# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** November 18, 2022

**To:** Christy Cheung, City of San Jose

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

**Subject:** 250 Stockton Avenue Office Development (H21-052)(3-13772) Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed 250 Stockton Avenue office development in Downtown San Jose. The project site is located at 250 Stockton Avenue (APN 259-28-024). The office development is proposed to consist of 952,473 square feet (s.f.) of office space (gross floor area) within a 1,384,290 gross s.f. building (including below-ground parking square footage). Vehicular access to a 1,582-space four-level underground parking garage would be provided via a proposed two-way driveway located at the intersection of Stockton Avenue and Clinton Place. A separate driveway along Stockton Avenue along the project site's southern boundary would provide access to on-site loading docks. Figure 1 shows the project site location.

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

## Scope of Study

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

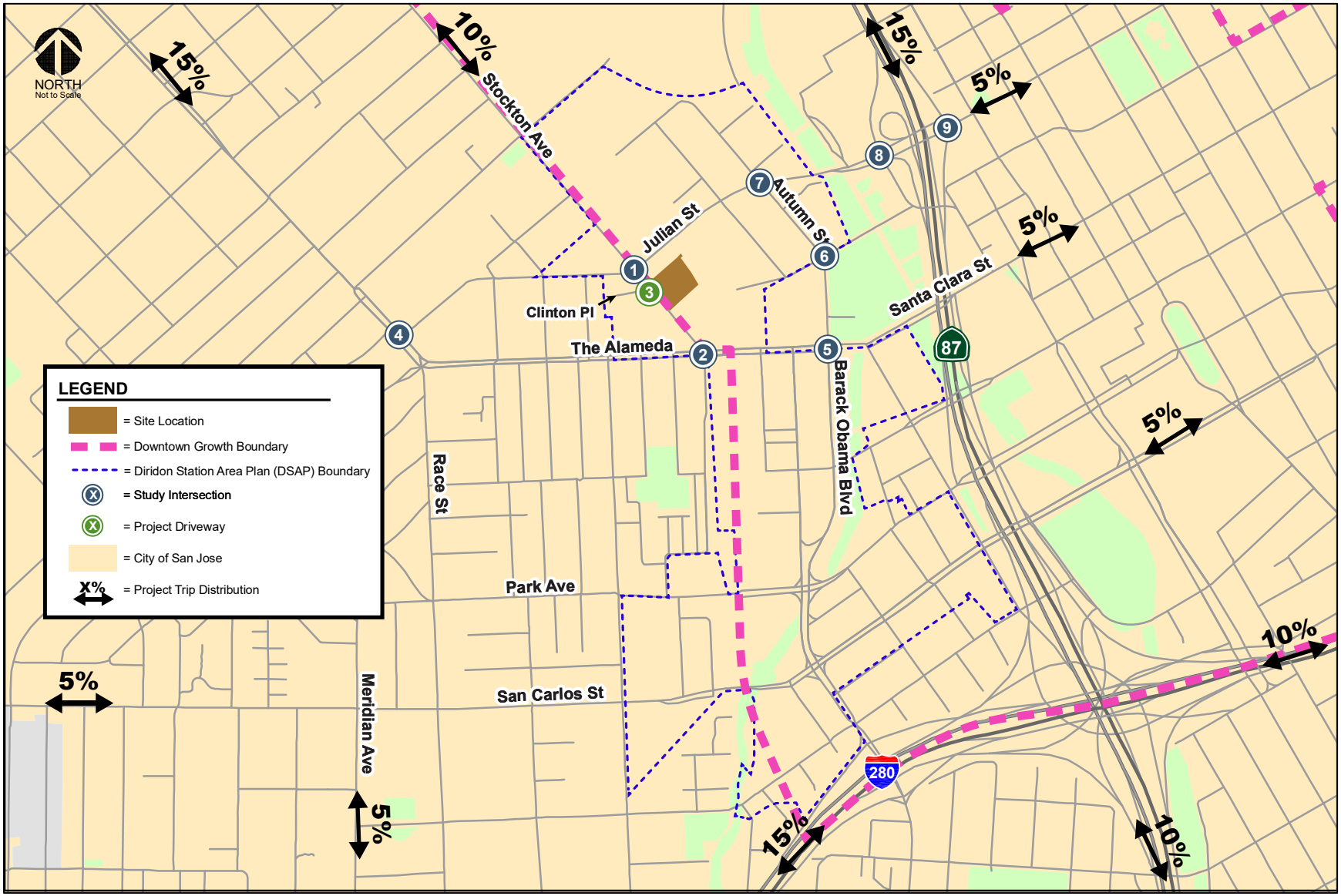
## Existing Conditions

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

### Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Santa Clara Street, Stockton Avenue, The Alameda, Julian Street,

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



Barack Obama Boulevard, Autumn Street, Almaden Boulevard, and Notre Dame Avenue. The freeways and local roadways are described below.

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

***Interstate 280*** connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via its junction with SR 87 and full interchange at Bird Avenue.

***Santa Clara Street*** is an east-west four-lane street, designated as a Grand Boulevard in the General Plan. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Bike lanes are provided between Stockton Avenue and Almaden Boulevard. Site access is provided via Stockton Avenue.

***Stockton Avenue*** is generally a two-lane north-south local roadway that runs between the College Park Caltrain Station and Santa Clara Street/The Alameda. Bike lanes are provided along both sides of Stockton Avenue along its entire extent. Stockton Avenue runs along the west project frontage and provides direct access to the project site. On-street parking is currently allowed along a portion of the project's Stockton Street frontage, between 100 feet southerly of Julian Street and 300 feet southerly of Julian Street.

***The Alameda (State Route 82)*** is generally a four-lane north-south roadway, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street. Site access is provided via Julian Street and Stockton Avenue.

***Julian Street*** is a two-lane east-west roadway between The Alameda and Montgomery Street (as a designated Local Connector Street in the General Plan) then transitions to a four-lane street east of Montgomery Street (designated as a City Connector Street). An interchange with SR-87 is located between Almaden Boulevard and Notre Dame Avenue. Bike lanes are provided between Stockton Avenue and The Alameda. Project site access is provided via Stockton Avenue.

***Barack Obama Boulevard*** is a north-south roadway, designated as a City Connector Street in the General Plan, that runs between Auzerais Avenue and St. John Street. South of Auzerais Avenue, Barack Obama Boulevard transitions to Bird Avenue while north of St. John Street, Barack Obama Boulevard transitions to Autumn Street. Between Auzerais Avenue and Park Avenue, Barack Obama Boulevard consists of two northbound travel lanes and three southbound travel lanes. Between Park Avenue and Santa Clara Street, Barack Obama Boulevard is a two-lane, one-way (northbound) roadway that works as a couplet with Montgomery Street. North of Santa Clara Street, Barack Obama Boulevard is a two-lane two-way roadway. Bike lanes are provided along the entire length of the roadway. Barack Obama Boulevard would provide access to the project site via Santa Clara Street and Stockton Avenue.

***Autumn Street*** is a north-south roadway, designated as a City Connector Street, that extends north from St. John Street and terminates as a dead-end approximately 800 feet north of Julian Street. Access to the project site would be provided via Julian Street, Barack Obama Boulevard, Santa Clara Street and Stockton Avenue.

***Almaden Boulevard*** is a north-south roadway that runs between Julian Street and Grant Street. Between Julian Street and St. John Street, Almaden Boulevard is a one-lane southbound-only roadway. Between St. John Street and Carlysle Street, Almaden Boulevard consists of a two-way two-lane roadway. Between Carlysle Street and Santa Clara Street, Almaden Boulevard is a two-lane, one-way (southbound) roadway that works as a couplet with Notre Dame Avenue. South of Santa Clara Street, Almaden Boulevard is a four- to six-lane, two-way divided roadway and is designated as a City Connector Street. Access to the project site would be provided via Julian Street, Santa Clara Street, and Stockton Avenue.

***Notre Dame Avenue*** is a north-south roadway, designated as a City Connector Street, that runs between Santa Clara Street and Julian Street. Notre Dame Avenue is a two- to three-lane, one-way (northbound) roadway that works as a couplet with Almaden Boulevard.

### Existing Bicycle Facilities

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

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

- Stockton Avenue, along its entire extent
- Julian Street, between The Alameda and Stockton Avenue
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard
- Race Street, between The Alameda and Park Avenue; San Carlos Street and Parkmoor Avenue
- Barack Obama Boulevard, between Santa Clara Street and Auzerais Avenue

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

- Sunol Street, between The Alameda and Auzerais Avenue
- Montgomery Street, between Julian Street and St. John Street
- St. John Street, along its entire extent

**Class IV Bikeway (Protected Bike Lane)**. Class IV bicycle facilities are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

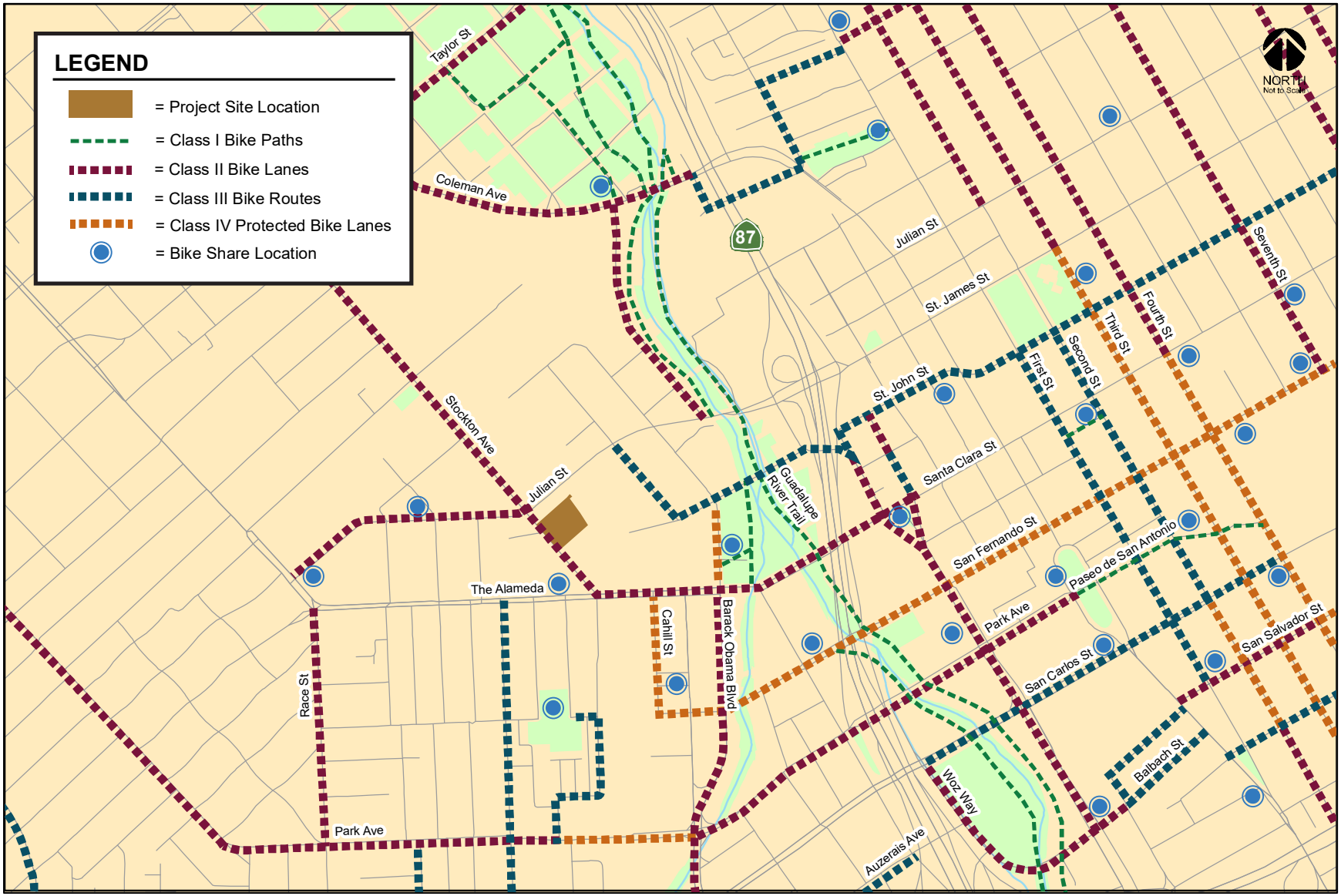
- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street
- Barack Obama Boulevard, between Santa Clara Street and St. John Street
- Park Avenue, between Barack Obama Boulevard and Laurel Grove Lane

The existing bicycle facilities are shown on Figure 2.

#### Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Julian Street, located approximately 1,700 feet east of the project site.

**Figure 2**
**Existing Bicycle Facilities**



**Bike and Scooter Share Services**

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share stations are located less than 900 feet from the project site along the north side of The Alameda, just west of Stockton Avenue, and along the northwest corner of the Julian Street and Morrison Avenue intersection. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

### Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including the project frontage. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. However, the following should be noted:

- At the signalized intersection of Stockton Avenue and Julian Street, marked crosswalks are located along the west, north, and east legs of the intersection. There is no crosswalk across the south leg.
- There is no continuous sidewalk provided along the southern (eastbound) side of Julian Street between Stockton Avenue and Montgomery Street. A continuous walkway is provided along the northern (westbound) side, however users must utilize stairs at the below-grade crossing and no ramps are provided.

ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Autumn Street and Julian Street – northwest and southwest corners
- Montgomery Street and Julian Street – northwest, northeast, and southeast corners

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

### Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located less than 1,800 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

**Bus Service**

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

**Figure 3**
**Existing Transit Facilities**

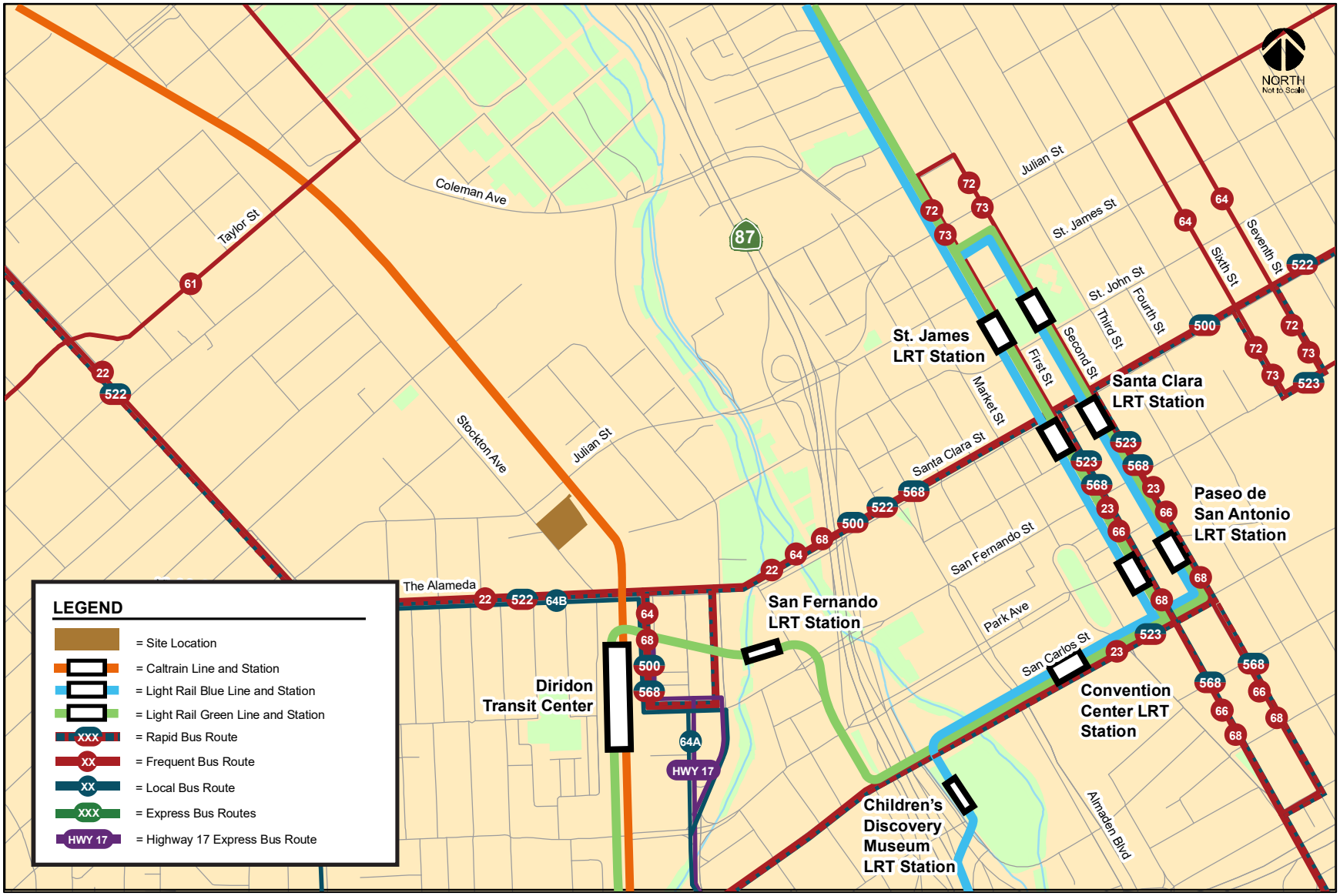


**Table 1**
**Existing Bus Service Near the Project Site**

| Bus Route | Route Description | Nearest Stop | Headway [1] |
|---|---|---|---|
| Frequent Route 22 | Palo Alto Transit Center to Eastridge Transit Center | The Alameda/Bush | 15 min |
| Frequent Route 23 | DeAnza College to Alum Rock Transit Center via Stevens Creek | San Carlos/Barack Obama | 12 - 15 min |
| Local Route 64A | McKee & White to Ohlone-Chynoweth Station | Santa Clara/Cahill | 30 min [2] |
| Local Route 64B | McKee & White to Almaden Expressway & Camden | The Alameda/Bush | 30 min [2] |
| Frequent Route 68 | San Jose Diridon Station to Gilroy Transit Center | Diridon Transit Center | 15 - 20 min |
| Rapid Route 500 | San Jose Diridon Station to Downtown San Jose | Diridon Transit Center | 15 - 20 min |
| Rapid Route 522 | Palo Alto Transit Center to Eastridge Transit Center | Santa Clara/Cahill | 10 - 15 min |
| Rapid Route 523 | Berryessa BART to Lockheed Martin via De Anza College | San Carlos/Barack Obama | 15 - 20 min |
| Rapid Route 568 | Gilroy/Morgan Hill to San Jose Diridon Station | Diridon Transit Center | 15 - 40 min |
| Hwy 17 Express (Route 970) | Downtown Santa Cruz / Scotts Valley to Downtown San Jose | Diridon Transit Center | 20 - 35 min |

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 700 feet walking distance from the project site and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 1,000 feet walking distance from the project site, are served by Rapid Route 522.

## VTA Light Rail Transit (LRT) Service

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

The San Jose Diridon station is located along the Green LRT line (Winchester-Old Ironsides) and serves as a transfer point to Caltrain, ACE, and Amtrak services.

## Caltrain Service

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

## Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains

stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

**Amtrak Service**

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

## Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 11th Edition* (2021) for the General Office Building (Land Use 710). The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

### Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban low-transit area. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Employment developments within urban low-transit areas have a vehicle mode share of 91%. Thus, a 9% reduction was applied to baseline project trips.

### VMT Reduction

Based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 11.87 VMT per-capita in an area that currently generates approximately 12.03 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 1.33 percent to reflect the reduction in peak hour trips.

### Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate 9,271 daily trips, with 1,300 trips (1,144 inbound and 156 outbound) occurring during the AM peak hour and 1,231 trips (209 inbound and 1,022 outbound) occurring during the PM peak hour.

The trip generation estimates for the proposed project are shown in Table 2.

## Project Trip Distribution and Trip Assignment

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

## Table 2
## Project Trip Generation Estimates

| Land Use | Reduction % | Place Type | VMT Existing | VMT Project | Size | Daily Rate | Daily Trip | AM Peak Hour Rate | AM Peak Hour Split In | AM Peak Hour Split Out | AM Peak Hour Trip In | AM Peak Hour Trip Out | AM Peak Hour Trip Total | PM Peak Hour Rate | PM Peak Hour Split In | PM Peak Hour Split Out | PM Peak Hour Trip In | PM Peak Hour Trip Out | PM Peak Hour Trip Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #710 - General Office Building | | | | | **952,473** Square Feet | 10.840 | 10,325 | 1.520 | 88% | 12% | 1,274 | 174 | 1,448 | 1.440 | 17% | 83% | 233 | 1,139 | 1,372 |
| *Location-Based Reduction*[1] | *9%* | Urban Low-Transit | | | | | *-929* | | | | *-115* | *-16* | *-131* | | | | *-21* | *-103* | *-124* |
| *VMT-Based Reduction*[2] | *1.33%* | | 12.03 | 11.87 | | | *-125* | | | | *-15* | *-2* | *-17* | | | | *-3* | *-14* | *-17* |
| **Project Trips After Reductions** | | | | | | | **9,271** | | | | **1,144** | **156** | **1,300** | | | | **209** | **1,022** | **1,231** |

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

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

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

The project trip assignment is shown on Figure 4. As discussed below, access to the project driveway will likely be limited during the peak-hours due to existing queues along northbound Stockton Avenue. Figure 5 shows the project trip assignment assuming limited right-in and right-out only access at the project driveway.

## Vehicular Site Access

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plan dated November 1, 2022 prepared by Steinberg Hart, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

### Project Driveway/Site Access Design

#### Parking Garage Access

One two-way driveway on Stockton Avenue will provide access to the on-site parking garage. The City of San Jose Downtown Streetscape Guidelines (as referenced in the City's Complete Street Standards and Guidelines) identify maximum driveway widths of 26 feet for two-lane two-way driveways. The site plan shows a proposed driveway width of approximately 26 feet, which will meet the City's maximum width of 26 feet.

The City typically requires parking garage entrances to be located at least 50 feet from the back of the sidewalk in order to provide adequate stacking space for at least two inbound vehicles. The site plan shows entry gates located approximately 60 feet back from the frontage sidewalks. Analysis of peak-hour operations at the entry gates is provided below.

#### Sight Distance at the Driveway Serving the Project

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

Existing street parking is present on Stockton Avenue in the vicinity of the proposed driveway. It is recommended that new red curb be installed equal to one car length north and south of the project driveway to ensure exiting vehicles will have clear vision of oncoming traffic on Stockton Avenue.

Adequate sight distance (sight distance triangles) should be provided at the project driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Stockton Avenue has a posted speed limit of 30 miles per hour (mph). The AASHTO stopping sight distance for facilities with a posted speed limit of 30 mph is 200 feet. Thus, drivers exiting the project driveway must be able to see 200 feet to the north and south along Stockton Avenue.

**Figure 4**
**Project Trip Assignment (Full Access Project Driveway)**

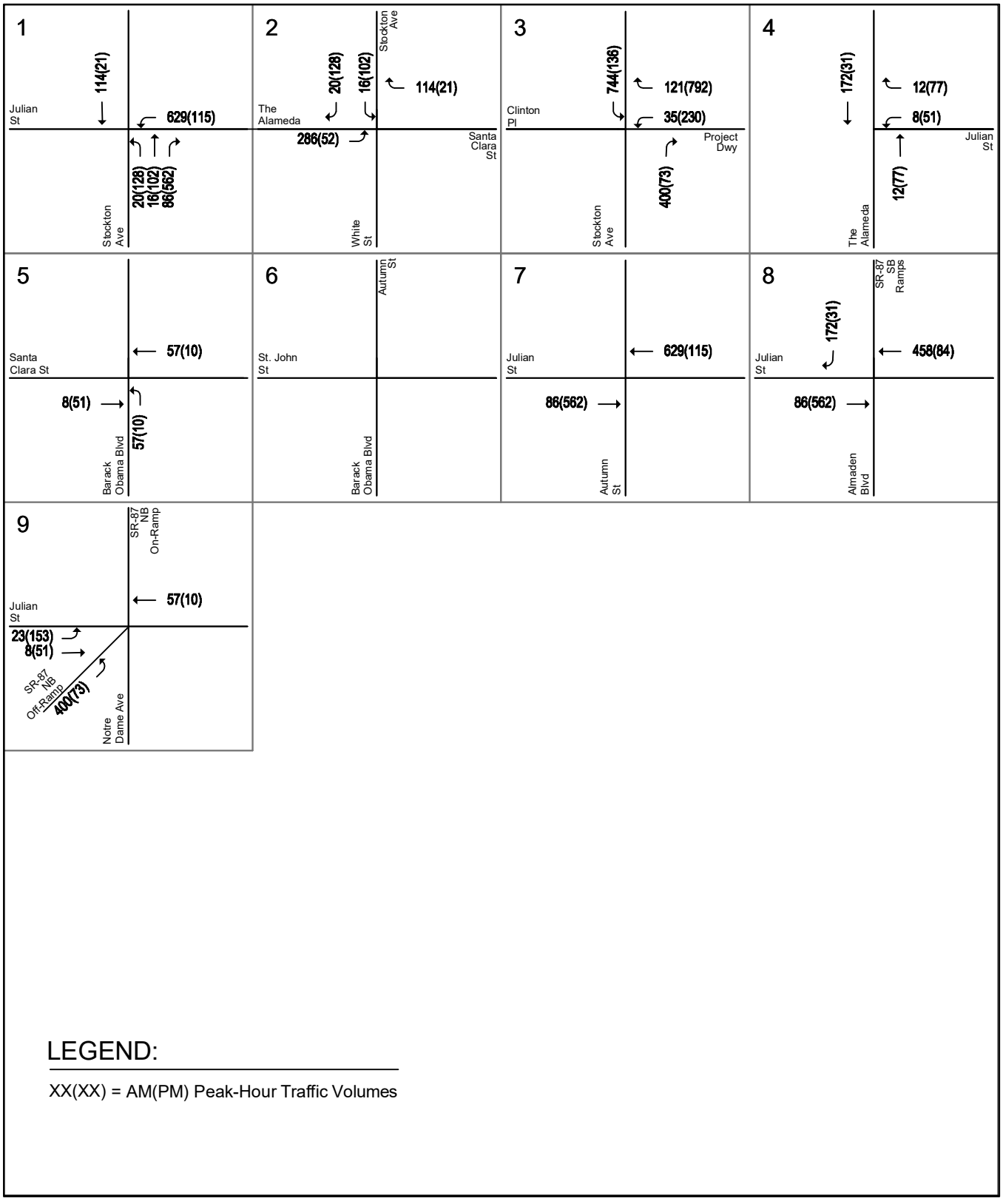
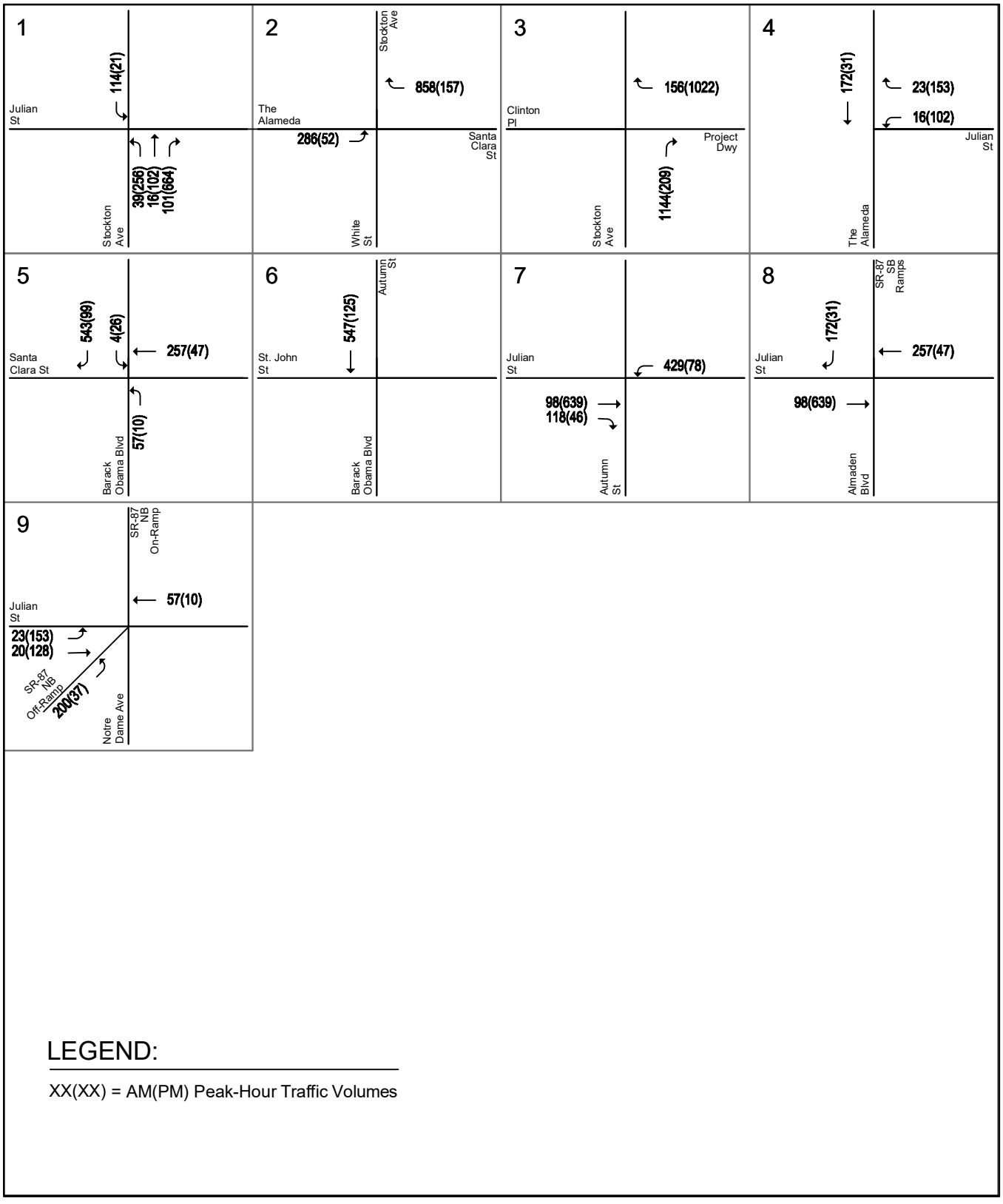


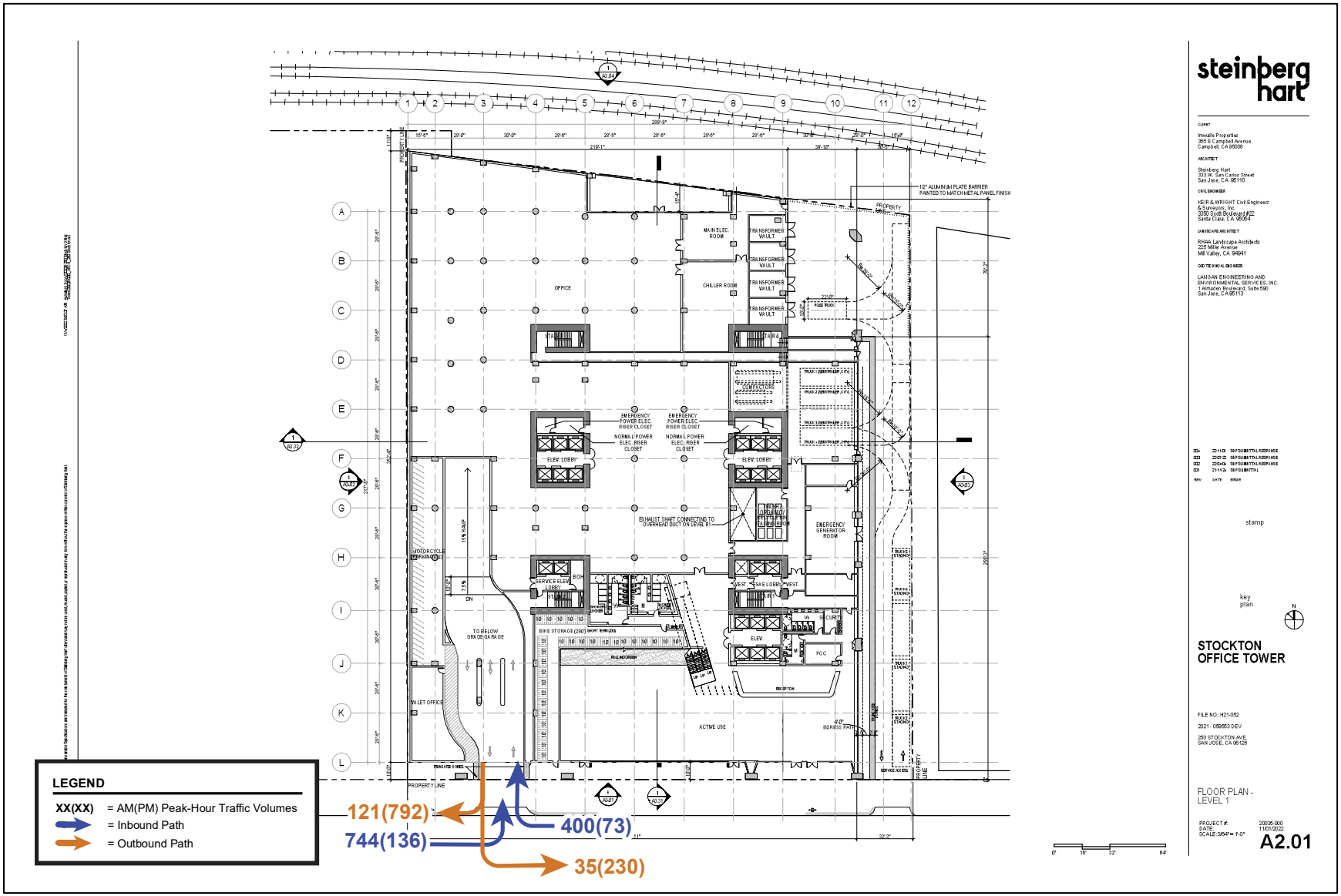
**Figure 5**
**Project Trip Assignment (Right-in/Right-out Limited Access at Project Driveway)**




LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 6**
**Ground-Level Site Plan and Trips at Project Driveway (Full Access)**



Based on the project site plan and observations in the field, vehicles exiting the proposed driveway would be able to see approaching northbound traffic at least 200 feet from the driveway. Drivers would have a clear view of southbound traffic approaching from the Stockton Avenue/Julian Street intersection located approximately 150 feet to the north. Vehicles performing right- or left-turns from Julian Street onto southbound Stockton Avenue would be traveling at speeds significantly less than the 30-mph speed limit. Assuming a speed of less than 25 mph, the 150-foot sight distance is adequate. There is no roadway curve on Stockton Avenue that would obstruct the vision of drivers exiting the project driveway. Therefore, it can be concluded that the project driveway would meet the AASHTO minimum stopping sight distance standards, and sight distance would be adequate at the project driveway.

**Recommendation:** Red curb equal to a minimum of one car length north and south of the proposed project garage driveway should be implemented to provide adequate sight distance.

## Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 1,144 inbound trips (during the AM peak hour) and 1,022 outbound trips (during the PM peak hour) would enter and exit the site at the project driveway. The estimated project trips at the project driveway are shown on Figure 6 (assuming full access) and Figure 7 (assuming limited access).

### Conflicting Left-turn Movements

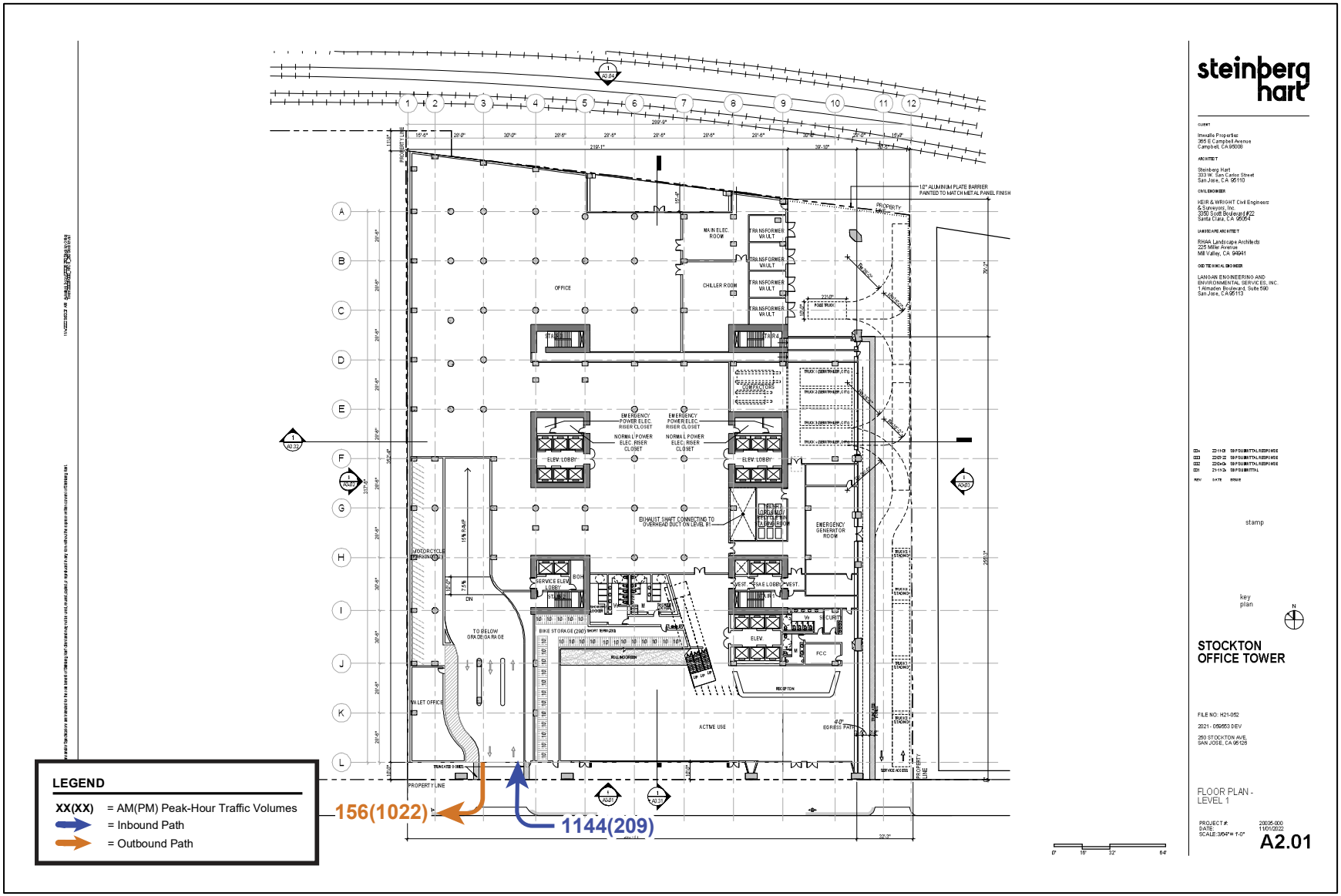
The proposed driveway would be located at the east approach of the Stockton Avenue and Clinton Place intersection. However, the proposed driveway would not be fully aligned with Clinton Place. Therefore, drivers at the eastbound and westbound approaches would not have a direct line of sight of each other.

### Limited Access During Peak-Hours

Access to the project driveway is constrained due to its proximity to the Stockton Avenue/Julian Street intersection, located only 150 feet north of the proposed driveway. There are currently no turn restrictions preventing left-turns from southbound Stockton Avenue into the project driveway. Based on the results of the intersection queueing analysis (presented later in the report), the queues for the northbound movement (through and right-turns) on Stockton Avenue already extend past Clinton Place during both peak-hours, and would continue to do so under background conditions. Since the northbound queue would extend past the proposed project driveway, inbound vehicles from southbound Stockton Avenue would form a left-turning queue. Based on the queueing analysis, the inbound left-turning queue on southbound Stockton Avenue would extend back to Julian Street during the AM peak-hour. Therefore, inbound project traffic would inhibit travel along southbound Stockton Avenue.

As described above, the estimated northbound queues extending back from the Stockton Avenue/Julian Street intersection will result in limited access to the proposed project driveway during peak-hours. Inbound employees of the proposed development likely will utilize alternative routes to avoid entering from southbound Stockton Avenue during the peak-hours, and would instead approach the site via northbound Stockton Avenue. Outbound employees likely will prefer to make right-turns from the project driveway to avoid waiting for a gap in the queue on southbound Stockton Avenue. Figures 4 and 5 show the resulting project trip assignment assuming full access and limited access at the project driveway, respectively.

**Figure 7**
**Ground-Level Site Plan and Trips at Project Driveway (Limited Access)**



**Recommendation**: Due to conflicting eastbound/westbound left-turn movements and queuing along Stockton Avenue, turn restrictions should be enforced at the Stockton Avenue/Clinton Place intersection to restrict turn-movements to and from the project driveway to right-turns only.

**Recommendation**: Alternatively, the City recommends that the proposed garage access driveway be moved to the proposed location of the service access driveway (along the southerly end of the project site). The single project driveway would serve all vehicular traffic accessing the site, including trucks and emergency vehicles.

**Security Gates**

Entry gates consisting of one entry lane, one exit lane, and one reversible lane are proposed at the parking entrance. Two entry lanes would provide ingress during the AM peak-hour, while two exit lanes would provide egress during the PM peak-hour. Based on the project trip generation, each of the two inbound gates will need to process vehicles at a minimum service rate of 10 vehicles per minute to avoid queueing during the AM peak-hour. During the PM peak-hour; the single inbound gate would need to process vehicles at a minimum rate of 4 vehicles per minute to avoid queueing.

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

The projected flow rate at each of the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. Therefore, storage space should be maximized to accommodate inbound queues, especially during the AM peak-hour. Inbound gates at parking garages in the Downtown area are typically required to be located a minimum of two car-lengths back from the project driveway sidewalks. The project site plan shows entry gates approximately 60 feet (or two car-lengths) from the sidewalk. Storage space for up to 3 vehicles is provided between the two entry gates and the frontage sidewalk.

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

**On-Street Passenger Loading Zone**

With the popularity of shared-ride transportation services, it is beneficial to provide a place for passengers to be picked up and dropped off. The site plan shows a 150-foot on-street timed passenger loading space along the project frontage on Stockton Avenue, directly in front of the front lobby and south of the parking garage driveway. The site plan indicates that the entire zone would be a passenger loading zone between 6AM and 10AM. Thereafter, on-street parking would be allowed between 10AM and 6PM. Additionally, a 19-foot passenger loading zone (24 hours) also is proposed north of the parking garage driveway. As noted in the sight distance discussion, however, it is recommended that red curb equal to approximately one car-length be installed north and south of the driveway.

**Recommendation**: The proposed passenger loading zone located north of the project's garage entrance driveway should be removed.

It should be noted, however, that Class IV protected bike lanes are planned to be installed along Stockton Avenue. Ultimately, the location of the passenger loading zone(s) along Stockton Avenue will be decided during the project's implementation phase.

## Vehicular On-Site Circulation

All parking levels would be connected via two-way ramps. Continuous drive aisles run throughout all parking levels. In general, the layout provides opportunities for circulating vehicles to loop around without requiring U-turns. There are no dead-end drive aisles proposed. A typical basement parking level is shown in Figure 8.

### Parking Garage Circulation/Attendant-Assisted Operations

The parking within the garage is proposed to be attendant assisted (valet parking). Attendant assisted parking is a hybrid model of self-parking and valet parking. Upon entry to the garage, drivers will be directed by parking attendants to self-park at a mechanical parking space. After a vehicle is parked, attendants will operate the mechanical parking lift to provide access to the remaining unoccupied spaces. Once all mechanical stalls within the garage are occupied, attendants will direct drivers to parallel park (self-park) along drive aisles. Keys to parallel-parked vehicles will be kept by attendants, so that these vehicles can be moved as necessary to retrieve another vehicle from an adjacent parking stall.

As discussed above, the garage entrance would need to process a minimum of 1,144 vehicles per hour (or approximately 19 to 20 vehicles per minute, on average) during the AM peak-hour to avoid creating an inbound queue. Drivers will need to be directed where to park as soon as they arrive, to prevent queueing back onto Stockton Avenue. Since drivers will self-park, no inbound queueing is expected within the parking garage during the AM peak-hour. Attendants, however, will need to continuously ensure that lifts are elevated once a stall is occupied so that another vehicle can park.

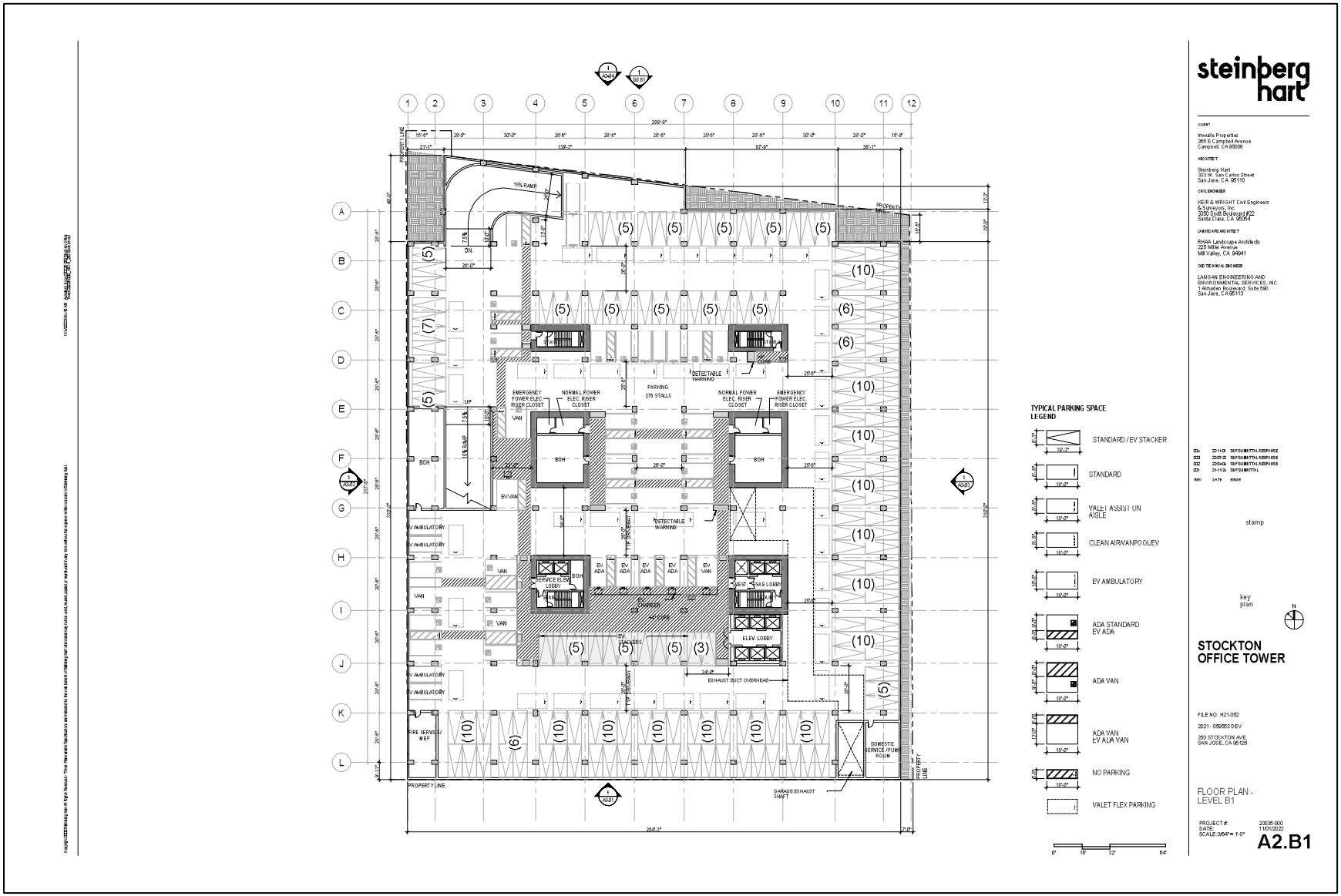
All drive aisles within the parking garage are shown to provide two-way access to 90-degree parking stalls. The drive aisles will meet the City's minimum width of 26 feet for two-way drive aisles with 90-degree parking along both sides. However, parallel parking spaces are proposed within some of the 26-foot drive aisles, thus creating an effective width of approximately 18 feet along most drive aisles when vehicles are parallel-parked. With parallel-parked vehicles, the drive aisles may not be wide enough to accommodate two-way traffic.

**Recommendation:** The project's parking consultant should work with the City to determine the necessary number of parking attendants that will be required during peak-hours. The parking consultant has estimated that approximately 8-10 parking attendants would be needed at each parking level (32-40 attendants total) during the AM and PM peak-hours. It should be noted that most vehicles will be self-parked and self-retrieved. Parking attendants will assist with moving aisle-parked vehicles and operating mechanical lifts.

**Recommendation:** The layout of the ramps require vehicles to make sharp turns at the top and base of each ramp. To maintain continuous two-way traffic between all parking levels and to provide adequate sight distance, parallel-parking should be prohibited near the vicinity of ramps.

**Recommendation:** Parking attendants should enforce one-way operations during times when drive aisles are occupied by parallel-parked vehicles.

**Figure 8**
**Basement Site Plan**



## Truck Site Access

A dedicated two-way driveway on Stockton Avenue will provide access to a service access road along the south project boundary. The driveway and access road are shown to be 20 feet wide on the project site plan. However, the access road would have an additional 7-foot clear space consisting of truncated domes and egress path, for a total travel width of 27 feet. A truck loading area would be located along the north side of the proposed access road, approximately 180 feet east of the proposed driveway.

Truck turning templates (Figures 9 and 10) show that local delivery trucks (SU-30 design vehicle) and semi-trailers (WB-40 design vehicle) will require a driveway with a minimum width of 26 feet to avoid mounting the street curb. It should be noted that trucks also will need to utilize a portion of the 7-foot clear space (truncated domes and egress path) of the drive aisle upon entering the driveway. Trucks will not conflict with the area designated as a pedestrian landscaped plaza.

The templates indicate that maneuvering SU-30 trucks into and out of the loading docks would be possible without conflicting with the property line/existing fence given the proposed drive aisle width, but would require multi-point turns and will be especially difficult if an adjacent loading dock is occupied. The site plan also indicates that the project intends to accommodate semi-trailers at the loading docks. As shown on Figure 10, however, WB-40 design vehicles cannot reverse into a loading dock if an adjacent dock is occupied. Even with a multi-point turn, WB-40 vehicles would not have sufficient space to maneuver out of the loading docks and will conflict with the property line/existing fence.

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.420), offices with 100,000 to 175,000 square feet of total gross floor area shall provide one loading space. One additional loading space shall be included for each one hundred thousand square feet of total gross floor area in excess of 175,000 square feet. The proposed development will have office uses up to 952,473 square feet. Therefore, the project would be required to provide a total of 9 off-street loading spaces. Per section 20.70.450 of the Downtown Zoning Regulations, the Planning Director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the Director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight. A total of four loading spaces are proposed to be provided. The project should coordinate with City staff to determine whether the proposed off-street loading spaces are sufficient.

All loading spaces should be designed to be no less than 10 feet wide, 30 feet long, and 15 feet high per the City code (20.90.420). The spaces are shown on the site plan to be only 8 feet wide, which is less than the 10-foot wide requirement per City code. Although the spaces would meet the minimum requirement for length (30 feet), vehicles longer than 30 feet (such as semi-trailers) would occupy space along the drive aisle, thus potentially restricting access to other loading docks

**Recommendation:** The access driveway will be required to be at least 26 feet wide to accommodate trucks.

**Recommendation:** SU-30 truck turning maneuvers into and out of the loading docks will be difficult, requiring multi-point turns. The access drive aisle should be wider than currently proposed to allow for easier maneuvering of trucks into and out of the loading docks.

**Recommendation:** The proposed drive aisle would not be wide enough to accommodate WB-40 truck turning maneuvers. The access drive aisle will need to be wider than currently proposed if the project intends to accommodate semitrailers at the loading docks.

**Figure 9**
**SU-30 Truck Turning Template**

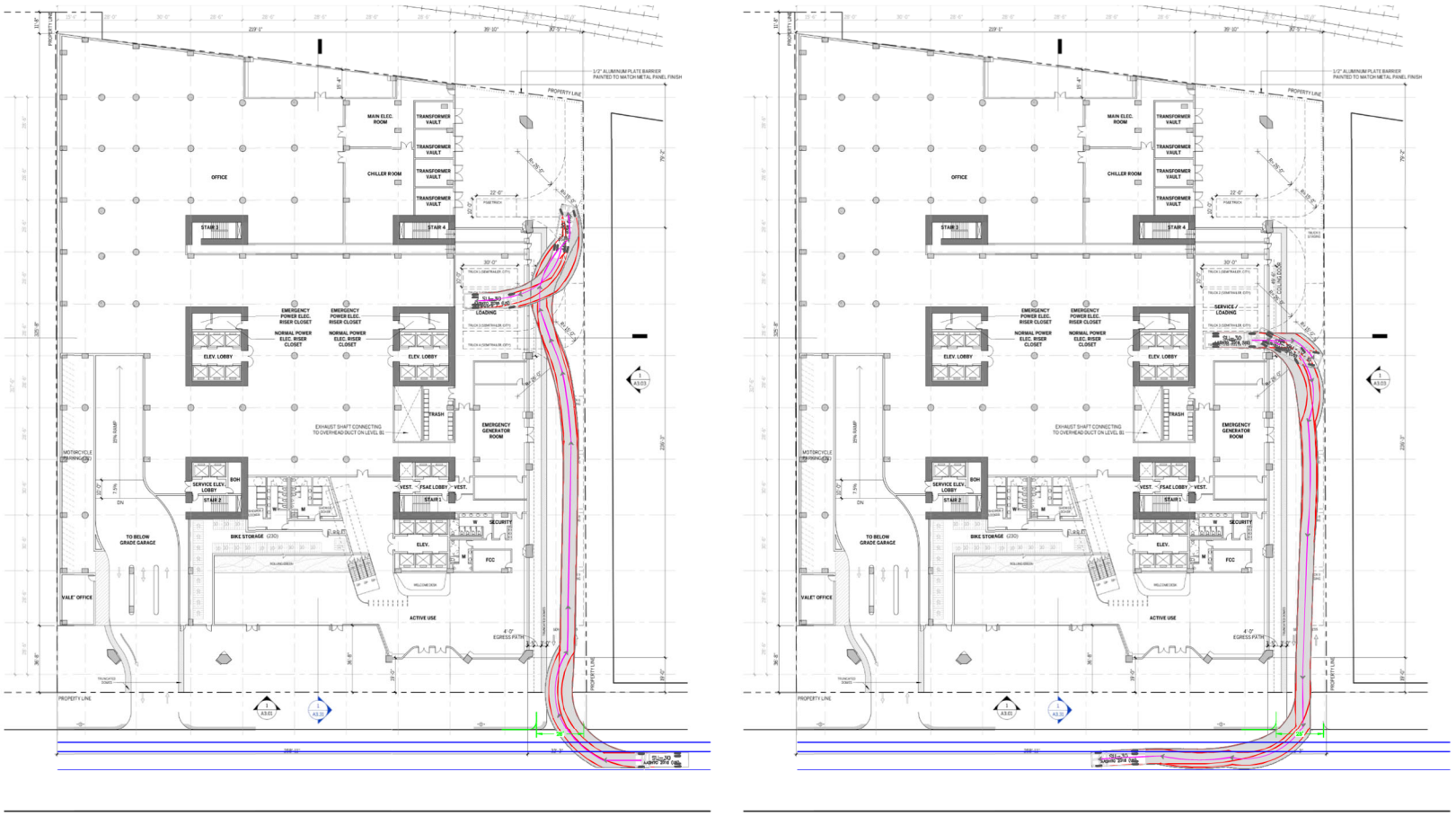
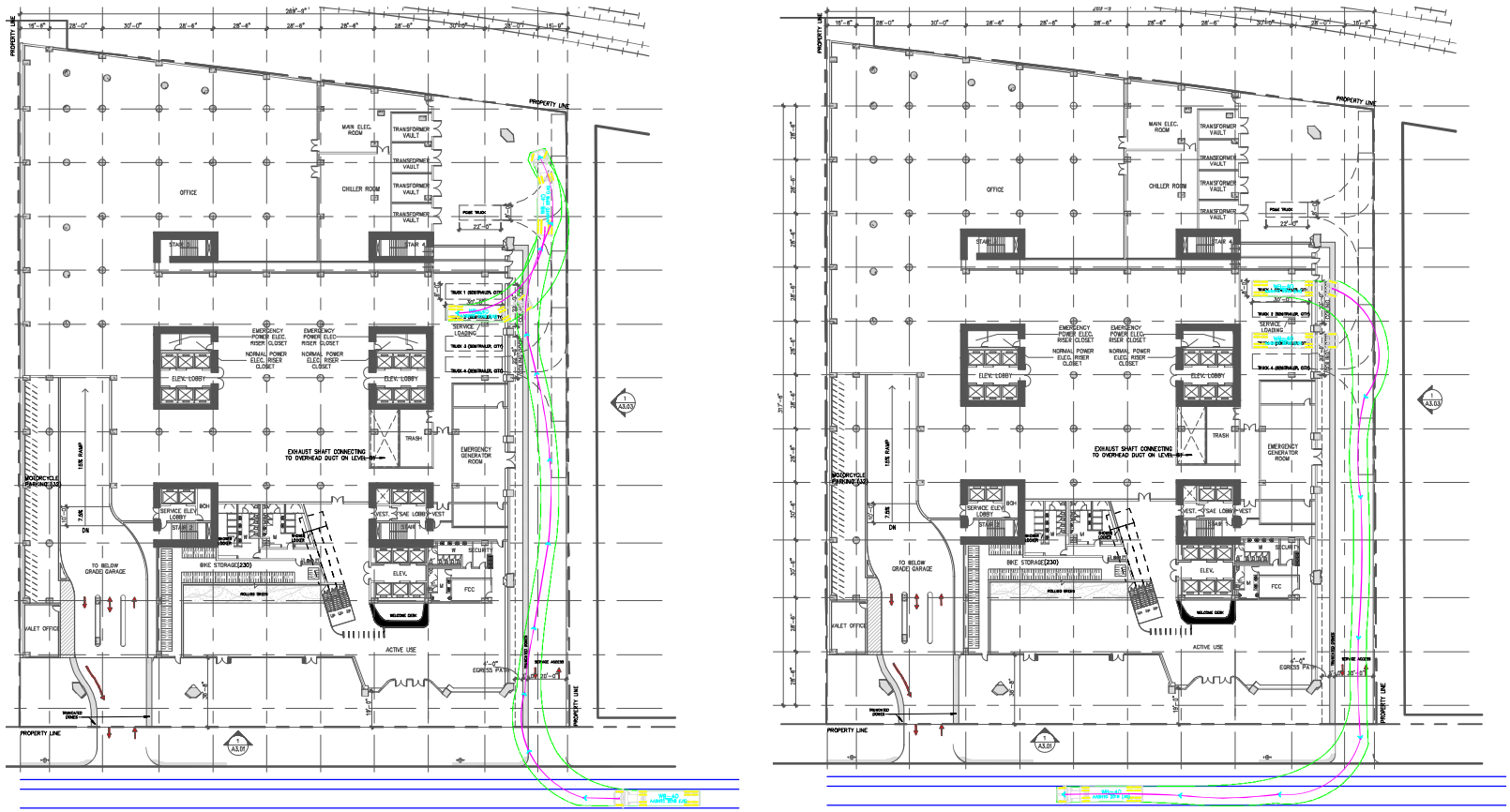


**Figure 10**
**WB-40 Truck Turning Template**



**Recommendation:** The project should consider relocating the loading docks to the northeast corner of the building (the current location of the transformer vaults), where there would be more space available for truck ingress and egress.

**Recommendation:** The project should coordinate with City staff to determine the number of off-street loading spaces the project will be required to provide.

**Recommendation:** The project should ensure that the dimensions of the loading spaces can fully accommodate the largest truck type proposed to utilize the loading spaces (shown to be a semi-trailer on the site plan).

**Waste Collection Access**

The site plan indicates a trash enclosure will be located at ground level, within the interior of the ground-floor. Waste bins will be wheeled out to the on-site loading docks. A front-loading garbage truck will pull forward into a designated high volume loading zone for trash loading, then reverse out of the loading dock onto the access drive aisle. The truck then exits onto Stockton Avenue.

**Recommendation:** The project should coordinate with City staff to determine the requirements necessary to accommodate municipal garbage collection vehicles, given restricted access due to a narrow access drive aisle.

**Emergency Vehicle Access**

The ground-floor parking level is proposed to have a vertical clearance of approximately 13 feet. Firetrucks will not have access to the interior of the parking garage. Additionally, the service access road would not provide adequate turnaround for firetrucks, based on the City Fire Department's adopted standards for fire lanes that are 20 feet wide and greater than 150 feet in length. The project, as proposed, would provide a hammerhead turnaround that does not meet the minimum 70-foot dimension of the City standards. Therefore, all emergency vehicles would only access the site via the Stockton Avenue frontage.

**Recommendation:** Adequate emergency vehicle access will not be provided around the building. The applicant must have the proposed plan reviewed by the City Fire Department to ensure that access is provided to their satisfaction.

## Pedestrian and Bicycle Access and Circulation

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

### Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 11, there are many designated Downtown Pedestrian Network Streets (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless

network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontage along Stockton Avenue. The project proposes to widen the project frontage sidewalk to a width of approximately 21 feet wide. The proposed width would exceed the minimum 10-foot width for local roadways (such as Stockton Avenue), as recommended in the City's *Complete Streets Design Standards and Guidelines*. Additionally, the project proposes a setback of at least 20 feet wide between the frontage sidewalk and the proposed new building, providing space for a landscaped plaza fronting the ground-floor active-use space.

Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. However, the following should be noted:

- At the signalized intersection of Stockton Avenue and Julian Street, marked crosswalks are located along the west, north, and east legs of the intersection. There is no crosswalk across the south leg.
- There is no continuous sidewalk provided along the southern (eastbound) side of Julian Street between Stockton Avenue and Montgomery Street. A continuous walkway is provided along the northern (westbound) side, however users must utilize stairs at the below-grade crossing and no ramps are provided. Therefore, there are no ADA-compliant pedestrian routes along Julian Street between Stockton Avenue and Montgomery Street.

ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Autumn Street and Julian Street – northwest and southwest corners
- Montgomery Street and Julian Street – northwest, northeast, and southeast corners

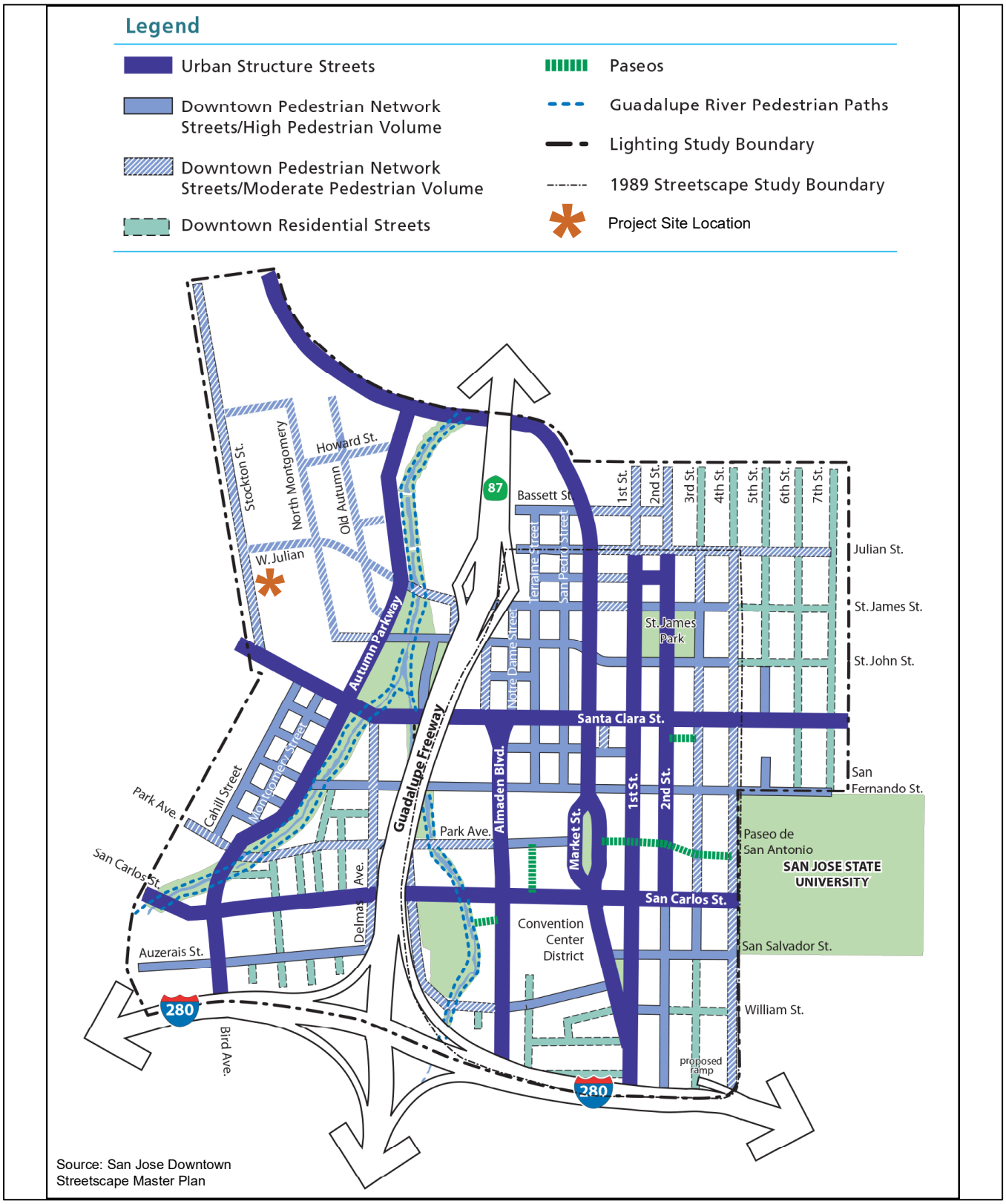
### Bicycle Circulation

The project is located adjacent to existing Class II bicycle facilities (striped bike lanes) along Stockton Avenue. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Santa Clara Street, located approximately 1,700 feet east of the project site.

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share stations are located less than 900 feet from the project site along the north side of The Alameda, just west of Stockton Avenue, and along the northwest corner of the Julian Street and Morrison Avenue intersection. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

**Figure 11**
**Downtown Pedestrian Street Network**




Source: San Jose Downtown Streetscape Master Plan

**Project Pedestrian and Bicycle Facility Improvements**

The City will require that the project construct and implement the following pedestrian and bicycle improvements:

- At the intersection of Stockton Avenue and Julian Street intersection, the project will be required to implement 8-phase signal operations and install a new crosswalk along the south leg of the intersection. A new pedestrian signal head and curb ramp will be installed at the southwest corner of the intersection, as well as striping changes for the eastbound and westbound Julian Street approaches.

The City will require that the project contribute towards the cost of construction/implementation of the following pedestrian and bicycle improvements (draft plan line alternatives shown on Figures 12 and 13):

- The project will be required to provide a monetary contribution towards implementation of a Class IV protected bike lane on Stockton Avenue along the project frontage per the San Jose Better Bike Plan 2025. The contribution would be approximately $144 per linear foot of project frontage.
- The project will be required to provide a monetary contribution for the implementation of a future mid-block enhanced pedestrian crossing with bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) on Stockton Avenue. The contribution would be approximately $80,000.

## Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The project site is located less than 1,800 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, the Mountain View–Winchester LRT line, and commuter rail lines (Caltrain, ACE, and Amtrak services) are provided within the Diridon Transit Center.

The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 700 feet walking distance from the project site, and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 1,000 feet walking distance from the project site, are served by Rapid Route 522.

### Diridon Station Area Plan (DSAP)

The project site is located within the *Diridon Station Area Plan* boundary, as shown on Figure 1. In 2014, the City adopted the Diridon Station Area Plan (2014 Plan) to guide development in an approximately 250-acre area around Diridon Station. The 2014 Plan envisioned the transformation of the station area into a mixed-use urban neighborhood anchored by a major transportation hub and the SAP Center. In 2021, the Plan was amended to reflect the City's goals of advancing equity as development and investment occurs in the area. Major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility.

**Figure 12**
**Draft Plan Line of Bicycle and Pedestrian Facility Improvements along Stockton Avenue**

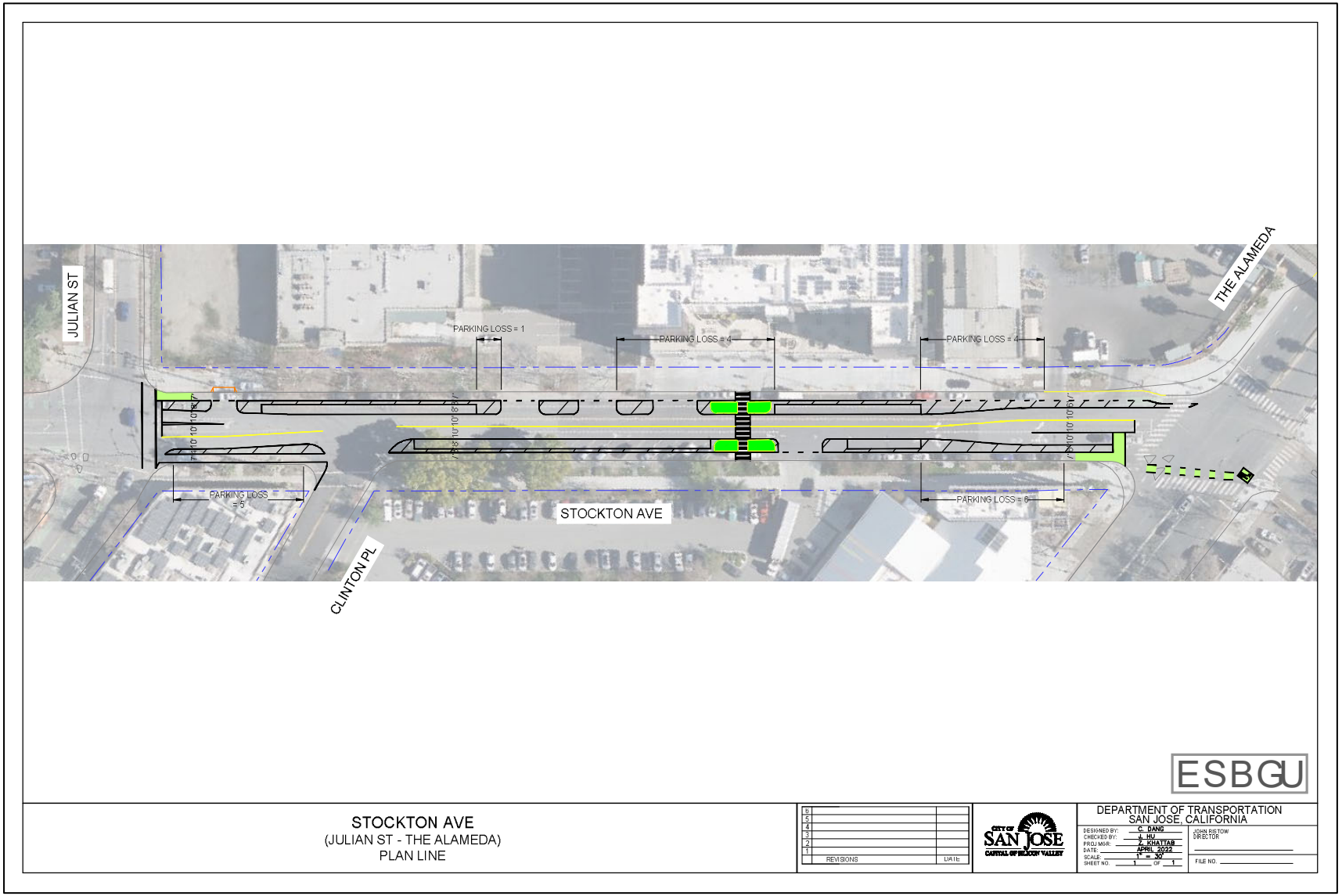
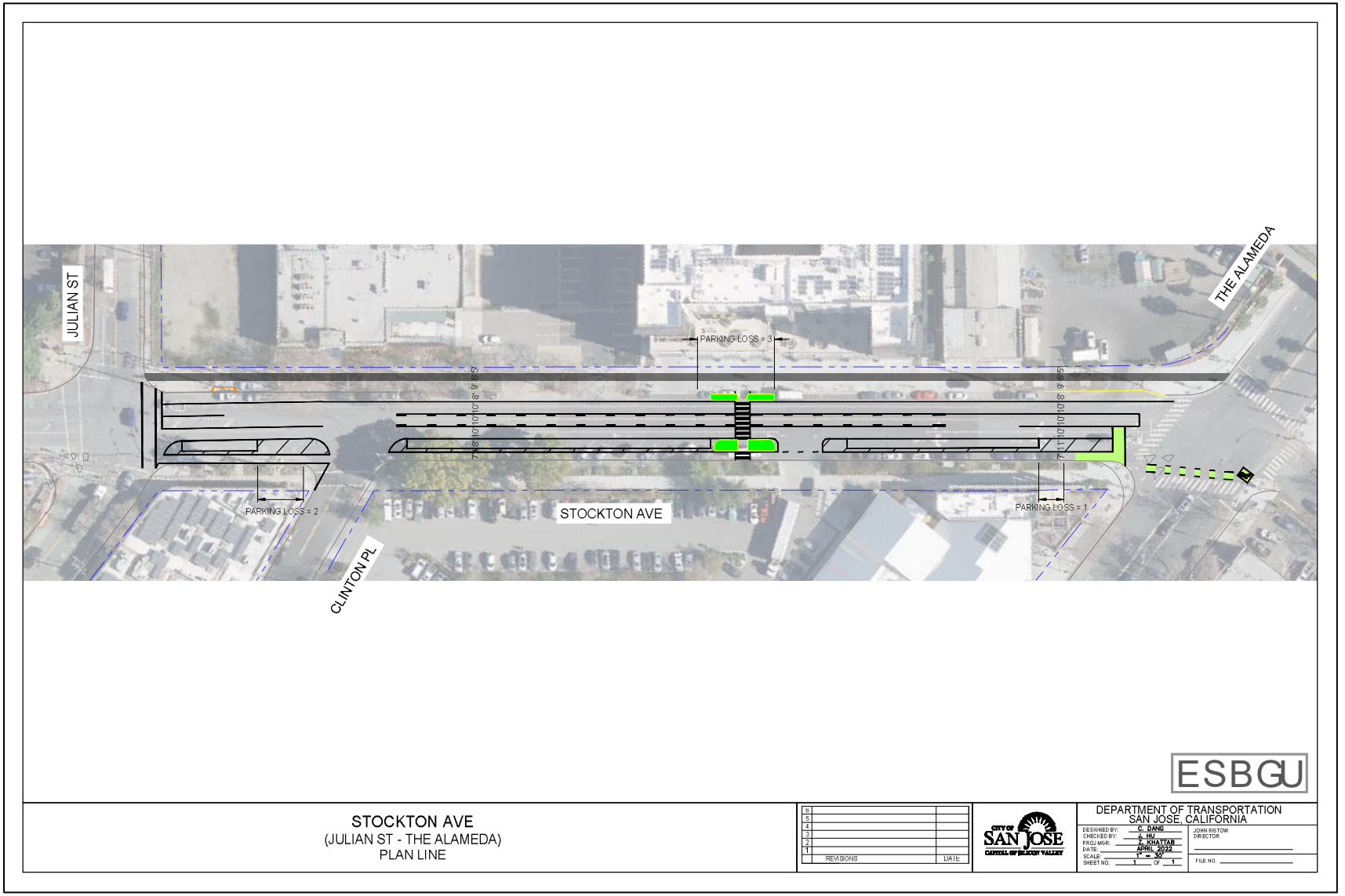


**Figure 13**
**Draft Plan Line of Bicycle and Pedestrian Facility Improvements along Stockton Avenue**



## Diridon Integrated Station Concept Plan (DISC)

Diridon Station is the most significant component of the area's transportation system. The Diridon Integrated Station Concept Plan (Concept Plan) is the design effort for a new and expanded station developed by partner agencies which include the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC). The partner agencies have developed a Concept Layout that provides a vision regarding functionality and layout of the proposed new station. The following elements of the Concept Layout have been adopted by the City Council:

- Elevated Station Platforms
- Station Entrances at Santa Clara Street and San Fernando Street
- Existing Track Approaches into the Future Station

The Concept Layout, as proposed, would require acquisition of land surrounding the station to accommodate expanded future rail services. The proposed project site, located directly adjacent to the existing rail corridor, would conflict with the DISC Conceptual Transit Boundary Line. Impacts to the DISC footprint include viaduct structures, tracks, foundations, and temporary construction easements along the northern track approach.

## California High-Speed Rail (CAHSR)

The project site also would conflict with the following elements of the planned alignment of the California High-Speed Rail:

- Displaces parking
- Displaces viaduct column/bents, foundations, ATC, utilities, and stairs
- Locates stormwater filtration and dog run on rail corridor right-of-way

Due to conflicts with the DISC layout and CAHSR alignment, the proposed development may be subject to future eminent domain for rail.

## Bay Area Rapid Transit (BART) Phase II Project

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

The Diridon BART Station would be located in the area of the Diridon Transit Center. The Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Transit Center (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Transit Center along Cahill Street.

Access to the Diridon BART Station would be provided from Santa Clara Street at Cahill Street (less than 1,000 feet walking distance from the project site) and Autumn Street from the north. Access from the south would be provided via San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center

# Parking

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

## Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 square feet of office use. The proposed project would consist of up to 952,473 square feet of office space. Using a floor area ratio of 0.85, the office use is calculated to contain 809,602 s.f. square feet of floor area. Based on the City's off-street parking requirements, the office project would be required to provide a total of 2,024 off-street parking spaces before any reductions.

**Reduction in Required Off-Street Parking Spaces**

**Reduction Due to Location near Transit and Bicycle Parking (20.90.220.A.1)**

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required. For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and
2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is located less than 2,000 feet from the Diridon Transit Center. Additionally, as described later in the Bicycle Parking section, bicycle parking as proposed by the project will meet City Bicycle Parking requirements per Table 20-90. Therefore, the project will conform to Code 20.90.220.A.1 Subsections A and B and will be granted a 20 percent parking reduction in required off-street parking.

The project site plan indicates a total of 1,582 on-site vehicle parking spaces. This equates to an approximately 21.8% reduction from the baseline required number of off-street vehicle parking spaces. Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain an additional 1.8% reduction allowed under Code 20.90.220.A. The project will be required to submit and have approved a Transportation Demand Management (TDM) plan.

**ADA Compliance**

Per the 2016 California Building Code (CBC) Table 11B-208.2, the project is required to provide 20 ADA accessible spaces plus 1 space for each 100 spaces over 1,000 spaces. The proposed 1,582 on-site spaces equates to a total of 26 required accessible spaces. Of the required accessible parking

spaces, 5 van-accessible spaces are required. The site plan indicates 24 standard accessible spaces and 6 van-accessible spaces located at Level B1. Therefore, the proposed accessible spaces would meet ADA parking requirements.

It should be noted that although a majority of accessible spaces are shown to be within 100 feet walking distance of elevators, some accessible spaces are up to 200 feet away from the nearest elevator. Additionally, the marked pedestrian routes between some of the accessible spaces and elevator lobbies require users to cross multiple drive aisles.

**Electric Vehicle (EV) Charging**

Based on City Code 24.10.200 (Table 4.106.4.3.1), non-residential developments which provide on-site parking must include a minimum of 40% EV Capable spaces and 10% EVSE spaces. The project proposes a total of 148 EVSE spaces, or approximately 9.4% of total on-site spaces. Excluding 174 parallel parking spaces (where EV equipment cannot be installed), the proposed EVSE spaces would account for 10.5% of on-site spaces.

**Recommendation:** The project should work with the City to determine if the proposed number of EVSE spaces would meet City/CalGreen requirements for Day 1 operations.

## Bicycle Parking

Based on the project's downtown location, it is likely that employees of the proposed office use will be able to live in close proximity to the site or will be able to quickly access transit to reach their place of residence. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Thus, the proposed office project is required to provide a total of 203 bicycle parking spaces: 163 short-term bicycle parking spaces and 40 long-term bicycle parking spaces to meet the City standards.

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

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

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

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

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

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

The project would provide a total of 290 bicycle parking spaces within a bicycle storage room, consisting of 230 short-term parking spaces and 60 long-term parking spaces. Shower facilities and lockers also would be provided adjacent to the bicycle storage room. Direct access to the storage room

is provided along Stockton Avenue via an entryway at the front plaza. Additional access is provided within the entry lobby.

## Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections, shown on Table 2. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95$^{th}$ percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 2. Project conditions are evaluated assuming full access and limited access (right-in and right-out only) at the project driveway.

### Stockton Avenue and Julian Street

#### Northbound Left-turn

The queuing analysis shows that the northbound left-turn movement at the Stockton Avenue and Julian Street intersection would fill the existing storage capacity of 75 feet (approximately 3 vehicles) during the AM and PM peak hours under background conditions.

Assuming a full-access project driveway, the addition of project traffic would lengthen the PM peak-hour queue to a total of 200 feet (8 vehicles). Assuming a limited-access project driveway, the addition of project traffic would lengthen the PM peak-hour queue to a total of 325 feet (13 vehicles).

The northbound left-turn lane could be extended by an additional 75 feet south to the adjacent upstream intersection (Stockton Avenue/Clinton Place) to provide a total storage length of 150 feet. However, the projected peak-hour queues would still exceed the left-turn storage.

## Table 2
## Intersection Queueing Analysis Summary

| Measurement | Stockton/ Julian | | | | | | | | Stockton (White)/ The Alameda (Santa Clara) | | | | Autumn/ Julian | | Notre Dame (SR-87 NB Ramps)/Julian | | Stockton/ Clinton (Project Dwy) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WBL/T AM | WBL/T PM | NBL AM | NBL PM | NBT/R AM | NBT/R PM | SBL AM | SBL PM | SBL/T/R AM | SBL/T/R PM | EBL AM | EBL PM | WBL AM | WBL PM | EBL AM | EBL PM | SBL/T/R AM | SBL/T/R PM |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 120 | 120 | 120 | 120 | 56 | 56 | 120 | 120 | | |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | | |
| Volume (vph) | 153 | 220 | 26 | 31 | 419 | 312 | 117 | 221 | 149 | 469 | 175 | 150 | 42 | 74 | 79 | 111 | | |
| Volume (vphpl ) | 153 | 220 | 26 | 31 | 419 | 312 | 117 | 221 | 75 | 235 | 175 | 150 | 42 | 74 | 40 | 56 | | |
| Avg. Queue (veh/ln.) | 4 | 6 | 1 | 1 | 11 | 8 | 3 | 6 | 2 | 8 | 6 | 5 | 1 | 1 | 1 | 2 | | |
| Avg. Queue[2] (ft./ln) | 101 | 145 | 17 | 20 | 276 | 206 | 77 | 146 | 62 | 195 | 146 | 125 | 16 | 29 | 33 | 46 | | |
| 95th %. Queue (veh/ln.) | 8 | 10 | 2 | 3 | 17 | 13 | 6 | 10 | 5 | 13 | 10 | 9 | 2 | 3 | 3 | 4 | | |
| 95th %. Queue (ft./ln) | 200 | 250 | 50 | 75 | 425 | 325 | 150 | 250 | 125 | 325 | 250 | 225 | 50 | 75 | 75 | 100 | | |
| Storage (ft./ ln.) | 850 | 850 | 75 | 75 | 150 | 150 | 475 | 475 | 250 | 250 | 150 | 150 | 125 | 125 | 425 | 425 | | |
| Adequate (Y/N) | YES | YES | YES | YES | NO | NO | YES | YES | YES | NO | NO | NO | YES | YES | YES | YES | | |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 120 | 120 | 120 | 120 | 56 | 56 | 120 | 120 | | |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | | |
| Volume (vph) | 169 | 264 | 32 | 37 | 454 | 347 | 117 | 221 | 211 | 712 | 201 | 175 | 42 | 76 | 80 | 124 | | |
| Volume (vphpl ) | 169 | 264 | 32 | 37 | 454 | 347 | 117 | 221 | 106 | 356 | 201 | 175 | 42 | 76 | 40 | 62 | | |
| Avg. Queue (veh/ln.) | 4 | 7 | 1 | 1 | 12 | 9 | 3 | 6 | 4 | 12 | 7 | 6 | 1 | 1 | 1 | 2 | | |
| Avg. Queue[2] (ft./ln) | 111 | 174 | 21 | 24 | 300 | 229 | 77 | 146 | 88 | 297 | 168 | 146 | 16 | 30 | 33 | 52 | | |
| 95th %. Queue (veh/ln.) | 8 | 12 | 3 | 3 | 18 | 14 | 6 | 10 | 7 | 18 | 11 | 10 | 2 | 3 | 3 | 5 | | |
| 95th %. Queue (ft./ln) | 200 | 300 | 75 | 75 | 450 | 350 | 150 | 250 | 175 | 450 | 275 | 250 | 50 | 75 | 75 | 125 | | |
| Storage (ft./ ln.) | 850 | 850 | 75 | 75 | 150 | 150 | 475 | 475 | 250 | 250 | 150 | 150 | 125 | 125 | 425 | 425 | | |
| Adequate (Y/N) | YES | YES | YES | YES | NO | NO | YES | YES | YES | NO | NO | NO | YES | YES | YES | YES | | |
| ***Background Plus Project Conditions (Full Access Driveway)*** | | | | | | | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 120 | 120 | 120 | 120 | 56 | 56 | 120 | 120 | 25.7 | 8.3 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| Volume (vph) | 798 | 379 | 52 | 165 | 556 | 1011 | 117 | 221 | 247 | 942 | 487 | 227 | 42 | 76 | 103 | 277 | 931 | 574 |
| Volume (vphpl ) | 798 | 379 | 52 | 165 | 556 | 1011 | 117 | 221 | 124 | 471 | 487 | 227 | 42 | 76 | 52 | 139 | 931 | 574 |
| Avg. Queue (veh/ln.) | 21 | 10 | 1 | 4 | 15 | 27 | 3 | 6 | 4 | 16 | 16 | 8 | 1 | 1 | 2 | 5 | 7 | 1 |
| Avg. Queue[2] (ft./ln) | 526 | 250 | 34 | 109 | 367 | 667 | 77 | 146 | 103 | 393 | 406 | 189 | 16 | 30 | 43 | 115 | 166 | 33 |
| 95th %. Queue (veh/ln.) | 29 | 15 | 4 | 8 | 21 | 35 | 6 | 10 | 8 | 22 | 23 | 12 | 2 | 3 | 4 | 8 | 11 | 3 |
| 95th %. Queue (ft./ln) | 725 | 375 | 100 | 200 | 525 | 875 | 150 | 250 | 200 | 550 | 575 | 300 | 50 | 75 | 100 | 200 | 275 | 75 |
| Storage (ft./ ln.) | 850 | 850 | 75 | 75 | 150 | 150 | 475 | 475 | 250 | 250 | 150 | 150 | 125 | 125 | 425 | 425 | 150 | 150 |
| Adequate (Y/N) | YES | YES | NO | NO | NO | NO | YES | YES | YES | NO | NO | NO | YES | YES | YES | YES | NO | YES |
| ***Background Plus Project Conditions (With Driveway Restrictions)*** | | | | | | | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 120 | 120 | 120 | 120 | 56 | 56 | 120 | 120 | | |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | | |
| Volume (vph) | 169 | 264 | 71 | 293 | 571 | 1113 | 231 | 242 | 211 | 712 | 487 | 227 | 471 | 154 | 103 | 277 | | |
| Volume (vphpl ) | 169 | 264 | 71 | 293 | 571 | 1113 | 231 | 242 | 106 | 356 | 487 | 227 | 471 | 154 | 52 | 139 | | |
| Avg. Queue (veh/ln.) | 4 | 7 | 2 | 8 | 15 | 29 | 6 | 6 | 4 | 12 | 16 | 8 | 7 | 2 | 2 | 5 | | |
| Avg. Queue[2] (ft./ln) | 111 | 174 | 47 | 193 | 377 | 734 | 152 | 160 | 88 | 297 | 406 | 189 | 183 | 60 | 43 | 115 | | |
| 95th %. Queue (veh/ln.) | 8 | 12 | 4 | 13 | 22 | 39 | 10 | 11 | 7 | 18 | 23 | 12 | 12 | 5 | 4 | 8 | | |
| 95th %. Queue (ft./ln) | 200 | 300 | 100 | 325 | 550 | 975 | 250 | 275 | 175 | 450 | 575 | 300 | 300 | 125 | 100 | 200 | | |
| Storage (ft./ ln.) | 850 | 850 | 75 | 75 | 150 | 150 | 475 | 475 | 250 | 250 | 150 | 150 | 125 | 125 | 425 | 425 | | |
| Adequate (Y/N) | YES | YES | NO | NO | NO | NO | YES | YES | YES | NO | NO | NO | NO | YES | YES | YES | | |

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

**Northbound Through- and Right-turn**

The queuing analysis shows that the shared northbound through- and right-turn movement at the Stockton Avenue and Julian Street intersection currently extends past Clinton Place during the AM and PM peak hours and would continue to do so under background conditions. Under background conditions, the queue would extend 450 feet (18 vehicles) and 350 feet (14 vehicles) back during the AM and PM peak hours, respectively.

Assuming a full-access project driveway, the addition of project traffic would lengthen the AM and PM peak-hour queues to a total of 525 feet (21 vehicles) and 875 feet (35 vehicles), respectively. Assuming a limited-access project driveway, the addition of project traffic would lengthen the AM and PM peak-hour queues to a total of 550 feet (22 vehicles) and 975 feet (39 vehicles), respectively.

The projected northbound queues would extend past the proposed project driveway at Clinton Place. A discussion of operations at the project driveway is provided above.

## Stockton Avenue (White Street) and The Alameda (Santa Clara Street)

**Southbound Left-, Through- and Right-turn**

The queuing analysis shows that the southbound movement at the Stockton Avenue and The Alameda intersection currently exceeds the existing storage capacity during the PM peak hour and would continue to do so under background conditions. Under background conditions, the PM peak-hour queues (2 lanes) would extend 450 feet (18 vehicles) back from the intersection.

Assuming a full-access project driveway, the addition of project traffic would lengthen the PM peak-hour queues to a total of 550 feet (22 vehicles) in each lane. Assuming a limited-access project driveway, the addition of project traffic would not lengthen the PM peak-hour queues. Providing additional storage space would require removal of existing bike lanes and on-street parking spaces along southbound Stockton Avenue.

**Eastbound Left-turn**

The queuing analysis shows that the eastbound left-turn movement at the Stockton Avenue and The Alameda intersection already exceeds the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. Under background conditions, the queue would extend 275 feet (11 vehicles) and 250 feet (10 vehicles) back during the AM and PM peak hours, respectively.

The addition of project traffic would lengthen the AM and PM peak-hour queues to a total of 575 feet (23 vehicles) and 300 feet (12 vehicles), respectively. Extending the eastbound left-turn pocket would require removal of a median island and pedestrian crosswalks.

## Stockton Avenue and Clinton Place (Project Driveway)

The queuing analysis shows that the southbound left-turning queue into the proposed project driveway could extend up to 275 feet (11 vehicles) during the AM peak-hour. The projected queue would extend past the upstream intersection (Stockton Avenue/Julian Street). Providing a southbound left-turn pocket would not be feasible without removing existing bike lane along Stockton Avenue. Additionally, only up to 150 feet of storage space would be provided due to the proximity of Clinton Place and Julian Street. A discussion of operations at the project driveway is provided above.

# Conclusions

The office development is proposed to consist of 952,473 square feet (s.f.) of office space (gross floor area) within a 1,384,290 gross s.f. building (including below-ground parking square footage). Vehicular access to a 1,582-space four-level underground parking garage would be provided via a proposed two-way driveway located at the intersection of Stockton Avenue and Clinton Place. A separate driveway on Stockton Avenue would provide access to on-site loading docks.

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

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

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

## Recommendations

- Red curb equal to a minimum of one car length north and south of the proposed project garage driveway should be implemented to provide adequate sight distance.
- Due to conflicting eastbound/westbound left-turn movements and queuing along Stockton Avenue, turn restrictions should be enforced at the Stockton Avenue/Clinton Place intersection to restrict turn-movements to and from the project driveway to right-turns only.
- Alternatively, the City recommends that the proposed garage access driveway be moved to the proposed location of the service access driveway (along the southerly end of the project site). The single project driveway would serve all vehicular traffic accessing the site, including trucks and emergency vehicles.
- Based on the projected inbound vehicular demand, operations at the parking garage entry gates should be required to utilize transponder-style devices to serve the maximum number of peak-hour inbound trips (AM peak-hour).
- The proposed passenger loading zone located north of the project's garage entrance driveway should be removed.
- The project's parking consultant should work with the City to determine the necessary number of parking attendants that will be required during peak-hours. The parking consultant has estimated that approximately 8-10 parking attendants would be needed at each parking level (32-40 attendants total) during the AM and PM peak-hours. It should be noted that most vehicles will be self-parked and self-retrieved. Parking attendants will assist with moving aisle-parked vehicles and operating mechanical lifts.
- The layout of the ramps require vehicles to make sharp turns at the top and base of each ramp. To maintain continuous two-way traffic between all parking levels and to provide adequate sight distance, parallel-parking should be prohibited near the vicinity of ramps.
- Parking attendants should enforce one-way operations during times when drive aisles are occupied by parallel-parked vehicles.

- The access driveway will be required to be at least 26 feet wide to accommodate trucks.
- SU-30 truck turning maneuvers into and out of the loading docks will be difficult, requiring multi-point turns. The access drive aisle should be wider than currently proposed to allow for easier maneuvering of trucks into and out of the loading docks.
- The proposed drive aisle would not be wide enough to accommodate WB-40 truck turning maneuvers. The access drive aisle will need to be wider than currently proposed if the project intends to accommodate semitrailers at the loading docks.
- The project should consider relocating the loading docks to the northeast corner of the building (the current location of the transformer vaults), where there would be more space available for truck ingress and egress.
- The project should coordinate with City staff to determine the number of off-street loading spaces the project will be required to provide.
- The project should ensure that the dimensions of the loading spaces can fully accommodate the largest truck type proposed to utilize the loading spaces (shown to be a semi-trailer on the site plan).
- Adequate emergency vehicle access will not be provided around the building. The applicant must have the proposed plan reviewed by the City Fire Department to ensure that access is provided to their satisfaction.
- The project should coordinate with City staff to determine the requirements necessary to accommodate municipal garbage collection vehicles, given restricted access due to a narrow access drive aisle.
- The City will require that the project construct and implement the following pedestrian and bicycle improvements:
    - At the intersection of Stockton Avenue and Julian Street intersection, the project will be required to implement 8-phase signal operations and install a new crosswalk along the south leg of the intersection. A new pedestrian signal head and curb ramp will be installed at the southwest corner of the intersection, as well as striping changes for the eastbound and westbound Julian Street approaches.
- The City will require that the project contribute towards the cost of construction/implementation of the following pedestrian and bicycle improvements:
    - The project will be required to provide a monetary contribution towards implementation of a Class IV protected bike lane on Stockton Avenue along the project frontage per the San Jose Better Bike Plan 2025. The contribution would be approximately $144 per linear foot of project frontage.
    - The project will be required to provide a monetary contribution for the implementation of a future mid-block enhanced pedestrian crossing with bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) on Stockton Avenue. The contribution would be approximately $80,000.
- Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain an additional 1.8% reduction allowed under Code 20.90.220.A. The project will be required to submit and have approved a Transportation Demand Management (TDM) plan.
- The project should work with the City to determine if the proposed number of EVSE spaces would meet City/CalGreen requirements for Day 1 operations.

# 250 Stockton Mixed-Use Development LTA

# Technical Appendices

November 18, 2022

# Appendix A

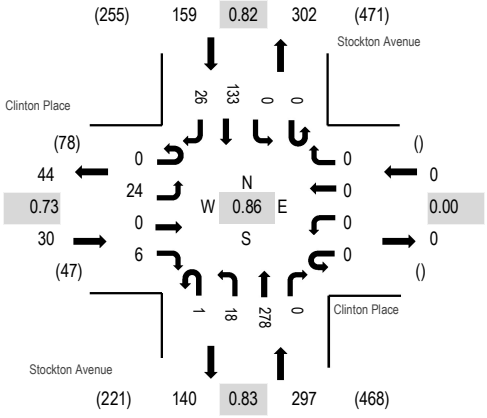
## Turning Movement Counts

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

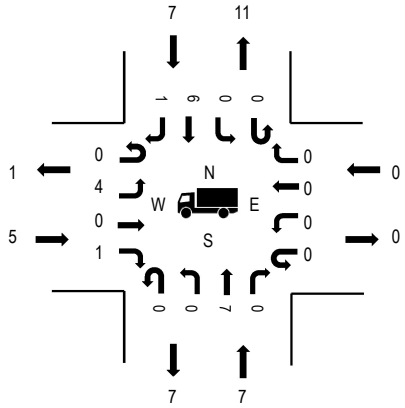
**Location:** 1 Stockton Avenue & Clinton Place AM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 07:50 AM - 08:50 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour

### Motorized Vehicles



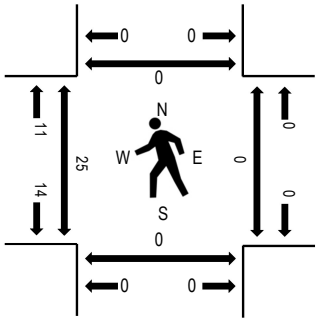

### Heavy Vehicles



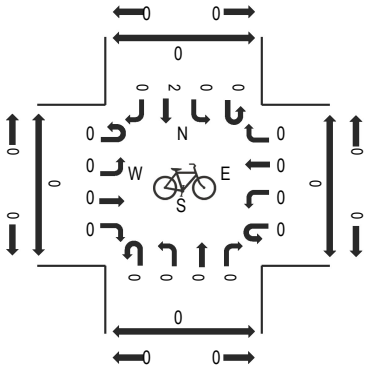

| | HV% | PHF |
|---|---|---|
| EB | 16.7% | 0.73 |
| WB | 0.0% | 0.00 |
| NB | 2.4% | 0.83 |
| SB | 4.4% | 0.82 |
| All | 3.9% | 0.86 |

Note: Total study counts contained in parentheses.

### Pedestrians




### Bicycles on Road



**Location:** 1 Stockton Avenue & Clinton Place AM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Stockton Avenue Northbound | | | | Clinton Place Eastbound | | | | Stockton Avenue Southbound | | | | Clinton Place Westbound | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 7:00 AM | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 291 |
| 7:05 AM | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 22 | 322 |
| 7:10 AM | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 334 |
| 7:15 AM | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 18 | 358 |
| 7:20 AM | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 18 | 391 |
| 7:25 AM | 0 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 412 |
| 7:30 AM | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 450 |
| 7:35 AM | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 23 | 464 |
| 7:40 AM | 0 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 30 | 477 |
| 7:45 AM | 0 | 3 | 18 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 32 | 480 |
| 7:50 AM | 0 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 46 | 486 |
| 7:55 AM | 0 | 2 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 40 | 483 |
| 8:00 AM | 0 | 3 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 47 | 479 |
| 8:05 AM | 0 | 2 | 22 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 34 | |
| 8:10 AM | 0 | 1 | 24 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 36 | |
| 8:15 AM | 0 | 1 | 35 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 51 | |
| 8:20 AM | 1 | 2 | 22 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 39 | |
| 8:25 AM | 0 | 0 | 31 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 52 | |
| 8:30 AM | 0 | 0 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 34 | |
| 8:35 AM | 0 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 36 | |
| 8:40 AM | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 33 | |
| 8:45 AM | 0 | 2 | 20 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 38 | |
| 8:50 AM | 0 | 0 | 21 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 43 | |
| 8:55 AM | 0 | 4 | 15 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 36 | |
| Count Total | 1 | 36 | 431 | 0 | 0 | 39 | 0 | 8 | 1 | 0 | 212 | 42 | 0 | 0 | 0 | 0 | 770 | |
| Peak Hour | 1 | 18 | 278 | 0 | 0 | 24 | 0 | 6 | 0 | 0 | 133 | 26 | 0 | 0 | 0 | 0 | 486 | |

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

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

**Location:** 1 Stockton Avenue & Clinton Place AM

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count Total | 9 | 6 | 14 | 0 | 29 | Count Total | 0 | 0 | 3 | 0 | 3 | Count Total | 0 | 43 | 1 | 0 | 44 |
| Peak Hour | 7 | 5 | 7 | 0 | 19 | Peak Hour | 0 | 0 | 2 | 0 | 2 | Peak Hour | 0 | 25 | 0 | 0 | 25 |

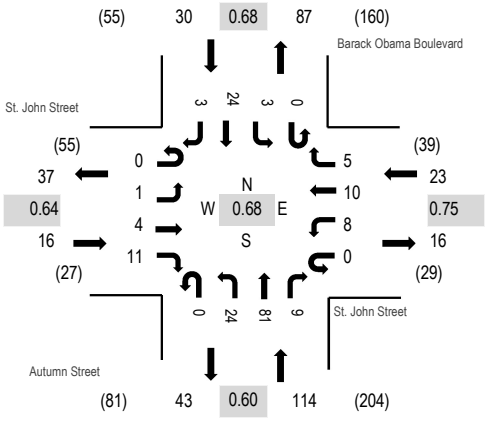
**Location:** 2 Autumn Street & St. John Street AM

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

**Location:** 2 Autumn Street & St. John Street AM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 07:55 AM - 08:55 AM
**Peak 15-Minutes:** 07:55 AM - 08:10 AM

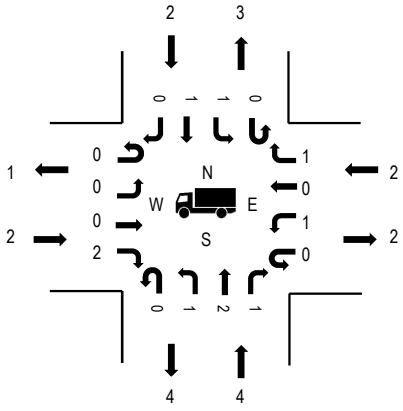
## Peak Hour

### Motorized Vehicles



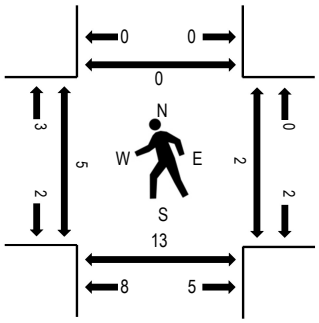

Note: Total study counts contained in parentheses.

### Heavy Vehicles

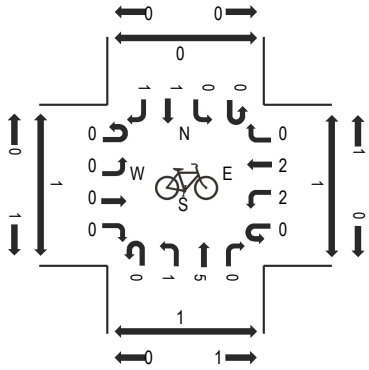



| | HV% | PHF |
|---|---|---|
| EB | 12.5% | 0.64 |
| WB | 8.7% | 0.75 |
| NB | 3.5% | 0.60 |
| SB | 6.7% | 0.68 |
| All | 5.5% | 0.68 |

### Pedestrians




### Bicycles on Road



**Location:** 2 Autumn Street & St. John Street AM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Autumn Street Northbound | | | | St. John Street Eastbound | | | | Barack Obama Boulevard Southbound | | | | St. John Street Westbound | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 7:00 AM | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 147 |
| 7:05 AM | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 158 |
| 7:10 AM | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 16 | 173 |
| 7:15 AM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 | 164 |
| 7:20 AM | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 16 | 169 |
| 7:25 AM | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | 163 |
| 7:30 AM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 167 |
| 7:35 AM | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 167 |
| 7:40 AM | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 15 | 173 |
| 7:45 AM | 0 | 1 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 14 | 180 |
| 7:50 AM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 11 | 182 |
| 7:55 AM | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 21 | 183 |
| 8:00 AM | 0 | 3 | 8 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 24 | 178 |
| 8:05 AM | 0 | 3 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 22 | |
| 8:10 AM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | |
| 8:15 AM | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 12 | |
| 8:20 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 10 | |
| 8:25 AM | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 15 | |
| 8:30 AM | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 8:35 AM | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 15 | |
| 8:40 AM | 0 | 2 | 10 | 3 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 22 | |
| 8:45 AM | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 16 | |
| 8:50 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 12 | |
| 8:55 AM | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | |
| Count Total | 0 | 38 | 150 | 16 | 0 | 3 | 7 | 17 | 0 | 5 | 46 | 4 | 1 | 18 | 13 | 7 | 325 | |
| Peak Hour | 0 | 24 | 81 | 9 | 0 | 1 | 4 | 11 | 0 | 3 | 24 | 3 | 0 | 8 | 10 | 5 | 183 | |

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

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 1 | 0 | 0 | 1 | 2 |
| 7:05 AM | 1 | 0 | 0 | 0 | 1 | 7:05 AM | 2 | 0 | 0 | 0 | 2 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 7:10 AM | 1 | 0 | 0 | 0 | 1 | 7:10 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 1 | 0 | 0 | 0 | 1 | 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:20 AM | 1 | 0 | 0 | 0 | 1 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 0 | 1 | 0 | 1 | 2 |
| 7:25 AM | 0 | 0 | 0 | 1 | 1 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 7:25 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 1 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 1 | 0 | 0 | 0 | 1 |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 7:35 AM | 1 | 0 | 0 | 0 | 1 | 7:35 AM | 0 | 0 | 0 | 0 | 0 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 2 | 1 | 0 | 1 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 2 | 0 | 0 | 0 | 2 |
| 7:50 AM | 1 | 0 | 0 | 0 | 1 | 7:50 AM | 0 | 0 | 0 | 0 | 0 | 7:50 AM | 0 | 0 | 0 | 0 | 0 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 2 | 0 | 0 | 0 | 2 | 7:55 AM | 0 | 1 | 0 | 1 | 2 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 3 | 0 | 0 | 3 |
| 8:05 AM | 0 | 0 | 1 | 0 | 1 | 8:05 AM | 0 | 0 | 0 | 1 | 1 | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 1 | 1 | 8:10 AM | 1 | 0 | 0 | 0 | 1 |
| 8:15 AM | 1 | 0 | 0 | 0 | 1 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 1 | 1 | 8:20 AM | 3 | 0 | 0 | 0 | 3 |
| 8:25 AM | 0 | 1 | 0 | 1 | 2 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 2 | 0 | 0 | 0 | 2 | 8:30 AM | 1 | 0 | 0 | 0 | 1 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 8:35 AM | 0 | 0 | 2 | 0 | 2 | 8:35 AM | 2 | 0 | 0 | 0 | 2 |
| 8:40 AM | 3 | 0 | 1 | 0 | 4 | 8:40 AM | 1 | 0 | 0 | 0 | 1 | 8:40 AM | 5 | 0 | 0 | 2 | 7 |
| 8:45 AM | 0 | 0 | 0 | 1 | 1 | 8:45 AM | 1 | 0 | 0 | 0 | 1 | 8:45 AM | 1 | 0 | 0 | 0 | 1 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 1 | 1 | 8:50 AM | 0 | 2 | 0 | 0 | 2 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 |

**Location:** 2 Autumn Street & St. John Street AM

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count Total | 9 | 2 | 2 | 3 | 16 | Count Total | 11 | 0 | 2 | 4 | 17 | Count Total | 21 | 8 | 0 | 6 | 35 |
| Peak Hour | 4 | 2 | 2 | 2 | 10 | Peak Hour | 6 | 0 | 2 | 4 | 12 | Peak Hour | 14 | 6 | 0 | 3 | 23 |

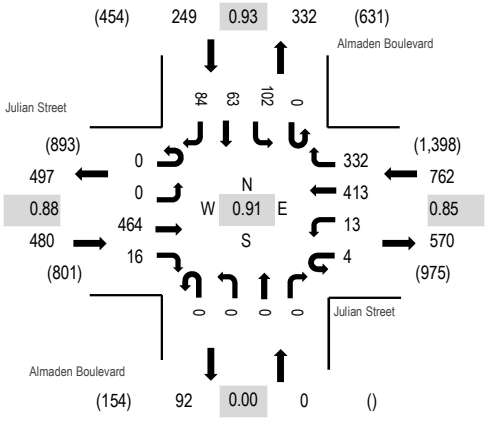
**Location:** 3 Almaden Boulevard & Julian Street AM

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

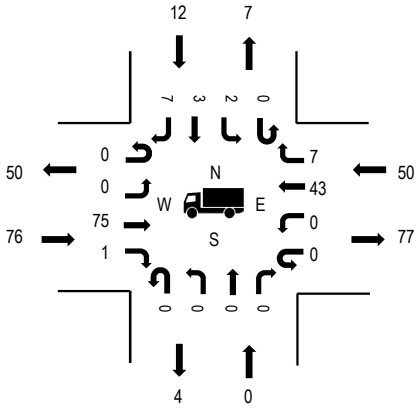
**Location:** 3 Almaden Boulevard & Julian Street AM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 07:55 AM - 08:55 AM
**Peak 15-Minutes:** 07:55 AM - 08:10 AM

## Peak Hour

### Motorized Vehicles



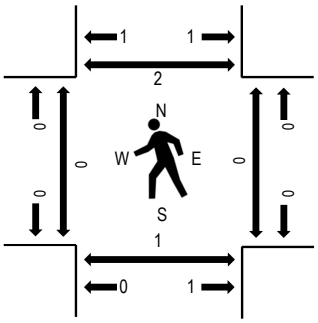

### Heavy Vehicles



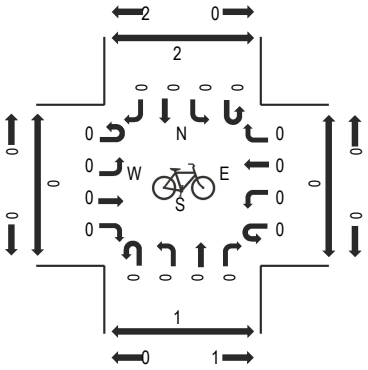

| | HV% | PHF |
|---|---|---|
| EB | 15.8% | 0.88 |
| WB | 6.6% | 0.85 |
| NB | 0.0% | 0.00 |
| SB | 4.8% | 0.93 |
| All | 9.3% | 0.91 |

Note: Total study counts contained in parentheses.

### Pedestrians




### Bicycles on Road



**Location:** 3 Almaden Boulevard & Julian Street AM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Almaden Boulevard Northbound | | | | Julian Street Eastbound | | | | Almaden Boulevard Southbound | | | | Julian Street Westbound | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 4 | 1 | 8 | 0 | 0 | 20 | 16 | 68 | 1,181 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 19 | 15 | 60 | 1,258 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 7 | 2 | 8 | 2 | 2 | 24 | 22 | 94 | 1,326 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 8 | 2 | 4 | 0 | 0 | 17 | 14 | 67 | 1,350 |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 8 | 4 | 7 | 0 | 1 | 22 | 18 | 85 | 1,410 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 6 | 5 | 8 | 0 | 1 | 26 | 31 | 104 | 1,449 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 28 | 33 | 92 | 1,460 |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 0 | 6 | 4 | 8 | 1 | 2 | 34 | 28 | 117 | 1,472 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 0 | 14 | 3 | 9 | 0 | 2 | 36 | 44 | 140 | 1,480 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 9 | 6 | 6 | 0 | 0 | 21 | 32 | 105 | 1,458 |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 8 | 4 | 8 | 0 | 0 | 47 | 24 | 114 | 1,487 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 12 | 3 | 9 | 0 | 1 | 36 | 34 | 135 | 1,491 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 2 | 0 | 6 | 5 | 11 | 0 | 0 | 57 | 31 | 145 | 1,472 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 8 | 8 | 9 | 0 | 0 | 50 | 27 | 128 | |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 5 | 7 | 10 | 0 | 0 | 25 | 29 | 118 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 2 | 0 | 9 | 1 | 5 | 0 | 0 | 37 | 21 | 127 | |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 10 | 8 | 7 | 1 | 2 | 33 | 28 | 124 | |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 3 | 0 | 6 | 3 | 7 | 0 | 2 | 33 | 20 | 115 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 8 | 5 | 6 | 0 | 0 | 27 | 19 | 104 | |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 13 | 5 | 11 | 1 | 0 | 28 | 35 | 125 | |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 8 | 9 | 3 | 2 | 2 | 28 | 30 | 118 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 0 | 7 | 4 | 2 | 0 | 4 | 29 | 27 | 134 | |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 10 | 5 | 4 | 0 | 2 | 30 | 31 | 118 | |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 13 | 7 | 4 | 0 | 2 | 29 | 22 | 116 | |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 776 | 25 | 0 | 192 | 105 | 157 | 7 | 24 | 736 | 631 | 2,653 | |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 16 | 0 | 102 | 63 | 84 | 4 | 13 | 413 | 332 | 1,491 | |

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

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total |
| 7:00 AM | 0 | 5 | 2 | 5 | 12 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:05 AM | 0 | 4 | 2 | 3 | 9 | 7:05 AM | 0 | 0 | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 0 | 0 | 0 |
| 7:10 AM | 0 | 3 | 0 | 7 | 10 | 7:10 AM | 0 | 0 | 0 | 0 | 0 | 7:10 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 3 | 0 | 3 | 6 | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:20 AM | 0 | 4 | 3 | 1 | 8 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 1 | 0 | 0 | 0 | 1 |
| 7:25 AM | 0 | 4 | 1 | 3 | 8 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 7:25 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 4 | 0 | 5 | 9 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 1 | 0 | 1 |
| 7:35 AM | 0 | 4 | 0 | 3 | 7 | 7:35 AM | 0 | 0 | 0 | 0 | 0 | 7:35 AM | 0 | 0 | 0 | 0 | 0 |
| 7:40 AM | 0 | 5 | 3 | 2 | 10 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 3 | 0 | 4 | 7 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 1 | 1 | 0 | 0 | 2 |
| 7:50 AM | 0 | 3 | 0 | 7 | 10 | 7:50 AM | 0 | 0 | 0 | 0 | 0 | 7:50 AM | 0 | 0 | 0 | 0 | 0 |
| 7:55 AM | 0 | 4 | 3 | 3 | 10 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 7:55 AM | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 7 | 0 | 5 | 12 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:05 AM | 0 | 7 | 2 | 5 | 14 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 0 | 11 | 2 | 2 | 15 | 8:10 AM | 0 | 0 | 0 | 0 | 0 | 8:10 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 6 | 1 | 6 | 13 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:20 AM | 0 | 6 | 1 | 7 | 14 | 8:20 AM | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 0 | 0 | 0 |
| 8:25 AM | 0 | 6 | 1 | 3 | 10 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 5 | 0 | 5 | 10 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 1 | 0 | 1 | 0 | 2 |
| 8:35 AM | 0 | 2 | 1 | 3 | 6 | 8:35 AM | 0 | 0 | 0 | 0 | 0 | 8:35 AM | 1 | 0 | 2 | 0 | 3 |
| 8:40 AM | 0 | 7 | 0 | 5 | 12 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 10 | 1 | 3 | 14 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:50 AM | 0 | 5 | 0 | 3 | 8 | 8:50 AM | 0 | 0 | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 0 | 6 | 0 | 2 | 8 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 8:55 AM | 0 | 0 | 0 | 0 | 0 |

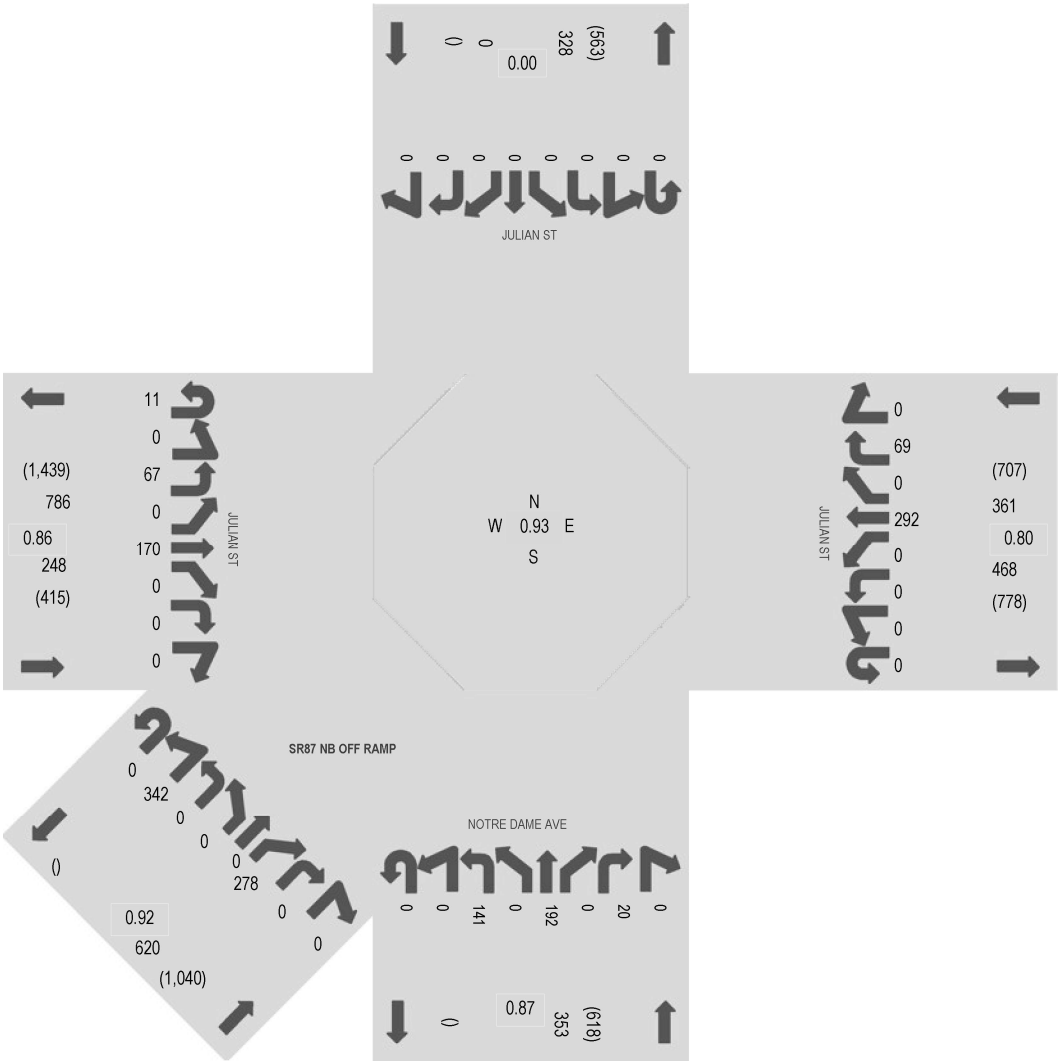
**Location:** 3 Almaden Boulevard & Julian Street AM

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count Total | 0 | 124 | 23 | 95 | 242 | Count Total | 0 | 0 | 0 | 0 | 0 | Count Total | 4 | 1 | 5 | 0 | 10 |
| Peak Hour | 0 | 76 | 12 | 50 | 138 | Peak Hour | 0 | 0 | 0 | 0 | 0 | Peak Hour | 2 | 0 | 4 | 0 | 6 |

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

**Location:** 4 NOTRE DAME AVE & JULIAN ST AM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 07:55 AM - 08:55 AM
**Peak 15-Minutes:** 07:55 AM - 08:10 AM

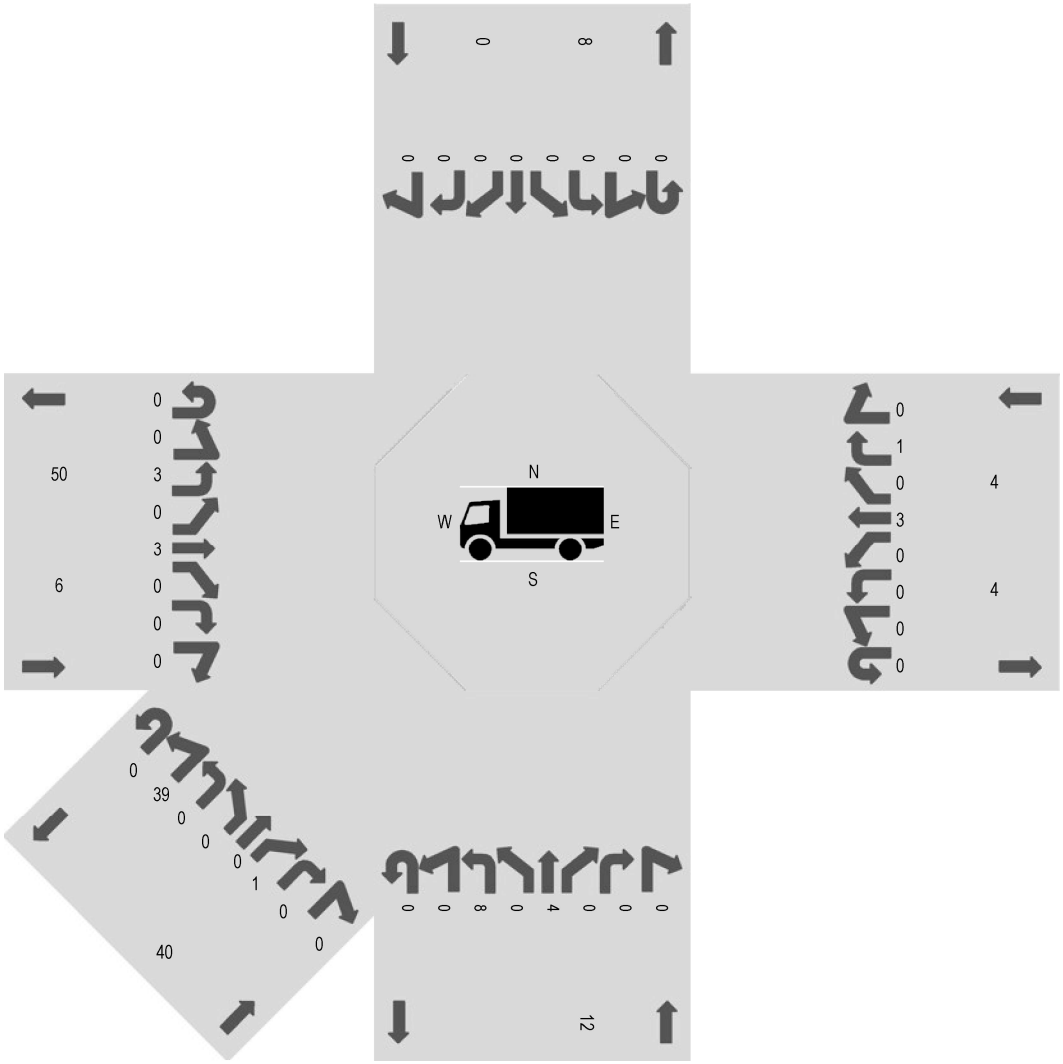
## Peak Hour - Motorized Vehicles




Note: Total study counts contained in parentheses.

**Location:** 4 NOTRE DAME AVE & JULIAN ST AM

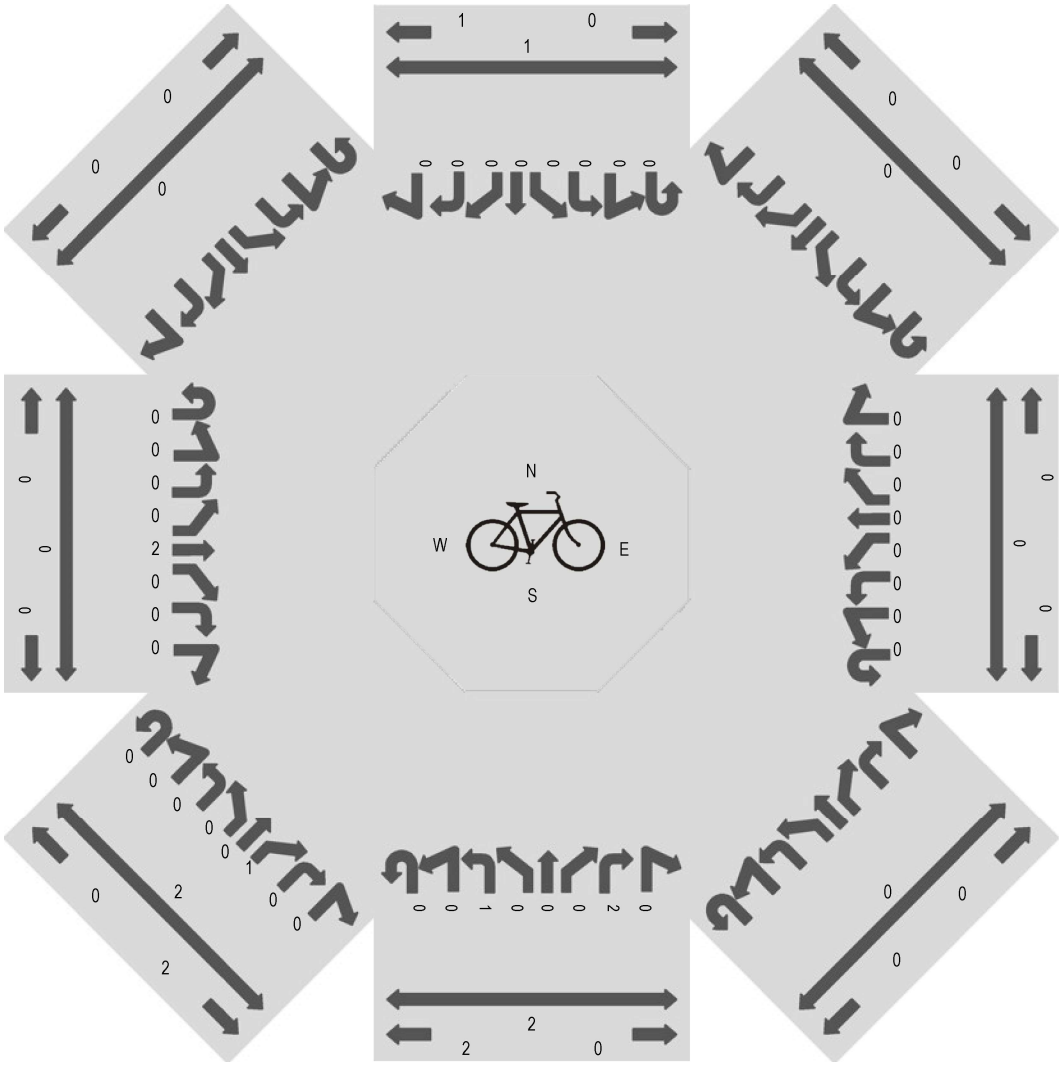
## Peak Hour - Heavy Vehicles



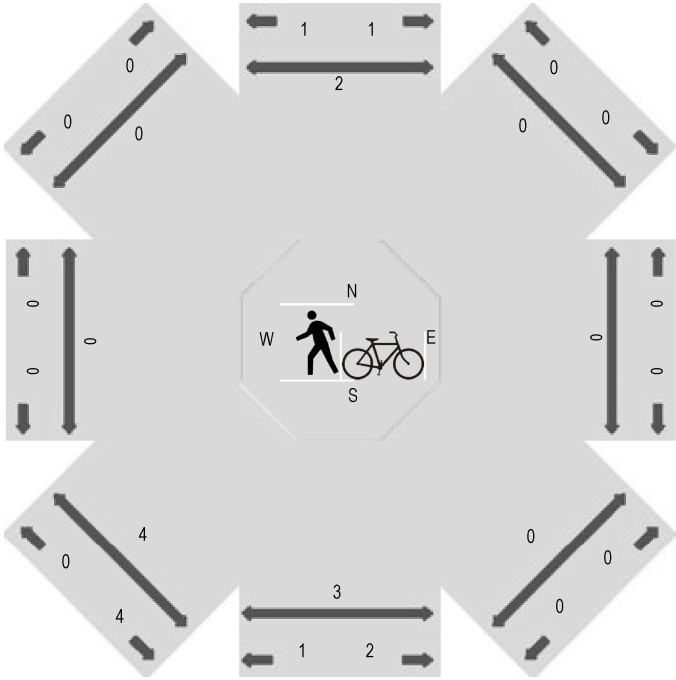

| | HV% | PHF |
|---|---|---|
| WB | 1.1% | 0.80 |
| NWB | 0.0% | 0.00 |
| NB | 3.4% | 0.87 |
| NEB | 6.5% | 0.92 |
| EB | 2.4% | 0.86 |
| SEB | 0.0% | 0.00 |
| SB | 0.0% | 0.00 |
| SWB | 0.0% | 0.00 |
| All | 3.9% | 0.93 |

**Location:** 4 NOTRE DAME AVE & JULIAN ST AM

Peak Hour - Bicycles on Road




Peak Hour - Pedestrians/Bicycles on Crosswalk



**Location:** 4 NOTRE DAME AVE & JULIAN ST AM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 7:00 AM | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | | | | | | | | | 0 | 0 | 6 | 0 | 7 | 0 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 11 | 0 | 0 |
| 7:05 AM | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 9 | 0 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 8 | 0 | 0 |
| 7:10 AM | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 0 | | | | | | | | | 0 | 0 | 11 | 0 | 12 | 0 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 14 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 |
| 7:20 AM | 0 | 0 | 0 | 0 | 13 | 0 | 3 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 0 | 17 | 0 | 0 |
| 7:25 AM | 0 | 0 | 0 | 0 | 25 | 0 | 3 | 0 | | | | | | | | | 0 | 0 | 16 | 0 | 10 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 26 | 0 | 7 | 0 | | | | | | | | | 0 | 0 | 10 | 0 | 8 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 7 | 0 | 0 |
| 7:35 AM | 0 | 0 | 0 | 0 | 37 | 0 | 7 | 0 | | | | | | | | | 0 | 0 | 14 | 0 | 15 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 6 | 0 | 0 |
| 7:40 AM | 0 | 0 | 0 | 0 | 48 | 0 | 8 | 0 | | | | | | | | | 0 | 0 | 9 | 0 | 13 | 0 | 4 | 0 | 0 | 28 | 0 | 0 | 0 | 12 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 26 | 0 | 5 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 20 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 22 | 0 | 0 |
| 7:50 AM | 0 | 0 | 0 | 0 | 36 | 0 | 7 | 0 | | | | | | | | | 0 | 0 | 3 | 0 | 20 | 0 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 14 | 0 | 0 |
| 7:55 AM | 0 | 0 | 0 | 0 | 21 | 0 | 6 | 0 | | | | | | | | | 0 | 0 | 17 | 0 | 25 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 30 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 42 | 0 | 3 | 0 | | | | | | | | | 0 | 0 | 18 | 0 | 12 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 13 | 0 | 0 |
| 8:05 AM | 0 | 0 | 0 | 0 | 22 | 0 | 8 | 0 | | | | | | | | | 0 | 0 | 9 | 0 | 17 | 0 | 2 | 0 | 0 | 42 | 0 | 0 | 0 | 14 | 0 | 0 |
| 8:10 AM | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 0 | | | | | | | | | 0 | 0 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 13 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 33 | 0 | 4 | 0 | | | | | | | | | 0 | 0 | 3 | 0 | 15 | 0 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 |
| 8:20 AM | 0 | 0 | 0 | 0 | 19 | 0 | 5 | 0 | | | | | | | | | 0 | 0 | 12 | 0 | 15 | 0 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 30 | 0 | 0 |
| 8:25 AM | 0 | 0 | 0 | 0 | 20 | 0 | 5 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 16 | 0 | 2 | 0 | 0 | 28 | 0 | 0 | 0 | 31 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 0 | | | | | | | | | 0 | 0 | 17 | 0 | 12 | 0 | 5 | 0 | 0 | 13 | 0 | 0 | 0 | 25 | 0 | 0 |
| 8:35 AM | 0 | 0 | 0 | 0 | 30 | 0 | 5 | 0 | | | | | | | | | 0 | 0 | 13 | 0 | 10 | 0 | 2 | 0 | 0 | 22 | 0 | 0 | 0 | 29 | 0 | 0 |
| 8:40 AM | 0 | 0 | 0 | 0 | 20 | 0 | 3 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 14 | 0 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 31 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 20 | 0 | 8 | 0 | | | | | | | | | 0 | 0 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 21 | 0 | 0 |
| 8:50 AM | 0 | 0 | 0 | 0 | 27 | 0 | 11 | 0 | | | | | | | | | 0 | 0 | 11 | 0 | 21 | 0 | 4 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 |
| 8:55 AM | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 17 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 27 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 577 | 0 | 130 | 0 | | | | | | | | | 0 | 0 | 244 | 0 | 334 | 0 | 40 | 0 | 0 | 598 | 0 | 0 | 0 | 442 | 0 | 0 |
| Peak Hour | 0 | 0 | 0 | 0 | 292 | 0 | 69 | 0 | | | | | | | | | 0 | 0 | 141 | 0 | 192 | 0 | 20 | 0 | 0 | 342 | 0 | 0 | 0 | 278 | 0 | 0 |

**Location:** 4 NOTRE DAME AVE & JULIAN ST AM

## Traffic Counts - Motorized Vehicles (continued)

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 7:00 AM | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 73 | 1,236 |
| 7:05 AM | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 61 | 1,303 |
| 7:10 AM | 1 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 98 | 1,373 |
| 7:15 AM | 1 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 67 | 1,393 |
| 7:20 AM | 1 | 0 | 6 | 0 | 13 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 91 | 1,445 |
| 7:25 AM | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 95 | 1,490 |
| 7:30 AM | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 94 | 1,524 |
| 7:35 AM | 1 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 111 | 1,550 |
| 7:40 AM | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 139 | 1,579 |
| 7:45 AM | 2 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 120 | 1,567 |
| 7:50 AM | 1 | 0 | 3 | 0 | 15 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 132 | 1,578 |
| 7:55 AM | 0 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 155 | 1,582 |
| 8:00 AM | 1 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 140 | 1,544 |
| 8:05 AM | 2 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 131 | |
| 8:10 AM | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 118 | |
| 8:15 AM | 3 | 0 | 7 | 0 | 16 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 119 | |
| 8:20 AM | 1 | 0 | 4 | 0 | 17 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 136 | |
| 8:25 AM | 1 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 129 | |
| 8:30 AM | 0 | 0 | 10 | 0 | 14 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 120 | |
| 8:35 AM | 1 | 0 | 2 | 0 | 26 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 140 | |
| 8:40 AM | 1 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 127 | |
| 8:45 AM | 1 | 0 | 9 | 0 | 14 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 131 | |
| 8:50 AM | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 136 | |
| 8:55 AM | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 117 | |
| Count Total | 20 | 0 | 99 | 0 | 296 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 2,780 | |
| Peak Hour | 11 | 0 | 67 | 0 | 170 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1,582 | |

**Location:** 4 NOTRE DAME AVE & JULIAN ST AM

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

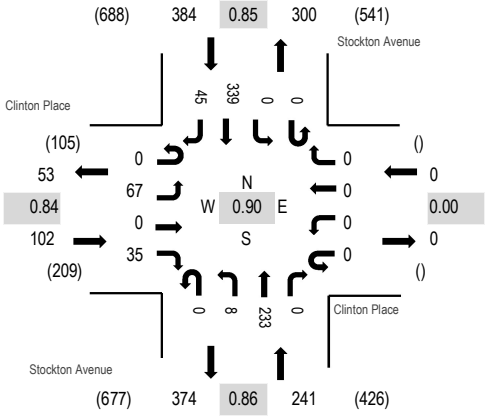
| Interval Start Time | Heavy Vehicles | | | | | | | | | Interval Start Time | Bicycles on Roadway | | | | | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WB | NWB | NB | NEB | EB | SEB | SB | SWB | Total | | WB | NWB | NB | NEB | EB | SEB | SB | SWB | Total | | WB | NWB | NB | NEB | EB | SEB | SB | SWB | Total |
| 7:00 AM | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 9 | 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:05 AM | 1 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 10 | 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:10 AM | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 7 | 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:20 AM | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:20 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:25 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 8 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:35 AM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 7:40 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:40 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 7 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:50 AM | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 6 | 7:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7:50 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:55 AM | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 5 | 7:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:05 AM | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 8 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:10 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8:10 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 6 | 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:20 AM | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 8 | 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:25 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 6 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:35 AM | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 8:35 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 8:35 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 8:40 AM | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 7 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:50 AM | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:55 AM | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 8:55 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 11 | 0 | 22 | 83 | 14 | 0 | 0 | 0 | 130 | Count Total | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 9 | Count Total | 1 | 0 | 5 | 8 | 0 | 0 | 4 | 0 | 18 |
| Peak Hour | 4 | 0 | 12 | 40 | 6 | 0 | 0 | 0 | 62 | Peak Hour | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | Peak Hour | 0 | 0 | 3 | 4 | 0 | 0 | 2 | 0 | 9 |

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

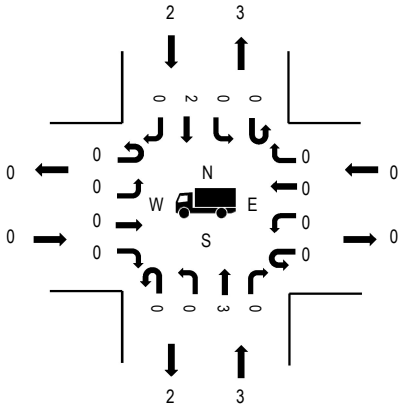
**Location:** 1 Stockton Avenue & Clinton Place PM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 04:50 PM - 05:50 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour

### Motorized Vehicles



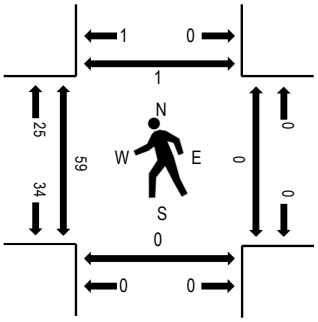

### Heavy Vehicles



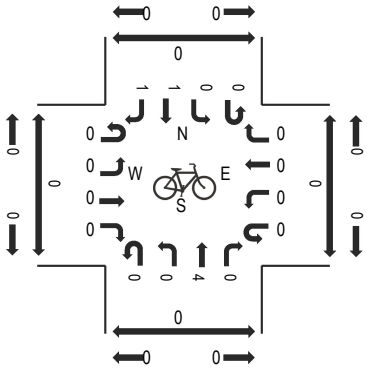

| | HV% | PHF |
|---|---|---|
| EB | 0.0% | 0.84 |
| WB | 0.0% | 0.00 |
| NB | 1.2% | 0.86 |
| SB | 0.5% | 0.85 |
| All | 0.7% | 0.90 |

Note: Total study counts contained in parentheses.

### Pedestrians




### Bicycles on Road



**Location:** 1 Stockton Avenue & Clinton Place PM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Stockton Avenue Northbound | | | | Clinton Place Eastbound | | | | Stockton Avenue Southbound | | | | Clinton Place Westbound | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 4:00 PM | 0 | 3 | 15 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 58 | 604 |
| 4:05 PM | 0 | 0 | 13 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 43 | 611 |
| 4:10 PM | 0 | 1 | 16 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 53 | 644 |
| 4:15 PM | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 7 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 45 | 651 |
| 4:20 PM | 0 | 1 | 8 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 44 | 666 |
| 4:25 PM | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 39 | 691 |
| 4:30 PM | 0 | 1 | 18 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 61 | 713 |
| 4:35 PM | 0 | 0 | 18 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 45 | 710 |
| 4:40 PM | 0 | 0 | 18 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 60 | 720 |
| 4:45 PM | 0 | 0 | 20 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 47 | 724 |
| 4:50 PM | 0 | 0 | 24 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 55 | 727 |
| 4:55 PM | 0 | 1 | 20 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 54 | 726 |
| 5:00 PM | 0 | 2 | 18 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 65 | 719 |
| 5:05 PM | 0 | 2 | 24 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 33 | 4 | 0 | 0 | 0 | 0 | 76 | |
| 5:10 PM | 0 | 1 | 20 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 60 | |
| 5:15 PM | 0 | 1 | 23 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 60 | |
| 5:20 PM | 0 | 0 | 20 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 69 | |
| 5:25 PM | 0 | 1 | 10 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 61 | |
| 5:30 PM | 0 | 0 | 16 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 58 | |
| 5:35 PM | 0 | 0 | 18 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 55 | |
| 5:40 PM | 0 | 0 | 23 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 64 | |
| 5:45 PM | 0 | 0 | 17 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 50 | |
| 5:50 PM | 0 | 0 | 17 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 54 | |
| 5:55 PM | 0 | 0 | 19 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 47 | |
| Count Total | 0 | 15 | 411 | 0 | 0 | 130 | 0 | 79 | 0 | 0 | 598 | 90 | 0 | 0 | 0 | 0 | 1,323 | |
| Peak Hour | 0 | 8 | 233 | 0 | 0 | 67 | 0 | 35 | 0 | 0 | 339 | 45 | 0 | 0 | 0 | 0 | 727 | |

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

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 1 | 0 | 0 | 1 |
| 4:05 PM | 1 | 0 | 0 | 0 | 1 | 4:05 PM | 1 | 0 | 0 | 0 | 1 | 4:05 PM | 0 | 5 | 0 | 0 | 5 |
| 4:10 PM | 0 | 0 | 1 | 0 | 1 | 4:10 PM | 0 | 0 | 0 | 0 | 0 | 4:10 PM | 0 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4:15 PM | 0 | 1 | 2 | 0 | 3 | 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:20 PM | 0 | 0 | 1 | 0 | 1 | 4:20 PM | 0 | 0 | 0 | 0 | 0 | 4:20 PM | 0 | 6 | 0 | 0 | 6 |
| 4:25 PM | 0 | 1 | 0 | 0 | 1 | 4:25 PM | 0 | 0 | 1 | 0 | 1 | 4:25 PM | 0 | 4 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 1 | 0 | 1 | 4:30 PM | 0 | 4 | 0 | 0 | 4 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 4:35 PM | 0 | 0 | 0 | 0 | 0 | 4:35 PM | 0 | 5 | 0 | 0 | 5 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 4:40 PM | 0 | 0 | 0 | 0 | 0 | 4:40 PM | 0 | 6 | 0 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 1 | 0 | 0 | 0 | 1 | 4:45 PM | 0 | 5 | 2 | 0 | 7 |
| 4:50 PM | 1 | 0 | 0 | 0 | 1 | 4:50 PM | 0 | 0 | 0 | 0 | 0 | 4:50 PM | 0 | 0 | 0 | 0 | 0 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 0 | 3 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 10 | 1 | 0 | 11 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 5:05 PM | 1 | 0 | 0 | 0 | 1 | 5:05 PM | 0 | 7 | 0 | 0 | 7 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 5:10 PM | 0 | 0 | 1 | 0 | 1 | 5:10 PM | 0 | 3 | 0 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 6 | 0 | 0 | 6 |
| 5:20 PM | 0 | 0 | 1 | 0 | 1 | 5:20 PM | 0 | 0 | 0 | 0 | 0 | 5:20 PM | 0 | 5 | 0 | 0 | 5 |
| 5:25 PM | 2 | 0 | 0 | 0 | 2 | 5:25 PM | 2 | 0 | 0 | 0 | 2 | 5:25 PM | 0 | 6 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 4 | 0 | 0 | 4 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 5:35 PM | 0 | 0 | 1 | 0 | 1 | 5:35 PM | 0 | 4 | 0 | 0 | 4 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 4 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 1 | 0 | 0 | 0 | 1 | 5:45 PM | 0 | 7 | 0 | 0 | 7 |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 5:50 PM | 0 | 0 | 1 | 0 | 1 | 5:50 PM | 0 | 3 | 0 | 0 | 3 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 5:55 PM | 1 | 0 | 1 | 0 | 2 | 5:55 PM | 0 | 7 | 0 | 0 | 7 |

**Location:** 1 Stockton Avenue & Clinton Place PM

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count Total | 4 | 1 | 5 | 0 | 10 | Count Total | 7 | 1 | 8 | 0 | 16 | Count Total | 0 | 107 | 3 | 0 | 110 |
| Peak Hour | 3 | 0 | 2 | 0 | 5 | Peak Hour | 4 | 0 | 2 | 0 | 6 | Peak Hour | 0 | 59 | 1 | 0 | 60 |

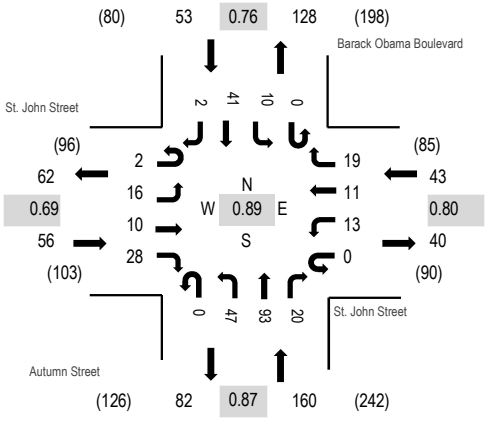
**Location:** 2 Autumn Street & St. John Street PM

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

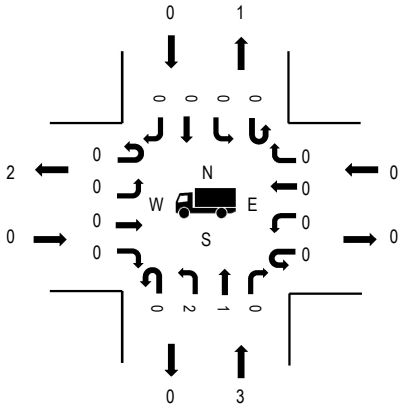
**Location:** 2 Autumn Street & St. John Street PM
**Date:** Thursday, February 10, 2022
**Peak Hour:** 04:35 PM - 05:35 PM
**Peak 15-Minutes:** 05:10 PM - 05:25 PM

## Peak Hour

### Motorized Vehicles



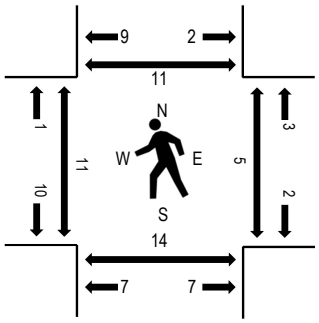

### Heavy Vehicles



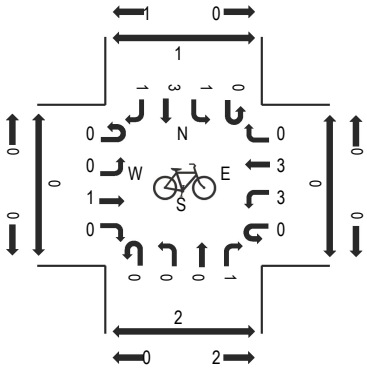

| | HV% | PHF |
|---|---|---|
| EB | 0.0% | 0.69 |
| WB | 0.0% | 0.80 |
| NB | 1.9% | 0.87 |
| SB | 0.0% | 0.76 |
| All | 1.0% | 0.89 |

Note: Total study counts contained in parentheses.

### Pedestrians




### Bicycles on Road



**Location:** 2 Autumn Street & St. John Street PM

## Traffic Counts - Motorized Vehicles

| Interval Start Time | Autumn Street Northbound | | | | St. John Street Eastbound | | | | Barack Obama Boulevard Southbound | | | | St. John Street Westbound | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 4:00 PM | 0 | 2 | 6 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 18 | 264 |
| 4:05 PM | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 19 | 270 |
| 4:10 PM | 0 | 2 | 10 | 4 | 0 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 27 | 282 |
| 4:15 PM | 0 | 2 | 8 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 0 | 24 | 284 |
| 4:20 PM | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 19 | 287 |
| 4:25 PM | 0 | 5 | 3 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 19 | 300 |
| 4:30 PM | 0 | 4 | 9 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 23 | 309 |
| 4:35 PM | 0 | 2 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 14 | 312 |
| 4:40 PM | 0 | 3 | 10 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 27 | 309 |
| 4:45 PM | 0 | 5 | 6 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 4 | 2 | 29 | 293 |
| 4:50 PM | 0 | 6 | 7 | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 274 |
| 4:55 PM | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 21 | 257 |
| 5:00 PM | 0 | 2 | 10 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 24 | 246 |
| 5:05 PM | 0 | 5 | 9 | 2 | 0 | 2 | 1 | 5 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 31 | |
| 5:10 PM | 0 | 3 | 5 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 2 | 2 | 3 | 29 | |
| 5:15 PM | 0 | 4 | 9 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 3 | 27 | |
| 5:20 PM | 0 | 5 | 6 | 5 | 0 | 0 | 2 | 4 | 0 | 1 | 6 | 0 | 0 | 3 | 0 | 0 | 32 | |
| 5:25 PM | 0 | 4 | 10 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 2 | 28 | |
| 5:30 PM | 0 | 7 | 6 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 2 | 1 | 26 | |
| 5:35 PM | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 11 | |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 11 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 10 | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | |
| 5:55 PM | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 10 | |
| Count Total | 0 | 66 | 137 | 39 | 3 | 24 | 30 | 46 | 0 | 19 | 55 | 6 | 2 | 25 | 21 | 37 | 510 | |
| Peak Hour | 0 | 47 | 93 | 20 | 2 | 16 | 10 | 28 | 0 | 10 | 41 | 2 | 0 | 13 | 11 | 19 | 312 | |

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

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total | | NB | EB | SB | WB | Total |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 1 | 0 | 0 | 0 | 1 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 4:05 PM | 0 | 0 | 0 | 0 | 0 | 4:05 PM | 1 | 1 | 0 | 0 | 2 |
| 4:10 PM | 1 | 0 | 0 | 0 | 1 | 4:10 PM | 0 | 0 | 0 | 1 | 1 | 4:10 PM | 2 | 1 | 1 | 2 | 6 |
| 4:15 PM | 0 | 0 | 0 | 1 | 1 | 4:15 PM | 0 | 0 | 0 | 1 | 1 | 4:15 PM | 2 | 2 | 0 | 0 | 4 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 4:20 PM | 1 | 0 | 0 | 0 | 1 | 4:20 PM | 2 | 0 | 0 | 0 | 2 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 4:25 PM | 0 | 0 | 0 | 0 | 0 | 4:25 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 4:35 PM | 1 | 0 | 0 | 1 | 2 | 4:35 PM | 2 | 0 | 0 | 0 | 2 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 4:40 PM | 0 | 0 | 0 | 2 | 2 | 4:40 PM | 4 | 1 | 3 | 1 | 9 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 4:45 PM | 0 | 0 | 2 | 1 | 3 | 4:45 PM | 2 | 1 | 0 | 0 | 3 |
| 4:50 PM | 1 | 0 | 0 | 0 | 1 | 4:50 PM | 0 | 0 | 0 | 0 | 0 | 4:50 PM | 4 | 0 | 0 | 0 | 4 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 0 | 0 | 0 | 0 | 0 | 4:55 PM | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 1 | 0 | 0 | 0 | 1 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 1 | 2 | 0 | 3 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 5:05 PM | 0 | 0 | 0 | 0 | 0 | 5:05 PM | 1 | 0 | 3 | 0 | 4 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 5:10 PM | 0 | 0 | 0 | 0 | 0 | 5:10 PM | 0 | 2 | 2 | 1 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 1 | 2 | 1 | 4 | 5:15 PM | 0 | 0 | 1 | 2 | 3 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 5:20 PM | 0 | 0 | 0 | 0 | 0 | 5:20 PM | 1 | 4 | 0 | 0 | 5 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 5:25 PM | 0 | 0 | 1 | 0 | 1 | 5:25 PM | 1 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 0 | 0 | 1 | 1 | 5:30 PM | 0 | 2 | 0 | 1 | 3 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 5:35 PM | 0 | 0 | 1 | 1 | 2 | 5:35 PM | 3 | 0 | 0 | 0 | 3 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 0 | 0 | 0 | 0 | 5:40 PM | 0 | 1 | 1 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 1 | 2 | 0 | 1 | 4 |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 5:50 PM | 0 | 0 | 0 | 0 | 0 | 5:50 PM | 0 | 2 | 0 | 0 | 2 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 5:55 PM | 0 | 0 | 0 | 0 | 0 | 5:55 PM | 3 | 0 | 0 | 0 | 3 |

**Location:** 2 Autumn Street & St. John Street PM

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count Total | 5 | 0 | 0 | 1 | 6 | Count Total | 2 | 1 | 6 | 9 | 18 | Count Total | 31 | 20 | 14 | 8 | 73 |
| Peak Hour | 3 | 0 | 0 | 0 | 3 | Peak Hour | 1 | 1 | 5 | 6 | 13 | Peak Hour | 16 | 11 | 12 | 5 | 44 |

# Appendix B

## Volumes Summary

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: AM
Count Date: 2/7/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **25** | **108** | **117** | **218** | **114** | **39** | **44** | **375** | **26** | **33** | **163** | **33** | **1295** |
| **Approved Trips** | **0** | **8** | **0** | **2** | **1** | **15** | **23** | **12** | **6** | **5** | **7** | **1** | **80** |
| **Background Conditions** | **25** | **116** | **117** | **220** | **115** | **54** | **67** | **387** | **32** | **38** | **170** | **34** | **1375** |
| **Project Trips (Full Access)** | **0** | **114** | **0** | **0** | **0** | **629** | **86** | **16** | **20** | **0** | **0** | **0** | **865** |
| **Background Plus Conditions (Full Access)** | **25** | **230** | **117** | **220** | **115** | **683** | **153** | **403** | **52** | **38** | **170** | **34** | **2240** |
| **Project Trips (Limited Access)** | **0** | **0** | **114** | **0** | **0** | **0** | **101** | **16** | **39** | **0** | **0** | **0** | **270** |
| **Background Plus Conditions (Limited Access)** | **25** | **116** | **231** | **220** | **115** | **54** | **168** | **403** | **71** | **38** | **170** | **34** | **1645** |

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue/White Street and The Alameda/Santa Clara Street
Peak Hour: AM
Count Date: 2/7/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **63** | **1** | **85** | **344** | **701** | **0** | **3** | **1** | **1** | **3** | **359** | **175** | **1736** |
| **Approved Trips** | **44** | **0** | **18** | **90** | **201** | **0** | **0** | **0** | **0** | **0** | **38** | **26** | **417** |
| **Background Conditions** | **107** | **1** | **103** | **434** | **902** | **0** | **3** | **1** | **1** | **3** | **397** | **201** | **2153** |
| **Project Trips (Full Access)** | **20** | **0** | **16** | **114** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **286** | **436** |
| **Background Plus Conditions (Full Access)** | **127** | **1** | **119** | **548** | **902** | **0** | **3** | **1** | **1** | **3** | **397** | **487** | **2589** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **858** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **286** | **1144** |
| **Background Plus Conditions (Limited Access)** | **107** | **1** | **103** | **1292** | **902** | **0** | **3** | **1** | **1** | **3** | **397** | **487** | **3297** |

Intersection Number: 3
Traffix Node Number: 105
Intersection Name: Stockton Avenue and Clinton Place/Project Driveway (unsignalized)
Peak Hour: AM
Count Date: 2/10/22

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **26** | **133** | **0** | **0** | **0** | **0** | **0** | **278** | **19** | **6** | **0** | **24** | **486** |
| **Approved Trips** | **0** | **28** | **0** | **0** | **0** | **0** | **0** | **41** | **0** | **0** | **0** | **0** | **69** |
| **Background Conditions** | **26** | **161** | **0** | **0** | **0** | **0** | **0** | **319** | **19** | **6** | **0** | **24** | **555** |
| **Project Trips (Full Access)** | **0** | **0** | **744** | **121** | **0** | **35** | **400** | **0** | **0** | **0** | **0** | **0** | **1300** |
| **Background Plus Conditions (Full Access)** | **26** | **161** | **744** | **121** | **0** | **35** | **400** | **319** | **19** | **6** | **0** | **24** | **1855** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **156** | **0** | **0** | **1144** | **0** | **0** | **0** | **0** | **0** | **1300** |
| **Background Plus Conditions (Limited Access)** | **26** | **161** | **0** | **156** | **0** | **0** | **1144** | **319** | **19** | **6** | **0** | **24** | **1855** |

Intersection Number: 4
Traffix Node Number: 3227
Intersection Name: The Alameda and Julian Street
Peak Hour: AM
Count Date: 11/7/19

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **0** | **448** | **75** | **149** | **0** | **47** | **80** | **1201** | **0** | **0** | **0** | **0** | **2000** |
| **Approved Trips** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **32** | **0** | **0** | **0** | **0** | **32** |
| **Background Conditions** | **0** | **448** | **75** | **149** | **0** | **47** | **80** | **1233** | **0** | **0** | **0** | **0** | **2032** |
| **Project Trips (Full Access)** | **0** | **172** | **0** | **12** | **0** | **8** | **0** | **12** | **0** | **0** | **0** | **0** | **204** |
| **Background Plus Conditions (Full Access)** | **0** | **620** | **75** | **161** | **0** | **55** | **80** | **1245** | **0** | **0** | **0** | **0** | **2236** |
| **Project Trips (Limited Access)** | **0** | **172** | **0** | **23** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **211** |
| **Background Plus Conditions (Limited Access)** | **0** | **620** | **75** | **172** | **0** | **63** | **80** | **1233** | **0** | **0** | **0** | **0** | **2243** |

Intersection Number: 5
Traffix Node Number: 3066
Intersection Name: Barack Obama Boulevard and Santa Clara Street*
Peak Hour: AM
Count Date: 10/13/16

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **65** | **0** | **10** | **81** | **1096** | **0** | **144** | **196** | **285** | **0** | **374** | **11** | **2262** |
| **Approved Trips** | **9** | **0** | **0** | **1** | **50** | **0** | **16** | **5** | **173** | **0** | **52** | **4** | **310** |
| **Background Conditions** | **74** | **0** | **10** | **82** | **1146** | **0** | **160** | **201** | **458** | **0** | **426** | **15** | **2572** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **57** | **0** | **0** | **0** | **57** | **0** | **8** | **0** | **122** |
| **Background Plus Conditions (Full Access)** | **74** | **0** | **10** | **82** | **1203** | **0** | **160** | **201** | **515** | **0** | **434** | **15** | **2694** |
| **Project Trips (Limited Access)** | **543** | **0** | **4** | **0** | **257** | **0** | **0** | **0** | **57** | **0** | **0** | **0** | **861** |
| **Background Plus Conditions (Limited Access)** | **617** | **0** | **14** | **82** | **1403** | **0** | **160** | **201** | **515** | **0** | **426** | **15** | **3433** |

Intersection Number: 6
Traffix Node Number: 106
Intersection Name: Barack Obama Boulevard/Autumn Street and St. John Street (unsignalized)
Peak Hour: AM
Count Date: 2/10/22

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **3** | **24** | **3** | **5** | **10** | **8** | **9** | **81** | **24** | **11** | **4** | **1** | **183** |
| **Approved Trips** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **19** |
| **Background Conditions** | **3** | **33** | **3** | **5** | **10** | **8** | **9** | **91** | **24** | **11** | **4** | **1** | **202** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Background Plus Conditions (Full Access)** | **3** | **33** | **3** | **5** | **10** | **8** | **9** | **91** | **24** | **11** | **4** | **1** | **202** |
| **Project Trips (Limited Access)** | **0** | **547** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **547** |
| **Background Plus Conditions (Limited Access)** | **3** | **580** | **3** | **5** | **10** | **8** | **9** | **91** | **24** | **11** | **4** | **1** | **749** |

Intersection Number: 7
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: AM
Count Date: 10/5/17

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **4** | **2** | **15** | **42** | **270** | **42** | **131** | **13** | **51** | **9** | **291** | **6** | **876** |
| **Approved Trips** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **12** |
| **Background Conditions** | **4** | **2** | **15** | **42** | **273** | **42** | **131** | **13** | **51** | **9** | **300** | **6** | **888** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **629** | **0** | **0** | **0** | **0** | **0** | **86** | **0** | **715** |
| **Background Plus Conditions (Full Access)** | **4** | **2** | **15** | **42** | **902** | **42** | **131** | **13** | **51** | **9** | **386** | **6** | **1603** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **0** | **0** | **429** | **0** | **0** | **0** | **118** | **98** | **0** | **645** |
| **Background Plus Conditions (Limited Access)** | **4** | **2** | **15** | **42** | **273** | **471** | **131** | **13** | **51** | **127** | **398** | **6** | **1533** |

Intersection Number: 8
Traffix Node Number: 3014
Intersection Name: Almaden Boulevard/SR-87 SB Ramps and Julian Street*
Peak Hour: AM
Count Date: 5/15/19

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **123** | **245** | **275** | **284** | **453** | **26** | **0** | **0** | **0** | **37** | **453** | **0** | **1896** |
| **Approved Trips** | **9** | **6** | **5** | **0** | **0** | **43** | **0** | **0** | **0** | **1** | **45** | **0** | **109** |
| **Background Conditions** | **132** | **251** | **280** | **284** | **453** | **69** | **0** | **0** | **0** | **38** | **498** | **0** | **2005** |
| **Project Trips (Full Access)** | **172** | **0** | **0** | **0** | **458** | **0** | **0** | **0** | **0** | **0** | **86** | **0** | **716** |
| **Background Plus Conditions (Full Access)** | **304** | **251** | **280** | **284** | **911** | **69** | **0** | **0** | **0** | **38** | **584** | **0** | **2721** |
| **Project Trips (Limited Access)** | **172** | **0** | **0** | **0** | **257** | **0** | **0** | **0** | **0** | **0** | **98** | **0** | **527** |
| **Background Plus Conditions (Limited Access)** | **304** | **251** | **280** | **284** | **710** | **69** | **0** | **0** | **0** | **38** | **596** | **0** | **2532** |

Intersection Number: 9
Traffix Node Number: 3013
Intersection Name: Notre Dame/SR-87 NB Ramps and Julian Street*
Peak Hour: AM
Count Date: 5/15/19

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **472** | **0** | **287** | **55** | **312** | **0** | **92** | **455** | **169** | **0** | **394** | **79** | **2315** |
| **Approved Trips** | **0** | **152** | **0** | **1** | **59** | **0** | **79** | **10** | **0** | **0** | **23** | **1** | **325** |
| **Background Conditions** | **472** | **152** | **287** | **56** | **371** | **0** | **171** | **465** | **169** | **0** | **417** | **80** | **2640** |
| **Project Trips (Full Access)** | **0** | **0** | **400** | **0** | **57** | **0** | **0** | **0** | **0** | **0** | **8** | **23** | **488** |
| **Background Plus Conditions (Full Access)** | **472** | **152** | **687** | **56** | **428** | **0** | **171** | **465** | **169** | **0** | **425** | **103** | **3128** |
| **Project Trips (Limited Access)** | **0** | **0** | **200** | **0** | **57** | **0** | **0** | **0** | **0** | **0** | **20** | **23** | **300** |
| **Background Plus Conditions (Limited Access)** | **472** | **152** | **487** | **56** | **428** | **0** | **171** | **465** | **169** | **0** | **437** | **103** | **2940** |

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: PM
Count Date: 2/7/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **61** | **328** | **221** | **103** | **145** | **75** | **111** | **201** | **31** | **36** | **235** | **27** | **1574** |
| **Approved Trips** | **0** | **14** | **0** | **8** | **13** | **31** | **24** | **11** | **6** | **9** | **0** | **0** | **116** |
| **Background Conditions** | **61** | **342** | **221** | **111** | **158** | **106** | **135** | **212** | **37** | **45** | **235** | **27** | **1690** |
| **Project Trips (Full Access)** | **0** | **21** | **0** | **0** | **0** | **115** | **562** | **102** | **128** | **0** | **0** | **0** | **928** |
| **Background Plus Conditions (Full Access)** | **61** | **363** | **221** | **111** | **158** | **221** | **697** | **314** | **165** | **45** | **235** | **27** | **2618** |
| **Project Trips (Limited Access)** | **0** | **0** | **21** | **0** | **0** | **0** | **664** | **102** | **256** | **0** | **0** | **0** | **1043** |
| **Background Plus Conditions (Limited Access)** | **61** | **342** | **242** | **111** | **158** | **106** | **799** | **314** | **293** | **45** | **235** | **27** | **2733** |

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue/White Street and The Alameda/Santa Clara Street
Peak Hour: PM
Count Date: 2/7/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **195** | **0** | **274** | **221** | **522** | **0** | **3** | **1** | **3** | **4** | **596** | **150** | **1969** |
| **Approved Trips** | **202** | **0** | **41** | **68** | **84** | **0** | **0** | **0** | **0** | **0** | **122** | **25** | **542** |
| **Background Conditions** | **397** | **0** | **315** | **289** | **606** | **0** | **3** | **1** | **3** | **4** | **718** | **175** | **2511** |
| **Project Trips (Full Access)** | **128** | **0** | **102** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **52** | **303** |
| **Background Plus Conditions (Full Access)** | **525** | **0** | **417** | **310** | **606** | **0** | **3** | **1** | **3** | **4** | **718** | **227** | **2814** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **157** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **52** | **209** |
| **Background Plus Conditions (Limited Access)** | **397** | **0** | **315** | **446** | **606** | **0** | **3** | **1** | **3** | **4** | **718** | **227** | **2720** |

Intersection Number: 3
Traffix Node Number: 105
Intersection Name: Stockton Avenue and Clinton Place/Project Driveway (unsignalized)
Peak Hour: PM
Count Date: 2/10/22

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **45** | **339** | **0** | **0** | **0** | **0** | **0** | **233** | **8** | **35** | **0** | **67** | **727** |
| **Approved Trips** | **0** | **54** | **0** | **0** | **0** | **0** | **0** | **41** | **0** | **0** | **0** | **0** | **95** |
| **Background Conditions** | **45** | **393** | **0** | **0** | **0** | **0** | **0** | **274** | **8** | **35** | **0** | **67** | **822** |
| **Project Trips (Full Access)** | **0** | **0** | **136** | **792** | **0** | **230** | **73** | **0** | **0** | **0** | **0** | **0** | **1231** |
| **Background Plus Conditions (Full Access)** | **45** | **393** | **136** | **792** | **0** | **230** | **73** | **274** | **8** | **35** | **0** | **67** | **2053** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **1022** | **0** | **0** | **209** | **0** | **0** | **0** | **0** | **0** | **1231** |
| **Background Plus Conditions (Limited Access)** | **45** | **393** | **0** | **1022** | **0** | **0** | **209** | **274** | **8** | **35** | **0** | **67** | **2053** |

Intersection Number: 4
Traffix Node Number: 3227
Intersection Name: The Alameda and Julian Street
Peak Hour: PM
Count Date: 11/7/19

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **0** | **968** | **209** | **124** | **0** | **74** | **85** | **610** | **0** | **0** | **0** | **0** | **2070** |
| **Approved Trips** | **0** | **14** | **2** | **10** | **0** | **5** | **0** | **1** | **0** | **0** | **0** | **0** | **32** |
| **Background Conditions** | **0** | **982** | **211** | **134** | **0** | **79** | **85** | **611** | **0** | **0** | **0** | **0** | **2102** |
| **Project Trips (Full Access)** | **0** | **31** | **0** | **77** | **0** | **51** | **0** | **77** | **0** | **0** | **0** | **0** | **236** |
| **Background Plus Conditions (Full Access)** | **0** | **1013** | **211** | **211** | **0** | **130** | **85** | **688** | **0** | **0** | **0** | **0** | **2338** |
| **Project Trips (Limited Access)** | **0** | **31** | **0** | **153** | **0** | **102** | **0** | **0** | **0** | **0** | **0** | **0** | **286** |
| **Background Plus Conditions (Limited Access)** | **0** | **1013** | **211** | **287** | **0** | **181** | **85** | **611** | **0** | **0** | **0** | **0** | **2388** |

Intersection Number: 5
Traffix Node Number: 3066
Intersection Name: Barack Obama Boulevard and Santa Clara Street*
Peak Hour: PM
Count Date: 12/11/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **131** | **0** | **32** | **42** | **742** | **0** | **89** | **93** | **79** | **0** | **714** | **23** | **1945** |
| **Approved Trips** | **17** | **0** | **0** | **3** | **120** | **0** | **11** | **10** | **35** | **0** | **79** | **9** | **284** |
| **Background Conditions** | **148** | **0** | **32** | **45** | **862** | **0** | **100** | **103** | **114** | **0** | **793** | **32** | **2229** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **10** | **0** | **51** | **0** | **71** |
| **Background Plus Conditions (Full Access)** | **148** | **0** | **32** | **45** | **872** | **0** | **100** | **103** | **124** | **0** | **844** | **32** | **2300** |
| **Project Trips (Limited Access)** | **99** | **0** | **26** | **0** | **47** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **182** |
| **Background Plus Conditions (Limited Access)** | **247** | **0** | **58** | **45** | **909** | **0** | **100** | **103** | **124** | **0** | **793** | **32** | **2411** |

Intersection Number: 6
Traffix Node Number: 106
Intersection Name: Barack Obama Boulevard/Autumn Street and St. John Street (unsignalized)
Peak Hour: PM
Count Date: 2/10/22

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **2** | **41** | **10** | **19** | **11** | **13** | **20** | **93** | **47** | **28** | **10** | **18** | **312** |
| **Approved Trips** | **0** | **17** | **0** | **0** | **0** | **0** | **0** | **22** | **0** | **0** | **0** | **0** | **39** |
| **Background Conditions** | **2** | **58** | **10** | **19** | **11** | **13** | **20** | **115** | **47** | **28** | **10** | **18** | **351** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Background Plus Conditions (Full Access)** | **2** | **58** | **10** | **19** | **11** | **13** | **20** | **115** | **47** | **28** | **10** | **18** | **351** |
| **Project Trips (Limited Access)** | **0** | **125** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **125** |
| **Background Plus Conditions (Limited Access)** | **2** | **183** | **10** | **19** | **11** | **13** | **20** | **115** | **47** | **28** | **10** | **18** | **476** |

Intersection Number: 7
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: PM
Count Date: 10/5/17

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **10** | **8** | **66** | **13** | **264** | **74** | **104** | **4** | **14** | **18** | **586** | **4** | **1165** |
| **Approved Trips** | **0** | **0** | **0** | **4** | **20** | **2** | **0** | **0** | **0** | **0** | **2** | **0** | **28** |
| **Background Conditions** | **10** | **8** | **66** | **17** | **284** | **76** | **104** | **4** | **14** | **18** | **588** | **4** | **1193** |
| **Project Trips (Full Access)** | **0** | **0** | **0** | **0** | **115** | **0** | **0** | **0** | **0** | **0** | **562** | **0** | **677** |
| **Background Plus Conditions (Full Access)** | **10** | **8** | **66** | **17** | **399** | **76** | **104** | **4** | **14** | **18** | **1150** | **4** | **1870** |
| **Project Trips (Limited Access)** | **0** | **0** | **0** | **0** | **0** | **78** | **0** | **0** | **0** | **46** | **639** | **0** | **763** |
| **Background Plus Conditions (Limited Access)** | **10** | **8** | **66** | **17** | **284** | **154** | **104** | **4** | **14** | **64** | **1227** | **4** | **1956** |

Intersection Number: 8
Traffix Node Number: 3014
Intersection Name: Almaden Boulevard/SR-87 SB Ramps and Julian Street*
Peak Hour: PM
Count Date: 12/11/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **38** | **54** | **82** | **960** | **348** | **34** | **0** | **0** | **0** | **49** | **1298** | **0** | **2863** |
| **Approved Trips** | **30** | **24** | **30** | **5** | **170** | **112** | **0** | **0** | **0** | **11** | **157** | **0** | **539** |
| **Background Conditions** | **68** | **78** | **112** | **965** | **518** | **146** | **0** | **0** | **0** | **60** | **1455** | **0** | **3402** |
| **Project Trips (Full Access)** | **31** | **0** | **0** | **0** | **84** | **0** | **0** | **0** | **0** | **0** | **562** | **0** | **677** |
| **Background Plus Conditions (Full Access)** | **99** | **78** | **112** | **965** | **602** | **146** | **0** | **0** | **0** | **60** | **2017** | **0** | **4079** |
| **Project Trips (Limited Access)** | **31** | **0** | **0** | **0** | **47** | **0** | **0** | **0** | **0** | **0** | **639** | **0** | **717** |
| **Background Plus Conditions (Limited Access)** | **99** | **78** | **112** | **965** | **565** | **146** | **0** | **0** | **0** | **60** | **2094** | **0** | **4119** |

Intersection Number: 9
Traffix Node Number: 3013
Intersection Name: Notre Dame/SR-87 NB Ramps and Julian Street*
Peak Hour: PM
Count Date: 12/11/18

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| **Existing Conditions** | **332** | **0** | **190** | **98** | **649** | **0** | **71** | **363** | **448** | **0** | **393** | **111** | **2655** |
| **Approved Trips** | **0** | **70** | **35** | **12** | **297** | **0** | **58** | **61** | **100** | **0** | **71** | **13** | **717** |
| **Background Conditions** | **332** | **70** | **225** | **110** | **946** | **0** | **129** | **424** | **548** | **0** | **464** | **124** | **3372** |
| **Project Trips (Full Access)** | **0** | **0** | **73** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **51** | **153** | **287** |
| **Background Plus Conditions (Full Access)** | **332** | **70** | **298** | **110** | **956** | **0** | **129** | **424** | **548** | **0** | **515** | **277** | **3659** |
| **Project Trips (Limited Access)** | **0** | **0** | **37** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **128** | **153** | **328** |
| **Background Plus Conditions (Limited Access)** | **332** | **70** | **262** | **110** | **956** | **0** | **129** | **424** | **548** | **0** | **592** | **277** | **3700** |

# Appendix C

# Intersection Vehicle Queue Analysis

Stockton/Julian
WBL/T
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0176 | 0.0176 | 0 |
| 0.0712 | 0.0889 | 1 |
| 0.1438 | 0.2327 | 2 |
| 0.1935 | 0.4262 | 3 |
| 0.1953 | 0.6215 | 4 |
| 0.1577 | 0.7792 | 5 |
| 0.1061 | 0.8854 | 6 |
| 0.0612 | 0.9466 | 7 |
| 0.0309 | 0.9775 | 8 |
| 0.0139 | 0.9914 | 9 |
| 0.0056 | 0.9970 | 10 |
| 0.0021 | 0.9990 | 11 |
| 0.0007 | 0.9997 | 12 |
| 0.0002 | 0.9999 | 13 |
| 0.0001 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0116 | 0.0116 | 0 |
| 0.0516 | 0.0631 | 1 |
| 0.1150 | 0.1782 | 2 |
| 0.1710 | 0.3491 | 3 |
| 0.1906 | 0.5398 | 4 |
| 0.1700 | 0.7098 | 5 |
| 0.1264 | 0.8362 | 6 |
| 0.0805 | 0.9167 | 7 |
| 0.0449 | 0.9616 | 8 |
| 0.0222 | 0.9838 | 9 |
| 0.0099 | 0.9937 | 10 |
| 0.0040 | 0.9978 | 11 |
| 0.0015 | 0.9993 | 12 |
| 0.0005 | 0.9998 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 21.1
Percentile = 0.95 29

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0000 | 0.0000 | 3 |
| 0.0000 | 0.0000 | 4 |
| 0.0000 | 0.0000 | 5 |
| 0.0001 | 0.0001 | 6 |
| 0.0003 | 0.0004 | 7 |
| 0.0007 | 0.0011 | 8 |
| 0.0016 | 0.0027 | 9 |
| 0.0034 | 0.0061 | 10 |
| 0.0065 | 0.0125 | 11 |
| 0.0114 | 0.0239 | 12 |
| 0.0184 | 0.0423 | 13 |
| 0.0277 | 0.0699 | 14 |
| 0.0388 | 0.1088 | 15 |
| 0.0511 | 0.1599 | 16 |
| 0.0633 | 0.2232 | 17 |
| 0.0741 | 0.2973 | 18 |
| 0.0821 | 0.3795 | 19 |
| 0.0865 | 0.4659 | 20 |
| 0.0867 | 0.5526 | 21 |
| 0.0830 | 0.6356 | 22 |
| 0.0760 | 0.7116 | 23 |
| 0.0667 | 0.7783 | 24 |
| 0.0562 | 0.8344 | 25 |
| 0.0455 | 0.8799 | 26 |
| 0.0355 | 0.9154 | 27 |
| 0.0267 | 0.9421 | 28 |
| 0.0194 | 0.9615 | 29 |
| 0.0136 | 0.9751 | 30 |
| 0.0092 | 0.9843 | 31 |
| 0.0061 | 0.9904 | 32 |
| 0.0039 | 0.9943 | 33 |
| 0.0024 | 0.9967 | 34 |
| 0.0014 | 0.9981 | 35 |
| 0.0008 | 0.9990 | 36 |
| 0.0005 | 0.9994 | 37 |
| 0.0003 | 0.9997 | 38 |
| 0.0001 | 0.9998 | 39 |
| 0.0001 | 0.9999 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0116 | 0.0116 | 0 |
| 0.0516 | 0.0631 | 1 |
| 0.1150 | 0.1782 | 2 |
| 0.1710 | 0.3491 | 3 |
| 0.1906 | 0.5398 | 4 |
| 0.1700 | 0.7098 | 5 |
| 0.1264 | 0.8362 | 6 |
| 0.0805 | 0.9167 | 7 |
| 0.0449 | 0.9616 | 8 |
| 0.0222 | 0.9838 | 9 |
| 0.0099 | 0.9937 | 10 |
| 0.0040 | 0.9978 | 11 |
| 0.0015 | 0.9993 | 12 |
| 0.0005 | 0.9998 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0030 | 0.0030 | 0 |
| 0.0175 | 0.0205 | 1 |
| 0.0507 | 0.0712 | 2 |
| 0.0982 | 0.1694 | 3 |
| 0.1425 | 0.3119 | 4 |
| 0.1655 | 0.4774 | 5 |
| 0.1601 | 0.6375 | 6 |
| 0.1328 | 0.7703 | 7 |
| 0.0964 | 0.8667 | 8 |
| 0.0622 | 0.9288 | 9 |
| 0.0361 | 0.9649 | 10 |
| 0.0190 | 0.9839 | 11 |
| 0.0092 | 0.9932 | 12 |
| 0.0041 | 0.9973 | 13 |
| 0.0017 | 0.9990 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0002 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0009 | 0.0009 | 0 |
| 0.0066 | 0.0075 | 1 |
| 0.0229 | 0.0304 | 2 |
| 0.0531 | 0.0835 | 3 |
| 0.0925 | 0.1761 | 4 |
| 0.1289 | 0.3050 | 5 |
| 0.1497 | 0.4547 | 6 |
| 0.1490 | 0.6037 | 7 |
| 0.1297 | 0.7334 | 8 |
| 0.1004 | 0.8339 | 9 |
| 0.0700 | 0.9038 | 10 |
| 0.0443 | 0.9481 | 11 |
| 0.0257 | 0.9739 | 12 |
| 0.0138 | 0.9877 | 13 |
| 0.0069 | 0.9945 | 14 |
| 0.0032 | 0.9977 | 15 |
| 0.0014 | 0.9991 | 16 |
| 0.0006 | 0.9997 | 17 |
| 0.0002 | 0.9999 | 18 |
| 0.0001 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 10.0
Percentile = 0.95 15

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0005 | 0.0005 | 1 |
| 0.0023 | 0.0028 | 2 |
| 0.0076 | 0.0103 | 3 |
| 0.0189 | 0.0292 | 4 |
| 0.0378 | 0.0670 | 5 |
| 0.0630 | 0.1301 | 6 |
| 0.0900 | 0.2201 | 7 |
| 0.1126 | 0.3327 | 8 |
| 0.1251 | 0.4578 | 9 |
| 0.1251 | 0.5829 | 10 |
| 0.1138 | 0.6966 | 11 |
| 0.0948 | 0.7914 | 12 |
| 0.0729 | 0.8644 | 13 |
| 0.0521 | 0.9165 | 14 |
| 0.0347 | 0.9512 | 15 |
| 0.0217 | 0.9729 | 16 |
| 0.0128 | 0.9857 | 17 |
| 0.0071 | 0.9928 | 18 |
| 0.0037 | 0.9965 | 19 |
| 0.0019 | 0.9984 | 20 |
| 0.0009 | 0.9993 | 21 |
| 0.0004 | 0.9997 | 22 |
| 0.0002 | 0.9999 | 23 |
| 0.0001 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
WBL/T
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0009 | 0.0009 | 0 |
| 0.0066 | 0.0075 | 1 |
| 0.0229 | 0.0304 | 2 |
| 0.0531 | 0.0835 | 3 |
| 0.0925 | 0.1761 | 4 |
| 0.1289 | 0.3050 | 5 |
| 0.1497 | 0.4547 | 6 |
| 0.1490 | 0.6037 | 7 |
| 0.1297 | 0.7334 | 8 |
| 0.1004 | 0.8339 | 9 |
| 0.0700 | 0.9038 | 10 |
| 0.0443 | 0.9481 | 11 |
| 0.0257 | 0.9739 | 12 |
| 0.0138 | 0.9877 | 13 |
| 0.0069 | 0.9945 | 14 |
| 0.0032 | 0.9977 | 15 |
| 0.0014 | 0.9991 | 16 |
| 0.0006 | 0.9997 | 17 |
| 0.0002 | 0.9999 | 18 |
| 0.0001 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.5035 | 0.5035 | 0 |
| 0.3455 | 0.8490 | 1 |
| 0.1185 | 0.9675 | 2 |
| 0.0271 | 0.9946 | 3 |
| 0.0046 | 0.9993 | 4 |
| 0.0006 | 0.9999 | 5 |
| 0.0001 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.4298 | 0.4298 | 0 |
| 0.3629 | 0.7927 | 1 |
| 0.1532 | 0.9460 | 2 |
| 0.0431 | 0.9891 | 3 |
| 0.0091 | 0.9982 | 4 |
| 0.0015 | 0.9998 | 5 |
| 0.0002 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2535 | 0.2535 | 0 |
| 0.3479 | 0.6015 | 1 |
| 0.2387 | 0.8402 | 2 |
| 0.1092 | 0.9494 | 3 |
| 0.0375 | 0.9868 | 4 |
| 0.0103 | 0.9971 | 5 |
| 0.0024 | 0.9994 | 6 |
| 0.0005 | 0.9999 | 7 |
| 0.0001 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1536 | 0.1536 | 0 |
| 0.2877 | 0.4413 | 1 |
| 0.2695 | 0.7108 | 2 |
| 0.1683 | 0.8792 | 3 |
| 0.0789 | 0.9580 | 4 |
| 0.0295 | 0.9876 | 5 |
| 0.0092 | 0.9968 | 6 |
| 0.0025 | 0.9993 | 7 |
| 0.0006 | 0.9999 | 8 |
| 0.0001 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.4413 | 0.4413 | 0 |
| 0.3610 | 0.8023 | 1 |
| 0.1477 | 0.9499 | 2 |
| 0.0403 | 0.9902 | 3 |
| 0.0082 | 0.9984 | 4 |
| 0.0013 | 0.9998 | 5 |
| 0.0002 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3767 | 0.3767 | 0 |
| 0.3678 | 0.7444 | 1 |
| 0.1795 | 0.9240 | 2 |
| 0.0584 | 0.9824 | 3 |
| 0.0143 | 0.9967 | 4 |
| 0.0028 | 0.9995 | 5 |
| 0.0005 | 0.9999 | 6 |
| 0.0001 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 4.4
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0129 | 0.0129 | 0 |
| 0.0560 | 0.0688 | 1 |
| 0.1218 | 0.1907 | 2 |
| 0.1768 | 0.3675 | 3 |
| 0.1925 | 0.5600 | 4 |
| 0.1676 | 0.7276 | 5 |
| 0.1216 | 0.8493 | 6 |
| 0.0757 | 0.9249 | 7 |
| 0.0412 | 0.9661 | 8 |
| 0.0199 | 0.9860 | 9 |
| 0.0087 | 0.9947 | 10 |
| 0.0034 | 0.9982 | 11 |
| 0.0012 | 0.9994 | 12 |
| 0.0004 | 0.9998 | 13 |
| 0.0001 | 0.9999 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.7
Percentile = 0.95 13

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0004 | 0.0004 | 0 |
| 0.0034 | 0.0038 | 1 |
| 0.0131 | 0.0169 | 2 |
| 0.0338 | 0.0507 | 3 |
| 0.0653 | 0.1160 | 4 |
| 0.1010 | 0.2170 | 5 |
| 0.1302 | 0.3472 | 6 |
| 0.1438 | 0.4910 | 7 |
| 0.1389 | 0.6299 | 8 |
| 0.1194 | 0.7493 | 9 |
| 0.0923 | 0.8416 | 10 |
| 0.0649 | 0.9064 | 11 |
| 0.0418 | 0.9482 | 12 |
| 0.0249 | 0.9731 | 13 |
| 0.0137 | 0.9868 | 14 |
| 0.0071 | 0.9939 | 15 |
| 0.0034 | 0.9973 | 16 |
| 0.0016 | 0.9989 | 17 |
| 0.0007 | 0.9996 | 18 |
| 0.0003 | 0.9998 | 19 |
| 0.0001 | 0.9999 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 0.95 17

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0002 | 0.0002 | 1 |
| 0.0010 | 0.0012 | 2 |
| 0.0036 | 0.0047 | 3 |
| 0.0098 | 0.0145 | 4 |
| 0.0217 | 0.0363 | 5 |
| 0.0400 | 0.0763 | 6 |
| 0.0632 | 0.1396 | 7 |
| 0.0874 | 0.2270 | 8 |
| 0.1074 | 0.3344 | 9 |
| 0.1187 | 0.4531 | 10 |
| 0.1194 | 0.5725 | 11 |
| 0.1100 | 0.6824 | 12 |
| 0.0935 | 0.7760 | 13 |
| 0.0739 | 0.8499 | 14 |
| 0.0545 | 0.9043 | 15 |
| 0.0376 | 0.9420 | 16 |
| 0.0245 | 0.9664 | 17 |
| 0.0150 | 0.9815 | 18 |
| 0.0087 | 0.9902 | 19 |
| 0.0048 | 0.9951 | 20 |
| 0.0025 | 0.9976 | 21 |
| 0.0013 | 0.9989 | 22 |
| 0.0006 | 0.9995 | 23 |
| 0.0003 | 0.9998 | 24 |
| 0.0001 | 0.9999 | 25 |
| 0.0001 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 12.0
Percentile = 0.95 18

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0001 | 0.0001 | 1 |
| 0.0004 | 0.0005 | 2 |
| 0.0018 | 0.0023 | 3 |
| 0.0054 | 0.0077 | 4 |
| 0.0129 | 0.0206 | 5 |
| 0.0257 | 0.0463 | 6 |
| 0.0440 | 0.0904 | 7 |
| 0.0659 | 0.1563 | 8 |
| 0.0878 | 0.2441 | 9 |
| 0.1052 | 0.3493 | 10 |
| 0.1146 | 0.4638 | 11 |
| 0.1144 | 0.5782 | 12 |
| 0.1054 | 0.6836 | 13 |
| 0.0902 | 0.7738 | 14 |
| 0.0720 | 0.8458 | 15 |
| 0.0539 | 0.8998 | 16 |
| 0.0380 | 0.9378 | 17 |
| 0.0253 | 0.9631 | 18 |
| 0.0160 | 0.9790 | 19 |
| 0.0096 | 0.9886 | 20 |
| 0.0055 | 0.9940 | 21 |
| 0.0030 | 0.9970 | 22 |
| 0.0015 | 0.9986 | 23 |
| 0.0008 | 0.9993 | 24 |
| 0.0004 | 0.9997 | 25 |
| 0.0002 | 0.9999 | 26 |
| 0.0001 | 0.9999 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 14.7
Percentile = 0.95 21

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0001 | 2 |
| 0.0002 | 0.0003 | 3 |
| 0.0008 | 0.0011 | 4 |
| 0.0024 | 0.0035 | 5 |
| 0.0059 | 0.0094 | 6 |
| 0.0123 | 0.0217 | 7 |
| 0.0226 | 0.0443 | 8 |
| 0.0369 | 0.0812 | 9 |
| 0.0541 | 0.1353 | 10 |
| 0.0721 | 0.2074 | 11 |
| 0.0882 | 0.2957 | 12 |
| 0.0996 | 0.3952 | 13 |
| 0.1043 | 0.4996 | 14 |
| 0.1021 | 0.6016 | 15 |
| 0.0936 | 0.6952 | 16 |
| 0.0808 | 0.7760 | 17 |
| 0.0658 | 0.8418 | 18 |
| 0.0508 | 0.8927 | 19 |
| 0.0373 | 0.9300 | 20 |
| 0.0261 | 0.9561 | 21 |
| 0.0174 | 0.9734 | 22 |
| 0.0111 | 0.9845 | 23 |
| 0.0068 | 0.9913 | 24 |
| 0.0040 | 0.9953 | 25 |
| 0.0022 | 0.9975 | 26 |
| 0.0012 | 0.9987 | 27 |
| 0.0006 | 0.9994 | 28 |
| 0.0003 | 0.9997 | 29 |
| 0.0002 | 0.9999 | 30 |
| 0.0001 | 0.9999 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 15.1
Percentile = 0.95 22

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0002 | 0.0002 | 3 |
| 0.0006 | 0.0008 | 4 |
| 0.0018 | 0.0027 | 5 |
| 0.0046 | 0.0073 | 6 |
| 0.0100 | 0.0173 | 7 |
| 0.0188 | 0.0361 | 8 |
| 0.0315 | 0.0677 | 9 |
| 0.0475 | 0.1152 | 10 |
| 0.0651 | 0.1803 | 11 |
| 0.0817 | 0.2620 | 12 |
| 0.0947 | 0.3567 | 13 |
| 0.1020 | 0.4587 | 14 |
| 0.1024 | 0.5611 | 15 |
| 0.0965 | 0.6576 | 16 |
| 0.0855 | 0.7431 | 17 |
| 0.0716 | 0.8146 | 18 |
| 0.0568 | 0.8714 | 19 |
| 0.0428 | 0.9142 | 20 |
| 0.0307 | 0.9448 | 21 |
| 0.0210 | 0.9658 | 22 |
| 0.0138 | 0.9796 | 23 |
| 0.0086 | 0.9883 | 24 |
| 0.0052 | 0.9935 | 25 |
| 0.0030 | 0.9965 | 26 |
| 0.0017 | 0.9982 | 27 |
| 0.0009 | 0.9991 | 28 |
| 0.0005 | 0.9996 | 29 |
| 0.0002 | 0.9998 | 30 |
| 0.0001 | 0.9999 | 31 |
| 0.0001 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.2
Percentile = 0.95 13

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0003 | 0.0003 | 0 |
| 0.0022 | 0.0025 | 1 |
| 0.0090 | 0.0115 | 2 |
| 0.0247 | 0.0362 | 3 |
| 0.0509 | 0.0870 | 4 |
| 0.0838 | 0.1708 | 5 |
| 0.1149 | 0.2857 | 6 |
| 0.1352 | 0.4209 | 7 |
| 0.1391 | 0.5600 | 8 |
| 0.1273 | 0.6873 | 9 |
| 0.1048 | 0.7921 | 10 |
| 0.0784 | 0.8705 | 11 |
| 0.0538 | 0.9243 | 12 |
| 0.0341 | 0.9584 | 13 |
| 0.0200 | 0.9784 | 14 |
| 0.0110 | 0.9894 | 15 |
| 0.0057 | 0.9951 | 16 |
| 0.0027 | 0.9978 | 17 |
| 0.0013 | 0.9991 | 18 |
| 0.0005 | 0.9996 | 19 |
| 0.0002 | 0.9999 | 20 |
| 0.0001 | 0.9999 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.2
Percentile = 0.95 14

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0001 | 0.0001 | 0 |
| 0.0010 | 0.0011 | 1 |
| 0.0044 | 0.0055 | 2 |
| 0.0135 | 0.0190 | 3 |
| 0.0309 | 0.0499 | 4 |
| 0.0566 | 0.1065 | 5 |
| 0.0864 | 0.1929 | 6 |
| 0.1130 | 0.3058 | 7 |
| 0.1293 | 0.4352 | 8 |
| 0.1316 | 0.5667 | 9 |
| 0.1205 | 0.6872 | 10 |
| 0.1003 | 0.7875 | 11 |
| 0.0765 | 0.8641 | 12 |
| 0.0539 | 0.9180 | 13 |
| 0.0353 | 0.9532 | 14 |
| 0.0215 | 0.9748 | 15 |
| 0.0123 | 0.9871 | 16 |
| 0.0066 | 0.9937 | 17 |
| 0.0034 | 0.9971 | 18 |
| 0.0016 | 0.9987 | 19 |
| 0.0007 | 0.9995 | 20 |
| 0.0003 | 0.9998 | 21 |
| 0.0001 | 0.9999 | 22 |
| 0.0001 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
NBT/R
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 26.7
Percentile = 0.95 35

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0000 | 0.0000 | 3 |
| 0.0000 | 0.0000 | 4 |
| 0.0000 | 0.0000 | 5 |
| 0.0000 | 0.0000 | 6 |
| 0.0000 | 0.0000 | 7 |
| 0.0000 | 0.0000 | 8 |
| 0.0000 | 0.0001 | 9 |
| 0.0001 | 0.0002 | 10 |
| 0.0003 | 0.0005 | 11 |
| 0.0007 | 0.0012 | 12 |
| 0.0014 | 0.0027 | 13 |
| 0.0028 | 0.0054 | 14 |
| 0.0049 | 0.0103 | 15 |
| 0.0082 | 0.0185 | 16 |
| 0.0128 | 0.0313 | 17 |
| 0.0190 | 0.0502 | 18 |
| 0.0266 | 0.0769 | 19 |
| 0.0355 | 0.1124 | 20 |
| 0.0452 | 0.1576 | 21 |
| 0.0548 | 0.2123 | 22 |
| 0.0635 | 0.2758 | 23 |
| 0.0706 | 0.3464 | 24 |
| 0.0753 | 0.4218 | 25 |
| 0.0773 | 0.4991 | 26 |
| 0.0764 | 0.5755 | 27 |
| 0.0728 | 0.6483 | 28 |
| 0.0670 | 0.7152 | 29 |
| 0.0596 | 0.7748 | 30 |
| 0.0513 | 0.8260 | 31 |
| 0.0427 | 0.8688 | 32 |
| 0.0345 | 0.9033 | 33 |
| 0.0271 | 0.9304 | 34 |
| 0.0207 | 0.9511 | 35 |
| 0.0153 | 0.9664 | 36 |
| 0.0110 | 0.9774 | 37 |
| 0.0078 | 0.9852 | 38 |
| 0.0053 | 0.9905 | 39 |
| 0.0035 | 0.9940 | 40 |
| 0.0023 | 0.9963 | 41 |
| 0.0015 | 0.9978 | 42 |
| 0.0009 | 0.9987 | 43 |
| 0.0006 | 0.9992 | 44 |
| 0.0003 | 0.9996 | 45 |

Stockton/Julian
NBT/R
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 29.4
Percentile = 0.95 39

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0000 | 0.0000 | 3 |
| 0.0000 | 0.0000 | 4 |
| 0.0000 | 0.0000 | 5 |
| 0.0000 | 0.0000 | 6 |
| 0.0000 | 0.0000 | 7 |
| 0.0000 | 0.0000 | 8 |
| 0.0000 | 0.0000 | 9 |
| 0.0000 | 0.0000 | 10 |
| 0.0001 | 0.0001 | 11 |
| 0.0002 | 0.0002 | 12 |
| 0.0003 | 0.0006 | 13 |
| 0.0007 | 0.0013 | 14 |
| 0.0014 | 0.0027 | 15 |
| 0.0026 | 0.0053 | 16 |
| 0.0044 | 0.0097 | 17 |
| 0.0073 | 0.0170 | 18 |
| 0.0112 | 0.0282 | 19 |
| 0.0165 | 0.0447 | 20 |
| 0.0230 | 0.0677 | 21 |
| 0.0307 | 0.0984 | 22 |
| 0.0393 | 0.1377 | 23 |
| 0.0481 | 0.1857 | 24 |
| 0.0565 | 0.2422 | 25 |
| 0.0638 | 0.3060 | 26 |
| 0.0694 | 0.3753 | 27 |
| 0.0728 | 0.4481 | 28 |
| 0.0737 | 0.5218 | 29 |
| 0.0722 | 0.5939 | 30 |
| 0.0684 | 0.6623 | 31 |
| 0.0627 | 0.7250 | 32 |
| 0.0558 | 0.7809 | 33 |
| 0.0482 | 0.8291 | 34 |
| 0.0405 | 0.8696 | 35 |
| 0.0330 | 0.9026 | 36 |
| 0.0262 | 0.9289 | 37 |
| 0.0203 | 0.9491 | 38 |
| 0.0153 | 0.9644 | 39 |
| 0.0112 | 0.9756 | 40 |
| 0.0080 | 0.9836 | 41 |
| 0.0056 | 0.9892 | 42 |
| 0.0038 | 0.9931 | 43 |
| 0.0026 | 0.9956 | 44 |
| 0.0017 | 0.9973 | 45 |

Stockton/Julian
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0456 | 0.0456 | 0 |
| 0.1408 | 0.1865 | 1 |
| 0.2174 | 0.4039 | 2 |
| 0.2238 | 0.6276 | 3 |
| 0.1727 | 0.8004 | 4 |
| 0.1067 | 0.9070 | 5 |
| 0.0549 | 0.9619 | 6 |
| 0.0242 | 0.9861 | 7 |
| 0.0093 | 0.9954 | 8 |
| 0.0032 | 0.9986 | 9 |
| 0.0010 | 0.9996 | 10 |
| 0.0003 | 0.9999 | 11 |
| 0.0001 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0456 | 0.0456 | 0 |
| 0.1408 | 0.1865 | 1 |
| 0.2174 | 0.4039 | 2 |
| 0.2238 | 0.6276 | 3 |
| 0.1727 | 0.8004 | 4 |
| 0.1067 | 0.9070 | 5 |
| 0.0549 | 0.9619 | 6 |
| 0.0242 | 0.9861 | 7 |
| 0.0093 | 0.9954 | 8 |
| 0.0032 | 0.9986 | 9 |
| 0.0010 | 0.9996 | 10 |
| 0.0003 | 0.9999 | 11 |
| 0.0001 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0456 | 0.0456 | 0 |
| 0.1408 | 0.1865 | 1 |
| 0.2174 | 0.4039 | 2 |
| 0.2238 | 0.6276 | 3 |
| 0.1727 | 0.8004 | 4 |
| 0.1067 | 0.9070 | 5 |
| 0.0549 | 0.9619 | 6 |
| 0.0242 | 0.9861 | 7 |
| 0.0093 | 0.9954 | 8 |
| 0.0032 | 0.9986 | 9 |
| 0.0010 | 0.9996 | 10 |
| 0.0003 | 0.9999 | 11 |
| 0.0001 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 6.1
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0023 | 0.0023 | 0 |
| 0.0137 | 0.0160 | 1 |
| 0.0418 | 0.0578 | 2 |
| 0.0850 | 0.1429 | 3 |
| 0.1296 | 0.2724 | 4 |
| 0.1580 | 0.4304 | 5 |
| 0.1605 | 0.5909 | 6 |
| 0.1398 | 0.7307 | 7 |
| 0.1065 | 0.8372 | 8 |
| 0.0721 | 0.9093 | 9 |
| 0.0440 | 0.9533 | 10 |
| 0.0244 | 0.9777 | 11 |
| 0.0124 | 0.9900 | 12 |
| 0.0058 | 0.9958 | 13 |
| 0.0025 | 0.9984 | 14 |
| 0.0010 | 0.9994 | 15 |
| 0.0004 | 0.9998 | 16 |
| 0.0001 | 0.9999 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0029 | 0.0029 | 0 |
| 0.0171 | 0.0200 | 1 |
| 0.0499 | 0.0699 | 2 |
| 0.0969 | 0.1668 | 3 |
| 0.1413 | 0.3082 | 4 |
| 0.1649 | 0.4730 | 5 |
| 0.1602 | 0.6333 | 6 |
| 0.1335 | 0.7668 | 7 |
| 0.0973 | 0.8641 | 8 |
| 0.0631 | 0.9272 | 9 |
| 0.0368 | 0.9639 | 10 |
| 0.0195 | 0.9834 | 11 |
| 0.0095 | 0.9929 | 12 |
| 0.0043 | 0.9972 | 13 |
| 0.0018 | 0.9989 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0003 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0029 | 0.0029 | 0 |
| 0.0171 | 0.0200 | 1 |
| 0.0499 | 0.0699 | 2 |
| 0.0969 | 0.1668 | 3 |
| 0.1413 | 0.3082 | 4 |
| 0.1649 | 0.4730 | 5 |
| 0.1602 | 0.6333 | 6 |
| 0.1335 | 0.7668 | 7 |
| 0.0973 | 0.8641 | 8 |
| 0.0631 | 0.9272 | 9 |
| 0.0368 | 0.9639 | 10 |
| 0.0195 | 0.9834 | 11 |
| 0.0095 | 0.9929 | 12 |
| 0.0043 | 0.9972 | 13 |
| 0.0018 | 0.9989 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0003 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0029 | 0.0029 | 0 |
| 0.0171 | 0.0200 | 1 |
| 0.0499 | 0.0699 | 2 |
| 0.0969 | 0.1668 | 3 |
| 0.1413 | 0.3082 | 4 |
| 0.1649 | 0.4730 | 5 |
| 0.1602 | 0.6333 | 6 |
| 0.1335 | 0.7668 | 7 |
| 0.0973 | 0.8641 | 8 |
| 0.0631 | 0.9272 | 9 |
| 0.0368 | 0.9639 | 10 |
| 0.0195 | 0.9834 | 11 |
| 0.0095 | 0.9929 | 12 |
| 0.0043 | 0.9972 | 13 |
| 0.0018 | 0.9989 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0003 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Julian
SBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 6.4
Percentile = 0.95 11

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0017 | 0.0017 | 0 |
| 0.0108 | 0.0124 | 1 |
| 0.0344 | 0.0468 | 2 |
| 0.0731 | 0.1199 | 3 |
| 0.1168 | 0.2367 | 4 |
| 0.1491 | 0.3858 | 5 |
| 0.1587 | 0.5445 | 6 |
| 0.1448 | 0.6893 | 7 |
| 0.1156 | 0.8049 | 8 |
| 0.0820 | 0.8869 | 9 |
| 0.0524 | 0.9393 | 10 |
| 0.0304 | 0.9697 | 11 |
| 0.0162 | 0.9859 | 12 |
| 0.0079 | 0.9939 | 13 |
| 0.0036 | 0.9975 | 14 |
| 0.0015 | 0.9990 | 15 |
| 0.0006 | 0.9996 | 16 |
| 0.0002 | 0.9999 | 17 |
| 0.0001 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0835 | 0.0835 | 0 |
| 0.2073 | 0.2907 | 1 |
| 0.2574 | 0.5481 | 2 |
| 0.2130 | 0.7611 | 3 |
| 0.1323 | 0.8934 | 4 |
| 0.0657 | 0.9591 | 5 |
| 0.0272 | 0.9863 | 6 |
| 0.0096 | 0.9959 | 7 |
| 0.0030 | 0.9989 | 8 |
| 0.0008 | 0.9997 | 9 |
| 0.0002 | 0.9999 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0297 | 0.0297 | 0 |
| 0.1044 | 0.1341 | 1 |
| 0.1836 | 0.3178 | 2 |
| 0.2153 | 0.5330 | 3 |
| 0.1893 | 0.7223 | 4 |
| 0.1331 | 0.8554 | 5 |
| 0.0780 | 0.9334 | 6 |
| 0.0392 | 0.9726 | 7 |
| 0.0172 | 0.9898 | 8 |
| 0.0067 | 0.9966 | 9 |
| 0.0024 | 0.9989 | 10 |
| 0.0008 | 0.9997 | 11 |
| 0.0002 | 0.9999 | 12 |
| 0.0001 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 4.1
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0163 | 0.0163 | 0 |
| 0.0671 | 0.0834 | 1 |
| 0.1381 | 0.2215 | 2 |
| 0.1895 | 0.4110 | 3 |
| 0.1950 | 0.6061 | 4 |
| 0.1606 | 0.7666 | 5 |
| 0.1102 | 0.8768 | 6 |
| 0.0648 | 0.9416 | 7 |
| 0.0333 | 0.9750 | 8 |
| 0.0153 | 0.9902 | 9 |
| 0.0063 | 0.9965 | 10 |
| 0.0023 | 0.9988 | 11 |
| 0.0008 | 0.9996 | 12 |
| 0.0003 | 0.9999 | 13 |
| 0.0001 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0297 | 0.0297 | 0 |
| 0.1044 | 0.1341 | 1 |
| 0.1836 | 0.3178 | 2 |
| 0.2153 | 0.5330 | 3 |
| 0.1893 | 0.7223 | 4 |
| 0.1331 | 0.8554 | 5 |
| 0.0780 | 0.9334 | 6 |
| 0.0392 | 0.9726 | 7 |
| 0.0172 | 0.9898 | 8 |
| 0.0067 | 0.9966 | 9 |
| 0.0024 | 0.9989 | 10 |
| 0.0008 | 0.9997 | 11 |
| 0.0002 | 0.9999 | 12 |
| 0.0001 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 0.95 13

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0004 | 0.0004 | 0 |
| 0.0031 | 0.0036 | 1 |
| 0.0123 | 0.0159 | 2 |
| 0.0321 | 0.0479 | 3 |
| 0.0627 | 0.1106 | 4 |
| 0.0980 | 0.2086 | 5 |
| 0.1277 | 0.3363 | 6 |
| 0.1426 | 0.4788 | 7 |
| 0.1393 | 0.6181 | 8 |
| 0.1210 | 0.7391 | 9 |
| 0.0946 | 0.8337 | 10 |
| 0.0672 | 0.9009 | 11 |
| 0.0438 | 0.9446 | 12 |
| 0.0263 | 0.9709 | 13 |
| 0.0147 | 0.9856 | 14 |
| 0.0077 | 0.9933 | 15 |
| 0.0037 | 0.9970 | 16 |
| 0.0017 | 0.9988 | 17 |
| 0.0007 | 0.9995 | 18 |
| 0.0003 | 0.9998 | 19 |
| 0.0001 | 0.9999 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0001 | 0.0001 | 1 |
| 0.0005 | 0.0006 | 2 |
| 0.0020 | 0.0025 | 3 |
| 0.0058 | 0.0083 | 4 |
| 0.0138 | 0.0221 | 5 |
| 0.0272 | 0.0493 | 6 |
| 0.0462 | 0.0955 | 7 |
| 0.0685 | 0.1640 | 8 |
| 0.0903 | 0.2542 | 9 |
| 0.1071 | 0.3614 | 10 |
| 0.1156 | 0.4769 | 11 |
| 0.1143 | 0.5912 | 12 |
| 0.1043 | 0.6955 | 13 |
| 0.0884 | 0.7840 | 14 |
| 0.0700 | 0.8539 | 15 |
| 0.0519 | 0.9058 | 16 |
| 0.0362 | 0.9420 | 17 |
| 0.0239 | 0.9659 | 18 |
| 0.0149 | 0.9808 | 19 |
| 0.0088 | 0.9896 | 20 |
| 0.0050 | 0.9946 | 21 |
| 0.0027 | 0.9973 | 22 |
| 0.0014 | 0.9987 | 23 |
| 0.0007 | 0.9994 | 24 |
| 0.0003 | 0.9997 | 25 |
| 0.0001 | 0.9999 | 26 |
| 0.0001 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 15.7
Percentile = 0.95 22

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0001 | 0.0001 | 3 |
| 0.0004 | 0.0005 | 4 |
| 0.0012 | 0.0017 | 5 |
| 0.0032 | 0.0049 | 6 |
| 0.0071 | 0.0120 | 7 |
| 0.0139 | 0.0259 | 8 |
| 0.0243 | 0.0501 | 9 |
| 0.0381 | 0.0882 | 10 |
| 0.0544 | 0.1426 | 11 |
| 0.0711 | 0.2137 | 12 |
| 0.0859 | 0.2996 | 13 |
| 0.0963 | 0.3959 | 14 |
| 0.1008 | 0.4968 | 15 |
| 0.0989 | 0.5957 | 16 |
| 0.0914 | 0.6871 | 17 |
| 0.0797 | 0.7668 | 18 |
| 0.0659 | 0.8326 | 19 |
| 0.0517 | 0.8843 | 20 |
| 0.0386 | 0.9230 | 21 |
| 0.0276 | 0.9505 | 22 |
| 0.0188 | 0.9694 | 23 |
| 0.0123 | 0.9817 | 24 |
| 0.0077 | 0.9894 | 25 |
| 0.0047 | 0.9941 | 26 |
| 0.0027 | 0.9968 | 27 |
| 0.0015 | 0.9983 | 28 |
| 0.0008 | 0.9991 | 29 |
| 0.0004 | 0.9996 | 30 |
| 0.0002 | 0.9998 | 31 |
| 0.0001 | 0.9999 | 32 |
| 0.0001 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0001 | 0.0001 | 1 |
| 0.0005 | 0.0006 | 2 |
| 0.0020 | 0.0025 | 3 |
| 0.0058 | 0.0083 | 4 |
| 0.0138 | 0.0221 | 5 |
| 0.0272 | 0.0493 | 6 |
| 0.0462 | 0.0955 | 7 |
| 0.0685 | 0.1640 | 8 |
| 0.0903 | 0.2542 | 9 |
| 0.1071 | 0.3614 | 10 |
| 0.1156 | 0.4769 | 11 |
| 0.1143 | 0.5912 | 12 |
| 0.1043 | 0.6955 | 13 |
| 0.0884 | 0.7840 | 14 |
| 0.0700 | 0.8539 | 15 |
| 0.0519 | 0.9058 | 16 |
| 0.0362 | 0.9420 | 17 |
| 0.0239 | 0.9659 | 18 |
| 0.0149 | 0.9808 | 19 |
| 0.0088 | 0.9896 | 20 |
| 0.0050 | 0.9946 | 21 |
| 0.0027 | 0.9973 | 22 |
| 0.0014 | 0.9987 | 23 |
| 0.0007 | 0.9994 | 24 |
| 0.0003 | 0.9997 | 25 |
| 0.0001 | 0.9999 | 26 |
| 0.0001 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0029 | 0.0029 | 0 |
| 0.0171 | 0.0200 | 1 |
| 0.0498 | 0.0698 | 2 |
| 0.0969 | 0.1667 | 3 |
| 0.1413 | 0.3080 | 4 |
| 0.1648 | 0.4728 | 5 |
| 0.1602 | 0.6331 | 6 |
| 0.1335 | 0.7666 | 7 |
| 0.0974 | 0.8640 | 8 |
| 0.0631 | 0.9271 | 9 |
| 0.0368 | 0.9639 | 10 |
| 0.0195 | 0.9834 | 11 |
| 0.0095 | 0.9929 | 12 |
| 0.0043 | 0.9972 | 13 |
| 0.0018 | 0.9989 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0003 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.7
Percentile = 0.95 11

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0012 | 0.0012 | 0 |
| 0.0082 | 0.0095 | 1 |
| 0.0276 | 0.0371 | 2 |
| 0.0617 | 0.0988 | 3 |
| 0.1034 | 0.2022 | 4 |
| 0.1385 | 0.3406 | 5 |
| 0.1546 | 0.4953 | 6 |
| 0.1480 | 0.6433 | 7 |
| 0.1240 | 0.7673 | 8 |
| 0.0923 | 0.8596 | 9 |
| 0.0618 | 0.9214 | 10 |
| 0.0377 | 0.9591 | 11 |
| 0.0210 | 0.9801 | 12 |
| 0.0108 | 0.9909 | 13 |
| 0.0052 | 0.9961 | 14 |
| 0.0023 | 0.9984 | 15 |
| 0.0010 | 0.9994 | 16 |
| 0.0004 | 0.9998 | 17 |
| 0.0001 | 0.9999 | 18 |
| 0.0001 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 16.2
Percentile = 0.95 23

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0001 | 0.0001 | 3 |
| 0.0003 | 0.0003 | 4 |
| 0.0008 | 0.0012 | 5 |
| 0.0023 | 0.0034 | 6 |
| 0.0053 | 0.0087 | 7 |
| 0.0107 | 0.0193 | 8 |
| 0.0192 | 0.0386 | 9 |
| 0.0312 | 0.0698 | 10 |
| 0.0461 | 0.1158 | 11 |
| 0.0623 | 0.1781 | 12 |
| 0.0778 | 0.2559 | 13 |
| 0.0902 | 0.3461 | 14 |
| 0.0976 | 0.4438 | 15 |
| 0.0991 | 0.5428 | 16 |
| 0.0946 | 0.6374 | 17 |
| 0.0853 | 0.7227 | 18 |
| 0.0729 | 0.7956 | 19 |
| 0.0592 | 0.8547 | 20 |
| 0.0457 | 0.9005 | 21 |
| 0.0337 | 0.9342 | 22 |
| 0.0238 | 0.9580 | 23 |
| 0.0161 | 0.9741 | 24 |
| 0.0105 | 0.9846 | 25 |
| 0.0065 | 0.9911 | 26 |
| 0.0039 | 0.9950 | 27 |
| 0.0023 | 0.9973 | 28 |
| 0.0013 | 0.9986 | 29 |
| 0.0007 | 0.9993 | 30 |
| 0.0004 | 0.9996 | 31 |
| 0.0002 | 0.9998 | 32 |
| 0.0001 | 0.9999 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 16.2
Percentile = 0.95 23

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0000 | 0.0000 | 1 |
| 0.0000 | 0.0000 | 2 |
| 0.0001 | 0.0001 | 3 |
| 0.0003 | 0.0003 | 4 |
| 0.0008 | 0.0012 | 5 |
| 0.0023 | 0.0034 | 6 |
| 0.0053 | 0.0087 | 7 |
| 0.0107 | 0.0193 | 8 |
| 0.0192 | 0.0386 | 9 |
| 0.0312 | 0.0698 | 10 |
| 0.0461 | 0.1158 | 11 |
| 0.0623 | 0.1781 | 12 |
| 0.0778 | 0.2559 | 13 |
| 0.0902 | 0.3461 | 14 |
| 0.0976 | 0.4438 | 15 |
| 0.0991 | 0.5428 | 16 |
| 0.0946 | 0.6374 | 17 |
| 0.0853 | 0.7227 | 18 |
| 0.0729 | 0.7956 | 19 |
| 0.0592 | 0.8547 | 20 |
| 0.0457 | 0.9005 | 21 |
| 0.0337 | 0.9342 | 22 |
| 0.0238 | 0.9580 | 23 |
| 0.0161 | 0.9741 | 24 |
| 0.0105 | 0.9846 | 25 |
| 0.0065 | 0.9911 | 26 |
| 0.0039 | 0.9950 | 27 |
| 0.0023 | 0.9973 | 28 |
| 0.0013 | 0.9986 | 29 |
| 0.0007 | 0.9993 | 30 |
| 0.0004 | 0.9996 | 31 |
| 0.0002 | 0.9998 | 32 |
| 0.0001 | 0.9999 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0067 | 0.0067 | 0 |
| 0.0337 | 0.0404 | 1 |
| 0.0842 | 0.1247 | 2 |
| 0.1404 | 0.2650 | 3 |
| 0.1755 | 0.4405 | 4 |
| 0.1755 | 0.6160 | 5 |
| 0.1462 | 0.7622 | 6 |
| 0.1044 | 0.8666 | 7 |
| 0.0653 | 0.9319 | 8 |
| 0.0363 | 0.9682 | 9 |
| 0.0181 | 0.9863 | 10 |
| 0.0082 | 0.9945 | 11 |
| 0.0034 | 0.9980 | 12 |
| 0.0013 | 0.9993 | 13 |
| 0.0005 | 0.9998 | 14 |
| 0.0002 | 0.9999 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0029 | 0.0029 | 0 |
| 0.0171 | 0.0200 | 1 |
| 0.0498 | 0.0698 | 2 |
| 0.0969 | 0.1667 | 3 |
| 0.1413 | 0.3080 | 4 |
| 0.1648 | 0.4728 | 5 |
| 0.1602 | 0.6331 | 6 |
| 0.1335 | 0.7666 | 7 |
| 0.0974 | 0.8640 | 8 |
| 0.0631 | 0.9271 | 9 |
| 0.0368 | 0.9639 | 10 |
| 0.0195 | 0.9834 | 11 |
| 0.0095 | 0.9929 | 12 |
| 0.0043 | 0.9972 | 13 |
| 0.0018 | 0.9989 | 14 |
| 0.0007 | 0.9996 | 15 |
| 0.0003 | 0.9999 | 16 |
| 0.0001 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 7.6
Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0005 | 0.0005 | 0 |
| 0.0039 | 0.0044 | 1 |
| 0.0148 | 0.0192 | 2 |
| 0.0374 | 0.0566 | 3 |
| 0.0707 | 0.1273 | 4 |
| 0.1069 | 0.2342 | 5 |
| 0.1349 | 0.3691 | 6 |
| 0.1458 | 0.5149 | 7 |
| 0.1379 | 0.6528 | 8 |
| 0.1159 | 0.7687 | 9 |
| 0.0877 | 0.8565 | 10 |
| 0.0603 | 0.9168 | 11 |
| 0.0381 | 0.9548 | 12 |
| 0.0221 | 0.9770 | 13 |
| 0.0120 | 0.9890 | 14 |
| 0.0060 | 0.9950 | 15 |
| 0.0029 | 0.9979 | 16 |
| 0.0013 | 0.9991 | 17 |
| 0.0005 | 0.9997 | 18 |
| 0.0002 | 0.9999 | 19 |
| 0.0001 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.6
Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0005 | 0.0005 | 0 |
| 0.0039 | 0.0044 | 1 |
| 0.0148 | 0.0192 | 2 |
| 0.0374 | 0.0566 | 3 |
| 0.0707 | 0.1273 | 4 |
| 0.1069 | 0.2342 | 5 |
| 0.1349 | 0.3691 | 6 |
| 0.1458 | 0.5149 | 7 |
| 0.1379 | 0.6528 | 8 |
| 0.1159 | 0.7687 | 9 |
| 0.0877 | 0.8565 | 10 |
| 0.0603 | 0.9168 | 11 |
| 0.0381 | 0.9548 | 12 |
| 0.0221 | 0.9770 | 13 |
| 0.0120 | 0.9890 | 14 |
| 0.0060 | 0.9950 | 15 |
| 0.0029 | 0.9979 | 16 |
| 0.0013 | 0.9991 | 17 |
| 0.0005 | 0.9997 | 18 |
| 0.0002 | 0.9999 | 19 |
| 0.0001 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.5203 | 0.5203 | 0 |
| 0.3399 | 0.8602 | 1 |
| 0.1110 | 0.9713 | 2 |
| 0.0242 | 0.9955 | 3 |
| 0.0039 | 0.9994 | 4 |
| 0.0005 | 0.9999 | 5 |
| 0.0001 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.5203 | 0.5203 | 0 |
| 0.3399 | 0.8602 | 1 |
| 0.1110 | 0.9713 | 2 |
| 0.0242 | 0.9955 | 3 |
| 0.0039 | 0.9994 | 4 |
| 0.0005 | 0.9999 | 5 |
| 0.0001 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.5203 | 0.5203 | 0 |
| 0.3399 | 0.8602 | 1 |
| 0.1110 | 0.9713 | 2 |
| 0.0242 | 0.9955 | 3 |
| 0.0039 | 0.9994 | 4 |
| 0.0005 | 0.9999 | 5 |
| 0.0001 | 1.0000 | 6 |
| 0.0000 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.3
Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0007 | 0.0007 | 0 |
| 0.0048 | 0.0055 | 1 |
| 0.0177 | 0.0231 | 2 |
| 0.0431 | 0.0662 | 3 |
| 0.0790 | 0.1452 | 4 |
| 0.1157 | 0.2609 | 5 |
| 0.1413 | 0.4023 | 6 |
| 0.1479 | 0.5502 | 7 |
| 0.1355 | 0.6856 | 8 |
| 0.1103 | 0.7959 | 9 |
| 0.0808 | 0.8767 | 10 |
| 0.0538 | 0.9305 | 11 |
| 0.0329 | 0.9633 | 12 |
| 0.0185 | 0.9819 | 13 |
| 0.0097 | 0.9916 | 14 |
| 0.0047 | 0.9963 | 15 |
| 0.0022 | 0.9985 | 16 |
| 0.0009 | 0.9994 | 17 |
| 0.0004 | 0.9998 | 18 |
| 0.0001 | 0.9999 | 19 |
| 0.0001 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3163 | 0.3163 | 0 |
| 0.3641 | 0.6804 | 1 |
| 0.2095 | 0.8899 | 2 |
| 0.0804 | 0.9703 | 3 |
| 0.0231 | 0.9935 | 4 |
| 0.0053 | 0.9988 | 5 |
| 0.0010 | 0.9998 | 6 |
| 0.0002 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3066 | 0.3066 | 0 |
| 0.3625 | 0.6691 | 1 |
| 0.2143 | 0.8833 | 2 |
| 0.0844 | 0.9678 | 3 |
| 0.0250 | 0.9927 | 4 |
| 0.0059 | 0.9986 | 5 |
| 0.0012 | 0.9998 | 6 |
| 0.0002 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3066 | 0.3066 | 0 |
| 0.3625 | 0.6691 | 1 |
| 0.2143 | 0.8833 | 2 |
| 0.0844 | 0.9678 | 3 |
| 0.0250 | 0.9927 | 4 |
| 0.0059 | 0.9986 | 5 |
| 0.0012 | 0.9998 | 6 |
| 0.0002 | 1.0000 | 7 |
| 0.0000 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Autumn/Julian
WBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 2.4
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0911 | 0.0911 | 0 |
| 0.2183 | 0.3094 | 1 |
| 0.2615 | 0.5709 | 2 |
| 0.2088 | 0.7797 | 3 |
| 0.1250 | 0.9047 | 4 |
| 0.0599 | 0.9646 | 5 |
| 0.0239 | 0.9885 | 6 |
| 0.0082 | 0.9967 | 7 |
| 0.0025 | 0.9991 | 8 |
| 0.0007 | 0.9998 | 9 |
| 0.0002 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2680 | 0.2680 | 0 |
| 0.3529 | 0.6209 | 1 |
| 0.2323 | 0.8533 | 2 |
| 0.1020 | 0.9552 | 3 |
| 0.0336 | 0.9888 | 4 |
| 0.0088 | 0.9976 | 5 |
| 0.0019 | 0.9996 | 6 |
| 0.0004 | 0.9999 | 7 |
| 0.0001 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2636 | 0.2636 | 0 |
| 0.3515 | 0.6151 | 1 |
| 0.2343 | 0.8494 | 2 |
| 0.1041 | 0.9535 | 3 |
| 0.0347 | 0.9882 | 4 |
| 0.0093 | 0.9975 | 5 |
| 0.0021 | 0.9995 | 6 |
| 0.0004 | 0.9999 | 7 |
| 0.0001 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1797 | 0.1797 | 0 |
| 0.3084 | 0.4881 | 1 |
| 0.2647 | 0.7528 | 2 |
| 0.1515 | 0.9043 | 3 |
| 0.0650 | 0.9693 | 4 |
| 0.0223 | 0.9916 | 5 |
| 0.0064 | 0.9980 | 6 |
| 0.0016 | 0.9996 | 7 |
| 0.0003 | 0.9999 | 8 |
| 0.0001 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1797 | 0.1797 | 0 |
| 0.3084 | 0.4881 | 1 |
| 0.2647 | 0.7528 | 2 |
| 0.1515 | 0.9043 | 3 |
| 0.0650 | 0.9693 | 4 |
| 0.0223 | 0.9916 | 5 |
| 0.0064 | 0.9980 | 6 |
| 0.0016 | 0.9996 | 7 |
| 0.0003 | 0.9999 | 8 |
| 0.0001 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1572 | 0.1572 | 0 |
| 0.2909 | 0.4481 | 1 |
| 0.2691 | 0.7172 | 2 |
| 0.1659 | 0.8831 | 3 |
| 0.0767 | 0.9599 | 4 |
| 0.0284 | 0.9883 | 5 |
| 0.0088 | 0.9970 | 6 |
| 0.0023 | 0.9993 | 7 |
| 0.0005 | 0.9999 | 8 |
| 0.0001 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1266 | 0.1266 | 0 |
| 0.2617 | 0.3883 | 1 |
| 0.2704 | 0.6586 | 2 |
| 0.1863 | 0.8449 | 3 |
| 0.0962 | 0.9411 | 4 |
| 0.0398 | 0.9809 | 5 |
| 0.0137 | 0.9946 | 6 |
| 0.0040 | 0.9987 | 7 |
| 0.0010 | 0.9997 | 8 |
| 0.0002 | 0.9999 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0099 | 0.0099 | 0 |
| 0.0456 | 0.0555 | 1 |
| 0.1053 | 0.1609 | 2 |
| 0.1621 | 0.3230 | 3 |
| 0.1871 | 0.5101 | 4 |
| 0.1728 | 0.6829 | 5 |
| 0.1329 | 0.8158 | 6 |
| 0.0877 | 0.9035 | 7 |
| 0.0506 | 0.9541 | 8 |
| 0.0260 | 0.9800 | 9 |
| 0.0120 | 0.9920 | 10 |
| 0.0050 | 0.9971 | 11 |
| 0.0019 | 0.9990 | 12 |
| 0.0007 | 0.9997 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0001 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Notre Dame (SR-87NB Ramps)/Julian
EBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0099 | 0.0099 | 0 |
| 0.0456 | 0.0555 | 1 |
| 0.1053 | 0.1609 | 2 |
| 0.1621 | 0.3230 | 3 |
| 0.1871 | 0.5101 | 4 |
| 0.1728 | 0.6829 | 5 |
| 0.1329 | 0.8158 | 6 |
| 0.0877 | 0.9035 | 7 |
| 0.0506 | 0.9541 | 8 |
| 0.0260 | 0.9800 | 9 |
| 0.0120 | 0.9920 | 10 |
| 0.0050 | 0.9971 | 11 |
| 0.0019 | 0.9990 | 12 |
| 0.0007 | 0.9997 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0001 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
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| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Clinton (Project Dwy)
SBL/T/R
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 6.6
Percentile = 0.95 11

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0013 | 0.0013 | 0 |
| 0.0086 | 0.0099 | 1 |
| 0.0287 | 0.0386 | 2 |
| 0.0636 | 0.1022 | 3 |
| 0.1056 | 0.2078 | 4 |
| 0.1404 | 0.3481 | 5 |
| 0.1555 | 0.5036 | 6 |
| 0.1476 | 0.6513 | 7 |
| 0.1227 | 0.7739 | 8 |
| 0.0906 | 0.8645 | 9 |
| 0.0602 | 0.9247 | 10 |
| 0.0364 | 0.9611 | 11 |
| 0.0201 | 0.9812 | 12 |
| 0.0103 | 0.9915 | 13 |
| 0.0049 | 0.9964 | 14 |
| 0.0022 | 0.9986 | 15 |
| 0.0009 | 0.9995 | 16 |
| 0.0004 | 0.9998 | 17 |
| 0.0001 | 0.9999 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

Stockton/Clinton (Project Dwy)
SBL/T/R
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2662 | 0.2662 | 0 |
| 0.3523 | 0.6186 | 1 |
| 0.2331 | 0.8517 | 2 |
| 0.1028 | 0.9545 | 3 |
| 0.0340 | 0.9886 | 4 |
| 0.0090 | 0.9976 | 5 |
| 0.0020 | 0.9996 | 6 |
| 0.0004 | 0.9999 | 7 |
| 0.0001 | 1.0000 | 8 |
| 0.0000 | 1.0000 | 9 |
| 0.0000 | 1.0000 | 10 |
| 0.0000 | 1.0000 | 11 |
| 0.0000 | 1.0000 | 12 |
| 0.0000 | 1.0000 | 13 |
| 0.0000 | 1.0000 | 14 |
| 0.0000 | 1.0000 | 15 |
| 0.0000 | 1.0000 | 16 |
| 0.0000 | 1.0000 | 17 |
| 0.0000 | 1.0000 | 18 |
| 0.0000 | 1.0000 | 19 |
| 0.0000 | 1.0000 | 20 |
| 0.0000 | 1.0000 | 21 |
| 0.0000 | 1.0000 | 22 |
| 0.0000 | 1.0000 | 23 |
| 0.0000 | 1.0000 | 24 |
| 0.0000 | 1.0000 | 25 |
| 0.0000 | 1.0000 | 26 |
| 0.0000 | 1.0000 | 27 |
| 0.0000 | 1.0000 | 28 |
| 0.0000 | 1.0000 | 29 |
| 0.0000 | 1.0000 | 30 |
| 0.0000 | 1.0000 | 31 |
| 0.0000 | 1.0000 | 32 |
| 0.0000 | 1.0000 | 33 |
| 0.0000 | 1.0000 | 34 |
| 0.0000 | 1.0000 | 35 |
| 0.0000 | 1.0000 | 36 |
| 0.0000 | 1.0000 | 37 |
| 0.0000 | 1.0000 | 38 |
| 0.0000 | 1.0000 | 39 |
| 0.0000 | 1.0000 | 40 |
| 0.0000 | 1.0000 | 41 |
| 0.0000 | 1.0000 | 42 |
| 0.0000 | 1.0000 | 43 |
| 0.0000 | 1.0000 | 44 |
| 0.0000 | 1.0000 | 45 |

# Appendix D

# VMT Evaluation

# Tool Output

# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: 250 Stockton Avenue Office Development
Location: 250 Stockton Avenue, San Jose, CA
Parcel: 25928024 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 11/14/2022

Proposed Parking Spaces Vehicles: 1,582 Bicycles: 290

## LAND USE:

| Residential: | |
|---|---|
| Single Family | 0 DU |
| Multi Family | 0 DU |
| Subtotal | 0 DU |
| Office: | 952.5 KSF |
| Retail: | 0 KSF |
| Industrial: | 0 KSF |

Percent of All Residential Units

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

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density

| | |
|---|---|
| Existing Density (DU/Residential Acres in half-mile buffer) | 9 |
| With Project Density (DU/Residential Acres in half-mile buffer) | 9 |

Increase Development Diversity

| | |
|---|---|
| Existing Activity Mix Index | 0.92 |
| With Project Activity Mix Index | 0.85 |

Integrate Affordable and Below Market Rate

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

Increase Employment Density

| | |
|---|---|
| Existing Density (Jobs/Commercial Acres in half-mile buffer) | 31 |
| With Project Density (Jobs/Commercial Acres in half-mile buffer) | 45 |

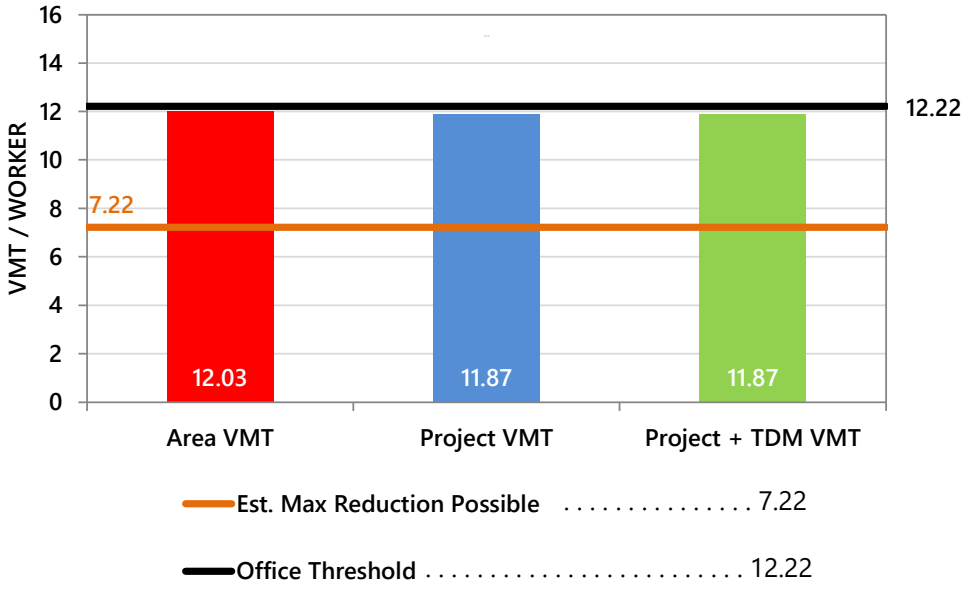
### Tier 2 - Multimodal Infrastructure

### Tier 3 - Parking

### Tier 4 - TDM Programs

## EMPLOYMENT ONLY

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



HEXAGON TRANSPORTATION CONSULTANTS, INC.

# 250 Stockton Office Development

## Draft Transportation Demand Management (TDM) Plan

Prepared for:
**Imwalle Properties**

**November 3, 2022**


**Hexagon Transportation Consultants, Inc.**
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 22LD02
Phone: 408.846.7410

# Table of Contents



## List of Figures

# 1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for sustainable transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM plan has been prepared for the proposed 250 Stockton Office development to satisfy the requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances, and to qualify for a proposed 21.8 percent reduction in required off-street parking.

This TDM Plan addresses all the requirements of the City's ordinance and includes TDM measures designed to reduce the proposed project's parking demand and trips by office employees.

## Project Description

The project site is located along the east side of Stockton Avenue, 100 feet south of Julian Street. The project site is located within the Downtown Growth Area Boundary.

The office development is proposed to consist of 952,473 square feet (s.f.) of gross floor area. Using a floor area ratio of 0.85, the office use is calculated to contain 809,602 s.f. square feet of floor area. Vehicular access to a 1,582-space four-level underground parking garage would be provided via a proposed two-way driveway located at the intersection of Stockton Avenue and Clinton Place. A separate driveway along Stockton Avenue along the project site's southern boundary would provide access to on-site loading docks.

The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

### Location and Proximity to Transit

The location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is located in the downtown growth area and is a short walk or bicycle ride from numerous complementary land uses and transit services. The project location effectively renders it part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. The project also is located less than 1,800 feet walking distance of the Diridon Transit Center

entrance on Cahill Street. The Diridon Station provides Caltrain, LRT, ACE, and Amtrak rail services. This project clearly could benefit from the nearby rail services. The project site also is located a short walk or bike ride from the Guadalupe River multi-use trail system.

### Parking Requirements

Based on the City's off-street parking requirements, the office project would be required to provide a total of 2,024 off-street parking spaces before any reductions. The project site plan indicates a total of 1,582 on-site vehicle parking spaces. This equates to an approximately 21.8% reduction from the baseline required number of off-street vehicle parking spaces.

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 20 percent is automatically allowed if the provisions of Subsections a and b are met. Due to the project site being located within 2,000 feet of an existing rail station and exceeding the required number of bicycle parking spaces per City code, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent. Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain an additional 1.8% reduction allowed under Code 20.90.220.A.

### Proposed TDM Measures

The proposed TDM Plan includes the following measures, however additional measures could be implemented by a prospective office tenant:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v)
3. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

## Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that would be implemented for the proposed project, including the program for implementing and monitoring the TDM plan.

**Figure 1**
**Project Site Location**

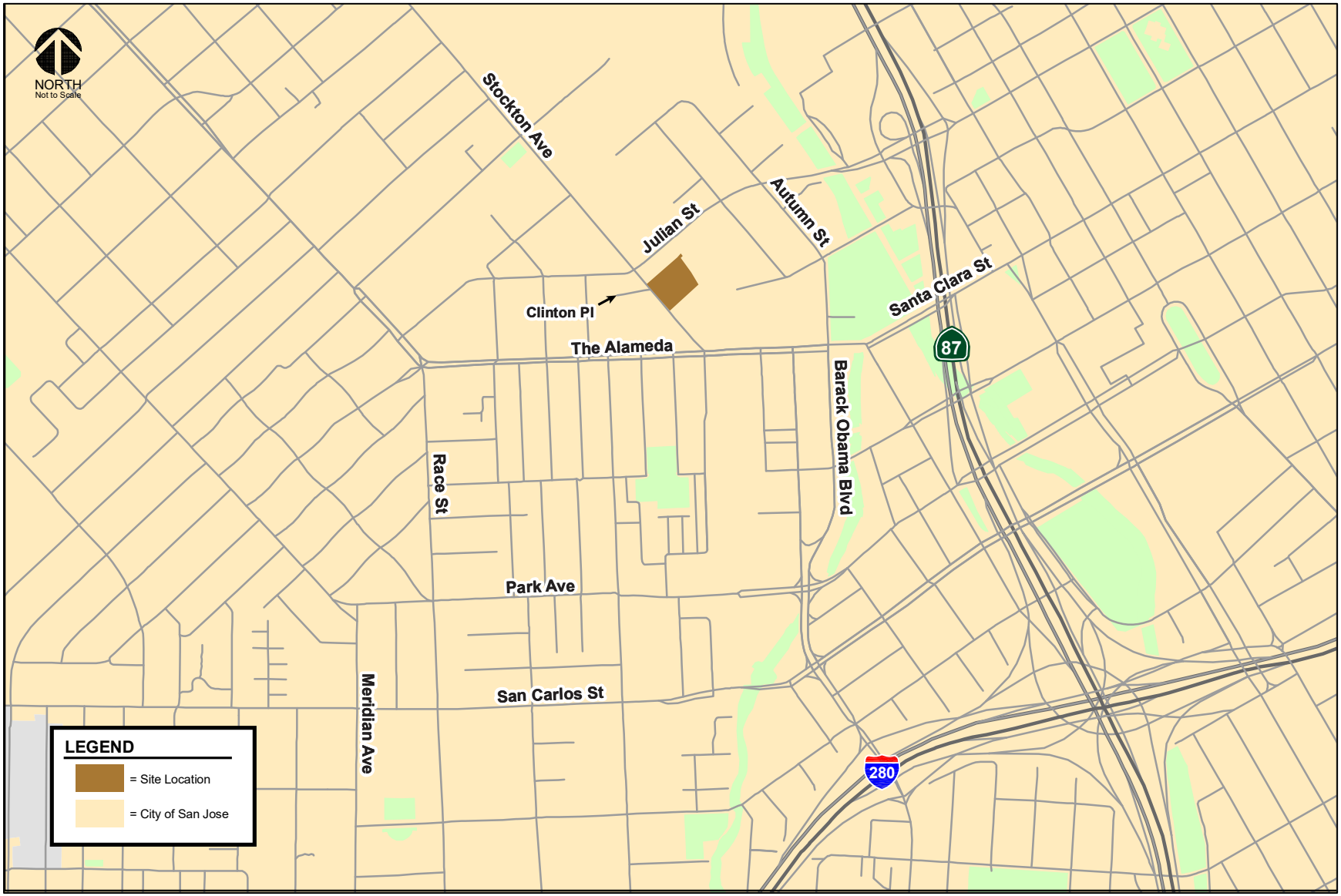
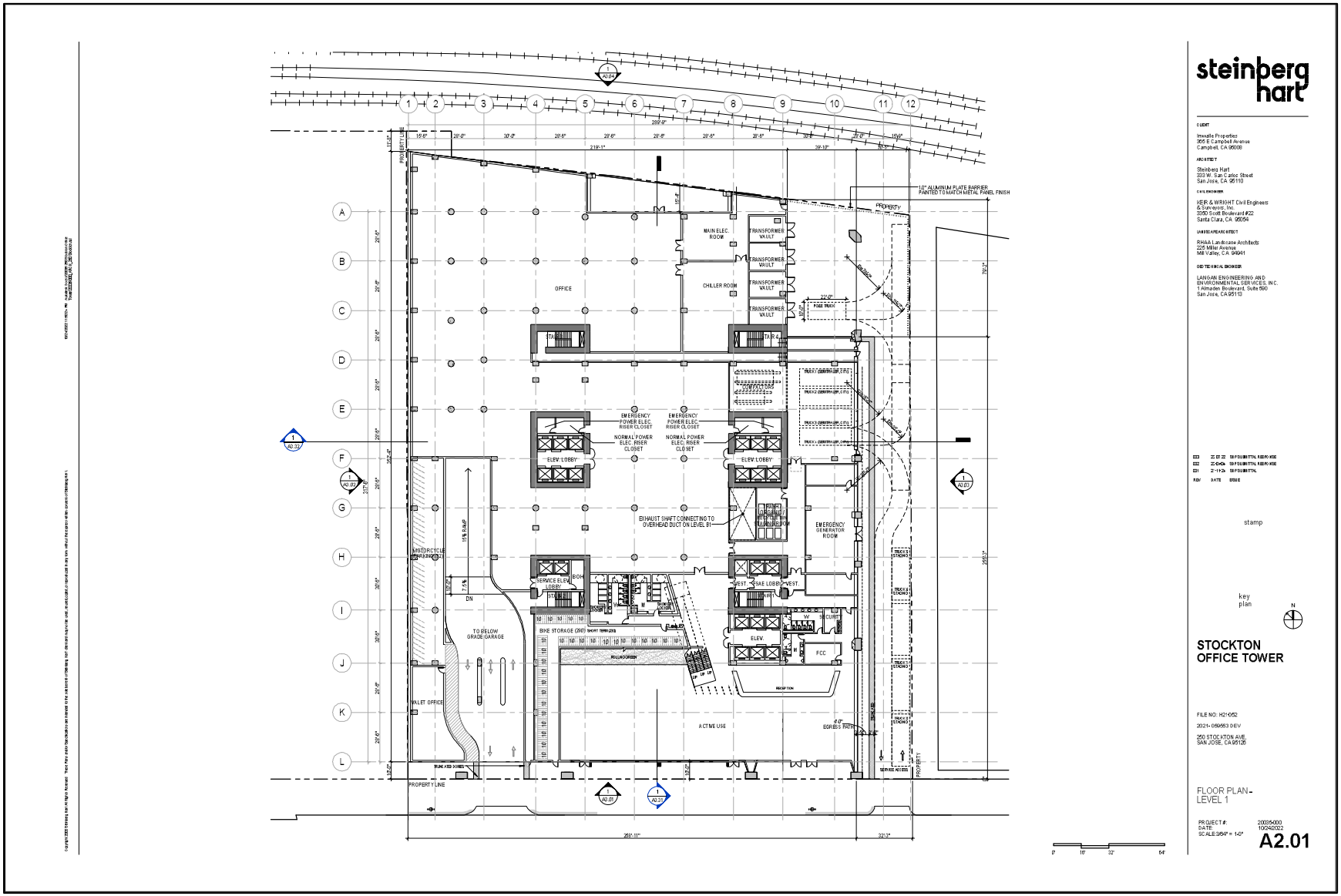


**Figure 2**
**Project Site Plan**



# 2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

## Existing Bicycle and Pedestrian Facilities

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

- Stockton Avenue, along its entire extent
- Julian Street, between The Alameda and Stockton Avenue
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard
- Race Street, between The Alameda and Park Avenue; San Carlos Street and Parkmoor Avenue
- Barack Obama Boulevard, between Santa Clara Street and Auzerais Avenue

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

- Sunol Street, between The Alameda and Auzerais Avenue
- Montgomery Street, between Julian Street and St. John Street
- St. John Street, along its entire extent

**Class IV Bikeway (Protected Bike Lane)**. Class IV bicycle facilities are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street
- Barack Obama Boulevard, between Santa Clara Street and St. John Street
- Park Avenue, between Barack Obama Boulevard and Laurel Grove Lane

The existing bicycle facilities are shown in Figure 3.

### Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Julian Street, located approximately 1,700 feet east of the project site.

### Bike and Scooter Share Services

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share stations are located less than 900 feet from the project site along the north side of The Alameda, just west of Stockton Avenue, and along the northwest corner of the Julian Street and Morrison Avenue intersection. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including the project frontage. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

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

## Existing Transit Service

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located less than 1,800 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

### Bus Service

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

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 700 feet walking distance from the project site and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 1,000 feet walking distance from the project site, are served by Rapid Route 522.

### VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa

**Figure 3**
**Existing Bicycle Facilities**

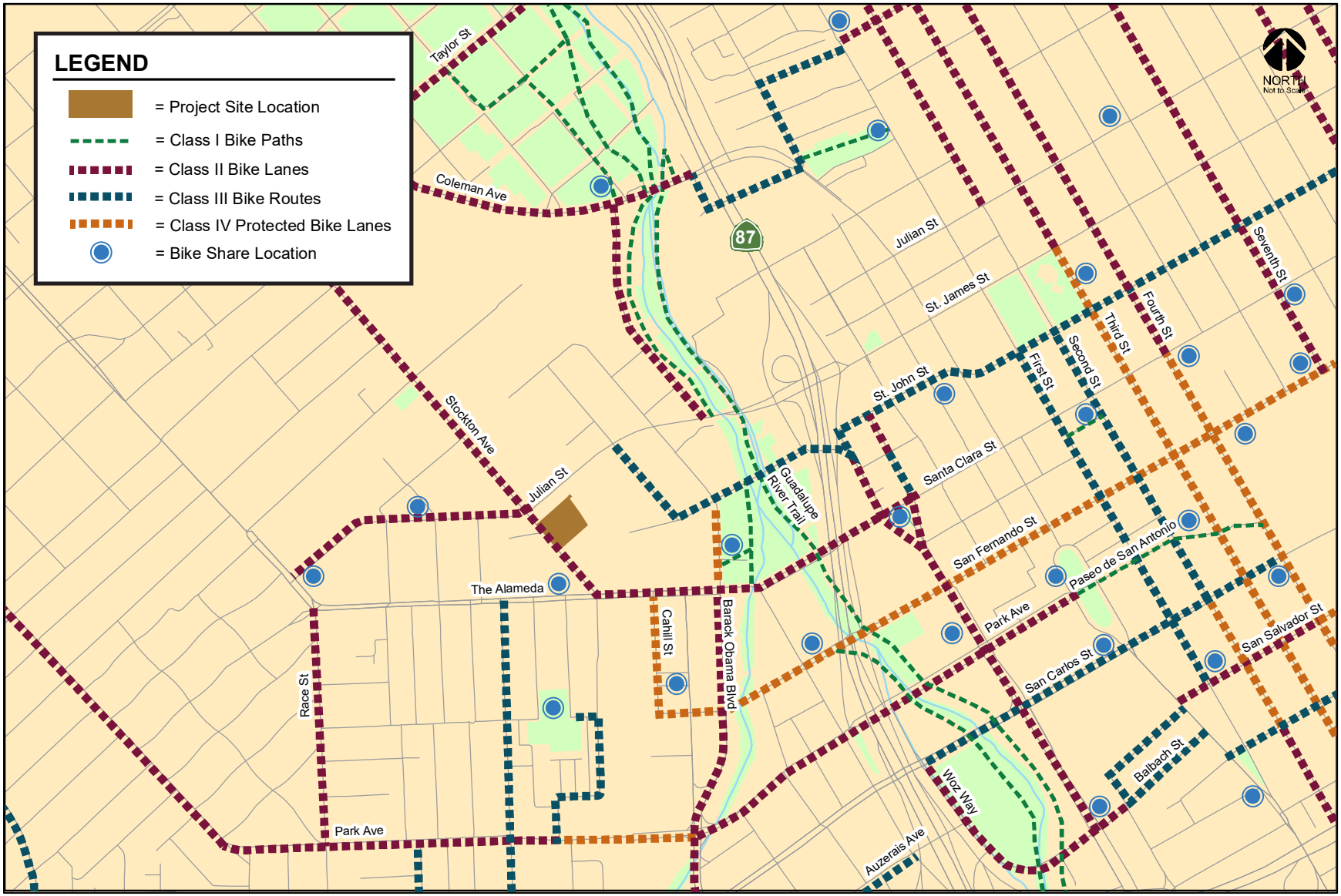


**Figure 4**
**Existing Transit Facilities**

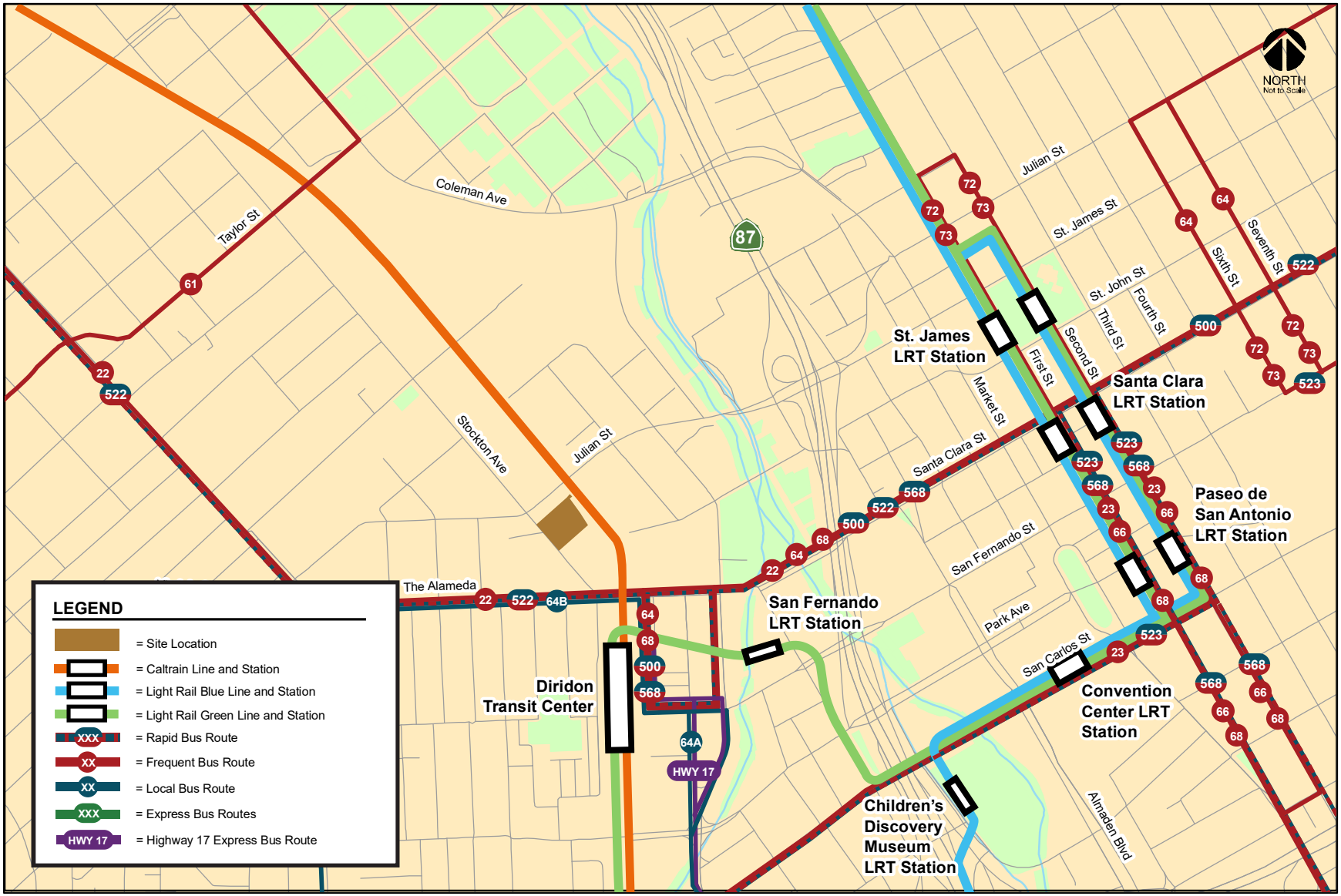


**Table 1**
**Existing Bus Service Near the Project Site**

| Bus Route | Route Description | Nearest Stop | Headway [1] |
|---|---|---|---|
| Frequent Route 22 | Palo Alto Transit Center to Eastridge Transit Center | The Alameda/Bush | 15 min |
| Frequent Route 23 | DeAnza College to Alum Rock Transit Center via Stevens Creek | San Carlos/Barack Obama | 12 - 15 min |
| Local Route 64A | McKee & White to Ohlone-Chynoweth Station | Santa Clara/Cahill | 30 min [2] |
| Local Route 64B | McKee & White to Almaden Expressway & Camden | The Alameda/Bush | 30 min [2] |
| Frequent Route 68 | San Jose Diridon Station to Gilroy Transit Center | Diridon Transit Center | 15 - 20 min |
| Rapid Route 500 | San Jose Diridon Station to Downtown San Jose | Diridon Transit Center | 15 - 20 min |
| Rapid Route 522 | Palo Alto Transit Center to Eastridge Transit Center | Santa Clara/Cahill | 10 - 15 min |
| Rapid Route 523 | Berryessa BART to Lockheed Martin via De Anza College | San Carlos/Barack Obama | 15 - 20 min |
| Rapid Route 568 | Gilroy/Morgan Hill to San Jose Diridon Station | Diridon Transit Center | 15 - 40 min |
| Hwy 17 Express (Route 970) | Downtown Santa Cruz / Scotts Valley to Downtown San Jose | Diridon Transit Center | 20 - 35 min |

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The San Jose Diridon station is located along the Green LRT line (Winchester-Old Ironsides) and serves as a transfer point to Caltrain, ACE, and Amtrak services.

**Caltrain Service**

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

**Altamont Commuter Express Service (ACE)**

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

**Amtrak Service**

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

## Future Transit Services

Future transit services in the project vicinity will be provided by the VTA and BART. The future transit services are described below.

**Bay Area Rapid Transit (BART) Phase II Project**

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

The Diridon BART Station would be located in the area of the Diridon Transit Center. The Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Transit Center (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Transit Center along Cahill Street.

Access to the Diridon BART Station would be provided from Santa Clara Street at Cahill Street (less than 1,000 feet walking distance from the project site) and Autumn Street from the north. Access from the south would be provided via San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center

# 3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Section 20.90.220 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

## City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 20 percent is automatically allowed if the provisions of Subsections a and b are met. A reduction of up to 50 percent may be authorized if the project conforms to the requirements specified in Subsections a and b, and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 is outlined below.

### Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

*A. Alternative transportation.*

1. *A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:*
    a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
    b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*
    c. *For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:*
        i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-*

*share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or*

ii. *Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA SmartPass system will satisfy this requirement).*

d. *In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:*

i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or*

ii. *Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA SmartPass system will satisfy this requirement); or*

iii. *Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or*

iv. *Provide a guaranteed ride home program; or*

v. *Implement telecommuting and flexible work schedules; or*

vi. *Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or*

vii. *Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or*

viii. *Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or*

ix. *Provide shuttle access to Caltrain stations; or*

x. *Provide or contract for on-site or nearby child-care services; or*

xi. *Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or*

xii. *Provide on-site showers and lockers; or*

xiii. *Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or*

xiv. *Unbundled parking; and*

e. *For any project that requires a TDM program:*

*i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and*

*ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.*

## Compliance with the City Parking Code

### Vehicle Parking Requirement

The project as proposed would consist of 952,473 square feet (s.f.) of gross floor area. Using a floor area ratio of 0.85, the office use is calculated to contain 809,602 s.f. square feet of floor area.

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 square feet of office use. Based on the City's off-street parking requirements, the office project would be required to provide a total of 2,024 off-street parking spaces before any reductions.

The project is proposing a total of 1,582 parking spaces, which would not meet the City's baseline parking requirements. The proposed number of parking spaces represent a 21.8% reduction from the standard required number of spaces.

### Reduction Due to Location near Transit and Bicycle Parking

As stated under Section 20.90.220.A.1, Subsections a and b, a 20 percent reduction in required off-street vehicle parking spaces is allowed for projects that meet the City's bicycle parking requirements and are located within 2,000 feet of an existing rail station. The project will meet these requirements as described below:

**Location and Proximity to Transit (Subsection A)**

The project is located less than 1,800 feet walking distance of the Diridon Transit Center entrance on Cahill Street and less than 1,000 feet from the future Downtown San Jose BART Station at Santa Clara Street/Cahill Street. Therefore, the project would conform to Subsection 20.90.220.A.1.a.

**Bicycle Parking Requirement**

In accordance with the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces.

The proposed office project is required to provide a total of 203 bicycle parking spaces: 163 short-term bicycle parking spaces and 40 long-term bicycle parking spaces to meet the City standards. The project would provide a total of 290 bicycle parking spaces within a bicycle storage room, consisting of 230 short-term parking spaces and 60 long-term parking spaces. Shower facilities and lockers also would be provided adjacent to the bicycle storage room. Direct access to the storage room is provided along Stockton Avenue via an entryway at the front plaza. Additional access is provided within the entry lobby.

Due to the project site being located within 2,000 feet of an existing rail station and exceeding the required number of bicycle parking spaces per City code, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent.

With the 20% reduction discussed above, the project would still require an additional 1.8% reduction in on-site parking spaces. Since the project is requesting a reduction in required parking of greater than 20%, the project also would be required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain the maximum 50% reduction allowed under Code 20.90.220.A. The project's proposed TDM measures are described in the following chapter.

# 4. Recommended TDM Measures

This chapter describes TDM measures recommended for the proposed project, including services that promote sustainable modes of transportation. The specific TDM measures that are recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 21.8 percent parking reduction with implementation of a comprehensive TDM plan. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

It should be noted that Imwalle Properties is a long-term real estate holder and will work with the City to communicate and maintain additional TDM measures deemed appropriate for the proposed project. The tenant(s) occupying the office space (to be determined later) could propose and maintain additional TDM measures.

## Proposed TDM Measures

### Transit Use Incentive Program (20.90.220.A.1.c.ii)

The future office tenant(s) will develop a transit use incentive program for employees. Transit subsidies are an extremely effective means of encouraging workers to use transit rather than drive. There are a number of ways to structure a financial incentive for transit usage. Employers can cover a portion or the total monthly cost of transit for those employees who take transit through a pre-tax benefit, or purchase transit passes themselves and distribute them to employees, or offer a universal transit pass program.

Universal transit pass programs are different from financial incentives in that an employer purchases a pass for all employees, regardless of whether they currently ride transit or not. These passes typically provide unlimited transit rides on local or regional transit providers for a low monthly fee; a fee that is lower than the individual cost to purchase a pass as a bulk discount is given. Such programs are a more cost-effective option for employers with regards to reducing vehicle trips and parking demand as compared to purchasing individual passes.

One option that can be pursued for this project is providing one free annual VTA SmartPass per employee. The SmartPass is loaded onto a Clipper card and will allow for unlimited rides on VTA-operated buses (with the exception of Express routes) and light rail services. The VTA SmartPass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employers.

### Telecommuting and Flexible Work Schedule (Subsection 20.90.220.A.1.d.v)

The project will include high-speed internet connections and provide flexible work schedules for employees to facilitate telecommunicating. Telecommunicating is an effective TDM strategy the enables employees to work from home and thereby reduce the number of commute trips to and from the project site. Employees can use on-line meeting services to work remotely from home reducing vehicle trips.

### On-Site Showers and Lockers (Subsection 20.90.220.A.1.d.xii)

The project will include on-site shower facilities with lockers to serve all employees. The facilities will be located at ground-floor level, directly accessible from a central bicycle parking room.

Showers and changing facilities can encourage employees to move more and incorporate fitness into their daily routines. Providing showers enables active commuters to arrive early and prepare for the day without hygienic concerns. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

## Summary of TDM Measures

The specific TDM measures recommended for the project are summarized below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances. The proposed TDM measures would encourage employees to use alternative transportation modes in order to reduce single-occupancy vehicle trips and parking demand generated by the project.

The proposed TDM Plan includes the following measures, however additional measures could be implemented by a prospective office tenant:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v)
3. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

# 5. TDM Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand by up to 21.8 percent. Per Section 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

## Implementation

The project applicant needs to submit this TDM Plan to the City of San Jose and would be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

## Monitoring and Reporting

The TDM plan will need to be re-evaluated annually for the life of the project. If it is determined that the 21.8 percent parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

The designated TDM coordinator will consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring will include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

### Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted between 12:00 AM and 5:00 AM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the

TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced.

## Annual Mode Share Survey

The annual survey would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

## Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.