APPENDIX E

Transportation and Circulation Calculations Details and Supporting Information

Appendix E-1: Summary of Intersection Turning Movement Volumes

Appendix E-2: Vehicle, Bicycle, and Pedestrian Counts

Appendix E-3: Loading and Parking Data

Appendix E-4: Travel Demand Memorandum

Appendix E-5: Travel Demand for Project Alternatives

Appendix E-1

Summary of Intersection Turning Movement Volumes

SFMTA Potrero Yard Modernization Project EIR

Weekday A.M. and P.M. Peak Hour Intersection Turning Movement Volumes

Existing Conditions													
Intersection	**Eastbound**			**Westbound**			**Northbound**			**Southbound**			**Total**
	L	T	R	L	T	R	L	T	R	L	T	R	
1. Bryant St/16th St													
a.m.	17	444	26	15	525	154	36	328	57	27	93	55	1,777
p.m.	13	435	42	32	847	149	36	327	78	57	206	66	2,288
2. Bryant St/17th St													
a.m.	50	241	22	35	254	60	17	341	26	18	118	16	1,198
p.m.	52	195	25	27	250	87	8	281	29	50	252	16	1,272
3. Bryant St/Mariposa St													
a.m.	29	63	33	16	61	21	25	333	22	16	146	17	782
p.m.	16	74	23	37	100	48	15	253	20	22	268	11	887
4. Hampshire St/17th St													
a.m.	6	264	18	26	341	5	11	0	32	2	1	2	708
p.m.	4	260	13	39	348	0	17	1	24	3	8	7	724
5. Hampshire St/Mariposa St													
a.m.	13	68	10	20	93	8	14	33	24	4	18	13	318
p.m.	11	84	20	24	131	10	15	18	16	11	39	17	396
6. York St/Mariposa St													
a.m.	2	74	22	25	87	6	7	0	16	0	0	0	239
p.m.	3	99	11	6	154	2	26	0	13	0	0	0	314
7. Potrero Ave/16th St													
a.m.	4	325	100	4	421	37	148	648	73	147	469	116	2,492
p.m.	5	355	203	5	689	48	148	489	80	119	656	153	2,950

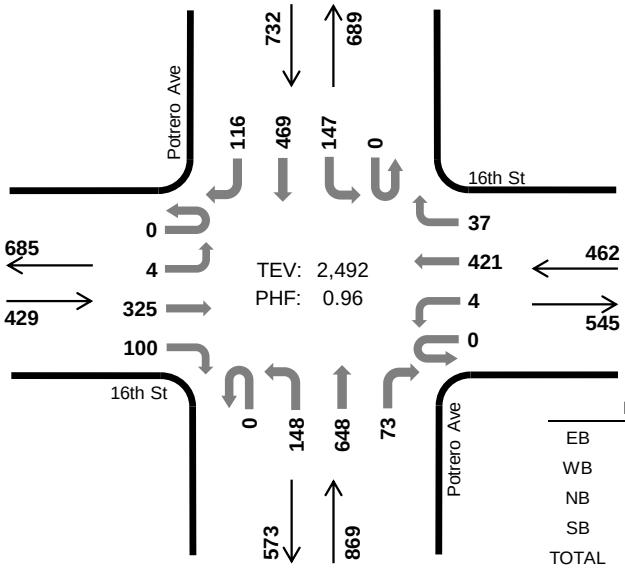
Appendix E-2

Vehicle, Bicycle, and Pedestrian Counts

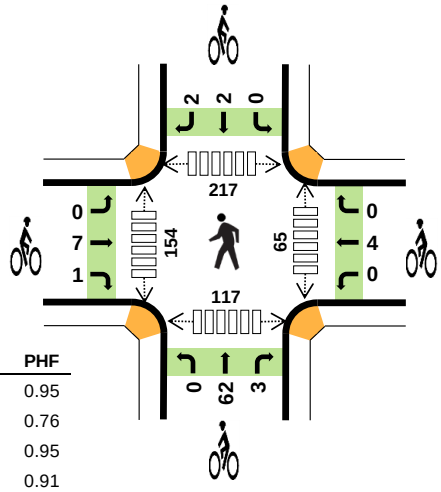
Potrero Ave
16th St

Peak Hour

Date: 02-19-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	8.9%	0.95
WB	8.7%	0.76
NB	7.0%	0.95
SB	6.1%	0.91
TOTAL	7.4%	0.96



Two-Hour Count Summaries

Interval Start		16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	62	26	0	2	103	5	0	34	85	8	0	30	88	16	459	0
7:15 AM		0	0	74	16	0	3	111	6	0	39	112	6	0	50	96	19	532	0
7:30 AM		0	1	66	29	0	1	102	18	0	48	150	16	0	48	105	33	617	0
7:45 AM		**0**	**4**	**80**	**29**	**0**	**3**	**132**	**16**	**0**	**32**	**155**	**12**	**0**	**37**	**113**	**27**	**640**	2,248
8:00 AM		**0**	**0**	**84**	**26**	**0**	**1**	**107**	**8**	**0**	**42**	**175**	**11**	**0**	**47**	**111**	**34**	**646**	2,435
8:15 AM		**0**	**0**	**87**	**22**	**0**	**0**	**87**	**5**	**0**	**43**	**156**	**23**	**0**	**42**	**95**	**24**	**584**	2,487
8:30 AM		**0**	**0**	**74**	**23**	**0**	**0**	**95**	**8**	**0**	**31**	**162**	**27**	**0**	**21**	**150**	**31**	**622**	**2,492**
8:45 AM		0	0	77	12	0	1	88	7	0	45	163	32	0	1	155	28	609	2,461
Count Total		0	5	604	183	0	11	825	73	0	314	1,158	135	0	276	913	212	4,709	0
Peak Hour	**All**	**0**	**4**	**325**	**100**	**0**	**4**	**421**	**37**	**0**	**148**	**648**	**73**	**0**	**147**	**469**	**116**	**2,492**	**0**
	HV	**0**	**0**	**30**	**8**	**0**	**1**	**37**	**2**	**0**	**15**	**40**	**6**	**0**	**7**	**34**	**4**	**184**	**0**
	HV%	**-**	**0%**	**9%**	**8%**	**-**	**25%**	**9%**	**5%**	**-**	**10%**	**6%**	**8%**	**-**	**5%**	**7%**	**3%**	**7%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	13	14	20	3	*50*	1	0	0	1	*2*	12	29	29	16	*86*
7:15 AM	12	13	12	7	*44*	2	2	1	2	*7*	18	48	55	29	*150*
7:30 AM	13	11	14	6	*44*	2	0	11	4	*17*	12	39	31	24	*106*
7:45 AM	**8**	**12**	**14**	**9**	***43***	**3**	**2**	**11**	**0**	***16***	**6**	**32**	**47**	**22**	*107*
8:00 AM	**14**	**9**	**14**	**6**	***43***	**3**	**0**	**13**	**2**	***18***	**19**	**27**	**53**	**25**	*124*
8:15 AM	**8**	**10**	**14**	**11**	***43***	**2**	**1**	**17**	**0**	***20***	**22**	**54**	**69**	**40**	*185*
8:30 AM	**8**	**9**	**19**	**19**	***55***	**0**	**1**	**24**	**2**	***27***	**18**	**41**	**48**	**30**	***137***
8:45 AM	11	9	13	9	*42*	4	1	26	2	*33*	24	39	61	33	*157*
Count Total	87	87	120	70	*364*	17	7	103	13	*140*	131	309	393	219	*1,052*
Peak Hour	**38**	**40**	**61**	**45**	***184***	**8**	**4**	**65**	**4**	***81***	**65**	**154**	**217**	**117**	***553***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	5	0	1	13	0	0	5	13	2	0	0	3	0	50	0
7:15 AM	0	0	8	4	0	1	12	0	0	4	7	1	0	1	6	0	44	0
7:30 AM	0	0	8	5	0	1	10	0	0	3	10	1	0	1	5	0	44	0
7:45 AM	**0**	**0**	**7**	**1**	**0**	**1**	**10**	**1**	**0**	**6**	**7**	**1**	**0**	**1**	**8**	**0**	**43**	181
8:00 AM	**0**	**0**	**11**	**3**	**0**	**0**	**8**	**1**	**0**	**3**	**9**	**2**	**0**	**2**	**4**	**0**	**43**	174
8:15 AM	**0**	**0**	**6**	**2**	**0**	**0**	**10**	**0**	**0**	**3**	**10**	**1**	**0**	**3**	**8**	**0**	**43**	173
8:30 AM	**0**	**0**	**6**	**2**	**0**	**0**	**9**	**0**	**0**	**3**	**14**	**2**	**0**	**1**	**14**	**4**	**55**	**184**
8:45 AM	0	0	9	2	0	1	8	0	0	5	8	0	0	0	9	0	42	183
Count Total	0	0	63	24	0	5	80	2	0	32	78	10	0	9	57	4	364	0
Peak Hour	**0**	**0**	**30**	**8**	**0**	**1**	**37**	**2**	**0**	**15**	**40**	**6**	**0**	**7**	**34**	**4**	**184**	**0**

Two-Hour Count Summaries - Bikes

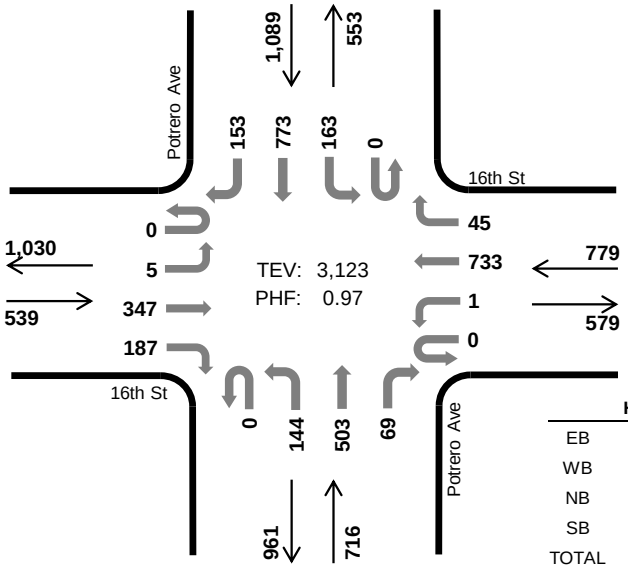
Interval Start	16th St Eastbound			16th St Westbound			Potrero Ave Northbound			Potrero Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	2	0	0	2	0	0	1	0	0	2	0	7	0
7:30 AM	0	2	0	0	0	0	0	11	0	0	4	0	17	0
7:45 AM	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**16**	42
8:00 AM	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**1**	**1**	**18**	58
8:15 AM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**20**	71
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**23**	**1**	**0**	**1**	**1**	**27**	**81**
8:45 AM	0	4	0	0	1	0	0	25	1	0	1	1	33	98
Count Total	0	15	2	0	7	0	0	99	4	0	10	3	140	0
Peak Hour	**0**	**7**	**1**	**0**	**4**	**0**	**0**	**62**	**3**	**0**	**2**	**2**	**81**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

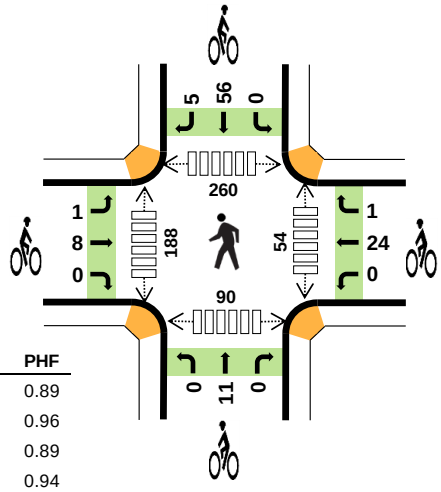
Potrero Ave
16th St

Peak Hour

Date: 02-20-2020
Count Period: 5:00 PM to 8:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	8.9%	0.89
WB	4.7%	0.96
NB	4.2%	0.89
SB	4.3%	0.94
TOTAL	5.2%	0.97



Three-Hour Count Summaries

Interval Start		16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	3	85	41	0	0	164	16	0	41	149	12	0	38	221	31	801	0
5:15 PM		0	0	90	49	0	0	189	9	0	35	113	18	0	43	196	47	789	0
5:30 PM		0	2	95	54	0	0	188	11	0	24	146	23	0	38	182	46	809	0
5:45 PM		0	0	77	43	0	1	192	9	0	44	95	16	0	44	174	29	724	3,123
Peak Hour	All	0	5	347	187	0	1	733	45	0	144	503	69	0	163	773	153	3,123	0
	HV	0	0	40	8	0	1	36	0	0	8	20	2	0	4	42	1	162	0
	HV%	-	0%	12%	4%	-	100%	5%	0%	-	6%	4%	3%	-	2%	5%	1%	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	10	9	7	8	*34*	3	6	1	18	*28*	14	47	64	26	*151*
5:15 PM	9	10	11	21	*51*	0	9	2	14	*25*	15	54	74	20	*163*
5:30 PM	16	8	6	13	*43*	5	5	2	16	*28*	15	48	65	28	*156*
5:45 PM	13	10	6	5	*34*	1	5	6	13	*25*	10	39	57	16	*122*
Peak Hour	48	37	30	47	*162*	9	25	11	61	*106*	54	188	260	90	*592*

Three-Hour Count Summaries

Interval Start	16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	**0**	**3**	**85**	**41**	**0**	**0**	**164**	**16**	**0**	**41**	**149**	**12**	**0**	**38**	**221**	**31**	**801**	0
5:15 PM	**0**	**0**	**90**	**49**	**0**	**0**	**189**	**9**	**0**	**35**	**113**	**18**	**0**	**43**	**196**	**47**	**789**	0
5:30 PM	**0**	**2**	**95**	**54**	**0**	**0**	**188**	**11**	**0**	**24**	**146**	**23**	**0**	**38**	**182**	**46**	**809**	0
5:45 PM	**0**	**0**	**77**	**43**	**0**	**1**	**192**	**9**	**0**	**44**	**95**	**16**	**0**	**44**	**174**	**29**	**724**	**3,123**
6:00 PM	0	1	92	47	0	2	168	20	0	25	99	17	0	51	166	32	720	3,042
6:15 PM	0	0	101	46	0	1	168	15	0	29	87	14	0	57	161	33	712	2,965
6:30 PM	0	0	77	51	0	2	162	5	0	31	85	9	0	54	175	29	680	2,836
6:45 PM	0	1	78	37	0	1	166	8	0	35	95	11	0	49	130	32	643	2,755
7:00 PM	0	0	77	50	0	2	168	10	0	28	87	18	0	37	124	32	633	2,668
7:15 PM	0	2	79	32	0	3	155	18	0	20	77	16	0	31	119	24	576	2,532
7:30 PM	0	1	71	35	0	4	140	13	0	19	79	9	0	50	109	27	557	2,409
7:45 PM	0	2	65	34	0	1	130	9	0	25	70	7	0	16	105	28	492	2,258
Count Total	0	12	987	519	0	17	1,990	143	0	356	1,182	170	0	508	1,862	390	8,136	0
Peak Hour All	**0**	**5**	**347**	**187**	**0**	**1**	**733**	**45**	**0**	**144**	**503**	**69**	**0**	**163**	**773**	**153**	**3,123**	**0**
Peak Hour HV	**0**	**0**	**40**	**8**	**0**	**1**	**36**	**0**	**0**	**8**	**20**	**2**	**0**	**4**	**42**	**1**	**162**	**0**
Peak Hour HV%	**-**	**0%**	**12%**	**4%**	**-**	**100%**	**5%**	**0%**	**-**	**6%**	**4%**	**3%**	**-**	**2%**	**5%**	**1%**	**5%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	**10**	**9**	**7**	**8**	***34***	**3**	**6**	**1**	**18**	***28***	**14**	**47**	**64**	**26**	*151*
5:15 PM	**9**	**10**	**11**	**21**	***51***	**0**	**9**	**2**	**14**	***25***	**15**	**54**	**74**	**20**	*163*
5:30 PM	**16**	**8**	**6**	**13**	***43***	**5**	**5**	**2**	**16**	***28***	**15**	**48**	**65**	**28**	*156*
5:45 PM	**13**	**10**	**6**	**5**	***34***	**1**	**5**	**6**	**13**	***25***	**10**	**39**	**57**	**16**	***122***
6:00 PM	14	8	7	13	*42*	1	8	2	11	*22*	15	52	62	22	*151*
6:15 PM	13	15	12	10	*50*	1	5	5	10	*21*	14	45	46	24	*129*
6:30 PM	14	14	8	12	*48*	3	5	5	7	*20*	10	39	54	15	*118*
6:45 PM	14	13	9	11	*47*	3	4	4	5	*16*	10	27	42	12	*91*
7:00 PM	12	7	7	15	*41*	2	3	0	6	*11*	10	36	31	14	*91*
7:15 PM	11	12	7	5	*35*	4	6	2	6	*18*	7	20	25	16	*68*
7:30 PM	16	6	10	9	*41*	3	6	1	10	*20*	9	30	28	7	*74*
7:45 PM	10	5	2	9	*26*	0	0	7	5	*12*	12	20	25	11	*68*
Count Total	152	117	92	131	*492*	26	62	37	121	*246*	141	457	573	211	*1,382*
Peak Hour	**48**	**37**	**30**	**47**	***162***	**9**	**25**	**11**	**61**	***106***	**54**	**188**	**260**	**90**	***592***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	**0**	**0**	**8**	**2**	**0**	**0**	**9**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**8**	**0**	**34**	0
5:15 PM	**0**	**0**	**8**	**1**	**0**	**0**	**10**	**0**	**0**	**2**	**7**	**2**	**0**	**0**	**21**	**0**	**51**	0
5:30 PM	**0**	**0**	**13**	**3**	**0**	**0**	**8**	**0**	**0**	**2**	**4**	**0**	**0**	**2**	**11**	**0**	**43**	0
5:45 PM	**0**	**0**	**11**	**2**	**0**	**1**	**9**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**2**	**1**	**34**	**162**
6:00 PM	0	0	12	2	0	0	8	0	0	2	4	1	0	6	7	0	42	170
6:15 PM	0	0	11	2	0	1	14	0	0	6	5	1	0	1	9	0	50	169
6:30 PM	0	0	12	2	0	2	12	0	0	3	5	0	0	2	10	0	48	174
6:45 PM	0	0	11	3	0	1	12	0	0	4	3	2	0	4	7	0	47	187
7:00 PM	0	0	9	3	0	1	6	0	0	3	3	1	0	0	15	0	41	186
7:15 PM	0	0	7	4	0	0	12	0	0	3	3	1	0	0	5	0	35	171
7:30 PM	0	0	16	0	0	2	4	0	0	6	3	1	0	4	5	0	41	164
7:45 PM	0	0	8	2	0	1	3	1	0	1	1	0	0	0	9	0	26	143
Count Total	0	0	126	26	0	9	107	1	0	36	47	9	0	21	109	1	492	0
Peak Hour	**0**	**0**	**40**	**8**	**0**	**1**	**36**	**0**	**0**	**8**	**20**	**2**	**0**	**4**	**42**	**1**	**162**	**0**

Three-Hour Count Summaries - Bikes

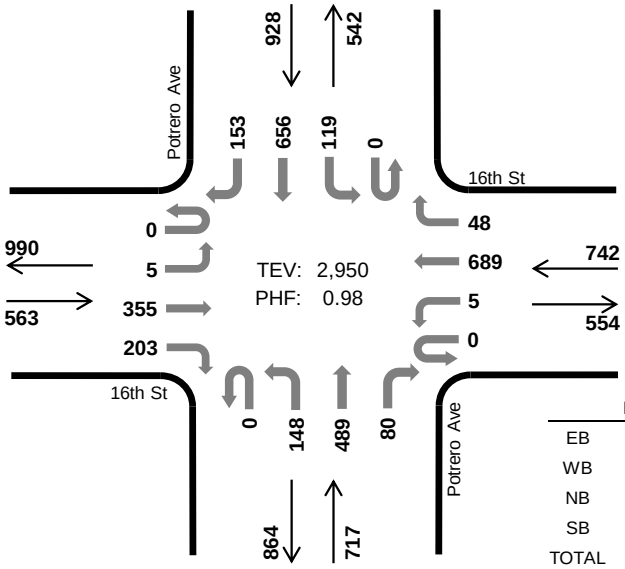
Interval Start	16th St Eastbound			16th St Westbound			Potrero Ave Northbound			Potrero Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
5:00 PM	**0**	**3**	**0**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**18**	**0**	**28**	0
5:15 PM	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**2**	**0**	**0**	**12**	**2**	**25**	0
5:30 PM	**1**	**4**	**0**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**15**	**1**	**28**	0
5:45 PM	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**6**	**0**	**0**	**11**	**2**	**25**	**106**
6:00 PM	0	1	0	0	8	0	0	2	0	0	9	2	22	100
6:15 PM	0	1	0	0	5	0	0	5	0	0	9	1	21	96
6:30 PM	0	2	1	0	5	0	0	5	0	0	4	3	20	88
6:45 PM	0	2	1	0	4	0	1	3	0	0	3	2	16	79
7:00 PM	0	2	0	0	3	0	0	0	0	0	6	0	11	68
7:15 PM	0	2	2	0	6	0	0	2	0	0	4	2	18	65
7:30 PM	0	3	0	1	5	0	0	1	0	0	9	1	20	65
7:45 PM	0	0	0	0	0	0	0	6	1	0	5	0	12	61
Count Total	1	21	4	1	60	1	1	35	1	0	105	16	246	0
Peak Hour	**1**	**8**	**0**	**0**	**24**	**1**	**0**	**11**	**0**	**0**	**56**	**5**	**106**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

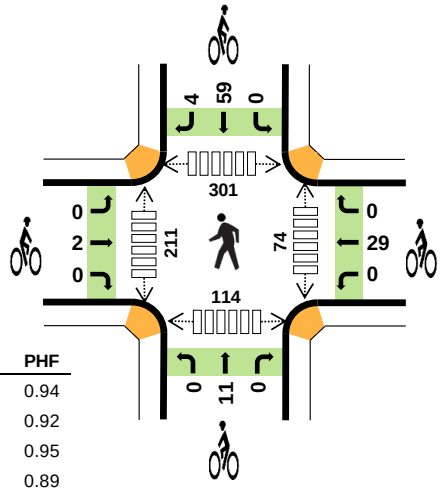
Potrero Ave
16th St

Date: 02-19-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	7.6%	0.94
WB	4.9%	0.92
NB	5.0%	0.95
SB	4.0%	0.89
TOTAL	5.2%	0.98



Two-Hour Count Summaries

Interval Start		16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	86	40	0	1	128	17	0	49	149	18	0	25	139	38	691	0
4:15 PM		0	2	53	53	0	0	133	9	0	34	142	16	0	37	156	32	667	0
4:30 PM		0	1	69	49	0	0	165	13	0	43	120	24	0	17	176	37	714	0
4:45 PM		0	1	82	46	0	1	175	19	0	39	89	8	0	29	170	31	690	2,762
5:00 PM		**0**	**0**	**73**	**61**	**0**	**1**	**189**	**12**	**0**	**42**	**129**	**11**	**0**	**17**	**162**	**41**	**738**	2,809
5:15 PM		**0**	**2**	**98**	**50**	**0**	**2**	**169**	**10**	**0**	**28**	**108**	**21**	**0**	**35**	**187**	**40**	**750**	2,892
5:30 PM		**0**	**2**	**94**	**42**	**0**	**0**	**185**	**10**	**0**	**42**	**126**	**21**	**0**	**30**	**159**	**40**	**751**	2,929
5:45 PM		**0**	**1**	**90**	**50**	**0**	**2**	**146**	**16**	**0**	**36**	**126**	**27**	**0**	**37**	**148**	**32**	**711**	**2,950**
Count Total		0	10	645	391	0	7	1,290	106	0	313	989	146	0	227	1,297	291	5,712	0
Peak Hour	**All**	**0**	**5**	**355**	**203**	**0**	**5**	**689**	**48**	**0**	**148**	**489**	**80**	**0**	**119**	**656**	**153**	**2,950**	**0**
	HV	**0**	**0**	**33**	**10**	**0**	**3**	**32**	**1**	**0**	**10**	**24**	**2**	**0**	**5**	**32**	**0**	**152**	**0**
	HV%	**-**	**0%**	**9%**	**5%**	**-**	**60%**	**5%**	**2%**	**-**	**7%**	**5%**	**3%**	**-**	**4%**	**5%**	**0%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	12	8	10	7	*37*	0	8	2	5	*15*	18	65	68	15	*166*
4:15 PM	9	9	12	10	*40*	4	3	2	5	*14*	17	42	46	17	*122*
4:30 PM	11	9	12	6	*38*	2	4	2	6	*14*	13	62	63	12	*150*
4:45 PM	11	12	3	10	*36*	1	2	3	10	*16*	16	63	55	22	*156*
5:00 PM	**11**	**9**	**14**	**4**	***38***	**2**	**9**	**3**	**16**	***30***	**22**	**47**	**84**	**30**	*183*
5:15 PM	**8**	**7**	**6**	**16**	***37***	**0**	**5**	**4**	**18**	***27***	**15**	**67**	**81**	**29**	*192*
5:30 PM	**10**	**12**	**10**	**12**	***44***	**0**	**12**	**2**	**10**	***24***	**16**	**53**	**69**	**31**	*169*
5:45 PM	**14**	**8**	**6**	**5**	***33***	**0**	**3**	**2**	**19**	***24***	**21**	**44**	**67**	**24**	***156***
Count Total	86	74	73	70	*303*	9	46	20	89	*164*	138	443	533	180	*1,294*
Peak Hour	**43**	**36**	**36**	**37**	***152***	**2**	**29**	**11**	**63**	***105***	**74**	**211**	**301**	**114**	***700***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16th St Eastbound				16th St Westbound				Potrero Ave Northbound				Potrero Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	10	2	0	0	8	0	0	2	7	1	0	2	4	1	37	0
4:15 PM	0	0	6	3	0	0	9	0	0	2	8	2	0	1	9	0	40	0
4:30 PM	0	0	9	2	0	0	9	0	0	3	8	1	0	2	4	0	38	0
4:45 PM	0	1	8	2	0	1	10	1	0	1	1	1	0	0	10	0	36	151
5:00 PM	**0**	**0**	**8**	**3**	**0**	**1**	**7**	**1**	**0**	**5**	**9**	**0**	**0**	**0**	**4**	**0**	**38**	152
5:15 PM	**0**	**0**	**6**	**2**	**0**	**0**	**7**	**0**	**0**	**2**	**4**	**0**	**0**	**1**	**15**	**0**	**37**	149
5:30 PM	**0**	**0**	**8**	**2**	**0**	**0**	**12**	**0**	**0**	**2**	**6**	**2**	**0**	**2**	**10**	**0**	**44**	155
5:45 PM	**0**	**0**	**11**	**3**	**0**	**2**	**6**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**3**	**0**	**33**	**152**
Count Total	0	1	66	19	0	4	68	2	0	18	48	7	0	10	59	1	303	0
Peak Hour	**0**	**0**	**33**	**10**	**0**	**3**	**32**	**1**	**0**	**10**	**24**	**2**	**0**	**5**	**32**	**0**	**152**	**0**

Two-Hour Count Summaries - Bikes

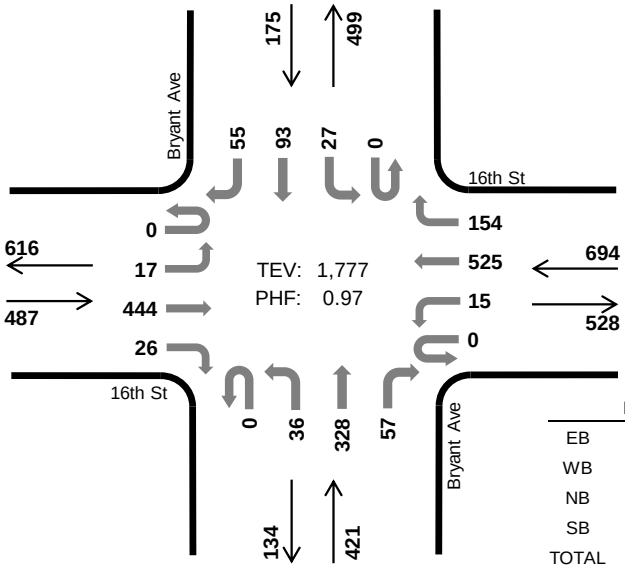
Interval Start	16th St Eastbound			16th St Westbound			Potrero Ave Northbound			Potrero Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	5	2	0	1	1	0	3	2	15	0
4:15 PM	0	3	1	0	3	0	0	2	0	0	4	1	14	0
4:30 PM	1	1	0	0	4	0	0	2	0	0	3	3	14	0
4:45 PM	0	1	0	0	2	0	0	2	1	0	7	3	16	59
5:00 PM	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**3**	**0**	**0**	**15**	**1**	**30**	74
5:15 PM	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**4**	**0**	**0**	**18**	**0**	**27**	87
5:30 PM	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**24**	97
5:45 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**16**	**3**	**24**	**105**
Count Total	1	7	1	1	43	2	0	18	2	0	76	13	164	0
Peak Hour	**0**	**2**	**0**	**0**	**29**	**0**	**0**	**11**	**0**	**0**	**59**	**4**	**105**	**0**

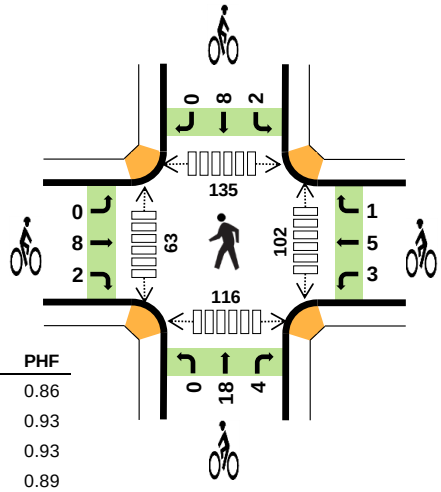
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant Ave
16th St

Peak Hour

Date: 02-19-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	9.0%	0.86
WB	7.9%	0.93
NB	4.3%	0.93
SB	11.4%	0.89
TOTAL	7.7%	0.97

Two-Hour Count Summaries

Interval Start		16th St Eastbound				16th St Westbound				Bryant Ave Northbound				Bryant Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	80	3	0	1	134	23	0	12	41	10	0	7	19	9	340	0
7:15 AM		0	3	76	4	0	4	120	30	0	6	55	13	0	12	23	8	354	0
7:30 AM		0	1	79	4	0	4	122	25	0	7	64	8	0	5	14	8	341	0
7:45 AM		**0**	**2**	**101**	**4**	**0**	**3**	**145**	**38**	**0**	**11**	**65**	**18**	**0**	**4**	**23**	**12**	**426**	1,461
8:00 AM		**0**	**4**	**112**	**9**	**0**	**3**	**147**	**33**	**0**	**6**	**91**	**14**	**0**	**4**	**19**	**18**	**460**	1,581
8:15 AM		**0**	**7**	**129**	**6**	**0**	**3**	**115**	**41**	**0**	**7**	**80**	**16**	**0**	**11**	**27**	**11**	**453**	1,680
8:30 AM		**0**	**4**	**102**	**7**	**0**	**6**	**118**	**42**	**0**	**12**	**92**	**9**	**0**	**8**	**24**	**14**	**438**	**1,777**
8:45 AM		0	8	90	8	0	9	108	24	0	5	84	17	0	16	34	18	421	1,772
Count Total		0	30	769	45	0	33	1,009	256	0	66	572	105	0	67	183	98	3,233	0
Peak Hour	**All**	**0**	**17**	**444**	**26**	**0**	**15**	**525**	**154**	**0**	**36**	**328**	**57**	**0**	**27**	**93**	**55**	**1,777**	**0**
	HV	**0**	**1**	**41**	**2**	**0**	**0**	**52**	**3**	**0**	**2**	**14**	**2**	**0**	**2**	**15**	**3**	**137**	**0**
	HV%	**-**	**6%**	**9%**	**8%**	**-**	**0%**	**10%**	**2%**	**-**	**6%**	**4%**	**4%**	**-**	**7%**	**16%**	**5%**	**8%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	14	18	4	2	*38*	1	0	2	2	*5*	14	10	23	10	*57*
7:15 AM	9	14	5	3	*31*	1	2	0	0	*3*	24	7	14	16	*61*
7:30 AM	12	11	3	4	*30*	2	1	2	0	*5*	19	15	31	18	*83*
7:45 AM	**9**	**17**	**5**	**7**	***38***	**2**	**1**	**3**	**1**	***7***	**21**	**18**	**29**	**22**	*90*
8:00 AM	**13**	**12**	**8**	**4**	***37***	**1**	**0**	**3**	**3**	***7***	**25**	**17**	**28**	**27**	*97*
8:15 AM	**13**	**12**	**1**	**5**	***31***	**3**	**3**	**10**	**3**	***19***	**24**	**15**	**47**	**44**	*130*
8:30 AM	**9**	**14**	**4**	**4**	***31***	**4**	**5**	**6**	**3**	***18***	**32**	**13**	**31**	**23**	***99***
8:45 AM	11	16	5	1	*33*	4	3	8	3	*18*	25	24	49	33	*131*
Count Total	90	114	35	30	*269*	18	15	34	15	*82*	184	119	252	193	*748*
Peak Hour	**44**	**55**	**18**	**20**	***137***	**10**	**9**	**22**	**10**	***51***	**102**	**63**	**135**	**116**	***416***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16th St Eastbound				16th St Westbound				Bryant Ave Northbound				Bryant Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	13	1	0	0	18	0	0	1	3	0	0	0	2	0	38	0
7:15 AM	0	0	9	0	0	0	13	1	0	2	2	1	0	2	1	0	31	0
7:30 AM	0	0	11	1	0	0	11	0	0	0	3	0	0	1	2	1	30	0
7:45 AM	**0**	**0**	**9**	**0**	**0**	**0**	**17**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**5**	**2**	**38**	137
8:00 AM	**0**	**1**	**11**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**6**	**2**	**0**	**2**	**1**	**1**	**37**	136
8:15 AM	**0**	**0**	**12**	**1**	**0**	**0**	**10**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**31**	136
8:30 AM	**0**	**0**	**9**	**0**	**0**	**0**	**13**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**	**31**	**137**
8:45 AM	0	0	7	4	0	0	15	1	0	0	5	0	0	0	1	0	33	132
Count Total	0	1	81	8	0	0	109	5	0	5	27	3	0	5	21	4	269	0
Peak Hour	**0**	**1**	**41**	**2**	**0**	**0**	**52**	**3**	**0**	**2**	**14**	**2**	**0**	**2**	**15**	**3**	**137**	**0**

Two-Hour Count Summaries - Bikes

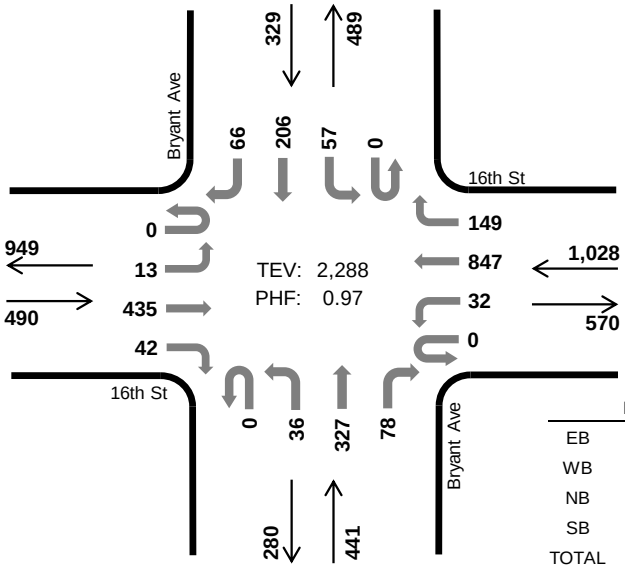
Interval Start	16th St Eastbound			16th St Westbound			Bryant Ave Northbound			Bryant Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	2	0	1	1	0	5	0
7:15 AM	0	1	0	1	1	0	0	0	0	0	0	0	3	0
7:30 AM	0	2	0	0	1	0	0	1	1	0	0	0	5	0
7:45 AM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**7**	20
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**2**	**0**	**7**	22
8:15 AM	**0**	**2**	**1**	**2**	**1**	**0**	**0**	**9**	**1**	**0**	**3**	**0**	**19**	38
8:30 AM	**0**	**3**	**1**	**1**	**3**	**1**	**0**	**4**	**2**	**1**	**2**	**0**	**18**	**51**
8:45 AM	0	4	0	1	1	1	0	8	0	0	3	0	18	62
Count Total	0	16	2	5	8	2	0	29	5	3	12	0	82	0
Peak Hour	**0**	**8**	**2**	**3**	**5**	**1**	**0**	**18**	**4**	**2**	**8**	**0**	**51**	**0**

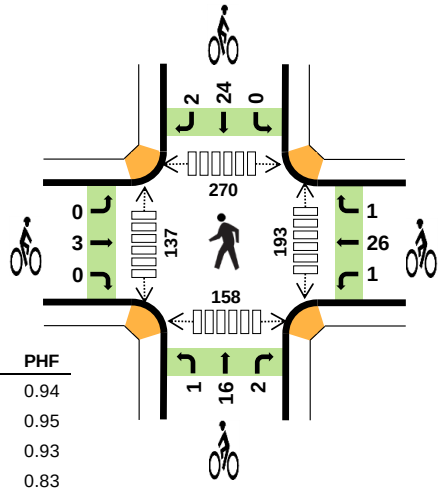
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant Ave
16th St

Peak Hour

Date: 02-19-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	7.6%	0.94
WB	4.0%	0.95
NB	2.5%	0.93
SB	3.0%	0.83
TOTAL	4.3%	0.97

Two-Hour Count Summaries

Interval Start		16th St Eastbound				16th St Westbound				Bryant Ave Northbound				Bryant Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	89	9	0	16	159	47	0	10	64	24	0	18	42	9	492	0
4:15 PM		0	1	84	7	0	13	181	31	0	9	76	21	0	7	42	21	493	0
4:30 PM		0	8	99	7	0	3	217	42	0	10	67	16	0	7	42	15	533	0
4:45 PM		**0**	**4**	**107**	**14**	**0**	**7**	**204**	**37**	**0**	**9**	**83**	**27**	**0**	**11**	**45**	**13**	**561**	2,079
5:00 PM		**0**	**4**	**100**	**5**	**0**	**9**	**231**	**31**	**0**	**9**	**81**	**17**	**0**	**17**	**54**	**18**	**576**	2,163
5:15 PM		**0**	**3**	**114**	**13**	**0**	**5**	**197**	**40**	**0**	**6**	**93**	**19**	**0**	**14**	**62**	**23**	**589**	2,259
5:30 PM		**0**	**2**	**114**	**10**	**0**	**11**	**215**	**41**	**0**	**12**	**70**	**15**	**0**	**15**	**45**	**12**	**562**	**2,288**
5:45 PM		0	4	118	4	0	9	199	44	0	12	68	18	0	11	52	18	557	2,284
Count Total		0	31	825	69	0	73	1,603	313	0	77	602	157	0	100	384	129	4,363	0
Peak Hour	**All**	**0**	**13**	**435**	**42**	**0**	**32**	**847**	**149**	**0**	**36**	**327**	**78**	**0**	**57**	**206**	**66**	**2,288**	**0**
	HV	**0**	**0**	**37**	**0**	**0**	**0**	**41**	**0**	**0**	**3**	**6**	**2**	**0**	**0**	**9**	**1**	**99**	**0**
	HV%	**-**	**0%**	**9%**	**0%**	**-**	**0%**	**5%**	**0%**	**-**	**8%**	**2%**	**3%**	**-**	**0%**	**4%**	**2%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	11	11	1	2	*25*	0	6	6	1	*13*	39	30	48	27	*144*
4:15 PM	7	11	5	2	*25*	2	2	3	3	*10*	45	35	38	33	*151*
4:30 PM	10	12	2	3	*27*	0	6	1	4	*11*	48	37	65	28	*178*
4:45 PM	**12**	**8**	**2**	**2**	***24***	**1**	**3**	**1**	**6**	***11***	**51**	**35**	**58**	**45**	*189*
5:00 PM	**10**	**12**	**1**	**5**	***28***	**1**	**7**	**2**	**4**	***14***	**39**	**38**	**73**	**33**	*183*
5:15 PM	**7**	**10**	**5**	**2**	***24***	**1**	**8**	**8**	**6**	***23***	**55**	**30**	**65**	**45**	*195*
5:30 PM	**8**	**11**	**3**	**1**	***23***	**0**	**10**	**8**	**10**	***28***	**48**	**34**	**74**	**35**	***191***
5:45 PM	13	10	5	2	*30*	1	6	3	11	*21*	61	30	71	43	*205*
Count Total	78	85	24	19	*206*	6	48	32	45	*131*	386	269	492	289	*1,436*
Peak Hour	**37**	**41**	**11**	**10**	***99***	**3**	**28**	**19**	**26**	***76***	**193**	**137**	**270**	**158**	***758***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16th St Eastbound				16th St Westbound				Bryant Ave Northbound				Bryant Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	10	1	0	0	10	1	0	0	1	0	0	0	0	2	25	0
4:15 PM	0	0	7	0	0	0	11	0	0	1	2	2	0	0	2	0	25	0
4:30 PM	0	0	10	0	0	0	12	0	0	0	2	0	0	0	2	1	27	0
4:45 PM	**0**	**0**	**12**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**24**	101
5:00 PM	**0**	**0**	**10**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**28**	104
5:15 PM	**0**	**0**	**7**	**0**	**0**	**0**	**10**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**1**	**1**	**24**	103
5:30 PM	**0**	**0**	**8**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**23**	**99**
5:45 PM	0	0	13	0	0	0	9	1	0	3	2	0	0	1	1	0	30	105
Count Total	0	0	77	1	0	0	83	2	0	7	13	4	0	1	14	4	206	0
Peak Hour	**0**	**0**	**37**	**0**	**0**	**0**	**41**	**0**	**0**	**3**	**6**	**2**	**0**	**0**	**9**	**1**	**99**	**0**

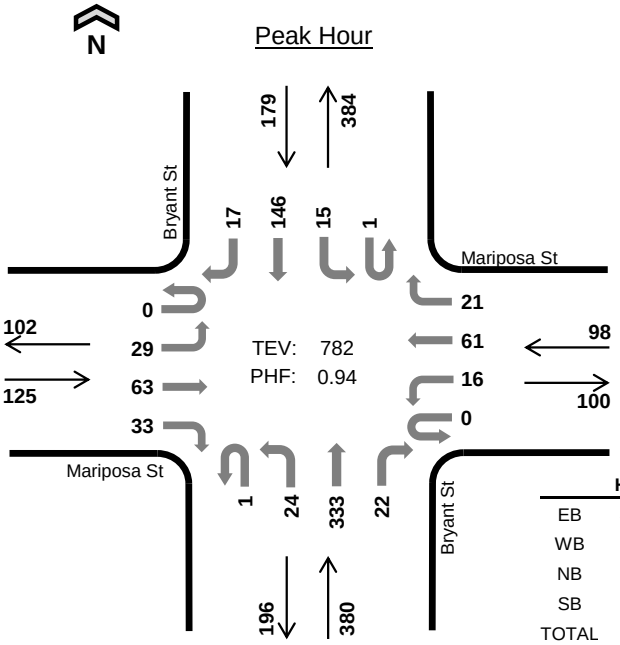
Two-Hour Count Summaries - Bikes

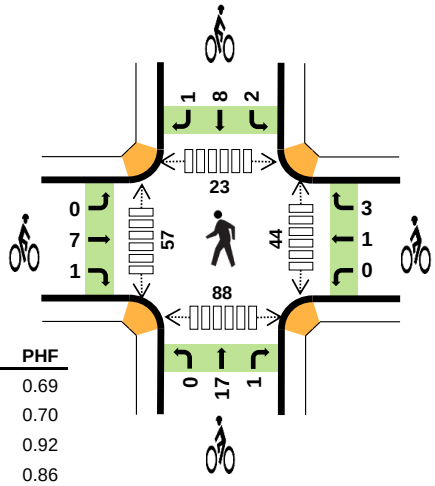
Interval Start	16th St Eastbound			16th St Westbound			Bryant Ave Northbound			Bryant Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	5	1	0	4	2	0	1	0	13	0
4:15 PM	0	2	0	0	2	0	0	3	0	0	2	1	10	0
4:30 PM	0	0	0	0	5	1	0	1	0	0	3	1	11	0
4:45 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**11**	45
5:00 PM	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**14**	46
5:15 PM	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**8**	**0**	**0**	**6**	**0**	**23**	59
5:30 PM	**0**	**0**	**0**	**0**	**9**	**1**	**1**	**5**	**2**	**0**	**10**	**0**	**28**	**76**
5:45 PM	0	0	1	0	5	1	0	3	0	0	11	0	21	86
Count Total	0	5	1	1	43	4	1	27	4	0	41	4	131	0
Peak Hour	**0**	**3**	**0**	**1**	**26**	**1**	**1**	**16**	**2**	**0**	**24**	**2**	**76**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant St
Mariposa St

Date: 05-31-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	4.0%	0.69
WB	6.1%	0.70
NB	3.4%	0.92
SB	8.4%	0.86
TOTAL	5.0%	0.94

Two-Hour Count Summaries

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	6	8	0	5	11	14	0	2	36	4	1	5	31	3	130	0
7:15 AM	0	2	7	2	0	3	6	5	1	7	56	2	0	4	24	3	122	0
7:30 AM	0	4	6	5	0	9	8	5	0	6	81	4	0	7	36	5	176	0
7:45 AM	0	10	17	5	0	5	11	8	0	5	78	4	0	6	33	2	184	612
8:00 AM	**0**	**10**	**18**	**17**	**0**	**4**	**11**	**6**	**0**	**5**	**87**	**8**	**0**	**5**	**34**	**3**	**208**	690
8:15 AM	**0**	**12**	**14**	**7**	**0**	**9**	**11**	**4**	**0**	**7**	**70**	**5**	**0**	**1**	**49**	**2**	**191**	759
8:30 AM	**0**	**5**	**11**	**1**	**0**	**0**	**12**	**6**	**1**	**9**	**89**	**4**	**1**	**6**	**26**	**7**	**178**	761
8:45 AM	**0**	**2**	**20**	**8**	**0**	**3**	**27**	**5**	**0**	**3**	**87**	**5**	**0**	**3**	**37**	**5**	**205**	**782**
Count Total	0	49	99	53	0	38	97	53	2	44	584	36	2	37	270	30	1,394	0
Peak Hour All	**0**	**29**	**63**	**33**	**0**	**16**	**61**	**21**	**1**	**24**	**333**	**22**	**1**	**15**	**146**	**17**	**782**	**0**
Peak Hour HV	**0**	**0**	**3**	**2**	**0**	**1**	**2**	**3**	**0**	**0**	**11**	**2**	**0**	**0**	**15**	**0**	**39**	**0**
Peak Hour HV%	**-**	**0%**	**5%**	**6%**	**-**	**6%**	**3%**	**14%**	**0%**	**0%**	**3%**	**9%**	**0%**	**0%**	**10%**	**0%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	9	1	5	*17*	1	0	2	0	*3*	8	18	8	8	*42*
7:15 AM	0	2	4	6	*12*	2	0	3	0	*5*	7	12	2	14	*35*
7:30 AM	0	3	5	4	*12*	4	0	1	1	*6*	6	14	2	16	*38*
7:45 AM	1	3	2	4	*10*	3	0	1	0	*4*	8	19	8	15	*50*
8:00 AM	**1**	**2**	**5**	**6**	***14***	**2**	**0**	**4**	**2**	***8***	**11**	**11**	**7**	**18**	*47*
8:15 AM	**2**	**3**	**2**	**3**	***10***	**2**	**0**	**3**	**4**	***9***	**5**	**15**	**4**	**14**	*38*
8:30 AM	**0**	**1**	**4**	**5**	***10***	**3**	**3**	**4**	**2**	***12***	**8**	**19**	**5**	**27**	*59*
8:45 AM	**2**	**0**	**2**	**1**	***5***	**1**	**1**	**7**	**3**	***12***	**20**	**12**	**7**	**29**	***68***
Count Total	8	23	25	34	*90*	18	4	25	12	*59*	73	120	43	141	*377*
Peak Hour	**5**	**6**	**13**	**15**	***39***	**8**	**4**	**18**	**11**	***41***	**44**	**57**	**23**	**88**	***212***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	0	0	0	2	7	0	0	1	0	0	0	4	1	17	0
7:15 AM	0	0	0	0	0	0	0	2	0	1	3	0	0	1	4	1	12	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	5	0	0	1	2	1	12	0
7:45 AM	0	0	1	0	0	1	1	1	0	0	2	0	0	0	4	0	10	51
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**6**	**0**	**14**	48
8:15 AM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**10**	46
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**10**	44
8:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**5**	**39**
Count Total	0	1	5	2	0	2	5	16	0	1	22	2	0	2	29	3	90	0
Peak Hour	**0**	**0**	**3**	**2**	**0**	**1**	**2**	**3**	**0**	**0**	**11**	**2**	**0**	**0**	**15**	**0**	**39**	**0**

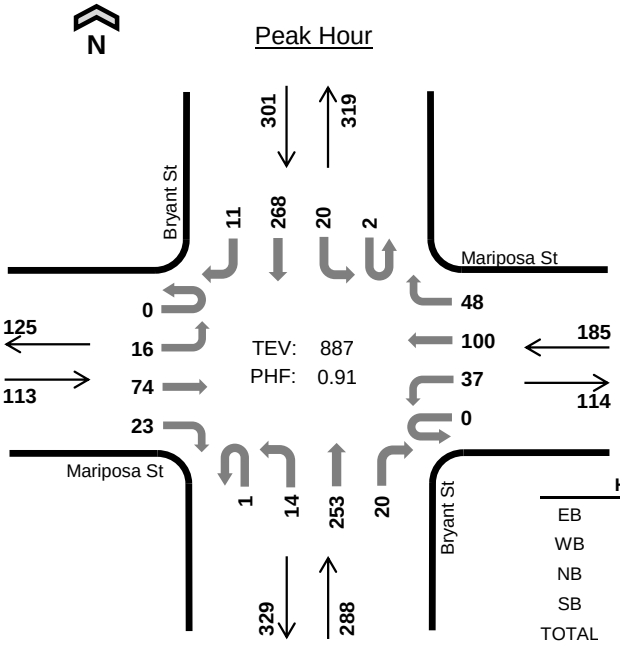
Two-Hour Count Summaries - Bikes

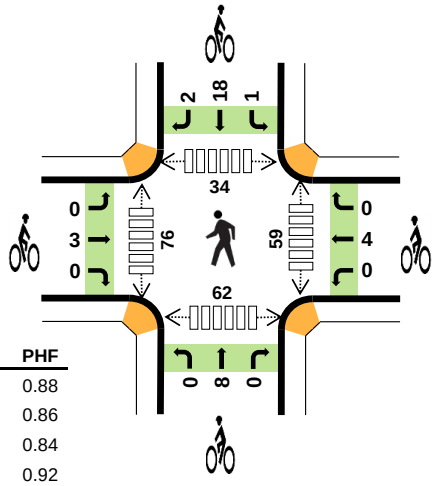
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			Bryant St Northbound			Bryant St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3	0
7:15 AM	0	2	0	0	0	0	1	2	0	0	0	0	5	0
7:30 AM	1	3	0	0	0	0	0	1	0	0	1	0	6	0
7:45 AM	1	2	0	0	0	0	0	1	0	0	0	0	4	18
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**0**	**8**	23
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**1**	**9**	27
8:30 AM	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**4**	**0**	**2**	**0**	**0**	**12**	33
8:45 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**3**	**0**	**12**	**41**
Count Total	2	15	1	0	1	3	1	23	1	2	9	1	59	0
Peak Hour	**0**	**7**	**1**	**0**	**1**	**3**	**0**	**17**	**1**	**2**	**8**	**1**	**41**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant St
Mariposa St

Date: 05-31-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	2.7%	0.88
WB	1.6%	0.86
NB	3.1%	0.84
SB	3.7%	0.92
TOTAL	2.9%	0.91

Two-Hour Count Summaries

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	17	9	0	3	14	9	1	3	81	2	0	4	60	4	210	0
4:15 PM	0	5	5	5	0	2	17	13	0	5	78	3	0	1	52	0	186	0
4:30 PM	0	4	16	9	0	4	13	8	1	3	73	5	0	7	65	4	212	0
4:45 PM	0	2	14	7	0	4	13	13	0	5	70	5	0	3	65	3	204	812
5:00 PM	**0**	**6**	**18**	**8**	**0**	**6**	**16**	**6**	**0**	**5**	**64**	**2**	**0**	**2**	**64**	**3**	**200**	802
5:15 PM	**0**	**4**	**19**	**5**	**0**	**10**	**27**	**17**	**0**	**4**	**77**	**5**	**2**	**8**	**62**	**4**	**244**	860
5:30 PM	**0**	**1**	**25**	**5**	**0**	**9**	**29**	**12**	**0**	**2**	**58**	**7**	**0**	**7**	**74**	**1**	**230**	878
5:45 PM	**0**	**5**	**12**	**5**	**0**	**12**	**28**	**13**	**1**	**3**	**54**	**6**	**0**	**3**	**68**	**3**	**213**	**887**
Count Total	0	30	126	53	0	50	157	91	3	30	555	35	2	35	510	22	1,699	0
Peak Hour All	**0**	**16**	**74**	**23**	**0**	**37**	**100**	**48**	**1**	**14**	**253**	**20**	**2**	**20**	**268**	**11**	**887**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**0**	**0**	**3**	**8**	**0**	**26**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**0%**	**-**	**0%**	**2%**	**2%**	**0%**	**0%**	**4%**	**0%**	**0%**	**15%**	**3%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	2	6	*10*	0	2	2	1	*5*	11	20	6	24	*61*
4:15 PM	0	0	1	0	*1*	0	1	3	2	*6*	13	20	7	14	*54*
4:30 PM	0	0	2	3	*5*	0	1	0	2	*3*	9	19	6	18	*52*
4:45 PM	1	0	2	1	*4*	0	0	0	1	*1*	12	21	5	11	*49*
5:00 PM	**1**	**0**	**2**	**3**	***6***	**1**	**3**	**2**	**5**	***11***	**17**	**15**	**6**	**17**	*55*
5:15 PM	**2**	**1**	**3**	**2**	***8***	**1**	**0**	**3**	**6**	***10***	**10**	**10**	**10**	**14**	*44*
5:30 PM	**0**	**1**	**1**	**2**	***4***	**0**	**1**	**2**	**4**	***7***	**17**	**20**	**8**	**20**	*65*
5:45 PM	**0**	**1**	**3**	**4**	***8***	**1**	**0**	**1**	**6**	***8***	**15**	**31**	**10**	**11**	***67***
Count Total	5	4	16	21	*46*	3	8	13	27	*51*	104	156	58	129	*447*
Peak Hour	**3**	**3**	**9**	**11**	***26***	**3**	**4**	**8**	**21**	***36***	**59**	**76**	**34**	**62**	***231***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	0	0	5	1	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4	20
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**6**	16
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**8**	23
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**4**	22
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**2**	**2**	**0**	**8**	**26**
Count Total	0	0	5	0	0	0	2	2	0	0	16	0	0	3	16	2	46	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**0**	**0**	**3**	**8**	**0**	**26**	**0**

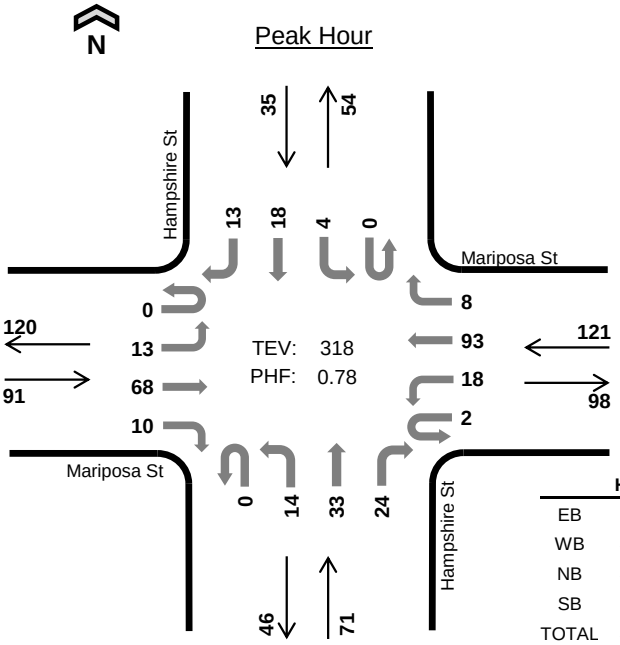
Two-Hour Count Summaries - Bikes

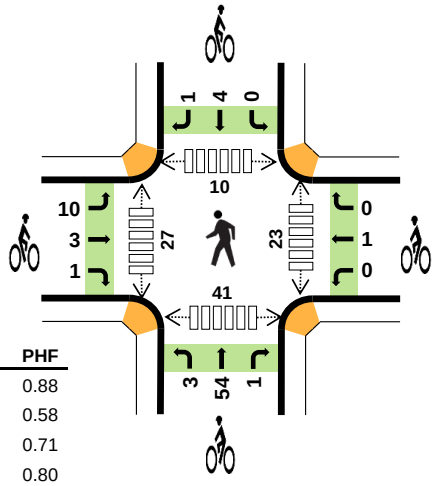
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			Bryant St Northbound			Bryant St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	0	0	2	0	0	1	0	5	0
4:15 PM	0	0	0	0	1	0	0	3	0	0	2	0	6	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	15
5:00 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**11**	21
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**5**	**0**	**10**	25
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**7**	29
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**2**	**8**	**36**
Count Total	0	3	0	0	8	0	0	13	0	1	24	2	51	0
Peak Hour	**0**	**3**	**0**	**0**	**4**	**0**	**0**	**8**	**0**	**1**	**18**	**2**	**36**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire St
Mariposa St

Date: 05-31-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	5.5%	0.88
WB	4.1%	0.58
NB	4.2%	0.71
SB	5.7%	0.80
TOTAL	4.7%	0.78

Two-Hour Count Summaries

Interval Start		Mariposa St Eastbound				Mariposa St Westbound				Hampshire St Northbound				Hampshire St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	2	8	1	0	2	18	1	0	0	4	0	0	1	1	4	43	0
7:15 AM		0	3	10	1	0	1	14	1	0	1	3	3	0	1	3	1	42	0
7:30 AM		0	3	6	4	0	3	17	0	0	3	3	3	0	1	1	1	45	0
7:45 AM		0	2	16	2	0	2	18	0	0	4	7	4	0	3	5	2	65	195
8:00 AM		**0**	**4**	**21**	**1**	**0**	**4**	**20**	**1**	**0**	**2**	**5**	**4**	**0**	**2**	**6**	**2**	**72**	224
8:15 AM		**0**	**5**	**16**	**3**	**0**	**1**	**20**	**0**	**0**	**2**	**13**	**10**	**0**	**0**	**3**	**3**	**76**	258
8:30 AM		**0**	**1**	**14**	**3**	**2**	**2**	**16**	**3**	**0**	**5**	**5**	**6**	**0**	**1**	**4**	**6**	**68**	281
8:45 AM		**0**	**3**	**17**	**3**	**0**	**11**	**37**	**4**	**0**	**5**	**10**	**4**	**0**	**1**	**5**	**2**	**102**	**318**
Count Total		1	23	108	18	2	26	160	10	0	22	50	34	0	10	28	21	513	0
Peak Hour	**All**	**0**	**13**	**68**	**10**	**2**	**18**	**93**	**8**	**0**	**14**	**33**	**24**	**0**	**4**	**18**	**13**	**318**	**0**
	HV	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**15**	**0**
	HV%	**-**	**0%**	**6%**	**10%**	**0%**	**0%**	**5%**	**0%**	**-**	**7%**	**3%**	**4%**	**-**	**25%**	**0%**	**8%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	0	0	*2*	2	0	3	1	*6*	2	2	3	1	*8*
7:15 AM	0	0	0	0	*0*	2	0	4	0	*6*	2	5	2	4	*13*
7:30 AM	1	0	0	0	*1*	3	0	9	1	*13*	3	6	2	0	*11*
7:45 AM	1	1	0	0	*2*	2	0	9	0	*11*	2	7	7	3	*19*
8:00 AM	**1**	**3**	**1**	**1**	***6***	**3**	**0**	**10**	**1**	***14***	**1**	**5**	**4**	**4**	*14*
8:15 AM	**2**	**1**	**1**	**0**	***4***	**4**	**0**	**16**	**2**	***22***	**6**	**12**	**2**	**10**	*30*
8:30 AM	**0**	**0**	**0**	**1**	***1***	**5**	**1**	**17**	**1**	***24***	**10**	**4**	**1**	**10**	*25*
8:45 AM	**2**	**1**	**1**	**0**	***4***	**2**	**0**	**15**	**1**	***18***	**6**	**6**	**3**	**17**	***32***
Count Total	8	7	3	2	*20*	23	1	83	7	*114*	32	47	24	49	*152*
Peak Hour	**5**	**5**	**3**	**2**	***15***	**14**	**1**	**58**	**5**	***78***	**23**	**27**	**10**	**41**	***101***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Hampshire St Northbound				Hampshire St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	9
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	13
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	13
8:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**15**
Count Total	0	0	6	2	0	0	7	0	0	1	1	1	0	1	0	1	20	0
Peak Hour	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**15**	**0**

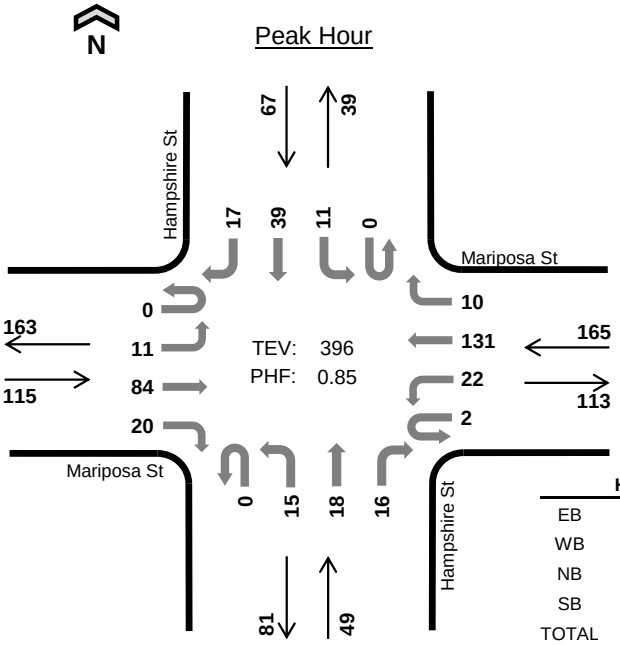
Two-Hour Count Summaries - Bikes

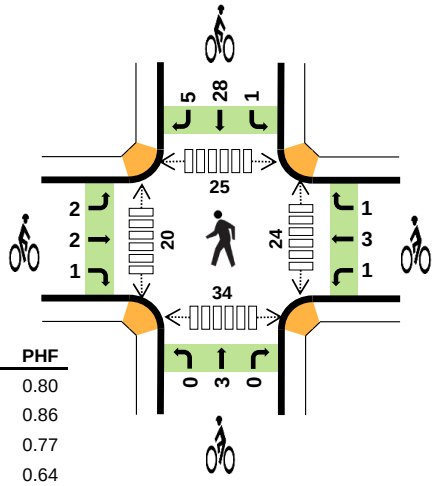
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			Hampshire St Northbound			Hampshire St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	2	0	0	0	0	0	0	2	1	1	0	0	6	0
7:15 AM	1	1	0	0	0	0	0	4	0	0	0	0	6	0
7:30 AM	0	3	0	0	0	0	1	6	2	0	1	0	13	0
7:45 AM	2	0	0	0	0	0	0	9	0	0	0	0	11	36
8:00 AM	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**1**	**0**	**14**	44
8:15 AM	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**2**	**0**	**22**	60
8:30 AM	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**17**	**0**	**0**	**1**	**0**	**24**	71
8:45 AM	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**	**0**	**0**	**0**	**1**	**18**	**78**
Count Total	15	7	1	0	1	0	4	75	4	1	5	1	114	0
Peak Hour	**10**	**3**	**1**	**0**	**1**	**0**	**3**	**54**	**1**	**0**	**4**	**1**	**78**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire St
Mariposa St

Date: 05-31-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	2.6%	0.80
WB	1.8%	0.86
NB	4.1%	0.77
SB	0.0%	0.64
TOTAL	2.0%	0.85

Two-Hour Count Summaries

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Hampshire St Northbound				Hampshire St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	27	4	0	4	18	1	0	6	4	9	0	3	6	0	83	0
4:15 PM	0	1	11	1	0	4	12	2	0	7	4	6	0	0	3	5	56	0
4:30 PM	0	2	24	4	0	2	14	2	0	5	8	4	0	6	12	3	86	0
4:45 PM	0	1	18	2	1	3	16	3	0	7	8	8	0	3	8	4	82	307
5:00 PM	**0**	**4**	**19**	**3**	**0**	**3**	**19**	**3**	**0**	**4**	**3**	**8**	**0**	**7**	**9**	**2**	**84**	308
5:15 PM	**0**	**2**	**24**	**5**	**0**	**9**	**37**	**2**	**0**	**3**	**9**	**4**	**0**	**1**	**8**	**3**	**107**	359
5:30 PM	**0**	**3**	**22**	**11**	**1**	**4**	**38**	**2**	**0**	**4**	**5**	**1**	**0**	**2**	**15**	**9**	**117**	390
5:45 PM	**0**	**2**	**19**	**1**	**1**	**6**	**37**	**3**	**0**	**4**	**1**	**3**	**0**	**1**	**7**	**3**	**88**	**396**
Count Total	0	16	164	31	3	35	191	18	0	40	42	43	0	23	68	29	703	0
Peak Hour All	**0**	**11**	**84**	**20**	**2**	**22**	**131**	**10**	**0**	**15**	**18**	**16**	**0**	**11**	**39**	**17**	**396**	**0**
Peak Hour HV	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**5%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**13%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	*2*	0	3	1	2	*6*	8	1	3	4	*16*
4:15 PM	0	0	0	1	*1*	1	1	0	1	*3*	4	3	6	7	*20*
4:30 PM	0	0	0	1	*1*	0	1	0	4	*5*	4	8	2	10	*24*
4:45 PM	1	0	0	0	*1*	1	0	1	4	*6*	2	4	5	2	*13*
5:00 PM	**1**	**0**	**1**	**0**	***2***	**0**	**2**	**1**	**9**	***12***	**8**	**7**	**2**	**11**	*28*
5:15 PM	**2**	**1**	**0**	**0**	***3***	**2**	**1**	**1**	**7**	***11***	**2**	**4**	**8**	**7**	*21*
5:30 PM	**0**	**2**	**0**	**0**	***2***	**1**	**2**	**0**	**8**	***11***	**6**	**6**	**7**	**8**	*27*
5:45 PM	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**1**	**10**	***13***	**8**	**3**	**8**	**8**	***27***
Count Total	6	3	2	2	*13*	7	10	5	45	*67*	42	36	41	57	*176*
Peak Hour	**3**	**3**	**2**	**0**	***8***	**5**	**5**	**3**	**34**	***47***	**24**	**20**	**25**	**34**	***103***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				Hampshire St Northbound				Hampshire St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	5
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	0	5	1	0	0	3	0	0	0	0	2	0	0	2	0	13	0
Peak Hour	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**0**

Two-Hour Count Summaries - Bikes

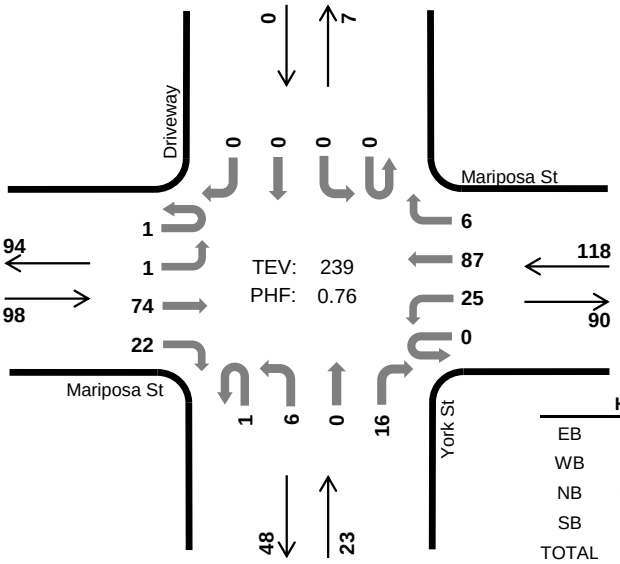
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			Hampshire St Northbound			Hampshire St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	2	1	0	0	1	0	0	2	0	6	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	1	3	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	3	1	5	0
4:45 PM	0	1	0	0	0	0	0	1	0	0	4	0	6	20
5:00 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**6**	**2**	**12**	26
5:15 PM	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	**1**	**11**	34
5:30 PM	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**11**	40
5:45 PM	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**2**	**13**	**47**
Count Total	3	3	1	4	5	1	0	5	0	1	37	7	67	0
Peak Hour	**2**	**2**	**1**	**1**	**3**	**1**	**0**	**3**	**0**	**1**	**28**	**5**	**47**	**0**

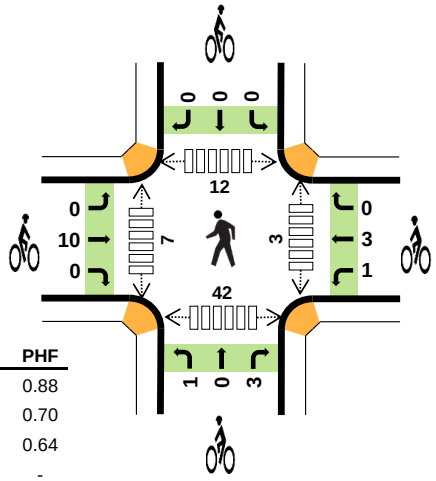
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

York St
Mariposa St

Date: 05-31-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	5.1%	0.88
WB	6.8%	0.70
NB	4.3%	0.64
SB	-	-
TOTAL	5.9%	0.76

Two-Hour Count Summaries

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				York St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	0	9	5	0	6	18	0	0	3	0	0	0	1	0	0	43	0
7:15 AM	0	0	13	3	0	5	11	1	0	2	0	2	0	0	0	0	37	0
7:30 AM	1	1	10	3	0	5	15	1	0	2	0	3	0	0	0	0	41	0
7:45 AM	0	0	19	8	0	5	20	0	0	2	0	1	0	0	0	0	55	176
8:00 AM	**0**	**0**	**21**	**6**	**0**	**5**	**16**	**1**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**57**	190
8:15 AM	**0**	**0**	**20**	**2**	**0**	**2**	**24**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**52**	205
8:30 AM	**0**	**0**	**15**	**6**	**0**	**7**	**18**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**51**	215
8:45 AM	**1**	**1**	**18**	**8**	**0**	**11**	**29**	**2**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**79**	**239**
Count Total	3	2	125	41	0	46	151	8	1	15	0	22	0	1	0	0	415	0
Peak Hour All	**1**	**1**	**74**	**22**	**0**	**25**	**87**	**6**	**1**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**239**	**0**
Peak Hour HV	**0**	**1**	**4**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	**0**
Peak Hour HV%	**0%**	**100%**	**5%**	**0%**	**-**	**0%**	**5%**	**67%**	**0%**	**0%**	**-**	**6%**	**-**	**-**	**-**	**-**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	0	0	*4*	1	0	1	0	*2*	0	1	3	4	*8*
7:15 AM	1	1	0	0	*2*	1	0	0	0	*1*	1	2	1	5	*9*
7:30 AM	1	1	0	0	*2*	3	1	1	0	*5*	0	1	0	3	*4*
7:45 AM	1	1	0	0	*2*	2	0	0	0	*2*	1	1	6	11	*19*
8:00 AM	**1**	**1**	**0**	**0**	***2***	**2**	**0**	**0**	**0**	***2***	**1**	**2**	**4**	**10**	*17*
8:15 AM	**2**	**3**	**0**	**0**	***5***	**2**	**0**	**2**	**0**	***4***	**0**	**2**	**1**	**7**	*10*
8:30 AM	**0**	**2**	**0**	**0**	***2***	**5**	**2**	**1**	**0**	***8***	**0**	**1**	**1**	**11**	*13*
8:45 AM	**2**	**2**	**1**	**0**	***5***	**1**	**2**	**1**	**0**	***4***	**2**	**2**	**6**	**14**	***24***
Count Total	9	14	1	0	*24*	17	5	6	0	*28*	5	12	22	65	*104*
Peak Hour	**5**	**8**	**1**	**0**	***14***	**10**	**4**	**4**	**0**	***18***	**3**	**7**	**12**	**42**	***64***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				York St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	11
8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**14**
Count Total	0	2	7	0	0	0	8	6	0	0	0	1	0	0	0	0	24	0
Peak Hour	**0**	**1**	**4**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	**0**

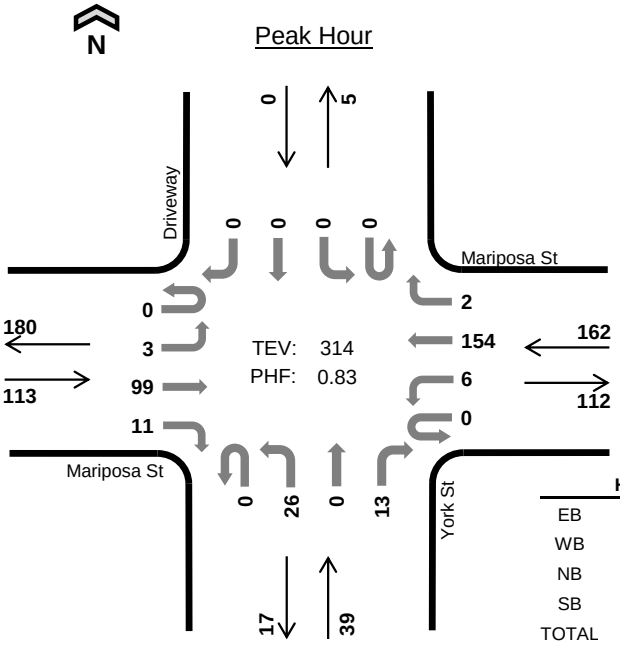
Two-Hour Count Summaries - Bikes

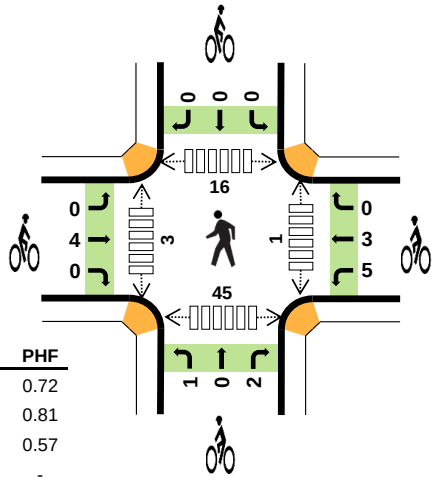
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			York St Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	3	0	0	1	0	0	0	1	0	0	0	5	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	10
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	13
8:30 AM	**0**	**5**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	16
8:45 AM	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**18**
Count Total	0	17	0	1	4	0	1	0	5	0	0	0	28	0
Peak Hour	**0**	**10**	**0**	**1**	**3**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**18**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

York St
Mariposa St

Date: 05-31-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	4.4%	0.72
WB	1.9%	0.81
NB	2.6%	0.57
SB	-	-
TOTAL	2.9%	0.83

Two-Hour Count Summaries

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				York St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	24	2	0	3	22	0	0	8	0	7	0	0	0	0	66	0
4:15 PM	0	0	8	2	0	3	20	0	0	8	0	5	0	0	0	0	46	0
4:30 PM	0	0	27	1	0	2	21	0	0	5	0	4	0	0	0	0	60	0
4:45 PM	0	0	18	2	0	4	22	0	0	7	0	3	0	0	0	0	56	228
5:00 PM	**0**	**0**	**20**	**3**	**0**	**2**	**23**	**0**	**0**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**57**	219
5:15 PM	**0**	**0**	**26**	**5**	**0**	**1**	**41**	**0**	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**90**	263
5:30 PM	**0**	**1**	**35**	**3**	**0**	**2**	**46**	**2**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**95**	298
5:45 PM	**0**	**2**	**18**	**0**	**0**	**1**	**44**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**72**	**314**
Count Total	0	3	176	18	0	18	239	2	0	54	0	32	0	0	0	0	542	0
Peak Hour All	**0**	**3**	**99**	**11**	**0**	**6**	**154**	**2**	**0**	**26**	**0**	**13**	**0**	**0**	**0**	**0**	**314**	**0**
Peak Hour HV	**0**	**3**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**
Peak Hour HV%	**-**	**100%**	**2%**	**0%**	**-**	**0%**	**1%**	**50%**	**-**	**0%**	**-**	**8%**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	2	0	*3*	0	1	0	0	*1*	0	3	3	5	*11*
4:15 PM	0	0	0	0	*0*	0	2	1	0	*3*	0	1	2	15	*18*
4:30 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	3	0	11	*14*
4:45 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	0	4	8	*12*
5:00 PM	**1**	**0**	**1**	**0**	***2***	**1**	**4**	**1**	**0**	***6***	**1**	**1**	**3**	**15**	*20*
5:15 PM	**1**	**1**	**0**	**0**	***2***	**2**	**1**	**0**	**0**	***3***	**0**	**1**	**3**	**11**	*15*
5:30 PM	**1**	**2**	**0**	**0**	***3***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**4**	**15**	*19*
5:45 PM	**2**	**0**	**0**	**0**	***2***	**1**	**2**	**1**	**0**	***4***	**0**	**1**	**6**	**4**	***11***
Count Total	7	3	3	0	*13*	4	13	5	0	*22*	1	10	25	84	*120*
Peak Hour	**5**	**3**	**1**	**0**	***9***	**4**	**8**	**3**	**0**	***15***	**1**	**3**	**16**	**45**	***65***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mariposa St Eastbound				Mariposa St Westbound				York St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	8
5:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	0	3	4	0	0	0	2	1	0	1	0	2	0	0	0	0	13	0
Peak Hour	**0**	**3**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

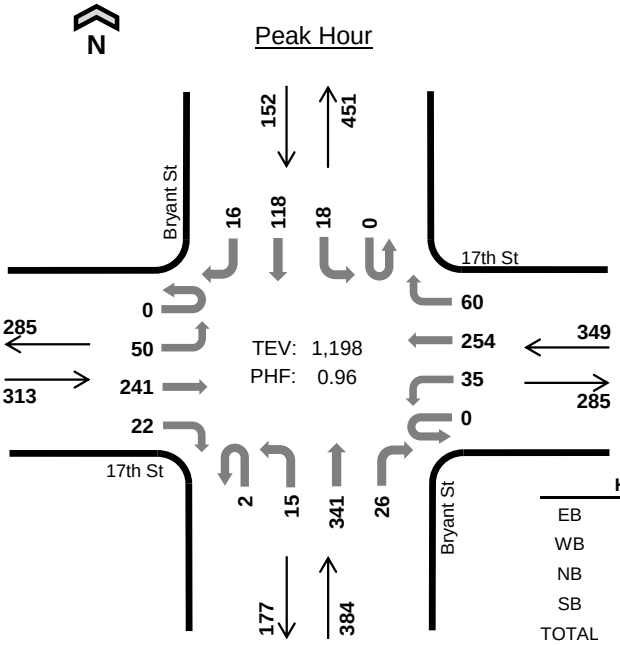
Interval Start	Mariposa St Eastbound			Mariposa St Westbound			York St Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	1	1	0	0	0	1	0	0	0	3	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	7
5:00 PM	**0**	**1**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	12
5:15 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	12
5:45 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**15**
Count Total	0	4	0	7	6	0	1	0	4	0	0	0	22	0
Peak Hour	**0**	**4**	**0**	**5**	**3**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**15**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

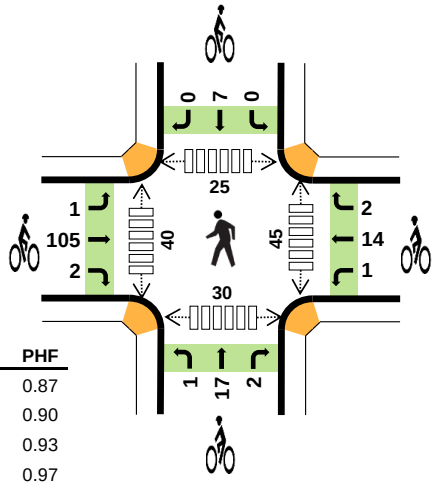
Bryant St
17th St

Peak Hour

Date: 05-31-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.5%	0.87
WB	4.3%	0.90
NB	3.9%	0.93
SB	9.9%	0.97
TOTAL	4.9%	0.96



Two-Hour Count Summaries

Interval Start		17th St Eastbound				17th St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	20	2	0	6	58	18	0	5	49	3	0	3	31	1	202	0
7:15 AM		0	5	30	5	0	8	43	16	0	1	56	7	0	5	21	1	198	0
7:30 AM		0	10	48	1	0	10	58	11	0	6	73	7	0	7	34	2	267	0
7:45 AM		**0**	**10**	**46**	**8**	**0**	**7**	**65**	**18**	**0**	**7**	**80**	**9**	**0**	**8**	**28**	**3**	**289**	956
8:00 AM		**0**	**10**	**55**	**6**	**0**	**8**	**73**	**16**	**0**	**4**	**90**	**8**	**0**	**6**	**27**	**3**	**306**	1,060
8:15 AM		**0**	**14**	**71**	**5**	**0**	**13**	**51**	**15**	**0**	**2**	**75**	**6**	**0**	**1**	**32**	**6**	**291**	1,153
8:30 AM		**0**	**16**	**69**	**3**	**0**	**7**	**65**	**11**	**2**	**2**	**96**	**3**	**0**	**3**	**31**	**4**	**312**	**1,198**
8:45 AM		0	15	50	2	0	6	61	14	0	3	84	5	0	1	34	3	278	1,187
Count Total		0	86	389	32	0	65	474	119	2	30	603	48	0	34	238	23	2,143	0
Peak Hour	**All**	**0**	**50**	**241**	**22**	**0**	**35**	**254**	**60**	**2**	**15**	**341**	**26**	**0**	**18**	**118**	**16**	**1,198**	**0**
	HV	**0**	**4**	**8**	**2**	**0**	**5**	**7**	**3**	**0**	**1**	**13**	**1**	**0**	**2**	**10**	**3**	**59**	**0**
	HV%	**-**	**8%**	**3%**	**9%**	**-**	**14%**	**3%**	**5%**	**0%**	**7%**	**4%**	**4%**	**-**	**11%**	**8%**	**19%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	10	5	*17*	4	1	1	0	*6*	10	13	4	6	*33*
7:15 AM	0	2	4	5	*11*	11	0	0	1	*12*	3	5	6	1	*15*
7:30 AM	3	2	8	2	*15*	18	0	5	2	*25*	13	5	2	9	*29*
7:45 AM	**7**	**6**	**3**	**6**	***22***	**31**	**2**	**3**	**1**	***37***	**9**	**14**	**1**	**5**	*29*
8:00 AM	**3**	**5**	**4**	**3**	***15***	**23**	**6**	**5**	**2**	***36***	**12**	**5**	**3**	**3**	*23*
8:15 AM	**2**	**3**	**3**	**2**	***10***	**27**	**7**	**2**	**3**	***39***	**14**	**8**	**11**	**12**	*45*
8:30 AM	**2**	**1**	**5**	**4**	***12***	**27**	**2**	**10**	**1**	***40***	**10**	**13**	**10**	**10**	***43***
8:45 AM	3	7	1	1	*12*	28	9	5	4	*46*	16	10	8	13	*47*
Count Total	21	27	38	28	*114*	169	27	31	14	*241*	87	73	45	59	*264*
Peak Hour	**14**	**15**	**15**	**15**	***59***	**108**	**17**	**20**	**7**	***152***	**45**	**40**	**25**	**30**	***140***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound				17th St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	1	0	2	7	1	0	0	5	0	17	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	4	0	0	0	5	0	11	0
7:30 AM	0	1	2	0	0	1	1	0	0	1	6	1	0	0	2	0	15	0
7:45 AM	**0**	**3**	**3**	**1**	**0**	**1**	**4**	**1**	**0**	**0**	**3**	**0**	**0**	**2**	**2**	**2**	**22**	65
8:00 AM	**0**	**0**	**2**	**1**	**0**	**2**	**1**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**1**	**15**	63
8:15 AM	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**10**	62
8:30 AM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**12**	**59**
8:45 AM	0	0	3	0	0	1	6	0	0	0	1	0	0	0	1	0	12	49
Count Total	0	5	14	2	0	9	14	4	0	4	31	3	0	2	23	3	114	0
Peak Hour	**0**	**4**	**8**	**2**	**0**	**5**	**7**	**3**	**0**	**1**	**13**	**1**	**0**	**2**	**10**	**3**	**59**	**0**

Two-Hour Count Summaries - Bikes

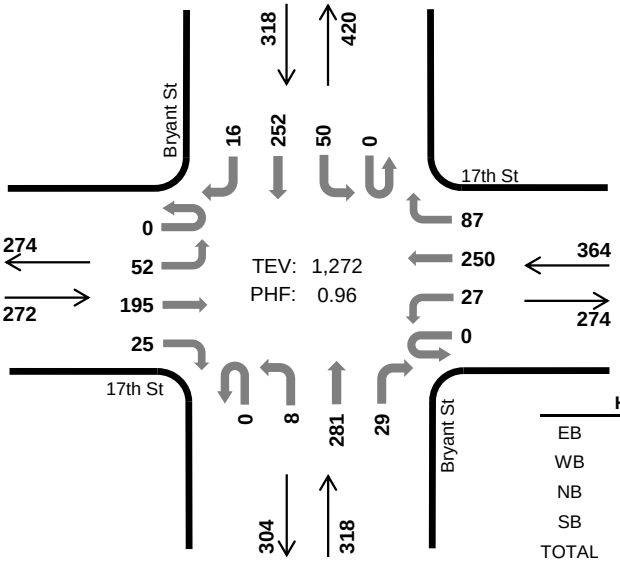
Interval Start	17th St Eastbound			17th St Westbound			Bryant St Northbound			Bryant St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	6	0
7:15 AM	2	9	0	0	0	0	0	0	0	0	0	1	12	0
7:30 AM	0	18	0	0	0	0	1	4	0	0	1	1	25	0
7:45 AM	**0**	**31**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**37**	80
8:00 AM	**1**	**22**	**0**	**0**	**5**	**1**	**1**	**3**	**1**	**0**	**2**	**0**	**36**	110
8:15 AM	**0**	**27**	**0**	**1**	**5**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**39**	137
8:30 AM	**0**	**25**	**2**	**0**	**2**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**40**	**152**
8:45 AM	3	25	0	1	6	2	0	3	2	0	3	1	46	161
Count Total	6	161	2	2	21	4	2	25	4	0	11	3	241	0
Peak Hour	**1**	**105**	**2**	**1**	**14**	**2**	**1**	**17**	**2**	**0**	**7**	**0**	**152**	**0**

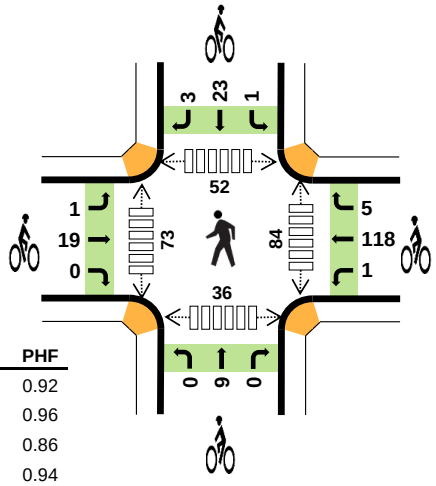
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant St
17th St

Peak Hour

Date: 05-31-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	2.6%	0.92
WB	1.1%	0.96
NB	2.8%	0.86
SB	3.5%	0.94
TOTAL	2.4%	0.96

Two-Hour Count Summaries

Interval Start		17th St Eastbound				17th St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	18	59	9	0	12	59	14	1	0	81	3	0	7	46	4	313	0
4:15 PM		0	15	45	3	0	7	41	12	0	5	92	6	0	10	48	6	290	0
4:30 PM		0	12	45	8	0	2	58	25	0	3	80	2	0	8	56	4	303	0
4:45 PM		0	12	46	5	0	5	54	17	0	4	73	7	0	7	61	5	296	1,202
5:00 PM		**0**	**13**	**55**	**6**	**0**	**5**	**63**	**25**	**0**	**2**	**69**	**7**	**0**	**13**	**64**	**2**	**324**	1,213
5:15 PM		**0**	**14**	**49**	**7**	**0**	**6**	**64**	**25**	**0**	**3**	**82**	**7**	**0**	**16**	**56**	**2**	**331**	1,254
5:30 PM		**0**	**13**	**42**	**7**	**0**	**12**	**52**	**21**	**0**	**2**	**65**	**7**	**0**	**8**	**67**	**5**	**301**	1,252
5:45 PM		**0**	**12**	**49**	**5**	**0**	**4**	**71**	**16**	**0**	**1**	**65**	**8**	**0**	**13**	**65**	**7**	**316**	**1,272**
Count Total		0	109	390	50	0	53	462	155	1	20	607	47	0	82	463	35	2,474	0
Peak Hour	**All**	**0**	**52**	**195**	**25**	**0**	**27**	**250**	**87**	**0**	**8**	**281**	**29**	**0**	**50**	**252**	**16**	**1,272**	**0**
	HV	**0**	**0**	**5**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**8**	**1**	**0**	**5**	**6**	**0**	**31**	**0**
	HV%	**-**	**0%**	**3%**	**8%**	**-**	**7%**	**0%**	**2%**	**-**	**0%**	**3%**	**3%**	**-**	**10%**	**2%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	2	2	*9*	5	6	3	1	*15*	19	17	7	6	*49*
4:15 PM	4	3	2	2	*11*	1	13	4	4	*22*	21	11	14	9	*55*
4:30 PM	2	1	2	3	*8*	0	11	0	3	*14*	13	17	6	5	*41*
4:45 PM	0	3	2	1	*6*	3	16	1	0	*20*	9	20	12	12	*53*
5:00 PM	**4**	**2**	**2**	**2**	***10***	**4**	**18**	**2**	**5**	***29***	**21**	**19**	**7**	**8**	*55*
5:15 PM	**1**	**0**	**3**	**3**	***7***	**6**	**33**	**4**	**9**	***52***	**13**	**15**	**15**	**11**	*54*
5:30 PM	**2**	**1**	**1**	**2**	***6***	**1**	**31**	**2**	**6**	***40***	**29**	**27**	**16**	**16**	*88*
5:45 PM	**0**	**1**	**3**	**4**	***8***	**9**	**42**	**1**	**7**	***59***	**21**	**12**	**14**	**1**	***48***
Count Total	16	13	17	19	*65*	29	170	17	35	*251*	146	138	91	68	*443*
Peak Hour	**7**	**4**	**9**	**11**	***31***	**20**	**124**	**9**	**27**	***180***	**84**	**73**	**52**	**36**	***245***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound				17th St Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	2	0	0	2	0	0	0	2	0	0	0	2	0	9	0
4:15 PM	0	0	3	1	0	0	2	1	0	0	2	0	0	1	0	1	11	0
4:30 PM	0	0	2	0	0	0	0	1	0	0	2	0	0	1	2	0	8	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	6	34
5:00 PM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**10**	35
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**7**	31
5:30 PM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	29
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**8**	**31**
Count Total	0	0	11	5	0	2	7	4	0	0	16	1	0	7	11	1	65	0
Peak Hour	**0**	**0**	**5**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**8**	**1**	**0**	**5**	**6**	**0**	**31**	**0**

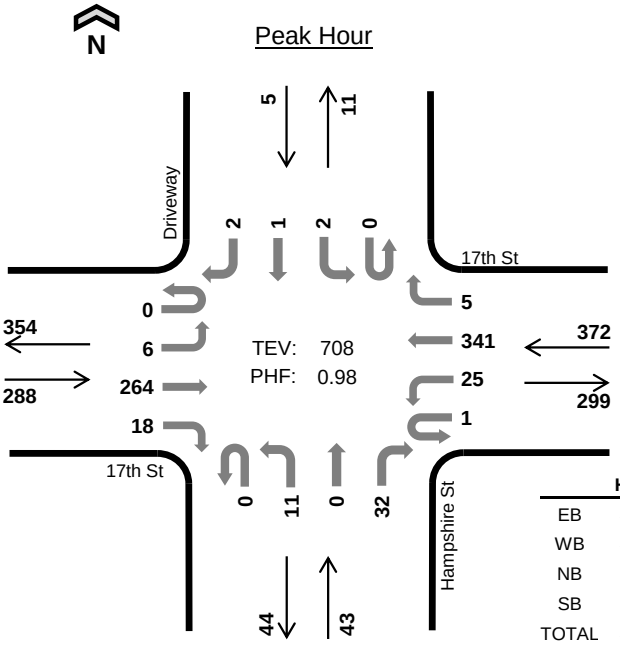
Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound			17th St Westbound			Bryant St Northbound			Bryant St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	4	1	0	5	1	0	2	1	0	1	0	15	0
4:15 PM	0	1	0	0	13	0	0	3	1	0	2	2	22	0
4:30 PM	0	0	0	1	10	0	0	0	0	0	2	1	14	0
4:45 PM	0	3	0	0	16	0	0	1	0	0	0	0	20	71
5:00 PM	**1**	**3**	**0**	**1**	**15**	**2**	**0**	**2**	**0**	**0**	**5**	**0**	**29**	85
5:15 PM	**0**	**6**	**0**	**0**	**32**	**1**	**0**	**4**	**0**	**1**	**7**	**1**	**52**	115
5:30 PM	**0**	**1**	**0**	**0**	**31**	**0**	**0**	**2**	**0**	**0**	**4**	**2**	**40**	141
5:45 PM	**0**	**9**	**0**	**0**	**40**	**2**	**0**	**1**	**0**	**0**	**7**	**0**	**59**	**180**
Count Total	1	27	1	2	162	6	0	15	2	1	28	6	251	0
Peak Hour	**1**	**19**	**0**	**1**	**118**	**5**	**0**	**9**	**0**	**1**	**23**	**3**	**180**	**0**

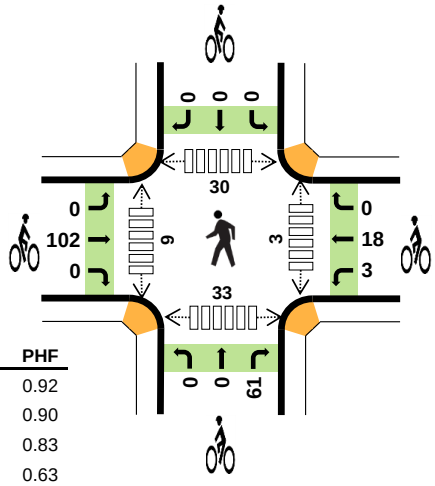
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire St
17th St

Date: 05-31-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.5%	0.92
WB	4.6%	0.90
NB	2.3%	0.83
SB	0.0%	0.63
TOTAL	4.4%	0.98



Two-Hour Count Summaries

Interval Start	17th St Eastbound				17th St Westbound				Hampshire St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	27	2	0	7	84	0	0	4	0	2	0	1	0	0	127	0
7:15 AM	0	1	38	1	0	2	60	1	0	1	0	5	0	0	0	0	109	0
7:30 AM	0	1	57	3	0	3	82	1	0	1	0	7	0	0	0	0	155	0
7:45 AM	**0**	**1**	**55**	**5**	**0**	**6**	**96**	**1**	**0**	**3**	**0**	**10**	**0**	**1**	**0**	**1**	**179**	570
8:00 AM	**0**	**4**	**68**	**2**	**0**	**8**	**89**	**2**	**0**	**1**	**0**	**4**	**0**	**0**	**1**	**1**	**180**	623
8:15 AM	**0**	**0**	**72**	**6**	**1**	**4**	**77**	**1**	**0**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**173**	687
8:30 AM	**0**	**1**	**69**	**5**	**0**	**7**	**79**	**1**	**0**	**4**	**0**	**9**	**0**	**1**	**0**	**0**	**176**	**708**
8:45 AM	0	0	55	3	0	5	87	1	1	3	3	10	0	0	0	0	168	697
Count Total	0	8	441	27	1	42	654	8	1	20	3	56	0	3	1	2	1,267	0
Peak Hour All	**0**	**6**	**264**	**18**	**1**	**25**	**341**	**5**	**0**	**11**	**0**	**32**	**0**	**2**	**1**	**2**	**708**	**0**
Peak Hour HV	**0**	**0**	**12**	**1**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**0**
Peak Hour HV%	**-**	**0%**	**5%**	**6%**	**0%**	**4%**	**5%**	**0%**	**-**	**0%**	**-**	**3%**	**-**	**0%**	**0%**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	1	0	0	*3*	6	2	3	0	*11*	0	0	3	4	*7*
7:15 AM	1	3	0	0	*4*	10	7	4	0	*21*	2	3	8	0	*13*
7:30 AM	3	3	0	0	*6*	23	1	5	0	*29*	0	3	1	8	*12*
7:45 AM	**5**	**7**	**0**	**0**	***12***	**32**	**2**	**13**	**0**	***47***	**0**	**3**	**6**	**4**	*13*
8:00 AM	**4**	**6**	**0**	**0**	***10***	**22**	**7**	**10**	**0**	***39***	**2**	**1**	**5**	**3**	*11*
8:15 AM	**1**	**3**	**0**	**0**	***4***	**25**	**9**	**18**	**0**	***52***	**1**	**2**	**9**	**13**	*25*
8:30 AM	**3**	**1**	**1**	**0**	***5***	**23**	**3**	**20**	**0**	***46***	**0**	**3**	**10**	**13**	***26***
8:45 AM	3	8	0	0	*11*	26	11	17	0	*54*	1	3	11	16	*31*
Count Total	22	32	1	0	*55*	167	42	90	0	*299*	6	18	53	61	*138*
Peak Hour	**13**	**17**	**1**	**0**	***31***	**102**	**21**	**61**	**0**	***184***	**3**	**9**	**30**	**33**	***75***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound				17th St Westbound				Hampshire St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	25
8:00 AM	**0**	**0**	**4**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	32
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	32
8:30 AM	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**31**
8:45 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11	30
Count Total	0	0	21	1	0	1	31	0	0	0	0	1	0	0	0	0	55	0
Peak Hour	**0**	**0**	**12**	**1**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**0**

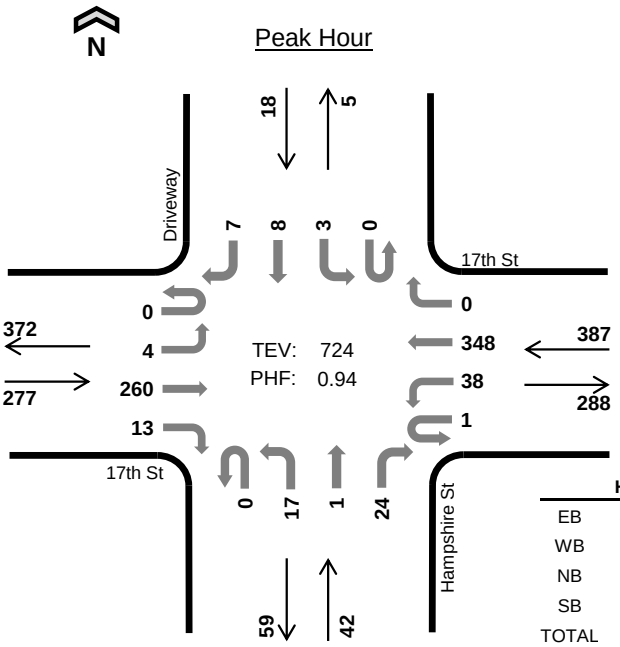
Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound			17th St Westbound			Hampshire St Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	5	1	1	1	0	0	0	3	0	0	0	11	0
7:15 AM	0	10	0	0	7	0	0	0	4	0	0	0	21	0
7:30 AM	0	22	1	0	1	0	0	0	5	0	0	0	29	0
7:45 AM	**0**	**32**	**0**	**0**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**47**	108
8:00 AM	**0**	**22**	**0**	**1**	**6**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**39**	136
8:15 AM	**0**	**25**	**0**	**2**	**7**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**52**	167
8:30 AM	**0**	**23**	**0**	**0**	**3**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**46**	**184**
8:45 AM	0	26	0	2	9	0	0	0	17	0	0	0	54	191
Count Total	0	165	2	6	36	0	0	0	90	0	0	0	299	0
Peak Hour	**0**	**102**	**0**	**3**	**18**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**184**	**0**

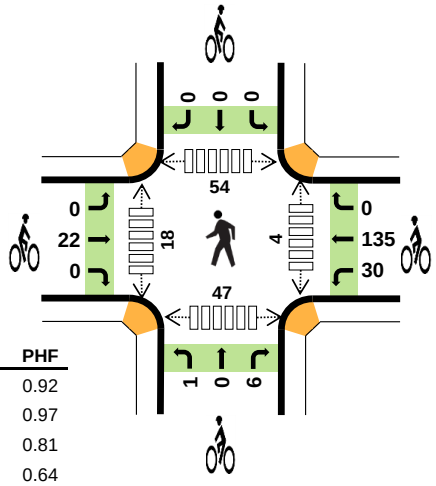
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire St
17th St

Date: 05-31-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	4.0%	0.92
WB	0.8%	0.97
NB	0.0%	0.81
SB	0.0%	0.64
TOTAL	1.9%	0.94



Two-Hour Count Summaries

Interval Start	17th St Eastbound				17th St Westbound				Hampshire St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	65	4	0	2	81	0	0	5	0	1	0	0	1	2	161	0
4:15 PM	0	1	59	2	1	4	57	0	0	1	1	5	0	2	0	0	133	0
4:30 PM	0	0	48	5	0	13	78	0	0	5	0	7	0	0	1	3	160	0
4:45 PM	0	0	57	3	0	8	67	0	0	3	2	10	0	0	2	0	152	606
5:00 PM	**0**	**1**	**70**	**4**	**0**	**7**	**92**	**0**	**0**	**6**	**0**	**7**	**0**	**1**	**2**	**2**	**192**	637
5:15 PM	**0**	**0**	**68**	**2**	**1**	**8**	**87**	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**1**	**0**	**178**	682
5:30 PM	**0**	**1**	**55**	**1**	**0**	**15**	**85**	**0**	**0**	**4**	**1**	**7**	**0**	**1**	**5**	**1**	**176**	698
5:45 PM	**0**	**2**	**67**	**6**	**0**	**8**	**84**	**0**	**0**	**1**	**0**	**5**	**0**	**1**	**0**	**4**	**178**	**724**
Count Total	0	5	489	27	2	65	631	0	0	31	4	47	0	5	12	12	1,330	0
Peak Hour All	**0**	**4**	**260**	**13**	**1**	**38**	**348**	**0**	**0**	**17**	**1**	**24**	**0**	**3**	**8**	**7**	**724**	**0**
Peak Hour HV	**0**	**0**	**11**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**0%**	**0%**	**0%**	**1%**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	0	0	*4*	4	9	1	0	*14*	1	3	7	4	*15*
4:15 PM	4	3	0	0	*7*	2	13	1	0	*16*	1	1	10	11	*23*
4:30 PM	3	2	0	0	*5*	2	14	0	0	*16*	1	5	15	8	*29*
4:45 PM	0	3	0	0	*3*	3	19	1	0	*23*	1	2	5	7	*15*
5:00 PM	**4**	**2**	**0**	**0**	***6***	**3**	**25**	**2**	**0**	***30***	**2**	**2**	**7**	**10**	*21*
5:15 PM	**4**	**0**	**0**	**0**	***4***	**7**	**43**	**2**	**0**	***52***	**1**	**2**	**15**	**14**	*32*
5:30 PM	**2**	**1**	**0**	**0**	***3***	**1**	**41**	**0**	**0**	***42***	**0**	**8**	**18**	**11**	*37*
5:45 PM	**1**	**0**	**0**	**0**	***1***	**11**	**56**	**3**	**0**	***70***	**1**	**6**	**14**	**12**	***33***
Count Total	19	14	0	0	*33*	33	220	10	0	*263*	8	29	91	77	*205*
Peak Hour	**11**	**3**	**0**	**0**	***14***	**22**	**165**	**7**	**0**	***194***	**4**	**18**	**54**	**47**	***123***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound				17th St Westbound				Hampshire St Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	19
5:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	21
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	18
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	16
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**
Count Total	0	0	19	0	0	2	12	0	0	0	0	0	0	0	0	0	33	0
Peak Hour	**0**	**0**	**11**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound			17th St Westbound			Hampshire St Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	4	0	1	8	0	0	0	1	0	0	0	14	0
4:15 PM	0	2	0	1	12	0	0	0	1	0	0	0	16	0
4:30 PM	0	2	0	3	11	0	0	0	0	0	0	0	16	0
4:45 PM	0	3	0	3	16	0	0	0	1	0	0	0	23	69
5:00 PM	**0**	**3**	**0**	**8**	**17**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**30**	85
5:15 PM	**0**	**7**	**0**	**5**	**38**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**52**	121
5:30 PM	**0**	**1**	**0**	**7**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	147
5:45 PM	**0**	**11**	**0**	**10**	**46**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**70**	**194**
Count Total	0	33	0	38	182	0	1	0	9	0	0	0	263	0
Peak Hour	**0**	**22**	**0**	**30**	**135**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**194**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D1					
	Autos		Buses		Trucks	
Time	IN	OUT	IN	OUT	IN	OUT
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	2	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	2	0	0	0	0
1:15	0	3	0	0	0	0
1:30	2	2	0	0	0	0
1:45	0	3	0	0	0	0
2:00	2	1	0	0	0	0
2:15	1	3	0	0	0	0
2:30	0	0	0	0	0	0
2:45	3	2	0	0	0	0
3:00	0	1	0	0	0	0
3:15	5	1	0	0	0	0
3:30	6	0	0	0	0	0
3:45	7	2	0	0	0	0
4:00	2	2	0	0	1	1
4:15	3	0	0	1	0	0
4:30	7	1	0	1	0	0
4:45	2	4	0	0	0	0
5:00	3	0	0	0	0	0
5:15	8	6	1	1	0	0
5:30	7	4	0	0	0	0
5:45	4	4	0	0	0	0
6:00	9	10	0	0	0	0
6:15	3	3	0	3	0	0
6:30	1	1	0	2	0	0
6:45	9	2	0	0	0	0
7:00	2	4	0	0	0	0
7:15	1	0	0	0	0	0
7:30	0	1	0	0	0	0
7:45	1	0	0	0	0	0
8:00	1	0	0	0	0	0
8:15	2	1	0	0	0	0
8:30	1	1	0	1	0	0
8:45	0	0	0	0	0	0
9:00	2	0	0	0	0	0
9:15	2	0	0	1	0	0
9:30	0	1	0	0	0	0
9:45	1	2	0	0	0	0
10:00	1	1	0	0	0	0
10:15	2	3	0	0	0	0
10:30	4	2	0	0	0	0
10:45	6	5	0	0	1	0
11:00	2	6	0	0	0	0
11:15	3	4	0	0	0	0
11:30	5	1	0	0	0	0
11:45	3	3	0	0	0	0
12:00	3	4	0	0	0	0
12:15	6	2	0	0	0	0
12:30	2	4	0	0	0	0
12:45	4	3	0	0	0	0
13:00	1	12	0	0	0	0
13:15	3	2	0	0	0	0
13:30	1	1	0	0	0	0
13:45	2	1	0	0	0	1
14:00	3	3	0	0	0	0
14:15	4	3	0	0	0	0
14:30	1	2	0	0	0	0
14:45	4	4	0	0	0	0
15:00	1	3	0	0	0	0
15:15	1	3	0	0	0	0
15:30	2	5	0	0	0	0
15:45	2	2	0	0	0	0
16:00	2	1	0	0	0	0
16:15	0	1	0	0	0	0
16:30	0	2	0	0	0	0
16:45	1	2	0	0	0	0
17:00	1	1	0	0	0	0
17:15	0	1	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	2	0	0	0	0
18:00	0	1	3	0	0	0
18:15	0	0	3	0	0	0
18:30	2	1	4	0	0	0
18:45	0	0	0	0	0	0

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

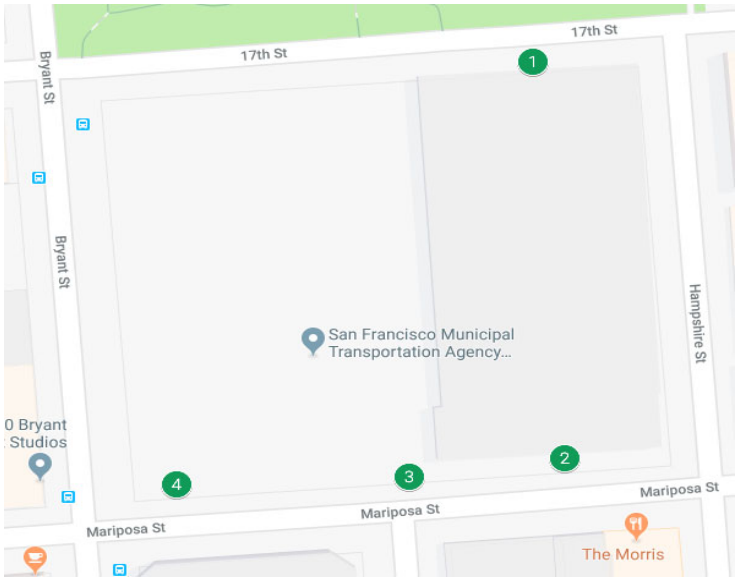
	LOCATION: D2					
	Autos		Buses		Trucks	
Time	IN	OUT	IN	OUT	IN	OUT
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	1	0	0
1:00	0	0	0	2	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	1	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	1	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	1	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	1	0	0
5:00	0	0	0	1	0	0
5:15	0	0	0	4	0	0
5:30	0	0	0	4	0	0
5:45	0	0	0	6	0	0
6:00	0	0	0	2	0	0
6:15	0	0	0	2	0	1
6:30	0	0	0	0	0	0
6:45	0	0	0	5	0	0
7:00	0	0	0	1	0	0
7:15	0	0	0	2	0	0
7:30	0	0	1	1	0	0
7:45	0	0	0	1	0	0
8:00	0	0	0	0	0	0
8:15	2	1	0	0	0	0
8:30	1	2	0	0	0	0
8:45	0	0	0	1	0	0
9:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0
9:30	0	0	0	1	0	0
9:45	0	0	0	2	0	0
10:00	0	0	0	3	0	0
10:15	0	0	0	4	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	3	0	0
11:00	0	0	0	1	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
12:00	0	0	0	0	0	0
12:15	1	1	0	0	0	0
12:30	0	0	0	0	0	0
12:45	1	1	0	0	0	0
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	1	0	1
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
15:00	0	0	0	3	0	0
15:15	1	1	0	0	0	0
15:30	0	0	0	3	0	0
15:45	0	0	0	3	0	0
16:00	0	0	0	1	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D1						
	Autos		Buses		Trucks		
Time	IN	OUT	IN	OUT	IN	OUT	
19:00	1	2	0	0	0	0	
19:15	1	1	0	0	0	0	
19:30	0	1	0	0	0	0	
19:45	2	3	0	0	0	0	
20:00	2	3	0	0	0	0	
20:15	1	2	0	0	0	0	
20:30	4	3	0	0	0	0	
20:45	2	2	0	0	0	0	
21:00	2	3	0	0	0	0	
21:15	0	1	0	0	0	0	
21:30	2	1	0	0	0	0	
21:45	1	0	0	0	0	0	
22:00	0	2	0	0	0	0	
22:15	1	3	0	0	0	0	
22:30	0	1	0	0	0	0	
22:45	1	1	0	0	0	0	
23:00	0	2	0	0	0	0	
23:15	2	0	0	0	0	0	
23:30	0	0	0	1	0	0	
23:45	1	2	0	0	0	0	
TOTAL IN	192		11		2		205
TOTAL OUT		193		11		2	206

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D2						
	Autos		Buses		Trucks		
Time	IN	OUT	IN	OUT	IN	OUT	
19:00	0	0	0	1	0	0	
19:15	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	
20:15	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	
21:15	0	0	0	4	0	0	
21:30	0	0	0	2	1	0	
21:45	0	0	0	0	0	0	
22:00	0	0	0	2	0	0	
22:15	0	0	0	1	0	0	
22:30	0	0	0	0	0	0	
22:45	0	0	0	0	0	1	
23:00	0	0	0	0	0	0	
23:15	0	0	0	0	1	0	
23:30	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	
TOTAL IN	0	0	0	0	0	0	0
TOTAL OUT		7		70		3	80



SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D3					
	Autos		Buses		Trucks	
Time	IN	OUT	IN	OUT	IN	OUT
0:00	0	0	0	0	0	0
0:15	1	1	2	0	0	0
0:30	0	1	4	0	0	0
0:45	0	0	2	0	0	0
1:00	1	0	3	0	0	0
1:15	0	0	5	0	0	0
1:30	0	1	4	0	0	0
1:45	0	1	0	0	1	1
2:00	0	0	2	0	0	0
2:15	1	0	0	0	0	0
2:30	0	0	1	0	0	0
2:45	0	1	1	0	0	0
3:00	2	1	0	0	0	0
3:15	0	0	0	0	0	0
3:30	1	1	0	0	0	0
3:45	2	0	0	0	0	0
4:00	1	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	2	1	0	0	0	0
5:00	2	0	1	0	0	0
5:15	3	0	1	0	0	0
5:30	7	1	2	0	0	0
5:45	18	1	2	0	0	0
6:00	0	1	2	0	0	0
6:15	0	0	1	0	0	0
6:30	0	3	0	0	0	0
6:45	2	0	0	0	0	0
7:00	0	1	0	0	0	0
7:15	0	0	1	0	0	0
7:30	1	0	1	0	1	0
7:45	0	1	0	0	0	0
8:00	1	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	2	0	2	0	0	0
8:45	1	1	1	0	1	0
9:00	1	1	0	0	0	0
9:15	0	0	2	0	0	0
9:30	2	1	2	0	0	0
9:45	0	1	3	0	0	0
10:00	1	0	4	0	0	0
10:15	0	0	2	0	0	0
10:30	0	0	2	0	0	0
10:45	0	1	1	0	1	0
11:00	2	0	1	0	0	0
11:15	0	0	1	0	0	0
11:30	2	2	1	0	0	0
11:45	2	0	0	0	0	0
12:00	2	2	0	0	0	0
12:15	3	0	0	0	0	0
12:30	2	3	0	0	0	0
12:45	2	1	1	0	0	0
13:00	2	1	0	0	0	0
13:15	0	2	0	0	1	0
13:30	1	0	3	0	0	0
13:45	2	0	1	0	0	0
14:00	1	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	1	13	1	0	0	0
14:45	0	1	0	0	0	0
15:00	1	1	1	0	0	1
15:15	1	0	3	0	0	0
15:30	0	1	3	0	0	0
15:45	0	0	1	0	0	0
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	1	0	1	0	1	0
17:45	0	0	2	0	0	0
18:00	2	0	1	0	0	0
18:15	0	1	0	0	0	0
18:30	2	1	1	0	0	0
18:45	0	0	5	0	0	0

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

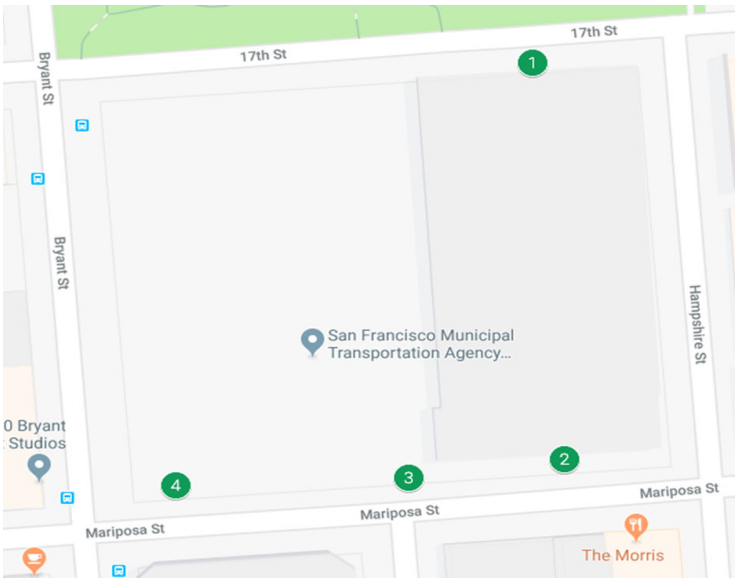
	LOCATION: D4					
	Autos		Buses		Trucks	
Time	IN	OUT	IN	OUT	IN	OUT
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	1	0	0
4:00	0	0	0	0	0	0
4:15	1	0	0	1	0	0
4:30	0	0	0	1	0	0
4:45	0	0	0	5	0	0
5:00	1	0	0	3	0	0
5:15	1	1	0	3	0	0
5:30	0	2	0	3	0	0
5:45	1	0	0	5	0	0
6:00	0	1	0	5	0	0
6:15	0	0	0	4	0	0
6:30	0	4	0	2	0	0
6:45	0	2	0	2	0	0
7:00	0	4	0	5	0	0
7:15	0	1	0	2	0	0
7:30	0	0	0	3	0	0
7:45	0	0	0	1	0	1
8:00	1	0	0	1	0	0
8:15	0	1	0	0	0	0
8:30	0	0	0	1	0	0
8:45	0	1	0	0	0	0
9:00	1	0	0	2	0	0
9:15	0	0	0	0	0	1
9:30	1	1	0	2	0	0
9:45	0	1	0	0	0	0
10:00	1	0	0	0	1	0
10:15	1	2	0	0	0	0
10:30	0	1	0	2	0	1
10:45	0	1	0	1	0	0
11:00	1	2	0	0	0	0
11:15	0	2	0	0	0	0
11:30	0	2	0	1	0	0
11:45	0	0	0	1	0	0
12:00	0	0	0	0	0	1
12:15	0	0	0	0	0	0
12:30	1	1	0	0	0	0
12:45	0	3	0	0	0	0
13:00	1	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	1	2	0	0	0	0
13:45	0	2	0	1	0	0
14:00	0	1	0	0	0	0
14:15	2	1	0	0	0	0
14:30	0	11	0	0	0	0
14:45	0	2	0	0	0	0
15:00	0	1	0	0	0	0
15:15	0	0	0	0	0	1
15:30	0	0	0	0	0	0
15:45	0	0	0	0	0	0
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
18:00	0	2	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	1	0	0	0	0

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D3						
	Autos		Buses		Trucks		
Time	IN	OUT	IN	OUT	IN	OUT	
19:00	0	1	5	0	0	0	
19:15	0	0	4	0	0	0	
19:30	0	0	7	0	0	0	
19:45	0	0	6	0	0	0	
20:00	0	0	6	0	0	0	
20:15	1	0	5	0	0	0	
20:30	0	0	6	0	0	0	
20:45	0	0	3	0	0	0	
21:00	0	0	1	0	0	0	
21:15	0	0	3	0	0	1	
21:30	1	0	3	0	0	0	
21:45	4	0	1	0	0	0	
22:00	2	0	3	0	0	0	
22:15	2	0	3	0	0	0	
22:30	1	5	2	0	0	0	
22:45	0	0	3	0	0	0	
23:00	0	0	1	0	0	0	
23:15	0	1	0	0	0	0	
23:30	0	0	3	0	0	0	
23:45	1	1	1	0	0	0	
TOTAL IN	93		147		6		246
TOTAL OUT		58		0		3	61

SF - Mariposa St Counts
DRIVEWAY IN'S AND OUT'S
IDAX Data Solutions
5/31/2018

	LOCATION: D4						
	Autos		Buses		Trucks		
Time	IN	OUT	IN	OUT	IN	OUT	
19:00	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	
20:15	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	
21:15	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	
TOTAL IN	15		0		1		16
TOTAL OUT		56		58		5	119



Appendix E-3

Loading and Parking Data

Potrero Yard Modernization Project EIR													
On-Street Parking and Loading Information													
		North or East Sides						**South or West Sides**					
		Parking			**Loading**		**Bus**	**Parking**			**Loading**		**Bus**
		Spaces	**Occupancy**	**Regulation**	**Spaces**	**Occupancy**	**Stop**	**Spaces**	**Occupancy**	**Regulation**	**Spaces**	**Occupancy**	**Stop**
17th Street													
Bryant	Hampshire	10	10	No Reg 1 ADA	--	--	--	--	--	--	--	--	--
Mariposa Street													
Bryant	York	6	5	No Reg	--	--	--	6	**	**	44' pass	**	--
York	Hampshire	--	--	--	--	--	--	8	7	No Reg	--	--	--
Bryant Street													
17th	Mariposa	15	15	12 Hr Limit	--	--	1	5	5	No Reg	2 yellow	1	2
											47'		
Hampshire Street													
17th	Mariposa	26	24	90*/No Reg	6 yellow	2	--	43	42	90*/12 Hr	--	--	--
					38' + 20'								
Source: LCW Consulting field surveys on March 5 , March 13 and March 14th, 2020													
Midday occupancy on March 13, 2020.													
Notes													
1.	Side of street adjacent to project site.												
2.	Two bicycle racks on the east side of Hampshire St near Little Mission Studio, and three on the south side of Mariposa St between York and Hampshire Sts.												
3.	New signal at Bryant/17th has pedestrian countdown signal, but no LPI. New signal at 17th/Harrison has an LPI.												
4.	Construction zone on south side of Mariposa Street between Bryant and York streets.												
	A 44 foot passenger zone is marked on the curb, At All Times												
5.	Commercial loading zones Monday through Friday, 7 AM to 6 PM, 30 minutes												
	Two commercial loading zones on Hampshire Street (38 feet and 20 feet) and one 47 foot commercial zone on Bryant St.												
6.	North side of 17th Street No Parking Vehicles over 22 feet long or 7 feet high, Everyday.												
7.	Some vehicles park within driveways, such as on the east side of Hampshire Street & on the west side of Bryant Street.												
8.	90-degree angle parking on both sides of Hampshire Street.												

Appendix E-4

Travel Demand Memorandum

Memorandum

Date: August 12, 2020

To: Sherie George, Planning Department, City and County of San Francisco

From: Teresa Whinery, Sarah Richardson and Bill Burton, Fehr & Peers
Luba Wyznyckyj, LCW Consulting

Subject: Travel Demand Estimates for the Potrero Yard Modernization Project – Case No. 2019-021884ENV

SF18-0972

This memorandum presents the assumptions and methodology used to develop travel demand for the proposed Potrero Yard Modernization Project at 2500 Mariposa Street in San Francisco's Mission neighborhood (herein "the proposed project"). The project site is bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west.

Project travel demand refers to the new vehicle, transit, walking, and bicycling trips that would be generated by the proposed project. This memorandum describes the existing site and Potrero Yard operations, the proposed project components and land uses, and travel demand methodology and analysis results, including daily and p.m. peak hour trip generation by ways people travel, and commercial and passenger loading demand. In addition, the memorandum presents the screening assessment related to vehicle trip generation during the p.m. peak hour for the transit service delay analysis.

The travel demand analysis presented in this document is based on standard methodology and practices used in the evaluation of transportation impacts as part of environmental review in San Francisco, which are described in detail in the Transportation Impact Analysis Guidelines for

Environmental Review ("SF Guidelines")[1] prepared by the San Francisco Planning Department ("department"). Detailed travel demand calculations and supporting data are included in the attached appendices.

Summary

The proposed project, which includes two components, would demolish, modernize, and expand the existing Potrero Yard transit facility ("transit facility"). In addition, the joint-development component would develop up to 575 residential units and 33,000 square feet of commercial/retail space ("residential development").

The proposed project (including both components) would generate:

- Approximately 11,456 daily and 898 p.m. peak hour person trips by all modes of travel. This would be an increase of 10,254 daily person trips and 870 p.m. peak hour person trips over existing conditions.
- Approximately 4,456 daily and 253 p.m. peak hour vehicle trips. This would be an increase of 3,208 daily and 226 p.m. peak hour vehicle trips over existing conditions.
- Peak simultaneous loading demand for two passenger loading spaces and one commercial/freight loading space

The proposed project would not exceed the 2019 SF Guidelines' transit delay screening criteria related to vehicle trips during the p.m. peak hour, and therefore, a quantitative transit delay analysis is not required as part of the public transit impact analysis.

The employee and family support variant (including both components, and replacing 9,000 square feet of commercial space with a childcare facility) would generate:

- Approximately 10,294 daily and 849 p.m. peak hour person trips by all modes of travel. This would be an increase of 9,092 daily person trips and 821 p.m. peak hour person trips over existing conditions.

[1] San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environmental Review, October 2002 and Transportation Impact Analysis Guidelines, February 2019 (Updated October 2019). Referred to in this memorandum as 2002 SF Guidelines or 2019 SF Guidelines, as appropriate.

- Approximately 4,399 daily and 305 p.m. peak hour vehicle trips. This would be an increase of 3,152 daily and 278 p.m. peak hour vehicle trips over existing conditions.
- Peak simultaneous loading demand for eight passenger loading spaces and three commercial/freight loading spaces.

Project Description

The San Francisco Municipal Transportation Agency (SFMTA), who owns the property through the City and County of San Francisco, is proposing to modernize and expand the existing Potrero Yard transit facility. In addition, the proposed project would incorporate a joint development component consisting of up to 575 residential units, of which 50 percent would be below-market rate or affordable, and 33,000 square feet of ground floor commercial/retail uses. Under the proposed project, the existing Potrero Yard facility would be demolished and replaced with a new structure of approximately 9- to 13-stories, a height range of 75- to 150-feet , and an estimated 1,300,000-gross-square- feet in area.

These two proposed project components are referred to in this memorandum as the "transit facility" and the "residential development." **Table 1** presents a summary of the existing uses on the project site and the land uses included as part of the proposed transit facility and residential development components.

Table 1: Existing and Proposed Project Land Uses

Project Component/Land Use	Existing	Proposed Project[1]	Net-New Project
Transit Facility	**221 ksf**	**723 ksf**	***~~+~~502* ksf**
Administrative & Office Space	*N/A*[1]	*52 ksf*	*+52 ksf*
Bus Maintenance & Storage	221 ksf	*576 ksf*	*+355 ksf*
Residential Development			
Residential Units	*N/A*	575 residential units 141 studios 206 1-bedrooms 194 2-bedrooms 34 3-bedrooms	+575 residential units
Commercial/Retail Uses	*N/A*	33 ksf	+33 ksf

1. The existing transit facility employs approximately 16 employees who are considered 'office-based' and contains a small amount of accessory office space. Travel patterns for these employees are captured in the bus maintenance and storage land use category based on counts at the existing site.

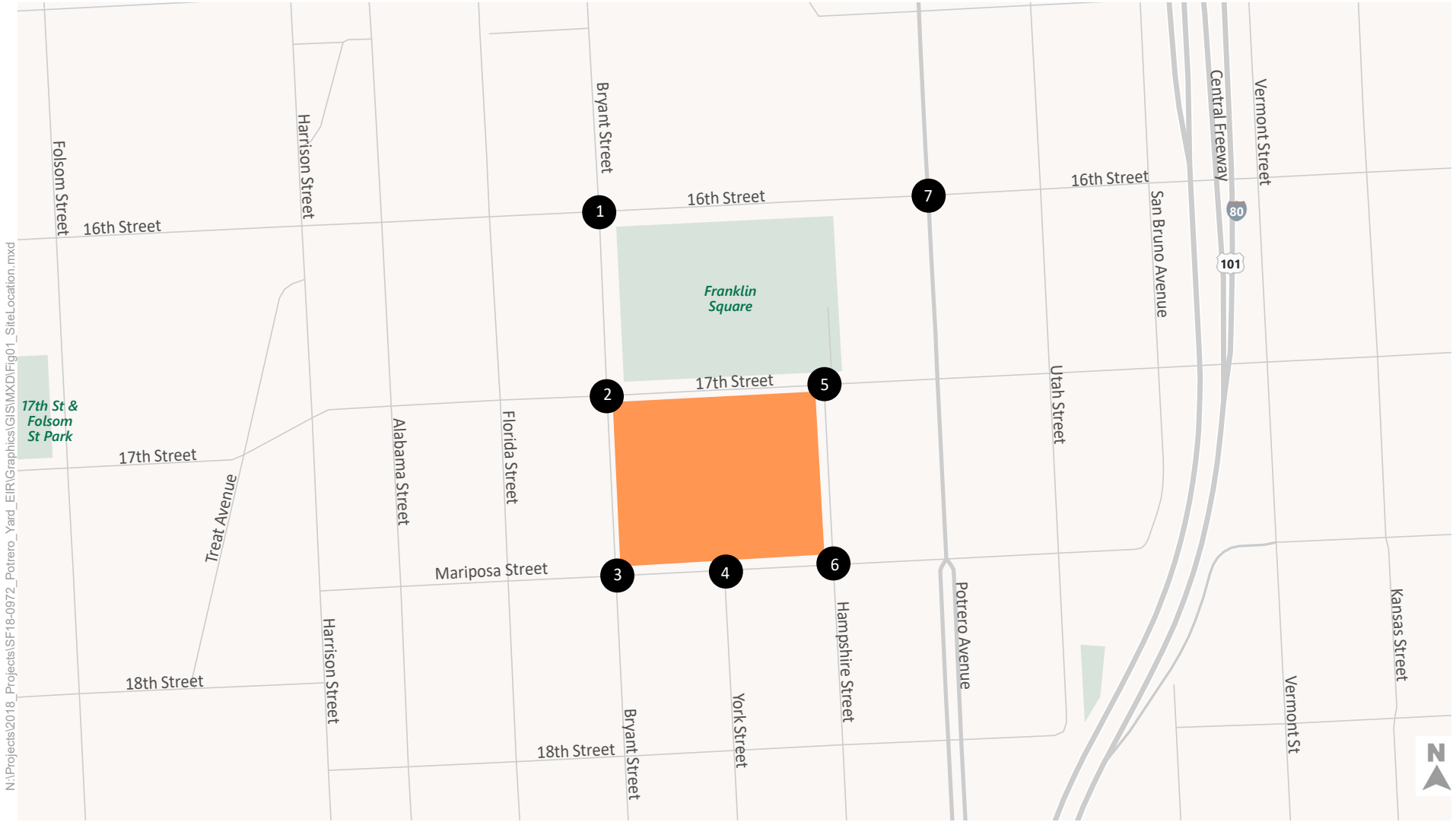
Source: SFMTA, 2020.

Existing Uses at the Project Site

The 4.4-acre property occupies roughly 2 city blocks and is bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west (see **Figure 1**). The existing SFMTA facility is 221,450 gross square-feet. The western half is occupied by an asphalt-paved bus storage yard, including a bus wash area and running repair station (112,450 square feet). The eastern half is occupied by the maintenance and operations building, including a second-floor parking deck (109,000 square feet). The facility was designed to accommodate 138 trolley coaches; however, the site operates at "crush" capacity[2] and currently houses and maintains 158 trolley coaches, including 65 40-foot trolley coaches and 93 60-foot trolley coaches. The storage yard also provides 56 striped parking spaces on the roof of the existing maintenance building for non-revenue vehicles and employee parking. Vehicular access is currently via 17th Street for access to the second story of the maintenance and operations building and rooftop parking (one driveway located on the northeast corner of the site), and via Mariposa Street for all other purposes (three driveways located across the site's southern frontage).

There are approximately 400 total employees, including approximately 300 bus operators, at the Potrero Yard transit facility under existing conditions.

[2] Crush capacity means that buses are parked in circulation aisles and maintenance bays.



Study Intersections

Project Site

Parks

Figure 1

Project Location

Proposed Transit Facility

The proposed three-level transit facility and all proposed transit-related administrative, service, and maintenance uses would be housed within the approximately 75-foot-tall podium of the proposed project. The proposed transit facility would include 52,000 square feet of administrative, training, and office space (e.g., offices, conference rooms, break rooms/kitchenettes, and training rooms). It would help support the administrative and training aspects of operations at the facility, and would likely operate similarly to traditional office space.

The remaining 671,000 square feet of space would include bus service, storage, and circulation space. The facility is designed to include parking for 213 trolley coaches and space for 18 maintenance bays. Employee parking for the transit facility would not be provided.

The number of employees that would be accommodated at the facility with the project would increase from approximately 400 to 829 total employees, including an increase from 309 to 383 bus operators.

Proposed Residential Development

The residential development would include between 525 and 575 residential units, of which 50 percent would be below market rate or affordable units. As a conservative assumption, 575 units were used for the travel demand estimate, including 141 studio units, 206 one-bedroom units, 194 two-bedroom units, and 34 three-bedroom units (a total of 837 bedrooms). The residential development would also include up to 33,000 square feet of ground floor commercial and active space. This use was analyzed as a general retail land use.

The residential development would not include any dedicated vehicle parking spaces for residents or visitors.

Employee and Family Support Variant

The Employee and Family Support Variant would replace 9,000 of the 33,000 square feet of commercial retail uses included in the proposed project with childcare uses, and therefore the trip generation for this variant would be different than for the proposed project. Travel demand for the Employee and Family Support Variant was estimated consistent with the methodology presented below for the proposed project, and is summarized at the end of this memorandum.

Travel Demand Analysis

The travel demand estimates were based on observed data at the existing transit facility and information contained in the 2019 SF Guidelines, as well as select data from the 2002 SF Guidelines. The data in the SF Guidelines are generally accepted as more appropriate for use in transportation impact analyses for San Francisco development projects than conventional transportation planning data because of the unique mix of uses, density, availability of transit, and cost of parking in San Francisco. In the case of the proposed project, the transit facility use is not a typical use included in the 2019 SF Guidelines data, and, as such, additional travel demand information was obtained through local field surveys and prior data from the 2002 SF Guidelines.

The travel demand model developed for the analysis of the proposed project follows. The four main steps are outlined first, followed by additional explanation. The detailed travel demand calculations for the proposed project are presented in **Appendix A**.

- **Step 1: Trip Generation**. Total person trip generation was calculated for each of the individual land uses. The person-trip generation estimates for the proposed project include residents, employees and visitors associated with the proposed land uses.
- **Step 2: Ways People Travel**. The person trips estimated in step 1 were independently allocated to ways of travel, also known as mode split, to determine the number of trips by auto/truck, taxi/TNC, transit, walk and bike. The "auto" mode includes persons traveling by private auto and carpool, as well as commercial vehicle traffic (i.e., pickup trucks and other trucks) generated by the project. The "taxi/TNC" mode includes taxis and app-based ride hailing services (e.g., Uber, Lyft), etc. The "transit" mode includes individuals traveling by local and regional public transportation.
- **Step 3: Common Origins and Destinations (Trip Distribution)**. The person and vehicle trips estimated in the previous step were then distributed to various points of trip origin or destination, inbound and outbound, for each of the project's specific land use. Specifically, the trips origins and destinations were allocated to the eight San Francisco neighborhoods and the East Bay, North Bay, and South Bay.
- **Step 4: Trip Assignment**. The project-generated trips by different ways of travel and directional distribution obtained in the previous steps were then used as the basis for assigning vehicle trips to the local streets in the study area.

Step 1: Trip Generation

Travel demand for the residential and retail uses within the residential development is based on the 2019 SF Guidelines. In addition, because it is anticipated that the 52,000 square feet of administrative, training, and office space of the transit facility would operate similarly to traditional office use, the travel demand for this use was also based on the 2019 SF Guidelines trip generation information.

The travel demand for the bus maintenance and storage and bus operations uses within the transit facility is based on trip generation rates developed from vehicle and pedestrian counts and observations at the existing facility. To estimate travel demand associated with the new transit facility, driveway counts were conducted at the existing facility to obtain daily and hourly volumes of buses, automobiles, bicycles, pedestrians and trucks traveling to and from the site on a typical weekday. Field data collection was conducted on Thursday, May 31, 2018 and Thursday March 12, 2020. The counts conducted in 2018 included buses, trucks and automobiles while the counts conducted in 2020 included buses, trucks, automobiles, bicycles and pedestrians. The vehicular counts from 2020 were 1.1 percent higher (a total increase of 11 vehicles) than those observed in 2018, indicating that the level of site activity was similar across the two counts. Vehicles using the four existing entrances were categorized as autos, trucks or buses.

On a daily basis, there were 952 total vehicles entering and exiting the four existing driveways for the facility (183 inbound and 187 outbound via 17th Street, and 290 inbound and 292 outbound on Mariposa Street). Of the 952 daily vehicles, 32 percent were buses, and 68 percent were autos and trucks. In addition, there were eight bicycle trips and 395 pedestrian trips made to and from the site, for a total of 1,202 daily person trips. This assumes an average occupancy of 1.23 passengers per vehicle, as indicated in the 2002 SF Guidelines[3] for work trips to and from the southeastern portion of the city.[4]

[3] San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environmental Review, October 2002.

[4] The 1,202 person trips were calculated as follows: 650 passenger vehicles * 1.23 average vehicle occupancy = 798 person trips by vehicle. These were then added to the person trips by foot and by bicycle (798 + 396 + 8) for a total of 1,202 person trips.

During the 4 p.m. to 6 p.m. peak period, the greatest number of trips entering and exiting the facility occurred between 4:30 p.m. and 5:30 p.m. (ten autos and trucks, four buses, two bicycles, and 15 pedestrians), which represent one percent of the daily total vehicle count and two percent of daily person trips.

The peak hour for vehicle activity to and from the site occurred from 5:45 a.m. to 6:45 a.m., with 73 auto and truck trips, 42 bus trips, and 45 pedestrian trips, representing twelve percent of total daily vehicle activity and eleven percent of daily person trips.

Table 2 documents the process used to develop trip generation rates for the transit facility's bus maintenance and storage and bus operations uses.

Person trip generation rates for the existing **bus maintenance and storage** use were determined by dividing the person trips calculated above by the total number of on-site employees. Way of travel data was only then applied to the total number of person trips; this allows for the inclusion of employees who may park off-site and then walk to the site from their parking location; this analysis is presented in **Step 2** below, beginning on page 13.

The vehicle trip rates for existing **bus operations** (i.e., activity of revenue service vehicles / trolley coaches traveling to and from the site) were created by dividing the daily and p.m. peak hour bus trips by the total number of parking stalls provided for trolley coaches (i.e., the "crush load" number of buses currently accommodated at the site).

Table 2: Development of Vehicle and Person Trip Generation Rates for the Transit Facility

Period	Land Use	Vehicle Driveway Count[1]	Person Trips per Vehicle	Pedestrian and Bicyclist Driveway Count	Total Trips	Unit	Trip Rate
Daily	Bus Maintenance & Storage	650	1.23	403	1,202 person trips	400 Employees	3.0 trips per employee
	Bus Operations	302	-	-	302 vehicle trips	158 Trolley Coach Parking Spaces	1.9 vehicle trips per bus
PM Peak Hour	Bus Maintenance & Storage	10	1.23	15	27 person trips	400 employees	0.07 person trips per employee
	Bus Operations	4	-	-	4 vehicle trips	158 trolley coach parking spaces	.03 vehicle trips per bus

1. Vehicle counts for bus maintenance and storage include autos and trucks only; vehicle counts for bus operations include buses only.

Source: Fehr & Peers, 2020; 2002 SF Guidelines, Tables C-2, E-5, and E-15.

As shown in **Table 2,** the existing facility generates very few trips during the p.m. peak hour (in this case, from 4:30 p.m. to 5:30 p.m.). This is because buses generally leave the yard to access their route between 4 a.m. and 7 a.m., and return to the yard in the evening between 7 p.m. and 9 p.m., and therefore most employees work non-standard shifts, with the majority of morning employee commute trips occurring before the traditional a.m. peak period, and the majority of evening commute trips occurring after the traditional p.m. peak period. The peak hour of vehicle trip generation for the existing facility is from 5:45 a.m. to 6:45 a.m.

As noted above, the transit facility's administrative and office uses were analyzed using the standard 2019 SF Guidelines trip generation rates. To estimate the number of employees associated with the bus maintenance and storage operations, the employees associated with the administrative and office uses were subtracted from the total 829 projected employees. To estimate the share of employees represented by the office land use, an employee density of 276 sq. ft. per employee from the 2002 SF Guidelines was applied to the 52,000 square feet of administrative and office

space. This resulted in an estimate of approximately 100 office-based employees, and 729 bus operations and maintenance employees for the proposed project. Using these employee estimates and the rates presented in **Table 2**, total person trips were estimated for each project element. **Table 3** presents the number of total and net-new person trips generated by the proposed project on a daily basis and during p.m. peak hour.

In total, the project would result in a total of 11,456 daily person trips; of those, 10,254 would be new person trips. The transit facility would account for 2,739 of those new trips. During the PM peak hour, the project would result in 898 total person trips, of which 870 would be new person trips. The transit facility would account for 118 of those new trips.

Table 3: Proposed Project Daily and P.M. Peak Hour Person Trip Generation

Land Use	Amount	Daily Person Trip Rate[1]	P.M. Peak Hour Trip Rate[1]	Daily Person Trips[2]	P.M. Peak Hour Person Trips[2]
EXISTING FACLITY					
Bus Maintenance and Storage	**400 employees**	**3.01**	**0.07**	**1,202**	**28**
Bus Operations[3]	158 trolley coach parking spaces	**1.91**	**0.03**	**N/A**	**N/A**
Existing Person Trips				**1,202**	**28**
PROPOSED PROJECT					
Transit Facility					
Administrative & Office Space	52 ksf[4]	15.7	1.4	816	73
Bus Maintenance & Storage	640 employees[4]	3.0	0.07	1,923	45
Bus Operations[2]	213 trolley coach parking spaces	N/A	N/A	N/A	N/A
Subtotal SFMTA Transit Facility Person Trips				**2,739**	**118**
Residential Development					
Residential	837 bedrooms[5]	4.5	0.4	3,767	335
Commercial/Retail	33 ksf	150	13.5	4,950	446
Subtotal Residential Development Person Trips				**8,717**	**780**
Total Proposed Project Person Trips				**11,456**	**898**
Net-New Person Trips (Proposed Project less Existing)[6]				**10,254**	**870**

Notes:

1. Daily and p.m. peak hour trip generation for bus maintenance and storage and bus operations are taken from driveway counts and shown in Table 2 above. Daily and p.m. peak hour trip generation rates are based on 2019 SF Guidelines for residential, office and retail uses. Trip rates are expressed per bedroom for residential and per ksf for office and retail.
2. Totals may not sum precisely due to rounding
3. Bus operations refers solely to operation of Muni revenue service vehicles and buses, and as such does not estimate "person" trips for this specific project use.
4. Administrative office and training uses at the proposed transit facility would employ approximately 188 employees. The remainder (640 employees) are assumed to have similar schedules and travel patterns as employees at the existing facility.
5. 575 residential units, consisting of 141 studios, 206 1-bedroom units, 194 2-bedroom units, and 34 3-bedroom units
6. The project will be analyzed based on net-new daily and p.m. peak person and vehicle trips generated by the proposed uses.

Source: 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020.

Step 2: Ways People Travel

The ways of travel for bus operators and other non-administrative staff is based on 2019 travel surveys of employees at the Woods Maintenance Yard in the Dogpatch Neighborhood (for work trips) and the 2002 SF Guidelines for PDR uses (for non-work trips, and for the share of daily and peak hour trips that constitute work trips). **Table 4** shows the weighted average mode split for non-administrative employees at the site based on these methods. As such, the ways people travel as a percentage of all trips are different between the peak hour and off-peak periods for the operations portion of the transit facility. For all other land uses, the 2019 SF Guidelines were used to establish the ways people travel. The estimated ways that people travel to and from the project site for all land uses combined are presented in **Table 5**, and are based on both survey data and the methods contained in the 2019 SF Guidelines for residential, office, and retail uses using place type 2[5].

Table 4: Summary of Mode Split by Land Use

Way of Travel	Work Trips	Non-Work Trips	PM Weighted Average	Daily Weighted Average
Bus Operations and Maintenance				
Percentage of All Trips that are Work Trips			40%	67%
Auto	96%	57%	72%	83%
Transit	2%	19%	12%	7%
Walk	1%	16%	10%	6%
Bike/Taxi/TNC	1%	8%	5%	3%

Notes:

1. Auto trips for the transit facility include trucks and service vehicles. Heavy vehicles other than buses represented 2.9% of total daily volumes to and from the site.

Source: 2002 and 2019 SF Guidelines, SF Planning Department; 2019 Employee Travel Survey, SFMTA; 2002 SF Guidelines, Tables E-5 and E-15; Fehr & Peers, 2020.

[5] The San Francisco Planning Department's travel demand methodology defines neighborhood travel characteristics based on three place types, including place type 1: urban high density, low auto mode share, place type 2: urban medium density, medium auto mode share, and place type 3: urban low density, high auto mode share. The Mission, Potrero Mission, Potrero, Marina, Western Marina and Western Market areas are designated as place type 2.

Table 5: Proposed Project Daily and P.M. Peak Hour Trip Generation by Mode

	Residential Development		Transit Facility	
Way of Travel	**Daily Person Trips**	**P.M. Peak Hour Person Trips**	**Daily Person Trips**	**P.M. Peak Hour Person Trips**
Auto	2,747 (32%)	246 (31%)	1,903 (69%)	60 (51%)
Taxi/TNC	201 (2%)	18 (2%)	156 (6%)	11 (9%)
Transit	1,340 (15%)	120 (15%)	402 (15%)	29 (24%)
Walk	4,143 (48%)	371 (48%)	256 (9%)	17 (14%)
Bike	285 (3%)	26 (3%)	23 (1%)	2 (2%)
Total Person Trips	**8,717**	**780**	**2,739**	**118**
Vehicle Type	**Daily Vehicle Trips**	**P.M. Vehicle Trips**	**Daily Vehicle Trips**	**P.M. Peak Hour Vehicle Trips**
Auto[1]	1,839	155	1,567	49
Taxi/TNC[2]	270	22	372	22
Bus (Muni Operations)	-	-	407	5
Total Vehicle Trips	**2,109**	**177**	**2,346**	**76**

Notes:
1. Auto trips for the transit facility include trucks and service vehicles. Heavy vehicles other than buses represented 2.9% of total daily volumes to and from the site.
2. Taxi/TNC vehicle trips have been doubled to account for separate vehicle trips both to and from the project site.

Source: 2002 and 2019 SF Guidelines, SF Planning Department; 2002 SF Guidelines, Tables E-5 and E-15; Fehr & Peers, 2020.

Table 6 presents the daily and p.m. peak hour vehicle trips generated by the proposed project, disaggregated by private auto/truck, taxi/TNC, and bus operations. The project would generate around 4,455 daily vehicle trips, with 242 of those trips occurring during the p.m. peak hour. Of these, 3,208 daily vehicle trips and 215 p.m. peak hour vehicle trips would be new to the roadway network after accounting for current activity at the site.

Table 6: Proposed Project Daily and P.M. Peak Hour Vehicle Trip Generation[1]

Vehicle Type	Daily			P.M. Peak Hour		
	Total	In	Out	Total	In	Out
Transit Facility						
Auto/Truck	1,567	782	785	49	12	37
Taxi/TNC[2]	372	186	186	21	11 *(2)*	11 *(8)*
Bus	407	204	204	5	2	4
Subtotal Transit Facility	2,346	1172	1,175	76	24	52
Vehicle Trips at Existing Site	1,247	620	627	27	9	18
Net-New Transit Facility Trips	**1,099**	**552**	**547**	**49**	**15**	**34**
Residential Development						
Auto	1,839	933	906	155	104	51
Taxi/TNC[2]	270	135	135	23	11 *(3)*	11 *(8)*
Subtotal Residential Development	2,109	1,068	1,041	177	115	62
Total Project Vehicle Trips	**4,456**	**2,240**	**2,216**	**253**	**139**	**114**
Proposed Project Net-New Vehicle Trips	**3,208**	**1,620**	**1,589**	**226**	**130**	**96**

Notes:
1. Totals may not sum precisely due to rounding.
2. Taxi/TNC vehicle trips have been doubled to account for separate vehicle trips both to and from the project site. For PM peak hour, trips presented in parentheses (*x)* represent the number of trips that are 'deadhead' trips, or trips without a passenger.

Source: 2002 and 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020.

Step 3: Common Destinations

Table 7 shows the estimated distribution of vehicle and transit trips during the p.m. peak hour, for both inbound and outbound trips. Trips are distributed from the project site's neighborhood district to eight San Francisco neighborhoods, as well as the South Bay (including the Peninsula), East Bay, and North Bay. Note that Table 6 shows net-new trips, and therefore includes a small number of bus trips (five) generated from the proposed project's transit facility. Because buses may be traveling to or from many different locations, they are included so that the final vehicle assignment reflects the total number of vehicles added to the roadway.

The share of vehicle and transit trips to/from each destination was calculated using methods from the 2019 SF Guidelines alone, in order to best reflect travel patterns from a more recent travel

survey.[6] For the PM peak hour, trips associated with bus operations and maintenance employees were distributed using the same percentage distributions as office workers. The PDR-like aspects of the project are expected to generate only one net new p.m. peak hour vehicle trip (with the vast majority of trips occurring at other time periods); as such, use of distributions for the office land use are sufficient for these purposes.

Table 7: Proposed Project P.M. Peak Hour Net-New Vehicle and Transit Person Trips by Place of Origin or Destination

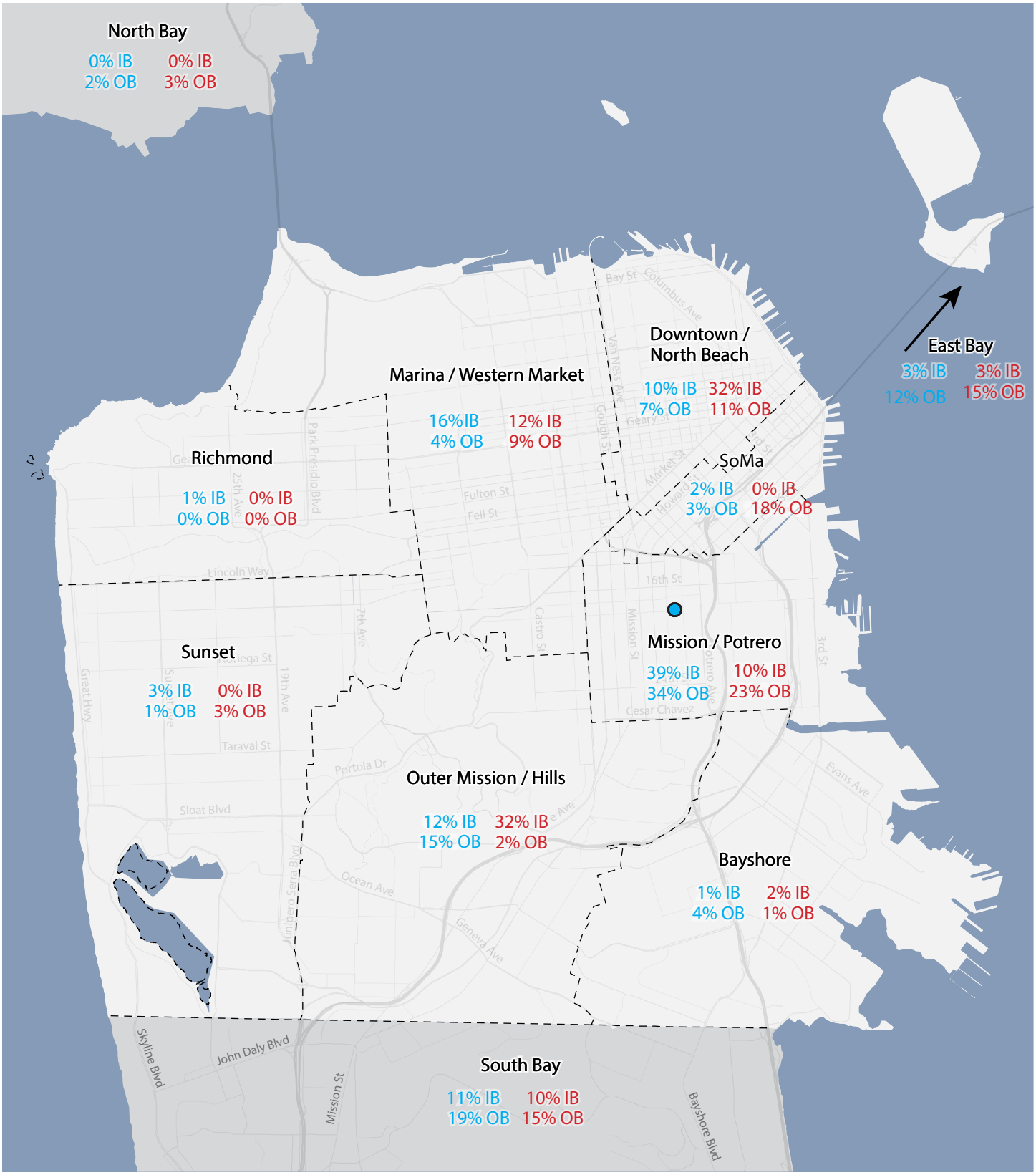
	Vehicle Trips		Transit Person Trips[1]	
Origin/Destination	**In**	**Out**	**In**	**Out**
Downtown/North Beach	13	7	30	5
South of Market	3	2	0	9
Marina/Western Market	21	3	12	5
Mission/Potrero Hill	51	33	9	12
Outer Mission/Hills	16	14	31	1
Bayshore	2	3	2	1
Richmond	2	0	0	0
Sunset	4	1	0	2
Treasure Island	0	0	0	0
South Bay	15	19	10	8
East Bay	4	11	3	8
North Bay	0	2	0	2
Total	**130**	**96**	**96**	**52**

1. "Transit trips" refers to person trips made by transit (i.e., employees using Muni services to commute). Peak hour trips made by buses/revenue-service vehicles are included in "vehicle trips"

Source: 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020

The distribution percentages used to derive the trips in **Table 6** are shown in **Figure 2**.

[6] While the project is located in Place Type 2, and the standard SF Guidelines guidance indicates such projects should include distribution by the place type average rather than district average, this analysis utilizes the district average. This decision was based on a desire to better reflect localized traffic within the Mission/Potrero Hill area.



Proposed Project Site

SF Planning Neighborhood District Boundaries

XX% IB Inbound PM Vehicle Trip Distribution %
XX% OB Outbound PM Vehicle Trip Distribution %
XX% IB Inbound PM Transit Trip Distribution %
XX% OB Outbound PM Transit Trip Distribution %

Miles
0 1 2

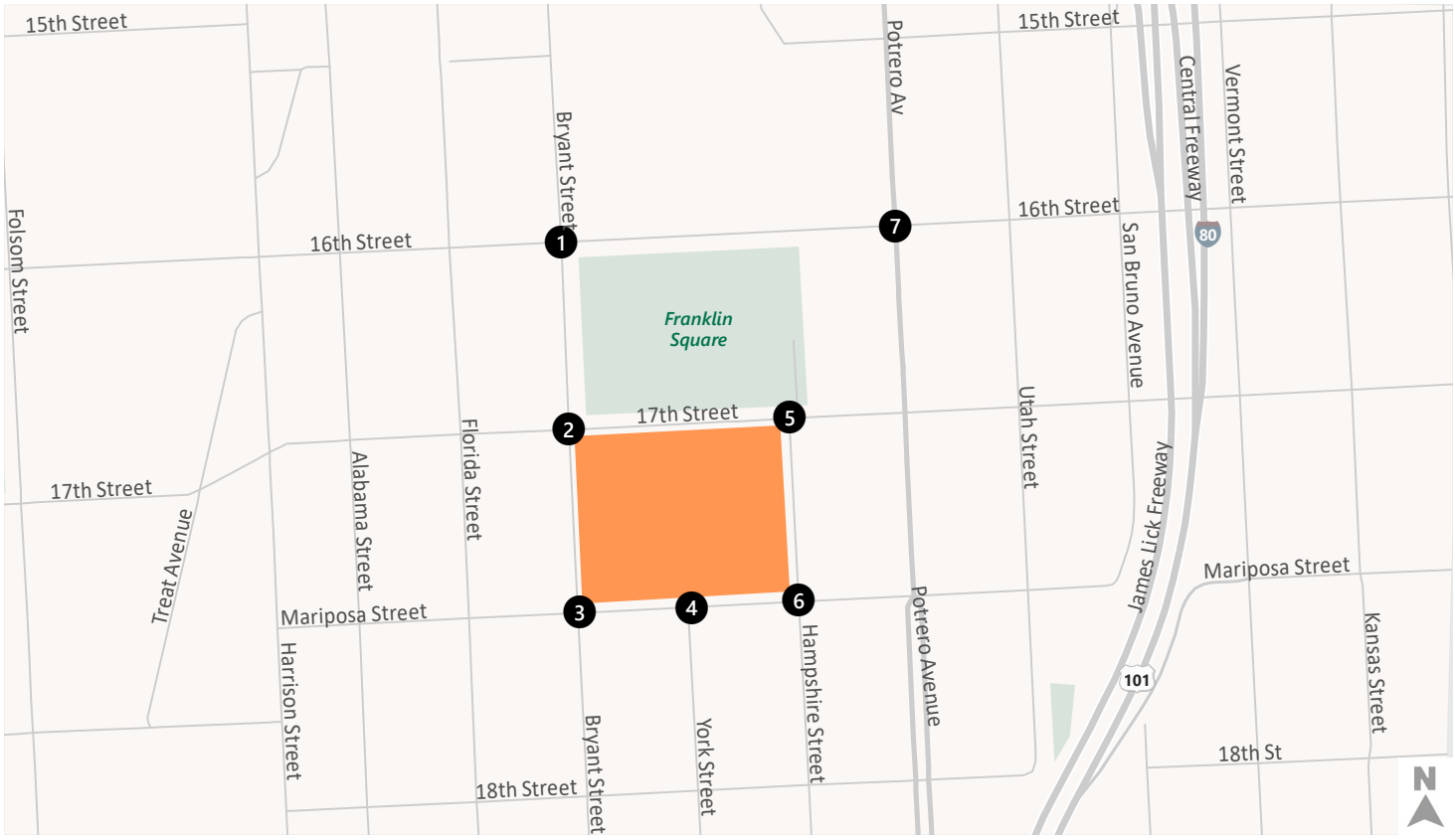
Figure 2

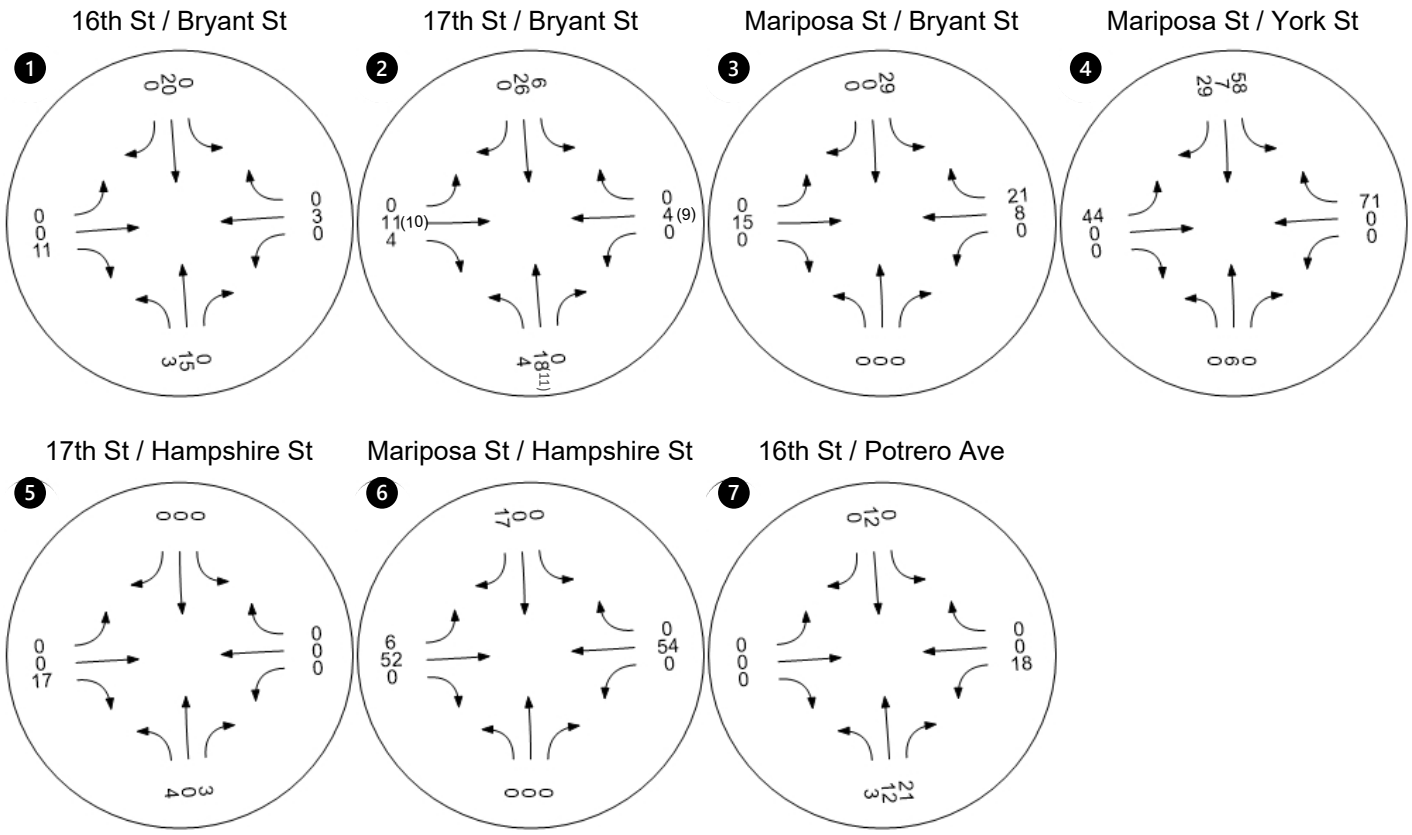
Project Vehicle and Transit Trip Distribution - PM Peak

Step 4: Vehicle Trip Assignment

The project-generated inbound and outbound vehicle trips by the various neighborhood origins and destinations presented in **Table 7** were used as a basis for assigning vehicle trips to the local street network near the project site for p.m. peak hour conditions. Travel paths were developed based on the most direct routes according to the type of vehicle, number of travel lanes on streets, and knowledge of current travel patterns in the study area.

The proposed project would restrict vehicle access for the transit facility to only allow access via a driveway located on Mariposa Street. The residential development would not include any on-site vehicle parking spaces. As such, as a conservative assumption, all net-new vehicle trips were assigned to the Mariposa Street frontage. As discussed above, some vehicle trips may park in the surrounding neighborhood rather than at the project site. While all vehicle trips were assigned based on a final destination at the project site, there may be some additional vehicle activity outside of study intersections due to searching for parking. Assignment of p.m. peak hour vehicle trips to the roadway network is shown in **Figure 3.**





Note: Volumes are presented as **# Project Trips (# TNC Deadhead Trips)**. 8 (10) indicates the intersection would gain an additional 8 trips serving travel to/from the proposed project, plus 10 trips associated with the deadhead portion of a TNC trip.

Figure 3

Traffic Volume - Net New Site Trips

Proposed Project Passenger and Freight Loading Demand

Passenger loading demand was calculated using the passenger loading methodology for taxi/TNC and pick-up/drop-off vehicle trip demand in Appendix F of the 2019 SF Guidelines. For the transit facility, passenger loading demand was calculated for the two uses of the facility (i.e., administrative and office, and bus maintenance and storage) that would be expected to generate passenger loading demand during the p.m. peak hour. Project passenger loading demand is summarized in **Table 8.** During the p.m. peak hour, the proposed project would have a demand for two spaces of passenger loading during any one minute of the peak 15 minutes of loading activities, accounting for potential simultaneous peak hours for all project land uses.

Table 8: Proposed Project P.M. Peak Hour Passenger Loading Space Demand

Land Use	P.M. Peak Hour Person Trips	Passenger Loading Demand Rate	Peak Hour Loading Demand (Total Instances)
Transit Facility			
Administrative & Office	73	13.4%	10
Bus Maintenance & Storage	45	13.4%	6
		Total Transit Facility	**16**
Residential Development			
Residential	335	7.2%	24
Retail	54	3.0%	2
		Total Residential Development	**26**
Total Proposed Project Peak Hour Loading Instances			**40**
Peak Hour Average Loading Space Demand			**1 space**
Peak 15 Minute Loading Space Demand			**2 spaces**

Source: 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020

Freight loading demand calculated using Table 3 from the Appendix F in the 2019 SF Guidelines. This methodology is used to estimate the number of truck loading spaces required to accommodate the freight delivery and service vehicle demand during the peak hour throughout the average weekday peak period. For the transit facility, freight loading demand was calculated for the administrative and office uses, a new land use currently not accommodated within the existing facility. A specific estimate of the number of truck loading spaces for the demand of the bus

maintenance and storage and bus operations uses was not determined, as these loading activities would be accommodated off-street within the facility's square footage allocated to these uses (i.e., these types of deliveries would likely not be conducted in on-site loading spaces shared with the administrative and office deliveries).

Table 9 presents the project's freight and commercial loading demand calculations for the proposed project. The administrative/office, residential and retail uses would generate in total about 14 trucks per day, which corresponds to a demand for two loading spaces during the peak hour of the midday peak period (generally from 10 a.m. to 11 a.m.).

Table 9: Proposed Project Freight Loading Space Demand

Land Use	Amount (1,000 square feet)	Daily Freight Trip Rate (per 1,000 square feet)	Trucks per Day	Peak Hour Loading Space Demand
Transit Facility				
Administrative & Office	52	0.21	11	1
Total Freight Loading Demand, Transit Facility			**11**	**1**
Residential Development				
Residential	54.4	0.03	2	1
Retail	4	0.22	1	1
Total Freight Loading Demand, Residential Development			**3**	**1**[1]
Project Total Freight Loading Demand			**14**	**2**

1. Total does not sum due to rounding.

Source: 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020

Screening for Quantitative Transit Service Delay Analysis

As presented in **Table 6** above, the proposed project would generate 225 net-new vehicle trips during the p.m. peak hour (47 for the transit facility and 177 for the residential development), which would be less than the screening criteria of 300 project vehicle trips during the p.m. peak hour used by the department to determine if transit routes traveling through the project study area are likely to be significantly delayed by the proposed project. Transit service delay analysis specifically addresses delay due to vehicle delay affecting service vehicles and increased transit use, rather than the effects on non-revenue services or changes to non-revenue facilities. Therefore, because the

proposed project would not exceed the screening criteria for added new vehicle or transit trips, a quantitative transit delay analysis is not required as part of the public transit impact analysis.

Employee and Family Support Variant

The Employee and Family Support Variant would replace 9,000 square feet of commercial space with a childcare facility. This facility is expected to accommodate 25 employees, and provide care for up to 100 children. Because the facility is expected to partially serve as an on-site accessory use and amenity for both the residential development and the transit facility, 30 percent of students are assumed to have trips internal to the site; i.e., to have a guardian who either lives or works at the project location, resulting in 70 students traveling to or from the site from external locations each day. **Table 10** summarizes the total person trips associated with this variant.

Table 10: Employee and Family Support Variant Daily and P.M. Peak Hour Person Trip Generation

Land Use	Amount	Daily Person Trip Rate[1]	P.M. Peak Hour Trip Rate[1]	Daily Person Trips[2]	P.M. Peak Hour Person Trips[2]
EXISTING FACLITY					
Bus Maintenance and Storage	**400 employees**	**3.01**	**0.07**	**1,202**	**28**
Bus Operations[3]	158 trolley coach parking spaces	**1.91**	**0.03**	**N/A**	**N/A**
Existing Person Trips				**1,202**	**28**
PROPOSED PROJECT					
Transit Facility					
Administrative & Office Space	52 ksf[4]	15.7	1.4	816	73
Bus Maintenance & Storage	640 employees[4]	3.0	0.07	1,923	45
Bus Operations[2]	213 trolley coach parking spaces	N/A	N/A	N/A	N/A
Subtotal SFMTA Transit Facility Person Trips				**2,739**	**118**
Residential Development					
Residential[1]	837 bedrooms[3]	4.5	0.4	3,767	335
Commercial/Retail[1]	24 ksf	150	13.5	3,600	324
Childcare	9 ksf	20.9[6]	8.0[6]	188	72
Subtotal Residential Development Person Trips				7,555	731
Total Proposed Project Person Trips				**10,294**	**849**
Net-New Person Trips (Proposed Project less Existing)				**9,092**	**821**

Notes:

1. Daily and p.m. peak hour trip generation for bus maintenance and storage and bus operations are taken from driveway counts and shown in Table 2 above. Daily and p.m. peak hour trip generation rates are based on 2019 SF Guidelines for residential, office and retail uses. Trip rates are expressed per bedroom for residential and per ksf for office and retail.
2. Totals may not sum precisely due to rounding
3. Bus operations refers solely to operation of Muni revenue service vehicles and buses, and as such does not estimate "person" trips for this specific project use.
4. Administrative office and training uses at the proposed transit facility would employ approximately 188 employees. The remainder are assumed to have similar schedules and travel patterns as employees at the existing facility.
5. 575 residential units, consisting of 141 studios, 206 1-bedroom units, 194 2-bedroom units, and 34 3-bedroom units
6. Rates are weighted based on 25 employees and 100 students, with 88 percent of employees arriving and departing during the PM peak hour of the generator, and 72 percent of students departing during the PM peak hour of the generator. In addition, 30 percent of students are assumed to either live on the site, or have guardians who work on-site.

Source: 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020.

Based on travel surveys conducted at the Schools of the Sacred Heart in Pacific Heights, which serves a K-12 population, and office land use guidance for employees from the 2019 SF Guidelines, **Table 11** shows the ways people are expected to travel to and from the childcare land use. The expected ways of travel for other land uses are the same as those discussed earlier in this memorandum, and shown in **Table 4.**

Table 11: Summary of Ways People Travel, Childcare Land Use

Way of Travel	Employees	Students	PM Weighted Average	Daily Weighted Average
Childcare – Mode Share				
Auto	44%	77.8%	67%	69%
Taxi/TNC	13%	0%	4%	3%
Transit	21%	8.%	13%	11%
Walk	19%	14%	15%	15%
Bike	4%	0.2%	1%	1%
Childcare – Person Trips by Mode				
			PM Peak Hour	**Daily**
Auto			48	130
Taxi/TNC			3	6
Transit			9	21
Walk			11	29
Bike			1	2

Source: 2002 and 2019 SF Guidelines, SF Planning Department; 2019 Employee Travel Survey, SFMTA; 2002 SF Guidelines, Tables E-5 and E-15; Fehr & Peers, 2020.

The information in Table 11 was translated into vehicle trips by assuming that taxi and TNC trips result in two vehicle trips (one inbound, one outbound), and that private vehicle trips to drop-off children also result in two vehicle trips (one inbound, one outbound). In addition, due to the prevalence of siblings arriving at the site together, an average occupancy of 1.3 students per vehicle was used in calculating the number of auto trips associated with each student. These totals are compiled, and summarized along with the remainder of the project, in **Table 12** and **Table 13**. As shown therein, the Employee and Family Support Variant results in slightly higher levels of vehicle trip making, with an estimated 278 P.M. peak hour vehicle trips, compared to 226 peak hour vehicle trips for the proposed project. However, much of this activity is due to pick-up and drop-off activity,

which typically represents a diverted trip, with drivers going from work to pick-up to home, rather than adding an entirely new trip.

Table 12: Summary of Person Trips and Vehicle Trips for Employee and Family Support Variant

	Residential Development		Transit Facility	
Way of Travel	**Daily Person Trips**	**P.M. Peak Hour Person Trips**	**Daily Person Trips**	**P.M. Peak Hour Person Trips**
Auto	2,528	262	1,903	60
Taxi/TNC	188	19	156	11
Transit	1,177	115	402	29
Walk	3,395	312	256	17
Bike	250	23	23	2
Total Person Trips	**7,537**	**732**	**2,739**	**118**
Vehicle Type	**Daily Vehicle Trips**	**P.M. Vehicle Trips**	**Daily Vehicle Trips**	**P.M .Peak Hour Vehicle Trips**
Auto[3]	1,795	203	1,567	49
Taxi/TNC[2]	258	26	372	21
Bus	-	-	407	5
Total Vehicle Trips	**2,053**	**229**	**2,346**	**76**

Source: 2002 and 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020.

Table 13: Employee and Family Support Variant Daily and P.M. Peak Hour Vehicle Trip Generation[1]

Vehicle Type	Daily			P.M. Peak Hour		
	Total	In	Out	Total	In	Out
Transit Facility						
Auto/Truck	1,567	782	785	49	12	37
Taxi/TNC[2]	372	186	186	21	11 *(2)*	11 *(8)*
Bus	407	204	204	5	2	4
Subtotal Transit Facility	2,346	1172	1,175	76	24	52
Vehicle Trips at Existing Site	1,247	620	627	27	9	18
Net-New Transit Facility Trips	**1,099**	**552**	**547**	**49**	**15**	**34**
Residential Development						
Auto	1,795	914	882	203	124	78
Taxi/TNC[2]	258	129	129	26	13 *(13)*	13 *(0)*
Subtotal Residential Development	**2,053**	**1,043**	**1,010**	**229**	**138**	**92**
Proposed Project Net-New Vehicle Trips	**3,152**	**1,595**	**1,558**	**278**	**152**	**125**

Notes:
1. Totals may not sum precisely due to rounding.
2. Taxi/TNC vehicle trips have been doubled to account for separate vehicle trips both to and from the project site. For PM peak hour, trips presented in parentheses (*x)* represent the number of trips that are 'deadhead' trips, or trips without a passenger.

Source: 2002 and 2019 SF Guidelines, SF Planning Department; Fehr & Peers, 2020.

Because of the increase in pick-up and drop-off activity, the variant also generates an increase in total passenger loading demand relative to the proposed project. Loading demand for this variant is presented in **Table 14**. Freight loading demand for this variant would remain the same as for the proposed project (a demand for three loading spaces during the peak hour of loading activities); however, the passenger loading space demand would increase due to the introduction of the childcare uses. The passenger loading duration for a childcare use is typically longer than for other uses, with observations at sites serving kindergartens showing a duration of between two and five minutes. The Employee and Family Support Variant would generate about 81 loading instances during the p.m. peak hour, which corresponds to a demand for eight spaces of passenger loading during any one minute of the peak 15 minutes of loading activities (compared to 52 loading instances and a demand for two spaces for passenger loading for the proposed project). During the p.m. peak hour the childcare use would generate a demand for six of the eight spaces of passenger loading.

Table 14: Employee and Family Support Variant Freight and Passenger Loading Demand by Land Use

Land Use	Freight Loading [1]		Passenger Loading [2]	
	Daily Delivery and Service Vehicles	Peak Hour Loading Space Demand	P.M. Peak Hour Loading Instances	P.M. Peak Hour Peak Minute Loading Space Demand
Transit Facility				
Administrative & Office	11	1	10	1
Bus Maintenance & Storage	n/a	n/a	4	
Joint Development				
Residential	16	1	24	1
Retail	6	1	10	
Childcare[3]			33[4]	6
Total[5]	**34**	**3**	**81**	**8**

Notes:
1. Freight loading demand is presented as the number of delivery and service vehicle trips per time period. The peak period of freight loading demand typically occurs between 10 a.m. and 1 p.m. and does not coincide with the weekday a.m. or p.m. peak periods.
2. Passenger loading is presented as the passenger loading trips estimated to occur during the p.m. peak period. The peak period of passenger loading demand generally occurs during the extended weekday p.m. peak period of 3 p.m. to 7 p.m; it occurs during the typical mid-afternoon pick-up period for the childcare facility. The passenger loading space demand is presented for the peak one minute of the peak 15-minutes of the p.m. peak hour.
3. Loading duration for childcare is assumed to be five minutes, compared to one minute for all other uses
4. 33 passenger loading instances consist of 39 students (1.3 students per vehicle) and 3 employees.
5. The delivery and service vehicle trips, passenger loading instances, and the freight and passenger loading space demand for each land use were rounded up to whole numbers, and therefore the totals may not sum due to rounding.

Summarize existing trips by vehicle type and driveway

		Autos & Trucks								Buses				Vehicle Totals, All Driveways										
		Mariposa (D2, D3, D4)		17th Street (D1)		Mariposa (D2, D3, D4)		17th Street (D1)		LDA/LDT/MDT		BUS		ALL			Bikes		Peds		Total Person Trips		
	Hour	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total	In	Out	In	Out	**In**	**Out**	**Total**
AM Peak Hour	8:00 AM to 9:00 AM	15	14	4	4	1	3	0	0	19	18	1	3	20	21	41	2	0	10	11	**35**	**33**	**68**
PM Peak Hour	4:30 PM to 5:30 PM	1	1	2	6	2	2	0	0	3	7	2	2	5	9	14	0	0	7	8	**11**	**17**	**28**
Peak Hour of Generator	5:45 to 6:45	40	24	5	4	10	32	0	0	45	28	10	32	55	60	115	0	0	26	19	**81**	**53**	**134**
Daily	Daily	143	148	179	180	147	144	4	7	322	328	151	151	473	479	952	4	4	192	203	**592**	**610**	**1202**

Derive Person Trip Rates

Land Use	Amount	Unit	AM Peak	PM Peak	Daily	Peak Hour of Generator
Maintenance and Operations	400	Total Employees	0.17	0.07	3.005	0.335
		% Inbound	51%	30%	50%	62%
Office/Admin	0	ksf	1.4	1.4	15.7	1.4
Bus Storage Yard	158	Trolley bus parking spaces	0.03	0.03	1.9	0.27
		% Inbound	25%	50%	50%	24%

Office/Admin taken from 2019 SF Guidelines

sq ft per employee	275

Derive weighted mode splits for Maintenance/Operations by time period using survey results and percentage of trips that are work trips

Uses 2002 SF Guidelines for PDR uses in SD-3 (southeast quadrant of City) and SFMTA survey data to calculate mode split for all trip types

				Weighted by Time Period				Source:
Land Use	**Mode Split**	**By Trip Purpose**		**AM**	**PM**	**Daily**	**Pk Hr Gen**	
		Work Trips	**Non-Work Trips**	**67%**	**40%**	**67%**	**67%**	**% of Trips that are Work Trips**
Maintenance & Operations	Auto	96%	57%	83%	72%	83%	83%	
	Transit	2%	19%	7%	12%	7%	7%	
	Walk	1%	16%	6%	10%	6%	6%	
	Other	1%	8%	3%	5%	3%	3%	
	Average vehicle occupancy	1.23	1.23	1.23	1.23	1.23	1.23	Conservatively assumes average work trip AVO for all trips
		Woods Survey, SFMTA	Table E-15, All Visitors					

Calculate existing person trips by mode

Project Land Use	Amount	Unit	AM Peak	AM In	AM Out	PM Peak	PM In	PM Out	Daily	Daily In	Daily Out
Office & Administration	0	ksf									
Maintenance and Operations	400	Employees	68	35	33	28	8	20	1,202	595	607
Bus Storage Yard	158	Trolley bus parking spaces	4	2	2	4	1	3	302	151	151

	Auto Person Trips	56	29	27	20	6	14	998	495	504
	Transit	5	3	2	3	1	2	90	45	45
	Walk	4	2	2	3	1	2	73	36	37
	Taxi & TNC	2	1	1	2	0	1	41	20	21
	Bike									
	Bus (Revenue Service)	4	1	3	4	2	2	302	151	151
	Vehicle Trips (Auto)	46	24	22	17	5	12	812	402	410
	Vehicle Trips (Taxi/TNC)	4	2	2	3	1	2	67	33	34
	Vehicle Trips (Taxi/TNC Deadhead)	4	2	2	3	2	1	67	34	33
	Bus Trips	4	2	2	4	1	3	302	151	151
Transit Facility Total	**Total Existing Vehicle Trips**	58	29	28	27	9	18	1247	620	627

Calculate Project Person Trips by Mode

Project Person Trips

Project Land Use	Amount	Unit	**AM Peak**	AM In	AM Out	**PM Peak**	PM In	PM Out	**Daily**	Daily In	Daily Out
Office & Administration	52	ksf				**73**	10	63	**816**	372	444
Maintenance and Operations	640	Employees	**109**	56	53	**45**	14	32	**1,923**	953	953
Bus Storage Yard	213	Trolley bus parking spaces	**5**	3	2	**5**	2	4	**407**	204	204

	Auto Person Trips	**91**	46	44	**33**	10	23	**1,597**	791	806
	Transit	**8**	4	4	**5**	2	4	**144**	71	73
	Walk	**7**	3	3	**5**	1	3	**116**	58	59
	Taxi/TNC	**4**	2	2	**2**	1	2	**66**	32	33
	Bike									
	Bus (Revenue Service)	**5**	1	4	**5**	3	3	**407**	204	204
	Vehicle Trips (Auto)	**74**	38	36	**27**	8	19	**1299**	643	655
	Vehicle Trips (Taxi/TNC)	**6**	2	4	**4**	1	3	**107**	53	54
	Vehicle Trips (Taxi/TNC Deadhead)	6	4	2	4	3	1	107	54	53
Maintenance and Operations	**Vehicle Trips (Bus / Revenue Service)**	**5**	3	2	**5**	2	4	**407**	204	204

	Auto Person Trips				27	5	22	305	158	147
	Transit				22	3	19	258	82	175
	Walk				12	2	11	140	73	66
	Taxi & TNC				8	1	7	91	47	44
	Bike				2	0	2	23	12	11
	Bus (Revenue Service)									
	Vehicle Trips (Auto)				23	4	19	268	139	130
	Vehicle Trips (Taxi/TNC)				7	1	6	80	41	38
	Vehicle Trips (Taxi/TNC Deadhead)				7	6	1	80	38	41
Office & Admin	**Vehicle Trips (Bus / Revenue Service)**									

	Auto Person Trips	91	46	44	60	15	45	1,903	949	954
	Transit	8	4	4	28	5	23	402	154	248
	Walk	7	3	3	17	3	14	256	131	125
	Taxi & TNC	4	2	2	11	2	8	156	79	77
	Bike	0	0	0	2	0	2	23	12	11
	Bus (Revenue Service)	5	1	4	5	3	3	407	204	204
	Vehicle Trips (Auto)	74	38	36	49	12	37	1,567	782	785
	Vehicle Trips (Taxi/TNC)	6	2	4	11	2	8	186	94	92
	Vehicle Trips (Taxi/TNC Deadhead)	6	4	2	11	8	2	186	92	94
Transit Facility Totals	**Vehicle Trips (Bus / Revenue Service)**	5	3	2	5	2	4	407	204	204

	Amount	Unit	**AM Peak**	AM In	AM Out	**PM Peak**	PM In	PM Out	**Daily**	Daily In	Daily Out
Residential	**837**	**ksf**				**335**	**272**	**62**	**3767**	1870	1881
		Auto Person Trips				130	113	17	1465	767	698
		Transit				64	44	20	732	317	399
		Walk				115	94	21	1292	644	648
		Taxi & TNC				12	10	2	132	69	63
		Bike				13	11	2	147	73	74
		Vehicle Trips (Auto)				81	71	10	998	522	475
		Vehicle Trips (Taxi/TNC)				7	6	1	90	47	43
		Vehicle Trips (Taxi/TNC Deadhead)				7	1	6	90	43	47
	Residential	**Vehicle Trips (Bus / Revenue Service)**									
		Auto Person Trips				115	52	63	1282	626	656
		Transit				53	40	12	584	218	271
		Walk				257	140	116	2851	1360	1491
		Taxi & TNC				6	3	3	69	35	34
		Bike				12	7	6	139	66	72
		Bus (Revenue Service)									
		Vehicle Trips (Auto)				74	33	40	841	411	431
		Vehicle Trips (Taxi/TNC)				4	2	2	45	23	22
		Vehicle Trips (Taxi/TNC Deadhead)				4	2	2	45	22	23
Retail	Retail	**Vehicle Trips (Bus / Revenue Service)**									

Total

	Auto Person Trips				246	166	80	2747	1393	1354
	Transit				116	84	32	1316	535	669
	Walk				371	234	137	4143	2004	2139
	Taxi & TNC				18	13	5	201	104	97
	Bike				26	17	8	285	139	146
	Bus (Revenue Service)									
	Vehicle Trips (Auto)				155	104	51	1839	933	906
	Vehicle Trips (Taxi/TNC)				11	8	3	135	70	65
	Vehicle Trips (Taxi/TNC Deadhead)				11	3	8	135	65	70
	Vehicle Trips (Bus / Revenue Service)				0	0	0	0	0	0
Residential + Retail	**Total Residential Vehicle Trips**				177	115	62	2109	1068	1041

Amount		AM Peak	AM In	AM Out	PM Peak	PM In	PM Out	Daily	Daily In	Daily Out
	Auto Person Trips				305	180	125	4,650	2342	2308
	Transit				144	89	55	1,717	689	917
	Walk				388	237	152	4,399	2135	2264
	Taxi & TNC				28	15	13	357	184	174
	Bike				28	18	10	308	151	157
	Bus (Revenue Service)				5	3	3	407	204	204
	Vehicle Trips (Auto)				204	116	88	3,406	1715	1691
	Vehicle Trips (Taxi/TNC)				22	11	11	321	164	157
	Vehicle Trips (Taxi/TNC Deadhead)				22	11	11	321	157	164
Total Project Trips	**Vehicle Trips (Bus / Revenue Service)**				5	2	4	407	204	204
	Total Vehicle Trips				**253**	**139**	**114**	**4,456**	**2,240**	**2,216**

Net new project Trips

		AM Peak	AM In	AM Out	PM Peak	PM In	PM Out	Daily	Daily In	Daily Out
	Auto Person Trips				40	9	31	904	455	450
	Transit				24	4	21	312	109	203
	Walk				14	2	12	183	95	88
	Taxi & TNC				9	2	7	115	59	56
	Bike				2	0	2	23	12	11
	Bus (Revenue Service)				1	1	1	105	53	53
	Vehicle Trips (Auto)				32	7	25	755	380	375
	Vehicle Trips (Taxi/TNC)				8	1	6	120	61	59
	Vehicle Trips (Taxi/TNC Deadhead)				8	6	1	120	59	61
Transit Facility Totals	**Vehicle Trips (Bus / Revenue Service)**				1	0	1	105	53	53

		AM Peak	AM In	AM Out	PM Peak	PM In	PM Out	Daily	Daily In	Daily Out
	Auto Person Trips				246	166	80	2747	1393	1354
	Transit				116	84	32	1316	535	669
	Walk				371	234	137	4143	2004	2139
	Taxi & TNC				18	13	5	201	104	97
	Bike				26	17	8	285	139	146
	Bus (Revenue Service)									
	Vehicle Trips (Auto)				155	104	51	1839	933	906
	Vehicle Trips (Taxi/TNC)				11	8	3	135	70	65
	Vehicle Trips (Taxi/TNC Deadhead)				11	3	8	135	65	70
Residential + Retail	**Vehicle Trips (Bus / Revenue Service)**								0	0

	Auto Person Trips				285	174	111	3,651	1,847	1,804
	Transit				140	88	53	1,628	645	872
	Walk				386	236	150	4,326	2,099	2,227
	Taxi & TNC				27	15	12	316	163	153
	Bike				28	18	10	308	151	157
	Bus (Revenue Service)				1	1	1	105	53	53
									0	0
	Vehicle Trips (Auto)				187	111	76	2,594	1,313	1,281
	Vehicle Trips (Taxi/TNC)				19	10	9	255	131	124
	Vehicle Trips (Taxi/TNC Deadhead)				19	9	10	255	124	131
Total Project Trips	**Vehicle Trips (Bus / Revenue Service)**				1	0	1	105	53	53
	Total Vehicle Trips				**226**	**130**	**96**	**3,208**	**1,620**	**1,589**

Potrero Yard Modernization Project EIR
Loading Demand Calculations

Passenger Loading

	PM Peak Hour Person Trips	Loading Rate	Peak Hour Loading Demand	Peak Hour Average Spaces of Demand	Peak 15 Minute Loading Demand
Residential	335	7.2%	24.1	0.4	0.8
Retail	446	3.0%	13.4	0.2	0.4
Office	73	13.4%	9.8	0.2	0.3
Bus Yard	29	13.4%	3.9	0.1	0.1
Total Peak Hour Loading Instances			**52.0**		
Peak Hour Average Loading Demand (Loading Spaces)			1		
Peak 15 Minute Loading Demand (Spaces)			2		

Commercial/Freight Loading

	Square Feet (1,000s)	Daily Trip Rate	Daily Trucks/ Service Vehicles	Peak Loading Space Demand
Residential	544	0.03	16.3	0.94
Retail	33	0.22	7.3	0.42
Transit Facility				
Office	52	0.21	10.9	0.63
Bus Yard	576	0.65	374.4	21.67
Total including Bus Yard			408.90	23.66
Total Without Bus Yard			**34.50**	**2.00**

Appendix E-5

Travel Demand for Project Alternatives

FEHR PEERS

Appendix: Travel Demand for Project Alternatives

Project Alternative B

Table B-1: Person Trip Generation by Land Use

Land Use	Amount	Daily Person Trip Rate	P.M. Peak Hour Trip Rate	Daily Person Trips	P.M. Peak Hour Person Trips
EXISTING FACILITY					
Bus Maintenance and Storage	400 employees	3.01	0.07	1,202	28
Bus Operations	158 trolley coach parking spaces	1.91	0.03		
			Existing Person Trips	**1,202**	**28**
PROJECT ALTERNATIVE B					
Transit Facility					
Administrative & Office Space	46.2 KSF	15.7	1.4	725	65
Bus Maintenance & Storage	640 employees	3.0	0.07	1,923	45
Bus Operations	213 trolley coach parking spaces	1.9	0.03		
			Subtotal SFMTA Transit Facility Person Trips	2,648	110
Residential Development					
Residential	694 bedrooms	4.5	0.4	3,123	278
Commercial/Retail		150	13.5	4,950	446
			Subtotal Residential Development Person Trips	8,073	723
			Total Proposed Project Person Trips	**10,721**	**833**
			Net-New Person Trips (Proposed Project less Existing))	**9,519**	**805**

Table B-2: Person Trips by Mode

	Residential Development		Transit Facility	
Auto	2,497	223	1,868	57
Taxi/TNC	179	16	146	10
Transit	1,215	109	373	26
Walk	3,922	352	240	16
Bike	260	23	20	2

Vehicle Type	Daily Vehicle Trips	P.M. Vehicle Trips	Daily Vehicle Trips	P.M .Peak Hour Vehicle Trips
Auto	1,668	141	1,537	47
Taxi/TNC	120	20	177	20
Bus	-	-	407	5
Total Vehicle Trips	**1,788**	**161**	**2,121**	**72**

Table B-3: Vehicle Trips by Type

Vehicle Type	Daily			P.M. Peak Hour		
	Total	In	Out	Total	In	Out
Transit Facility						
Auto	1,537	767	770	47	12	35
Taxi/TNC	355	177	177	20	10	10
Bus	407	204	204	5	2	4
Subtotal Transit Facility	2,299	1147	1,151	72	23	49
Existing Vehicles at Project Site	1247	620	627	27	9	18
Net-New Transit Facility Trips	1,051	527	524	45	14	31
Residential Development						
Auto	1,668	844	825	141	92	49
Taxi/TNC	240	120	120	20	10	10
Subtotal Residential Development	1,908	963	945	161	102	59
Total Project Vehicle Trips	4,207	2,111	2,096	233	125	108
Proposed Project Net-New Vehicle Trips	**2,959**	**1,491**	**1,469**	**206**	**116**	**90**

Project Alternative C

Table C-1: Person Trips by Land Use

Land Use	Amount	Daily Person Trip Rate[1]	P.M. Peak Hour Trip Rate	Daily Person Trips	P.M. Peak Hour Person Trips
EXISTING FACILITY					
Bus Maintenance and Storage	400 employees	3.01	0.07	1,202	28
Bus Operations	158 trolley coach parking spaces	1.91	0.03	n/a	n/a
			Existing Person Trips	**1,202**	**28**
PROJECT ALTERNATIVE C					
Transit Facility					
Administrative & Office Space	46.2 KSF	15.7	1.4	725	65
Bus Maintenance & Storage	640 employees	3.0	0.07	1,923	45
Bus Operations	213 trolley coach parking spaces	1.9	0.03		
			Subtotal SFMTA Transit Facility Person Trips	2,648	110
Residential Development					
Residential	668 bedrooms	4.5	0.4	3,006	267
Commercial/Retail		150	13.5	4,950	446
			Subtotal Residential Development Person Trips	7,956	713
			Total Proposed Project Person Trips	**10,604**	**822**
			Net-New Person Trips (Proposed Project less Existing))	**9,402**	**794**

Table C-2: Person Trips by Way of Travel

	Residential Development		Transit Facility	
Auto	2,451	219	1,868	57
Taxi/TNC	175	16	146	10
Transit	1,192	107	373	26
Walk	3,882	348	240	16
Bike	256	23	20	2

Vehicle Type	Daily Vehicle Trips	P.M. Vehicle Trips	Daily Vehicle Trips	P.M .Peak Hour Vehicle Trips
Auto	1,637	138	1,537	47
Taxi/TNC	117	20	177	20
Bus	-	-	407	5
Total Vehicle Trips	**1,754**	**158**	**2,121**	**72**

Table C-3: Vehicle Trips

Vehicle Type	Daily			P.M. Peak Hour		
	Total	In	Out	Total	In	Out
Transit Facility						
Auto	1,537	767	770	47	12	35
Taxi/TNC	355	177	177	20	10	10
Bus	407	204	204	5	2	4
Subtotal Transit Facility	2,299	1147	1,151	72	23	49
Existing Vehicles at Project Site	1247	620	627	27	9	18
Net-New Transit Facility Trips	1,051	527	524	45	14	31
Residential Development						
Auto	1,637	827	810	138	90	49
Taxi/TNC	234	117	117	20	10	10
Subtotal Residential Development	1,872	944	927	158	99	59
Total Project Vehicle Trips	4,170	2,092	2,078	230	123	107
Proposed Project Net-New Vehicle Trips	**2,923**	**1,472**	**1,451**	**203**	**113**	**90**

Project Alternative D

Table D-1: Person Trips by Land Use

Land Use	Amount	Daily Person Trip Rate	P.M. Peak Hour Trip Rate	Daily Person Trips	P.M. Peak Hour Person Trips
EXISTING FACILITY					
Bus Maintenance and Storage[2]	400 employees	3.01	0.07	1,202	28
Bus Operations[2]	158 trolley coach parking spaces	1.91	0.03		
			Existing Person Trips	**1,202**	**28**
PROJECT ALTERNATIVE D					
Transit Facility					
Administrative & Office Space	46.2 KSF	15.7	1.4	725	65
Bus Maintenance & Storage	640 employees	3.0	0.07	1,923	45
Bus Operations	213 trolley coach parking spaces	1.9	0.03		
			Subtotal SFMTA Transit Facility Person Trips	2,648	110
Commercial Development					
Commercial/Retail	33ksf	150	13.5	4,950	446
			Total Proposed Project Person Trips	**7,598**	**555**
			Net-New Person Trips (Proposed Project less Existing))	**6,396**	**527**

Table D-2: Person Trips by Way of Travel

	Residential Development		Transit Facility	
Auto	1,282	115	1,868	57
Taxi/TNC	69	6	146	10
Transit	609	55	373	26
Walk	2,851	257	240	16
Bike	139	12	20	2

Vehicle Type	Daily Vehicle Trips	P.M. Vehicle Trips	Daily Vehicle Trips	P.M .Peak Hour Vehicle Trips
Auto	841	74	1,537	47
Taxi/TNC	45	8	177	20
Bus	-	-	407	5
Total Vehicle Trips	**887**	**82**	**2,121**	**72**

Table D-3: Vehicle Trips

Vehicle Type	Daily			P.M. Peak Hour		
	Total	In	Out	Total	In	Out
Transit Facility						
Auto	1,537	767	770	47	12	35
Taxi/TNC	355	177	177	20	10	10
Bus	407	204	204	5	2	4
Subtotal Transit Facility	2,299	1147	1,151	72	23	49
Existing Vehicles at Project Site	1247	620	627	27	9	18
Net-New Transit Facility Trips	1,051	527	524	45	14	31
Commercial Development						
Auto	841	411	431	74	33	40
Taxi/TNC	91	45	45	8	4	4
Subtotal Residential Development	932	456	476	82	37	44
Total Project Vehicle Trips	3,231	1,603	1,627	154	60	93
Proposed Project Net-New Vehicle Trips	**1,983**	**984**	**1,000**	**127**	**51**	**75**