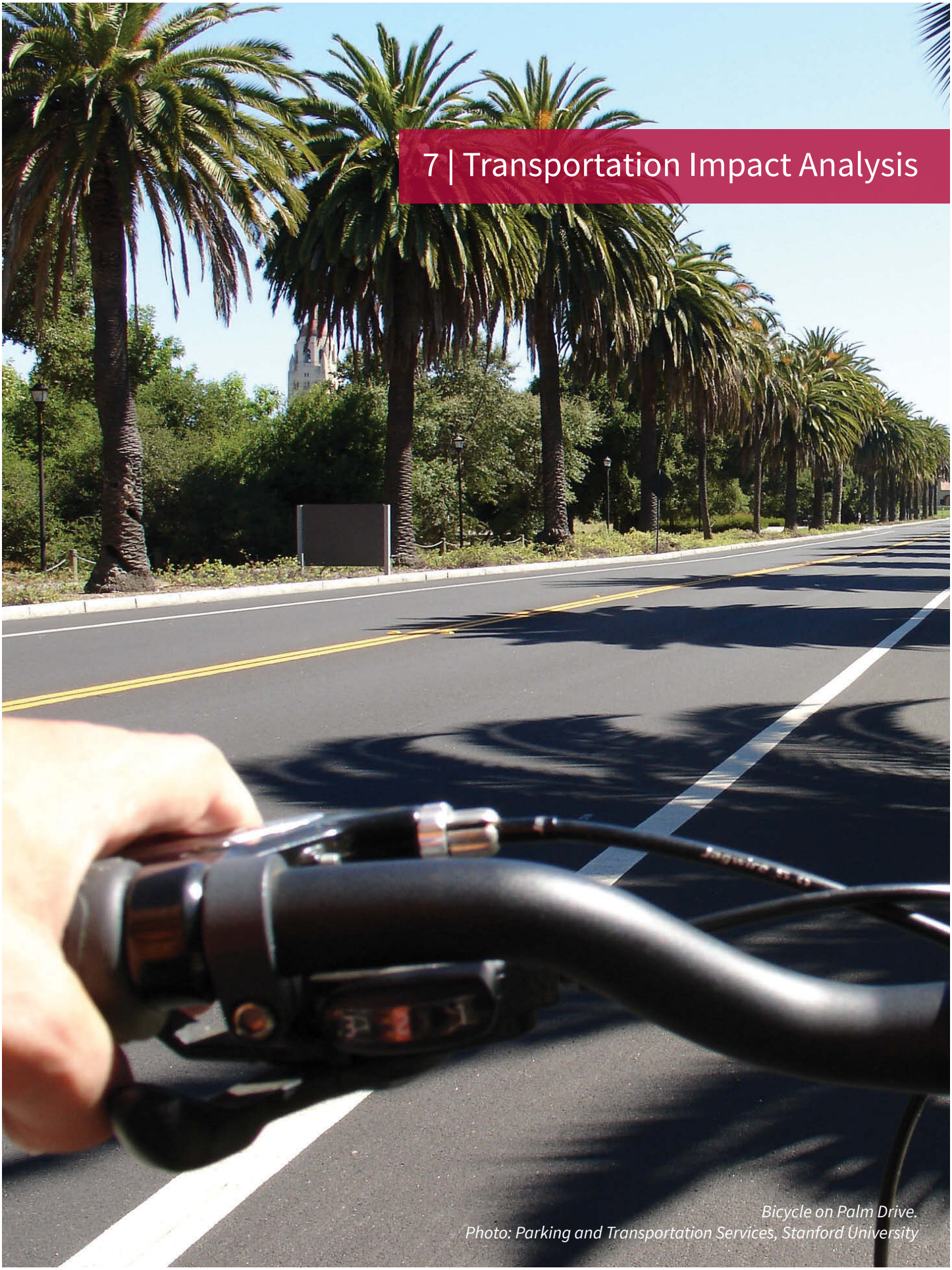
7 | Transportation Impact Analysis



Bicycle on Palm Drive.
Photo: Parking and Transportation Services, Stanford University

Stanford 2018 General Use Permit

Transportation Impact Analysis

Part 1

Trip Generation and Trip Distribution

Prepared for:
Stanford University

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Table of Contents

1: INTRODUCTION 1

University Setting 1

No Net New Commute Trips Monitoring 4

2: TRANSPORTATION DEMAND MANAGEMENT PROGRAM 6

TDM Program Description 6

Annual Transportation Survey 9

Potential Expansions of TDM Program under Proposed 2018 GUP 9

3: PEAK HOUR TRIP GENERATION 12

Data Sources 12

Existing 2015 Trip Generation 13

2015 Trip Generation Rates 13

Trip Generation Growth: 2015 to Fall 2018 (Commencement of Proposed 2018 GUP) 15

Projected Trip Generation -- 2018 GUP 16

4: STANFORD TRIP DISTRIBUTIONS 19

Stanford Off-Campus Commuter Distribution 19

Stanford Resident Distribution 23

Appendices

Appendix A: Stanford TDM Program Description

Appendix B: Trip Generation Counts

List of Figures

Figure 1: Study Area 2
Figure 2: Historical Drive-Alone Mode Share 8
Figure 3: Existing and Projected Trip Peak Hour Trips 18
Figure 4: Change in Proportion of Resident and Non-Resident Peak Hour Trips 18
Figure 5: Stanford University Employee Mode Share 20
Figure 6: 2015 to 2018 Distribution of Stanford Commuters 22
Figure 7: Stanford Resident Distribution 26

List of Tables

Table 1: Stanford Transportation Demand Management Strategies 7
Table 2: Campus Trip Generation Rates: 2015 14
Table 3: December 2015 – Fall 2018 Development Summary 15
Table 4: December 2015 – Fall 2018 Trip Generation Estimate 16
Table 5: 2018 GUP Development Proposal 16
Table 6: 2018 GUP Trip Generation Estimate 17
Table 7: Percent of Stanford Affiliates (Driving) by Geographic Area 21
Table 8: Stanford Residence Off-Campus Destinations Geographic Area 25

1: INTRODUCTION

In December 2000, the Santa Clara County Board of Supervisors approved the Stanford University General Use Permit (GUP) that defined the conditions of Stanford's planned growth and development. The GUP established the amount of net new development that could be constructed for academic and academic support uses and the number of residential units that could be added (dwelling units and/or beds) within the campus. Stanford is about to reach the 2000 GUP development limits in terms of both the academic and academic support space and residential units. Therefore, Stanford is applying for a new general use permit (the proposed 2018 General Use Permit or 2018 GUP) to establish the conditions for the next increment of campus growth.

One of the key considerations in the evaluation of the 2018 GUP will be the impact of new development on the supporting transportation systems. Stanford achieved a "No Net New Commute Trips" goal under the 2000 GUP. The 2000 GUP's conditions of approval allow Stanford to either achieve the No Net New Commute Trips goal, or provide proportional funding of mitigation measures for impacted intersections identified in the Stanford Community Plan/ 2000 GUP Environmental Impact Report (2000 GUP EIR). Stanford chose to limit vehicle trips by implementing an Alternative Transportation/ Transportation Demand Management (TDM) program to shift commuters from drive-alone trips to other modes.

As demonstrated through an extensive annual monitoring and reporting program conducted by an independent consultant acting at the direction of the County, Stanford has succeeded in achieving the No Net New Commute Trips goal. The purpose of this report is provide background information on the existing transportation programs operated by Stanford, including the TDM program used to reduce vehicle trips to campus, document the existing travel characteristics of the campus users, and to present trip generation and trip distribution anticipated to result from the proposed 2018 GUP under the conservative assumption that Stanford's existing TDM program is not expanded to further reduce commute trips. This report also presents potential expansions of the existing TDM program that could enable Stanford to continue to meet the No Net New Commute Trips goal.

UNIVERSITY SETTING

The Stanford campus is a diverse mixture of land uses that includes classrooms, academic offices, lab space, athletic venues, museums, performance and arts venues, lands for outdoor learning, student housing, and faculty/staff housing. The athletics facilities are extensive including a football stadium, gymnasiums, an aquatic center, basketball arena, and several outdoor fields to accommodate field hockey, lacrosse, soccer, and other field sports. There are cultural facilities on campus including Bing Concert Hall, Cantor Arts Center, the Anderson Arts Collection, Memorial Auditorium, and other smaller spaces supporting lectures, concerts, and other cultural events. The Arboretum is a large undeveloped space located along Palm Drive between Campus Drive and El Camino Real. **Figure 1** shows the location of the Stanford Campus.

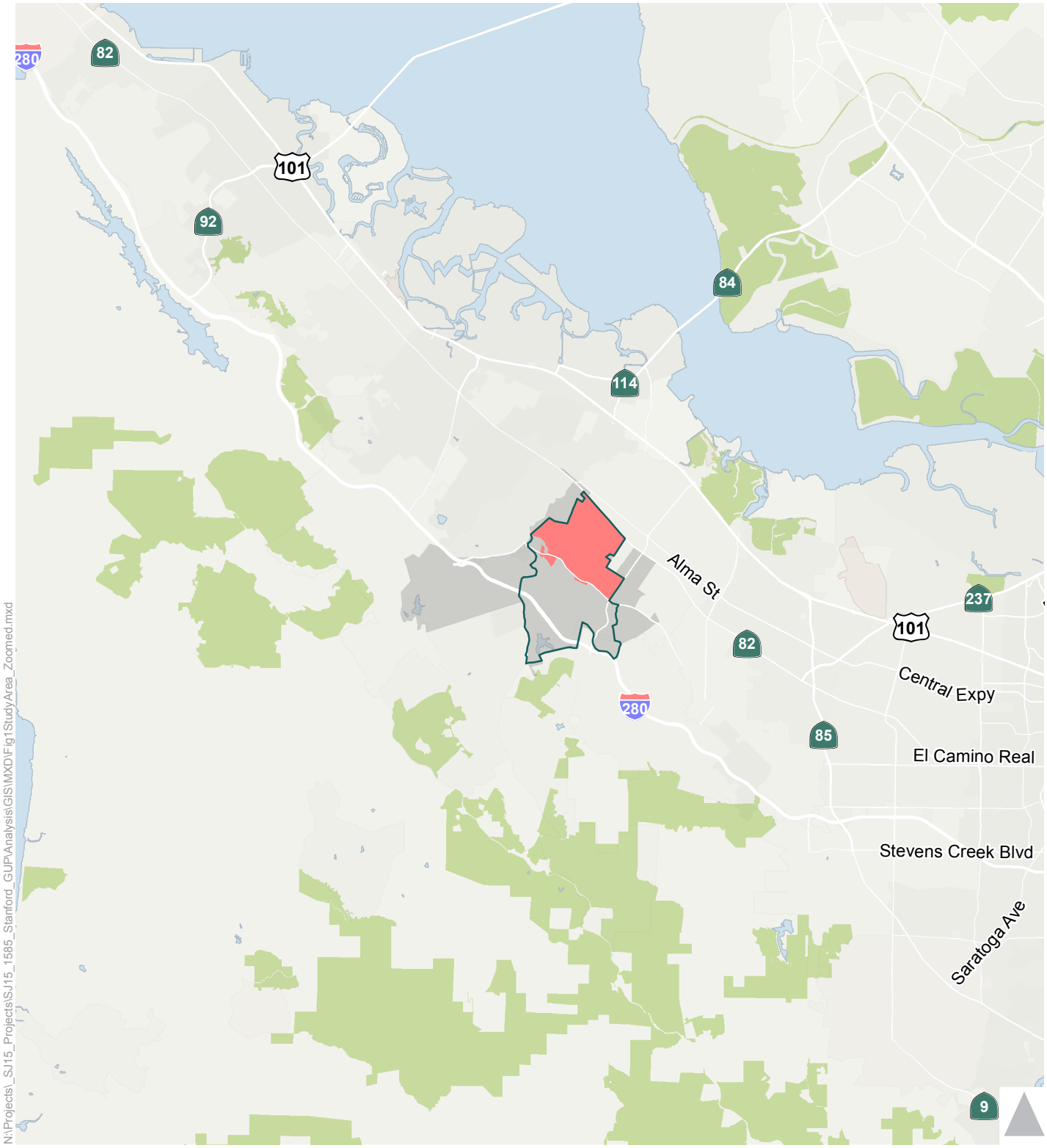


Figure 1

Study Area

The Stanford Medical Center including Lucile Packard Children's Hospital and Stanford Health Care are located northwest of the campus, as is Stanford Shopping Center, a regional shopping center. These facilities are located within the City of Palo Alto and, therefore, do not fall within the jurisdiction of Santa Clara County.

Stanford's internal circulation system consists of sixteen gateway roadways that provide access to the campus. The majority of these roadways connect to the Campus Drive loop, which is the primary internal circulation roadway within the campus. Most of the academic and arts buildings, administrative offices, undergraduate housing, and student life facilities are located inside the loop. The core campus inside the loop is primarily accessed by walking or biking, and vehicle access is limited. Uses on the edge of or outside the loop include parking areas, graduate student housing, faculty and staff housing, athletics, and service buildings.

Parking is distributed throughout the Stanford campus, with the exception of the pedestrian/bicycle campus core that includes the Main Quad, the Engineering Quad, and White Plaza. Stanford charges for all forms of parking – visitor, student, faculty, and staff. The campus has seven existing parking structures, plus one under construction, and several dozen surface lots. The parking structures are located on or near Campus Drive. Metered visitor parking is provided in most of the larger parking lots and in the parking structures. All but two parking structures (Via Ortega and the Roble Field structure which is under construction) are located directly off Campus Drive or outside the Campus Drive loop.

Regional freeway access to the campus is provided by US Highway 101 (US 101) and Interstate 280 (I-280). El Camino Real and Foothill Expressway also provide regional access. The local routes from US 101 to campus include Embarcadero Road, Oregon Expressway and University Avenue. These routes lie within the cities of East Palo Alto and Palo Alto. The local routes from I-280 include Page Mill Road, Alpine Road, and Sand Hill Road, which lie within Santa Clara County, San Mateo County and the City of Menlo Park.

Stanford has excellent access to transit services via the Downtown Palo Alto Transit Station located on the edge of the campus. The Palo Alto Transit Station receives frequent Caltrain service during the peak periods. Caltrain is operated by the Joint Powers Board that includes representation from Santa Clara, San Mateo, and San Francisco counties. The University provides the "last mile" connection between the Palo Alto Transit Center and campus with its free Marguerite shuttle service. Many people also choose to bike or walk between the Transit Center and campus.

The campus is located on the service boundary of two county transit agencies – Santa Clara Valley Transportation Authority (VTA) serving Santa Clara County and SamTrans serving San Mateo County. These two agencies provide bus service within the two counties. VTA also provides light-rail service within Santa Clara County, but the service does not extend into Palo Alto or the Stanford campus. Both of the agencies provide bus service on El Camino Real which runs along the edge of the campus. Due to the extensive Marguerite service that Stanford provides within the campus, neither county agency operates buses within

the campus. The campus is also served by Dumbarton Express that provides express bus service from locations in Alameda County in the East Bay, including the Ardenwood Park and Ride lot and Union City BART station. The Dumbarton Express is administered and governed by AC Transit in cooperation with VTA, SamTrans and Union City Transit. Stanford supplements the Dumbarton service with the U-Line Service for Stanford faculty, staff, students, hospital employees and SLAC employees. This service is similar to the Dumbarton service connecting between the East Bay and the campus, medical center and SLAC. While the services is operated by AC Transit, Stanford fully funds the service.

Stanford promotes the use of alternative commute modes – walking, biking and transit use - through their Transportation Demand Management (TDM) program. The extensive TDM program is designed to reduce the number of vehicles (personal vehicles) accessing the campus each day and to maximize mobility within the campus without the need to drive. A short description of the TDM programs follows, and a detailed description of the program is included in Appendix A.

NO NET NEW COMMUTE TRIPS MONITORING

The 2000 GUP's conditions of approval allow Stanford to either meet a No Net New Commute Trips goal, or provide proportional funding of mitigation measures for impacted intersections identified in the Stanford Community Plan / 2000 GUP Environmental Impact Report (2000 GUP EIR). Stanford chose to limit vehicle trips by implementing an Alternative Transportation/ TDM program to shift commuters from driving alone to other travel modes. As a part of the 2000 GUP conditions, the County required Stanford to fund an annual monitoring program implemented by an independent consultant directed by the County.

The monitoring program established baseline traffic conditions from peak hour vehicle counts conducted in the spring and fall of 2001. The baseline is the measurement of the volume of inbound trips during the peak hour of the AM commute period (7:00 AM – 9:00 AM) and the volume of outbound trips during the peak hour of the PM commute period (4:00 PM – 6:00 PM). A confidence interval was added to account for day-to-day variation in traffic patterns.

To monitor Stanford's success in achieving the No Net New Commute Trips goal, vehicle trips are counted in each year for 2 weeks in the fall and 6 weeks in the spring at the 16 campus entry and exit points which form a cordon around the Stanford campus. License plates are recorded to identify cut-through vehicles. Vehicles that exit campus within 15 minutes of entering are considered to be making "cut-through" trips and are excluded from the baseline comparison. The monitoring counts are also adjusted to remove hospital employee vehicle trips ending at parking lots within the cordon where hospital employees are allowed to park. An adjustment also is made to add University employee/student vehicle trips that end in parking lots outside the cordon.

Pursuant to 2000 GUP Condition G.8, Stanford can also receive trip reduction credits for participation by Stanford in off-campus trip reduction efforts. The trip credit is commensurate with the predicted or actual

number of trips reduced, and the proportion of the cost of the program that Stanford is contributing. Trip reduction must occur in the area between US 101, Valparaiso Avenue/ Sand Hill Road, Interstate 280, and Arastradero Road/ Charleston Road. The County Planning Office determines the appropriate trip credit and monitoring methodology for each program in which Stanford proposes to participate.

Each year the total inbound AM peak hour trips and outbound PM peak hour trips, as modified by the trip reduction credits, are compared to the 2001 baseline to establish compliance. The monitoring is conducted by an independent consultant, AECOM, and an annual report documenting the results is prepared and made publicly available on the County of Santa Clara's website.

2: TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Stanford University's acclaimed Alternative Transportation/ TDM program has been successful in achieving the No Net New Commute Trips goal. Since the performance of the TDM program is monitored by the annual cordon counts, no single aspect of the TDM program is specified in the 2000 GUP. Stanford can add or remove TDM activities based on their success and cost effectiveness in reducing trips. This flexibility in the program operation has been a key to making the program successful and cost effective.

TDM PROGRAM DESCRIPTION

Stanford's TDM program offered by Parking & Transportation Services (P&TS) include over 20 activities designed to meet the transportation needs of employees and students. The TDM program is available to the majority of its employees (generally those working more than 20 hours per week), as well as programs designed for residents living on the campus. A detailed description of Stanford's TDM program is included in Appendix A. Key strategies in Stanford's TDM program includes:

- Direct incentives to commuters who choose alternative modes
- Paid parking at all campus lots
- Fare-free shuttles (first/last-mile to Caltrain and campus circulator shuttles)
- Subsidized carpools and vanpools with expanded rideshare matching
- Subsidized transit passes (Go Pass and Eco Pass)
- Extensive promotional campaigns offering cash rewards and prizes
- A commute buddy program and individualized commute planning services
- Free car share memberships
- Bicycle infrastructure and end-of-trip facilities

Stanford Parking & Transportation Services (P&TS) administers the TDM program including the Commute Club that provides information, management, and incentives for commuters (employees and students) living off campus who commit to not driving alone. **Table 1** presents a summary of TDM programs currently in place at Stanford University. Stanford currently provides free Caltrain Go Passes and VTA Eco Passes to their employees that live outside the Stanford zip codes. Anyone driving a vehicle to the campus must pay for parking.

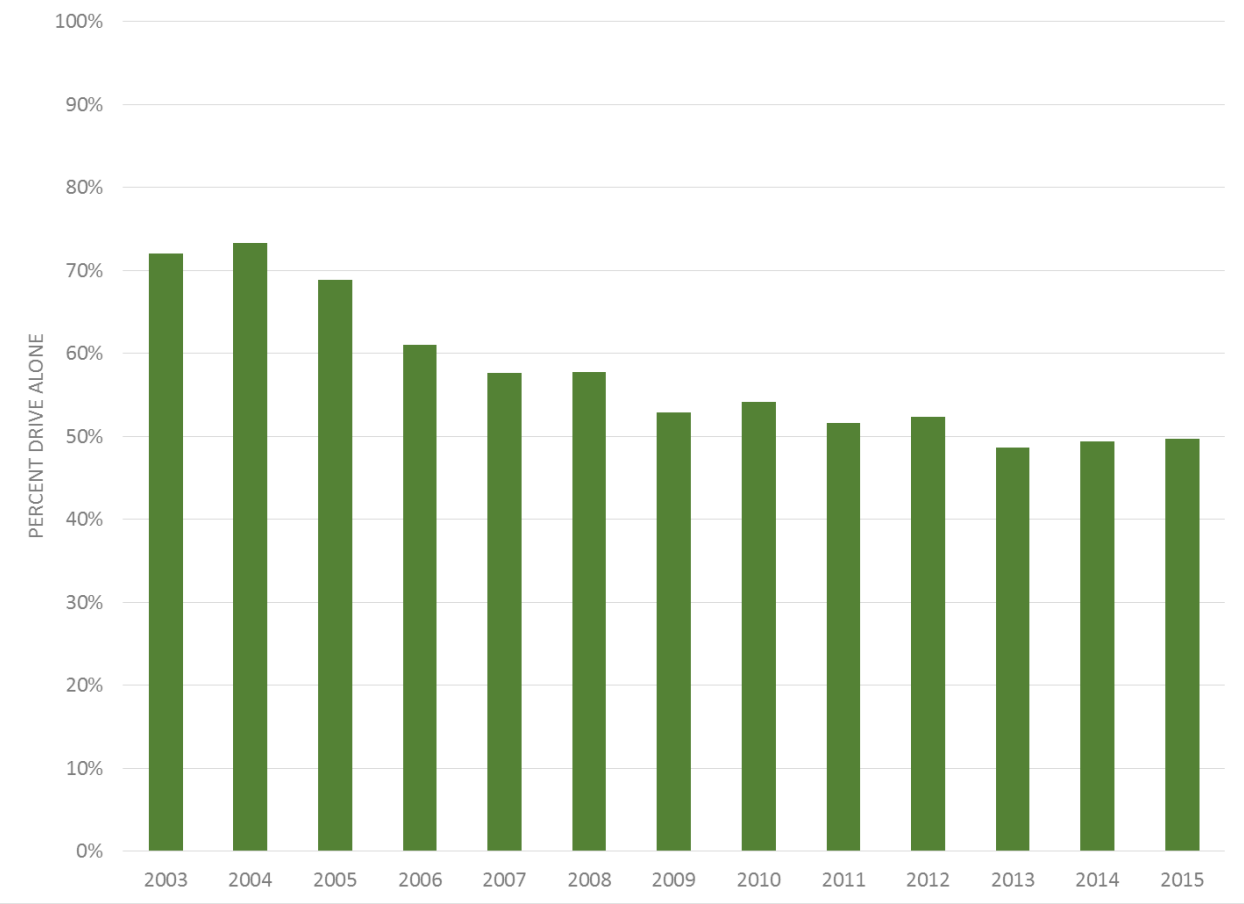
The existing TDM program has successfully maintained the AM and PM peak-hour traffic volumes below 2001 baseline volumes. The TDM program's success is reflected in the declining single occupancy vehicle mode share as shown in **Figure 2**. In 2002, the drive alone rate for Stanford employees was 72%; as the TDM program expanded, the drive-alone rate has decreased to around 50%.

TABLE 1: STANFORD TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Strategy Type	TDM Strategy
Active Transportation	Bicycle program which includes peer-to-peer support, safety education, financial incentives, a bicycle website and "bike speak": a community based information exchange website.
	Bicycle parking – abundant parking near high activity centers
	Bicycle shop on campus in addition to repair stands
	Bicycle lockers and showers
	Bicycle rentals and lease programs
	Bicycle and pedestrian connectivity and access improvements
Campus Design	On-site amenities: food services, banking, etc. that eliminate midday trips
	Buildings, landscaping and pathways designed to create an attractive walkable environment to facilitate pedestrian and bicycle activity
Financial Incentives	Pre-tax transit passes / commuter checks for transit passes, Clipper Cash, Commuter Checks and Caltrain parking permits
	Commute Club giveaways as well as a permit returns reward for people handing over their long term parking permit
	Car share rental credits for non-driving commuters
	Carpool credits towards the cost of a carpool parking permit.
Marketing & Support	Extensive webpage with resources for all modes of transportation in addition to program specific information and educational resources, such as a carbon calculator
	Guaranteed ride home program for commuters that take transit, carpool, bike or walk
	Personalized commute planning service
	eUpdates for Commute Club members
	Daily and hourly car rental available on campus
	New employee orientation to transportation resources
	Promotional events - Capri program/gamification, prizes, gifts and contests
	Commute buddy which matches experienced transit and bike commuters with new alternative transportation commuters
Other	Flexible work schedules including staggered work hours, compressed work week and flextime
	Parking & Transportation Services
	Commuter surveys
Parking Management	Tiered parking pricing and monitoring technology
	Freshman parking policy prohibiting freshmen from having personal vehicles on campus
	Parking location and configuration
Rideshare	Carpool and rideshare matching service for commuters
	Prioritized parking for ridesharing vehicles

TABLE 1: STANFORD TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Strategy Type	TDM Strategy
	Vanpool subsidies and support
Transit	Extensive local Marguerite shuttle system
	East Bay Express Bus Service (partially funded by Stanford, managed by a consortium of transit agencies, operated by contractor MV Transportation)
	Free transit passes (VTA Eco Pass and Caltrain Go Passes) for all employees that live outside Stanford zip codes
	Charter bus services for conferences, teams, events or student activities



Source: Fehr & Peers, July 2015.

Figure 2: Historical Drive-Alone Mode Share

Source: Stanford Parking & Transportation Services, 2015

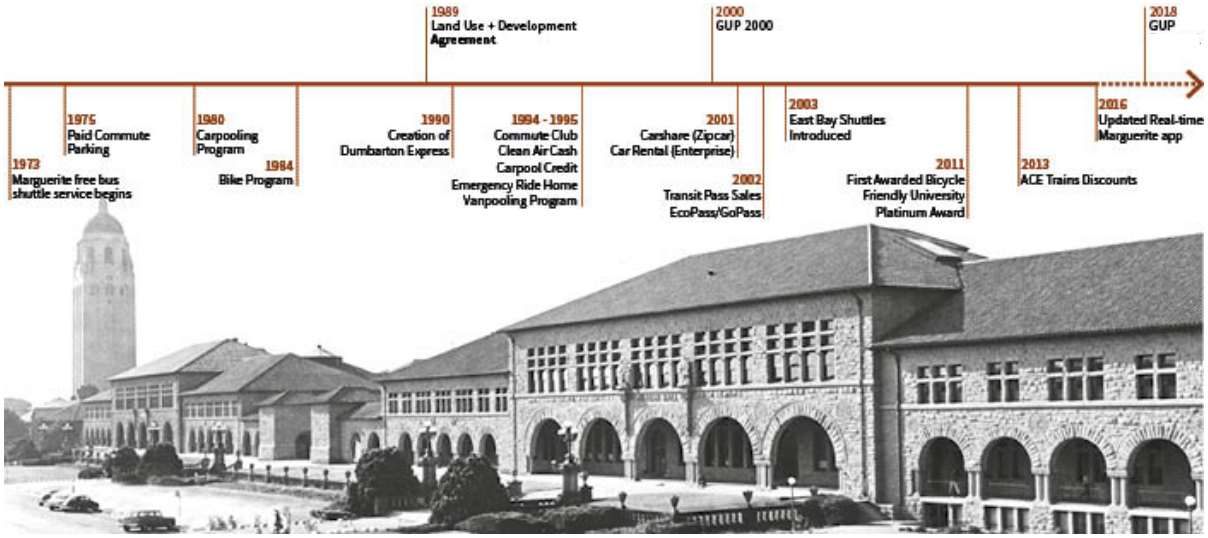
ANNUAL TRANSPORTATION SURVEY

P&TS conducts an annual transportation survey to evaluate the performance of the TDM programs and preferences of their users. The annual survey includes all undergraduate and graduate students, postdoctoral students, university faculty and staff, emeriti, and other affiliates of the University. The survey also includes employees of the medical center, since P&TS provides TDM services to Stanford Health Care and Packard Children's Hospital. The most recent survey was sent to over 50,000 individuals and had 20,725 responses (~41%).

The survey collects a broad range of travel characteristics and preferences, including primary mode of travel, time of travel and days per week. These travel characteristics can then be summarized in terms of the type of user and general geographic location. Having this data allows P&TS to tailor their programs to the needs of the user and provide the appropriate services. Fehr & Peers accessed the spring 2015 survey data when preparing our trip generation and trip distribution analyses. The transportation survey data combined with the 2015 Annual Monitoring cordon data provided an excellent basis for understanding campus travel patterns.

POTENTIAL EXPANSIONS OF TDM PROGRAM UNDER PROPOSED 2018 GUP

Innovation and adaptation has allowed Stanford to meet the ambitious No Net New Commute Trips goal set out in the 2000 GUP. As the timeline below shows, Stanford has been committed to promoting alternative commute modes for over four decades. Beginning with the Marguerite free shuttle service in 1973, Stanford has implemented policies and invested in programs to reduce vehicle travel to and on the campus. One of the most recent additions to the TDM program is the launch of a real-time Marguerite app so that transit users can fine tune their travel experience though knowledge sharing.



Stanford recognizes that to continue to achieve a No Net New Commute Trips goal under the proposed 2018 General Use Permit, it will need to expand and develop TDM program improvements that will form the next generation of commute options.

The following menu of TDM strategies provides an example of how Stanford may leverage its existing programs and add new measures, with the ultimate goal of not increasing drive-alone peak period trips to or from the campus:

- **Commuter Buses** – Stanford currently offers two transit passes to all eligible employees. The Caltrain Go Pass and the Santa Clara Valley Transportation Agency's (VTA) Eco Pass allow Stanford employees to use Caltrain, VTA bus and light rail service, and the AC Transit Dumbarton Express service for free. Stanford is exploring the possible expansion of commuter bus service through its continued partnership with transit agencies and identifying employee transit markets that would benefit from commuter bus services.
- **Local Bus Service & First/Last Mile Connections** – Stanford began operating the Marguerite shuttle service to provide internal circulation on campus, connections into adjacent communities, and last-mile service to the Caltrain commuter rail service in downtown Palo Alto. All of the Marguerite shuttle service is free and open to the public. The local Marguerite service extends into downtown Palo Alto and to the San Antonio Shopping Center located in Mountain View. As the Caltrain commuter rail service has expanded, Stanford has increased its Marguerite shuttle service operating last mile bus service to three local Caltrain stations (i.e., Menlo Park, Palo Alto and California Avenue stations). Stanford is reviewing the possible expansion of local Marguerite shuttle service to continue to meet first/last mile transit needs and identify employee transit markets that would benefit from local bus services.
- **Bicycle Commuters** – Recognized as a Platinum Bicycle Friendly University, Stanford is a leader in accommodating and encouraging bicycles on its campus. Stanford has also taken steps to improve conditions for local bicycle travel, with infrastructure projects such as the Perimeter Trail and roundabouts at key intersections on campus. Approximately 20 percent of commuters bike to campus.[1] Stanford is committed to increasing the bicycle mode split through its involvement in the City Manager's Mobility Partnership organized in May 2016.[2] To capture new bike commuters, Stanford is working with local jurisdictions to identify key bicycle improvements that would directly reduce the road stress for cyclists on access routes to campus.
- **Parking Fees and Policies** – Stanford began charging for parking on campus in 1972. The parking fees apply to employees, visitors and residents. Stanford continues to refine the parking permit program as a disincentive to single-occupancy drivers. Discouraging bulk parking permit

[1] Approximately 12 percent of the employee population bike to campus.

[2] The City Managers' Mobility Partnership includes Palo Alto, Menlo Park, Mountain View, Redwood City and Stanford.

purchasing, limiting geography for permit purchasing, and other types of programs will be continuously reviewed for their merit in helping to achieve the No Net New Commute Trips goal.

- **Student Vehicle Prohibitions** – As part of the 2000 GUP, Stanford implemented a policy that barred freshman from bringing their cars to campus. Expanding this type of program will also be considered to help achieve transportation goals.

3: PEAK HOUR TRIP GENERATION

Due to the mix of land uses and the unique travel characteristics of a university setting, the trip generation rates used in the 2000 GUP EIR traffic analysis were developed from several sources including campus-wide traffic counts, campus residence traffic counts, and resident trip diary surveys conducted in 1998 – 1999. The rates used in the 2000 GUP EIR were based on continuation of the then-existing TDM programs, without assuming any expansion of those programs. For the 2018 GUP analysis, there is a need to update the Stanford campus trip generation rates to capture the current effects of the TDM program, and to account for travel characteristics that have changed since the 2000 GUP EIR. As was done in the 2000 EIR, the analysis conservatively does not assume expansion of the current TDM program, even though Stanford does intend to expand the program in order to continue to achieve the No Net New Commute Trips goal. To establish new trip generation rates for the campus land uses, a data collection and analysis effort similar to the effort used to prepare the 2000 GUP EIR was conducted again. Due to the ongoing monitoring by the County and annual employee surveys collected by Stanford, there is a substantial amount of available data on campus travel patterns. The available data was further supplemented by new data collection for campus uses, as detailed below.

DATA SOURCES

The following inputs were used to estimate current trip generation rates and to project future traffic growth under the 2018 GUP:

- 2015 peak hour campus cordon counts conducted for the 2000 GUP annual monitoring program;
- Vehicle trip counts, conducted in 2015 and 2016, of representative graduate student housing sites (Escondido Village) and faculty housing sites (Peter Coutts Circle and Mears Court);
- 2015 resident populations;
- 2015 academic and academic support square footage for the entire campus;
- Projections for changes in housing and academic and academic support square footage for the period from December 2015 through the fall 2018 under the 2000 GUP, and from fall 2018 through fall 2035 under the proposed 2018 GUP.

Fehr & Peers was provided the AECOM source files for the 2015 campus cordon count monitoring data. The cordon data is collected over a total of 8 weeks each academic year, 6 weeks in the spring and 2 weeks in the fall. The data collected includes 24-hour directional traffic counts at all 16 campus gateways. The data is collected and summarized in 15-minute intervals. In addition to the cordon count data, Fehr & Peers reviewed the annual reports available from the County to understand the amount of pass-through and medical center trips. The peak hour, peak period, and daily counts were used in the analysis of travel behavior.

To supplement the cordon counts, Fehr & Peers conducted new counts for two housing types: faculty/staff housing and graduate student housing. For the faculty/staff housing, peak hour, peak period, and daily counts were conducted at two housing developments that could be easily isolated for counting. These locations included Mears Court (single-family detached units) and Peter Coutts Circle (medium density attached housing). To capture graduate student travel patterns, data was collected for Escondido Village which houses graduate students that are single, married, or have families; therefore, the counts capture spouse and other family member trips. The Escondido Village counts were collected at the same time as the spring 2015 annual monitoring. Undergraduate student housing sites are not easily isolated for traffic count purposes; therefore, the undergraduate resident trip rates were estimated from the graduate student resident rates based on proportional parking permit ownership data.

EXISTING 2015 TRIP GENERATION

Based on the data in the 2015 Annual Monitoring Report, the AM and PM peak hour traffic entering and exiting the campus in 2015 was:

- AM Peak Hour: 3,142 inbound trips, 1,790 outbound trips
- PM Peak Hour: 2,510 inbound trips, 3,257 outbound trips

The peak direction volumes (AM inbound and PM outbound) were taken directly from the report summary, and reflect the adjustments made to account for Stanford University Medical Center trips, campus trips outside the cordon, and cut-through trips. Since these adjustments weren't made for the off-peak direction data, Fehr & Peers reviewed a sample of the directional data for each peak hour, and factored the adjusted peak direction volume to estimate the non-peak direction volume.

The traffic counts used to determine 2015 trips were collected during the fall and spring periods when Stanford was in session. Commuter trips to and from the campus would be lower during summer and holiday periods when fewer off-campus Stanford students would be traveling to and from the campus. Therefore, the trip generation and counts presented in this report are useful for evaluating peak trips for purposes of evaluating roadway and intersection congestion; the accompanying SB 743 VMT Analysis presents annualized data that is used in calculating annual emissions of greenhouse gases.

2015 TRIP GENERATION RATES

Fehr & Peers evaluated multiple methods of estimating existing peak hour trip generation rates for the campus. The selected method uses total academic and academic support square footage as the overall trip generation variable, with an additional step that separates resident trip generation out so that resident and non-resident trip generation can be distributed to the roadway network using unique trip distribution patterns for the two types of trips (commuter/other, and resident). Resident trip generation is more easily captured than non-resident (e.g., commuter/vendor/visitor) trip generation, because Stanford has reliable

data on the resident populations in various housing areas; and it is possible to isolate and count the traffic generated by those areas. It is important to note that non-resident trip generation includes trips made by commuting students, faculty and staff as well as trips made by visitors to the campus including outside vendors, conference attendees, people traveling to and from campus for meetings, tour groups and individuals touring the campus, and visitors to galleries and performance and athletic venues.

Residential and non-residential trip generation are not independent factors at Stanford. As new on campus housing is constructed for students, faculty and staff, non-residential trips decrease because the students, faculty or staff living in that housing no longer drive to campus. While new on campus housing generates some new peak hour, peak direction trips, that residential trip generation is more than offset by the decrease in non-residential peak direction trips during the peak commute period. Therefore, the total trip generation rate based on academic and academic support space is a conservative rate, and would not be exceeded by constructing additional quantities of on campus housing.

Table 2 shows the observed total campus trip generation rates based on the 2015 measured traffic generation of the entire campus, in the first row. These results are based on 8 weeks of adjusted cordon counts intended to capture all trips into and out of the campus area. Resident-specific trip rates are then provided for faculty/staff residents, and for student residents, using the housing count data described above. The student resident rates represent both graduate and undergraduate residents, and include the trips made by spouses of resident graduate students that may not be affiliated with Stanford. The student rates were developed by weighting the graduate and undergraduate rates based on the total beds on campus in fall 2015.

TABLE 2: CAMPUS TRIP GENERATION RATES: 2015

Component (variable)	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
All Campus Trips (per ksf of academic and academic support space)	0.330	0.188	0.264	0.342
Student Residents (per bed)[1]	0.027	0.035	0.072	0.062
Faculty/Staff Residents (per residential unit)	0.15	0.28	0.26	0.19

Source: Fehr & Peers, September 2016

TRIP GENERATION GROWTH: 2015 TO FALL 2018 (COMMENCEMENT OF PROPOSED 2018 GUP)

The number of residential and non-residential trips for the time period between December 2015 and fall 2018[3] were estimated via the following process:

Step A: Total new trip generation = (Growth in academic and academic support square footage) x (2015 campus trip generation rate)

Step B: Faculty/staff resident trip generation = (New residential units) x (2015 faculty/staff residential trip generation rates)

Step C: Student resident trip generation = (New student beds) x (2015 student residential trip generation rates)

Step D: Non-resident trip generation = Total campus trip generation – resident trip generation

Table 3 presents the remaining development authorized under the 2000 GUP. For purposes of this analysis, all of the remaining authorization is assumed to be permitted between December 2015 and fall 2018. Further, this analysis assumes that the net new academic and academic support square footage generates trips at the existing trip generation rate. This is a conservative assumption because Stanford intends to continue to achieve the No Net New Commute Trips goal, as it has done in each of the 15 years since issuance of the 2000 GUP.

TABLE 3: DECEMBER 2015 – FALL 2018 DEVELOPMENT SUMMARY

Component	Beds / Units	Academic Space (ksf)
Academic and Academic Support Space		769.354
Student (Beds)	2,476	
Faculty / Staff (Dwelling Units)	0	

Source: Stanford, July 2016.

Table 4 presents the resulting trip generation for this period, using the trip generation rates in Table 2.

[3] This analysis captures the timeframe between the 2015 cordon counts and when the 2018 GUP would go into effect.

TABLE 4: DECEMBER 2015 – FALL 2018 TRIP GENERATION ESTIMATE

Generator	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Total Campus Trips (based on academic space growth)	254	145	399	203	263	466
Student Residents	67	87	154	178	154	332
Faculty / Staff Residents	0	0	0	0	0	0
Total Resident Trips	*67*	*87*	*154*	*178*	*154*	*332*
Non-Residential Generators (Commuters, visitors, others)	187	58	245	25	110	134

Source: Fehr & Peers, September 2016

PROJECTED TRIP GENERATION -- 2018 GUP

The number of residential and non-residential trips for the time period between fall 2018 and the completion of development under the 2018 GUP were estimated via the following process:

Step A: Total new trip generation = (Growth in academic and academic support square footage) x (2015 campus trip generation rate)

Step B: Faculty/staff resident trip generation = (New residential units) x (2015 residential trip generation rates)

Step C: Student resident trip generation = (New student beds) x (2015 residential trip generation rates)

Step D: Non-resident trip generation = Total campus trip generation – resident trip generation

The development proposal included in the 2018 GUP application is shown in **Table 5**. The resulting AM and PM peak hour trip generation using the 2015 trip rates is shown in **Table 6**.

TABLE 5: 2018 GUP DEVELOPMENT PROPOSAL

Component	Beds/Units	Academic Space (ksf)
Academic and Academic Support Space		2,275
Student (Beds)	2,600	
Faculty / Staff (Dwelling Units)	550	

Source: Stanford, July 2016.

TABLE 6: 2018 GUP TRIP GENERATION ESTIMATE

Generator	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Total Campus Trips (based on academic and academic support space growth)	**751**	**428**	**1,179**	**600**	**779**	**1,379**
Student Residents	70	91	161	187	161	348
Faculty/Staff Residents	83	154	237	143	105	248
Total Resident Trips	*153*	*245*	*398*	*330*	*266*	*596*
Non-Residential Generators (Commuters, visitors, others)	*598*	*183*	*781*	*270*	*513*	*783*

Source: Fehr & Peers, September 2016

Similar to the 2015-2018 time period, above, this analysis assumes that the net new academic and academic support square footage generates trips at the existing 2015 trip generation rates. Again, this is a conservative assumption because Stanford intends to continue to achieve the No Net New Commute Trips goal during the duration of the 2018 GUP. Doing so would prevent peak direction peak hour trips from increasing.

Without further trip reductions and trip credits, the 2018 GUP would be expected to generate a total of 751 additional inbound vehicle trips in the AM peak hour and 779 additional vehicle outbound trips in the PM peak hour. Table 6 includes detailed information about the directionality of trips and how many are attributable to residential units and how many are attributable to growth in academic and academic support space.

Figure 3 shows the 2015 trip generation during the AM and PM peak hours, and the estimated trip generation for the period between fall 2015 – fall 2018 and for the growth proposed for the 2018 GUP.

Figure 4 shows the relationship between resident and non-resident peak hour trip generation with the introduction of additional on-campus housing. There is an initial shift in the percent of residential trips with the introduction of additional on-campus student housing in 2018 and a further shift with the introduction of additional faculty / staff and student housing in 2035.

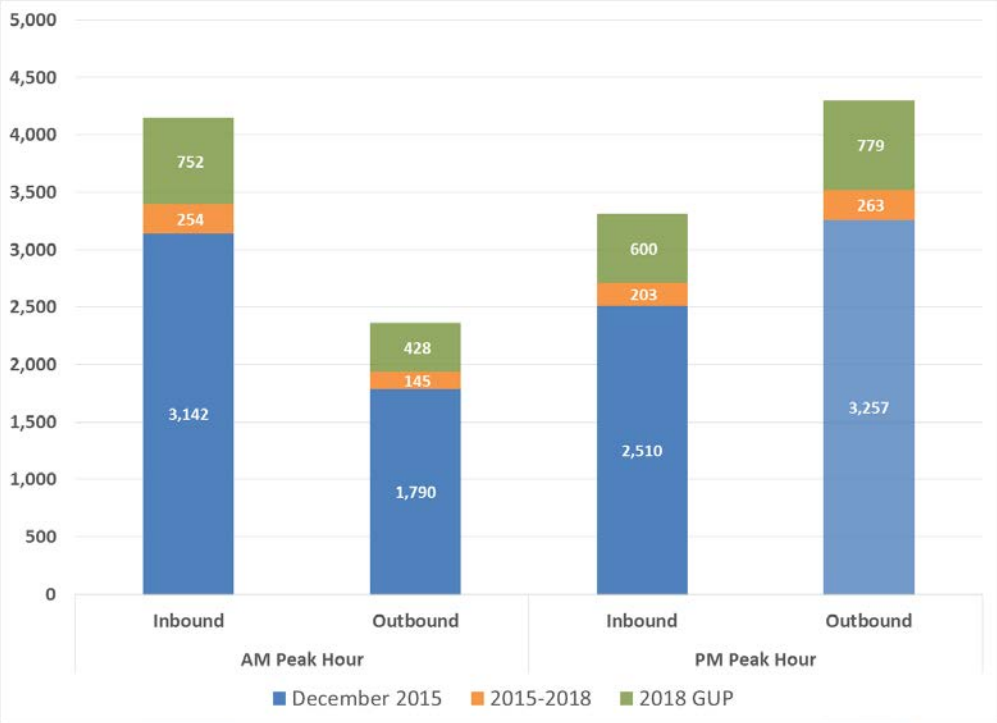


Figure 3: Existing and Projected Trip Peak Hour Trips

Source: Fehr & Peers, September 2016

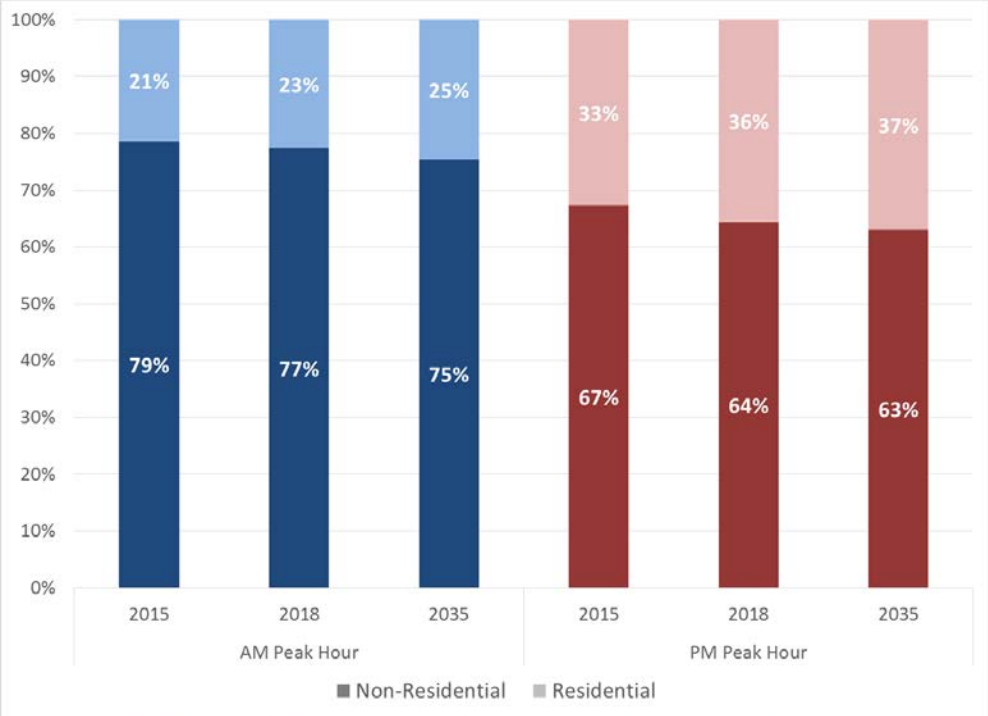


Figure 4: Change in Proportion of Resident and Non-Resident Peak Hour Trips

Source: Fehr & Peers, September 2016.

4: STANFORD TRIP DISTRIBUTIONS

STANFORD OFF-CAMPUS COMMUTER DISTRIBUTION

Stanford's annual commuter travel survey (2015) and information on commuter place of residence were used to develop a commuter vehicle trip distribution for the campus. Using the survey responses regarding primary mode of travel to the campus along with the place of residence, it was possible to establish the commuter mode choice for specific geographic areas. The commuter mode choice by geography was combined with the total number of commuters within a geographic area to estimate the number of drivers from each area. Adjustments were made to the survey response to remove bias due to participation of those in the Clean Air Cash program for each geographic area.

The steps used to develop the commuter trip distribution are described below:

- A GIS map layer was created using the survey responses for primary commute mode to campus.
- The commute mode map layer was overlaid over the place of residence for all Stanford employees.
- The 9 county Bay Area Region was broken down into 31 geographic subareas that had a large enough number of survey responses and a sufficient number of total employees to be statistically significant.
- Within each geographic area adjustments were made to the primary commute mode data to account for the different response rates of employees that participate in the Clean Air Cash program versus non-participants.
- The adjusted commuter mode split calculated for each geographic subarea was applied to the total number of employees within the subarea to create the final distribution for commute drivers.

Figure 5 shows the adjusted mode splits sorted by the SOV mode choice for each geographic subarea. There are clear and consistent patterns in the commute travel mode based on the availability of, and proximity to, alternative modes such as Caltrain (East San Francisco and then along the Peninsula) and the Dumbarton Express bus service (Newark and Fremont). It also shows relatively high auto use within 10 miles of the campus and relatively high bicycle use for communities within 5 miles of the campus.

Table 7 summarizes the geographic distribution of employees that primarily commute by autos (SOV and HOV) and indicates the major roadways that would likely be used to approach the campus. **Figure 6** shows the distribution of traffic as it approaches Palo Alto and the Stanford Campus. This distribution is based on the existing travel patterns will be used to represent travel behavior in the period from 2015 to 2018.

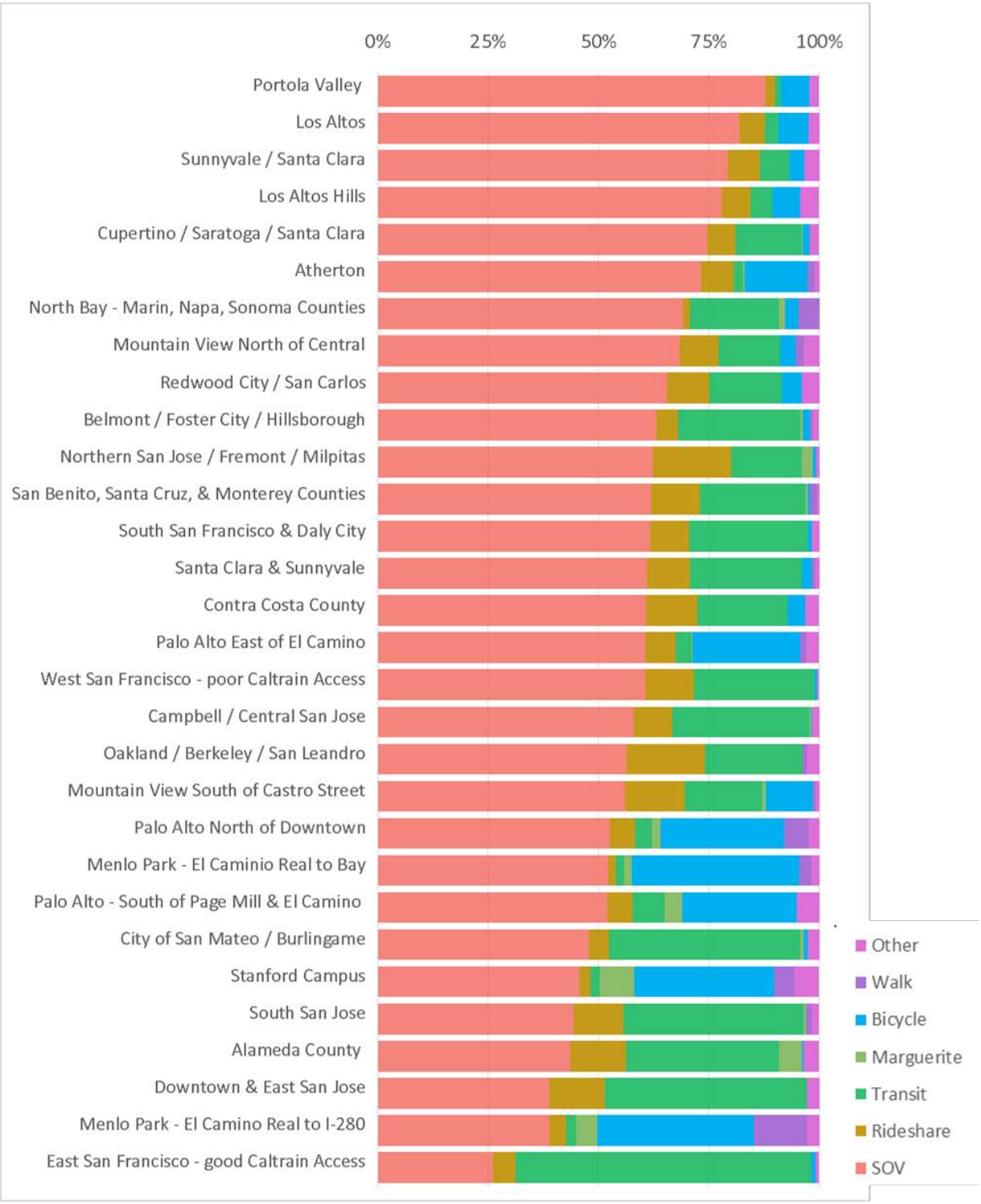


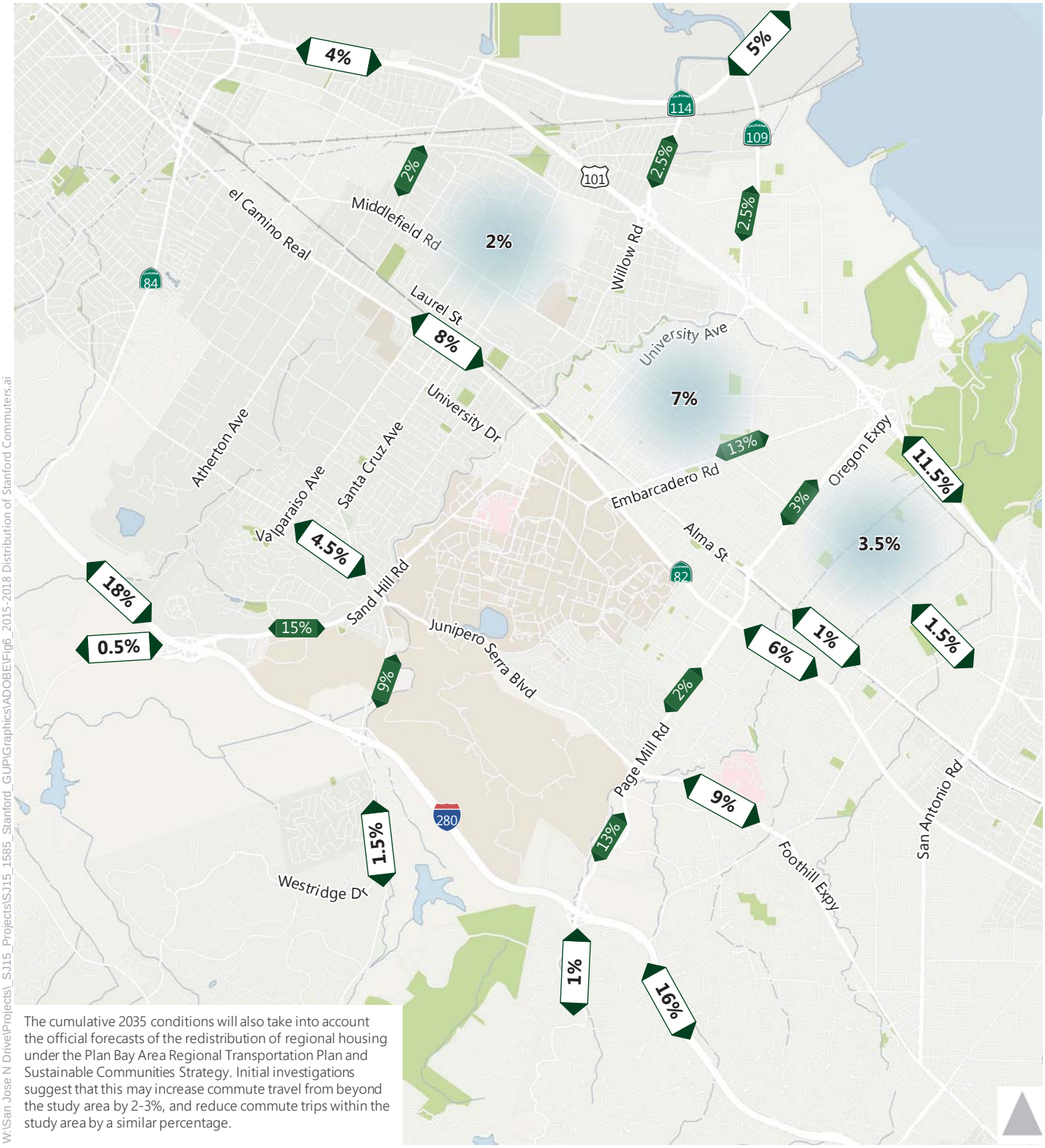
Figure 5: Stanford University Employee Mode Share

Source: Stanford Parking & Transportation Services & Fehr & Peers, 2016

TABLE 7: PERCENT OF STANFORD AFFILIATES (DRIVING) BY GEOGRAPHIC AREA

Location	Roadways	Percent	
North of Campus	**Local**		
Menlo Park East – ECR to Bay	ECR North	2.08%	
Menlo Park West – ECR to I-280	Santa Cruz	4.35%	
Atherton	ECR North, Santa Cruz	4.99%	
Redwood City / San Carlos	ECR North, Santa Cruz	4.47%	15.9%
	Regional		
Belmont / Foster City / Hillsborough	I-280, ECR North	4.65%	
South San Francisco / Daly City	I-280, Alpine, Sand Hill	1.94%	
City of San Mateo / Burlingame	I-280, Alpine, Sand Hill	3.23%	
Sunnyvale / Santa Clara	I-280, Alpine, Sand Hill	1.64%	
North Bay – Marin / Napa / Sonoma Counties	I-280, Alpine, Sand Hill	0.96%	
San Francisco (East) – good Caltrain access	I-280, US101	3.70%	
San Francisco (West) – poor Caltrain access	I-280	3.02%	19.1%
South of Campus	**Local**		
Los Altos	Foothill	3.36%	
Los Altos Hills	Foothill, Page Mill	1.82%	
Mountain View North of Central Expressway	ECR South, Foothill	3.09%	
Mountain View South of Central Expressway	ECR South, Foothill	5.95%	
Palo Alto South of ECR & Page Mill Road	ECR South, Foothill	2.92%	17.1%
	Regional		
Santa Clara County	I-280, US 101	0.51%	
Santa Cruz County	I-280, US 101	1.43%	
Santa Clara, Sunnyvale, North San Jose	US 101, ECR South, Foothill	4.89%	
Campbell / Central San Jose	I-280	4.72%	
Cupertino / Saratoga / Santa Clara	I-280, Foothill	6.29%	
Northern San Jose / Fremont / Milpitas	US 101	1.85%	
South San Jose	US 101, I-280	3.37%	
Downtown – East San Jose	I-280	1.80%	
South Counties – Monterey, San Benito	I-280	0.30%	25.2%
East of Campus	**Local**		
Palo Alto East	Oregon, ECR South	3.53%	
Palo Alto North	University, Embarcadero	6.85%	10.4%
	Regional		
Fremont / Newark / East Alameda County	Dumbarton, SR 237, US 101	5.48%	
Oakland / Berkeley / West Alameda County	Dumbarton, US 101 [North]—[Does this mean north of Dumbarton?]	3.17%	
Contra Costa / Solano Counties	Dumbarton, US 101 North	1.67%	10.3%
West of Campus	**Local**		
Portola Valley, Woodside	Alpine Road, Sand Hill	1.99%	2.0%
		100.00%	100.00%

Source: Stanford Parking & Transportation Services & Fehr & Peers, 2016



The cumulative 2035 conditions will also take into account the official forecasts of the redistribution of regional housing under the Plan Bay Area Regional Transportation Plan and Sustainable Communities Strategy. Initial investigations suggest that this may increase commute travel from beyond the study area by 2-3%, and reduce commute trips within the study area by a similar percentage.

Source: Stanford P&Ts Commuter Survey

XX% Project Trip Distribution

XX% Internal Trip Distribution

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Figure 6

2015-2018 Distribution of Stanford Commuters Using Auto Trip Place of Residence

For cumulative 2035 conditions, the analysis will be based on current employee patterns but will also take into account the official forecasts of the redistribution of regional housing under the Plan Bay Area Regional Transportation Plan and Sustainable Communities Strategy. The housing and trip distribution represented in the ABAG, MTC and VTA Plan Bay Area 2040 regional land use and travel model define the appropriate adjustments to existing residence patterns to be reflected in the TIA. Initial investigations suggest that this may increase the percentage of commute travel from beyond the study area boundaries by 2-3%, and reduce residence commute trip distribution from within the study area by a similar percentage.

STANFORD RESIDENT DISTRIBUTION

While Stanford collects data on resident travel behavior in the annual transportation survey, there is limited information on off-campus destinations. Therefore, the trip distribution for Stanford residents (faculty, staff and students) was developed using data from the Census Transportation Planning Products (CTPP)[4]. The CTTP data for the Stanford campus and residents come from three census tracts that include the following areas:

- West campus where some of the undergraduate housing is located,
- East campus including some undergraduate dorms along with Escondido Village and Raines House where graduate student housing is located, and
- Southwest campus where faculty and staff housing is located.

The census tract that includes faculty and staff housing also includes the residential neighborhoods of College Terrace, Evergreen Park, and South Gate. The campus census tracts do on include the Stanford medical center or shopping center. Therefore, this census tract was considered an employment center and an off-campus destination for Stanford residents.

The data for these three census tracts were combined to develop an off-campus distribution for all Stanford resident trips. The off-campus travel trip distribution was calculated by removing trips to the Stanford campus census tracts, which represented approximately 44% of the total trips. The remaining trips were used to calculate the percent of trips to each destination (city or county).

Table 8 summarizes the distribution of trips base on the CTPP data for Stanford residents. After making the off-campus adjustment described above, approximately 55% of the resident trips were assigned to destinations within the City of Palo Alto. The CTPP data provided some detail regarding the trips to specific census tracts within the City of Palo Alto; therefore, trips within Palo Alto were assigned to four geographic areas:

[4] US Census Transportation Planning Products Journey to Work from Place of Residence. http://ctpp.transportation.org/Pages/5-Year-Data.aspx

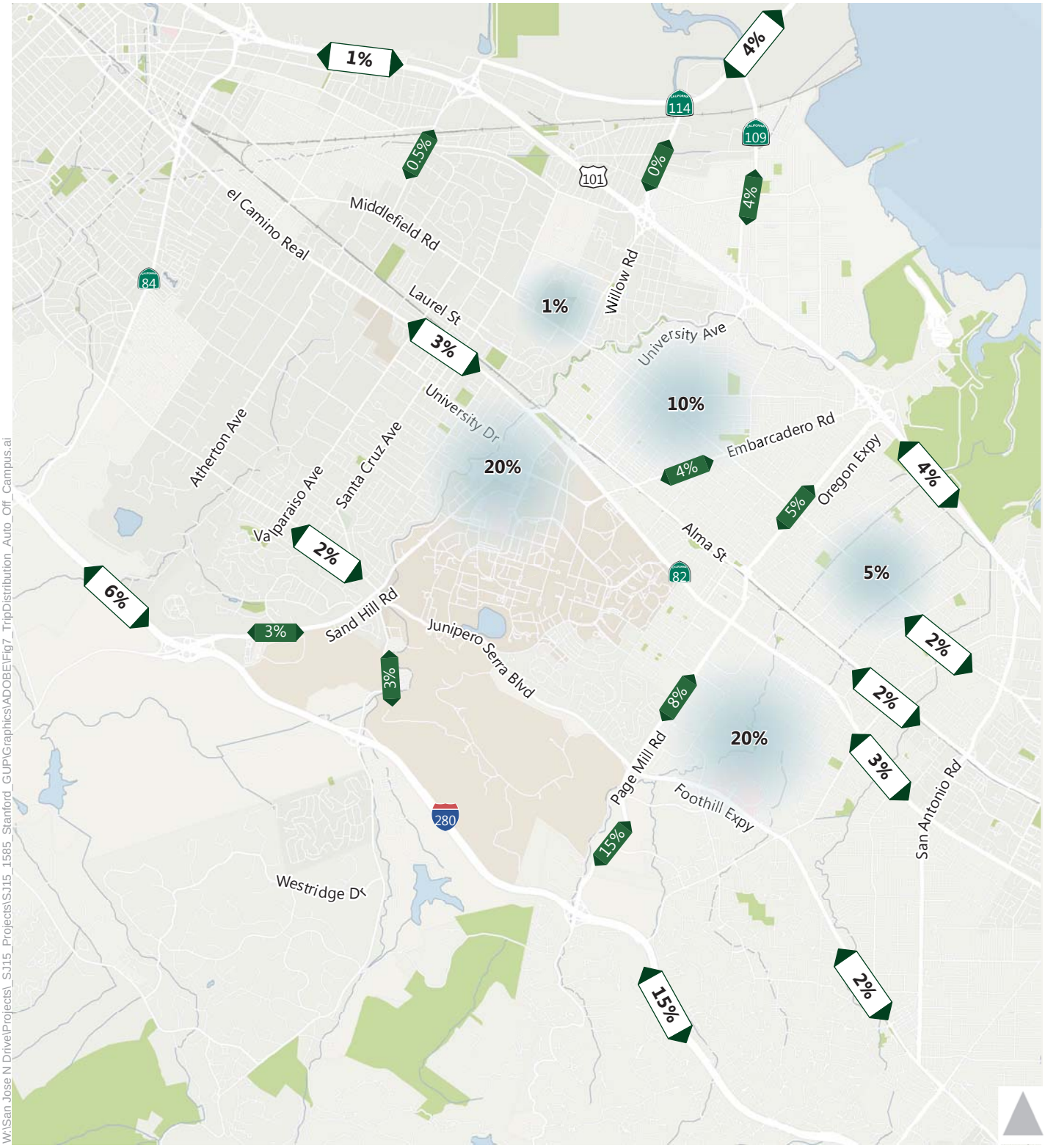
- Downtown and northern Palo Alto – north of Oregon Expressway and east of El Camino Real
- Southeast Palo Alto – south of Oregon Expressway and east of El Camino Real
- Southwest Palo Alto – south of the campus and west of El Camino Real (includes research park)
- Medical center and shopping center

Figure 8 shows the trip distribution for Stanford residents. This distribution will be used for both the near-term (2015 – 2018) and cumulative analysis (2018 – 2035) conditions.

TABLE 8: STANFORD RESIDENCE OFF-CAMPUS DESTINATIONS GEOGRAPHIC AREA

Location	Roadways	Percent	
Palo Alto	**Local**		
Palo Alto – Downtown	University, Embarcadero	10.0%	
Palo Alto – Medical Center / Shopping Center	Campus Dr., ECR, Junipero Serra	20.0%	
Palo Alto – South of Oregon / East of ECR	Oregon, ECR, Alma	5.0%	
Palo Alto – California Avenue / Research Park	ECR, Foothill	20.0%	55.0%
North of Campus	**Local**		
Menlo Park, Atherton	ECR North	3.9%	
Redwood City / San Carlos	ECR North, Santa Cruz	3.4%	7.3%
	Regional		
Northern Peninsula – Belmonte to Millbrae	I-280, Alpine, Sand Hill	1.8%	
San Francisco	I-280	4.1%	
South San Francisco / Daly City	I-280, Alpine, Sand Hill	0.6%	6.5%
South of Campus	**Local**		
Los Altos	Foothill	0.4%	
Mountain View	ECR South, Foothill	6.8%	7.2%
	Regional		
Santa Clara County	I-280, US 101	0.8%	
Santa Cruz County	I-280, US 101	1.0%	
Santa Clara, Sunnyvale, North San Jose	US 101, ECR South, Foothill	6.2%	
Campbell / Central San Jose	I-280	0.2%	
Cupertino / Saratoga / Los Gatos	I-280, Foothill	1.1%	
Downtown – East San Jose	US 101, I-280	8.3%	
South San Jose	I-280	0.5%	18.1%
East of Campus	**Local**		
East Palo Alto	University, Embarcadero	0.6%	0.6%
	Regional		
Alameda County	Dumbarton, US 101	3.3%	
Contra Costa County	Dumbarton, US 101	1.1%	
Fremont / Milpitas	Dumbarton, US 101	0.7%	5.1%
West of Campus	**Local**		
Portola Valley, Woodside	Alpine Road, Sand Hill	0.4%	0.4%
		100%	100%

Source: US Census Transportation Planning Products & Fehr & Peers, 2016



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Source: US Census, CTPP Data Stanford, CA

XX% Project Trip Distribution

XX% Internal Trip Distribution

Figure 7

Distribution of Stanford Residents Using Auto Off-Campus

APPENDIX A

STANFORD TDM PROGRAM

ACTIVE TRANSPORTATION PROGRAM

A large proportion of Stanford employees and students live within three to five miles of campus which facilitates active transportation modes. The campus itself is approximately two miles wide and relatively flat. These factors alone make walking and biking very attractive; however, infrastructure and support mechanisms are in place to ensure that people have the resources they need and to facilitate a culture of active transportation commuting.

BICYCLE PROGRAM

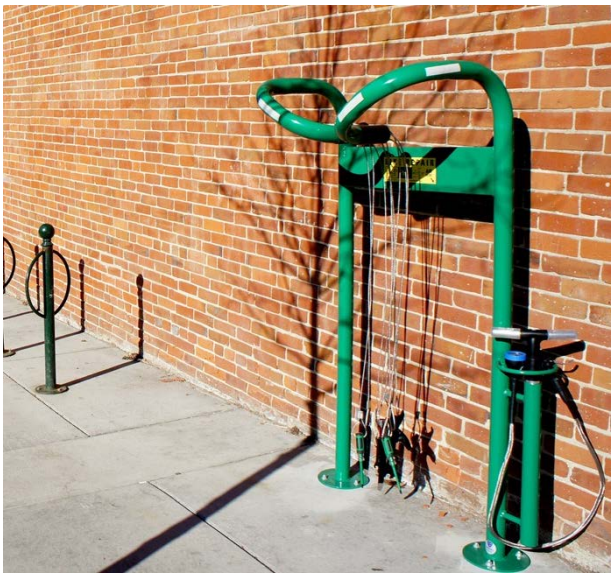
Bicycle programs encourage employees and students to bike by creating biking groups or buddies, providing incentives for cyclists and providing resources and information on bicycling. Stanford provides ongoing bicycle safety classes and conducts outreach to students to promote bicycle safety awareness. The program includes a student-to-student exchange to promote peer education.

In addition to safety messaging, Stanford conducts ongoing promotions such as bicycle giveaways and other financial incentives. Stanford also provides a commute buddy program which matches experienced bicyclists with new ones to assist them in adjusting to the commute. The experienced bicyclist will provide guidance on how to load bicycles onto transit vehicles, which routes to take to and from campus, as well as what kind of gear is needed during the fall and winter to be prepared for rain. Stanford provides a rider's guide with bicycle routes, lanes, and paths to campus making it easier for people to bike and walk.

Bicycle commuters ride in a "bike train"; Source: Fehr & Peers, 2015.

BICYCLE SHOP AND REPAIR FACILITIES

Stanford has a full service bike shop on campus that also provides bike rentals and sales. The bike shop website provides a variety of resources including safety and security education as well as maps and links to other bike resources.



Bike repair station, Source: www.locallygrownnorthfield.org

Bike repair stations at key locations allow cyclists to conduct repairs as needed. This encourages commuters to bike because it is a convenient way to make routine repairs and maintenance. It also gives riders peace of mind if they choose this mode choice as their primary transportation option. Do-it-yourself bike repairs stands include an air pump and basic tools such as Phillips/Flat-head screwdrivers, 15/32 mm combination wrench, 8/9/10 mm combination wrenches, tire levers, Torx wrench, and Allen wrenches. Stanford has installed bicycle repair stations around the campus at centralized locations.

BICYCLE PARKING, SHOWERS, AND LOCKERS

Stanford provides locker and shower rentals for students and employees on campus in addition to bicycle rack parking throughout campus. Strategic bike parking locations on campus give employees and students more direct access to building facilities. Showers and lockers also promote biking and walking as it gives people a clean, easily accessible place to shower and get ready for work or school after their morning bicycle or walking commute.

BICYCLE RENTALS

A bicycle rental program provides flexibility for people who want to use bicycles as a form of transportation on a short-term basis. This helps eliminate vehicle trips made during the day by providing mobility options for people who chose to carpool, walk or take transit to work. Bicycle rentals are also effective in reducing vehicle trips when visitors are on campus and they need a mode to move about the campus without using a car.

BICYCLE AND PEDESTRIAN CONNECTIVITY AND ACCESS IMPROVEMENTS

Stanford has invested large amounts of time, effort and funding to implement bicycle and pedestrian facility improvements around the campus providing connectivity, access and safety for cyclists. The campus utilizes

Class I (off-street) and Class II (on-street) bicycle lanes. The recently completed 3.4 mile Perimeter Trail is the longest bicycle facility Stanford has invested in thus far. The Perimeter Trail is a high quality facility that parallels El Camino Real and Stanford Avenue the length of these campus frontages. It provides circulation within the campus and connects to other facilities in Palo Alto and Santa Clara County.

The Stanford campus is well connected to the surrounding neighborhoods and also includes a comprehensive network of pedestrian facilities within the campus to connect the various campus uses. These attractive and safe connections between buildings and the surrounding streets encourage people to walk more. Green spaces are integral to the design of the campus. The wide pedestrian pathways and small green spaces create a safe, comfortable walking environment for internal pedestrian trips.

CAMPUS DESIGN

The design of a site can facilitate walkability by creating an environment scaled to a human rather than a vehicle. Landscaping, paths, building fronts and other features provide non-motorized modes an opportunity to have an enjoyable experience as well as feel safe. Parking lots, driveways, large amounts of asphalt and other automobile oriented features introduce intermodal conflicts and are unattractive features for a pedestrian or bicyclist. By slowing down vehicle traffic or eliminating it completely from major pedestrian and bicycle facilities, safety for non-motorized modes is greatly increased. Additionally, by providing onsite amenities and services people do not have to leave campus in the midday to get their daily needs met.

ON-SITE AMENITIES AND SERVICES

Amenities and services located on-site can help to reduce the number of trips an employee or student needs to make during a regular day. Onsite amenities include, but are not limited to, the following: cafeterias, restaurants and coffee shops, book store, a full service post office, daycare centers, ATMs, barbershop, and fitness facilities (open to anyone with a Stanford ID). Stanford has designed a campus that connects these various amenities to student and employee activity areas.

BUILDING AND CAMPUS DESIGN

A pedestrian-friendly environment is created by orienting building entries towards plazas, parks, or adjacent roadways with pedestrian facilities, which encourages people to walk more. Stanford's campus design creates a walkable environment, which facilitates the use of alternative modes when combined with the numerous facilities and resources provided to students and employees who chose a mode other than driving alone.

TRAFFIC CALMING & ROUNDABOUTS

To create a pedestrian and bicycle-friendly environment which in turn promotes site access via non-automobile modes, traffic calming features, including bulb-outs and crosswalks, have been installed on internal campus streets. These features reduce vehicle speeds and create a safe, comfortable environment for pedestrians and bicyclists. Three new roundabouts have also been introduced on campus to improve safety and traffic operations on campus. A fourth roundabout is currently under construction and will open in fall 2016. The use of roundabouts on Campus Drive achieves a policy of not having traffic signals on campus while creating a better experience for pedestrian, bicyclists and auto users. The roundabouts have replaced traditional all-way stop sign locations.

FINANCIAL INCENTIVES

Financial incentives can motivate people to use alternative modes by offsetting the financial cost of using those modes to provide a greater financial gain for the employee. When combined with positive messaging, financial incentives that assist people with their commute can be very effective.

> ***Stanford Positive Messaging***
>
> *By becoming a member of the Commute Club, you will not only reduce costs associated with driving and parking, commute stress, air pollution, and traffic congestion, but each member of your carpool also will be eligible for up to $150 per year in Carpool Credit.*
>
> *Stanford University is one of the few organizations rewarding its commuters financially for using alternative transportation, so why not join thousands of commuters who are being paid to relax?*

PRE-TAX COMMUTER BENEFITS

The IRS tax code allows employers to set aside pre-tax income for employee commute expenses. Providing tax benefits to employees who choose to utilize non-drive alone transportation modes during their commute to and from work provides them with a financial incentive to use these alternative modes. In addition to providing transit passes for Caltrain and the VTA system, Stanford provides pre-tax commuter benefits for people using other transit systems or to pay for Caltrain parking permits.

CAR SHARE RENTAL AND CARPOOL CREDITS

People who join the Commute Club and rideshare are eligible for carpool credit to partially offset the cost of a carpool permit. Each member of the carpool is eligible for up to $150 of credit. Additionally members of the Commute Club are eligible for up to $102 per year in Zipcar driving credits and up to 12 free hourly car rental vouchers for use with Enterprise.

COMMUTE CLUB GIVEAWAYS & PARKING PERMIT RETURN PROMOTION

Stanford provides other financial incentives in the form of rewards for people who consistently commute using an alternative mode. In 2014 prizes valued at over $10,000 were given away throughout the year to

people who pledged to commute using an alternative form of transportation. Additionally, in the 2015-2016 academic year Stanford is providing financial rewards to people who turn in their long-term parking commuter permit.

MARKETING AND SUPPORT

Marketing the TDM program by providing readily available information to employees increases awareness and improves participation. Clear messaging and information ensures that multiple TDM options are well understood. Stanford's marketing program is extensive and includes positive messaging that helps create a culture of sustainable transportation awareness.

WEBSITE AND ONE-STOP SHOP FOR INFORMATION

Stanford maintains an all-inclusive website with commute planning tools and up-to-date information on transportation resources. The website includes educational resources such as commute cost and carbon emissions calculator. Having a one-stop-shop in the form of a website with bountiful resources empowers commuters to make alternative commuting choices easily and quickly.

GUARANTEED RIDE HOME PROGRAM

Employees who use transit, carpools, or vanpools are guaranteed a ride home in case of emergency or if they need to work late which helps reduce concerns about using alternative modes. Having this program encourages employees to not drive alone to work. When an emergency occurs a commuter can either call Parking & Transportation Services to request a taxi or they can make their own arrangements and receive reimbursement at a later date.

PERSONALIZED COMMUTE PLANNING SERVICES

The Parking & Transportation Services website provides commute planning services that include links to transportation resources, mapping an individual's commute and a contact form to receive personalized assistance for planning an individual commute. This type of personalized assistance is important for people with disabilities or who are not used to navigating transit systems or bicycle facilities. This resource combined with the Commute Buddy program makes it easy for a commuter to navigate the numerous transportation systems surrounding the campus.

E-UPDATES FOR COMMUTE CLUB

A monthly eUpdate, or newsletter, is sent out to all Commute Club members. The eUpdate includes stories that reinforce positive messaging and provides information on road closures, changes to the transit system or other relevant commuter information.

CAR RENTAL AND CAR SHARE

Car sharing or rental programs on-site give employees who do not normally drive to work access to a vehicle. Employees who commute to work by biking, taking transit, or participating in carpools,can utilize a vehicle located on-site for errands or meetings. This helps reduce concerns and inconveniences of not having a vehicle during the day. Stanford provides credits for ZipCar as well as vouchers for Enterprise which allows commuters access to a vehicle during the work/school day. This continues to encourage individuals to use alternatives modes for commuting to and from the campus.

NEW EMPLOYEE & STUDENT ORIENTATION

When employees start working at Stanford they are provided with an orientation to the numerous resources for commuting other than driving alone. This provides employees with an opportunity to ask questions and start forming sustainable commute habits early on in their career with Stanford. This program has helped to engrain the culture of sustainable transportation in the employee base at Stanford. Additionally, new students are provided with pamphlets and other information resources to plan their commutes to and from campus.

PROMOTIONAL EVENTS AND POSITIVE MESSAGING

By using positive messaging to convey the benefits of carpooling, transit, and active modes, employees are encouraged to use alternative modes. Events like transportation fairs provide information on alternative modes in the context of a fun event, which sends positive messaging to employees. Those who currently use these modes will feel good about their decisions and continue using them. In addition, employees may find commute buddies interested in riding transit, biking, or walking to work together which helps to create a culture of alternative commuting.

COMMUTE BUDDY

Having companions when commuting to work can make it more enjoyable and safe. The commute buddy program pairs more experienced commuters with inexperienced commuters. This allows first time bicycle, transit or pedestrian commuters to get familiar with the routes and traffic patterns. It can also encourage bicycle and pedestrian safety by forming groups of people to "bike train" or "walk train" into work.

OTHER MEASURES

Measures that do not fit within the categories already described are included as "other" measures.

TELECOMMUTING/FLEXIBLE WORK SCHEDULE PROGRAM

Telecommuting allows employees to work remotely via telecommunications, reducing trips made to the employer site. Additionally, flexible work schedules allow employees to set or modify their arrival and departure times which can alleviate some demand during typical peak travel periods and may provide the flexibility people need to use alternative modes of transportation. Other types of alternative work schedules, such as compressed schedules or staggered work hours, can be incorporated by managers to create more flexibility for employees.

TRANSPORTATION & PARKING SERVICES DEPARTMENT

The Transportation & Parking Services Department supports the Stanford campus by planning for its parking and transportation needs. In addition to planning for the long-term transportation infrastructure needs of the campus, the department manages the very robust TDM program and has staff on board developing, marketing, implementing, and evaluating the TDM program. Having dedicated personnel on campus makes the TDM program robust, consistent and reliable. Employees and students have a designated point of contact for questions about the various TDM measures, which allows them to easily stay informed on various TDM functions and program eligibility.

COMMUTER SURVEYS

Surveys are key for effective marketing and for targeting the TDM program to commuter needs, residential location and preferences. Surveys are administered by Stanford's Parking & Transportation Services Department. They are conducted at regular intervals, typically on a semi-annual or annual basis, in order to keep track of transportation behavior changes and preferences. Incentives are provided to complete the survey which boosts participation.

PARKING MANAGEMENT

Parking policies can effect driving behavior by requiring the user to pay for the cost of the parking space rather than taking for granted the availability of free parking.

TIERED PARKING PRICING & PARKING MONITORING

There are several parking permit types that commuters and residents can purchase for campus use. Student residents are only allowed to have one vehicle on campus and are not allowed to purchase the commuter parking permits. These permits are only valid for the residential location for which they were purchased. All permits can be purchased on a monthly, academic year or annual basis.

FRESHMAN PARKING POLICY

Stanford students are not permitted to bring cars to campus for the duration of their freshman year (Fall through Spring quarters). This includes students who have enough credits to be considered sophomores at any time during their first academic year at Stanford. Parking restrictions have been applied to freshmen, as they are the least impacted by a "no vehicle" policy. Freshmen are required to live in residence halls with board plans, and any freshman who needs employment can obtain a job on campus. Freshmen are also supported by a wide array of special social activities in their residence halls and elsewhere on campus.

PARKING LOCATION AND CONFIGURATION

The campus includes parking located away from building frontages which does not impede access to the building by other modes. It also provides a more attractive street frontage for pedestrians and bicyclists.

RIDESHARE

Stanford University is a regional employer that attracts people from all over the San Francisco Bay Area. The University spends a lot of resources to supplement existing transit services and to get people onto bicycles or walking. However, some people do not live close enough to transit facilities to use them or their schedule may not be conducive to using transit. For these people ridesharing can be a great resource as it provides a door to door commute service and is highly flexible.

Priority parking sign, Source: Fehr & Peers

PASSENGER LOADING ZONES

The Stanford campus has pick up and drop off zones at strategic locations that provide more convenient access to/from major buildings for modes other than drive alone. This can improve carpool and vanpool ridership by providing convenient passenger access near the main entries to buildings or other centralized locations that generate high pedestrian traffic.

PRIORITY PARKING

Reserved parking spaces for carpools and vanpools near major building entrances prioritize non-single occupancy mode choices. Stanford provides these parking spaces for employees commuting in carpools or vanpools.

RIDESHARE MATCHING SERVICES

Rideshare programs help facilitate carpool and vanpools by matching drivers and passengers based on location and schedules. Stanford provides a variety of ride matching services including access to 511.org, customized commute planning, online ride matching with other Stanford employees, and listing vanpools online with contact information.

SUBSIDIZED VANPOOLS AND CARPOOLS

Stanford provides financial incentives for those who participate in vanpools or carpools including Carpool Credits, described above, which are earned through membership in the Commute Club. Additionally vanpools receive a $300 per month subsidy to defray the cost of monthly vanpool expenses.

TRANSIT

There are many transit systems in the San Francisco Bay Area (refer to **Figure 1**). Navigating these systems can be overwhelming even for experienced transit riders. Stanford provides several resources to assist people in using the transit system in addition to providing an extensive shuttle system that connects to the various transit services.

MARGUERITE SHUTTLE SYSTEM

Operation of shuttle services to the nearby transit centers provides a critical last-mile connection for people who choose to travel on public transit. Stanford's extensive Marguerite Shuttle System provides service to the East Bay, several Caltrain stations as well as around campus. The shuttle system is free and open to the public for use.

FREE TRANSIT PASSES

Employer subsidized transit passes are an effective way to get people using the transit system. By providing employees with a free alternative to driving alone Stanford increases the attractiveness of transit. Stanford provides both Go Passes and Eco Passes which allow free use of VTA buses and light rail, the Dumbarton Express, the Highway 17 Express, the Monterey-San Jose Express, and Caltrain.

TRANSIT RIDERS GUIDE

Stanford's website contains a comprehensive listing of transit agencies. Stanford also provides a guide with Marguerite transit routes and schedules. The commute planning assistance website described above helps employees and students plan trips via transit, whether it's for a commute trip or a quick errand or off-site

meeting nearby. Stanford also provides real time travel information for the Marguerite shuttle system using the Zoute public transit app.

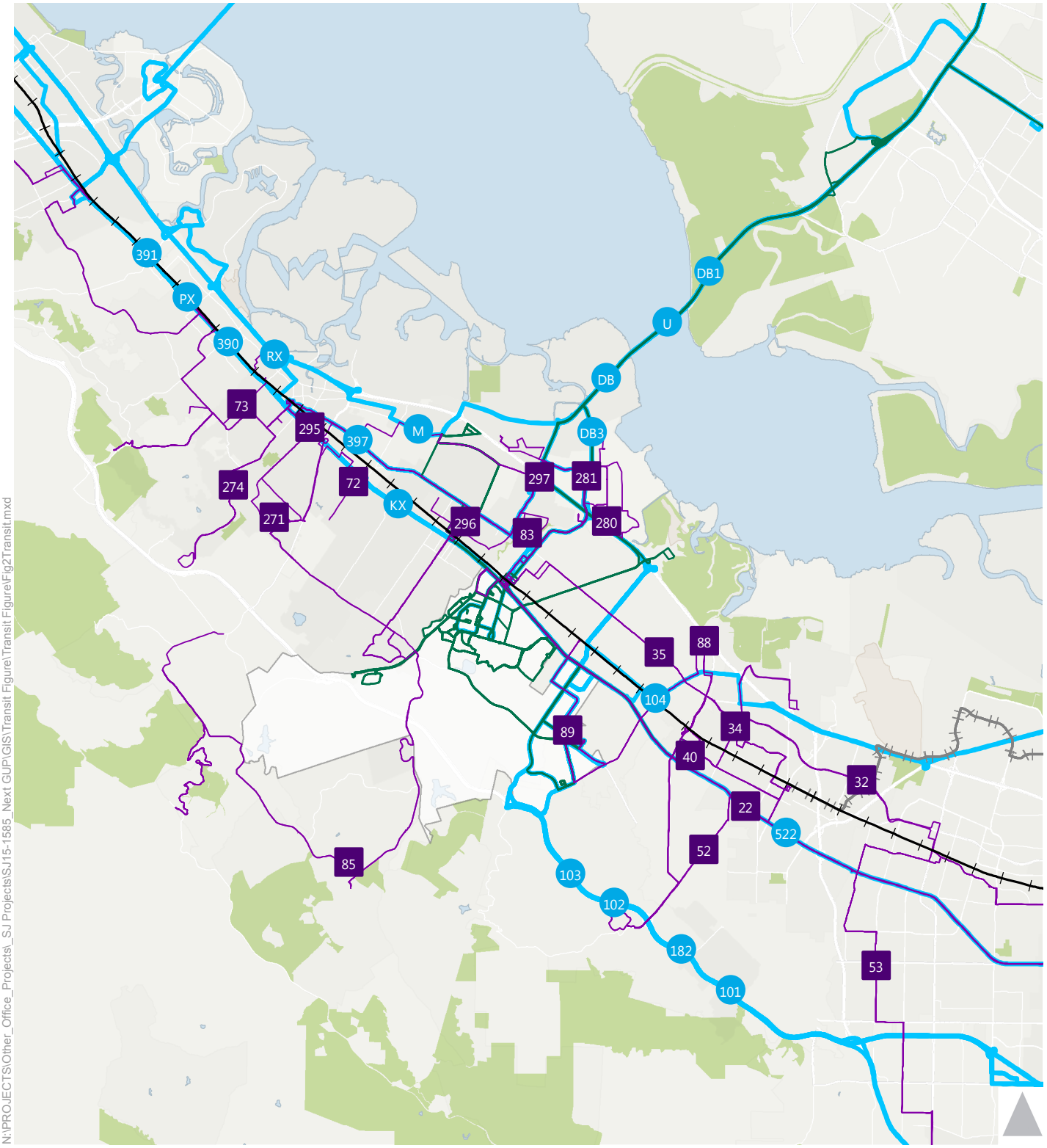


Figure 1

Marguerite Shuttle System and Transit Services

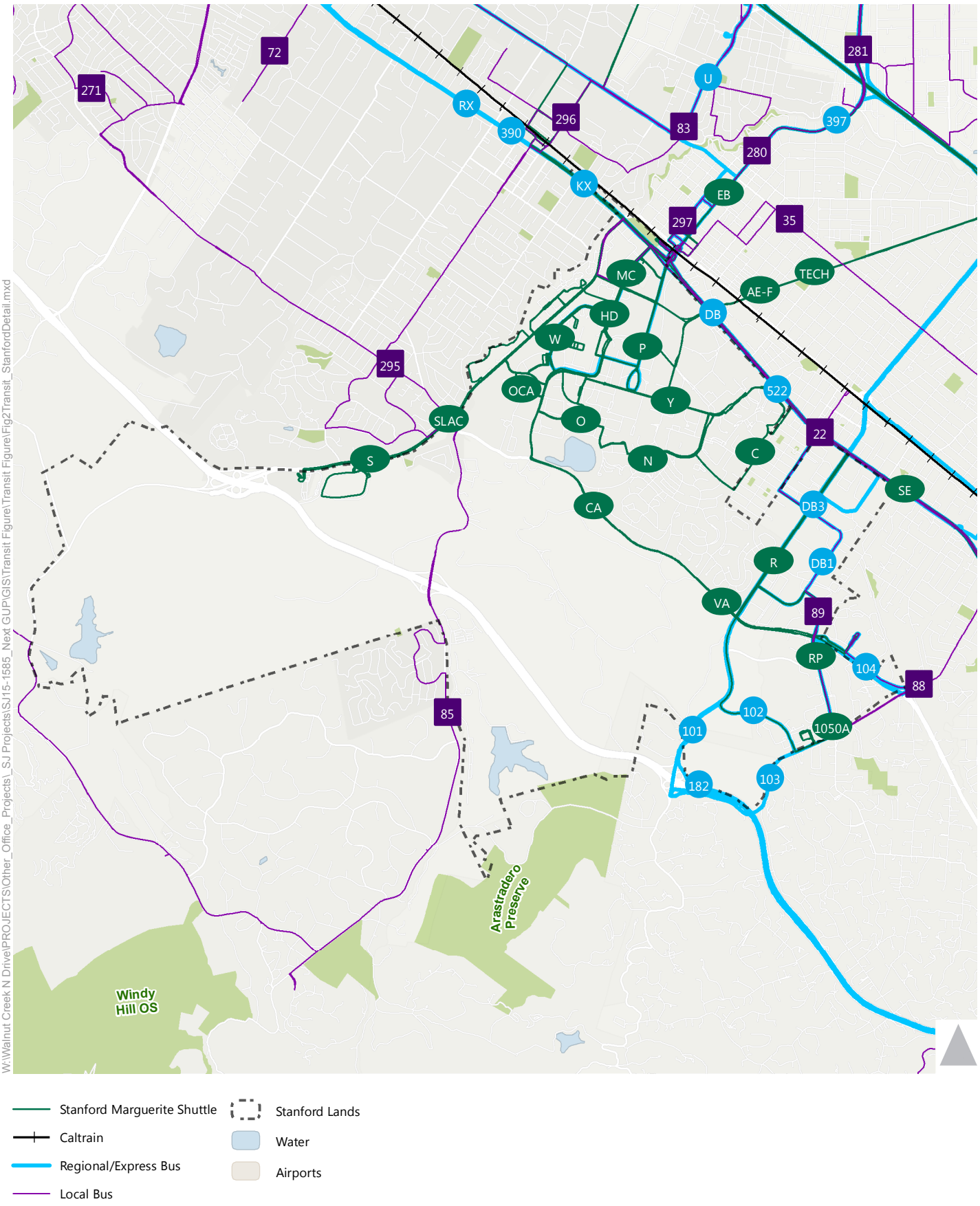


Figure 1

Marguerite Shuttle System and Transit Services

APPENDIX B: TRIP GENERATION COUNTS

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\3AM FINAL.ppd
Start Date: 10/8/2015
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	PETER COUTTS RD Southbound				PETER COUTTS CIRCLE Westbound				PETER COUTTS RD Northbound				RAIMUNDO WAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	1	9	1	0	2	0	2	0	1	22	5	0	2	0	2	1	
07:15 AM	1	10	1	0	3	0	2	0	0	24	9	0	3	0	1	2	
07:30 AM	3	15	0	6	2	1	5	0	0	41	11	1	9	1	3	6	
07:45 AM	16	34	0	22	2	1	7	1	3	41	41	0	19	0	7	2	
08:00 AM	5	28	2	7	2	2	8	0	2	34	11	0	30	1	7	7	
08:15 AM	1	18	0	0	0	2	8	0	0	24	5	0	8	0	3	1	
08:30 AM	3	14	2	3	5	0	1	0	4	20	4	2	8	0	1	5	
08:45 AM	2	19	1	3	2	0	4	0	4	32	4	0	11	0	5	2	
7:15 - 8:15	25	87	3		9	4	22		5	140	72		61	2	18		448
7:30 - 8:30	25	95	2		6	6	28		5	140	68		66	2	20		463
7:45 - 8:45	25	94	4		9	5	24		9	119	61		65	1	18		434
8:00 - 9:00	11	79	**5**		**9**	**4**	**21**		**10**	110	24		57	1	16		347

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\3AM FINAL.ppd
Start Date: 10/8/2015
Start Time: 7:00:00 AM
Site Code: 00000003
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	PETER COUTTS RD Southbound				PETER COUTTS CIRCLE Westbound				PETER COUTTS RD Northbound				RAIMUNDO WAY Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	5	0	0	0	0	0	4	1	1	0
07:45 AM	0	1	0	0	0	2	3	0	0	2	1	0	5	1	0	0
08:00 AM	0	5	0	0	2	1	4	0	0	0	0	0	3	0	2	0
08:15 AM	0	3	0	0	2	0	1	0	0	1	0	0	1	0	3	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:45 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0	5	0

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\3PM FINAL.ppd
Start Date: 10/8/2015
Start Time: 4:00:00 PM
Site Code: 00000003
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	PETER COUTTS RD Southbound				PETER COUTTS CIRCLE Westbound				PETER COUTTS RD Northbound				RAIMUNDO WAY Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	2	26	2	7	1	0	4	0	3	23	8	0	9	1	2	5	
04:15 PM	2	26	3	3	6	1	2	0	4	25	7	0	9	0	1	5	
04:30 PM	2	35	2	0	2	0	4	0	0	15	3	0	11	0	2	1	
04:45 PM	2	26	4	0	2	1	5	0	3	31	5	2	7	0	5	2	
05:00 PM	3	32	8	2	1	0	6	0	5	35	7	0	11	2	5	8	
05:15 PM	4	31	6	1	2	0	2	0	5	30	10	1	7	1	1	4	
05:30 PM	5	46	5	0	6	2	2	0	4	29	5	1	5	0	0	5	
05:45 PM	4	37	3	2	2	0	8	0	6	60	6	0	3	1	1	3	
4:15 0 5:15	9	119	17		11	2	17		12	106	22		38	2	13		368
4:30 - 5:30	11	124	20		7	1	17		13	111	25		36	3	13		381
4:45 - 5:45	14	135	23		11	3	15		17	125	27		30	3	11		414
5:00 - 6:00	16	146	**22**		**11**	**2**	**18**		**20**	154	28		26	4	7		454

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\3PM FINAL.ppd
Start Date: 10/8/2015
Start Time: 4:00:00 PM
Site Code: 00000003
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	PETER COUTTS RD Southbound				PETER COUTTS CIRCLE Westbound				PETER COUTTS RD Northbound				RAIMUNDO WAY Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	1	1	0	0	0	0	0	0	3	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	1	1	1	0	0	0	0	0	1	4	0	0	1	0	1	0
05:30 PM	4	0	0	0	0	0	0	0	0	4	1	0	1	1	0	0
05:45 PM	2	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\4AM FINAL.ppd
Start Date: 10/8/2015
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	STANFORD AVE Southbound				MEARS CT Westbound				STANFORD AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	27	0	0	2	0	2	0	0	36	0	0	0	0	0	0	
07:15 AM	0	29	0	0	1	0	0	3	0	52	0	1	0	0	0	0	
07:30 AM	0	33	4	0	3	0	2	18	2	77	1	0	0	0	0	0	
07:45 AM	0	53	4	0	3	0	6	17	7	116	0	0	0	0	0	0	
08:00 AM	0	36	1	0	1	0	8	5	5	90	0	0	0	0	0	0	
08:15 AM	0	27	0	0	2	0	1	3	1	88	0	0	0	0	0	0	
08:30 AM	0	47	2	0	2	0	3	1	3	97	0	0	0	0	0	0	
08:45 AM	0	39	4	0	4	0	3	6	1	90	0	0	0	0	0	0	
7:15 - 8:15	0	151	9		8	0	16		14	335	1		0	0	0		534
7:30 - 8:30	0	149	9		9	0	17		15	371	1		0	0	0		571
7:45 - 8:45	0	163	7		8	0	18		16	391	0		0	0	0		603
8:00 - 9:00	0	149	**7**		**9**	0	**15**		**10**	365	0		0	0	0		555

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\4AM FINAL.ppd
Start Date: 10/8/2015
Start Time: 7:00:00 AM
Site Code: 00000004
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	STANFORD AVE Southbound				MEARS CT Westbound				STANFORD AVE Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	2	0	0	1	0	0	0	0	6	0	0	0	0	0	0
07:45 AM	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0	0
08:00 AM	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0
08:15 AM	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:30 AM	0	3	0	0	1	0	0	0	0	5	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	9	0	0	0	0	0	0

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\4PM FINAL.ppd
Start Date: 10/8/2015
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	STANFORD AVE Southbound				MEARS CT Westbound				STANFORD AVE Northbound				Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	79	4	0	1	0	0	6	3	41	0	0	0	0	0	0	
04:15 PM	0	70	3	0	0	0	2	1	0	48	0	0	0	0	0	0	
04:30 PM	0	69	2	0	2	0	1	4	2	44	0	0	0	0	0	0	
04:45 PM	0	74	2	0	3	0	0	2	0	56	0	0	0	0	0	0	
05:00 PM	0	84	0	0	2	0	0	7	0	44	0	0	0	0	0	0	
05:15 PM	0	58	2	0	0	0	0	6	0	47	0	0	0	0	0	0	
05:30 PM	0	62	3	0	0	0	2	3	2	52	0	0	0	0	0	0	
05:45 PM	0	45	1	0	2	0	1	1	1	47	0	0	0	0	0	0	
4:15 0 5:15	0	297	7		7	0	3		2	192	0		0	0	0		508
4:30 - 5:30	0	285	6		7	0	1		2	191	0		0	0	0		492
4:45 - 5:45	0	278	7		5	0	2		2	199	0		0	0	0		493
5:00 - 6:00	0	249	**6**		**4**	**0**	**3**		**3**	190	0		0	0	0		455

File Name: C:\TMC Data\Data 2015\FP Stanford 10-15\4PM FINAL.ppd
Start Date: 10/8/2015
Start Time: 4:00:00 PM
Site Code: 00000004
Comment 1: 0
Comment 2: 0
Comment 3: 0
Comment 4: 0

	STANFORD AVE Southbound				MEARS CT Westbound				STANFORD AVE Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:15 PM	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6686 -- English (ENU)

Datasets:
Site: **[22] MEARS CT E OF STANFORD AVE**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=186, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**1**	**2**	**1**	**11**	**10**	**10**	**8**	**10**	**8**	**15**	**31**	**14**	**13**	**19**	**7**	**10**	**8**	**4**	**1**	**3**	
0	0	0	0	0	0	1	0	**4**	1	4	3	2	1	**7**	0	1	3	0	4	2	1	0	1	0
0	0	0	0	0	0	0	0	**4**	0	3	1	3	4	**5**	2	4	6	3	3	4	1	1	0	1
0	0	0	0	1	1	0	**2**	1	1	0	2	0	5	**13**	8	3	3	2	1	0	2	0	2	1
0	0	0	0	0	1	0	**9**	1	8	1	4	3	5	**6**	4	5	7	2	2	2	0	0	0	0

AM Peak 0730 - 0830 (19), AM PHF=0.53 PM Peak 1400 - 1500 (31), PM PHF=0.60

* Wednesday, May 20, 2015 - Total=201, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**0**	**3**	**2**	**18**	**16**	**7**	**4**	**9**	**11**	**33**	**15**	**7**	**18**	**15**	**19**	**5**	**6**	**4**	**5**	**1**	
0	0	0	0	0	2	0	0	**6**	3	0	0	2	**8**	6	2	3	3	3	2	1	2	1	0	0
1	0	0	0	0	1	0	2	**4**	1	0	5	2	**10**	4	2	6	4	7	2	0	1	1	0	1
1	0	0	1	0	0	2	**4**	4	2	2	2	2	**11**	5	2	5	5	7	0	4	1	0	1	0
0	0	0	0	0	0	0	**12**	2	1	2	2	**5**	4	0	1	4	3	2	1	1	0	3	0	0

AM Peak 0730 - 0830 (26), AM PHF=0.54 PM Peak 1245 - 1345 (34), PM PHF=0.77

* Thursday, May 21, 2015 - Total=198, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**1**	**1**	**2**	**18**	**13**	**9**	**9**	**17**	**10**	**17**	**30**	**13**	**16**	**8**	**17**	**5**	**7**	**4**	**0**	**0**	
0	0	0	0	0	0	0	0	**4**	4	4	3	2	7	**8**	2	3	5	8	0	1	2	0	0	0
1	0	0	0	0	0	1	5	**6**	2	1	5	3	2	**5**	2	4	2	4	3	2	1	0	0	0
0	0	0	0	0	1	1	**5**	0	2	3	6	2	5	**12**	5	4	1	3	1	1	1	0	0	0
0	0	0	0	1	0	0	**8**	3	1	1	3	3	3	**5**	4	5	0	2	1	3	0	0	0	1

AM Peak 0730 - 0830 (23), AM PHF=0.72 PM Peak 1400 - 1500 (30), PM PHF=0.63

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6684 -- English (ENU)

Datasets:
Site: **[22] MEARS CT E OF STANFORD AVE**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015 - Total=190, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**2**	**5**	**18**	**20**	**11**	**11**	**6**	**9**	**11**	**27**	**19**	**15**	**8**	**8**	**7**	**8**	**3**	**0**	**1**	
0	0	0	0	0	0	0	0	**7**	2	3	0	4	0	5	**7**	4	1	2	3	2	0	0	0	0
0	0	0	0	0	1	3	2	**4**	2	3	1	1	0	**4**	2	6	1	3	2	5	2	0	1	0
0	0	1	0	0	1	1	**8**	5	5	3	3	2	5	**10**	6	2	3	0	1	0	1	0	0	0
0	0	0	0	0	0	1	**8**	4	2	2	2	2	6	**8**	4	3	3	3	1	1	0	0	0	0

AM Peak 0730 - 0830 (27), AM PHF=0.84 PM Peak 1415 - 1515 (29), PM PHF=0.72

*** Wednesday, May 20, 2015 - Total=194, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**2**	**3**	**23**	**17**	**17**	**8**	**8**	**7**	**29**	**19**	**13**	**10**	**8**	**13**	**6**	**6**	**2**	**2**	**0**	
0	0	0	0	0	1	1	1	**9**	2	3	2	0	**5**	5	4	0	1	3	3	1	1	0	0	0
0	0	0	0	0	1	0	2	**3**	4	1	2	1	**10**	6	2	5	3	4	2	3	1	1	0	0
0	0	0	1	0	0	1	**8**	2	5	3	1	1	**11**	4	1	3	4	3	1	0	0	1	0	0
0	0	0	0	0	0	1	**12**	3	6	1	3	**5**	3	4	6	2	0	3	0	2	0	0	0	0

AM Peak 0730 - 0830 (32), AM PHF=0.67 PM Peak 1245 - 1345 (31), PM PHF=0.70

*** Thursday, May 21, 2015 - Total=203, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**1**	**1**	**2**	**22**	**16**	**19**	**9**	**12**	**13**	**16**	**30**	**23**	**10**	**12**	**7**	**5**	**3**	**1**	**0**	**0**	
0	0	0	1	0	0	0	1	**6**	8	2	2	4	2	**2**	1	5	5	2	0	2	0	0	0	0
0	0	0	0	0	0	0	**3**	2	4	1	3	1	4	**7**	3	3	4	2	2	0	0	0	0	0
0	0	0	0	0	1	1	**6**	7	3	5	3	3	4	**12**	8	0	1	2	2	1	1	0	0	0
0	0	0	0	1	0	1	**12**	1	4	1	4	5	6	**9**	11	2	2	1	1	0	0	0	0	0

AM Peak 0715 - 0815 (27), AM PHF=0.56 PM Peak 1400 - 1500 (30), PM PHF=0.63

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6688 -- English (ENU)

Datasets:
Site: **[23] MEARS CT N OF COUNT STATION 22**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=55, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**2**	**2**	**1**	**5**	**2**	**6**	**4**	**6**	**5**	**8**	**0**	**6**	**3**	**0**	**0**	**2**	
0	0	0	0	0	0	1	0	0	1	0	**2**	0	0	0	0	1	**1**	0	3	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	1	**1**	1	3	1	2	1	**1**	0	2	2	0	0	0	0
0	0	0	0	0	1	0	1	2	0	0	**1**	0	3	2	4	0	**1**	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	1	0	**1**	1	0	1	0	3	**5**	0	1	1	0	0	0	0

AM Peak 1100 - 1200 (5), AM PHF=0.63 PM Peak 1700 - 1800 (8), PM PHF=0.40

* Wednesday, May 20, 2015 - Total=61, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**	**3**	**1**	**5**	**4**	**8**	**4**	**1**	**7**	**8**	**6**	**2**	**3**	**1**	**1**	**1**	
0	0	0	0	0	1	0	0	0	0	0	0	**1**	**4**	2	0	1	1	0	1	0	1	0	0	0
0	0	0	0	0	1	0	0	1	0	0	**3**	1	**1**	1	1	3	4	3	0	0	0	0	0	0
0	0	0	0	0	0	1	0	2	2	0	**1**	0	**2**	1	0	1	2	3	0	3	0	0	1	0
0	0	0	0	0	0	0	0	0	1	1	**1**	**2**	1	0	0	2	1	0	1	0	0	1	0	0

AM Peak 1115 - 1215 (6), AM PHF=0.50 PM Peak 1245 - 1345 (9), PM PHF=0.56

* Thursday, May 21, 2015 - Total=61, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**3**	**10**	**5**	**11**	**9**	**5**	**2**	**1**	**5**	**2**	**3**	**2**	**0**	**0**	
0	0	0	0	0	0	0	0	0	1	0	**2**	0	**5**	2	1	0	1	2	1	0	2	0	0	0
0	0	0	0	0	0	0	0	0	0	1	**2**	1	**2**	1	0	1	0	1	0	1	0	0	0	0
0	0	0	0	0	1	0	1	0	0	1	**4**	1	**2**	3	1	1	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	**2**	**3**	2	3	3	0	0	0	1	2	0	0	0	1

AM Peak 1100 - 1200 (10), AM PHF=0.63 PM Peak 1245 - 1345 (12), PM PHF=0.60

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6690 -- English (ENU)

Datasets:
Site: **[23] MEARS CT N OF COUNT STATION 22**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015 - Total=80, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**1**	**2**	**4**	**6**	**7**	**9**	**3**	**5**	**6**	**6**	**9**	**7**	**1**	**6**	**0**	**4**	**2**	**0**	**1**	
0	0	0	0	0	0	1	0	1	1	**3**	0	2	0	2	3	**2**	0	2	0	0	0	0	0	0
0	0	0	0	0	1	1	2	2	1	**3**	0	1	0	1	1	**3**	0	3	0	3	1	0	1	0
0	0	1	0	0	0	0	2	0	**3**	1	1	1	3	0	**1**	0	1	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	3	**2**	2	2	1	3	3	**4**	2	0	1	0	1	0	0	0	0

AM Peak 0930 - 1030 (11), AM PHF=0.92 PM Peak 1530 - 1630 (10), PM PHF=0.63

*** Wednesday, May 20, 2015 - Total=64, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**1**	**2**	**3**	**4**	**8**	**3**	**3**	**2**	**12**	**6**	**5**	**1**	**4**	**5**	**2**	**1**	**1**	**0**	**0**	
0	0	0	0	0	1	1	1	1	**2**	0	1	0	**6**	1	3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	**1**	1	1	0	**2**	3	0	1	2	3	1	0	1	0	0	0
0	0	0	1	0	0	0	2	2	**2**	1	1	0	**2**	1	0	0	1	0	1	0	0	0	0	0
0	0	0	0	0	0	1	0	1	**3**	1	0	**2**	2	1	2	0	1	2	0	1	0	0	0	0

AM Peak 0900 - 1000 (8), AM PHF=0.67 PM Peak 1245 - 1345 (12), PM PHF=0.50

*** Thursday, May 21, 2015 - Total=74, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**1**	**0**	**1**	**5**	**5**	**6**	**3**	**6**	**7**	**8**	**8**	**9**	**5**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	
0	0	0	1	0	0	0	1	1	**3**	0	0	2	1	0	0	**2**	1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	1	0	**1**	1	1	0	0	2	**2**	2	3	0	1	0	0	0	0	0
0	0	0	0	0	0	1	1	**3**	0	1	3	1	2	1	**2**	0	1	0	0	0	0	0	0	0
0	0	0	0	1	0	0	2	**1**	2	1	2	4	5	5	**5**	1	0	1	1	0	0	0	0	0

AM Peak 0830 - 0930 (8), AM PHF=0.67 PM Peak 1515 - 1615 (11), PM PHF=0.55

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6691 -- English (ENU)

Datasets:
Site: **[24] MEARS CT S OF COUNT STATION 22**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015 - Total=73, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**3**	**6**	**13**	**3**	**2**	**3**	**3**	**5**	**2**	**10**	**8**	**5**	**0**	**5**	**4**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**5**	1	0	0	0	0	0	**4**	1	0	0	2	2	0	0	0	0
0	0	0	0	0	0	1	0	**2**	0	1	1	0	1	1	**1**	4	1	0	2	2	0	0	0	0
0	0	0	0	0	1	1	**5**	5	2	1	2	1	2	0	**5**	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	1	**1**	1	0	0	0	2	2	**1**	0	1	2	0	1	0	0	0	0	0

AM Peak 0730 - 0830 (13), AM PHF=0.65 PM Peak 1445 - 1545 (11), PM PHF=0.55

*** Wednesday, May 20, 2015 - Total=94, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**7**	**9**	**6**	**5**	**4**	**9**	**4**	**9**	**9**	**5**	**5**	**5**	**5**	**0**	**2**	**0**	
0	0	0	0	0	0	0	0	**3**	1	3	0	0	**3**	1	1	0	1	3	3	1	0	0	0	0
0	0	0	0	0	1	0	1	**2**	1	0	1	0	**3**	1	2	4	1	0	2	3	0	1	0	0
0	0	0	0	0	0	0	**5**	0	4	2	1	1	**3**	0	1	3	3	1	0	0	0	1	0	0
0	0	0	0	0	0	0	**3**	2	3	1	3	**3**	0	2	5	2	0	1	0	1	0	0	0	0

AM Peak 0730 - 0830 (13), AM PHF=0.65 PM Peak 1245 - 1345 (12), PM PHF=1.00

*** Thursday, May 21, 2015 - Total=96, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**1**	**6**	**6**	**8**	**6**	**11**	**7**	**10**	**10**	**12**	**4**	**6**	**4**	**3**	**0**	**1**	**0**	**0**	
0	0	0	0	0	0	0	0	2	3	2	**3**	2	2	2	1	**3**	3	1	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	**2**	0	4	3	0	**1**	1	1	1	0	0	0	0	0
0	0	0	0	0	1	0	2	4	3	4	**2**	3	3	3	**6**	0	0	2	2	0	1	0	0	0
0	0	0	0	0	0	1	2	0	2	0	**4**	2	1	2	**5**	0	2	0	0	0	0	0	0	0

AM Peak 1100 - 1200 (11), AM PHF=0.69 PM Peak 1530 - 1630 (15), PM PHF=0.63

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6693 -- English (ENU)

Datasets:
Site: **[24] MEARS CT S OF COUNT STATION 22**
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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015 - Total=94, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**7**	**7**	**8**	**2**	**8**	**6**	**9**	**7**	**8**	**9**	**5**	**3**	**5**	**4**	**1**	**1**	
0	0	0	0	0	0	1	0	3	0	**4**	1	3	1	4	0	**0**	1	0	1	2	1	0	0	0
0	0	0	0	0	0	0	0	3	0	**3**	0	2	2	1	0	**3**	4	3	1	2	1	1	0	0
0	0	0	0	1	0	0	0	0	**1**	0	0	0	1	2	**4**	3	2	2	0	0	2	0	1	1
0	0	0	0	0	1	0	1	1	**6**	1	1	3	2	2	**3**	2	2	0	1	1	0	0	0	0

AM Peak 0930 - 1030 (14), AM PHF=0.58 PM Peak 1530 - 1630 (10), PM PHF=0.63

*** Wednesday, May 20, 2015 - Total=101, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**10**	**6**	**2**	**5**	**6**	**14**	**6**	**6**	**10**	**7**	**12**	**5**	**2**	**2**	**3**	**0**	
0	0	0	0	0	1	0	0	2	**3**	0	0	1	**4**	3	2	2	1	3	2	1	0	1	0	0
0	0	0	0	0	0	0	2	**3**	1	0	2	0	**3**	1	1	2	2	6	3	0	1	1	0	1
1	0	0	1	0	0	0	0	**3**	2	1	2	2	**5**	2	1	4	3	2	0	1	1	0	0	0
0	0	0	0	0	0	0	0	**2**	0	1	1	**3**	2	0	2	2	1	1	0	0	0	1	0	0

AM Peak 0815 - 0915 (11), AM PHF=0.92 PM Peak 1245 - 1345 (15), PM PHF=0.75

*** Thursday, May 21, 2015 - Total=111, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**1**	**0**	**1**	**5**	**9**	**4**	**8**	**11**	**7**	**10**	**13**	**6**	**11**	**6**	**7**	**5**	**4**	**2**	**0**	**0**	
0	0	0	0	0	0	0	0	1	1	4	**2**	2	2	**7**	1	3	2	3	1	1	0	0	0	0
1	0	0	0	0	0	1	4	5	0	0	**3**	2	2	**3**	1	2	2	2	3	1	1	0	0	0
0	0	0	0	0	0	0	1	1	2	3	**2**	2	**4**	2	3	3	1	1	1	1	1	0	0	0
0	0	0	0	1	0	0	0	2	1	1	**4**	1	**2**	1	1	3	1	1	0	1	0	0	0	0

AM Peak 1100 - 1200 (11), AM PHF=0.69 PM Peak 1330 - 1430 (16), PM PHF=0.57

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-6695 -- English (ENU)

Datasets:

Site: **[25] PETER COUTTS CR E OF PETER COUTTS RD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input : 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015=410, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**0**	**0**	**0**	**0**	**1**	**2**	**9**	**25**	**16**	**17**	**18**	**24**	**23**	**27**	**35**	**36**	**42**	**50**	**28**	**29**	**19**	**6**	**2**	
1	0	0	0	0	0	0	2	**7**	4	5	4	6	4	7	9	9	13	**11**	8	14	10	2	0	2
0	0	0	0	0	0	1	1	**7**	7	3	3	3	8	4	9	11	7	**14**	4	8	4	1	0	0
0	0	0	0	0	0	0	4	**7**	2	7	5	9	4	9	7	8	14	**14**	9	2	4	3	1	1
2	0	0	0	0	1	1	2	**5**	3	2	6	6	7	8	10	8	8	**11**	7	5	1	0	1	2

AM Peak 0800 - 0900 (25), AM PHF=0.89 PM Peak 1800 - 1900 (50), PM PHF=0.88

*** Wednesday, May 20, 2015=439, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**0**	**0**	**0**	**2**	**5**	**11**	**20**	**20**	**13**	**25**	**37**	**27**	**16**	**27**	**46**	**46**	**37**	**39**	**29**	**18**	**12**	**5**	
2	2	0	0	0	1	1	0	2	4	3	6	**6**	7	5	4	5	9	**13**	9	7	4	4	1	2
0	0	0	0	0	0	0	0	7	6	8	6	**14**	6	6	5	14	8	**9**	7	7	3	4	1	1
1	0	0	0	0	1	1	5	4	8	0	**9**	9	4	2	9	19	**10**	8	14	9	7	1	1	0
2	0	0	0	0	0	3	6	7	3	2	**4**	8	10	3	9	8	**19**	7	9	6	4	3	2	0

AM Peak 1130 - 1230 (33), AM PHF=0.59 PM Peak 1730 - 1830 (51), PM PHF=0.68

*** Thursday, May 21, 2015=433, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**3**	**0**	**0**	**0**	**1**	**6**	**8**	**26**	**21**	**30**	**20**	**23**	**33**	**19**	**37**	**34**	**41**	**53**	**25**	**18**	**14**	**10**	**11**	
2	0	0	0	0	0	1	0	7	5	**11**	3	7	9	0	7	5	4	**14**	9	7	2	3	9	0
1	1	0	0	0	0	0	3	4	5	**8**	9	3	12	8	8	8	11	**9**	3	2	7	4	2	0
0	2	0	0	0	0	0	3	11	**7**	7	3	7	3	8	10	9	17	**17**	8	7	3	1	0	0
0	0	0	0	0	1	5	2	4	**4**	4	5	6	9	3	12	12	9	**13**	5	2	2	2	0	1

AM Peak 0930 - 1030 (30), AM PHF=0.68 PM Peak 1800 - 1900 (53), PM PHF=0.80

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-6694 -- English (ENU)

Datasets:

Site: **[25] PETER COUTTS CR E OF PETER COUTTS RD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input : 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015=402, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**0**	**3**	**5**	**34**	**40**	**38**	**31**	**15**	**20**	**25**	**26**	**30**	**35**	**31**	**31**	**17**	**11**	**7**	**3**	**1**	
0	1	0	0	0	0	2	9	**13**	11	13	6	7	8	5	11	5	**8**	11	4	2	3	1	0	1
0	0	0	0	0	0	1	6	**10**	6	3	3	3	7	6	7	**7**	7	8	6	0	1	0	0	0
1	0	0	0	0	1	0	**11**	9	10	7	5	6	5	11	4	**10**	9	5	3	3	2	2	0	1
0	0	0	0	0	2	2	**9**	9	11	9	1	4	5	4	8	**13**	7	7	4	6	1	0	1	1

AM Peak 0730 - 0830 (42), AM PHF=0.83 PM Peak 1615 - 1715 (38), PM PHF=0.73

*** Wednesday, May 20, 2015=429, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**0**	**0**	**1**	**2**	**8**	**31**	**43**	**30**	**35**	**25**	**30**	**27**	**25**	**26**	**31**	**39**	**25**	**17**	**16**	**9**	**5**	**2**	
1	1	0	0	1	0	4	4	**11**	7	10	8	7	8	5	5	8	**11**	5	3	2	0	2	2	1
0	1	0	0	0	0	1	5	**9**	5	11	7	10	5	6	6	9	**7**	7	7	6	4	2	0	0
1	0	0	0	0	1	1	9	**13**	13	10	2	5	7	4	7	7	**10**	7	6	1	1	1	0	0
1	0	0	0	0	1	2	**13**	10	6	6	9	10	7	10	8	7	**11**	6	1	7	4	0	0	0

AM Peak 0745 - 0845 (46), AM PHF=0.88 PM Peak 1700 - 1800 (39), PM PHF=0.88

*** Thursday, May 21, 2015=418, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**0**	**4**	**4**	**34**	**46**	**33**	**33**	**21**	**34**	**22**	**29**	**24**	**33**	**29**	**30**	**20**	**11**	**9**	**1**	**2**	
1	0	0	0	0	0	1	3	**15**	9	10	1	**9**	4	4	4	11	9	8	10	3	2	0	1	0
0	1	0	0	0	0	2	3	**9**	2	11	5	**9**	6	10	9	9	6	7	2	4	2	0	1	0
0	0	0	0	0	3	1	**12**	10	7	7	7	**5**	6	10	5	5	7	6	7	3	1	0	0	0
0	0	0	0	0	1	0	**17**	12	15	5	8	**11**	6	5	6	9	8	10	1	1	4	1	0	0

AM Peak 0730 - 0830 (52), AM PHF=0.76 PM Peak 1200 - 1300 (34), PM PHF=0.77

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6710 -- English (ENU)

Datasets:

Site: **[27] ESCONDIDO VILLAGE DW 1 E OF CAMPUS 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: East (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=227, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**5**	**1**	**0**	**1**	**1**	**0**	**9**	**12**	**10**	**6**	**13**	**8**	**13**	**14**	**12**	**9**	**12**	**18**	**20**	**13**	**13**	**12**	**12**	
4	1	0	0	0	1	0	0	**5**	2	1	1	0	3	5	4	4	1	1	**3**	1	5	0	1	3
4	1	0	0	1	0	0	0	**1**	4	1	7	4	2	6	2	2	5	3	**6**	6	3	3	4	4
3	2	1	0	0	0	0	**2**	2	3	3	2	1	6	2	4	3	0	**9**	6	3	1	4	4	1
2	1	0	0	0	0	0	**7**	4	1	1	3	3	2	1	2	0	6	**5**	5	3	4	5	3	1

AM Peak 0730 - 0830 (15), AM PHF=0.54 PM Peak 1830 - 1930 (23), PM PHF=0.64

*** Thursday, May 21, 2015 - Total=199, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**5**	**2**	**0**	**1**	**1**	**0**	**8**	**7**	**11**	**7**	**5**	**11**	**13**	**12**	**6**	**9**	**20**	**11**	**18**	**15**	**9**	**9**	**10**	
3	0	0	0	1	0	0	0	**4**	4	2	0	2	3	5	3	4	4	4	5	**9**	3	2	3	2
4	1	0	0	0	1	0	**2**	1	1	2	1	3	5	0	1	1	8	4	**6**	2	0	3	2	3
1	3	2	0	0	0	0	**3**	0	2	2	3	2	2	5	2	1	4	3	**5**	0	2	4	3	3
1	1	0	0	0	0	0	**3**	2	4	1	1	4	3	2	0	3	4	0	**2**	4	4	0	2	2

AM Peak 0715 - 0815 (12), AM PHF=0.75 PM Peak 1915 - 2015 (22), PM PHF=0.61

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6713 -- English (ENU)

Datasets:

Site: **[27] ESCONDIDO VILLAGE DW 1 E OF CAMPUS 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: West (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=132, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**11**	**11**	**13**	**10**	**8**	**11**	**4**	**10**	**4**	**9**	**7**	**9**	**8**	**6**	**3**	**1**	
1	0	0	0	0	0	0	2	1	**5**	3	2	2	3	0	1	3	3	2	2	**2**	3	0	0	0
0	0	0	0	0	0	0	0	**4**	3	2	5	1	3	2	4	0	2	1	0	**4**	1	1	1	1
0	0	0	0	0	0	1	1	**1**	2	3	0	2	3	1	5	0	1	4	**4**	1	1	1	0	1
0	0	0	0	0	0	1	1	**5**	1	5	3	3	2	1	0	1	3	0	**3**	1	1	1	0	2

AM Peak 0815 - 0915 (15), AM PHF=0.75 PM Peak 1930 - 2030 (13), PM PHF=0.81

*** Thursday, May 21, 2015 - Total=117, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**4**	**11**	**8**	**10**	**5**	**3**	**8**	**5**	**10**	**7**	**7**	**7**	**12**	**4**	**2**	**5**	
0	0	0	0	0	0	0	2	0	3	4	1	**4**	0	2	3	1	1	1	2	**5**	0	1	1	0
1	0	0	0	0	0	0	0	1	3	1	**2**	1	2	1	0	4	1	2	1	**2**	3	1	0	0
1	0	0	0	0	0	0	1	1	3	1	**6**	0	1	2	1	2	2	3	3	**3**	1	0	3	0
2	0	0	0	0	0	1	1	2	2	2	**1**	0	0	3	1	3	3	1	1	**2**	0	0	1	0

AM Peak 1115 - 1215 (13), AM PHF=0.54 PM Peak 2000 - 2100 (12), PM PHF=0.60

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6716 -- English (ENU)

Datasets:

Site: **[28] ESCONDIDO VILLAGE DW 2 E OF SERRA 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=1043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**9**	**5**	**6**	**2**	**5**	**13**	**20**	**38**	**59**	**49**	**50**	**45**	**39**	**48**	**48**	**64**	**93**	**110**	**82**	**88**	**66**	**46**	**41**	
3	2	2	2	1	1	4	0	9	13	**17**	13	10	10	9	13	13	27	**33**	30	29	19	12	15	4
5	4	1	2	0	1	3	6	8	**13**	11	12	16	7	14	14	19	20	**25**	21	25	15	12	9	4
6	3	1	1	0	0	0	4	9	**18**	14	12	5	15	13	10	14	23	**22**	12	16	16	12	9	5
3	0	1	1	1	3	6	10	12	**15**	7	13	14	7	12	11	18	23	**30**	19	18	16	10	8	6

AM Peak 0915 - 1015 (63), AM PHF=0.88 PM Peak 1800 - 1900 (110), PM PHF=0.83

* Wednesday, May 20, 2015 - Total=1065, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**4**	**6**	**0**	**4**	**6**	**10**	**37**	**45**	**54**	**52**	**55**	**51**	**41**	**56**	**65**	**66**	**98**	**101**	**86**	**66**	**67**	**40**	**36**	
4	1	1	0	2	1	3	7	14	**13**	18	13	9	11	19	10	9	22	**36**	27	20	16	7	15	3
4	0	3	0	0	1	2	7	6	**18**	13	14	19	9	12	21	25	28	**29**	21	19	19	15	5	11
5	3	1	0	1	2	4	10	10	**14**	8	11	13	13	11	16	18	**23**	22	18	13	14	6	10	7
6	0	1	0	1	2	1	13	**15**	9	13	17	10	8	14	18	14	**25**	14	20	14	18	12	6	3

AM Peak 0845 - 0945 (60), AM PHF=0.83 PM Peak 1730 - 1830 (113), PM PHF=0.78

* Thursday, May 21, 2015 - Total=1083, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**10**	**5**	**1**	**6**	**7**	**11**	**32**	**41**	**55**	**43**	**51**	**51**	**62**	**53**	**65**	**65**	**101**	**96**	**94**	**64**	**61**	**48**	**37**	
3	4	2	0	2	0	1	8	11	15	14	9	**9**	12	14	16	13	18	**27**	36	9	17	12	13	11
11	1	1	1	1	3	3	7	13	15	8	9	**19**	18	12	17	20	**24**	22	18	27	20	14	5	14
7	5	1	0	1	0	0	7	7	11	7	**19**	13	20	10	16	16	**33**	22	19	18	17	10	7	4
3	0	1	0	2	4	7	10	10	14	14	**14**	10	12	17	16	16	**26**	25	21	10	7	12	12	2

AM Peak 1130 - 1230 (61), AM PHF=0.80 PM Peak 1715 - 1815 (110), PM PHF=0.83

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6718 -- English (ENU)

Datasets:

Site: **[28] ESCONDIDO VILLAGE DW 2 E OF SERRA 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=870, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**6**	**3**	**3**	**1**	**7**	**10**	**25**	**51**	**59**	**46**	**44**	**35**	**37**	**52**	**41**	**51**	**66**	**80**	**64**	**69**	**60**	**28**	**19**	
1	1	1	1	0	2	0	3	18	11	**15**	11	9	7	12	7	7	19	20	**18**	22	16	10	9	3
4	2	2	1	0	4	1	4	9	13	**16**	13	3	6	13	15	19	21	14	**20**	19	13	12	7	5
4	3	0	1	1	0	0	2	7	**12**	5	10	6	20	12	7	13	10	**18**	11	14	21	5	1	1
4	0	0	0	0	1	9	16	17	**23**	10	10	17	4	15	12	12	16	**28**	15	14	10	1	2	2

AM Peak 0930 - 1030 (66), AM PHF=0.72 PM Peak 1830 - 1930 (84), PM PHF=0.75

* Wednesday, May 20, 2015 - Total=863, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**5**	**5**	**0**	**3**	**5**	**7**	**40**	**44**	**70**	**47**	**53**	**51**	**28**	**55**	**39**	**52**	**69**	**62**	**65**	**56**	**45**	**28**	**23**	
3	1	0	0	0	2	0	6	12	**18**	18	12	9	7	20	2	8	16	**18**	20	10	12	8	10	1
5	1	5	0	0	1	2	10	11	**18**	9	9	20	7	12	17	19	17	**18**	18	21	11	12	5	7
1	3	0	0	2	1	4	5	4	**21**	10	14	11	6	11	8	17	**19**	14	8	15	9	2	6	3
2	0	0	0	1	1	1	19	**17**	13	10	18	11	8	12	12	8	**17**	12	19	10	13	6	2	3

AM Peak 0845 - 0945 (74), AM PHF=0.88 PM Peak 1730 - 1830 (72), PM PHF=0.95

* Thursday, May 21, 2015 - Total=981, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**5**	**3**	**1**	**5**	**7**	**8**	**39**	**62**	**58**	**55**	**55**	**45**	**57**	**49**	**62**	**46**	**72**	**69**	**85**	**53**	**58**	**45**	**28**	
1	3	0	0	1	2	1	7	14	**14**	16	8	13	13	12	16	6	18	20	**29**	12	10	12	11	4
7	0	2	1	2	3	2	14	14	**15**	13	9	7	11	13	8	19	19	16	**18**	16	24	15	7	9
3	2	1	0	0	0	0	7	**17**	12	10	15	8	16	9	13	13	23	15	**18**	15	14	10	8	0
3	0	0	0	2	2	5	11	**17**	17	16	23	17	17	15	25	8	12	18	**20**	10	10	8	2	2

AM Peak 0830 - 0930 (63), AM PHF=0.93 PM Peak 1900 - 2000 (85), PM PHF=0.73

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6721 -- English (ENU)

Datasets:
Site: **[29] ESCONDIDO VILLAGE DW 3 E OF SERRA 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 19, 2015 - Total=711, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**0**	**2**	**3**	**2**	**4**	**12**	**36**	**38**	**45**	**35**	**19**	**32**	**24**	**22**	**39**	**45**	**78**	**82**	**45**	**53**	**37**	**29**	**24**	
1	0	1	1	0	1	1	4	6	**14**	13	1	9	6	5	7	7	20	**20**	13	11	11	10	6	3
3	0	0	1	1	2	4	5	8	**10**	8	7	6	6	4	13	10	20	**23**	11	10	6	11	4	3
1	0	1	1	0	0	4	17	**11**	5	7	6	7	8	5	12	11	16	**26**	13	16	10	4	7	1
0	0	0	0	1	1	3	10	**13**	16	7	5	10	4	8	7	17	**22**	13	8	16	10	4	7	1

AM Peak 0830 - 0930 (48), AM PHF=0.86 PM Peak 1745 - 1845 (91), PM PHF=0.88

*** Wednesday, May 20, 2015 - Total=777, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**4**	**2**	**2**	**3**	**4**	**12**	**25**	**44**	**57**	**45**	**35**	**38**	**36**	**31**	**46**	**49**	**89**	**71**	**49**	**51**	**27**	**31**	**18**	
3	2	1	0	2	1	0	2	7	**25**	10	10	9	8	11	16	12	17	**18**	20	7	12	5	5	3
3	2	0	1	0	1	4	10	10	**12**	8	9	12	10	7	11	11	**28**	19	10	15	7	7	5	1
1	0	0	0	0	0	4	5	**11**	8	14	9	9	7	8	6	13	**26**	15	11	15	4	10	5	3
1	0	1	1	1	2	4	8	**16**	12	13	7	8	11	5	13	13	**18**	19	8	14	4	9	3	1

AM Peak 0830 - 0930 (64), AM PHF=0.64 PM Peak 1715 - 1815 (90), PM PHF=0.80

*** Thursday, May 21, 2015 - Total=687, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**6**	**2**	**1**	**0**	**3**	**9**	**22**	**57**	**37**	**19**	**30**	**30**	**26**	**29**	**37**	**50**	**75**	**71**	**58**	**35**	**41**	**28**	**13**	
3	3	0	0	0	1	0	4	**15**	15	6	5	7	5	7	10	7	16	**22**	14	13	9	6	0	4
1	2	0	0	0	0	2	6	**11**	11	4	11	11	8	6	10	13	17	**21**	14	6	15	6	8	0
3	1	1	0	0	2	3	6	**16**	4	6	9	7	7	9	10	16	**17**	12	13	8	10	7	1	1
1	0	1	1	0	0	4	6	**15**	7	3	5	5	6	7	7	14	**25**	16	17	8	7	9	4	3

AM Peak 0800 - 0900 (57), AM PHF=0.89 PM Peak 1730 - 1830 (85), PM PHF=0.85

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6722 -- English (ENU)

Datasets:
Site: **[29] ESCONDIDO VILLAGE DW 3 E OF SERRA 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=764, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**2**	**2**	**3**	**9**	**13**	**60**	**69**	**60**	**35**	**30**	**27**	**29**	**34**	**38**	**53**	**73**	**71**	**49**	**39**	**28**	**18**	**15**	
2	0	0	0	0	1	1	6	11	**19**	11	10	7	6	8	8	11	**18**	13	8	10	9	2	2	3
0	1	0	0	1	1	1	8	**16**	16	5	3	7	5	6	12	11	**21**	16	15	7	3	11	4	1
1	1	1	1	0	2	5	20	**13**	10	9	8	6	15	12	7	11	**20**	27	19	9	8	2	3	0
2	0	1	1	2	5	6	26	**29**	15	10	9	7	3	8	11	**20**	14	15	7	13	8	3	6	1

AM Peak 0815 - 0915 (77), AM PHF=0.66 PM Peak 1645 - 1745 (79), PM PHF=0.94

* Wednesday, May 20, 2015 - Total=841, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**1**	**0**	**3**	**3**	**6**	**14**	**47**	**84**	**82**	**54**	**46**	**35**	**39**	**36**	**51**	**48**	**75**	**81**	**41**	**41**	**21**	**16**	**12**	
3	0	0	1	1	1	0	11	18	**28**	16	10	11	3	10	10	12	20	**22**	13	8	9	5	3	2
1	1	0	0	0	1	3	8	19	**25**	11	12	13	9	9	14	12	24	**26**	9	13	4	4	5	1
0	0	0	0	0	1	7	13	**25**	16	14	10	3	9	9	9	16	13	**14**	6	10	4	2	3	3
1	0	0	2	2	3	4	15	**22**	13	13	14	8	18	8	18	8	18	**19**	13	10	4	5	1	2

AM Peak 0830 - 0930 (100), AM PHF=0.89 PM Peak 1800 - 1900 (81), PM PHF=0.78

* Thursday, May 21, 2015 - Total=749, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**3**	**0**	**0**	**0**	**10**	**15**	**53**	**86**	**62**	**34**	**29**	**24**	**32**	**36**	**39**	**52**	**72**	**57**	**57**	**34**	**28**	**12**	**6**	
2	0	0	0	0	0	2	7	**24**	21	14	7	6	8	4	14	15	**21**	17	11	7	3	5	1	7
1	1	0	0	0	0	3	9	**18**	16	9	8	10	11	12	6	21	**13**	8	14	8	9	2	1	1
3	1	0	0	0	5	3	13	**16**	14	7	8	7	4	12	8	7	**16**	15	15	5	5	3	2	1
2	1	0	0	0	5	7	24	**28**	11	4	6	1	9	8	11	9	**22**	17	17	14	11	2	2	0

AM Peak 0800 - 0900 (86), AM PHF=0.77 PM Peak 1700 - 1800 (72), PM PHF=0.82

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6729 -- English (ENU)

Datasets:
Site: **[30] ESCONDIDO VILLAGE DW 4 S OF SERRA 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: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=954, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**3**	**4**	**3**	**0**	**11**	**14**	**38**	**92**	**88**	**51**	**35**	**46**	**44**	**47**	**60**	**70**	**111**	**82**	**42**	**30**	**28**	**29**	**21**	
1	0	4	3	0	0	2	8	22	**23**	12	5	13	14	8	8	24	22	**23**	14	6	11	7	10	1
1	0	0	0	0	2	3	12	20	**21**	12	9	13	9	6	10	14	**30**	23	7	10	2	14	4	3
1	2	0	0	0	4	4	6	**28**	26	17	12	11	10	16	26	16	**32**	19	11	11	9	5	7	0
2	1	0	0	0	5	5	12	**22**	18	10	9	9	11	17	16	16	**27**	17	10	3	6	3	0	5

AM Peak 0830 - 0930 (94), AM PHF=0.84 PM Peak 1715 - 1815 (112), PM PHF=0.88

* Wednesday, May 20, 2015 - Total=961, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**4**	**3**	**1**	**2**	**10**	**18**	**46**	**100**	**88**	**60**	**54**	**41**	**48**	**41**	**59**	**74**	**96**	**66**	**44**	**39**	**29**	**14**	**15**	
1	0	3	0	1	0	5	5	**31**	15	23	16	7	9	12	13	10	**29**	21	10	12	11	4	4	1
3	2	0	0	0	1	3	8	**18**	26	17	11	11	9	9	17	20	**23**	18	12	14	6	5	2	3
0	2	0	0	0	2	4	22	**34**	29	9	8	14	11	10	13	16	**26**	13	11	7	3	1	7	0
5	0	0	1	1	7	6	11	**17**	18	11	19	9	19	10	16	**28**	18	14	11	6	9	4	2	3

AM Peak 0800 - 0900 (100), AM PHF=0.74 PM Peak 1645 - 1745 (106), PM PHF=0.91

* Thursday, May 21, 2015 - Total=1004, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**8**	**2**	**2**	**1**	**10**	**17**	**49**	**89**	**82**	**60**	**36**	**49**	**46**	**42**	**61**	**74**	**104**	**73**	**53**	**53**	**39**	**32**	**15**	
1	1	2	0	0	0	3	9	**22**	24	20	7	18	16	10	14	22	**27**	23	18	15	10	11	7	7
3	1	0	0	0	0	7	8	**25**	18	16	7	10	10	12	12	13	**26**	19	12	9	13	14	1	12
0	3	0	1	0	3	2	12	**27**	13	13	11	17	9	11	16	12	**25**	22	9	10	10	2	3	1
3	3	0	1	1	7	5	**20**	15	27	11	11	4	11	9	19	**27**	26	9	14	19	6	5	4	1

AM Peak 0745 - 0845 (94), AM PHF=0.87 PM Peak 1645 - 1745 (105), PM PHF=0.97

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6725 -- English (ENU)

Datasets:
Site: **[30] ESCONDIDO VILLAGE DW 4 S OF SERRA 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: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 19, 2015 - Total=967, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**5**	**3**	**0**	**10**	**12**	**42**	**93**	**87**	**46**	**42**	**45**	**44**	**45**	**61**	**74**	**107**	**74**	**50**	**37**	**31**	**32**	**18**	
1	0	3	3	0	0	2	7	22	**24**	12	8	9	13	9	11	22	**22**	21	17	9	13	8	8	2
2	1	1	0	0	2	2	15	23	**27**	12	9	17	12	9	13	18	**30**	24	11	11	3	15	4	2
1	2	0	0	0	4	5	6	**24**	21	12	13	9	7	15	20	15	**30**	14	9	11	10	6	5	0
1	1	1	0	0	4	3	14	**24**	15	10	12	10	12	12	17	19	**25**	15	13	6	5	3	1	5

AM Peak 0830 - 0930 (99), AM PHF=0.92 PM Peak 1700 - 1800 (107), PM PHF=0.89

* Wednesday, May 20, 2015 - Total=966, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**4**	**3**	**1**	**3**	**8**	**11**	**44**	**104**	**83**	**51**	**45**	**48**	**54**	**47**	**59**	**76**	**100**	**56**	**51**	**36**	**36**	**21**	**16**	
2	1	2	0	1	1	4	4	**34**	17	16	12	7	12	16	15	12	**28**	23	13	9	10	5	6	3
2	2	1	0	0	2	0	12	**19**	26	15	9	14	12	11	15	21	**26**	13	12	14	8	9	3	3
0	1	0	0	1	2	2	19	**32**	23	13	7	14	11	12	18	19	**29**	7	15	6	6	3	5	0
5	0	0	1	1	3	5	9	**19**	17	7	17	13	19	8	11	**24**	17	13	11	7	12	4	2	2

AM Peak 0800 - 0900 (104), AM PHF=0.76 PM Peak 1645 - 1745 (107), PM PHF=0.92

* Thursday, May 21, 2015 - Total=1028, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**10**	**3**	**2**	**1**	**8**	**8**	**49**	**86**	**77**	**58**	**37**	**44**	**43**	**42**	**68**	**74**	**103**	**87**	**62**	**64**	**42**	**35**	**17**	
3	2	3	0	0	0	2	10	**23**	24	18	6	15	14	11	16	20	**27**	28	17	19	9	14	8	5
3	2	0	1	0	0	2	9	**26**	23	18	7	12	11	11	15	13	**22**	22	16	9	14	16	1	15
0	2	0	1	0	3	1	14	**23**	13	14	12	11	8	13	17	14	**30**	21	11	14	12	1	3	1
2	4	0	0	1	5	3	**16**	14	17	8	12	6	10	7	20	**27**	24	16	18	22	7	4	5	2

AM Peak 0745 - 0845 (88), AM PHF=0.85 PM Peak 1645 - 1745 (106), PM PHF=0.88

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6736 -- English (ENU)

Datasets:
Site: **[31] ESCONDIDO VILLAGE DW 5 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=248, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**1**	**1**	**2**	**1**	**5**	**16**	**27**	**18**	**21**	**21**	**9**	**12**	**9**	**16**	**19**	**24**	**15**	**9**	**10**	**4**	**4**	**2**	
0	0	0	0	1	0	1	2	**10**	3	10	8	3	2	3	5	0	**8**	8	2	2	0	2	0	0
0	1	1	0	0	1	3	2	**7**	4	2	5	3	5	2	3	**12**	4	0	1	6	2	0	0	0
0	0	0	1	1	0	0	**6**	4	7	5	6	1	1	3	3	**2**	5	6	4	1	1	0	1	0
1	0	0	0	0	0	1	**6**	6	4	4	2	2	4	1	5	**5**	7	1	2	1	1	2	1	0

AM Peak 0730 - 0830 (29), AM PHF=0.72 PM Peak 1615 - 1715 (27), PM PHF=0.56

*** Thursday, May 21, 2015 - Total=244, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**1**	**0**	**1**	**4**	**14**	**26**	**17**	**16**	**13**	**12**	**9**	**10**	**21**	**12**	**24**	**21**	**16**	**9**	**8**	**8**	**1**	
0	0	0	0	0	0	1	3	**7**	6	3	2	5	3	2	4	7	8	**5**	8	2	2	2	0	1
0	1	0	0	0	0	1	2	**7**	6	4	3	4	1	4	4	4	6	**5**	4	0	3	3	0	1
0	0	0	1	0	1	2	2	**4**	2	8	4	3	3	2	5	1	4	**9**	1	1	0	2	0	0
0	0	0	0	0	0	0	7	**8**	3	1	4	0	2	2	8	0	**6**	2	3	6	3	1	1	0

AM Peak 0800 - 0900 (26), AM PHF=0.81 PM Peak 1745 - 1845 (25), PM PHF=0.69

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6735 -- English (ENU)

Datasets:
Site: **[31] ESCONDIDO VILLAGE DW 5 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=240, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**1**	**2**	**1**	**1**	**4**	**9**	**16**	**20**	**13**	**14**	**12**	**6**	**8**	**15**	**15**	**25**	**18**	**16**	**14**	**14**	**9**	**3**	
1	1	0	0	0	0	1	1	4	**2**	2	4	4	0	3	5	4	**6**	5	4	0	5	2	1	1
0	1	1	0	1	1	0	2	3	**10**	3	5	4	1	1	5	6	**4**	3	4	5	3	2	1	1
0	0	0	1	0	0	2	4	**5**	3	5	1	2	1	1	4	3	**8**	4	4	5	3	3	1	0
1	0	0	1	0	0	1	2	**4**	5	3	4	2	4	3	1	2	**7**	6	4	4	3	2	0	0

AM Peak 0830 - 0930 (21), AM PHF=0.53 PM Peak 1700 - 1800 (25), PM PHF=0.78

*** Thursday, May 21, 2015 - Total=240, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**0**	**1**	**1**	**1**	**2**	**6**	**15**	**11**	**15**	**12**	**14**	**12**	**6**	**14**	**16**	**16**	**15**	**23**	**22**	**16**	**13**	**5**	
1	1	0	0	0	0	1	2	1	**4**	2	2	3	3	3	5	4	6	4	6	4	**5**	5	3	0
1	1	0	1	0	0	0	3	**8**	2	4	6	5	3	2	2	4	3	5	2	4	**5**	5	0	1
0	0	0	0	0	1	0	1	**3**	5	8	2	2	2	1	2	5	5	4	6	**5**	4	2	1	1
0	0	0	0	1	0	1	0	**3**	0	1	2	4	4	0	5	3	2	2	9	**9**	2	1	1	0

AM Peak 0815 - 0915 (18), AM PHF=0.56 PM Peak 2030 - 2130 (24), PM PHF=0.67

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6745 -- English (ENU)

Datasets:

Site: **[32] ESCONDIDO VILLAGE DW 6 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=37, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**7**	**4**	**0**	**2**	**2**	**2**	**1**	**5**	**3**	**3**	**0**	**0**	**1**	**0**	
0	0	0	0	0	0	0	0	0	1	**2**	1	0	1	1	1	0	**1**	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	1	**2**	1	0	1	1	0	1	**1**	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	1	2	**1**	1	0	0	0	1	0	**2**	3	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	**2**	1	0	0	0	0	0	**1**	0	3	0	0	0	0	0

AM Peak 1000 - 1100 (7), AM PHF=0.88 PM Peak 1700 - 1800 (5), PM PHF=0.63

*** Thursday, May 21, 2015 - Total=45, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	**6**	**1**	**0**	**3**	**3**	**2**	**5**	**2**	**2**	**9**	**3**	**0**	**2**	**0**	**1**	
0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	1	1	0	1	**3**	1	0	0	0	0	0
0	0	0	0	0	0	0	1	0	**2**	0	0	1	0	1	0	0	0	**1**	2	0	0	0	0	0
0	0	0	0	0	1	0	0	**3**	0	1	0	0	1	0	3	0	1	**3**	0	0	2	0	1	0
0	0	0	0	0	0	0	0	**1**	2	0	0	1	2	0	1	2	0	**2**	0	0	0	0	0	0

AM Peak 0830 - 0930 (8), AM PHF=0.67 PM Peak 1800 - 1900 (9), PM PHF=0.75

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6737 -- English (ENU)

Datasets:
Site: **[32] ESCONDIDO VILLAGE DW 6 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=48, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**1**	**3**	**7**	**2**	**5**	**5**	**3**	**2**	**1**	**6**	**2**	**1**	**0**	**1**	
1	0	0	0	0	0	0	0	1	**1**	1	0	1	**1**	2	4	1	0	0	6	2	0	0	0	0
1	0	0	0	0	0	0	0	0	**2**	0	2	0	**1**	2	1	0	0	1	0	0	0	0	1	0
0	0	0	0	0	0	0	0	**1**	1	0	1	**2**	0	1	0	0	2	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	**1**	0	0	0	**4**	0	0	0	2	0	0	0	0	0	0	0	0

AM Peak 0830 - 0930 (5), AM PHF=0.63 PM Peak 1230 - 1330 (8), PM PHF=0.50

*** Thursday, May 21, 2015 - Total=54, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**3**	**1**	**6**	**3**	**7**	**3**	**4**	**4**	**5**	**3**	**0**	**8**	**0**	**0**	
0	0	0	0	0	0	0	2	0	0	0	0	**1**	0	1	1	3	0	**1**	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3	1	1	**3**	1	2	1	0	0	**1**	0	0	4	0	0	1
0	0	0	0	0	0	0	0	0	0	1	0	**2**	0	2	1	1	1	**3**	0	0	3	0	0	0
0	0	0	0	0	0	0	0	2	0	1	**0**	0	2	2	0	0	**3**	0	1	0	1	0	0	0

AM Peak 1145 - 1245 (6), AM PHF=0.50 PM Peak 1745 - 1845 (8), PM PHF=0.67

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6742 -- English (ENU)

Datasets:

Site: **[33] ESCONDIDO VILLAGE DW 7 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=50, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**4**	**5**	**2**	**4**	**3**	**4**	**3**	**5**	**4**	**2**	**4**	**3**	**2**	**0**	
0	0	0	0	0	0	1	0	0	0	2	**0**	0	0	**2**	2	1	3	1	1	1	0	0	0	0
1	0	0	0	0	0	0	0	0	0	1	**1**	0	**1**	0	1	0	0	1	0	0	1	1	0	0
0	0	0	0	0	1	0	1	0	0	0	**1**	1	**1**	1	1	1	1	1	1	2	2	0	0	0
0	0	0	0	0	0	0	0	1	0	1	**3**	1	**2**	0	0	1	1	1	0	1	0	1	0	1

AM Peak 1100 - 1200 (5), AM PHF=0.42 PM Peak 1315 - 1415 (6), PM PHF=0.75

*** Thursday, May 21, 2015 - Total=55, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**3**	**2**	**6**	**7**	**5**	**4**	**3**	**4**	**7**	**1**	**1**	**2**	**0**	**1**	
0	0	0	0	0	0	0	0	0	**2**	0	0	0	**3**	2	1	0	1	0	1	0	0	0	1	0
0	0	0	0	0	0	0	0	0	**2**	2	1	**3**	1	2	0	3	0	1	0	0	1	0	0	0
0	0	0	0	0	0	0	0	**1**	1	1	1	**1**	0	1	2	0	0	4	0	0	1	0	0	0
1	0	0	0	0	0	0	0	**2**	0	0	0	**2**	3	0	1	0	3	2	0	1	0	0	0	0

AM Peak 0830 - 0930 (7), AM PHF=0.88 PM Peak 1215 - 1315 (9), PM PHF=0.75

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6740 -- English (ENU)

Datasets:

Site: **[33] ESCONDIDO VILLAGE DW 7 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=47, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**6**	**3**	**3**	**3**	**3**	**6**	**0**	**1**	**4**	**3**	**5**	**2**	**2**	**2**	**0**	
1	0	0	1	0	0	0	0	0	**2**	0	0	1	0	**1**	0	1	2	1	1	0	1	0	0	0
0	0	0	0	0	0	0	0	0	**3**	1	0	0	0	**4**	0	0	1	2	2	0	0	0	0	0
0	0	0	0	0	0	0	1	**1**	1	2	3	1	**1**	1	0	0	1	0	1	0	0	1	0	0
0	0	0	0	0	0	0	0	**0**	0	0	0	1	**2**	0	0	0	0	0	1	2	1	1	0	0

AM Peak 0830 - 0930 (6), AM PHF=0.50 PM Peak 1330 - 1430 (8), PM PHF=0.50

*** Thursday, May 21, 2015 - Total=42, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**7**	**5**	**1**	**1**	**0**	**6**	**3**	**2**	**1**	**2**	**3**	**1**	**2**	**3**	**0**	**1**	
0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	1	0	0	0	1	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	**2**	0	0	0	**1**	0	0	1	1	0	1	2	0	0	0	0
0	0	0	0	0	1	0	0	**6**	1	0	1	0	**1**	2	2	0	1	1	0	0	2	0	0	0
0	0	0	0	1	0	0	2	**1**	0	1	0	0	**2**	0	0	0	0	1	0	0	1	0	0	0

AM Peak 0830 - 0930 (11), AM PHF=0.46 PM Peak 1300 - 1400 (6), PM PHF=0.75

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6753 -- English (ENU)

Datasets:

Site: **[34] ESCONDIDO VILLAGE DW 8 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=278, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**0**	**0**	**4**	**24**	**24**	**22**	**22**	**15**	**12**	**13**	**18**	**19**	**12**	**22**	**26**	**13**	**12**	**12**	**3**	**2**	
2	0	0	0	0	0	1	2	**3**	5	6	3	2	2	5	6	5	4	**13**	2	1	4	2	0	0
0	0	0	0	0	0	0	3	**7**	7	11	0	3	3	3	5	2	**8**	7	5	5	1	0	0	1
0	0	0	1	0	0	0	5	**8**	4	2	4	5	5	7	2	4	**2**	2	4	1	1	1	1	1
0	0	0	0	0	0	3	**14**	6	6	3	8	2	3	3	6	1	**8**	4	2	5	6	0	1	0

AM Peak 0745 - 0845 (32), AM PHF=0.57 PM Peak 1715 - 1815 (31), PM PHF=0.60

*** Thursday, May 21, 2015 - Total=286, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**1**	**0**	**3**	**22**	**26**	**21**	**17**	**11**	**14**	**16**	**22**	**19**	**19**	**19**	**28**	**13**	**15**	**10**	**6**	**2**	
0	0	0	0	1	0	0	7	**4**	5	4	3	2	1	3	5	7	7	**7**	6	3	2	2	0	1
1	0	0	0	0	0	0	3	**12**	6	3	0	3	8	4	3	4	3	**5**	3	7	3	2	1	2
1	0	0	0	0	0	0	**6**	5	7	5	5	6	5	8	4	6	5	**9**	1	3	4	1	0	0
0	0	0	0	0	0	3	**6**	5	3	5	3	3	2	7	7	2	4	**7**	3	2	1	1	1	0

AM Peak 0730 - 0830 (28), AM PHF=0.58 PM Peak 1800 - 1900 (28), PM PHF=0.78

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6746 -- English (ENU)

Datasets:

Site: **[34] ESCONDIDO VILLAGE DW 8 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=317, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**1**	**2**	**2**	**1**	**1**	**22**	**20**	**26**	**19**	**17**	**17**	**19**	**13**	**18**	**17**	**26**	**26**	**15**	**23**	**18**	**7**	**2**	
3	0	0	0	0	1	1	2	5	**9**	5	4	1	4	4	6	7	9	**13**	2	3	4	4	0	2
1	0	0	1	2	0	0	5	2	**8**	8	4	8	6	3	5	3	**7**	7	2	7	1	0	1	0
0	1	0	1	0	0	0	4	**9**	5	3	5	3	7	4	2	4	**3**	1	5	3	4	2	1	0
0	0	1	0	0	0	0	11	**4**	4	3	4	5	2	2	5	3	**7**	5	6	10	9	1	0	1

AM Peak 0830 - 0930 (30), AM PHF=0.83 PM Peak 1715 - 1815 (30), PM PHF=0.58

*** Thursday, May 21, 2015 - Total=308, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**1**	**1**	**0**	**1**	**0**	**1**	**19**	**21**	**19**	**16**	**14**	**20**	**19**	**11**	**21**	**18**	**21**	**33**	**18**	**19**	**16**	**9**	**7**	
2	0	0	0	1	0	0	7	**6**	3	5	6	5	0	0	5	5	10	**8**	5	7	4	1	1	2
0	0	0	0	0	0	0	4	**5**	6	3	2	5	9	3	3	6	2	**6**	4	5	3	3	4	1
0	1	0	0	0	0	0	6	**3**	5	5	2	5	5	4	5	3	6	**11**	3	3	5	3	0	0
1	0	1	0	0	0	1	2	**7**	5	3	4	5	5	4	8	4	3	**8**	6	4	4	2	2	1

AM Peak 0800 - 0900 (21), AM PHF=0.75 PM Peak 1800 - 1900 (33), PM PHF=0.75

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6756 -- English (ENU)

Datasets:
Site: **[35] ESCONDIDO VILLAGE DW 9 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=306, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**0**	**0**	**0**	**0**	**2**	**8**	**13**	**16**	**19**	**18**	**9**	**23**	**18**	**18**	**11**	**20**	**15**	**27**	**27**	**19**	**10**	**12**	**13**	
6	0	0	0	0	0	1	2	7	6	5	2	**6**	3	5	2	6	4	4	**11**	8	0	2	5	2
0	0	0	0	0	1	1	4	2	5	5	2	**7**	3	2	5	2	6	**6**	5	2	1	4	3	2
2	0	0	0	0	0	3	3	3	5	3	1	**7**	4	5	1	3	3	**11**	5	3	5	1	5	1
0	0	0	0	0	1	3	4	4	3	5	**4**	3	8	6	3	9	2	**6**	6	6	4	5	0	1

AM Peak 1145 - 1245 (24), AM PHF=0.86 PM Peak 1815 - 1915 (34), PM PHF=0.77

*** Thursday, May 21, 2015 - Total=275, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**0**	**0**	**0**	**3**	**4**	**17**	**16**	**16**	**18**	**13**	**16**	**14**	**9**	**13**	**20**	**17**	**21**	**18**	**15**	**21**	**8**	**6**	
2	2	0	0	0	0	0	2	**6**	5	3	4	2	3	1	5	4	**5**	6	7	5	9	2	2	3
2	2	0	0	0	1	1	**6**	5	3	3	3	5	6	1	2	3	**3**	8	0	4	5	1	0	1
1	0	0	0	0	1	0	**4**	4	1	5	3	8	3	3	5	3	**6**	3	7	0	4	4	2	2
1	0	0	0	0	1	3	**5**	1	7	7	3	1	2	4	1	**10**	3	4	4	6	3	1	2	0

AM Peak 0715 - 0815 (21), AM PHF=0.88 PM Peak 1645 - 1745 (24), PM PHF=0.60

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6754 -- English (ENU)

Datasets:
Site: **[35] ESCONDIDO VILLAGE DW 9 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=296, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**0**	**0**	**0**	**0**	**1**	**6**	**6**	**9**	**10**	**15**	**17**	**16**	**14**	**11**	**19**	**22**	**25**	**23**	**30**	**22**	**18**	**15**	**12**	
3	0	0	0	0	0	1	2	3	2	2	2	**3**	3	5	2	6	6	6	7	**8**	3	6	7	1
0	0	0	0	0	1	1	2	3	4	5	2	**7**	3	2	7	4	2	6	**7**	7	3	3	2	1
2	0	0	0	0	0	3	1	1	4	6	**6**	4	4	3	4	5	8	7	**10**	2	8	1	3	0
0	0	0	0	0	0	1	1	2	0	2	**7**	2	4	1	6	7	9	4	**6**	5	4	5	0	1

AM Peak 1130 - 1230 (23), AM PHF=0.82 PM Peak 1915 - 2015 (31), PM PHF=0.78

*** Thursday, May 21, 2015 - Total=262, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**5**	**1**	**0**	**0**	**3**	**1**	**6**	**11**	**17**	**18**	**16**	**12**	**9**	**8**	**11**	**16**	**21**	**18**	**23**	**20**	**25**	**9**	**9**	
1	2	0	0	0	0	0	0	2	4	**6**	2	3	2	2	3	4	3	5	5	5	**10**	3	2	3
1	3	0	0	0	1	1	2	3	4	**5**	4	2	2	3	2	7	8	4	4	**4**	2	3	5	3
0	0	1	0	0	1	0	1	2	3	**4**	2	4	2	2	2	1	5	2	7	**7**	7	3	1	3
1	0	0	0	0	1	0	3	4	**6**	3	8	3	3	1	4	4	5	7	7	**4**	6	0	1	0

AM Peak 0945 - 1045 (21), AM PHF=0.88 PM Peak 2015 - 2115 (25), PM PHF=0.63

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6759 -- English (ENU)

Datasets:
Site: **[36] ESCONDIDO VILLAGE DW 10 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=182, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**7**	**1**	**0**	**0**	**0**	**4**	**6**	**6**	**14**	**10**	**6**	**8**	**6**	**8**	**16**	**9**	**11**	**17**	**15**	**14**	**11**	**4**	**6**	
0	0	0	0	0	0	0	2	1	**4**	2	1	3	1	2	1	**2**	2	8	4	5	5	2	1	0
0	3	0	0	0	0	0	1	0	**6**	2	2	1	2	0	2	**4**	0	1	0	3	2	0	3	1
2	2	0	0	0	0	2	1	2	**3**	4	2	3	2	5	**5**	1	5	4	7	3	2	1	1	3
1	2	1	0	0	0	2	2	**3**	1	2	1	1	1	1	**8**	2	4	4	4	3	2	1	1	1

AM Peak 0845 - 0945 (16), AM PHF=0.67 PM Peak 1530 - 1630 (19), PM PHF=0.59

*** Thursday, May 21, 2015 - Total=209, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**6**	**2**	**1**	**1**	**1**	**2**	**10**	**7**	**7**	**7**	**10**	**10**	**9**	**8**	**12**	**13**	**16**	**24**	**24**	**8**	**14**	**5**	**7**	
0	3	1	0	0	0	0	2	0	3	1	**3**	3	1	0	0	3	1	3	**8**	1	5	2	2	2
1	0	1	1	1	0	1	3	2	2	2	**3**	1	5	3	2	6	4	**7**	3	2	4	0	2	4
3	3	0	0	0	1	0	1	2	0	2	**3**	4	1	3	6	3	5	**4**	8	3	3	3	1	2
1	0	0	0	0	0	1	4	3	2	**2**	1	2	2	2	4	1	6	**10**	5	2	2	0	2	1

AM Peak 1045 - 1145 (11), AM PHF=0.92 PM Peak 1815 - 1915 (29), PM PHF=0.72

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6757 -- English (ENU)

Datasets:

Site: **[36] ESCONDIDO VILLAGE DW 10 W OF OLMSTED 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=179, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**7**	**1**	**0**	**0**	**0**	**1**	**7**	**7**	**7**	**6**	**13**	**8**	**4**	**7**	**14**	**8**	**11**	**12**	**13**	**25**	**11**	**9**	**5**	
0	0	0	0	0	0	0	3	0	0	0	**3**	2	1	3	2	6	3	3	1	**7**	3	3	2	0
1	3	0	0	0	0	0	2	1	3	5	**3**	0	1	1	2	0	3	2	3	**6**	4	4	2	3
1	2	1	0	0	0	1	1	1	1	1	**3**	4	1	3	7	2	4	4	6	**4**	1	0	0	2
1	2	0	0	0	0	0	1	5	3	0	**4**	2	1	0	3	0	1	3	3	**8**	3	2	1	1

AM Peak 1100 - 1200 (13), AM PHF=0.81 PM Peak 2000 - 2100 (25), PM PHF=0.78

*** Thursday, May 21, 2015 - Total=208, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**1**	**0**	**3**	**1**	**1**	**6**	**9**	**9**	**11**	**10**	**10**	**14**	**3**	**8**	**13**	**10**	**21**	**19**	**14**	**15**	**13**	**8**	
0	2	0	0	1	0	0	2	1	**1**	2	2	1	2	0	1	4	1	4	**8**	3	2	3	1	2
3	0	1	0	1	1	1	2	0	**4**	1	1	2	1	2	0	4	1	**4**	2	5	4	1	3	3
2	1	0	0	0	0	0	0	**6**	1	4	3	3	5	0	2	3	5	**6**	6	4	7	3	1	1
1	0	0	0	1	0	0	2	**2**	3	4	4	4	6	1	5	2	3	**7**	3	2	2	6	3	1

AM Peak 0830 - 0930 (13), AM PHF=0.54 PM Peak 1815 - 1915 (25), PM PHF=0.78

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6762 -- English (ENU)

Datasets:

Site: **[37] ESCONDIDO VILLAGE DW 11 E OF ESCONDIDO 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=163, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**26**	**20**	**14**	**19**	**25**	**12**	**9**	**9**	**1**	**4**	**1**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	0	0	**2**	2	3	7	**7**	1	4	5	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	4	**8**	5	5	2	**7**	2	1	3	0	2	0	0	0	0	1
0	0	0	0	0	0	0	0	1	4	**6**	3	1	4	**10**	2	1	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	5	9	**10**	10	5	**6**	1	7	3	1	1	1	0	0	0	0	0

AM Peak 1000 - 1100 (26), AM PHF=0.65 PM Peak 1345 - 1445 (30), PM PHF=0.75

*** Thursday, May 21, 2015 - Total=172, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**18**	**20**	**25**	**21**	**18**	**15**	**18**	**15**	**6**	**1**	**2**	**0**	**1**	**0**	**0**	
0	0	0	0	0	0	0	1	3	3	5	**7**	7	**6**	3	1	6	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1	5	3	**5**	0	**4**	3	3	5	3	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	1	3	2	**4**	4	**7**	3	4	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	5	7	**10**	9	**10**	1	6	10	4	0	1	1	0	0	0	0	0

AM Peak 1045 - 1145 (26), AM PHF=0.65 PM Peak 1245 - 1345 (27), PM PHF=0.68

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6767 -- English (ENU)

Datasets:

Site: **[37] ESCONDIDO VILLAGE DW 11 E OF ESCONDIDO 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=119, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**14**	**21**	**12**	**18**	**14**	**13**	**6**	**2**	**2**	**0**	**4**	**0**	**0**	**0**	**1**	
0	0	0	0	0	0	0	0	2	4	1	**3**	**3**	3	2	0	0	1	0	4	0	0	0	0	0
0	0	0	0	0	0	0	0	3	4	3	**5**	**3**	3	0	1	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	3	**11**	1	**8**	4	5	1	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	4	2	3	**6**	3	**4**	4	6	4	0	0	0	0	0	0	0	1	0

AM Peak 1030 - 1130 (25), AM PHF=0.57 PM Peak 1200 - 1300 (18), PM PHF=0.56

*** Thursday, May 21, 2015 - Total=118, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**12**	**12**	**17**	**18**	**6**	**17**	**10**	**10**	**7**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	4	3	1	**3**	2	**4**	0	3	2	1	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	3	4	4	**7**	1	**2**	1	3	5	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	3	1	**6**	4	0	**7**	4	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	3	2	4	**6**	4	3	**4**	5	4	0	1	0	0	1	0	0	0	0

AM Peak 1030 - 1130 (22), AM PHF=0.79 PM Peak 1300 - 1400 (17), PM PHF=0.61

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6765 -- English (ENU)

Datasets:

Site: **[38] ESCONDIDO VILLAGE DW 12 E OF ESCONDIDO 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=599, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**5**	**3**	**2**	**0**	**1**	**6**	**14**	**11**	**11**	**21**	**26**	**29**	**41**	**38**	**30**	**25**	**47**	**65**	**49**	**42**	**48**	**51**	**19**	
7	2	0	0	0	1	2	6	3	6	6	3	**8**	7	8	10	5	14	**23**	9	10	13	17	4	8
3	2	0	1	0	0	1	4	1	1	1	5	**10**	11	17	4	2	16	**19**	16	14	14	6	7	7
3	1	1	1	0	0	1	1	2	1	9	**9**	5	9	4	6	11	10	**14**	10	11	13	16	5	4
2	0	2	0	0	0	2	3	5	3	5	**9**	6	14	9	10	7	7	**9**	14	7	8	12	3	8

AM Peak 1130 - 1230 (36), AM PHF=0.90 PM Peak 1800 - 1900 (65), PM PHF=0.71

*** Thursday, May 21, 2015 - Total=627, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**8**	**8**	**3**	**6**	**2**	**1**	**6**	**18**	**20**	**24**	**25**	**35**	**36**	**21**	**32**	**35**	**49**	**60**	**45**	**43**	**42**	**40**	**41**	
8	1	4	0	3	0	0	0	5	4	5	**10**	9	12	6	2	9	6	6	**9**	12	18	8	11	2
7	2	3	3	2	0	0	0	2	3	6	**8**	9	14	7	10	8	15	**19**	10	8	6	9	6	4
4	1	1	0	0	1	1	3	5	5	**6**	4	9	7	2	8	6	13	**17**	17	12	9	10	11	2
8	4	0	0	1	1	0	3	6	8	**7**	3	8	3	6	12	12	15	**18**	9	11	9	13	13	3

AM Peak 1030 - 1130 (31), AM PHF=0.78 PM Peak 1815 - 1915 (63), PM PHF=0.83

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-6771 -- English (ENU)

Datasets:

Site: **[38] ESCONDIDO VILLAGE DW 12 E OF ESCONDIDO 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)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, May 20, 2015 - Total=628, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**3**	**2**	**0**	**1**	**1**	**11**	**21**	**43**	**57**	**52**	**55**	**36**	**41**	**42**	**30**	**26**	**30**	**49**	**32**	**19**	**32**	**24**	**13**	
4	1	0	0	1	1	2	5	10	11	6	**11**	8	14	14	8	5	10	**20**	11	2	11	5	5	4
1	1	0	0	0	0	3	4	6	18	11	**17**	14	6	16	9	10	8	**17**	12	10	8	4	2	5
2	1	1	0	0	0	1	1	9	9	**17**	10	9	10	4	5	3	4	**7**	3	5	11	7	3	6
1	0	1	0	0	0	5	11	18	19	**18**	17	5	11	8	8	8	**8**	5	6	2	2	8	3	8

AM Peak 1030 - 1130 (63), AM PHF=0.88 PM Peak 1745 - 1845 (52), PM PHF=0.65

*** Thursday, May 21, 2015 - Total=643, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**4**	**5**	**1**	**4**	**5**	**6**	**15**	**45**	**64**	**48**	**51**	**50**	**35**	**31**	**29**	**28**	**35**	**39**	**34**	**32**	**26**	**17**	**16**	
4	0	2	0	3	1	1	1	10	**12**	8	14	**9**	8	11	7	9	13	7	11	12	8	2	4	0
5	1	1	1	1	0	0	1	6	**25**	13	14	**14**	8	7	8	9	3	10	5	7	4	5	1	2
6	1	1	0	0	3	3	2	10	**11**	13	12	**17**	13	5	7	3	6	6	11	6	11	7	2	3
8	2	1	0	0	1	2	11	**19**	16	14	11	**10**	6	8	7	7	13	16	7	7	3	3	9	1

AM Peak 0845 - 0945 (67), AM PHF=0.67 PM Peak 1200 - 1300 (50), PM PHF=0.74