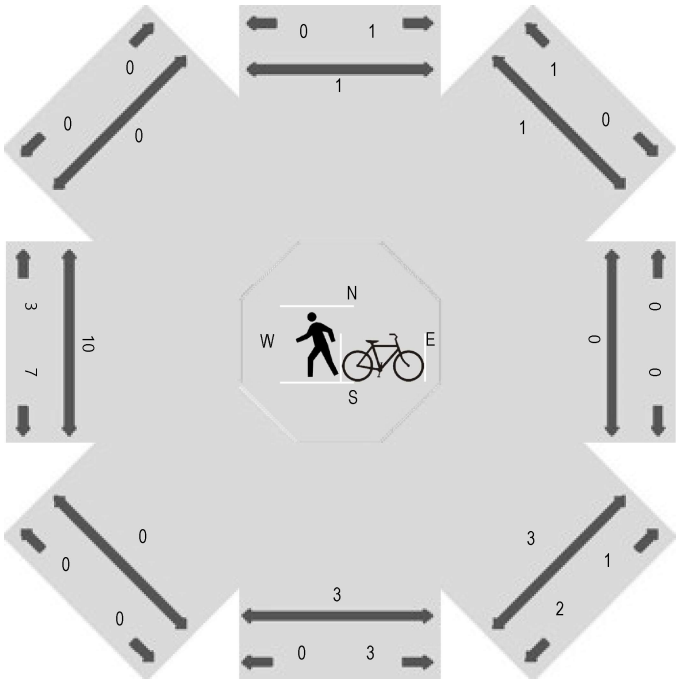


	HV%	PHF
WB	1.7%	0.89
NWB	0.0%	0.00
NB	0.0%	0.00
NEB	0.0%	0.00
EB	6.0%	0.87
SEB	0.0%	0.00
SB	1.0%	0.91
SWB	0.0%	0.00
All	2.4%	0.96

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	22	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:05 AM	0	0	0	0	17	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:10 AM	0	0	2	0	24	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:15 AM	0	1	0	0	27	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:20 AM	0	0	0	0	37	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:25 AM	0	0	0	0	39	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:30 AM	0	1	3	0	39	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:35 AM	0	0	0	0	41	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:40 AM	0	1	3	0	60	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:45 AM	0	0	0	0	44	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:50 AM	0	0	0	0	63	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:55 AM	0	0	1	0	59	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:00 AM	0	0	0	0	66	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:05 AM	0	0	2	0	48	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:10 AM	0	0	2	0	46	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:15 AM	0	0	2	0	41	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:20 AM	0	0	1	0	51	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:25 AM	0	0	1	0	46	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:30 AM	1	0	1	0	50	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:35 AM	1	0	0	0	45	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:40 AM	0	0	1	0	37	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:45 AM	0	0	3	0	34	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:50 AM	2	0	1	0	22	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:55 AM	1	0	2	0	37	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Count Total	5	3	25	0	995	0	0	689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Peak Hour	2	0	14	0	586	0	0	363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	0	0	6	6	1	0									0	0	12	0	5	0	5	0	0	0	0	0	0	0	0	0	77	1,573
7:05 AM	0	0	0	0	7	18	1	0									0	0	7	0	5	0	9	0	0	0	0	0	0	0	0	0	96	1,675
7:10 AM	0	0	0	0	8	11	0	0									0	0	12	0	11	0	2	0	0	0	0	0	0	0	0	0	87	1,743
7:15 AM	0	0	0	0	15	15	1	0									0	0	10	0	5	0	5	0	0	0	0	0	0	0	0	0	104	1,820
7:20 AM	0	0	0	0	13	18	0	0									0	0	10	0	3	0	11	0	0	0	0	0	0	0	0	0	124	1,896
7:25 AM	0	0	0	0	7	14	4	0									0	0	11	0	13	0	7	0	0	0	0	0	0	0	0	0	123	1,955
7:30 AM	0	0	0	0	5	10	0	0									0	0	10	1	14	0	10	0	0	0	0	0	0	0	0	0	126	2,016
7:35 AM	0	0	0	0	12	26	0	0									0	0	14	0	10	0	10	0	0	0	0	0	0	0	0	0	148	2,060
7:40 AM	0	0	0	0	10	8	2	0									0	0	12	0	6	0	17	0	0	0	0	0	0	0	0	0	154	2,087
7:45 AM	0	0	0	0	14	25	2	0									0	0	30	0	21	0	15	0	0	0	0	0	0	0	0	0	173	2,096
7:50 AM	0	0	0	0	13	23	0	0									0	0	17	0	16	0	14	0	0	0	0	0	0	0	0	0	189	2,098
7:55 AM	0	0	0	0	13	14	4	0									0	0	17	0	15	0	24	0	0	0	0	0	0	0	0	0	172	2,043
8:00 AM	0	0	0	0	15	17	1	0									0	0	25	0	14	0	20	0	0	0	0	0	0	0	0	0	179	2,034
8:05 AM	0	0	0	0	11	18	3	0									0	0	23	0	22	0	11	0	0	0	0	0	0	0	0	0	164	
8:10 AM	0	0	0	0	13	20	3	0									0	0	16	0	18	0	5	0	0	0	0	0	0	0	0	0	164	
8:15 AM	0	0	0	0	14	24	4	0									0	0	20	0	17	0	18	0	0	0	0	0	0	0	0	0	180	
8:20 AM	0	0	0	0	16	27	0	0									0	0	30	0	18	0	16	0	0	0	0	0	0	0	0	0	183	
8:25 AM	0	0	0	0	17	32	1	0									0	0	30	0	21	0	14	0	0	0	0	0	0	0	0	0	184	
8:30 AM	0	0	0	0	15	20	3	0									0	0	26	0	23	0	8	0	0	0	0	0	0	0	0	0	170	
8:35 AM	0	0	0	0	16	27	0	0									0	0	22	0	17	0	13	0	0	0	0	0	0	0	0	0	175	
8:40 AM	0	0	0	0	14	19	3	0									0	0	29	0	15	0	14	0	0	0	0	0	0	0	0	0	163	
8:45 AM	0	0	0	0	18	27	1	0									0	0	25	0	27	0	7	0	0	0	0	0	0	0	0	0	175	
8:50 AM	0	0	0	0	11	23	2	0									0	0	27	1	22	0	5	0	0	0	0	0	0	0	0	0	134	
8:55 AM	0	0	0	0	21	8	5	0									0	0	25	0	28	0	7	0	0	0	0	0	0	0	0	0	163	
Count Total	0	0	0	0	304	450	41	0									0	0	460	2	366	0	267	0	0	0	0	0	0	0	0	0	3,607	
Peak Hour	0	0	0	0	175	268	23	0									0	0	280	0	223	0	164	0	0	0	0	0	0	0	0	0	2,098	

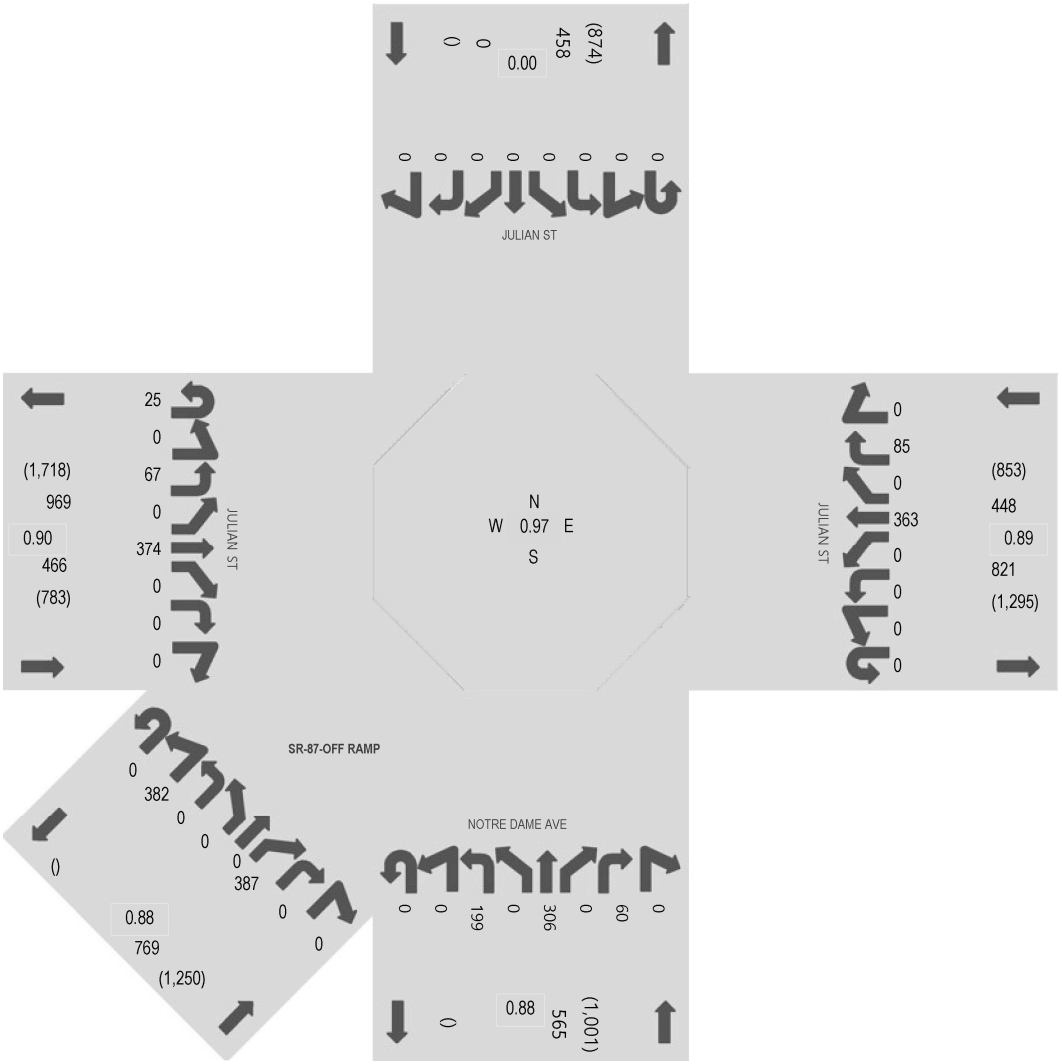
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	1	2	0	0	0	0	0	3
7:05 AM	1	0	0	0	3	0	0	0	4	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	1	0	2	0	3	7:10 AM	1	0	0	0	0	0	0	0	1	7:10 AM	0	1	2	0	0	0	0	0	3
7:15 AM	0	0	0	0	2	0	1	0	3	7:15 AM	1	0	0	0	0	0	0	0	1	7:15 AM	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	1	0	0	0	1	7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0
7:25 AM	2	0	0	0	1	0	0	0	3	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	0	0	0	0	0	2	7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	1	1	0	0	0	0	0	2
7:35 AM	1	0	0	0	2	0	1	0	4	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	1	0	1	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	2	0	0	0	3	7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	1	1	0	0	0	1	1	4
7:50 AM	0	0	0	0	1	0	1	0	2	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	0	1	1	0	0	0	0	0	2
7:55 AM	2	0	0	0	1	0	0	0	3	7:55 AM	1	0	0	0	0	0	0	0	1	7:55 AM	0	1	1	0	4	0	0	0	6
8:00 AM	2	0	0	0	1	0	1	0	4	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	1	0	0	0	1
8:05 AM	0	0	0	0	2	0	0	0	2	8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	1	0	1	0	2	8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	1	0	1	1	3
8:15 AM	1	0	0	0	3	0	1	0	5	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	1	0	0	0	1
8:20 AM	3	0	0	0	1	0	1	0	5	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	0	1	1	0	1	0	0	0	3
8:25 AM	3	0	0	0	4	0	1	0	8	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	1	0	0	0	3	8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	0
8:35 AM	2	0	0	0	4	0	0	0	6	8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	1	0	0	0	1
8:40 AM	1	0	0	0	4	0	1	0	6	8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	5	0	0	0	5	8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	0
8:50 AM	4	0	0	0	1	0	0	0	5	8:50 AM	1	0	0	0	0	0	0	0	1	8:50 AM	0	2	1	0	0	0	1	1	5
8:55 AM	0	0	0	0	1	0	1	0	2	8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	0	0	0	0	0
Count Total	27	0	0	0	42	0	13	0	82	Count Total	4	0	0	0	0	0	0	0	4	Count Total	0	9	10	0	10	0	3	3	35
Peak Hour	16	0	0	0	28	0	7	0	51	Peak Hour	0	0	0	0	1	0	0	0	1	Peak Hour	0	3	3	0	10	0	1	1	18

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

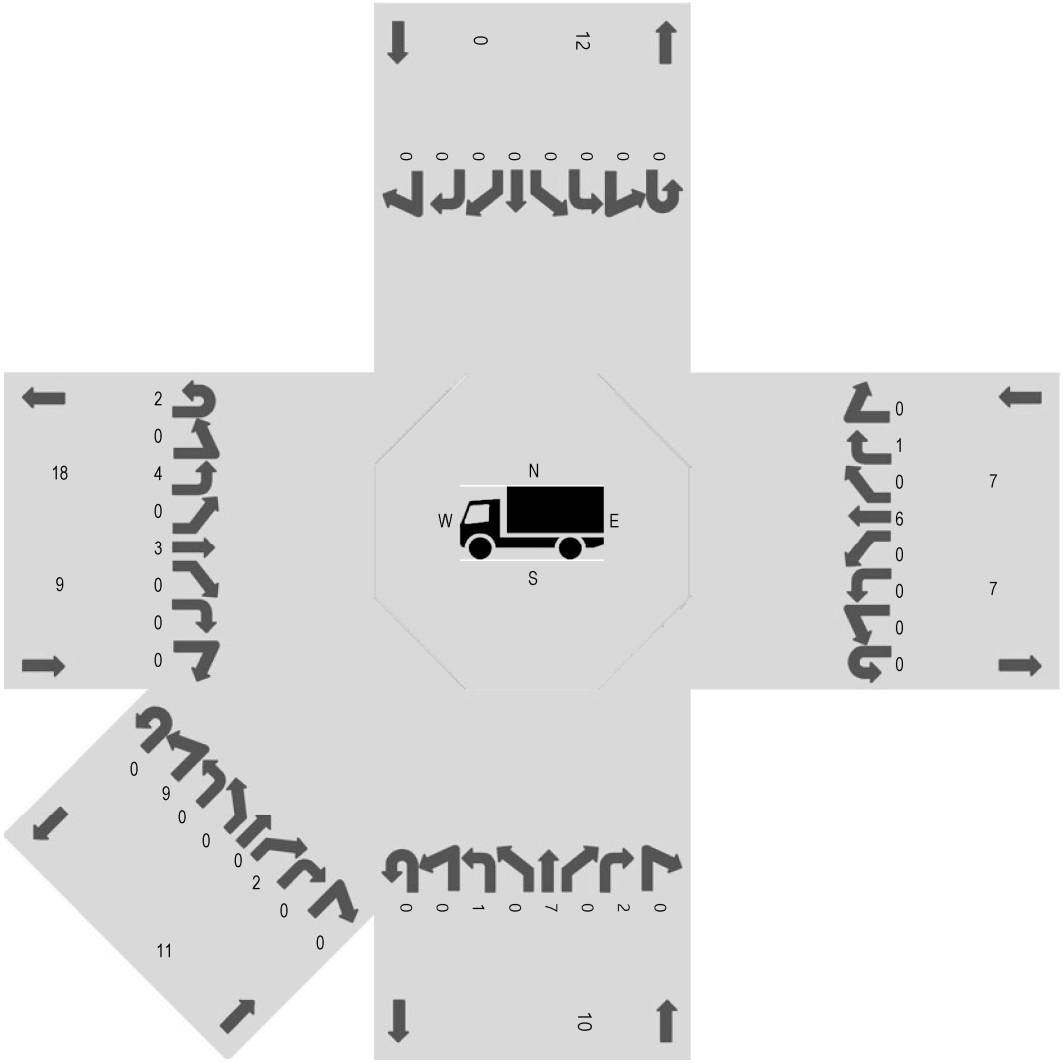
Location: 6 NOTRE DAME AVE & JULIAN ST AM
Date: Tuesday, November 7, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



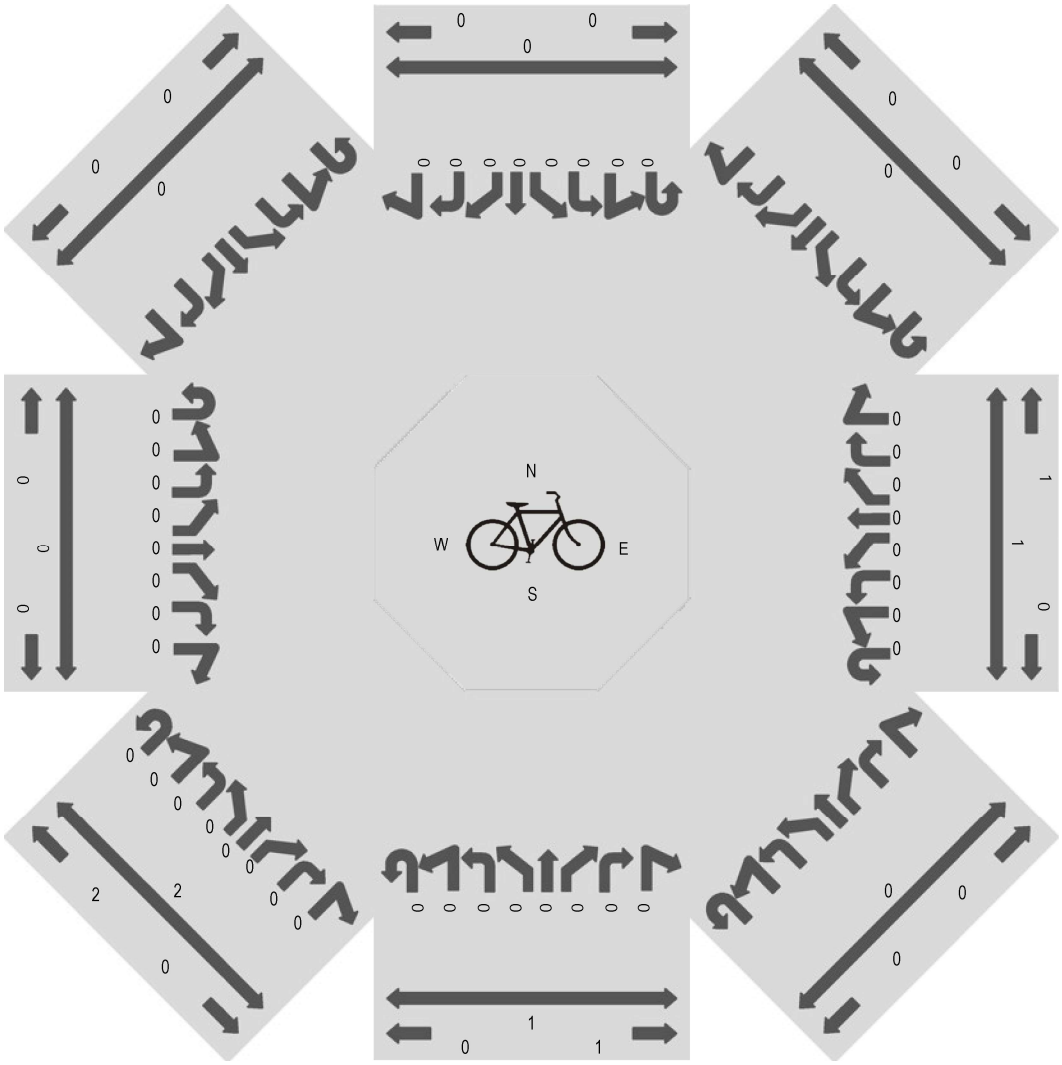
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

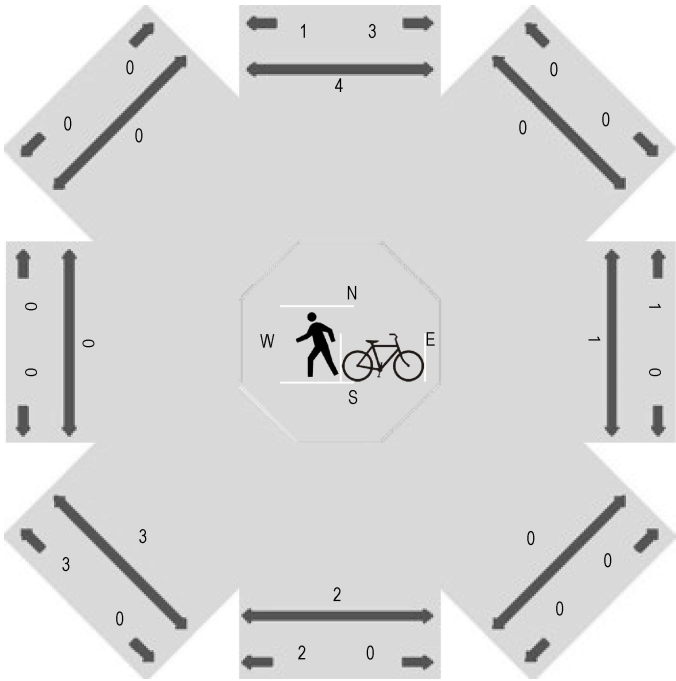


	HV%	PHF
WB	1.6%	0.89
NWB	0.0%	0.00
NB	1.8%	0.88
NEB	1.4%	0.88
EB	1.9%	0.90
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	1.6%	0.97

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

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

Traffic Counts - Motorized Vehicles (continued)

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

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

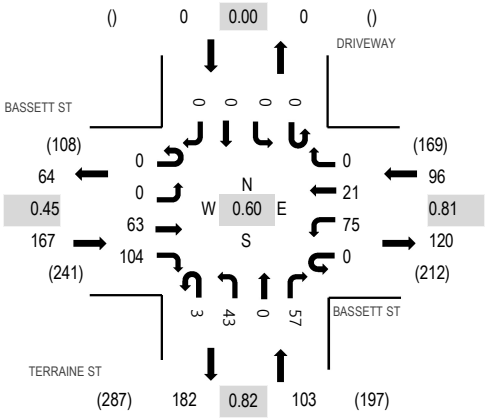
Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
7:00 AM	0	0	0	0	1	0	0	0	1	7:00 AM	0	0	0	0	0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

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

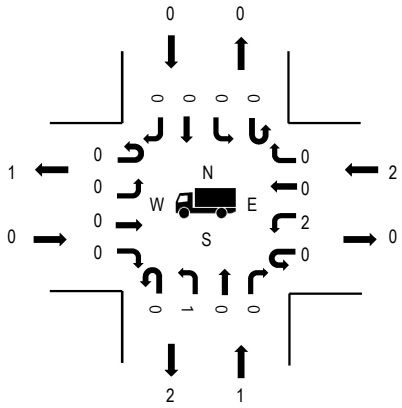
Location: 1 TERRAINE ST & BASSETT ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:20 PM - 05:20 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

Motorized Vehicles



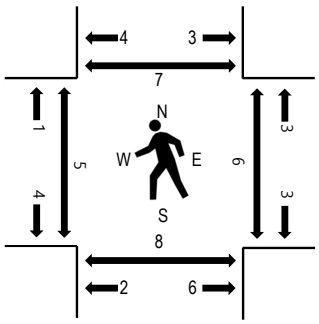
Heavy Vehicles



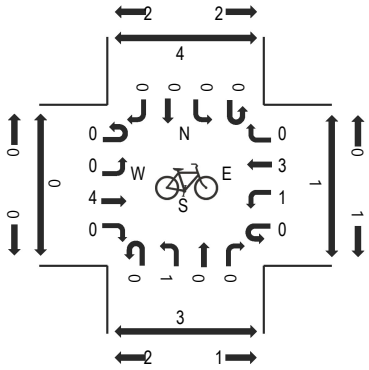
	HV%	PHF
EB	0.0%	0.45
WB	2.1%	0.81
NB	1.0%	0.82
SB	0.0%	0.00
All	0.8%	0.60

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	TERRAINE ST Northbound				BASSETT ST Eastbound				DRIVEWAY Southbound				BASSETT ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	3	0	6	1	0	0	3	0	0	0	0	0	7	0	0	20	273
4:05 PM	0	5	0	5	0	0	6	2	0	0	0	0	0	4	1	0	23	291
4:10 PM	0	2	0	3	0	0	3	5	0	0	0	0	0	8	0	0	21	332
4:15 PM	0	1	0	4	0	0	2	4	0	0	0	0	0	4	1	0	16	361
4:20 PM	0	5	0	4	0	0	1	1	0	0	0	0	0	6	0	0	17	366
4:25 PM	0	5	0	5	0	0	3	4	0	0	0	0	0	5	0	0	22	366
4:30 PM	1	1	0	7	0	0	5	7	0	0	0	0	0	4	1	0	26	357
4:35 PM	1	1	0	3	0	0	3	8	0	0	0	0	0	5	3	0	24	358
4:40 PM	1	5	0	7	0	0	4	5	0	0	0	0	0	7	2	0	31	355
4:45 PM	0	2	0	7	0	0	2	4	0	0	0	0	0	7	2	0	24	343
4:50 PM	0	7	0	3	0	0	2	3	0	0	0	0	0	8	2	0	25	338
4:55 PM	0	2	0	5	0	0	2	6	0	0	0	0	0	6	3	0	24	333
5:00 PM	0	3	0	8	0	0	6	9	0	0	0	0	0	8	4	0	38	334
5:05 PM	0	6	0	3	0	0	20	29	0	0	0	0	0	4	2	0	64	
5:10 PM	0	4	0	4	0	0	10	22	0	0	0	0	0	10	0	0	50	
5:15 PM	0	2	0	1	0	0	5	6	0	0	0	0	0	5	2	0	21	
5:20 PM	0	3	0	2	0	0	2	4	0	0	0	0	0	6	0	0	17	
5:25 PM	0	0	0	5	0	0	2	2	0	0	0	0	0	3	1	0	13	
5:30 PM	0	2	0	10	0	0	1	6	0	0	0	0	0	5	3	0	27	
5:35 PM	0	1	0	5	0	0	3	2	0	0	0	0	0	9	1	0	21	
5:40 PM	0	2	0	6	0	0	4	4	0	0	0	0	0	2	1	0	19	
5:45 PM	0	2	0	9	0	0	3	4	0	0	0	0	0	1	0	0	19	
5:50 PM	1	3	0	3	0	0	2	3	0	0	0	0	1	6	1	0	20	
5:55 PM	1	6	0	4	0	0	1	5	0	0	0	0	0	4	4	0	25	
Count Total	5	73	0	119	1	0	92	148	0	0	0	0	1	134	34	0	607	
Peak Hour	3	43	0	57	0	0	63	104	0	0	0	0	0	75	21	0	366	

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	1	1	4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	2	0	0	2	4
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1	4:25 PM	0	1	0	0	1
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	1	1	4:35 PM	0	0	2	0	2
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	1	0	1	0	2
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	3	2	5
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	1	2
4:55 PM	0	0	0	0	0	4:55 PM	0	3	0	0	3	4:55 PM	2	0	1	1	4
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1	5:05 PM	2	1	2	0	5
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1	5:10 PM	1	0	1	0	2
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	1	3	1	1	6
5:20 PM	0	0	0	0	0	5:20 PM	0	3	0	1	4	5:20 PM	2	1	2	2	7
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	3	3	5:25 PM	0	1	4	1	6
5:30 PM	0	0	0	0	0	5:30 PM	1	2	0	0	3	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	1	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	2	2	4
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2	5:45 PM	1	0	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	2	0	0	2
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	2	2	4
Count Total	2	0	0	4	6	Count Total	2	10	0	11	23	Count Total	15	9	24	16	64
Peak Hour	1	0	0	2	3	Peak Hour	1	4	0	4	9	Peak Hour	11	5	11	7	34

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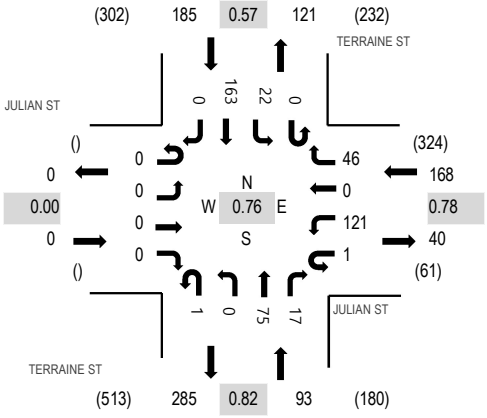
Location: 2 TERRAINE ST & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

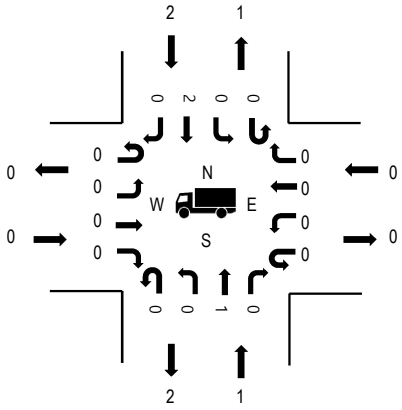
Peak Hour

Motorized Vehicles



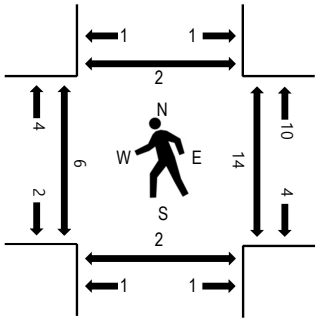
Note: Total study counts contained in parentheses.

Heavy Vehicles

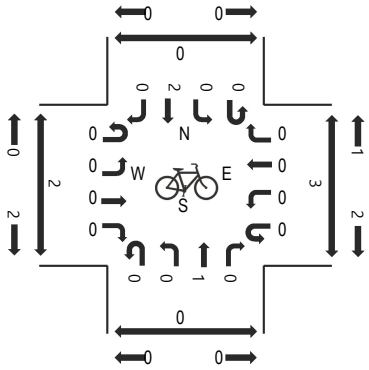


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.78
NB	1.1%	0.82
SB	1.1%	0.57
All	0.7%	0.76

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

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

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

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

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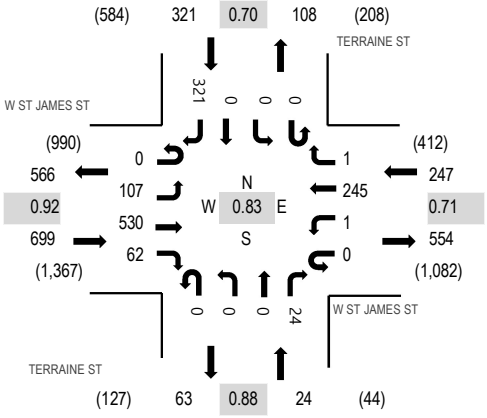
Location: 3 TERRAINE ST & W ST JAMES ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:20 PM - 05:20 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

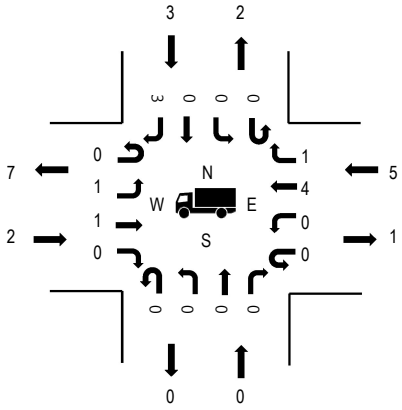
Peak Hour

Motorized Vehicles



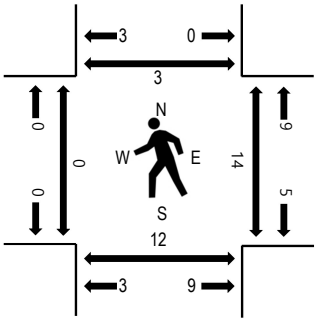
Note: Total study counts contained in parentheses.

Heavy Vehicles

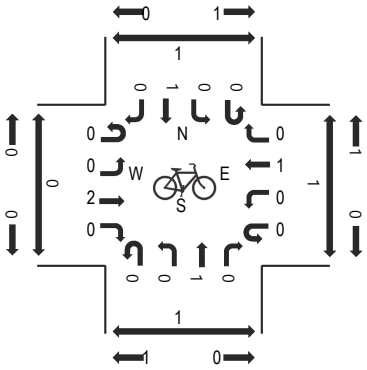


	HV%	PHF
EB	0.3%	0.92
WB	2.0%	0.71
NB	0.0%	0.88
SB	0.9%	0.70
All	0.8%	0.83

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

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

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

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

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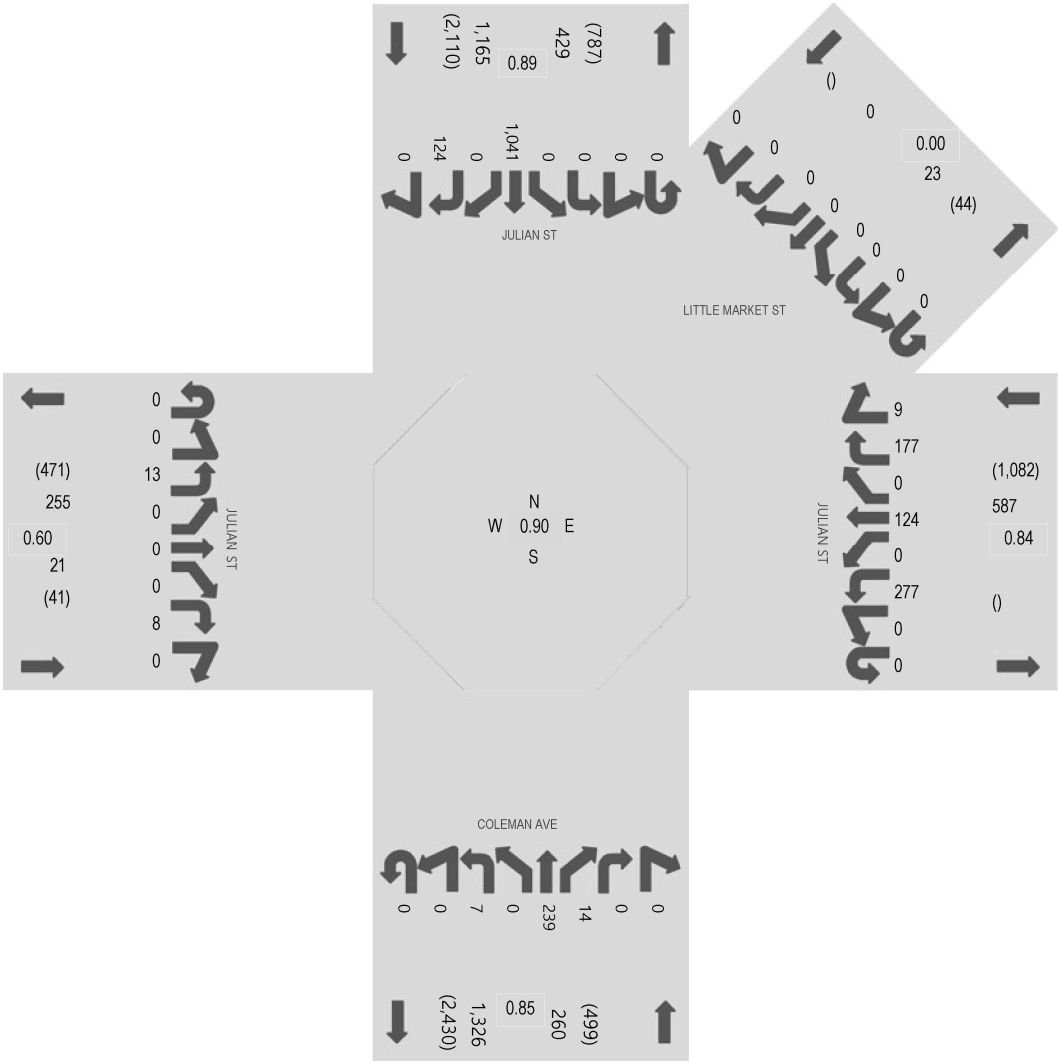
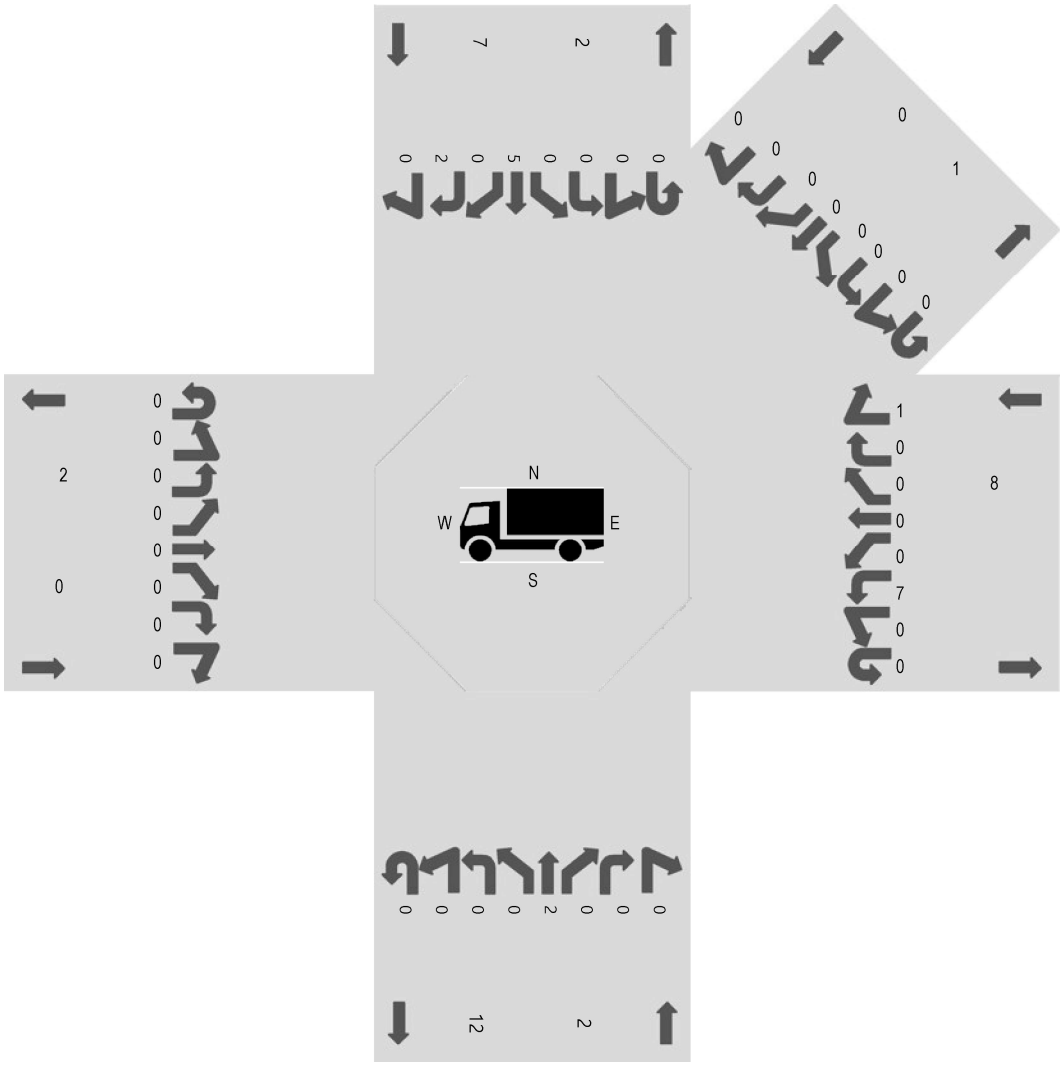
Location: 4 COLEMAN AVE & JULIAN ST PM
Date: Wednesday, November 15, 2023
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour - Motorized Vehicles



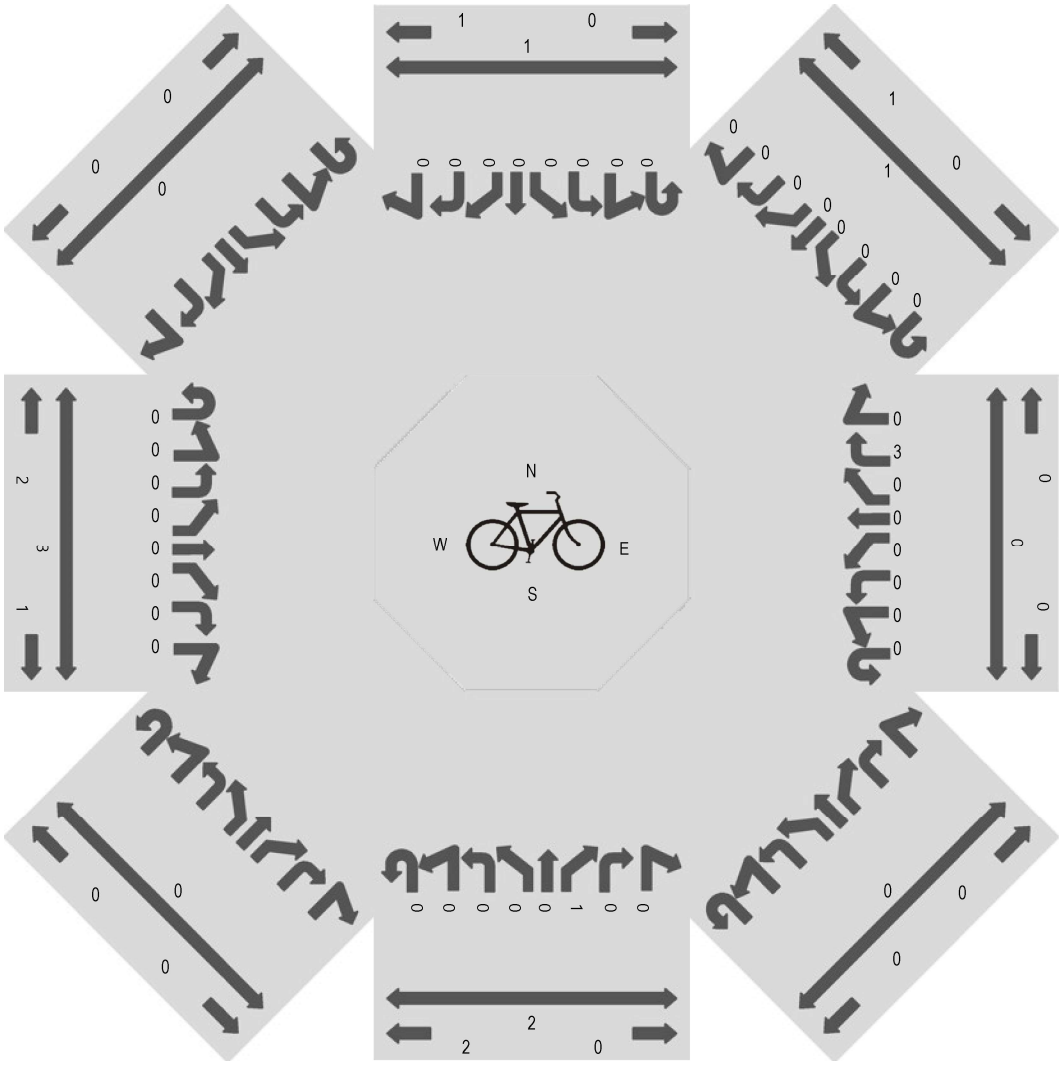
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

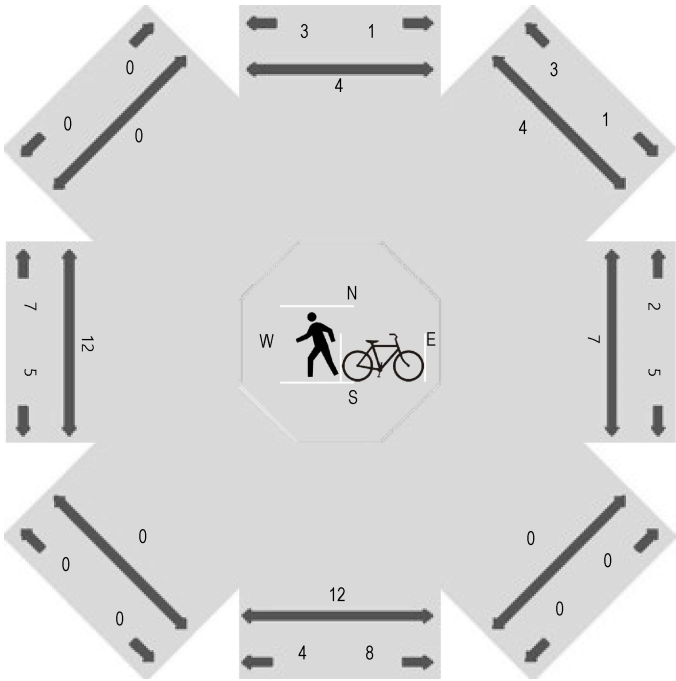


	HV%	PHF
WB	1.4%	0.84
NWB	0.0%	0.00
NB	0.8%	0.85
NEB	0.0%	0.00
EB	0.0%	0.60
SEB	0.0%	0.00
SB	0.6%	0.89
SWB	0.0%	0.00
All	0.8%	0.90

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

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

Traffic Counts - Motorized Vehicles (continued)

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

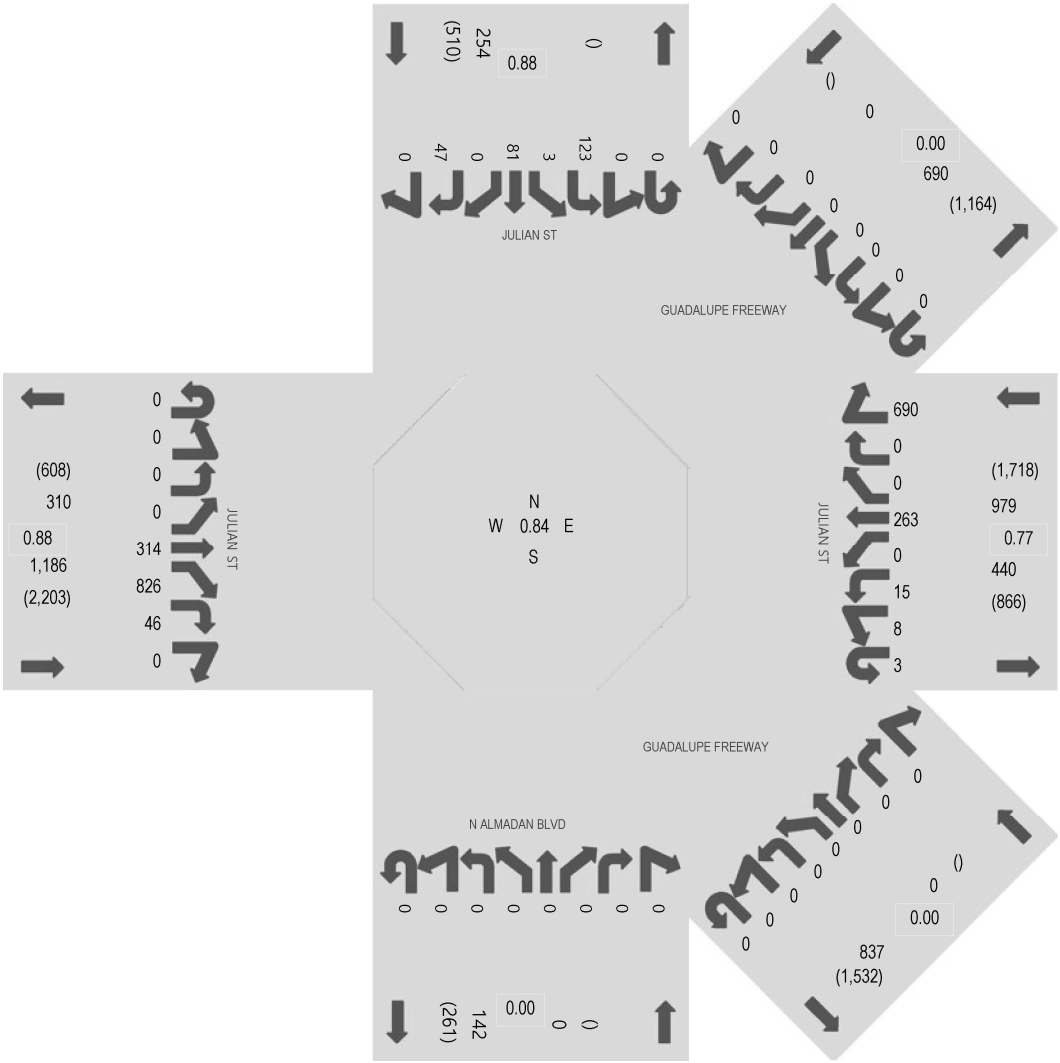
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

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

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

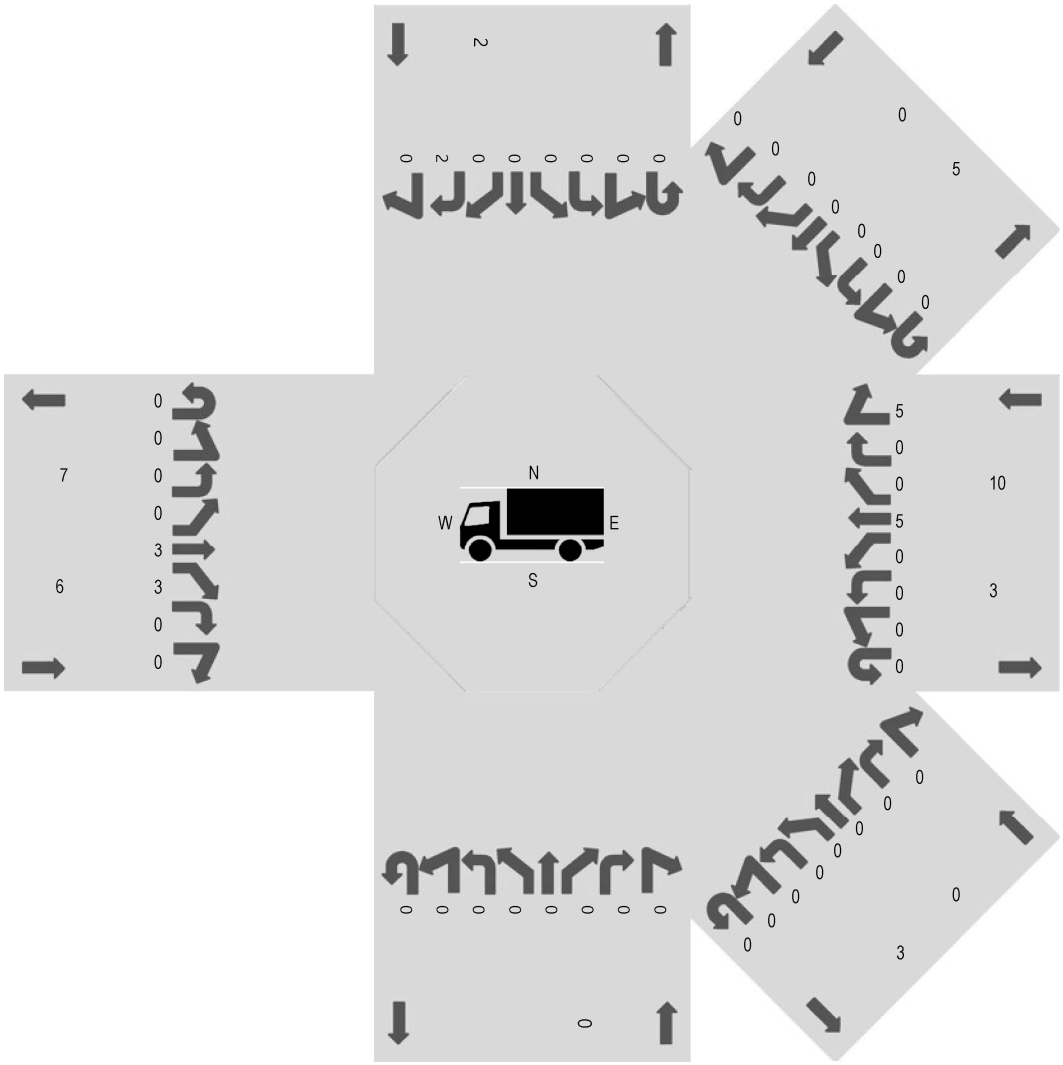
Location: 5 N ALMADAN BLVD & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



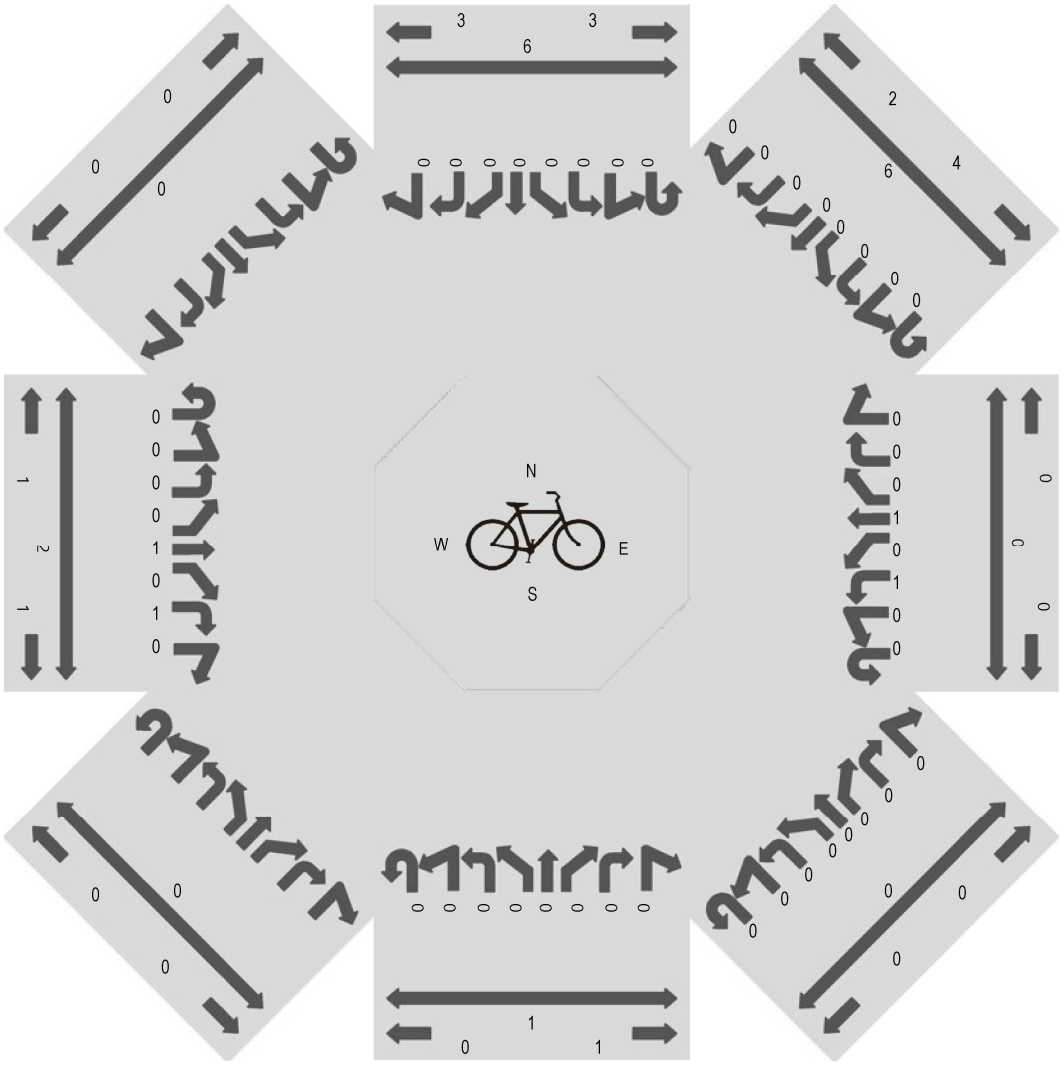
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

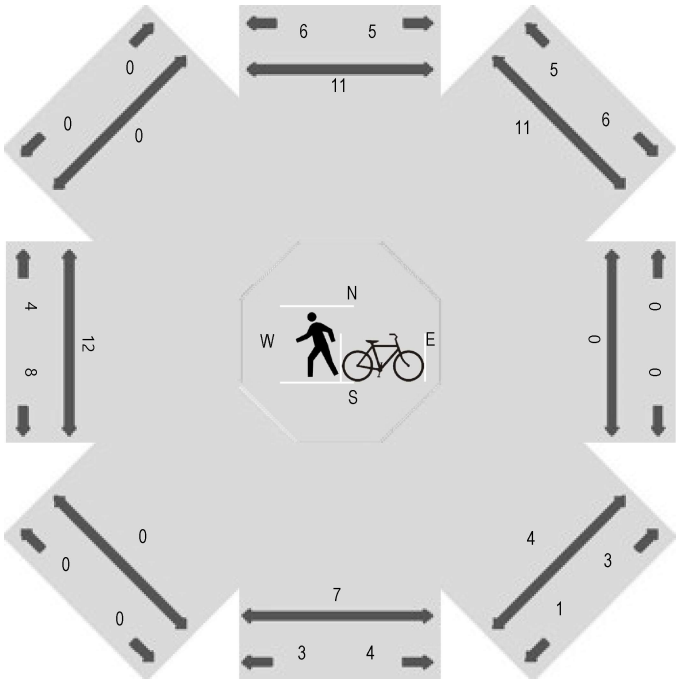


	HV%	PHF
WB	1.0%	0.77
NWB	0.0%	0.00
NB	0.0%	0.00
NEB	0.0%	0.00
EB	0.5%	0.88
SEB	0.0%	0.00
SB	0.8%	0.88
SWB	0.0%	0.00
All	0.7%	0.84

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:00 PM	0	0	1	0	11	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:05 PM	0	0	0	0	19	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:10 PM	1	1	1	0	22	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15 PM	0	0	0	0	29	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:20 PM	0	0	0	0	22	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:25 PM	1	0	0	0	21	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 PM	0	0	1	0	23	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:35 PM	1	0	1	0	19	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:40 PM	0	1	0	0	24	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:45 PM	0	1	0	0	22	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:50 PM	0	0	0	0	17	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:55 PM	0	0	3	0	28	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:00 PM	0	0	0	0	22	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:05 PM	1	1	0	0	19	0	0	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:10 PM	0	3	4	0	22	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:15 PM	0	2	1	0	26	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:20 PM	0	0	2	0	27	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:25 PM	0	0	1	0	19	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30 PM	1	0	3	0	18	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:35 PM	1	1	1	0	17	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:40 PM	0	0	3	0	17	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45 PM	1	0	2	0	24	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:50 PM	1	0	1	0	23	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:55 PM	0	0	1	0	19	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Count Total	8	10	26	0	510	0	0	1,164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Peak Hour	3	8	15	0	263	0	0	690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:00 PM	0	0	0	0	20	67	4	0									0	0	10	0	1	0	5	0	0	0	0	0	0	0	0	0	147	2,045
4:05 PM	0	0	0	0	32	52	4	0									0	0	14	1	2	0	5	0	0	0	0	0	0	0	0	0	153	2,104
4:10 PM	0	0	0	0	15	60	2	0									0	0	7	0	6	0	1	0	0	0	0	0	0	0	0	0	158	2,211
4:15 PM	0	0	0	0	18	57	3	0									0	0	7	0	3	0	5	0	0	0	0	0	0	0	0	0	171	2,309
4:20 PM	0	0	0	0	27	52	2	0									0	0	11	0	6	0	6	0	0	0	0	0	0	0	0	0	170	2,338
4:25 PM	0	0	0	0	17	35	2	0									0	0	15	1	4	0	1	0	0	0	0	0	0	0	0	0	144	2,379
4:30 PM	0	0	0	0	28	62	3	0									0	0	9	1	7	0	4	0	0	0	0	0	0	0	0	0	181	2,418
4:35 PM	0	0	0	0	28	92	2	0									0	0	9	0	7	0	7	0	0	0	0	0	0	0	0	0	235	2,419
4:40 PM	0	0	0	0	27	71	3	0									0	0	9	0	1	0	1	0	0	0	0	0	0	0	0	0	185	2,380
4:45 PM	0	0	0	0	26	50	1	0									0	0	14	0	6	0	3	0	0	0	0	0	0	0	0	0	166	2,389
4:50 PM	0	0	0	0	21	50	3	0									0	0	9	1	9	0	5	0	0	0	0	0	0	0	0	0	168	2,411
4:55 PM	0	0	0	0	23	42	4	0									0	0	17	0	13	0	3	0	0	0	0	0	0	0	0	0	167	2,396
5:00 PM	0	0	0	0	15	80	5	0									0	0	10	0	4	0	6	0	0	0	0	0	0	0	0	0	206	2,386
5:05 PM	0	0	0	0	23	92	2	0									0	0	8	0	7	0	6	0	0	0	0	0	0	0	0	0	260	
5:10 PM	0	0	0	0	28	92	3	0									0	0	12	2	5	0	4	0	0	0	0	0	0	0	0	0	256	
5:15 PM	0	0	0	0	29	61	8	0									0	0	9	0	8	0	1	0	0	0	0	0	0	0	0	0	200	
5:20 PM	0	0	0	0	33	76	3	0									0	0	8	0	10	0	5	0	0	0	0	0	0	0	0	0	211	
5:25 PM	0	0	0	0	34	57	7	0									0	0	13	0	4	0	5	0	0	0	0	0	0	0	0	0	183	
5:30 PM	0	0	0	0	27	63	5	0									0	0	5	0	7	0	1	0	0	0	0	0	0	0	0	0	182	
5:35 PM	0	0	0	0	27	68	6	0									0	0	10	1	13	0	3	0	0	0	0	0	0	0	0	0	196	
5:40 PM	0	0	0	0	26	64	5	0									0	0	10	0	5	0	7	0	0	0	0	0	0	0	0	0	194	
5:45 PM	0	0	0	0	29	73	4	0									0	0	11	1	8	0	5	0	0	0	0	0	0	0	0	0	188	
5:50 PM	0	0	0	0	23	45	2	0									0	0	12	0	4	0	4	0	0	0	0	0	0	0	0	0	153	
5:55 PM	0	0	0	0	26	53	4	0									0	0	17	0	8	0	5	0	0	0	0	0	0	0	0	0	157	
Count Total	0	0	0	0	602	1,514	87	0									0	0	256	8	148	0	98	0	0	0	0	0	0	0	0	0	4,431	
Peak Hour	0	0	0	0	314	826	46	0									0	0	123	3	81	0	47	0	0	0	0	0	0	0	0	0	2,419	

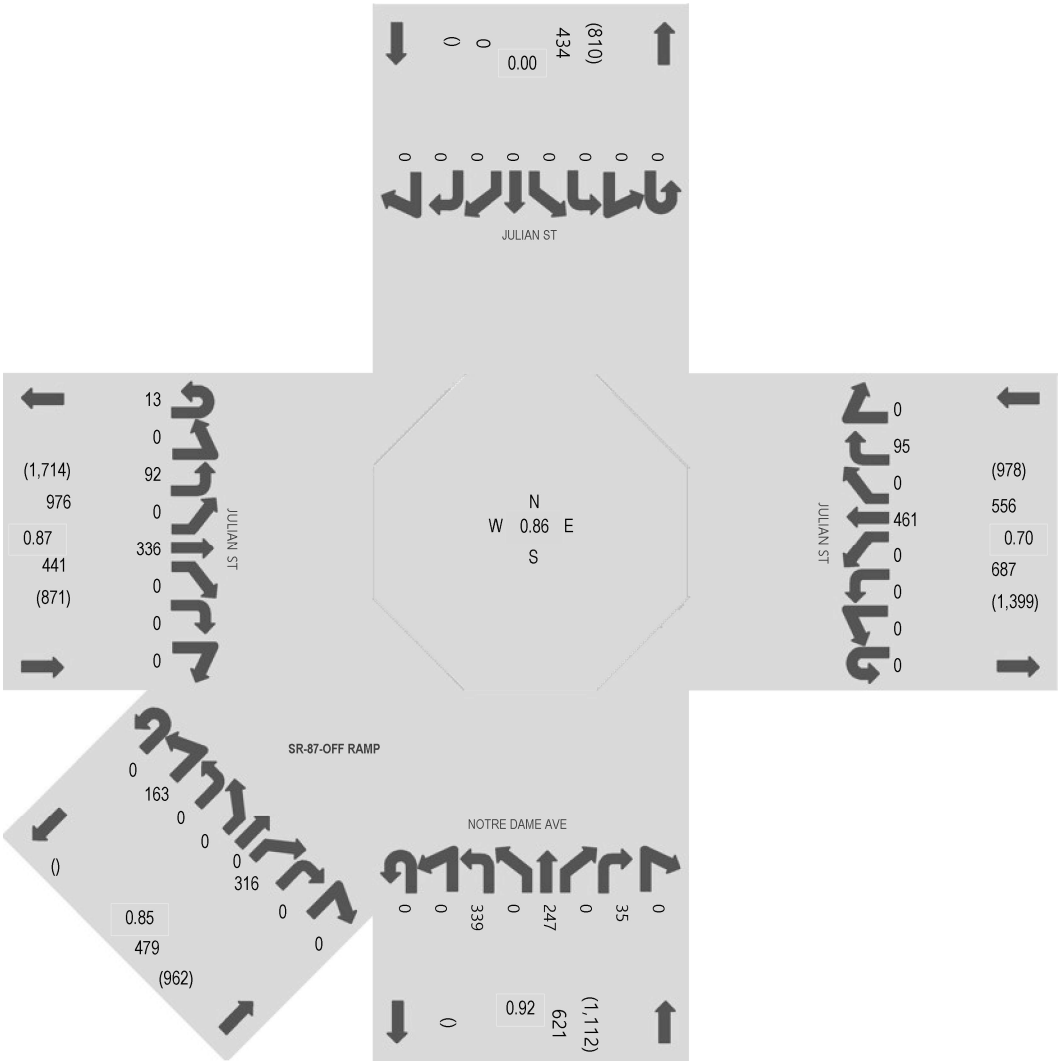
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
4:00 PM	3	0	0	0	1	0	0	0	4	4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	1	2	0	0	0	0	0	3
4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	1	0	3	3	7
4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	2	0	1	1	4
4:15 PM	2	0	0	0	1	0	0	0	3	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	1	0	1	0	2	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	1	0	0	0	1
4:25 PM	1	0	0	0	0	0	0	0	1	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	1	0	4	4	9
4:30 PM	0	0	0	0	2	0	0	0	2	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	1	0	2	0	1	0	4
4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	1	0	0	0	0	0	0	0	1	4:35 PM	0	1	2	0	0	0	0	1	4
4:40 PM	1	0	0	0	2	0	0	0	3	4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	0	0	2	0	3	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	2	0	0	0	2	4:45 PM	0	0	0	0	0	0	0	0	0
4:50 PM	2	0	0	0	1	0	1	0	4	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	1	1	0	3	0	1	1	7
4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	2	1	0	3	0	1	1	8
5:00 PM	1	0	0	0	0	0	0	0	1	5:00 PM	1	0	0	0	0	0	0	0	1	5:00 PM	0	0	0	0	0	0	2	2	4
5:05 PM	1	0	0	0	0	0	1	0	2	5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	1	0	0	0	1
5:10 PM	1	0	0	0	1	0	0	0	2	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	1	0	0	0	1
5:15 PM	2	0	0	0	0	0	0	0	2	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	1	0	3	2	6
5:20 PM	1	0	0	0	2	0	0	0	3	5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	0	0	1	0	0	0	2	2	5
5:25 PM	1	0	0	0	0	0	0	0	1	5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	1	1	2
5:35 PM	1	0	0	0	0	0	0	0	1	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0
5:40 PM	1	0	0	0	0	0	0	0	1	5:40 PM	2	0	0	0	0	0	0	0	2	5:40 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	1	0	2	0	1	1	5
5:50 PM	0	0	0	0	1	0	1	0	2	5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	1	0	1	1	3
5:55 PM	2	0	0	0	0	0	0	0	2	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	1	0	0	0	1	1	3
Count Total	20	0	0	0	12	0	4	0	36	Count Total	4	0	0	0	2	0	0	0	6	Count Total	0	5	12	0	22	0	23	22	84
Peak Hour	10	0	0	0	6	0	2	0	18	Peak Hour	2	0	0	0	2	0	0	0	4	Peak Hour	0	4	7	0	12	0	11	11	45

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

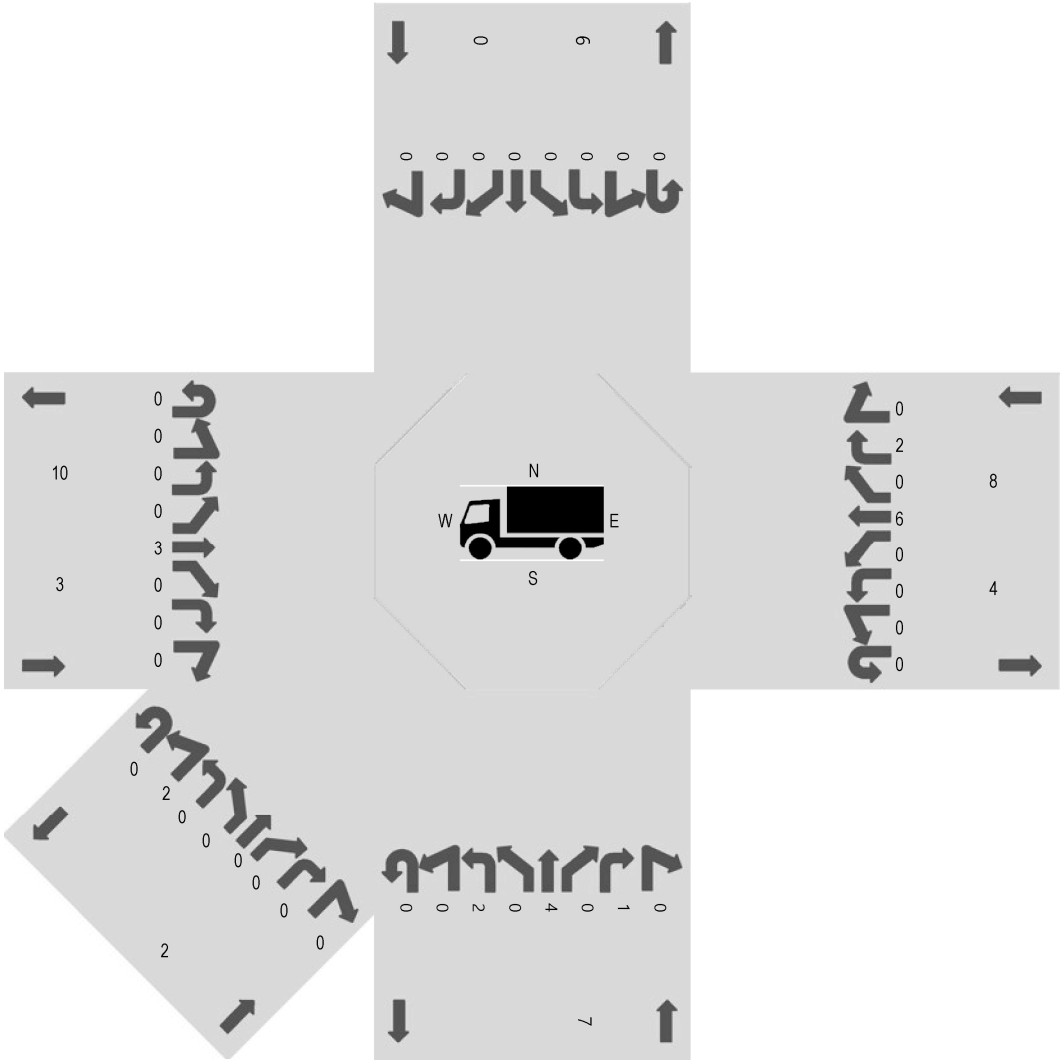
Location: 6 NOTRE DAME AVE & JULIAN ST PM
Date: Tuesday, November 7, 2023
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



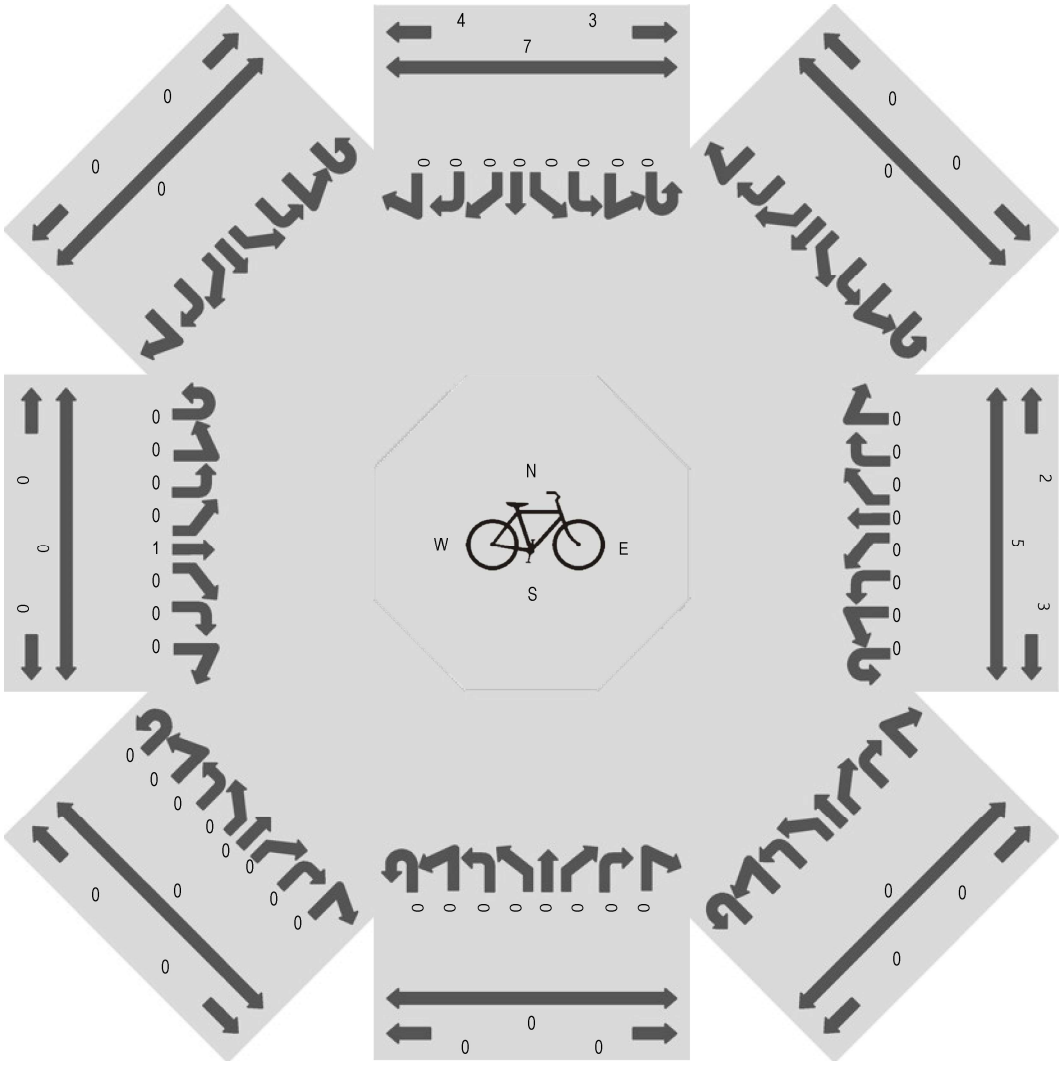
Note: Total study counts contained in parentheses.

Peak Hour - Heavy Vehicles

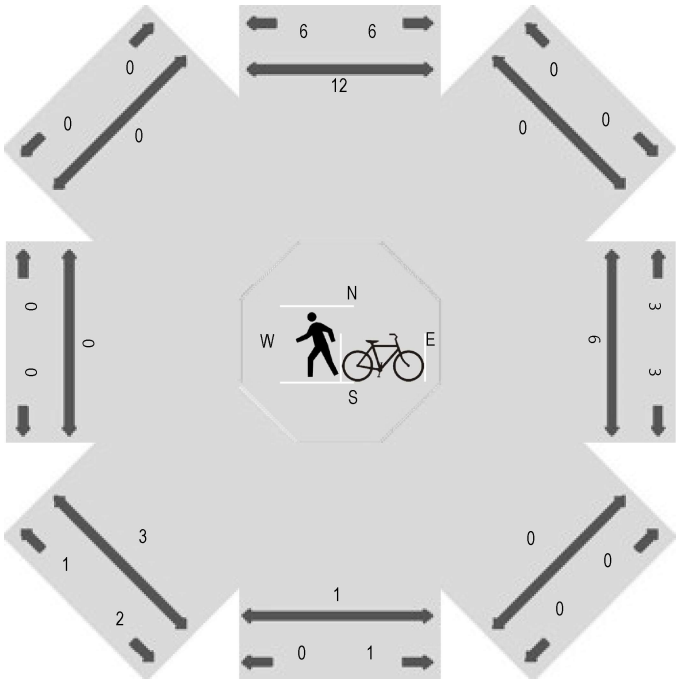


	HV%	PHF
WB	1.4%	0.70
NWB	0.0%	0.00
NB	1.1%	0.92
NEB	0.4%	0.85
EB	0.7%	0.87
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	1.0%	0.86

Peak Hour - Bicycles on Road



Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts - Motorized Vehicles

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

Traffic Counts - Motorized Vehicles (continued)

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

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

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

Appendix B

Volumes Summary

Intersection Number: 1
Traffix Node Number: 901
Intersection Name: Terraine Street and Bassett Street (unsignalized)
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**70**	**90**	**34**	**0**	**86**	**22**	**8**	**0**	**310**
Approved Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Conditions	**0**	**0**	**0**	**0**	**70**	**90**	**34**	**0**	**86**	**22**	**8**	**0**	**310**
Project Trips (Initial)	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**5**
Background Plus Proj Conditions (Initial)	**0**	**0**	**0**	**0**	**70**	**92**	**37**	**0**	**86**	**22**	**8**	**0**	**315**
Project Trips (Future)	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**
Background Plus Proj Conditions (Future)	**0**	**0**	**0**	**0**	**70**	**98**	**37**	**0**	**86**	**22**	**8**	**0**	**321**
Pending Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**0**	**0**	**0**	**0**	**70**	**90**	**0**	**34**	**0**	**86**	**0**	**22**	**8**	**0**	**310**
Cumulative Plus Proj Conditions (Initial)	**0**	**0**	**0**	**0**	**70**	**92**	**0**	**37**	**0**	**86**	**0**	**22**	**8**	**0**	**315**
Cumulative Plus Proj Conditions (Future)	**0**	**0**	**0**	**0**	**70**	**98**	**0**	**37**	**0**	**86**	**0**	**22**	**8**	**0**	**321**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**116**	**20**	**33**	**0**	**99**	**10**	**84**	**0**	**0**	**0**	**0**	**362**
Approved Trips	**0**	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**285**	**46**	**17**	**0**	**422**
Background Conditions	**0**	**116**	**20**	**33**	**74**	**99**	**10**	**84**	**285**	**46**	**17**	**0**	**784**
Project Trips (Initial)	**2**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**30**	**27**	**3**	**90**
Background Plus Proj Conditions (Initial)	**2**	**116**	**20**	**33**	**88**	**99**	**10**	**84**	**299**	**76**	**44**	**3**	**874**
Project Trips (Future)	**8**	**0**	**0**	**0**	**83**	**0**	**0**	**0**	**243**	**58**	**33**	**3**	**428**
Background Plus Proj Conditions (Future)	**8**	**116**	**20**	**33**	**157**	**99**	**10**	**84**	**528**	**104**	**50**	**3**	**1212**
Pending Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**0**	**116**	**20**	**0**	**33**	**74**	**99**	**0**	**10**	**84**	**285**	**0**	**46**	**17**	**0**	**784**
Cumulative Plus Proj Conditions (Initial)	**2**	**116**	**20**	**0**	**33**	**88**	**99**	**0**	**10**	**84**	**299**	**0**	**76**	**44**	**3**	**874**
Cumulative Plus Proj Conditions (Future)	**8**	**116**	**20**	**0**	**33**	**157**	**99**	**0**	**10**	**84**	**528**	**0**	**104**	**50**	**3**	**1212**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**261**	**0**	**0**	**4**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**111**	**1312**
Approved Trips	**45**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**265**	**329**
Background Conditions	**306**	**0**	**0**	**23**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**376**	**1641**
Project Trips (Initial)	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**44**
Background Plus Proj Conditions (Initial)	**336**	**0**	**0**	**23**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**390**	**1685**
Project Trips (Future)	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**243**	**301**
Background Plus Proj Conditions (Future)	**364**	**0**	**0**	**23**	**159**	**0**	**16**	**0**	**0**	**35**	**726**	**619**	**1942**
Pending Trips	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**6**
Cumulative Conditions	**306**	**0**	**0**	**0**	**23**	**163**	**0**	**0**	**16**	**0**	**0**	**0**	**35**	**728**	**376**	**1647**
Cumulative Plus Proj Conditions (Initial)	**336**	**0**	**0**	**0**	**23**	**163**	**0**	**0**	**16**	**0**	**0**	**0**	**35**	**728**	**390**	**1691**
Cumulative Plus Proj Conditions (Future)	**364**	**0**	**0**	**0**	**23**	**163**	**0**	**0**	**16**	**0**	**0**	**0**	**35**	**728**	**619**	**1948**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**30**	**223**	**0**	**312**	**125**	**276**	**0**	**591**	**7**	**4**	**0**	**23**	**1591**
Approved Trips	**58**	**108**	**0**	**109**	**158**	**66**	**0**	**477**	**28**	**10**	**0**	**7**	**1021**
Background Conditions	**88**	**331**	**0**	**421**	**283**	**342**	**0**	**1068**	**35**	**14**	**0**	**30**	**2612**
Project Trips (Initial)	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**16**	**0**	**12**	**41**
Background Plus Proj Conditions (Initial)	**93**	**331**	**0**	**421**	**286**	**342**	**0**	**1068**	**40**	**30**	**0**	**42**	**2653**
Project Trips (Future)	**36**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**35**	**18**	**0**	**15**	**116**
Background Plus Proj Conditions (Future)	**124**	**331**	**0**	**421**	**295**	**342**	**0**	**1068**	**70**	**32**	**0**	**45**	**2728**
Pending Trips	**0**	**2**	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
Cumulative Conditions	**88**	**333**	**0**	**0**	**428**	**283**	**346**	**0**	**0**	**1068**	**35**	**0**	**14**	**0**	**30**	**2625**
Cumulative Plus Proj Conditions (Initial)	**93**	**333**	**0**	**0**	**428**	**286**	**346**	**0**	**0**	**1068**	**40**	**0**	**30**	**0**	**42**	**2666**
Cumulative Plus Proj Conditions (Future)	**124**	**333**	**0**	**0**	**428**	**295**	**346**	**0**	**0**	**1068**	**70**	**0**	**32**	**0**	**45**	**2741**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**164**	**223**	**280**	**363**	**586**	**16**	**0**	**0**	**0**	**23**	**443**	**0**	**2098**
Approved Trips	**161**	**5**	**73**	**0**	**411**	**69**	**0**	**0**	**0**	**1**	**145**	**0**	**865**
Background Conditions	**325**	**228**	**353**	**363**	**997**	**85**	**0**	**0**	**0**	**24**	**588**	**0**	**2963**
Project Trips (Initial)	**0**	**0**	**4**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**28**
Background Plus Proj Conditions (Initial)	**325**	**228**	**357**	**374**	**1004**	**86**	**0**	**0**	**0**	**24**	**593**	**0**	**2991**
Project Trips (Future)	**0**	**0**	**65**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**139**
Background Plus Proj Conditions (Future)	**325**	**228**	**418**	**392**	**1006**	**85**	**0**	**0**	**0**	**24**	**624**	**0**	**3102**
Pending Trips	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Cumulative Conditions	**325**	**228**	**353**	**0**	**367**	**997**	**85**	**0**	**0**	**0**	**0**	**24**	**588**	**0**	**2967**
Cumulative Plus Proj Conditions (Initial)	**325**	**228**	**357**	**0**	**378**	**1004**	**86**	**0**	**0**	**0**	**0**	**24**	**593**	**0**	**2995**
Cumulative Plus Proj Conditions (Future)	**325**	**228**	**418**	**0**	**396**	**1006**	**85**	**0**	**0**	**0**	**0**	**24**	**624**	**0**	**3106**

Intersection Number: 6 *North Approach refers to the SR-87 off-ramp (SW corner)
Traffix Node Number: 3013
Intersection Name: SR-87 NB Ramps/Notre Dame Avenue and Julian Street/St. James Street
Peak Hour: AM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**387**	**0**	**382**	**85**	**363**	**0**	**60**	**306**	**199**	**0**	**374**	**92**	**2248**
Approved Trips	**158**	**152**	**354**	**13**	**143**	**0**	**79**	**10**	**0**	**0**	**137**	**21**	**1067**
Background Conditions	**545**	**152**	**736**	**98**	**506**	**0**	**139**	**316**	**199**	**0**	**511**	**113**	**3315**
Project Trips (Initial)	**5**	**0**	**0**	**11**	**19**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**45**
Background Plus Proj Conditions (Initial)	**550**	**152**	**736**	**109**	**525**	**0**	**139**	**316**	**199**	**0**	**521**	**113**	**3360**
Project Trips (Future)	**142**	**0**	**0**	**19**	**39**	**0**	**0**	**0**	**0**	**0**	**101**	**0**	**301**
Background Plus Proj Conditions (Future)	**687**	**152**	**736**	**117**	**545**	**0**	**139**	**316**	**199**	**0**	**612**	**113**	**3616**
Pending Trips	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Cumulative Conditions	**547**	**152**	**736**	**0**	**98**	**510**	**0**	**0**	**139**	**316**	**199**	**0**	**0**	**511**	**113**	**3321**
Cumulative Plus Proj Conditions (Initial)	**552**	**152**	**736**	**0**	**109**	**529**	**0**	**0**	**139**	**316**	**199**	**0**	**0**	**521**	**113**	**3366**
Cumulative Plus Proj Conditions (Future)	**689**	**152**	**736**	**0**	**117**	**549**	**0**	**0**	**139**	**316**	**199**	**0**	**0**	**612**	**113**	**3622**

Intersection Number: 1
Traffix Node Number: 901
Intersection Name: Terraine Street and Bassett Street (unsignalized)
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**21**	**75**	**57**	**0**	**46**	**104**	**63**	**0**	**366**
Approved Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Conditions	**0**	**0**	**0**	**0**	**21**	**75**	**57**	**0**	**46**	**104**	**63**	**0**	**366**
Project Trips (Initial)	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**9**
Background Plus Proj Conditions (Initial)	**0**	**0**	**0**	**0**	**21**	**80**	**61**	**0**	**46**	**104**	**63**	**0**	**375**
Project Trips (Future)	**0**	**0**	**0**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**16**
Background Plus Proj Conditions (Future)	**0**	**0**	**0**	**0**	**21**	**81**	**67**	**0**	**46**	**104**	**63**	**0**	**382**
Pending Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**0**	**0**	**0**	**0**	**21**	**75**	**0**	**57**	**0**	**46**	**0**	**104**	**63**	**0**	**366**
Cumulative Plus Proj Conditions (Initial)	**0**	**0**	**0**	**0**	**21**	**80**	**0**	**61**	**0**	**46**	**0**	**104**	**63**	**0**	**375**
Cumulative Plus Proj Conditions (Future)	**0**	**0**	**0**	**0**	**21**	**81**	**0**	**67**	**0**	**46**	**0**	**104**	**63**	**0**	**382**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**163**	**22**	**46**	**0**	**122**	**17**	**75**	**0**	**0**	**0**	**0**	**445**
Approved Trips	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**66**	**274**	**96**	**0**	**463**
Background Conditions	**0**	**163**	**22**	**46**	**27**	**122**	**17**	**75**	**66**	**274**	**96**	**0**	**908**
Project Trips (Initial)	**5**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**39**	**28**	**26**	**4**	**138**
Background Plus Proj Conditions (Initial)	**5**	**163**	**22**	**46**	**63**	**122**	**17**	**75**	**105**	**302**	**122**	**4**	**1046**
Project Trips (Future)	**6**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**76**	**230**	**87**	**10**	**453**
Background Plus Proj Conditions (Future)	**6**	**163**	**22**	**46**	**71**	**122**	**17**	**75**	**142**	**504**	**183**	**10**	**1361**
Pending Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**0**	**163**	**22**	**0**	**46**	**27**	**122**	**0**	**17**	**75**	**66**	**0**	**274**	**96**	**0**	**908**
Cumulative Plus Proj Conditions (Initial)	**5**	**163**	**22**	**0**	**46**	**63**	**122**	**0**	**17**	**75**	**105**	**0**	**302**	**122**	**4**	**1046**
Cumulative Plus Proj Conditions (Future)	**6**	**163**	**22**	**0**	**46**	**71**	**122**	**0**	**17**	**75**	**142**	**0**	**504**	**183**	**10**	**1361**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**321**	**0**	**0**	**1**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**107**	**1290**
Approved Trips	**264**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**330**
Background Conditions	**585**	**0**	**0**	**10**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**164**	**1620**
Project Trips (Initial)	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**67**
Background Plus Proj Conditions (Initial)	**613**	**0**	**0**	**10**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**203**	**1687**
Project Trips (Future)	**230**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**306**
Background Plus Proj Conditions (Future)	**815**	**0**	**0**	**10**	**245**	**0**	**24**	**0**	**0**	**62**	**530**	**240**	**1926**
Pending Trips	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**6**
Cumulative Conditions	**585**	**0**	**0**	**0**	**10**	**247**	**0**	**0**	**24**	**0**	**0**	**0**	**62**	**534**	**164**	**1626**
Cumulative Plus Proj Conditions (Initial)	**613**	**0**	**0**	**0**	**10**	**247**	**0**	**0**	**24**	**0**	**0**	**0**	**62**	**534**	**203**	**1693**
Cumulative Plus Proj Conditions (Future)	**815**	**0**	**0**	**0**	**10**	**247**	**0**	**0**	**24**	**0**	**0**	**0**	**62**	**534**	**240**	**1932**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**124**	**1041**	**0**	**186**	**124**	**277**	**0**	**239**	**7**	**8**	**0**	**13**	**2019**
Approved Trips	**92**	**271**	**0**	**25**	**101**	**73**	**0**	**97**	**29**	**57**	**0**	**39**	**784**
Background Conditions	**216**	**1312**	**0**	**211**	**225**	**350**	**0**	**336**	**36**	**65**	**0**	**52**	**2803**
Project Trips (Initial)	**15**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**12**	**16**	**0**	**10**	**62**
Background Plus Proj Conditions (Initial)	**231**	**1312**	**0**	**211**	**234**	**350**	**0**	**336**	**48**	**81**	**0**	**62**	**2865**
Project Trips (Future)	**19**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**16**	**50**	**0**	**37**	**132**
Background Plus Proj Conditions (Future)	**235**	**1312**	**0**	**211**	**235**	**350**	**0**	**336**	**52**	**115**	**0**	**89**	**2935**
Pending Trips	**0**	**6**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
Cumulative Conditions	**216**	**1318**	**0**	**0**	**215**	**225**	**352**	**0**	**0**	**336**	**36**	**0**	**65**	**0**	**52**	**2815**
Cumulative Plus Proj Conditions (Initial)	**231**	**1318**	**0**	**0**	**215**	**234**	**352**	**0**	**0**	**336**	**48**	**0**	**81**	**0**	**62**	**2877**
Cumulative Plus Proj Conditions (Future)	**235**	**1318**	**0**	**0**	**215**	**235**	**352**	**0**	**0**	**336**	**52**	**0**	**115**	**0**	**89**	**2947**

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**47**	**81**	**126**	**690**	**271**	**18**	**0**	**0**	**0**	**46**	**1140**	**0**	**2419**
Approved Trips	**49**	**18**	**36**	**156**	**278**	**111**	**0**	**0**	**0**	**11**	**660**	**0**	**1319**
Background Conditions	**96**	**99**	**162**	**846**	**549**	**129**	**0**	**0**	**0**	**57**	**1800**	**0**	**3738**
Project Trips (Initial)	**0**	**0**	**12**	**9**	**7**	**4**	**0**	**0**	**0**	**0**	**14**	**0**	**46**
Background Plus Proj Conditions (Initial)	**96**	**99**	**174**	**855**	**556**	**133**	**0**	**0**	**0**	**57**	**1814**	**0**	**3784**
Project Trips (Future)	**0**	**0**	**22**	**131**	**34**	**4**	**0**	**0**	**0**	**0**	**17**	**0**	**208**
Background Plus Proj Conditions (Future)	**96**	**99**	**184**	**977**	**583**	**133**	**0**	**0**	**0**	**57**	**1817**	**0**	**3946**
Pending Trips	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Cumulative Conditions	**96**	**99**	**162**	**0**	**848**	**549**	**129**	**0**	**0**	**0**	**0**	**0**	**57**	**1800**	**0**	**3740**
Cumulative Plus Proj Conditions (Initial)	**96**	**99**	**174**	**0**	**857**	**556**	**133**	**0**	**0**	**0**	**0**	**0**	**57**	**1814**	**0**	**3786**
Cumulative Plus Proj Conditions (Future)	**96**	**99**	**184**	**0**	**979**	**583**	**133**	**0**	**0**	**0**	**0**	**0**	**57**	**1817**	**0**	**3948**

Intersection Number: 6 *North Approach refers to the SR-87 off-ramp (SW corner)
Traffix Node Number: 3013
Intersection Name: SR-87 NB Ramps/Notre Dame Avenue and Julian Street/St. James Street
Peak Hour: PM
Count Date: 11/7/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**316**	**0**	**163**	**95**	**461**	**0**	**35**	**247**	**339**	**0**	**336**	**105**	**2097**
Approved Trips	**32**	**69**	**96**	**81**	**500**	**0**	**58**	**61**	**100**	**0**	**132**	**148**	**1277**
Background Conditions	**348**	**69**	**259**	**176**	**961**	**0**	**93**	**308**	**439**	**0**	**468**	**253**	**3374**
Project Trips (Initial)	**13**	**0**	**0**	**7**	**20**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**65**
Background Plus Proj Conditions (Initial)	**361**	**69**	**259**	**183**	**981**	**0**	**93**	**308**	**439**	**0**	**493**	**253**	**3439**
Project Trips (Future)	**37**	**0**	**0**	**61**	**169**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**306**
Background Plus Proj Conditions (Future)	**385**	**69**	**259**	**237**	**1130**	**0**	**93**	**308**	**439**	**0**	**507**	**253**	**3680**
Pending Trips	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Cumulative Conditions	**352**	**69**	**259**	**0**	**176**	**963**	**0**	**0**	**93**	**308**	**439**	**0**	**0**	**468**	**253**	**3380**
Cumulative Plus Proj Conditions (Initial)	**365**	**69**	**259**	**0**	**183**	**983**	**0**	**0**	**93**	**308**	**439**	**0**	**0**	**493**	**253**	**3445**
Cumulative Plus Proj Conditions (Future)	**389**	**69**	**259**	**0**	**237**	**1132**	**0**	**0**	**93**	**308**	**439**	**0**	**0**	**507**	**253**	**3686**

Appendix C

Intersection Vehicle Queue Analysis

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

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

2. Terraine/Julian (Project Driveway)
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7037	0.7037	0
0.2473	0.9510	1
0.0434	0.9944	2
0.0051	0.9995	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6868	0.6868	0
0.2580	0.9449	1
0.0485	0.9933	2
0.0061	0.9994	3
0.0006	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6288	0.6288	0
0.2917	0.9205	1
0.0677	0.9882	2
0.0105	0.9987	3
0.0012	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5770	0.5770	0
0.3173	0.8943	1
0.0872	0.9815	2
0.0160	0.9975	3
0.0022	0.9997	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
SBL/T/R
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5421	0.5421	0
0.3319	0.8741	1
0.1016	0.9757	2
0.0207	0.9964	3
0.0032	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4783	0.4783	0
0.3527	0.8311	1
0.1301	0.9611	2
0.0320	0.9931	3
0.0059	0.9990	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

2. Terraine/Julian (Project Driveway)
WBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5484	0.5484	0
0.3295	0.8778	1
0.0990	0.9768	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5075	0.5075	0
0.3442	0.8517	1
0.1168	0.9684	2
0.0264	0.9948	3
0.0045	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
AM
Background Plus Project Conditions (Future Developr
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2790	0.2790	0
0.3562	0.6352	1
0.2273	0.8625	2
0.0967	0.9592	3
0.0309	0.9901	4
0.0079	0.9980	5
0.0017	0.9996	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5693	0.5693	0
0.3207	0.8900	1
0.0903	0.9804	2
0.0170	0.9973	3
0.0024	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4690	0.4690	0
0.3551	0.8241	1
0.1344	0.9585	2
0.0339	0.9925	3
0.0064	0.9989	4
0.0010	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
WBL/T/R
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3896	0.3896	0
0.3673	0.7568	1
0.1731	0.9299	2
0.0544	0.9843	3
0.0128	0.9971	4
0.0024	0.9996	5
0.0004	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2545	0.2545	0
0.3483	0.6027	1
0.2383	0.8410	2
0.1087	0.9498	3
0.0372	0.9869	4
0.0102	0.9971	5
0.0023	0.9995	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2054	0.2054	0
0.3251	0.5305	1
0.2573	0.7878	2
0.1358	0.9235	3
0.0537	0.9772	4
0.0170	0.9943	5
0.0045	0.9987	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
AM
Background Plus Project Conditions (Future Developr
Avg. Queue Per Lane in Veh= 9.7
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0029	0.0036	2
0.0095	0.0131	3
0.0229	0.0360	4
0.0444	0.0804	5
0.0716	0.1520	6
0.0989	0.2509	7
0.1196	0.3705	8
0.1286	0.4991	9
0.1244	0.6236	10
0.1095	0.7330	11
0.0883	0.8213	12
0.0657	0.8870	13
0.0454	0.9323	14
0.0293	0.9616	15
0.0177	0.9793	16
0.0101	0.9894	17
0.0054	0.9948	18
0.0028	0.9976	19
0.0013	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6363	0.6363	0
0.2877	0.9240	1
0.0650	0.9890	2
0.0098	0.9988	3
0.0011	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5243	0.5243	0
0.3385	0.8628	1
0.1093	0.9721	2
0.0235	0.9957	3
0.0038	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Terraine/Julian (Project Driveway)
NBL/T/R
PM
Background Plus Project Conditions (Future Developr
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3675	0.3675	0
0.3679	0.7354	1
0.1841	0.9195	2
0.0614	0.9810	3
0.0154	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

3. Terraine/St. James
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 10.2
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0066	0.0089	3
0.0168	0.0257	4
0.0342	0.0599	5
0.0581	0.1180	6
0.0847	0.2027	7
0.1080	0.3108	8
0.1224	0.4332	9
0.1249	0.5580	10
0.1158	0.6738	11
0.0984	0.7722	12
0.0772	0.8494	13
0.0563	0.9057	14
0.0383	0.9440	15
0.0244	0.9684	16
0.0146	0.9830	17
0.0083	0.9913	18
0.0045	0.9957	19
0.0023	0.9980	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0010	2
0.0032	0.0042	3
0.0090	0.0132	4
0.0201	0.0333	5
0.0375	0.0708	6
0.0600	0.1307	7
0.0840	0.2147	8
0.1045	0.3192	9
0.1170	0.4362	10
0.1192	0.5554	11
0.1112	0.6666	12
0.0958	0.7624	13
0.0767	0.8391	14
0.0572	0.8963	15
0.0401	0.9364	16
0.0264	0.9628	17
0.0164	0.9792	18
0.0097	0.9889	19
0.0054	0.9943	20
0.0029	0.9972	21
0.0015	0.9987	22
0.0007	0.9994	23
0.0003	0.9997	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
AM
Background Plus Project Conditions (Future Developr
Avg. Queue Per Lane in Veh= 12.1
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0021	3
0.0049	0.0069	4
0.0118	0.0187	5
0.0238	0.0425	6
0.0413	0.0838	7
0.0626	0.1465	8
0.0845	0.2309	9
0.1025	0.3334	10
0.1130	0.4464	11
0.1143	0.5607	12
0.1067	0.6674	13
0.0924	0.7598	14
0.0748	0.8346	15
0.0567	0.8913	16
0.0405	0.9318	17
0.0273	0.9591	18
0.0174	0.9765	19
0.0106	0.9871	20
0.0061	0.9932	21
0.0034	0.9965	22
0.0018	0.9983	23
0.0009	0.9992	24
0.0004	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

3. Terraine/St. James
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 19.5
Percentile = 0.95 27

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0003	0.0004	6
0.0007	0.0011	7
0.0018	0.0028	8
0.0038	0.0067	9
0.0074	0.0141	10
0.0132	0.0273	11
0.0214	0.0488	12
0.0322	0.0809	13
0.0448	0.1257	14
0.0582	0.1840	15
0.0710	0.2550	16
0.0814	0.3364	17
0.0882	0.4246	18
0.0905	0.5151	19
0.0883	0.6034	20
0.0820	0.6854	21
0.0727	0.7580	22
0.0616	0.8196	23
0.0500	0.8697	24
0.0390	0.9087	25
0.0293	0.9380	26
0.0211	0.9591	27
0.0147	0.9739	28
0.0099	0.9838	29
0.0064	0.9902	30
0.0040	0.9943	31
0.0025	0.9967	32
0.0015	0.9982	33
0.0008	0.9990	34
0.0005	0.9995	35
0.0003	0.9997	36
0.0001	0.9999	37
0.0001	0.9999	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 20.4
Percentile = 0.95 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0001	5
0.0001	0.0002	6
0.0004	0.0006	7
0.0010	0.0016	8
0.0023	0.0039	9
0.0047	0.0085	10
0.0087	0.0172	11
0.0148	0.0320	12
0.0232	0.0552	13
0.0339	0.0891	14
0.0462	0.1353	15
0.0590	0.1943	16
0.0709	0.2652	17
0.0805	0.3457	18
0.0865	0.4322	19
0.0884	0.5207	20
0.0860	0.6067	21
0.0799	0.6866	22
0.0710	0.7576	23
0.0604	0.8180	24
0.0494	0.8674	25
0.0388	0.9063	26
0.0294	0.9357	27
0.0214	0.9571	28
0.0151	0.9722	29
0.0103	0.9825	30
0.0068	0.9893	31
0.0043	0.9936	32
0.0027	0.9963	33
0.0016	0.9979	34
0.0009	0.9988	35
0.0005	0.9994	36
0.0003	0.9997	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
SBR
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 27.2
Percentile = 0.95 36

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0001	9
0.0001	0.0001	10
0.0002	0.0004	11
0.0005	0.0009	12
0.0011	0.0020	13
0.0022	0.0042	14
0.0039	0.0082	15
0.0067	0.0149	16
0.0107	0.0256	17
0.0161	0.0417	18
0.0231	0.0648	19
0.0314	0.0961	20
0.0406	0.1367	21
0.0501	0.1868	22
0.0592	0.2459	23
0.0670	0.3129	24
0.0728	0.3857	25
0.0760	0.4617	26
0.0765	0.5382	27
0.0742	0.6124	28
0.0695	0.6819	29
0.0630	0.7449	30
0.0552	0.8001	31
0.0468	0.8469	32
0.0386	0.8855	33
0.0308	0.9163	34
0.0239	0.9402	35
0.0180	0.9583	36
0.0133	0.9715	37
0.0095	0.9810	38
0.0066	0.9876	39
0.0045	0.9921	40
0.0030	0.9951	41
0.0019	0.9970	42
0.0012	0.9982	43
0.0007	0.9989	44
0.0005	0.9994	45

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

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

3. Terraine/St. James
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 12.5
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0012	0.0015	3
0.0037	0.0052	4
0.0093	0.0145	5
0.0194	0.0339	6
0.0347	0.0687	7
0.0544	0.1231	8
0.0758	0.1989	9
0.0950	0.2939	10
0.1082	0.4021	11
0.1131	0.5152	12
0.1090	0.6242	13
0.0976	0.7218	14
0.0815	0.8033	15
0.0639	0.8672	16
0.0471	0.9143	17
0.0328	0.9471	18
0.0216	0.9687	19
0.0136	0.9822	20
0.0081	0.9903	21
0.0046	0.9949	22
0.0025	0.9975	23
0.0013	0.9988	24
0.0007	0.9994	25
0.0003	0.9997	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 13.0
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0008	0.0011	3
0.0027	0.0037	4
0.0070	0.0107	5
0.0152	0.0259	6
0.0281	0.0540	7
0.0457	0.0998	8
0.0661	0.1658	9
0.0859	0.2517	10
0.1015	0.3532	11
0.1099	0.4631	12
0.1099	0.5730	13
0.1021	0.6751	14
0.0885	0.7636	15
0.0719	0.8355	16
0.0550	0.8905	17
0.0397	0.9302	18
0.0272	0.9573	19
0.0177	0.9750	20
0.0109	0.9859	21
0.0065	0.9924	22
0.0037	0.9960	23
0.0020	0.9980	24
0.0010	0.9990	25
0.0005	0.9995	26
0.0002	0.9998	27
0.0001	0.9999	28
0.0001	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 20.6
Percentile = 0.95 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0002	6
0.0003	0.0005	7
0.0009	0.0014	8
0.0020	0.0034	9
0.0042	0.0077	10
0.0079	0.0156	11
0.0136	0.0292	12
0.0216	0.0508	13
0.0318	0.0826	14
0.0438	0.1263	15
0.0564	0.1828	16
0.0685	0.2513	17
0.0785	0.3298	18
0.0853	0.4150	19
0.0880	0.5030	20
0.0864	0.5894	21
0.0811	0.6705	22
0.0727	0.7432	23
0.0625	0.8057	24
0.0516	0.8573	25
0.0409	0.8983	26
0.0313	0.9296	27
0.0231	0.9527	28
0.0164	0.9691	29
0.0113	0.9803	30
0.0075	0.9879	31
0.0048	0.9927	32
0.0030	0.9957	33
0.0018	0.9976	34
0.0011	0.9986	35
0.0006	0.9993	36
0.0003	0.9996	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0001	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

3. Terraine/St. James
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0042	0.0042	0
0.0231	0.0273	1
0.0631	0.0905	2
0.1150	0.2055	3
0.1572	0.3627	4
0.1719	0.5346	5
0.1566	0.6913	6
0.1223	0.8136	7
0.0836	0.8972	8
0.0508	0.9479	9
0.0278	0.9757	10
0.0138	0.9895	11
0.0063	0.9958	12
0.0026	0.9984	13
0.0010	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0078	0.0089	1
0.0264	0.0353	2
0.0595	0.0948	3
0.1006	0.1954	4
0.1361	0.3315	5
0.1535	0.4850	6
0.1484	0.6334	7
0.1255	0.7590	8
0.0944	0.8533	9
0.0639	0.9172	10
0.0393	0.9565	11
0.0222	0.9787	12
0.0115	0.9902	13
0.0056	0.9958	14
0.0025	0.9983	15
0.0011	0.9993	16
0.0004	0.9998	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Terraine/St. James
EBL
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0027	0.0030	1
0.0107	0.0138	2
0.0286	0.0424	3
0.0573	0.0996	4
0.0916	0.1912	5
0.1221	0.3134	6
0.1396	0.4530	7
0.1396	0.5925	8
0.1241	0.7166	9
0.0993	0.8159	10
0.0722	0.8881	11
0.0481	0.9362	12
0.0296	0.9658	13
0.0169	0.9827	14
0.0090	0.9918	15
0.0045	0.9963	16
0.0021	0.9984	17
0.0009	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.7
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0680	0.0680	0
0.1827	0.2507	1
0.2457	0.4964	2
0.2202	0.7165	3
0.1480	0.8646	4
0.0796	0.9442	5
0.0357	0.9798	6
0.0137	0.9935	7
0.0046	0.9981	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0583	0.0583	0
0.1657	0.2241	1
0.2355	0.4596	2
0.2231	0.6827	3
0.1585	0.8411	4
0.0901	0.9312	5
0.0427	0.9739	6
0.0173	0.9912	7
0.0062	0.9973	8
0.0019	0.9993	9
0.0006	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0226	0.0226	0
0.0857	0.1083	1
0.1624	0.2707	2
0.2051	0.4758	3
0.1942	0.6700	4
0.1472	0.8172	5
0.0929	0.9101	6
0.0503	0.9605	7
0.0238	0.9843	8
0.0100	0.9943	9
0.0038	0.9981	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.4
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0019	0.0021	1
0.0079	0.0100	2
0.0222	0.0323	3
0.0466	0.0789	4
0.0784	0.1573	5
0.1097	0.2670	6
0.1317	0.3987	7
0.1382	0.5369	8
0.1290	0.6659	9
0.1084	0.7743	10
0.0828	0.8571	11
0.0579	0.9150	12
0.0374	0.9524	13
0.0225	0.9749	14
0.0126	0.9875	15
0.0066	0.9941	16
0.0033	0.9973	17
0.0015	0.9989	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 9.0
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0013	1
0.0051	0.0063	2
0.0152	0.0215	3
0.0341	0.0555	4
0.0612	0.1167	5
0.0916	0.2083	6
0.1175	0.3259	7
0.1320	0.4579	8
0.1318	0.5896	9
0.1184	0.7080	10
0.0967	0.8046	11
0.0724	0.8770	12
0.0500	0.9270	13
0.0321	0.9591	14
0.0192	0.9783	15
0.0108	0.9891	16
0.0057	0.9948	17
0.0028	0.9976	18
0.0013	0.9990	19
0.0006	0.9996	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
SBR
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 9.1
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0045	0.0056	2
0.0137	0.0192	3
0.0312	0.0505	4
0.0571	0.1075	5
0.0869	0.1944	6
0.1135	0.3079	7
0.1296	0.4375	8
0.1316	0.5691	9
0.1203	0.6894	10
0.0999	0.7893	11
0.0761	0.8654	12
0.0535	0.9189	13
0.0349	0.9539	14
0.0213	0.9751	15
0.0122	0.9873	16
0.0065	0.9938	17
0.0033	0.9971	18
0.0016	0.9987	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3432	0.3432	0
0.3670	0.7102	1
0.1963	0.9065	2
0.0700	0.9765	3
0.0187	0.9952	4
0.0040	0.9992	5
0.0007	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2946	0.2946	0
0.3600	0.6546	1
0.2200	0.8746	2
0.0896	0.9643	3
0.0274	0.9917	4
0.0067	0.9984	5
0.0014	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1178	0.1178	0
0.2519	0.3697	1
0.2694	0.6391	2
0.1921	0.8312	3
0.1027	0.9339	4
0.0439	0.9779	5
0.0157	0.9935	6
0.0048	0.9983	7
0.0013	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2466	0.2466	0
0.3452	0.5918	1
0.2417	0.8335	2
0.1128	0.9463	3
0.0395	0.9857	4
0.0111	0.9968	5
0.0026	0.9994	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1546	0.1546	0
0.2887	0.4433	1
0.2694	0.7127	2
0.1676	0.8803	3
0.0782	0.9586	4
0.0292	0.9878	5
0.0091	0.9969	6
0.0024	0.9993	7
0.0006	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
NBL
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1324	0.1324	0
0.2677	0.4000	1
0.2706	0.6707	2
0.1824	0.8531	3
0.0922	0.9453	4
0.0373	0.9826	5
0.0126	0.9952	6
0.0036	0.9988	7
0.0009	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
EBL/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2607	0.2607	0
0.3505	0.6112	1
0.2356	0.8468	2
0.1056	0.9523	3
0.0355	0.9878	4
0.0095	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 2.4
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0951	0.0951	0
0.2238	0.3189	1
0.2632	0.5821	2
0.2064	0.7885	3
0.1214	0.9100	4
0.0571	0.9671	5
0.0224	0.9895	6
0.0075	0.9970	7
0.0022	0.9992	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

4. Coleman(Market)/Julian
EBL/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0106	0.0106	0
0.0481	0.0586	1
0.1094	0.1680	2
0.1659	0.3339	3
0.1887	0.5226	4
0.1717	0.6944	5
0.1302	0.8246	6
0.0846	0.9092	7
0.0481	0.9574	8
0.0243	0.9817	9
0.0111	0.9928	10
0.0046	0.9974	11
0.0017	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0038	0.0038	0
0.0214	0.0252	1
0.0594	0.0847	2
0.1102	0.1949	3
0.1532	0.3481	4
0.1704	0.5185	5
0.1579	0.6764	6
0.1255	0.8019	7
0.0872	0.8891	8
0.0539	0.9430	9
0.0300	0.9730	10
0.0152	0.9881	11
0.0070	0.9951	12
0.0030	0.9981	13
0.0012	0.9993	14
0.0004	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Coleman(Market)/Julian
EBL/R
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 7.9
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0113	0.0145	2
0.0298	0.0443	3
0.0592	0.1035	4
0.0939	0.1974	5
0.1242	0.3216	6
0.1407	0.4623	7
0.1395	0.6019	8
0.1230	0.7249	9
0.0976	0.8224	10
0.0704	0.8928	11
0.0465	0.9394	12
0.0284	0.9678	13
0.0161	0.9838	14
0.0085	0.9924	15
0.0042	0.9966	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Background Conditions
Avg. Queue Per Lane in Veh= 8.1
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0025	0.0028	1
0.0102	0.0130	2
0.0274	0.0404	3
0.0553	0.0957	4
0.0892	0.1850	5
0.1200	0.3050	6
0.1383	0.4433	7
0.1395	0.5829	8
0.1251	0.7080	9
0.1010	0.8089	10
0.0741	0.8830	11
0.0498	0.9328	12
0.0309	0.9637	13
0.0178	0.9815	14
0.0096	0.9911	15
0.0048	0.9960	16
0.0023	0.9983	17
0.0010	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 8.1
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0024	0.0027	1
0.0098	0.0125	2
0.0265	0.0389	3
0.0538	0.0927	4
0.0874	0.1801	5
0.1183	0.2983	6
0.1373	0.4357	7
0.1395	0.5751	8
0.1259	0.7010	9
0.1023	0.8033	10
0.0756	0.8788	11
0.0512	0.9300	12
0.0320	0.9620	13
0.0186	0.9805	14
0.0101	0.9906	15
0.0051	0.9957	16
0.0024	0.9981	17
0.0011	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 9.0
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0013	1
0.0051	0.0064	2
0.0153	0.0216	3
0.0343	0.0559	4
0.0615	0.1174	5
0.0919	0.2093	6
0.1178	0.3272	7
0.1322	0.4593	8
0.1317	0.5911	9
0.1182	0.7093	10
0.0964	0.8057	11
0.0721	0.8778	12
0.0498	0.9275	13
0.0319	0.9594	14
0.0191	0.9785	15
0.0107	0.9892	16
0.0056	0.9948	17
0.0028	0.9977	18
0.0013	0.9990	19
0.0006	0.9996	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0266	0.0266	0
0.0966	0.1233	1
0.1751	0.2983	2
0.2116	0.5099	3
0.1917	0.7017	4
0.1390	0.8407	5
0.0840	0.9246	6
0.0435	0.9681	7
0.0197	0.9878	8
0.0079	0.9958	9
0.0029	0.9987	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0226	0.0226	0
0.0855	0.1081	1
0.1622	0.2702	2
0.2049	0.4752	3
0.1943	0.6695	4
0.1473	0.8168	5
0.0931	0.9099	6
0.0504	0.9603	7
0.0239	0.9842	8
0.0101	0.9943	9
0.0038	0.9981	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

5. SR-87 SB Ramps(Almaden)/Julian
SBL/T
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0196	0.0196	0
0.0772	0.0968	1
0.1517	0.2485	2
0.1987	0.4472	3
0.1952	0.6424	4
0.1535	0.7959	5
0.1005	0.8964	6
0.0565	0.9529	7
0.0277	0.9806	8
0.0121	0.9927	9
0.0048	0.9975	10
0.0017	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Background Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0020	0.0023	1
0.0084	0.0106	2
0.0233	0.0339	3
0.0485	0.0824	4
0.0807	0.1631	5
0.1120	0.2752	6
0.1332	0.4084	7
0.1387	0.5471	8
0.1283	0.6754	9
0.1068	0.7822	10
0.0809	0.8631	11
0.0561	0.9192	12
0.0359	0.9551	13
0.0214	0.9765	14
0.0119	0.9884	15
0.0062	0.9945	16
0.0030	0.9976	17
0.0014	0.9990	18
0.0006	0.9996	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 8.4
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0019	0.0021	1
0.0079	0.0100	2
0.0222	0.0322	3
0.0466	0.0788	4
0.0783	0.1571	5
0.1096	0.2667	6
0.1316	0.3983	7
0.1382	0.5365	8
0.1291	0.6656	9
0.1084	0.7740	10
0.0828	0.8568	11
0.0580	0.9148	12
0.0375	0.9523	13
0.0225	0.9748	14
0.0126	0.9874	15
0.0066	0.9941	16
0.0033	0.9973	17
0.0015	0.9989	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 10.5
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0015	0.0018	2
0.0053	0.0072	3
0.0140	0.0212	4
0.0294	0.0505	5
0.0513	0.1018	6
0.0770	0.1788	7
0.1010	0.2798	8
0.1178	0.3976	9
0.1236	0.5213	10
0.1180	0.6392	11
0.1032	0.7424	12
0.0833	0.8257	13
0.0625	0.8881	14
0.0437	0.9318	15
0.0287	0.9605	16
0.0177	0.9782	17
0.0103	0.9885	18
0.0057	0.9942	19
0.0030	0.9972	20
0.0015	0.9987	21
0.0007	0.9994	22
0.0003	0.9998	23
0.0001	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0078	0.0089	1
0.0264	0.0353	2
0.0595	0.0948	3
0.1006	0.1954	4
0.1361	0.3315	5
0.1535	0.4850	6
0.1484	0.6334	7
0.1255	0.7590	8
0.0944	0.8533	9
0.0639	0.9172	10
0.0393	0.9565	11
0.0222	0.9787	12
0.0115	0.9902	13
0.0056	0.9958	14
0.0025	0.9983	15
0.0011	0.9993	16
0.0004	0.9998	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0063	0.0072	1
0.0220	0.0292	2
0.0516	0.0808	3
0.0905	0.1712	4
0.1270	0.2982	5
0.1486	0.4468	6
0.1490	0.5958	7
0.1307	0.7266	8
0.1020	0.8285	9
0.0716	0.9001	10
0.0457	0.9458	11
0.0267	0.9725	12
0.0144	0.9869	13
0.0072	0.9941	14
0.0034	0.9975	15
0.0015	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0042	0.0048	1
0.0157	0.0205	2
0.0392	0.0597	3
0.0734	0.1331	4
0.1099	0.2430	5
0.1371	0.3801	6
0.1466	0.5267	7
0.1372	0.6639	8
0.1141	0.7780	9
0.0854	0.8634	10
0.0581	0.9216	11
0.0363	0.9578	12
0.0209	0.9787	13
0.0112	0.9899	14
0.0056	0.9955	15
0.0026	0.9981	16
0.0011	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0501	0.0501	0
0.1499	0.2000	1
0.2245	0.4244	2
0.2240	0.6485	3
0.1677	0.8162	4
0.1004	0.9166	5
0.0501	0.9668	6
0.0214	0.9882	7
0.0080	0.9962	8
0.0027	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
AM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0358	0.0358	0
0.1191	0.1549	1
0.1984	0.3533	2
0.2203	0.5736	3
0.1834	0.7570	4
0.1222	0.8792	5
0.0678	0.9470	6
0.0323	0.9793	7
0.0134	0.9927	8
0.0050	0.9977	9
0.0017	0.9993	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
AM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0280	0.0280	0
0.1002	0.1282	1
0.1790	0.3072	2
0.2133	0.5205	3
0.1907	0.7112	4
0.1363	0.8475	5
0.0812	0.9288	6
0.0415	0.9703	7
0.0185	0.9888	8
0.0074	0.9962	9
0.0026	0.9988	10
0.0009	0.9997	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

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

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0073	0.0084	1
0.0250	0.0333	2
0.0569	0.0902	3
0.0974	0.1877	4
0.1334	0.3210	5
0.1521	0.4731	6
0.1487	0.6219	7
0.1273	0.7491	8
0.0968	0.8459	9
0.0662	0.9122	10
0.0412	0.9534	11
0.0235	0.9769	12
0.0124	0.9893	13
0.0061	0.9953	14
0.0028	0.9981	15
0.0012	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. James)3
NER
PM
Background Plus Project Conditions (Initial Developm
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0058	0.0066	1
0.0205	0.0271	2
0.0487	0.0759	3
0.0867	0.1626	4
0.1234	0.2861	5
0.1464	0.4325	6
0.1489	0.5813	7
0.1324	0.7138	8
0.1047	0.8185	9
0.0745	0.8930	10
0.0482	0.9412	11
0.0286	0.9698	12
0.0157	0.9854	13
0.0080	0.9934	14
0.0038	0.9972	15
0.0017	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. SR-87 NB Ramps(Notre Dame)/Julian(St. Jame
NER
PM
Background Plus Project Conditions (Future Devel
Avg. Queue Per Lane in Veh= 9.2
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0042	0.0052	2
0.0130	0.0182	3
0.0299	0.0481	4
0.0551	0.1032	5
0.0846	0.1878	6
0.1114	0.2991	7
0.1283	0.4275	8
0.1314	0.5589	9
0.1211	0.6800	10
0.1015	0.7815	11
0.0779	0.8594	12
0.0553	0.9147	13
0.0364	0.9511	14
0.0224	0.9734	15
0.0129	0.9863	16
0.0070	0.9933	17
0.0036	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0004	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix D

VMT Evaluation

Tool Output

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Terraine Street Mixed-Use - Initial Dev. Scenario
Tool Version: 2/29/2019
Location: S/W Corner of Bassett St and Terraine St
Date: 1/26/2024
Parcel: 25924020 Parcel Type: Urban Low Transit

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	346 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	346 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	11.8 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 15
- With Project Density (DU/Residential Acres in half-mile buffer) 17

Increase Development Diversity
- Existing Activity Mix Index 0.94
- With Project Activity Mix Index 0.92

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 41
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 41

Tier 2 - Multimodal Infrastructure

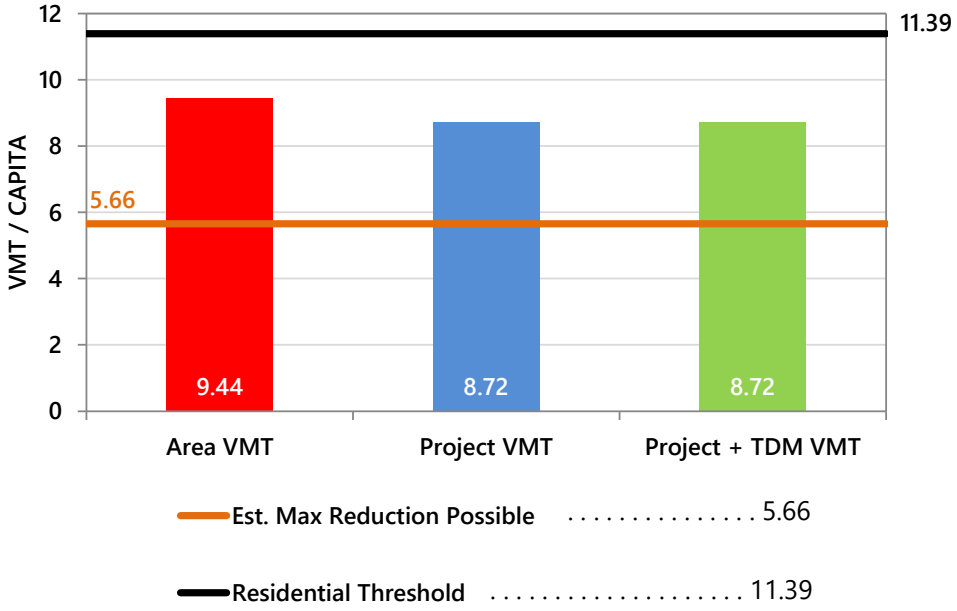
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Terraine Street Mixed-Use - Future Dev. Scenario
Tool Version: 2/29/2019
Location: S/W Corner of Bassett St and Terraine St
Date: 1/26/2024
Parcel: 25924020 Parcel Type: Urban Low Transit

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:			Percent of All Residential Units	
Single Family	0	DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	346	DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	346	DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	260.2	KSF		
Retail:	11.8	KSF		
Industrial:	0	KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 15
- With Project Density (DU/Residential Acres in half-mile buffer) 17

Increase Development Diversity
- Existing Activity Mix Index 0.94
- With Project Activity Mix Index 0.91

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 41
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 45

Tier 2 - Multimodal Infrastructure

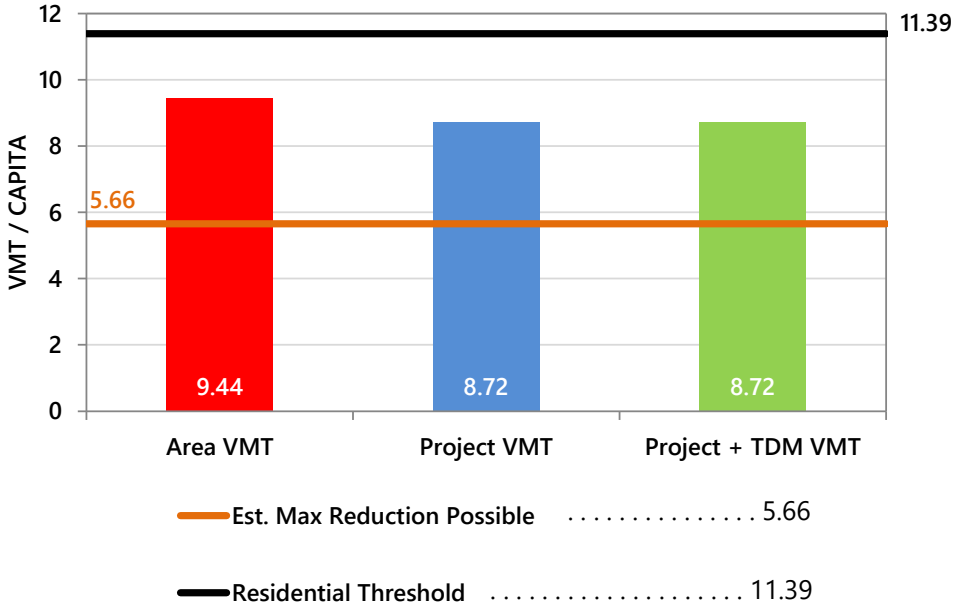
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

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



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.