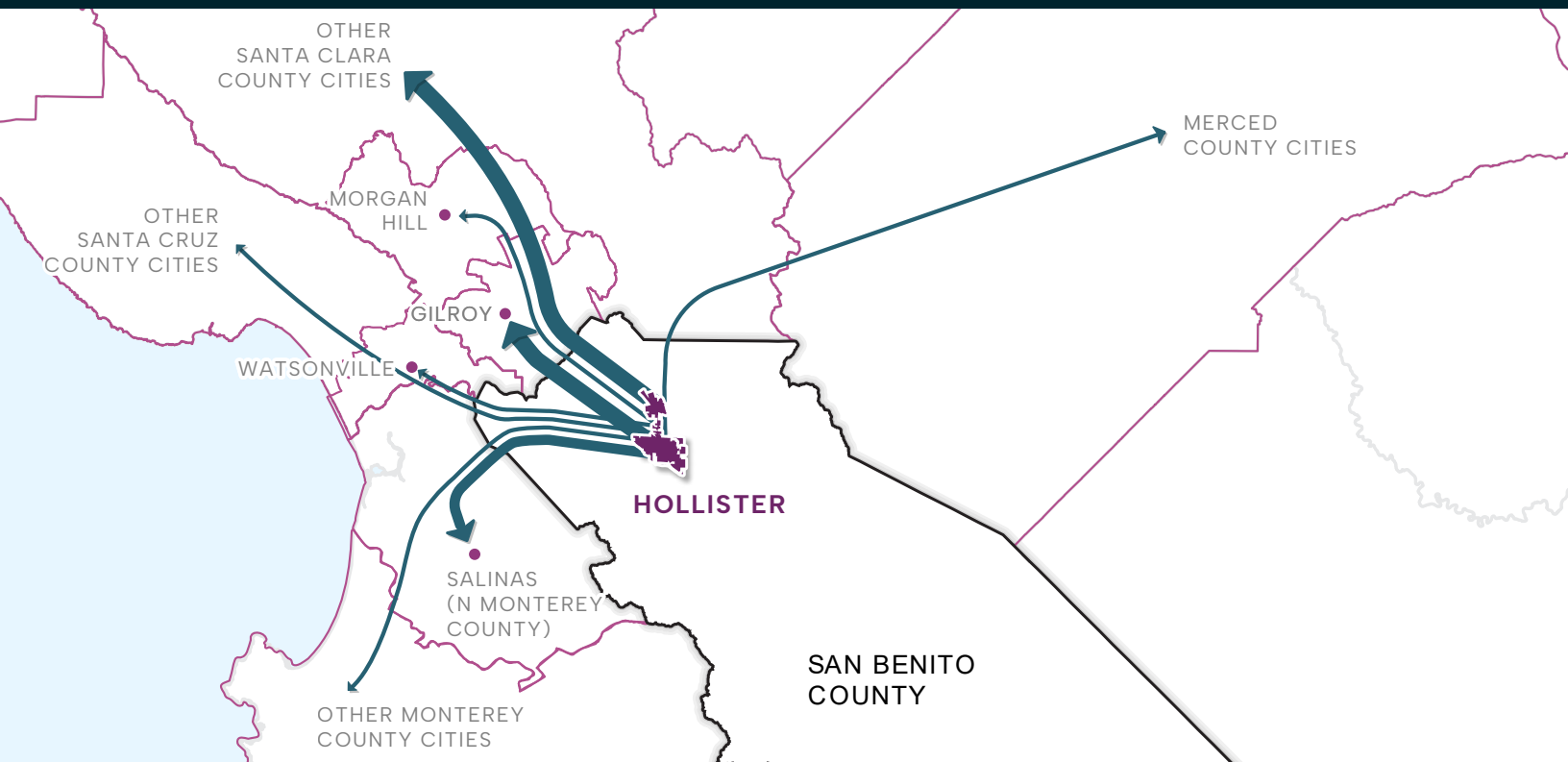


Fehr&Peers

Travel Behavior Analysis for San Benito County

Final Report



Prepared for:
**Council of San Benito
County Governments**

Submitted on:
June 2026

Fehr & Peers

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1. Introduction

San Benito County is experiencing continued growth and increasing connections to surrounding counties, placing new demands on the transportation system. At the same time, traditional data sources remain limited in their ability to capture current travel behavior (particularly inter-county travel and post-pandemic patterns).

This report addresses these gaps by documenting how and why people travel within, to, from, and through San Benito County. It establishes a clear, data-driven understanding of existing travel behavior to support planning, policy, and investment decisions.

More broadly, the report is intended to serve as a shared foundation for understanding how the transportation system is used today, where demand is generated, and how local and regional travel patterns interact.

1.1 Analysis Purpose

The purpose of this analysis is to provide actionable insight into travel patterns and traveler characteristics across San Benito County. The findings are intended to support decision-making across three primary areas:

- **Infrastructure and Strategic Planning**
Inform corridor planning, project prioritization, and funding applications by identifying how the transportation system is used and where demand is concentrated.
- **Mobility and Transit Access**
Identify opportunities to improve access to jobs, services, and community destinations by aligning transportation strategies with observed travel behavior.
- **Travel Demand Forecasting and Future Planning**
Establish a technical foundation for the development of a countywide travel demand model and support future project- and policy-level analyses.

1.2 Report Scope

This report provides a comprehensive, data-driven assessment of travel behavior in San Benito County, including countywide and corridor-level patterns related to where, when, why, and how people travel. The analysis integrates multiple data sources (including big data platforms, public datasets, and traffic counts) to establish a current baseline of travel behavior and system performance.

The report is intended to support a range of use cases, including:

- Informing near-term corridor planning and project prioritization
- Supporting policy development and funding applications
- Providing a technical foundation for future modeling and project-level analysis

To efficiently meet these needs within a single document, the report is structured with two levels of detail:

- The main body focuses on key findings, interpretation, and planning implications relevant to decision-makers.
- The appendices provide supporting data, methodological details, and expanded results for technical users.

Because the report is designed to serve both policy and technical functions, it is more comprehensive than a summary memorandum. However, each section is organized so readers can engage at the level of detail most relevant to their needs, without requiring review of the full document.

The findings are based on modeled and observed data and are intended to characterize broad travel patterns rather than precise counts. As a result, the report supports planning and policy discussions but should not be interpreted as a substitute for project-specific analysis.

1.3 Audiences

This report is intended to support a range of users who will engage with the analysis at different levels of detail:

- **County and City Decision-Makers**
Use the report to understand key travel patterns, evaluate tradeoffs, and guide policy, funding, and investment decisions.
- **Technical Staff and Practitioners**
Use the report and appendices to access detailed data, methodology, and results that support modeling, project analysis, and implementation.
- **Partner Agencies and Stakeholders**
Use the findings to support coordination on regional travel, corridor planning, and mobility strategies that extend beyond county boundaries.

The structure of the report, combining clear, decision-focused findings with detailed technical documentation, allows each audience to access the level of information needed without requiring review of the full document.

2. Key Findings

The key findings described below establish an understanding of travel behavior in San Benito County using public data, emerging big data tools, and recent traffic counts. They support near-term planning, funding, and scoping decisions, and identify areas for future analysis.

Regional pass-through travel accounts for a large share of roadway use but is largely outside local

control: Approximately 42 percent of weekday trips interacting with San Benito County are pass-through trips that do not stop within the county, primarily traveling along key corridors such as SR 25 and SR 156. Weekend travel patterns closely resemble weekday patterns. Pass-through trips contribute substantially to congestion and VMT but are largely unaffected by local land use changes, local transit improvements, or county-level travel demand programs. As a result, purely local solutions have limited effectiveness on regionally oriented corridors. While local strategies have limited influence on pass-through volumes, they remain critical for improving local mobility, safety, and access.

Most county-generated trips are short and local, creating strong opportunities for local mobility

investments: Of the weekday trips that start and/or end in San Benito County (county trips, excluding pass-through trips), approximately 62 percent occur entirely within the county. Weekend travel patterns closely resemble weekday patterns. Intra-county trips, particularly those within Hollister, are generally short (less than 3.5 miles, on average). Intra-county trips are closely tied to daily activities; for example, 45 percent of all intra-county trips travel to or from a commercial destination, such as shops, restaurants, and personal services. Investments that improve local access, such as walking, biking, or transit connections to schools, jobs, commercial areas, and community services, are likely to benefit the greatest number of residents. Travel activity is highly concentrated in Hollister, which accounts for the majority of intra-county trips, both within the city and to and from surrounding areas.

Longer inter-county trips generate most VMT despite representing a smaller share of total trips:

Trips traveling to and from the county account for roughly 38 percent of county trips but nearly 88 percent of county-generated VMT due to their length. Travel to Santa Clara and Monterey counties is the dominant contributor. Meaningful VMT reductions will likely require strategies that address long-distance travel patterns, including regional coordination with neighboring counties, expanded inter-county travel options such as enhanced transit service and shared mobility programs, and land use strategies that bring jobs, housing, and services closer together, supported by targeted local transportation investments.

Travel demand is more distributed throughout the day and not solely driven by traditional peak-hour

commuting: While travel to work and school during traditional peak periods remains important, a large share of travel occurs throughout the day across a range of purposes, including commercial activity. Approximately 26 percent of intra-county and 41 percent of inter-county work/school trips occur outside peak periods. As a result, peak demand is less pronounced than in more commute-focused transit systems, and strategies focused solely on peak conditions will address only part of overall travel demand.

Current transit service aligns with only a small share of observed travel patterns: Existing transit services are largely structured around peak-hour commute travel, with local transit especially focused on school commute trips. Observed travel patterns indicate that a large share of observed travel

demand occurs outside these periods and is driven by non-work purposes, limiting the effectiveness of peak-only service models. More flexible, all-day mobility approaches may better align with actual demand.

Collisions are concentrated along the county's highway network, with a higher percentage of severe and fatal collisions than the statewide average: San Benito County's highways account for just over half of all injury collisions and approximately three-quarters of injury collisions involving trucks, while the remaining injury collisions are primarily concentrated in central Hollister. Collisions are often concentrated at key intersections of major roadways, most notably at SR 25 and SR 156. At this location, injury collisions have increased following construction of the roundabout, although severity appears to have decreased.

The concentration of collisions at specific locations indicates that targeted treatments at key intersections and corridor segments can have an outsized effect on improving safety outcomes countywide.

Each major corridor serves a distinct function and requires corridor-specific strategies:

- **State Route (SR) 25** primarily serves county-generated travel, with very little pass-through traffic (less than 1 percent).
- **SR 156** carries a mixture of local, regional, and freight traffic, with important differences between the two ends of the corridor.
- **US 101** largely serves regional pass-through travel, offering limited direct benefit to county residents.

One-size-fits-all solutions are unlikely to be effective given these differences.

SR 25 primarily serves county-generated travel for work, school, and other purposes such as commercial activities, with very little pass-through traffic. Capacity expansion could improve travel conditions, but it could also support additional travel demand, including non-work trips, which may contribute to higher county-generated VMT: On weekdays, about half of trips entering or exiting the county via SR 25 at the north county line are other purposes other than work and school, such as commercial activities. These trips tend to be more sensitive to travel time and convenience. As a result, expanding capacity on the SR 25 corridor is likely to increase travel demand, particularly for trips not related to work or school, which in turn would increase county-generated VMT.

Recreation and tourism travel is largely local or from adjacent counties, with targeted opportunities for improvement: Most recreation and tourism destinations attract visitors from within the county and nearby areas, particularly Hollister, southern Santa Clara County, and northern Monterey County. The recreation and tourism patterns suggest potential opportunities to improve weekend and off-peak mobility and access to key destinations, especially where recreational and commercial travel overlap.

3. Analysis Area

This chapter presents background information on San Benito County, including an overview of its geographic setting and demographics.

3.1 Geographic Setting

Located in California's Central Coast region, San Benito County encompasses nearly 1,400 square miles. The county maintains a rural character while offering a strong sense of community and historic charm.

San Benito County is bordered by Santa Clara County to the north, Monterey County and Santa Cruz County to the west, Fresno County to the south, and Merced County to the east. Major highway corridors serving the county include SR 25, SR 156, SR 129, and US 101. These state highways provide connections to the greater Monterey Bay Area, San Francisco Bay Area, and the Central Valley. The county also features key tourism destinations such as Pinnacles National Park, which attracts visitors from across the region and beyond.

Most residents are concentrated in the northern and northwestern portions of the county, which include two incorporated cities, Hollister and San Juan Bautista. Hollister has the county's highest population and serves as the primary employment center.

In addition to these incorporated cities, San Benito County also includes three unincorporated communities: Aromas, Ridgemark, and Tres Pinos.

Figure 3-1 illustrates the county boundaries, major transportation corridors, and nearby counties and cities that border San Benito County.



FIGURE 3-1

Geographic Area Map

3.2 Demographic Profile

Using existing public data sources, this section summarizes the demographic characteristics of San Benito County that influence travel patterns, including race, age distribution, household income levels, and employment characteristics, as well as work travel characteristics.

3.2.1 American Community Survey Data

The analysis incorporates American Community Survey (ACS) data from the U.S. Census Bureau to provide demographic context and to complement big data sources, especially for commuting trips. ACS is an annual survey of a randomly selected sample of households nationwide. Additional details on the public data sources used in this analysis are provided in **Section 4.1** below.

Data limitations: While ACS provides more detailed responses than the decennial census, it reflects only the subset households that responded to the survey. In addition, ACS only captures work-related travel. Despite these limitations, it remains a reliable source for information on income, employment by industry, and vehicle availability.

3.2.2 Existing Demographics

The demographic profile of San Benito County indicates a community with a significant proportion of children and older adults, an economy rooted in production and services, and strong reliance on car travel.

Based on 2019–2023 ACS data, San Benito County has an estimated population of 66,100, which is slightly higher than the estimate of 65,700 for 2023 reported in the Association of Monterey Bay Area Governments (AMBAG) 2026 Regional Growth Forecast (September 2024). Hispanic or Latino residents make up the largest share of the San Benito County’s population, followed by White residents. The age distribution is anchored by two significant groups: those 17 years or younger and adults between 45 and 65 years old. Detailed demographic data are stored in **Appendix A**.

Figure 3–2 shows the percentage of the County employed population aged 16 years or older, by income and industry. According to the 2019–2023 ACS data, the median household income is approximately \$108,000 and the mean income is approximately \$138,000. Over one-third of the employed population aged 16 years or older falls within the lower-income category (below 80 percent of the Area Median Income). Based on 2024 ACS data, 7.2% of the county’s total population is considered to be at or below the federal poverty line.

Among the employed population aged 16 and older (approximately 31,000 people), the unemployment rate was around 6 percent as of 2023. While the largest share of county employees work in educational services, health care, and social assistance (19 percent), this is slightly lower than the statewide average for this industry. Instead, San Benito County is higher than the statewide average for employment in industries like construction, manufacturing, wholesale trade, and, especially, agriculture; these industries together account for about 32 percent of all employment for county residents. The county is also below the statewide average in industries such as finance, insurance, real estate, and information, which comprise less than 5 percent of employment for county residents.

San Benito County’s employment profile could indicate a reliance on automobiles, as many jobs in agriculture, construction, and manufacturing are located in dispersed or rural areas that are not well

served by walk, bike, or transit modes of transportation, or that require the delivery of goods using vehicles. Together with the relatively small share of employment in information, finance, and professional services, industries that are typically more conducive to remote work, this could indicate fewer opportunities for telecommuting, thereby increasing the need for traveling to work on a daily basis.

Percentage of Employed Population 16 Years or Older by Industry



Percentage of Population by Income Level

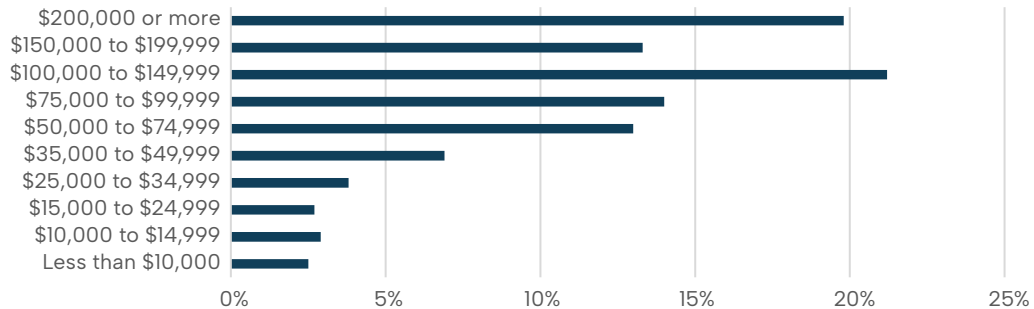


FIGURE 3-2

Demographic Profile (American Community Survey)

3.2.3 Work Travel Characteristics

Figure 3-3 illustrates the county residents' key travel to work characteristics. Based on 2019–2023 ACS data, 75 percent of county residents drive alone to their jobs. Driving is the dominant mode of travel in a county where nearly 60 percent of employed residents have access to three or more cars. Only about 9 percent of residents work from home, while about 50 percent leave the county for work, well above the 15 percent average statewide.

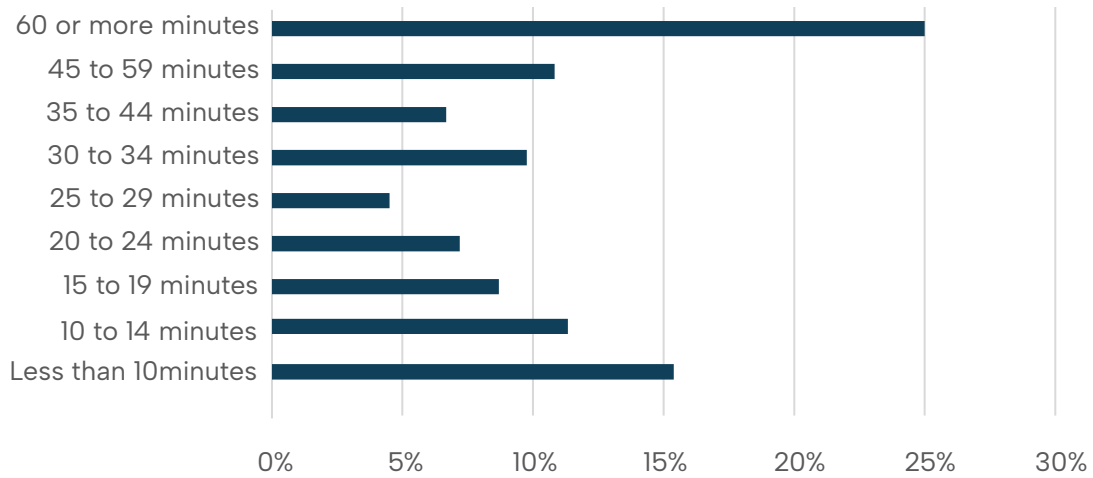
Nearly a quarter of workers travel 60 minutes or more to their work, roughly twice the statewide average of 12 percent. On the other hand, about 15 percent of workers travel less than 10 minutes to their work, also higher than the statewide average of 10 percent. A 10-minute travel to work time represents travel to local jobs, likely within the Hollister area; the small size of San Benito County communities means that those who work locally can get to their jobs quickly and easily. On the other hand, a 60-minute travel to work time corresponds roughly with the time to drive to major employment centers in Santa Clara County, as well as the Santa Cruz or Monterey areas. The lack of nearby population centers means that roughly half of employed residents who leave the county for work must travel a long distance to access jobs.

Based on the California National Household Travel Survey Add-On (accessed May 2026), calibrated for rural county characteristics, travel to work trips account for roughly 16 to 18 percent of daily travel statewide and approximately 18 to 22 percent in San Benito County. Home-based, non-work trips represent the majority of daily trips (roughly 60 percent), while non-home-based trips account for the remaining 15 to 20 percent of travel.

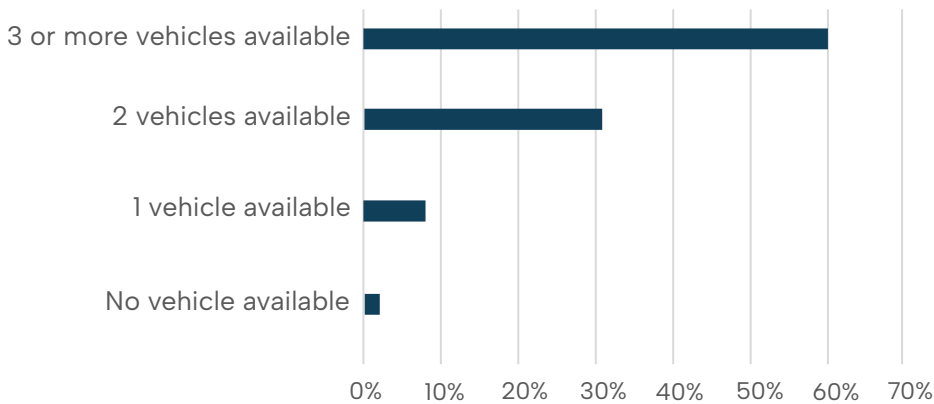
San Benito County's rural land use pattern and limited local employment base result in a slightly higher proportion of the employed population traveling to work and a modest reduction in non-work and non-home-based trips¹ relative to statewide averages. This aligns with patterns in National and California household travel survey data, which indicate that rural residents make fewer total daily trips, with commuting accounting for a greater share of overall travel and fewer discretionary and inter-activity trips occurring throughout the day.

¹ Home-based trips have either an origin or destination at home, while non-home-based trips occur entirely between non-home locations. Similarly, work-based trips include a work trip end, while non-work-based trips do not.

Percent of Employed Population 16 Years or Older by Travel to Work Time



Percent of Employed Population 16 years or Older by Number of Vehicles Available



Travel to Work Mode Share

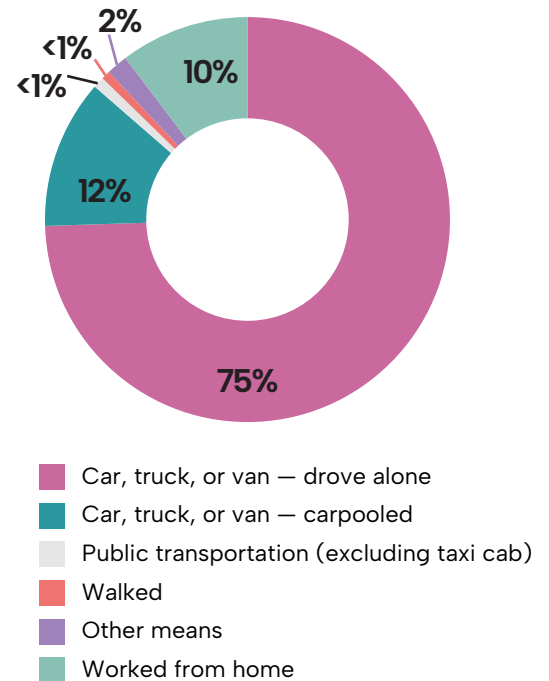


FIGURE 3-3

Travel to Work Characteristics (American Community Survey)

4. Data Collection

This chapter describes the data sources and data collection methods used in the Travel Behavior Analysis for San Benito County. The analysis used multiple complementary data sources to establish a current, comprehensive understanding of travel behavior, including public data, big data platforms, and field-collected traffic counts.

4.1 Existing Public Data

Existing public data received from SBCOG was used to develop the demographic profile of the analysis area and to provide context and validation for other data sources. These public datasets established a baseline understanding of population, employment, and travel conditions and support interpretation of observed travel behavior.

Public data presented in this report includes demographic information from the American Community Survey 2019–2023 5-year data and the AMBAG 2026 Regional Growth Forecast (September 2024) and transit ridership data from San Benito County Local Transportation Authority (LTA).

4.2 Big Data

Big data sources, Replica and Azira, helped provide detailed insights into origin–destination patterns, trip purpose, travel distances and timing, mode share, and traveler characteristics. Together, Replica and Azira datasets supported a multi-level analysis of travel behavior at the countywide, corridor, and trip type-scales.

Azira samples real activity captured through location pings from mobile devices, which is then extrapolated to represent broader travel behavior. Replica, by contrast, is a travel demand model that includes all individuals and most travel within the county and is calibrated using real-world activity data. Used together, these big data sources combine modeled estimates with samples of observed behavior to provide a robust picture of travel patterns.

4.2.1 Replica Data

Replica is a nationwide, activity-based travel demand model that incorporates a wide range of data sources to model activities and travel behavior. Data sources include census data, travel surveys, location-based information, and consumer activity data. Replica is validated against traffic counts, transit ridership, and other publicly available observed data.

Replica is updated twice a year. This project used the Spring 2025 model, which was the most recent model available at the time of analysis. Compared with traditional travel models, Replica offers advantages in geographic coverage, update frequency, and ease of use. The platform provides access to aggregate travel patterns, including mode choice, trip purposes, VMT, and more through an online platform.

Data limitations: While Replica offers benefits relative to traditional travel models, it remains limited by the availability and quality of input data and the inherent unpredictability of travel patterns. This is true of any travel model, including the AMBAG travel model. Consequently, Replica will not perfectly

match real-world conditions, especially on lower volume roads and in localized areas. Replica is appropriate for general assessments of travel behavior at larger scales (like county level travel) and complements more traditional approaches like traffic counts and census or survey data, which are limited by their sample size.

For this analysis, Replica outputs representing an average weekday (Thursday) and an average weekend day (Saturday) for Spring 2025 were collected to support the analysis of countywide travel behavior and corridor-specific travel behavior. Processed Replica outputs for the countywide and corridor-specific travel behavior analyses are included in **Appendix B** and **Appendix C** for transparency and future use.

4.2.2 Azira Data

Azira provides human movement data primarily derived from smartphones. Location-based information documents the trajectories of sampled trips during defined analysis periods, allowing analysis of travel patterns before and after travelers are observed at specific locations.

Azira is used for questions that are difficult for Replica to address. Replica models travel behavior at the census block group level, which limits its ability to identify specific activity locations such as recreational and tourism destinations, which are important travel markets in San Benito County. Azira data is mainly used to analyze recreational and tourism travel patterns, as discussed in **Chapter 7**. Azira data for individual trips traveling to key recreational and tourism destinations in San Benito County were collected for the year 2025.

Data limitations: Azira typically captures only 5 to 15 percent of all observed trips, and the percentage captured may be even lower in areas with poor cell-phone reception. While Azira does not represent all trips, it can still provide useful insight into typical origins of trips to specific destinations.

The Azira data used in the recreational and tourism travel behavior analysis are processed and presented through a series of dot distribution maps that illustrate the common evening locations of trips to each key destination and are included in **Appendix D** for transparency and future use.

4.3 Traffic Count Data

Traffic counts are real-world observations that measure current traffic volumes by time period and location and serve as a control for validating and refining results from other data sources. Two types of traffic counts were collected for this analysis. Traffic count locations, a comparison summary of observed traffic counts versus Replica estimates, and the raw traffic count data are included in **Appendix E** for transparency and future use.

4.3.1 Classification Counts

20 locations were surveyed using 24-hour segment tube counts on five days (Tuesday, Wednesday, Thursday, Saturday, and Sunday) between March 3 and March 15, 2026. Counts include both passenger and commercial vehicles.

4.3.2 Mode Share Counts

Peak period (7 to 11 AM and 3 to 7 PM) counts were collected on a weekday day and weekend day at 5 locations between March 3 and March 15, 2026. Counts classified the following:

- Single-occupant vehicles
- Carpools by occupancy (2, 3, 4+ persons)
- Transportation network company vehicles (e.g., Uber, Lyft) by occupancy
- Trucks
- Transit vehicles
- Bicyclists
- Pedestrians
- Scooters, and other micro-mobility modes

5. Countywide Travel Behavior

This chapter provides a countywide overview of observed travel behavior in San Benito County. The analysis examines trip types, origins and destinations, time of day patterns, trip purpose, and travel mode to establish a clear baseline of how the transportation system is used today.

Understanding these countywide patterns is essential for identifying which trips place the greatest demand on roadways and which travel markets offer realistic opportunities for mode shift. The findings also provide a shared foundation for the corridor-specific analyses that follow.

All trips discussed in this chapter represent person trips, not vehicle trips, except where noted in the VMT section (Section 5.2). Processed Replica data for the countywide travel behavior analyses, stored in data-table format, are included in **Appendix B** for transparency and future use.

5.1 What Types of Trips Interact with the County?

The first step in understanding countywide travel behavior is to distinguish which types of trips occur in San Benito County and how those trips relate to local and regional travel demand.

This section categorizes trips based on whether they begin and/or end within the county or simply pass through the county. Separating county-generated travel from pass-through travel is critical for understanding congestion, VMT, and mobility challenges. The trip types defined below provide a framework used throughout this chapter and in subsequent analyses. They establish the foundation for evaluating trip distribution, trip length and VMT, origin-destination patterns, time of day characteristics, trip purpose, and mode choice.

- **Pass-through trips:** Trips that do not start or end in San Benito County, but travel through the county without stopping.
- **County trips:** Trips that start and/or end in San Benito County (intra-county and inter-county trips combined)
 - **Intra-county trips:** Trips that start and end in the county.
 - **Inter-county inbound trips:** Trips that travel from locations outside the county to the county.
 - **Inter-county outbound trips:** Trips that travel from the county to locations outside the county.

5.1.1 What Percentage of All Trips are Pass-Through Trips?

Pass-through trips play an important role in travel associated with San Benito County. As shown on the distribution of all trips interacting with the county (left pie chart) in **Figure 5-1**, **approximately 42 percent of weekday trips interacting with the county are trips that pass through the county without stopping, while 58 percent are trips that start and/or end in the county (county trips).**

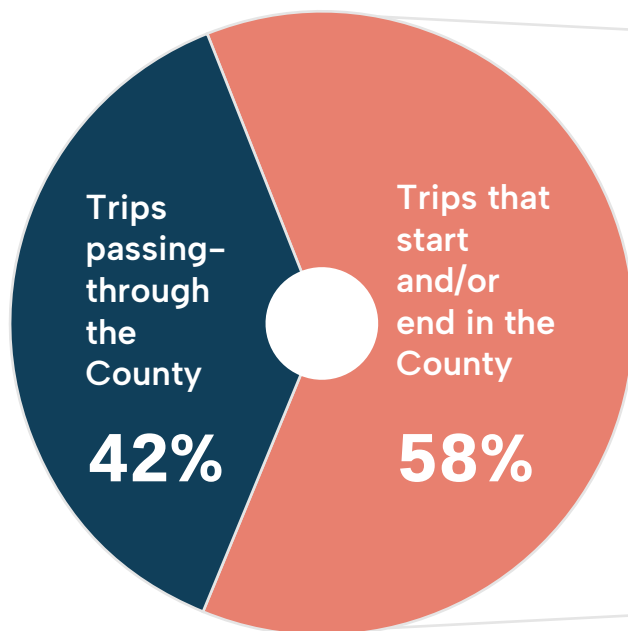
This indicates that a large share of roadway activity is driven by regional travel moving through the county rather than local travel needs. In other words, nearly half of the traffic using the county's roadway network is not tied to local residents, jobs, or services. This pattern helps explain why some corridors (particularly those connected to US 101 and SR 156) experience volumes that may not align with local land use or population patterns.

Why this matters to understand the system:

- Pass-through travel increases congestion and VMT within the county but is not directly influenced by local land use or transportation policies.
- County-level decisions alone are unlikely to meaningfully change these travel patterns.
- Separating pass-through from county-generated travel is therefore essential for identifying where local strategies can be effective.

To focus on travel behavior that local agencies can influence, the remaining sections of this chapter emphasize trips that start or end within San Benito County. Additional discussion of pass-through travel (particularly along the SR 156 and US 101 corridors) is provided in **Chapter 6**.

Distribution of All Trips
Interacting with the County



Distribution of
County Trips

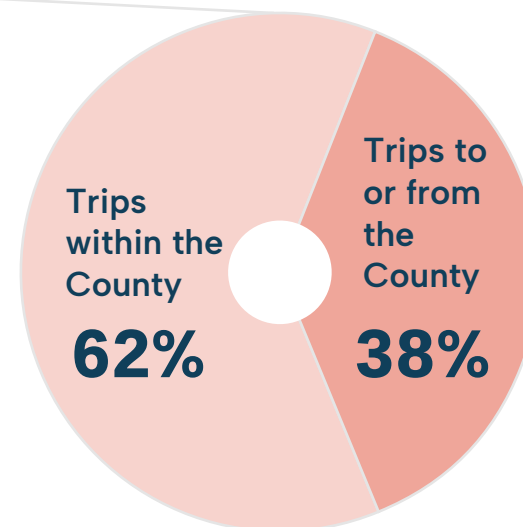


FIGURE 5-1

Weekday County Trip Distribution

5.1.2 What is the County Trip Distribution?

After distinguishing pass-through trips from county-generated trips, the next step is to examine how county trips are distributed between trips that occur within the county and those that travel to and from the county.

As described in the previous sub-section, 58% of all trips interacting with the county are trips that start and/or end in the county (county trips). **Of these county trips, about 62 percent occur fully within the county, while the remaining 38 percent travel to or from the county**, as shown in the distribution of county trips (right pie chart) in **Figure 5-2**. There is an even split between trips leaving the county and those entering it.

Most trips to and from the county enter or exit through major highway corridors in the northern part of the county, including SR 25, SR 156, SR 129, and US 101. As shown in **Figure 5-2**:

- About 52 percent of trips enter or exit the county via SR 25 at the north county line
- About 38 percent of trips use SR 156, connecting to US 101 or SR 129 at the northwest county line, or US 101 at the west county line.
- The remaining 10 percent of trips use SR 156 to enter or exit the county via the north county line.

Note that a small share of inter-county trips also enter or exit the county via SR 25 at the southern county line, as well as other local roadways along the county line; they are excluded from the discussion above because they represent a very small percentage of total trips. Additional details on travel characteristics associated with major highway corridors are discussed in **Chapter 6**.

This distribution shows that while regional travel (inter-county trips) is highly visible and important (especially for VMT) most daily trips made by county residents are local and occur entirely within San Benito County.

At the same time, the concentration of inter-county travel at the north county line indicates that regional connectivity relies on a small number of highway corridors.

Why this matters for understanding travel behavior:

- Local travel dominates trip frequency, meaning most daily movement relates to nearby destinations such as schools, shops, and services.
- Inter-county travel plays a disproportionately large role in regional connectivity and corridor demand, even though it represents a smaller share of trips.
- The spatial concentration of inter-county trips suggests that corridor performance and bottlenecks are driven by both local and regional travel interacting in the same locations.

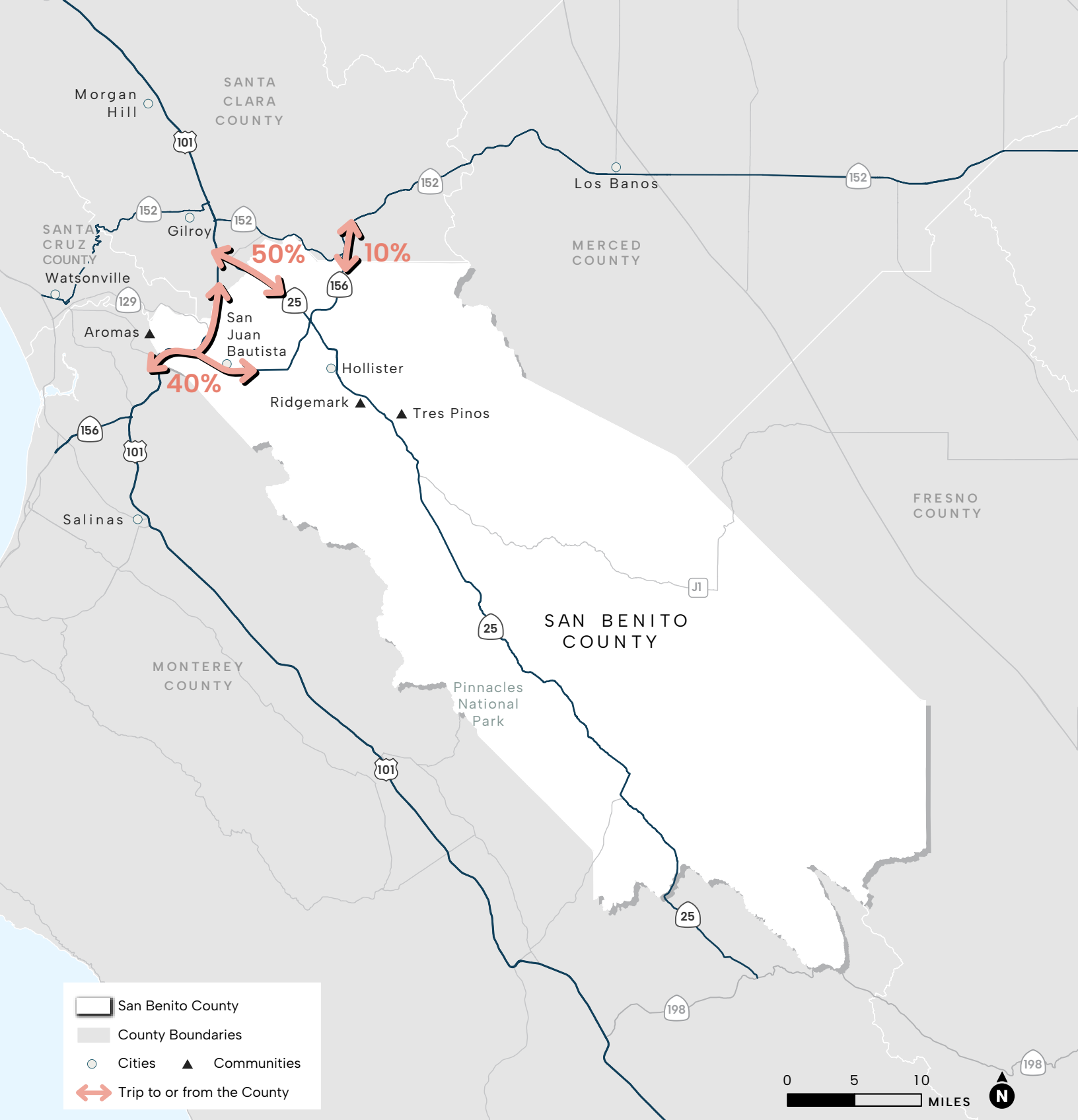


FIGURE 5-2

Weekday Trip Distribution via Highway Corridors

5.1.3 Policy and Planning Implications

The distinction between pass-through and county-generated travel has important implications for how transportation challenges are understood and addressed.

A substantial portion of roadway demand in San Benito County is driven by pass-through travel that is largely outside local control. Because these trips are shaped by regional travel patterns, strategies such as local land use changes, local transit improvements, or county-level demand management programs will have limited influence on these volumes. This is particularly relevant for corridors that primarily serve regional travel.

In contrast, intra-county trips represent the majority of daily travel activity and are closely tied to local destinations and needs. These trips are typically short and occur throughout the day, creating meaningful opportunities for:

- Walking and bicycling improvements
- Local transit service enhancements
- Improved access to schools, jobs, and commercial areas

Inter-county trips, while fewer in number, highlight the importance of **regional coordination**, particularly along key highway corridors. These trips connect residents to jobs and services outside the county and contribute significantly to corridor demand and system performance.

Taken together, these patterns indicate that:

- Local mobility investments will be most effective at improving access and quality of life for residents.
- Regional coordination will be necessary to address congestion and travel demand on major corridors.
- A one-size-fits-all approach is unlikely to be effective, given the different roles played by pass-through, intra-county, and inter-county travel.

5.2 What Trip Lengths and VMT Patterns Characterize County Travel?

After distinguishing which types of trips interact with San Benito County, the next step is to understand how far those trips travel and how much VMT they generate. Trip length provides critical context for evaluating transportation impacts, identifying realistic opportunities for mode shift, and understanding which travel markets drive overall system demand.

This section examines trip length and VMT by trip type to distinguish between short local travel and longer inter-county and regional travel. **Note that while all other sections address person trips, this section (Section 5.2) analyzes vehicle trips.** While many trips occur within the county, longer trips to and from surrounding areas account for a disproportionate share of VMT. Understanding this relationship is essential for interpreting congestion, evaluating VMT mitigation strategies, and aligning transportation and land-use policies with the sources of greatest system impact.

5.2.1 How Do Different Trip Types Contribute to VMT?

Trips that travel to and from the county account for about 38 percent of all county trips but nearly 88 percent of the county-generated VMT, demonstrating that these trips are much longer than those within the county. Vehicle trips within the county average 3 to 4 miles, while trips traveling to and from the county average 30 to 40 miles.

Figure 5-3 shows the travel shed map, illustrating the locations travelers can reach within specific travel lengths and providing a visual understanding of typical trip distances associated with county travel. Based on the private vehicle travel shed from Hollister, an average trip length of 3 to 4 miles for intra-county travel suggests that a large portion of trips both start and end within Hollister. An average trip length of 30 to 40 miles for inter-county travel suggests that many trips occur between Hollister and the southern part of Santa Clara County as well as the northern part of Monterey County. **Section 5.3** provides detailed information on origin–destination flows for both inter-county and intra-county travel.

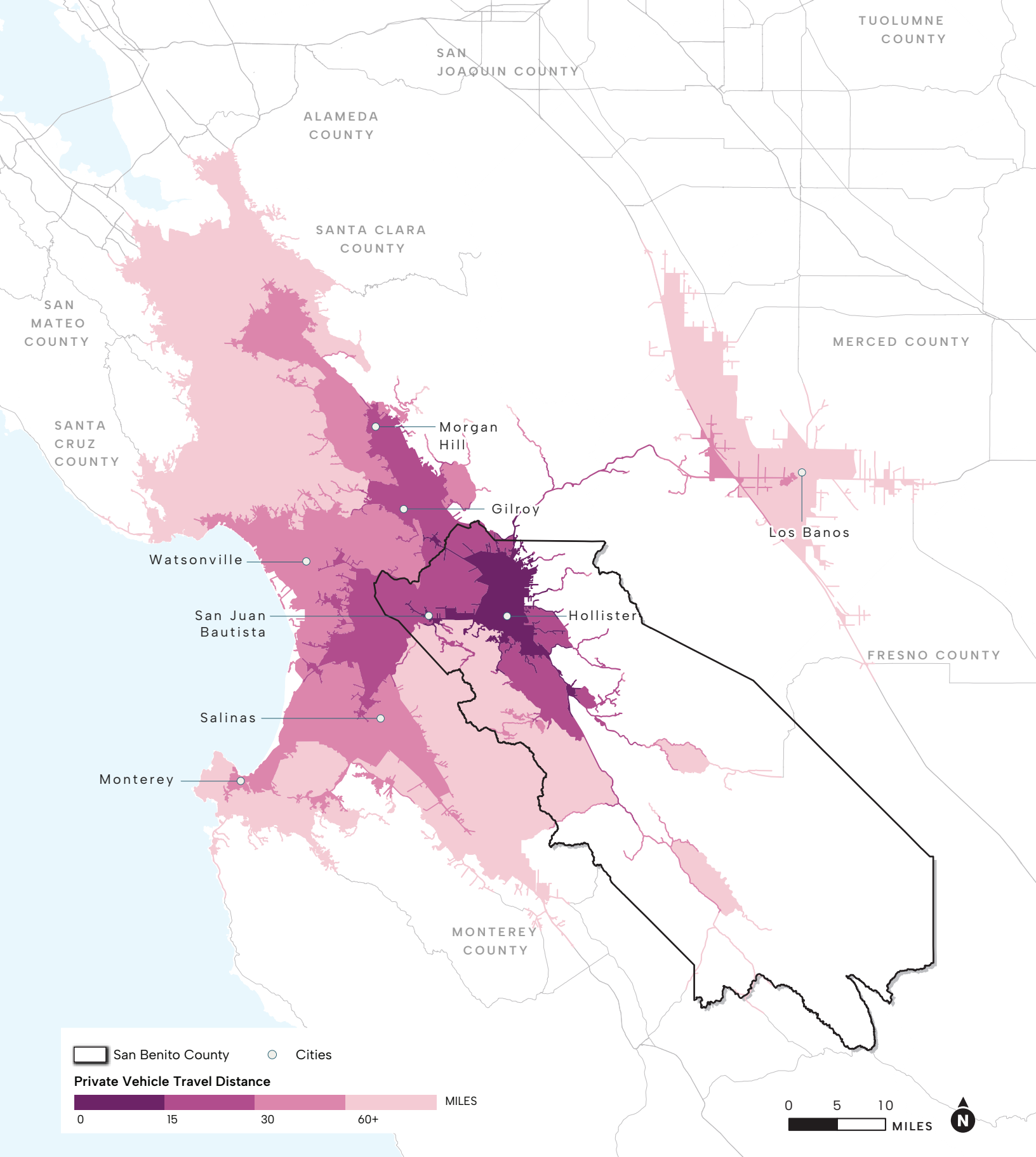


FIGURE 5-3

Private Vehicle Travel Shed from Hollister

These findings show a clear disconnect between how often trips occur and how much impact they have on the system. While most trips are short and local, system-wide impacts (especially VMT) are overwhelmingly driven by longer-distance inter-county travel.

This pattern reflects San Benito County's role within the broader region:

- Residents frequently travel outside the county for jobs, services, and opportunities.
- These trips are relatively infrequent compared to local trips, but much longer in distance.

The travel shed analysis further illustrates that:

- Short trip lengths are concentrated within Hollister and nearby areas.
- Longer trips extend to southern Santa Clara County and northern Monterey County.

This reinforces that regional connections (not just local circulation) drive system-level impacts.

Looking at all trips interacting with the county (including pass-through trips), only about 14 percent of total VMT² is generated by county trips, with the remaining VMT primarily associated with pass-through travel.

This indicates that a substantial share of VMT on the county's roadway network is driven by travel that neither starts nor ends in the county. As a result, total system impacts are shaped not only by resident behavior, but also by regional travel patterns outside local control.

Why this matters for understanding travel behavior:

- Trip frequency alone does not indicate system impact (trip length is the dominant driver of VMT).
- Strategies focused only on local trips may improve mobility and access, but will have limited influence on overall VMT.
- Regional travel patterns play a defining role in shaping transportation system performance in the county.

² Total VMT estimates reflect the full length of all trips associated with the county, rather than only the portion occurring within the county.

5.2.2 Policy and Planning Implications

Trip length and VMT patterns demonstrate that **long-distance inter-county travel is the primary driver of VMT in San Benito County**, even though these trips represent a smaller share of total trips. In other words, **policies and investments focused solely on short, local trips (while valuable for safety, access, and equity) are unlikely to achieve substantial VMT reduction on their own.**

This has important implications for transportation planning, particularly under environmental analysis, where VMT is the primary metric for environmental impact.

Policies and investments focused on short, local trips (such as improvements to walking, bicycling, or local transit) can deliver important benefits, including:

- Improved mobility and access
- Increased transportation options
- Safety improvements
- Equity benefits

However, these strategies alone are unlikely to result in substantial reductions in total VMT, because they do not address the longer trips that generate the majority of system-wide travel distance.

Meaningful VMT reduction will require a broader, multi-faceted approach that includes:

- Regional coordination with neighboring counties
- Improved inter-county travel options, including transit and shared mobility
- Land use strategies that reduce the need for residents to travel long distances for jobs and services

At the same time, intra-county trips remain an important focus for local planning. Although they contribute relatively little to total VMT, they represent the majority of daily travel activity and offer the greatest opportunity for mode shift and local mobility improvements.

Taken together, these patterns highlight a dual strategy:

- Local investments to improve everyday mobility, safety, and access
- Regional strategies to address the primary drivers of VMT and system-level impacts

5.3 Where Are People Traveling To and From?

After understanding how trip length and VMT are distributed across trip types, the next step is to examine where trips begin and end. Origin–destination patterns provide critical insight into who the transportation system primarily serves and how travel demand connects San Benito County to surrounding areas.

This section examines countywide origin–destination flows to distinguish between trips that remain within the county and those that connect to nearby cities and counties. Understanding these patterns helps clarify whether travel demand is primarily generated by county residents, visitors, or regional commuters, and where targeted mobility and land–use strategies are most likely to benefit local communities. **This section (Section 5.3) and subsequent sections analyze all person trips, not just vehicle trips.**

The findings in this section provide important context for prioritizing investments, coordinating with neighboring jurisdictions, and interpreting the corridor–specific analyses presented in the following chapter.

5.3.1 What Does Travel Look Like Inside the County?

For this analysis, San Benito County is divided into four geographic areas: Hollister, San Juan Bautista, Unincorporated North, and Unincorporated South. **Appendix B** includes a map showing the four geographic areas.

Table 5–1 summarizes intra-county origin–destination flow patterns associated with Hollister, showing the percentage of trip movements between each geographic area and Hollister.

As shown in **Table 5–1**, **Hollister is the highest trip generator in San Benito County, with travel to, from, and within Hollister accounting for approximately 86 percent of all intra-county trips.**

Table 5–1: Intra-County Origin–Destination Flow Pattern Associated with Hollister

Origin	Destination	Percent of Weekday Intra-County Trips
Hollister	San Juan Bautista	1%
Hollister	Unincorporated South	2%
Hollister	Unincorporated North	12%
Hollister	Hollister	55%
Unincorporated North	Hollister	13%
Unincorporated South	Hollister	2%
San Juan Bautista	Hollister	1%

Source: Replica, Fehr & Peers, 2026.

As shown in **Table 5–1**, about 55 percent of all internal county trips have both their origin and destination within Hollister. The Unincorporated North area is the second-highest generator of internal trips, with substantial travel between this area and Hollister (12 percent of trips from Hollister

to Unincorporated North and 13 percent from Unincorporated North to Hollister. Unincorporated North also has a significant share of internal trips with both their origin and destination within the area (11 percent).

These patterns indicate that travel activity is highly concentrated in Hollister, reflecting its role as the county's primary center for employment, services, and daily activities. The large share of trips occurring entirely within Hollister suggests that many residents are able to meet daily needs locally.

At the same time, the strong connection between Hollister and the Unincorporated North area shows that local travel extends beyond city boundaries, linking nearby residential and employment areas to the county's primary activity center.

Why this matters for understanding travel behavior:

- The concentration of trips within Hollister indicates that local accessibility; rather than, long-distance travel is the dominant daily travel need.
- Travel patterns suggest a hub-and-spoke structure, with Hollister serving as the central hub for surrounding areas.
- Improvements within Hollister and along connections to nearby communities are likely to benefit the largest share of users.

5.3.1.1 Opportunities for Active Transportation

These origin–destination patterns highlight a clear opportunity to expand active transportation within the county. As described in **Section 5.2**, most intra-county trips are short (approximately 3 to 4 miles on average), and a substantial share occurs within Hollister, the county's primary activity center.

The combination of short trip distances and concentrated travel activity suggests that many of these trips could be accommodated by walking or bicycling where safe and connected infrastructure is available. In particular, trips between residential areas and key destinations—such as commercial areas, schools, and community services within and near Hollister—represent the most viable opportunities for mode shift.

This pattern is consistent with the opportunity areas identified in the AMBAG Sustainable Communities Strategy/Metropolitan Transportation Plan (SCS/MTP), including areas in western Hollister (between Santa Ana Road and Tres Pinos Road) that reflect higher-density infill development. Additional opportunity areas are identified in San Juan Bautista, including locations on both sides of SR 156 (SJB-1 and SJB-2), which are associated with town-center development patterns.

This analysis also draws on AMBAG's 2045 and 2050 MTP/SCS growth opportunity mapping, including the Hollister (HO) and San Juan Bautista (SJB) typologies presented in Appendix I of the 2045 MTP (pages 21 and 26). These maps identify high-density infill corridors and town-center areas that align local General Plans with regional sustainability goals and provide a useful framework for identifying corridors with the greatest potential to support increased walking and bicycling.

Together, these findings indicate that targeted investments in walking and bicycling infrastructure within Hollister and San Juan Bautista could support a meaningful share of daily trips, improving local accessibility while advancing broader mobility and safety goals, and potentially supporting increased transit use.

5.3.2 What Does Travel Look Like Between the County and Surrounding Areas?

Travel between San Benito County and surrounding areas is dominated by a small number of nearby destinations.

Specifically, **Table 5–2** identifies top travel destinations outside the county and shows the percentage of weekday trips from San Benito County to each destination. The nearby areas consist of sub-county geographies centered around cities in adjacent counties that experience the highest concentration of trips to and from San Benito County. The remaining counties represent broader surrounding regions where substantial travel activity still intersects with San Benito County, though at lower levels than the nearby areas.

The most significant include:

- Gilroy (27 percent of inter-county trips)
- Salinas/Northern Monterey County (19 percent)
- Other destinations such as Morgan Hill and Watsonville at lower shares

The remaining inter-county trips are distributed across broader areas of Santa Clara, Monterey, and other counties.

Table 5–2: Percentage of Weekday Inter-County Trips to Top Destinations Outside the County

Destination	Percent of Weekday Inter-County Trips
<i>Nearby Areas</i>	
Gilroy	27%
Salinas/Northern Monterey County Cities	19%
Morgan Hill	6%
Watsonville	6%
<i>Other Counties</i>	
Rest of Santa Clara County	17%
Rest of Monterey County	8%
Merced County	6%
Rest of Santa Cruz County	3%

Notes: About 8 percent trips travel to other areas within California and outside of California.
Source: Replica, Fehr & Peers, 2026.

Figure 5–4 to Figure 5–6 summarize inter-county origin–destination flow patterns, illustrating the percentages of inbound and outbound trip movements from each geographic area within San Benito County to geographic areas outside the county, excluding Unincorporated South. Only about 4 to 5 percent of inter-county trips interact with the Unincorporated South area.

Santa Clara County, specifically the City of Gilroy, is the most popular destination for trips from Hollister. For trips from San Juan Bautista and Unincorporated North, Gilroy and Salinas/North

Monterey County are the most popular destinations. Gilroy is also the most popular destination for trips from Unincorporated South. Travel patterns are similar on weekends.

These patterns show that inter-county travel is not evenly distributed across the region, but instead concentrated in a few key nearby cities, particularly in southern Santa Clara County and northern Monterey County.

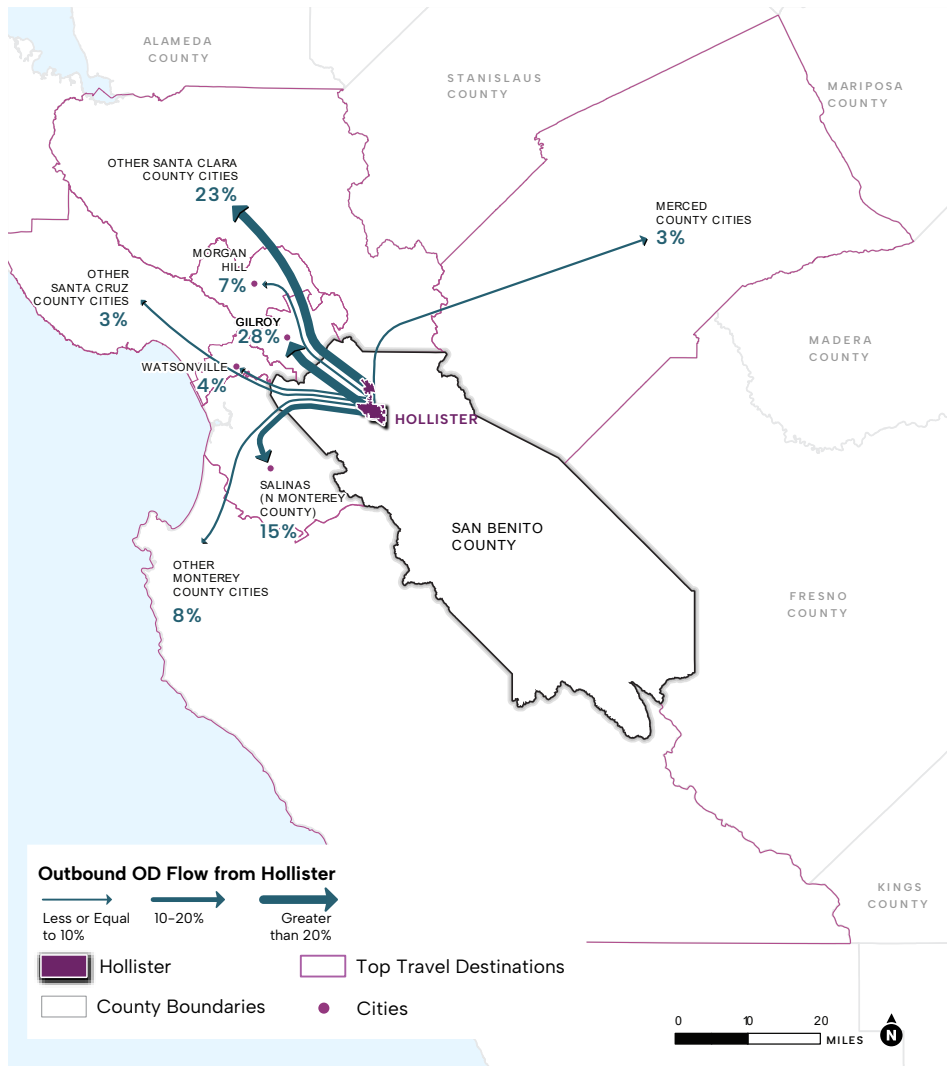
This reflects strong economic and social connections between San Benito County and these nearby areas, including access to jobs, services, and commercial destinations.

Differences across geographic areas within the county also suggest that:

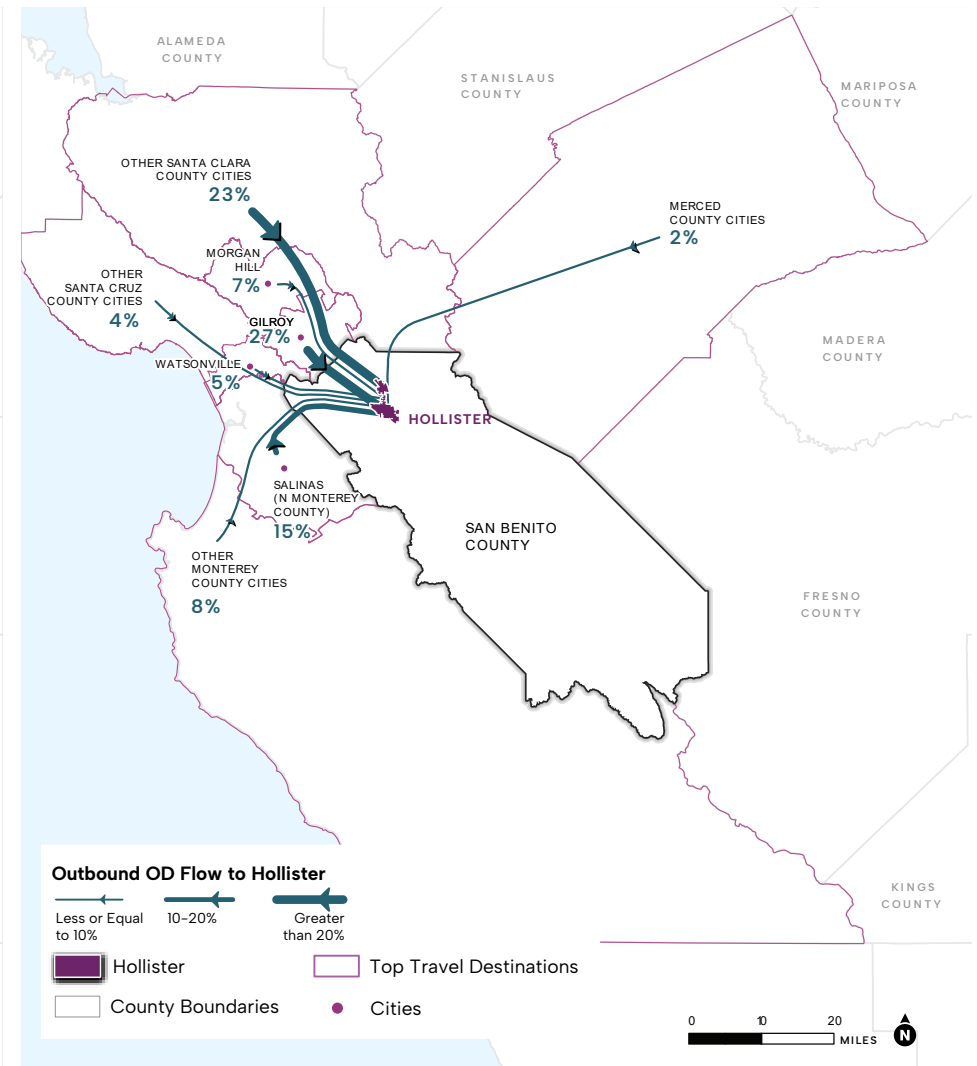
- Residents of some areas (e.g., San Juan Bautista and Unincorporated North) have stronger connections to Monterey County.
- Other areas (particularly Hollister) are more tied to Santa Clara County destinations such as Gilroy.

Why this matters for understanding travel behavior:

- Inter-county travel reflects structured regional relationships, not random or evenly distributed movement.
- These patterns suggest that residents rely on a small number of external destinations for key needs, particularly employment and commercial services.
- Transportation demand is therefore focused along specific corridors connecting to these destinations, consistent with findings from the previous section showing that most travel into and out of the county occurs via SR 25 or SR 156.
- Regional coordination to address congestion and travel demand on these major highway corridors would enhance county residents' access to jobs, services, and commercial destinations.



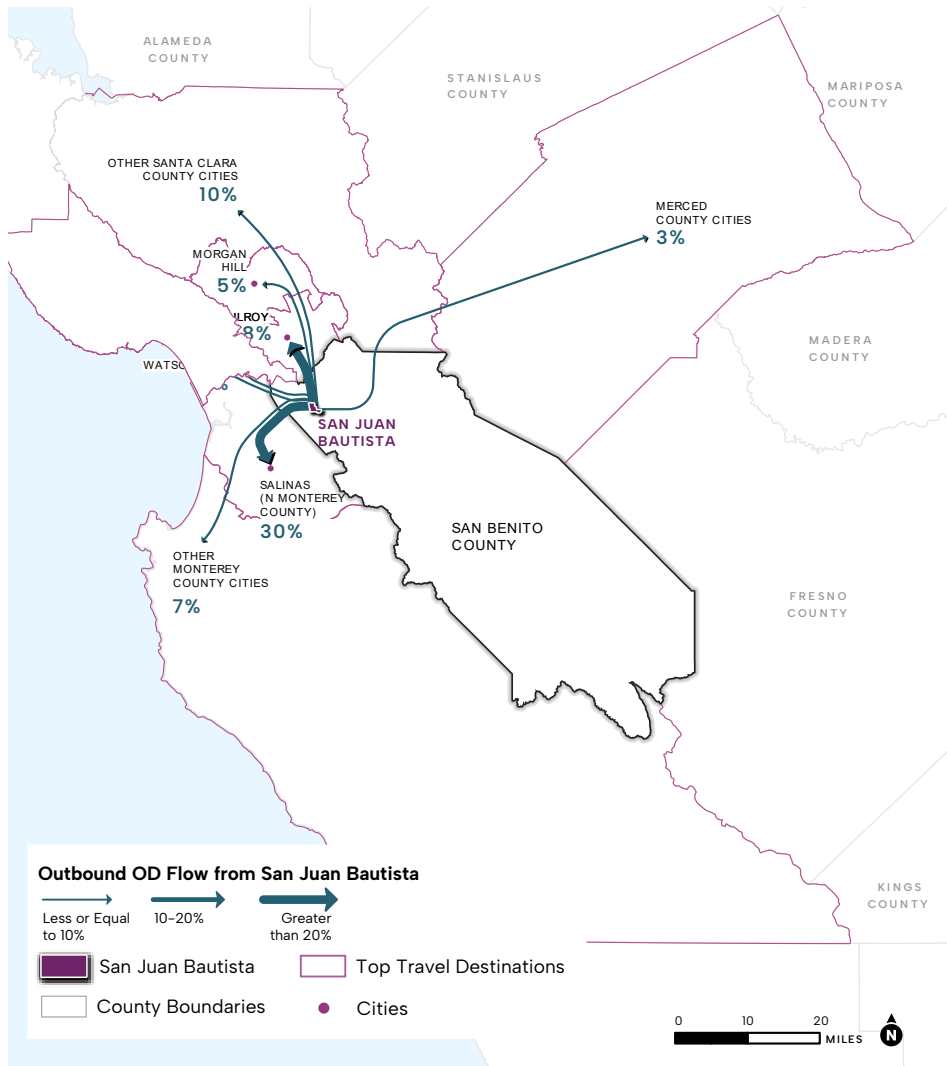
*8% of trips travel to other areas within California and less than 1% travel to other areas outside of California



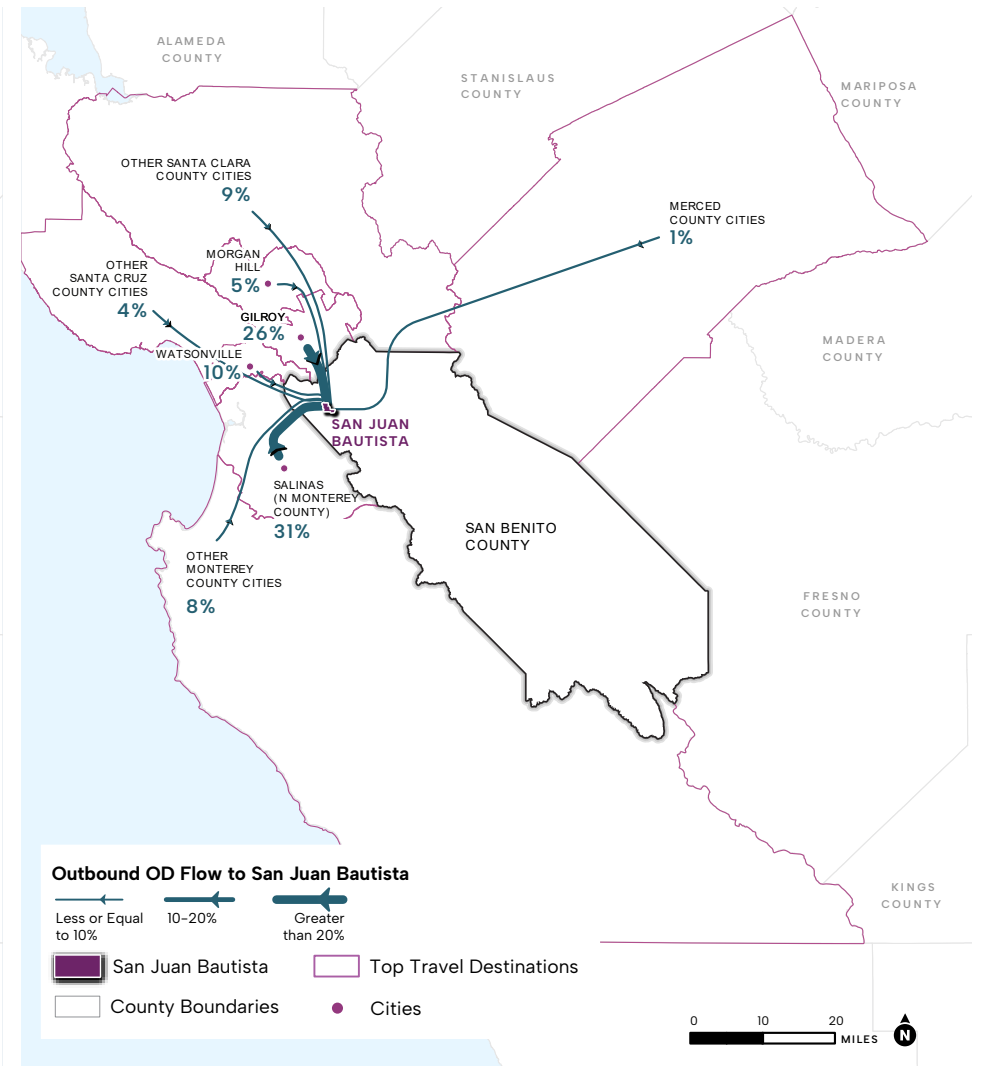
*8% of trips travel from other areas within California and 1% travel from other areas outside of California

FIGURE 5-4

Weekday Inter-County Travel to and from Hollister



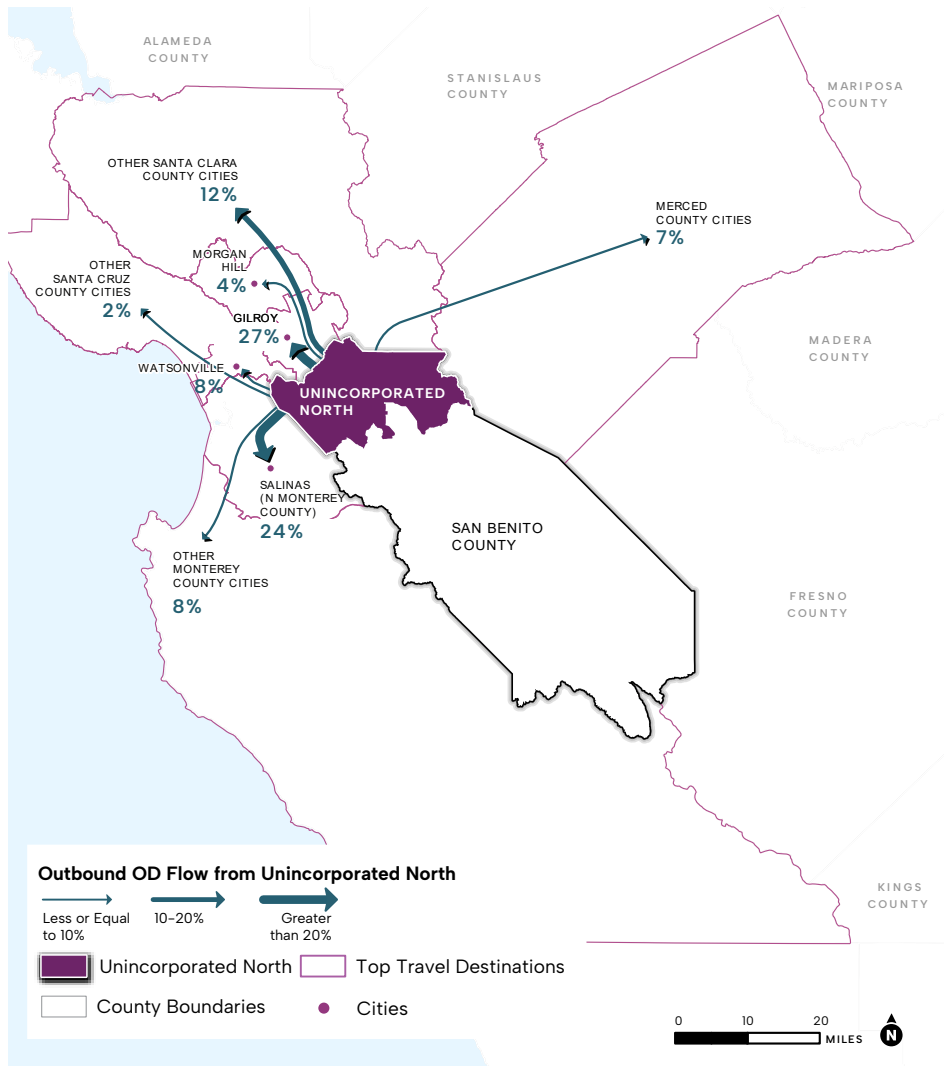
*7% of trips travel to other areas within California and less than 1% travel to other areas outside of California



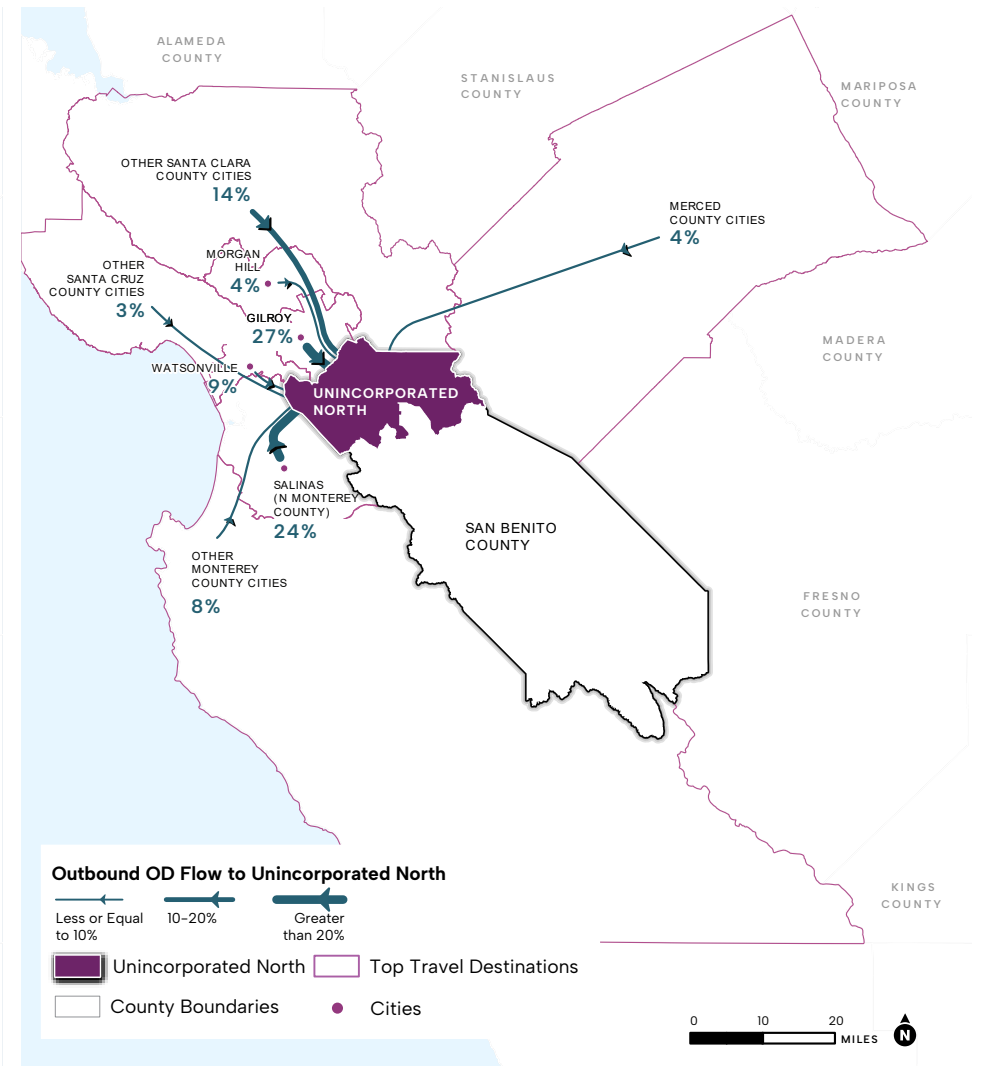
*6% of trips travel from other areas within California and 1% travel from other areas outside of California

FIGURE 5-5

Weekday Inter-County Travel to and from San Juan Bautista



*8% of trips travel to other areas within California and less than 1% travel to other areas outside of California



*7% of trips travel from other areas within California and less than 1% travel from other areas outside of California

FIGURE 5-6

Weekday Inter-County Travel to and from Unincorporated North San Benito County

5.3.3 What Are the Home Locations of County Trips?

About 70 percent of weekday inter-county trips traveling to or from San Benito County are made by people who live in the county; of those trips, about 63 percent originate in Hollister. Among inter-county trips made by people with homes outside the county, roughly 37 percent come from Monterey County and about 35 percent come from Santa Clara County. Travel patterns are similar on weekends.

These findings indicate that even for inter-county travel, the system primarily serves county residents rather than external visitors or commuters. While there is inbound travel from surrounding counties, the majority of demand reflects residents traveling outward, reinforcing the idea that San Benito County functions more as a trip origin than a regional destination.

Why this matters for understanding travel behavior:

- Transportation demand is largely shaped by the needs of local residents traveling to nearby regional destinations.
- External travel into the county exists but plays a secondary role compared to outbound travel by residents.
- Planning strategies should focus on how residents use the system, rather than assuming travel demand is driven by outside users.

5.3.4 Policy and Planning Implications

Origin–destination patterns show that San Benito County’s transportation system is primarily used to support the daily travel needs of its residents, both within the county and to nearby regional destinations.

The strong concentration of intra-county travel—particularly within Hollister—indicates that local mobility improvements will provide the greatest direct benefit to residents. Investments in walking, bicycling, and local transit, especially in and around Hollister, can improve access to jobs, services, and community destinations where the majority of trips occur.

At the same time, consistent inter-county travel connections to cities such as Gilroy and Salinas highlight the importance of **regional connectivity**. These destinations serve as key hubs for employment and services, and travel demand is concentrated along corridors that connect San Benito County to these areas.

These patterns suggest that effective transportation strategies should:

- Prioritize **local access improvements** in high-activity areas, particularly Hollister
- Support **targeted corridor improvements** that reflect dominant inter-county travel paths
- Recognize that San Benito County primarily functions as a **trip origin**, with residents traveling outward to meet many daily needs

Taken together, the findings reinforce the need for a balanced approach that improves local accessibility while strengthening connections to nearby regional destinations, where a significant share of economic and social activity occurs.

5.4 When Do Trips Occur?

After examining where trips originate and where they are destined, the next step is to understand when those trips occur. Time of day travel patterns provide important context for evaluating congestion, transit feasibility, and the effectiveness of operational and service-based strategies.

This section examines how travel demand varies throughout the day and across weekdays and weekends for trips interacting with San Benito County. Understanding the distribution of travel by time period helps clarify whether demand is concentrated within traditional peak hours or spread more evenly throughout the day, and it provides a critical foundation for interpreting later findings related to trip purpose and mode choice.

5.4.1 What Are the Variations in Travel Patterns by Time of Day on Weekdays and Weekends?

Time-of-day patterns in San Benito County show relatively modest variation across the day, with travel occurring consistently throughout both weekdays and weekends.

For intra-county travel:

- The PM period (2 to 4 PM) represents the highest share of trips.
- The AM period (6 to 10 AM) and midday period (10 AM to 2 PM) have comparable shares, with only slightly lower activity.
- Evening and overnight periods show expected declines, but not sharp drops.

For inter-county travel:

- The PM period remains the largest share (about 29 percent), followed by midday and AM periods.
- Weekday and weekend patterns are broadly similar.

Figure 5-7 shows daily peaking characteristics and trip type distribution by time of day for average weekday and weekend. Note that the distributions shown in the figure are based on person trips, and that the percent distribution of all trips by time of day includes pass-through trips; however, the percent distribution of inter-county and intra-county trips by time of day excludes pass-through trips. Relatively high midday travel levels and higher PM than AM travel of both inter-county and intra-county travel indicate that a significant share of trips are made for purposes other than work and school, such as commercial, social, or recreational activities. Details on trip purpose by time of day are discussed in **Section 5.5**.

These patterns indicate that travel demand in San Benito County is not only concentrated in traditional peak commute periods, defined as weekday AM and PM periods with typically high concentrations of travel to work or school. Instead, travel is distributed across the day, with relatively high activity during midday and PM periods.

This differs from expectations in more urbanized or job-centered regions, where travel is typically dominated by sharp AM and PM commute peaks. In San Benito County:

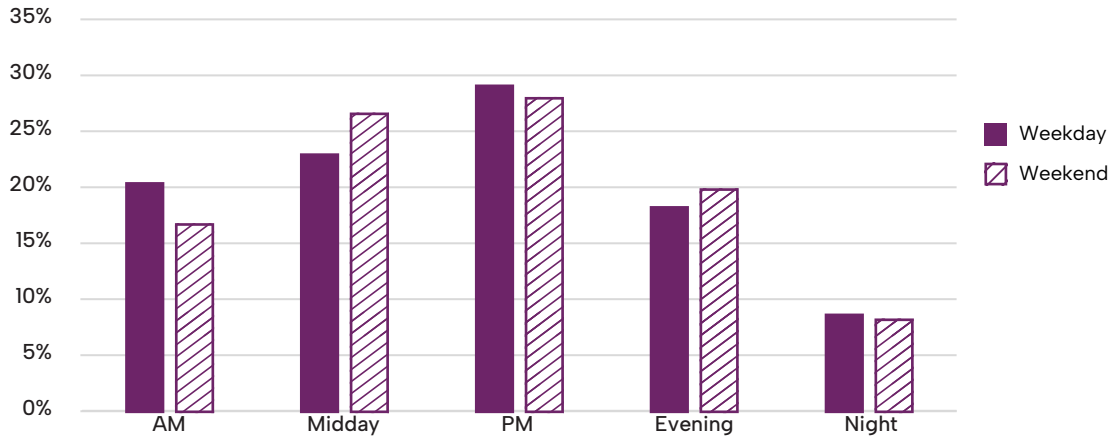
- The midday period captures a significant share of trips, suggesting that many trips are made for non-work/non-school purposes (such as commercial, social, and recreational trips) or for work or school related travel occurring outside traditional peak commute periods.
- The PM peak is more pronounced than the AM peak, further indicating that travel is not driven solely by traditional commute patterns.

Importantly, this does not mean that work or school travel is absent or unimportant. Rather, it indicates that traveling to work or school during traditional commute peak periods is one of several contributors to overall demand, and that its signature is less dominant when viewed at the countywide level alongside other trip purposes.

Why this matters for understanding travel behavior:

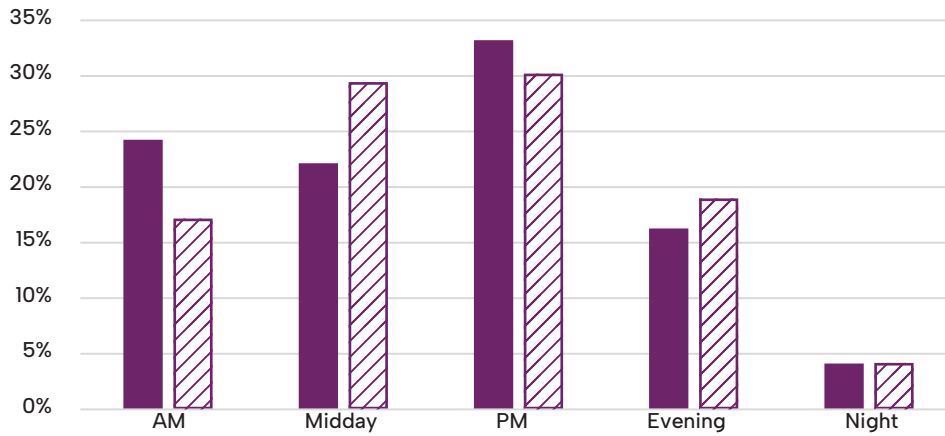
- Travel demand reflects a mix of trip purposes, not just travel to work or school during the traditional peak commute period.
- Countywide patterns may mask stronger commute peaks on specific corridors, particularly those serving inter-county travel.
- Evaluating only peak-hour conditions may overlook a large share of daily travel activity.

Percent Distribution of All Trips¹ by Time of Day



¹ All trips include inter-county, intra-county, and pass-through trips.

Percent Distribution of Intra-County Trips by Time of Day



Percent Distribution of Inter-County Trips by Time of Day

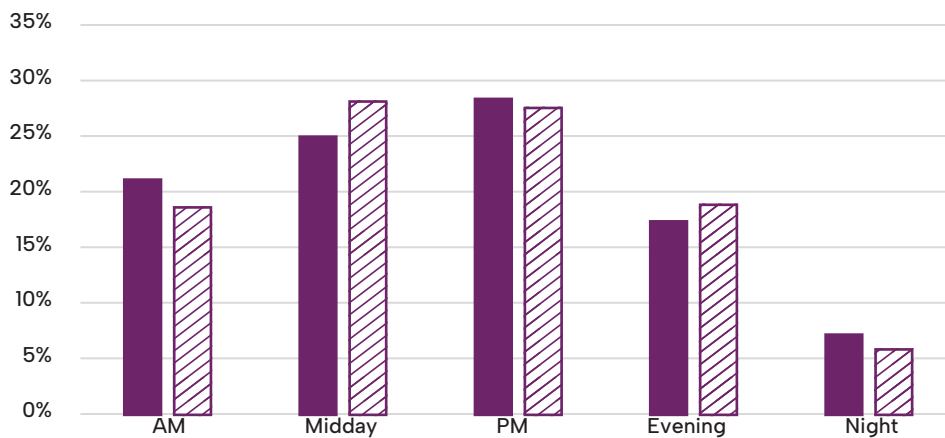


FIGURE 5-7

Time of Day Distribution by Trip Types

5.4.2 Policy and Planning Implications

Travel in San Benito County is not heavily concentrated within traditional commute peaks. Trips occur throughout the day on both weekdays and weekends, with similar distributions across trip types and relatively modest variation by time period.

The travel patterns by time of day suggest that transportation strategies focused primarily on traditional peak commute conditions (such as AM and PM peak-only transit service or peak-period roadway investments) will address only a portion of overall travel demand. Services and infrastructure designed to operate effectively throughout the day are more likely to align with observed travel behavior and provide broader mobility benefits.

Instead, the findings suggest that:

- All-day mobility strategies are more closely aligned with observed travel behavior.
- Transportation systems should support travel across a wide range of times and trip purposes, including commercial, social, and recreational trips.
- Service reliability and accessibility throughout the day may be as important as peak-period capacity.

These patterns also reinforce the importance of aligning transportation investments with trip purpose:

- Strategies focused on traditional peak commute periods are important, but not sufficient on their own.
- Improvements that support non-work travel—such as access to shopping, services, and community destinations—will benefit as many, if not more, daily trips.

At the same time, it is important to recognize that countywide averages may mask corridor-level differences. Certain corridors, particularly those connecting to Santa Clara County, may exhibit stronger peak-period travel associated with commuting. As a result, a balanced approach is needed:

- Corridor-specific strategies to address traditional peak commute congestion where it occurs.
- System-wide strategies that support consistent travel demand throughout the day.

Taken together, these findings highlight the need for a transportation system that is designed not only for peak commuting, but for flexible, all-day travel that reflects how people actually move within and beyond San Benito County.

5.5 Why Do People Travel?

After examining when trips occur throughout the day, the next step in the countywide travel behavior analysis is to understand why people are traveling. Trip purpose provides critical context for interpreting time of day patterns, evaluating mode choice, and identifying which policy and planning strategies are most likely to influence travel behavior.

This section examines the purpose of trips interacting with San Benito County, distinguishing between intra-county and inter-county travel, and summarizing how different trip purposes vary by time of day and day of week. Understanding whether travel is driven primarily by work, school, commercial, recreational, or other activities helps clarify the underlying forces shaping travel demand and informs the role of land-use, mobility, and transit strategies in addressing that demand.

Each trip purpose category is defined below.

- **Recreation** – Trips to or from destinations such as parks, golf courses, gyms, movies, sports facilities, or other leisure activities.
- **Commercial** – Trips to or from shops, restaurants, personal services, and other commercial establishments.
- **Social** – Trips made to visit another person's home.
- **School** – Trips between home and school.
- **Work** – Trips between home and the workplace.
- **Freight** – Trips made by medium to heavy trucks for deliveries and other commercial freight-related purposes.
- **Other** – All other trips that do not fall into the categories above.

Sometimes trips include more than one purpose. The list of purposes above is in descending order, based on a defined hierarchy, to help categorize these multipurpose trips. For example, a shop-to-work trip, meaning a trip with an origin at a commercial location and a destination at a work location, is categorized as Commercial rather than Work, because Commercial is higher in the hierarchy. Freight trips do not overlap with any other trip type.

Another way of categorizing multipurpose trips is to look at them in the context of a chain of trips.

- **Work/School Trip Chain** – Trip chains between a person's home and their work or school, including any intermediate stops at other destinations.
- **Non-Work/Non-School Trip Chain** – Trip chains that are not between a person's home and work or school, such as dedicated trips for commercial, recreational, or social purposes.
- **Freight/Other Trip Chain** – Remaining trip chains, primarily those for business-related freight travel, but also including other trips that do not fall into the categories above.

This analysis will look at trip purpose through the lens of both the trip purpose categories, which emphasize the immediate purpose of a trip, and the trip chains, which contextualize a trip within a person's daily travel.

5.5.1 What is the Travel Purpose for Intra-County Trips?

Figure 5-8 presents charts showing the percentage of intra-county trips by purpose for the average weekday and weekend.

Trips for commercial purposes are the largest share of intra-county trips, about 45 percent of intra-county trips on weekdays and 56 percent on weekends.

While trip purpose emphasizes the immediate reason for a trip, trip chains place that trip within the context of a person's daily travel. About 34 percent of weekday intra-county trips and 51 percent of weekend intra-county trips are commercial trips that are not part of work/school trip chains, meaning they are trips made specifically for commercial purposes rather than stops at commercial locations during trips to or from work or school.

Figure 5-9 and **Figure 5-10** examine intra-county trip chains in more detail, specifically focusing on trip chain types and time-of-day distribution, respectively. As shown in the figures, **work/school trip chains make up about 42 percent of weekday trips, and more than half of them are bound for schools, not workplaces.** Intra-county trips that are a part of a work/school trip chain constitute about:

- 61 percent of trips in the AM peak period between 6 AM and 10 AM.
- 49 percent in the PM peak period between 2 PM and 6 PM, roughly equal to the percentage of trips in the non-work/non-school trip chains.
- 20-25 percent of trips during the midday (10 AM to 2 PM) and evening (6 PM to 10 PM) periods.
- 48 percent of all trips between 10 PM and 6 AM.

In all, about a quarter of intra-county trips in work/school trip chains occur outside of traditional AM and PM peak commute periods.

These patterns indicate that weekday trips are relatively balanced between work/school and non-work/non-school trip chains and even most work/school trip chains include stops to access services, shopping, and other non-work/non-school destinations (only 28 percent of weekday work trips go directly between home and work). Weekend trips are dominated by purposes other than work and school, particularly trips to commercial destinations.

The share of non-work/non-school trip chains is similar to work/school trip chains on weekdays and significantly higher on weekends. These trips are distributed throughout the day, with particularly high shares during midday and evening. This helps explain why:

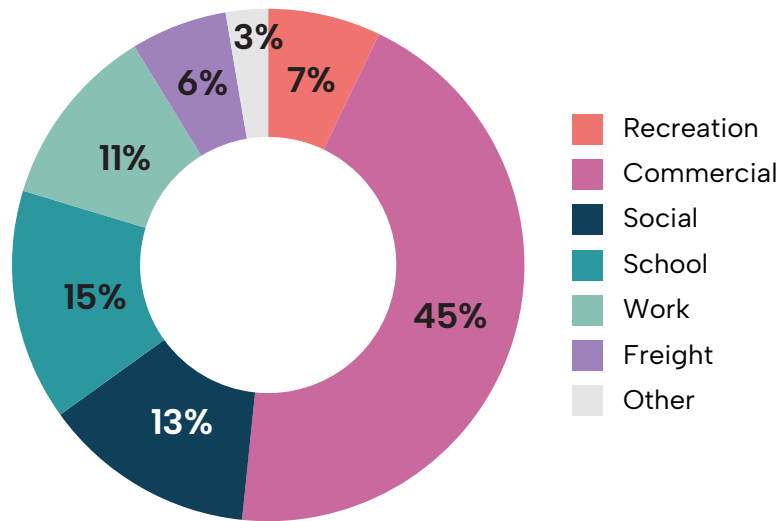
- Overall midday travel is nearly as strong as peak periods (as shown in **Section 5.4**).
- Travel demand does not drop significantly outside traditional commute hours.

While traveling to and from work and school is an important component of travel, most of these work/school trip chains also integrate stops for other trip purposes. A majority of trips on both weekdays and weekends are not part of a work/school trip chain.

Why this matters for understanding travel behavior:

- Intra-county travel reflects day-to-day activity patterns, not just work schedules.
- A large share of trips are flexible in timing, unlike work/school trips.
- This flexibility contributes to steady travel demand throughout the day, rather than sharp peaks.
- It is common practice to include non-work stops on broader trip chains between home and work.

Weekday



Weekend

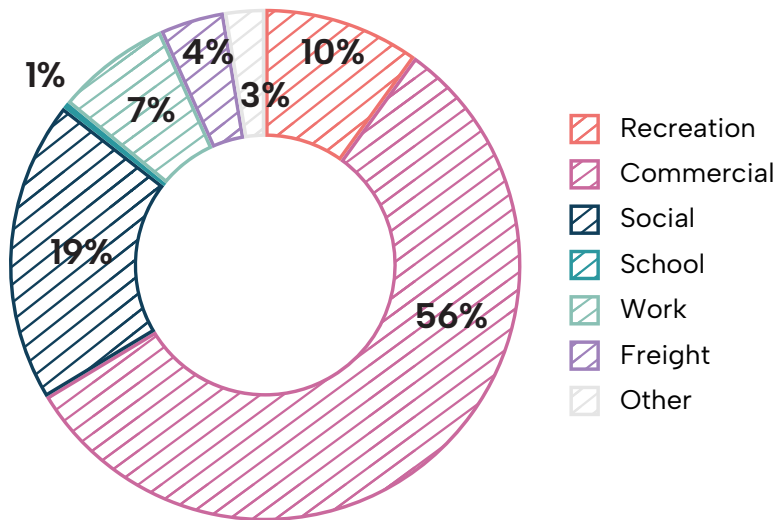
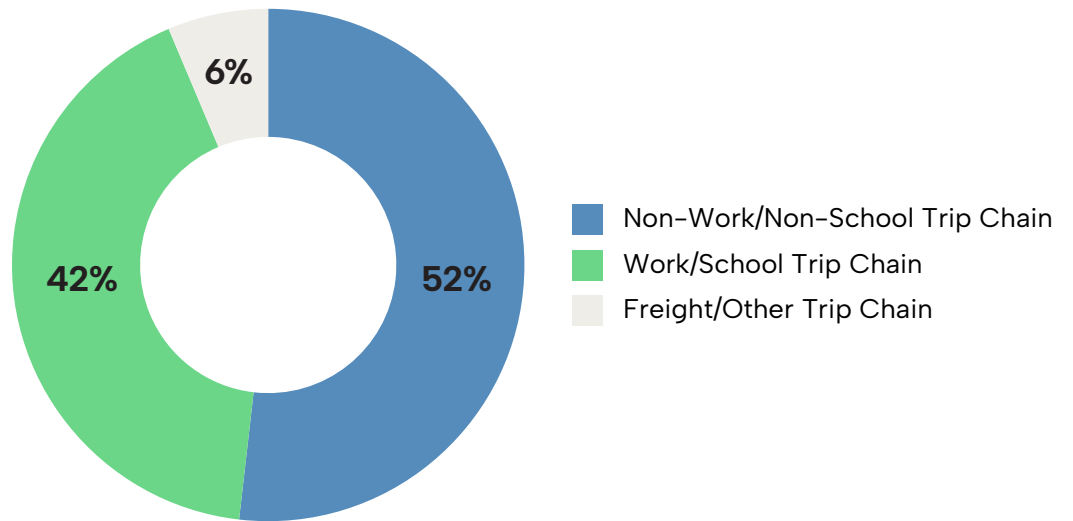


FIGURE 5-8

Intra-County Trip Purpose Distribution

Weekday



Weekend

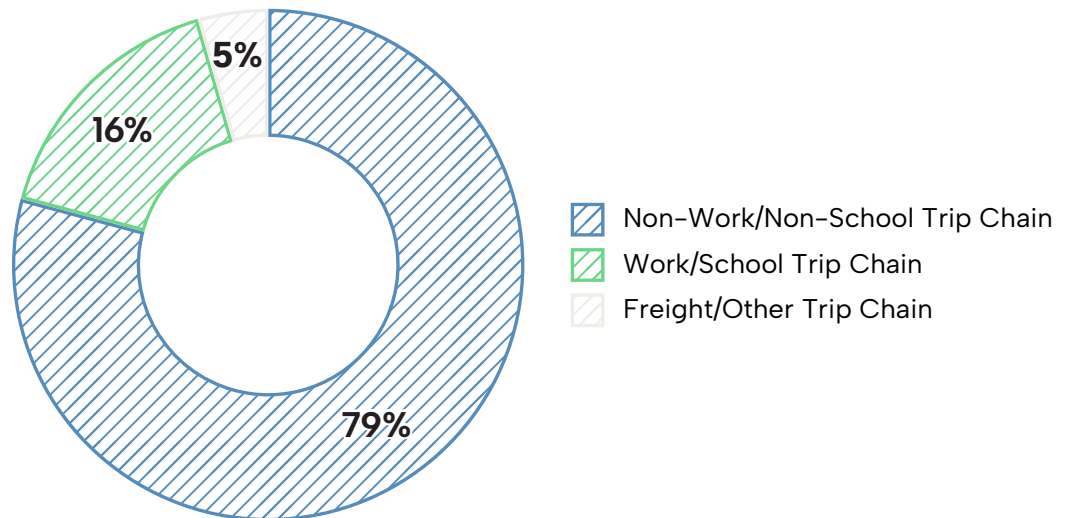
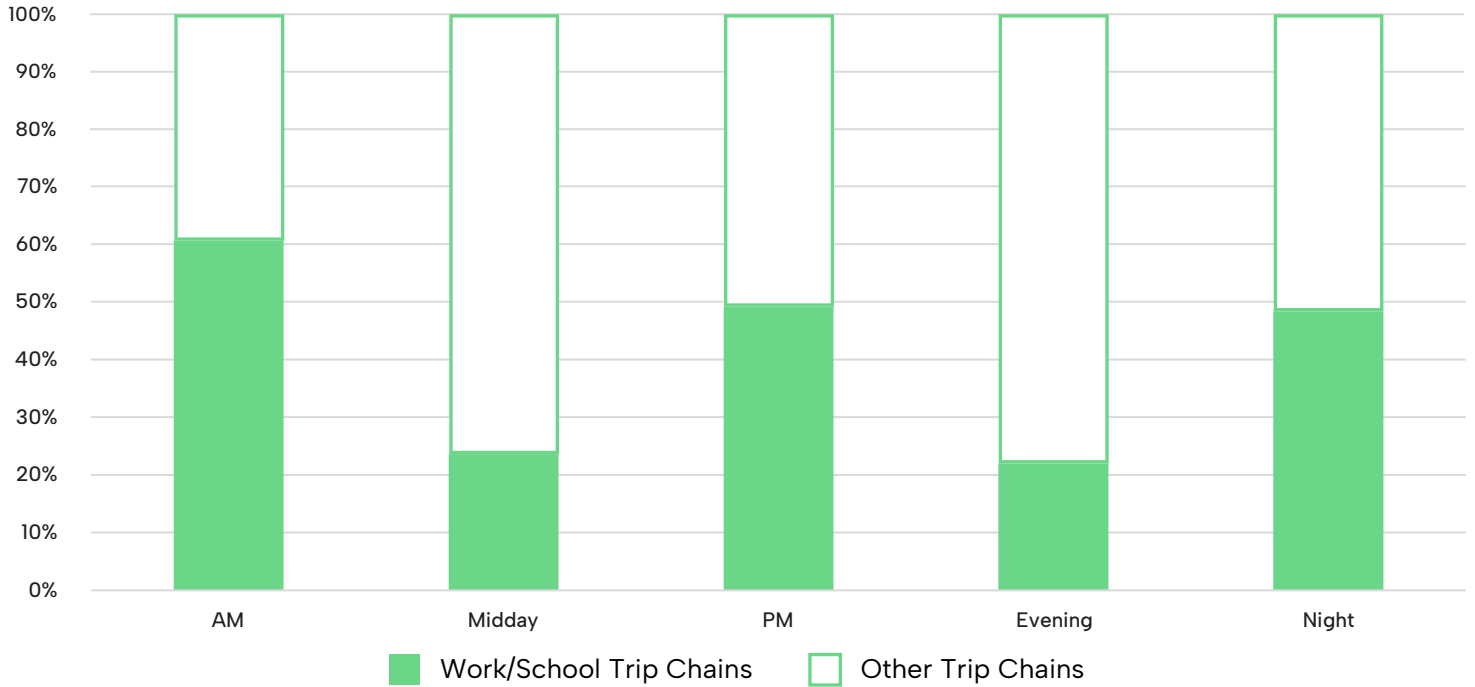


FIGURE 5-9

Intra-County Trip Chain Type Distribution

Weekday



Weekend

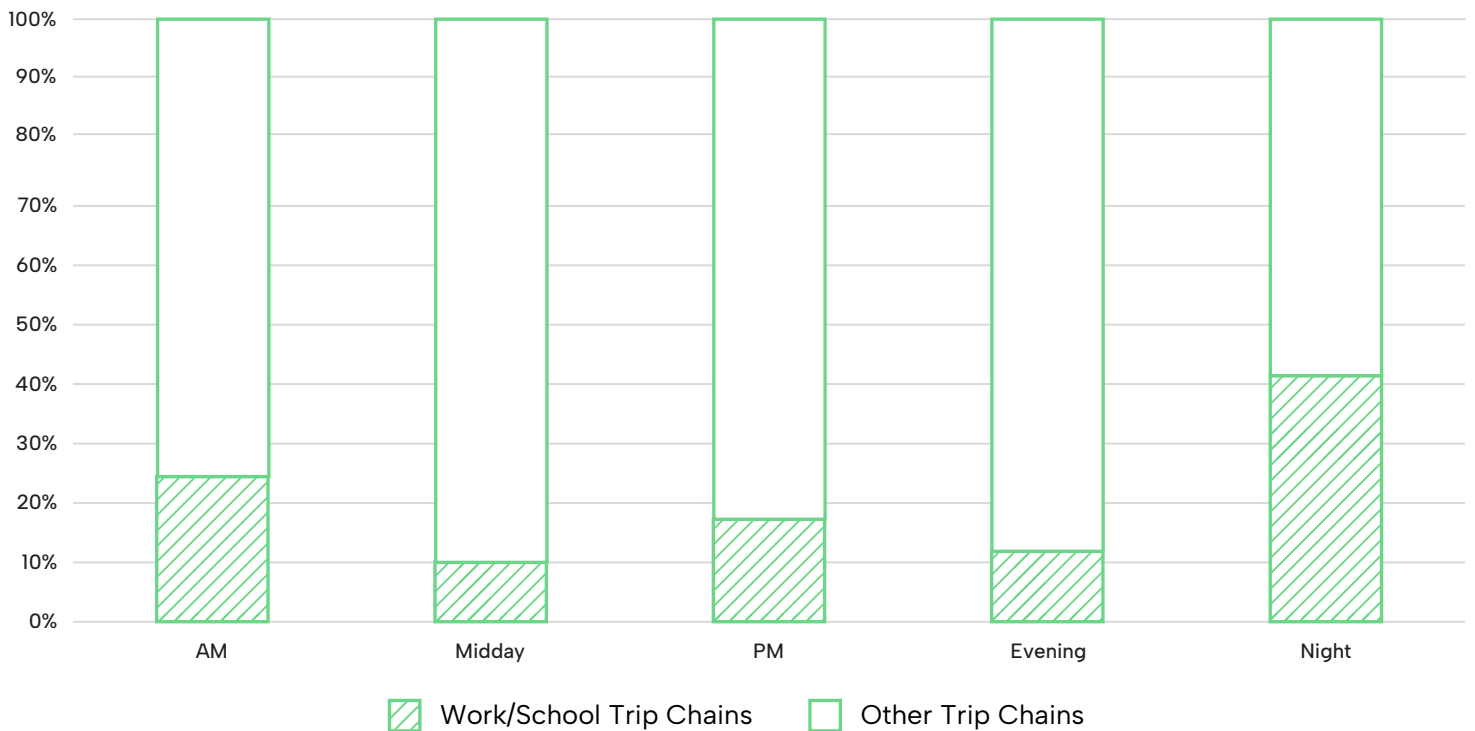


FIGURE 5-10

Intra-County Work/School Trip Chain Type Distribution by Time of Day

5.5.2 What is the Travel Purpose for Inter-County Trips?

Figure 5-11 presents charts showing the percentage of inter-county trips by for the average weekday and weekend.

Trips for commercial purposes are the largest share of inter-county trips, accounting for about 42 percent of trips on weekdays and 54 percent on weekends.

While trip purpose emphasizes the immediate reason for a trip, trip chains place that trip within the context of a person's daily travel. About 30 percent of weekday inter-county trips and 47 percent of weekend inter-county trips are commercial trips that are not part of work/school trip chains, meaning they are trips made specifically for commercial purposes rather than stops at commercial locations during trips to or from work or school.

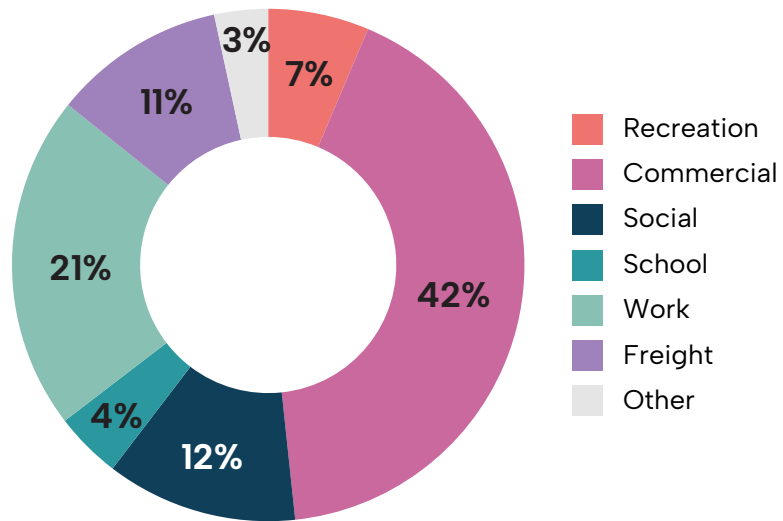
Figure 5-12 and **Figure 5-13** examine inter-county trip chains in more detail, specifically focusing on trip chain types and time-of-day distribution, respectively. As shown in the figures, work/school trip chains make up about 44 percent of weekday trips, slightly higher than for intra-county trips. Inter-county trips that are a part of a work/school trip chain constitute about:

- 58 percent of trips in the AM peak period between 6 AM and 10 AM.
- 47 percent of trips in the PM peak period between 2 PM and 6 PM, above the 41 percent of trips in non-work/non-school trip chains.
- 30–40 percent of trips during the midday (10 AM to 2 PM) and evening (6 PM to 10 PM) periods.
- 55 percent of trips between 10 PM and 6 AM.

In all, over 40 percent of inter-county trips in work/school trip chains occur outside of traditional AM and PM commute peak periods.

Freight trips account for 8 to 11 percent of trips to and from the county on weekdays and weekends.

Weekday



Weekend

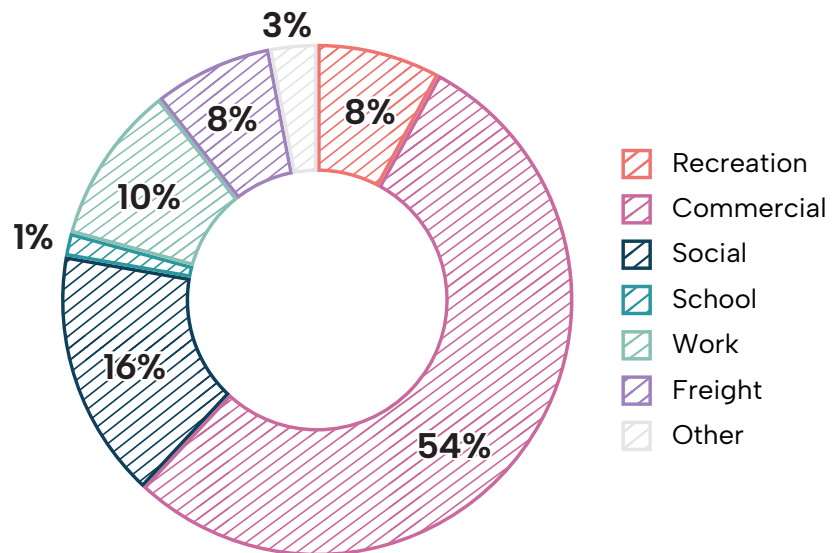
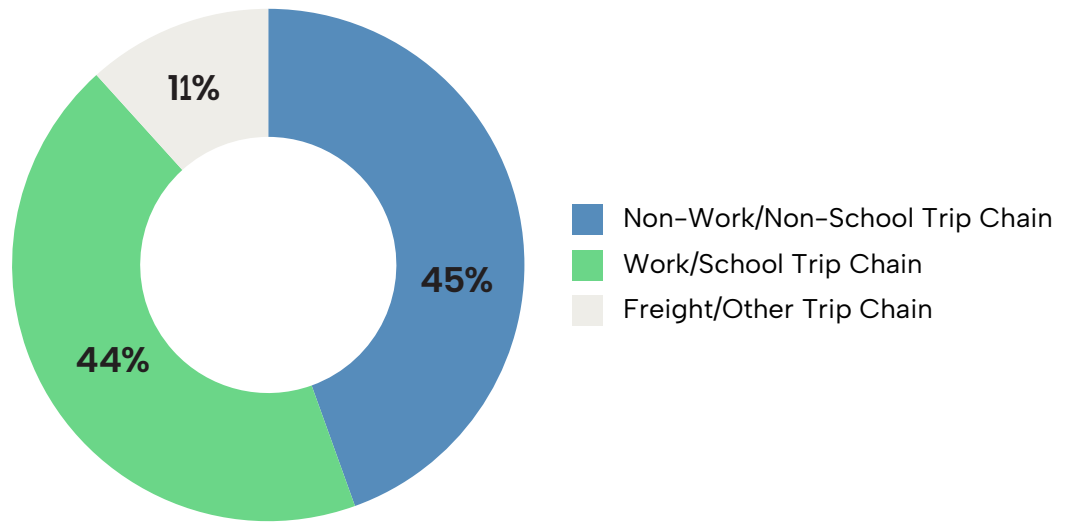


FIGURE 5-11

Inter-County Trip Purpose Distribution

Weekday



Weekend

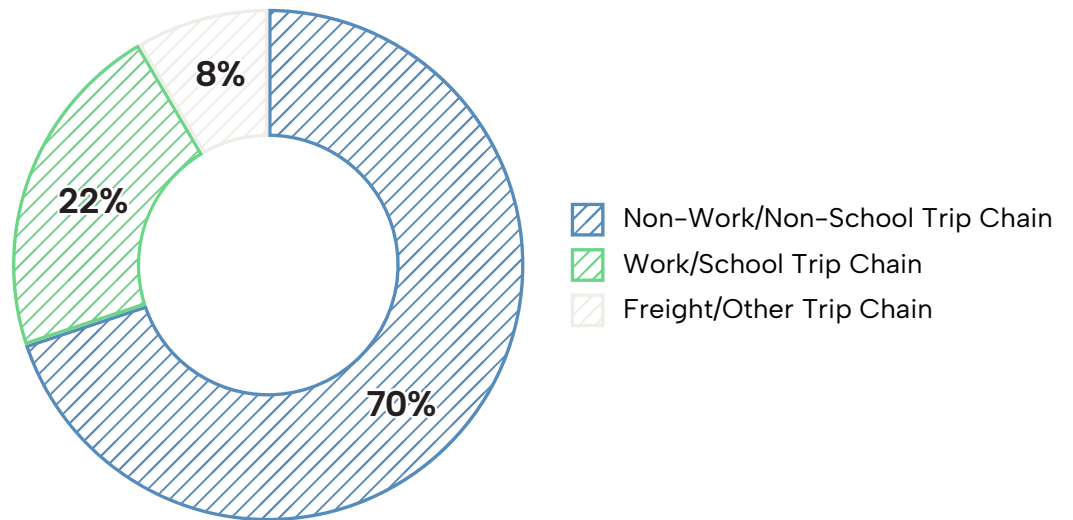
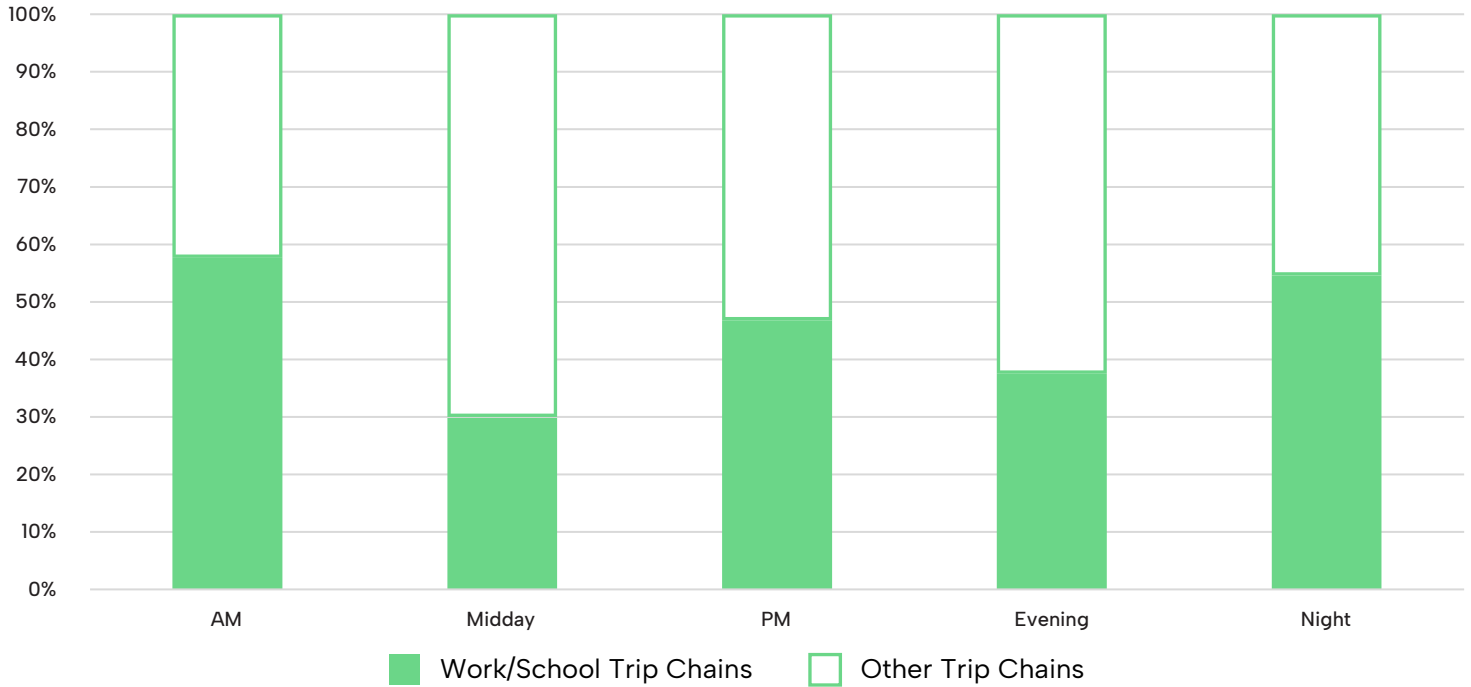


FIGURE 5-12

Inter-County Trip Chain Type Distribution

Weekday



Weekend

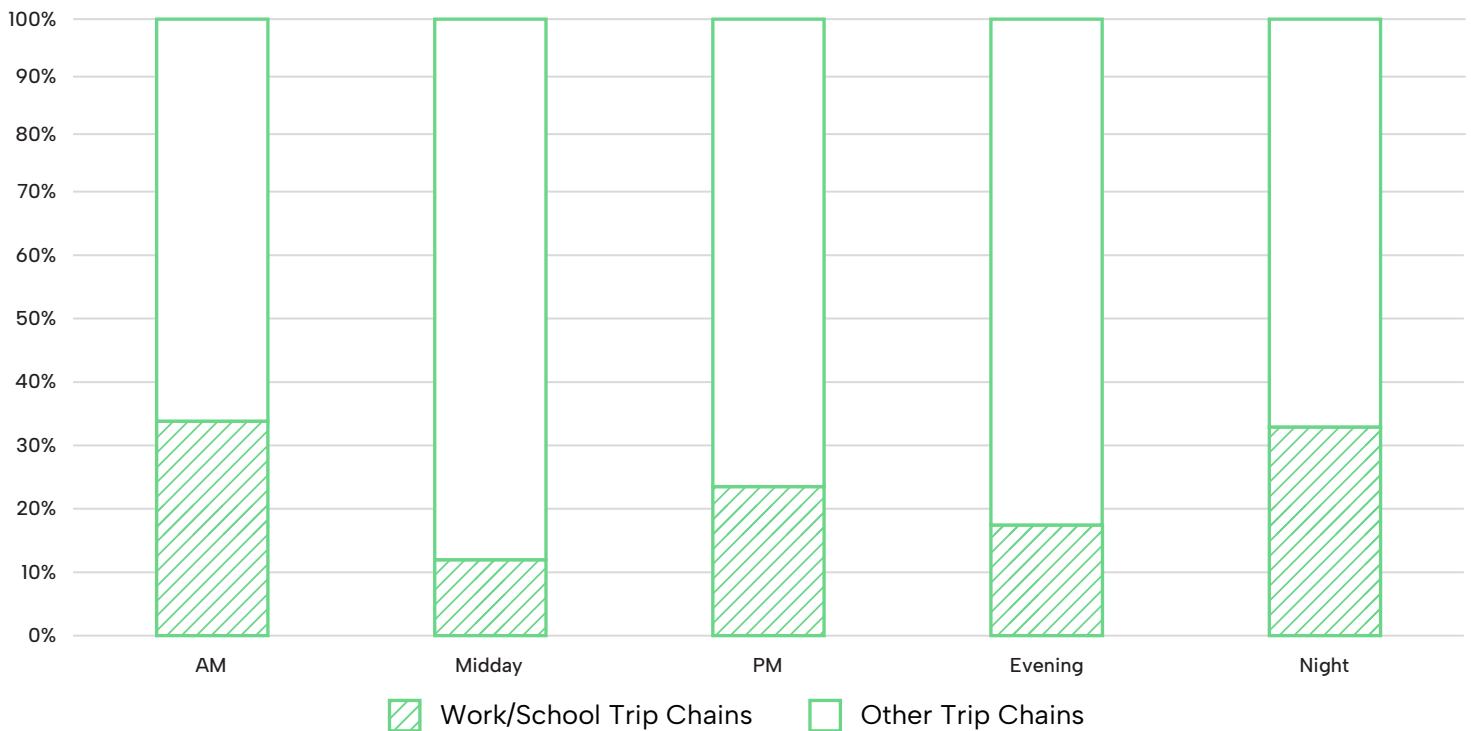


FIGURE 5-13

Inter-County Work/School Trip Chain Type Distribution by Time of Day

These patterns show that inter-county travel is not driven solely by work or school trips, although they remain a key component. Inter-county travel is relatively balanced between work/school and non-work/non-school trip chains, with non-work/non-school trip chains more common during midday and evening, outside traditional peak commute periods. In addition, stops for services, shopping, and other non-work purposes remain a component of most work/school trip chains.

Instead of being dominated just by work/school travel, inter-county travel also reflects a broader set of needs, including:

- Access to retail, medical, and service destinations in nearby cities (e.g., Gilroy and Salinas)
- Freight and goods movement along regional corridors
- Social and recreational travel

This helps explain why inter-county travel:

- Contributes disproportionately to VMT (**Section 5.2**), due to longer trip distances
- Still displays less pronounced peak periods than might be expected if commute travel were dominant and concentrated during traditional peak commute periods

In other words, peak period commute is highly visible and important—particularly on certain corridors – but it represents only one component of a more diverse regional travel pattern.

Why this matters for understanding travel behavior:

- Inter-county travel reflects strong regional linkages, not just job access.
- Non-work trips play a significant role even in longer-distance travel.
- Corridor demand is shaped by a mix of purposes, not just peak-direction commuting.

5.5.3 What Characterizes Work Travel?

Work-related travel differs from other travel needs in important ways that influence transportation planning. Work trips tend to be longer, more geographically dispersed, and more dependent on regional connections than other types of travel.

Both Replica and American Community Survey (ACS) data indicate that work travel in the county is strongly automobile-oriented. Most residents have access to multiple vehicles, and most work trips are made by driving. In addition, according to ACS data, a substantial share of workers (approximately half) travel outside the county for employment, particularly to destinations in Santa Clara and Monterey counties. At the same time, a smaller share of workers travel short distances to work within the county, reflecting localized employment patterns.

Work trip lengths also show a distinct pattern compared to other trip types. Both Replica and ACS data indicate that travel distance for work trips are concentrated at the extremes, with a notable share of both very short and very long trips. Longer work trips contribute disproportionately to regional travel demand and VMT, while shorter work trips represent a smaller but important opportunity for local mode shift.

These characteristics suggest that work travel presents both constraints and opportunities for transportation planning. The long distances and regional nature of many work trips make shifts to non-automobile modes more challenging and may require coordination with neighboring jurisdictions to be effective. However, the presence of shorter, localized commutes indicates that targeted

improvements (such as enhanced walking and bicycling infrastructure, improved local transit service, and better connections within Hollister and surrounding communities) could support mode shift for a portion of the population.

At the same time, the prevalence of trip chaining, particularly trips that combine work with errands or other non-work activities, can complicate mode shift efforts by requiring travel options that accommodate multiple purposes within a work trip chain. For example, stopping for commercial activities on the way to or from work may require a vehicle to carry goods; conversely, traveling to work by alternative modes such as transit, walking, or bicycling can limit intermediate stops unless those destinations are also accessible by those same modes.

5.5.4 Policy and Planning Implications

Trip purpose patterns show that local and regional travel in San Benito County is roughly split between work/school and non-work/non-school trip chains on weekdays, but most work/school trip chains also include stops for other purposes, such as shopping and services. While travel to work or school during traditional peak commute periods plays a distinct role, most travel in San Benito County is spread throughout the day, including a substantial share of commercial travel as well as work or school travel that occurs outside traditional peak periods. These characteristics have important implications for transportation and land use strategies.

First, transportation systems designed primarily around traditional AM and PM peak period commuting is unlikely to reflect the majority of daily travel demand. Most trips occur across a wide range of times of day, particularly for commercial, social, and recreational purposes. While traditional peak period commute-focused investments remain important (especially along corridors connecting to Santa Clara and Monterey counties) they address only one component of overall travel demand.

Second, work travel characteristics highlight the importance of regional connectivity. A substantial share of workers travel outside the county, and these trips tend to be longer and more difficult to serve with non-automobile modes. As a result, improving mobility for work travel will likely require coordination with neighboring jurisdictions and a focus on key inter-county highway corridors. At the same time, a sizeable share of short, localized work travel presents an opportunity for targeted investments that support walking, bicycling, and local transit within and between communities such as Hollister and nearby areas.

Third, the prominence of commercial and other flexible-purpose trips underscores the importance of land use strategies that reduce the need for long-distance travel. Roughly 30 percent of weekday inter-county trips and 47 percent of weekend inter-county trips are solely for commercial purposes. Providing land uses that offer local access to essential services, such as retail and healthcare within the county can:

- Reduce dependence on inter-county travel
- Shorten trip lengths
- Create more opportunities for walking, bicycling, and local transit

Fourth, trip purpose patterns help explain earlier findings in this report:

- The limited dominance of traditional peak commute periods (**Section 5.4**) reflects the high share of non-work travel distributed throughout the day, as well as the relatively high share of work travel occurring outside of peak periods.

- The concentration of VMT in inter-county trips (**Section 5.2**) reflects the longer distances associated with both work and non-work travel.

Taken together, these findings suggest a balanced planning approach:

- Maintain and improve regional connections that support commute and other inter-county travel.
- Expand local access and mobility options to better serve the majority of trips that occur within the county.
- Align transportation and land use strategies with diverse ways people actually travel, rather than focusing solely on AM and PM peak period commute.

5.6 How do People Travel?

The final step in the countywide travel behavior analysis is to understand how people travel. Mode choice reflects the combined influence of land use, transportation infrastructure, and traveler preferences, and provides important insight into how well the transportation system supports different types of trips.

This section examines the distribution of travel modes for trips interacting with San Benito County, distinguishing between intra-county and inter-county travel.

5.6.1 What are the Mode Share Patterns of Trips Traveling within the County and for Trips Traveling to and from the County?

Most trips in San Benito County are made by private vehicles, accounting for approximately:

- 80 percent of weekday intra-county trips
- 87 percent of inter-county trips

Walking accounts for a smaller share of intra-county travel (approximately 11 percent), while bicycling represents about 1 percent.

Observed counts and Replica model outputs are generally consistent in indicating that travel in San Benito County is dominated by auto modes, with relatively low levels of walking, bicycling, and transit use (see **Appendix E**). Where differences occur, they are primarily associated with lower-volume modes and location-specific conditions, which is consistent with known limitations of big data sources in capturing active transportation activity. **Figure 5-14** shows the percentage of trips by travel mode and time period for both intra-county and inter-county travel on weekdays.

Mode shares vary across geographies within the county. For example:

- Travel within **Hollister** generally reflects the overall intra-county pattern, with a slightly higher share of walking.
- Travel within **San Juan Bautista** has a lower vehicle share (about **50 percent**) and higher walking share (about **35 percent**).

These patterns indicate that San Benito County is highly automobile-dependent, particularly for inter-county travel. The higher vehicle share for inter-county trips reflects longer travel distances and the limited availability of viable alternatives for regional travel.

At the same time, the presence of walking trips within the county—especially in areas like Hollister and San Juan Bautista—suggests that short-distance travel does support non-auto modes where conditions allow. This aligns with earlier findings that:

- Most intra-county trips are short (**Section 5.2**).
- A large share of trips are for commercial and local purposes (**Section 5.5**).

However, despite these favorable conditions for shorter trips, the dominance of vehicle travel indicates that land use patterns, network design, and service availability currently limit the ability of residents to shift to other modes.

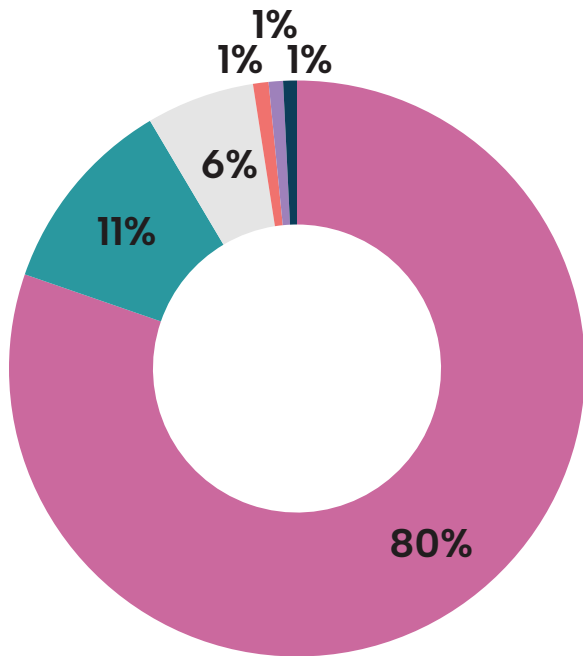
Differences across communities also highlight that urban form and scale matter:

- Smaller or more compact areas (e.g., San Juan Bautista) show greater potential for walking.
- More dispersed areas are more likely to rely on driving for most trips.

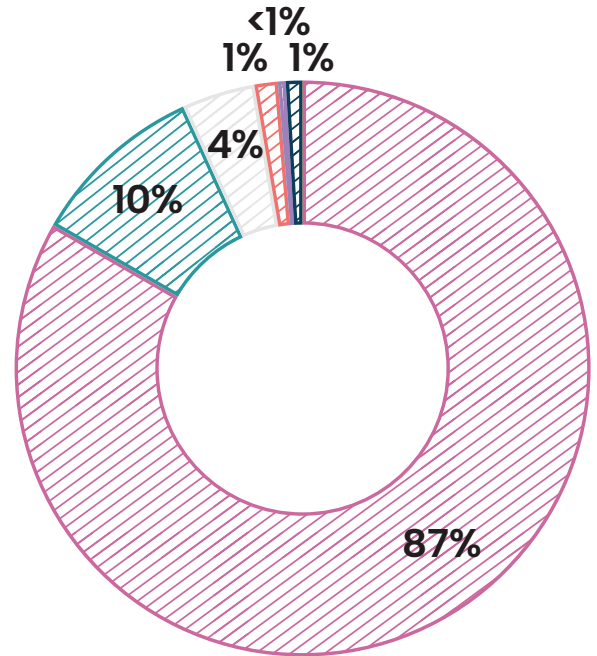
Why this matters for understanding travel behavior:

- Mode choice is strongly influenced by trip length and available infrastructure.
- Even where trips are short, non-auto modes require supportive conditions to be viable.
- Inter-county travel is particularly difficult to serve with alternatives due to distance and regional connectivity constraints.

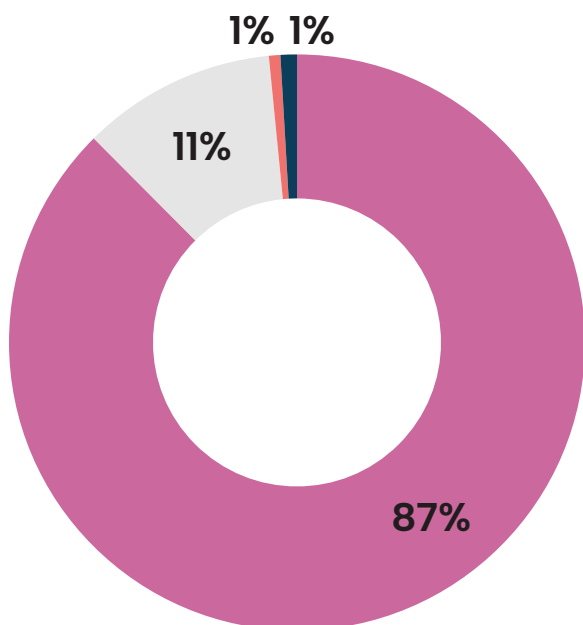
**Intra-County Weekday
Mode Share Distribution**



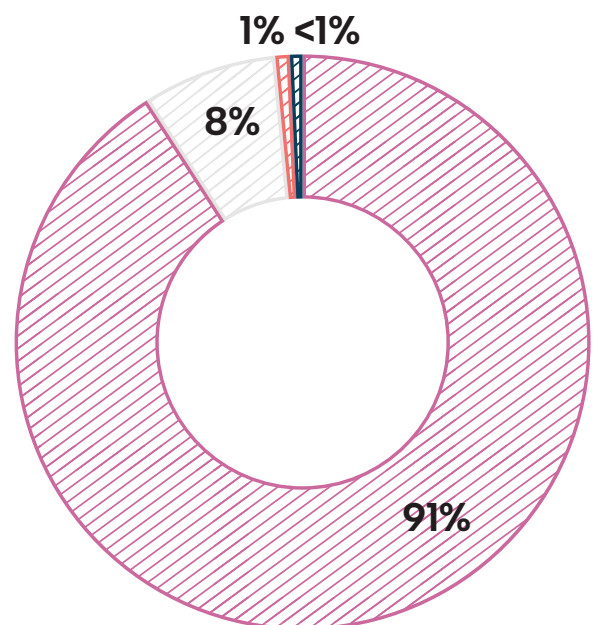
**Intra-County Weekend
Mode Share Distribution**



**Inter-County Weekday
Mode Share Distribution**



**Inter-County Weekend
Mode Share Distribution**



■ Private Vehicle
 ■ Walking
 ■ Freight
 ■ Taxi/TNC
 ■ Biking
 ■ Other

▨ Private Vehicle
 ▨ Walking
 ▨ Freight
 ▨ Taxi/TNC
 ▨ Biking
 ▨ Other

FIGURE 5-14

Mode Share Distribution by Trip Type

5.6.2 What is the Transit Mode Share for the County?

The County Express public transit service in San Benito County is operated by the San Benito County Local Transit Authority (LTA). The main transit routes consist of the County Express Tripper and the Intercounty Express, supplemented by Dial-A-Ride and paratransit services.

County Express Tripper provides service to San Benito High School, Rancho San Justo Middle School, Marguerite Maze Middle School, and other Hollister schools during weekday peak school arrival and dismissal hours. Regular weekday service consists of two morning trips between 6 and 8 AM and two afternoon trips between 3 and 5 PM, with the first afternoon trip limited to selected schools. On Thursdays, the afternoon trips operate between 2 and 4 PM, with the first trip also serving only specific schools.

The Intercounty Express connects Hollister and San Juan Bautista to Gilroy, specifically to the Gilroy Caltrain Station on both weekdays and weekends, and the Gavilan College Gilroy campus on weekdays. The Intercounty Express operates with approximately 60-minute headways during the day, increasing to 30-minute headways during traditional AM and PM peak commute periods.

In addition to the County Express Tripper and the Intercounty Express, the San Benito County LTA also provides Specialized Transportation (ST) services that offer essential mobility options for seniors and individuals with disabilities through reservation-based programs. These services include Non-Emergency Out of County Medical Transportation (OOCMT), which supports access to medical care outside the county, and the Medical Shopping Assistance Program (MSAP), which serves in-county trips to medical appointments, banks, grocery stores, and pharmacies. In addition, the Senior Lunch Transportation Program (SLTP) offers trips to the Community Center in Hollister for participants in the Senior Lunch Program. MSAP and SLTP services operate Monday through Friday, while OOCMT services are available Monday through Saturday.

Although precise systemwide transit trip counts are not directly captured in the Replica dataset, available ridership data indicate that transit accounts for less than 1 percent of total person trips in San Benito County. This estimate is based on a comparison of average daily passenger trips estimated from LTA ridership data for all transit services during the highest ridership month of 2025 (approximately 270 passenger trips per day) with the average daily number of countywide trips estimated by Replica (approximately 265,600 trips per day).

To better understand the relationship between transit availability and transit use, we focused on the City of Hollister and evaluated trips that occur within proximity to fixed-route transit stops at both the origin and destination. This analysis was intended to estimate the share of trips that could reasonably be served by transit and compare it to the share of trips currently made by transit. The results indicate that approximately 89,200 average daily trips occur near transit at both ends of the trip in Hollister, compared to fewer than 1 percent of trips (approximately 90 daily trips) that are made by transit, including both County Express Tripper and Dial-A-Ride services. This comparison highlights a gap between theoretical transit accessibility and observed mode choice. This low level of ridership contrasts with the broader distribution of travel activity in areas served by transit. A substantial share of trips occurs within Hollister, where both origins and destinations are relatively concentrated and where County Express Tripper and Dial-A-Ride services operate.

While these services provide coverage to key destinations, current ridership levels indicate that only a small share of trips within these service areas are made by transit. This suggests a mismatch

between transit availability and observed travel patterns, where more trips occur in transit-served areas than are captured by the system.

This gap between potential access and actual use suggests that factors such as service frequency, span, routing, and first- and last-mile connectivity may limit transit's ability to serve existing travel demand.

This finding is also consistent with earlier results showing that travel demand in the county is distributed throughout the day and across a mix of trip purposes, many of which are not well aligned with the primarily peak-oriented structure of existing transit service.

In addition to Replica data, the analysis incorporates available baseline data provided by SBCOG, including transit ridership information from LTA and observed active transportation counts at key locations. These data sources are used to supplement and ground-truth the big data outputs, particularly in assessing transit use and active transportation mode shares, and to provide additional context for interpreting observed travel patterns.

The very low transit share reflects both the structure of the network and the underlying travel patterns in the county.

Key contributing factors include:

- Limited service frequency and geographic coverage, particularly outside of peak periods or school-oriented trips
- Dispersed land use patterns, which reduce the efficiency and effectiveness of fixed-route transit
- A large share of trips occurring outside traditional peak commute periods, which are the primary focus of existing transit service

This mismatch between when trips occur (**Section 5.4**) and when transit service is most available limits transit's ability to capture a larger share of trips.

Why this matters for understanding travel behavior:

- Current transit service is aligned with a narrow subset of travel demand, particularly school and work travel during traditional peak commute periods.
- Many trips that occur throughout the day are not well served by the existing network.
- Expanding mode share for transit would require changes to both service design and land use context, not just marginal improvements.

5.6.3 Policy and Planning Implications

Mode share patterns reinforce that San Benito County's transportation system is currently structured around automobile travel, with limited use of pedestrian, bicycle, or transit modes.

The dominance of private vehicles reflects both the nature of travel demand and the constraints of the existing transportation system. While many trips are short and could potentially be served by walking, bicycling, or local transit, current conditions often make driving the most practical and reliable option.

At the same time, the data suggests that there are targeted opportunities for mode shift, particularly for intra-county travel:

- Short trip lengths and concentrated activity in areas like Hollister create opportunities for walking, bicycling, and local transit.
- Differences between communities indicate that compact areas can support higher shares of non-auto travel.

However, for inter-county travel, the potential for mode shift is more limited:

- Longer travel distances and dispersed destinations make alternatives to driving more difficult to implement.
- Meaningful changes would require regional transit improvements and coordination with neighboring jurisdictions.

Transit, in particular, presents both challenges and opportunities:

- Existing service is limited and results in a very low mode share.
- However, aligning service with all-day travel patterns and key destinations could improve its effectiveness.

These findings suggest that mode shift strategies should be targeted and context-sensitive, rather than uniform across the county:

- Focus on local improvements that support non-auto travel where trip lengths and land use patterns are favorable.
- Maintain and improve regional connectivity for longer trips, recognizing the continued importance of driving.
- Consider service design changes that better reflect when and why people travel, rather than focusing solely on peak-period commuting.

Overall, the findings highlight that increasing travel choices in San Benito County will require a coordinated approach that addresses land use, infrastructure, and service design together, rather than relying on any single strategy.

5.7 What Are the Collision Trends in the County?

This section complements the evaluation of travel behavior by examining collision trends in San Benito County. Understanding where and how collisions occur provides important context for interpreting how the transportation system is used and where safety risks are concentrated today.

Collision data were obtained from the UC Berkeley Transportation Injury Mapping System (TIMS), which compiles police-reported crashes involving injuries or fatalities. The dataset reviewed includes collisions occurring between 2020 and 2025 across San Benito County.

TIMS data includes information on location, severity, and the types of road users involved in each collision. TIMS captures only injury and fatal collisions. It does not reflect property-damage-only crashes and therefore represents the more severe subset of total collisions. As a result, the findings in this section are most relevant for understanding safety outcomes rather than total crash frequency.

5.7.1 What Collision Trends are Observed?

Between 2020 and 2025, 1,745 injury collisions have occurred within San Benito County, of which 254 (15 percent) have resulted in a fatality or severe injury. This rate of fatal and severe collisions is higher than the statewide average of 11 percent. Though a majority of collisions only involved vehicles, collisions involving pedestrians (4 percent of collisions), bicycles (4 percent), or motorcycles (8 percent) were more likely to result in fatalities or severe injuries than the statewide average. A total of 108 collisions, about 6 percent, involved trucks. Overall, the number of injury collisions has trended upwards, from near 200 in 2020 to around 300 in 2025. However, the percent of collisions that are fatal or severe decreased slightly over the same period.

These collision statistics are generally consistent with rural road networks that are dominated by vehicle travel and where victims of severe collisions are disproportionately more vulnerable road users such as pedestrians, bicyclists, and motorcyclists. A majority of San Benito County collisions occurred on highway corridors, with about 55 percent of all injury collisions and 75 percent of all collisions involving trucks. In total, 22 percent of all collisions occurred along SR 25, 19 percent along SR 156, and 16 percent along SR 101. The majority of remaining collisions occurred within Hollister, with about 30 percent of all injury collisions and 90 percent of bicycle and pedestrian collisions. With less traffic and fewer population centers, the southern part of the county accounts for only about 5 percent of all injury collisions.

Many collisions are concentrated at particular hot spots, which are shown in **Figure 5-15. The highest concentration of collisions in San Benito County is the intersection of SR 25 and SR 156. Since the construction of a new roundabout at this intersection, injury collisions have more than doubled.** However, no fatal or severe collisions have occurred since the construction of the roundabout, indicating a potential improvement in collision severity.

Other frequent collision locations include:

- San Benito Street/SR 156 Business in downtown Hollister
- 4th Street/SR 156 Business in downtown Hollister
- Tres Pinos Road in downtown Hollister
- US 101 between San Juan Road and SR 156
- SR 156 at US 101

- SR 156 and Buena Vista Road
- SR 156 and San Felipe Road/SR 156 Business
- SR 156 and Fairview Road
- SR 25 and San Felipe Road/SR 156 Business
- SR 25 and Shore Road

Collision patterns reflect how different parts of the transportation system function and how they are used. The concentration of collisions on the state highway network aligns with earlier findings that these corridors carry a large share of regional and pass-through travel, including freight movement. These travel patterns contribute to higher speeds, longer trip lengths, and more complex interactions between vehicle types, all of which influence collision frequency and severity.

At the same time, the concentration of bicycle and pedestrian collisions in Hollister and other developed areas reflects localized travel patterns characterized by shorter trips, greater multimodal activity, and more frequent interactions between vehicles and non-vehicle users.

Together, these patterns indicate that safety outcomes are closely tied to both regional travel flows and local land use and mobility conditions. In other words, the same system that supports long-distance inter-county travel also shapes local travel behavior and safety outcomes in different ways depending on context.

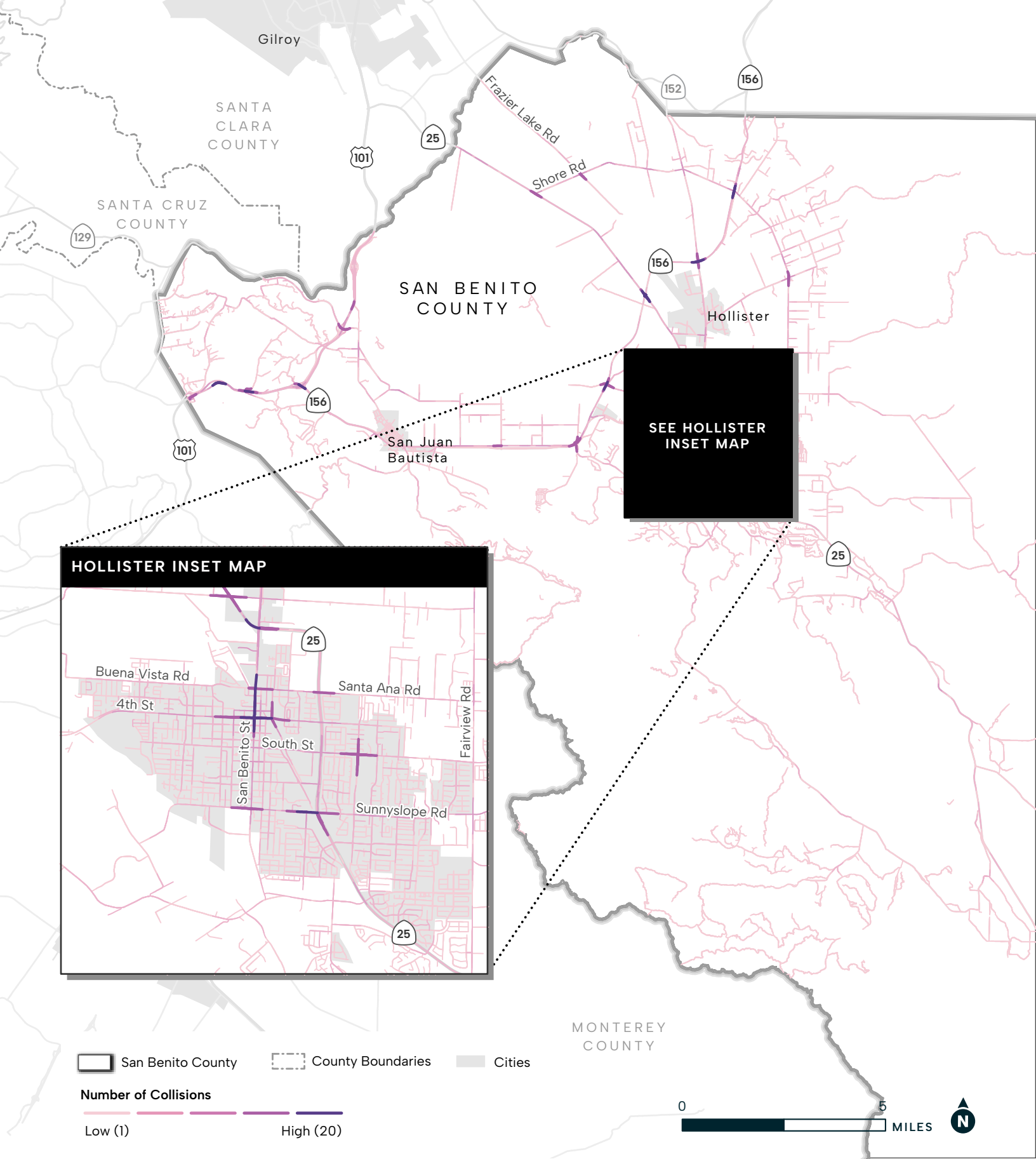


FIGURE 5-15

San Benito County Frequent Collision Locations

5.7.2 Policy and Planning Implications

Collision trends highlight the need for a context-sensitive approach to transportation planning and investment in San Benito County. Different parts of the network serve different functions and face distinct safety challenges.

First, the concentration of collisions on the state highway network suggests that improving safety along these corridors will require coordination with regional and state agencies. Because these corridors primarily serve inter-county and pass-through travel, local strategies alone may have limited influence on overall collision patterns. Investments that address speed management, freight movement, and corridor design will be critical for improving safety outcomes on these facilities.

Second, the concentration of bicycle and pedestrian collisions in Hollister and other developed areas underscores the importance of local safety improvements. Enhancing pedestrian and bicycle infrastructure such as completing sidewalk gaps and adding bike lanes, improving crossings, and designing streets that better support multimodal travel can reduce conflict points and improve safety for vulnerable road users.

Third, the relationship between travel behavior and collision patterns reinforces earlier findings in this report. Corridors that carry high volumes of regional travel are also where safety risks are elevated, while areas with high local activity experience more multimodal conflicts. This suggests that safety strategies should be integrated with broader transportation and land use planning efforts.

Taken together, these findings indicate that effective safety strategies will require:

- Regional coordination to address safety along major highway corridors serving inter-county and freight travel
- Targeted local investments to improve safety for pedestrians, bicyclists, and other vulnerable users
- Integration of safety considerations into decisions about mobility, access, and land use to better align system performance with how people travel

6. Corridor-Specific Travel Behavior

The previous chapter establishes a foundational context by providing an understanding of countywide travel behavior and how it informs policy and investment decisions in San Benito County. Building upon this context, this chapter examines corridor-specific travel behavior to better understand how regional and local travel interact with the county's roadway network.

State Route (SR) 25, SR 156, and US 101 are county's primary highway corridors. Together they shape regional mobility, influence where growth can occur, and determine how residents, workers, and goods move into, out of, and through the county. Understanding how these corridors function (and the types of trips they carry) supports near-term improvement projects and long-term infrastructure planning.

The analysis focuses on three locations along the primary highway corridor where most trips enter and exit San Benito County, to capture the characteristics of intercounty travel associated with this corridor:

- SR 25 at the North County Line
- SR 156 East of US 101
- SR 156 at the North County Line

While the SR 156 east of US 101 location is not at a county border like the other two locations, it captures trips traveling west through the county to Monterey County via US 101, north to Santa Clara County via US 101, and to Santa Cruz County via SR 129.

Together with the SR 156 north county line location, this segment allows us to capture inter-county travel characteristics at both ends of the SR 156 corridor. For each location listed above, the analysis uses Replica data to evaluate the balance between inter-county trips and pass-through travel, average inter-county trip lengths, trip purpose distribution, and the most common commercial and work/school destinations.

This analysis focuses on inter-county travel characteristics along the primary SR 156 corridor and therefore does not include locations on US 101 at the county line. US 101 primarily serves pass-through traffic, while most non pass-through movements are captured at the SR 156 east of US 101 location. Pass-through travel on US 101 is discussed separately below.

Because Replica generates modeled estimates rather than direct observations, the results should be interpreted as representative patterns rather than precise real-world measurements.

Data supporting the corridor-specific travel behavior analysis is included in **Appendix C** for transparency and future use.

6.1 What Are the Travel Characteristics of SR 25?

SR 25 is a critical north–south corridor in San Benito County, carrying a mix of locally generated travel within the county, work or school travel between San Benito County and nearby counties, and inter-county travel for other purposes that occurs throughout the day. This subsection examines the travel characteristics of inter-county trips entering or exiting the county via SR 25 at the north county line, with a focus on understanding trip types, trip purposes, and key destinations associated with travel along this corridor. By documenting how the corridor is used today, the analysis provides context for evaluating how changes to capacity or operations (such as potential SR 25 expansion) may influence future travel behavior and county-generated VMT.

6.1.1 What Trip Types and Purpose Define Travel via SR 25 at the North County Line?

Among the three analysis locations along the primary highway corridor that capture the majority of San Benito County’s inter-county travel, about 52 percent of trips enter or exit the county via SR 25 at the north county line (as shown in **Figure 5-2**).

Less than 1 percent of trips are pass-through trips. The average length of trips traveling through SR 25 at the north county line is 35 miles.

Trips for commercial purposes are the largest share of inter-county trips entering or exiting the county via SR 25, accounting for about 49 percent of inter-county trips on weekdays and 60 percent of inter-county trips on weekends.

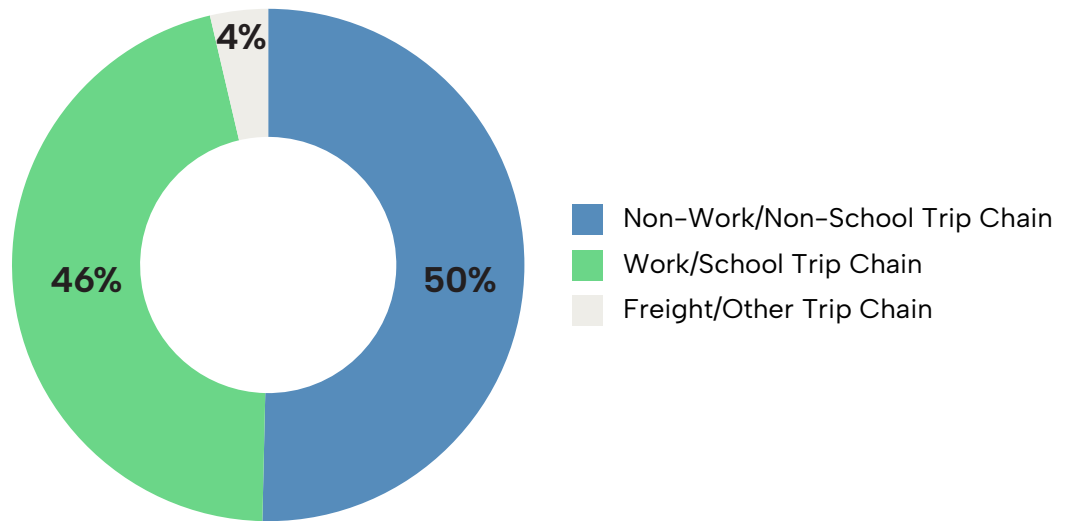
While trip purpose emphasizes the immediate reason for a trip, trip chains contextualize it within a person’s daily travel. About 36 percent of weekday inter-county trips and 52 percent of weekend inter-county trips are commercial trips that are not part of work/school trip chains, meaning they are made specifically for commercial purposes rather than as stops at commercial locations during trips to or from work or school.

Figure 6-1 presents the weekday and weekend distribution of trip chains that enter or exit the county via SR 25 at the north county line.

On weekdays, about 46 percent of inter-county travel through this analysis location are part of work/school trip chains. On weekends, the share of work/school trip chains drops to about 23 percent. The time-of-day patterns for work/school trip chains are similar to the inter-county travel patterns discussed in **Section 5.5**.

These patterns, along with the relatively strong share of commercial trips and trips for purposes other than work or school, show that inter-county travel on SR 25 is not driven exclusively by traveling to work or school, even though it is a major component.

Weekday



Weekend

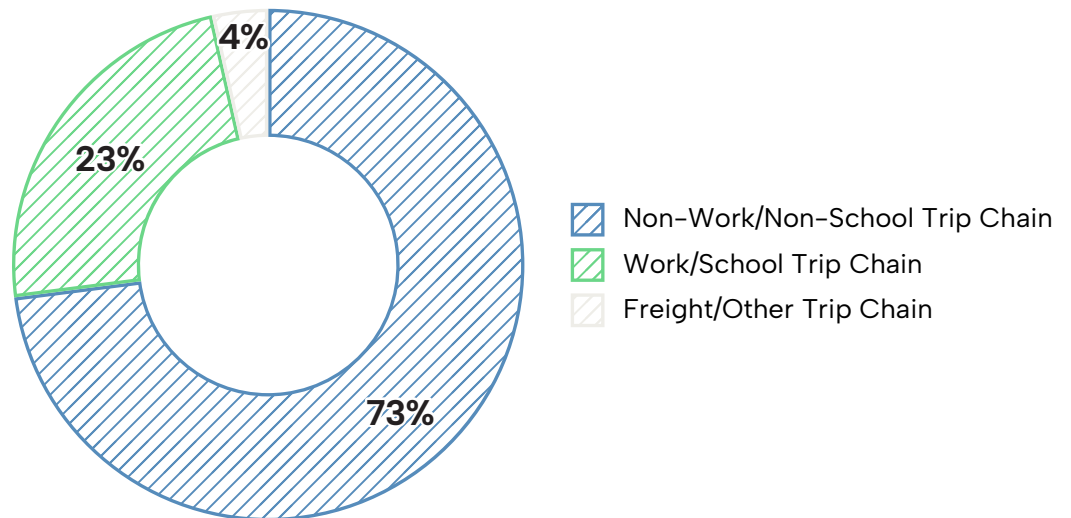


FIGURE 6-1

Inter-County Trip Chain Type Distribution — SR 25 at the North County Line

6.1.2 Where are the Most Popular Commercial and Work/School Destinations for County Residents Traveling through the SR 25 at the North County Line?

Figure 6-2 and **Figure 6-3** present popular commercial and work/school destinations, respectively, for county residents traveling through the SR 25 at the north county line.

As shown in the figures, Gilroy east of US 101 is the most popular commercial destination for county residents. This area includes the Gilroy Premium Outlets and other shopping centers.

Gilroy, San José and the cities surrounding San José such as Santa Clara and Cupertino are the most popular work/school destinations. Within these cities, popular work or school destinations may include commercial centers in Gilroy, such as the Gilroy Premium Outlets, Gavilan College, technology campuses in northern Santa Clara County, and major employment centers in San Jose, including the Trimble Business Area.

The commercial and work/school destination patterns indicate that a significant share of inter-county trips from San Benito County are made to the southern part of Santa Clara County for work, school, as well as other purposes such as commercial activities. This is consistent with the findings in **Section 5.2**, which show that the majority of inter-county trips are longer-distance trips, aligning with the average trip length of 30 to 40 miles.



FIGURE 6-2

Popular Commercial Destination for County Residents – SR 25 at the North County Line

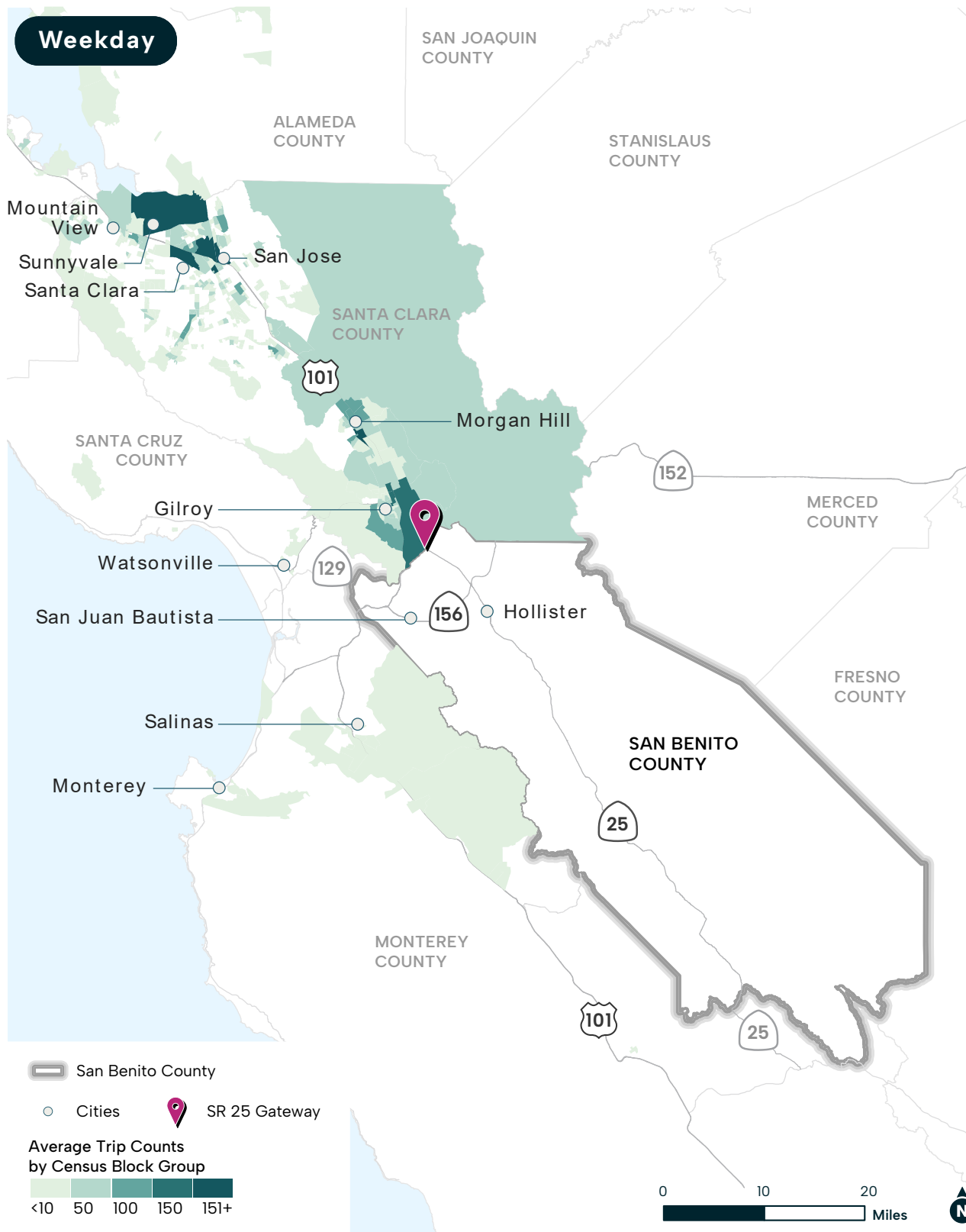


FIGURE 6-3

Popular Work/School Destinations for County Residents – SR 25 at the North County Line

6.1.3 Policy and Planning Implications

Inter-county travel via SR 25 is largely balanced between work/school trips and trips for other purposes on weekdays, with relatively little pass-through traffic. Trips that are not for school or work are generally more flexible and more sensitive to changes in travel time and convenience than work/school trips because they are less constrained by fixed schedules and destinations.

Due to the substantial demand for work/school travel, capacity expansion on SR 25 is likely to induce additional commercial and discretionary travel rather than primarily improving work/school travel efficiency, especially outside of the traditional peak commute periods and weekends. Given the corridor's existing travel profile, added capacity would be expected to increase county-generated travel and VMT, particularly for non-work trips that occur throughout the day.

The concentration of work and commercial destinations in southern Santa Clara County (especially Gilroy and areas near San José) also highlights opportunities to better align inter-county transit service with observed travel patterns. While the Intercounty Express provides a connection to the Gilroy Caltrain Station, it does not directly serve the most frequently visited commercial destinations in Gilroy and is constrained by limited first- and last-mile access in Hollister. The County Express Tripper's school-oriented service further limits its usefulness for non-school travel and ability to provide such a first- and last-mile connection.

Below are strategies that may offer more effective mobility and VMT outcomes than roadway capacity expansion alone:

- Strengthening inter-county transit connections with more direct routing
- Improve transit access to key destinations and enhance first- and last-mile options to help provide viable alternatives to driving for trips using the SR 25 corridor

6.2 What Are the Travel Characteristics of SR 156?

State Route (SR) 156 serves as San Benito County's primary east/north–west regional connector and a key freight corridor linking the Central Coast to the Central Valley, US 101, and the greater Bay Area. As a result, the corridor accommodates a wide range of travel, including local trips, inter-county travel, freight movement, and regional pass-through traffic.

This section examines travel characteristics at the two ends of the SR 156 corridor in San Benito County, which serve distinct functions within the regional network:

- **SR 156 east of US 101** – provides connections north to Santa Clara County via northbound US 101, and west to Santa Cruz County or south to US 101 at the west county line in Monterey County.
- **SR 156 at the North County Line** – provides connection west to the Central Valley via SR 152.

Analyzing these separately allows for a clearer understanding of how different travel markets interact with the corridor and how travel patterns vary by direction and regional context.

Together, the findings provide insight into the role SR 156 plays in supporting goods movement, regional connectivity, and local access, and help inform corridor-specific planning and investment strategies.

6.2.1 What Trip Types and Purpose Define Travel Through the SR 156 East of US 101?

About 35 to 40 percent of trips entering and exiting the county via SR 156 east of US 101 are pass-through trips. These trips travel across the county without stopping within it, primarily connecting areas west of the county, such as Monterey and Santa Cruz counties, to destinations to the northeast, including Merced County, and vice versa.

Among the three analysis locations where most inter-county trips enter and exit San Benito County, about 38 percent of trips travel into or out of the county via SR 156 east of US 101 (as shown in **Figure 5–2** in **Section 5.1**).

Trips for commercial purposes are the largest share of inter-county trips entering or exiting the county via SR 25, accounting for about 37 percent of inter-trips on weekdays and 50 percent on weekends. Freight trips account for about 13 percent of weekday inter-county trips and 9 percent of weekend inter-county trips.

While trip purpose emphasizes the immediate reason for a trip, trip chains place that trip within the context of a person's daily travel. About 25 percent of weekday inter-county trips and 43 percent of weekend inter-county trips are commercial trips that are not part of work/school trip chains, meaning they are trips made specifically for commercial purposes rather than stops at commercial locations during trips to or from work or school.

Figure 6–4 presents the weekday and weekend distribution of trip chains that enter or exit the county via SR 156 east of US 101.

On weekdays, about 49 percent of inter-county trips traveling through this analysis location are part of work/school trip chains. On weekends, the share of work/school trip chains drops to about 26

percent. The time-of-day patterns for work/school trip chains are similar to the inter-county travel patterns discussed in **Section 5.5**.

Similar to travel on SR 25, traveling to work or school is a major component of travel on SR 156; however, inter-county travel is not exclusively driven by work/school trips.

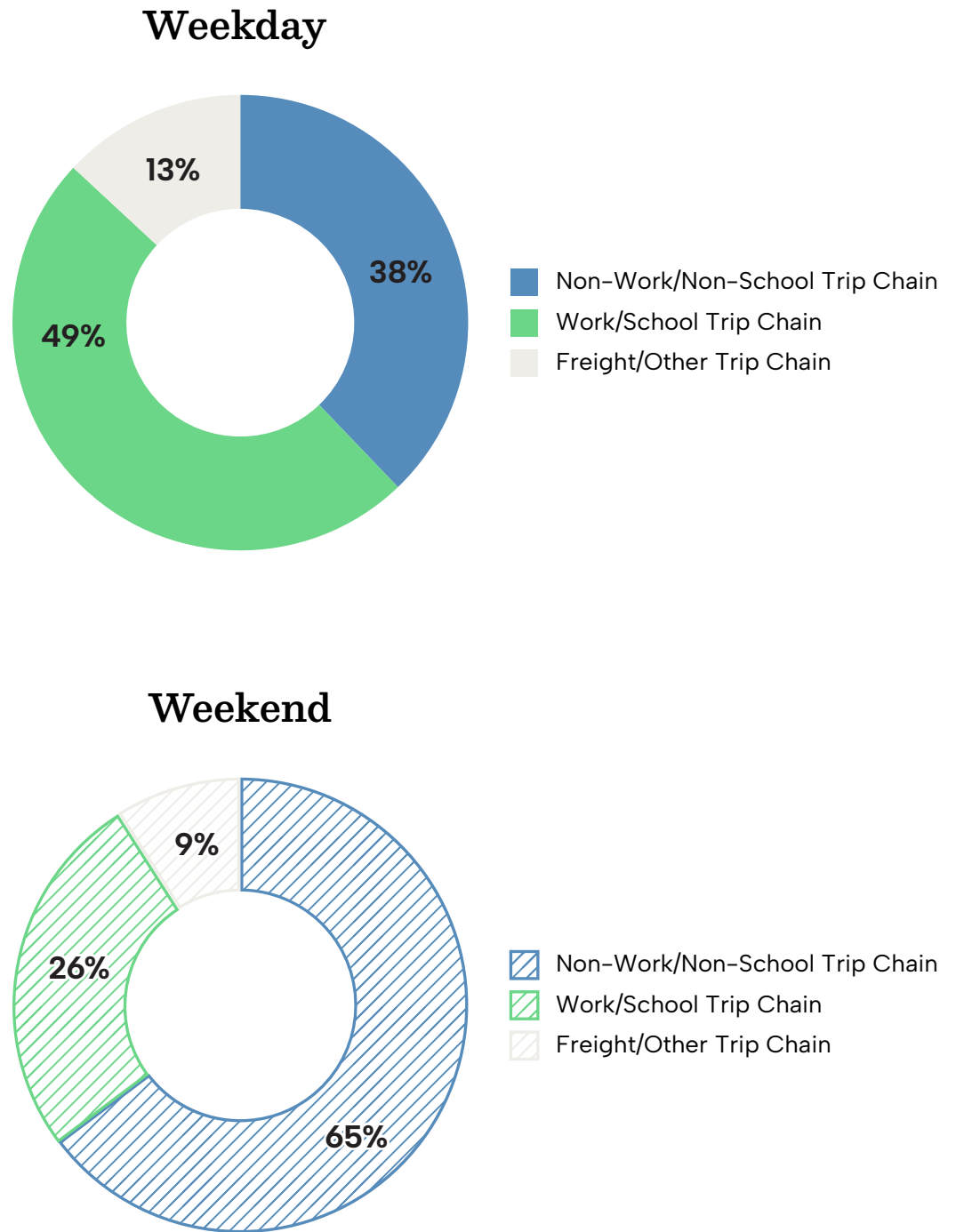


FIGURE 6-4

Inter-County Trip Chain Type Distribution — SR 156 East of US 101

6.2.2 Where are the Most Popular Commercial and Work/School Destinations for County Residents Traveling Through SR 156 East of US 101?

Figure 6-5 and **Figure 6-6** present the popular commercial and work/school destinations, respectively, for county residents entering or exiting the county via SR 156 east of US 101.

Similar to the destination patterns observed on SR 25 at the north county line, Gilroy is also a popular commercial destination for trips entering or exiting the county via SR 156 east of US 101. In addition, Monterey County, particularly the areas near Salinas and the Prunedale area west of the county border (which includes the 101 Red Barn), is a frequent commercial destination for these travelers. The 101 Red Barn is a major generator of commercial trips, as it operates as a farmers market selling fruits and vegetables and frequently hosts events such as flea markets and swap meets on weekends.

Monterey, Gilroy, and Salinas are notable destinations for work/school trips traveling through SR 156 East of US 101. Popular work and school destinations may include commercial centers in Gilroy, such as the Gilroy Premium Outlets, Gavilan College, California State University Monterey Bay, and employment centers near downtown Salinas and Monterey. These destinations represent common regional travel patterns for San Benito County residents commuting for employment, education, shopping, and other activities.

This confirms strong regional connections to northern Monterey County and southern Santa Clara County and that employment centers are more geographically dispersed.

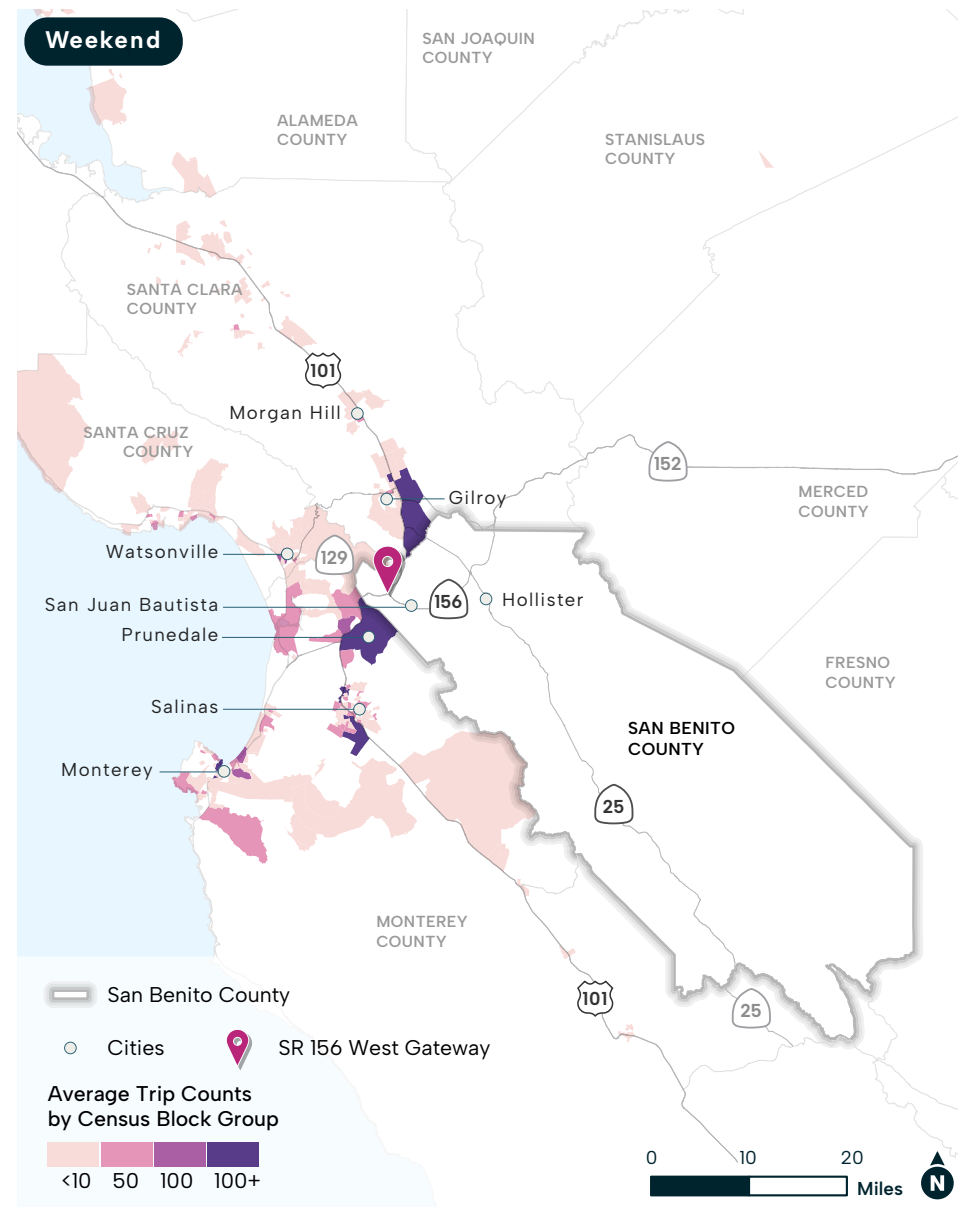


FIGURE 6-5

Popular Commercial Destinations for County Residents – SR 156 East of US 101

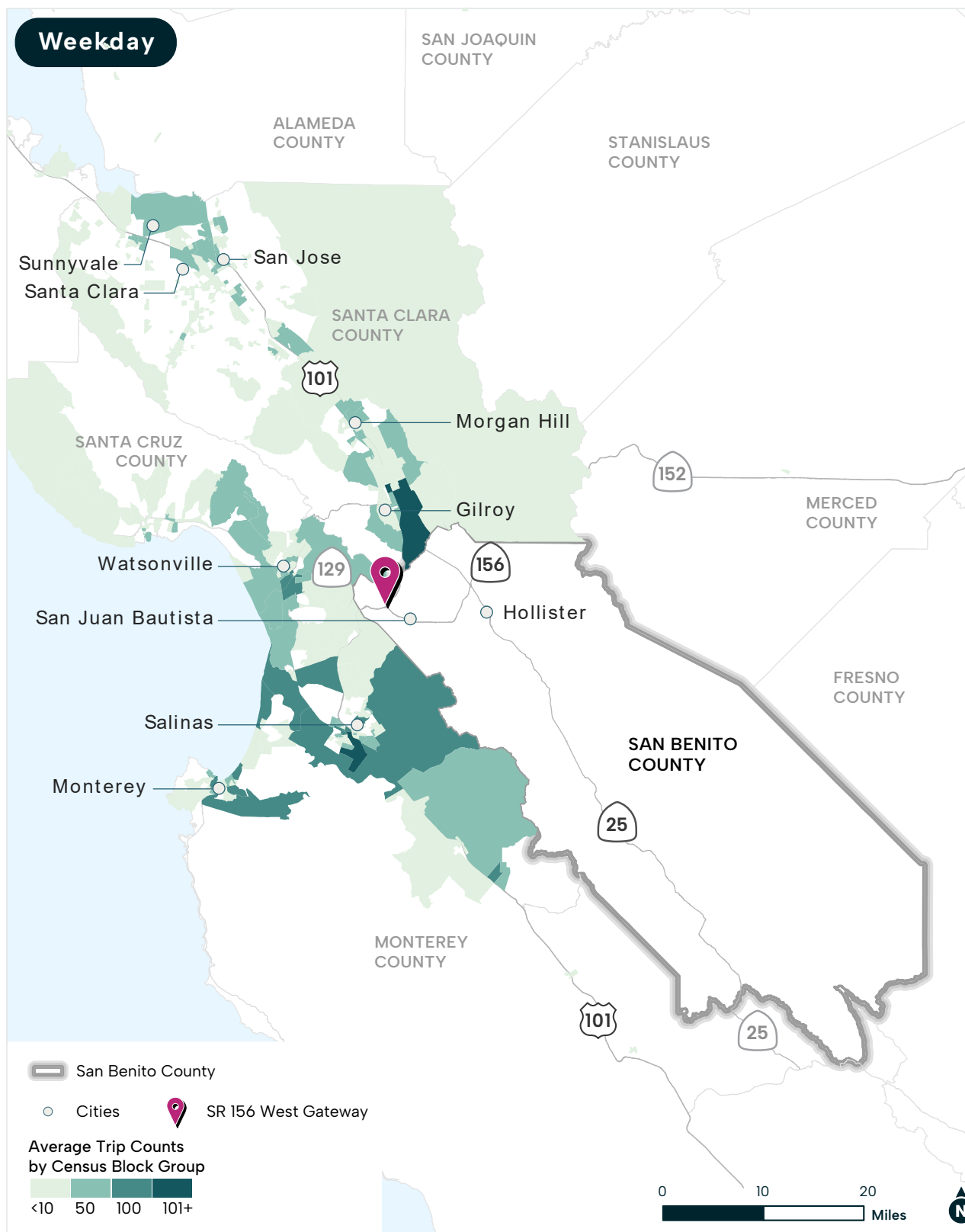


FIGURE 6-6

Popular Work/School Destinations for County Residents – SR 156 East of US 101

6.2.3 What Trip Types and Purpose Define Travel Through SR 156 at the North County Line?

About 10 percent of trips that enter or exit the county via SR 156 at the north county line (as shown in **Figure 5-2**). This represents a significantly lower share compared to trips entering or exiting the county via SR 25 or the western end of SR 156 that connects to US 101. These trips primarily travel to and from areas northeast of the county, such as Merced County.

About 69 percent of trips entering and exiting the county via SR 156 at the north county line are pass-through trips.

While the two analysis locations at the ends of SR 156 (SR 156 east of US 101 and SR 156 at the north county line) experience different shares of pass-through traffic, the combined percentages indicate that a significant share of SR 156 roadway activity is driven by regional travel moving through the county rather than by local travel needs. This pattern helps explain why the SR 156 corridor may experience traffic volumes that do not align with local land use or population patterns. As discussed in more details in **Section 5.1**, the significant share of pass-through travel on SR 156 increases congestion and VMT but is not directly influenced by local land use or transportation policies. County-level decisions alone are unlikely to meaningfully change these travel patterns.

Approximately 41 percent of weekday inter-county trips entering or exiting the county via SR 156 at the north county line are freight trips. This share decreases to 28 percent on weekends. Social trips, defined as trips between private residences, account for a notable share of weekend inter-county travel (18 percent). Commercial trips account for about 29 percent of inter-county trips on weekdays and 43 percent on weekends.

While trip purpose emphasizes the immediate reason for a trip, trip chains place that trip within the context of a person's daily travel. About 20 percent of weekday inter-county trips and 38 percent of weekend inter-county trips are commercial trips that are not part of work/school trip chains, meaning they are trips made specifically for commercial purposes rather than stops at commercial locations during trips to or from work or school.

Looking at distribution of work/school trip chains, on weekdays, about 26 percent of inter-county trips entering and exiting the county on SR 156 at the north county line are part of work/school trip chains.

6.2.4 Policy and Planning Implications

The SR 156 corridor plays a dual role as both a regional freight route and a connector for local and inter-county travel, but travel characteristics differ substantially between its two ends in San Benito County. These differences have important implications for how the corridor should be planned, managed, and invested in.

The western end of SR 156 supports a diverse mix of inter-county travel, including work/school trips, commercial travel to the Bay Area and the Salinas Valley and other coastal areas, and pass-through trips connecting coastal regions with the Central Valley. Compared to the eastern end, the western end plays a stronger role in meeting inter-county travel needs, particularly for access to employment and commercial destinations in Monterey County, Salinas, and Gilroy.

Similar to strategies that may offer more effective mobility and VMT outcomes on SR 25, strengthening inter-county transit connections through more direct routing, improved access to key destinations, and enhanced first- and last-mile options could provide viable alternatives to driving for trips on SR 156 that connect to US 101 and serve destinations in the Bay Area, the Salinas Valley, and other coastal areas.

In contrast, the northern end of SR 156 is dominated by regional pass-through travel, particularly long-distance freight and commercial trips associated with the Central Valley. Because most trips traveling through SR 156 at the north county line do not begin or end in San Benito County, targeted policies focused on this end of SR 156 would primarily support regional mobility and goods movement, with limited direct benefits for local access or changes in travel behavior among county residents.

Together, these patterns indicate that SR 156 cannot be treated as a uniform corridor. Effective strategies will need to be tailored to each end of the corridor, balancing freight reliability and regional connectivity at the north end with multimodal access, local mobility, and inter-county travel needs at the west end. **Coordinated planning among local, regional, and state agencies will be essential to ensure that investments along SR 156 appropriately reflect the distinct functions the corridor serves at each end.**

6.3 What Are the Travel Characteristics of Trips Traveling on US 101?

Travel on US 101 within San Benito County is dominated by pass-through traffic. Approximately 75 to 90 percent of trips using this segment do not begin or end in the county on either weekdays or weekends.

6.3.1 Policy and Planning Implications

The US 101 segment within San Benito County primarily serves regional pass-through travel rather than local access. As a result, improvements along this corridor are likely to benefit travelers moving between other regions more than county residents. While investments may improve regional mobility and goods movement, they are expected to provide limited direct mobility benefits for local trips and should be evaluated accordingly when considering county-level transportation priorities. See **Section 5.1** for more detailed policy and planning implications related to pass-through travel.

6.4 What Are the Travel Characteristics of Trips Using Shore Road?

Shore Road primarily functions as a local access corridor, supporting travel between nearby communities rather than serving as a regional through route.

Approximately 30 to 40 percent of Shore Road traffic serves local areas west of SR 156, including Dunneville and destinations along Shore Road and Fairview Road west of SR 156. Another 40 to 50 percent serves areas east of SR 156 along Fairview Road. Less than 10 percent of Shore Road traffic continues north to SR 152. In the westbound direction, most trips continue to SR 25, with a smaller share associated with Frazier Lake Road.

It is worth noting that Replica substantially underestimates volumes on Fairview Road (by approximately 50–60 percent) and Frazier Lake Road (by roughly 90 percent). This discrepancy suggests that an even greater number of trips may be using the Frazier Lake Road cutoff than indicated by Replica. In contrast to the Replica estimates discussed above, observed traffic counts show relatively balanced northbound and southbound daily volumes, indicating that travel on these routes may be more bidirectional than Replica suggests. A comparison of Replica estimates to traffic counts is provided in **Appendix E** for transparency.

While limitations in the Replica data may reduce the accuracy of the analysis in identifying the local corridors that trips on Shore Road travel to or from, they do not change the overall conclusion. The majority of trips using Shore Road are local-serving rather than regional in nature, supporting access to nearby communities and destinations rather than longer-distance travel from the Central Valley via SR 152.

As noted previously in **Section 0**, the intersection of SR 25 and Shore Road is one of the more frequent collision locations in San Benito County, underscoring the importance of safety improvements at this intersection. Other locations along Shore Road do not exhibit similarly high collision patterns.

6.4.1 Policy and Planning Implications

Shore Road primarily supports local travel needs, rather than functioning as a bypass for SR 152. As a result, **improvements along this corridor are likely to deliver direct benefits to local mobility, safety, and access for adjacent communities.**

The presence of some eastbound traffic associated with Frazier Lake Road suggests limited use of Shore Road as a bypass of SR 25 for trips originating north of SR 152. While this pattern warrants awareness, it does not appear to be the corridor's dominant function. Overall, planning and investment decisions for Shore Road should prioritize local access, safety, and community connectivity, rather than regional traffic accommodation.

7. Recreation and Tourism Travel Patterns

This chapter examines recreation and tourism travel in San Benito County using trip-level Azira data to identify the most popular destinations and the likely origins of visitors traveling to these locations. Because recreation and tourism activity is most concentrated on weekends, the analysis emphasizes weekend travel patterns to capture peak visitation behavior.

The analysis focuses on the following recreation and tourism destinations:

- Pinnacles National Park (east and west entrances)
- Fremont Peak State Park
- Hollister Hills State Vehicular Recreation Area
- San Juan Bautista Historic State Park
- Mission San Juan Bautista
- Juan Bautista De Anza National Historic Trail/Anza Trail
- San Juan Oaks Golf Club
- Ridgemark Golf Course
- TAG Adventure Park – Paintball Center
- Bolado Park / Event Center

Appendix D includes a series of dot distribution maps illustrating the geographic origins of trips to these destinations in San Benito County and from surrounding regions.

Because Azira is a cellphone-based data source that captures a sample of total observed trips, the results should be interpreted as representative patterns rather than precise counts. Despite these limitations, the data provides valuable insight into the relative geographic reach of recreation and tourism destinations and the travel markets they serve.

7.1 Where Are the Origins of Trips Traveling to Popular Recreation and Tourism Destinations?

Recreation and tourism destinations in San Benito County attract visitors from a range of geographic areas, with notable differences in the scale and reach of individual destinations.

Most recreation and tourism locations—including Bolado Park/Event Center, Ridgemark Golf Course, San Juan Oaks Golf Club, and destinations within the City of San Juan Bautista—draw a majority of visitors from within San Benito County. These trips are primarily generated by nearby communities, particularly Hollister, with additional visitors traveling from southern Santa Clara County and northern Monterey County. These patterns indicate that many recreation and tourism trips are relatively local or short-distance in nature.

Hollister Hills State Vehicular Recreation Area exhibits a broader regional draw than other county destinations. While it attracts visitors from within San Benito County, it also draws a substantial number of trips from across the Bay Area, reflecting its unique recreational offerings and regional appeal.

In contrast, Pinnacles National Park attracts visitors from a much wider geographic area than any other destination examined. Although many visitors originate from San Benito County, Monterey

County, and southern Santa Clara County, a significant share of trips originate from farther away. Travel patterns also differ by entrance: the east entrance is more commonly used by residents of San Benito County and southern Santa Clara County, while the west entrance primarily serves visitors from Monterey County and more distant locations. Despite this broad reach, most visitors still originate from within California.

These origin patterns highlight meaningful variation in how recreation and tourism destinations function, ranging from locally oriented sites that primarily serve county residents to regionally significant destinations that attract visitors from well beyond the county.

Methodological Note: This analysis assumes the most common evening location represents a traveler's home location. Azira is a cellphone-based data source and typically captures 5 to 15 percent of total observed trips. Data coverage is particularly limited at Pinnacles National Park due to poor cellular reception. As a result, the findings should be interpreted as representative patterns rather than complete counts, but they remain useful for understanding the relative geographic reach of different destinations.

7.1.1 Policy and Planning Implications

Recreation and tourism travel patterns indicate that many destinations in San Benito County primarily serve local and nearby visitors, while a smaller number (most notably Pinnacles National Park) function as regional destinations with a much broader draw. These differences suggest that recreation and tourism travel cannot be addressed with a single, uniform strategy.

For locally oriented destinations, improving local access, safety, and weekend mobility options (including walking, biking, and limited local transit) may provide the greatest benefit to residents and visitors. In contrast, regionally significant destinations generate longer-distance travel that may warrant targeted regional coordination, including improved wayfinding, visitor information, and potential inter-county transit connections during peak periods.

Understanding where recreation and tourism trips originate helps agencies better align weekend and off-peak transportation strategies with observed demand, supporting access to key destinations while managing congestion and enhancing the visitor experience without over-investing in infrastructure intended to serve primarily local trips.

8. Applications to Travel Model Updates

This chapter describes how the findings from the San Benito County Travel Behavior Analysis can support updates to regional travel demand models used for planning, project evaluation, and environmental analysis.

Rather than recommending a full model replacement, this chapter focuses on targeted enhancements to existing models that improve their ability to reflect observed travel behavior and meet state and federal expectations for calibration, validation, and project application. These recommended enhancements are consistent with established California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) guidelines.

8.1 Key Findings Inform Future Model Updates

The Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model and the City/County Association of Governments and the Santa Clara Valley Transportation Authority (C/CAG-VTA) travel demand model cover portions of the San Benito County travel area with varying levels of detail; however, neither is currently well suited for direct application to countywide or project-level forecasting.

These models were originally developed to forecast peak-period, commute-oriented travel at a regional scale. As a result, they do not fully capture the range of travel behavior observed in San Benito County, including inter-county travel, pass-through traffic, non-work travel, and travel occurring outside of traditional peak periods.

Both models would benefit from targeted enhancements to better represent these travel patterns and improve their usefulness for local and regional decision-making.

These limitations can affect model performance for corridor studies, long-range planning, project-level transportation analyses, and environmental impact analysis where VMT outcomes are highly influenced by longer regional trips. Improving representation of these travel patterns would increase confidence in model forecasts and better support transportation decision-making.

The travel behavior analysis identifies several key characteristics of the system that are not fully captured in existing regional models:

- Inter-county travel represents a smaller share of total trips but generates the majority of VMT.
- Pass-through and regional travel drive corridor congestion and system performance.
- Travel demand is distributed throughout the day, including midday and weekend periods.
- Short intra-county trips dominate daily activity, but contribute relatively little to overall VMT.

These findings highlight an important distinction between local travel, which supports daily mobility and accessibility, and regional travel, which drives VMT and corridor-level performance. Improving the representation of inter-county, pass-through, non-work, and off-peak travel in regional models would better reflect observed travel behavior in San Benito County, resulting in more reliable forecasts for corridor studies, long-range planning, project development, and environmental impact analyses.

8.2 Model Enhancements and Implementation Approach

This section describes suggested enhancements recommended to improve the ability of existing regional travel demand models to represent observed travel behavior in San Benito County. As with any project-level transportation or land use analysis, the selected travel model should meet applicable regional and local requirements, and these recommendations presume familiarity with standard model evaluation and documentation practices.

A phased implementation strategy is recommended to align technical improvements with available agency resources:

- **Near-term efforts:** focus on improving representation of external travel, strengthening validation procedures, and enhancing model documentation.
- **Mid-term efforts:** focus on refining time-of-day factors, trip purpose assumptions, and local calibration inputs using observed travel behavior data.
- **Long-term efforts:** include evaluation of more advanced modeling approaches, such as hybrid or activity-based modeling frameworks, if warranted by future planning needs and available resources.

Below are some specific recommended model enhancements and their anticipated implementation timeframes.

8.2.1 Improve Regional Travel Representation (Near-Term)

The analysis demonstrates the importance of regional travel in shaping VMT and transportation system performance. Future model updates should enhance representation of inter-county and pass-through travel by refining the model area and external station assumptions, updating origin–destination patterns, and coordinating travel demand assumptions with neighboring regional models. These improvements would support more accurate estimation of corridor performance and VMT impacts associated with future growth and transportation investments.

8.2.2 Expand Beyond Peak Commute Travel (Mid-Term)

Model features should be enhanced to better reflect travel activity throughout the day. Potential improvements include refining time-of-day factors, updating trip purpose segmentation, and improving representation of midday, evening, and weekend travel patterns. These enhancements would increase model sensitivity to travel behavior changes and provide a more comprehensive representation of overall travel demand.

8.2.3 Strengthen Local Calibration (Mid-Term)

The study provides a valuable source of observed travel data, including traffic count, as well as travel data derived from big data sources such as Replica, that can be used to improve calibration and validation of the travel demand forecasting model. This data provides insights into travel volumes, trip patterns, trip lengths, and inter-county travel behavior that can be used to evaluate model performance and identify areas for improvement. Future updates should consider refining trip generation and trip distribution assumptions, improving corridor-level calibration, and updating land use inputs to reflect current development conditions and forecasts. Improved calibration will help

ensure that model forecasts are consistent with observed travel behavior and local transportation conditions and provide greater confidence in model applications for planning and project analysis.

8.2.4 Improve VMT and Policy Sensitivity (Long-Term)

As transportation analysis increasingly focuses on VMT-based performance measures, models should be capable of distinguishing among different trip types and travel markets. Future updates should support separate tracking of intra-county, inter-county, and pass-through travel and provide robust tools for evaluating transportation and land use scenarios. These enhancements would improve the ability of agencies to conduct environmental review analyses and evaluate the effectiveness of transportation policies and investment strategies.

Appendix A: Demographic Profile

American Community Survey (ACS) 2019-2023 5-Year Data - San Benito County

Label (Grouping)	San Benito County, California!!Estimate	San Benito County, California!Percent
EMPLOYMENT STATUS		
Population 16 years and over	51,266	51,266
In labor force	34,250	66.80%
Civilian labor force	34,210	66.70%
Employed	32,172	62.80%
Unemployed	2,038	4.00%
Armed Forces	40	0.10%
Not in labor force	17,016	33.20%
Civilian labor force	34,210	34,210
Unemployment Rate	(X)	6.00%
Females 16 years and over	25,348	25,348
In labor force	14,927	58.90%
Civilian labor force	14,927	58.90%
Employed	14,207	56.00%
Own children of the householder under 6 years	4,889	4,889
All parents in family in labor force	3,330	68.10%
Own children of the householder 6 to 17 years	11,175	11,175
All parents in family in labor force	7,975	71.40%
COMMUTING TO WORK		
Workers 16 years and over	31,004	31,004
Car, truck, or van -- drove alone	23,093	74.50%
Car, truck, or van -- carpooled	3,701	11.90%
Public transportation (excluding taxicab)	277	0.90%
Walked	222	0.70%
Other means	515	1.70%
Worked from home	3,196	10.30%
Mean travel time to work (minutes)	36.1	(X)
OCCUPATION		
Civilian employed population 16 years and over	32,172	32,172
Management, business, science, and arts occupations	10,650	33.10%
Service occupations	5,353	16.60%
Sales and office occupations	6,167	19.20%
Natural resources, construction, and maintenance occupations	5,302	16.50%
Production, transportation, and material moving occupations	4,700	14.60%
INDUSTRY		
Civilian employed population 16 years and over	32,172	32,172
Agriculture, forestry, fishing and hunting, and mining	2,230	6.90%
Construction	3,348	10.40%
Manufacturing	3,576	11.10%
Wholesale trade	1,163	3.60%
Retail trade	3,151	9.80%
Transportation and warehousing, and utilities	1,957	6.10%
Information	384	1.20%
Finance and insurance, and real estate and rental and leasing	1,150	3.60%
Professional, scientific, and management, and administrative and waste management services	3,540	11.00%
Educational services, and health care and social assistance	5,980	18.60%
Arts, entertainment, and recreation, and accommodation and food services	2,938	9.10%
Other services, except public administration	1,126	3.50%
Public administration	1,629	5.10%
CLASS OF WORKER		
Civilian employed population 16 years and over	32,172	32,172
Private wage and salary workers	25,132	78.10%
Government workers	5,003	15.60%
Self-employed in own not incorporated business workers	2,026	6.30%
Unpaid family workers	11	0.00%
INCOME AND BENEFITS (IN 2023 INFLATION-ADJUSTED DOLLARS)		
Total households	20,188	20,188
Less than \$10,000	498	2.50%
\$10,000 to \$14,999	583	2.90%
\$15,000 to \$24,999	539	2.70%
\$25,000 to \$34,999	764	3.80%
\$35,000 to \$49,999	1,396	6.90%
\$50,000 to \$74,999	2,620	13.00%
\$75,000 to \$99,999	2,833	14.00%
\$100,000 to \$149,999	4,275	21.20%
\$150,000 to \$199,999	2,691	13.30%
\$200,000 or more	3,989	19.80%
Median household income (dollars)	108,289	(X)
Mean household income (dollars)	138,189	(X)
With earnings	16,752	83.00%
Mean earnings (dollars)	132,240	(X)
With Social Security	6,077	30.10%
Mean Social Security income (dollars)	24,280	(X)
With retirement income	5,025	24.90%
Mean retirement income (dollars)	43,438	(X)
With Supplemental Security Income	1,092	5.40%
Mean Supplemental Security Income (dollars)	8,948	(X)
With cash public assistance income	667	3.30%
Mean cash public assistance income (dollars)	5,701	(X)
With Food Stamp/SNAP benefits in the past 12 months	2,116	10.50%
Families	15,823	15,823
Less than \$10,000	277	1.80%
\$10,000 to \$14,999	169	1.10%
\$15,000 to \$24,999	379	2.40%
\$25,000 to \$34,999	573	3.60%
\$35,000 to \$49,999	1,226	7.70%
\$50,000 to \$74,999	1,700	10.70%
\$75,000 to \$99,999	2,241	14.20%
\$100,000 to \$149,999	3,416	21.60%

American Community Survey (ACS) 2019-2023 5-Year Data - San Benito County

\$150,000 to \$199,999	2,444	15.40%
\$200,000 or more	3,398	21.50%
Median family income (dollars)	118,578	(X)
Mean family income (dollars)	146,864	(X)
Per capita income (dollars)	43,524	(X)
Nonfamily households	4,365	4,365
Median nonfamily income (dollars)	63,417	(X)
Mean nonfamily income (dollars)	86,929	(X)
Median earnings for workers (dollars)	47,801	(X)
Median earnings for male full-time, year-round workers (dollars)	72,124	(X)
Median earnings for female full-time, year-round workers (dollars)	52,193	(X)
HEALTH INSURANCE COVERAGE		
Civilian noninstitutionalized population	65,903	65,903
With health insurance coverage	61,749	93.70%
With private health insurance	44,905	68.10%
With public coverage	24,418	37.10%
No health insurance coverage	4,154	6.30%
Civilian noninstitutionalized population under 19 years	17,610	17,610
No health insurance coverage	478	2.70%
Civilian noninstitutionalized population 19 to 64 years	39,478	39,478
In labor force:	31,798	31,798
Employed:	29,931	29,931
With health insurance coverage	27,650	92.40%
With private health insurance	23,805	79.50%
With public coverage	4,737	15.80%
No health insurance coverage	2,281	7.60%
Unemployed:	1,867	1,867
With health insurance coverage	1,629	87.30%
With private health insurance	834	44.70%
With public coverage	797	42.70%
No health insurance coverage	238	12.70%
Not in labor force:	7,680	7,680
With health insurance coverage	6,601	86.00%
With private health insurance	3,860	50.30%
With public coverage	3,369	43.90%
No health insurance coverage	1,079	14.00%
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL		
All families	(X)	5.80%
With related children of the householder under 18 years	(X)	8.30%
With related children of the householder under 5 years only	(X)	11.30%
Married couple families	(X)	3.70%
With related children of the householder under 18 years	(X)	4.60%
With related children of the householder under 5 years only	(X)	4.80%
Families with female householder, no spouse present	(X)	16.70%
With related children of the householder under 18 years	(X)	22.60%
With related children of the householder under 5 years only	(X)	35.70%
All people	(X)	7.80%
Under 18 years	(X)	10.70%
Related children of the householder under 18 years	(X)	10.00%
Related children of the householder under 5 years	(X)	11.20%
Related children of the householder 5 to 17 years	(X)	9.60%
18 years and over	(X)	6.80%
18 to 64 years	(X)	6.50%
65 years and over	(X)	8.20%
People in families	(X)	6.10%
Unrelated individuals 15 years and over	(X)	20.00%

Reference: U.S. Census Bureau, DP03, American Community Survey (ACS) 2019-2023 ACS 5-Year Estimates, accessed March 18, 2026, <https://data.census.gov/>

American Community Survey (ACS) 2019-2023 5-Year Data - San Benito County

Label (Grouping)	San Benito County, California!!Total!!	Estimate San Benito County, California!!Percent!!	Estimate
AGE BY EDUCATIONAL ATTAINMENT			
Population 18 to 24 years	5,786		(X)
Less than high school graduate	538	9.30%	
High school graduate (includes equivalency)	2,490	43.00%	
Some college or associate's degree	2,332	40.30%	
Bachelor's degree or higher	426	7.40%	
Population 25 years and over	43,450		(X)
Less than 9th grade	4,145	9.50%	
9th to 12th grade, no diploma	3,138	7.20%	
High school graduate (includes equivalency)	11,429	26.30%	
Some college, no degree	10,424	24.00%	
Associate's degree	4,587	10.60%	
Bachelor's degree	7,009	16.10%	
Graduate or professional degree	2,718	6.30%	
High school graduate or higher	36,167	83.20%	
Bachelor's degree or higher	9,727	22.40%	
Population 25 to 34 years	9,241		(X)
High school graduate or higher	8,507	92.10%	
Bachelor's degree or higher	2,272	24.60%	
Population 35 to 44 years	9,302		(X)
High school graduate or higher	7,864	84.50%	
Bachelor's degree or higher	1,730	18.60%	
Population 45 to 64 years	16,007		(X)
High school graduate or higher	12,887	80.50%	
Bachelor's degree or higher	3,308	20.70%	
Population 65 years and over	8,900		(X)
High school graduate or higher	6,909	77.60%	
Bachelor's degree or higher	2,417	27.20%	
RACE AND HISPANIC OR LATINO ORIGIN BY EDUCATIONAL ATTAINMENT			
White alone	21,166		(X)
High school graduate or higher	19,390	91.60%	
Bachelor's degree or higher	5,950	28.10%	
White alone, not Hispanic or Latino	15,481		(X)
High school graduate or higher	14,769	95.40%	
Bachelor's degree or higher	5,115	33.00%	
Black alone	634		(X)
High school graduate or higher	601	94.80%	
Bachelor's degree or higher	113	17.80%	
American Indian or Alaska Native alone	832		(X)
High school graduate or higher	692	83.20%	
Bachelor's degree or higher	124	14.90%	
Asian alone	1,644		(X)
High school graduate or higher	1,622	98.70%	
Bachelor's degree or higher	797	48.50%	
Native Hawaiian and Other Pacific Islander alone	114		(X)
High school graduate or higher	114	100.00%	
Bachelor's degree or higher	27	23.70%	
Some other race alone	6,727		(X)
High school graduate or higher	4,695	69.80%	
Bachelor's degree or higher	523	7.80%	
Two or more races	12,333		(X)
High school graduate or higher	9,053	73.40%	
Bachelor's degree or higher	2,193	17.80%	
Hispanic or Latino Origin	24,324		(X)
High school graduate or higher	17,841	73.30%	
Bachelor's degree or higher	3,252	13.40%	
POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM			
POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT LEVEL			
Less than high school graduate	(X)	11.90%	
High school graduate (includes equivalency)	(X)	5.40%	
Some college or associate's degree	(X)	6.20%	
Bachelor's degree or higher	(X)	3.60%	
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2023 INFLATION-ADJUSTED DOLLARS)			
Population 25 years and over with earnings	54,046		(X)
Less than high school graduate	40,652		(X)
High school graduate (includes equivalency)	47,624		(X)
Some college or associate's degree	53,738		(X)
Bachelor's degree	76,962		(X)
Graduate or professional degree	98,870		(X)

Reference: U.S. Census Bureau, S1501, American Community Survey (ACS) 2019-2023 ACS 5-Year Estimates, accessed March 18, 2026, <https://data.census.gov/>

American Community Survey (ACS) 2019-2023 5-Year Data - San Benito County

Label (Grouping)	San Benito County, California!!Households!!Estimate	San Benito County, California!!Families!!Estimate	San Benito County, California!!Married-couple families!!Estimate	San Benito County, California!!Nonfamily households!!Estimate
Total	20,188	15,823	11,637	4,365
Less than \$10,000	2.50%	1.80%	0.70%	6.10%
\$10,000 to \$14,999	2.90%	1.10%	0.50%	9.80%
\$15,000 to \$24,999	2.70%	2.40%	2.00%	6.40%
\$25,000 to \$34,999	3.80%	3.60%	1.90%	7.20%
\$35,000 to \$49,999	6.90%	7.70%	4.00%	7.90%
\$50,000 to \$74,999	13.00%	10.70%	8.10%	19.70%
\$75,000 to \$99,999	14.00%	14.20%	13.50%	14.30%
\$100,000 to \$149,999	21.20%	21.60%	23.30%	14.50%
\$150,000 to \$199,999	13.30%	15.40%	18.90%	4.50%
\$200,000 or more	19.80%	21.50%	27.00%	9.70%
Median income (dollars)	108,289	118,578	142,787	63,417
Mean income (dollars)	138,189	146,864	166,981	86,929
PERCENT ALLOCATED				
Household income in the past 12 months	34.50%	(X)	(X)	(X)
Family income in the past 12 months	(X)	35.50%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	27.30%

Reference: U.S. Census Bureau, S1901, American Community Survey (ACS) 2019-2023 ACS 5-Year Estimates, accessed March 18, 2026, <https://data.census.gov/>

American Community Survey (ACS) 2019-2023 5-Year Data - California

Label (Grouping)	California!!Total!!Estimate	California!!Male!!Estimate	California!!Female!!Estimate
Workers 16 years and over	18,331,098	9,979,609	8,351,489
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	76.60%	77.80%	75.00%
Drove alone	67.10%	68.80%	65.00%
Carpooled	9.50%	9.00%	10.00%
In 2-person carpool	6.80%	6.50%	7.30%
In 3-person carpool	1.60%	1.50%	1.70%
In 4-or-more person carpool	1.10%	1.10%	1.10%
Workers per car, truck, or van	1.07	1.07	1.08
Public transportation (excluding taxicab)	3.20%	3.10%	3.40%
Walked	2.40%	2.30%	2.50%
Bicycle	0.70%	0.90%	0.40%
Taxicab, motorcycle, or other means	1.70%	1.70%	1.60%
Worked from home	15.50%	14.10%	17.00%
PLACE OF WORK			
Worked in state of residence	99.60%	99.50%	99.70%
Worked in county of residence	84.60%	82.50%	87.10%
Worked outside county of residence	15.00%	17.00%	12.60%
Worked outside state of residence	0.40%	0.50%	0.30%
Living in a place	95.90%	95.70%	96.20%
Worked in place of residence	40.80%	38.40%	43.60%
Worked outside place of residence	55.10%	57.30%	52.50%
Not living in a place	4.10%	4.30%	3.80%
Living in 12 selected states	0.00%	0.00%	0.00%
Worked in minor civil division of residence	0.00%	0.00%	0.00%
Worked outside minor civil division of residence	0.00%	0.00%	0.00%
Not living in 12 selected states	100.00%	100.00%	100.00%
Workers 16 years and over who did not work from home	15,498,136	8,569,003	6,929,133
TIME OF DEPARTURE TO GO TO WORK			
12:00 a.m. to 4:59 a.m.	6.70%	8.70%	4.30%
5:00 a.m. to 5:29 a.m.	4.60%	6.00%	2.70%
5:30 a.m. to 5:59 a.m.	4.50%	5.50%	3.30%
6:00 a.m. to 6:29 a.m.	8.50%	10.00%	6.50%
6:30 a.m. to 6:59 a.m.	7.60%	7.80%	7.50%
7:00 a.m. to 7:29 a.m.	13.20%	12.50%	14.10%
7:30 a.m. to 7:59 a.m.	10.20%	8.40%	12.30%
8:00 a.m. to 8:29 a.m.	12.50%	11.30%	13.90%
8:30 a.m. to 8:59 a.m.	5.80%	4.90%	7.00%
9:00 a.m. to 11:59 p.m.	26.40%	24.80%	28.30%
TRAVEL TIME TO WORK			
Less than 10 minutes	9.60%	8.70%	10.80%
10 to 14 minutes	12.20%	11.20%	13.50%
15 to 19 minutes	15.10%	14.20%	16.20%
20 to 24 minutes	14.50%	14.20%	14.80%
25 to 29 minutes	6.40%	6.40%	6.50%
30 to 34 minutes	15.00%	15.50%	14.40%
35 to 44 minutes	7.10%	7.30%	6.90%
45 to 59 minutes	8.50%	9.10%	7.70%
60 or more minutes	11.50%	13.40%	9.20%
Mean travel time to work (minutes)	29	30.8	26.8
VEHICLES AVAILABLE			
Workers 16 years and over in households	18,152,008	9,868,031	8,283,977
No vehicle available	3.40%	3.30%	3.50%
1 vehicle available	18.60%	17.10%	20.40%
2 vehicles available	37.50%	37.90%	37.00%
3 or more vehicles available	40.60%	41.70%	39.20%
PERCENT ALLOCATED			
Means of transportation to work	16.20% (X)	(X)	
Private vehicle occupancy	18.80% (X)	(X)	
Place of work	20.20% (X)	(X)	
Time of departure to go to work	29.70% (X)	(X)	
Travel time to work	23.20% (X)	(X)	
Vehicles available	2.00% (X)	(X)	

FINAL DRAFT 2026 Subregional Growth Forecast AMBAG
Region and Jurisdictions

POPULATION													
	Actual				Projected					Chg. 2020-2050		Chg. 2023-2050	
	2010	2015	2020	2023	2030	2035	2040	2045	2050	Numeric	%	Numeric	%
AMBAG Region	732,708	762,933	774,105	762,456	784,684	794,720	803,136	809,027	813,708	39,603	5%	51,252	7%
Monterey County	415,057	429,887	439,035	433,953	446,857	451,331	454,652	458,107	461,279	22,244	5%	27,326	6%
Carmel-By-The-Sea	3,722	3,473	3,168	3,105	2,881	2,961	3,018	3,057	3,082	-86	-3%	-23	-1%
Del Rey Oaks	1,624	1,625	1,579	1,559	1,670	1,782	1,850	1,912	1,958	379	24%	399	26%
Gonzales	8,187	8,486	8,548	8,384	11,430	11,489	11,555	11,631	11,647	3,099	36%	3,263	39%
Greenfield	16,330	17,456	18,782	20,155	21,149	21,371	21,498	21,557	21,633	2,851	15%	1,478	7%
King City	12,874	13,058	13,395	13,968	14,871	14,938	14,975	15,044	15,158	1,763	13%	1,190	9%
Marina	19,718	20,815	21,738	22,269	27,568	29,100	31,706	33,071	34,305	12,567	58%	12,036	54%
Marina balance	19,084	19,795	20,813	21,546	25,707	25,839	25,845	25,910	25,944	5,131	25%	4,398	20%
CSUMB	634	1,020	925	723	1,861	3,261	5,861	7,161	8,361	7,436	804%	7,638	1056%
Monterey	27,810	28,186	28,474	27,189	28,714	29,428	29,995	30,526	30,859	2,385	8%	3,670	13%
Monterey balance	23,583	24,195	24,258	24,114	24,514	25,228	25,795	26,326	26,659	2,401	10%	2,545	11%
Presidio & NASM	4,227	3,991	4,216	3,075	4,200	4,200	4,200	4,200	4,200	-16	0%	1,125	37%
Pacific Grove	15,041	15,273	14,978	14,872	15,223	15,404	15,602	15,768	15,894	916	6%	1,022	7%
Salinas	150,441	158,116	161,776	160,870	161,947	162,791	163,127	163,871	164,615	2,839	2%	3,745	2%
Sand City	334	350	368	378	1,025	1,068	1,092	1,113	1,121	753	205%	743	197%
Seaside	33,025	33,431	32,731	30,187	30,507	30,906	31,521	32,120	32,626	-105	0%	2,439	8%
Seaside balance	26,836	25,968	25,080	24,971	23,652	24,051	24,666	25,265	25,771	691	3%	800	3%
Fort Ord	4,473	4,163	4,202	2,112	3,751	3,751	3,751	3,751	3,751	-451	-11%	1,639	78%
CSUMB	1,716	3,300	3,449	3,104	3,104	3,104	3,104	3,104	3,104	-345	-10%	0	0%
Soledad	25,738	25,777	27,550	26,462	26,061	26,174	26,176	25,754	25,292	-2,258	-8%	-1,170	-4%
Soledad balance	15,690	17,478	19,433	19,565	20,887	21,962	22,612	22,685	22,900	3,467	18%	3,335	17%
SVSP & CTF	10,048	8,299	8,117	6,897	5,174	4,212	3,564	3,069	2,392	-5,725	-71%	-4,505	-65%
Unincorp. Monterey	100,213	103,841	105,948	104,555	103,811	103,919	102,537	102,683	103,089	-2,859	-3%	-1,466	-1%
Unincorp. balance	97,672	101,300	103,407	102,014	101,276	101,384	101,302	101,448	101,854	-1,553	-2%	-160	0%
CSUMB	2,541	2,541	2,541	2,541	2,535	2,535	1,235	1,235	1,235	-1,306	-51%	-1,306	-51%
San Benito County	55,269	58,839	64,209	65,165	68,913	69,294	69,977	70,662	71,030	6,821	11%	5,865	9%
Hollister	34,928	37,671	41,675	42,547	45,633	45,691	45,745	45,850	45,884	4,209	10%	3,337	8%
San Juan Bautista	1,862	1,915	2,084	2,032	2,035	2,049	2,066	2,083	2,098	14	1%	66	3%
Unincorp. San Benito	18,479	19,253	20,450	20,586	21,245	21,554	22,166	22,729	23,048	2,598	13%	2,462	12%
Santa Cruz County	262,382	274,207	270,861	263,338	268,914	274,095	278,507	280,258	281,399	10,538	4%	18,061	7%
Capitola	9,918	10,126	9,859	9,558	10,070	10,635	11,029	11,262	11,395	1,536	16%	1,837	19%
Santa Cruz	59,946	64,466	64,695	62,929	68,057	71,343	74,839	75,583	75,950	11,255	17%	13,021	21%
Santa Cruz balance	43,614	47,479	46,287	44,385	45,557	46,343	46,839	47,583	47,950	1,663	4%	3,565	8%
UCSC	16,332	16,987	18,408	18,544	22,500	25,000	28,000	28,000	28,000	9,592	52%	9,456	51%
Scotts Valley	11,580	12,145	12,069	11,872	12,322	12,603	12,887	13,094	13,235	1,166	10%	1,363	11%
Watsonville	51,199	52,689	51,809	50,820	51,475	51,835	52,005	52,180	52,251	442	1%	1,431	3%
Unincorp. Santa Cruz	129,739	134,781	132,429	128,159	126,990	127,679	127,747	128,139	128,568	-3,861	-3%	409	0%

September 20, 2024

Appendix B: Countywide Travel Behavior Data Summary

Table B-1. All Trip Distribution by Trip Type¹

Trip Type	Weekday Count	Weekend Count
Pass-Through	194,200	186,500
Intra-County	163,100	150,700
Inter-County Outbound	54,200	48,800
Inter-County Inbound	48,300	44,900

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-2. Weekday Total VMT by Mode and Trip Type¹

Mode	Pass-Through	Intra-County	Inter-County Inbound	Inter-County Outbound
Private Vehicle	16,076,900	300,300	1,175,100	847,600
Freight	1,010,000	35,300	92,900	329,400

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-3. Weekday Total VMT by Mode and Trip Type¹

Mode	Pass-Through	Intra-County	Inter-County Inbound	Inter-County Outbound
Private Vehicle	13,029,700	275,400	961,200	744,900
Freight	988,600	23,200	73,300	233,000

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-4. Weekday Average Trip Length (Mile) by Mode and Trip Type¹

Mode	Pass-Through	Intra-County	Inter-County
Private Vehicle	178.0	3.2	37.4
Freight	61.6	3.6	37.9

Notes:

1. Values are rounded to the nearest tenth.
Source: Replica, Fehr & Peers, 2026.

Table B-5. Weekend Average Trip Length (Mile) by Mode and Trip Type¹

Mode	Pass-Through	Intra-County	Inter-County
Private Vehicle	188.4	3.3	37.1
Freight	71.7	3.7	43.2

Notes:

1. Values are rounded to the nearest tenth.

Source: Replica, Fehr & Peers, 2026.

Table B-6. Weekday Intra-County Origin Destination Flow Patterns¹

Origin/Destination	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Hollister	89,200	1,200	19,400	2,900
San Juan Bautista	1,300	1,800	1,100	250
Unincorporated North	20,300	1,300	17,300	990
Unincorporated South	3,000	260	1,000	1,700

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.

Source: Replica, Fehr & Peers, 2026.

Table B-7. Weekend Intra-County Origin Destination Flow Patterns¹

Origin/Destination	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Hollister	83,800	1,400	18,200	2,900
San Juan Bautista	1,500	1,300	960	200
Unincorporated North	18,900	1,200	14,300	1,000
Unincorporated South	3,100	210	1,100	870

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.

Source: Replica, Fehr & Peers, 2026.

Table B-8. Weekday Outbound Inter-County Origin Destination Flow Patterns¹

Destination/Origin	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Gilroy	7,900	750	5,500	400
Salinas and North Monterey County Cities	4,300	810	4,900	340
Morgan Hill	2,000	150	780	80
Watsonville	1,000	220	1,700	40
Other Santa Clara County Cities	6,300	270	2,600	260
Other Monterey County Cities	2,200	190	1,600	380
Merced County Cities	900	80	1,500	570
Other Santa Cruz County Cities	1,000	50	460	20
Out of State	100	10	140	90
Other ²	2,400	190	1,700	260

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. Other cities within California that are not listed above.

Source: Replica, Fehr & Peers, 2026.

Table B-9. Weekend Outbound Inter-County Origin Destination Flow Patterns¹

Destination/Origin	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Gilroy	8,400	830	5,000	500
Salinas and North Monterey County Cities	4,100	810	4,000	180
Morgan Hill	1,800	240	780	60
Watsonville	780	140	1,500	30
Other Santa Clara County Cities	5,500	180	2,300	180
Other Monterey County Cities	1,600	250	1,500	210
Merced County Cities	730	20	1,000	200
Other Santa Cruz County Cities	650	60	350	20
Out of State	90	0	140	90
Other ²	2,600	130	1,600	250

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. Other cities within California that are not listed above.

Source: Replica, Fehr & Peers, 2026.

Table B-10. Weekday Inbound Inter-County Origin Destination Flow Patterns¹

Origin/Destination	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Gilroy	7,100	530	4,700	470
Salinas and North Monterey County Cities	4,000	630	4,300	300
Morgan Hill	1,900	110	700	90
Watsonville	1,200	190	1,700	60
Other Santa Clara County Cities	6,200	190	2,400	250
Other Monterey County Cities	2,100	160	1,400	360
Merced County Cities	620	20	750	160
Other Santa Cruz County Cities	950	90	520	40
Out of State	110	0	110	70
Other ²	2,200	120	1,200	260

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. Other cities within California that are not listed above.

Source: Replica, Fehr & Peers, 2026.

Table B-11. Weekend Inbound Inter-County Origin Destination Flow Patterns¹

Origin/Destination	Hollister	San Juan Bautista	Unincorporated North	Unincorporated South
Gilroy	7,600	670	4,700	620
Salinas and North Monterey County Cities	4,000	660	3,300	150
Morgan Hill	1,800	180	790	70
Watsonville	820	170	1,400	60
Other Santa Clara County Cities	5,400	170	2,100	190
Other Monterey County Cities	1,600	210	1,300	200
Merced County Cities	560	20	650	110
Other Santa Cruz County Cities	660	60	380	20
Out of State	110	0	120	80
Other ¹	2,500	100	1,200	240

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. Other cities within California that are not listed above.

Source: Replica, Fehr & Peers, 2026.

Table B-12. Weekday Time of Day Characteristics by Trip Type¹

Time Period	Hours	Pass-Through	Inter-County Inbound	Intra-County	Inter-County Outbound
AM	6 to 10 AM	33,000	7,700	39,600	14,200
Midday	10 AM to 2 PM	44,200	12,400	36,100	13,400
PM	2 PM to 6 PM	50,700	15,100	54,200	14,200
Evening	6 PM to 10 PM	40,000	10,400	26,500	7,700
Night	10 PM to 6AM	26,300	2,800	6,700	4,800

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-13. Weekday Time of Day Characteristics by Trip Type¹

Time Period	Hours	Pass-Through	Intra-County	Inter-County Inbound	Inter-County Outbound
AM	6 to 10 AM	29,200	25,900	5,800	11,800
Midday	10 AM to 2 PM	44,100	44,400	13,100	13,400
PM	2 PM to 6 PM	49,500	45,500	13,500	12,500
Evening	6 PM to 10 PM	39,600	28,600	10,200	7,700
Night	10 PM to 6AM	24,200	6,300	2,300	3,400

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-14. Weekday Intra-County Trip Purpose Distribution by Time of Day¹

Trip Purpose	AM	Midday	PM	Evening	Night
Recreation	1,900	3,700	3,400	2,100	540
Commercial	11,300	17,900	24,100	17,300	2,000
Social	4,100	6,100	6,200	4,000	1,500
School	11,900	190	11,700	0	70
Work	6,600	3,000	5,200	2,000	2,000
Freight	3,000	3,400	2,400	640	400
Other ²	850	1,600	1,200	500	200

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-15. Weekend Intra-County Trip Purpose Distribution by Time of Day¹

Trip Purpose	AM	Midday	PM	Evening	Night
Recreation	2,300	5,000	4,400	2,700	590
Commercial	12,600	24,300	27,300	18,700	2,100
Social	4,600	9,100	8,600	5,200	1,400
School	260	130	160	0	70
Work	3,500	2,000	2,700	1,200	1,600
Freight	2,000	2,300	1,200	400	300
Other ²	580	1,500	1,200	500	170

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-16. Weekday Inter-County Trip Purpose Distribution by Time of Day¹

Trip Purpose	AM	Midday	PM	Evening	Night
Recreation	900	2,200	1,800	1,300	310
Commercial	6,100	11,900	12,600	10,700	1,700
Social	1,900	3,900	3,200	2,400	880
School	2,000	450	1,600	30	300
Work	7,400	3,300	5,800	2,400	2,800
Freight	3,000	2,800	3,200	660	1,500
Other ²	570	1,300	930	510	220

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-17. Weekend Inter-County Trip Purpose Distribution by Time of Day¹

Trip Purpose	AM	Midday	PM	Evening	Night
Recreation	1,200	2,600	2,000	1,400	320
Commercial	7,700	14,700	14,600	11,700	1,900
Social	2,200	4,900	4,000	2,800	850
School	640	250	350	20	140
Work	3,600	1,100	2,700	980	1,100
Freight	1,900	2,000	1,400	530	1,200
Other ²	380	990	820	470	170

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-18. Weekday Intra-County Trip Chain Type Distribution by Time of Day¹

Trip Chain Type	AM	Midday	PM	Evening	Night
Non-Work/Non-School Trip Chain	12,500	24,000	25,000	19,900	3,000
Work/School Trip Chain	24,000	8,500	26,600	5,800	3,200
Freight/Other Trip Chain	3,100	3,500	2,500	750	430

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-19. Weekend Intra-County Trip Chain Type Distribution by Time of Day¹

Trip Chain Type	AM	Midday	PM	Evening	Night
Non-Work/Non-School Trip Chain	17,500	37,500	36,300	24,700	3,400
Work/School Trip Chain	6,300	4,500	7,900	3,400	2,600
Freight/Other Trip Chain	2,100	2,400	1,400	520	330

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table B-20. Weekday Inter-County Trip Chain Type Distribution by Time of Day¹

Trip Chain Type	AM	Midday	PM	Evening	Night
Non-Work/Non-School Trip Chain	6,200	15,100	12,000	10,300	1,900
Work/School Trip Chain	12,600	7,700	13,700	6,800	4,200
Freight/Other Trip Chain	3,100	3,000	3,500	910	1,500

Notes:

2. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.

Source: Replica, Fehr & Peers, 2026.

Table B-21. Weekend Inter-County Trip Chain Type Distribution by Time of Day¹

Trip Chain Type	AM	Midday	PM	Evening	Night
Non-Work/Non-School Trip Chain	9,700	21,100	18,100	13,900	2,600
Work/School Trip Chain	6,000	3,200	6,100	3,100	1,900
Freight/Other Trip Chain	2,000	2,200	1,700	800	1,200

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.

Source: Replica, Fehr & Peers, 2026.

Table B-22. Weekday Intra-County Trip Purpose Distribution by Trip Chain Type¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	8,800	2,800	40
Commercial	55,900	16,400	300
Social	16,500	5,400	90
School	0	23,800	0
Work	0	18,900	0
Freight	0	0	9,900
Other ²	3,300	1,000	20

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-23. Weekend Intra-County Trip Purpose Distribution by Trip Chain Type¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	13,800	1,200	40
Commercial	76,100	8,700	320
Social	26,000	2,800	110
School	0	620	0
Work	0	11,100	0
Freight	0	0	6,200
Other ²	3,500	390	20

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-24. Weekday Inter-County Trip Purpose Distribution by Trip Chain Type¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	4,500	2,000	30
Commercial	30,400	12,500	190
Social	8,700	3,700	50
School	0	4,300	0
Work	0	21,700	0
Freight	0	0	11,100
Other ²	2,100	800	580

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-25. Weekend Inter-County Trip Purpose Distribution by Trip Chain Type¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	6,500	870	40
Commercial	44,100	6,300	180
Social	12,900	1,900	40
School	0	1,400	0
Work	0	9,500	0
Freight	0	0	7,100
Other ²	2,000	280	570

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other trip purposes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-26. Weekday Intra-County Mode Share Distribution by Time of Day¹

Mode Share	AM	Midday	PM	Evening	Night
Private Vehicle	30,400	28,400	44,100	22,800	5,300
Walking	5,100	3,400	6,400	2,600	740
Freight	3,000	3,400	2,400	640	400
Taxi/TNC	310	310	370	260	180
Biking	460	190	500	130	40
Other ²	210	410	370	210	70

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other modes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-27. Weekend Intra-County Mode Share Distribution by Time of Day¹

Mode Share	AM	Midday	PM	Evening	Night
Private Vehicle	20,500	36,700	38,700	24,800	4,900
Walking	2,800	4,300	4,500	2,600	650
Freight	2,000	2,300	1,200	400	300
Taxi/TNC	240	380	500	490	360
Biking	120	190	210	100	30
Other ²	210	500	420	230	60

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other modes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-28. Weekday Inter-County Mode Share Distribution by Time of Day¹

Mode Share	AM	Midday	PM	Evening	Night
Private Vehicle	18,400	22,500	25,500	17,000	5,900
Walking	80	50	80	50	10
Freight	3,000	2,800	3,200	660	1,500
Taxi/TNC	140	170	140	110	100
Biking	30	20	40	10	0
Other ²	200	210	250	180	100

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other modes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Table B-29. Weekend Inter-County Mode Share Distribution by Time of Day¹

Mode Share	AM	Midday	PM	Evening	Night
Private Vehicle	15,400	24,100	24,100	17,000	4,300
Walking	30	60	70	30	10
Freight	1,900	2,000	1,400	530	1,200
Taxi/TNC	110	140	160	190	170
Biking	10	20	20	10	0
Other ²	160	150	170	90	90

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
2. All other modes that do not fall into the categories above.

Source: Replica, Fehr & Peers, 2026.

Appendix C: Corridor– Specific Travel Behavior Data Summary

Table C-1. Weekday Trip Type Distribution by Corridor Analysis Location¹

	Pass-Through	Inter-County Outbound	Inter-County Inbound
SR 25 at North County Line	220	22,900	22,100
SR 156 East of US 101	19,000	17,500	15,000
SR 156 at North County Line	19,600	5,300	3,400
US 101 at North County Line	91,200	5,900	3,900
US 101 at West County Line	103,400	16,500	15,000

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-2. Weekend Trip Type Distribution by Corridor Analysis Location¹

	Pass-Through	Inter-County Outbound	Inter-County Inbound
SR 25 at North County Line	270	21,900	22,000
SR 156 East of US 101	17,600	14,700	12,400
SR 156 at North County Line	18,800	4,900	3,400
US 101 at North County Line	88,400	5,300	3,800
US 101 at West County Line	99,800	14,000	12,600

Notes:

1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-3. Average Inter-County Trip Length (Mile) by Corridor Analysis Location ¹

	Weekday	Weekend
SR 25 at North County Line	35.4	34.6
SR 156 East of US 101	33.3	33.1
SR 156 at North County Line	79.2	83.7

Notes:
1. Values are rounded to the nearest tenth.
Source: Replica, Fehr & Peers, 2026.

Table C-4. Weekday Inter-County Trip Purpose Distribution by Corridor Analysis Location¹

	Recreation	Commercial	Social	School	Work	Freight	Other ²
SR 25 at North County Line	3,000	22,100	5,000	710	11,200	1,000	1,900
SR 156 East of US 101	2,000	12,000	3,700	2,300	7,500	4,100	860
SR 156 at North County Line	370	2,500	1,000	120	900	3,500	230

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-5. Weekend Inter-County Trip Purpose Distribution by Corridor Analysis Location¹

	Recreation	Commercial	Social	School	Work	Freight	Other ²
SR 25 at North County Line	3,400	26,300	6,000	320	5,300	950	1,700
SR 156 East of US 101	2,100	13,500	4,400	990	3,100	2,300	610
SR 156 at North County Line	380	3,600	1,500	10	330	2,300	180

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-6. Weekday Inter-County Trip Chain Type Distribution by Corridor Analysis Location¹

	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
SR 25 at North County Line	22,600	20,700	1,600
SR 156 East of US 101	12,300	15,900	4,200
SR 156 at North County Line	2,900	2,200	3,600

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-7. Weekend Inter-County Trip Chain Type Distribution by Corridor Analysis Location¹

	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
SR 25 at North County Line	32,100	10,300	1,600
SR 156 East of US 101	17,500	7,100	2,400
SR 156 at North County Line	4,900	940	2,400

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-8. Weekday Inter-County Trip Purpose Distribution by Trip Chain Type – SR 15 at North County Line¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	2,100	880	20
Commercial	15,900	6,100	120
Social	3,600	1,400	20
School	0	710	0
Work	0	11,200	0
Freight	0	0	1,000
Other ²	1,100	370	450

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-9. Weekend Inter-County Trip Purpose Distribution by Trip Chain Type – SR 15 at North County Line¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	3,000	380	30
Commercial	22,900	3,300	110
Social	5,100	810	20
School	0	320	0
Work	0	5,300	0
Freight	0	0	950
Other ²	1,000	170	460

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-10. Weekday Inter-County Trip Purpose Distribution by Trip Chain Type – SR 156 East of US 101¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	1,300	680	10
Commercial	8,100	3,900	30
Social	2,300	1,300	10
School	0	2,300	0
Work	0	7,500	0
Freight	0	0	4,100
Other ²	540	260	60

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-11. Weekend Inter-County Trip Purpose Distribution by Trip Chain Type – SR 156 East of US 101¹

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	1,800	340	10
Commercial	11,500	1,900	40
Social	3,800	670	10
School	0	990	0
Work	0	3,100	0
Freight	0	0	2,300
Other ²	480	80	50

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-12. Weekday Inter-County Trip Purpose Distribution by Trip Chain Type – SR 156 at North County Line

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	260	110	0
Commercial	1,700	760	10
Social	730	280	0
School	0	120	0
Work	0	900	0
Freight	0	0	3,500
Other ²	160	50	20

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Table C-13. Weekend Inter-County Trip Purpose Distribution by Trip Chain Type – SR 156 at North County Line

Trip Purpose	Non-Work/Non-School Trip Chain	Work/School Trip Chain	Freight/Other Trip Chain
Recreation	330	40	0
Commercial	3,100	450	20
Social	1,400	100	10
School	0	10	0
Work	0	330	0
Freight	0	0	2,300
Other ²	140	10	40

Notes:
1. Values are rounded to the nearest 10 when less than 1,000, and to the nearest 100 when 1,000 or greater.
Source: Replica, Fehr & Peers, 2026.

Appendix D: Recreation and Tourism Trip Data Summary

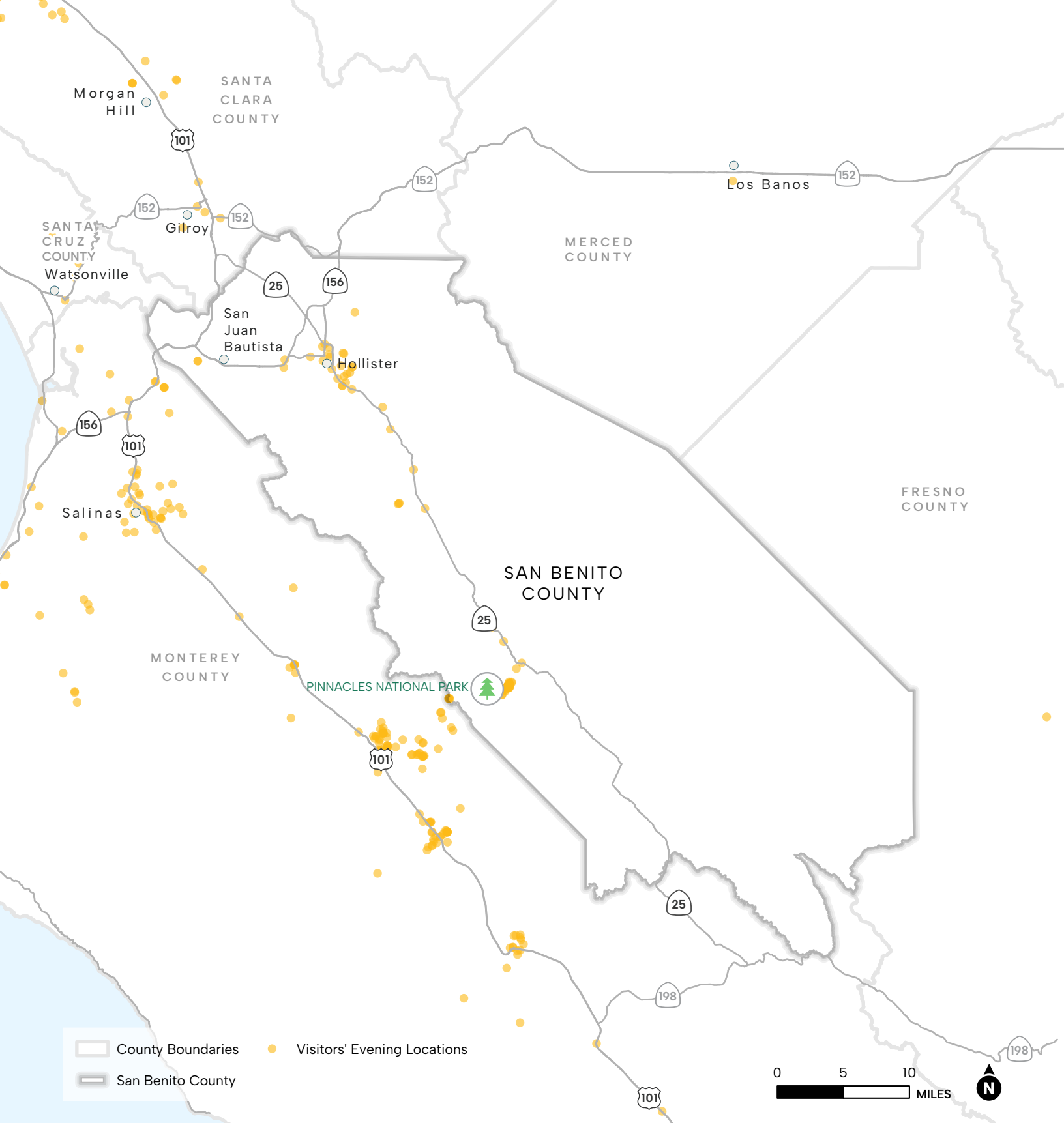


FIGURE D-1

Evening Locations of Visitor Trips to Pinnacles National Park

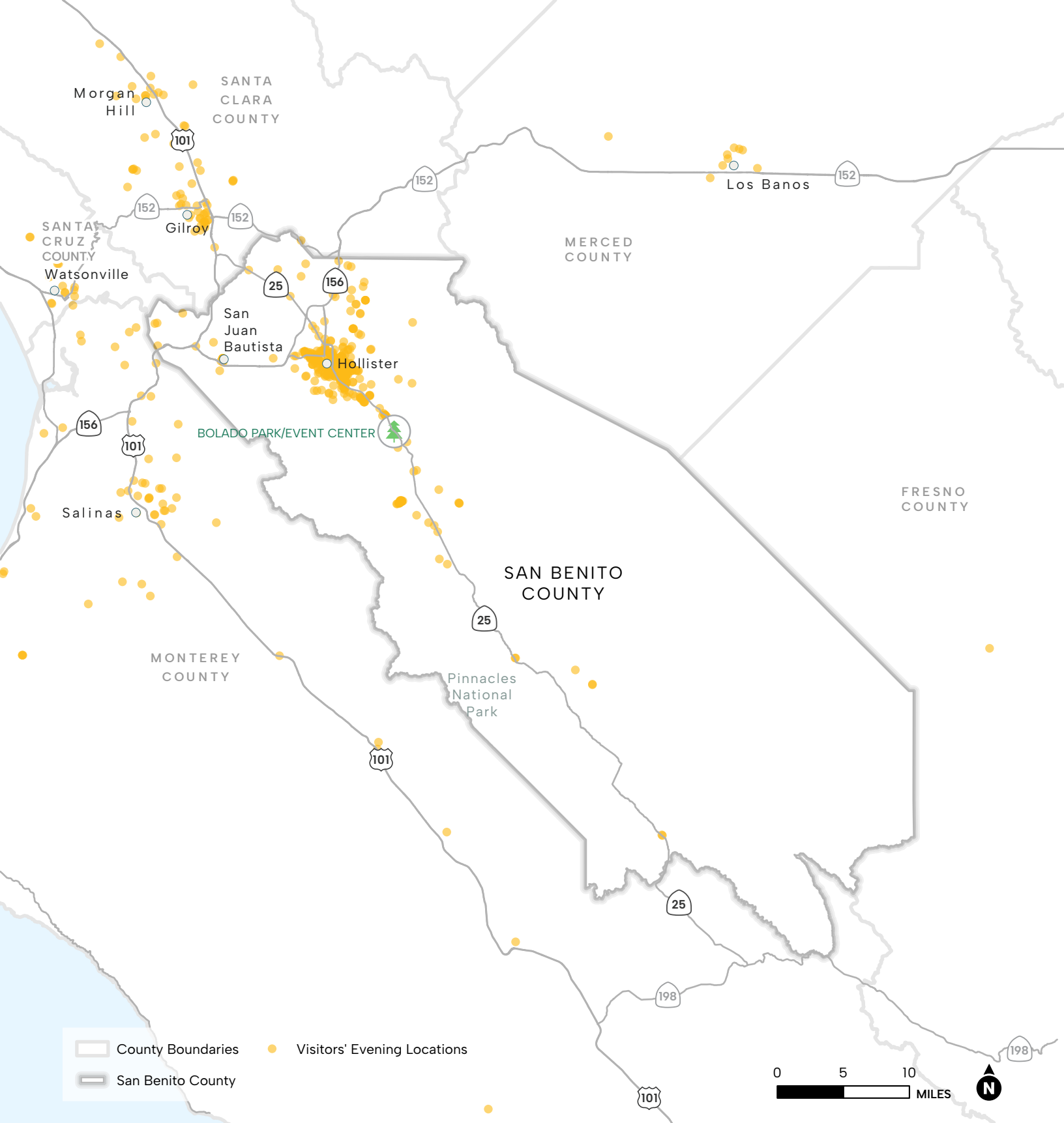


FIGURE D-2

Evening Locations of Visitor Trips to Bolado Park/Event Center

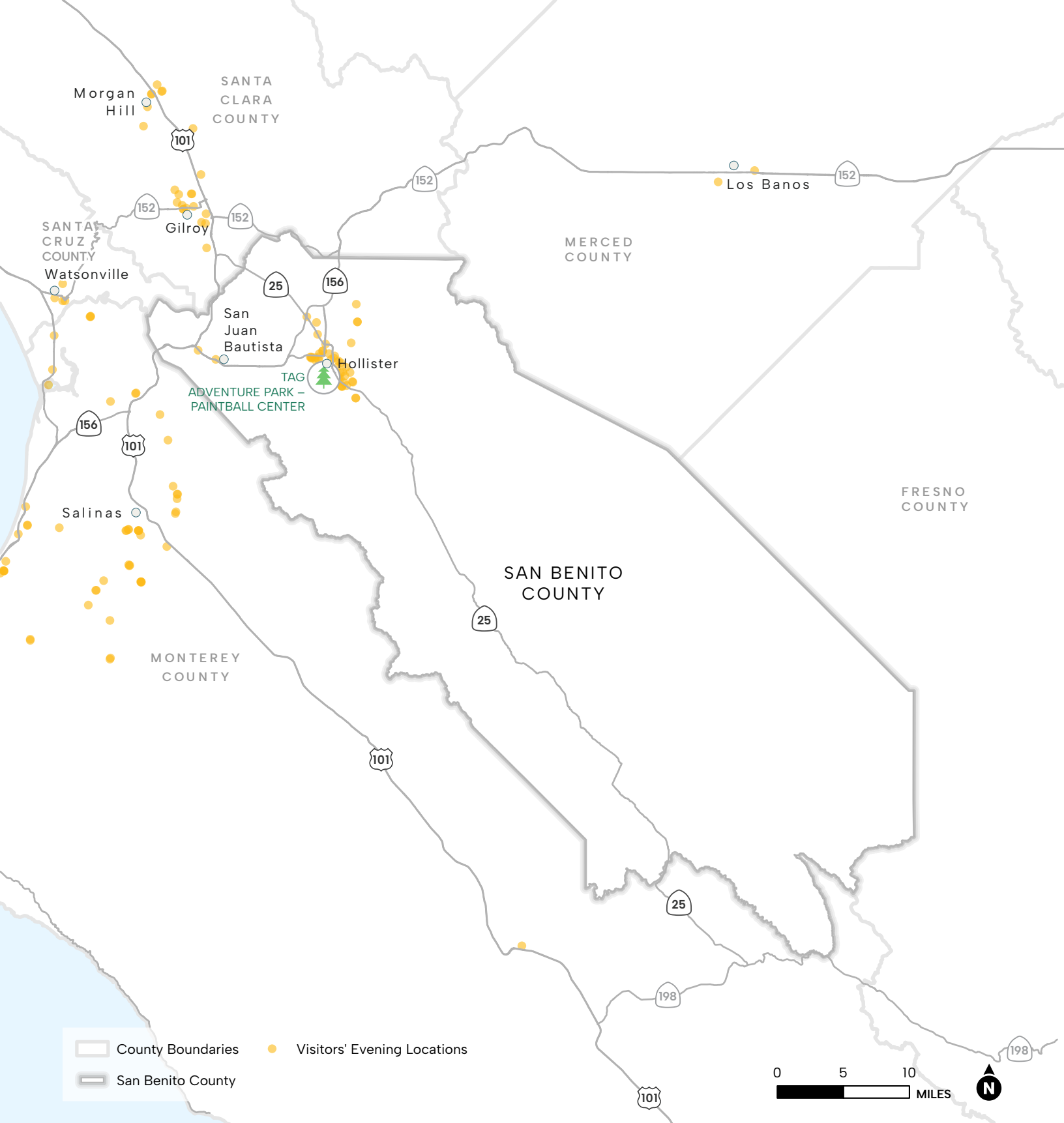


FIGURE D-3

Evening Locations of Visitor Trips to TAG Adventure Park

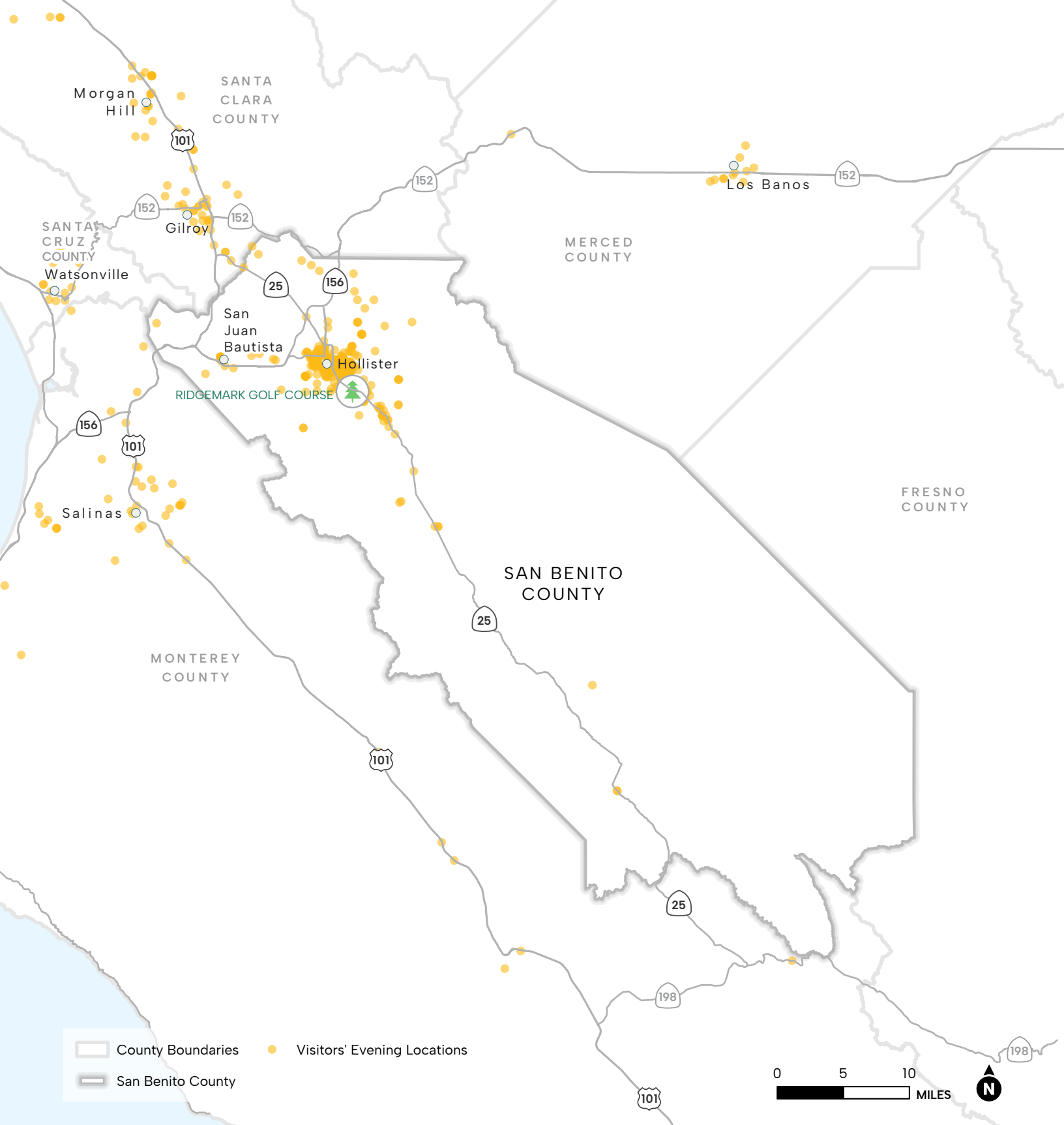


FIGURE D-4

Evening Locations of Visitor Trips to Ridgemark Golf Course

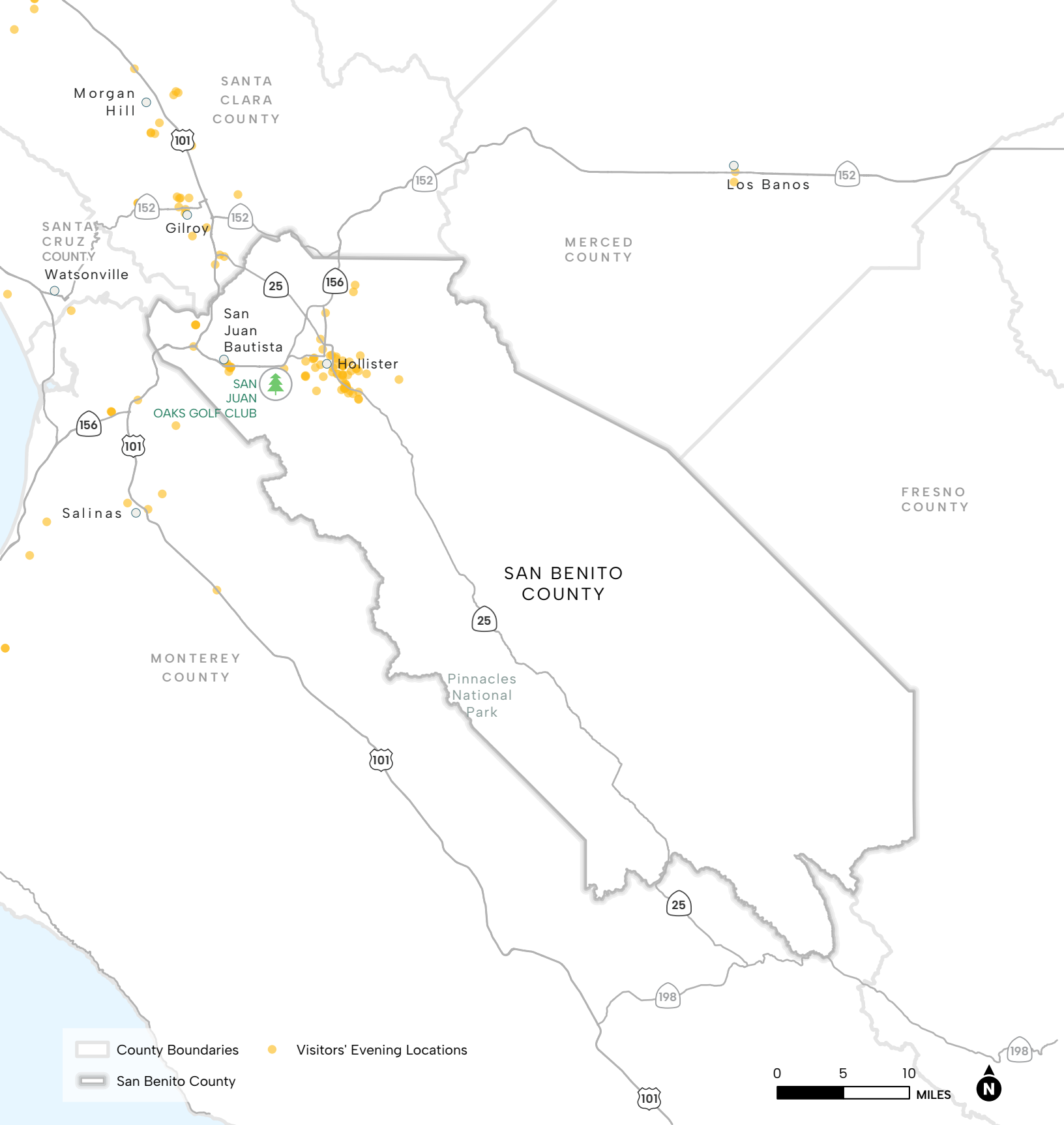


FIGURE D-5

Evening Locations of Visitor Trips to San Juan Oaks Golf Club

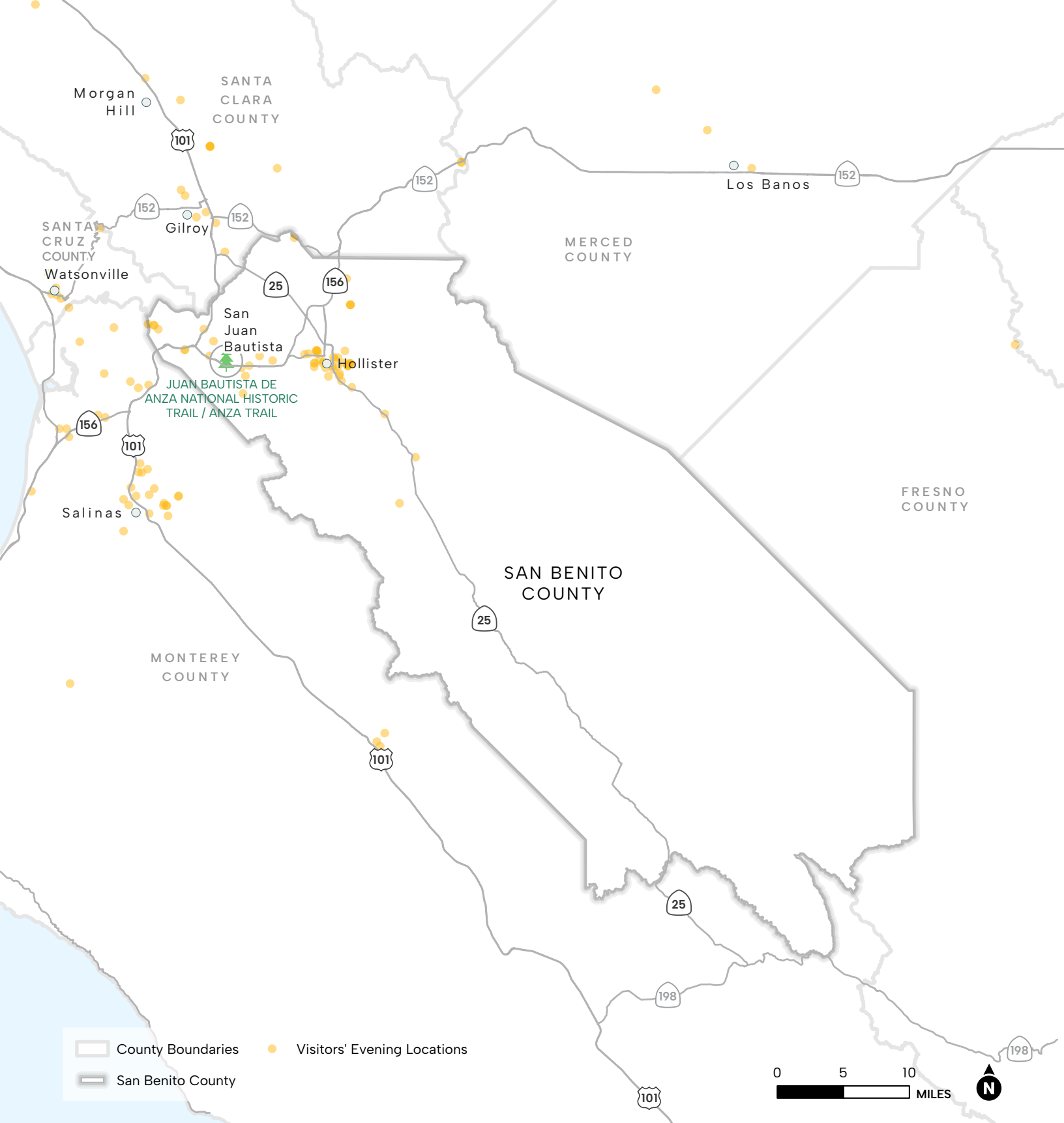


FIGURE D-6

Evening Locations of Visitor Trips to Juan Bautista De Anza National Historic Trail / Anza Trail

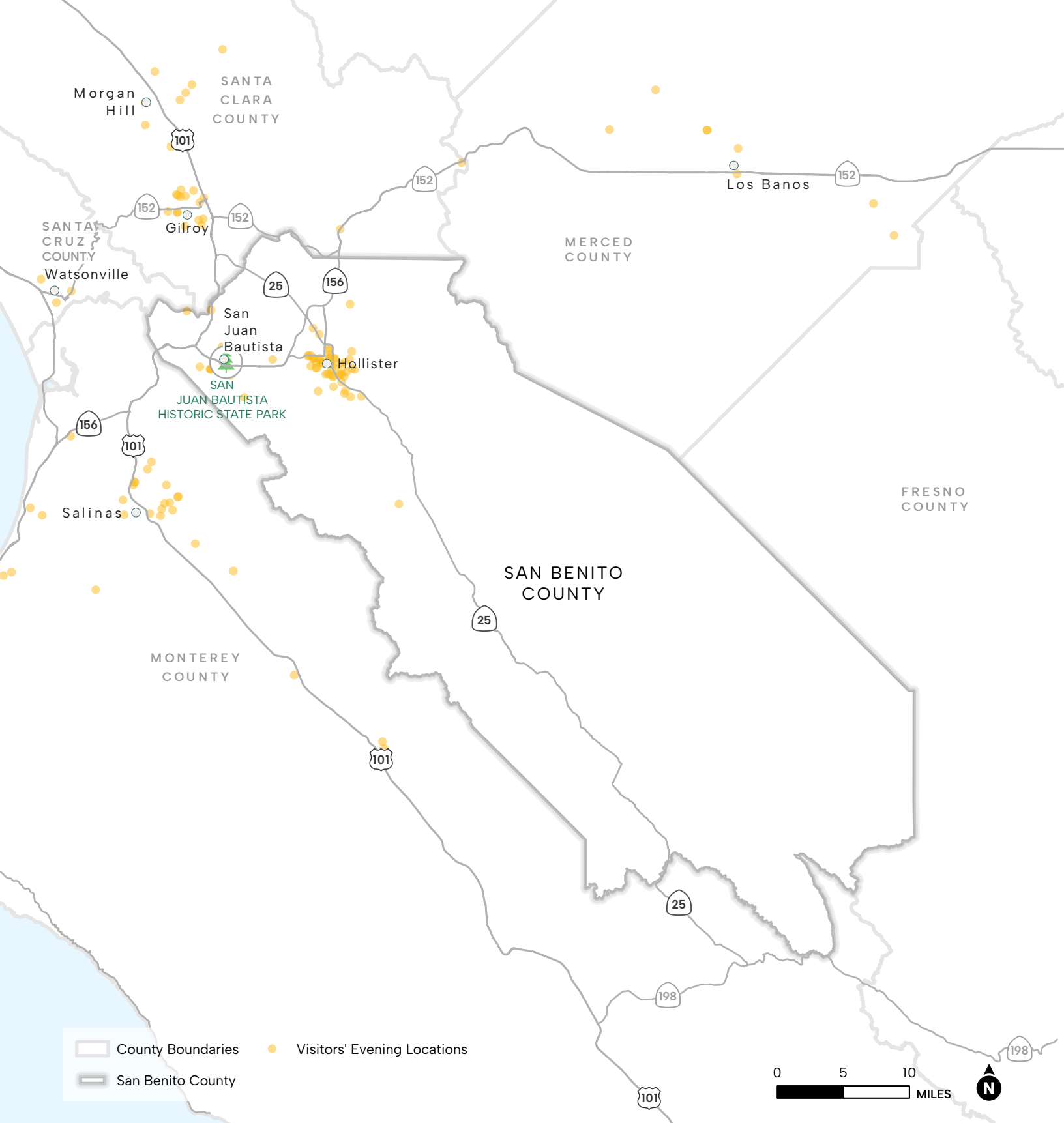


FIGURE D-7

Evening Locations of Visitor Trips to San Juan Bautista Historic State Park

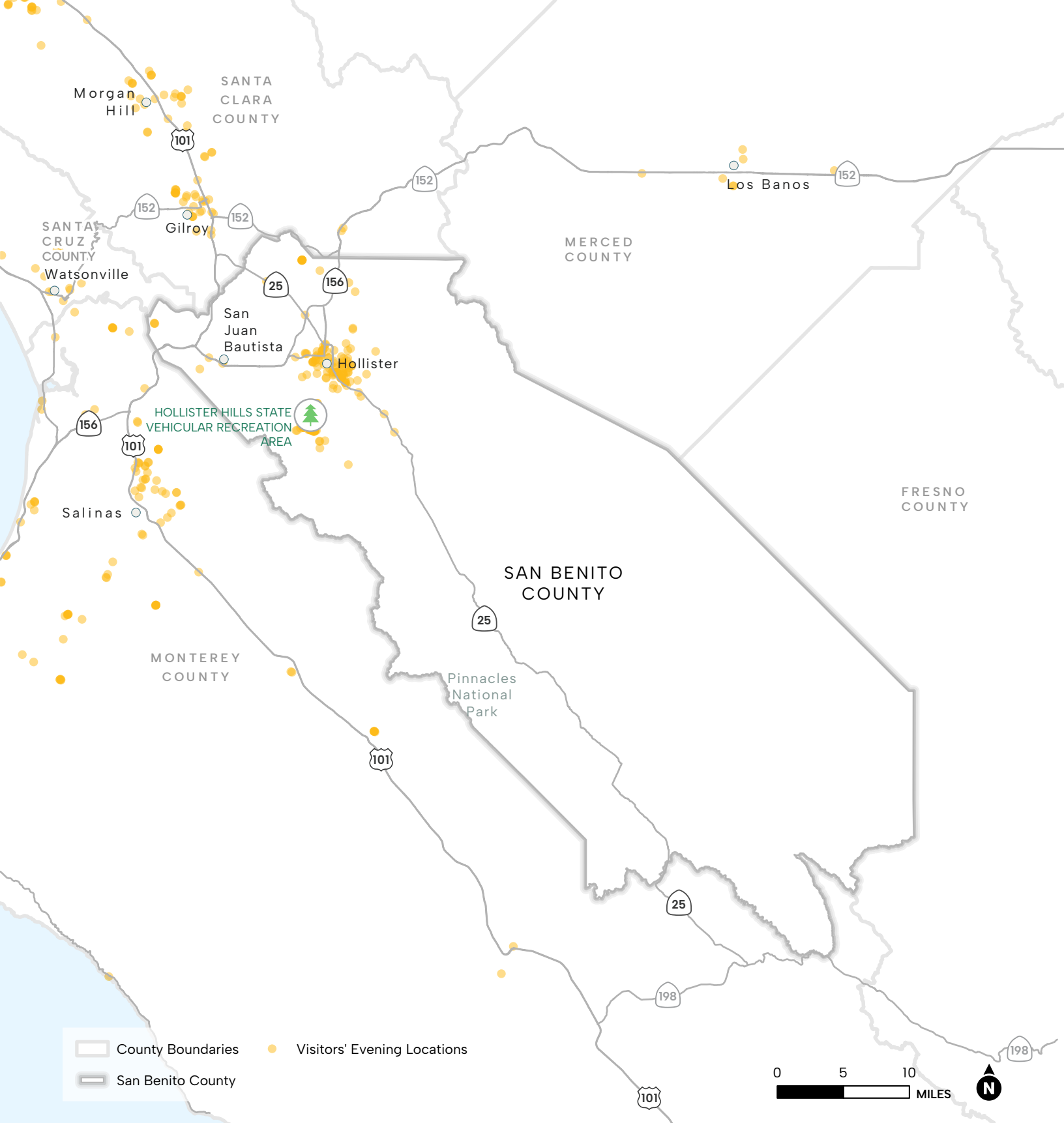


FIGURE D-8

Evening Locations of Visitor Trips to Hollister Hills State Vehicular Recreation Area

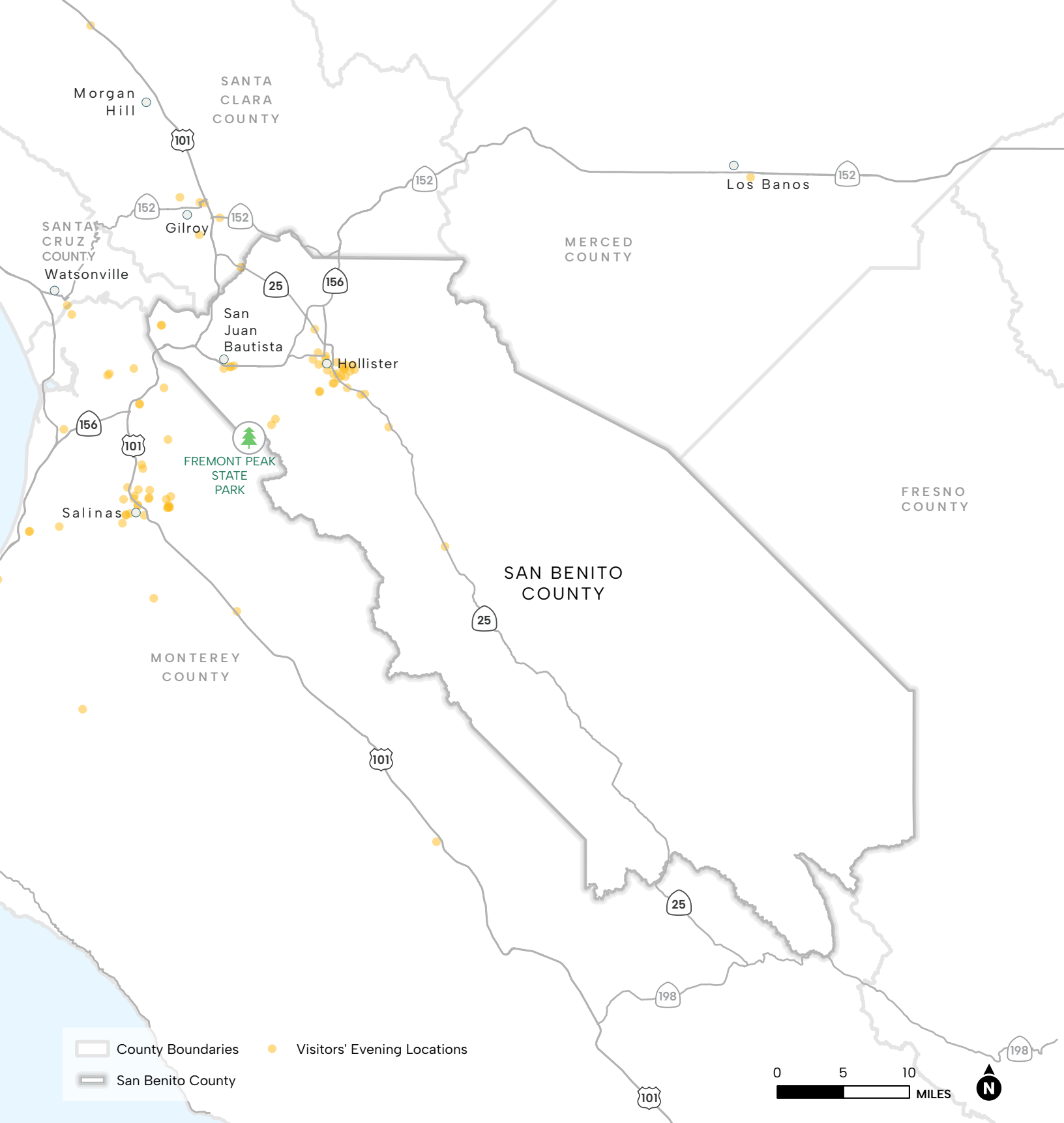


FIGURE D-9

Evening Locations of Visitor Trips to Fremont Peak State Park

Appendix E: Traffic Count Data Summary

Comparison of Replica Data and Traffic Counts

This appendix summarizes how Replica vehicle volumes and mode shares compare with observed traffic counts.

Average Weekday and Weekend Daily Vehicle Volume

Vehicle classification counts were collected on Tuesdays, Wednesdays, Thursdays, Saturdays, and Sundays between March 3 and March 15, 2026, at 20 locations (see the Traffic Count Locations map on the previous page). Average weekday and weekend daily traffic volumes derived from the classification counts were compared with the Average Spring weekday and weekend volume estimates from Replica at the same locations.

Across the 20 vehicle classification count locations, Replica performs well on higher-volume, key corridors and tends to underestimate traffic on lower-volume facilities, particularly weekends.

On high volume roadways (weekday average daily traffic (ADT) > 10,000), Replica closely matches observed volumes, with differences of +7 percent on weekdays and -7 percent on weekends. Strong weekday performance is observed on several important corridors, including most of SR 25, San Felipe Road in central Hollister, and Shore Road.

On medium-volume roadways (ADT between 1,000 and 10,000 vehicles), Replica generally underestimates volumes by approximately 20 percent to 35 percent on weekdays and 35 percent to 40 percent on weekends. These differences are driven in part by substantial underestimation on Fairview Road (approximately 50 percent to 60 percent) and Frazier Lake Road, where Replica underestimates volumes by approximately 90 percent. In contrast to Replica outputs, observed counts show relatively balanced northbound and southbound daily volumes, suggesting that travel patterns may be more bidirectional than represented in the model.

On low-volume roadways (ADT < 1,000), Replica generally underestimates volumes (-34 percent on weekdays and -64 percent on weekends). Results in this category are strongly influenced by the two Pinnacles entrance locations; excluding these locations improves the results to approximately -22 percent to -36 percent.

AM and PM Peak Period Mode Share

Mode share counts were collected during peak periods (7:00–11:00 AM and 3:00–7:00 PM) on one weekday and one weekend day at five locations between March 3 and March 15, 2026 (see the Traffic Count Locations map on the previous page). AM and PM peak-period mode shares derived from the counts were compared with the Average Spring weekday and weekend mode share estimates from Replica at the same locations.

At the 5 mode share count locations, Replica underestimates driver trips while overestimating passenger, Transportation Network Companies (TNC), and freight trips. When driver and passenger trips are combined, Replica aligns well with observed counts during the weekday AM and weekend

PM periods. Larger differences during the weekday PM and weekend AM periods appear to be driven primarily overestimated weekend freight activity.

Vehicle Volume Comparison

Location	Direction	WEEKDAY					WEEKEND							
		Tuesday Counts	Wednesday Counts	Thursday Counts	Avg Counts	Bidirectional Avg Counts	Replica Estimates	Absolute Diff	Percent Diff	Saturday	Bidirectional Avg Counts	Replica Estimates	Absolute Diff	Percent Diff
SR 156B/4th St btw San Benito St and Monterey St	EB	7,626	7,588	6,008	7,074	13,291	14,492	1,201	9%	7382	12,986	10,549	-2,437	-19%
	WB	6,082	6,188	6,380	6,217					5604				
	NB	9913	9878	10307	10,033	20,553	17,753	-2,800	-14%	7963	16,268	14,262	-2,006	-12%
SR 156B/San Felipe Rd south of SR 25	SB	10388	10352	10821	10,520					8305				
	EB	4676	4756	4963	4,798	9,528	10,047	519	5%	4763	9,495	8,242	-1,253	-13%
	WB	4687	4684	4818	4,730					4732				
SR 25/Airline Hwy west of Fairview Rd	NB	206	223	242	224	461	965	504	109%	243	511	864	353	69%
	SB	222	245	246	238					268				
	EB	2970	2920	3051	2,980	6,168	2,357	-3,811	-62%	2310	4,599	1,833	-2,766	-60%
Fairview Rd btw San Felipe Rd and SR 156	WB	3278	3179	3105	3,187					2289				
	NB	1987	2125	2054	2,055	4,089	2,012	-2,077	-51%	1914	3,891	1,740	-2,151	-55%
	SB	2013	2084	2004	2,034					1977				
Fairview Rd north of SR 25/Airline Hwy	NB	353	416	390	386	853	89	-764	-90%	269	609	83	-526	-86%
	SB	475	446	479	467					340				
	NB	104	105	88	99	216	107	-109	-50%	134	450	67	-383	-85%
San Juan Grade Rd north of San Juan Canyon Rd/County Line	SB	126	111	113	117					316				
	EB	1020	1063	1145	1,076	2,380	2,461	81	3%	1100	2,445	2,087	-358	-15%
	WB	1267	1313	1332	1,304					1345				
Shore Rd west of Frazier Lake Rd	NB	12989	12857	13141	12,996	24,713	22,704	-2,009	-8%	11286	21,794	19,437	-2,357	-11%
	SB	11626	11696	11831	11,718					10508				
	NB	12135	12191	12300	12,209	24,481	25,941	1,460	6%	10807	21,903	21,362	-541	-2%
SR 25 btw SR 156 and Flynn Rd	SB	11940	12383	12495	12,273					11096				
	NB	8494	8409	8746	8,550	17,574	16,200	-1,374	-8%	8773	18,018	13,106	-4,912	-27%
	SB	8965	8941	9168	9,025					9245				
SR 25 south of Sunset Dr	NB	27	28	37	31	64	83	19	30%	50	112	67	-45	-40%
	SB	38	31	31	33					62				
	NB	14112	14098	14163	14,124	27,995	30,471	2,476	9%	12960	25,971	24,978	-993	-4%
SR 25 north of Shore Rd/County Line (north)	SB	13558	13907	14147	13,871					13011				
	NB	37	72	60	56	113	36	-77	-68%	200	401	7	-394	-98%
	SB	36	73	60	56					201				
SR 146 north of Stonewall Canyon Rd/County Line (Pinnacles West)	EB	152	174	168	165	323	56	-267	-83%	498	998	28	-970	-97%
	WB	146	157	172	158					500				
	EB	5194	5088	5132	5,138	10,204	13,240	3,036	30%	4554	8,879	11,860	2,981	34%
SR 146 west of SR 25 (Pinnacles East)	WB	146	157	172	158					500				
	EB	5194	5088	5132	5,138	10,204	13,240	3,036	30%	4554	8,879	11,860	2,981	34%
	WB	5083	4897	5217	5,066					4325				
SR 156B west of Graf Rd	NB	3501	3393	3301	3,398	6,910	678	-6,232	-90%	2158	4,613	175	-4,438	-96%
	SB	3470	3382	3682	3,511					2455				
	EB	4304	4389	4458	4,384	8,799	6,697	-2,102	-24%	4936	10,736	5,474	-5,262	-49%
SR 129 at County Line	WB	4287	4514	4444	4,415					5800				
	NB	2081	2147	2221	2,150	4,187	3,921	-266	-6%	2383	4,549	4,507	-42	-1%
	SB	1966	2036	2111	2,038					2166				
Total														
Major Routes only (Weekday ADT >10,000)						182,901	170,310	-12,591	-6.9%		169,228	140,728	-28,500	-16.8%
Medium Routes only (Weekday ADT >1,000 and <10,000)						138,811	140,801	1,990	1.4%		125,819	115,554	-10,265	-8.2%
Minor Routes only (Weekday ADT <1,000)						42,060	28,173	-13,887	-33.0%		40,328	24,058	-16,270	-40.3%
Minor Routes (no Pinnacles)						2,030	1,336	-694	-34.2%		3,081	1,116	-1,965	-63.8%
						1,594	1,244	-350	-22.0%		1,682	1,081	-601	-35.7%

Mode Share Comparison

Notes

- Heavy (counts) is assumed to be synonymous with Freight (Replica). Assumed to be single occupancy
- Buses are ignored from the counts, since they wouldn't show up in Replica
- Time periods in Replica are based on trip start time.

		WEEKDAY												WEEKEND											
		AM						PM						AM						PM					
Location		Driver	Passenger	TNC	Freight	Bike	Ped	Driver	Passenger	TNC	Freight	Bike	Ped	Driver	Passenger	TNC	Freight	Bike	Ped	Driver	Passenger	TNC	Freight	Bike	Ped
SR 25 north of Shore Rd/County Line (north)	NB Counts	4011	663	0	167	0	0	2252	612	15	59	0	0	3651	1412	27	104	0	0	4365	5458	10	45	0	0
	SB Counts	1795	289	6	176	0	0	4682	900	7	79	0	0	2176	836	3	96	1	0	6335	7576	108	117	0	0
	Bidirectional Avg Counts	5806	952	6	343	0	0	6934	1512	22	138	0	0	5827	2248	30	200	1	0	10700	13034	118	162	0	0
	Replica	5529	3197	62	267	5	0	7834	4413	58	274	7	0	4665	3750	50	362	4	0	6591	5773	59	131	2	0
	Count %	82%	13%	0%	5%	0%	0%	81%	18%	0%	2%	0%	0%	70%	27%	0%	2%	0%	0%	45%	54%	0%	1%	0%	0%
	Replica %	61%	35%	1%	3%	0%	0%	62%	35%	0%	2%	0%	0%	53%	42%	1%	4%	0%	0%	52%	46%	0%	1%	0%	0%
SR 156 south of Barnheisel Rd/County Line	NB Counts	1493	409	0	355	0	0	1055	297	1	157	0	0	1504	644	1	127	0	0	2369	947	0	107	0	0
	SB Counts	864	269	0	281	0	0	2213	601	0	166	0	0	2194	1693	8	132	0	0	2052	1348	0	106	0	0
	Bidirectional Avg Counts	2357	678	0	636	0	0	3268	898	1	323	0	0	3698	2337	9	259	0	0	4421	2295	0	213	0	0
	Replica	2024	2712	10	1404	1	0	2420	3736	4	1693	0	4	1108	2875	15	978	0	2	1971	5160	13	834	1	3
	Count %	64%	18%	0%	17%	0%	0%	73%	20%	0%	7%	0%	0%	59%	37%	0%	4%	0%	0%	64%	33%	0%	3%	0%	0%
	Replica %	33%	44%	0%	23%	0%	0%	31%	48%	0%	22%	0%	0%	22%	58%	0%	20%	0%	0%	25%	65%	0%	10%	0%	0%
Shore Rd west of Frazier Lake Rd	WB Counts	227	49	0	49	0	0	371	103	1	23	0	0	249	94	1	21	0	0	321	152	0	11	0	0
	EB Counts	234	53	0	41	0	0	206	39	0	26	0	0	230	83	0	22	0	0	236	106	0	12	0	0
	Bidirectional Avg Counts	461	102	0	90	0	0	577	142	1	49	0	0	479	177	1	43	0	0	557	258	0	23	0	0
	Replica	423	147	8	39	0	0	571	243	5	134	0	0	401	206	3	147	0	0	481	243	9	47	0	0
	Count %	71%	16%	0%	14%	0%	0%	75%	18%	0%	6%	0%	0%	68%	25%	0%	6%	0%	0%	66%	31%	0%	3%	0%	0%
	Replica %	69%	24%	1%	6%	0%	0%	60%	25%	1%	14%	0%	0%	53%	27%	0%	19%	0%	0%	62%	31%	1%	6%	0%	0%
SR 156B/4th St west of San Benito St	WB Counts	1312	138	2	16	2	33	1752	276	2	3	12	13	1069	302	0	9	2	13	1484	500	2	2	1	16
	EB Counts	1787	241	7	19	4	40	1985	409	3	5	15	14	1762	558	1	6	2	31	1813	596	4	0	8	9
	Bidirectional Avg Counts	3099	379	9	35	6	73	3737	685	5	8	27	27	2831	860	1	15	4	44	3297	1096	6	2	9	25
	Replica	2834	1615	47	431	1	4	3774	2053	51	330	0	6	1977	2413	40	235	0	2	2687	3351	76	74	0	9
	Count %	86%	11%	0%	1%	0%	2%	83%	15%	0%	0%	1%	1%	75%	23%	0%	0%	0%	1%	74%	25%	0%	0%	0%	1%
	Replica %	57%	33%	1%	9%	0%	0%	61%	33%	1%	5%	0%	0%	42%	52%	1%	5%	0%	0%	43%	54%	1%	1%	0%	0%
SR 156 east of US-101	WB Counts	3982	1093	0	374	0	0	3059	832	0	165	0	1	3525	1045	0	124	0	0	3431	1041	0	102	0	0
	EB Counts	2400	458	0	218	0	0	5010	588	1	141	0	0	2381	801	0	169	0	0	3803	1255	2	100	0	0
	Bidirectional Avg Counts	6382	1551	0	592	0	0	8069	1420	1	306	0	1	5906	1846	0	293	0	0	7234	2296	2	202	0	0
	Replica	5583	5389	85	1755	0	1	6205	6501	52	1042	0	1	4319	4359	46	1421	0	2	5056	6842	68	611	0	2
	Count %	75%	18%	0%	7%	0%	0%	82%	14%	0%	3%	0%	0%	73%	23%	0%	4%	0%	0%	74%	24%	0%	2%	0%	0%
	Replica %	44%	42%	1%	14%	0%	0%	45%	47%	0%	8%	0%	0%	43%	43%	0%	14%	0%	0%	40%	54%	1%	5%	0%	0%
Average of all	Count %	75%	15%	0%	9%	0%	0%	79%	17%	0%	4%	0%	0%	69%	27%	0%	3%	0%	0%	65%	33%	0%	2%	0%	0%
	Replica %	53%	36%	1%	11%	0%	0%	52%	38%	0%	10%	0%	0%	43%	44%	1%	12%	0%	0%	44%	50%	1%	5%	0%	0%

Traffic Data Service -- San Jose, CA Class Report

CustomList-5527 -- English (ENU)**Datasets:**

Site: [1] SR25 N OF SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	40	0	22	15	0	0	0	0	3	0	0	0	0	0
0100	75	0	54	16	1	0	0	0	2	0	0	2	0	0
0200	106	0	68	34	0	0	0	0	3	0	0	1	0	0
0300	360	0	247	102	5	1	0	0	4	0	0	1	0	0
0400	1026	0	677	330	1	5	0	0	12	0	0	1	0	0
0500	1226	2	779	418	1	17	0	0	7	1	1	0	0	0
0600	1283	2	849	395	5	15	4	0	11	2	0	0	0	0
0700	1261	1	917	311	3	7	4	0	14	1	1	2	0	0
0800	1114	2	789	287	5	7	3	2	16	0	0	2	0	1
0900	977	0	667	268	14	11	3	0	12	0	0	2	0	0
1000	860	0	598	231	7	3	0	0	17	0	0	4	0	0
1100	698	1	497	174	6	5	2	0	9	0	0	4	0	0
1200	659	1	451	179	7	4	4	0	13	0	0	0	0	0
1300	657	1	498	135	4	6	2	0	11	0	0	0	0	0
1400	626	0	462	138	4	6	3	0	12	0	0	1	0	0
1500	629	0	488	120	4	9	3	0	3	0	0	1	1	0
1600	705	0	522	171	2	4	1	0	4	0	0	0	0	1
1700	616	0	478	127	1	2	1	0	4	0	2	1	0	0
1800	370	0	269	93	1	1	2	0	4	0	0	0	0	0
1900	256	0	192	60	2	0	0	0	2	0	0	0	0	0
2000	207	0	159	41	0	3	0	0	2	0	0	2	0	0
2100	185	0	131	50	1	2	0	0	1	0	0	0	0	0
2200	129	0	94	27	2	2	0	0	4	0	0	0	0	0
2300	47	0	21	23	0	1	0	0	2	0	0	0	0	0
07-19	9172	6	6636	2234	58	65	28	2	119	1	3	17	1	2
06-22	11103	8	7967	2780	66	85	32	2	135	3	3	19	1	2
06-00	11279	8	8082	2830	68	88	32	2	141	3	3	19	1	2
00-00	14112	10	9929	3745	76	111	32	2	172	4	4	24	1	2

Peak step 6:00 (1283) **AM Peak step** 6:00 (1283) **PM Peak step** 16:00 (705)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	51	0	31	15	1	2	0	0	2	0	0	0	0	0
0100	66	0	40	25	0	1	0	0	0	0	0	0	0	0
0200	111	0	70	34	0	0	0	0	5	0	0	2	0	0
0300	378	0	264	104	2	1	0	0	5	0	0	2	0	0
0400	990	0	645	330	2	4	0	0	8	0	0	1	0	0
0500	1254	2	772	459	1	13	2	0	5	0	0	0	0	0
0600	1236	4	791	401	7	15	4	1	6	3	0	3	1	0
0700	1263	3	893	340	4	6	3	0	9	1	1	2	0	1
0800	1164	1	762	362	7	13	3	0	12	0	0	4	0	0
0900	956	2	638	270	5	18	2	0	16	1	0	4	0	0
1000	793	0	555	202	7	6	0	0	20	0	0	3	0	0
1100	713	0	494	185	4	9	2	0	19	0	0	0	0	0
1200	707	0	512	157	7	11	4	0	13	0	0	3	0	0
1300	718	0	506	178	6	8	0	0	19	0	1	0	0	0
1400	595	1	439	132	7	9	0	0	4	0	0	2	0	1
1500	606	0	457	136	2	3	2	0	6	0	0	0	0	0
1600	696	1	541	141	3	2	1	0	6	0	0	1	0	0
1700	594	0	460	130	1	2	0	0	1	0	0	0	0	0
1800	388	0	292	91	1	2	2	0	0	0	0	0	0	0
1900	257	0	170	85	0	0	0	0	2	0	0	0	0	0
2000	229	0	158	65	0	0	1	0	3	0	0	2	0	0
2100	172	0	128	40	1	1	0	0	0	0	0	2	0	0
2200	112	0	79	26	2	1	0	0	4	0	0	0	0	0
2300	49	0	30	17	0	0	0	0	2	0	0	0	0	0
07-19	9193	8	6549	2324	54	89	19	0	125	2	2	19	0	2
06-22	11087	12	7796	2915	62	105	24	1	136	5	2	26	1	2
06-00	11248	12	7905	2958	64	106	24	1	142	5	2	26	1	2
00-00	14098	14	9727	3925	70	127	26	1	167	5	2	31	1	2

Peak step 7:00 (1263) AM Peak step 7:00 (1263) PM Peak step 13:00 (718)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	45	0	24	17	1	0	0	0	1	0	0	2	0	0
0100	64	0	42	19	1	0	0	0	0	1	0	1	0	0
0200	112	0	66	39	1	1	0	0	3	0	0	2	0	0
0300	365	0	232	121	2	4	0	0	4	0	0	2	0	0
0400	989	1	626	341	3	7	0	0	7	0	0	4	0	0
0500	1242	2	747	465	3	13	0	0	6	0	1	5	0	0
0600	1216	2	755	427	3	17	1	0	10	1	0	0	0	0
0700	1192	1	833	337	1	6	2	0	7	0	0	5	0	0
0800	1158	1	760	339	9	18	1	1	21	1	0	7	0	0
0900	1025	0	692	289	8	12	2	0	22	0	0	0	0	0
1000	807	0	539	228	8	10	1	0	10	0	0	11	0	0
1100	690	0	447	200	6	13	1	0	22	0	0	1	0	0
1200	646	0	442	168	11	7	2	0	12	0	0	4	0	0
1300	719	0	505	178	5	10	2	0	11	0	1	5	0	2
1400	659	0	477	154	3	10	3	0	10	0	0	2	0	0
1500	646	0	467	160	3	8	0	0	8	0	0	0	0	0
1600	663	0	497	157	1	4	0	0	3	0	1	0	0	0
1700	593	0	456	131	3	2	0	0	0	0	1	0	0	0
1800	464	0	332	127	0	5	0	0	0	0	0	0	0	0
1900	297	0	203	87	0	3	0	0	4	0	0	0	0	0
2000	217	0	155	58	0	0	0	0	2	0	0	1	1	0
2100	177	0	133	43	0	1	0	0	0	0	0	0	0	0
2200	130	0	93	36	0	1	0	0	0	0	0	0	0	0
2300	47	0	26	18	0	1	0	0	2	0	0	0	0	0
07-19	9262	2	6447	2468	58	105	14	1	126	1	3	35	0	2
06-22	11169	4	7693	3083	61	126	15	1	142	2	3	36	1	2
06-00	11346	4	7812	3137	61	128	15	1	144	2	3	36	1	2
00-00	14163	7	9549	4139	72	153	15	1	165	3	4	52	1	2

Peak step 5:00 (1242) AM Peak step 5:00 (1242) PM Peak step 13:00 (719)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	67	0	39	24	1	0	0	0	3	0	0	0	0	0
0100	52	0	30	17	1	2	1	0	1	0	0	0	0	0
0200	66	0	45	17	0	2	0	0	2	0	0	0	0	0
0300	133	0	76	55	1	0	0	0	0	0	0	1	0	0
0400	290	0	152	132	0	2	0	0	4	0	0	0	0	0
0500	352	0	138	195	1	12	0	0	6	0	0	0	0	0
0600	561	0	233	301	2	16	1	0	8	0	0	0	0	0
0700	694	0	370	295	5	9	3	0	12	0	0	0	0	0
0800	778	0	496	263	3	7	1	0	7	0	0	1	0	0
0900	929	0	628	283	4	6	1	0	6	0	0	1	0	0
1000	982	1	689	275	5	3	0	0	9	0	0	0	0	0
1100	972	0	690	270	0	3	2	0	7	0	0	0	0	0
1200	983	1	723	239	9	4	4	0	3	0	0	0	0	0
1300	863	0	646	197	3	5	3	0	8	0	0	0	1	0
1400	810	0	604	194	2	5	1	0	3	0	0	1	0	0
1500	797	0	575	205	3	8	0	0	6	0	0	0	0	0
1600	760	0	537	212	0	3	5	0	2	0	0	0	1	0
1700	697	0	503	190	1	1	0	0	2	0	0	0	0	0
1800	605	0	412	185	0	1	3	0	4	0	0	0	0	0
1900	451	0	293	149	0	2	1	0	6	0	0	0	0	0
2000	343	0	239	101	0	1	0	0	2	0	0	0	0	0
2100	326	0	226	98	1	1	0	0	0	0	0	0	0	0
2200	312	0	211	99	0	0	1	0	1	0	0	0	0	0
2300	137	0	87	49	0	0	0	0	1	0	0	0	0	0
07-19	9870	2	6873	2808	35	55	23	0	69	0	0	3	2	0
06-22	11551	2	7864	3457	38	75	25	0	85	0	0	3	2	0
06-00	12000	2	8162	3605	38	75	26	0	87	0	0	3	2	0
00-00	12960	2	8642	4045	42	93	27	0	103	0	0	4	2	0

Peak step 12:00 (983) AM Peak step 10:00 (982) PM Peak step 12:00 (983)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	102	0	54	47	0	1	0	0	0	0	0	0	0	0
0100	56	0	35	19	0	1	0	0	1	0	0	0	0	0
0200	83	0	46	35	0	1	0	0	1	0	0	0	0	0
0300	141	0	75	60	1	1	0	0	4	0	0	0	0	0
0400	160	0	60	93	0	7	0	0	0	0	0	0	0	0
0500	253	0	93	156	0	4	0	0	0	0	0	0	0	0
0600	364	0	158	201	0	2	0	0	3	0	0	0	0	0
0700	494	0	257	228	0	5	1	0	3	0	0	0	0	0
0800	678	0	395	274	0	4	1	0	4	0	0	0	0	0
0900	883	0	565	308	1	3	1	0	5	0	0	0	0	0
1000	874	0	539	314	4	5	3	0	9	0	0	0	0	0
1100	937	1	624	299	2	6	1	0	4	0	0	0	0	0
1200	880	0	603	260	3	6	1	0	7	0	0	0	0	0
1300	786	0	536	239	2	3	1	0	4	0	0	1	0	0
1400	698	0	495	192	0	1	1	0	9	0	0	0	0	0
1500	629	1	425	191	0	2	1	0	9	0	0	0	0	0
1600	593	0	401	180	3	3	1	0	4	0	0	0	1	0
1700	541	0	364	170	1	3	0	0	3	0	0	0	0	0
1800	459	0	303	152	1	1	1	0	1	0	0	0	0	0
1900	395	0	257	129	1	3	1	0	2	0	0	2	0	0
2000	294	0	175	117	1	1	0	0	0	0	0	0	0	0
2100	189	0	110	77	0	1	0	0	1	0	0	0	0	0
2200	93	0	45	44	0	1	0	0	3	0	0	0	0	0
2300	60	0	26	32	2	0	0	0	0	0	0	0	0	0
07-19	8452	2	5507	2807	17	42	13	0	62	0	0	1	1	0
06-22	9694	2	6207	3331	19	49	14	0	68	0	0	3	1	0
06-00	9847	2	6278	3407	21	50	14	0	71	0	0	3	1	0
00-00	10642	2	6641	3817	22	65	14	0	77	0	0	3	1	0

Peak step 11:00 (937) AM Peak step 11:00 (937) PM Peak step 12:00 (880)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5528 -- English (ENU)**Datasets:**

Site: [1] SR25 N OF SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	156	0	92	61	0	1	0	0	1	0	0	1	0	0
0100	78	0	42	34	0	1	0	0	1	0	0	0	0	0
0200	57	0	32	21	0	0	0	0	4	0	0	0	0	0
0300	64	0	33	20	2	5	0	0	4	0	0	0	0	0
0400	65	0	36	25	1	0	0	0	3	0	0	0	0	0
0500	171	0	95	59	3	7	1	0	2	0	0	3	0	1
0600	368	0	201	138	8	14	0	0	6	0	0	1	0	0
0700	465	0	269	170	5	13	0	0	7	0	0	1	0	0
0800	486	0	248	210	4	14	0	0	8	0	0	2	0	0
0900	421	1	224	164	12	12	0	0	7	0	0	1	0	0
1000	457	0	252	172	9	11	0	0	11	0	0	2	0	0
1100	586	0	324	230	9	12	0	0	10	0	0	1	0	0
1200	700	0	365	287	10	9	3	0	22	1	0	2	0	1
1300	893	1	519	340	9	10	1	0	12	0	0	1	0	0
1400	1076	1	607	418	9	13	1	0	20	0	0	6	0	1
1500	1159	1	718	408	2	10	4	1	15	0	0	0	0	0
1600	1186	1	798	367	4	11	0	0	5	0	0	0	0	0
1700	1170	2	778	361	2	9	6	0	10	0	0	2	0	0
1800	1044	4	672	363	0	3	0	0	1	0	0	1	0	0
1900	988	0	624	348	2	6	2	0	5	0	0	1	0	0
2000	884	0	538	338	0	4	1	0	3	0	0	0	0	0
2100	487	0	260	221	0	4	0	0	2	0	0	0	0	0
2200	334	0	164	162	0	4	0	0	1	1	0	2	0	0
2300	263	0	125	131	0	0	0	0	3	0	0	3	1	0
07-19	9643	11	5774	3490	75	127	15	1	128	1	0	19	0	2
06-22	12370	11	7397	4535	85	155	18	1	144	1	0	21	0	2
06-00	12967	11	7686	4828	85	159	18	1	148	2	0	26	1	2
00-00	13558	11	8016	5048	91	173	19	1	163	2	0	30	1	3

Peak step 16:00 (1186) **AM Peak step** 11:00 (586) **PM Peak step** 16:00 (1186)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	171	0	75	94	0	1	0	0	1	0	0	0	0	0
0100	112	0	39	66	0	1	0	0	5	0	0	1	0	0
0200	70	0	25	44	0	0	0	0	1	0	0	0	0	0
0300	58	0	22	30	2	0	0	0	4	0	0	0	0	0
0400	69	0	42	25	0	1	0	0	1	0	0	0	0	0
0500	200	0	109	65	1	13	2	0	5	0	0	5	0	0
0600	379	0	195	154	5	13	1	0	11	0	0	0	0	0
0700	484	0	265	191	5	13	0	0	5	0	0	3	0	2
0800	494	1	249	211	7	16	1	0	7	0	0	2	0	0
0900	457	0	219	209	3	11	1	0	9	0	0	5	0	0
1000	505	0	266	206	10	11	0	0	11	0	0	1	0	0
1100	586	0	291	260	8	14	0	0	12	0	0	1	0	0
1200	706	1	363	299	10	15	1	0	13	0	0	4	0	0
1300	902	0	493	357	9	19	0	0	12	0	0	12	0	0
1400	1135	0	659	451	5	11	0	0	6	0	0	3	0	0
1500	1232	2	741	459	5	15	0	0	9	0	0	1	0	0
1600	1179	2	710	445	0	12	0	0	9	1	0	0	0	0
1700	1176	4	717	435	2	12	0	0	6	0	0	0	0	0
1800	1134	2	684	433	1	10	1	0	3	0	0	0	0	0
1900	988	0	491	485	2	9	0	0	1	0	0	0	0	0
2000	761	0	368	381	0	5	1	0	5	0	0	1	0	0
2100	496	0	241	249	1	2	0	0	2	0	0	1	0	0
2200	357	0	159	191	0	2	1	0	4	0	0	0	0	0
2300	256	0	106	145	1	1	0	0	0	0	0	3	0	0
07-19	9990	12	5657	3956	65	159	4	0	102	1	0	32	0	2
06-22	12614	12	6952	5225	73	188	6	0	121	1	0	34	0	2
06-00	13227	12	7217	5561	74	191	7	0	125	1	0	37	0	2
00-00	13907	12	7529	5885	77	207	9	0	142	1	0	43	0	2

Peak step 15:00 (1232) AM Peak step 11:00 (586) PM Peak step 15:00 (1232)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	156	0	62	91	0	1	0	0	2	0	0	0	0	0
0100	92	0	34	55	2	1	0	0	0	0	0	0	0	0
0200	73	0	28	38	0	4	0	0	3	0	0	0	0	0
0300	55	0	20	28	2	1	0	0	4	0	0	0	0	0
0400	66	0	34	29	1	1	0	0	0	0	0	1	0	0
0500	197	0	108	71	3	9	2	0	4	0	0	0	0	0
0600	404	0	175	185	15	16	3	0	8	0	0	2	0	0
0700	503	0	230	223	12	11	1	0	11	0	0	13	2	0
0800	509	1	270	208	7	14	0	0	5	0	0	3	1	0
0900	468	1	240	185	8	14	4	0	11	0	0	5	0	0
1000	505	0	222	236	10	17	1	0	10	0	0	9	0	0
1100	615	0	311	267	15	6	0	0	13	0	0	3	0	0
1200	769	0	387	325	11	11	1	0	19	0	0	14	0	1
1300	840	1	430	364	7	19	1	0	16	0	0	2	0	0
1400	1023	1	561	419	5	17	1	0	13	0	0	5	1	0
1500	1206	1	701	463	6	15	1	0	15	0	0	4	0	0
1600	1261	1	750	488	1	13	1	0	7	0	0	0	0	0
1700	1210	1	754	437	0	14	1	0	3	0	0	0	0	0
1800	1176	3	688	459	3	14	4	0	3	1	0	1	0	0
1900	1057	0	583	462	0	9	0	0	2	0	0	1	0	0
2000	791	0	374	409	0	7	0	0	1	0	0	0	0	0
2100	539	0	264	264	1	5	1	0	3	0	0	1	0	0
2200	351	0	150	199	1	0	0	0	0	0	0	1	0	0
2300	281	0	116	156	0	1	0	0	4	1	0	3	0	0
07-19	10085	10	5544	4074	85	165	16	0	126	1	0	59	4	1
06-22	12876	10	6940	5394	101	202	20	0	140	1	0	63	4	1
06-00	13508	10	7206	5749	102	203	20	0	144	2	0	67	4	1
00-00	14147	10	7492	6061	110	220	22	0	157	2	0	68	4	1

Peak step 16:00 (1261) AM Peak step 11:00 (615) PM Peak step 16:00 (1261)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	232	0	105	124	0	0	0	0	2	0	0	1	0	0
0100	140	0	71	67	0	0	0	0	1	0	0	1	0	0
0200	116	0	58	56	1	1	0	0	0	0	0	0	0	0
0300	77	0	36	36	1	1	0	0	2	0	0	1	0	0
0400	77	0	34	38	3	2	0	0	0	0	0	0	0	0
0500	88	0	27	57	0	2	1	0	1	0	0	0	0	0
0600	257	0	104	137	2	9	1	0	4	0	0	0	0	0
0700	387	0	155	214	3	9	0	0	6	0	0	0	0	0
0800	500	1	264	209	4	7	4	0	10	0	0	1	0	0
0900	566	0	318	232	2	7	0	0	6	0	0	1	0	0
1000	629	0	399	212	1	4	4	0	9	0	0	0	0	0
1100	688	0	442	227	2	6	0	0	10	0	0	1	0	0
1200	741	0	500	223	2	8	2	0	6	0	0	0	0	0
1300	893	0	563	310	3	8	0	0	7	1	0	0	1	0
1400	915	0	634	266	1	8	1	0	5	0	0	0	0	0
1500	962	1	648	302	0	5	1	0	5	0	0	0	0	0
1600	970	1	654	307	1	2	1	0	4	0	0	0	0	0
1700	964	1	673	281	1	3	0	0	5	0	0	0	0	0
1800	872	0	598	268	0	5	0	0	1	0	0	0	0	0
1900	769	1	493	270	0	3	0	0	2	0	0	0	0	0
2000	680	0	451	219	2	5	0	0	3	0	0	0	0	0
2100	600	0	399	199	0	0	1	0	1	0	0	0	0	0
2200	552	0	353	193	1	2	2	0	1	0	0	0	0	0
2300	336	0	213	119	0	2	0	0	2	0	0	0	0	0
07-19	9087	4	5848	3051	20	72	13	0	74	1	0	3	1	0
06-22	11393	5	7295	3876	24	89	15	0	84	1	0	3	1	0
06-00	12281	5	7861	4188	25	93	17	0	87	1	0	3	1	0
00-00	13011	5	8192	4566	30	99	18	0	93	1	0	6	1	0

Peak step 16:00 (970) AM Peak step 11:00 (688) PM Peak step 16:00 (970)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	220	0	124	94	0	1	0	0	0	1	0	0	0	0
0100	123	0	68	50	2	2	0	0	1	0	0	0	0	0
0200	91	0	45	44	0	1	0	0	1	0	0	0	0	0
0300	72	0	38	33	0	0	0	0	1	0	0	0	0	0
0400	56	0	20	33	0	2	0	0	1	0	0	0	0	0
0500	131	0	61	67	1	1	0	0	1	0	0	0	0	0
0600	216	0	101	112	0	2	0	0	1	0	0	0	0	0
0700	342	0	189	144	2	3	0	0	4	0	0	0	0	0
0800	408	0	264	136	0	3	0	0	5	0	0	0	0	0
0900	427	0	266	154	3	2	1	0	1	0	0	0	0	0
1000	505	0	325	174	0	0	0	0	6	0	0	0	0	0
1100	613	0	428	178	2	3	1	0	1	0	0	0	0	0
1200	716	0	502	205	0	3	1	0	5	0	0	0	0	0
1300	727	0	515	203	0	4	0	0	5	0	0	0	0	0
1400	785	1	554	217	2	6	1	0	4	0	0	0	0	0
1500	772	0	522	243	1	1	1	0	4	0	0	0	0	0
1600	723	1	526	193	0	0	0	0	3	0	0	0	0	0
1700	742	0	525	213	0	1	0	0	3	0	0	0	0	0
1800	692	0	499	192	0	1	0	0	0	0	0	0	0	0
1900	578	0	402	171	0	4	0	0	1	0	0	0	0	0
2000	413	0	294	115	0	1	0	0	3	0	0	0	0	0
2100	286	0	187	94	0	2	0	0	1	0	0	2	0	0
2200	179	0	98	79	0	1	0	0	0	0	0	0	1	0
2300	135	0	63	69	1	0	0	0	2	0	0	0	0	0
07-19	7452	2	5115	2252	10	27	5	0	41	0	0	0	0	0
06-22	8945	2	6099	2744	10	36	5	0	47	0	0	2	0	0
06-00	9259	2	6260	2892	11	37	5	0	49	0	0	2	1	0
00-00	9952	2	6616	3213	14	44	5	0	54	1	0	2	1	0

Peak step 14:00 (785) AM Peak step 11:00 (613) PM Peak step 14:00 (785)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5574 -- English (ENU)**Datasets:**

Site: [2] FRAZIER LAKE RD BT BLOOMFIELD AVE AND SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0300	33	0	24	8	0	0	0	0	1	0	0	0	0	0
0400	224	0	149	74	0	0	0	0	0	0	1	0	0	0
0500	488	0	322	163	0	2	0	0	1	0	0	0	0	0
0600	633	0	454	164	4	2	0	0	7	0	0	2	0	0
0700	430	0	320	104	1	0	0	0	3	0	0	2	0	0
0800	280	0	205	68	0	3	0	0	3	0	0	1	0	0
0900	212	0	149	56	2	2	0	0	3	0	0	0	0	0
1000	198	1	136	60	0	1	0	0	0	0	0	0	0	0
1100	132	0	86	39	1	4	0	0	2	0	0	0	0	0
1200	129	0	96	29	1	2	0	0	1	0	0	0	0	0
1300	113	0	79	32	0	0	0	0	2	0	0	0	0	0
1400	104	0	73	29	0	1	0	0	1	0	0	0	0	0
1500	124	0	77	43	1	1	0	0	2	0	0	0	0	0
1600	98	0	69	29	0	0	0	0	0	0	0	0	0	0
1700	108	0	81	25	0	0	1	0	1	0	0	0	0	0
1800	81	0	58	22	0	0	0	0	1	0	0	0	0	0
1900	30	0	24	6	0	0	0	0	0	0	0	0	0	0
2000	24	0	19	5	0	0	0	0	0	0	0	0	0	0
2100	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2200	14	0	10	4	0	0	0	0	0	0	0	0	0	0
2300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07-19	2009	1	1429	536	6	14	1	0	19	0	0	3	0	0
06-22	2716	1	1943	714	10	16	1	0	26	0	0	5	0	0
06-00	2736	1	1957	720	10	16	1	0	26	0	0	5	0	0
00-00	3501	1	2471	966	10	18	1	0	28	0	1	5	0	0

Peak step 6:00 (633) **AM Peak step** 6:00 (633) **PM Peak step** 12:00 (129)

Peak step 5:00 (599) AM Peak step 5:00 (599) PM Peak step 12:00 (132)

*** Thursday, March 5, 2026 *HOSE DAMAGED***

[illegible]

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	41	0	22	19	0	0	0	0	0	0	0	0	0	0
0500	56	0	36	19	0	0	0	0	1	0	0	0	0	0
0600	92	0	64	27	0	1	0	0	0	0	0	0	0	0
0700	100	0	55	42	0	0	0	0	3	0	0	0	0	0
0800	140	0	90	46	0	2	0	0	2	0	0	0	0	0
0900	154	0	109	44	0	1	0	0	0	0	0	0	0	0
1000	185	1	124	59	0	1	0	0	0	0	0	0	0	0
1100	198	0	137	56	0	0	0	0	5	0	0	0	0	0
1200	195	0	139	55	0	0	1	0	0	0	0	0	0	0
1300	168	0	121	45	0	1	0	0	1	0	0	0	0	0
1400	149	0	106	42	0	0	0	0	1	0	0	0	0	0
1500	147	0	108	38	0	0	1	0	0	0	0	0	0	0
1600	142	1	99	38	0	1	1	0	2	0	0	0	0	0
1700	114	0	71	42	0	1	0	0	0	0	0	0	0	0
1800	87	0	65	21	0	1	0	0	0	0	0	0	0	0
1900	55	0	38	16	0	1	0	0	0	0	0	0	0	0
2000	41	0	33	8	0	0	0	0	0	0	0	0	0	0
2100	39	0	29	10	0	0	0	0	0	0	0	0	0	0
2200	15	0	9	6	0	0	0	0	0	0	0	0	0	0
2300	14	0	9	5	0	0	0	0	0	0	0	0	0	0
07-19	1779	2	1224	528	0	8	3	0	14	0	0	0	0	0
06-22	2006	2	1388	589	0	10	3	0	14	0	0	0	0	0
06-00	2035	2	1406	600	0	10	3	0	14	0	0	0	0	0
00-00	2158	2	1486	642	0	10	3	0	15	0	0	0	0	0

Peak step 11:00 (198) AM Peak step 11:00 (198) PM Peak step 12:00 (195)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0400	27	0	20	7	0	0	0	0	0	0	0	0	0	0
0500	24	0	17	7	0	0	0	0	0	0	0	0	0	0
0600	26	0	17	9	0	0	0	0	0	0	0	0	0	0
0700	73	0	48	25	0	0	0	0	0	0	0	0	0	0
0800	113	0	76	37	0	0	0	0	0	0	0	0	0	0
0900	194	0	146	47	0	0	0	0	1	0	0	0	0	0
1000	177	0	113	63	0	0	0	0	1	0	0	0	0	0
1100	178	0	129	48	0	1	0	0	0	0	0	0	0	0
1200	159	0	120	39	0	0	0	0	0	0	0	0	0	0
1300	148	0	108	40	0	0	0	0	0	0	0	0	0	0
1400	123	0	74	49	0	0	0	0	0	0	0	0	0	0
1500	115	0	84	31	0	0	0	0	0	0	0	0	0	0
1600	110	0	71	39	0	0	0	0	0	0	0	0	0	0
1700	77	0	53	23	0	0	0	0	1	0	0	0	0	0
1800	55	0	41	14	0	0	0	0	0	0	0	0	0	0
1900	45	0	35	10	0	0	0	0	0	0	0	0	0	0
2000	34	0	28	6	0	0	0	0	0	0	0	0	0	0
2100	21	0	12	9	0	0	0	0	0	0	0	0	0	0
2200	9	0	3	6	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	1522	0	1063	455	0	1	0	0	3	0	0	0	0	0
06-22	1648	0	1155	489	0	1	0	0	3	0	0	0	0	0
06-00	1660	0	1160	496	0	1	0	0	3	0	0	0	0	0
00-00	1742	0	1217	521	0	1	0	0	3	0	0	0	0	0

Peak step 9:00 (194) AM Peak step 9:00 (194) PM Peak step 12:00 (159)

*** Thursday, March 12, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0200	33	0	21	11	0	0	0	0	1	0	0	0	0	0
0300	210	0	148	61	1	0	0	0	0	0	0	0	0	0
0400	523	0	383	138	1	1	0	0	0	0	0	0	0	0
0500	383	0	294	86	0	1	0	0	1	0	0	1	0	0
0600	431	1	327	98	1	3	0	0	1	0	0	0	0	0
0700	312	0	232	73	0	2	0	0	5	0	0	0	0	0
0800	207	0	144	60	0	3	0	0	0	0	0	0	0	0
0900	162	0	101	57	1	0	1	0	2	0	0	0	0	0
1000	135	0	81	52	0	2	0	0	0	0	0	0	0	0
1100	102	0	69	31	1	0	0	0	1	0	0	0	0	0
1200	129	0	79	47	0	0	1	0	2	0	0	0	0	0
1300	129	0	73	52	0	0	1	0	3	0	0	0	0	0
1400	109	0	59	48	0	0	0	0	2	0	0	0	0	0
1500	104	0	54	49	0	1	0	0	0	0	0	0	0	0
1600	91	0	55	35	0	0	0	0	1	0	0	0	0	0
1700	83	0	56	27	0	0	0	0	0	0	0	0	0	0
1800	58	0	35	23	0	0	0	0	0	0	0	0	0	0
1900	30	0	15	14	0	0	0	0	1	0	0	0	0	0
2000	20	0	12	8	0	0	0	0	0	0	0	0	0	0
2100	18	0	11	7	0	0	0	0	0	0	0	0	0	0
2200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	1	4	0	0	0	0	0	0	0	0	0	0
07-19	1621	0	1038	554	2	8	3	0	16	0	0	0	0	0
06-22	2120	1	1403	681	3	11	3	0	18	0	0	0	0	0
06-00	2133	1	1409	688	3	11	3	0	18	0	0	0	0	0
00-00	3301	1	2273	985	5	13	3	0	20	0	0	1	0	0

Peak step 4:00 (523) **AM Peak step** 4:00 (523) **PM Peak step** 12:00 (129)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5576 -- English (ENU)**Datasets:**

Site: [2] FRAZIER LAKE RD BT BLOOMFIELD AVE AND SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0100	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	1	5	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	8	6	0	1	0	0	0	0	0	0	0	0
0600	40	0	23	16	1	0	0	0	0	0	0	0	0	0
0700	47	0	28	16	1	0	0	0	0	0	0	2	0	0
0800	54	0	18	30	1	2	0	0	2	0	0	1	0	0
0900	62	0	27	25	2	5	0	0	2	0	0	1	0	0
1000	99	0	51	41	1	3	0	0	3	0	0	0	0	0
1100	149	0	76	69	1	1	0	0	2	0	0	0	0	0
1200	171	0	88	78	2	1	0	0	2	0	0	0	0	0
1300	238	0	127	106	0	4	1	0	0	0	0	0	0	0
1400	248	0	132	112	0	2	0	0	2	0	0	0	0	0
1500	426	0	243	179	0	4	0	0	0	0	0	0	0	0
1600	563	0	335	218	0	5	0	0	5	0	0	0	0	0
1700	523	0	343	178	0	1	0	0	1	0	0	0	0	0
1800	355	0	238	113	1	3	0	0	0	0	0	0	0	0
1900	171	0	98	72	0	1	0	0	0	0	0	0	0	0
2000	135	0	86	49	0	0	0	0	0	0	0	0	0	0
2100	69	0	49	20	0	0	0	0	0	0	0	0	0	0
2200	51	0	29	22	0	0	0	0	0	0	0	0	0	0
2300	25	0	15	10	0	0	0	0	0	0	0	0	0	0
07-19	2935	0	1706	1165	9	31	1	0	19	0	0	4	0	0
06-22	3350	0	1962	1322	10	32	1	0	19	0	0	4	0	0
06-00	3426	0	2006	1354	10	32	1	0	19	0	0	4	0	0
00-00	3470	0	2029	1374	10	33	1	0	19	0	0	4	0	0

Peak step 16:00 (563) **AM Peak step** 11:00 (149) **PM Peak step** 16:00 (563)

Peak step 17:00 (571) AM Peak step 11:00 (154) PM Peak step 17:00 (571)

*** Thursday, March 5, 2026 *HOSE DAMAGED***

[illegible]

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	10	11	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0600	16	0	12	4	0	0	0	0	0	0	0	0	0	0
0700	46	0	23	20	0	2	0	0	1	0	0	0	0	0
0800	45	0	17	28	0	0	0	0	0	0	0	0	0	0
0900	80	0	35	44	0	1	0	0	0	0	0	0	0	0
1000	122	0	69	51	1	0	0	0	1	0	0	0	0	0
1100	140	1	75	58	0	2	2	0	2	0	0	0	0	0
1200	216	0	123	88	0	2	0	0	3	0	0	0	0	0
1300	234	0	120	113	0	0	0	0	1	0	0	0	0	0
1400	230	0	127	98	0	2	1	0	2	0	0	0	0	0
1500	226	0	132	93	0	1	0	0	0	0	0	0	0	0
1600	255	0	147	107	0	1	0	0	0	0	0	0	0	0
1700	222	0	118	99	0	2	0	0	3	0	0	0	0	0
1800	179	0	88	89	0	1	0	0	1	0	0	0	0	0
1900	135	0	55	77	0	3	0	0	0	0	0	0	0	0
2000	89	1	37	48	0	2	1	0	0	0	0	0	0	0
2100	78	0	42	35	0	1	0	0	0	0	0	0	0	0
2200	61	0	21	39	0	1	0	0	0	0	0	0	0	0
2300	33	0	10	23	0	0	0	0	0	0	0	0	0	0
07-19	1995	1	1074	888	1	14	3	0	14	0	0	0	0	0
06-22	2313	2	1220	1052	1	20	4	0	14	0	0	0	0	0
06-00	2407	2	1251	1114	1	21	4	0	14	0	0	0	0	0
00-00	2455	2	1277	1136	1	21	4	0	14	0	0	0	0	0

Peak step 16:00 (255) AM Peak step 11:00 (140) PM Peak step 16:00 (255)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	17	0	6	11	0	0	0	0	0	0	0	0	0	0
0100	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0200	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0300	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0400	6	0	1	5	0	0	0	0	0	0	0	0	0	0
0500	11	0	4	6	0	0	1	0	0	0	0	0	0	0
0600	17	0	5	12	0	0	0	0	0	0	0	0	0	0
0700	23	0	11	12	0	0	0	0	0	0	0	0	0	0
0800	51	0	21	30	0	0	0	0	0	0	0	0	0	0
0900	76	0	37	36	0	0	0	0	3	0	0	0	0	0
1000	105	0	50	55	0	0	0	0	0	0	0	0	0	0
1100	147	0	88	56	0	2	0	0	1	0	0	0	0	0
1200	203	1	102	97	0	1	1	0	1	0	0	0	0	0
1300	219	1	130	86	0	1	0	0	1	0	0	0	0	0
1400	236	0	131	100	0	4	0	0	1	0	0	0	0	0
1500	215	0	104	110	0	1	0	0	0	0	0	0	0	0
1600	206	0	121	84	0	1	0	0	0	0	0	0	0	0
1700	198	0	86	109	0	3	0	0	0	0	0	0	0	0
1800	139	0	60	78	0	1	0	0	0	0	0	0	0	0
1900	100	0	42	57	0	1	0	0	0	0	0	0	0	0
2000	49	0	21	28	0	0	0	0	0	0	0	0	0	0
2100	35	0	19	15	0	0	0	0	1	0	0	0	0	0
2200	21	0	7	14	0	0	0	0	0	0	0	0	0	0
2300	8	0	5	3	0	0	0	0	0	0	0	0	0	0
07-19	1818	2	941	853	0	14	1	0	7	0	0	0	0	0
06-22	2019	2	1028	965	0	15	1	0	8	0	0	0	0	0
06-00	2048	2	1040	982	0	15	1	0	8	0	0	0	0	0
00-00	2104	2	1058	1019	0	15	2	0	8	0	0	0	0	0

Peak step 14:00 (236) AM Peak step 11:00 (147) PM Peak step 14:00 (236)

* Thursday, March 12, 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0400	26	0	19	7	0	0	0	0	0	0	0	0	0	0
0500	40	0	31	9	0	0	0	0	0	0	0	0	0	0
0600	52	0	36	15	0	0	1	0	0	0	0	0	0	0
0700	61	0	26	32	0	2	1	0	0	0	0	0	0	0
0800	71	0	34	36	0	0	0	0	1	0	0	0	0	0
0900	82	0	35	42	2	1	0	0	1	0	0	1	0	0
1000	124	0	59	62	0	2	0	0	1	0	0	0	0	0
1100	178	0	93	84	0	1	0	0	0	0	0	0	0	0
1200	191	0	100	86	1	2	0	0	2	0	0	0	0	0
1300	294	0	153	135	0	3	0	0	3	0	0	0	0	0
1400	410	0	208	193	0	8	0	0	1	0	0	0	0	0
1500	520	0	236	269	1	10	0	0	3	1	0	0	0	0
1600	539	0	213	314	0	8	0	0	4	0	0	0	0	0
1700	319	1	126	183	3	3	0	0	3	0	0	0	0	0
1800	195	0	43	146	0	4	2	0	0	0	0	0	0	0
1900	231	0	29	192	1	8	0	0	1	0	0	0	0	0
2000	146	0	6	138	0	2	0	0	0	0	0	0	0	0
2100	97	0	15	82	0	0	0	0	0	0	0	0	0	0
2200	51	0	4	47	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	21	0	0	0	0	0	0	0	0	0	0
07-19	2984	1	1326	1582	7	44	3	0	19	1	0	1	0	0
06-22	3510	1	1412	2009	8	54	4	0	20	1	0	1	0	0
06-00	3582	1	1416	2077	8	54	4	0	20	1	0	1	0	0
00-00	3682	1	1491	2102	8	54	4	0	20	1	0	1	0	0

Peak step 16:00 (539) AM Peak step 11:00 (178) PM Peak step 16:00 (539)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5529 -- English (ENU)**Datasets:**

Site: [3] SAN FELIPE RD BT SR152 AND SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	33	0	19	14	0	0	0	0	0	0	0	0	0	0
0600	45	0	27	16	1	1	0	0	0	0	0	0	0	0
0700	41	0	26	14	0	0	1	0	0	0	0	0	0	0
0800	21	0	6	13	0	1	0	0	1	0	0	0	0	0
0900	25	0	12	9	0	2	1	0	1	0	0	0	0	0
1000	18	0	6	9	0	2	0	1	0	0	0	0	0	0
1100	15	0	4	9	0	1	1	0	0	0	0	0	0	0
1200	20	0	9	9	0	1	0	0	1	0	0	0	0	0
1300	17	0	6	10	1	0	0	0	0	0	0	0	0	0
1400	16	0	6	8	0	0	1	0	1	0	0	0	0	0
1500	25	0	9	14	0	0	0	0	2	0	0	0	0	0
1600	20	0	9	7	1	1	0	0	2	0	0	0	0	0
1700	12	0	5	6	0	0	1	0	0	0	0	0	0	0
1800	11	0	6	5	0	0	0	0	0	0	0	0	0	0
1900	5	0	2	3	0	0	0	0	0	0	0	0	0	0
2000	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2100	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	241	0	104	113	2	8	5	1	8	0	0	0	0	0
06-22	307	0	142	139	3	9	5	1	8	0	0	0	0	0
06-00	309	0	144	139	3	9	5	1	8	0	0	0	0	0
00-00	353	0	171	156	3	9	5	1	8	0	0	0	0	0

Peak step 6:00 (45) **AM Peak step** 6:00 (45) **PM Peak step** 15:00 (25)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	47	0	31	15	0	1	0	0	0	0	0	0	0	0
0600	50	0	25	23	1	1	0	0	0	0	0	0	0	0
0700	46	0	27	19	0	0	0	0	0	0	0	0	0	0
0800	29	0	13	15	1	0	0	0	0	0	0	0	0	0
0900	19	0	8	9	0	1	0	0	1	0	0	0	0	0
1000	33	0	8	19	0	1	0	1	4	0	0	0	0	0
1100	17	0	4	9	1	0	1	0	1	1	0	0	0	0
1200	20	0	9	9	0	2	0	0	0	0	0	0	0	0
1300	17	0	9	7	1	0	0	0	0	0	0	0	0	0
1400	23	0	11	10	0	0	2	0	0	0	0	0	0	0
1500	22	0	7	11	0	2	1	1	0	0	0	0	0	0
1600	26	0	15	9	2	0	0	0	0	0	0	0	0	0
1700	16	0	7	8	0	1	0	0	0	0	0	0	0	0
1800	14	0	7	6	0	0	0	0	1	0	0	0	0	0
1900	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2100	9	0	5	3	0	0	0	0	1	0	0	0	0	0
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	0
07-19	282	0	125	131	5	7	4	2	7	1	0	0	0	0
06-22	357	0	164	164	6	8	4	2	8	1	0	0	0	0
06-00	361	0	166	165	7	8	4	2	8	1	0	0	0	0
00-00	416	0	203	182	7	9	4	2	8	1	0	0	0	0

Peak step 6:00 (50) AM Peak step 6:00 (50) PM Peak step 16:00 (26)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0500	43	0	24	17	0	2	0	0	0	0	0	0	0	0
0600	40	0	20	17	1	2	0	0	0	0	0	0	0	0
0700	42	0	31	9	0	2	0	0	0	0	0	0	0	0
0800	40	0	19	18	1	0	0	0	2	0	0	0	0	0
0900	26	0	14	11	0	0	0	0	1	0	0	0	0	0
1000	21	0	7	10	2	2	0	0	0	0	0	0	0	0
1100	13	0	8	4	1	0	0	0	0	0	0	0	0	0
1200	17	0	8	9	0	0	0	0	0	0	0	0	0	0
1300	19	0	9	8	0	1	0	0	1	0	0	0	0	0
1400	27	0	12	12	0	1	1	1	0	0	0	0	0	0
1500	21	0	13	6	0	1	0	1	0	0	0	0	0	0
1600	16	0	8	7	1	0	0	0	0	0	0	0	0	0
1700	15	0	6	9	0	0	0	0	0	0	0	0	0	0
1800	14	0	10	4	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	4	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	271	0	145	107	5	7	1	2	4	0	0	0	0	0
06-22	327	0	177	128	6	9	1	2	4	0	0	0	0	0
06-00	332	0	178	132	6	9	1	2	4	0	0	0	0	0
00-00	390	0	210	156	6	11	1	2	4	0	0	0	0	0

Peak step 5:00 (43) AM Peak step 5:00 (43) PM Peak step 14:00 (27)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0600	22	0	17	5	0	0	0	0	0	0	0	0	0	0
0700	17	0	6	11	0	0	0	0	0	0	0	0	0	0
0800	13	0	5	8	0	0	0	0	0	0	0	0	0	0
0900	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1000	21	0	12	7	1	0	0	0	1	0	0	0	0	0
1100	16	0	8	7	0	1	0	0	0	0	0	0	0	0
1200	20	1	8	9	1	1	0	0	0	0	0	0	0	0
1300	24	0	9	15	0	0	0	0	0	0	0	0	0	0
1400	15	0	9	5	1	0	0	0	0	0	0	0	0	0
1500	23	0	9	13	0	0	0	0	1	0	0	0	0	0
1600	14	0	8	6	0	0	0	0	0	0	0	0	0	0
1700	15	0	9	6	0	0	0	0	0	0	0	0	0	0
1800	12	0	6	6	0	0	0	0	0	0	0	0	0	0
1900	7	0	4	3	0	0	0	0	0	0	0	0	0	0
2000	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	205	1	100	97	3	2	0	0	2	0	0	0	0	0
06-22	251	1	134	109	3	2	0	0	2	0	0	0	0	0
06-00	256	1	137	111	3	2	0	0	2	0	0	0	0	0
00-00	269	1	143	117	3	2	1	0	2	0	0	0	0	0

Peak step 13:00 (24) AM Peak step 6:00 (22) PM Peak step 13:00 (24)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0800	13	0	4	9	0	0	0	0	0	0	0	0	0	0
0900	12	0	7	4	0	0	0	0	1	0	0	0	0	0
1000	25	0	12	12	0	1	0	0	0	0	0	0	0	0
1100	17	0	11	6	0	0	0	0	0	0	0	0	0	0
1200	15	0	8	7	0	0	0	0	0	0	0	0	0	0
1300	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1400	22	0	14	8	0	0	0	0	0	0	0	0	0	0
1500	14	1	5	7	0	1	0	0	0	0	0	0	0	0
1600	7	0	2	5	0	0	0	0	0	0	0	0	0	0
1700	12	0	4	8	0	0	0	0	0	0	0	0	0	0
1800	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	171	1	87	80	0	2	0	0	1	0	0	0	0	0
06-22	192	1	99	89	0	2	0	0	1	0	0	0	0	0
06-00	196	1	101	91	0	2	0	0	1	0	0	0	0	0
00-00	206	1	105	97	0	2	0	0	1	0	0	0	0	0

Peak step 10:00 (25) AM Peak step 10:00 (25) PM Peak step 14:00 (22)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5530 -- English (ENU)**Datasets:**

Site: [3] SAN FELIPE RD BT SR152 AND SHORE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	2	1	0	0	2	0	0	0	0	0	0	0
0600	14	0	5	8	1	0	0	0	0	0	0	0	0	0
0700	35	0	17	16	1	1	0	0	0	0	0	0	0	0
0800	24	0	5	16	0	2	0	0	1	0	0	0	0	0
0900	26	0	10	12	0	1	0	0	3	0	0	0	0	0
1000	11	0	5	5	0	0	1	0	0	0	0	0	0	0
1100	21	0	7	14	0	0	0	0	0	0	0	0	0	0
1200	27	0	14	11	0	1	1	0	0	0	0	0	0	0
1300	34	0	21	10	1	2	0	0	0	0	0	0	0	0
1400	46	0	22	21	0	1	0	0	2	0	0	0	0	0
1500	46	0	25	17	0	0	0	0	3	1	0	0	0	0
1600	55	0	37	15	1	1	0	0	1	0	0	0	0	0
1700	58	0	37	19	0	1	1	0	0	0	0	0	0	0
1800	31	0	15	15	0	0	0	0	1	0	0	0	0	0
1900	25	0	16	9	0	0	0	0	0	0	0	0	0	0
2000	13	0	8	5	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	414	0	215	171	3	10	3	0	11	1	0	0	0	0
06-22	468	0	246	193	4	10	3	0	11	1	0	0	0	0
06-00	469	0	247	193	4	10	3	0	11	1	0	0	0	0
00-00	475	0	250	194	4	10	5	0	11	1	0	0	0	0

Peak step 17:00 (58) **AM Peak step** 7:00 (35) **PM Peak step** 17:00 (58)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	3	7	1	1	1	0	1	0	0	0	0	0
0700	37	0	21	13	1	2	0	0	0	0	0	0	0	0
0800	25	0	12	13	0	0	0	0	0	0	0	0	0	0
0900	19	0	7	7	1	1	1	0	1	1	0	0	0	0
1000	21	0	7	10	1	1	1	0	1	0	0	0	0	0
1100	26	0	9	13	1	1	1	0	0	1	0	0	0	0
1200	25	0	12	9	0	3	0	0	1	0	0	0	0	0
1300	37	0	22	13	1	1	0	0	0	0	0	0	0	0
1400	25	0	10	15	0	0	0	0	0	0	0	0	0	0
1500	46	0	21	24	0	1	0	0	0	0	0	0	0	0
1600	47	0	23	22	1	1	0	0	0	0	0	0	0	0
1700	48	0	25	22	0	1	0	0	0	0	0	0	0	0
1800	26	0	18	7	0	1	0	0	0	0	0	0	0	0
1900	20	0	14	6	0	0	0	0	0	0	0	0	0	0
2000	16	0	9	7	0	0	0	0	0	0	0	0	0	0
2100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
07-19	382	0	187	168	6	13	3	0	3	2	0	0	0	0
06-22	435	0	215	189	7	14	4	0	4	2	0	0	0	0
06-00	440	0	218	191	7	14	4	0	4	2	0	0	0	0
00-00	446	0	223	192	7	14	4	0	4	2	0	0	0	0

Peak step 17:00 (48) AM Peak step 7:00 (37) PM Peak step 17:00 (48)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	1	0	0	0	0	1	0	0	0	0	0
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0600	15	0	4	9	1	0	1	0	0	0	0	0	0	0
0700	38	0	21	15	0	1	0	0	1	0	0	0	0	0
0800	21	0	6	12	0	2	0	0	1	0	0	0	0	0
0900	22	0	9	10	0	1	2	0	0	0	0	0	0	0
1000	25	0	10	10	0	2	2	1	0	0	0	0	0	0
1100	28	0	16	12	0	0	0	0	0	0	0	0	0	0
1200	28	0	12	14	0	2	0	0	0	0	0	0	0	0
1300	36	0	15	15	3	1	0	1	1	0	0	0	0	0
1400	36	0	20	14	0	1	0	1	0	0	0	0	0	0
1500	59	0	30	29	0	0	0	0	0	0	0	0	0	0
1600	52	0	30	21	1	0	0	0	0	0	0	0	0	0
1700	44	0	31	12	0	1	0	0	0	0	0	0	0	0
1800	27	0	16	9	0	1	0	0	1	0	0	0	0	0
1900	15	0	11	4	0	0	0	0	0	0	0	0	0	0
2000	11	0	6	5	0	0	0	0	0	0	0	0	0	0
2100	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	2	1	0	1	0	0	0	0	0	0	0	0
07-19	416	0	216	173	4	12	4	3	4	0	0	0	0	0
06-22	463	0	241	193	5	12	5	3	4	0	0	0	0	0
06-00	470	0	245	195	5	13	5	3	4	0	0	0	0	0
00-00	479	0	248	200	5	13	5	3	5	0	0	0	0	0

Peak step 15:00 (59) AM Peak step 7:00 (38) PM Peak step 15:00 (59)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0800	16	0	7	8	0	0	0	0	1	0	0	0	0	0
0900	14	0	4	9	0	0	1	0	0	0	0	0	0	0
1000	27	0	13	14	0	0	0	0	0	0	0	0	0	0
1100	22	0	10	12	0	0	0	0	0	0	0	0	0	0
1200	27	1	17	9	0	0	0	0	0	0	0	0	0	0
1300	24	0	13	9	1	1	0	0	0	0	0	0	0	0
1400	40	0	28	12	0	0	0	0	0	0	0	0	0	0
1500	34	0	22	11	0	1	0	0	0	0	0	0	0	0
1600	32	0	16	16	0	0	0	0	0	0	0	0	0	0
1700	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1800	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1900	14	0	10	4	0	0	0	0	0	0	0	0	0	0
2000	12	0	8	4	0	0	0	0	0	0	0	0	0	0
2100	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
07-19	287	1	165	116	1	2	1	0	1	0	0	0	0	0
06-22	323	1	190	127	1	2	1	0	1	0	0	0	0	0
06-00	335	1	198	131	1	2	1	0	1	0	0	0	0	0
00-00	340	1	201	133	1	2	1	0	1	0	0	0	0	0

Peak step 14:00 (40) AM Peak step 10:00 (27) PM Peak step 14:00 (40)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0600	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0700	14	0	8	6	0	0	0	0	0	0	0	0	0	0
0800	14	0	6	8	0	0	0	0	0	0	0	0	0	0
0900	21	0	10	11	0	0	0	0	0	0	0	0	0	0
1000	22	0	10	12	0	0	0	0	0	0	0	0	0	0
1100	27	0	16	11	0	0	0	0	0	0	0	0	0	0
1200	18	0	12	6	0	0	0	0	0	0	0	0	0	0
1300	28	0	20	8	0	0	0	0	0	0	0	0	0	0
1400	25	0	15	10	0	0	0	0	0	0	0	0	0	0
1500	20	0	12	8	0	0	0	0	0	0	0	0	0	0
1600	19	0	8	11	0	0	0	0	0	0	0	0	0	0
1700	22	0	17	5	0	0	0	0	0	0	0	0	0	0
1800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1900	15	0	9	6	0	0	0	0	0	0	0	0	0	0
2000	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	243	0	144	99	0	0	0	0	0	0	0	0	0	0
06-22	275	0	164	111	0	0	0	0	0	0	0	0	0	0
06-00	280	0	167	113	0	0	0	0	0	0	0	0	0	0
00-00	291	0	170	121	0	0	0	0	0	0	0	0	0	0

Peak step 13:00 (28) AM Peak step 11:00 (27) PM Peak step 13:00 (28)

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

Day	Southbound	Northbound
Tuesday	10388	9913
Wednesday	10352	9878
Thursday	10821	10307
Saturday	8305	7963
Sunday	6620	6399
Weekly (5-day) Total	46486	44460

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

3/3/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		
12:00 AM	0	23	0	0	1	24		0	4	0	0	0	4		28
12:15 AM	0	10	0	0	0	10		0	10	0	0	0	10		20
12:30 AM	0	16	0	1	1	18		0	3	0	0	0	3		21
12:45 AM	0	13	0	0	1	14		0	8	0	0	0	8		22
1:00 AM	0	7	0	0	0	7		0	9	0	0	1	10		17
1:15 AM	0	5	0	0	0	5		0	7	0	0	0	7		12
1:30 AM	0	15	0	1	1	17		0	8	0	0	1	9		26
1:45 AM	0	3	0	0	0	3		0	13	0	2	0	15		18
2:00 AM	0	2	0	0	0	2		0	5	0	0	0	5		7
2:15 AM	0	7	0	0	0	7		0	7	0	0	0	7		14
2:30 AM	0	4	0	0	0	4		0	6	0	0	0	6		10
2:45 AM	0	8	0	1	0	9		0	14	0	0	0	14		23
3:00 AM	0	11	0	0	0	11		0	23	0	1	0	24		35
3:15 AM	0	14	0	0	1	15		0	30	0	0	0	30		45
3:30 AM	0	12	0	0	0	12		0	50	0	0	0	50		62
3:45 AM	1	11	0	2	0	14		0	49	0	0	1	50		64
4:00 AM	0	11	0	0	1	12		0	61	0	0	1	62		74
4:15 AM	0	12	0	1	0	13		0	97	0	0	3	100		113
4:30 AM	0	11	0	0	0	11		0	122	0	0	0	122		133
4:45 AM	0	15	0	0	0	15		0	101	0	3	0	104		119
5:00 AM	0	19	0	2	0	21		0	116	0	1	2	119		140
5:15 AM	0	14	0	0	0	14		0	125	0	0	0	125		139
5:30 AM	0	28	0	1	0	29		1	139	0	0	0	140		169
5:45 AM	0	35	0	5	0	40		1	147	0	2	0	150		190
6:00 AM	0	47	0	1	0	48		0	130	2	1	0	133		181
6:15 AM	0	55	0	2	3	60		0	126	0	2	0	128		188
6:30 AM	0	65	0	1	2	68		0	167	0	0	0	167		235
6:45 AM	0	82	1	1	1	85		1	189	0	3	1	194		279
7:00 AM	0	82	2	0	1	85		0	166	1	0	0	167		252
7:15 AM	0	119	0	4	0	123		0	186	4	3	1	194		317
7:30 AM	0	117	0	0	1	118		1	225	0	3	0	229		347
7:45 AM	0	133	1	1	1	136		1	273	0	3	2	279		415
8:00 AM	0	154	0	2	3	159		1	173	0	1	1	176		335
8:15 AM	0	170	1	3	0	174		0	172	0	4	0	176		350
8:30 AM	0	102	0	3	0	105		0	206	0	6	3	215		320
8:45 AM	0	132	0	4	3	139		1	183	0	4	1	189		328
9:00 AM	0	111	0	1	0	112		0	147	0	2	1	150		262
9:15 AM	0	89	0	1	0	90		0	115	0	3	2	120		210
9:30 AM	0	102	0	2	0	104		1	140	0	2	1	144		248
9:45 AM	0	113	0	2	1	116		0	140	1	4	1	146		262
10:00 AM	0	115	0	3	0	118		0	134	1	3	1	139		257
10:15 AM	2	125	0	5	0	132		0	122	0	8	0	130		262
10:30 AM	0	107	0	8	4	119		1	127	0	4	1	133		252
10:45 AM	0	125	0	2	0	127		0	151	1	5	0	157		284
11:00 AM	0	154	0	3	1	158		0	128	1	4	1	134		292
11:15 AM	1	119	0	4	1	125		0	117	0	3	3	123		248
11:30 AM	1	135	0	2	1	139		3	130	0	1	2	136		275
11:45 AM	0	168	1	5	0	174		1	151	0	4	1	157		331
12:00 PM	0	198	1	1	0	200		0	136	0	4	0	140		340
12:15 PM	0	139	0	0	1	140		1	160	0	4	0	165		305
12:30 PM	1	164	0	4	0	169		1	146	3	3	1	154		323
12:45 PM	0	167	0	1	1	169		3	167	0	1	1	172		341
1:00 PM	0	157	0	5	2	164		0	148	1	2	2	153		317
1:15 PM	0	180	0	4	0	184		1	138	0	2	3	144		328
1:30 PM	0	179	2	1	1	183		1	135	0	1	0	137		320
1:45 PM	0	173	1	2	1	177		0	116	1	1	0	118		295
2:00 PM	2	181	2	4	0	189		0	125	0	5	0	130		319
2:15 PM	1	155	1	2	0	159		0	106	1	2	0	109		268
2:30 PM	0	212	0	1	0	213		0	126	1	2	0	129		342
2:45 PM	1	230	0	0	0	231		0	118	1	2	0	121		352
3:00 PM	2	205	1	1	0	209		1	136	0	2	0	139		348
3:15 PM	0	184	0	0	0	184		0	149	1	2	0	152		336
3:30 PM	0	220	0	1	0	221		0	167	0	5	0	172		393
3:45 PM	0	233	1	0	0	234		0	144	0	2	0	146		380
4:00 PM	1	259	1	3	1	265		1	167	0	2	0	170		435
4:15 PM	1	259	1	2	0	263		1	163	3	2	0	169		432
4:30 PM	2	294	0	1	0	297		0	157	0	1	1	159		456
4:45 PM	0	263	0	0	0	263		1	149	0	1	1	152		415
5:00 PM	0	299	0	0	0	299		1	174	0	0	0	175		474
5:15 PM	0	251	0	0	0	251		2	150	0	0	0	152		403
5:30 PM	0	224	0	1	0	225		1	147	0	1	0	149		374
5:45 PM	0	211	0	1	0	212		1	130	0	1	0	132		344
6:00 PM	1	191	0	0	1	193		1	128	0	0	0	129		322
6:15 PM	1	167	0	1	0	169		0	105	0	0	1	106		275
6:30 PM	0	157	0	1	0	158		0	102	0	0	0	102		260
6:45 PM	1	171	0	0	2	174		0	88	0	0	0	88		262
7:00 PM	0	124	0	1	0	125		0	93	0	0	0	93		218
7:15 PM	0	116	1	0	0	117		0	82	0	0	0	82		199
7:30 PM	0	107	0	1	0	108		0	89	0	1	0	90		198
7:45 PM	0	124	0	0	0	124		0	59	0	0	0	59		183
8:00 PM	0	97	0	0	1	98		0	45	0	0	1	46		144
8:15 PM	0	118	0	0	0	118		0	48	0	0	0	48		166
8:30 PM	1	118	0	2	0	121		0	50	0	0	0	50		171
8:45 PM	0	81	0	0	0	81		0	74	0	0	0	74		155
9:00 PM	0	76	0	1	0	77		0	88	0	2	0	90		167
9:15 PM	0	68	0	0	0	68		0	37	0	0	0	37		105
9:30 PM	0	71	0	0	0	71		0	35	0	0	0	35		106
9:45 PM	0	57	0	0	0	57		0	24	0	0	0	24		81
10:00 PM	0	42	0	0	0	42		0	25	0	0	0	25		67
10:15 PM	0	55	0	0	1	56		0	23	0	0	0	23		79
10:30 PM	0	31	0	0	0	31		0	13	0	0	0	13		44
10:45 PM	0	30	0	0	0	30		0	13	0	0	0	13		43
11:00 PM	0	35	0	0	0	35		0	13	0	0	1	14		49
11:15 PM	0	40	0	0	0	40		0	16	0	0	0	16		56
11:30 PM	0	35	0	1	0	36		0	18	0	0	0	18		54
11:45 PM	0	17	0	0	0	17		0	9	0	0	0	9		26
Daily Total - Tuesday	20	10192	18	117	41	10388		30	9683	23	133	44	9913		20301

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

3/4/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		
12:00 AM	0	23	0	0	0	23		0	7	0	0	0	7		30
12:15 AM	0	27	0	0	0	27		0	8	0	0	0	8		35
12:30 AM	0	9	0	1	0	10		0	5	0	0	0	5		15
12:45 AM	0	13	0	0	0	13		0	8	0	0	0	8		21
1:00 AM	0	11	0	0	1	12		0	5	0	0	0	5		17
1:15 AM	0	9	0	0	0	9		0	5	0	0	0	5		14
1:30 AM	0	14	0	0	0	14		0	7	0	0	1	8		22
1:45 AM	0	9	0	0	0	9		0	10	0	0	0	10		19
2:00 AM	0	5	0	0	1	6		0	6	0	0	0	6		12
2:15 AM	0	8	0	0	0	8		0	5	0	0	0	5		13
2:30 AM	0	5	0	0	0	5		0	9	0	0	0	9		14
2:45 AM	0	12	0	0	0	12		0	16	0	0	1	17		29
3:00 AM	0	6	0	1	0	7		0	20	0	0	0	20		27
3:15 AM	0	10	0	0	2	12		0	28	0	0	0	28		40
3:30 AM	0	13	0	0	1	14		0	44	0	0	1	45		59
3:45 AM	0	8	0	0	0	8		0	56	0	0	0	56		64
4:00 AM	0	8	0	0	0	8		0	59	0	0	0	59		67
4:15 AM	0	9	0	0	1	10		0	94	0	2	2	98		108
4:30 AM	0	6	0	0	0	6		0	114	0	0	1	115		121
4:45 AM	0	11	0	0	1	12		0	109	0	0	0	109		121
5:00 AM	0	27	0	1	0	28		0	123	0	1	0	124		152
5:15 AM	0	20	0	2	0	22		1	134	0	2	0	137		159
5:30 AM	0	35	0	2	0	37		2	132	0	3	0	137		174
5:45 AM	0	38	0	5	0	43		1	149	0	1	0	151		194
6:00 AM	0	51	0	3	2	56		0	130	2	2	2	136		192
6:15 AM	0	51	0	2	2	55		0	154	0	5	0	159		214
6:30 AM	0	65	0	2	2	69		0	155	0	3	1	159		228
6:45 AM	0	84	2	4	1	91		1	226	0	2	0	229		320
7:00 AM	0	90	1	1	2	94		1	184	1	3	0	189		283
7:15 AM	0	123	0	1	1	125		0	194	3	3	1	201		326
7:30 AM	0	116	0	4	0	120		0	229	0	8	3	240		360
7:45 AM	0	145	0	4	0	149		1	248	0	2	3	254		403
8:00 AM	0	149	2	3	0	154		0	165	0	2	1	168		322
8:15 AM	0	164	1	2	0	167		0	179	0	2	0	181		348
8:30 AM	0	101	0	1	0	102		0	184	0	3	1	188		290
8:45 AM	1	118	0	2	0	121		3	186	0	1	1	191		312
9:00 AM	0	110	0	0	1	111		0	129	0	3	2	134		245
9:15 AM	0	100	0	4	0	104		0	161	0	2	1	164		268
9:30 AM	0	111	0	0	0	111		0	124	0	2	0	126		237
9:45 AM	0	110	0	2	0	112		0	109	2	1	1	113		225
10:00 AM	0	112	0	5	0	117		0	134	0	5	1	140		257
10:15 AM	0	106	1	1	0	108		0	132	0	4	0	136		244
10:30 AM	0	114	1	3	1	119		0	136	1	2	1	140		259
10:45 AM	0	133	0	3	0	136		1	120	0	1	0	122		258
11:00 AM	0	146	0	2	0	148		0	156	2	0	1	159		307
11:15 AM	0	121	0	1	1	123		0	136	0	4	0	140		263
11:30 AM	0	124	0	4	0	128		0	145	0	2	1	148		276
11:45 AM	0	146	0	4	0	150		0	128	0	1	0	129		279
12:00 PM	1	190	1	1	1	194		1	155	0	2	1	159		353
12:15 PM	0	151	1	2	3	157		0	165	0	1	1	167		324
12:30 PM	0	150	0	1	1	152		0	172	2	1	0	175		327
12:45 PM	1	172	0	4	3	180		0	172	0	3	2	177		357
1:00 PM	0	147	0	3	1	151		1	171	0	5	1	178		329
1:15 PM	0	199	0	2	0	201		0	143	0	2	2	147		348
1:30 PM	1	187	1	0	0	189		0	140	1	4	2	147		336
1:45 PM	0	179	2	1	2	184		1	137	0	3	0	141		325
2:00 PM	1	172	0	1	0	174		0	110	0	4	3	117		291
2:15 PM	0	194	2	2	2	200		0	128	0	1	2	131		331
2:30 PM	1	202	1	5	0	209		0	134	0	1	1	136		345
2:45 PM	1	187	0	2	1	191		0	128	2	1	1	132		323
3:00 PM	0	216	0	3	1	220		1	145	2	1	2	151		371
3:15 PM	0	214	0	1	0	215		0	127	2	5	0	134		349
3:30 PM	1	217	1	0	0	219		0	143	0	2	0	145		364
3:45 PM	1	232	0	0	0	233		0	164	1	1	2	168		401
4:00 PM	0	260	1	2	0	263		1	141	0	3	0	145		408
4:15 PM	2	256	1	3	0	262		0	140	1	2	0	143		405
4:30 PM	2	281	0	2	0	285		1	138	0	3	0	142		427
4:45 PM	2	298	0	4	0	304		1	145	0	0	0	146		450
5:00 PM	0	284	0	3	0	287		0	157	0	1	0	158		445
5:15 PM	0	246	0	0	0	246		0	129	0	1	0	130		376
5:30 PM	2	223	0	0	0	225		0	119	1	0	1	121		346
5:45 PM	2	180	0	0	0	182		1	124	0	1	0	126		308
6:00 PM	0	210	0	3	0	213		2	132	0	0	0	134		347
6:15 PM	1	175	0	4	0	180		0	106	0	0	0	106		286
6:30 PM	0	173	0	2	0	175		0	107	0	1	0	108		283
6:45 PM	0	123	0	2	0	125		0	88	0	0	0	88		213
7:00 PM	2	157	0	2	2	163		0	87	0	1	0	88		251
7:15 PM	0	112	1	1	1	115		0	71	0	0	0	71		186
7:30 PM	0	112	0	0	0	112		0	61	0	0	0	61		173
7:45 PM	0	123	0	0	0	123		0	59	0	0	0	59		182
8:00 PM	0	98	0	0	0	98		0	52	0	0	1	53		151
8:15 PM	0	109	0	1	1	111		0	78	0	0	0	78		189
8:30 PM	0	79	0	1	0	80		0	53	0	0	0	53		133
8:45 PM	0	76	0	1	0	77		0	55	0	1	1	57		134
9:00 PM	0	72	0	0	0	72		0	42	0	0	1	43		115
9:15 PM	0	73	0	0	0	73		0	48	0	0	0	48		121
9:30 PM	0	64	0	0	0	64		0	34	0	0	0	34		98
9:45 PM	0	48	0	0	0	48		0	30	0	0	0	30		78
10:00 PM	0	41	0	1	0	42		0	31	0	0	0	31		73
10:15 PM	0	35	0	0	0	35		0	19	0	0	0	19		54
10:30 PM	0	44	0	0	0	44		0	13	0	0	0	13		57
10:45 PM	0	38	0	0	0	38		0	17	0	0	0	17		55
11:00 PM	0	24	0	0	0	24		0	15	0	0	0	15		39
11:15 PM	0	51	0	0	0	51		0	16	0	0	0	16		67
11:30 PM	0	21	0	0	0	21		0	11	0	0	0	11		32
11:45 PM	0	20	0	0	0	20		0	11	0	0	0	11		31
Daily Total - Wednesday	22	10141	20	130	39	10352		21	9660	23	123	51	9878		20230

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

3/5/2026	Southbound						Northbound						Combined
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Total
12:00 AM	0	17	0	0	0	17	0	7	0	0	0	7	24
12:15 AM	0	20	0	0	0	20	0	15	0	0	0	15	35
12:30 AM	0	19	0	1	0	20	0	10	0	0	1	11	31
12:45 AM	0	8	0	0	0	8	0	5	0	0	0	5	13
1:00 AM	0	11	0	0	1	12	0	12	0	0	0	12	24
1:15 AM	0	10	0	0	0	10	0	8	0	0	0	8	18
1:30 AM	0	10	0	0	0	10	0	12	0	0	0	12	22
1:45 AM	0	6	0	1	0	7	0	8	0	1	1	10	17
2:00 AM	0	7	0	0	0	7	0	12	0	0	0	12	19
2:15 AM	0	7	0	0	0	7	0	8	0	1	0	9	16
2:30 AM	0	4	0	0	0	4	0	5	0	0	0	5	9
2:45 AM	0	9	0	0	0	9	0	15	0	0	0	15	24
3:00 AM	0	8	0	1	0	9	0	24	0	1	0	25	34
3:15 AM	0	10	0	0	0	10	0	31	0	0	0	31	41
3:30 AM	0	17	0	0	3	20	0	36	0	0	0	36	56
3:45 AM	0	12	0	1	0	13	1	72	0	0	0	73	86
4:00 AM	0	12	0	0	0	12	0	49	0	0	1	50	62
4:15 AM	0	9	0	0	0	9	0	95	0	0	1	96	105
4:30 AM	0	10	0	0	0	10	0	113	0	0	1	114	124
4:45 AM	0	21	0	0	0	21	0	123	0	0	0	123	144
5:00 AM	0	29	0	0	0	29	0	138	0	0	0	138	167
5:15 AM	0	20	0	2	0	22	0	125	0	3	1	129	151
5:30 AM	0	43	0	2	0	45	1	140	0	2	1	144	189
5:45 AM	0	41	0	5	1	47	0	155	1	4	1	161	208
6:00 AM	0	50	0	2	0	52	0	118	1	2	1	122	174
6:15 AM	0	56	0	4	1	61	0	151	0	2	0	153	214
6:30 AM	0	71	0	0	1	72	3	167	0	1	0	171	243
6:45 AM	0	75	1	4	3	83	1	207	0	2	1	211	294
7:00 AM	0	99	1	0	2	102	0	167	1	2	0	170	272
7:15 AM	0	125	0	5	0	130	0	215	2	2	0	219	349
7:30 AM	0	104	0	3	2	109	1	232	2	9	1	245	354
7:45 AM	0	142	0	1	1	144	0	284	0	4	1	289	433
8:00 AM	0	152	3	1	1	157	0	188	0	4	1	193	350
8:15 AM	0	161	1	3	0	165	0	178	0	3	1	182	347
8:30 AM	1	102	1	4	2	110	0	192	0	2	0	194	304
8:45 AM	0	125	0	2	0	127	1	190	0	1	2	194	321
9:00 AM	0	106	0	2	1	109	0	142	0	6	1	149	258
9:15 AM	0	102	0	2	1	105	0	148	0	2	0	150	255
9:30 AM	0	114	0	2	3	119	0	146	2	4	1	153	272
9:45 AM	1	124	0	6	1	132	2	169	1	6	2	180	312
10:00 AM	0	121	0	6	1	128	0	142	0	2	0	144	272
10:15 AM	0	129	0	2	1	132	1	124	0	3	2	130	262
10:30 AM	1	111	0	4	0	116	0	136	1	5	1	143	259
10:45 AM	1	148	1	3	1	154	1	137	0	2	1	141	295
11:00 AM	0	162	0	3	1	166	0	140	0	1	2	143	309
11:15 AM	0	142	0	4	0	146	0	132	0	4	3	139	285
11:30 AM	0	144	0	9	0	153	0	135	0	1	0	136	289
11:45 AM	0	163	0	5	0	168	2	161	0	3	1	167	335
12:00 PM	1	228	0	4	1	234	2	163	1	5	1	172	406
12:15 PM	0	154	0	4	2	160	0	151	0	5	1	157	317
12:30 PM	3	148	0	1	0	152	0	166	5	1	0	172	324
12:45 PM	0	160	2	4	2	168	1	178	0	3	1	183	351
1:00 PM	2	161	0	6	1	170	1	151	1	4	2	159	329
1:15 PM	1	197	0	3	1	202	2	136	1	2	0	141	343
1:30 PM	0	226	3	4	0	233	0	159	0	5	0	164	397
1:45 PM	0	211	0	3	0	214	0	147	0	2	3	152	366
2:00 PM	0	179	3	0	2	184	0	176	4	3	1	184	368
2:15 PM	2	154	0	1	2	159	0	158	1	3	1	163	322
2:30 PM	1	211	0	2	0	214	0	135	0	5	1	141	355
2:45 PM	0	204	1	3	0	208	0	138	1	4	0	143	351
3:00 PM	3	219	1	2	0	225	0	134	0	5	0	139	364
3:15 PM	1	240	1	1	0	243	2	110	0	4	0	116	359
3:30 PM	1	240	0	3	0	244	0	147	2	5	0	154	398
3:45 PM	0	260	0	1	0	261	2	115	0	2	0	119	380
4:00 PM	0	272	1	4	0	277	0	145	0	1	0	146	423
4:15 PM	3	274	0	4	1	282	0	141	0	4	0	145	427
4:30 PM	0	309	0	2	0	311	0	146	0	1	0	147	458
4:45 PM	0	228	1	3	0	232	0	131	0	2	0	133	365
5:00 PM	0	288	0	1	0	289	0	136	1	0	1	138	427
5:15 PM	0	241	0	0	0	241	0	131	0	1	0	132	373
5:30 PM	2	215	0	2	1	220	0	164	0	0	0	164	384
5:45 PM	2	208	0	0	0	210	1	136	0	1	0	138	348
6:00 PM	0	183	1	0	0	184	0	133	0	0	0	133	317
6:15 PM	1	164	0	0	0	165	1	109	0	1	0	111	276
6:30 PM	0	181	0	0	0	181	1	98	1	2	0	102	283
6:45 PM	0	150	2	0	0	152	0	104	0	0	0	104	256
7:00 PM	2	149	0	1	0	152	1	93	0	0	0	94	246
7:15 PM	0	133	0	1	0	134	0	94	0	0	0	94	228
7:30 PM	0	131	0	0	0	131	0	75	0	0	0	75	206
7:45 PM	0	108	0	1	0	109	0	56	0	1	0	57	166
8:00 PM	2	105	0	0	0	107	0	61	0	0	0	61	168
8:15 PM	1	98	0	0	0	99	0	70	0	0	0	70	169
8:30 PM	0	91	0	1	0	92	0	50	0	0	0	50	142
8:45 PM	0	101	0	0	0	101	0	46	0	0	0	46	147
9:00 PM	0	95	0	0	0	95	0	73	0	0	0	73	168
9:15 PM	0	64	0	0	0	64	0	50	0	0	0	50	114
9:30 PM	0	71	0	0	1	72	0	36	0	1	0	37	109
9:45 PM	0	51	0	0	1	52	0	22	0	0	0	22	74
10:00 PM	0	49	0	3	0	52	0	28	0	0	0	28	80
10:15 PM	0	30	0	0	0	30	0	34	0	0	0	34	64
10:30 PM	0	33	0	0	0	33	0	24	0	1	1	26	59
10:45 PM	0	25	0	0	0	25	0	20	0	0	0	20	45
11:00 PM	0	46	0	0	0	46	0	16	0	0	0	16	62
11:15 PM	0	38	0	0	0	38	0	15	0	0	0	15	53
11:30 PM	0	23	0	0	0	23	0	10	0	0	0	10	33
11:45 PM	0	33	0	0	0	33	0	18	0	0	0	18	51
Daily Total - Thursday	32	10567	24	155	43	10821	28	10048	29	159	43	10307	21128

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

3/7/2026	Southbound						Northbound						Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	
12:00 AM	0	29	0	0	0	29	0	16	0	0	0	16	45
12:15 AM	0	29	0	1	0	30	0	13	0	0	0	13	43
12:30 AM	0	22	0	0	0	22	0	3	0	0	0	3	25
12:45 AM	0	21	0	0	0	21	0	5	0	0	1	6	27
1:00 AM	0	12	0	0	0	12	0	20	0	0	0	20	32
1:15 AM	0	28	0	0	0	28	0	9	0	0	0	9	37
1:30 AM	0	5	0	0	0	5	0	12	0	0	0	12	17
1:45 AM	0	10	0	0	1	11	0	9	0	0	0	9	20
2:00 AM	0	17	0	0	0	17	0	6	0	0	0	6	23
2:15 AM	0	15	0	0	0	15	0	4	0	0	0	4	19
2:30 AM	0	13	0	0	0	13	0	13	0	0	0	13	26
2:45 AM	0	13	0	0	0	13	0	17	0	0	1	18	31
3:00 AM	0	9	0	0	0	9	0	22	0	0	0	22	31
3:15 AM	0	18	0	0	2	20	0	13	0	0	1	14	34
3:30 AM	0	6	0	0	1	7	0	15	0	0	0	15	22
3:45 AM	0	12	0	0	0	12	0	16	0	0	0	16	28
4:00 AM	0	2	0	0	0	2	0	27	0	1	0	28	30
4:15 AM	0	3	0	0	0	3	0	22	0	0	1	23	26
4:30 AM	0	11	0	0	0	11	0	26	0	0	0	26	37
4:45 AM	0	10	0	0	0	10	0	32	0	1	0	33	43
5:00 AM	0	18	0	0	0	18	0	57	0	1	1	59	77
5:15 AM	0	23	0	0	0	23	0	45	0	0	0	45	68
5:30 AM	0	15	0	0	0	15	0	66	0	0	0	66	81
5:45 AM	0	25	0	0	0	25	0	70	0	1	0	71	96
6:00 AM	0	39	0	5	0	44	0	76	0	0	0	76	120
6:15 AM	0	41	0	1	0	42	0	98	0	0	1	99	141
6:30 AM	0	31	0	0	0	31	0	111	0	0	0	111	142
6:45 AM	0	56	0	0	0	56	0	112	0	1	0	113	169
7:00 AM	0	50	0	0	1	51	0	81	2	0	1	84	135
7:15 AM	0	56	0	1	0	57	0	88	0	2	0	90	147
7:30 AM	0	69	0	0	2	71	3	99	0	0	0	102	173
7:45 AM	0	72	0	0	0	72	0	112	0	2	0	114	186
8:00 AM	0	76	0	1	0	77	0	124	0	1	1	126	203
8:15 AM	1	54	0	1	0	56	0	101	0	1	0	102	158
8:30 AM	1	77	0	2	0	80	0	110	0	0	0	110	190
8:45 AM	1	109	0	0	1	111	0	143	0	0	0	143	254
9:00 AM	0	129	0	0	0	129	1	153	0	1	1	156	285
9:15 AM	0	111	0	5	0	116	0	146	0	3	0	149	265
9:30 AM	0	129	0	0	0	129	0	144	0	2	0	146	275
9:45 AM	2	127	0	1	0	130	3	147	0	0	0	150	280
10:00 AM	1	119	0	1	0	121	2	168	0	0	0	170	291
10:15 AM	0	131	0	0	0	131	3	167	0	1	0	171	302
10:30 AM	1	150	0	3	0	154	1	153	2	1	0	157	311
10:45 AM	1	163	1	4	0	169	4	131	0	0	0	135	304
11:00 AM	1	150	0	0	0	151	0	158	0	2	0	160	311
11:15 AM	2	134	0	0	0	136	1	151	0	1	0	153	289
11:30 AM	2	129	0	2	0	133	3	175	0	1	0	179	312
11:45 AM	2	167	0	1	0	170	1	141	0	0	0	142	312
12:00 PM	2	176	0	1	0	179	2	154	0	0	0	156	335
12:15 PM	1	138	0	0	0	139	1	149	0	1	0	151	290
12:30 PM	3	126	1	1	0	131	1	129	0	2	0	132	263
12:45 PM	5	131	0	1	0	137	3	134	0	0	0	137	274
1:00 PM	3	149	2	3	0	157	3	150	0	3	0	156	313
1:15 PM	1	150	0	0	0	151	1	138	0	0	0	139	290
1:30 PM	4	136	0	0	0	140	3	129	0	1	0	133	273
1:45 PM	1	167	0	2	0	170	0	138	0	0	0	138	308
2:00 PM	11	159	0	0	0	170	3	152	0	1	1	157	327
2:15 PM	1	134	0	0	0	135	0	129	0	0	0	129	264
2:30 PM	2	157	0	0	0	159	1	129	0	1	0	131	290
2:45 PM	0	136	0	2	0	138	1	103	0	0	0	104	242
3:00 PM	2	156	0	3	0	161	3	126	0	1	0	130	291
3:15 PM	1	152	0	1	0	154	0	113	0	2	0	115	269
3:30 PM	4	135	0	2	0	141	1	128	0	2	0	131	272
3:45 PM	5	144	0	0	0	149	2	95	0	0	0	97	246
4:00 PM	1	164	0	0	0	165	1	105	0	2	0	108	273
4:15 PM	1	168	0	2	1	172	3	118	0	1	0	122	294
4:30 PM	0	126	0	0	0	126	2	97	0	2	0	101	227
4:45 PM	0	131	0	0	0	131	1	89	0	1	0	91	222
5:00 PM	0	133	0	1	0	134	1	120	0	0	0	121	255
5:15 PM	3	148	1	1	0	153	2	115	0	1	0	118	271
5:30 PM	3	157	0	0	0	160	1	107	0	1	0	109	269
5:45 PM	0	147	0	0	0	147	4	115	0	0	0	119	266
6:00 PM	0	125	1	0	0	126	0	92	0	0	0	92	218
6:15 PM	0	127	0	0	0	127	1	98	0	1	0	100	227
6:30 PM	0	115	0	0	0	115	0	97	0	0	0	97	212
6:45 PM	0	102	0	0	0	102	0	82	0	0	0	82	184
7:00 PM	0	114	0	0	0	114	0	88	0	0	0	88	202
7:15 PM	0	104	0	0	0	104	0	55	0	0	0	55	159
7:30 PM	0	109	0	0	0	109	0	66	0	1	0	67	176
7:45 PM	2	90	0	0	0	92	0	65	0	0	0	65	157
8:00 PM	0	83	0	0	1	84	0	47	0	0	0	47	131
8:15 PM	0	78	0	0	0	78	0	58	0	0	0	58	136
8:30 PM	1	87	0	0	0	88	0	56	0	0	0	56	144
8:45 PM	0	89	0	0	0	89	0	53	0	0	0	53	142
9:00 PM	0	77	0	0	0	77	0	55	0	0	1	56	133
9:15 PM	0	65	0	0	0	65	0	38	0	0	0	38	103
9:30 PM	0	84	0	0	0	84	0	43	0	0	0	43	127
9:45 PM	1	72	0	0	0	73	0	36	0	0	0	36	109
10:00 PM	0	69	0	0	0	69	0	44	0	0	0	44	113
10:15 PM	0	53	0	0	0	53	0	41	0	0	0	41	94
10:30 PM	0	65	0	0	0	65	0	30	0	0	0	30	95
10:45 PM	0	57	0	0	0	57	0	33	0	0	0	33	90
11:00 PM	1	43	0	0	0	44	0	17	0	0	0	17	61
11:15 PM	0	44	0	0	0	44	0	17	0	0	0	17	61
11:30 PM	0	32	0	0	0	32	0	23	0	0	0	23	55
11:45 PM	0	27	0	0	0	27	0	15	0	0	0	15	42
Daily Total - Saturday	74	8166	6	49	10	8305	63	7838	4	47	11	7963	16268

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: San Felipe Rd BT SR25 and Gateway Dr
Site Code: 4

3/8/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total			
12:00 AM	0	24	0	0	0	1	25	0	11	0	0	0	11	36	
12:15 AM	0	24	0	0	0	0	24	0	9	0	0	0	9	33	
12:30 AM	0	13	0	0	0	0	13	0	18	0	0	0	18	31	
12:45 AM	0	16	0	0	0	0	16	0	16	0	0	0	16	32	
1:00 AM	0	18	0	0	0	1	19	0	16	0	0	1	17	36	
1:15 AM	0	15	0	0	0	1	16	0	12	0	0	0	12	28	
1:30 AM	0	19	0	0	0	0	19	0	12	0	0	0	12	31	
1:45 AM	0	9	0	0	0	0	9	0	9	0	0	0	9	18	
2:00 AM	0	9	0	0	0	0	9	0	12	0	0	0	12	21	
2:15 AM	0	17	0	0	0	0	17	0	13	0	0	0	13	30	
2:30 AM	0	14	0	0	0	0	14	0	10	0	0	0	10	24	
2:45 AM	0	9	0	0	0	0	9	0	20	0	0	1	21	30	
3:00 AM	0	9	0	0	0	0	9	0	10	0	1	0	11	20	
3:15 AM	0	8	0	0	0	0	8	0	9	0	0	0	9	17	
3:30 AM	0	5	0	0	0	0	5	0	8	0	0	0	8	13	
3:45 AM	0	10	0	0	0	0	10	0	19	0	1	0	20	30	
4:00 AM	0	13	0	0	0	0	13	0	20	0	0	0	20	33	
4:15 AM	0	11	0	0	0	1	12	0	8	0	1	0	9	21	
4:30 AM	0	7	0	0	0	0	7	0	14	0	0	0	14	21	
4:45 AM	0	13	0	0	0	0	13	0	22	0	0	0	22	35	
5:00 AM	0	23	0	1	0	0	24	1	34	0	1	1	37	61	
5:15 AM	0	15	0	0	0	0	15	0	31	0	0	0	31	46	
5:30 AM	0	28	0	1	0	0	29	0	38	0	0	0	38	67	
5:45 AM	0	27	0	0	0	0	27	0	50	0	0	0	50	77	
6:00 AM	0	30	1	0	0	0	31	0	35	0	1	0	36	67	
6:15 AM	0	26	0	0	0	0	26	0	40	0	0	0	40	66	
6:30 AM	0	37	0	1	0	0	38	0	48	0	0	0	48	86	
6:45 AM	0	40	0	0	0	0	40	0	53	0	0	1	54	94	
7:00 AM	0	41	0	0	0	0	41	1	68	0	3	0	72	113	
7:15 AM	1	55	0	0	0	0	56	0	75	0	1	1	77	133	
7:30 AM	0	52	0	0	0	0	52	0	90	0	0	0	90	142	
7:45 AM	0	62	0	0	0	0	62	0	91	0	0	0	91	153	
8:00 AM	1	55	0	0	0	0	56	0	99	0	0	0	99	155	
8:15 AM	0	72	0	0	0	0	72	2	98	0	2	0	102	174	
8:30 AM	0	79	0	0	0	0	79	0	112	0	0	0	112	191	
8:45 AM	0	103	0	0	0	0	103	0	113	0	0	0	113	216	
9:00 AM	0	76	0	1	0	0	77	0	120	0	0	0	120	197	
9:15 AM	1	96	0	0	0	0	97	0	142	0	3	0	145	242	
9:30 AM	0	101	0	0	0	0	101	1	125	0	0	0	126	227	
9:45 AM	1	101	0	0	0	0	102	0	132	0	1	0	133	235	
10:00 AM	0	104	0	0	0	0	104	1	135	0	2	0	138	242	
10:15 AM	4	96	0	0	0	0	100	4	157	0	1	0	162	262	
10:30 AM	4	103	0	0	0	0	107	0	111	0	1	0	112	219	
10:45 AM	0	138	0	0	0	0	138	1	133	0	1	0	135	273	
11:00 AM	2	140	0	0	0	0	142	0	157	0	0	0	157	299	
11:15 AM	0	123	0	0	0	0	123	2	155	0	0	1	158	281	
11:30 AM	1	125	0	0	0	0	126	0	149	0	0	0	149	275	
11:45 AM	0	131	0	0	0	1	132	1	146	0	0	0	147	279	
12:00 PM	2	134	0	1	0	0	137	0	125	0	1	0	126	263	
12:15 PM	1	112	0	0	0	0	113	7	146	0	1	1	155	268	
12:30 PM	0	111	0	0	0	0	111	0	156	0	0	0	156	267	
12:45 PM	0	110	0	1	0	0	111	3	119	0	0	1	123	234	
1:00 PM	2	131	0	0	0	0	133	0	120	0	1	0	121	254	
1:15 PM	1	106	0	1	0	0	108	2	118	0	2	0	122	230	
1:30 PM	0	116	0	0	0	0	116	0	95	0	0	0	95	211	
1:45 PM	3	127	0	1	0	0	131	0	102	0	0	1	103	234	
2:00 PM	0	127	0	0	0	0	127	1	96	0	2	0	99	226	
2:15 PM	4	132	0	0	0	0	136	0	109	0	0	0	109	245	
2:30 PM	2	128	0	0	0	0	130	1	107	0	1	0	109	239	
2:45 PM	1	133	0	0	0	0	134	1	111	0	0	0	112	246	
3:00 PM	0	102	0	0	0	1	103	0	97	0	0	0	97	200	
3:15 PM	1	126	0	2	0	0	129	2	76	0	0	0	78	207	
3:30 PM	0	109	0	0	0	1	110	2	86	0	0	0	88	198	
3:45 PM	2	119	0	0	0	0	121	1	82	0	1	0	84	205	
4:00 PM	0	125	0	0	0	0	125	2	87	0	0	1	90	215	
4:15 PM	0	109	0	0	0	1	110	1	89	0	0	0	90	200	
4:30 PM	0	137	0	0	0	0	137	1	90	0	0	0	91	228	
4:45 PM	0	123	1	0	0	0	124	1	95	0	0	1	97	221	
5:00 PM	0	110	0	0	0	0	110	1	74	0	0	0	75	185	
5:15 PM	1	116	1	0	0	0	118	2	92	0	0	0	94	212	
5:30 PM	0	129	0	0	0	0	129	0	70	0	0	0	70	199	
5:45 PM	2	127	0	1	0	0	130	1	71	0	0	0	72	202	
6:00 PM	1	118	0	1	0	0	120	0	72	0	0	0	72	192	
6:15 PM	0	110	0	0	0	0	110	0	76	0	1	0	77	187	
6:30 PM	0	118	0	0	0	0	118	0	73	0	2	0	75	193	
6:45 PM	0	101	0	1	0	0	102	0	72	0	0	0	72	174	
7:00 PM	0	89	0	1	0	0	90	0	55	0	0	0	55	145	
7:15 PM	0	77	0	0	0	1	78	0	74	0	0	0	74	152	
7:30 PM	0	72	0	0	0	0	72	0	40	1	0	0	41	113	
7:45 PM	0	80	0	0	0	0	80	0	59	0	0	0	59	139	
8:00 PM	0	66	0	0	0	0	66	0	57	0	0	0	57	123	
8:15 PM	0	78	0	0	0	0	78	0	33	0	0	1	34	112	
8:30 PM	0	43	0	0	0	0	43	0	41	0	0	0	41	84	
8:45 PM	0	44	0	0	0	0	44	0	37	0	0	0	37	81	
9:00 PM	1	44	0	0	0	0	45	0	45	0	0	0	45	90	
9:15 PM	0	32	0	0	0	0	32	0	18	0	1	0	19	51	
9:30 PM	1	51	0	0	0	0	52	0	25	0	0	0	25	77	
9:45 PM	0	31	0	0	0	0	31	0	15	0	0	0	15	46	
10:00 PM	0	20	0	0	0	0	20	0	19	0	0	0	19	39	
10:15 PM	0	38	0	0	0	0	38	0	26	1	0	0	27	65	
10:30 PM	0	26	0	0	0	0	26	0	16	0	0	0	16	42	
10:45 PM	0	14	0	0	0	0	14	0	8	0	0	0	8	22	
11:00 PM	0	20	0	0	0	0	20	0	4	0	0	0	4	24	
11:15 PM	0	18	0	0	0	0	18	0	12	0	0	0	12	30	
11:30 PM	0	14	0	0	0	0	14	0	5	0	0	0	5	19	
11:45 PM	0	8	0	0	0	1	9	0	9	0	0	0	9	18	
Daily Total - Sunday	40	6553	3	14	10	6620	43	6309	2	33	12	6399	13019		

Traffic Data Service -- San Jose, CA Class Report

CustomList-5532 -- English (ENU)**Datasets:**

Site: [5] 4TH ST BT SAN BENITO ST AND MONTEREY ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	30	0	26	4	0	0	0	0	0	0	0	0	0	0
0100	34	0	30	4	0	0	0	0	0	0	0	0	0	0
0200	20	0	19	0	1	0	0	0	0	0	0	0	0	0
0300	87	0	71	13	0	1	1	0	0	1	0	0	0	0
0400	186	0	129	53	1	1	1	0	0	1	0	0	0	0
0500	271	1	186	79	0	3	1	0	0	1	0	0	0	0
0600	364	0	270	83	4	2	3	0	1	1	0	0	0	0
0700	501	3	391	93	3	4	3	1	1	2	0	0	0	0
0800	509	4	391	107	1	3	1	0	1	1	0	0	0	0
0900	398	0	300	87	2	6	1	1	0	1	0	0	0	0
1000	435	0	322	100	7	2	1	0	1	2	0	0	0	0
1100	430	2	315	103	2	3	3	1	0	1	0	0	0	0
1200	493	1	353	126	3	1	3	2	0	3	1	0	0	0
1300	494	5	367	111	1	2	4	1	3	0	0	0	0	0
1400	409	3	309	90	2	2	0	0	2	0	0	1	0	0
1500	488	9	369	101	1	2	5	0	0	0	0	1	0	0
1600	482	11	397	71	0	1	2	0	0	0	0	0	0	0
1700	520	6	406	100	0	0	4	1	3	0	0	0	0	0
1800	490	0	401	82	1	1	0	4	0	1	0	0	0	0
1900	386	2	312	67	1	0	1	1	1	1	0	0	0	0
2000	283	0	235	46	0	0	0	1	0	0	0	1	0	0
2100	163	0	132	31	0	0	0	0	0	0	0	0	0	0
2200	106	0	96	9	1	0	0	0	0	0	0	0	0	0
2300	47	0	43	4	0	0	0	0	0	0	0	0	0	0
07-19	5649	44	4321	1171	23	27	27	11	11	11	1	2	0	0
06-22	6845	46	5270	1398	28	29	31	13	13	13	1	3	0	0
06-00	6998	46	5409	1411	29	29	31	13	13	13	1	3	0	0
00-00	7626	47	5870	1564	31	34	34	13	13	16	1	3	0	0

Peak step 17:00 (520) **AM Peak step** 8:00 (509) **PM Peak step** 17:00 (520)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	35	0	28	7	0	0	0	0	0	0	0	0	0	0
0100	13	0	9	3	0	0	0	0	0	1	0	0	0	0
0200	23	0	20	1	1	0	0	0	0	1	0	0	0	0
0300	88	0	74	14	0	0	0	0	0	0	0	0	0	0
0400	185	0	136	46	0	1	1	0	1	0	0	0	0	0
0500	256	2	177	73	0	1	0	0	1	2	0	0	0	0
0600	365	2	270	84	2	3	3	0	0	1	0	0	0	0
0700	517	4	392	109	4	2	2	0	2	1	0	1	0	0
0800	487	3	390	83	0	4	3	0	1	2	1	0	0	0
0900	399	0	288	100	3	5	1	0	1	1	0	0	0	0
1000	391	2	291	86	2	2	3	2	1	2	0	0	0	0
1100	414	2	302	101	2	4	0	0	1	2	0	0	0	0
1200	501	1	384	108	3	3	0	0	1	1	0	0	0	0
1300	460	1	355	90	4	4	2	1	2	1	0	0	0	0
1400	463	0	352	99	2	5	4	1	0	0	0	0	0	0
1500	481	0	382	93	0	3	2	0	1	0	0	0	0	0
1600	498	0	395	97	1	2	1	1	0	0	1	0	0	0
1700	525	1	402	110	0	3	4	1	2	2	0	0	0	0
1800	468	2	379	84	0	0	1	1	1	0	0	0	0	0
1900	367	2	297	65	0	2	1	0	0	0	0	0	0	0
2000	303	0	256	46	0	0	0	0	0	1	0	0	0	0
2100	198	1	165	31	0	0	1	0	0	0	0	0	0	0
2200	101	1	85	14	0	1	0	0	0	0	0	0	0	0
2300	50	0	44	6	0	0	0	0	0	0	0	0	0	0
07-19	5604	16	4312	1160	21	37	23	7	13	12	2	1	0	0
06-22	6837	21	5300	1386	23	42	28	7	13	14	2	1	0	0
06-00	6988	22	5429	1406	23	43	28	7	13	14	2	1	0	0
00-00	7588	24	5873	1550	24	45	29	7	15	18	2	1	0	0

Peak step 17:00 (525) AM Peak step 7:00 (517) PM Peak step 17:00 (525)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	44	0	39	5	0	0	0	0	0	0	0	0	0	0
0100	24	0	19	3	1	0	0	0	0	1	0	0	0	0
0200	22	0	20	2	0	0	0	0	0	0	0	0	0	0
0300	99	0	85	14	0	0	0	0	0	0	0	0	0	0
0400	183	0	135	46	0	1	1	0	0	0	0	0	0	0
0500	279	1	195	73	0	5	0	1	0	4	0	0	0	0
0600	367	2	268	92	2	1	1	0	0	0	0	0	0	1
0700	535	6	400	111	5	4	0	3	1	3	1	1	0	0
0800	515	4	418	86	2	3	1	0	0	0	0	1	0	0
0900	425	2	309	99	5	4	4	1	0	0	0	1	0	0
1000	392	3	290	90	1	2	1	1	1	3	0	0	0	0
1100	455	0	346	99	4	2	1	0	1	2	0	0	0	0
1200	496	2	373	105	3	1	4	1	5	2	0	0	0	0
1300	487	4	385	90	0	3	3	1	1	0	0	0	0	0
1400	457	6	351	90	2	0	5	2	1	0	0	0	0	0
1500	485	2	364	114	0	2	0	1	2	0	0	0	0	0
1600	515	4	413	93	0	1	3	0	1	0	0	0	0	0
1700	486	6	377	93	3	1	2	0	4	0	0	0	0	0
1800	479	4	377	91	0	1	5	0	1	0	0	0	0	0
1900	339	2	279	57	0	0	0	1	0	0	0	0	0	0
2000	300	0	256	44	0	0	0	0	0	0	0	0	0	0
2100	194	1	154	38	0	1	0	0	0	0	0	0	0	0
2200	105	1	90	14	0	0	0	0	0	0	0	0	0	0
2300	73	0	65	7	0	0	1	0	0	0	0	0	0	0
07-19	5727	43	4403	1161	25	24	29	10	18	10	1	3	0	0
06-22	6927	48	5360	1392	27	26	30	11	18	10	1	3	0	1
06-00	7105	49	5515	1413	27	26	31	11	18	10	1	3	0	1
00-00	7756	50	6008	1556	28	32	32	12	18	15	1	3	0	1

Peak step 7:00 (535) AM Peak step 7:00 (535) PM Peak step 16:00 (515)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	57	0	49	6	1	0	1	0	0	0	0	0	0	0
0100	53	1	43	9	0	0	0	0	0	0	0	0	0	0
0200	32	0	24	6	0	0	0	0	0	2	0	0	0	0
0300	46	0	41	5	0	0	0	0	0	0	0	0	0	0
0400	67	0	48	18	0	0	0	0	0	1	0	0	0	0
0500	130	1	92	35	0	1	1	0	0	0	0	0	0	0
0600	226	1	155	67	1	0	0	0	1	0	0	0	1	0
0700	309	0	228	79	2	0	0	0	0	0	0	0	0	0
0800	411	2	252	149	0	5	1	0	0	1	0	1	0	0
0900	497	1	360	131	1	2	0	0	1	0	0	1	0	0
1000	531	3	394	123	1	5	2	1	0	2	0	0	0	0
1100	505	1	359	137	1	0	5	0	1	0	1	0	0	0
1200	525	3	408	111	0	1	0	0	1	1	0	0	0	0
1300	472	2	372	94	0	0	1	2	1	0	0	0	0	0
1400	493	6	357	126	1	0	0	0	2	0	0	1	0	0
1500	453	4	329	111	0	0	2	1	4	1	0	1	0	0
1600	468	5	357	98	0	3	2	0	3	0	0	0	0	0
1700	443	2	344	90	0	2	2	0	2	0	0	1	0	0
1800	434	5	338	87	0	1	3	0	0	0	0	0	0	0
1900	374	1	303	66	0	1	3	0	0	0	0	0	0	0
2000	313	0	262	48	0	0	2	1	0	0	0	0	0	0
2100	253	0	215	38	0	0	0	0	0	0	0	0	0	0
2200	190	0	168	22	0	0	0	0	0	0	0	0	0	0
2300	100	0	84	16	0	0	0	0	0	0	0	0	0	0
07-19	5541	34	4098	1336	6	19	18	4	15	5	1	5	0	0
06-22	6707	36	5033	1555	7	20	23	5	16	5	1	5	1	0
06-00	6997	36	5285	1593	7	20	23	5	16	5	1	5	1	0
00-00	7382	38	5582	1672	8	21	25	5	16	8	1	5	1	0

Peak step 10:00 (531) AM Peak step 10:00 (531) PM Peak step 12:00 (525)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	61	0	54	7	0	0	0	0	0	0	0	0	0	0
0100	56	1	49	6	0	0	0	0	0	0	0	0	0	0
0200	49	0	40	9	0	0	0	0	0	0	0	0	0	0
0300	43	0	34	8	1	0	0	0	0	0	0	0	0	0
0400	56	1	46	9	0	0	0	0	0	0	0	0	0	0
0500	118	0	94	24	0	0	0	0	0	0	0	0	0	0
0600	138	0	109	28	0	0	1	0	0	0	0	0	0	0
0700	254	1	191	61	0	0	0	0	1	0	0	0	0	0
0800	363	1	281	79	0	0	1	0	1	0	0	0	0	0
0900	412	3	316	91	1	0	1	0	0	0	0	0	0	0
1000	497	5	369	120	0	2	0	0	1	0	0	0	0	0
1100	506	7	392	105	0	0	0	0	2	0	0	0	0	0
1200	525	6	381	131	0	1	2	1	3	0	0	0	0	0
1300	487	6	366	111	0	3	1	0	0	0	0	0	0	0
1400	483	7	370	100	1	1	1	0	3	0	0	0	0	0
1500	466	8	344	106	0	1	5	0	2	0	0	0	0	0
1600	432	4	334	94	0	0	0	0	0	0	0	0	0	0
1700	445	4	343	95	0	0	1	0	2	0	0	0	0	0
1800	401	2	320	76	0	1	1	0	1	0	0	0	0	0
1900	320	2	265	51	0	1	0	0	1	0	0	0	0	0
2000	229	0	179	49	0	0	0	0	1	0	0	0	0	0
2100	131	1	114	15	0	1	0	0	0	0	0	0	0	0
2200	69	0	65	4	0	0	0	0	0	0	0	0	0	0
2300	47	1	38	8	0	0	0	0	0	0	0	0	0	0
07-19	5271	54	4007	1169	2	9	13	1	16	0	0	0	0	0
06-22	6089	57	4674	1312	2	11	14	1	18	0	0	0	0	0
06-00	6205	58	4777	1324	2	11	14	1	18	0	0	0	0	0
00-00	6588	60	5094	1387	3	11	14	1	18	0	0	0	0	0

Peak step 12:00 (525) AM Peak step 11:00 (506) PM Peak step 12:00 (525)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5531 -- English (ENU)**Datasets:**

Site: [5] 4TH ST BT SAN BENITO ST AND MONTEREY ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	39	0	35	3	0	0	0	0	0	1	0	0	0	0
0100	23	0	19	3	1	0	0	0	0	0	0	0	0	0
0200	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0300	24	0	19	5	0	0	0	0	0	0	0	0	0	0
0400	74	0	58	15	1	0	0	0	0	0	0	0	0	0
0500	156	0	109	39	0	4	2	0	0	0	0	2	0	0
0600	235	0	164	62	2	5	1	0	0	1	0	0	0	0
0700	360	1	286	69	2	2	0	0	0	0	0	0	0	0
0800	409	1	328	72	2	4	1	0	1	0	0	0	0	0
0900	280	2	214	58	2	3	1	0	0	0	0	0	0	0
1000	295	1	221	68	2	2	1	0	0	0	0	0	0	0
1100	335	2	249	76	3	2	2	1	0	0	0	0	0	0
1200	378	0	300	73	1	2	0	0	2	0	0	0	0	0
1300	400	4	319	69	3	0	4	0	1	0	0	0	0	0
1400	429	1	345	75	3	2	0	0	1	0	1	0	0	1
1500	420	3	344	61	0	4	3	0	3	1	1	0	0	0
1600	399	0	339	53	2	0	1	0	3	0	1	0	0	0
1700	434	1	374	55	1	0	0	0	3	0	0	0	0	0
1800	383	1	313	65	0	2	0	0	1	1	0	0	0	0
1900	352	1	296	51	0	0	3	0	0	1	0	0	0	0
2000	256	0	225	30	1	0	0	0	0	0	0	0	0	0
2100	201	1	166	33	0	0	1	0	0	0	0	0	0	0
2200	114	0	103	11	0	0	0	0	0	0	0	0	0	0
2300	66	1	54	10	0	0	0	0	0	1	0	0	0	0
07-19	4522	17	3632	794	21	23	13	1	15	2	3	0	0	1
06-22	5566	19	4483	970	24	28	18	1	15	4	3	0	0	1
06-00	5746	20	4640	991	24	28	18	1	15	5	3	0	0	1
00-00	6082	20	4897	1059	26	32	20	1	15	6	3	2	0	1

Peak step 17:00 (434) **AM Peak step** 8:00 (409) **PM Peak step** 17:00 (434)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	36	0	33	3	0	0	0	0	0	0	0	0	0	0
0100	19	0	15	3	1	0	0	0	0	0	0	0	0	0
0200	23	0	21	1	0	0	0	0	0	1	0	0	0	0
0300	18	0	17	1	0	0	0	0	0	0	0	0	0	0
0400	63	0	46	14	1	0	1	0	1	0	0	0	0	0
0500	151	0	114	34	0	3	0	0	0	0	0	0	0	0
0600	236	0	165	62	0	4	1	0	2	2	0	0	0	0
0700	381	1	294	78	1	3	1	0	1	1	0	1	0	0
0800	434	3	337	84	0	4	2	0	3	0	0	0	0	1
0900	274	1	222	47	0	4	0	0	0	0	0	0	0	0
1000	268	2	202	59	0	3	2	0	0	0	0	0	0	0
1100	349	2	259	79	3	4	0	0	1	0	0	0	1	0
1200	354	1	286	63	0	2	0	1	1	0	0	0	0	0
1300	394	1	308	82	2	1	0	0	0	0	0	0	0	0
1400	456	5	352	94	0	2	1	1	1	0	0	0	0	0
1500	411	0	348	54	2	3	1	0	1	1	1	0	0	0
1600	479	1	380	91	1	0	1	0	4	0	1	0	0	0
1700	445	1	373	70	0	1	0	0	0	0	0	0	0	0
1800	420	2	327	81	0	2	2	0	6	0	0	0	0	0
1900	334	2	289	40	0	2	0	0	1	0	0	0	0	0
2000	272	1	231	36	0	2	2	0	0	0	0	0	0	0
2100	199	0	166	33	0	0	0	0	0	0	0	0	0	0
2200	114	1	98	15	0	0	0	0	0	0	0	0	0	0
2300	58	0	50	8	0	0	0	0	0	0	0	0	0	0
07-19	4665	20	3688	882	9	29	10	2	18	2	2	1	1	1
06-22	5706	23	4539	1053	9	37	13	2	21	4	2	1	1	1
06-00	5878	24	4687	1076	9	37	13	2	21	4	2	1	1	1
00-00	6188	24	4933	1132	11	40	14	2	22	5	2	1	1	1

Peak step 16:00 (479) AM Peak step 8:00 (434) PM Peak step 16:00 (479)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	32	0	26	6	0	0	0	0	0	0	0	0	0	0
0100	18	0	14	3	1	0	0	0	0	0	0	0	0	0
0200	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0300	27	0	23	4	0	0	0	0	0	0	0	0	0	0
0400	66	0	51	13	0	1	1	0	0	0	0	0	0	0
0500	162	1	125	33	1	1	0	0	0	1	0	0	0	0
0600	249	1	168	70	2	3	3	0	0	0	0	2	0	0
0700	354	0	289	58	0	3	2	0	1	1	0	0	0	0
0800	436	1	344	78	2	6	1	0	2	1	0	1	0	0
0900	273	0	199	62	1	4	4	0	1	2	0	0	0	0
1000	332	1	242	78	1	6	3	0	1	0	0	0	0	0
1100	358	2	278	70	2	1	3	1	1	0	0	0	0	0
1200	393	3	317	66	3	2	2	0	0	0	0	0	0	0
1300	460	2	373	78	3	1	0	0	2	1	0	0	0	0
1400	404	1	325	72	1	1	2	0	1	0	1	0	0	0
1500	408	1	325	78	0	2	1	0	1	0	0	0	0	0
1600	447	1	354	87	2	1	1	0	0	1	0	0	0	0
1700	453	2	372	72	1	0	1	0	4	0	0	1	0	0
1800	415	0	332	80	0	2	0	0	1	0	0	0	0	0
1900	354	2	286	63	0	1	0	0	1	1	0	0	0	0
2000	300	1	251	47	1	0	0	0	0	0	0	0	0	0
2100	216	0	179	36	0	1	0	0	0	0	0	0	0	0
2200	117	1	94	22	0	0	0	0	0	0	0	0	0	0
2300	82	0	72	10	0	0	0	0	0	0	0	0	0	0
07-19	4733	14	3750	879	16	29	20	1	15	6	1	2	0	0
06-22	5852	18	4634	1095	19	34	23	1	16	7	1	4	0	0
06-00	6051	19	4800	1127	19	34	23	1	16	7	1	4	0	0
00-00	6380	20	5061	1188	21	36	24	1	16	8	1	4	0	0

Peak step 13:00 (460) AM Peak step 8:00 (436) PM Peak step 13:00 (460)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	74	0	62	11	0	1	0	0	0	0	0	0	0	0
0100	26	0	21	4	1	0	0	0	0	0	0	0	0	0
0200	34	0	31	3	0	0	0	0	0	0	0	0	0	0
0300	33	0	32	1	0	0	0	0	0	0	0	0	0	0
0400	47	0	40	6	0	0	1	0	0	0	0	0	0	0
0500	63	0	46	17	0	0	0	0	0	0	0	0	0	0
0600	124	0	88	35	0	0	1	0	0	0	0	0	0	0
0700	173	0	131	40	0	1	0	0	0	1	0	0	0	0
0800	241	0	153	84	0	2	1	0	0	1	0	0	0	0
0900	307	1	221	81	1	1	0	0	0	1	0	0	0	1
1000	378	1	294	81	0	1	0	0	1	0	0	0	0	0
1100	380	1	296	78	0	1	1	0	1	1	0	0	1	0
1200	376	1	296	77	0	1	1	0	0	0	0	0	0	0
1300	403	3	324	72	1	1	0	0	2	0	0	0	0	0
1400	386	0	308	73	0	0	4	0	0	0	0	0	0	1
1500	379	0	299	77	0	0	2	0	1	0	0	0	0	0
1600	365	1	284	75	1	1	2	1	0	0	0	0	0	0
1700	366	3	290	73	0	0	0	0	0	0	0	0	0	0
1800	384	1	317	64	0	1	1	0	0	0	0	0	0	0
1900	296	0	245	49	0	0	2	0	0	0	0	0	0	0
2000	258	0	222	36	0	0	0	0	0	0	0	0	0	0
2100	219	0	189	30	0	0	0	0	0	0	0	0	0	0
2200	187	0	164	23	0	0	0	0	0	0	0	0	0	0
2300	105	0	87	17	0	0	1	0	0	0	0	0	0	0
07-19	4138	12	3213	875	3	10	12	1	5	4	0	0	1	2
06-22	5035	12	3957	1025	3	10	15	1	5	4	0	0	1	2
06-00	5327	12	4208	1065	3	10	16	1	5	4	0	0	1	2
00-00	5604	12	4440	1107	4	11	17	1	5	4	0	0	1	2

Peak step 13:00 (403) AM Peak step 11:00 (380) PM Peak step 13:00 (403)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	57	0	51	6	0	0	0	0	0	0	0	0	0	0
0100	37	1	32	4	0	0	0	0	0	0	0	0	0	0
0200	38	0	33	5	0	0	0	0	0	0	0	0	0	0
0300	23	0	18	5	0	0	0	0	0	0	0	0	0	0
0400	35	0	26	9	0	0	0	0	0	0	0	0	0	0
0500	52	0	38	14	0	0	0	0	0	0	0	0	0	0
0600	83	0	68	14	0	1	0	0	0	0	0	0	0	0
0700	184	1	147	35	0	0	0	0	1	0	0	0	0	0
0800	262	1	200	58	0	1	1	0	0	1	0	0	0	0
0900	272	1	205	65	0	0	0	0	1	0	0	0	0	0
1000	339	1	262	74	1	0	0	0	1	0	0	0	0	0
1100	373	5	300	66	0	0	1	0	1	0	0	0	0	0
1200	417	1	343	71	0	0	0	0	2	0	0	0	0	0
1300	353	1	281	69	0	1	1	0	0	0	0	0	0	0
1400	333	2	271	60	0	0	0	0	0	0	0	0	0	0
1500	376	0	308	65	0	1	1	0	0	0	1	0	0	0
1600	329	2	269	57	0	0	0	0	1	0	0	0	0	0
1700	347	1	288	54	0	0	4	0	0	0	0	0	0	0
1800	348	1	283	61	0	0	2	0	1	0	0	0	0	0
1900	272	2	220	48	0	0	1	0	1	0	0	0	0	0
2000	202	1	173	28	0	0	0	0	0	0	0	0	0	0
2100	117	0	108	9	0	0	0	0	0	0	0	0	0	0
2200	74	0	64	10	0	0	0	0	0	0	0	0	0	0
2300	39	0	35	3	0	0	0	0	0	1	0	0	0	0
07-19	3933	17	3157	735	1	3	10	0	8	1	1	0	0	0
06-22	4607	20	3726	834	1	4	11	0	9	1	1	0	0	0
06-00	4720	20	3825	847	1	4	11	0	9	2	1	0	0	0
00-00	4962	21	4023	890	1	4	11	0	9	2	1	0	0	0

Peak step 12:00 (417) AM Peak step 11:00 (373) PM Peak step 12:00 (417)

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

Day	Southbound	Northbound
Tuesday	11626	12989
Wednesday	11696	12857
Thursday	11831	13141
Saturday	10508	11286
Sunday	8582	9472
Weekly (5-day) Total	54243	59745

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

3/3/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		
12:00 AM	0	26	0	0	0	26		1	6	0	0	1	8		34
12:15 AM	0	30	0	0	0	30		0	0	0	0	0	6		36
12:30 AM	0	23	0	0	0	23		1	13	0	0	0	14		37
12:45 AM	0	21	0	0	1	22		0	9	0	0	0	9		31
1:00 AM	0	12	0	0	0	12		0	17	0	0	0	17		29
1:15 AM	0	13	0	0	0	13		0	9	0	0	0	9		22
1:30 AM	0	14	0	0	0	14	2	0	17	0	0	0	19		33
1:45 AM	0	15	0	0	0	15	0	0	10	0	0	0	10		25
2:00 AM	0	8	0	0	0	8	0	0	13	0	0	0	13		21
2:15 AM	0	5	0	0	1	6	0	0	11	0	0	0	11		17
2:30 AM	0	12	0	0	0	12	0	0	25	0	0	0	25		37
2:45 AM	0	8	0	0	0	8	0	0	31	0	0	0	31		39
3:00 AM	0	5	0	0	1	6	1	0	58	0	0	1	60		66
3:15 AM	0	13	1	0	0	14	0	0	51	0	0	1	52		66
3:30 AM	0	9	0	0	0	9	0	0	70	0	0	0	70		79
3:45 AM	0	15	0	1	0	16	0	0	105	0	0	2	107		123
4:00 AM	0	13	0	1	1	15	0	0	121	0	0	0	121		136
4:15 AM	0	6	0	1	1	8	0	0	135	0	0	0	135		143
4:30 AM	0	11	0	0	0	11	1	0	206	0	0	0	207		218
4:45 AM	0	14	0	0	0	14	1	0	214	0	1	0	216		230
5:00 AM	0	27	0	0	2	29	0	0	207	0	0	0	207		236
5:15 AM	0	15	0	0	0	15	1	0	214	0	0	0	215		230
5:30 AM	0	22	0	2	6	30	2	0	233	1	0	1	237		267
5:45 AM	0	37	1	1	3	42	1	0	185	0	0	0	186		228
6:00 AM	0	39	0	1	2	42	0	0	194	0	0	0	194		236
6:15 AM	1	48	1	3	3	56	2	0	217	0	1	0	220		276
6:30 AM	0	48	1	1	1	51	2	0	216	0	2	0	220		271
6:45 AM	0	51	1	3	1	56	1	0	221	0	2	3	227		283
7:00 AM	0	83	0	1	2	86	2	0	251	2	2	1	258		344
7:15 AM	0	87	0	4	3	94	1	0	274	0	2	2	279		379
7:30 AM	1	113	2	4	2	122	1	0	349	3	2	1	356		478
7:45 AM	0	111	0	1	1	113	0	0	345	0	1	0	346		459
8:00 AM	0	175	1	3	3	182	0	0	235	0	5	2	242		424
8:15 AM	1	151	0	3	1	156	1	0	250	0	3	1	255		411
8:30 AM	0	135	0	4	1	140	1	0	249	1	1	2	254		394
8:45 AM	0	112	0	1	0	113	1	0	198	1	1	1	202		315
9:00 AM	0	89	0	2	3	94	1	0	175	3	3	1	183		277
9:15 AM	0	73	1	1	2	77	0	0	170	2	5	0	177		254
9:30 AM	1	96	0	6	2	105	0	0	183	0	2	2	187		292
9:45 AM	0	109	0	0	1	110	0	0	193	1	3	0	197		307
10:00 AM	0	111	0	2	4	117	0	0	159	0	4	2	165		282
10:15 AM	0	102	3	2	1	108	0	0	174	0	2	2	178		286
10:30 AM	0	89	2	2	0	93	0	0	180	0	3	3	186		279
10:45 AM	0	113	1	4	0	118	0	0	168	0	3	1	172		290
11:00 AM	0	115	0	3	1	119	0	0	163	0	3	0	166		285
11:15 AM	0	115	1	2	0	118	0	0	174	1	5	0	180		298
11:30 AM	4	128	0	2	1	135	0	0	156	0	3	3	162		297
11:45 AM	0	156	0	4	0	160	2	0	150	0	3	0	155		315
12:00 PM	0	164	0	2	3	169	1	0	177	0	5	2	185		354
12:15 PM	0	167	0	4	1	172	1	0	159	2	2	1	165		337
12:30 PM	0	168	0	2	1	171	0	0	185	1	0	1	187		358
12:45 PM	0	159	1	4	1	165	0	0	184	0	5	3	192		357
1:00 PM	1	151	2	4	6	164	0	0	180	1	1	1	183		347
1:15 PM	2	214	0	3	2	221	1	0	172	1	1	1	176		397
1:30 PM	0	183	0	4	0	187	2	0	171	0	5	2	180		367
1:45 PM	0	152	1	1	2	156	0	0	184	0	0	2	186		342
2:00 PM	1	222	1	3	3	230	1	0	152	0	7	3	163		393
2:15 PM	1	220	2	0	1	224	0	0	173	2	2	1	178		402
2:30 PM	1	234	0	1	1	237	1	0	196	0	3	3	203		440
2:45 PM	0	251	1	1	1	254	0	0	163	1	3	0	167		421
3:00 PM	1	289	1	0	1	292	0	0	151	2	3	2	158		450
3:15 PM	0	212	2	1	1	216	0	0	200	0	1	3	204		420
3:30 PM	0	246	1	1	1	249	0	0	176	2	1	2	181		430
3:45 PM	1	293	0	0	1	295	0	0	193	0	2	1	196		491
4:00 PM	1	255	0	1	0	257	0	0	164	0	3	2	169		426
4:15 PM	0	253	0	2	0	255	0	0	203	0	1	1	205		460
4:30 PM	2	287	0	0	0	289	2	0	162	0	1	0	165		454
4:45 PM	2	272	0	0	1	275	0	0	179	0	4	0	183		458
5:00 PM	3	260	0	2	0	265	0	0	139	0	0	0	139		404
5:15 PM	2	247	0	0	0	249	0	0	198	0	1	0	199		448
5:30 PM	1	248	0	1	1	251	0	0	177	0	1	1	179		430
5:45 PM	4	244	0	2	0	250	3	0	142	1	1	0	147		397
6:00 PM	1	259	1	0	0	261	1	0	140	0	0	0	141		402
6:15 PM	1	224	0	1	0	226	0	0	150	0	2	0	152		378
6:30 PM	2	244	0	2	0	248	1	0	129	0	0	0	130		378
6:45 PM	0	204	0	1	0	205	0	0	128	0	0	0	128		333
7:00 PM	0	172	0	0	0	172	1	0	104	1	0	0	106		278
7:15 PM	1	158	0	0	0	159	0	0	99	0	0	0	99		258
7:30 PM	0	204	0	0	1	205	0	0	87	0	0	0	87		292
7:45 PM	1	207	0	0	0	208	0	0	89	0	0	0	89		297
8:00 PM	0	211	0	0	0	211	0	0	71	0	0	1	72		283
8:15 PM	0	178	0	0	0	178	0	0	89	0	0	0	89		267
8:30 PM	0	201	0	0	0	201	0	0	73	0	0	1	74		275
8:45 PM	0	121	0	0	0	121	0	0	53	0	0	0	53		174
9:00 PM	1	101	0	1	0	103	0	0	52	0	0	0	52		155
9:15 PM	0	93	0	0	0	93	0	0	48	0	0	0	48		141
9:30 PM	0	90	0	0	1	91	0	0	36	0	0	0	36		127
9:45 PM	0	80	0	0	0	80	0	0	45	0	0	0	45		125
10:00 PM	0	65	0	0	1	66	0	0	30	0	0	0	30		96
10:15 PM	0	68	0	0	2	70	0	0	25	0	0	1	26		96
10:30 PM	0	56	0	0	0	56	0	0	16	0	0	0	16		72
10:45 PM	0	45	0	1	0	46	0	0	17	0	0	0	17		63
11:00 PM	0	44	0	1	0	45	0	0	17	0	0	0	17		62
11:15 PM	0	43	0	0	0	43	1	0	15	0	0	0	16		59
11:30 PM	0	40	0	1	0	41	0	0	17	0	0	1	18		59
11:45 PM	0	41	0	0	0	41	0	0	12	0	0	0	12		53
Daily Total - Tuesday	38	11363	29	112	84	11626	42	12732	29	117	69	12989	24615		

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

3/4/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		
12:00 AM	0	26	0	1	0	27		0	8	0	0	1	9		36
12:15 AM	0	36	0	1	0	37		0	14	0	0	0	14		51
12:30 AM	0	22	0	0	0	22		0	5	0	0	0	1		28
12:45 AM	1	21	0	0	0	22		0	13	0	0	1	14		36
1:00 AM	0	13	0	0	0	13		0	11	0	0	0	11		24
1:15 AM	0	17	0	0	0	17		0	10	0	0	0	10		27
1:30 AM	0	15	0	0	0	15	2	0	16	0	0	0	18		33
1:45 AM	0	13	0	0	1	14	0	0	9	0	0	1	10		24
2:00 AM	0	7	0	0	0	7	0	0	10	0	0	2	12		19
2:15 AM	0	7	0	0	0	7	0	0	9	0	0	0	9		16
2:30 AM	0	2	0	0	1	3	0	0	26	0	0	1	27		30
2:45 AM	0	12	0	0	0	12	0	0	29	0	0	0	29		41
3:00 AM	0	13	0	0	0	13	0	0	48	0	0	0	48		61
3:15 AM	0	8	0	1	0	9	0	0	50	0	0	1	51		60
3:30 AM	0	13	0	0	0	13	0	0	82	0	0	1	83		96
3:45 AM	0	11	0	1	1	13	0	0	101	0	0	0	101		114
4:00 AM	0	6	0	1	0	7	0	0	110	0	0	0	110		117
4:15 AM	0	7	0	0	0	7	0	0	147	0	0	0	147		154
4:30 AM	0	12	0	0	1	13	0	0	205	0	1	0	206		219
4:45 AM	0	13	0	0	2	15	0	0	229	0	1	0	230		245
5:00 AM	0	27	0	0	0	27	1	0	198	0	0	1	200		227
5:15 AM	0	22	2	0	1	25	0	0	184	0	0	0	184		209
5:30 AM	0	24	1	1	6	32	1	0	210	0	0	0	211		243
5:45 AM	0	40	1	0	2	43	1	0	194	0	0	0	195		238
6:00 AM	0	38	0	2	4	44	1	0	205	0	0	0	206		250
6:15 AM	0	51	1	0	4	56	1	0	235	0	2	6	244		300
6:30 AM	0	36	1	0	1	38	2	0	212	0	4	1	219		257
6:45 AM	0	85	0	1	4	90	2	0	236	1	2	0	241		331
7:00 AM	1	65	1	1	3	71	2	0	260	1	2	1	266		337
7:15 AM	0	102	1	4	5	112	2	0	319	0	2	3	326		438
7:30 AM	0	94	0	5	7	106	2	0	372	3	0	5	382		488
7:45 AM	0	127	0	4	0	131	0	0	329	0	4	11	344		475
8:00 AM	0	160	1	5	3	169	1	0	241	0	6	2	250		419
8:15 AM	0	132	0	3	2	137	1	0	235	0	3	3	242		379
8:30 AM	0	113	0	3	0	116	0	0	279	1	3	3	286		402
8:45 AM	1	115	1	3	1	121	0	0	214	1	3	1	219		340
9:00 AM	0	97	0	5	4	106	1	0	177	0	4	0	182		288
9:15 AM	0	97	0	2	1	100	0	0	190	0	3	6	199		299
9:30 AM	0	102	0	3	2	107	0	0	192	0	5	1	198		305
9:45 AM	1	101	1	5	1	109	0	0	196	1	1	0	198		307
10:00 AM	0	112	0	3	0	115	0	0	161	1	4	5	171		286
10:15 AM	0	108	1	1	2	112	0	0	148	0	2	1	151		263
10:30 AM	0	120	0	2	1	123	0	0	159	0	1	4	164		287
10:45 AM	0	129	1	3	3	136	0	0	164	1	3	0	168		304
11:00 AM	1	132	2	3	2	140	1	0	148	0	4	0	153		293
11:15 AM	0	125	0	0	3	128	0	0	142	0	5	2	149		277
11:30 AM	1	148	0	5	2	156	0	0	134	0	2	0	136		292
11:45 AM	0	154	0	4	2	160	3	0	165	2	2	3	175		335
12:00 PM	1	150	2	3	3	159	0	0	157	1	1	2	161		320
12:15 PM	0	144	1	3	0	148	0	0	178	1	2	2	183		331
12:30 PM	0	195	0	3	1	199	2	0	166	0	5	1	174		373
12:45 PM	0	150	0	3	2	155	0	0	169	0	1	0	170		325
1:00 PM	0	155	0	1	1	157	2	0	150	0	4	7	163		320
1:15 PM	0	144	0	2	4	150	0	0	181	1	4	0	186		336
1:30 PM	0	185	1	1	2	189	0	0	193	0	4	2	199		388
1:45 PM	0	151	0	2	1	154	2	0	170	0	2	5	179		333
2:00 PM	1	228	0	3	0	232	1	0	141	1	6	2	151		383
2:15 PM	2	198	0	2	2	204	1	0	163	2	2	0	168		372
2:30 PM	1	254	1	2	1	259	0	0	169	0	4	1	174		433
2:45 PM	0	255	0	4	0	259	1	0	150	0	3	1	155		414
3:00 PM	0	263	2	1	0	266	0	0	121	0	6	0	127		393
3:15 PM	1	247	1	2	0	251	0	0	177	1	2	2	182		433
3:30 PM	2	265	3	0	1	271	0	0	187	4	3	2	196		467
3:45 PM	1	285	1	2	0	289	0	0	166	0	2	0	168		457
4:00 PM	0	275	0	1	0	276	0	0	183	0	2	0	185		461
4:15 PM	0	256	0	0	0	256	1	0	173	0	2	0	176		432
4:30 PM	4	264	0	1	0	269	1	0	177	0	2	0	180		449
4:45 PM	0	287	0	1	0	288	0	0	146	0	0	2	148		436
5:00 PM	1	273	0	0	0	274	0	0	161	0	1	2	164		438
5:15 PM	2	270	0	0	0	272	0	0	182	0	3	0	185		457
5:30 PM	1	263	0	0	0	264	1	0	145	1	0	0	147		411
5:45 PM	3	257	0	0	0	260	0	0	162	0	1	0	163		423
6:00 PM	1	290	0	0	0	291	0	0	132	0	1	0	133		424
6:15 PM	1	245	0	0	0	246	1	0	143	0	0	0	144		390
6:30 PM	1	218	0	1	1	221	0	0	138	0	0	1	139		360
6:45 PM	1	180	0	1	1	183	0	0	116	0	0	0	116		299
7:00 PM	0	209	0	1	1	211	0	0	111	0	0	0	111		322
7:15 PM	0	191	0	0	0	191	0	0	98	0	0	0	98		289
7:30 PM	0	198	0	1	0	199	0	0	113	0	0	0	113		312
7:45 PM	0	175	0	0	0	175	1	0	90	0	1	0	92		267
8:00 PM	0	193	0	1	1	195	0	0	92	0	0	0	92		287
8:15 PM	0	148	0	0	0	148	0	0	70	0	0	0	70		218
8:30 PM	0	127	0	1	0	128	0	0	79	0	0	0	79		207
8:45 PM	1	129	0	1	2	133	0	0	46	0	0	0	46		179
9:00 PM	0	97	0	0	0	97	0	0	50	0	0	1	51		148
9:15 PM	0	100	0	0	0	100	0	0	41	0	0	0	41		141
9:30 PM	0	104	0	0	0	104	0	0	39	0	0	0	39		143
9:45 PM	0	76	0	0	1	77	0	0	33	0	0	0	33		110
10:00 PM	0	68	0	1	0	69	0	0	35	0	0	0	35		104
10:15 PM	0	63	0	0	1	64	0	0	21	0	0	0	21		85
10:30 PM	0	56	0	0	0	56	0	0	34	0	0	0	34		90
10:45 PM	0	60	0	0	0	60	0	0	17	0	0	0	17		77
11:00 PM	0	41	0	0	0	41	0	0	20	0	0	0	20		61
11:15 PM	0	43	0	0	0	43	1	0	14	0	0	0	15		58
11:30 PM	0	33	0	0	0	33	0	0	19	0	0	0	19		52
11:45 PM	0	34	0	0	0	34	0	0	11	0	0	0	11		45
Daily Total - Wednesday	31	11422	27	118	98	11696	39	12560	24	133	101	12857	24553		

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

3/5/2026	Southbound							Northbound							Combined Total
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total		
12:00 AM	0	30	0	0	0	30		0	11	0	0	1	12		42
12:15 AM	0	33	0	0	0	33		0	9	0	0	0	9		42
12:30 AM	0	21	0	0	0	21		0	15	0	0	0	15		36
12:45 AM	0	11	0	0	0	11		0	13	0	0	0	13		24
1:00 AM	0	14	0	0	0	14		0	11	0	0	0	11		25
1:15 AM	0	9	0	0	0	9		0	6	0	0	0	6		15
1:30 AM	0	13	0	0	0	13	1	13	0	0	0	0	14		27
1:45 AM	0	14	0	0	0	14	1	10	0	0	0	1	12		26
2:00 AM	0	8	0	0	0	8	0	10	0	0	0	0	10		18
2:15 AM	0	10	0	0	1	11	0	16	0	0	0	1	17		28
2:30 AM	1	7	0	0	0	8	0	23	0	0	0	1	24		32
2:45 AM	0	14	0	0	0	14	0	24	0	0	0	0	24		38
3:00 AM	0	4	0	0	0	4	0	48	0	0	0	0	48		52
3:15 AM	0	8	1	0	0	9	1	43	0	0	0	0	44		53
3:30 AM	0	7	0	0	0	7	0	89	0	0	0	1	90		97
3:45 AM	0	11	1	0	0	12	0	96	0	0	0	0	96		108
4:00 AM	0	12	0	0	3	15	0	114	0	1	1	1	116		131
4:15 AM	0	12	0	0	0	12	0	147	0	0	0	0	147		159
4:30 AM	0	13	0	0	0	13	1	227	1	0	0	1	230		243
4:45 AM	0	21	0	0	0	21	2	205	0	0	0	0	207		228
5:00 AM	0	21	0	1	1	23	1	189	0	0	0	0	190		213
5:15 AM	0	15	0	0	3	18	2	177	0	0	0	1	180		198
5:30 AM	0	37	0	3	1	41	1	214	0	0	0	0	215		256
5:45 AM	0	30	0	6	4	40	1	196	0	0	0	0	197		237
6:00 AM	1	40	0	2	5	48	1	192	0	0	0	0	193		241
6:15 AM	0	40	1	1	2	44	2	214	0	5	2	2	223		267
6:30 AM	1	53	2	0	4	60	1	216	0	1	0	0	218		278
6:45 AM	1	69	0	1	2	73	2	227	1	2	3	3	235		308
7:00 AM	0	63	1	2	2	68	1	268	1	0	3	3	273		341
7:15 AM	0	80	0	7	11	98	2	308	1	0	0	0	311		409
7:30 AM	0	106	1	8	5	120	2	347	3	2	1	1	355		475
7:45 AM	0	124	0	4	2	130	1	356	0	4	9	3	370		500
8:00 AM	0	152	1	6	1	160	1	245	0	8	4	4	258		418
8:15 AM	0	137	0	10	2	149	1	230	0	7	2	2	240		389
8:30 AM	0	129	0	2	1	132	1	230	0	5	5	5	241		373
8:45 AM	1	97	0	2	4	104	0	231	1	1	4	4	237		341
9:00 AM	1	94	0	4	1	100	0	202	1	5	5	5	213		313
9:15 AM	0	97	1	2	1	101	0	212	1	4	3	3	220		321
9:30 AM	0	89	1	4	1	95	1	200	1	4	3	3	209		304
9:45 AM	0	114	1	3	2	120	1	182	1	2	2	2	188		308
10:00 AM	0	113	0	3	4	120	1	163	0	3	2	2	169		289
10:15 AM	0	117	0	3	3	123	0	183	0	4	2	2	189		312
10:30 AM	0	108	1	3	2	114	0	157	0	3	2	2	162		276
10:45 AM	0	97	0	8	4	109	0	158	0	4	3	3	165		274
11:00 AM	1	123	0	4	1	129	1	149	0	3	2	2	155		284
11:15 AM	1	142	0	7	0	150	0	181	0	4	2	2	187		337
11:30 AM	2	156	0	2	0	160	0	156	0	4	2	2	162		322
11:45 AM	2	159	0	0	2	163	2	176	0	2	0	0	180		343
12:00 PM	2	194	0	5	2	203	0	166	0	7	1	1	174		377
12:15 PM	0	194	2	1	5	202	0	188	2	3	5	5	198		400
12:30 PM	1	143	2	3	3	152	1	176	3	5	6	6	191		343
12:45 PM	0	160	1	6	6	173	1	228	1	3	3	3	236		409
1:00 PM	1	216	0	3	0	220	0	185	0	4	4	4	193		413
1:15 PM	0	179	0	3	2	184	0	188	1	1	5	5	195		379
1:30 PM	2	171	0	5	1	179	0	161	1	3	1	1	166		345
1:45 PM	0	194	0	1	2	197	1	203	2	5	0	0	211		408
2:00 PM	1	194	3	1	0	199	0	180	2	4	3	3	189		388
2:15 PM	3	193	0	1	1	198	3	187	0	3	1	1	194		392
2:30 PM	2	213	0	1	4	220	0	169	0	1	0	0	170		390
2:45 PM	0	203	0	2	2	207	2	159	0	3	0	0	164		371
3:00 PM	2	232	0	1	2	237	2	172	0	4	2	2	180		417
3:15 PM	0	220	1	3	0	224	1	147	0	2	2	2	152		376
3:30 PM	2	274	0	2	3	281	1	160	0	4	1	1	166		447
3:45 PM	3	256	1	0	2	262	1	129	0	0	2	2	132		394
4:00 PM	1	260	0	3	0	264	0	164	1	3	0	0	168		432
4:15 PM	1	249	1	1	1	253	0	162	0	4	0	0	166		419
4:30 PM	3	292	0	2	0	297	1	155	0	0	1	1	157		454
4:45 PM	0	305	0	2	0	307	0	158	0	1	1	1	160		467
5:00 PM	1	270	0	0	0	271	0	171	0	0	0	0	171		442
5:15 PM	2	272	0	0	1	275	1	165	0	4	0	0	170		445
5:30 PM	1	238	0	0	0	239	0	158	0	2	0	0	160		399
5:45 PM	4	282	0	2	0	288	0	136	0	0	0	0	136		424
6:00 PM	0	257	0	0	0	257	0	136	0	0	0	0	136		393
6:15 PM	2	234	0	0	4	240	0	140	0	0	1	1	141		381
6:30 PM	0	233	0	0	0	233	0	120	1	1	0	0	122		355
6:45 PM	2	236	0	0	0	238	0	117	0	0	0	0	117		355
7:00 PM	0	233	0	0	1	234	1	137	0	0	0	1	139		373
7:15 PM	0	224	0	0	1	225	0	101	0	0	0	0	101		326
7:30 PM	1	176	0	0	0	177	0	100	0	0	0	1	101		278
7:45 PM	0	184	0	0	1	185	5	89	0	0	0	0	94		279
8:00 PM	0	189	0	0	1	190	1	97	0	0	0	0	98		288
8:15 PM	0	180	0	0	0	180	0	90	0	0	0	0	90		270
8:30 PM	1	144	0	0	1	146	1	68	0	0	0	0	69		215
8:45 PM	1	126	0	0	0	127	0	70	0	0	0	0	70		197
9:00 PM	0	118	0	0	0	118	0	51	0	0	0	0	51		169
9:15 PM	1	92	0	0	0	93	0	46	0	0	0	0	46		139
9:30 PM	0	109	0	0	0	109	0	55	0	0	0	0	55		164
9:45 PM	0	74	0	0	0	74	0	36	0	0	0	0	36		110
10:00 PM	0	74	0	1	0	75	0	37	0	0	0	0	37		112
10:15 PM	0	79	0	0	1	80	0	42	0	0	0	0	42		122
10:30 PM	0	59	0	0	0	59	0	33	0	0	0	0	33		92
10:45 PM	0	48	0	1	0	49	0	26	0	0	0	0	26		75
11:00 PM	0	48	0	0	0	48	0	16	0	0	0	1	17		65
11:15 PM	0	43	0	0	0	43	0	19	0	0	0	0	19		62
11:30 PM	0	25	0	0	1	26	0	17	0	0	0	0	17		43
11:45 PM	0	20	1	1	0	22	0	5	0	0	0	0	5		27
Daily Total - Thursday	52	11483	24	149	123	11831	55	12804	26	145	111	13141	24972		

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

3/7/2026	Southbound						Northbound						Combined
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Total
12:00 AM	0	46	0	0	0	46	0	22	0	0	0	22	68
12:15 AM	0	59	0	0	0	59	0	17	0	0	0	17	76
12:30 AM	0	28	0	0	0	28	0	15	0	0	0	15	43
12:45 AM	0	27	0	0	0	27	0	14	0	0	0	14	41
1:00 AM	0	36	0	0	0	36	0	5	0	0	0	5	41
1:15 AM	0	19	0	0	0	19	0	13	0	0	0	13	32
1:30 AM	0	24	0	0	0	24	0	14	0	0	0	14	38
1:45 AM	0	19	0	0	0	19	0	14	0	0	0	14	33
2:00 AM	0	13	0	0	0	13	0	15	0	0	0	15	28
2:15 AM	0	18	0	0	0	18	0	13	0	0	0	13	31
2:30 AM	0	18	0	0	0	18	0	10	0	0	0	10	28
2:45 AM	0	19	0	0	0	19	0	19	0	0	0	19	38
3:00 AM	0	12	0	0	0	12	0	24	0	1	0	25	37
3:15 AM	0	15	0	0	0	15	0	27	0	0	0	27	42
3:30 AM	0	7	0	0	0	7	0	17	0	0	1	18	25
3:45 AM	0	20	0	0	0	20	0	32	0	0	0	32	52
4:00 AM	0	11	0	0	0	11	0	38	0	0	0	38	49
4:15 AM	0	11	0	0	0	11	0	42	0	0	0	42	53
4:30 AM	0	8	0	0	0	8	1	44	0	0	0	45	53
4:45 AM	0	6	0	0	0	6	0	41	0	0	0	41	47
5:00 AM	0	10	0	0	0	10	0	36	0	0	0	36	46
5:15 AM	0	10	0	0	1	11	0	51	0	0	0	51	62
5:30 AM	0	15	0	0	0	15	0	70	0	0	0	70	85
5:45 AM	0	24	1	0	0	25	1	69	0	0	1	71	96
6:00 AM	0	28	0	0	0	28	0	92	0	0	2	94	122
6:15 AM	0	32	0	0	0	32	0	98	0	1	0	99	131
6:30 AM	0	44	0	1	1	46	0	95	0	0	0	95	141
6:45 AM	0	54	0	0	1	55	0	127	0	0	1	128	183
7:00 AM	1	54	0	0	0	55	1	127	0	0	1	129	184
7:15 AM	0	63	1	4	1	69	1	119	0	1	1	122	191
7:30 AM	0	71	0	0	0	71	1	129	1	0	0	131	202
7:45 AM	1	84	0	1	0	86	0	130	0	3	0	133	219
8:00 AM	0	119	0	1	0	120	3	134	0	2	0	139	259
8:15 AM	0	95	1	2	0	98	1	170	0	1	0	172	270
8:30 AM	1	101	0	1	1	104	3	170	0	2	0	175	279
8:45 AM	0	157	0	4	3	164	3	185	0	1	1	190	354
9:00 AM	1	134	0	0	0	135	0	210	0	4	0	214	349
9:15 AM	0	129	0	3	1	133	0	205	0	1	2	208	341
9:30 AM	0	125	0	1	0	126	1	204	0	1	2	208	334
9:45 AM	2	148	0	4	0	154	3	191	0	3	2	199	353
10:00 AM	3	141	0	0	0	144	1	220	0	0	2	223	367
10:15 AM	1	163	0	1	3	168	3	213	0	2	0	218	386
10:30 AM	3	163	1	0	0	167	3	204	1	1	0	209	376
10:45 AM	0	163	0	3	0	166	1	212	0	2	1	216	382
11:00 AM	1	175	0	1	1	178	1	216	0	0	1	218	396
11:15 AM	0	165	0	2	0	167	0	229	0	0	0	229	396
11:30 AM	2	144	0	3	0	149	0	203	1	2	0	206	355
11:45 AM	1	155	1	0	0	157	1	181	0	3	0	185	342
12:00 PM	3	199	0	0	1	203	4	195	0	2	1	202	405
12:15 PM	3	160	0	1	1	165	2	242	0	4	0	248	413
12:30 PM	0	176	0	4	1	181	1	224	0	1	2	228	409
12:45 PM	0	191	0	0	0	191	2	205	0	2	1	210	401
1:00 PM	2	166	0	3	1	172	1	172	0	4	0	177	349
1:15 PM	1	167	1	4	0	173	1	176	0	0	1	178	351
1:30 PM	1	137	0	1	0	139	3	202	0	1	3	209	348
1:45 PM	4	215	0	1	0	220	5	182	0	4	0	191	411
2:00 PM	0	194	1	0	0	195	2	178	0	1	0	181	376
2:15 PM	0	192	0	0	0	192	2	178	0	0	0	180	372
2:30 PM	8	173	0	0	1	182	4	181	0	2	0	187	369
2:45 PM	3	189	0	0	0	192	0	168	0	2	0	170	362
3:00 PM	4	174	0	0	0	178	4	190	0	1	1	196	374
3:15 PM	0	164	0	2	0	166	3	177	0	0	0	180	346
3:30 PM	0	172	0	0	0	172	1	191	0	1	0	193	365
3:45 PM	1	192	0	0	1	194	4	160	0	0	0	164	358
4:00 PM	1	220	0	0	0	221	1	140	0	1	0	142	363
4:15 PM	2	192	0	1	0	195	1	193	0	1	0	195	390
4:30 PM	0	224	0	3	0	227	0	157	0	1	0	158	385
4:45 PM	0	153	0	0	1	154	3	163	0	0	0	166	320
5:00 PM	1	192	0	0	0	193	0	185	0	0	0	185	378
5:15 PM	1	170	0	0	0	171	0	183	0	0	0	183	354
5:30 PM	0	212	0	0	0	212	1	145	0	1	0	147	359
5:45 PM	4	197	0	0	0	201	3	162	0	0	0	165	366
6:00 PM	2	152	0	1	0	155	1	157	0	0	0	158	313
6:15 PM	1	200	0	0	0	201	0	143	0	1	0	144	345
6:30 PM	0	165	0	0	0	165	1	143	0	0	0	144	309
6:45 PM	0	172	0	0	0	172	1	117	0	0	0	118	290
7:00 PM	0	170	0	1	0	171	0	134	0	1	0	135	306
7:15 PM	1	146	0	0	0	147	1	113	0	0	0	114	261
7:30 PM	1	149	0	0	0	150	0	87	0	0	0	87	237
7:45 PM	1	120	0	0	0	121	0	102	0	0	0	102	223
8:00 PM	0	107	1	0	0	108	1	83	0	0	0	84	192
8:15 PM	0	121	0	0	0	121	0	78	0	0	0	78	199
8:30 PM	0	113	0	0	2	115	0	91	0	0	0	91	206
8:45 PM	2	124	0	0	0	126	0	85	0	0	0	85	211
9:00 PM	0	106	0	0	0	106	1	87	0	0	0	88	194
9:15 PM	0	106	0	0	0	106	0	87	0	0	0	87	193
9:30 PM	1	105	0	0	0	106	0	73	0	0	0	73	179
9:45 PM	0	101	0	0	0	101	1	79	0	0	0	80	181
10:00 PM	0	85	0	0	0	85	0	58	0	0	0	58	143
10:15 PM	0	89	0	0	0	89	1	72	0	0	0	73	162
10:30 PM	0	96	0	0	0	96	0	70	0	0	0	70	166
10:45 PM	1	81	0	0	0	82	0	50	0	0	0	50	132
11:00 PM	0	80	0	0	0	80	0	35	0	0	0	35	115
11:15 PM	0	68	0	0	0	68	0	38	0	0	0	38	106
11:30 PM	0	54	0	0	0	54	0	27	0	0	0	27	81
11:45 PM	0	45	0	0	0	45	0	25	0	0	0	25	70
Daily Total - Saturday	66	10358	8	54	22	10508	85	11109	3	62	27	11286	21794

Study Name: San Benito County Traffic Counts - Mar 2026
Date: Tues 3/3/2026; Wed 3/4/2026; Thurs 3/5/2026; Sat 3/7/2026; Sun 3/8/2026
Count Time: 12:00 AM - 12:00 AM
Location: SR25 BT Santa Ana Rd and Meridian St
Site Code: 6

3/8/2026	Southbound						Northbound						Combined
	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Motorcycles	Cars & Light Goods	Buses	Single-Unit Trucks	Articulated Trucks	Total	Total
12:00 AM	0	45	0	0	0	45	0	23	0	0	0	23	68
12:15 AM	0	45	0	0	0	45	0	34	0	0	0	34	79
12:30 AM	0	32	0	0	0	32	0	19	0	0	0	19	51
12:45 AM	0	27	0	0	0	27	0	21	0	0	0	21	48
1:00 AM	0	16	0	0	0	16	0	10	0	0	0	10	26
1:15 AM	0	17	0	0	0	17	0	9	0	0	0	9	26
1:30 AM	0	16	0	0	0	16	0	11	0	0	0	11	27
1:45 AM	0	6	0	0	0	6	0	7	0	0	0	7	13
2:00 AM	0	27	0	0	0	27	0	17	0	0	0	17	44
2:15 AM	0	15	0	0	0	15	0	13	0	0	0	13	28
2:30 AM	0	11	0	0	0	11	0	15	0	0	0	15	26
2:45 AM	0	17	0	0	0	17	1	33	0	0	0	34	51
3:00 AM	0	11	0	0	0	11	0	29	0	1	0	30	41
3:15 AM	0	8	0	0	0	8	0	16	0	0	0	16	24
3:30 AM	0	10	0	0	0	10	1	23	0	0	0	24	34
3:45 AM	0	14	0	0	0	14	0	15	0	0	0	15	29
4:00 AM	0	7	0	0	0	7	0	17	0	0	0	17	24
4:15 AM	0	10	0	0	0	10	0	26	0	0	0	26	36
4:30 AM	0	16	0	0	0	16	0	29	0	0	0	29	45
4:45 AM	0	12	0	0	0	12	0	35	0	0	0	35	47
5:00 AM	0	16	0	0	0	16	0	44	0	0	0	44	60
5:15 AM	0	23	0	0	0	23	0	38	0	0	0	38	61
5:30 AM	0	25	0	0	0	25	0	63	0	0	1	64	89
5:45 AM	0	31	0	0	0	31	1	58	0	1	1	61	92
6:00 AM	0	19	0	0	0	19	0	63	0	2	0	65	84
6:15 AM	0	27	0	1	0	28	1	66	0	1	0	68	96
6:30 AM	1	28	0	0	1	30	1	85	0	1	1	88	118
6:45 AM	0	55	0	2	0	57	1	73	0	0	0	74	131
7:00 AM	0	56	0	1	0	57	1	88	0	2	0	91	148
7:15 AM	0	53	0	0	0	53	0	88	0	0	1	89	142
7:30 AM	0	87	0	2	0	89	1	121	0	0	0	122	211
7:45 AM	0	95	0	1	0	96	0	155	0	1	0	156	252
8:00 AM	0	72	0	1	0	73	0	138	0	1	0	139	212
8:15 AM	3	76	0	0	0	79	0	128	0	0	0	128	207
8:30 AM	0	94	0	1	0	95	1	136	0	0	0	137	232
8:45 AM	0	104	0	0	0	104	0	160	0	0	1	161	265
9:00 AM	3	100	1	1	0	105	2	177	0	0	1	180	285
9:15 AM	0	108	0	1	0	109	0	210	1	0	0	211	320
9:30 AM	5	130	0	2	0	137	0	180	1	3	0	184	321
9:45 AM	1	130	0	0	0	131	2	205	1	2	0	210	341
10:00 AM	0	133	0	1	1	135	1	199	0	2	0	202	337
10:15 AM	1	130	0	0	0	131	0	188	2	3	0	193	324
10:30 AM	0	129	1	0	0	130	2	186	0	1	0	189	319
10:45 AM	1	118	0	1	0	120	3	161	0	4	1	169	289
11:00 AM	0	145	2	1	0	148	3	207	1	1	0	212	360
11:15 AM	0	163	0	1	0	164	1	217	1	2	0	221	385
11:30 AM	2	169	0	0	0	171	4	206	0	1	0	211	382
11:45 AM	4	167	0	0	0	171	2	180	1	2	0	185	356
12:00 PM	0	154	0	2	0	156	1	173	0	1	0	175	331
12:15 PM	1	162	2	2	1	168	1	173	0	4	0	178	346
12:30 PM	0	149	0	0	0	149	0	179	0	0	0	179	328
12:45 PM	1	163	1	0	0	165	5	181	0	1	0	187	352
1:00 PM	0	179	0	2	0	181	2	178	0	2	0	182	363
1:15 PM	2	161	0	0	0	163	4	167	0	3	1	175	338
1:30 PM	0	143	0	0	0	143	3	156	0	1	0	160	303
1:45 PM	2	163	0	1	0	166	2	137	0	2	1	142	308
2:00 PM	1	167	0	1	0	169	0	172	0	0	1	173	342
2:15 PM	2	183	1	0	0	186	3	164	0	1	0	168	354
2:30 PM	6	178	0	2	0	186	4	164	0	2	0	170	356
2:45 PM	0	167	0	1	0	168	1	180	0	1	0	182	350
3:00 PM	1	141	0	0	0	142	1	153	0	0	0	154	296
3:15 PM	0	147	0	0	0	147	1	139	0	1	0	141	288
3:30 PM	2	159	0	0	0	161	2	136	0	1	0	139	300
3:45 PM	1	139	0	0	0	140	3	141	0	0	0	144	284
4:00 PM	4	155	0	0	0	159	1	135	0	0	0	136	295
4:15 PM	2	172	0	0	0	174	3	139	0	1	0	143	317
4:30 PM	0	161	0	0	0	161	0	139	0	1	0	140	301
4:45 PM	1	177	0	0	0	178	9	133	0	1	0	143	321
5:00 PM	0	145	0	0	0	145	0	151	1	0	0	152	297
5:15 PM	0	161	0	0	0	161	5	152	0	0	0	157	318
5:30 PM	0	186	0	0	0	186	1	122	0	0	0	123	309
5:45 PM	1	129	0	1	0	131	0	117	0	0	0	117	248
6:00 PM	0	178	0	0	1	179	0	116	0	1	0	117	296
6:15 PM	2	133	0	0	0	135	1	122	0	1	0	124	259
6:30 PM	1	142	0	0	0	143	0	115	0	0	0	115	258
6:45 PM	0	139	0	0	0	139	0	118	0	0	0	118	257
7:00 PM	0	129	0	0	0	129	0	113	0	0	0	113	242
7:15 PM	1	122	0	0	1	124	0	92	0	1	0	93	217
7:30 PM	0	126	0	0	0	126	2	100	0	0	0	102	228
7:45 PM	0	92	0	0	0	92	0	82	0	1	0	83	175
8:00 PM	0	94	0	0	0	94	0	67	0	1	1	69	163
8:15 PM	0	73	0	0	0	73	0	76	0	0	0	76	149
8:30 PM	0	88	0	1	0	89	0	50	0	0	0	50	139
8:45 PM	0	78	0	0	0	78	0	66	0	0	0	66	144
9:00 PM	1	58	0	0	0	59	1	58	0	0	0	59	118
9:15 PM	0	55	0	0	0	55	0	34	0	0	0	34	89
9:30 PM	0	46	0	0	0	46	0	34	0	0	0	34	80
9:45 PM	1	31	0	0	0	32	0	33	0	0	0	33	65
10:00 PM	0	52	0	0	0	52	0	28	0	0	0	28	80
10:15 PM	0	27	0	0	0	27	0	17	0	0	0	17	44
10:30 PM	0	28	0	0	0	28	0	19	0	0	0	19	47
10:45 PM	0	32	0	0	0	32	0	21	0	0	0	21	53
11:00 PM	0	19	0	0	0	19	0	11	0	0	0	11	30
11:15 PM	0	21	0	0	0	21	0	13	0	0	0	13	34
11:30 PM	0	23	0	0	0	23	0	8	0	0	0	8	31
11:45 PM	0	13	0	0	0	13	0	12	0	0	0	12	25
Daily Total - Sunday	54	8485	8	30	5	8582	85	9308	9	59	11	9472	18054

Traffic Data Service -- San Jose, CA Class Report

CustomList-5533 -- English (ENU)**Datasets:**

Site: [7] SR25 BT SUNSET DR AND SOUTHSIDE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0100	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0200	26	0	21	5	0	0	0	0	0	0	0	0	0	0
0300	108	0	61	46	0	0	0	0	0	0	0	1	0	0
0400	238	0	144	92	0	2	0	0	0	0	0	0	0	0
0500	284	0	180	101	0	3	0	0	0	0	0	0	0	0
0600	349	0	220	118	0	10	0	0	1	0	0	0	0	0
0700	696	0	462	217	1	10	2	0	3	0	0	1	0	0
0800	655	0	433	203	3	7	4	0	5	0	0	0	0	0
0900	521	0	338	161	5	9	1	0	6	1	0	0	0	0
1000	519	0	340	165	3	1	1	0	8	0	0	1	0	0
1100	510	2	352	146	0	4	0	0	6	0	0	0	0	0
1200	548	0	389	154	2	1	0	0	2	0	0	0	0	0
1300	490	0	356	128	2	2	1	0	1	0	0	0	0	0
1400	589	0	402	176	2	3	1	0	5	0	0	0	0	0
1500	589	0	383	195	0	4	3	0	3	1	0	0	0	0
1600	539	1	373	154	0	7	3	0	1	0	0	0	0	0
1700	561	1	394	160	0	3	2	0	1	0	0	0	0	0
1800	459	1	327	127	0	3	0	0	1	0	0	0	0	0
1900	340	0	248	91	0	0	1	0	0	0	0	0	0	0
2000	222	0	170	52	0	0	0	0	0	0	0	0	0	0
2100	142	0	105	35	0	2	0	0	0	0	0	0	0	0
2200	46	0	36	9	0	1	0	0	0	0	0	0	0	0
2300	25	0	17	7	1	0	0	0	0	0	0	0	0	0
07-19	6676	5	4549	1986	18	54	18	0	42	2	0	2	0	0
06-22	7729	5	5292	2282	18	66	19	0	43	2	0	2	0	0
06-00	7800	5	5345	2298	19	67	19	0	43	2	0	2	0	0
00-00	8494	5	5784	2547	19	72	19	0	43	2	0	3	0	0

Peak step 7:00 (696) **AM Peak step** 7:00 (696) **PM Peak step** 14:00 (589)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	16	5	0	0	0	0	0	0	0	0	0	0
0100	28	0	18	9	0	0	0	0	1	0	0	0	0	0
0200	29	0	23	6	0	0	0	0	0	0	0	0	0	0
0300	96	0	57	38	0	0	0	0	0	0	0	1	0	0
0400	231	0	139	89	0	3	0	0	0	0	0	0	0	0
0500	267	0	158	104	0	5	0	0	0	0	0	0	0	0
0600	400	0	248	138	0	5	1	0	3	0	0	4	0	1
0700	668	2	417	234	1	5	3	0	3	0	0	3	0	0
0800	676	0	422	238	1	9	1	0	4	0	1	0	0	0
0900	533	0	346	174	1	8	1	0	3	0	0	0	0	0
1000	493	1	318	162	2	6	0	0	3	0	0	1	0	0
1100	481	1	321	149	1	5	1	0	3	0	0	0	0	0
1200	538	1	381	150	1	4	0	0	1	0	0	0	0	0
1300	527	1	366	149	0	6	2	0	2	0	0	1	0	0
1400	557	1	377	171	1	3	2	0	2	0	0	0	0	0
1500	593	2	383	195	1	6	1	0	4	0	1	0	0	0
1600	540	2	374	159	0	2	2	0	1	0	0	0	0	0
1700	519	1	351	160	1	2	3	0	1	0	0	0	0	0
1800	465	1	341	120	0	0	0	0	3	0	0	0	0	0
1900	309	1	219	87	0	1	0	0	1	0	0	0	0	0
2000	205	0	150	55	0	0	0	0	0	0	0	0	0	0
2100	136	0	94	40	0	1	0	0	1	0	0	0	0	0
2200	66	0	56	9	1	0	0	0	0	0	0	0	0	0
2300	31	1	22	8	0	0	0	0	0	0	0	0	0	0
07-19	6590	13	4397	2061	10	56	16	0	30	0	2	5	0	0
06-22	7640	14	5108	2381	10	63	17	0	35	0	2	9	0	1
06-00	7737	15	5186	2398	11	63	17	0	35	0	2	9	0	1
00-00	8409	15	5597	2649	11	71	17	0	36	0	2	10	0	1

Peak step 8:00 (676) AM Peak step 8:00 (676) PM Peak step 15:00 (593)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	25	0	13	12	0	0	0	0	0	0	0	0	0	0
0100	20	0	16	4	0	0	0	0	0	0	0	0	0	0
0200	25	0	17	7	0	0	0	0	0	0	0	1	0	0
0300	94	0	43	50	0	1	0	0	0	0	0	0	0	0
0400	217	0	121	93	0	3	0	0	0	0	0	0	0	0
0500	274	0	143	126	0	2	0	0	3	0	0	0	0	0
0600	375	0	208	155	0	9	0	0	3	0	0	0	0	0
0700	693	1	424	259	2	4	1	0	2	0	0	0	0	0
0800	698	2	395	277	1	9	3	0	8	3	0	0	0	0
0900	546	1	350	186	2	3	1	0	3	0	0	0	0	0
1000	502	0	327	158	2	7	0	0	8	0	0	0	0	0
1100	520	2	333	175	1	5	2	0	1	0	0	0	1	0
1200	505	2	335	158	2	6	0	0	2	0	0	0	0	0
1300	638	0	437	189	2	8	2	0	0	0	0	0	0	0
1400	533	2	352	173	0	2	0	0	3	0	1	0	0	0
1500	572	0	416	152	0	1	2	0	1	0	0	0	0	0
1600	585	1	422	158	0	3	1	0	0	0	0	0	0	0
1700	558	2	408	145	1	1	1	0	0	0	0	0	0	0
1800	510	0	381	128	0	0	0	0	1	0	0	0	0	0
1900	362	1	268	92	0	0	1	0	0	0	0	0	0	0
2000	241	1	161	78	0	1	0	0	0	0	0	0	0	0
2100	133	0	93	38	0	2	0	0	0	0	0	0	0	0
2200	88	0	55	33	0	0	0	0	0	0	0	0	0	0
2300	32	0	29	3	0	0	0	0	0	0	0	0	0	0
07-19	6860	13	4580	2158	13	49	13	0	29	3	1	0	1	0
06-22	7971	15	5310	2521	13	61	14	0	32	3	1	0	1	0
06-00	8091	15	5394	2557	13	61	14	0	32	3	1	0	1	0
00-00	8746	15	5747	2849	13	67	14	0	35	3	1	1	1	0

Peak step 8:00 (698) AM Peak step 8:00 (698) PM Peak step 13:00 (638)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	43	0	31	12	0	0	0	0	0	0	0	0	0	0
0100	24	0	12	11	0	1	0	0	0	0	0	0	0	0
0200	25	0	14	11	0	0	0	0	0	0	0	0	0	0
0300	34	0	18	16	0	0	0	0	0	0	0	0	0	0
0400	61	0	32	28	0	1	0	0	0	0	0	0	0	0
0500	116	0	55	60	0	1	0	0	0	0	0	0	0	0
0600	228	0	116	110	0	1	0	0	1	0	0	0	0	0
0700	341	0	189	146	1	2	0	0	3	0	0	0	0	0
0800	525	2	324	190	0	5	1	0	2	0	0	0	0	1
0900	662	2	416	236	0	3	1	0	4	0	0	0	0	0
1000	685	0	487	195	0	3	0	0	0	0	0	0	0	0
1100	644	3	459	177	1	2	0	0	2	0	0	0	0	0
1200	659	1	463	195	0	0	0	0	0	0	0	0	0	0
1300	596	5	406	178	0	3	4	0	0	0	0	0	0	0
1400	598	5	427	165	0	0	1	0	0	0	0	0	0	0
1500	624	2	423	194	1	2	0	0	2	0	0	0	0	0
1600	539	2	388	144	0	2	2	0	1	0	0	0	0	0
1700	608	2	449	153	0	1	0	0	3	0	0	0	0	0
1800	527	1	399	122	0	2	2	0	1	0	0	0	0	0
1900	410	1	306	100	0	0	1	0	2	0	0	0	0	0
2000	296	0	218	75	0	1	1	0	1	0	0	0	0	0
2100	249	0	178	70	0	1	0	0	0	0	0	0	0	0
2200	200	0	136	64	0	0	0	0	0	0	0	0	0	0
2300	79	0	50	29	0	0	0	0	0	0	0	0	0	0
07-19	7008	25	4830	2095	3	25	11	0	18	0	0	0	0	1
06-22	8191	26	5648	2450	3	28	13	0	22	0	0	0	0	1
06-00	8470	26	5834	2543	3	28	13	0	22	0	0	0	0	1
00-00	8773	26	5996	2681	3	31	13	0	22	0	0	0	0	1

Peak step 10:00 (685) AM Peak step 10:00 (685) PM Peak step 12:00 (659)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	51	0	38	13	0	0	0	0	0	0	0	0	0	0
0100	24	1	14	9	0	0	0	0	0	0	0	0	0	0
0200	40	0	26	14	0	0	0	0	0	0	0	0	0	0
0300	37	0	20	16	0	1	0	0	0	0	0	0	0	0
0400	61	0	36	25	0	0	0	0	0	0	0	0	0	0
0500	120	0	69	49	0	2	0	0	0	0	0	0	0	0
0600	180	0	104	74	0	2	0	0	0	0	0	0	0	0
0700	340	0	207	129	0	3	1	0	0	0	0	0	0	0
0800	451	1	283	164	0	2	1	0	0	0	0	0	0	0
0900	582	0	363	207	2	1	0	0	9	0	0	0	0	0
1000	645	1	442	193	1	2	2	0	4	0	0	0	0	0
1100	720	3	490	217	0	6	2	0	1	0	1	0	0	0
1200	667	6	479	176	0	1	1	0	1	1	1	1	0	0
1300	588	2	408	174	0	2	0	0	2	0	0	0	0	0
1400	561	0	396	163	0	0	0	0	1	0	0	1	0	0
1500	542	4	372	164	1	1	0	0	0	0	0	0	0	0
1600	447	2	315	125	1	1	1	0	2	0	0	0	0	0
1700	550	1	388	156	1	0	3	0	1	0	0	0	0	0
1800	412	2	300	108	0	1	1	0	0	0	0	0	0	0
1900	346	1	251	91	0	0	1	0	2	0	0	0	0	0
2000	193	0	119	73	0	0	1	0	0	0	0	0	0	0
2100	97	0	78	18	0	0	1	0	0	0	0	0	0	0
2200	47	0	29	18	0	0	0	0	0	0	0	0	0	0
2300	29	0	22	7	0	0	0	0	0	0	0	0	0	0
07-19	6505	22	4443	1976	6	20	12	0	21	1	2	2	0	0
06-22	7321	23	4995	2232	6	22	15	0	23	1	2	2	0	0
06-00	7397	23	5046	2257	6	22	15	0	23	1	2	2	0	0
00-00	7730	24	5249	2383	6	25	15	0	23	1	2	2	0	0

Peak step 11:00 (720) AM Peak step 11:00 (720) PM Peak step 12:00 (667)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5534 -- English (ENU)**Datasets:**

Site: [7] SR25 BT SUNSET DR AND SOUTHSIDE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	51	0	40	11	0	0	0	0	0	0	0	0	0	0
0100	28	0	22	6	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	20	0	13	7	0	0	0	0	0	0	0	0	0	0
0400	34	0	20	14	0	0	0	0	0	0	0	0	0	0
0500	111	0	61	45	1	0	0	0	4	0	0	0	0	0
0600	218	0	126	81	0	3	1	0	6	0	0	1	0	0
0700	341	0	203	121	2	7	2	0	4	1	0	0	1	0
0800	480	0	288	176	3	5	2	0	6	0	0	0	0	0
0900	396	1	257	129	1	4	0	0	3	1	0	0	0	0
1000	357	0	214	135	2	2	2	0	1	0	0	0	0	1
1100	460	0	322	130	2	4	0	0	2	0	0	0	0	0
1200	577	2	401	164	1	4	0	0	5	0	0	0	0	0
1300	597	0	426	162	1	2	3	0	1	2	0	0	0	0
1400	677	1	464	205	1	3	0	0	2	0	0	1	0	0
1500	829	0	562	254	1	6	1	0	5	0	0	0	0	0
1600	709	0	484	213	0	4	1	0	7	0	0	0	0	0
1700	751	1	522	221	0	1	2	0	3	0	0	1	0	0
1800	670	0	475	187	1	3	1	1	2	0	0	0	0	0
1900	598	0	405	187	0	3	0	0	2	0	1	0	0	0
2000	522	0	383	135	0	3	1	0	0	0	0	0	0	0
2100	292	0	226	65	0	0	0	0	1	0	0	0	0	0
2200	160	0	119	40	0	1	0	0	0	0	0	0	0	0
2300	78	0	62	16	0	0	0	0	0	0	0	0	0	0
07-19	6844	5	4618	2097	15	45	14	1	41	4	0	2	1	1
06-22	8474	5	5758	2565	15	54	16	1	50	4	1	3	1	1
06-00	8712	5	5939	2621	15	55	16	1	50	4	1	3	1	1
00-00	8965	5	6103	2705	16	55	16	1	54	4	1	3	1	1

Peak step 15:00 (829) **AM Peak step** 8:00 (480) **PM Peak step** 15:00 (829)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	59	0	41	18	0	0	0	0	0	0	0	0	0	0
0100	27	0	19	8	0	0	0	0	0	0	0	0	0	0
0200	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0300	23	0	15	7	0	0	0	0	0	1	0	0	0	0
0400	33	0	19	11	0	3	0	0	0	0	0	0	0	0
0500	107	0	59	42	0	0	0	0	2	0	0	4	0	0
0600	248	0	136	96	0	6	0	0	5	1	0	4	0	0
0700	347	0	201	130	1	6	1	0	5	1	0	1	0	1
0800	487	0	310	166	2	6	1	0	2	0	0	0	0	0
0900	376	1	222	142	0	4	1	0	5	0	0	0	0	1
1000	429	0	268	146	2	8	0	0	5	0	0	0	0	0
1100	471	0	307	155	0	5	0	0	2	1	0	0	1	0
1200	598	0	404	182	1	4	1	0	4	1	0	1	0	0
1300	593	1	388	194	1	2	1	0	2	0	0	2	1	1
1400	647	2	447	189	1	7	0	0	0	1	0	0	0	0
1500	805	0	545	245	1	7	3	1	3	0	0	0	0	0
1600	748	0	502	231	0	4	3	0	8	0	0	0	0	0
1700	737	3	503	219	0	3	1	0	7	0	1	0	0	0
1800	649	1	467	170	1	3	0	0	5	1	0	1	0	0
1900	574	0	401	168	0	2	0	0	3	0	0	0	0	0
2000	437	1	303	130	0	2	1	0	0	0	0	0	0	0
2100	255	0	185	70	0	0	0	0	0	0	0	0	0	0
2200	175	0	120	53	0	2	0	0	0	0	0	0	0	0
2300	100	0	63	36	0	0	0	0	1	0	0	0	0	0
07-19	6887	8	4564	2169	10	59	12	1	48	5	1	5	2	3
06-22	8401	9	5589	2633	10	69	13	1	56	6	1	9	2	3
06-00	8676	9	5772	2722	10	71	13	1	57	6	1	9	2	3
00-00	8941	9	5938	2811	10	74	13	1	59	7	1	13	2	3

Peak step 15:00 (805) AM Peak step 8:00 (487) PM Peak step 15:00 (805)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	54	0	26	27	0	1	0	0	0	0	0	0	0	0
0100	20	0	13	7	0	0	0	0	0	0	0	0	0	0
0200	23	0	11	12	0	0	0	0	0	0	0	0	0	0
0300	18	0	10	8	0	0	0	0	0	0	0	0	0	0
0400	25	0	14	10	0	0	0	0	0	1	0	0	0	0
0500	109	0	57	47	0	2	0	0	3	0	0	0	0	0
0600	223	0	99	107	0	11	1	0	5	0	0	0	0	0
0700	338	0	191	133	2	4	0	0	8	0	0	0	0	0
0800	490	0	306	172	4	4	1	0	2	1	0	0	0	0
0900	377	1	222	143	2	3	1	0	5	0	0	0	0	0
1000	396	1	226	155	1	5	1	0	7	0	0	0	0	0
1100	510	1	341	155	1	7	2	1	2	0	0	0	0	0
1200	593	1	407	177	0	6	0	0	2	0	0	0	0	0
1300	610	1	401	198	1	4	2	0	2	0	0	0	1	0
1400	740	2	507	222	2	3	0	0	4	0	0	0	0	0
1500	726	0	508	212	0	1	1	0	4	0	0	0	0	0
1600	725	1	508	204	0	3	0	0	9	0	0	0	0	0
1700	758	1	530	221	0	1	2	0	3	0	0	0	0	0
1800	733	0	525	203	1	1	0	0	3	0	0	0	0	0
1900	638	0	437	194	0	4	1	0	2	0	0	0	0	0
2000	477	0	319	154	0	1	1	0	1	0	0	1	0	0
2100	304	0	189	111	0	2	1	0	1	0	0	0	0	0
2200	176	0	98	76	0	2	0	0	0	0	0	0	0	0
2300	105	0	72	33	0	0	0	0	0	0	0	0	0	0
07-19	6996	9	4672	2195	14	42	10	1	51	1	0	0	1	0
06-22	8638	9	5716	2761	14	60	14	1	60	1	0	1	1	0
06-00	8919	9	5886	2870	14	62	14	1	60	1	0	1	1	0
00-00	9168	9	6017	2981	14	65	14	1	63	2	0	1	1	0

Peak step 17:00 (758) AM Peak step 11:00 (510) PM Peak step 17:00 (758)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	85	0	41	44	0	0	0	0	0	0	0	0	0	0
0100	46	0	19	27	0	0	0	0	0	0	0	0	0	0
0200	42	0	23	19	0	0	0	0	0	0	0	0	0	0
0300	21	0	5	16	0	0	0	0	0	0	0	0	0	0
0400	27	0	9	17	0	1	0	0	0	0	0	0	0	0
0500	44	0	16	27	0	1	0	0	0	0	0	0	0	0
0600	127	0	52	72	0	2	0	0	1	0	0	0	0	0
0700	265	0	102	154	3	4	0	0	2	0	0	0	0	0
0800	419	3	246	158	0	6	0	0	3	1	1	0	0	1
0900	502	0	307	189	0	4	1	0	1	0	0	0	0	0
1000	600	4	401	186	0	2	0	0	7	0	0	0	0	0
1100	682	1	466	211	0	2	0	0	2	0	0	0	0	0
1200	728	4	493	228	0	1	1	0	1	0	0	0	0	0
1300	666	3	445	214	0	3	0	1	0	0	0	0	0	0
1400	713	0	489	219	0	0	1	0	3	0	0	1	0	0
1500	680	4	446	219	0	2	0	2	6	1	0	0	0	0
1600	706	1	489	208	0	2	1	0	4	0	0	0	1	0
1700	648	1	444	197	2	1	1	0	1	0	0	1	0	0
1800	591	3	414	164	0	2	1	1	5	0	0	1	0	0
1900	524	1	363	158	0	0	0	0	2	0	0	0	0	0
2000	403	0	268	130	0	4	1	0	0	0	0	0	0	0
2100	308	0	193	112	0	1	1	0	1	0	0	0	0	0
2200	261	0	181	80	0	0	0	0	0	0	0	0	0	0
2300	157	0	86	70	0	1	0	0	0	0	0	0	0	0
07-19	7200	24	4742	2347	5	29	6	4	35	2	1	3	1	1
06-22	8562	25	5618	2819	5	36	8	4	39	2	1	3	1	1
06-00	8980	25	5885	2969	5	37	8	4	39	2	1	3	1	1
00-00	9245	25	5998	3119	5	39	8	4	39	2	1	3	1	1

Peak step 12:00 (728) AM Peak step 11:00 (682) PM Peak step 12:00 (728)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	87	0	52	35	0	0	0	0	0	0	0	0	0	0
0100	40	0	27	13	0	0	0	0	0	0	0	0	0	0
0200	41	0	22	18	0	1	0	0	0	0	0	0	0	0
0300	21	0	9	12	0	0	0	0	0	0	0	0	0	0
0400	26	0	16	10	0	0	0	0	0	0	0	0	0	0
0500	77	0	34	40	0	2	0	0	1	0	0	0	0	0
0600	126	0	66	58	0	1	0	0	1	0	0	0	0	0
0700	272	0	137	127	0	5	0	0	3	0	0	0	0	0
0800	327	1	183	138	0	4	0	0	1	0	0	0	0	0
0900	433	3	249	173	2	4	0	0	1	0	1	0	0	0
1000	553	0	346	199	0	2	0	1	5	0	0	0	0	0
1100	630	2	424	193	1	0	2	0	8	0	0	0	0	0
1200	623	4	443	173	0	2	0	0	1	0	0	0	0	0
1300	681	0	440	230	0	3	5	0	2	0	0	1	0	0
1400	668	3	438	224	0	1	0	0	2	0	0	0	0	0
1500	598	3	385	204	0	5	0	0	1	0	0	0	0	0
1600	551	1	359	184	1	3	1	1	1	0	0	0	0	0
1700	579	1	397	172	0	1	3	0	5	0	0	0	0	0
1800	503	1	352	144	2	0	0	1	3	0	0	0	0	0
1900	436	0	311	124	0	1	0	0	0	0	0	0	0	0
2000	280	0	158	119	0	2	0	0	1	0	0	0	0	0
2100	170	0	107	62	0	1	0	0	0	0	0	0	0	0
2200	79	0	38	40	0	1	0	0	0	0	0	0	0	0
2300	52	0	35	17	0	0	0	0	0	0	0	0	0	0
07-19	6418	19	4153	2161	6	30	11	3	33	0	1	1	0	0
06-22	7430	19	4795	2524	6	35	11	3	35	0	1	1	0	0
06-00	7561	19	4868	2581	6	36	11	3	35	0	1	1	0	0
00-00	7853	19	5028	2709	6	39	11	3	36	0	1	1	0	0

Peak step 13:00 (681) AM Peak step 11:00 (630) PM Peak step 13:00 (681)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5536 -- English (ENU)**Datasets:**

Site: [8] AIRLINE HWY W OF FAIRVIEW RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	4	2	0	0	0	0	2	0	0	0	0	0
0400	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0500	66	0	37	23	0	1	0	0	2	2	0	1	0	0
0600	150	0	89	54	1	1	0	0	4	0	0	1	0	0
0700	202	0	95	94	3	8	1	0	1	0	0	0	0	0
0800	285	1	153	113	3	5	0	0	8	0	0	2	0	0
0900	263	0	150	99	2	7	0	0	5	0	0	0	0	0
1000	208	1	114	86	3	1	0	0	2	0	0	1	0	0
1100	249	0	148	86	3	8	0	0	2	1	0	1	0	0
1200	319	1	201	109	1	3	0	1	3	0	0	0	0	0
1300	345	1	211	125	2	1	0	0	5	0	0	0	0	0
1400	347	1	215	121	4	4	2	0	0	0	0	0	0	0
1500	446	1	268	177	0	0	0	0	0	0	0	0	0	0
1600	402	3	243	149	2	3	0	0	2	0	0	0	0	0
1700	398	2	252	140	0	1	0	0	2	0	0	1	0	0
1800	353	0	228	124	0	1	0	0	0	0	0	0	0	0
1900	235	0	138	96	0	0	0	0	1	0	0	0	0	0
2000	188	0	118	69	0	1	0	0	0	0	0	0	0	0
2100	94	0	71	23	0	0	0	0	0	0	0	0	0	0
2200	56	0	38	17	0	1	0	0	0	0	0	0	0	0
2300	30	0	22	8	0	0	0	0	0	0	0	0	0	0
07-19	3817	11	2278	1423	23	42	3	1	30	1	0	5	0	0
06-22	4484	11	2694	1665	24	44	3	1	35	1	0	6	0	0
06-00	4570	11	2754	1690	24	45	3	1	35	1	0	6	0	0
00-00	4676	11	2818	1724	24	46	3	1	39	3	0	7	0	0

Peak step 15:00 (446) **AM Peak step** 8:00 (285) **PM Peak step** 15:00 (446)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	14	0	9	5	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0300	7	0	4	1	0	0	0	0	2	0	0	0	0	0
0400	8	0	3	4	0	1	0	0	0	0	0	0	0	0
0500	55	0	28	22	0	0	0	0	2	0	0	3	0	0
0600	180	1	93	67	1	4	1	0	13	0	0	0	0	0
0700	223	1	100	109	3	7	1	0	2	0	0	0	0	0
0800	297	1	177	106	3	3	0	0	6	0	0	1	0	0
0900	233	0	132	93	0	5	0	0	1	1	0	1	0	0
1000	242	1	129	97	1	8	0	0	4	2	0	0	0	0
1100	276	0	160	107	0	3	0	0	4	0	0	2	0	0
1200	331	2	183	135	2	4	0	0	4	0	0	1	0	0
1300	344	0	202	129	0	4	0	0	8	0	0	1	0	0
1400	323	0	194	124	1	1	2	0	1	0	0	0	0	0
1500	469	1	279	184	0	4	0	0	1	0	0	0	0	0
1600	407	1	235	166	1	2	0	0	2	0	0	0	0	0
1700	429	1	275	150	0	2	0	0	1	0	0	0	0	0
1800	316	0	199	116	0	0	1	0	0	0	0	0	0	0
1900	228	0	145	80	0	1	0	0	2	0	0	0	0	0
2000	165	0	103	60	0	1	1	0	0	0	0	0	0	0
2100	92	0	57	35	0	0	0	0	0	0	0	0	0	0
2200	69	0	42	26	0	1	0	0	0	0	0	0	0	0
2300	35	0	25	10	0	0	0	0	0	0	0	0	0	0
07-19	3890	8	2265	1516	11	43	4	0	34	3	0	6	0	0
06-22	4555	9	2663	1758	12	49	6	0	49	3	0	6	0	0
06-00	4659	9	2730	1794	12	50	6	0	49	3	0	6	0	0
00-00	4756	9	2784	1829	12	51	6	0	53	3	0	9	0	0

Peak step 15:00 (469) AM Peak step 8:00 (297) PM Peak step 15:00 (469)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	14	0	10	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	5	2	0	0	0	0	1	0	0	0	0	0
0400	9	0	4	4	0	0	0	0	0	1	0	0	0	0
0500	61	0	29	27	1	1	0	0	2	1	0	0	0	0
0600	168	0	81	75	1	2	0	0	6	1	0	2	0	0
0700	203	0	96	95	4	4	1	0	2	0	0	1	0	0
0800	287	0	164	111	3	3	1	0	4	0	0	1	0	0
0900	261	1	146	103	2	6	0	0	2	0	1	0	0	0
1000	225	0	129	85	2	3	0	0	6	0	0	0	0	0
1100	273	0	149	111	0	10	0	0	3	0	0	0	0	0
1200	356	3	215	124	2	6	1	0	3	0	0	2	0	0
1300	353	1	211	127	3	7	0	0	4	0	0	0	0	0
1400	392	1	226	155	3	6	1	0	0	0	0	0	0	0
1500	413	2	249	159	0	2	0	0	1	0	0	0	0	0
1600	448	0	270	174	0	1	1	0	2	0	0	0	0	0
1700	421	1	261	153	1	3	0	0	0	0	0	2	0	0
1800	374	1	228	139	0	2	0	0	4	0	0	0	0	0
1900	298	0	174	122	0	2	0	0	0	0	0	0	0	0
2000	189	0	112	76	0	0	1	0	0	0	0	0	0	0
2100	107	0	72	34	0	0	0	0	1	0	0	0	0	0
2200	55	0	35	19	0	1	0	0	0	0	0	0	0	0
2300	36	0	23	13	0	0	0	0	0	0	0	0	0	0
07-19	4006	10	2344	1536	20	53	5	0	31	0	1	6	0	0
06-22	4768	10	2783	1843	21	57	6	0	38	1	1	8	0	0
06-00	4859	10	2841	1875	21	58	6	0	38	1	1	8	0	0
00-00	4963	10	2899	1914	22	59	6	0	41	3	1	8	0	0

Peak step 16:00 (448) AM Peak step 8:00 (287) PM Peak step 16:00 (448)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	31	0	26	5	0	0	0	0	0	0	0	0	0	0
0100	18	0	8	9	0	1	0	0	0	0	0	0	0	0
0200	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0400	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0500	24	0	14	9	0	1	0	0	0	0	0	0	0	0
0600	78	0	36	40	0	2	0	0	0	0	0	0	0	0
0700	195	2	94	93	1	3	0	0	1	1	0	0	0	0
0800	307	4	172	118	0	3	0	0	8	1	1	0	0	0
0900	300	1	154	138	0	5	0	0	2	0	0	0	0	0
1000	311	3	198	106	0	2	1	0	1	0	0	0	0	0
1100	363	5	227	126	1	3	1	0	0	0	0	0	0	0
1200	402	1	252	145	0	4	0	0	0	0	0	0	0	0
1300	363	3	232	123	3	2	0	0	0	0	0	0	0	0
1400	392	1	255	133	0	0	0	0	3	0	0	0	0	0
1500	320	1	196	120	0	1	0	0	2	0	0	0	0	0
1600	339	1	229	103	0	5	0	0	1	0	0	0	0	0
1700	338	1	211	123	0	1	0	0	2	0	0	0	0	0
1800	268	1	167	98	0	1	0	0	1	0	0	0	0	0
1900	218	0	129	87	0	2	0	0	0	0	0	0	0	0
2000	176	0	111	62	0	3	0	0	0	0	0	0	0	0
2100	127	1	77	48	0	0	0	0	1	0	0	0	0	0
2200	109	0	73	36	0	0	0	0	0	0	0	0	0	0
2300	57	0	33	23	0	1	0	0	0	0	0	0	0	0
07-19	3898	24	2387	1426	5	30	2	0	21	2	1	0	0	0
06-22	4497	25	2740	1663	5	37	2	0	22	2	1	0	0	0
06-00	4663	25	2846	1722	5	38	2	0	22	2	1	0	0	0
00-00	4763	25	2909	1757	5	40	2	0	22	2	1	0	0	0

Peak step 12:00 (402) AM Peak step 11:00 (363) PM Peak step 12:00 (402)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	33	0	21	12	0	0	0	0	0	0	0	0	0	0
0100	13	0	9	4	0	0	0	0	0	0	0	0	0	0
0200	9	0	6	2	0	1	0	0	0	0	0	0	0	0
0300	7	0	4	2	0	0	0	0	1	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	55	0	34	19	0	2	0	0	0	0	0	0	0	0
0600	102	1	63	36	0	2	0	0	0	0	0	0	0	0
0700	194	0	115	74	0	3	0	0	2	0	0	0	0	0
0800	203	0	120	80	0	3	0	0	0	0	0	0	0	0
0900	261	1	154	99	1	4	0	0	2	0	0	0	0	0
1000	294	2	171	114	0	2	0	0	4	0	0	1	0	0
1100	348	2	210	131	0	0	0	0	5	0	0	0	0	0
1200	323	1	203	116	0	2	0	0	1	0	0	0	0	0
1300	326	3	209	109	0	2	0	0	3	0	0	0	0	0
1400	295	1	166	123	0	3	0	0	2	0	0	0	0	0
1500	284	0	171	109	0	4	0	0	0	0	0	0	0	0
1600	239	2	144	93	0	0	0	0	0	0	0	0	0	0
1700	279	0	177	100	0	1	0	0	1	0	0	0	0	0
1800	232	0	147	84	0	0	0	0	1	0	0	0	0	0
1900	158	0	104	53	0	0	0	0	1	0	0	0	0	0
2000	95	0	57	37	0	1	0	0	0	0	0	0	0	0
2100	61	0	44	16	0	1	0	0	0	0	0	0	0	0
2200	25	0	19	6	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
07-19	3278	12	1987	1232	1	24	0	0	21	0	0	1	0	0
06-22	3694	13	2255	1374	1	28	0	0	22	0	0	1	0	0
06-00	3731	13	2283	1383	1	28	0	0	22	0	0	1	0	0
00-00	3858	13	2366	1423	1	31	0	0	23	0	0	1	0	0

Peak step 11:00 (348) AM Peak step 11:00 (348) PM Peak step 13:00 (326)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5535 -- English (ENU)**Datasets:**

Site: [8] AIRLINE HWY W OF FAIRVIEW RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0300	29	0	22	7	0	0	0	0	0	0	0	0	0	0
0400	70	0	43	27	0	0	0	0	0	0	0	0	0	0
0500	128	0	79	47	2	0	0	0	0	0	0	0	0	0
0600	222	0	144	69	1	0	0	0	3	4	0	1	0	0
0700	423	1	279	131	1	3	3	0	1	2	0	2	0	0
0800	368	0	249	107	2	3	1	0	1	3	0	1	0	1
0900	316	0	194	105	2	6	1	0	4	3	1	0	0	0
1000	288	0	175	97	5	2	1	0	3	4	0	1	0	0
1100	318	1	192	110	2	5	1	0	6	1	0	0	0	0
1200	332	0	219	105	2	1	0	0	2	2	0	1	0	0
1300	308	0	201	94	0	8	0	0	2	3	0	0	0	0
1400	340	1	208	126	1	0	0	0	2	2	0	0	0	0
1500	374	0	242	129	0	2	1	0	0	0	0	0	0	0
1600	306	0	194	108	0	1	1	0	2	0	0	0	0	0
1700	292	0	188	101	0	2	0	0	1	0	0	0	0	0
1800	202	1	139	60	0	1	0	0	1	0	0	0	0	0
1900	153	0	113	40	0	0	0	0	0	0	0	0	0	0
2000	98	0	77	21	0	0	0	0	0	0	0	0	0	0
2100	65	0	59	5	0	1	0	0	0	0	0	0	0	0
2200	24	0	17	6	0	1	0	0	0	0	0	0	0	0
2300	11	0	7	4	0	0	0	0	0	0	0	0	0	0
07-19	3867	4	2480	1273	15	34	9	0	25	20	1	5	0	1
06-22	4405	4	2873	1408	16	35	9	0	28	24	1	6	0	1
06-00	4440	4	2897	1418	16	36	9	0	28	24	1	6	0	1
00-00	4687	4	3054	1506	18	36	9	0	28	24	1	6	0	1

Peak step 7:00 (423) **AM Peak step** 7:00 (423) **PM Peak step** 15:00 (374)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	24	0	17	7	0	0	0	0	0	0	0	0	0	0
0400	76	0	48	28	0	0	0	0	0	0	0	0	0	0
0500	135	0	81	51	0	1	1	0	1	0	0	0	0	0
0600	226	0	141	77	1	1	2	0	1	0	0	3	0	0
0700	398	0	244	144	1	2	1	0	2	4	0	0	0	0
0800	419	1	265	139	1	1	3	0	2	5	0	1	1	0
0900	304	0	181	106	1	8	0	0	4	4	0	0	0	0
1000	276	0	186	81	1	2	1	0	3	0	0	2	0	0
1100	261	1	161	87	1	4	1	0	5	1	0	0	0	0
1200	311	0	213	93	1	1	0	0	0	2	0	1	0	0
1300	307	0	195	106	0	1	0	0	2	1	0	1	0	1
1400	320	2	194	113	1	4	2	0	3	1	0	0	0	0
1500	415	1	265	145	0	1	1	0	2	0	0	0	0	0
1600	307	1	177	119	2	4	3	0	1	0	0	0	0	0
1700	262	0	168	88	1	1	1	0	2	0	0	1	0	0
1800	226	0	172	51	0	0	1	2	0	0	0	0	0	0
1900	146	0	107	38	0	1	0	0	0	0	0	0	0	0
2000	142	0	103	38	0	1	0	0	0	0	0	0	0	0
2100	64	0	51	13	0	0	0	0	0	0	0	0	0	0
2200	26	0	22	4	0	0	0	0	0	0	0	0	0	0
2300	18	0	15	3	0	0	0	0	0	0	0	0	0	0
07-19	3806	6	2421	1272	10	29	14	2	26	18	0	6	1	1
06-22	4384	6	2823	1438	11	32	16	2	27	18	0	9	1	1
06-00	4428	6	2860	1445	11	32	16	2	27	18	0	9	1	1
00-00	4684	6	3023	1535	11	33	17	2	28	18	0	9	1	1

Peak step 8:00 (419) AM Peak step 8:00 (419) PM Peak step 15:00 (415)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	26	0	20	6	0	0	0	0	0	0	0	0	0	0
0400	61	0	42	19	0	0	0	0	0	0	0	0	0	0
0500	120	0	75	40	3	0	0	0	2	0	0	0	0	0
0600	218	0	149	63	1	0	0	0	1	3	0	1	0	0
0700	398	0	257	134	1	0	0	0	3	3	0	0	0	0
0800	392	0	244	130	3	5	1	0	3	6	0	0	0	0
0900	341	0	215	112	2	7	0	0	1	3	0	1	0	0
1000	282	0	171	91	2	4	2	0	10	2	0	0	0	0
1100	302	1	197	98	1	4	0	0	0	0	0	0	0	1
1200	292	0	186	90	4	5	1	0	4	0	0	1	0	1
1300	369	0	241	121	1	5	1	0	0	0	0	0	0	0
1400	312	0	184	115	5	1	0	0	4	2	0	0	0	1
1500	391	0	252	134	0	2	0	0	1	0	0	1	1	0
1600	326	1	200	121	0	2	1	0	1	0	0	0	0	0
1700	305	0	204	101	0	0	0	0	0	0	0	0	0	0
1800	245	0	166	78	0	0	1	0	0	0	0	0	0	0
1900	153	0	118	34	0	1	0	0	0	0	0	0	0	0
2000	116	0	82	33	0	1	0	0	0	0	0	0	0	0
2100	83	0	61	22	0	0	0	0	0	0	0	0	0	0
2200	50	0	33	17	0	0	0	0	0	0	0	0	0	0
2300	16	0	14	2	0	0	0	0	0	0	0	0	0	0
07-19	3955	2	2517	1325	19	35	7	0	27	16	0	3	1	3
06-22	4525	2	2927	1477	20	37	7	0	28	19	0	4	1	3
06-00	4591	2	2974	1496	20	37	7	0	28	19	0	4	1	3
00-00	4818	2	3126	1566	23	37	7	0	30	19	0	4	1	3

Peak step 7:00 (398) AM Peak step 7:00 (398) PM Peak step 15:00 (391)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	22	0	15	7	0	0	0	0	0	0	0	0	0	0
0100	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0400	30	0	23	6	1	0	0	0	0	0	0	0	0	0
0500	36	0	24	11	1	0	0	0	0	0	0	0	0	0
0600	113	0	75	36	0	0	1	0	1	0	0	0	0	0
0700	156	0	96	60	0	0	0	0	0	0	0	0	0	0
0800	286	2	181	97	0	2	2	0	2	0	0	0	0	0
0900	311	0	191	118	0	0	1	0	1	0	0	0	0	0
1000	327	1	222	97	0	7	0	0	0	0	0	0	0	0
1100	349	0	235	110	0	0	0	0	4	0	0	0	0	0
1200	369	1	248	117	1	0	0	0	2	0	0	0	0	0
1300	345	0	225	115	1	1	0	0	3	0	0	0	0	0
1400	305	0	213	89	1	2	0	0	0	0	0	0	0	0
1500	339	0	226	112	0	0	1	0	0	0	0	0	0	0
1600	316	1	225	89	1	0	0	0	0	0	0	0	0	0
1700	398	0	278	116	0	1	2	0	1	0	0	0	0	0
1800	318	0	219	98	0	1	0	0	0	0	0	0	0	0
1900	198	0	139	58	0	0	0	0	1	0	0	0	0	0
2000	146	0	97	48	0	0	0	0	1	0	0	0	0	0
2100	152	0	111	41	0	0	0	0	0	0	0	0	0	0
2200	131	0	87	44	0	0	0	0	0	0	0	0	0	0
2300	57	0	42	15	0	0	0	0	0	0	0	0	0	0
07-19	3819	5	2559	1218	4	14	6	0	13	0	0	0	0	0
06-22	4428	5	2981	1401	4	14	7	0	16	0	0	0	0	0
06-00	4616	5	3110	1460	4	14	7	0	16	0	0	0	0	0
00-00	4732	5	3195	1489	6	14	7	0	16	0	0	0	0	0

Peak step 17:00 (398) AM Peak step 11:00 (349) PM Peak step 17:00 (398)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	11	10	0	0	0	0	0	0	0	0	0	0
0100	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0200	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0300	13	0	8	5	0	0	0	0	0	0	0	0	0	0
0400	21	0	15	6	0	0	0	0	0	0	0	0	0	0
0500	42	0	25	17	0	0	0	0	0	0	0	0	0	0
0600	86	0	52	33	0	1	0	0	0	0	0	0	0	0
0700	174	0	124	48	1	0	0	0	1	0	0	0	0	0
0800	229	0	147	76	0	2	2	0	2	0	0	0	0	0
0900	307	0	198	104	0	3	0	0	2	0	0	0	0	0
1000	339	0	218	113	1	2	2	0	3	0	0	0	0	0
1100	433	2	289	135	0	4	0	0	3	0	0	0	0	0
1200	327	1	228	97	0	0	0	0	1	0	0	0	0	0
1300	306	2	201	101	0	1	0	0	1	0	0	0	0	0
1400	344	3	223	118	0	0	0	0	0	0	0	0	0	0
1500	268	0	181	83	0	3	1	0	0	0	0	0	0	0
1600	259	0	173	84	1	0	0	0	1	0	0	0	0	0
1700	251	0	171	77	0	0	1	0	2	0	0	0	0	0
1800	198	0	138	59	0	0	0	0	1	0	0	0	0	0
1900	178	0	133	45	0	0	0	0	0	0	0	0	0	0
2000	100	0	73	26	0	1	0	0	0	0	0	0	0	0
2100	43	0	33	10	0	0	0	0	0	0	0	0	0	0
2200	21	0	16	5	0	0	0	0	0	0	0	0	0	0
2300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
07-19	3435	8	2291	1095	3	15	6	0	17	0	0	0	0	0
06-22	3842	8	2582	1209	3	17	6	0	17	0	0	0	0	0
06-00	3866	8	2599	1216	3	17	6	0	17	0	0	0	0	0
00-00	3984	8	2672	1261	3	17	6	0	17	0	0	0	0	0

Peak step 11:00 (433) AM Peak step 11:00 (433) PM Peak step 14:00 (344)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5546 -- English (ENU)**Datasets:**

Site: [14] SR146 W OF SR25
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	9	0	1	8	0	0	0	0	0	0	0	0	0	0
0900	11	0	6	5	0	0	0	0	0	0	0	0	0	0
1000	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1100	8	0	3	4	0	1	0	0	0	0	0	0	0	0
1200	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1300	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1400	21	0	16	3	0	1	1	0	0	0	0	0	0	0
1500	23	0	18	5	0	0	0	0	0	0	0	0	0	0
1600	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1700	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	147	0	102	42	0	2	1	0	0	0	0	0	0	0
06-22	152	0	104	45	0	2	1	0	0	0	0	0	0	0
06-00	152	0	104	45	0	2	1	0	0	0	0	0	0	0
00-00	152	0	104	45	0	2	1	0	0	0	0	0	0	0

Peak step 15:00 (23) **AM Peak step** 9:00 (11) **PM Peak step** 15:00 (23)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0800	4	0	1	2	0	1	0	0	0	0	0	0	0	0
0900	12	0	6	6	0	0	0	0	0	0	0	0	0	0
1000	11	0	6	5	0	0	0	0	0	0	0	0	0	0
1100	14	0	7	7	0	0	0	0	0	0	0	0	0	0
1200	11	0	8	2	0	1	0	0	0	0	0	0	0	0
1300	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1400	27	0	18	9	0	0	0	0	0	0	0	0	0	0
1500	26	0	20	6	0	0	0	0	0	0	0	0	0	0
1600	23	0	18	5	0	0	0	0	0	0	0	0	0	0
1700	16	0	12	4	0	0	0	0	0	0	0	0	0	0
1800	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	166	0	113	51	0	2	0	0	0	0	0	0	0	0
06-22	173	0	119	52	0	2	0	0	0	0	0	0	0	0
06-00	173	0	119	52	0	2	0	0	0	0	0	0	0	0
00-00	174	0	119	53	0	2	0	0	0	0	0	0	0	0

Peak step 14:00 (27) AM Peak step 11:00 (14) PM Peak step 14:00 (27)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	4	1	2	1	0	0	0	0	0	0	0	0	0	0
0800	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0900	10	0	2	8	0	0	0	0	0	0	0	0	0	0
1000	13	0	8	4	0	1	0	0	0	0	0	0	0	0
1100	12	0	7	5	0	0	0	0	0	0	0	0	0	0
1200	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1300	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1400	21	0	17	4	0	0	0	0	0	0	0	0	0	0
1500	14	0	10	4	0	0	0	0	0	0	0	0	0	0
1600	28	0	22	6	0	0	0	0	0	0	0	0	0	0
1700	18	0	13	5	0	0	0	0	0	0	0	0	0	0
1800	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	159	1	110	47	0	1	0	0	0	0	0	0	0	0
06-22	168	1	118	48	0	1	0	0	0	0	0	0	0	0
06-00	168	1	118	48	0	1	0	0	0	0	0	0	0	0
00-00	168	1	118	48	0	1	0	0	0	0	0	0	0	0

Peak step 16:00 (28) AM Peak step 10:00 (13) PM Peak step 16:00 (28)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0900	11	0	8	2	0	1	0	0	0	0	0	0	0	0
1000	24	0	20	4	0	0	0	0	0	0	0	0	0	0
1100	14	0	10	4	0	0	0	0	0	0	0	0	0	0
1200	48	0	38	10	0	0	0	0	0	0	0	0	0	0
1300	60	3	48	8	0	0	0	0	1	0	0	0	0	0
1400	52	0	42	9	0	1	0	0	0	0	0	0	0	0
1500	65	0	51	14	0	0	0	0	0	0	0	0	0	0
1600	94	1	85	8	0	0	0	0	0	0	0	0	0	0
1700	61	1	46	14	0	0	0	0	0	0	0	0	0	0
1800	39	0	34	5	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	475	5	387	80	0	2	0	0	1	0	0	0	0	0
06-22	490	5	400	82	0	2	0	0	1	0	0	0	0	0
06-00	496	5	406	82	0	2	0	0	1	0	0	0	0	0
00-00	498	5	406	84	0	2	0	0	1	0	0	0	0	0

Peak step 16:00 (94) AM Peak step 10:00 (24) PM Peak step 16:00 (94)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0700	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0800	25	0	19	6	0	0	0	0	0	0	0	0	0	0
0900	39	0	29	9	0	0	0	0	1	0	0	0	0	0
1000	68	0	50	17	0	0	0	0	1	0	0	0	0	0
1100	44	1	31	12	0	0	0	0	0	0	0	0	0	0
1200	50	1	40	9	0	0	0	0	0	0	0	0	0	0
1300	58	0	48	10	0	0	0	0	0	0	0	0	0	0
1400	55	1	48	6	0	0	0	0	0	0	0	0	0	0
1500	69	0	61	8	0	0	0	0	0	0	0	0	0	0
1600	52	0	42	10	0	0	0	0	0	0	0	0	0	0
1700	30	1	26	3	0	0	0	0	0	0	0	0	0	0
1800	22	0	17	5	0	0	0	0	0	0	0	0	0	0
1900	10	0	5	4	0	1	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	519	4	417	96	0	0	0	0	2	0	0	0	0	0
06-22	549	4	439	103	0	1	0	0	2	0	0	0	0	0
06-00	549	4	439	103	0	1	0	0	2	0	0	0	0	0
00-00	552	4	441	104	0	1	0	0	2	0	0	0	0	0

Peak step 15:00 (69) AM Peak step 10:00 (68) PM Peak step 15:00 (69)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5545 -- English (ENU)**Datasets:**

Site: [14] SR146 W OF SR25
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0700	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1000	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1100	20	0	13	7	0	0	0	0	0	0	0	0	0	0
1200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
1300	16	0	9	5	0	1	0	0	1	0	0	0	0	0
1400	6	0	4	1	0	1	0	0	0	0	0	0	0	0
1500	12	0	5	7	0	0	0	0	0	0	0	0	0	0
1600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1800	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	134	0	92	39	0	2	0	0	1	0	0	0	0	0
06-22	144	0	99	42	0	2	0	0	1	0	0	0	0	0
06-00	145	0	100	42	0	2	0	0	1	0	0	0	0	0
00-00	146	0	101	42	0	2	0	0	1	0	0	0	0	0

Peak step 7:00 (21) **AM Peak step** 7:00 (21) **PM Peak step** 13:00 (16)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0800	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0900	10	0	8	1	0	1	0	0	0	0	0	0	0	0
1000	21	0	18	3	0	0	0	0	0	0	0	0	0	0
1100	21	0	12	7	1	1	0	0	0	0	0	0	0	0
1200	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1300	17	0	9	8	0	0	0	0	0	0	0	0	0	0
1400	16	0	11	5	0	0	0	0	0	0	0	0	0	0
1500	9	0	1	7	0	1	0	0	0	0	0	0	0	0
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	146	0	103	39	1	3	0	0	0	0	0	0	0	0
06-22	154	0	108	42	1	3	0	0	0	0	0	0	0	0
06-00	157	0	110	43	1	3	0	0	0	0	0	0	0	0
00-00	157	0	110	43	1	3	0	0	0	0	0	0	0	0

Peak step 10:00 (21) AM Peak step 10:00 (21) PM Peak step 13:00 (17)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0800	19	0	14	4	0	1	0	0	0	0	0	0	0	0
0900	19	0	13	6	0	0	0	0	0	0	0	0	0	0
1000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1100	19	0	11	8	0	0	0	0	0	0	0	0	0	0
1200	10	0	5	5	0	0	0	0	0	0	0	0	0	0
1300	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1400	18	0	11	7	0	0	0	0	0	0	0	0	0	0
1500	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1600	11	0	3	8	0	0	0	0	0	0	0	0	0	0
1700	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1800	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	160	0	103	56	0	1	0	0	0	0	0	0	0	0
06-22	170	0	111	58	0	1	0	0	0	0	0	0	0	0
06-00	170	0	111	58	0	1	0	0	0	0	0	0	0	0
00-00	172	0	112	59	0	1	0	0	0	0	0	0	0	0

Peak step 8:00 (19) AM Peak step 8:00 (19) PM Peak step 14:00 (18)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0700	62	0	50	11	0	1	0	0	0	0	0	0	0	0
0800	71	0	50	21	0	0	0	0	0	0	0	0	0	0
0900	84	2	63	18	0	1	0	0	0	0	0	0	0	0
1000	47	0	42	5	0	0	0	0	0	0	0	0	0	0
1100	53	0	41	12	0	0	0	0	0	0	0	0	0	0
1200	44	0	32	11	0	1	0	0	0	0	0	0	0	0
1300	36	3	25	8	0	0	0	0	0	0	0	0	0	0
1400	19	0	13	6	0	0	0	0	0	0	0	0	0	0
1500	22	0	16	5	0	0	0	0	1	0	0	0	0	0
1600	13	1	11	1	0	0	0	0	0	0	0	0	0	0
1700	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1800	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1900	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	464	6	352	102	0	3	0	0	1	0	0	0	0	0
06-22	489	6	372	107	0	3	0	0	1	0	0	0	0	0
06-00	492	6	374	108	0	3	0	0	1	0	0	0	0	0
00-00	500	6	379	111	0	3	0	0	1	0	0	0	0	0

Peak step 9:00 (84) AM Peak step 9:00 (84) PM Peak step 12:00 (44)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0600	31	0	24	7	0	0	0	0	0	0	0	0	0	0
0700	46	0	39	7	0	0	0	0	0	0	0	0	0	0
0800	63	0	47	16	0	0	0	0	0	0	0	0	0	0
0900	54	0	39	15	0	0	0	0	0	0	0	0	0	0
1000	50	0	38	12	0	0	0	0	0	0	0	0	0	0
1100	56	1	39	16	0	0	0	0	0	0	0	0	0	0
1200	49	3	35	10	0	1	0	0	0	0	0	0	0	0
1300	32	0	22	10	0	0	0	0	0	0	0	0	0	0
1400	37	2	20	15	0	0	0	0	0	0	0	0	0	0
1500	16	0	13	2	0	1	0	0	0	0	0	0	0	0
1600	16	0	6	9	0	1	0	0	0	0	0	0	0	0
1700	4	1	2	1	0	0	0	0	0	0	0	0	0	0
1800	9	1	7	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	432	8	307	114	0	3	0	0	0	0	0	0	0	0
06-22	469	8	335	123	0	3	0	0	0	0	0	0	0	0
06-00	472	8	337	124	0	3	0	0	0	0	0	0	0	0
00-00	484	8	347	126	0	3	0	0	0	0	0	0	0	0

Peak step 8:00 (63) AM Peak step 8:00 (63) PM Peak step 12:00 (49)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5538 -- English (ENU)**Datasets:**

Site: [9] SR156B W OF GRAF RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	35	0	29	5	0	0	0	0	1	0	0	0	0	0
0100	44	0	35	8	0	1	0	0	0	0	0	0	0	0
0200	16	0	14	1	1	0	0	0	0	0	0	0	0	0
0300	23	0	21	0	1	0	0	0	1	0	0	0	0	0
0400	26	0	13	9	0	1	0	0	3	0	0	0	0	0
0500	44	0	31	11	0	1	0	0	0	1	0	0	0	0
0600	128	1	80	41	3	3	0	0	0	0	0	0	0	0
0700	230	0	157	64	1	0	0	0	8	0	0	0	0	0
0800	216	1	140	66	2	4	1	0	1	1	0	0	0	0
0900	207	0	139	57	4	7	0	0	0	0	0	0	0	0
1000	208	0	120	76	4	5	1	0	1	1	0	0	0	0
1100	261	0	146	101	2	5	0	0	6	1	0	0	0	0
1200	278	1	178	91	3	3	0	0	1	0	1	0	0	0
1300	302	0	191	102	2	4	2	0	0	0	0	1	0	0
1400	404	0	280	114	3	3	0	1	1	0	0	2	0	0
1500	518	0	321	178	6	8	2	0	3	0	0	0	0	0
1600	542	1	378	156	0	5	2	0	0	0	0	0	0	0
1700	540	1	387	149	2	1	0	0	0	0	0	0	0	0
1800	379	0	267	109	0	2	0	0	1	0	0	0	0	0
1900	279	1	200	75	1	1	0	0	1	0	0	0	0	0
2000	234	0	171	61	1	1	0	0	0	0	0	0	0	0
2100	132	0	104	28	0	0	0	0	0	0	0	0	0	0
2200	92	1	67	23	1	0	0	0	0	0	0	0	0	0
2300	56	0	42	13	1	0	0	0	0	0	0	0	0	0
07-19	4085	4	2704	1263	29	47	8	1	22	3	1	3	0	0
06-22	4858	6	3259	1468	34	52	8	1	23	3	1	3	0	0
06-00	5006	7	3368	1504	36	52	8	1	23	3	1	3	0	0
00-00	5194	7	3511	1538	38	55	8	1	28	4	1	3	0	0

Peak step 16:00 (542) **AM Peak step** 11:00 (261) **PM Peak step** 16:00 (542)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	53	0	41	12	0	0	0	0	0	0	0	0	0	0
0100	18	0	10	7	0	0	0	0	1	0	0	0	0	0
0200	15	0	13	1	1	0	0	0	0	0	0	0	0	0
0300	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0400	32	0	21	10	0	0	0	0	1	0	0	0	0	0
0500	55	0	25	23	0	4	1	0	2	0	0	0	0	0
0600	130	0	81	43	2	1	1	0	1	0	0	0	0	1
0700	230	2	156	60	1	3	1	0	6	1	0	0	0	0
0800	225	3	147	66	3	4	1	0	0	1	0	0	0	0
0900	193	1	106	74	1	8	1	1	1	0	0	0	0	0
1000	226	2	151	63	3	4	2	0	0	1	0	0	0	0
1100	228	7	137	77	1	4	1	0	0	1	0	0	0	0
1200	257	4	161	85	1	4	1	0	0	0	0	1	0	0
1300	279	5	181	83	0	3	4	0	1	2	0	0	0	0
1400	346	4	217	108	4	8	1	1	1	1	1	0	0	0
1500	500	0	324	162	3	7	1	1	2	0	0	0	0	0
1600	525	2	329	181	1	11	0	0	1	0	0	0	0	0
1700	555	1	361	179	1	11	0	0	2	0	0	0	0	0
1800	449	1	258	185	0	4	1	0	0	0	0	0	0	0
1900	271	0	165	103	0	1	1	0	1	0	0	0	0	0
2000	196	0	110	85	0	1	0	0	0	0	0	0	0	0
2100	128	3	72	53	0	0	0	0	0	0	0	0	0	0
2200	94	0	49	43	0	1	0	0	1	0	0	0	0	0
2300	59	0	23	35	0	1	0	0	0	0	0	0	0	0
07-19	4013	32	2528	1323	19	71	14	3	14	7	1	1	0	0
06-22	4738	35	2956	1607	21	74	16	3	16	7	1	1	0	1
06-00	4891	35	3028	1685	21	76	16	3	17	7	1	1	0	1
00-00	5088	35	3159	1741	22	80	17	3	21	7	1	1	0	1

Peak step 17:00 (555) AM Peak step 7:00 (230) PM Peak step 17:00 (555)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	66	0	33	32	0	0	0	0	1	0	0	0	0	0
0100	24	0	13	10	1	0	0	0	0	0	0	0	0	0
0200	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0300	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0400	22	0	15	4	0	2	0	0	0	1	0	0	0	0
0500	50	0	37	11	0	1	0	0	0	1	0	0	0	0
0600	115	0	62	45	2	4	0	0	2	0	0	0	0	0
0700	237	0	103	111	5	5	2	0	11	0	0	0	0	0
0800	247	0	112	125	4	5	0	0	1	0	0	0	0	0
0900	219	0	123	84	2	8	1	0	1	0	0	0	0	0
1000	214	1	110	93	2	4	1	0	1	2	0	0	0	0
1100	259	0	156	88	4	7	0	1	2	1	0	0	0	0
1200	305	0	198	94	3	5	1	0	2	0	0	2	0	0
1300	299	0	188	99	6	3	0	0	2	0	0	0	0	1
1400	355	0	225	118	4	5	1	0	2	0	0	0	0	0
1500	504	3	325	167	2	5	0	0	2	0	0	0	0	0
1600	531	3	359	163	0	3	1	0	2	0	0	0	0	0
1700	489	1	320	162	2	3	0	0	1	0	0	0	0	0
1800	410	1	240	165	0	4	0	0	0	0	0	0	0	0
1900	264	2	147	112	1	2	0	0	0	0	0	0	0	0
2000	171	0	93	75	1	2	0	0	0	0	0	0	0	0
2100	155	1	55	94	2	3	0	0	0	0	0	0	0	0
2200	97	1	25	68	1	1	0	0	1	0	0	0	0	0
2300	64	0	40	24	0	0	0	0	0	0	0	0	0	0
07-19	4069	9	2459	1469	34	57	7	1	27	3	0	2	0	1
06-22	4774	12	2816	1795	40	68	7	1	29	3	0	2	0	1
06-00	4935	13	2881	1887	41	69	7	1	30	3	0	2	0	1
00-00	5132	13	3008	1950	42	72	7	1	31	5	0	2	0	1

Peak step 16:00 (531) AM Peak step 11:00 (259) PM Peak step 16:00 (531)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	49	0	24	24	1	0	0	0	0	0	0	0	0	0
0100	57	0	29	28	0	0	0	0	0	0	0	0	0	0
0200	24	0	11	12	0	0	0	0	0	1	0	0	0	0
0300	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0400	27	0	19	6	0	1	0	0	0	1	0	0	0	0
0500	20	0	17	2	0	0	0	0	1	0	0	0	0	0
0600	57	0	30	25	1	1	0	0	0	0	0	0	0	0
0700	123	1	74	46	1	1	0	0	0	0	0	0	0	0
0800	181	0	110	68	1	1	1	0	0	0	0	0	0	0
0900	253	0	163	87	0	2	0	0	1	0	0	0	0	0
1000	270	0	170	94	1	3	1	0	0	0	0	0	0	1
1100	286	2	181	100	1	1	0	0	1	0	0	0	0	0
1200	317	0	220	94	1	1	0	0	1	0	0	0	0	0
1300	306	1	208	94	1	1	1	0	0	0	0	0	0	0
1400	324	1	236	86	0	1	0	0	0	0	0	0	0	0
1500	347	1	234	108	0	2	0	0	1	0	1	0	0	0
1600	350	0	261	84	0	2	1	0	2	0	0	0	0	0
1700	321	3	228	87	0	3	0	0	0	0	0	0	0	0
1800	320	3	203	112	0	1	0	0	1	0	0	0	0	0
1900	257	0	161	93	0	3	0	0	0	0	0	0	0	0
2000	219	0	143	75	0	1	0	0	0	0	0	0	0	0
2100	182	0	116	66	0	0	0	0	0	0	0	0	0	0
2200	169	0	112	56	0	1	0	0	0	0	0	0	0	0
2300	80	0	48	32	0	0	0	0	0	0	0	0	0	0
07-19	3398	12	2288	1060	6	19	4	0	7	0	1	0	0	1
06-22	4113	12	2738	1319	7	24	4	0	7	0	1	0	0	1
06-00	4362	12	2898	1407	7	25	4	0	7	0	1	0	0	1
00-00	4554	12	3010	1482	8	26	4	0	8	2	1	0	0	1

Peak step 16:00 (350) AM Peak step 11:00 (286) PM Peak step 16:00 (350)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	54	0	29	25	0	0	0	0	0	0	0	0	0	0
0100	49	0	37	12	0	0	0	0	0	0	0	0	0	0
0200	36	0	20	15	1	0	0	0	0	0	0	0	0	0
0300	20	0	14	6	0	0	0	0	0	0	0	0	0	0
0400	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0500	41	1	34	6	0	0	0	0	0	0	0	0	0	0
0600	57	0	39	17	0	0	0	0	1	0	0	0	0	0
0700	80	0	45	33	0	2	0	0	0	0	0	0	0	0
0800	175	0	109	65	0	1	0	0	0	0	0	0	0	0
0900	192	0	135	55	1	1	0	0	0	0	0	0	0	0
1000	255	1	186	66	0	1	0	0	1	0	0	0	0	0
1100	262	1	181	78	1	0	1	0	0	0	0	0	0	0
1200	301	4	202	92	1	2	0	0	0	0	0	0	0	0
1300	337	1	253	81	0	1	0	0	1	0	0	0	0	0
1400	321	4	238	77	0	1	0	0	1	0	0	0	0	0
1500	325	1	238	86	0	0	0	0	0	0	0	0	0	0
1600	315	2	223	90	0	0	0	0	0	0	0	0	0	0
1700	307	3	221	82	0	1	0	0	0	0	0	0	0	0
1800	304	2	215	87	0	0	0	0	0	0	0	0	0	0
1900	231	0	153	78	0	0	0	0	0	0	0	0	0	0
2000	174	0	117	57	0	0	0	0	0	0	0	0	0	0
2100	98	0	61	35	1	1	0	0	0	0	0	0	0	0
2200	61	0	33	27	1	0	0	0	0	0	0	0	0	0
2300	33	1	27	5	0	0	0	0	0	0	0	0	0	0
07-19	3174	19	2246	892	3	10	1	0	3	0	0	0	0	0
06-22	3734	19	2616	1079	4	11	1	0	4	0	0	0	0	0
06-00	3828	20	2676	1111	5	11	1	0	4	0	0	0	0	0
00-00	4040	21	2818	1179	6	11	1	0	4	0	0	0	0	0

Peak step 13:00 (337) AM Peak step 11:00 (262) PM Peak step 13:00 (337)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5537 -- English (ENU)**Datasets:**

Site: [9] SR156B W OF GRAF RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0100	13	0	7	2	1	3	0	0	0	0	0	0	0	0
0200	30	0	21	9	0	0	0	0	0	0	0	0	0	0
0300	53	0	43	10	0	0	0	0	0	0	0	0	0	0
0400	219	0	136	80	1	1	0	0	1	0	0	0	0	0
0500	480	0	306	158	0	11	1	0	2	1	0	1	0	0
0600	483	0	322	148	3	7	0	0	0	0	0	3	0	0
0700	509	0	349	146	3	2	0	0	8	1	0	0	0	0
0800	325	0	199	110	7	5	1	0	3	0	0	0	0	0
0900	274	0	184	83	0	3	1	0	3	0	0	0	0	0
1000	273	1	175	89	1	4	0	0	3	0	0	0	0	0
1100	290	1	159	118	5	4	0	0	2	1	0	0	0	0
1200	243	0	166	71	3	1	2	0	0	0	0	0	0	0
1300	274	1	182	83	3	4	1	0	0	0	0	0	0	0
1400	254	0	176	66	2	4	2	0	2	1	1	0	0	0
1500	250	1	168	72	1	6	1	0	0	1	0	0	0	0
1600	284	1	205	74	1	3	0	0	0	0	0	0	0	0
1700	268	2	195	68	1	1	1	0	0	0	0	0	0	0
1800	160	0	118	39	0	3	0	0	0	0	0	0	0	0
1900	117	1	90	23	2	0	1	0	0	0	0	0	0	0
2000	106	0	87	17	1	1	0	0	0	0	0	0	0	0
2100	91	1	75	13	0	2	0	0	0	0	0	0	0	0
2200	51	0	37	12	0	0	1	0	0	1	0	0	0	0
2300	25	0	18	6	0	0	0	0	0	1	0	0	0	0
07-19	3404	7	2276	1019	27	40	9	0	21	4	1	0	0	0
06-22	4201	9	2850	1220	33	50	10	0	21	4	1	3	0	0
06-00	4277	9	2905	1238	33	50	11	0	21	6	1	3	0	0
00-00	5083	9	3427	1499	35	65	12	0	24	7	1	4	0	0

Peak step 7:00 (509) **AM Peak step** 7:00 (509) **PM Peak step** 16:00 (284)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0100	14	0	8	5	1	0	0	0	0	0	0	0	0	0
0200	40	0	27	11	0	1	0	0	1	0	0	0	0	0
0300	45	0	33	11	0	0	0	0	0	1	0	0	0	0
0400	224	0	146	75	1	1	0	0	1	0	0	0	0	0
0500	466	0	305	150	1	9	0	0	1	0	0	0	0	0
0600	475	0	331	138	0	5	0	0	1	0	0	0	0	0
0700	526	1	363	149	4	2	0	1	4	0	0	2	0	0
0800	299	1	200	89	4	2	0	0	1	0	0	2	0	0
0900	240	0	156	75	2	4	1	0	2	0	0	0	0	0
1000	217	0	144	62	2	7	1	0	0	0	0	1	0	0
1100	241	1	141	92	4	3	0	0	0	0	0	0	0	0
1200	225	0	134	83	1	6	0	0	1	0	0	0	0	0
1300	207	1	140	61	1	2	0	0	2	0	0	0	0	0
1400	278	1	197	68	2	8	1	0	0	1	0	0	0	0
1500	255	0	176	72	1	4	0	0	2	0	0	0	0	0
1600	278	1	195	78	1	2	0	0	1	0	0	0	0	0
1700	282	1	200	79	0	2	0	0	0	0	0	0	0	0
1800	176	1	105	63	1	5	0	0	1	0	0	0	0	0
1900	135	0	92	40	0	2	0	0	1	0	0	0	0	0
2000	102	1	70	29	0	2	0	0	0	0	0	0	0	0
2100	94	0	71	23	0	0	0	0	0	0	0	0	0	0
2200	47	1	30	15	0	1	0	0	0	0	0	0	0	0
2300	19	0	9	10	0	0	0	0	0	0	0	0	0	0
07-19	3224	8	2151	971	23	47	3	1	14	1	0	5	0	0
06-22	4030	9	2715	1201	23	56	3	1	16	1	0	5	0	0
06-00	4096	10	2754	1226	23	57	3	1	16	1	0	5	0	0
00-00	4897	10	3284	1479	26	68	3	1	19	2	0	5	0	0

Peak step 7:00 (526) AM Peak step 7:00 (526) PM Peak step 17:00 (282)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	11	0	2	9	0	0	0	0	0	0	0	0	0	0
0100	14	0	5	7	2	0	0	0	0	0	0	0	0	0
0200	42	1	36	5	0	0	0	0	0	0	0	0	0	0
0300	66	0	52	14	0	0	0	0	0	0	0	0	0	0
0400	240	0	185	52	0	1	1	0	1	0	0	0	0	0
0500	450	1	356	89	1	2	0	0	1	0	0	0	0	0
0600	477	1	330	136	2	4	0	0	0	0	0	4	0	0
0700	493	0	279	198	3	4	0	1	8	0	0	0	0	0
0800	366	0	237	114	3	7	0	0	4	1	0	0	0	0
0900	243	1	142	91	1	3	1	0	4	0	0	0	0	0
1000	285	0	172	101	1	8	0	0	1	2	0	0	0	0
1100	296	1	179	101	3	5	2	0	4	0	0	1	0	0
1200	252	0	170	72	4	3	0	0	2	1	0	0	0	0
1300	274	0	189	77	4	3	0	0	1	0	0	0	0	0
1400	300	2	209	77	7	3	0	0	2	0	0	0	0	0
1500	261	3	183	69	0	5	0	0	1	0	0	0	0	0
1600	268	0	201	62	2	0	0	0	2	1	0	0	0	0
1700	266	2	202	55	1	3	3	0	0	0	0	0	0	0
1800	230	0	152	74	0	2	2	0	0	0	0	0	0	0
1900	117	2	63	47	0	1	2	0	2	0	0	0	0	0
2000	106	0	65	40	1	0	0	0	0	0	0	0	0	0
2100	86	0	30	54	0	2	0	0	0	0	0	0	0	0
2200	48	1	25	21	0	1	0	0	0	0	0	0	0	0
2300	26	0	15	10	1	0	0	0	0	0	0	0	0	0
07-19	3534	9	2315	1091	29	46	8	1	29	5	0	1	0	0
06-22	4320	12	2803	1368	32	53	10	1	31	5	0	5	0	0
06-00	4394	13	2843	1399	33	54	10	1	31	5	0	5	0	0
00-00	5217	15	3479	1575	36	57	11	1	33	5	0	5	0	0

Peak step 7:00 (493) AM Peak step 7:00 (493) PM Peak step 14:00 (300)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	33	0	19	11	1	2	0	0	0	0	0	0	0	0
0100	15	0	4	10	1	0	0	0	0	0	0	0	0	0
0200	20	0	14	6	0	0	0	0	0	0	0	0	0	0
0300	44	0	33	11	0	0	0	0	0	0	0	0	0	0
0400	91	0	75	14	0	0	0	0	1	1	0	0	0	0
0500	133	0	106	27	0	0	0	0	0	0	0	0	0	0
0600	207	0	136	70	0	0	0	0	1	0	0	0	0	0
0700	238	0	140	93	0	3	0	0	2	0	0	0	0	0
0800	249	0	163	83	1	2	0	0	0	0	0	0	0	0
0900	292	1	180	104	0	4	2	0	1	0	0	0	0	0
1000	290	2	184	98	1	3	0	0	2	0	0	0	0	0
1100	374	1	248	119	1	4	1	0	0	0	0	0	0	0
1200	316	0	221	92	1	1	0	0	1	0	0	0	0	0
1300	299	0	225	72	0	0	0	0	2	0	0	0	0	0
1400	289	0	214	73	0	1	0	0	1	0	0	0	0	0
1500	311	3	228	73	1	3	1	0	2	0	0	0	0	0
1600	249	1	180	62	1	3	1	0	1	0	0	0	0	0
1700	212	0	159	50	0	1	1	0	1	0	0	0	0	0
1800	203	1	154	45	0	2	1	0	0	0	0	0	0	0
1900	132	1	98	33	0	0	0	0	0	0	0	0	0	0
2000	119	0	77	42	0	0	0	0	0	0	0	0	0	0
2100	92	0	61	29	0	2	0	0	0	0	0	0	0	0
2200	72	0	48	24	0	0	0	0	0	0	0	0	0	0
2300	45	1	31	13	0	0	0	0	0	0	0	0	0	0
07-19	3322	9	2296	964	6	27	7	0	13	0	0	0	0	0
06-22	3872	10	2668	1138	6	29	7	0	14	0	0	0	0	0
06-00	3989	11	2747	1175	6	29	7	0	14	0	0	0	0	0
00-00	4325	11	2998	1254	8	31	7	0	15	1	0	0	0	0

Peak step 11:00 (374) AM Peak step 11:00 (374) PM Peak step 12:00 (316)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	29	0	18	11	0	0	0	0	0	0	0	0	0	0
0100	30	0	29	1	0	0	0	0	0	0	0	0	0	0
0200	22	0	17	5	0	0	0	0	0	0	0	0	0	0
0300	26	1	20	5	0	0	0	0	0	0	0	0	0	0
0400	55	0	42	13	0	0	0	0	0	0	0	0	0	0
0500	78	0	56	21	0	0	0	0	1	0	0	0	0	0
0600	137	0	97	38	1	1	0	0	0	0	0	0	0	0
0700	171	0	120	51	0	0	0	0	0	0	0	0	0	0
0800	222	0	157	64	0	0	0	0	0	1	0	0	0	0
0900	292	1	197	92	0	2	0	0	0	0	0	0	0	0
1000	391	1	261	124	3	1	1	0	0	0	0	0	0	0
1100	355	2	257	92	0	3	0	0	1	0	0	0	0	0
1200	381	0	286	95	0	0	0	0	0	0	0	0	0	0
1300	256	0	194	60	0	1	1	0	0	0	0	0	0	0
1400	245	0	193	52	0	0	0	0	0	0	0	0	0	0
1500	238	0	176	61	0	1	0	0	0	0	0	0	0	0
1600	201	3	142	54	0	2	0	0	0	0	0	0	0	0
1700	194	1	147	44	0	0	2	0	0	0	0	0	0	0
1800	160	0	120	39	0	1	0	0	0	0	0	0	0	0
1900	141	0	106	34	0	1	0	0	0	0	0	0	0	0
2000	101	1	75	23	0	1	0	0	1	0	0	0	0	0
2100	54	1	38	15	0	0	0	0	0	0	0	0	0	0
2200	31	0	16	15	0	0	0	0	0	0	0	0	0	0
2300	16	0	13	3	0	0	0	0	0	0	0	0	0	0
07-19	3106	8	2250	828	3	11	4	0	1	1	0	0	0	0
06-22	3539	10	2566	938	4	14	4	0	2	1	0	0	0	0
06-00	3586	10	2595	956	4	14	4	0	2	1	0	0	0	0
00-00	3826	11	2777	1012	4	14	4	0	3	1	0	0	0	0

Peak step 10:00 (391) AM Peak step 10:00 (391) PM Peak step 12:00 (381)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5539 -- English (ENU)**Datasets:**

Site: [10] THE ALAMEDA BT 4TH ST AND NYLAND DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0300	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0400	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0500	32	0	22	7	2	1	0	0	0	0	0	0	0	0
0600	80	2	45	27	2	3	0	1	0	0	0	0	0	0
0700	133	2	77	45	2	3	2	0	2	0	0	0	0	0
0800	167	2	127	34	2	1	0	0	1	0	0	0	0	0
0900	125	2	61	56	0	4	1	0	0	1	0	0	0	0
1000	136	3	95	33	1	2	0	0	1	1	0	0	0	0
1100	153	2	95	54	1	1	0	0	0	0	0	0	0	0
1200	139	0	91	43	1	3	0	0	0	1	0	0	0	0
1300	137	3	95	36	1	0	1	0	1	0	0	0	0	0
1400	189	2	148	35	1	1	2	0	0	0	0	0	0	0
1500	136	2	95	35	0	4	0	0	0	0	0	0	0	0
1600	151	1	101	45	2	1	1	0	0	0	0	0	0	0
1700	147	0	106	40	1	0	0	0	0	0	0	0	0	0
1800	127	0	82	43	0	2	0	0	0	0	0	0	0	0
1900	92	0	70	22	0	0	0	0	0	0	0	0	0	0
2000	51	1	33	15	2	0	0	0	0	0	0	0	0	0
2100	25	0	17	8	0	0	0	0	0	0	0	0	0	0
2200	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	1740	19	1173	499	12	22	7	0	5	3	0	0	0	0
06-22	1988	22	1338	571	16	25	7	1	5	3	0	0	0	0
06-00	2006	22	1353	574	16	25	7	1	5	3	0	0	0	0
00-00	2081	22	1410	589	18	26	7	1	5	3	0	0	0	0

Peak step 14:00 (189) **AM Peak step** 8:00 (167) **PM Peak step** 14:00 (189)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	14	3	0	1	0	0	0	0	0	0	0	0
0500	47	2	27	13	2	2	1	0	0	0	0	0	0	0
0600	108	2	55	44	2	3	1	0	1	0	0	0	0	0
0700	150	0	77	62	4	5	0	0	1	1	0	0	0	0
0800	181	3	113	59	3	3	0	0	0	0	0	0	0	0
0900	122	2	75	34	5	3	2	0	1	0	0	0	0	0
1000	116	1	70	40	3	2	0	0	0	0	0	0	0	0
1100	154	2	89	58	2	3	0	0	0	0	0	0	0	0
1200	132	2	92	36	0	2	0	0	0	0	0	0	0	0
1300	142	3	93	39	2	3	1	0	1	0	0	0	0	0
1400	188	7	130	46	1	2	1	0	1	0	0	0	0	0
1500	127	3	85	33	0	2	0	0	4	0	0	0	0	0
1600	154	0	107	45	1	0	0	0	1	0	0	0	0	0
1700	194	1	131	57	0	1	2	0	1	0	0	1	0	0
1800	114	3	74	35	0	2	0	0	0	0	0	0	0	0
1900	63	2	48	12	0	0	0	0	1	0	0	0	0	0
2000	56	0	36	19	0	1	0	0	0	0	0	0	0	0
2100	31	0	25	6	0	0	0	0	0	0	0	0	0	0
2200	22	0	18	3	0	1	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	1774	27	1136	544	21	28	6	0	10	1	0	1	0	0
06-22	2032	31	1300	625	23	32	7	0	12	1	0	1	0	0
06-00	2059	31	1323	628	23	33	7	0	12	1	0	1	0	0
00-00	2147	33	1383	648	25	36	8	0	12	1	0	1	0	0

Peak step 17:00 (194) AM Peak step 8:00 (181) PM Peak step 17:00 (194)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0400	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0500	39	0	22	14	1	2	0	0	0	0	0	0	0	0
0600	89	3	40	39	0	4	3	0	0	0	0	0	0	0
0700	136	3	70	52	1	7	1	0	2	0	0	0	0	0
0800	176	2	123	45	0	4	1	0	1	0	0	0	0	0
0900	123	0	62	52	5	2	1	0	1	0	0	0	0	0
1000	141	1	93	44	2	1	0	0	0	0	0	0	0	0
1100	180	0	119	54	2	2	2	0	1	0	0	0	0	0
1200	165	2	108	46	2	1	2	1	2	1	0	0	0	0
1300	203	4	130	62	3	1	1	0	2	0	0	0	0	0
1400	132	3	97	29	2	1	0	0	0	0	0	0	0	0
1500	169	2	122	43	0	0	1	0	1	0	0	0	0	0
1600	171	0	112	58	1	0	0	0	0	0	0	0	0	0
1700	155	2	101	50	1	0	1	0	0	0	0	0	0	0
1800	119	1	84	32	0	2	0	0	0	0	0	0	0	0
1900	70	0	53	16	0	1	0	0	0	0	0	0	0	0
2000	53	0	40	11	1	0	0	0	1	0	0	0	0	0
2100	33	0	29	4	0	0	0	0	0	0	0	0	0	0
2200	11	0	7	4	0	0	0	0	0	0	0	0	0	0
2300	8	0	5	3	0	0	0	0	0	0	0	0	0	0
07-19	1870	20	1221	567	19	21	10	1	10	1	0	0	0	0
06-22	2115	23	1383	637	20	26	13	1	11	1	0	0	0	0
06-00	2134	23	1395	644	20	26	13	1	11	1	0	0	0	0
00-00	2221	23	1457	666	21	28	13	1	11	1	0	0	0	0

Peak step 13:00 (203) AM Peak step 11:00 (180) PM Peak step 13:00 (203)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	1	0	1	0	0	0	0	0	0	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0500	20	0	14	6	0	0	0	0	0	0	0	0	0	0
0600	57	0	34	18	2	1	1	0	1	0	0	0	0	0
0700	115	10	45	56	1	2	0	0	1	0	0	0	0	0
0800	137	1	90	42	0	2	1	0	1	0	0	0	0	0
0900	165	0	114	48	0	3	0	0	0	0	0	0	0	0
1000	196	0	159	37	0	0	0	0	0	0	0	0	0	0
1100	193	3	133	57	0	0	0	0	0	0	0	0	0	0
1200	221	6	156	52	0	2	2	0	2	0	1	0	0	0
1300	197	2	156	38	0	0	0	0	1	0	0	0	0	0
1400	173	2	126	45	0	0	0	0	0	0	0	0	0	0
1500	159	0	110	46	0	0	1	0	2	0	0	0	0	0
1600	182	1	137	41	0	1	1	0	1	0	0	0	0	0
1700	172	3	110	56	0	2	0	0	1	0	0	0	0	0
1800	132	0	100	30	0	0	0	0	2	0	0	0	0	0
1900	88	0	71	17	0	0	0	0	0	0	0	0	0	0
2000	58	1	43	14	0	0	0	0	0	0	0	0	0	0
2100	30	0	20	10	0	0	0	0	0	0	0	0	0	0
2200	38	0	30	8	0	0	0	0	0	0	0	0	0	0
2300	21	0	15	6	0	0	0	0	0	0	0	0	0	0
07-19	2042	28	1436	548	1	12	5	0	11	0	1	0	0	0
06-22	2275	29	1604	607	3	13	6	0	12	0	1	0	0	0
06-00	2334	29	1649	621	3	13	6	0	12	0	1	0	0	0
00-00	2383	29	1683	634	3	15	6	0	12	0	1	0	0	0

Peak step 12:00 (221) AM Peak step 10:00 (196) PM Peak step 12:00 (221)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	21	0	17	4	0	0	0	0	0	0	0	0	0	0
0600	54	0	29	23	0	1	1	0	0	0	0	0	0	0
0700	92	1	61	29	0	1	0	0	0	0	0	0	0	0
0800	167	2	118	44	0	2	0	0	1	0	0	0	0	0
0900	165	0	120	42	0	1	1	0	1	0	0	0	0	0
1000	312	2	225	81	0	3	0	0	1	0	0	0	0	0
1100	261	1	191	65	1	1	1	0	1	0	0	0	0	0
1200	334	3	273	55	1	0	0	0	1	0	1	0	0	0
1300	200	2	162	35	1	0	0	0	0	0	0	0	0	0
1400	166	1	124	38	0	0	1	0	2	0	0	0	0	0
1500	145	1	108	35	0	1	0	0	0	0	0	0	0	0
1600	132	3	105	24	0	0	0	0	0	0	0	0	0	0
1700	114	2	74	37	0	0	0	0	1	0	0	0	0	0
1800	93	0	69	23	0	0	1	0	0	0	0	0	0	0
1900	62	0	52	10	0	0	0	0	0	0	0	0	0	0
2000	26	0	20	6	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	7	1	0	0	1	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	2181	18	1630	508	3	9	4	0	8	0	1	0	0	0
06-22	2332	18	1740	547	3	10	5	0	8	0	1	0	0	0
06-00	2346	18	1751	549	3	10	6	0	8	0	1	0	0	0
00-00	2394	18	1792	556	3	10	6	0	8	0	1	0	0	0

Peak step 12:00 (334) AM Peak step 10:00 (312) PM Peak step 12:00 (334)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5540 -- English (ENU)**Datasets:**

Site: [10] THE ALAMEDA BT 4TH ST AND NYLAND DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0100	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0400	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0500	25	1	16	8	0	0	0	0	0	0	0	0	0	0
0600	57	0	32	21	1	2	1	0	0	0	0	0	0	0
0700	124	2	81	37	1	2	1	0	0	0	0	0	0	0
0800	134	1	81	50	1	1	0	0	0	0	0	0	0	0
0900	97	1	60	31	1	2	1	0	1	0	0	0	0	0
1000	117	1	77	36	0	2	0	0	1	0	0	0	0	0
1100	115	3	76	34	1	1	0	0	0	0	0	0	0	0
1200	136	1	89	41	1	2	2	0	0	0	0	0	0	0
1300	131	2	85	43	0	1	0	0	0	0	0	0	0	0
1400	235	1	159	70	0	2	3	0	0	0	0	0	0	0
1500	171	1	114	52	2	1	1	0	0	0	0	0	0	0
1600	152	0	107	41	0	4	0	0	0	0	0	0	0	0
1700	130	0	96	32	2	0	0	0	0	0	0	0	0	0
1800	81	0	56	24	0	0	1	0	0	0	0	0	0	0
1900	92	0	68	23	1	0	0	0	0	0	0	0	0	0
2000	77	0	57	17	0	3	0	0	0	0	0	0	0	0
2100	30	1	20	8	1	0	0	0	0	0	0	0	0	0
2200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
07-19	1623	13	1081	491	9	18	9	0	2	0	0	0	0	0
06-22	1879	14	1258	560	12	23	10	0	2	0	0	0	0	0
06-00	1896	14	1270	565	12	23	10	0	2	0	0	0	0	0
00-00	1966	15	1318	586	12	23	10	0	2	0	0	0	0	0

Peak step 14:00 (235) **AM Peak step** 8:00 (134) **PM Peak step** 14:00 (235)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	17	0	13	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0400	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0500	30	0	15	12	0	2	0	0	0	0	0	1	0	0
0600	65	3	35	24	1	1	1	0	0	0	0	0	0	0
0700	143	1	84	55	1	1	1	0	0	0	0	0	0	0
0800	140	2	85	49	1	2	0	0	0	1	0	0	0	0
0900	93	1	51	32	1	6	2	0	0	0	0	0	0	0
1000	107	0	69	34	1	3	0	0	0	0	0	0	0	0
1100	129	1	86	39	2	1	0	0	0	0	0	0	0	0
1200	124	2	79	40	1	1	1	0	0	0	0	0	0	0
1300	144	4	102	33	0	3	1	0	1	0	0	0	0	0
1400	207	2	135	66	1	0	3	0	0	0	0	0	0	0
1500	169	2	105	58	1	3	0	0	0	0	0	0	0	0
1600	160	0	103	56	0	1	0	0	0	0	0	0	0	0
1700	145	1	102	41	1	0	0	0	0	0	0	0	0	0
1800	142	4	95	43	0	0	0	0	0	0	0	0	0	0
1900	66	1	39	25	0	1	0	0	0	0	0	0	0	0
2000	75	0	54	20	0	1	0	0	0	0	0	0	0	0
2100	24	1	18	5	0	0	0	0	0	0	0	0	0	0
2200	15	0	10	3	0	2	0	0	0	0	0	0	0	0
2300	11	1	7	3	0	0	0	0	0	0	0	0	0	0
07-19	1703	20	1096	546	10	21	8	0	1	1	0	0	0	0
06-22	1933	25	1242	620	11	24	9	0	1	1	0	0	0	0
06-00	1959	26	1259	626	11	26	9	0	1	1	0	0	0	0
00-00	2036	26	1306	653	11	28	9	0	1	1	0	1	0	0

Peak step 14:00 (207) AM Peak step 7:00 (143) PM Peak step 14:00 (207)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0400	13	0	5	8	0	0	0	0	0	0	0	0	0	0
0500	23	0	12	9	0	1	0	0	0	1	0	0	0	0
0600	67	1	39	24	1	2	0	0	0	0	0	0	0	0
0700	129	2	77	47	0	2	0	0	0	1	0	0	0	0
0800	173	2	102	63	2	1	2	0	0	1	0	0	0	0
0900	95	0	61	31	1	2	0	0	0	0	0	0	0	0
1000	105	1	65	34	2	2	1	0	0	0	0	0	0	0
1100	121	0	89	29	1	1	1	0	0	0	0	0	0	0
1200	157	1	94	53	2	4	3	0	0	0	0	0	0	0
1300	200	1	125	63	5	1	4	0	1	0	0	0	0	0
1400	181	5	112	55	3	4	1	0	1	0	0	0	0	0
1500	197	3	130	62	1	0	1	0	0	0	0	0	0	0
1600	184	0	124	58	0	1	1	0	0	0	0	0	0	0
1700	127	1	87	38	1	0	0	0	0	0	0	0	0	0
1800	101	1	72	28	0	0	0	0	0	0	0	0	0	0
1900	90	0	60	30	0	0	0	0	0	0	0	0	0	0
2000	61	0	40	19	0	2	0	0	0	0	0	0	0	0
2100	32	0	22	9	1	0	0	0	0	0	0	0	0	0
2200	13	0	6	7	0	0	0	0	0	0	0	0	0	0
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07-19	1770	17	1138	561	18	18	14	0	2	2	0	0	0	0
06-22	2020	18	1299	643	20	22	14	0	2	2	0	0	0	0
06-00	2043	18	1314	651	20	22	14	0	2	2	0	0	0	0
00-00	2111	18	1356	675	20	23	14	0	2	3	0	0	0	0

Peak step 13:00 (200) AM Peak step 8:00 (173) PM Peak step 13:00 (200)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	15	0	8	6	0	1	0	0	0	0	0	0	0	0
0100	24	0	18	5	0	1	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0500	9	0	4	4	0	1	0	0	0	0	0	0	0	0
0600	41	1	24	16	0	0	0	0	0	0	0	0	0	0
0700	77	3	37	35	1	1	0	0	0	0	0	0	0	0
0800	114	1	74	37	0	1	1	0	0	0	0	0	0	0
0900	134	0	101	33	0	0	0	0	0	0	0	0	0	0
1000	163	1	129	31	0	2	0	0	0	0	0	0	0	0
1100	159	3	119	35	1	1	0	0	0	0	0	0	0	0
1200	166	4	112	45	0	2	1	1	0	1	0	0	0	0
1300	181	0	142	38	0	1	0	0	0	0	0	0	0	0
1400	169	2	122	44	0	0	0	0	1	0	0	0	0	0
1500	165	1	121	42	1	0	0	0	0	0	0	0	0	0
1600	173	2	128	42	0	0	1	0	0	0	0	0	0	0
1700	143	1	104	37	0	0	1	0	0	0	0	0	0	0
1800	129	2	85	40	0	2	0	0	0	0	0	0	0	0
1900	108	0	85	22	0	0	0	0	1	0	0	0	0	0
2000	74	0	48	26	0	0	0	0	0	0	0	0	0	0
2100	54	0	41	12	0	1	0	0	0	0	0	0	0	0
2200	33	0	22	11	0	0	0	0	0	0	0	0	0	0
2300	19	0	14	5	0	0	0	0	0	0	0	0	0	0
07-19	1773	20	1274	459	3	10	4	1	1	1	0	0	0	0
06-22	2050	21	1472	535	3	11	4	1	2	1	0	0	0	0
06-00	2102	21	1508	551	3	11	4	1	2	1	0	0	0	0
00-00	2166	21	1551	569	3	14	4	1	2	1	0	0	0	0

Peak step 13:00 (181) AM Peak step 10:00 (163) PM Peak step 13:00 (181)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0100	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0600	27	1	18	8	0	0	0	0	0	0	0	0	0	0
0700	56	0	32	22	1	1	0	0	0	0	0	0	0	0
0800	118	0	91	26	0	1	0	0	0	0	0	0	0	0
0900	127	4	88	34	0	1	0	0	0	0	0	0	0	0
1000	165	2	113	49	0	1	0	0	0	0	0	0	0	0
1100	143	3	109	29	0	1	0	0	1	0	0	0	0	0
1200	266	0	207	54	0	2	3	0	0	0	0	0	0	0
1300	280	0	224	52	0	1	1	2	0	0	0	0	0	0
1400	232	3	189	38	0	0	1	1	0	0	0	0	0	0
1500	177	2	138	36	0	0	0	0	0	0	1	0	0	0
1600	157	4	123	30	0	0	0	0	0	0	0	0	0	0
1700	121	2	79	38	0	1	1	0	0	0	0	0	0	0
1800	125	2	93	30	0	0	0	0	0	0	0	0	0	0
1900	64	0	42	22	0	0	0	0	0	0	0	0	0	0
2000	37	1	31	4	0	1	0	0	0	0	0	0	0	0
2100	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2200	9	0	4	4	0	0	0	0	0	1	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	1967	22	1486	438	1	9	6	3	1	0	1	0	0	0
06-22	2102	24	1582	474	1	10	6	3	1	0	1	0	0	0
06-00	2119	24	1594	478	1	10	6	3	1	1	1	0	0	0
00-00	2185	24	1647	491	1	10	6	3	1	1	1	0	0	0

Peak step 13:00 (280) AM Peak step 10:00 (165) PM Peak step 13:00 (280)

Traffic Data Service -- San Jose, CA Class Report

CustomList-5578 -- English (ENU)**Datasets:**

Site: [11] SR129 BT OLD CHITTENDEN RD AND CHITTENDEN RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Name: TDS

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	12	6	1	0	0	0	1	0	0	1	0	0
0100	19	0	12	4	2	0	0	0	0	0	0	1	0	0
0200	20	0	13	5	0	0	0	0	1	0	0	1	0	0
0300	44	0	23	16	0	1	0	0	3	0	0	1	0	0
0400	124	0	77	37	1	4	0	0	5	0	0	0	0	0
0500	150	0	90	45	6	5	0	0	3	0	0	1	0	0
0600	178	0	71	88	9	6	0	0	4	0	0	0	0	0
0700	261	0	125	119	5	6	0	0	5	0	0	1	0	0
0800	282	0	146	109	5	6	0	0	14	0	0	2	0	0
0900	242	0	102	114	5	9	1	0	10	0	0	1	0	0
1000	211	0	102	78	7	10	0	0	13	0	0	1	0	0
1100	226	1	111	75	11	9	2	0	15	1	0	1	0	0
1200	226	0	96	99	6	7	0	0	14	0	0	4	0	0
1300	241	0	117	101	1	14	0	0	5	0	0	3	0	0
1400	279	0	123	122	7	7	1	0	17	0	0	2	0	0
1500	332	0	169	136	6	8	3	0	10	0	0	0	0	0
1600	348	0	182	151	5	3	1	0	6	0	0	0	0	0
1700	397	0	204	179	1	9	0	0	4	0	0	0	0	0
1800	291	2	145	133	3	6	1	0	1	0	0	0	0	0
1900	160	0	74	76	2	5	1	0	2	0	0	0	0	0
2000	99	0	31	64	1	1	0	0	1	0	0	1	0	0
2100	82	0	25	55	0	1	0	0	1	0	0	0	0	0
2200	49	0	12	36	0	0	0	0	1	0	0	0	0	0
2300	22	0	5	16	0	0	0	0	0	0	0	1	0	0
07-19	3336	3	1622	1416	62	94	9	0	114	1	0	15	0	0
06-22	3855	3	1823	1699	74	107	10	0	122	1	0	16	0	0
06-00	3926	3	1840	1751	74	107	10	0	123	1	0	17	0	0
00-00	4304	3	2067	1864	84	117	10	0	136	1	0	22	0	0

Peak step 17:00 (397) **AM Peak step** 8:00 (282) **PM Peak step** 17:00 (397)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	22	0	3	16	0	1	0	0	2	0	0	0	0	0
0100	17	0	3	10	1	1	0	0	1	0	0	1	0	0
0200	18	0	5	11	0	0	0	0	1	0	0	1	0	0
0300	45	0	9	31	1	1	0	0	2	0	0	1	0	0
0400	118	0	37	69	1	7	0	0	4	0	0	0	0	0
0500	149	0	47	92	3	4	0	0	3	0	0	0	0	0
0600	189	0	50	110	7	10	0	0	3	0	0	8	0	1
0700	273	0	69	165	5	16	3	0	9	0	0	6	0	0
0800	310	0	105	156	5	17	2	0	10	0	0	15	0	0
0900	220	0	90	92	3	14	0	0	8	0	0	12	0	1
1000	253	0	93	116	4	23	0	0	10	0	0	7	0	0
1100	224	0	97	91	9	7	1	0	9	0	0	9	1	0
1200	230	0	100	91	4	7	1	0	14	0	1	12	0	0
1300	246	0	113	89	5	10	1	0	26	0	0	2	0	0
1400	290	0	151	100	9	16	0	0	12	0	0	2	0	0
1500	332	1	154	148	6	7	1	0	15	0	0	0	0	0
1600	399	0	187	182	13	10	1	0	6	0	0	0	0	0
1700	368	0	163	191	0	9	1	0	4	0	0	0	0	0
1800	266	0	114	141	3	7	0	0	1	0	0	0	0	0
1900	175	0	70	100	1	2	0	0	2	0	0	0	0	0
2000	100	0	41	54	1	3	0	0	0	0	0	1	0	0
2100	79	0	28	46	2	2	0	0	1	0	0	0	0	0
2200	46	0	7	38	0	0	0	0	1	0	0	0	0	0
2300	20	0	3	16	0	0	0	0	0	0	0	1	0	0
07-19	3411	1	1436	1562	66	143	11	0	124	0	1	65	1	1
06-22	3954	1	1625	1872	77	160	11	0	130	0	1	74	1	2
06-00	4020	1	1635	1926	77	160	11	0	131	0	1	75	1	2
00-00	4389	1	1739	2155	83	174	11	0	144	0	1	78	1	2

Peak step 16:00 (399) AM Peak step 8:00 (310) PM Peak step 16:00 (399)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	19	0	5	14	0	0	0	0	0	0	0	0	0	0
0100	16	0	3	10	1	1	0	0	0	0	0	1	0	0
0200	20	0	5	12	0	2	0	0	0	0	0	1	0	0
0300	44	0	8	29	2	2	1	0	2	0	0	0	0	0
0400	117	0	42	64	2	5	0	0	4	0	0	0	0	0
0500	154	0	31	104	6	8	1	0	3	0	0	1	0	0
0600	188	0	28	132	11	13	1	0	3	0	0	0	0	0
0700	274	0	61	183	5	14	1	0	8	0	0	2	0	0
0800	302	1	118	151	4	12	1	0	13	0	0	2	0	0
0900	227	0	89	102	7	9	3	0	15	1	0	1	0	0
1000	262	0	110	112	4	16	0	0	19	0	0	1	0	0
1100	231	0	93	99	4	11	0	0	24	0	0	0	0	0
1200	211	0	89	91	5	8	0	0	17	0	0	1	0	0
1300	297	0	158	100	5	15	1	0	17	0	0	1	0	0
1400	295	0	163	98	7	10	0	0	17	0	0	0	0	0
1500	313	0	152	137	8	5	0	0	9	1	0	1	0	0
1600	377	0	193	158	8	12	1	0	5	0	0	0	0	0
1700	380	1	208	154	2	7	0	0	8	0	0	0	0	0
1800	253	0	77	166	3	7	0	0	0	0	0	0	0	0
1900	193	0	49	135	2	7	0	0	0	0	0	0	0	0
2000	113	0	24	83	1	2	0	0	2	0	0	1	0	0
2100	95	0	29	64	0	2	0	0	0	0	0	0	0	0
2200	53	0	13	36	1	2	0	0	1	0	0	0	0	0
2300	24	0	2	19	0	1	0	0	1	0	0	1	0	0
07-19	3422	2	1511	1551	62	126	7	0	152	2	0	9	0	0
06-22	4011	2	1641	1965	76	150	8	0	157	2	0	10	0	0
06-00	4088	2	1656	2020	77	153	8	0	159	2	0	11	0	0
00-00	4458	2	1750	2253	88	171	10	0	168	2	0	14	0	0

Peak step 17:00 (380) AM Peak step 8:00 (302) PM Peak step 17:00 (380)

*** Sunday, March 8, 2026 *HOSE DAMAGED***

[illegible]

*** Saturday, March 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	21	0	6	13	0	1	0	0	0	1	0	0	0	0
0100	31	0	11	16	2	0	0	0	1	0	0	0	1	0
0200	28	0	11	15	0	0	0	0	2	0	0	0	0	0
0300	70	0	33	31	2	2	0	0	2	0	0	0	0	0
0400	90	0	46	39	2	3	0	0	0	0	0	0	0	0
0500	97	0	25	66	1	3	0	0	1	1	0	0	0	0
0600	168	0	63	86	1	6	1	0	7	0	0	4	0	0
0700	233	0	89	126	3	9	0	0	4	0	0	2	0	0
0800	279	0	128	132	3	8	0	0	8	0	0	0	0	0
0900	321	0	176	131	0	5	0	0	5	0	0	4	0	0
1000	346	1	217	112	3	8	1	0	4	0	0	0	0	0
1100	336	0	213	115	1	4	0	0	3	0	0	0	0	0
1200	317	0	203	96	4	2	0	0	11	0	0	1	0	0
1300	362	0	247	107	2	3	0	0	3	0	0	0	0	0
1400	345	0	235	104	1	4	0	0	1	0	0	0	0	0
1500	355	1	240	106	1	3	0	0	3	0	0	1	0	0
1600	341	0	167	165	0	4	0	0	4	0	0	1	0	0
1700	290	0	136	150	0	4	0	0	0	0	0	0	0	0
1800	235	0	97	136	0	1	0	0	1	0	0	0	0	0
1900	287	0	116	166	0	3	1	0	1	0	0	0	0	0
2000	170	0	71	96	0	3	0	0	0	0	0	0	0	0
2100	131	0	49	81	1	0	0	0	0	0	0	0	0	0
2200	63	0	14	49	0	0	0	0	0	0	0	0	0	0
2300	20	0	4	16	0	0	0	0	0	0	0	0	0	0
07-19	3760	2	2148	1480	18	55	1	0	47	0	0	9	0	0
06-22	4516	2	2447	1909	20	67	3	0	55	0	0	13	0	0
06-00	4599	2	2465	1974	20	67	3	0	55	0	0	13	0	0
00-00	4936	2	2597	2154	27	76	3	0	61	2	0	13	1	0

Peak step 13:00 (362) AM Peak step 10:00 (346) PM Peak step 13:00 (362)

*** Sunday, March 15, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	18	0	3	13	0	0	0	0	1	0	0	0	1	0
0100	19	0	11	6	0	1	0	0	0	0	0	1	0	0
0200	15	0	7	5	0	0	0	0	3	0	0	0	0	0
0300	28	0	9	17	0	1	0	0	1	0	0	0	0	0
0400	41	0	8	28	2	3	0	0	0	0	0	0	0	0
0500	65	0	20	40	0	4	0	0	1	0	0	0	0	0
0600	103	0	37	62	0	2	0	0	2	0	0	0	0	0
0700	144	0	49	90	1	2	0	0	1	0	0	1	0	0
0800	228	0	130	95	2	1	0	0	0	0	0	0	0	0
0900	216	0	132	79	0	3	0	0	2	0	0	0	0	0
1000	275	0	177	93	1	3	0	0	1	0	0	0	0	0
1100	234	0	140	92	0	0	0	0	2	0	0	0	0	0
1200	265	0	163	96	0	2	0	0	4	0	0	0	0	0
1300	253	3	157	84	3	0	0	0	5	1	0	0	0	0
1400	235	2	164	64	0	2	0	0	2	0	0	1	0	0
1500	273	1	166	100	2	2	0	0	2	0	0	0	0	0
1600	287	0	187	98	2	0	0	0	0	0	0	0	0	0
1700	259	0	174	81	1	2	0	0	1	0	0	0	0	0
1800	220	0	107	109	2	2	0	0	0	0	0	0	0	0
1900	194	0	112	79	1	1	0	0	0	0	0	1	0	0
2000	110	0	68	38	0	2	0	0	2	0	0	0	0	0
2100	59	0	27	30	0	2	0	0	0	0	0	0	0	0
2200	31	0	15	12	0	1	1	0	1	0	0	1	0	0
2300	17	0	10	5	0	1	0	0	1	0	0	0	0	0
07-19	2889	6	1746	1081	14	19	0	0	20	1	0	2	0	0
06-22	3355	6	1990	1290	15	26	0	0	24	1	0	3	0	0
06-00	3403	6	2015	1307	15	28	1	0	26	1	0	4	0	0
00-00	3589	6	2073	1416	17	37	1	0	32	1	0	5	1	0

Peak step 16:00 (287) AM Peak step 10:00 (275) PM Peak step 16:00 (287)

Traffic Data Service -- San Jose, CA Class Report

CustomList-5577 -- English (ENU)**Datasets:**

Site: [11] SR129 BT OLD CHITTENDEN RD AND CHITTENDEN RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: West (bound), P = East, Lane = 0-16

Name: TDS

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	31	0	20	7	0	0	0	0	3	0	0	1	0	0
0100	32	0	20	8	1	0	0	0	3	0	0	0	0	0
0200	20	0	11	6	0	0	0	0	3	0	0	0	0	0
0300	27	0	15	4	1	0	0	0	7	0	0	0	0	0
0400	51	0	21	21	2	1	0	0	6	0	0	0	0	0
0500	140	1	77	44	0	7	0	0	10	0	0	1	0	0
0600	282	0	144	109	9	3	0	0	14	0	0	3	0	0
0700	408	0	243	127	10	11	0	0	16	0	0	0	1	0
0800	261	0	162	77	2	6	0	0	12	0	0	2	0	0
0900	211	0	115	71	3	7	0	0	13	0	0	2	0	0
1000	186	0	100	57	6	8	1	0	12	0	0	2	0	0
1100	221	0	116	74	6	9	0	0	12	0	0	4	0	0
1200	233	0	119	85	4	9	1	0	13	0	0	2	0	0
1300	268	0	146	94	3	10	1	0	12	1	0	1	0	0
1400	261	0	165	76	6	4	1	0	8	0	0	1	0	0
1500	318	0	213	91	2	2	2	0	7	0	0	1	0	0
1600	322	0	199	105	7	6	1	0	4	0	0	0	0	0
1700	297	0	187	97	4	4	1	0	4	0	0	0	0	0
1800	191	0	113	74	2	0	1	0	1	0	0	0	0	0
1900	154	0	96	53	1	2	0	0	2	0	0	0	0	0
2000	130	0	74	55	0	1	0	0	0	0	0	0	0	0
2100	125	0	79	42	1	1	0	0	1	0	0	1	0	0
2200	77	0	43	31	2	0	0	0	1	0	0	0	0	0
2300	41	0	24	16	1	0	0	0	0	0	0	0	0	0
07-19	3177	0	1878	1028	55	76	9	0	114	1	0	15	1	0
06-22	3868	0	2271	1287	66	83	9	0	131	1	0	19	1	0
06-00	3986	0	2338	1334	69	83	9	0	132	1	0	19	1	0
00-00	4287	1	2502	1424	73	91	9	0	164	1	0	21	1	0

Peak step 7:00 (408) **AM Peak step** 7:00 (408) **PM Peak step** 16:00 (322)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	43	0	29	13	0	0	0	0	0	0	0	1	0	0
0100	21	0	11	7	0	0	0	0	3	0	0	0	0	0
0200	16	0	7	6	0	0	0	0	3	0	0	0	0	0
0300	35	0	14	14	1	1	0	0	5	0	0	0	0	0
0400	59	0	19	31	2	0	0	0	7	0	0	0	0	0
0500	127	0	60	46	2	3	0	0	12	0	0	4	0	0
0600	306	0	154	121	7	9	0	0	9	0	0	6	0	0
0700	404	0	194	158	17	11	0	0	12	0	0	12	0	0
0800	275	0	138	104	6	12	0	0	10	0	0	5	0	0
0900	209	0	93	68	7	11	1	0	12	0	0	15	0	2
1000	202	0	97	69	3	6	0	0	15	0	0	12	0	0
1100	252	0	119	86	8	10	1	0	15	0	1	12	0	0
1200	293	0	144	108	4	11	1	0	19	0	0	6	0	0
1300	281	0	158	84	5	10	1	0	22	0	0	1	0	0
1400	303	0	188	89	6	12	1	0	7	0	0	0	0	0
1500	359	0	241	103	2	5	0	0	8	0	0	0	0	0
1600	301	0	174	111	8	6	0	0	1	0	0	1	0	0
1700	279	0	165	100	3	6	1	0	4	0	0	0	0	0
1800	208	0	113	85	5	2	0	0	3	0	0	0	0	0
1900	181	0	118	62	0	1	0	0	0	0	0	0	0	0
2000	152	0	83	65	0	0	0	0	4	0	0	0	0	0
2100	111	0	70	38	0	1	0	0	2	0	0	0	0	0
2200	56	0	32	23	0	0	0	0	0	0	0	1	0	0
2300	41	0	19	21	1	0	0	0	0	0	0	0	0	0
07-19	3366	0	1824	1165	74	102	6	0	128	0	1	64	0	2
06-22	4116	0	2249	1451	81	113	6	0	143	0	1	70	0	2
06-00	4213	0	2300	1495	82	113	6	0	143	0	1	71	0	2
00-00	4514	0	2440	1612	87	117	6	0	173	0	1	76	0	2

Peak step 7:00 (404) AM Peak step 7:00 (404) PM Peak step 15:00 (359)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	41	0	19	19	1	0	0	0	1	0	0	1	0	0
0100	24	0	10	9	0	1	0	0	3	0	0	1	0	0
0200	15	0	6	6	0	2	0	0	1	0	0	0	0	0
0300	24	0	5	15	1	0	0	0	3	0	0	0	0	0
0400	52	0	18	23	2	1	0	0	8	0	0	0	0	0
0500	114	0	31	66	2	8	0	0	5	0	0	1	0	1
0600	287	0	93	153	5	13	1	0	20	0	0	2	0	0
0700	356	0	162	160	14	10	1	0	7	0	0	2	0	0
0800	277	0	151	101	6	6	0	0	12	0	0	1	0	0
0900	208	0	117	72	4	3	1	0	10	0	0	1	0	0
1000	210	0	113	68	6	9	1	0	13	0	0	0	0	0
1100	238	0	127	60	8	13	0	0	28	0	0	2	0	0
1200	280	0	142	105	6	4	0	0	22	0	0	1	0	0
1300	276	0	168	90	2	5	0	0	11	0	0	0	0	0
1400	279	0	171	82	4	5	0	0	17	0	0	0	0	0
1500	356	0	220	118	5	3	1	0	8	1	0	0	0	0
1600	302	0	186	100	4	7	0	0	5	0	0	0	0	0
1700	291	0	192	91	3	4	0	0	1	0	0	0	0	0
1800	236	0	139	85	2	7	1	0	1	0	0	1	0	0
1900	194	0	111	74	1	7	0	0	1	0	0	0	0	0
2000	147	0	82	59	0	5	0	0	1	0	0	0	0	0
2100	109	0	68	37	2	0	0	0	1	0	0	1	0	0
2200	81	0	45	32	1	3	0	0	0	0	0	0	0	0
2300	47	0	18	29	0	0	0	0	0	0	0	0	0	0
07-19	3309	0	1888	1132	64	76	5	0	135	1	0	8	0	0
06-22	4046	0	2242	1455	72	101	6	0	158	1	0	11	0	0
06-00	4174	0	2305	1516	73	104	6	0	158	1	0	11	0	0
00-00	4444	0	2394	1654	79	116	6	0	179	1	0	14	0	1

Peak step 7:00 (356) AM Peak step 7:00 (356) PM Peak step 15:00 (356)

*** Sunday, March 8, 2026 *HOSE DAMAGED***

[illegible]

*** Saturday, March 14, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	45	0	27	15	0	0	0	0	2	0	0	1	0	0
0100	56	0	24	27	0	1	0	0	4	0	0	0	0	0
0200	23	0	10	12	1	0	0	0	0	0	0	0	0	0
0300	25	0	8	14	0	1	0	0	2	0	0	0	0	0
0400	36	0	21	12	0	1	0	0	1	0	0	1	0	0
0500	95	0	43	43	3	2	0	0	1	0	0	3	0	0
0600	184	0	66	107	3	1	0	0	3	1	0	3	0	0
0700	237	0	103	115	4	9	0	0	5	0	0	1	0	0
0800	248	1	143	94	1	3	0	0	2	0	1	3	0	0
0900	326	1	194	117	2	6	2	0	4	0	0	0	0	0
1000	550	0	350	181	7	8	1	0	3	0	0	0	0	0
1100	590	0	405	175	5	4	0	0	1	0	0	0	0	0
1200	563	0	389	156	2	5	1	1	9	0	0	0	0	0
1300	443	0	300	130	0	5	2	0	6	0	0	0	0	0
1400	358	0	255	95	1	5	1	0	1	0	0	0	0	0
1500	381	0	247	127	2	5	0	0	0	0	0	0	0	0
1600	358	0	235	118	2	1	0	0	2	0	0	0	0	0
1700	296	0	190	104	0	1	0	0	1	0	0	0	0	0
1800	246	0	125	119	2	0	0	0	0	0	0	0	0	0
1900	244	0	138	104	2	0	0	0	0	0	0	0	0	0
2000	183	0	104	79	0	0	0	0	0	0	0	0	0	0
2100	150	0	76	74	0	0	0	0	0	0	0	0	0	0
2200	97	0	45	48	1	1	1	0	0	0	0	1	0	0
2300	66	0	29	36	0	0	0	0	0	0	0	1	0	0
07-19	4596	2	2936	1531	28	52	7	1	34	0	1	4	0	0
06-22	5357	2	3320	1895	33	53	7	1	37	1	1	7	0	0
06-00	5520	2	3394	1979	34	54	8	1	37	1	1	9	0	0
00-00	5800	2	3527	2102	38	59	8	1	47	1	1	14	0	0

Peak step 11:00 (590) AM Peak step 11:00 (590) PM Peak step 12:00 (563)

*** Sunday, March 15, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	62	0	23	37	0	1	0	0	1	0	0	0	0	0
0100	39	0	19	18	0	0	0	0	2	0	0	0	0	0
0200	19	0	8	10	0	0	0	0	1	0	0	0	0	0
0300	14	0	4	8	1	0	0	0	1	0	0	0	0	0
0400	25	0	12	13	0	0	0	0	0	0	0	0	0	0
0500	49	0	23	23	0	0	0	0	2	0	0	1	0	0
0600	78	0	38	38	0	1	0	0	1	0	0	0	0	0
0700	100	0	46	51	0	2	0	0	1	0	0	0	0	0
0800	164	0	103	58	1	0	0	0	2	0	0	0	0	0
0900	171	0	108	60	1	1	0	0	1	0	0	0	0	0
1000	335	0	240	91	0	2	0	0	2	0	0	0	0	0
1100	671	1	467	192	0	2	0	0	6	1	0	2	0	0
1200	382	0	263	112	0	2	0	0	4	0	0	1	0	0
1300	363	0	238	117	0	4	0	0	4	0	0	0	0	0
1400	474	1	320	147	1	1	1	0	3	0	0	0	0	0
1500	371	0	261	100	5	3	0	0	2	0	0	0	0	0
1600	331	0	225	103	1	1	0	0	1	0	0	0	0	0
1700	299	0	181	116	0	1	0	0	1	0	0	0	0	0
1800	271	0	177	93	0	0	0	0	1	0	0	0	0	0
1900	242	0	141	98	1	1	0	0	1	0	0	0	0	0
2000	145	0	87	54	3	0	0	0	1	0	0	0	0	0
2100	93	0	56	36	0	0	1	0	0	0	0	0	0	0
2200	51	0	29	20	0	0	0	0	2	0	0	0	0	0
2300	35	0	17	15	0	1	0	0	1	0	0	1	0	0
07-19	3932	2	2629	1240	9	19	1	0	28	1	0	3	0	0
06-22	4490	2	2951	1466	13	21	2	0	31	1	0	3	0	0
06-00	4576	2	2997	1501	13	22	2	0	34	1	0	4	0	0
00-00	4784	2	3086	1610	14	23	2	0	41	1	0	5	0	0

Peak step 11:00 (671) AM Peak step 11:00 (671) PM Peak step 14:00 (474)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5541 -- English (ENU)**Datasets:**

Site: [12] SAN JUAN GRADE RD N OF SAN JUAN CANYON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0900	4	0	1	3	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1300	13	1	7	5	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1600	16	0	9	7	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1900	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	83	1	58	24	0	0	0	0	0	0	0	0	0	0
06-22	97	1	69	27	0	0	0	0	0	0	0	0	0	0
06-00	98	1	69	28	0	0	0	0	0	0	0	0	0	0
00-00	104	1	71	32	0	0	0	0	0	0	0	0	0	0

Peak step 16:00 (16) **AM Peak step** 10:00 (9) **PM Peak step** 16:00 (16)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	1	4	0	1	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1100	9	0	6	3	0	0	0	0	0	0	0	0	0	0
1200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
1300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1400	9	0	4	5	0	0	0	0	0	0	0	0	0	0
1500	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1600	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1700	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1800	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	86	0	53	32	0	1	0	0	0	0	0	0	0	0
06-22	99	0	65	33	0	1	0	0	0	0	0	0	0	0
06-00	99	0	65	33	0	1	0	0	0	0	0	0	0	0
00-00	105	0	69	35	0	1	0	0	0	0	0	0	0	0

Peak step 13:00 (12) AM Peak step 11:00 (9) PM Peak step 13:00 (12)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0900	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1100	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1400	10	0	6	4	0	0	0	0	0	0	0	0	0	0
1500	9	0	6	3	0	0	0	0	0	0	0	0	0	0
1600	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1700	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	73	0	52	21	0	0	0	0	0	0	0	0	0	0
06-22	82	0	60	22	0	0	0	0	0	0	0	0	0	0
06-00	85	0	63	22	0	0	0	0	0	0	0	0	0	0
00-00	88	0	64	24	0	0	0	0	0	0	0	0	0	0

Peak step 14:00 (10) AM Peak step 11:00 (7) PM Peak step 14:00 (10)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0900	4	0	1	3	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
1400	27	0	22	5	0	0	0	0	0	0	0	0	0	0
1500	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1600	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1700	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1800	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1900	4	1	3	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	109	0	85	24	0	0	0	0	0	0	0	0	0	0
06-22	126	1	95	30	0	0	0	0	0	0	0	0	0	0
06-00	130	1	99	30	0	0	0	0	0	0	0	0	0	0
00-00	134	1	102	31	0	0	0	0	0	0	0	0	0	0

Peak step 14:00 (27) AM Peak step 8:00 (7) PM Peak step 14:00 (27)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0700	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1200	15	1	12	2	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1400	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1500	19	0	14	5	0	0	0	0	0	0	0	0	0	0
1600	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1700	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1800	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	134	1	106	27	0	0	0	0	0	0	0	0	0	0
06-22	146	1	115	30	0	0	0	0	0	0	0	0	0	0
06-00	147	1	116	30	0	0	0	0	0	0	0	0	0	0
00-00	152	1	118	33	0	0	0	0	0	0	0	0	0	0

Peak step 15:00 (19) AM Peak step 11:00 (15) PM Peak step 15:00 (19)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5542 -- English (ENU)**Datasets:**

Site: [12] SAN JUAN GRADE RD N OF SAN JUAN CANYON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	7	3	0	0	0	0	0	0	0	0	0	0
1100	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1200	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1500	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1600	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1700	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	113	0	85	28	0	0	0	0	0	0	0	0	0	0
06-22	121	0	91	30	0	0	0	0	0	0	0	0	0	0
06-00	124	0	92	32	0	0	0	0	0	0	0	0	0	0
00-00	126	0	92	34	0	0	0	0	0	0	0	0	0	0

Peak step 16:00 (23) **AM Peak step** 10:00 (10) **PM Peak step** 16:00 (23)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1200	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1500	24	0	17	7	0	0	0	0	0	0	0	0	0	0
1600	16	0	11	5	0	0	0	0	0	0	0	0	0	0
1700	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	101	0	72	29	0	0	0	0	0	0	0	0	0	0
06-22	105	0	75	30	0	0	0	0	0	0	0	0	0	0
06-00	105	0	75	30	0	0	0	0	0	0	0	0	0	0
00-00	111	0	79	32	0	0	0	0	0	0	0	0	0	0

Peak step 15:00 (24) AM Peak step 8:00 (8) PM Peak step 15:00 (24)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1100	8	0	5	3	0	0	0	0	0	0	0	0	0	0
1200	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1400	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1500	16	0	10	6	0	0	0	0	0	0	0	0	0	0
1600	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1700	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1800	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	99	0	74	25	0	0	0	0	0	0	0	0	0	0
06-22	108	0	79	29	0	0	0	0	0	0	0	0	0	0
06-00	109	0	80	29	0	0	0	0	0	0	0	0	0	0
00-00	113	0	81	32	0	0	0	0	0	0	0	0	0	0

Peak step 15:00 (16) AM Peak step 11:00 (8) PM Peak step 15:00 (16)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1100	35	0	27	8	0	0	0	0	0	0	0	0	0	0
1200	94	4	63	27	0	0	0	0	0	0	0	0	0	0
1300	67	0	44	23	0	0	0	0	0	0	0	0	0	0
1400	27	0	19	8	0	0	0	0	0	0	0	0	0	0
1500	22	0	14	7	1	0	0	0	0	0	0	0	0	0
1600	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2100	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	287	4	203	79	1	0	0	0	0	0	0	0	0	0
06-22	307	4	217	85	1	0	0	0	0	0	0	0	0	0
06-00	310	4	218	87	1	0	0	0	0	0	0	0	0	0
00-00	316	4	224	87	1	0	0	0	0	0	0	0	0	0

Peak step 12:00 (94) AM Peak step 11:00 (35) PM Peak step 12:00 (94)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0900	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1100	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1200	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1300	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1400	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1500	17	1	15	1	0	0	0	0	0	0	0	0	0	0
1600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1700	18	0	11	7	0	0	0	0	0	0	0	0	0	0
1800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1900	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	133	1	98	34	0	0	0	0	0	0	0	0	0	0
06-22	147	1	108	38	0	0	0	0	0	0	0	0	0	0
06-00	148	1	109	38	0	0	0	0	0	0	0	0	0	0
00-00	154	1	114	39	0	0	0	0	0	0	0	0	0	0

Peak step 14:00 (19) AM Peak step 11:00 (15) PM Peak step 14:00 (19)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5543 -- English (ENU)**Datasets:**

Site: [13] SR146 N OF STONEWALL CANYON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	2	0	0	1	0	0	0	0	0	0	0	0
1400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	30	0	24	5	0	1	0	0	0	0	0	0	0	0
06-22	31	0	25	5	0	1	0	0	0	0	0	0	0	0
06-00	31	0	25	5	0	1	0	0	0	0	0	0	0	0
00-00	37	0	29	7	0	1	0	0	0	0	0	0	0	0

Peak step 11:00 (6) **AM Peak step** 11:00 (6) **PM Peak step** 13:00 (3)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0800	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1300	4	0	3	0	0	1	0	0	0	0	0	0	0	0
1400	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1500	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	66	0	46	19	0	1	0	0	0	0	0	0	0	0
06-22	69	0	49	19	0	1	0	0	0	0	0	0	0	0
06-00	69	0	49	19	0	1	0	0	0	0	0	0	0	0
00-00	72	0	51	20	0	1	0	0	0	0	0	0	0	0

Peak step 9:00 (11) AM Peak step 9:00 (11) PM Peak step 14:00 (7)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0900	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1100	9	0	5	4	0	0	0	0	0	0	0	0	0	0
1200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
1300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	53	0	32	21	0	0	0	0	0	0	0	0	0	0
06-22	56	0	34	22	0	0	0	0	0	0	0	0	0	0
06-00	56	0	34	22	0	0	0	0	0	0	0	0	0	0
00-00	60	0	37	23	0	0	0	0	0	0	0	0	0	0

Peak step 9:00 (11) AM Peak step 9:00 (11) PM Peak step 12:00 (6)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	20	0	15	5	0	0	0	0	0	0	0	0	0	0
0800	29	0	23	6	0	0	0	0	0	0	0	0	0	0
0900	36	0	27	9	0	0	0	0	0	0	0	0	0	0
1000	25	0	19	6	0	0	0	0	0	0	0	0	0	0
1100	24	0	19	5	0	0	0	0	0	0	0	0	0	0
1200	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1300	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	15	1	11	3	0	0	0	0	0	0	0	0	0	0
1600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	193	1	146	46	0	0	0	0	0	0	0	0	0	0
06-22	197	1	149	47	0	0	0	0	0	0	0	0	0	0
06-00	198	1	150	47	0	0	0	0	0	0	0	0	0	0
00-00	200	1	152	47	0	0	0	0	0	0	0	0	0	0

Peak step 9:00 (36) AM Peak step 9:00 (36) PM Peak step 12:00 (18)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	17	0	12	5	0	0	0	0	0	0	0	0	0	0
0800	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0900	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1000	38	0	26	12	0	0	0	0	0	0	0	0	0	0
1100	19	0	18	0	0	1	0	0	0	0	0	0	0	0
1200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1600	6	0	1	3	0	2	0	0	0	0	0	0	0	0
1700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	173	0	136	34	0	3	0	0	0	0	0	0	0	0
06-22	191	0	149	39	0	3	0	0	0	0	0	0	0	0
06-00	191	0	149	39	0	3	0	0	0	0	0	0	0	0
00-00	193	0	151	39	0	3	0	0	0	0	0	0	0	0

Peak step 10:00 (38) AM Peak step 10:00 (38) PM Peak step 12:00 (12)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5544 -- English (ENU)**Datasets:**

Site: [13] SR146 N OF STONEWALL CANYON RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	2	0	0	1	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1500	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	30	0	24	5	0	1	0	0	0	0	0	0	0	0
06-22	33	0	27	5	0	1	0	0	0	0	0	0	0	0
06-00	33	0	27	5	0	1	0	0	0	0	0	0	0	0
00-00	36	0	29	6	0	1	0	0	0	0	0	0	0	0

Peak step 14:00 (6) **AM Peak step** 0:00 (2) **PM Peak step** 14:00 (6)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1200	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1300	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1500	16	0	13	3	0	0	0	0	0	0	0	0	0	0
1600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1700	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1800	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	67	0	46	21	0	0	0	0	0	0	0	0	0	0
06-22	69	0	47	22	0	0	0	0	0	0	0	0	0	0
06-00	70	0	48	22	0	0	0	0	0	0	0	0	0	0
00-00	73	0	50	23	0	0	0	0	0	0	0	0	0	0

Peak step 15:00 (16) AM Peak step 10:00 (4) PM Peak step 15:00 (16)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1300	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1400	12	0	8	4	0	0	0	0	0	0	0	0	0	0
1500	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1600	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	55	0	38	17	0	0	0	0	0	0	0	0	0	0
06-22	58	0	40	18	0	0	0	0	0	0	0	0	0	0
06-00	58	0	40	18	0	0	0	0	0	0	0	0	0	0
00-00	60	0	42	18	0	0	0	0	0	0	0	0	0	0

Peak step 14:00 (12) AM Peak step 10:00 (2) PM Peak step 14:00 (12)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1100	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1200	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1300	27	1	22	4	0	0	0	0	0	0	0	0	0	0
1400	39	0	32	7	0	0	0	0	0	0	0	0	0	0
1500	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1600	22	0	15	7	0	0	0	0	0	0	0	0	0	0
1700	29	0	22	7	0	0	0	0	0	0	0	0	0	0
1800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	192	1	148	43	0	0	0	0	0	0	0	0	0	0
06-22	200	1	156	43	0	0	0	0	0	0	0	0	0	0
06-00	201	1	157	43	0	0	0	0	0	0	0	0	0	0
00-00	201	1	157	43	0	0	0	0	0	0	0	0	0	0

Peak step 14:00 (39) AM Peak step 11:00 (14) PM Peak step 14:00 (39)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1100	14	0	10	3	0	0	0	0	1	0	0	0	0	0
1200	26	0	20	6	0	0	0	0	0	0	0	0	0	0
1300	25	0	18	7	0	0	0	0	0	0	0	0	0	0
1400	36	0	32	4	0	0	0	0	0	0	0	0	0	0
1500	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1900	7	0	4	3	0	0	0	0	0	0	0	0	0	0
2000	6	0	2	2	0	2	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	4	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	176	0	146	29	0	0	0	0	1	0	0	0	0	0
06-22	189	0	152	34	0	2	0	0	1	0	0	0	0	0
06-00	193	0	152	38	0	2	0	0	1	0	0	0	0	0
00-00	193	0	152	38	0	2	0	0	1	0	0	0	0	0

Peak step 14:00 (36) AM Peak step 11:00 (14) PM Peak step 14:00 (36)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5547 -- English (ENU)**Datasets:**

Site: [15] BITTERWATER RD N OF SAN LORENZO CREEK
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	1	0	0
0400	2	0	1	0	0	0	0	0	1	0	0	0	0	0
0500	26	0	18	8	0	0	0	0	0	0	0	0	0	0
0600	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0700	23	0	8	11	0	0	1	0	3	0	0	0	0	0
0800	11	0	2	6	1	1	0	0	1	0	0	0	0	0
0900	8	0	3	5	0	0	0	0	0	0	0	0	0	0
1000	15	0	7	8	0	0	0	0	0	0	0	0	0	0
1100	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1200	11	0	4	6	0	0	0	0	1	0	0	0	0	0
1300	20	0	8	9	0	2	0	0	1	0	0	0	0	0
1400	20	0	8	12	0	0	0	0	0	0	0	0	0	0
1500	13	0	5	8	0	0	0	0	0	0	0	0	0	0
1600	9	0	2	7	0	0	0	0	0	0	0	0	0	0
1700	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1800	5	0	1	4	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	4	0	1	2	0	1	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	153	0	59	83	1	3	1	0	6	0	0	0	0	0
06-22	175	0	72	91	1	4	1	0	6	0	0	0	0	0
06-00	175	0	72	91	1	4	1	0	6	0	0	0	0	0
00-00	206	0	91	101	1	4	1	0	7	0	0	1	0	0

Peak step 5:00 (26) **AM Peak step** 5:00 (26) **PM Peak step** 13:00 (20)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	14	9	0	0	0	0	0	0	0	1	0	0
0600	15	0	6	9	0	0	0	0	0	0	0	0	0	0
0700	19	0	9	9	0	1	0	0	0	0	0	0	0	0
0800	15	0	4	11	0	0	0	0	0	0	0	0	0	0
0900	10	0	4	4	0	1	0	0	1	0	0	0	0	0
1000	15	0	7	7	0	1	0	0	0	0	0	0	0	0
1100	9	0	5	3	0	0	0	0	1	0	0	0	0	0
1200	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1300	13	0	6	7	0	0	0	0	0	0	0	0	0	0
1400	25	0	9	16	0	0	0	0	0	0	0	0	0	0
1500	17	0	5	12	0	0	0	0	0	0	0	0	0	0
1600	13	0	6	5	0	0	0	0	1	0	0	1	0	0
1700	13	0	5	8	0	0	0	0	0	0	0	0	0	0
1800	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	4	0	0	0	0	0	0	0	0	0	0
2000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	167	0	71	89	0	3	0	0	3	0	0	1	0	0
06-22	193	0	80	106	0	3	0	0	3	0	0	1	0	0
06-00	194	0	81	106	0	3	0	0	3	0	0	1	0	0
00-00	223	0	99	116	0	3	0	0	3	0	0	2	0	0

Peak step 14:00 (25) AM Peak step 5:00 (24) PM Peak step 14:00 (25)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	14	14	0	0	0	0	0	0	0	0	0	0
0600	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0700	26	0	11	13	0	1	0	0	1	0	0	0	0	0
0800	14	0	7	6	0	0	0	0	1	0	0	0	0	0
0900	15	0	9	2	1	0	0	0	2	0	0	0	1	0
1000	10	0	5	5	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	9	0	0	0	0	0	0	0	0	0	0
1200	11	0	2	8	0	0	0	0	1	0	0	0	0	0
1300	17	1	5	9	0	0	0	0	1	0	0	1	0	0
1400	21	0	11	10	0	0	0	0	0	0	0	0	0	0
1500	26	0	8	16	2	0	0	0	0	0	0	0	0	0
1600	14	0	8	6	0	0	0	0	0	0	0	0	0	0
1700	9	0	4	5	0	0	0	0	0	0	0	0	0	0
1800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1900	6	0	3	2	0	0	0	0	1	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	185	1	80	92	3	1	0	0	6	0	0	1	1	0
06-22	208	1	91	103	3	1	0	0	7	0	0	1	1	0
06-00	212	1	93	105	3	1	0	0	7	0	0	1	1	0
00-00	242	1	107	120	3	1	0	0	8	0	0	1	1	0

Peak step 5:00 (28) AM Peak step 5:00 (28) PM Peak step 15:00 (26)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	1	1	0	0	0	0	0	0	0	0	0
0700	10	0	5	4	0	0	0	0	1	0	0	0	0	0
0800	15	0	5	8	0	0	0	0	2	0	0	0	0	0
0900	17	0	8	9	0	0	0	0	0	0	0	0	0	0
1000	18	0	11	6	0	0	0	0	1	0	0	0	0	0
1100	29	1	18	9	0	0	0	0	1	0	0	0	0	0
1200	16	0	9	6	0	0	1	0	0	0	0	0	0	0
1300	17	0	10	7	0	0	0	0	0	0	0	0	0	0
1400	16	0	6	9	0	0	0	0	1	0	0	0	0	0
1500	16	0	6	10	0	0	0	0	0	0	0	0	0	0
1600	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1700	14	0	5	9	0	0	0	0	0	0	0	0	0	0
1800	25	0	22	2	0	0	0	0	1	0	0	0	0	0
1900	6	0	1	5	0	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	2	3	0	0	0	0	0	0	0	0	0	0
2200	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	206	1	115	82	0	0	1	0	7	0	0	0	0	0
06-22	226	1	125	91	1	0	1	0	7	0	0	0	0	0
06-00	231	1	128	93	1	0	1	0	7	0	0	0	0	0
00-00	243	1	135	98	1	0	1	0	7	0	0	0	0	0

Peak step 11:00 (29) AM Peak step 11:00 (29) PM Peak step 18:00 (25)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0600	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0700	11	0	2	9	0	0	0	0	0	0	0	0	0	0
0800	11	0	7	3	0	1	0	0	0	0	0	0	0	0
0900	23	0	14	8	0	0	0	0	1	0	0	0	0	0
1000	20	0	9	9	0	0	0	0	2	0	0	0	0	0
1100	24	0	7	16	0	0	0	0	1	0	0	0	0	0
1200	29	0	13	15	0	0	0	0	1	0	0	0	0	0
1300	31	1	17	11	0	0	0	0	2	0	0	0	0	0
1400	23	2	16	5	0	0	0	0	0	0	0	0	0	0
1500	16	0	11	5	0	0	0	0	0	0	0	0	0	0
1600	15	1	10	3	0	0	0	0	1	0	0	0	0	0
1700	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1800	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	221	4	119	89	0	1	0	0	8	0	0	0	0	0
06-22	240	4	131	96	0	1	0	0	8	0	0	0	0	0
06-00	245	4	136	96	0	1	0	0	8	0	0	0	0	0
00-00	251	4	138	100	0	1	0	0	8	0	0	0	0	0

Peak step 13:00 (31) AM Peak step 11:00 (24) PM Peak step 13:00 (31)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5548 -- English (ENU)**Datasets:**

Site: [15] BITTERWATER RD N OF SAN LORENZO CREEK
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0600	8	0	1	7	0	0	0	0	0	0	0	0	0	0
0700	23	0	7	15	0	1	0	0	0	0	0	0	0	0
0800	16	0	4	10	1	0	0	0	1	0	0	0	0	0
0900	15	0	3	8	0	1	0	0	2	0	0	1	0	0
1000	11	0	3	7	0	0	0	0	1	0	0	0	0	0
1100	13	0	4	8	0	0	0	0	1	0	0	0	0	0
1200	10	0	4	4	0	0	0	0	2	0	0	0	0	0
1300	12	0	6	5	1	0	0	0	0	0	0	0	0	0
1400	25	0	12	11	0	2	0	0	0	0	0	0	0	0
1500	23	0	8	11	1	2	0	0	1	0	0	0	0	0
1600	25	0	14	8	0	2	0	0	1	0	0	0	0	0
1700	16	0	7	9	0	0	0	0	0	0	0	0	0	0
1800	9	0	2	5	0	0	0	0	2	0	0	0	0	0
1900	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	198	0	74	101	3	8	0	0	11	0	0	1	0	0
06-22	214	0	81	110	3	8	0	0	11	0	0	1	0	0
06-00	215	0	82	110	3	8	0	0	11	0	0	1	0	0
00-00	222	0	87	111	3	9	0	0	11	0	0	1	0	0

Peak step 14:00 (25) **AM Peak step** 7:00 (23) **PM Peak step** 14:00 (25)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	11	0	3	8	0	0	0	0	0	0	0	0	0	0
0700	19	0	7	11	0	1	0	0	0	0	0	0	0	0
0800	21	0	6	15	0	0	0	0	0	0	0	0	0	0
0900	16	0	8	7	0	1	0	0	0	0	0	0	0	0
1000	17	0	7	7	0	0	0	0	3	0	0	0	0	0
1100	12	0	8	2	0	0	0	0	0	0	0	2	0	0
1200	20	2	4	10	0	2	0	0	2	0	0	0	0	0
1300	17	0	6	10	0	1	0	0	0	0	0	0	0	0
1400	26	0	11	14	0	0	0	0	0	0	0	1	0	0
1500	34	0	14	20	0	0	0	0	0	0	0	0	0	0
1600	20	0	12	8	0	0	0	0	0	0	0	0	0	0
1700	14	0	5	8	0	0	0	0	1	0	0	0	0	0
1800	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1900	3	0	0	3	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	223	2	92	115	0	5	0	0	6	0	0	3	0	0
06-22	240	2	97	127	0	5	0	0	6	0	0	3	0	0
06-00	240	2	97	127	0	5	0	0	6	0	0	3	0	0
00-00	245	2	100	129	0	5	0	0	6	0	0	3	0	0

Peak step 15:00 (34) AM Peak step 8:00 (21) PM Peak step 15:00 (34)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0600	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0700	27	0	9	17	0	0	0	0	1	0	0	0	0	0
0800	16	0	7	9	0	0	0	0	0	0	0	0	0	0
0900	15	0	3	11	1	0	0	0	0	0	0	0	0	0
1000	17	0	6	9	0	0	1	0	1	0	0	0	0	0
1100	14	0	5	8	0	0	0	0	1	0	0	0	0	0
1200	15	0	5	9	0	1	0	0	0	0	0	0	0	0
1300	14	0	5	6	1	1	0	0	0	1	0	0	0	0
1400	27	0	10	15	0	1	0	0	1	0	0	0	0	0
1500	31	0	21	9	1	0	0	0	0	0	0	0	0	0
1600	19	0	7	11	0	0	0	0	1	0	0	0	0	0
1700	13	0	5	8	0	0	0	0	0	0	0	0	0	0
1800	16	0	9	7	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	224	0	92	119	3	3	1	0	5	1	0	0	0	0
06-22	239	0	100	126	3	3	1	0	5	1	0	0	0	0
06-00	241	0	102	126	3	3	1	0	5	1	0	0	0	0
00-00	246	0	105	128	3	3	1	0	5	1	0	0	0	0

Peak step 15:00 (31) AM Peak step 7:00 (27) PM Peak step 15:00 (31)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0800	23	0	12	10	0	1	0	0	0	0	0	0	0	0
0900	18	2	6	10	0	0	0	0	0	0	0	0	0	0
1000	21	0	9	11	0	0	0	0	1	0	0	0	0	0
1100	22	0	11	10	0	0	0	0	1	0	0	0	0	0
1200	18	0	9	9	0	0	0	0	0	0	0	0	0	0
1300	26	0	16	10	0	0	0	0	0	0	0	0	0	0
1400	21	0	10	11	0	0	0	0	0	0	0	0	0	0
1500	19	1	8	8	0	1	0	0	1	0	0	0	0	0
1600	20	0	12	7	0	0	0	0	1	0	0	0	0	0
1700	24	0	15	6	0	0	0	0	3	0	0	0	0	0
1800	20	0	8	12	0	0	0	0	0	0	0	0	0	0
1900	10	0	3	7	0	0	0	0	0	0	0	0	0	0
2000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	2	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	235	3	116	107	0	2	0	0	7	0	0	0	0	0
06-22	259	3	126	121	0	2	0	0	7	0	0	0	0	0
06-00	263	3	127	123	0	3	0	0	7	0	0	0	0	0
00-00	268	3	130	125	0	3	0	0	7	0	0	0	0	0

Peak step 13:00 (26) AM Peak step 8:00 (23) PM Peak step 13:00 (26)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	9	0	3	5	0	0	0	0	1	0	0	0	0	0
0800	11	0	5	5	0	0	0	0	1	0	0	0	0	0
0900	15	0	8	5	0	0	0	0	2	0	0	0	0	0
1000	28	0	16	10	0	1	0	0	1	0	0	0	0	0
1100	25	0	10	10	0	0	0	0	5	0	0	0	0	0
1200	21	0	10	11	0	0	0	0	0	0	0	0	0	0
1300	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1400	26	0	19	6	1	0	0	0	0	0	0	0	0	0
1500	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1600	10	0	7	3	0	0	0	0	0	0	0	0	0	0
1700	12	0	3	9	0	0	0	0	0	0	0	0	0	0
1800	10	0	6	4	0	0	0	0	0	0	0	0	0	0
1900	6	0	1	5	0	0	0	0	0	0	0	0	0	0
2000	5	0	2	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	198	0	109	77	1	1	0	0	10	0	0	0	0	0
06-22	217	0	118	87	1	1	0	0	10	0	0	0	0	0
06-00	218	0	119	87	1	1	0	0	10	0	0	0	0	0
00-00	222	0	121	89	1	1	0	0	10	0	0	0	0	0

Peak step 10:00 (28) AM Peak step 10:00 (28) PM Peak step 14:00 (26)

Traffic Data Service -- San Jose, CA Class Report

CustomList-5551 -- English (ENU)**Datasets:**

Site: [17] SR25 BT SR156 AND FLYNN RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	32	0	26	5	0	0	0	0	1	0	0	0	0	0
0100	69	0	57	9	0	1	0	0	0	0	0	2	0	0
0200	100	0	84	13	0	0	0	0	2	0	0	1	0	0
0300	338	0	281	47	0	3	1	0	5	0	0	0	1	0
0400	936	1	736	188	0	2	0	0	6	0	0	3	0	0
0500	1045	1	790	242	0	5	0	0	7	0	0	0	0	0
0600	1027	2	789	216	5	2	5	0	7	1	0	0	0	0
0700	1101	3	900	175	3	0	3	0	13	3	0	1	0	0
0800	972	3	809	135	3	6	3	2	9	0	1	1	0	0
0900	800	1	624	143	4	5	4	0	15	4	0	0	0	0
1000	725	0	522	166	8	11	5	0	11	1	0	1	0	0
1100	627	2	417	172	6	17	3	0	8	0	0	2	0	0
1200	550	0	385	145	6	7	2	0	4	1	0	0	0	0
1300	556	0	433	101	4	5	3	0	8	2	0	0	0	0
1400	527	0	394	114	2	6	2	0	6	1	0	1	1	0
1500	508	1	381	116	3	3	1	0	2	0	0	0	0	1
1600	616	1	407	199	1	4	1	0	3	0	0	0	0	0
1700	549	2	375	163	4	2	1	0	2	0	0	0	0	0
1800	330	2	156	166	1	2	0	0	2	1	0	0	0	0
1900	238	1	169	66	0	2	0	0	0	0	0	0	0	0
2000	190	0	141	41	1	4	2	0	1	0	0	0	0	0
2100	161	0	88	71	1	1	0	0	0	0	0	0	0	0
2200	95	0	52	42	0	0	0	0	1	0	0	0	0	0
2300	43	0	20	21	1	0	0	0	0	1	0	0	0	0
07-19	7861	15	5803	1795	45	68	28	2	83	13	1	6	1	1
06-22	9477	18	6990	2189	52	77	35	2	91	14	1	6	1	1
06-00	9615	18	7062	2252	53	77	35	2	92	15	1	6	1	1
00-00	12135	20	9036	2756	53	88	36	2	113	15	1	12	2	1

Peak step 7:00 (1101) **AM Peak step** 7:00 (1101) **PM Peak step** 16:00 (616)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	42	0	28	9	0	1	0	0	4	0	0	0	0	0
0100	60	0	39	19	0	1	0	0	0	0	0	1	0	0
0200	91	0	71	15	0	0	0	0	3	1	0	1	0	0
0300	349	0	268	72	1	1	0	0	3	2	0	2	0	0
0400	951	1	598	342	0	6	0	0	3	0	0	1	0	0
0500	1026	3	493	502	0	19	1	0	5	2	1	0	0	0
0600	1021	1	656	327	5	13	4	0	4	1	0	9	0	1
0700	1098	3	709	355	5	4	4	0	8	2	1	6	0	1
0800	1004	2	725	247	5	10	1	0	9	3	0	2	0	0
0900	800	1	534	233	5	11	5	0	9	0	0	2	0	0
1000	704	1	444	210	6	25	4	0	8	3	1	1	1	0
1100	621	0	375	198	10	24	4	0	7	2	0	0	0	1
1200	606	2	387	191	5	9	4	0	7	0	0	1	0	0
1300	597	0	412	152	6	10	6	0	6	2	0	3	0	0
1400	545	2	405	118	5	8	0	0	5	0	0	2	0	0
1500	529	1	369	148	1	4	2	0	4	0	0	0	0	0
1600	580	0	437	134	1	3	2	0	3	0	0	0	0	0
1700	509	0	366	133	3	3	3	0	1	0	0	0	0	0
1800	342	1	235	102	0	2	0	0	1	0	0	1	0	0
1900	227	0	147	79	0	1	0	0	0	0	0	0	0	0
2000	202	1	98	100	1	1	1	0	0	0	0	0	0	0
2100	147	0	100	45	0	0	0	0	0	2	0	0	0	0
2200	96	0	69	23	1	0	0	0	1	1	1	0	0	0
2300	44	0	30	11	1	0	1	0	0	1	0	0	0	0
07-19	7935	13	5398	2221	52	113	35	0	68	12	2	18	1	2
06-22	9532	15	6399	2772	58	128	40	0	72	15	2	27	1	3
06-00	9672	15	6498	2806	60	128	41	0	73	17	3	27	1	3
00-00	12191	19	7995	3765	61	156	42	0	91	22	4	32	1	3

Peak step 7:00 (1098) AM Peak step 7:00 (1098) PM Peak step 12:00 (606)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	42	0	26	13	1	0	0	0	0	0	0	2	0	0
0100	59	0	38	20	0	0	0	0	0	0	0	1	0	0
0200	105	0	63	32	1	1	0	0	4	1	0	3	0	0
0300	351	0	249	96	1	1	1	0	2	0	0	1	0	0
0400	953	3	600	332	1	4	0	0	4	0	0	8	0	1
0500	1010	2	687	303	2	6	3	0	3	1	0	2	1	0
0600	1018	1	698	289	9	5	3	0	12	0	0	1	0	0
0700	1102	3	803	268	2	4	1	3	7	3	1	6	0	1
0800	941	2	707	190	5	13	1	0	13	5	1	3	0	1
0900	831	1	559	239	7	7	7	0	6	4	0	0	0	1
1000	712	1	473	188	5	22	1	0	6	5	0	10	0	1
1100	615	1	403	173	3	20	3	0	7	1	1	3	0	0
1200	556	1	343	176	11	10	3	0	5	1	0	4	0	2
1300	632	1	427	170	6	4	4	1	9	1	2	6	0	1
1400	565	0	389	152	5	6	3	0	6	1	0	1	0	2
1500	577	0	412	143	3	6	4	0	8	1	0	0	0	0
1600	551	1	395	146	2	3	1	0	1	1	0	1	0	0
1700	522	0	412	102	4	3	0	0	0	1	0	0	0	0
1800	373	0	262	107	0	2	0	0	1	1	0	0	0	0
1900	281	2	197	76	1	1	0	0	2	1	0	0	0	1
2000	182	0	137	45	0	0	0	0	0	0	0	0	0	0
2100	161	0	127	34	0	0	0	0	0	0	0	0	0	0
2200	115	0	82	30	0	1	0	0	1	0	0	0	0	1
2300	46	0	32	11	0	1	1	0	1	0	0	0	0	0
07-19	7977	11	5585	2054	53	100	28	4	69	25	5	34	0	9
06-22	9619	14	6744	2498	63	106	31	4	83	26	5	35	0	10
06-00	9780	14	6858	2539	63	108	32	4	85	26	5	35	0	11
00-00	12300	19	8521	3335	69	120	36	4	98	28	5	52	1	12

Peak step 7:00 (1102) AM Peak step 7:00 (1102) PM Peak step 13:00 (632)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	51	0	36	13	1	0	0	0	0	1	0	0	0	0
0100	45	0	22	21	1	0	1	0	0	0	0	0	0	0
0200	60	0	33	24	0	1	0	0	1	1	0	0	0	0
0300	127	0	71	53	1	0	0	0	1	0	0	1	0	0
0400	244	0	122	118	1	1	0	0	2	0	0	0	0	0
0500	301	0	127	163	2	6	1	1	1	0	0	0	0	0
0600	508	0	140	334	5	20	2	0	7	0	0	0	0	0
0700	609	0	342	253	3	4	2	0	5	0	0	0	0	0
0800	660	2	495	152	1	6	0	0	2	0	1	1	0	0
0900	785	2	600	166	3	4	1	0	9	0	0	0	0	0
1000	845	3	615	198	5	17	1	0	5	1	0	0	0	0
1100	790	1	598	171	2	15	1	0	2	0	0	0	0	0
1200	791	5	618	149	3	6	2	1	4	1	1	1	0	0
1300	714	3	573	123	3	3	1	0	7	1	0	0	0	0
1400	627	1	482	138	1	4	0	0	1	0	0	0	0	0
1500	642	1	505	127	1	4	2	0	2	0	0	0	0	0
1600	604	3	474	122	0	3	1	0	0	0	0	0	1	0
1700	594	2	471	112	2	1	4	0	2	0	0	0	0	0
1800	500	0	391	105	0	0	1	0	3	0	0	0	0	0
1900	377	0	288	88	0	0	0	0	1	0	0	0	0	0
2000	290	0	232	55	0	1	1	0	1	0	0	0	0	0
2100	287	0	221	63	0	0	0	0	1	1	1	0	0	0
2200	255	0	192	60	0	1	2	0	0	0	0	0	0	0
2300	101	0	76	24	0	0	0	0	0	0	0	0	1	0
07-19	8161	23	6164	1816	24	67	16	1	42	3	2	2	1	0
06-22	9623	23	7045	2356	29	88	19	1	52	4	3	2	1	0
06-00	9979	23	7313	2440	29	89	21	1	52	4	3	2	2	0
00-00	10807	23	7724	2832	35	97	23	2	57	6	3	3	2	0

Peak step 10:00 (845) AM Peak step 10:00 (845) PM Peak step 12:00 (791)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	88	0	57	31	0	0	0	0	0	0	0	0	0	0
0100	40	0	29	10	0	0	0	0	1	0	0	0	0	0
0200	88	0	77	10	0	0	0	0	1	0	0	0	0	0
0300	121	0	72	44	1	0	0	0	4	0	0	0	0	0
0400	122	0	80	40	0	2	0	0	0	0	0	0	0	0
0500	235	0	137	93	0	4	0	0	0	1	0	0	0	0
0600	316	0	187	126	0	1	0	0	1	1	0	0	0	0
0700	435	0	287	144	0	2	1	0	1	0	0	0	0	0
0800	568	0	440	127	1	0	0	0	0	0	0	0	0	0
0900	787	0	586	174	1	19	2	0	5	0	0	0	0	0
1000	725	1	528	174	3	12	0	0	7	0	0	0	0	0
1100	819	3	639	169	1	2	1	0	3	0	0	1	0	0
1200	719	0	571	141	1	1	1	0	4	0	0	0	0	0
1300	561	1	427	119	0	2	6	0	2	3	0	1	0	0
1400	595	1	465	118	0	0	2	0	3	4	1	1	0	0
1500	465	0	332	125	1	1	3	0	2	1	0	0	0	0
1600	460	3	334	116	1	1	3	0	2	0	0	0	0	0
1700	406	1	296	104	1	2	0	0	2	0	0	0	0	0
1800	370	0	273	92	0	2	1	0	2	0	0	0	0	0
1900	297	2	219	72	0	1	2	0	1	0	0	0	0	0
2000	220	0	149	70	0	1	0	0	0	0	0	0	0	0
2100	149	0	107	41	0	1	0	0	0	0	0	0	0	0
2200	72	0	52	19	0	1	0	0	0	0	0	0	0	0
2300	45	0	30	12	1	0	0	0	1	1	0	0	0	0
07-19	6910	10	5178	1603	10	44	20	0	33	8	1	3	0	0
06-22	7892	12	5840	1912	10	48	22	0	35	9	1	3	0	0
06-00	8009	12	5922	1943	11	49	22	0	36	10	1	3	0	0
00-00	8703	12	6374	2171	12	55	22	0	42	11	1	3	0	0

Peak step 11:00 (819) AM Peak step 11:00 (819) PM Peak step 12:00 (719)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5552 -- English (ENU)**Datasets:**

Site: [17] SR25 BT SR156 AND FLYNN RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	142	0	122	18	0	0	1	0	0	1	0	0	0	0
0100	76	0	63	11	0	0	0	0	1	1	0	0	0	0
0200	46	0	41	3	0	0	2	0	0	0	0	0	0	0
0300	61	0	49	7	1	0	0	0	1	3	0	0	0	0
0400	50	0	36	9	2	0	1	0	2	0	0	0	0	0
0500	138	0	101	28	0	2	4	0	2	0	0	1	0	0
0600	348	1	219	101	6	13	1	0	3	3	0	1	0	0
0700	416	0	292	97	6	10	1	0	7	2	1	0	0	0
0800	456	3	350	87	1	8	1	0	5	0	1	0	0	0
0900	391	2	257	101	7	6	3	1	8	5	0	1	0	0
1000	402	1	256	120	9	5	0	0	6	1	2	1	0	1
1100	497	1	261	213	6	9	2	0	2	2	0	0	0	1
1200	591	1	292	264	9	4	2	0	9	9	0	0	1	0
1300	745	1	420	282	7	18	3	0	10	3	0	0	1	0
1400	907	2	484	378	10	14	3	1	7	5	1	1	1	0
1500	1016	1	554	436	1	14	4	0	3	2	0	1	0	0
1600	1067	1	377	624	2	55	0	0	6	0	0	1	0	1
1700	1026	1	162	793	4	59	0	0	3	4	0	0	0	0
1800	973	0	89	784	6	92	0	0	2	0	0	0	0	0
1900	820	0	114	650	4	51	0	0	1	0	0	0	0	0
2000	830	0	174	618	0	37	1	0	0	0	0	0	0	0
2100	421	0	35	364	0	20	2	0	0	0	0	0	0	0
2200	295	0	30	247	0	15	0	0	0	3	0	0	0	0
2300	226	0	49	171	0	5	0	0	1	0	0	0	0	0
07-19	8487	14	3794	4179	68	294	19	2	68	33	5	5	3	3
06-22	10906	15	4336	5912	78	415	23	2	72	36	5	6	3	3
06-00	11427	15	4415	6330	78	435	23	2	73	39	5	6	3	3
00-00	11940	15	4827	6406	81	437	31	2	79	44	5	7	3	3

Peak step 16:00 (1067) **AM Peak step** 11:00 (497) **PM Peak step** 16:00 (1067)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	167	0	60	99	0	7	0	0	0	1	0	0	0	0
0100	98	0	65	30	0	1	0	0	0	1	0	1	0	0
0200	56	0	28	27	0	1	0	0	0	0	0	0	0	0
0300	70	0	45	21	2	0	0	0	2	0	0	0	0	0
0400	49	0	16	29	0	2	1	0	0	0	0	0	1	0
0500	186	1	53	103	3	18	3	0	2	0	0	2	0	1
0600	350	0	162	160	7	9	1	0	5	3	1	1	0	1
0700	468	2	173	254	4	19	5	0	6	0	1	3	1	0
0800	441	0	219	200	4	11	1	0	2	2	0	1	0	1
0900	405	1	157	215	9	12	3	0	4	1	1	2	0	0
1000	451	0	122	294	6	16	2	1	6	2	0	1	0	1
1100	506	0	164	298	8	24	0	1	5	3	0	3	0	0
1200	584	0	262	282	7	13	6	0	7	2	2	3	0	0
1300	760	0	351	355	10	21	1	0	5	2	0	13	2	0
1400	1000	1	528	445	5	13	1	0	4	1	1	1	0	0
1500	1090	1	527	533	5	10	3	0	5	4	0	2	0	0
1600	1052	1	561	470	1	8	2	0	5	3	0	0	0	1
1700	1040	1	461	559	1	15	0	0	3	0	0	0	0	0
1800	1030	4	420	571	5	26	0	0	3	0	0	0	0	1
1900	891	0	381	482	2	24	1	0	1	0	0	0	0	0
2000	723	0	154	529	0	36	2	0	1	1	0	0	0	0
2100	441	0	180	252	1	7	0	0	1	0	0	0	0	0
2200	309	1	142	160	1	3	1	0	1	0	0	0	0	0
2300	216	0	98	115	0	3	0	0	0	0	0	0	0	0
07-19	8827	11	3945	4476	65	188	24	2	55	20	5	29	3	4
06-22	11232	11	4822	5899	75	264	28	2	63	24	6	30	3	5
06-00	11757	12	5062	6174	76	270	29	2	64	24	6	30	3	5
00-00	12383	13	5329	6483	81	299	33	2	68	26	6	33	4	6

Peak step 15:00 (1090) AM Peak step 11:00 (506) PM Peak step 15:00 (1090)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	135	0	66	67	0	1	1	0	0	0	0	0	0	0
0100	78	0	27	47	2	2	0	0	0	0	0	0	0	0
0200	71	0	28	36	0	4	0	0	1	2	0	0	0	0
0300	51	0	34	14	1	0	0	0	2	0	0	0	0	0
0400	68	1	38	26	0	1	1	0	0	1	0	0	0	0
0500	181	0	115	45	4	4	6	0	2	2	2	0	1	0
0600	360	1	208	118	12	6	4	0	3	5	0	2	0	1
0700	469	1	300	138	8	8	2	0	4	1	0	5	2	0
0800	463	0	270	161	8	10	4	0	4	2	4	0	0	0
0900	402	0	200	162	14	14	0	0	3	3	2	3	0	1
1000	455	1	233	176	11	10	2	2	4	7	0	8	1	0
1100	517	1	277	213	13	6	1	0	3	0	0	3	0	0
1200	656	0	284	327	9	17	0	0	3	4	1	10	1	0
1300	732	1	353	334	8	17	2	0	12	2	0	2	1	0
1400	869	3	411	432	4	10	2	0	3	1	0	3	0	0
1500	1069	3	598	433	6	10	4	0	5	5	1	4	0	0
1600	1143	1	606	506	3	16	2	0	4	4	0	1	0	0
1700	1076	3	568	482	0	14	1	0	5	1	0	0	2	0
1800	1001	1	491	478	1	21	2	0	5	2	0	0	0	0
1900	918	0	453	444	0	16	1	0	2	0	0	1	0	1
2000	775	0	359	390	0	24	1	0	1	0	0	0	0	0
2100	469	0	219	240	1	6	0	0	2	1	0	0	0	0
2200	301	0	135	165	0	0	1	0	0	0	0	0	0	0
2300	236	0	109	123	0	0	1	0	1	2	0	0	0	0
07-19	8852	15	4591	3842	85	153	22	2	55	32	8	39	7	1
06-22	11374	16	5830	5034	98	205	28	2	63	38	8	42	7	3
06-00	11911	16	6074	5322	98	205	30	2	64	40	8	42	7	3
00-00	12495	17	6382	5557	105	217	38	2	69	45	10	42	8	3

Peak step 16:00 (1143) AM Peak step 11:00 (517) PM Peak step 16:00 (1143)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	204	0	121	82	0	0	0	0	1	0	0	0	0	0
0100	129	0	39	87	0	1	0	0	1	1	0	0	0	0
0200	107	0	35	71	0	1	0	0	0	0	0	0	0	0
0300	65	0	22	39	2	0	0	0	1	1	0	0	0	0
0400	55	0	13	38	2	2	0	0	0	0	0	0	0	0
0500	88	0	11	70	1	4	2	0	0	0	0	0	0	0
0600	222	0	27	183	2	8	0	0	2	0	0	0	0	0
0700	325	0	125	175	5	12	1	0	6	1	0	0	0	0
0800	428	1	276	132	4	5	3	2	5	0	0	0	0	0
0900	467	0	301	151	1	6	0	0	5	3	0	0	0	0
1000	518	1	310	192	3	5	0	0	7	0	0	0	0	0
1100	541	0	356	168	2	4	0	1	5	3	2	0	0	0
1200	628	1	409	204	0	7	2	1	2	2	0	0	0	0
1300	732	3	479	236	5	5	0	0	4	0	0	0	0	0
1400	775	3	485	274	2	4	0	1	4	1	0	1	0	0
1500	760	2	511	229	1	1	2	0	9	0	4	0	0	1
1600	924	0	699	214	2	2	0	0	5	1	0	1	0	0
1700	761	1	557	196	1	3	0	0	2	0	0	1	0	0
1800	772	0	552	210	1	7	0	0	0	0	0	2	0	0
1900	679	2	413	249	0	14	0	0	1	0	0	0	0	0
2000	616	0	374	218	2	19	1	0	1	0	0	0	1	0
2100	526	0	329	193	1	3	0	0	0	0	0	0	0	0
2200	485	0	271	211	0	2	1	0	0	0	0	0	0	0
2300	289	0	158	129	0	1	0	0	1	0	0	0	0	0
07-19	7631	12	5060	2381	27	61	8	5	54	11	6	5	0	1
06-22	9674	14	6203	3224	32	105	9	5	58	11	6	5	1	1
06-00	10448	14	6632	3564	32	108	10	5	59	11	6	5	1	1
00-00	11096	14	6873	3951	37	116	12	5	62	13	6	5	1	1

Peak step 16:00 (924) AM Peak step 11:00 (541) PM Peak step 16:00 (924)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	200	1	100	98	0	0	0	0	0	1	0	0	0	0
0100	104	0	56	44	2	2	0	0	0	0	0	0	0	0
0200	87	0	43	41	0	1	1	0	0	1	0	0	0	0
0300	62	0	18	42	0	1	0	0	0	1	0	0	0	0
0400	52	0	17	30	0	3	0	0	1	1	0	0	0	0
0500	133	0	59	72	1	1	0	0	0	0	0	0	0	0
0600	151	0	30	117	1	3	0	0	0	0	0	0	0	0
0700	271	0	126	142	0	3	0	0	0	0	0	0	0	0
0800	328	0	211	113	1	2	0	0	1	0	0	0	0	0
0900	373	1	222	143	3	2	0	0	2	0	0	0	0	0
1000	421	2	260	151	1	0	0	0	5	1	0	0	0	1
1100	507	2	358	142	1	2	0	0	2	0	0	0	0	0
1200	588	0	391	187	0	5	1	0	1	2	0	0	0	1
1300	643	1	423	207	0	6	0	0	3	1	0	1	0	1
1400	635	2	428	201	0	2	0	0	2	0	0	0	0	0
1500	590	0	275	304	2	5	3	0	0	1	0	0	0	0
1600	671	0	316	347	0	7	1	0	0	0	0	0	0	0
1700	647	0	284	343	0	19	0	0	1	0	0	0	0	0
1800	609	0	286	309	1	11	1	0	1	0	0	0	0	0
1900	523	0	251	257	1	14	0	0	0	0	0	0	0	0
2000	368	0	175	188	0	2	0	0	3	0	0	0	0	0
2100	230	0	110	117	0	3	0	0	0	0	0	0	0	0
2200	162	0	92	69	0	1	0	0	0	0	0	0	0	0
2300	125	0	56	68	0	0	1	0	0	0	0	0	0	0
07-19	6283	8	3580	2589	9	64	6	0	18	5	0	1	0	3
06-22	7555	8	4146	3268	11	86	6	0	21	5	0	1	0	3
06-00	7842	8	4294	3405	11	87	7	0	21	5	0	1	0	3
00-00	8480	9	4587	3732	14	95	8	0	22	9	0	1	0	3

Peak step 16:00 (671) AM Peak step 11:00 (507) PM Peak step 16:00 (671)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5549 -- English (ENU)**Datasets:**

Site: [16] SR25 N OF LONOAK RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	24	0	12	11	0	0	1	0	0	0	0	0	0	0
06-22	27	0	12	14	0	0	1	0	0	0	0	0	0	0
06-00	27	0	12	14	0	0	1	0	0	0	0	0	0	0
00-00	27	0	12	14	0	0	1	0	0	0	0	0	0	0

Peak step 14:00 (5) **AM Peak step** 10:00 (4) **PM Peak step** 14:00 (5)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1400	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1500	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1600	4	0	1	2	0	0	0	0	1	0	0	0	0	0
1700	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	25	0	7	17	0	0	0	0	1	0	0	0	0	0
06-22	27	0	8	18	0	0	0	0	1	0	0	0	0	0
06-00	28	0	8	19	0	0	0	0	1	0	0	0	0	0
00-00	28	0	8	19	0	0	0	0	1	0	0	0	0	0

Peak step 14:00 (5) AM Peak step 10:00 (4) PM Peak step 14:00 (5)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	1	0	0	0	0	0	1	0	0	0	0	0
1300	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1400	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1500	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	34	0	20	13	0	0	0	0	1	0	0	0	0	0
06-22	37	0	21	15	0	0	0	0	1	0	0	0	0	0
06-00	37	0	21	15	0	0	0	0	1	0	0	0	0	0
00-00	37	0	21	15	0	0	0	0	1	0	0	0	0	0

Peak step 15:00 (8) AM Peak step 7:00 (3) PM Peak step 15:00 (8)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0900	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1000	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1500	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1600	4	0	1	3	0	0	0	0	0	0	0	0	0	0
1700	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	40	0	19	21	0	0	0	0	0	0	0	0	0	0
06-22	48	0	23	25	0	0	0	0	0	0	0	0	0	0
06-00	49	0	23	26	0	0	0	0	0	0	0	0	0	0
00-00	50	0	24	26	0	0	0	0	0	0	0	0	0	0

Peak step 9:00 (6) AM Peak step 9:00 (6) PM Peak step 14:00 (5)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	1	4	0	0	0	0	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	32	0	22	10	0	0	0	0	0	0	0	0	0	0
06-22	32	0	22	10	0	0	0	0	0	0	0	0	0	0
06-00	32	0	22	10	0	0	0	0	0	0	0	0	0	0
00-00	33	0	22	11	0	0	0	0	0	0	0	0	0	0

Peak step 16:00 (5) AM Peak step 7:00 (4) PM Peak step 16:00 (5)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5550 -- English (ENU)**Datasets:**

Site: [16] SR25 N OF LONOAK RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0900	4	0	3	0	0	0	0	0	1	0	0	0	0	0
1000	3	0	2	0	0	0	0	0	1	0	0	0	0	0
1100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1200	4	0	2	0	0	0	0	0	2	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	6	0	0	6	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	32	0	19	8	0	1	0	0	4	0	0	0	0	0
06-22	38	0	22	11	0	1	0	0	4	0	0	0	0	0
06-00	38	0	22	11	0	1	0	0	4	0	0	0	0	0
00-00	38	0	22	11	0	1	0	0	4	0	0	0	0	0

Peak step 14:00 (6) **AM Peak step** 6:00 (5) **PM Peak step** 14:00 (6)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1000	3	0	0	2	0	0	0	0	1	0	0	0	0	0
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	25	0	11	12	0	1	0	0	1	0	0	0	0	0
06-22	30	0	14	14	0	1	0	0	1	0	0	0	0	0
06-00	30	0	14	14	0	1	0	0	1	0	0	0	0	0
00-00	31	0	14	15	0	1	0	0	1	0	0	0	0	0

Peak step 15:00 (4) AM Peak step 6:00 (3) PM Peak step 15:00 (4)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0800	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1500	3	0	0	3	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	1	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	23	0	9	13	0	0	0	0	1	0	0	0	0	0
06-22	29	0	13	15	0	0	0	0	1	0	0	0	0	0
06-00	29	0	13	15	0	0	0	0	1	0	0	0	0	0
00-00	31	0	15	15	0	0	0	0	1	0	0	0	0	0

Peak step 14:00 (5) AM Peak step 8:00 (4) PM Peak step 14:00 (5)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	2	5	0	0	0	0	0	0	0	0	0	0
1000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1100	7	0	5	1	0	0	0	0	1	0	0	0	0	0
1200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1300	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1400	6	0	3	3	0	0	0	0	0	0	0	0	0	0
1500	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1600	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	59	0	38	20	0	0	0	0	1	0	0	0	0	0
06-22	61	0	38	22	0	0	0	0	1	0	0	0	0	0
06-00	61	0	38	22	0	0	0	0	1	0	0	0	0	0
00-00	62	0	39	22	0	0	0	0	1	0	0	0	0	0

Peak step 16:00 (12) AM Peak step 9:00 (7) PM Peak step 16:00 (12)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1100	11	0	4	6	0	0	0	0	1	0	0	0	0	0
1200	6	0	3	1	0	0	0	0	2	0	0	0	0	0
1300	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1600	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	50	0	27	20	0	0	0	0	3	0	0	0	0	0
06-22	56	0	29	24	0	0	0	0	3	0	0	0	0	0
06-00	56	0	29	24	0	0	0	0	3	0	0	0	0	0
00-00	58	0	29	26	0	0	0	0	3	0	0	0	0	0

Peak step 11:00 (11) AM Peak step 11:00 (11) PM Peak step 12:00 (6)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5554 -- English (ENU)**Datasets:**

Site: [18] SHORE RD W OF FRAZIER LAKE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	1	2	0	0	0	0	1	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	7	0	3	1	0	0	0	0	3	0	0	0	0	0
0400	11	0	4	5	0	0	0	0	2	0	0	0	0	0
0500	20	0	12	7	0	1	0	0	0	0	0	0	0	0
0600	59	0	36	23	0	0	0	0	0	0	0	0	0	0
0700	81	0	43	36	1	0	0	0	1	0	0	0	0	0
0800	76	0	34	30	2	4	1	0	3	0	0	2	0	0
0900	56	0	27	20	3	2	0	0	2	0	0	2	0	0
1000	58	0	25	24	0	2	1	0	4	0	0	2	0	0
1100	49	0	25	14	3	2	0	0	4	0	0	1	0	0
1200	75	0	30	29	1	2	1	0	9	0	0	3	0	0
1300	65	0	38	20	2	0	0	0	3	1	0	1	0	0
1400	79	0	34	29	0	3	0	0	6	0	0	7	0	0
1500	75	0	34	33	0	1	1	0	6	0	0	0	0	0
1600	56	0	38	15	0	2	0	0	1	0	0	0	0	0
1700	57	0	31	21	1	2	0	0	2	0	0	0	0	0
1800	52	0	31	20	0	0	0	0	0	0	0	1	0	0
1900	42	0	22	17	1	0	0	0	2	0	0	0	0	0
2000	31	0	16	14	0	0	0	0	1	0	0	0	0	0
2100	27	0	18	8	0	0	0	0	1	0	0	0	0	0
2200	16	0	13	2	0	0	0	0	1	0	0	0	0	0
2300	11	0	8	2	0	0	0	0	0	0	0	1	0	0
07-19	779	0	390	291	13	20	4	0	41	1	0	19	0	0
06-22	938	0	482	353	14	20	4	0	45	1	0	19	0	0
06-00	965	0	503	357	14	20	4	0	46	1	0	20	0	0
00-00	1020	0	534	374	14	21	4	0	52	1	0	20	0	0

Peak step 7:00 (81) **AM Peak step** 7:00 (81) **PM Peak step** 14:00 (79)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	5	3	0	0	0	0	1	0	0	0	0	0
0100	10	0	2	7	0	0	0	0	1	0	0	0	0	0
0200	6	0	3	1	0	0	0	0	2	0	0	0	0	0
0300	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0400	7	0	2	4	0	0	0	0	1	0	0	0	0	0
0500	21	0	15	5	0	0	0	0	1	0	0	0	0	0
0600	52	0	32	17	0	1	0	0	2	0	0	0	0	0
0700	73	0	35	33	0	0	2	0	1	0	0	1	0	1
0800	59	0	29	21	1	2	0	0	5	0	0	1	0	0
0900	73	0	30	31	0	2	0	0	7	0	0	3	0	0
1000	69	0	26	34	1	4	0	0	4	0	0	0	0	0
1100	75	0	31	32	1	3	1	0	6	0	0	1	0	0
1200	73	0	34	30	0	2	0	0	4	0	0	3	0	0
1300	68	0	37	21	1	1	0	0	6	0	0	2	0	0
1400	81	0	34	31	1	4	0	0	8	1	0	2	0	0
1500	91	0	37	38	0	5	0	0	10	0	0	1	0	0
1600	59	0	36	20	0	1	0	0	2	0	0	0	0	0
1700	39	0	25	12	1	0	0	0	1	0	0	0	0	0
1800	47	0	25	21	0	0	0	0	1	0	0	0	0	0
1900	49	0	30	19	0	0	0	0	0	0	0	0	0	0
2000	37	0	26	10	0	0	0	0	1	0	0	0	0	0
2100	27	0	17	8	1	0	0	0	1	0	0	0	0	0
2200	18	0	11	6	0	0	0	0	0	1	0	0	0	0
2300	14	0	7	4	1	0	0	0	0	0	0	2	0	0
07-19	807	0	379	324	6	24	3	0	55	1	0	14	0	1
06-22	972	0	484	378	7	25	3	0	59	1	0	14	0	1
06-00	1004	0	502	388	8	25	3	0	59	2	0	16	0	1
00-00	1063	0	531	412	8	25	3	0	65	2	0	16	0	1

Peak step 15:00 (91) AM Peak step 11:00 (75) PM Peak step 15:00 (91)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	4	8	0	0	0	0	0	0	0	0	0	0
0100	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	2	1	1	0	0	0	1	0	0	0	0	0
0400	9	0	3	3	0	0	0	0	2	0	0	1	0	0
0500	21	0	13	6	1	0	0	0	1	0	0	0	0	0
0600	51	0	23	25	2	1	0	0	0	0	0	0	0	0
0700	66	0	32	26	2	0	0	0	3	0	0	3	0	0
0800	78	0	38	25	0	3	1	0	8	0	0	3	0	0
0900	79	0	37	30	0	2	1	0	8	0	0	1	0	0
1000	56	0	24	23	0	3	0	0	3	0	0	3	0	0
1100	82	0	38	32	3	2	0	0	6	0	0	1	0	0
1200	67	0	28	30	0	0	0	0	9	0	0	0	0	0
1300	90	0	43	37	2	2	0	0	6	0	0	0	0	0
1400	91	0	57	29	0	2	0	0	2	0	0	1	0	0
1500	80	0	42	30	1	3	0	0	4	0	0	0	0	0
1600	67	0	39	23	1	2	0	0	2	0	0	0	0	0
1700	61	0	41	19	0	0	1	0	0	0	0	0	0	0
1800	46	0	24	21	0	0	0	0	1	0	0	0	0	0
1900	62	0	31	29	0	0	1	0	1	0	0	0	0	0
2000	37	0	18	16	0	0	0	0	2	1	0	0	0	0
2100	33	0	19	13	0	0	0	0	1	0	0	0	0	0
2200	23	0	10	12	0	0	0	0	0	0	0	1	0	0
2300	18	0	13	3	0	1	0	0	0	0	0	1	0	0
07-19	863	0	443	325	9	19	3	0	52	0	0	12	0	0
06-22	1046	0	534	408	11	20	4	0	56	1	0	12	0	0
06-00	1087	0	557	423	11	21	4	0	56	1	0	14	0	0
00-00	1145	0	586	445	13	21	4	0	60	1	0	15	0	0

Peak step 14:00 (91) AM Peak step 11:00 (82) PM Peak step 14:00 (91)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	4	7	0	0	0	0	1	0	0	0	0	0
0100	16	0	6	10	0	0	0	0	0	0	0	0	0	0
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0300	10	0	8	1	0	0	0	0	1	0	0	0	0	0
0400	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0500	8	0	5	2	0	0	0	0	1	0	0	0	0	0
0600	34	0	19	14	0	0	0	0	1	0	0	0	0	0
0700	45	0	19	25	0	0	0	0	1	0	0	0	0	0
0800	68	0	37	24	1	2	0	0	3	0	0	1	0	0
0900	57	0	29	22	0	1	0	0	4	0	0	1	0	0
1000	81	0	45	32	0	1	0	0	2	0	0	1	0	0
1100	94	0	56	32	0	1	0	0	4	0	0	1	0	0
1200	65	0	44	16	1	1	1	0	2	0	0	0	0	0
1300	79	0	48	30	0	0	0	0	1	0	0	0	0	0
1400	78	0	50	23	0	2	0	0	3	0	0	0	0	0
1500	64	0	34	30	0	0	0	0	0	0	0	0	0	0
1600	60	0	37	19	0	0	0	0	4	0	0	0	0	0
1700	71	0	45	24	0	0	0	0	2	0	0	0	0	0
1800	57	0	37	19	0	0	0	0	1	0	0	0	0	0
1900	56	0	37	19	0	0	0	0	0	0	0	0	0	0
2000	41	0	26	15	0	0	0	0	0	0	0	0	0	0
2100	32	0	22	9	0	0	0	0	1	0	0	0	0	0
2200	28	0	22	6	0	0	0	0	0	0	0	0	0	0
2300	26	0	19	6	0	1	0	0	0	0	0	0	0	0
07-19	819	0	481	296	2	8	1	0	27	0	0	4	0	0
06-22	982	0	585	353	2	8	1	0	29	0	0	4	0	0
06-00	1036	0	626	365	2	9	1	0	29	0	0	4	0	0
00-00	1100	0	661	391	2	9	1	0	32	0	0	4	0	0

Peak step 11:00 (94) AM Peak step 11:00 (94) PM Peak step 13:00 (79)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	20	0	11	9	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	1	0	0	0	0	1	0	0	0	0	0
0400	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0500	9	0	5	1	0	1	0	0	2	0	0	0	0	0
0600	32	0	14	17	0	0	0	0	1	0	0	0	0	0
0700	40	0	25	12	1	0	0	0	2	0	0	0	0	0
0800	58	0	45	12	0	0	0	0	1	0	0	0	0	0
0900	55	0	30	25	0	0	0	0	0	0	0	0	0	0
1000	56	0	36	17	0	0	0	0	3	0	0	0	0	0
1100	55	0	30	22	0	1	0	0	2	0	0	0	0	0
1200	52	0	38	13	0	0	0	0	1	0	0	0	0	0
1300	63	0	40	20	0	1	0	0	2	0	0	0	0	0
1400	80	1	43	31	0	3	0	0	2	0	0	0	0	0
1500	64	0	32	30	0	0	0	0	2	0	0	0	0	0
1600	44	0	27	17	0	0	0	0	0	0	0	0	0	0
1700	60	0	41	18	0	0	0	0	1	0	0	0	0	0
1800	64	0	44	20	0	0	0	0	0	0	0	0	0	0
1900	34	0	22	12	0	0	0	0	0	0	0	0	0	0
2000	28	0	21	7	0	0	0	0	0	0	0	0	0	0
2100	20	0	9	10	0	0	0	0	0	0	0	1	0	0
2200	21	0	10	9	0	1	0	0	0	0	0	1	0	0
2300	8	0	4	4	0	0	0	0	0	0	0	0	0	0
07-19	691	1	431	237	1	5	0	0	16	0	0	0	0	0
06-22	805	1	497	283	1	5	0	0	17	0	0	1	0	0
06-00	834	1	511	296	1	6	0	0	17	0	0	2	0	0
00-00	886	1	543	312	1	7	0	0	20	0	0	2	0	0

Peak step 14:00 (80) AM Peak step 8:00 (58) PM Peak step 14:00 (80)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5553 -- English (ENU)**Datasets:**

Site: [18] SHORE RD W OF FRAZIER LAKE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	35	0	18	10	1	1	0	0	5	0	0	0	0	0
0500	82	0	41	29	0	1	0	0	9	0	0	2	0	0
0600	127	0	76	40	0	3	0	0	7	0	0	1	0	0
0700	66	0	39	22	0	2	0	0	3	0	0	0	0	0
0800	62	0	26	28	1	2	0	0	4	0	0	1	0	0
0900	68	0	38	17	3	4	1	0	3	0	0	2	0	0
1000	67	0	37	21	0	0	0	0	6	0	0	3	0	0
1100	56	0	27	20	1	0	0	0	4	0	0	4	0	0
1200	66	0	30	30	1	0	0	0	4	0	0	1	0	0
1300	75	0	39	27	0	2	0	0	5	0	0	2	0	0
1400	69	0	34	25	0	5	0	0	4	0	0	1	0	0
1500	123	0	75	39	2	3	0	0	3	0	0	1	0	0
1600	129	0	84	40	1	1	0	0	2	0	0	1	0	0
1700	79	0	56	21	0	0	0	0	1	0	1	0	0	0
1800	50	0	27	21	0	1	0	0	1	0	0	0	0	0
1900	23	0	13	9	0	1	0	0	0	0	0	0	0	0
2000	23	0	12	7	0	1	0	0	0	0	0	3	0	0
2100	17	0	16	1	0	0	0	0	0	0	0	0	0	0
2200	25	0	13	8	2	1	0	0	1	0	0	0	0	0
2300	6	0	4	1	0	1	0	0	0	0	0	0	0	0
07-19	910	0	512	311	9	20	1	0	40	0	1	16	0	0
06-22	1100	0	629	368	9	25	1	0	47	0	1	20	0	0
06-00	1131	0	646	377	11	27	1	0	48	0	1	20	0	0
00-00	1267	0	717	423	12	29	1	0	62	0	1	22	0	0

Peak step 16:00 (129) **AM Peak step** 6:00 (127) **PM Peak step** 16:00 (129)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	3	2	0	1	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0300	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0400	31	0	16	7	1	1	0	0	5	0	0	1	0	0
0500	88	0	51	28	0	1	0	0	6	0	0	2	0	0
0600	84	0	45	30	1	0	0	0	3	0	0	4	0	1
0700	77	0	44	30	0	1	0	0	1	0	0	1	0	0
0800	71	1	32	25	3	5	0	0	4	0	0	1	0	0
0900	60	0	30	17	2	4	0	0	4	0	0	3	0	0
1000	73	0	34	24	1	1	0	0	10	0	0	3	0	0
1100	74	0	31	33	2	4	0	0	3	1	0	0	0	0
1200	77	0	43	23	0	1	1	0	6	0	0	3	0	0
1300	92	0	50	30	0	3	0	0	7	0	0	2	0	0
1400	75	0	37	27	1	1	0	0	6	1	0	2	0	0
1500	90	0	57	27	0	3	1	0	2	0	0	0	0	0
1600	134	0	90	37	1	1	0	0	3	0	0	2	0	0
1700	116	0	81	34	0	0	0	0	0	1	0	0	0	0
1800	54	0	33	16	1	2	0	0	1	0	1	0	0	0
1900	32	1	15	16	0	0	0	0	0	0	0	0	0	0
2000	24	0	17	5	0	0	0	0	0	0	0	2	0	0
2100	13	0	7	5	0	0	0	0	1	0	0	0	0	0
2200	13	0	8	4	0	1	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	993	1	562	323	11	26	2	0	47	3	1	17	0	0
06-22	1146	2	646	379	12	26	2	0	51	3	1	23	0	1
06-00	1164	2	658	384	12	27	2	0	51	3	1	23	0	1
00-00	1313	2	744	429	13	30	2	0	62	3	1	26	0	1

Peak step 16:00 (134) AM Peak step 5:00 (88) PM Peak step 16:00 (134)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	0	1	0	0	0	0	1	0	0	0	0	0
0100	4	0	1	2	0	0	0	0	0	1	0	0	0	0
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0300	17	0	13	3	0	0	0	0	1	0	0	0	0	0
0400	25	0	13	6	0	2	0	0	3	0	0	1	0	0
0500	94	0	44	40	1	2	0	0	4	0	0	3	0	0
0600	70	0	38	26	0	0	0	0	5	1	0	0	0	0
0700	81	0	42	29	0	1	0	0	3	0	0	6	0	0
0800	67	0	31	25	1	3	0	0	5	0	0	2	0	0
0900	73	0	26	28	2	3	0	0	14	0	0	0	0	0
1000	68	0	29	22	3	3	0	0	4	0	1	6	0	0
1100	85	0	42	32	0	2	1	0	7	0	0	1	0	0
1200	68	0	29	28	4	2	0	0	3	0	0	2	0	0
1300	89	0	52	31	1	3	0	0	2	0	0	0	0	0
1400	80	0	47	24	1	2	0	0	4	0	0	2	0	0
1500	101	0	59	35	2	1	2	0	2	0	0	0	0	0
1600	130	0	83	44	0	0	0	0	1	0	0	2	0	0
1700	96	0	62	32	0	0	0	0	2	0	0	0	0	0
1800	57	0	35	22	0	0	0	0	0	0	0	0	0	0
1900	45	0	24	19	0	0	0	0	1	0	0	1	0	0
2000	31	0	19	9	0	0	0	0	1	0	0	2	0	0
2100	21	0	17	4	0	0	0	0	0	0	0	0	0	0
2200	15	0	8	7	0	0	0	0	0	0	0	0	0	0
2300	10	1	4	3	0	1	1	0	0	0	0	0	0	0
07-19	995	0	537	352	14	20	3	0	47	0	1	21	0	0
06-22	1162	0	635	410	14	20	3	0	54	1	1	24	0	0
06-00	1187	1	647	420	14	21	4	0	54	1	1	24	0	0
00-00	1332	1	718	475	15	25	4	0	63	2	1	28	0	0

Peak step 16:00 (130) AM Peak step 5:00 (94) PM Peak step 16:00 (130)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	0	0	1	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0400	15	0	3	8	0	0	0	0	4	0	0	0	0	0
0500	36	0	13	18	1	1	0	0	2	0	0	1	0	0
0600	38	0	17	16	0	2	0	0	3	0	0	0	0	0
0700	49	0	20	24	1	2	0	0	2	0	0	0	0	0
0800	44	0	21	20	0	0	0	0	2	0	0	1	0	0
0900	70	0	37	30	0	0	0	0	2	0	0	1	0	0
1000	109	0	57	46	0	2	1	0	2	0	0	1	0	0
1100	131	0	85	40	0	4	0	0	2	0	0	0	0	0
1200	112	0	76	36	0	0	0	0	0	0	0	0	0	0
1300	107	0	65	41	0	0	0	0	1	0	0	0	0	0
1400	101	0	73	25	0	2	0	0	0	0	0	1	0	0
1500	85	0	50	28	0	3	0	0	4	0	0	0	0	0
1600	104	0	65	39	0	0	0	0	0	0	0	0	0	0
1700	88	0	60	25	0	2	0	0	1	0	0	0	0	0
1800	60	0	39	21	0	0	0	0	0	0	0	0	0	0
1900	47	0	32	13	0	0	0	0	2	0	0	0	0	0
2000	52	0	35	16	0	0	0	0	1	0	0	0	0	0
2100	29	0	20	8	1	0	0	0	0	0	0	0	0	0
2200	30	0	21	9	0	0	0	0	0	0	0	0	0	0
2300	15	0	9	6	0	0	0	0	0	0	0	0	0	0
07-19	1060	0	648	375	1	15	1	0	16	0	0	4	0	0
06-22	1226	0	752	428	2	17	1	0	22	0	0	4	0	0
06-00	1271	0	782	443	2	17	1	0	22	0	0	4	0	0
00-00	1345	0	813	476	3	19	1	0	28	0	0	5	0	0

Peak step 11:00 (131) AM Peak step 11:00 (131) PM Peak step 12:00 (112)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0400	21	0	9	11	0	0	0	0	1	0	0	0	0	0
0500	17	0	8	8	0	1	0	0	0	0	0	0	0	0
0600	20	0	8	12	0	0	0	0	0	0	0	0	0	0
0700	33	0	19	12	0	0	0	0	2	0	0	0	0	0
0800	54	0	38	13	0	0	0	0	3	0	0	0	0	0
0900	57	0	37	19	0	0	0	0	1	0	0	0	0	0
1000	64	0	39	25	0	0	0	0	0	0	0	0	0	0
1100	84	0	52	29	0	2	0	0	1	0	0	0	0	0
1200	90	0	53	36	0	1	0	0	0	0	0	0	0	0
1300	100	0	64	35	0	0	0	0	1	0	0	0	0	0
1400	86	0	53	31	0	0	0	0	2	0	0	0	0	0
1500	88	0	50	36	0	0	0	0	2	0	0	0	0	0
1600	101	0	54	46	0	1	0	0	0	0	0	0	0	0
1700	73	0	45	28	0	0	0	0	0	0	0	0	0	0
1800	83	0	46	36	0	0	0	0	1	0	0	0	0	0
1900	80	0	49	25	0	1	1	0	1	0	0	3	0	0
2000	51	0	31	18	0	1	0	0	1	0	0	0	0	0
2100	24	0	14	10	0	0	0	0	0	0	0	0	0	0
2200	9	0	4	5	0	0	0	0	0	0	0	0	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	913	0	550	346	0	4	0	0	13	0	0	0	0	0
06-22	1088	0	652	411	0	6	1	0	15	0	0	3	0	0
06-00	1108	0	664	419	0	6	1	0	15	0	0	3	0	0
00-00	1174	0	697	449	0	8	1	0	16	0	0	3	0	0

Peak step 16:00 (101) AM Peak step 11:00 (84) PM Peak step 16:00 (101)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5556 -- English (ENU)**Datasets:**

Site: [19] FAIRVIEW RD BT SR156 AND SAN FELIPE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Name: TDS

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	4	2	0	0	0	0	2	0	0	0	0	0
0400	11	0	4	3	0	2	0	0	2	0	0	0	0	0
0500	32	0	21	8	0	2	1	0	0	0	0	0	0	0
0600	63	0	40	22	1	0	0	0	0	0	0	0	0	0
0700	101	0	63	35	1	1	0	0	0	0	0	1	0	0
0800	111	0	58	40	1	6	2	0	2	1	0	1	0	0
0900	67	0	30	32	1	3	0	0	1	0	0	0	0	0
1000	91	0	53	28	2	2	1	0	4	0	0	1	0	0
1100	120	0	67	47	1	1	1	0	2	1	0	0	0	0
1200	165	0	82	71	1	4	0	1	5	0	0	1	0	0
1300	181	0	119	58	0	2	0	0	1	0	0	1	0	0
1400	208	0	132	67	0	3	0	0	2	3	0	1	0	0
1500	309	0	198	102	0	3	0	0	6	0	0	0	0	0
1600	404	0	258	139	0	2	1	0	4	0	0	0	0	0
1700	389	0	278	106	1	2	1	0	1	0	0	0	0	0
1800	277	0	205	69	0	1	0	0	1	0	0	1	0	0
1900	147	0	93	51	1	0	0	0	2	0	0	0	0	0
2000	134	0	101	32	0	0	0	0	1	0	0	0	0	0
2100	67	0	46	20	0	0	0	0	1	0	0	0	0	0
2200	42	0	31	10	0	0	0	0	1	0	0	0	0	0
2300	21	0	17	3	0	0	0	0	0	0	0	1	0	0
07-19	2423	0	1543	794	8	30	6	1	29	5	0	7	0	0
06-22	2834	0	1823	919	10	30	6	1	33	5	0	7	0	0
06-00	2897	0	1871	932	10	30	6	1	34	5	0	8	0	0
00-00	2970	0	1916	951	10	34	7	1	38	5	0	8	0	0

Peak step 16:00 (404) **AM Peak step** 11:00 (120) **PM Peak step** 16:00 (404)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	16	0	11	4	0	1	0	0	0	0	0	0	0	0
0100	8	0	2	5	0	1	0	0	0	0	0	0	0	0
0200	8	0	5	1	0	1	0	0	1	0	0	0	0	0
0300	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0400	12	0	6	5	0	0	0	0	1	0	0	0	0	0
0500	38	1	25	11	0	0	0	0	0	1	0	0	0	0
0600	55	0	30	22	1	2	0	0	0	0	0	0	0	0
0700	101	0	60	35	2	1	1	0	0	1	0	1	0	0
0800	85	0	39	39	0	3	0	0	1	2	0	1	0	0
0900	92	1	39	42	0	0	2	0	5	3	0	0	0	0
1000	96	0	57	37	0	2	0	0	0	0	0	0	0	0
1100	137	0	77	50	1	4	2	0	1	1	0	1	0	0
1200	165	0	112	45	1	2	0	0	4	0	0	1	0	0
1300	186	1	113	62	1	6	0	0	2	0	0	1	0	0
1400	222	0	125	88	0	3	0	0	5	1	0	0	0	0
1500	327	1	188	125	1	3	4	0	5	0	0	0	0	0
1600	394	1	264	118	0	3	0	0	6	2	0	0	0	0
1700	376	0	269	103	0	1	2	0	1	0	0	0	0	0
1800	233	0	167	62	1	1	0	0	2	0	0	0	0	0
1900	128	0	82	45	0	0	0	0	1	0	0	0	0	0
2000	103	0	74	29	0	0	0	0	0	0	0	0	0	0
2100	72	0	56	14	0	1	0	0	1	0	0	0	0	0
2200	36	0	30	6	0	0	0	0	0	0	0	0	0	0
2300	23	0	14	7	0	0	0	0	0	0	0	2	0	0
07-19	2414	4	1510	806	7	29	11	0	32	10	0	5	0	0
06-22	2772	4	1752	916	8	32	11	0	34	10	0	5	0	0
06-00	2831	4	1796	929	8	32	11	0	34	10	0	7	0	0
00-00	2920	5	1849	958	8	35	11	0	36	11	0	7	0	0

Peak step 16:00 (394) AM Peak step 11:00 (137) PM Peak step 16:00 (394)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	5	4	0	0	0	0	0	1	0	0	0	0
0100	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	2	4	1	0	0	0	1	0	0	0	0	0
0400	9	0	3	3	0	0	0	0	2	0	0	1	0	0
0500	34	0	28	2	1	1	1	0	1	0	0	0	0	0
0600	70	0	42	26	2	0	0	0	0	0	0	0	0	0
0700	101	0	46	44	4	3	2	0	1	0	0	1	0	0
0800	86	0	20	52	0	7	0	0	6	0	0	0	1	0
0900	103	0	37	51	2	3	1	1	6	1	0	1	0	0
1000	108	0	58	46	0	2	0	0	2	0	0	0	0	0
1100	142	0	79	50	3	3	0	0	6	0	0	1	0	0
1200	186	1	110	67	0	2	1	0	5	0	0	0	0	0
1300	202	0	116	72	2	4	0	0	7	1	0	0	0	0
1400	228	0	149	71	0	3	1	0	2	0	0	2	0	0
1500	333	0	224	102	0	2	0	0	5	0	0	0	0	0
1600	380	0	247	126	0	3	1	0	3	0	0	0	0	0
1700	374	0	257	113	1	3	0	0	0	0	0	0	0	0
1800	239	0	157	80	0	2	0	0	0	0	0	0	0	0
1900	167	0	112	53	0	0	0	0	2	0	0	0	0	0
2000	105	0	80	24	0	0	0	0	1	0	0	0	0	0
2100	87	0	67	20	0	0	0	0	0	0	0	0	0	0
2200	43	0	33	8	0	0	0	0	1	0	0	1	0	0
2300	26	0	23	2	0	0	0	0	0	0	0	1	0	0
07-19	2482	1	1500	874	12	37	6	1	43	2	0	5	1	0
06-22	2911	1	1801	997	14	37	6	1	46	2	0	5	1	0
06-00	2980	1	1857	1007	14	37	6	1	47	2	0	7	1	0
00-00	3051	1	1903	1022	16	38	7	1	51	3	0	8	1	0

Peak step 16:00 (380) AM Peak step 11:00 (142) PM Peak step 16:00 (380)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	27	0	14	12	0	0	0	0	1	0	0	0	0	0
0100	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0300	11	0	7	3	0	0	0	0	1	0	0	0	0	0
0400	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0500	17	0	10	6	0	1	0	0	0	0	0	0	0	0
0600	34	0	25	7	0	0	0	0	2	0	0	0	0	0
0700	66	0	36	25	0	0	1	0	4	0	0	0	0	0
0800	85	0	45	37	0	1	0	0	0	1	0	1	0	0
0900	84	0	45	34	1	1	1	0	2	0	0	0	0	0
1000	132	0	78	50	0	0	1	0	3	0	0	0	0	0
1100	146	0	91	45	0	5	1	0	3	1	0	0	0	0
1200	176	0	115	52	1	1	1	0	5	1	0	0	0	0
1300	203	0	130	69	2	0	0	0	2	0	0	0	0	0
1400	185	0	116	64	0	2	0	0	3	0	0	0	0	0
1500	196	0	134	61	0	1	0	0	0	0	0	0	0	0
1600	206	0	130	75	0	1	0	0	0	0	0	0	0	0
1700	181	0	117	59	0	1	0	0	4	0	0	0	0	0
1800	152	0	106	45	0	0	0	0	1	0	0	0	0	0
1900	135	0	97	38	0	0	0	0	0	0	0	0	0	0
2000	88	0	59	29	0	0	0	0	0	0	0	0	0	0
2100	60	0	48	12	0	0	0	0	0	0	0	0	0	0
2200	58	0	48	9	0	1	0	0	0	0	0	0	0	0
2300	33	0	30	3	0	0	0	0	0	0	0	0	0	0
07-19	1812	0	1143	616	4	13	5	0	27	3	0	1	0	0
06-22	2129	0	1372	702	4	13	5	0	29	3	0	1	0	0
06-00	2220	0	1450	714	4	14	5	0	29	3	0	1	0	0
00-00	2310	0	1501	750	4	15	5	0	31	3	0	1	0	0

Peak step 16:00 (206) AM Peak step 11:00 (146) PM Peak step 16:00 (206)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	31	0	19	12	0	0	0	0	0	0	0	0	0	0
0100	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0200	7	0	3	3	0	1	0	0	0	0	0	0	0	0
0300	9	0	5	3	0	0	0	0	1	0	0	0	0	0
0400	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0500	11	0	3	5	0	0	0	0	2	1	0	0	0	0
0600	30	0	13	16	0	0	0	0	1	0	0	0	0	0
0700	46	0	30	15	0	0	0	0	1	0	0	0	0	0
0800	68	0	44	22	1	0	0	0	1	0	0	0	0	0
0900	96	0	57	38	0	1	0	0	0	0	0	0	0	0
1000	118	0	69	47	0	0	0	0	2	0	0	0	0	0
1100	135	0	85	45	0	2	0	0	3	0	0	0	0	0
1200	133	0	90	41	0	0	0	0	1	1	0	0	0	0
1300	175	0	108	65	0	0	0	0	2	0	0	0	0	0
1400	176	0	114	58	0	3	0	0	1	0	0	0	0	0
1500	172	0	118	54	0	0	0	0	0	0	0	0	0	0
1600	130	0	102	28	0	0	0	0	0	0	0	0	0	0
1700	146	0	95	50	0	0	0	0	1	0	0	0	0	0
1800	120	0	87	33	0	0	0	0	0	0	0	0	0	0
1900	89	0	63	26	0	0	0	0	0	0	0	0	0	0
2000	45	0	33	11	0	0	1	0	0	0	0	0	0	0
2100	40	0	26	14	0	0	0	0	0	0	0	0	0	0
2200	28	0	16	9	0	0	0	0	1	0	0	2	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	1515	0	999	496	1	6	0	0	12	1	0	0	0	0
06-22	1719	0	1134	563	1	6	1	0	13	1	0	0	0	0
06-00	1758	0	1158	575	1	6	1	0	14	1	0	2	0	0
00-00	1836	0	1199	607	1	7	1	0	17	2	0	2	0	0

Peak step 14:00 (176) AM Peak step 11:00 (135) PM Peak step 14:00 (176)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5555 -- English (ENU)**Datasets:**

Site: [19] FAIRVIEW RD BT SR156 AND SAN FELIPE RD
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: West (bound), P = East, Lane = 0-16

Name: TDS

Scheme: Vehicle classification (Scheme F)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Total] Number in time step

2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0300	39	0	26	12	0	0	0	0	1	0	0	0	0	0
0400	237	0	143	85	1	1	0	0	7	0	0	0	0	0
0500	401	0	229	165	0	2	0	0	5	0	0	0	0	0
0600	579	0	386	167	3	12	2	0	6	1	0	1	1	0
0700	311	0	191	111	1	3	2	0	2	1	0	0	0	0
0800	224	0	123	93	0	3	0	0	5	0	0	0	0	0
0900	196	0	110	71	5	4	0	1	4	1	0	0	0	0
1000	181	1	91	79	0	3	1	1	3	0	0	2	0	0
1100	121	1	63	48	0	5	2	0	1	0	0	1	0	0
1200	127	0	74	46	0	3	2	0	1	1	0	0	0	0
1300	139	0	82	50	1	2	0	0	4	0	0	0	0	0
1400	121	0	70	45	1	1	1	0	2	0	0	1	0	0
1500	150	0	83	56	3	5	2	0	1	0	0	0	0	0
1600	141	0	80	57	1	2	0	0	1	0	0	0	0	0
1700	95	0	70	23	0	0	1	0	0	0	0	1	0	0
1800	58	0	31	25	0	1	0	0	1	0	0	0	0	0
1900	33	0	19	13	0	1	0	0	0	0	0	0	0	0
2000	40	0	26	9	0	1	0	0	0	2	0	2	0	0
2100	24	1	17	6	0	0	0	0	0	0	0	0	0	0
2200	25	0	14	6	2	2	0	0	0	1	0	0	0	0
2300	17	1	7	6	0	1	1	0	0	1	0	0	0	0
07-19	1864	2	1068	704	12	32	11	2	25	3	0	5	0	0
06-22	2540	3	1516	899	15	46	13	2	31	6	0	8	1	0
06-00	2582	4	1537	911	17	49	14	2	31	8	0	8	1	0
00-00	3278	4	1948	1179	18	52	14	2	44	8	0	8	1	0

Peak step 6:00 (579) **AM Peak step** 6:00 (579) **PM Peak step** 15:00 (150)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	10	0	3	6	0	1	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0300	44	0	27	16	0	0	0	0	0	0	0	1	0	0
0400	217	0	123	82	1	2	0	0	9	0	0	0	0	0
0500	508	0	309	190	1	3	1	0	4	0	0	0	0	0
0600	343	0	207	122	2	3	1	0	3	1	0	4	0	0
0700	343	0	213	119	2	5	0	0	3	1	0	0	0	0
0800	230	0	129	87	2	7	0	0	2	2	0	0	0	1
0900	171	0	91	71	1	2	2	0	2	1	0	0	1	0
1000	145	0	90	43	0	6	1	0	5	0	0	0	0	0
1100	130	1	60	54	1	4	2	0	6	2	0	0	0	0
1200	151	0	95	46	1	5	1	0	2	0	0	1	0	0
1300	149	0	73	61	1	6	3	0	5	0	0	0	0	0
1400	130	0	65	58	1	1	2	0	3	0	0	0	0	0
1500	141	0	86	51	1	2	0	0	1	0	0	0	0	0
1600	143	0	89	51	0	1	0	0	1	1	0	0	0	0
1700	105	0	59	41	0	4	1	0	0	0	0	0	0	0
1800	59	0	36	20	0	2	0	0	0	1	0	0	0	0
1900	41	0	21	20	0	0	0	0	0	0	0	0	0	0
2000	35	0	19	14	0	0	0	0	0	0	0	2	0	0
2100	27	0	16	9	0	1	0	0	1	0	0	0	0	0
2200	21	0	14	6	0	0	1	0	0	0	0	0	0	0
2300	14	1	7	4	2	0	0	0	0	0	0	0	0	0
07-19	1897	1	1086	702	10	45	12	0	30	8	0	1	1	1
06-22	2343	1	1349	867	12	49	13	0	34	9	0	7	1	1
06-00	2378	2	1370	877	14	49	14	0	34	9	0	7	1	1
00-00	3179	2	1850	1175	16	55	15	0	47	9	0	8	1	1

Peak step 5:00 (508) AM Peak step 5:00 (508) PM Peak step 12:00 (151)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	3	2	0	0	0	0	0	1	0	0	0	0
0100	8	0	3	4	0	1	0	0	0	0	0	0	0	0
0200	12	0	4	5	0	1	0	0	1	1	0	0	0	0
0300	47	0	21	25	0	0	0	0	1	0	0	0	0	0
0400	217	0	94	113	0	6	0	0	4	0	0	0	0	0
0500	448	0	225	208	1	8	1	0	3	1	0	1	0	0
0600	303	0	133	156	2	9	1	0	1	0	0	1	0	0
0700	308	0	53	225	2	20	1	0	4	1	0	2	0	0
0800	263	0	7	198	7	43	1	0	6	0	0	1	0	0
0900	175	0	67	84	6	10	2	0	5	0	0	0	0	1
1000	147	0	68	58	4	5	1	0	5	2	0	4	0	0
1100	153	0	76	64	3	3	1	0	4	2	0	0	0	0
1200	124	0	62	53	1	3	1	0	2	1	0	1	0	0
1300	167	0	89	65	3	8	0	0	2	0	0	0	0	0
1400	138	0	75	57	1	1	0	0	4	0	0	0	0	0
1500	118	0	66	43	3	3	2	1	0	0	0	0	0	0
1600	141	0	79	58	0	2	1	0	1	0	0	0	0	0
1700	95	0	55	35	1	2	0	0	2	0	0	0	0	0
1800	77	0	45	29	1	1	0	0	1	0	0	0	0	0
1900	48	0	23	23	1	0	0	0	0	0	0	1	0	0
2000	34	0	18	13	0	0	0	0	0	1	0	2	0	0
2100	33	0	26	6	0	0	0	0	0	0	1	0	0	0
2200	24	1	13	10	0	0	0	0	0	0	0	0	0	0
2300	19	0	13	5	0	0	0	0	1	0	0	0	0	0
07-19	1906	0	742	969	32	101	10	1	36	6	0	8	0	1
06-22	2324	0	942	1167	35	110	11	1	37	7	1	12	0	1
06-00	2367	1	968	1182	35	110	11	1	38	7	1	12	0	1
00-00	3105	1	1318	1539	36	126	12	1	47	10	1	13	0	1

Peak step 5:00 (448) AM Peak step 5:00 (448) PM Peak step 13:00 (167)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0200	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0300	23	1	14	7	0	0	0	0	0	1	0	0	0	0
0400	42	0	21	15	0	1	0	0	5	0	0	0	0	0
0500	70	0	42	23	0	1	0	0	4	0	0	0	0	0
0600	100	0	65	31	0	1	0	0	2	1	0	0	0	0
0700	95	0	58	31	1	0	1	0	4	0	0	0	0	0
0800	129	0	71	52	0	3	0	0	3	0	0	0	0	0
0900	139	0	91	42	0	2	0	0	4	0	0	0	0	0
1000	209	0	132	71	0	2	1	0	3	0	0	0	0	0
1100	239	0	155	78	0	3	0	0	3	0	0	0	0	0
1200	194	1	134	57	1	0	0	0	1	0	0	0	0	0
1300	159	0	109	46	1	1	0	0	2	0	0	0	0	0
1400	153	0	99	49	1	2	0	0	2	0	0	0	0	0
1500	147	1	88	50	0	3	1	0	4	0	0	0	0	0
1600	131	0	80	48	0	0	0	0	3	0	0	0	0	0
1700	133	0	70	60	0	1	1	0	1	0	0	0	0	0
1800	79	0	48	31	0	0	0	0	0	0	0	0	0	0
1900	66	0	39	23	0	3	0	0	1	0	0	0	0	0
2000	60	0	35	24	0	0	0	0	1	0	0	0	0	0
2100	45	0	19	23	1	1	0	0	1	0	0	0	0	0
2200	34	0	21	12	0	0	0	0	1	0	0	0	0	0
2300	17	0	5	12	0	0	0	0	0	0	0	0	0	0
07-19	1807	2	1135	615	4	17	4	0	30	0	0	0	0	0
06-22	2078	2	1293	716	5	22	4	0	35	1	0	0	0	0
06-00	2129	2	1319	740	5	22	4	0	36	1	0	0	0	0
00-00	2289	3	1412	793	5	25	4	0	45	2	0	0	0	0

Peak step 11:00 (239) AM Peak step 11:00 (239) PM Peak step 12:00 (194)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	15	0	3	11	0	1	0	0	0	0	0	0	0	0
0100	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0300	20	0	5	13	0	2	0	0	0	0	0	0	0	0
0400	34	0	9	21	0	3	0	0	1	0	0	0	0	0
0500	30	0	2	26	1	1	0	0	0	0	0	0	0	0
0600	33	0	7	24	0	2	0	0	0	0	0	0	0	0
0700	79	0	26	47	0	5	0	0	1	0	0	0	0	0
0800	107	0	57	45	0	1	0	0	4	0	0	0	0	0
0900	139	0	95	43	0	0	0	0	1	0	0	0	0	0
1000	153	0	81	70	0	0	0	0	2	0	0	0	0	0
1100	169	0	112	54	1	0	0	0	2	0	0	0	0	0
1200	158	0	101	56	0	1	0	0	0	0	0	0	0	0
1300	130	0	79	50	0	0	0	0	1	0	0	0	0	0
1400	125	0	73	51	0	0	0	0	1	0	0	0	0	0
1500	130	0	93	35	0	0	0	0	2	0	0	0	0	0
1600	132	0	78	53	0	1	0	0	0	0	0	0	0	0
1700	98	0	58	37	0	1	0	0	2	0	0	0	0	0
1800	104	0	61	41	0	0	0	0	2	0	0	0	0	0
1900	91	1	38	43	0	4	1	0	0	1	0	3	0	0
2000	62	0	25	34	0	1	1	0	1	0	0	0	0	0
2100	35	0	6	27	0	1	1	0	0	0	0	0	0	0
2200	12	0	1	9	0	1	0	0	0	1	0	0	0	0
2300	11	0	5	6	0	0	0	0	0	0	0	0	0	0
07-19	1524	0	914	582	1	9	0	0	18	0	0	0	0	0
06-22	1745	1	990	710	1	17	3	0	19	1	0	3	0	0
06-00	1768	1	996	725	1	18	3	0	19	2	0	3	0	0
00-00	1878	1	1019	803	2	25	3	0	20	2	0	3	0	0

Peak step 11:00 (169) AM Peak step 11:00 (169) PM Peak step 12:00 (158)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5557 -- English (ENU)**Datasets:**

Site: [20] FAIRVIEW RD N OF AIRLINE HWY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0400	19	0	10	8	0	0	0	0	0	0	0	1	0	0
0500	28	0	10	17	0	0	1	0	0	0	0	0	0	0
0600	75	0	39	33	0	2	0	0	0	1	0	0	0	0
0700	197	1	116	76	1	1	1	0	0	1	0	0	0	0
0800	155	0	87	60	0	2	3	0	1	1	0	1	0	0
0900	145	0	86	53	0	3	0	0	3	0	0	0	0	0
1000	115	3	63	45	1	1	0	1	0	1	0	0	0	0
1100	95	1	48	39	0	5	1	0	0	1	0	0	0	0
1200	124	0	71	44	1	5	2	1	0	0	0	0	0	0
1300	110	0	60	46	0	2	0	0	0	1	0	0	0	1
1400	132	0	65	61	0	3	1	1	1	0	0	0	0	0
1500	169	0	106	61	0	1	0	0	0	1	0	0	0	0
1600	146	1	68	75	0	1	0	0	1	0	0	0	0	0
1700	170	0	108	59	0	2	0	0	1	0	0	0	0	0
1800	134	0	90	44	0	0	0	0	0	0	0	0	0	0
1900	62	0	39	22	0	0	0	0	1	0	0	0	0	0
2000	51	0	32	18	0	0	1	0	0	0	0	0	0	0
2100	24	0	21	3	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	1692	6	968	663	3	26	8	3	7	6	0	1	0	1
06-22	1904	6	1099	739	3	28	9	3	8	7	0	1	0	1
06-00	1925	6	1116	743	3	28	9	3	8	7	0	1	0	1
00-00	1987	6	1142	777	3	28	10	3	8	7	0	2	0	1

Peak step 7:00 (197) **AM Peak step** 7:00 (197) **PM Peak step** 17:00 (170)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	19	0	9	10	0	0	0	0	0	0	0	0	0	0
0500	35	0	19	16	0	0	0	0	0	0	0	0	0	0
0600	87	0	42	38	0	4	2	0	0	0	0	1	0	0
0700	200	0	94	98	2	4	2	0	0	0	0	0	0	0
0800	163	0	90	67	0	3	2	0	0	1	0	0	0	0
0900	145	1	88	48	0	2	4	0	2	0	0	0	0	0
1000	98	0	46	44	0	4	1	0	2	1	0	0	0	0
1100	114	0	65	45	0	4	0	0	0	0	0	0	0	0
1200	130	0	75	53	0	1	0	0	0	1	0	0	0	0
1300	135	0	61	67	0	4	3	0	0	0	0	0	0	0
1400	135	0	72	56	0	3	2	0	0	2	0	0	0	0
1500	170	0	108	61	0	0	0	0	1	0	0	0	0	0
1600	163	0	83	74	0	1	1	0	3	1	0	0	0	0
1700	206	2	119	82	0	2	0	0	1	0	0	0	0	0
1800	111	0	68	42	0	0	1	0	0	0	0	0	0	0
1900	76	0	49	26	0	1	0	0	0	0	0	0	0	0
2000	64	0	40	22	0	0	1	0	1	0	0	0	0	0
2100	30	0	12	15	0	3	0	0	0	0	0	0	0	0
2200	16	0	0	15	0	1	0	0	0	0	0	0	0	0
2300	14	0	1	11	1	1	0	0	0	0	0	0	0	0
07-19	1770	3	969	737	2	28	16	0	9	6	0	0	0	0
06-22	2027	3	1112	838	2	36	19	0	10	6	0	1	0	0
06-00	2057	3	1113	864	3	38	19	0	10	6	0	1	0	0
00-00	2125	3	1149	896	3	38	19	0	10	6	0	1	0	0

Peak step 17:00 (206) AM Peak step 7:00 (200) PM Peak step 17:00 (206)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	6	10	0	1	0	0	1	1	0	0	0	0
0500	34	0	14	19	0	1	0	0	0	0	0	0	0	0
0600	74	0	44	29	0	1	0	0	0	0	0	0	0	0
0700	186	0	97	86	1	1	1	0	0	0	0	0	0	0
0800	165	0	85	74	2	2	0	0	1	1	0	0	0	0
0900	144	2	74	59	0	4	4	0	0	0	1	0	0	0
1000	94	0	49	39	0	3	1	0	1	1	0	0	0	0
1100	131	0	65	61	0	3	0	0	0	2	0	0	0	0
1200	128	0	71	57	0	0	0	0	0	0	0	0	0	0
1300	140	2	74	57	1	3	1	0	1	1	0	0	0	0
1400	118	0	61	51	0	2	2	0	0	1	0	0	1	0
1500	166	0	92	72	0	1	0	1	0	0	0	0	0	0
1600	148	0	77	68	2	0	1	0	0	0	0	0	0	0
1700	178	0	109	65	0	3	1	0	0	0	0	0	0	0
1800	104	0	55	48	0	0	0	0	0	1	0	0	0	0
1900	73	0	45	28	0	0	0	0	0	0	0	0	0	0
2000	62	0	39	23	0	0	0	0	0	0	0	0	0	0
2100	40	0	11	23	0	6	0	0	0	0	0	0	0	0
2200	31	0	0	28	0	3	0	0	0	0	0	0	0	0
2300	15	0	2	11	1	1	0	0	0	0	0	0	0	0
07-19	1702	4	909	737	6	22	11	1	3	7	1	0	1	0
06-22	1951	4	1048	840	6	29	11	1	3	7	1	0	1	0
06-00	1997	4	1050	879	7	33	11	1	3	7	1	0	1	0
00-00	2054	4	1071	911	7	35	11	1	4	8	1	0	1	0

Peak step 7:00 (186) AM Peak step 7:00 (186) PM Peak step 17:00 (178)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	2	4	0	0	0	0	1	0	0	0	0	0
0100	5	0	4	0	0	1	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	4	0	0	0	0	0	0	0	0	0	0
0400	8	0	3	4	0	0	0	0	0	1	0	0	0	0
0500	14	0	4	9	0	0	0	0	1	0	0	0	0	0
0600	37	0	20	17	0	0	0	0	0	0	0	0	0	0
0700	65	0	28	35	1	0	0	0	0	1	0	0	0	0
0800	111	1	58	49	0	1	0	0	2	0	0	0	0	0
0900	138	0	71	66	0	0	0	0	1	0	0	0	0	0
1000	129	2	75	48	0	0	1	0	3	0	0	0	0	0
1100	129	0	72	54	1	0	2	0	0	0	0	0	0	0
1200	158	1	99	57	0	1	0	0	0	0	0	0	0	0
1300	139	0	83	56	0	0	0	0	0	0	0	0	0	0
1400	144	3	79	57	0	3	0	0	2	0	0	0	0	0
1500	143	1	72	68	0	0	0	0	2	0	0	0	0	0
1600	143	0	83	59	0	1	0	0	0	0	0	0	0	0
1700	129	0	81	46	0	1	0	1	0	0	0	0	0	0
1800	116	1	83	32	0	0	0	0	0	0	0	0	0	0
1900	81	0	54	26	0	1	0	0	0	0	0	0	0	0
2000	73	0	47	25	0	1	0	0	0	0	0	0	0	0
2100	56	0	33	22	0	0	0	0	1	0	0	0	0	0
2200	61	0	40	21	0	0	0	0	0	0	0	0	0	0
2300	22	0	17	5	0	0	0	0	0	0	0	0	0	0
07-19	1544	9	884	627	2	7	3	1	10	1	0	0	0	0
06-22	1791	9	1038	717	2	9	3	1	11	1	0	0	0	0
06-00	1874	9	1095	743	2	9	3	1	11	1	0	0	0	0
00-00	1914	9	1110	764	2	10	3	1	13	2	0	0	0	0

Peak step 12:00 (158) AM Peak step 9:00 (138) PM Peak step 12:00 (158)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	1	0	0	0	0	1	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	8	1	2	0	0	0	0	0	0	0	0
0600	26	0	1	22	0	3	0	0	0	0	0	0	0	0
0700	92	0	47	42	0	2	0	0	1	0	0	0	0	0
0800	80	0	47	31	0	1	1	0	0	0	0	0	0	0
0900	141	0	94	46	0	1	0	0	0	0	0	0	0	0
1000	134	1	80	49	0	0	0	0	4	0	0	0	0	0
1100	183	2	106	68	0	2	0	0	4	1	0	0	0	0
1200	112	2	69	39	0	0	1	0	1	0	0	0	0	0
1300	151	0	95	56	0	0	0	0	0	0	0	0	0	0
1400	123	1	74	46	0	0	0	0	2	0	0	0	0	0
1500	115	1	62	50	0	1	1	0	0	0	0	0	0	0
1600	98	0	60	37	0	1	0	0	0	0	0	0	0	0
1700	97	0	59	36	0	1	0	0	1	0	0	0	0	0
1800	85	2	46	37	0	0	0	0	0	0	0	0	0	0
1900	80	0	53	27	0	0	0	0	0	0	0	0	0	0
2000	51	0	40	11	0	0	0	0	0	0	0	0	0	0
2100	13	0	8	5	0	0	0	0	0	0	0	0	0	0
2200	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	1411	9	839	537	0	9	3	0	13	1	0	0	0	0
06-22	1581	9	941	602	0	12	3	0	13	1	0	0	0	0
06-00	1591	9	949	604	0	12	3	0	13	1	0	0	0	0
00-00	1631	9	963	626	1	14	3	0	14	1	0	0	0	0

Peak step 11:00 (183) AM Peak step 11:00 (183) PM Peak step 13:00 (151)

Traffic Data Service -- San Jose, CA

Class Report

CustomList-5558 -- English (ENU)**Datasets:**

Site: [20] FAIRVIEW RD N OF AIRLINE HWY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Tuesday, March 3, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	6	0	1	4	0	0	0	0	1	0	0	0	0	0
0500	19	0	9	10	0	0	0	0	0	0	0	0	0	0
0600	70	0	38	25	0	1	1	0	2	3	0	0	0	0
0700	117	2	68	40	1	3	1	0	0	1	0	1	0	0
0800	109	1	62	45	1	0	0	0	0	0	0	0	0	0
0900	121	0	61	53	2	3	0	0	1	1	0	0	0	0
1000	82	1	44	31	2	1	0	0	1	2	0	0	0	0
1100	125	0	59	59	1	2	1	0	0	3	0	0	0	0
1200	147	2	84	53	2	3	0	0	2	1	0	0	0	0
1300	143	0	78	62	1	1	0	0	0	1	0	0	0	0
1400	131	1	73	57	0	0	0	0	0	0	0	0	0	0
1500	173	1	104	66	0	0	0	0	2	0	0	0	0	0
1600	175	1	101	69	0	3	0	0	1	0	0	0	0	0
1700	193	0	99	86	0	4	1	0	3	0	0	0	0	0
1800	137	0	81	55	0	1	0	0	0	0	0	0	0	0
1900	102	0	62	40	0	0	0	0	0	0	0	0	0	0
2000	87	0	55	32	0	0	0	0	0	0	0	0	0	0
2100	44	0	36	8	0	0	0	0	0	0	0	0	0	0
2200	10	0	7	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	1653	9	914	676	10	21	3	0	10	9	0	1	0	0
06-22	1956	9	1105	781	10	22	4	0	12	12	0	1	0	0
06-00	1974	9	1120	784	10	22	4	0	12	12	0	1	0	0
00-00	2013	9	1135	807	10	22	4	0	13	12	0	1	0	0

Peak step 17:00 (193) **AM Peak step** 11:00 (125) **PM Peak step** 17:00 (193)

*** Wednesday, March 4, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0500	26	0	11	13	0	0	0	0	0	2	0	0	0	0
0600	72	1	33	33	0	2	0	0	0	3	0	0	0	0
0700	112	0	58	45	1	2	4	0	1	1	0	0	0	0
0800	149	2	73	67	0	2	1	0	3	1	0	0	0	0
0900	97	1	50	42	0	3	0	0	1	0	0	0	0	0
1000	99	0	49	40	1	2	1	0	2	2	0	2	0	0
1100	131	0	69	55	0	2	1	0	4	0	0	0	0	0
1200	142	0	81	59	0	1	0	1	0	0	0	0	0	0
1300	147	1	76	59	1	4	3	0	3	0	0	0	0	0
1400	158	1	91	63	0	1	1	0	0	1	0	0	0	0
1500	192	0	99	91	0	2	0	0	0	0	0	0	0	0
1600	190	0	102	85	0	2	0	0	1	0	0	0	0	0
1700	153	1	92	59	0	1	0	0	0	0	0	0	0	0
1800	134	0	80	53	0	0	0	0	1	0	0	0	0	0
1900	90	0	55	33	0	2	0	0	0	0	0	0	0	0
2000	108	0	72	36	0	0	0	0	0	0	0	0	0	0
2100	40	0	14	23	1	2	0	0	0	0	0	0	0	0
2200	15	0	0	12	0	3	0	0	0	0	0	0	0	0
2300	12	0	3	9	0	0	0	0	0	0	0	0	0	0
07-19	1704	6	920	718	3	22	11	1	16	5	0	2	0	0
06-22	2014	7	1094	843	4	28	11	1	16	8	0	2	0	0
06-00	2041	7	1097	864	4	31	11	1	16	8	0	2	0	0
00-00	2084	7	1115	887	4	31	11	1	16	10	0	2	0	0

Peak step 15:00 (192) AM Peak step 8:00 (149) PM Peak step 15:00 (192)

*** Thursday, March 5, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	1	3	0	1	0	0	0	0	0	0	0	0
0500	22	0	9	11	0	0	0	0	1	1	0	0	0	0
0600	62	0	30	32	0	0	0	0	0	0	0	0	0	0
0700	108	1	57	47	0	1	0	0	1	1	0	0	0	0
0800	148	1	63	77	2	2	3	0	0	0	0	0	0	0
0900	126	2	54	63	1	3	1	0	0	2	0	0	0	0
1000	100	0	47	46	0	3	3	0	1	0	0	0	0	0
1100	107	0	54	47	0	3	0	0	2	1	0	0	0	0
1200	129	0	70	48	2	4	2	0	2	1	0	0	0	0
1300	163	1	84	72	1	3	0	0	2	0	0	0	0	0
1400	134	2	69	57	0	2	0	0	1	1	0	0	0	2
1500	171	0	83	79	0	5	0	0	2	1	0	1	0	0
1600	180	0	93	83	1	1	0	0	1	1	0	0	0	0
1700	166	0	96	69	0	1	0	0	0	0	0	0	0	0
1800	123	0	79	43	0	0	0	0	1	0	0	0	0	0
1900	106	0	67	39	0	0	0	0	0	0	0	0	0	0
2000	67	0	33	33	0	1	0	0	0	0	0	0	0	0
2100	49	0	17	25	1	6	0	0	0	0	0	0	0	0
2200	15	0	0	12	0	2	0	0	1	0	0	0	0	0
2300	11	0	1	10	0	0	0	0	0	0	0	0	0	0
07-19	1655	7	849	731	7	28	9	0	13	8	0	1	0	2
06-22	1939	7	996	860	8	35	9	0	13	8	0	1	0	2
06-00	1965	7	997	882	8	37	9	0	14	8	0	1	0	2
00-00	2004	7	1012	903	8	38	9	0	15	9	0	1	0	2

Peak step 16:00 (180) AM Peak step 8:00 (148) PM Peak step 16:00 (180)

*** Saturday, March 7, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0500	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0600	29	0	14	14	0	0	0	0	1	0	0	0	0	0
0700	58	0	32	24	0	1	0	0	1	0	0	0	0	0
0800	98	2	47	46	1	0	0	0	2	0	0	0	0	0
0900	138	0	67	69	0	2	0	0	0	0	0	0	0	0
1000	130	0	71	57	0	2	0	0	0	0	0	0	0	0
1100	167	2	100	63	0	0	0	0	2	0	0	0	0	0
1200	167	4	100	62	1	0	0	0	0	0	0	0	0	0
1300	167	3	88	72	2	2	0	0	0	0	0	0	0	0
1400	156	1	82	71	0	1	0	0	0	1	0	0	0	0
1500	141	1	84	55	0	0	0	0	1	0	0	0	0	0
1600	180	1	109	68	0	1	0	0	1	0	0	0	0	0
1700	159	0	99	59	0	0	0	0	1	0	0	0	0	0
1800	105	2	68	35	0	0	0	0	0	0	0	0	0	0
1900	82	0	47	35	0	0	0	0	0	0	0	0	0	0
2000	56	1	34	19	0	0	0	0	2	0	0	0	0	0
2100	63	0	32	31	0	0	0	0	0	0	0	0	0	0
2200	37	0	23	14	0	0	0	0	0	0	0	0	0	0
2300	16	0	12	4	0	0	0	0	0	0	0	0	0	0
07-19	1666	16	947	681	4	9	0	0	8	1	0	0	0	0
06-22	1896	17	1074	780	4	9	0	0	11	1	0	0	0	0
06-00	1949	17	1109	798	4	9	0	0	11	1	0	0	0	0
00-00	1977	17	1117	818	4	9	0	0	11	1	0	0	0	0

Peak step 16:00 (180) AM Peak step 11:00 (167) PM Peak step 16:00 (180)

*** Sunday, March 8, 2026**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	16	0	10	6	0	0	0	0	0	0	0	0	0	0
0100	7	0	2	5	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	3	3	1	1	0	0	0	0	0	0	0	0
0500	16	0	0	10	0	6	0	0	0	0	0	0	0	0
0600	41	0	4	33	0	3	0	0	1	0	0	0	0	0
0700	95	2	30	54	1	5	1	0	2	0	0	0	0	0
0800	91	0	49	41	0	1	0	0	0	0	0	0	0	0
0900	131	2	72	54	0	1	0	0	2	0	0	0	0	0
1000	146	3	84	57	0	1	0	0	0	1	0	0	0	0
1100	174	1	108	63	0	1	0	0	1	0	0	0	0	0
1200	143	3	91	48	0	0	0	0	1	0	0	0	0	0
1300	126	1	70	51	1	0	1	0	2	0	0	0	0	0
1400	122	0	72	47	0	0	1	0	2	0	0	0	0	0
1500	132	0	78	52	0	1	1	0	0	0	0	0	0	0
1600	110	0	63	46	0	0	0	0	1	0	0	0	0	0
1700	105	3	63	37	0	1	0	0	1	0	0	0	0	0
1800	56	0	36	19	0	0	0	0	1	0	0	0	0	0
1900	55	1	38	16	0	0	0	0	0	0	0	0	0	0
2000	43	0	31	11	0	0	1	0	0	0	0	0	0	0
2100	23	0	12	11	0	0	0	0	0	0	0	0	0	0
2200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	1431	15	816	569	2	11	4	0	13	1	0	0	0	0
06-22	1593	16	901	640	2	14	5	0	14	1	0	0	0	0
06-00	1605	16	911	642	2	14	5	0	14	1	0	0	0	0
00-00	1656	16	928	668	3	21	5	0	14	1	0	0	0	0

Peak step 11:00 (174) AM Peak step 11:00 (174) PM Peak step 12:00 (143)

Traffic Data Service

San Jose, CA

408-622-4787

tddb@cs.com

LOCATION SR25 between Bolsa Rd and Shore Rd

DATE 3/4/2026

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	266	40	2	1	0	0	0	0	7	0	0	0	0	0
7:15 AM	242	51	4	1	0	0	0	0	6	0	0	0	0	0
7:30 AM	279	35	1	1	0	0	0	0	1	0	0	0	0	0
7:45 AM	256	70	0	0	0	0	0	0	9	0	0	0	0	0
8:00 AM	227	41	2	2	0	0	0	0	8	0	0	0	0	0
8:15 AM	223	35	1	1	0	0	0	0	12	0	0	0	0	0
8:30 AM	278	33	1	1	0	0	0	0	4	0	0	0	0	0
8:45 AM	250	22	3	2	0	0	0	0	8	1	0	0	0	0
9:00 AM	209	26	0	1	0	0	0	0	8	2	0	0	0	0
9:15 AM	203	28	1	2	0	0	0	0	9	0	0	0	0	0
9:30 AM	194	36	0	1	0	0	0	0	18	0	0	0	0	0
9:45 AM	174	23	2	0	0	0	0	0	17	0	0	0	0	0
10:00 AM	155	28	0	0	0	0	0	0	12	1	0	0	0	0
10:15 AM	180	21	1	0	0	0	0	0	16	0	0	0	0	0
10:30 AM	134	37	1	0	0	0	0	0	12	0	0	0	0	0
10:45 AM	125	57	0	1	0	0	0	0	20	0	0	0	0	0

663

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	116	23	1	2	0	0	0	0	7	0	0	0	0	0
3:15 PM	131	22	0	0	0	0	0	0	4	0	0	0	0	0
3:30 PM	116	31	1	1	0	0	0	0	7	0	0	0	0	0
3:45 PM	131	24	0	0	0	0	0	0	8	0	0	0	0	0
4:00 PM	125	38	0	0	8	0	0	0	4	0	0	0	0	0
4:15 PM	129	59	2	2	0	0	0	0	4	0	0	0	0	0
4:30 PM	101	52	1	2	0	0	0	0	7	1	0	0	0	0
4:45 PM	114	53	0	3	1	1	0	0	4	1	0	0	0	0
5:00 PM	124	33	1	0	0	0	0	0	4	0	0	0	0	0
5:15 PM	165	18	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	98	19	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	68	65	0	1	1	0	0	0	1	1	0	0	0	0
6:00 PM	53	48	1	3	0	1	0	0	3	0	0	0	0	0
6:15 PM	51	52	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	79	10	0	0	0	0	0	0	3	0	0	0	0	0
6:45 PM	76	6	0	0	1	0	0	0	2	0	0	0	0	0

612

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	92	5	0	0	0	0	0	0	13	0	0	0	0	0
7:15 AM	87	16	0	0	0	0	0	0	14	0	0	0	0	0
7:30 AM	99	14	0	0	0	0	0	0	9	0	0	0	0	0
7:45 AM	113	19	0	0	0	0	2	0	9	0	0	0	0	0
8:00 AM	116	10	0	0	0	0	0	0	16	0	0	0	0	0
8:15 AM	88	6	0	1	0	0	0	0	11	0	0	0	0	0
8:30 AM	111	6	0	0	0	0	0	0	3	0	0	0	0	0
8:45 AM	90	15	1	2	0	0	0	0	11	0	0	0	0	0
9:00 AM	81	9	0	0	0	0	0	0	10	0	0	0	0	0
9:15 AM	93	15	0	1	0	0	0	0	8	0	0	0	0	0
9:30 AM	77	16	0	0	0	0	0	0	11	0	0	0	0	0
9:45 AM	114	15	0	1	0	0	0	0	15	0	0	0	0	0
10:00 AM	87	19	0	2	0	0	0	0	9	0	0	0	0	0
10:15 AM	112	13	1	0	0	0	0	0	13	1	0	0	0	0
10:30 AM	99	22	0	1	0	0	0	0	10	0	0	0	0	0
10:45 AM	71	51	2	2	0	0	0	0	14	1	0	0	0	0

289

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	229	46	1	1	0	0	0	0	12	1	0	0	0	0
3:15 PM	267	36	1	0	0	0	0	0	8	0	0	0	0	0
3:30 PM	253	62	1	1	0	0	0	0	10	0	0	0	0	0
3:45 PM	242	63	0	3	0	0	0	0	11	0	0	0	0	0
4:00 PM	238	53	0	1	0	0	0	0	6	0	0	0	0	0
4:15 PM	234	59	2	1	0	0	0	0	3	0	0	0	0	0
4:30 PM	198	80	2	3	0	0	0	0	1	0	0	0	0	0
4:45 PM	257	47	3	1	0	0	0	0	6	0	0	0	0	0
5:00 PM	252	27	1	1	0	0	0	0	5	0	0	0	0	0
5:15 PM	271	13	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	249	35	2	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	235	61	3	4	0	0	0	0	5	0	0	0	0	0
6:00 PM	238	71	4	7	0	1	0	0	2	0	0	0	0	0
6:15 PM	209	77	0	1	1	0	0	1	4	0	0	0	0	0
6:30 PM	236	29	0	0	0	0	0	0	3	0	0	0	0	0
6:45 PM	246	23	0	0	0	0	0	0	3	0	0	0	0	0

900

Traffic Data Service

San Jose, CA

408-622-4787

tddb@cs.com

LOCATION SR25 between Bolsa Rd and Shore Rd

DATE 3/14/2026

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	88	27	1	1	0	0	0	0	4	0	0	0	0	0
7:15 AM	133	25	1	1	0	0	0	0	9	0	0	0	0	0
7:30 AM	115	39	2	2	0	0	0	0	11	0	0	0	0	0
7:45 AM	92	41	1	0	0	0	0	0	6	0	0	0	0	0
8:00 AM	125	36	1	3	5	0	0	0	8	0	0	0	0	0
8:15 AM	142	51	4	4	0	0	0	0	6	1	0	0	0	0
8:30 AM	174	73	4	2	0	0	0	0	5	0	0	0	0	0
8:45 AM	137	61	2	2	0	0	0	0	6	0	0	0	0	0
9:00 AM	109	51	3	2	0	0	0	0	1	1	0	0	0	0
9:15 AM	171	80	7	3	0	0	0	0	8	0	0	0	0	0
9:30 AM	195	99	4	2	0	0	0	0	7	0	0	0	0	0
9:45 AM	173	76	4	5	1	0	0	1	5	2	0	0	0	0
10:00 AM	110	50	3	2	0	1	0	0	4	0	0	0	0	0
10:15 AM	238	95	11	11	0	0	0	0	5	1	0	0	0	0
10:30 AM	236	138	11	17	1	1	1	1	11	0	0	0	0	0
10:45 AM	218	109	12	16	1	0	0	1	8	0	0	0	0	0

1412

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	79	77	35	42	0	0	0	0	0	0	0	0	0	0
3:15 PM	60	107	45	37	0	0	0	0	4	1	0	0	0	0
3:30 PM	79	77	47	23	1	0	0	0	1	0	0	0	0	0
3:45 PM	91	79	43	41	0	0	0	0	1	0	0	0	0	0
4:00 PM	82	92	41	41	0	0	0	0	5	0	0	0	0	0
4:15 PM	90	93	62	65	0	1	0	0	0	0	0	0	0	0
4:30 PM	92	102	69	66	1	0	0	0	5	0	0	0	0	0
4:45 PM	68	99	54	62	0	0	0	0	7	1	0	0	0	0
5:00 PM	85	85	66	66	0	0	0	0	4	0	0	0	0	0
5:15 PM	70	84	49	68	1	0	0	0	3	1	0	0	0	0
5:30 PM	91	86	56	62	1	2	0	0	0	0	0	0	0	0
5:45 PM	88	97	47	62	0	0	0	0	3	0	0	0	0	0
6:00 PM	90	79	41	63	0	0	0	0	1	0	0	0	0	0
6:15 PM	94	99	39	44	0	0	0	0	8	0	0	0	0	0
6:30 PM	93	90	34	48	0	0	0	0	1	0	0	0	0	0
6:45 PM	97	75	20	57	0	0	0	0	2	0	0	0	0	0

5488

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	71	23	3	2	0	0	0	0	7	3	0	0	0	0
7:15 AM	80	17	2	1	0	0	0	0	3	0	0	0	0	0
7:30 AM	64	23	1	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	74	24	1	4	0	0	0	0	3	0	0	0	0	0
8:00 AM	78	23	1	1	0	0	0	0	6	0	0	0	0	0
8:15 AM	89	37	2	6	0	0	0	0	3	0	0	0	0	0
8:30 AM	103	32	1	8	0	0	0	0	5	0	0	0	0	0
8:45 AM	93	43	1	2	0	0	0	0	3	0	1	0	0	0
9:00 AM	84	29	2	5	0	0	0	0	7	0	0	0	0	0
9:15 AM	124	37	2	6	0	0	0	0	9	1	0	0	0	0
9:30 AM	121	33	4	8	0	0	0	0	8	0	0	0	0	0
9:45 AM	121	42	4	6	0	0	0	0	10	0	0	0	0	0
10:00 AM	106	26	0	4	0	0	0	0	6	0	0	0	0	0
10:15 AM	120	35	5	12	1	1	0	0	7	0	0	0	0	0
10:30 AM	112	31	7	11	1	0	0	0	8	0	0	0	0	0
10:45 AM	108	49	4	8	0	0	0	0	9	0	0	0	0	0

836

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	93	90	49	29	1	2	0	0	7	0	0	0	0	0
3:15 PM	54	109	59	21	0	0	0	1	6	1	0	0	0	0
3:30 PM	122	91	75	27	0	1	0	1	3	0	0	0	0	0
3:45 PM	114	101	46	51	5	3	0	1	2	0	0	0	0	0
4:00 PM	88	101	53	50	1	1	1	1	6	0	0	0	0	0
4:15 PM	93	103	85	70	4	0	0	0	10	1	0	0	0	0
4:30 PM	156	177	154	114	1	0	0	1	10	0	0	0	0	0
4:45 PM	120	158	107	91	0	0	2	1	4	1	0	0	0	0
5:00 PM	201	184	168	121	0	1	0	1	6	1	0	0	0	0
5:15 PM	128	130	100	89	0	1	0	2	15	0	0	0	0	0
5:30 PM	150	128	98	71	4	1	0	1	4	1	0	0	0	0
5:45 PM	141	169	63	75	3	4	0	0	4	0	0	0	0	0
6:00 PM	184	162	66	84	1	3	0	0	9	1	0	0	0	0
6:15 PM	123	134	33	33	0	1	0	0	9	1	0	0	0	0
6:30 PM	107	95	37	58	1	1	0	0	13	0	0	0	0	0
6:45 PM	155	129	31	39	0	0	0	0	9	2	0	0	0	0

7576

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION SR156 between Barnheisel Rd and Pacheco Creek Dr

DATE 3/4/2026

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	93	22	5	1	0	0	0	0	22	0	0	0	0	0
7:15 AM	83	21	4	1	0	0	0	0	16	0	0	0	0	0
7:30 AM	94	23	3	0	0	0	0	0	19	2	0	0	0	0
7:45 AM	80	18	4	1	0	0	0	0	20	0	0	0	0	0
8:00 AM	81	16	3	0	0	0	0	0	22	0	0	0	0	0
8:15 AM	62	14	2	0	0	0	0	0	20	3	0	0	0	0
8:30 AM	80	17	3	1	0	0	0	0	29	0	0	0	0	0
8:45 AM	56	16	3	1	0	0	0	0	17	0	0	0	0	0
9:00 AM	72	15	6	0	0	0	0	0	24	0	0	0	0	0
9:15 AM	71	14	3	1	0	0	0	0	20	0	0	0	0	0
9:30 AM	66	19	2	3	0	0	0	0	20	0	0	0	0	0
9:45 AM	72	17	4	1	0	0	0	0	36	2	0	0	0	0
10:00 AM	74	13	3	2	0	0	0	0	20	0	0	0	0	0
10:15 AM	52	10	2	0	0	0	0	0	29	0	0	0	0	0
10:30 AM	57	15	2	0	0	0	0	0	21	0	0	0	0	0
10:45 AM	69	16	3	1	0	0	0	0	20	0	0	0	0	0

409

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	51	15	3	1	0	0	0	0	12	1	0	0	0	0
3:15 PM	37	10	2	0	0	0	0	0	9	0	0	0	0	0
3:30 PM	67	15	4	0	0	0	0	0	18	0	0	0	0	0
3:45 PM	58	16	1	0	0	0	0	0	15	0	0	0	0	0
4:00 PM	63	12	2	0	0	0	0	0	13	0	0	0	0	0
4:15 PM	55	14	3	0	0	0	0	0	4	0	0	0	0	0
4:30 PM	48	14	4	2	0	0	0	0	6	0	0	0	0	0
4:45 PM	56	11	2	0	1	0	0	0	10	0	0	0	0	0
5:00 PM	60	16	3	1	0	0	0	0	10	0	0	0	0	0
5:15 PM	61	13	1	0	0	0	0	0	11	0	0	0	0	0
5:30 PM	43	10	3	1	0	0	0	0	5	0	0	0	0	0
5:45 PM	46	12	0	0	0	0	0	0	11	0	0	0	0	0
6:00 PM	47	11	2	2	0	0	0	0	10	0	0	0	0	0
6:15 PM	52	13	3	0	0	0	0	0	3	0	0	0	0	0
6:30 PM	36	10	3	0	0	0	0	0	9	0	0	0	0	0
6:45 PM	30	8	2	0	0	0	0	0	11	0	0	0	0	0

297

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	26	7	1	0	0	0	0	0	12	0	0	0	0	0
7:15 AM	33	10	4	0	0	0	0	0	8	0	0	0	0	0
7:30 AM	40	10	1	0	0	0	0	0	10	1	0	0	0	0
7:45 AM	40	12	3	0	0	0	0	0	17	0	0	0	0	0
8:00 AM	35	9	3	2	0	0	0	0	19	0	0	0	0	0
8:15 AM	39	11	1	0	0	0	0	0	20	0	0	0	0	0
8:30 AM	43	9	0	1	0	0	0	0	15	0	0	0	0	0
8:45 AM	52	10	2	0	0	0	0	0	15	0	0	0	0	0
9:00 AM	33	7	1	3	0	0	0	0	20	0	0	0	0	0
9:15 AM	43	13	2	0	0	0	0	0	31	0	0	0	0	0
9:30 AM	45	12	4	0	0	0	0	0	18	1	0	0	0	0
9:45 AM	39	10	3	2	0	0	0	0	14	0	0	0	0	0
10:00 AM	55	14	1	1	0	0	0	0	20	0	0	0	0	0
10:15 AM	45	8	6	0	0	0	0	0	21	0	0	0	0	0
10:30 AM	46	14	3	1	0	0	0	0	19	0	0	0	0	0
10:45 AM	38	9	2	0	0	0	0	0	22	0	0	0	0	0

269

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	85	23	4	0	0	0	0	0	15	2	0	0	0	0
3:15 PM	95	28	3	1	0	0	0	0	13	1	0	0	0	0
3:30 PM	127	26	6	2	0	0	0	0	15	0	0	0	0	0
3:45 PM	154	33	5	0	0	0	0	0	14	2	0	0	0	0
4:00 PM	136	38	8	2	0	0	0	0	17	0	0	0	0	0
4:15 PM	141	31	5	1	0	0	0	0	13	0	0	0	0	0
4:30 PM	126	27	3	0	0	0	0	0	11	0	0	0	0	0
4:45 PM	102	25	4	3	0	0	0	0	13	0	0	0	0	0
5:00 PM	102	29	3	0	0	0	0	0	6	0	0	0	0	0
5:15 PM	129	28	2	1	0	0	0	0	7	0	0	0	0	0
5:30 PM	112	25	6	2	0	0	0	0	9	0	0	0	0	0
5:45 PM	106	29	4	0	0	0	0	0	8	0	0	0	0	0
6:00 PM	76	24	5	3	0	0	0	0	9	0	0	0	0	0
6:15 PM	89	24	3	1	0	0	0	0	5	0	0	0	0	0
6:30 PM	74	14	2	0	0	0	0	0	6	0	0	0	0	0
6:45 PM	58	14	3	1	0	0	0	0	5	0	0	0	0	0

601

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION SR156 between Barnhisel Rd and Pacheco Creek Dr

DATE 3/14/2026

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	42	8	0	0	0	0	0	0	7	0	0	0	0	0
7:15 AM	48	23	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	45	20	1	0	0	0	0	0	3	0	0	0	0	0
7:45 AM	44	21	1	0	1	0	0	0	3	1	0	0	0	0
8:00 AM	44	45	2	1	0	0	0	0	11	0	0	0	0	0
8:15 AM	49	34	5	1	0	0	0	0	7	2	0	0	0	0
8:30 AM	54	37	2	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	52	23	4	1	0	0	0	0	7	1	0	0	0	0
9:00 AM	68	33	1	1	0	0	0	0	9	1	0	0	0	0
9:15 AM	74	38	4	0	0	0	0	0	5	0	0	0	0	0
9:30 AM	68	52	2	2	0	0	0	0	9	0	0	0	0	0
9:45 AM	58	50	4	0	0	0	0	0	10	0	0	0	0	0
10:00 AM	56	40	4	0	0	0	0	0	11	0	0	0	0	0
10:15 AM	71	43	4	1	0	0	0	0	9	0	0	0	0	0
10:30 AM	67	37	4	0	0	0	0	0	12	0	0	0	0	0
10:45 AM	75	37	3	0	0	0	0	0	17	1	0	0	0	0

644

Northbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	112	46	0	0	0	0	0	0	9	0	0	0	0	0
3:15 PM	112	54	0	3	0	0	0	0	3	0	0	0	0	0
3:30 PM	90	31	1	0	0	0	0	0	1	0	0	0	0	0
3:45 PM	55	20	1	0	0	0	0	0	10	0	0	0	0	0
4:00 PM	84	30	0	0	0	0	0	0	5	0	0	0	0	0
4:15 PM	125	73	1	3	0	0	0	0	10	1	0	0	0	0
4:30 PM	136	62	3	0	0	0	0	0	7	2	0	0	0	0
4:45 PM	102	45	6	0	0	0	0	0	8	0	0	0	0	0
5:00 PM	73	56	1	3	0	0	0	0	8	0	0	0	0	0
5:15 PM	68	63	1	4	0	0	0	0	2	1	0	0	0	0
5:30 PM	91	37	2	3	0	0	0	0	14	0	0	0	0	0
5:45 PM	98	64	1	5	0	0	0	0	10	0	0	0	0	0
6:00 PM	88	62	2	2	0	0	0	0	8	0	0	0	0	0
6:15 PM	97	51	3	5	0	0	0	0	6	1	0	0	0	0
6:30 PM	95	56	4	2	0	0	0	0	4	0	0	0	0	0
6:45 PM	84	52	0	1	0	0	0	0	2	0	0	0	0	0

947

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	49	15	0	0	2	0	1	0	11	0	0	0	0	0
7:15 AM	41	18	0	0	0	0	1	0	6	1	0	0	0	0
7:30 AM	50	35	5	2	0	0	0	0	9	1	0	0	0	0
7:45 AM	50	24	3	5	0	0	0	0	6	0	0	0	0	0
8:00 AM	47	40	4	10	0	0	0	0	5	0	0	0	0	0
8:15 AM	42	38	4	9	0	0	0	0	10	0	0	0	0	0
8:30 AM	47	47	9	8	0	0	0	0	8	0	0	0	0	0
8:45 AM	72	51	13	13	0	0	0	0	10	1	0	0	0	0
9:00 AM	61	54	9	18	0	0	0	0	5	0	0	0	0	0
9:15 AM	58	53	9	15	0	0	0	0	4	0	0	0	0	0
9:30 AM	64	72	10	10	0	0	0	0	9	0	0	0	0	0
9:45 AM	77	92	14	6	0	0	0	0	12	0	0	0	0	0
10:00 AM	58	94	25	10	0	0	0	0	7	2	0	0	0	0
10:15 AM	76	108	20	10	0	0	0	0	7	0	0	0	0	0
10:30 AM	80	102	18	23	0	0	0	0	8	0	0	0	0	0
10:45 AM	79	94	19	5	0	0	0	0	15	0	0	0	0	0

1693

Southbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	85	75	4	2	0	0	0	0	15	0	0	0	0	0
3:15 PM	84	61	6	3	0	0	0	0	6	0	0	0	0	0
3:30 PM	49	72	6	4	0	0	0	0	13	0	0	0	0	0
3:45 PM	50	70	5	3	0	0	0	0	3	0	0	0	0	0
4:00 PM	65	73	6	5	0	0	0	0	9	0	0	0	0	0
4:15 PM	57	63	6	5	0	0	0	0	4	0	0	0	0	0
4:30 PM	60	69	5	2	0	0	0	0	9	0	0	0	0	0
4:45 PM	62	59	5	6	0	0	0	0	5	0	0	0	0	0
5:00 PM	56	59	1	7	0	0	0	0	7	3	0	0	0	0
5:15 PM	56	68	2	12	0	0	0	0	3	1	0	0	0	0
5:30 PM	51	74	5	5	0	0	0	0	9	1	0	0	0	0
5:45 PM	53	55	1	9	0	0	0	0	6	0	0	0	0	0
6:00 PM	56	43	2	8	0	0	0	0	7	1	0	0	0	0
6:15 PM	69	43	4	14	0	0	0	0	6	2	0	0	0	0
6:30 PM	40	31	1	0	0	0	0	0	3	0	0	0	0	0
6:45 PM	44	54	0	2	0	0	0	0	1	0	0	0	0	0

1348

Traffic Data Service

San Jose, CA
408-622-4787
tddb@cs.com

LOCATION Shore Rd W of Frazier Lake Rd
DATE 3/4/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	14	2	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	17	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	19	3	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	13	1	0	0	0	0	0	0	2	0	0	0	0	0
8:00 AM	13	4	2	0	0	0	0	0	4	0	0	0	0	0
8:15 AM	12	5	0	0	0	0	0	0	4	0	0	0	0	0
8:30 AM	10	2	0	0	0	0	0	0	3	0	0	0	0	0
8:45 AM	6	1	0	0	0	0	0	0	3	0	0	0	0	0
9:00 AM	10	3	0	0	0	0	0	0	5	0	0	0	0	0
9:15 AM	11	3	0	0	0	0	0	0	3	0	0	0	0	0
9:30 AM	5	3	0	0	0	0	0	0	2	0	0	0	0	0
9:45 AM	10	1	0	0	0	0	0	0	4	0	0	0	0	0
10:00 AM	14	1	1	0	0	0	0	0	4	0	0	0	0	0
10:15 AM	14	4	0	0	0	0	0	0	2	0	0	0	0	0
10:30 AM	7	1	0	0	0	0	0	0	5	0	0	0	0	0
10:45 AM	9	1	1	0	0	0	0	0	7	0	0	0	0	0

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Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	16	5	0	0	0	0	0	0	3	0	0	0	0	0
3:15 PM	8	2	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	24	6	1	0	0	0	0	0	1	0	0	0	0	0
3:45 PM	17	4	0	0	0	0	0	0	3	0	0	0	0	0
4:00 PM	24	6	1	1	0	0	0	0	1	0	0	0	0	0
4:15 PM	30	5	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	21	6	1	1	0	0	0	0	2	0	0	0	0	0
4:45 PM	18	11	2	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	32	7	1	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	15	5	1	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	15	10	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	21	5	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	14	1	0	0	0	0	0	0	1	0	0	0	0	0
6:15 PM	10	4	0	0	0	0	0	0	1	0	0	0	0	0
6:30 PM	7	1	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	7	3	0	0	1	0	0	0	2	0	0	0	0	0

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Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	5	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	16	7	1	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	14	2	1	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	15	3	2	1	0	0	0	0	2	0	0	0	0	0
8:00 AM	11	1	0	0	0	0	0	0	3	0	0	0	0	0
8:15 AM	11	4	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	10	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	7	3	0	0	0	0	0	0	3	0	0	0	0	0
9:00 AM	14	3	0	0	0	0	0	0	3	0	0	0	0	0
9:15 AM	8	2	0	0	0	0	0	0	1	0	0	0	0	0
9:30 AM	15	2	0	0	0	0	0	0	3	0	0	0	0	0
9:45 AM	13	3	0	0	0	0	0	0	8	0	0	0	0	0
10:00 AM	7	3	0	0	0	0	0	0	3	0	0	0	0	0
10:15 AM	15	2	0	0	0	0	0	0	2	0	0	0	0	0
10:30 AM	15	1	0	0	0	0	0	0	3	0	0	0	0	0
10:45 AM	13	3	0	0	0	0	0	0	3	0	0	0	0	0

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Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	17	2	1	0	0	0	0	0	5	0	0	0	0	0
3:15 PM	9	4	0	1	0	0	0	0	3	0	0	0	0	0
3:30 PM	18	6	0	0	0	0	0	0	4	0	0	0	0	0
3:45 PM	14	1	0	0	0	0	0	0	5	0	0	0	0	0
4:00 PM	11	0	2	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	9	1	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	14	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	15	2	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	8	1	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	8	2	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	7	2	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	1	0	0	0	0	0	0	2	0	0	0	0	0
6:00 PM	5	3	0	0	0	0	0	0	2	0	0	0	0	0
6:15 PM	12	0	1	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	8	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45 PM	12	2	0	0	0	0	0	0	0	0	0	0	0	0

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Traffic Data Service

San Jose, CA
408-622-4787
tddbay@cs.com

LOCATION Shore Rd W of Frazier Lake Rd
DATE 3/7/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	9	1	0	0	0	0	0	0	2	0	0	0	0	0
7:15 AM	13	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7	0	0	0	1	0	0	0	1	0	0	0	0	0
7:45 AM	8	3	0	1	0	0	0	0	2	0	0	0	0	0
8:00 AM	5	2	1	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	3	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	12	4	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	9	4	0	0	0	0	0	0	1	0	0	0	0	0
9:00 AM	10	4	0	0	0	0	0	0	2	0	0	0	0	0
9:15 AM	13	1	0	0	0	0	0	0	2	0	0	0	0	0
9:30 AM	13	6	1	1	0	0	0	0	3	0	0	0	0	0
9:45 AM	9	1	0	0	0	0	0	0	1	0	0	0	0	0
10:00 AM	14	3	1	1	0	0	0	0	3	0	0	0	0	0
10:15 AM	8	7	1	1	0	0	0	0	1	0	0	0	0	0
10:30 AM	22	7	4	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	25	6	3	1	0	0	0	0	1	0	0	0	0	0

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Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	12	5	1	0	0	0	0	0	2	0	0	0	0	0
3:15 PM	11	3	0	3	0	0	0	0	2	0	0	0	0	0
3:30 PM	13	5	1	1	0	0	0	0	2	0	0	0	0	0
3:45 PM	11	9	1	1	0	0	0	0	2	0	0	0	0	0
4:00 PM	21	5	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	16	13	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	10	6	2	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	11	11	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	13	7	1	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	10	6	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	11	10	1	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	13	7	0	1	0	0	0	0	1	0	0	0	0	0
6:00 PM	8	5	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	8	2	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	16	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	20	0	0	0	0	0	0	0	0	0	0	0	0	0

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Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	3	4	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	4	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	12	5	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	9	3	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	11	3	2	0	0	0	0	0	4	0	0	0	0	0
8:15 AM	10	3	0	0	0	0	0	0	3	0	0	0	0	0
8:30 AM	12	5	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	8	2	1	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	7	5	0	0	0	0	0	0	2	0	0	0	0	0
9:15 AM	10	2	0	0	0	0	0	0	1	0	0	0	0	0
9:30 AM	11	5	0	1	0	0	0	0	4	0	0	0	0	0
9:45 AM	7	1	0	1	0	0	0	0	1	0	0	0	0	0
10:00 AM	9	8	1	0	0	0	0	0	1	0	0	0	0	0
10:15 AM	8	2	0	0	0	0	0	0	3	0	0	0	0	0
10:30 AM	18	2	1	0	0	0	0	0	1	0	0	0	0	0
10:45 AM	21	5	0	0	0	0	0	0	1	0	0	0	0	0

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Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	9	7	1	0	0	0	0	0	1	0	0	0	0	0
3:15 PM	4	4	2	0	0	0	0	0	3	0	0	0	0	0
3:30 PM	5	6	0	1	0	0	0	0	1	0	0	0	0	0
3:45 PM	10	8	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	8	3	2	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	5	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	11	7	0	0	0	0	0	0	2	0	0	0	0	0
4:45 PM	5	5	1	3	0	0	0	0	2	0	0	0	0	0
5:00 PM	16	7	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	13	8	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	7	5	1	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	9	1	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	2	0	1	0	0	0	0	0	0	0	0	0	0
6:15 PM	10	3	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	16	2	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	15	0	0	0	0	0	0	0	0	0	0	0	0	0

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Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION 4th St between San Benito St and Monterey St

DATE 3/4/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	70	4	0	0	0	0	0	0	2	1	0	2	0	0
7:15 AM	87	14	0	0	0	0	0	0	1	2	0	0	0	0
7:30 AM	90	7	1	0	1	0	0	0	1	2	0	5	0	0
7:45 AM	82	4	1	0	0	0	0	0	3	1	0	1	0	0
8:00 AM	97	8	0	0	0	0	0	0	2	2	0	1	0	0
8:15 AM	106	18	1	1	0	0	0	0	1	2	0	0	0	0
8:30 AM	95	9	1	0	0	0	0	0	2	0	1	0	0	0
8:45 AM	68	8	0	0	0	0	0	0	0	1	0	3	0	0
9:00 AM	52	5	0	0	0	0	0	0	2	2	1	3	0	0
9:15 AM	61	4	0	0	1	0	0	0	0	0	0	2	0	0
9:30 AM	66	6	0	0	0	0	0	0	0	0	0	1	0	0
9:45 AM	60	6	0	0	0	0	0	0	0	0	0	2	0	0
10:00 AM	68	6	0	0	0	0	0	0	0	1	0	1	0	0
10:15 AM	58	6	0	0	0	0	0	0	1	0	0	3	0	0
10:30 AM	55	7	1	0	0	0	0	0	1	0	0	9	0	0
10:45 AM	66	13	0	0	0	0	0	0	0	0	0	0	0	0

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Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	96	14	1	1	1	0	0	0	1	1	1	2	0	0
3:15 PM	81	13	0	0	0	0	0	0	1	0	0	3	0	0
3:30 PM	92	12	1	0	0	0	0	0	0	0	3	1	0	0
3:45 PM	95	15	2	0	0	0	0	0	1	1	1	3	0	0
4:00 PM	97	21	1	0	1	0	0	0	0	2	0	0	0	0
4:15 PM	102	20	1	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	95	15	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	92	21	3	0	0	0	0	0	0	1	0	1	0	0
5:00 PM	85	22	1	0	0	0	0	0	0	0	3	0	0	0
5:15 PM	105	19	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	97	15	3	0	0	0	0	0	0	1	2	0	0	0
5:45 PM	92	14	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	92	12	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	91	8	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	97	11	0	0	0	0	0	0	0	1	1	2	2	0
6:45 PM	86	7	0	0	0	0	0	0	0	0	1	0	0	0

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Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	92	8	0	0	0	0	0	0	1	1	0	0	0	0
7:15 AM	99	8	1	0	0	0	0	0	3	3	0	4	1	0
7:30 AM	134	17	4	0	0	0	0	0	0	2	0	1	0	0
7:45 AM	133	18	0	0	1	0	0	0	1	1	0	2	0	0
8:00 AM	95	14	0	0	0	0	0	0	3	0	1	3	0	0
8:15 AM	105	11	1	0	0	0	0	0	1	1	1	3	0	0
8:30 AM	108	13	0	0	0	0	0	0	3	1	0	3	0	0
8:45 AM	125	13	1	0	1	1	0	0	0	0	1	2	0	0
9:00 AM	94	18	0	0	0	0	0	0	1	0	1	7	0	0
9:15 AM	88	14	1	0	0	0	0	0	1	1	0	3	0	0
9:30 AM	82	14	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	74	14	0	0	0	1	0	0	0	3	0	0	0	0
10:00 AM	83	13	1	0	0	0	0	0	1	0	0	1	0	0
10:15 AM	77	16	1	0	1	0	0	0	3	0	0	6	0	0
10:30 AM	87	11	0	0	0	0	0	0	1	1	0	4	0	0
10:45 AM	80	19	0	0	0	0	0	0	0	2	0	1	0	0

241

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	90	19	5	0	0	0	0	0	0	2	0	0	0	0
3:15 PM	85	36	2	2	0	1	0	0	0	0	0	3	0	0
3:30 PM	111	15	1	0	0	0	0	0	1	1	3	0	0	0
3:45 PM	98	21	2	0	0	0	0	0	1	1	0	0	0	0
4:00 PM	94	28	1	2	1	0	0	0	0	0	3	1	0	0
4:15 PM	114	17	1	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	94	23	3	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	115	18	3	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	111	19	2	0	0	0	0	0	2	0	0	2	0	0
5:15 PM	102	18	0	0	0	0	0	0	0	1	0	2	0	0
5:30 PM	104	21	0	0	0	0	0	0	0	0	2	0	0	0
5:45 PM	111	25	0	0	0	0	0	0	0	1	2	0	0	0
6:00 PM	97	32	2	0	0	0	0	0	0	0	1	1	0	0
6:15 PM	88	25	0	0	0	0	0	0	0	0	0	1	2	0
6:30 PM	93	22	0	0	0	0	0	0	1	0	2	2	0	0
6:45 PM	99	14	0	0	0	0	0	0	0	1	2	1	0	0

409

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION 4th St between San Benito St and Monterey St

DATE 3/7/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	26	8	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	27	6	1	1	0	0	0	0	0	0	0	2	0	0
7:30 AM	29	7	0	1	0	0	0	0	0	1	0	1	0	0
7:45 AM	49	6	2	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	40	18	1	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	48	11	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	39	10	1	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	47	17	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	51	17	0	0	0	0	0	0	2	0	0	0	0	0
9:15 AM	54	21	0	0	0	0	0	0	0	1	0	1	0	0
9:30 AM	54	16	3	0	0	0	0	0	0	0	0	1	0	0
9:45 AM	56	20	3	0	0	0	0	0	2	0	0	2	0	0
10:00 AM	76	22	3	0	0	0	0	0	0	0	0	5	0	0
10:15 AM	69	23	0	0	0	0	0	0	2	0	1	0	0	0
10:30 AM	62	18	3	0	0	0	0	0	1	0	1	0	0	0
10:45 AM	69	28	3	0	0	0	0	0	0	0	0	0	0	0

302

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	62	30	3	1	0	0	0	0	0	0	0	1	0	0
3:15 PM	63	28	5	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	71	28	1	3	0	0	0	0	0	0	0	0	0	0
3:45 PM	53	29	4	2	1	0	0	0	0	0	1	0	0	1
4:00 PM	66	26	3	0	0	0	0	0	0	1	0	0	0	0
4:15 PM	61	26	2	3	0	0	0	0	1	0	0	0	0	0
4:30 PM	49	32	6	0	1	0	0	0	1	0	0	1	0	0
4:45 PM	55	27	6	0	0	0	0	0	0	0	0	8	0	0
5:00 PM	59	29	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	68	28	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	63	20	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	74	20	2	0	0	0	0	0	0	0	0	1	2	0
6:00 PM	78	24	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	64	21	2	0	0	0	0	0	0	0	0	2	0	0
6:30 PM	88	17	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	65	16	0	0	0	0	0	0	0	0	0	2	0	0

500

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	56	15	2	0	0	0	0	0	0	2	0	0	0	0
7:15 AM	52	7	0	1	0	0	0	0	0	0	0	1	0	0
7:30 AM	67	19	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	67	22	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	72	15	2	0	0	0	0	0	2	0	0	0	0	0
8:15 AM	71	28	2	2	0	0	0	0	0	0	0	1	0	0
8:30 AM	72	18	3	0	1	0	0	0	0	0	0	1	0	0
8:45 AM	96	30	5	1	0	0	0	0	1	0	0	3	0	0
9:00 AM	85	29	2	1	0	0	0	0	0	1	0	0	0	0
9:15 AM	99	30	4	1	0	0	0	0	1	0	0	4	0	0
9:30 AM	86	27	3	1	0	0	0	0	0	0	0	2	0	0
9:45 AM	93	41	6	0	0	0	0	0	0	0	0	3	0	0
10:00 AM	91	35	1	2	0	0	0	0	1	0	0	5	0	0
10:15 AM	86	45	1	0	0	0	0	0	0	0	0	5	0	0
10:30 AM	89	41	1	2	0	0	0	0	0	1	2	6	0	0
10:45 AM	78	49	4	4	0	0	0	0	1	0	0	0	0	0

568

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	75	37	2	2	0	0	0	0	0	0	0	0	0	0
3:15 PM	77	25	3	2	1	0	0	0	0	0	0	0	0	0
3:30 PM	91	37	2	1	0	0	0	0	0	0	1	1	0	0
3:45 PM	77	28	1	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	80	46	3	0	0	1	0	0	0	0	0	3	0	0
4:15 PM	75	41	2	1	0	0	0	0	0	0	1	0	0	0
4:30 PM	72	31	3	0	0	0	0	0	0	0	0	1	2	0
4:45 PM	74	35	2	1	0	0	0	0	0	0	2	1	0	0
5:00 PM	73	25	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	73	34	1	1	0	0	0	0	0	0	2	1	0	0
5:30 PM	79	35	3	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	87	35	2	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	80	36	2	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	83	26	0	0	0	0	0	0	0	0	1	2	0	0
6:30 PM	93	23	0	0	0	0	0	0	0	1	1	0	0	0
6:45 PM	75	18	0	0	1	0	0	0	0	0	0	0	0	0

596

Traffic Data Service

San Jose, CA

408-622-4787

tddb@cs.com

LOCATION SR156 between US101 and Rocks Rd

DATE 3/5/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	255	67	14	2	0	0	0	0	23	2	0	0	0	0
7:15 AM	308	75	13	3	0	0	0	0	18	2	0	0	0	0
7:30 AM	250	66	13	2	0	0	0	0	16	0	0	0	0	0
7:45 AM	249	73	16	4	0	0	0	0	21	1	0	0	0	0
8:00 AM	230	53	9	2	0	0	0	0	19	4	0	0	0	0
8:15 AM	192	57	9	0	0	0	0	0	33	1	0	0	0	0
8:30 AM	207	47	9	2	0	0	0	0	17	0	0	0	0	0
8:45 AM	162	41	7	1	0	0	0	0	35	1	0	0	0	0
9:00 AM	162	43	7	0	0	0	0	0	30	0	0	0	0	0
9:15 AM	151	33	5	0	0	0	0	0	27	4	0	0	0	0
9:30 AM	170	46	4	1	0	0	0	0	25	3	0	0	0	0
9:45 AM	136	29	6	0	0	0	0	0	24	1	0	0	0	0
10:00 AM	158	33	6	0	0	0	0	0	15	0	0	0	0	0
10:15 AM	129	30	3	1	0	0	0	0	23	1	0	0	0	0
10:30 AM	145	39	7	0	0	0	0	0	15	3	0	0	0	0
10:45 AM	156	38	5	1	0	0	0	0	33	1	0	0	0	0

1093

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	91	25	5	0	0	0	0	0	6	1	0	0	0	0
3:15 PM	163	40	7	2	0	0	0	0	8	3	0	0	0	0
3:30 PM	183	46	10	2	0	0	0	0	16	0	0	0	0	0
3:45 PM	182	42	8	1	0	0	0	0	7	0	0	0	0	0
4:00 PM	154	37	7	2	0	0	0	0	11	0	0	0	0	0
4:15 PM	158	42	6	1	0	0	0	0	12	1	0	0	0	0
4:30 PM	173	39	8	1	0	0	0	0	11	0	0	0	0	0
4:45 PM	159	44	9	2	0	0	0	0	12	0	0	0	0	0
5:00 PM	171	35	6	1	0	0	0	0	13	0	0	0	0	0
5:15 PM	162	34	7	0	0	0	0	0	12	2	0	0	0	0
5:30 PM	137	33	6	1	0	0	0	0	16	0	0	0	0	0
5:45 PM	151	37	8	0	0	0	0	0	5	0	0	0	0	0
6:00 PM	126	34	4	0	0	0	0	0	10	1	0	0	0	0
6:15 PM	121	31	6	1	0	0	0	0	11	0	0	1	0	0
6:30 PM	116	32	6	1	0	0	0	0	9	0	0	0	0	0
6:45 PM	115	26	2	0	0	0	0	0	6	0	0	0	0	0

832

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	106	32	1	0	0	0	0	0	10	0	0	0	0	0
7:15 AM	119	34	4	0	0	0	0	0	4	1	0	0	0	0
7:30 AM	165	30	0	0	0	0	0	0	11	0	0	0	0	0
7:45 AM	166	22	1	1	0	0	0	0	9	0	0	0	0	0
8:00 AM	137	22	0	0	0	0	0	0	9	1	0	0	0	0
8:15 AM	123	32	1	0	0	0	0	0	11	2	0	0	0	0
8:30 AM	120	23	0	0	0	0	0	0	13	1	0	0	0	0
8:45 AM	133	25	0	1	0	0	0	0	12	1	0	0	0	0
9:00 AM	104	21	0	0	0	0	0	0	18	0	0	0	0	0
9:15 AM	123	29	0	0	0	0	0	0	18	1	0	0	0	0
9:30 AM	112	27	0	0	0	0	0	0	19	2	0	0	0	0
9:45 AM	89	29	1	0	0	0	0	0	15	1	0	0	0	0
10:00 AM	116	26	1	0	0	0	0	0	17	0	0	0	0	0
10:15 AM	108	28	1	0	0	0	0	0	16	2	0	0	0	0
10:30 AM	126	25	0	0	0	0	0	0	20	1	0	0	0	0
10:45 AM	110	25	1	0	0	0	0	0	16	0	0	0	0	0

458

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	229	43	4	0	0	0	0	0	13	0	0	0	0	0
3:15 PM	249	46	3	0	0	0	0	0	9	2	0	0	0	0
3:30 PM	284	47	2	0	1	0	0	0	18	3	0	0	0	0
3:45 PM	321	41	0	0	0	0	0	0	11	1	0	0	0	0
4:00 PM	266	35	0	1	0	0	0	0	9	0	0	0	0	0
4:15 PM	322	52	0	0	0	0	0	0	11	0	0	0	0	0
4:30 PM	307	42	3	0	0	0	0	0	9	1	0	0	0	0
4:45 PM	292	39	0	0	0	0	0	0	6	0	0	0	0	0
5:00 PM	305	44	2	0	0	0	0	0	7	0	0	0	0	0
5:15 PM	323	36	1	0	0	0	0	0	11	0	0	0	0	0
5:30 PM	288	26	1	0	0	0	0	0	7	1	0	0	0	0
5:45 PM	282	42	0	0	0	0	0	0	7	0	0	0	0	0
6:00 PM	262	32	0	0	0	0	0	0	3	0	0	0	0	0
6:15 PM	252	21	0	0	0	0	0	0	9	0	0	0	0	0
6:30 PM	257	4	0	0	0	0	0	0	5	1	0	0	0	0
6:45 PM	221	3	0	0	0	0	0	0	6	0	0	0	0	0

588

Traffic Data Service

San Jose, CA
408-622-4787
tddb@cs.com

LOCATION SR156 between US101 and Rocks Rd
DATE 3/14/2026

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	114	37	1	0	0	0	0	0	11	0	0	0	0	0
7:15 AM	108	25	2	0	0	0	0	0	6	0	0	0	0	0
7:30 AM	131	32	3	0	0	0	0	0	12	2	0	0	0	0
7:45 AM	100	55	4	1	0	0	0	0	7	2	0	0	0	0
8:00 AM	124	31	4	0	0	0	0	0	9	0	0	0	0	0
8:15 AM	120	59	2	2	0	0	0	0	9	1	0	0	0	0
8:30 AM	131	74	6	0	0	0	0	0	8	0	0	0	0	0
8:45 AM	158	46	3	1	0	0	0	0	7	0	0	0	0	0
9:00 AM	138	76	1	1	0	0	0	0	9	0	0	0	0	0
9:15 AM	211	56	2	0	0	0	0	0	11	0	0	0	0	0
9:30 AM	171	81	4	1	0	0	0	0	3	0	0	0	0	0
9:45 AM	170	61	2	1	0	0	0	0	10	1	0	0	0	0
10:00 AM	208	53	5	2	0	0	0	0	4	0	0	0	0	0
10:15 AM	206	105	2	0	0	0	0	0	7	0	0	0	0	0
10:30 AM	264	67	1	0	0	0	0	0	7	1	0	0	0	0
10:45 AM	190	69	2	1	0	0	0	0	4	0	0	0	0	0

1045

Westbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	153	61	3	2	0	0	0	0	9	0	0	0	0	0
3:15 PM	204	66	6	1	0	0	0	0	9	0	0	0	0	0
3:30 PM	122	61	4	2	0	0	0	0	9	0	0	0	0	0
3:45 PM	174	43	4	0	0	0	0	0	5	0	0	0	0	0
4:00 PM	212	48	2	3	0	0	0	0	10	0	0	0	0	0
4:15 PM	196	47	4	1	0	0	0	0	5	1	0	0	0	0
4:30 PM	160	60	5	1	0	0	0	0	7	0	0	0	0	0
4:45 PM	186	43	3	0	0	0	0	0	7	0	0	0	0	0
5:00 PM	165	62	6	1	0	0	0	0	8	0	0	0	0	0
5:15 PM	134	74	7	2	0	0	0	0	4	0	0	0	0	0
5:30 PM	147	60	6	3	0	0	0	0	3	3	0	0	0	0
5:45 PM	143	50	7	2	0	0	0	0	5	0	0	0	0	0
6:00 PM	149	52	4	0	0	0	0	0	5	0	0	0	0	0
6:15 PM	116	52	2	1	0	0	0	0	8	1	0	0	0	0
6:30 PM	127	34	3	0	0	0	0	0	5	2	0	0	0	0
6:45 PM	111	31	1	2	0	0	0	0	3	0	0	0	0	0

1041

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
7:00 AM	64	19	0	0	0	0	0	0	5	0	0	0	0	0
7:15 AM	85	43	3	1	0	0	0	0	6	0	0	0	0	0
7:30 AM	72	32	3	0	0	0	0	0	5	1	0	0	0	0
7:45 AM	102	57	3	1	0	0	0	0	7	0	0	0	0	0
8:00 AM	89	39	3	3	0	0	0	0	8	0	0	0	0	0
8:15 AM	86	44	1	0	0	0	0	0	5	0	0	0	0	0
8:30 AM	91	38	2	0	0	0	0	0	15	2	0	0	0	0
8:45 AM	97	42	2	0	0	0	0	0	13	0	0	0	0	0
9:00 AM	94	44	0	2	0	0	0	0	6	0	0	0	0	0
9:15 AM	103	60	2	0	0	0	0	0	13	0	0	0	0	0
9:30 AM	127	57	5	0	0	0	0	0	11	0	0	0	0	0
9:45 AM	118	58	1	2	0	0	0	0	10	0	0	0	0	0
10:00 AM	97	49	2	0	0	0	0	0	19	0	0	0	0	0
10:15 AM	132	43	0	1	0	0	0	0	28	0	0	0	0	0
10:30 AM	151	41	2	0	0	0	0	0	10	2	0	0	0	0
10:45 AM	124	42	1	1	0	0	0	0	8	0	0	0	0	0

801

Eastbound

	PERSONS PER VEHICLE				TNC				HEAVY	BUSES	BIKES	PEDS	SCOOTERS	OTHER MICRO-MOBILITY
	1	2	3	4+	1	2	3	4+						
3:00 PM	160	77	6	4	0	0	0	0	1	0	0	0	0	0
3:15 PM	161	103	6	2	0	0	0	0	10	0	0	0	0	0
3:30 PM	143	84	2	0	0	0	0	0	8	0	0	0	0	0
3:45 PM	137	77	5	1	0	0	0	0	8	1	0	0	0	0
4:00 PM	140	63	3	1	0	0	0	0	5	1	0	0	0	0
4:15 PM	129	65	3	2	0	0	0	0	6	0	0	0	0	0
4:30 PM	152	74	3	1	0	0	0	0	9	1	0	0	0	0
4:45 PM	140	65	5	0	0	0	0	0	5	0	0	0	0	0
5:00 PM	153	64	2	2	1	0	0	0	9	1	0	0	0	0
5:15 PM	173	61	3	0	0	0	0	0	7	0	0	0	0	0
5:30 PM	201	48	3	1	0	0	0	0	8	0	0	0	0	0
5:45 PM	222	66	7	0	0	0	0	0	8	1	0	0	0	0
6:00 PM	208	76	5	1	0	0	0	0	3	1	0	0	0	0
6:15 PM	211	57	4	1	1	0	0	0	4	0	0	0	0	0
6:30 PM	155	44	4	3	0	0	0	0	3	0	0	0	0	0
6:45 PM	162	52	0	0	0	0	0	0	6	0	0	0	0	0

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