

VTA's BART Silicon Valley Phase II Extension Project

Addendum

To VTA's BART Silicon Valley Phase II Extension Project
– Final Supplemental Environmental Impact Statement/
Subsequent Environmental Impact Report

March 2023

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY



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Acronyms

2018 Final SEIS/SEIR	2018 Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report
AB	Assembly Bill
ADA	Americans with Disability Act
APN	Assessor’s Parcel Number
ARTP	Archaeological Resources Treatment Plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BSVII Project	BART Silicon Valley Phase II Extension Project
CAP	Climate Action Plan
CEQA	California Environmental Quality Act
CH ₄	methane
CMP	Containment Management Plan
CO	carbon monoxide
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CSAs	Construction Staging Areas
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
FTA	Federal Transit Administration
GHG	greenhouse gas
ISA	Initial Site Assessment
MMRP	Mitigation Monitoring and Reporting Program
N ₂ O	nitrous oxide
NEPA	National Environmental Policy Act
PA	Programmatic Agreement
PM10	particulate matter less than or equal to 10 microns in diameter
PM2.5	particulate matter less than or equal to 2.5 microns in diameter
RAPs	remedial action plans
ROD	Record of Decision
RWQCB	Regional Water Quality Control Board
SVRTC	Silicon Valley Rapid Transit Corridor
TOJD	Transit-Oriented Joint Development
VTA	Santa Clara Valley Transportation Authority

1.1 Contents of this Addendum

This Addendum is organized as follows:

Chapter 1: <i>Introduction</i>	Provides the purpose of the Addendum, summarizes the overall Project history, and describes previous environmental studies.
Chapter 2: <i>Proposed Project Changes</i>	Identifies the location of the Project, briefly discusses the Approved Project, and describes the project revisions in detail.
Chapter 3: <i>Environmental Evaluation</i>	Summarizes and evaluates the environmental impacts of the project revisions as they relate to the Approved Project.
Chapter 4: <i>Environmental Determination</i>	Provides a general summary of the Addendum along with the Environmental Determination.
Appendix A: Montgomery Street Crossing – Queuing Analysis	Technical study supporting analysis in Chapter 3.

1.2 Purpose of the Addendum

The California Environmental Quality Act (CEQA) Guidelines recognize that between the date projects are approved and the date they are constructed, one or more of the following changes may occur as an agency encounters later milestones and discretionary actions associated with a project: (1) substantial changes to the project are proposed; (2) substantial changes occur in the circumstances of the project; or (3) new information of substantial importance (which was not known and could not have been known) including certain environmental laws, regulations, or policies; or (4) previously unknown or infeasible mitigation measures or alternatives may be identified. CEQA requires that lead agencies evaluate these changes to determine if they would cause new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

CEQA Guidelines Sections 15162–15164 identify the triggers for when new significant environmental effects or a substantial increase in the severity of previously identified significant effects could occur. Under Sections 15162–15164, a lead agency prepares a *subsequent* or *supplemental* CEQA analysis if the triggering criteria set forth in CEQA Guidelines Sections 15162 and 15163 are met. These criteria include a determination as to

whether any changes to the project, or the circumstances under which the project will be undertaken, involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, a subsequent or supplemental CEQA analysis may be prepared if “new information” meeting certain standards under CEQA Guidelines Section 15162 is presented. If the changes do not meet these criteria, or if no “new information of substantial importance” is presented, then an Addendum pursuant to CEQA Guidelines Section 15164 is prepared to document any minor corrections to the Environmental Impact Report (EIR) or Initial Study/Mitigated Negative Declaration (MND). CEQA does not require that an Addendum be circulated for public review.

As discussed in Chapter 3, *Environmental Evaluation*, of this document, the implementation of the changes to the Project described in Chapter 2, *Proposed Project Changes*, will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, the preparation of a Supplemental EIR or Subsequent MND, as defined by CEQA, is not warranted, and an Addendum is the appropriate environmental document for this undertaking.

1.3 Scope of this Addendum

This Addendum to the *2018 Final Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (2018 Final SEIS/SEIR)*¹ for the Santa Clara Valley Transportation Authority’s (VTA’s) Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (BSVII Project) evaluates the environmental impacts of the construction and operation of the temporary replacement parking spaces to be provided by VTA as required by National Environmental Policy Act (NEPA) Mitigation Measure TRA-CNST-D (Provide Temporary Replacement Parking at Diridon Station) (2018 Final SEIS/SEIR). VTA has a binding public-private partnership agreement with Google for a large storage facility at 501 Cinnabar Street in the Diridon Station area. VTA plans to adaptively reuse the storage facility for an indoor, drive-in and valet parking operation, hereafter referred to as the Diridon Station Temporary Parking Garage, to satisfy the NEPA mitigation measure. This Addendum describes the effects of construction and operation of the Diridon Station Temporary Parking Garage on the environment.

As per the Downtown West Mixed-Use Plan 2020 Draft EIR,² Google acquired the 104,874-rentable-square-foot-storage facility at 501 Cinnabar Street. Google, and VTA entered

¹ Santa Clara Valley Transportation. 2018. *2018 Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR)*. Available: https://www.vta.org/projects/documents?document_search=2018&document_category%5B%5D=391&project=656. Accessed: March 30, 2022.

² City of San José. 2020. *Downtown West Mixed-Use Plan Draft Environmental Impact Report*. October. Available: <https://www.sanjoseca.gov/home/showpublisheddocument/65361/637382839899070000>. Accessed: March 30, 2022.

a Public-Private-Partnership (P3) Agreement, per which Google has provided VTA a lease on the property located at 501 Cinnabar Street. The lease would commence no sooner than June 30, 2022, and continue until June 30, 2030, with two options to extend the term for an additional 6 months each and not to extend past June 30, 2031. Following the expiration of VTA's lease, Google shall convert the facility into commercial office space. Impacts of acquisition and eventual demolition of the garage for Google's commercial campus are evaluated in the Downtown West Mixed-Use Plan 2020 Draft EIR.

This Addendum to the 2018 Final SEIS/SEIR for VTA's BSVII Project only includes the impacts related to VTA's temporary adaptive reuse of the storage facility as a parking garage for the duration of construction at Diridon Station.

1.4 Overview of the Approved Project

The BSVII Project consists of the approximately 6-mile extension of the BART system from the Berryessa/North San José Station through downtown San José in an approximately 5-mile-long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The BSVII Project includes three underground stations in the City of San José (28th Street /Little Portugal, Downtown San José, and Diridon Stations), one at-grade station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility on the border of the Cities of San José and Santa Clara near the BSVII Project's terminus.

As detailed in the SEIS/SEIR, to construct the BART Extension, Construction Staging Areas (CSAs) will be required along the project alignment. One CSA will be located at Diridon Station. Use of the CSA at Diridon Station will remove up to 755 publicly available parking spaces at Diridon Station. NEPA Mitigation Measure TRA-CNST-D requires VTA to provide 450 temporary replacement, off-street parking spaces during construction to mitigate parking impacts caused during construction of the BSVII Project.

1.5 Previous Environmental Studies

A combined Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) and Draft 4(f) Evaluation for the 16-mile Silicon Valley Rapid Transit Corridor (SVRTC) Project was prepared in accordance with the requirements of NEPA and CEQA and released for public comment in March 2004.

A Final EIR was prepared and certified by VTA's Board of Directors in December 2004. A Final Supplemental EIR updating the 2004 EIR to address project design refinements was certified by VTA's Board of Directors in June 2007.

In mid-2007, VTA requested Federal Transit Administration (FTA) approval to begin the NEPA process again, and FTA concurred. On September 21, 2007, FTA published in the *Federal Register* a Notice of Intent to Prepare an EIS on the SVRTC Project. VTA and FTA

held public scoping meetings in October 2007 to solicit comment on the scope of project improvements and issues for evaluation as part of the environmental studies.

A Draft EIS was released for public comment in March 2009, and a Final EIS was published in March 2010. On June 24, 2010, FTA issued a Record of Decision (ROD) on the first phase of the SVRTC Project, an approximately 10-mile segment from Warm Springs to Berryessa—designated the Phase I Project. This formally approved the Phase I Project to move forward into detailed design and construction.

A Draft 2nd Supplemental EIR was prepared and issued for public review in November 2010 to make the CEQA analysis consistent with the NEPA analysis for the 10-mile Phase I Project. The Final 2nd Supplemental EIR was certified, and the Phase I Project was approved by VTA's Board of Directors in March 2011.

The remaining approximately 6 miles of the SVRTC Project is referred to as the Phase II Project. Because it had been over 6 years since preparation and publication of the 2010 Final EIS on the SVRTC Project—now called VTA's BART Silicon Valley Program—a Supplemental EIS to the 2010 Final EIS was prepared pursuant to NEPA.

The CEQA EIR and NEPA EIS processes were brought up to date since the Phase II Project was last addressed under CEQA in the 2007 Supplemental EIR and under NEPA in the 2010 EIS. Since the prior documents were adopted, background conditions had changed, regulatory settings had changed, and there was a new alternative to be evaluated. Therefore, VTA, with FTA concurrence, elected to prepare a combined SEIS/SEIR on the remaining approximately 6-mile Phase II Project. A *Subsequent* EIR was prepared instead of a *Supplemental* EIR because substantial changes were required, such as the addition of the CEQA BART Extension with TOJD [Transit-Oriented Joint Development] Alternative. This new alternative required major revisions to the previous EIRs due to new significant environmental impacts. VTA decided to add a land use development component, the CEQA BART Extension with TOJD Alternative, to maximize transit-oriented development potential; increase ridership; fulfill the local and regional goals to integrate transit-oriented development at transit stations; and integrate the planning, design, and construction of both the land use development and the BART Extension.

On April 5, 2018, the VTA Board of Directors approved VTA's BART Silicon Valley Phase II Extension Project and certified that the SEIR met the requirements of CEQA.

On June 4, 2018, FTA issued an ROD on the Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension Project (BSVII Project).

2.1 Location

The BSVII Project is located along a 6-mile stretch from the Berryessa/North San José Station through downtown San José to the City of Santa Clara. Figure 2-1 shows the alignment of the approved BSVII Project and its stations and maintenance facility.

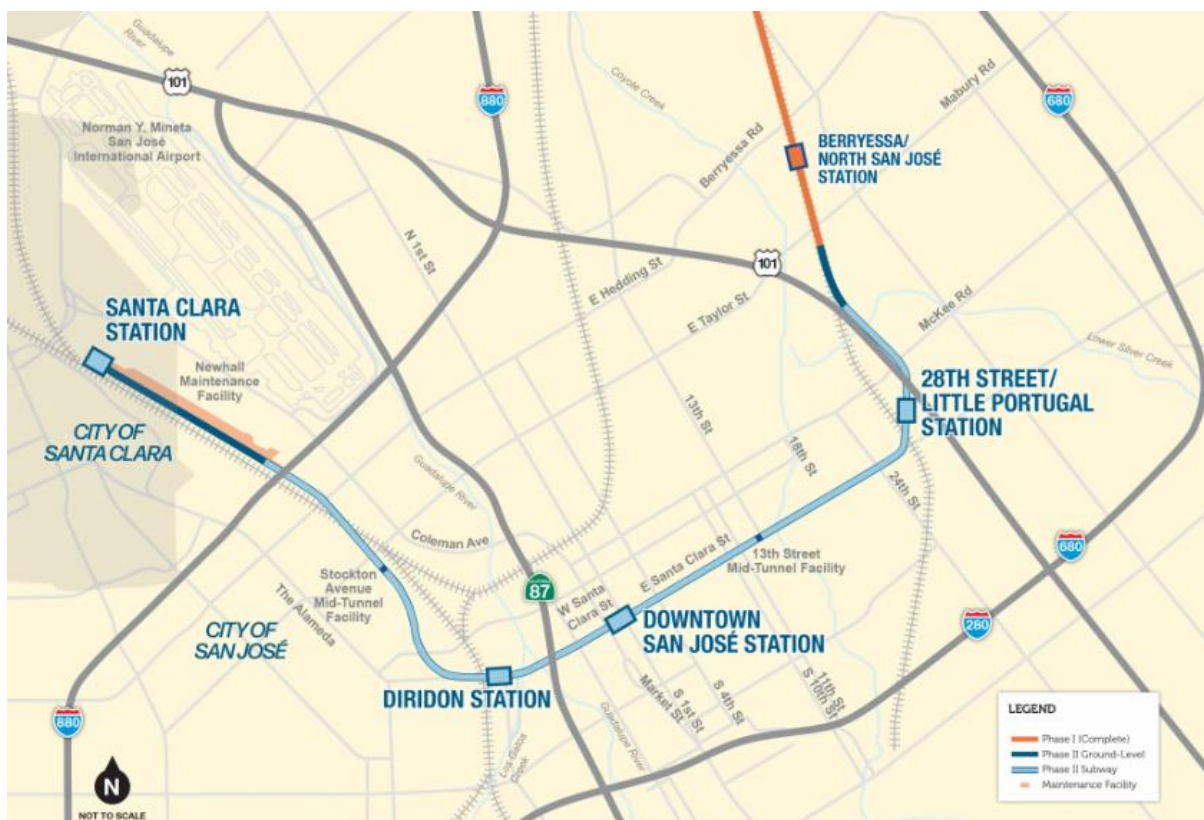


Figure 2-1. BSVII Alignment Map

The Diridon Station Temporary Parking Garage will be located at 501 Cinnabar Street in San José, California. It is identified with Assessor’s Parcel Number (APN) 259-27-017 and currently comprises a large-footprint, commercial/light industrial warehouse that is subdivided between a vacant warehouse and a self-storage facility. The location of the Diridon Station Temporary Parking Garage is shown on Figures 2-2 and 2-3.

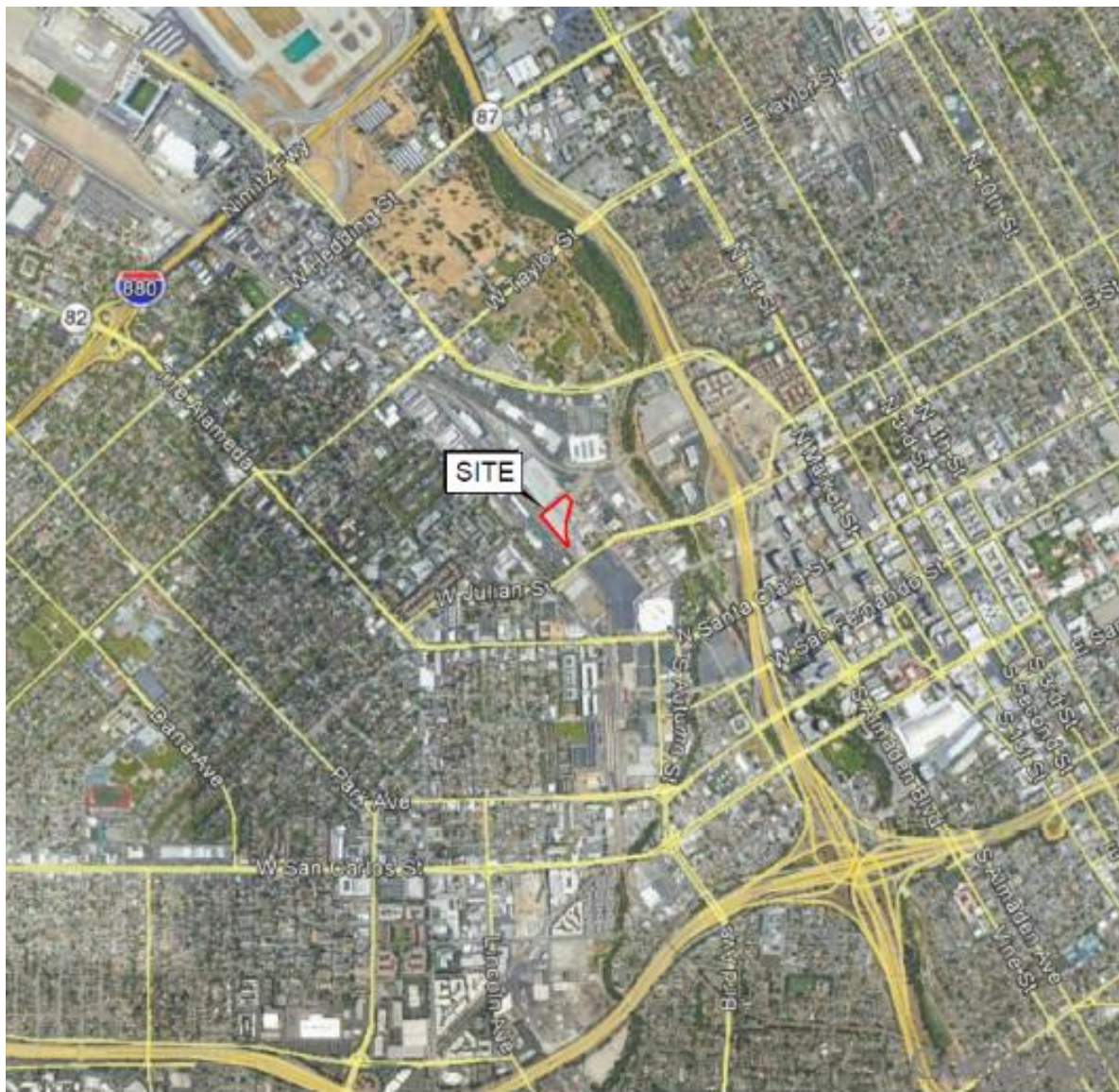


Figure 2-2. Location of the Diridon Station Temporary Parking Garage

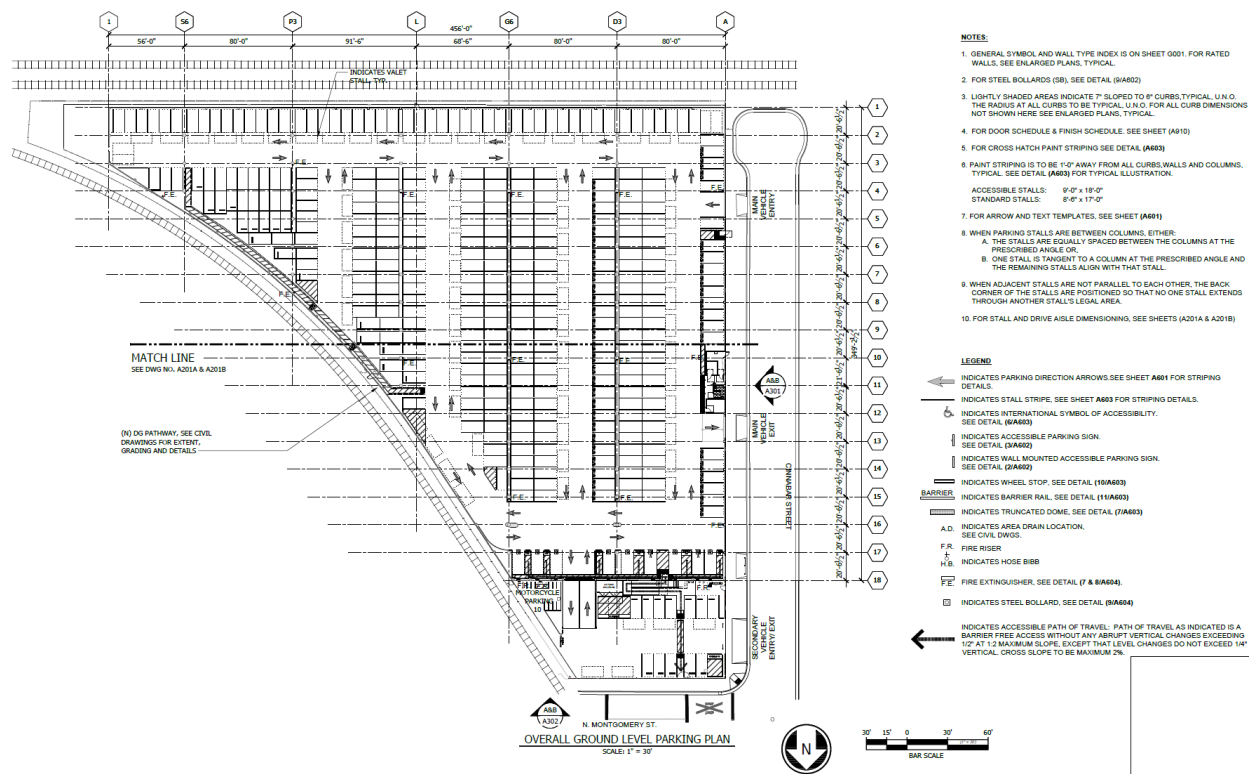


Figure 2-3. Ground-Level Parking Plan at 501 Cinnabar Street

2.2 Approved Project

As per VTA’s 2018 Final SEIS/SEIR, the Approved Project consists of the approximately 6-mile extension of the BART system from the Berryessa/North San José Station through downtown San José in an approximately 5-mile-long, single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. It includes three underground stations in the City of San José (28th Street/Little Portugal, Downtown San José, and Diridon Stations), one at-grade station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility on the border of the Cities of San José and Santa Clara near the BSVII Project’s terminus.

The 2018 Final SEIS/SEIR disclosed the loss of 755 off-street parking spaces by the CSA needed to construct Diridon Station. The 2018 Final SEIS/SEIR identified NEPA Mitigation Measure TRA-CNST-D to minimize the impacts of the loss of 755 off-street parking spaces. NEPA Mitigation Measure TRA-CNST-D stated that VTA will provide 450 temporary replacement off-street parking spaces during construction, and the replacement parking will be provided prior to the removal of existing parking. The replacement parking lot location was not identified in the 2018 Final SEIS/SEIR.

2.3 Project Revisions

The revisions to the BSVII Project identify the location of the 450 temporary replacement parking spaces at 501 Cinnabar Street, in compliance with NEPA Mitigation Measure TRA-CNST-D, which mitigates the impact of the parking spaces lost near Diridon Station due to construction-related activities.

This site has been identified for replacement parking and has an existing warehouse that, with minor tenant improvements, can be adaptively reused for parking, with capacity to contain the 450 replacement parking spaces required as mitigation under NEPA. The minor tenant improvements would include removal of interior infrastructure not conducive to indoor parking such as removal of mezzanine storage; construction of a new private restroom, valet office, and telecom room and enlargement of the existing main electrical room: installation of appropriate lighting, payment kiosks, signage, enhanced ventilation, a new trash enclosure, and appropriate parking stall striping; installation of Americans with Disability Act (ADA)-compliant ramps and sidewalks for pedestrian use; provision of a 32-foot driveway along the Cinnabar Street frontage; provision of a separate main entrance and exit driveways 18.5 feet wide; construction of 10-foot-wide attached sidewalks along the North Montgomery Street and Cinnabar Street project frontages; provision of streetlights; and any other necessary code or safety-related improvements. Minor excavation work pertaining to utilities such as fire service and sanitary pipe would be done adjacent to the existing warehouse. The agreement makes VTA solely responsible for all construction and other improvements needed to enable the operation of this building for indoor parking.

Construction of the Diridon Station Temporary Parking Garage would last approximately 8 months and would be completed in 2023. The Diridon Station Temporary Parking Garage would become fully operational in 2023 and would remain publicly accessible 24 hours every day of the week until 2030 or until the construction at Diridon Station is complete and the impacted parking spaces are fully restored for public access, or VTA and Google enter into a subsequent agreement to relocate the Diridon replacement parking to a newly constructed Google parking facility.

Chapter 3

Environmental Evaluation

This chapter evaluates the potential effects on the physical environment from the construction and operation of the Diridon Station Temporary Parking Garage and determines whether any new significant environmental effects or a substantial increase in the severity of significant effects identified in the 2018 Final SEIS/SEIR occur as a result. The information used in this evaluation is drawn from the 2018 Final SEIS/SEIR, technical studies, literature reviews, field reconnaissance, publicly available online information, and other applicable plans and policies.

3.1 Transportation

This section evaluates the potential for transportation impacts from the construction and operation of the Diridon Station Temporary Parking Garage. The construction and operation of the Diridon Station Temporary Parking Garage will generate additional vehicular and pedestrian traffic crossing the existing Union Pacific Railroad at-grade crossing. A traffic study, which includes a queuing study for the intersection at Cinnabar and Montgomery Streets, was conducted to ensure that the revisions to the Project do not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Montgomery Street Crossing – Queuing Analysis Memorandum is included as Appendix A of this Addendum. Specifically, the analysis determines whether vehicle queues, with the Diridon Station Temporary Parking Garage, would affect the existing railroad crossing along Montgomery Street during either the AM, PM, or “PM + Event” peak hour conditions.

The queue lengths during the AM, PM, and PM + Event peak hour conditions are minimal and not anticipated to reach the railroad crossing along Montgomery Street. The northbound traffic movement is free, and, therefore, northbound vehicles would not need to stop or yield to other movements. Additionally, the entrance to the proposed parking garage is on Cinnabar Street and is approximately 330 feet west of Montgomery Street, which provides for additional storage capacity. Finally, the Diridon Station Temporary Parking Garage would improve pedestrian and bike facilities in the area through the provision of 10-foot-wide attached sidewalks with tree wells along the North Montgomery Street and Cinnabar Street project frontages, and short-term bicycle parking.

Construction of the Diridon Station Temporary Parking Garage would not result in any new significant or more severe transportation-related impacts than disclosed in the 2018 Final SEIS/SEIR. Mitigation Measures TRA-CNST-A (Develop and Implement a Construction Education and Outreach Plan) and TRA-CNST-B (Develop and Implement a Construction Transportation Management Plan) from the 2018 Final SEIS/SEIR, which require

notification of nearby residents and businesses regarding construction, will be implemented as required.

The Diridon Station Temporary Parking Garage would provide 450 temporary replacement parking spaces for the 755 off-street parking spaces lost due to the Diridon Station CSA and would be located within one mile of Diridon Station.

The Diridon Station Temporary Parking Garage may be used by visitors to the nearby SAP Center if SAP Center Management wishes to arrange this. Mitigation Measure TRA-CNST-B would ensure that VTA coordinates with the City of San José to minimize access and circulation construction impacts during special events. Thus, changes to the Project would not interfere with activities at SAP Center.

The construction and operation of the Diridon Station Temporary Parking Garage would not result in lane and road closures and hence should not impact emergency access in any way. Additionally, the Diridon Station Temporary Parking Garage would be designed to comply with the pertinent codes and standards to prevent foreseeable traffic hazards.

Based on the above, the construction and operation of the Diridon Station Temporary Parking Garage would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to transportation previously identified in the 2018 Final SEIS/SEIR.

3.2 Air Quality

This section evaluates the potential for air quality and climate change impacts. The Diridon Station Temporary Parking Garage is located within the San Francisco Bay Area Air Basin. The air pollutants of greatest concern in this area are ozone, particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}), particulate matter less than or equal to 10 microns in diameter (PM₁₀), and carbon monoxide (CO).

The Diridon Station Temporary Parking Garage would involve minor construction largely restricted to retrofitting the interiors of the existing storage facility to be converted into a temporary parking garage. As a result, minimal equipment and haul trucks would be used, and a small number of on-road truck trips are anticipated, up to one trip in the peak hour during construction. The construction of the Diridon Station Temporary Parking Garage is not expected to have a greater impact on air quality during the construction phase than the air quality impacts analyzed in the Project's 2018 Final SEIS/SEIR. Mitigation Measures AQ-CNST-A through AQ-CNST-H in the 2018 Final SEIS/SEIR would sufficiently mitigate any anticipated air quality impact from the construction of the Diridon Station Temporary Parking Garage.

Motor vehicles are the dominant source of air pollutants of greatest concern in this area. Because the project revisions only replace existing parking that will be removed, no

additional vehicular movement would occur, and hence no impact on regional air quality is expected.

Additionally, the 2018 Air Quality Study for the 2018 Final SEIS/SEIR concludes that the Project meets the CO screening criteria established by the Bay Area Air Quality Management District (BAAQMD):

The potential for operations to result in localized CO hot-spots was evaluated based on the CO screening criteria established by the BAAQMD. The criteria provide a conservative indication of whether a project will generate new air quality violations, worsen existing violations, or delay attainment of the NAAQS and CAAQS with regard to CO. If the screening criteria are met, a quantitative analysis of project-related CO emissions would not be necessary because the project would not result in a CO hot-spot.

The Diridon Station Temporary Parking Garage would not increase traffic volumes at any intersection in the traffic study area to more than 24,000 vehicles per hour at mixing-limited intersections or 44,000 vehicles per hour at other intersections, by virtue of the scale of the Project. Hence, it is likely to meet the BAAQMD screening criteria for CO impacts.

Sensitive receptors are defined as children, elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The places where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code Section 42705.5(a)(5)). Single-family and multifamily restricted zoning is found along Stockton Avenue southwest, northwest, north, and south of the Diridon Station Temporary Parking Garage site. Residences in these zones include multifamily apartments and single-family homes. The nearest residences, including ones located in these zones, are more than 0.5 mile from the Diridon Station Temporary Parking Garage site. The nearest school is Hester School, which is located more than 2 miles from the Diridon Station Temporary Parking Garage site. Additionally, because the Diridon Station Temporary Parking Garage would require minimal construction activity for the retrofitting process, sensitive receptors would not be exposed to substantial concentrations of toxic air contaminants.

As a result, the changes to the Project would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to air quality previously identified in the 2018 Final SEIS/SEIR.

3.3 Biological Resources and Wetlands

This section evaluates the potential for impacts on biological resources from the construction and operation of the Diridon Station Temporary Parking Garage. Construction and operation of the Diridon Station Temporary Parking Garage will not adversely affect any species identified as a candidate, sensitive, or special-status species in the local or regional plans,

policies, and regulations, and by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and National Oceanic and Atmospheric Administration Fisheries. No riparian habitat, protected wetlands, established native resident or migratory wildlife corridors, native wildlife nursery sites, or other sensitive natural community has been identified proximate to the Diridon Station Temporary Parking Garage. No trees would be removed in the construction of the Diridon Station Temporary Parking Garage, nor would any adopted Habitat Conservation Plan and Natural Community Conservation Plan be violated.

As a result, the changes to the Project would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to biological resources and wetlands previously identified in the 2018 Final SEIS/SEIR.

3.4 Community Facilities and Public Services

This section evaluates the potential for new significant, or a substantial increase in, impacts on community facilities (schools, fire stations, police stations, hospitals, libraries, civic/community centers, parks, religious institutions, and museums) from the construction and operation of the Diridon Station Temporary Parking Garage. Because the construction and operation of the Diridon Station Temporary Parking Garage would not result in the provision or need for new or physically altered government facilities, the changes to the Project would not result in any new significant environmental effects or a substantial increase in the severity of significant effects on community services previously identified in the 2018 Final SEIS/SEIR.

3.5 Cultural Resources

This section evaluates the potential for impacts related to cultural resources from the construction and operation of the Diridon Station Temporary Parking Garage. The existing building to be retrofitted for the Diridon Station Temporary Parking Garage is not listed in or determined eligible for listing in the California Register of Historical Resources (CRHR), and hence the construction of the Diridon Station Temporary Parking Garage would not cause significant impacts on any identified historical resources. Minor excavation work pertaining to utilities such as fire service and sanitary pipe would be required within and near the existing warehouse in areas that have been highly disturbed during construction of the facility. Because the construction of the Diridon Station Temporary Parking Garage is not expected to involve substantial excavation work, changes to the Project are not expected to cause any new or significant impacts on any known or unknown archaeological resources. Should archaeological resources be discovered during construction, then the Archaeological Resources Treatment Plan (ARTP) included in the Programmatic Agreement (PA) pursuant to 36 Code of Federal Regulations 800.4(b)(2) and 800.14(b) in the 2018 Final SEIS/SEIR

would be implemented to mitigate impacts as per Mitigation Measure CUL-CNST-A (Implement Programmatic Agreement and Archaeological Resources Treatment Plan).

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to cultural resources previously identified in the 2018 Final SEIS/SEIR.

3.6 Energy

This section evaluates the potential to place a substantial demand on the regional energy supply, require substantial additional capacity, or significantly increase peak and base period electricity demand. The construction and operation of the Diridon Station Temporary Parking Garage would have minimal impact on energy supply, capacity, or demand. As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects on energy resources previously identified in the 2018 Final SEIS/SEIR.

3.7 Geology, Soils, and Seismicity

This section evaluates the potential to increase the hazards related to geology, soils, and seismicity. The topography of the area is relatively flat. There are no significant or unique geologic conditions (e.g., faults, landslides, steep slopes) at the project site. The construction and operation of the Diridon Station Temporary Parking Garage would not involve the construction of any large-scale structures and facilities. As a result, the changes to the Project would not cause a new significant environmental effect or a substantial increase in the severity of significant effects on geology, soils, and seismicity previously identified in the 2018 Final SEIS/SEIR.

3.8 Greenhouse Gas Emissions and Climate Change

This section evaluates the potential for impacts related to greenhouse gas (GHG) emissions from the construction and operation of the Diridon Station Temporary Parking Garage.

The Diridon Station Temporary Parking Garage would involve minor construction largely restricted to retrofitting the interiors of the existing storage facility to be converted into a temporary parking garage. As a result, minimal equipment and haul trucks would be used, and a small number of on-road truck trips are anticipated. The emissions from these trips are within the umbrella of emissions evaluated in the 2018 Final SEIS/SEIR.

Construction of the Diridon Station Temporary Parking Garage would generate minor direct emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), because there

would be limited construction equipment exhaust and employee and haul truck vehicle exhaust resulting from retrofitting the facility. Indirect emissions may be generated from water use for fugitive dust control. The construction of the Diridon Station Temporary Parking Garage is not expected to have higher GHG emissions during the construction phase than what was analyzed in the 2018 Final SEIS/SEIR. Mitigation Measures AQ-CNST-A through AQ-CNST-H in the 2018 Final SEIS/SEIR would sufficiently mitigate any anticipated impact related to GHG from the construction of the Diridon Station Temporary Parking Garage.

BAAQMD's *CEQA Guidelines* do not identify a quantitative GHG emission threshold for construction emissions. The implementation of best management practices and a project's consistency with the state's GHG emission reduction goals are considered.

Air quality mitigation would require BAAQMD-recommended basic construction mitigation measures (i.e., best management practices), which have been included as Mitigation Measures AQ-CNST-B through AQ-CNST-G in the 2018 Final SEIS/SEIR. The implementation of these mitigation measures would also reduce construction GHG emissions.

Regarding operational emissions, because the Revised Project replaces existing parking within 0.5 mile, no substantial additional vehicular movement would occur, and hence no worsened impact related to GHG emissions is expected.

Three plans relevant to the Project were studied in the 2018 Final SEIS/SEIR and were adopted for the purposes of reducing GHG emissions: the Assembly Bill (AB) 32 Scoping Plan, the City of San José GHG Reduction Strategy, and the City of Santa Clara Climate Action Plan (CAP), and were studied in the 2018 Final SEIS/SEIR. The Final SEIS/SEIR also evaluated Project consistency with Executive Order (EO) S-3-05 and EO B-30-15. Overall, the Project would result in a net reduction in GHG emissions, which would be consistent with all state, regional, and local GHG plans.

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to GHG emissions previously identified in the 2018 Final SEIS/SEIR.

3.9 Hazards and Hazardous Materials

This section evaluates the potential to encounter hazardous materials during the construction and operation of the Diridon Station Temporary Parking Garage. While the construction of the Diridon Station Temporary Parking Garage would involve retrofitting the existing warehouse and associated site improvement work along North Montgomery Street and Cinnabar Street, these activities would not involve any subsurface excavation.

A Phase I Environmental Site Assessment was conducted in 2018, which found that potential sources of offsite groundwater impacts exist within the vicinity of the Diridon Station Temporary Parking Garage site. As a result of these findings, a Phase II Environmental Site Assessment was recommended.

The 2018 Phase II Environmental Site Assessment was conducted shortly thereafter, and it found areas of isolated soil impact with select target analytes located both inside and outside the existing building exceeding the corresponding residential screening levels and/or commercial/industrial screening levels. The identified areas of soil and groundwater impact appear to be isolated and do not appear to be indicative of a large-scale contaminant release to the environment. These areas can be managed through both planned land use/development design and soil and groundwater management measures (if groundwater is to be encountered or extracted). included in Mitigation Measure HAZ-CNST-A (Prepare Remedial Action Plans) from the 2018 Final SEIS/SEIR, which states that:

Prior to construction, VTA will prepare new and/or amended remedial action plans (RAPs) for the BART Extension, which will be approved by the Regional Water Quality Control Board (RWQCB). The RAPs will satisfy the key objectives of the Containment Management Plan (CMP) (e.g., characterization of soil and ballast quality relative to the maximum acceptable contaminant levels for reuse) and incorporate measures for managing soil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's BART Silicon Valley Phase II Extension Project Initial Site Assessment (ISA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), if necessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations. The RAPs will also include an assessment of potential vapor intrusion concerns for indoor residents and workers from groundwater contaminant plumes, such as chlorinated solvents. In coordination with the RWQCB, selected remedial measures to protect human health may include, but are not limited to, source removal of contaminated materials, in-situ treatment, and implementation of engineering controls (e.g., vapor barriers) and/or institutional controls prior to building occupancy.

With the implementation of this mitigation measure, the changes to the Project are not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to hazards and hazardous materials previously identified in the 2018 Final SEIS/SEIR.

Furthermore, Google provided VTA with the Asbestos Operations & Maintenance Program for the existing warehouse and indicated presence of asbestos within parts of the building. VTA, in compliance with the RAP, proceeded with a targeted hazardous material building survey to determine actual location and concentration of asbestos/lead/PCB contamination within the building structure. Once the survey has been completed, any detection of asbestos/lead/PCB-containing material will be remediated by VTA prior to construction.

3.10 Land Use

This section evaluates the potential for the changes to the Project to be incompatible with existing adjacent land uses or be inconsistent with applicable plans, programs, and policies. The current land use zoning designation of the site for the Diridon Station Temporary Parking Garage is “Heavy Industrial (HI),” which allows off-street parking as a permitted use. The land use zoning designation as per the Envision San José General Plan 2040³ is “Transit Employment Center (TEC),” which does not directly allow off-street parking, although it states that uses should be transit supportive. Because this is a transit project, the Diridon Station Temporary Parking Garage satisfies the applicable land use zoning requirements, as confirmed with the Department of Transportation, City of San José. Additionally, in order to achieve the additional number of site parking spaces, some parking spaces would be located within the existing parking outside the building and would require a permit, which was obtained by VTA: Permit #AD22-745.

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to land use previously identified in the 2018 Final SEIS/SEIR.

3.11 Noise and Vibration

This section evaluates the potential for the changes to the Project to result in noise or vibration impacts that would exceed criteria used by VTA and the FTA.

Some land uses are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both the duration of exposure and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, and auditoriums generally are more sensitive to noise than are commercial and industrial land uses. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

Single-family and multifamily restricted zoning is found along Stockton Avenue southwest, northwest, north, and south of the Diridon Station Temporary Parking Garage site. These residences include multifamily apartments and single-family homes. The nearest residences, including ones located in these zones, are more than 0.5 mile from the Diridon Station Temporary Parking Garage site. The nearest school is Hester School, which is located more than 2 miles from the Diridon Station Temporary Parking Garage site. The nearest

³ City of San José. No Date. *Envision San José 2040 General Plan*. Available: <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/envision-san-jos-2040-general-plan>. Accessed: December 8, 2022.

performance space is the SAP Center, which is approximately 1.8 miles away from the Diridon Station Temporary Parking Garage site. Therefore, there are no known sensitive receptors within 0.5 mile of the Diridon Station Temporary Parking Garage.

The Diridon Station Temporary Parking Garage would involve minor construction largely restricted to retrofitting the interiors of the existing storage facility to be converted into a temporary parking garage. Should the construction of the Diridon Station Temporary Parking Garage result in any noise- and vibration-related impacts, implementation of Mitigation Measures NV-CNST-A through NV-CNST-P from the 2018 Final SEIS/SEIR would ensure that impacts remain less than significant.

The construction and operation of the Diridon Station Temporary Parking Garage is not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to noise and vibration previously identified in the 2018 Final SEIS/SEIR.

3.12 Utilities and Service Systems

This section evaluates the potential for the changes to the Project to affect utilities and service systems. Due to the age of the restroom plumbing fixtures located in the existing building, existing fixtures may need to be replaced with water-conserving fixtures. However, these new fixtures would still be served by the existing site utilities.

As a result, the construction and operation of the Diridon Station Temporary Parking Garage would not require or result in the relocation or construction of new utilities and service systems that could cause significant environmental effects. The construction and operation of the Diridon Station Temporary Parking Garage would comply with federal, state, and local management and reduction statutes and regulations related to solid waste and would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to utilities previously identified in the 2018 Final SEIS/SEIR.

3.13 Visual Quality and Aesthetics

This section evaluates the potential to degrade the existing visual character and quality of the project corridor, negatively affect scenic vistas, and introduce new sources of light and glare.

As discussed in Sections 3.2, *Air Quality*, and 3.11, *Noise and Vibration*, the nearest sensitive receptors are more than 0.5 mile away from the Diridon Station Temporary Parking Garage, with a number of buildings, street light poles, and trees in between. Hence, sensitive receptors would not be able to view the Diridon Station Temporary Parking Garage.

Most of the construction work would be limited to the interior of the existing building. Also, the Project would enhance the aesthetic quality of the existing building by improving the façade of the building: adding signage parking area lighting, exterior security lighting fixtures and control systems, and LED wall packs to improve visual comfort and safety. The existing exterior stairs leading to the main door on Montgomery Street would be removed and replaced with a new accessible ramp. The garage would be operational year-round, 24 hours every day of the week.

The construction and operation of the Diridon Station Temporary Parking Garage would not have a substantial adverse effect on a scenic vista, damage scenic resources, conflict with applicable zoning and other regulations governing scenic quality, or create a new source of substantial light or glare that would adversely affect day- or nighttime views in the area.

As a result, the changes to the Project are not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to visual quality previously identified in the 2018 Final SEIS/SEIR.

3.14 Water Resources, Water Quality, and Floodplains

This section evaluates the potential for the changes to the Project to affect existing flooding hazards, impair water quality, and create additional sources of runoff. As discussed in Section 3.9, *Hazards and Hazardous Materials*, certain contaminants were discovered in groundwater samples recovered from the Diridon Station Temporary Parking Garage site. Should groundwater be encountered or extracted in the construction or operation of the Diridon Station Temporary Parking Garage, any violation of any water quality standards would be prevented through the implementation of a Groundwater Management Plan as per Mitigation Measure HAZ-CNST-A (Prepare Remedial Action Plans) from the 2018 Final SEIS/SEIR.

With the inclusion of this mitigation measure, the changes to the Project are not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to water resources, water quality, and floodplains previously identified in the 2018 Final SEIS/SEIR.

Chapter 4

Environmental Determination

The 2016 Draft and 2018 Final SEIS/SEIR evaluated the potential environmental impacts/effects of the construction and operation of the BSVII Project. This CEQA Addendum evaluates the project refinements associated with construction and operation of the Diridon Station Temporary Parking Garage as described above. Based upon the evaluation of the proposed refinements to the approved BSVII Project, presented in this Addendum, VTA concludes that the analyses conducted and the conclusions reached in the 2018 Final SEIS/SEIR remain valid, and no supplemental environmental review is required for the Project Refinements, pursuant to CEQA Guidelines Sections 15162, 15163, and 15164. This Addendum has not identified any new significant adverse impacts nor any substantial increase in the severity of any identified significant adverse impacts previously documented for the BSVII Project, nor has any “new information of substantial importance” been presented pursuant the CEQA Guidelines Section 15162. No new mitigation has been identified, and all mitigation measures described in the Final SEIS/SEIR are still applicable and will be implemented as required by the approved 2018 Mitigation Monitoring and Reporting Program (MMRP). Therefore, an Addendum to the Final SEIS/SEIR is the appropriate environmental document. Should additional refinements beyond the scope of the BSVII Project trigger the need for additional environmental review pursuant to CEQA Guidelines Section 15162 and other applicable provisions of CEQA, VTA will prepare the necessary additional environmental analysis.

Appendix A

Montgomery Street Crossing – Queuing Analysis

MEMORANDUM

To: Union Pacific Railroad (UPRR) – Engineering Department

From: Ali Mustafa, Colin Ogilvie, Tori Mok
Kimley-Horn and Associates, Inc.

Date: October 7, 2022

Subject: Montgomery Street Crossing - Queuing Analysis

This memorandum documents the findings of the Montgomery Street railroad crossing queuing analysis conducted for the proposed temporary parking garage to be located at 501 Cinnabar Street in the City of San Jose, California. The purpose of this queuing analysis was to determine whether vehicle queues, with the proposed parking garage, will reach the existing railroad crossing along Montgomery Street during either the AM, PM, or 'PM + Event' peak hour conditions.

Project Description

As part of the environmental clearance of VTA's BART Silicon Valley (BSV) Phase II Extension Project (Phase II), VTA is required to provide 450 temporary replacement off-street parking spaces during construction to mitigate parking impacts caused by the BART Extension construction, which is expected to be completed in eight years. VTA proposes to use the existing vacant storage property located at 501 Cinnabar Street and convert it into a single level parking garage. The proposed location is approximately one-half mile away from the BSV Phase II construction site and can only be accessed via Montgomery Street, which involves crossing the existing Montgomery Street at-grade railroad crossing.

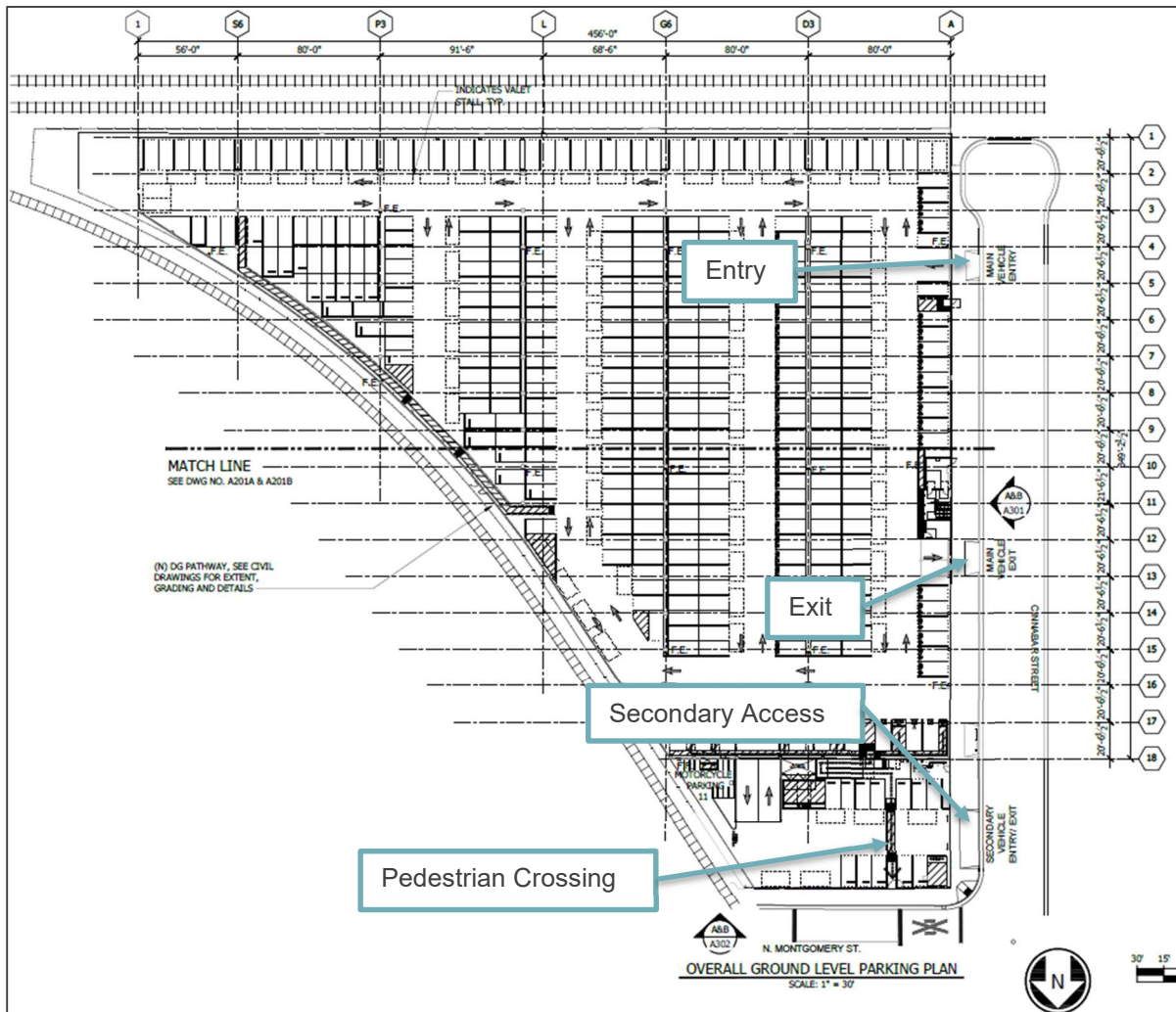
The proposed parking garage location is shown in **Figure 1**, and **Figure 2** shows the proposed garage design layout which will accommodate a total of 450 parking spaces. As shown in **Figure 2**, access to the proposed garage will be provided via two driveways along Cinnabar Street. The driveway furthest (south-west) along Cinnabar Street from Montgomery Street will be used as an entrance and the driveway located midway will be used as an exit. A secondary entrance/exit is also provided just west of Montgomery Street but will remain closed and gated for regular operations. The use of the secondary entrance/exit will occur on a limited, as-needed basis. Pedestrians will either use the sidewalk along Cinnabar Street or use the pedestrian crosswalk (near secondary entrance/exit) provided from the parking garage to access the sidewalk along Montgomery Street.

The proposed parking garage will provide 252 regular parking spaces, 116 tandem parking spaces, 9 ADA accessible parking spaces and 73 valet parking spaces for a total of 450 parking spaces. In addition, a total of 10 motorcycle parking spaces are also identified. Parking operations within the garage will be completed using Valet Assist, which is described in detailed below.

Figure 1. Proposed Garage Location



Figure 2. Parking Garage Plan



Valet Assist Parking Operations

The proposed parking garage will operate with a hybrid self-park/valet, or valet assist, model where all vehicles will self-park and attendants will only move parked vehicles, as necessary, to allow blocked vehicles to exit their parking space. This section provides detail on how the valet assist parking will operate.

Early arriving parkers will drive into the parking facility, be directed to park by row and will park their own vehicle. When the self-park spaces become full, parking attendants will direct parkers into the tandem spaces and parkers will leave their keys with the attendant. When the tandem spaces are full, the attendant will direct parkers to park in the drive aisles, and parkers will leave their keys with the attendant. Essentially, keys are left with attendants for vehicles that block other parked vehicles.

Parkers who leave their keys with attendants will be given a receipt, and the keys are placed in a secure box. The key is stored in case the tandem or aisle-parked vehicle needs to be moved.

The number of attendants varies depending on the number of vehicles that the valet might have to move. For this operation, it could generally be assumed that there will be approximately three zone attendants and eight rover attendants during the peak usage hours. The staffing is anticipated to be reduced during the non-peak hours.

As mentioned, there are two types of attendants for the valet assist parking operation:

- Rover attendants are located throughout the parking area and assist in guiding parkers to the open parking spaces and the correct lanes for aisle parking. The rover guides vehicles, accepts keys from the parker and issues a ticket in return. When possible, rovers move aisle parked vehicles to locations in self park areas so vehicles can exit as freely as possible.
- Zone attendants are in strategic areas near the front of the row, where people can pick up their keys. They are responsible for vehicle keys stored in the locked key box. In addition, they move any vehicles during the slower periods. One key box location located at each drive aisle during peak and moved to the parking office in non-peak hours.

In addition to the attendants above, there will be flaggers directing traffic as parkers enter the building. They will be used during peak hours to maintain flow and safety.

Parkers, who leave keys with attendants, will pick up their keys from an attendant when they return to pick up their vehicle and will be directed to the location of their parked vehicle. An attendant moves any car out of the way if it blocks another vehicle. The goal is to minimize the number of vehicles that need to be moved by an attendant. At the end of peak hours, cars will only be left in self-park spaces. If a car remains after the valet normal peak hours, the keys will be consolidated to the parking office where an attendant will always be available during open hours. The parkers will be given the location of their parked car, when they pick up their keys. The spaces will be numbered to identify where cars are parked. (Source: Watry Design, Inc.)

Existing Conditions and Data Collection

The existing intersection of Cinnabar Street / Montgomery Street is currently unsignalized, and vehicles from all approaches yield to each other. On-street parallel parking is allowed along Montgomery Street on both sides between the UPRR railroad crossing and Julian Street. North of railroad crossing, on-street parking is not allowed along Montgomery Street on either side. Along Cinnabar Street on-street parking is allowed west of Montgomery Street on both sides and along the north side east of Montgomery Street.

Weekday intersection turning movement volumes were collected at the intersection of Montgomery Street/Cinnabar Street in August 2022. Volumes for the study intersection were collected during the AM and PM peak periods of 6:00am-9:00am and 3:00pm-7:00pm, respectively. In addition, 3-day 24-hour roadway segments counts were conducted along Montgomery Street, immediately north of the

existing railroad crossing. Intersection turning movement counts and roadway segment count data is attached in **Appendix A**.

Trip Generation Estimates

Trip generation was estimated using the land use rates from the Institute of Transportation Engineer’s (ITE) publication *Trip Generation Manual*, 11th Edition (2021), which is a standard reference used by jurisdictions throughout the country for the estimation of trip generation. A trip is defined in the *Trip Generation Manual* as a single, or one-directional, vehicle movement with either the origin or destination at the Project site. In other words, a trip can be either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

ITE land use code 090 (Park and Ride Lot with Bus or Light Rail Transit) was used to estimate trips to the proposed parking garage during the AM and PM peak hours. Trip rates for the ‘PM + Event’ peak hour condition was estimated using the number of available parking spaces during the PM peak hour within the proposed parking garage. It was assumed that any available parking spaces during the PM peak hour within the proposed parking garage will be used by Event traffic. ‘PM + Event’ peak hour condition assumes an evening event at SAP Center with visitors parking in the proposed parking garage. **Table 1** shows the estimated project trips during the AM, PM, and ‘PM + Event’ peak hours.

Table 1: Trip Generation Estimates

Land Use	ITE Code	Unit	Trip Generation Rates / Trips								
			AM Peak Hour ¹			PM Peak Hour ¹			PM + Event Peak Hour ²		
			In	Out	Total	In	Out	Total	In	Out	Total
Park-and-Ride Lot with Bus or Light Rail Service	090	Occupied Spaces (450 Spaces)	0.35	0.09	0.44	0.14	0.41	0.55	0.55	0.55	1.10
			158	40	198	62	186	248	247	248	495

1. Trip rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.
 2. Estimated trip rate based on available number of parking spaces.

The estimated trips to and from the proposed parking garage were added to the existing traffic volumes at the intersection of Montgomery Street / Cinnabar Street based on the proposed traffic circulation.

Queuing Analysis

Queuing analysis for the intersection of Montgomery Street / Cinnabar Street was conducted using Synchro and SimTraffic 11 software. A Synchro model was coded for the study intersection and existing lane geometry and counts were entered. A SimTraffic model was run to simulate the traffic conditions with the added project traffic at the study intersection during the AM, PM and ‘PM + Event’ peak hour conditions. Anticipated queue lengths at the study intersection were estimated and compared against

the existing storage space available along Montgomery Street north of the railroad crossing to determine any potential queuing issues.

As the critical movement likely to cause queues along Montgomery Street is the northbound traffic movement, it was assumed that the northbound traffic movement would be a free movement, with no yielding or stopping, and the remaining movements would be stop-controlled. This recommendation of free northbound traffic movement will be made to the City of San Jose and is typical where higher traffic volumes are anticipated in one direction. The anticipated queues calculated at the Montgomery Street / Cinnabar Street intersection during the AM, PM and 'PM + Event' peak hour conditions are summarized in **Table 2** and are shown in **Figure 3**, **Figure 4**, and **Figure 5**.

Table 2. Existing + Proposed Parking Garage – Anticipated Queue Lengths

No.	Intersection	Queue Type	Queue Length (ft)		
			AM Peak	PM Peak	PM + Event
			NB	NB	NB
1	Montgomery St / Cinnabar St	Storage Capacity ¹	90	90	90
		Average (50 th -Percentile)	0	0	1
		95 th -Percentile ²	7	3	10
		Maximum ³	10	4	21
<p>Notes:</p> <p>Bold indicates queue length exceeds storage capacity. 1 Vehicle = 25 feet</p> <ol style="list-style-type: none"> 1. Approximate storage available along Montgomery Street, north of railroad crossing. 2. The 95th-Percentile queue is defined to be the queue length that has only a 5-percent probability of being exceeded during the analysis time-period. 3. Maximum queue is the maximum queue calculated over the analysis period. 					

Figure 3. Existing + Proposed Parking Garage Queue Length - AM Peak Hour

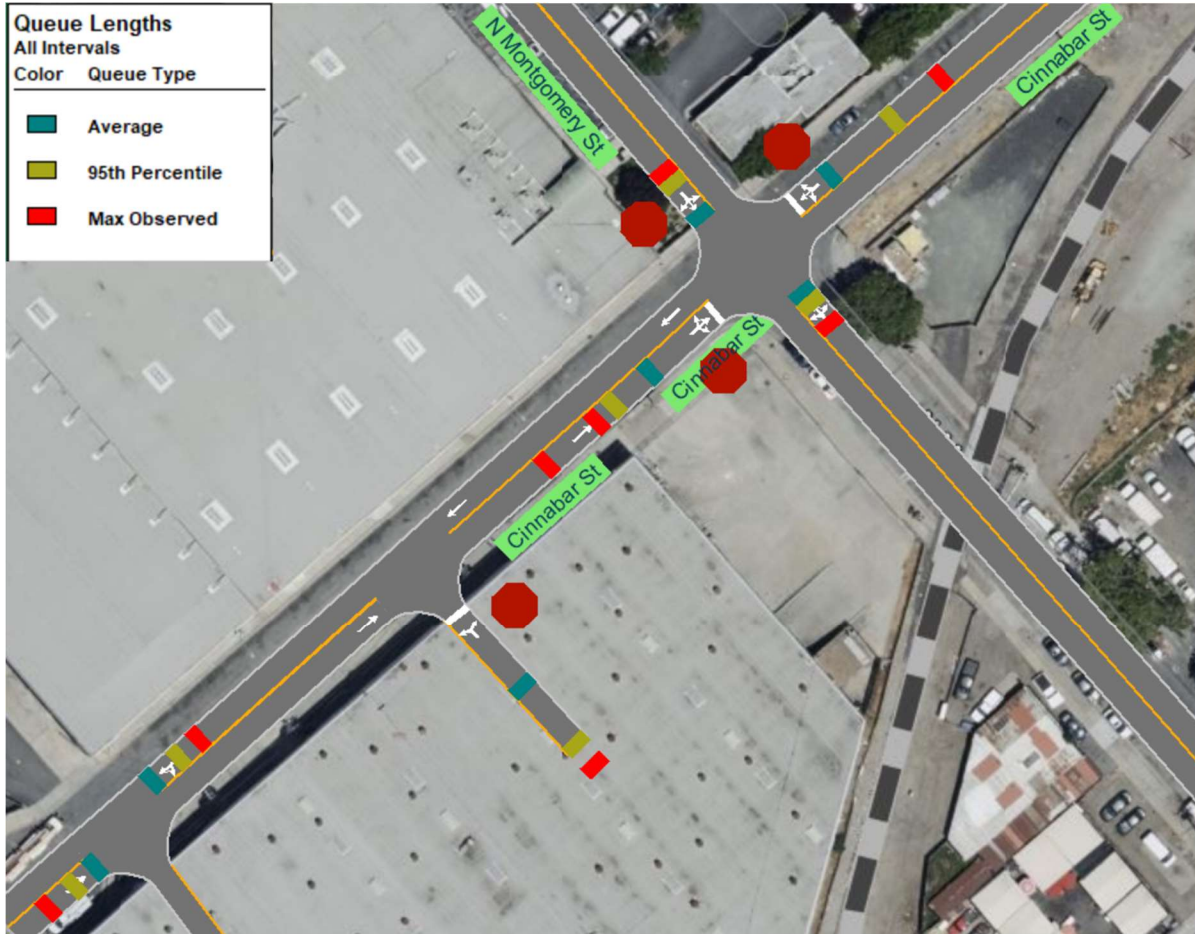


Figure 4: Existing + Proposed Parking Garage Queue Length - PM Peak Hour

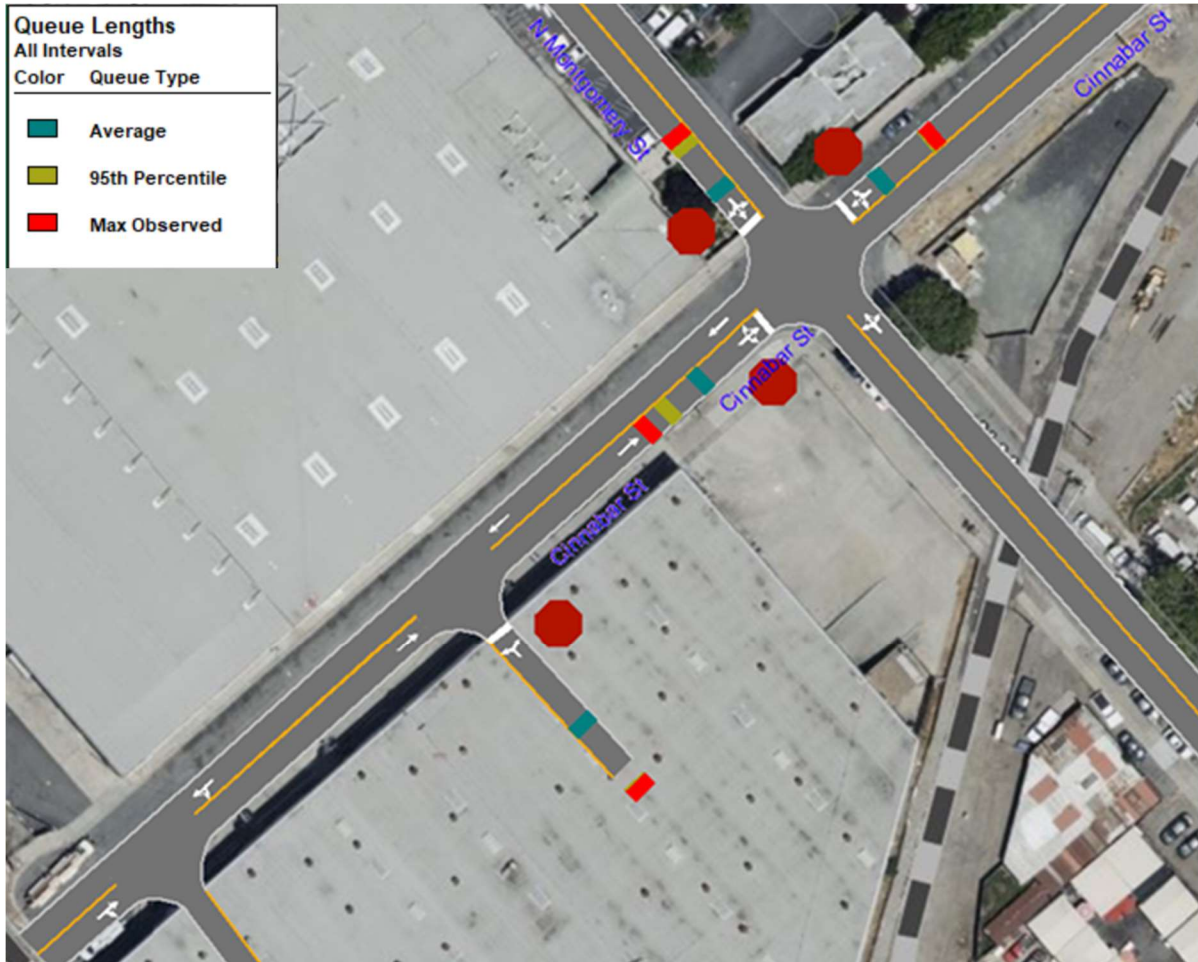
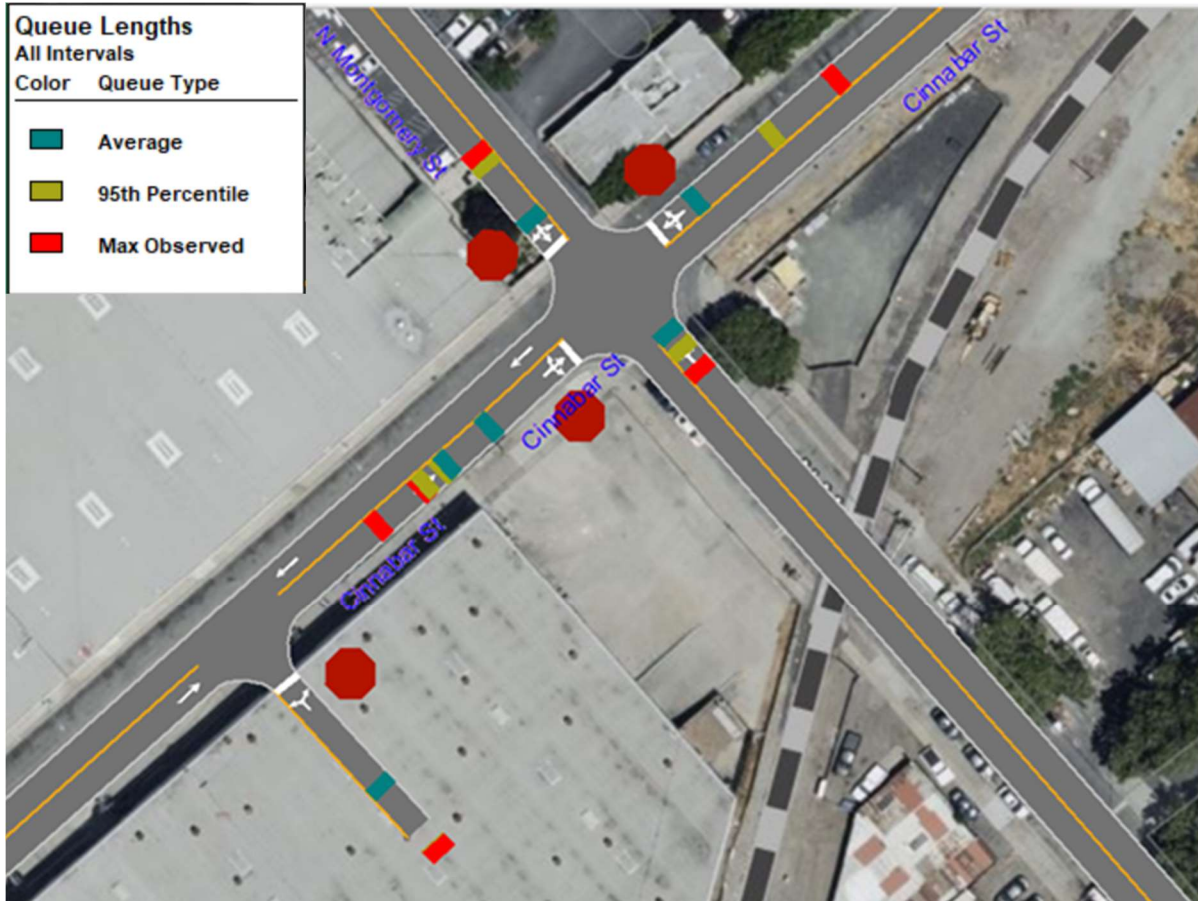


Figure 5. Existing + Proposed Parking Garage Queue Length – PM + Event Peak Hour



Conclusions

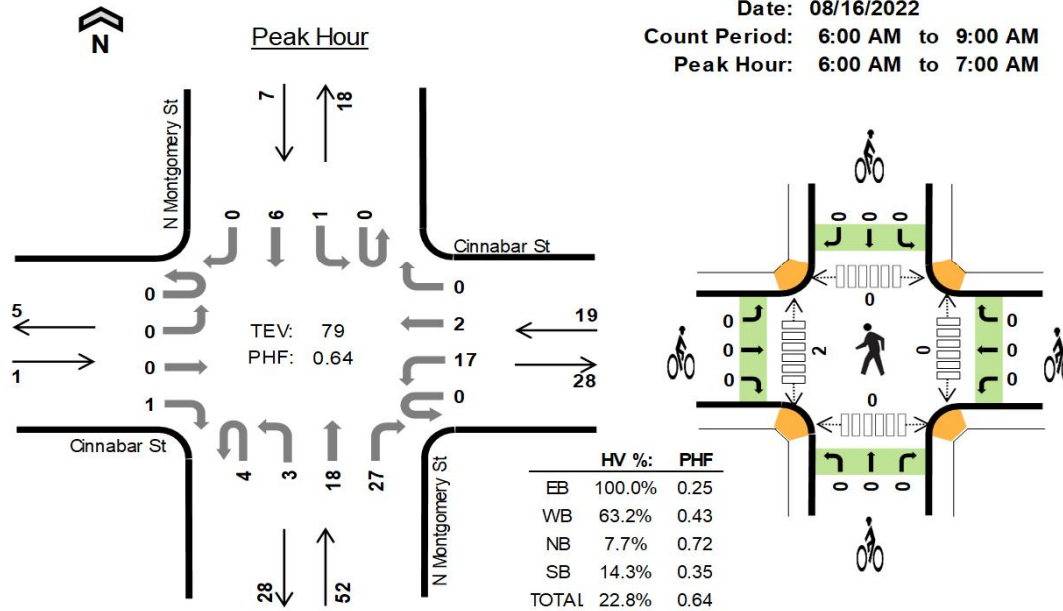
As shown above, with the proposed parking garage, the queue lengths during the AM, PM and 'PM + Event' peak hour conditions are minimal and not anticipated to reach the railroad crossing along Montgomery Street. The northbound traffic movement is free, and therefore, northbound vehicles will not need to stop or yield to other movements. Additionally, the entrance to the proposed parking garage is on Cinnabar Street and is approximately 330 feet west of Montgomery Street, which provides for additional storage capacity.

Appendix A – Traffic Counts

N Montgomery St Cinnabar St



Date: 08/16/2022
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 6:00 AM to 7:00 AM



Three-Hour Count Summaries

Interval Start	Cinnabar St Eastbound				Cinnabar St Westbound				N Montgomery St Northbound				N Montgomery St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	0	0	9	2	0	1	1	7	6	0	1	4	0	31	0	
6:15 AM	0	0	0	1	0	3	0	0	0	0	3	4	0	0	1	0	12	0	
6:30 AM	0	0	0	0	0	3	0	0	1	1	4	12	0	0	0	0	21	0	
6:45 AM	0	0	0	0	0	2	0	0	2	1	4	5	0	0	1	0	15	79	
Peak Hour	All	0	0	0	1	0	17	2	0	4	3	18	27	0	1	6	0	79	0
	HV	0	0	0	1	0	10	2	0	2	2	0	0	0	1	0	0	18	0
	HV%	-	-	-	100%	-	59%	100%	-	50%	67%	0%	0%	-	100%	0%	-	23%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	8	1	1	10	0	0	0	0	0	0	1	0	0	1
6:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1
Peak Hour	1	12	4	1	18	0	0	0	0	0	0	2	0	0	2

Three-Hour Count Summaries

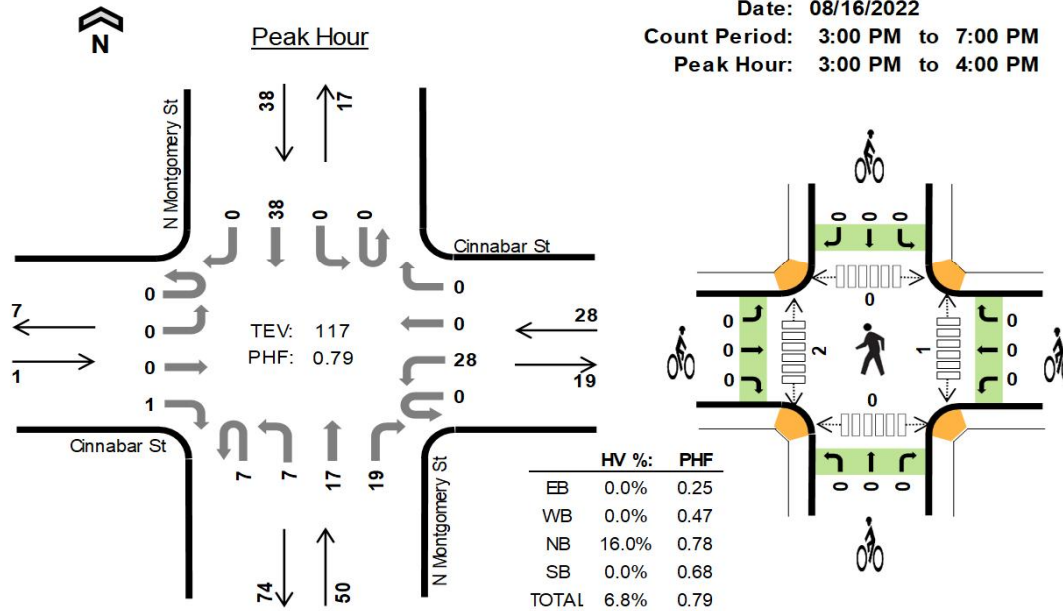
Interval Start	Cinnabar St Eastbound				Cinnabar St Westbound				N Montgomery St Northbound				N Montgomery St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	9	2	0	1	1	7	6	0	1	4	0	31	0
6:15 AM	0	0	0	1	0	3	0	0	0	0	3	4	0	0	1	0	12	0
6:30 AM	0	0	0	0	0	3	0	0	1	1	4	12	0	0	0	0	21	0
6:45 AM	0	0	0	0	0	2	0	0	2	1	4	5	0	0	1	0	15	79
7:00 AM	0	0	0	0	0	5	0	0	0	2	5	3	0	0	1	0	16	64
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8	60
7:30 AM	0	0	0	0	0	1	0	0	1	1	6	5	0	0	3	1	18	57
7:45 AM	0	0	0	0	0	1	0	0	0	0	7	2	0	0	4	0	14	56

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

N Montgomery St Cinnabar St



Date: 08/16/2022
 Count Period: 3:00 PM to 7:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Four-Hour Count Summaries

Interval Start	Cinnabar St Eastbound				Cinnabar St Westbound				N Montgomery St Northbound				N Montgomery St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	0	1	0	15	0	0	1	3	4	3	0	0	10	0	37	0	
3:15 PM	0	0	0	0	0	8	0	0	2	1	7	6	0	0	5	0	29	0	
3:30 PM	0	0	0	0	0	4	0	0	3	2	3	6	0	0	14	0	32	0	
3:45 PM	0	0	0	0	0	1	0	0	1	1	3	4	0	0	9	0	19	117	
Peak Hour	All	0	0	0	1	0	28	0	0	7	7	17	19	0	0	38	0	117	0
	HV	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	0
	HV%	-	-	-	0%	-	0%	-	-	0%	86%	12%	0%	-	-	0%	-	7%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2
3:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	8	0	8	0	0	0	0	0	1	2	0	0	3

Four-Hour Count Summaries

Interval Start	Cinnabar St Eastbound				Cinnabar St Westbound				N Montgomery St Northbound				N Montgomery St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	1	0	15	0	0	1	3	4	3	0	0	10	0	37	0
3:15 PM	0	0	0	0	0	8	0	0	2	1	7	6	0	0	5	0	29	0
3:30 PM	0	0	0	0	0	4	0	0	3	2	3	6	0	0	14	0	32	0
3:45 PM	0	0	0	0	0	1	0	0	1	1	3	4	0	0	9	0	19	117
4:00 PM	0	0	0	1	0	6	0	0	2	0	8	0	0	0	9	0	26	106
4:15 PM	0	0	1	2	0	1	1	0	2	1	7	1	0	0	7	0	23	100
4:30 PM	0	0	0	0	0	2	0	0	2	0	4	1	0	0	8	0	17	85
4:45 PM	0	0	0	0	0	1	0	0	0	1	2	1	0	0	7	0	12	78

3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Location: N Montgomery St, South of Cinnabar St
 Date Range: 8/16/2022 - 8/22/2022
 Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average			
	8/16/2022			8/17/2022			8/18/2022			8/19/2022			8/20/2022			8/21/2022			8/22/2022						
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	2	15	17	2	7	9	3	19	22	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	16
1:00 AM	5	11	16	1	5	6	5	13	18	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	13
2:00 AM	7	4	11	3	10	13	7	8	15	-	-	-	-	-	-	-	-	-	-	-	-	-	6	7	13
3:00 AM	15	10	25	10	4	14	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	15	7	22
4:00 AM	48	12	60	42	14	56	45	9	54	-	-	-	-	-	-	-	-	-	-	-	-	-	45	12	57
5:00 AM	52	31	83	57	26	83	57	24	81	-	-	-	-	-	-	-	-	-	-	-	-	-	55	27	82
6:00 AM	62	39	101	57	25	82	59	29	88	-	-	-	-	-	-	-	-	-	-	-	-	-	59	31	90
7:00 AM	42	23	65	39	24	63	48	21	69	-	-	-	-	-	-	-	-	-	-	-	-	-	43	23	66
8:00 AM	43	39	82	39	39	78	47	32	79	-	-	-	-	-	-	-	-	-	-	-	-	-	43	37	80
9:00 AM	46	42	88	56	38	94	42	41	83	-	-	-	-	-	-	-	-	-	-	-	-	-	48	40	88
10:00 AM	69	51	120	36	53	89	65	52	117	-	-	-	-	-	-	-	-	-	-	-	-	-	57	52	109
11:00 AM	49	56	105	66	57	123	46	61	107	-	-	-	-	-	-	-	-	-	-	-	-	-	54	58	112
12:00 PM	55	57	112	33	49	82	59	52	111	-	-	-	-	-	-	-	-	-	-	-	-	-	49	53	102
1:00 PM	103	79	182	71	56	127	77	79	156	-	-	-	-	-	-	-	-	-	-	-	-	-	84	71	155
2:00 PM	70	103	173	61	90	151	64	88	152	-	-	-	-	-	-	-	-	-	-	-	-	-	65	94	159
3:00 PM	53	78	131	49	56	105	57	76	133	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	123
4:00 PM	34	56	90	24	55	79	24	43	67	-	-	-	-	-	-	-	-	-	-	-	-	-	27	51	79
5:00 PM	10	38	48	16	26	42	14	45	59	-	-	-	-	-	-	-	-	-	-	-	-	-	13	36	50
6:00 PM	16	35	51	18	36	54	17	33	50	-	-	-	-	-	-	-	-	-	-	-	-	-	17	35	52
7:00 PM	16	15	31	13	9	22	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	14	10	24
8:00 PM	12	19	31	13	20	33	11	13	24	-	-	-	-	-	-	-	-	-	-	-	-	-	12	17	29
9:00 PM	11	4	15	8	3	11	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	9	5	14
10:00 PM	6	31	37	8	15	23	8	11	19	-	-	-	-	-	-	-	-	-	-	-	-	-	7	19	26
11:00 PM	10	23	33	10	26	36	7	11	18	-	-	-	-	-	-	-	-	-	-	-	-	-	9	20	29
Total	836	871	1,707	732	743	1,475	802	782	1,584	-	-	-	-	-	-	-	-	-	-	-	-	-	790	799	1,589
Percent	49%	51%	-	50%	50%	-	51%	49%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	-
AM Peak	10:00	11:00	10:00	11:00	11:00	11:00	10:00	11:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	06:00	11:00	11:00
Vol.	69	56	120	66	57	123	65	61	117	-	-	-	-	-	-	-	-	-	-	-	-	-	59	58	112
PM Peak	13:00	14:00	13:00	13:00	14:00	14:00	13:00	14:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	13:00	14:00	14:00
Vol.	103	103	182	71	90	151	77	88	156	-	-	-	-	-	-	-	-	-	-	-	-	-	84	94	159

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: N Montgomery St, South of Cinnabar St
Count Direction: Northbound / Southbound
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	96	1,354	524	18	254	73	0	0	32	10	0	0	9	2,370
Percent	4.1%	57.1%	22.1%	0.8%	10.7%	3.1%	0.0%	0.0%	1.4%	0.4%	0.0%	0.0%	0.4%	100%
Southbound	79	1,375	563	20	225	76	0	1	44	11	0	0	2	2,396
Percent	3.3%	57.4%	23.5%	0.8%	9.4%	3.2%	0.0%	0.0%	1.8%	0.5%	0.0%	0.0%	0.1%	100%
Total	175	2,729	1,087	38	479	149	0	1	76	21	0	0	11	4,766
Percent	3.7%	57.3%	22.8%	0.8%	10.1%	3.1%	0.0%	0.0%	1.6%	0.4%	0.0%	0.0%	0.2%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Tuesday, August 16, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
2:00 AM	1	5	0	0	0	1	0	0	0	0	0	0	0	7
3:00 AM	2	4	3	2	2	2	0	0	0	0	0	0	0	15
4:00 AM	3	35	9	1	0	0	0	0	0	0	0	0	0	48
5:00 AM	3	34	6	0	8	1	0	0	0	0	0	0	0	52
6:00 AM	3	36	12	1	4	5	0	0	1	0	0	0	0	62
7:00 AM	3	24	7	0	6	1	0	0	0	0	0	0	1	42
8:00 AM	2	24	9	0	5	1	0	0	2	0	0	0	0	43
9:00 AM	0	27	12	0	5	0	0	0	2	0	0	0	0	46
10:00 AM	3	30	24	1	7	2	0	0	2	0	0	0	0	69
11:00 AM	1	21	15	0	11	1	0	0	0	0	0	0	0	49
12:00 PM	2	29	15	0	8	1	0	0	0	0	0	0	0	55
1:00 PM	5	65	17	3	7	5	0	0	0	0	0	0	1	103
2:00 PM	3	41	11	1	10	3	0	0	0	1	0	0	0	70
3:00 PM	2	26	17	1	4	1	0	0	1	0	0	0	1	53
4:00 PM	2	20	9	1	1	1	0	0	0	0	0	0	0	34
5:00 PM	0	6	2	0	1	1	0	0	0	0	0	0	0	10
6:00 PM	0	7	5	0	4	0	0	0	0	0	0	0	0	16
7:00 PM	0	8	5	0	2	1	0	0	0	0	0	0	0	16
8:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
10:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	1	5	3	0	1	0	0	0	0	0	0	0	0	10
Total	36	474	188	11	87	27	0	0	9	1	0	0	3	836
Percent	4.3%	56.7%	22.5%	1.3%	10.4%	3.2%	0.0%	0.0%	1.1%	0.1%	0.0%	0.0%	0.4%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Tuesday, August 16, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	15
1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	2	7	0	1	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	10	0	0	1	0	0	0	0	1	0	0	0	12
5:00 AM	4	11	6	1	5	1	0	0	3	0	0	0	0	31
6:00 AM	9	18	2	0	5	3	0	0	1	0	0	0	1	39
7:00 AM	2	10	5	1	2	2	0	0	1	0	0	0	0	23
8:00 AM	2	23	7	0	6	0	0	0	1	0	0	0	0	39
9:00 AM	4	21	12	0	3	2	0	0	0	0	0	0	0	42
10:00 AM	1	28	11	0	6	2	0	0	1	1	0	0	1	51
11:00 AM	1	31	18	1	4	0	0	0	1	0	0	0	0	56
12:00 PM	0	26	20	0	8	2	0	0	1	0	0	0	0	57
1:00 PM	2	51	16	0	7	3	0	0	0	0	0	0	0	79
2:00 PM	3	59	30	2	6	3	0	0	0	0	0	0	0	103
3:00 PM	1	45	26	0	5	1	0	0	0	0	0	0	0	78
4:00 PM	0	34	15	1	4	2	0	0	0	0	0	0	0	56
5:00 PM	0	23	9	0	5	1	0	0	0	0	0	0	0	38
6:00 PM	1	21	8	0	4	1	0	0	0	0	0	0	0	35
7:00 PM	1	9	5	0	0	0	0	0	0	0	0	0	0	15
8:00 PM	2	11	5	0	1	0	0	0	0	0	0	0	0	19
9:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 PM	0	21	5	0	5	0	0	0	0	0	0	0	0	31
11:00 PM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
Total	35	501	209	7	83	23	0	0	9	2	0	0	2	871
Percent	4.0%	57.5%	24.0%	0.8%	9.5%	2.6%	0.0%	0.0%	1.0%	0.2%	0.0%	0.0%	0.2%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Wednesday, August 17, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	5	2	0	2	0	0	0	0	1	0	0	0	10
4:00 AM	1	34	7	0	0	0	0	0	0	0	0	0	0	42
5:00 AM	1	37	8	0	8	2	0	0	1	0	0	0	0	57
6:00 AM	3	30	13	0	6	2	0	0	2	0	0	0	1	57
7:00 AM	3	22	7	0	4	2	0	0	0	1	0	0	0	39
8:00 AM	4	22	7	0	4	0	0	0	2	0	0	0	0	39
9:00 AM	1	33	11	1	7	0	0	0	3	0	0	0	0	56
10:00 AM	2	15	13	0	4	1	0	0	1	0	0	0	0	36
11:00 AM	2	26	23	0	13	1	0	0	1	0	0	0	0	66
12:00 PM	3	13	5	1	7	1	0	0	2	1	0	0	0	33
1:00 PM	3	45	11	1	9	2	0	0	0	0	0	0	0	71
2:00 PM	0	36	15	1	7	1	0	0	1	0	0	0	0	61
3:00 PM	1	30	13	0	3	2	0	0	0	0	0	0	0	49
4:00 PM	1	17	2	0	3	1	0	0	0	0	0	0	0	24
5:00 PM	0	11	1	0	1	1	0	0	1	1	0	0	0	16
6:00 PM	0	9	5	0	3	0	0	0	0	0	0	0	1	18
7:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	1	7	3	1	1	0	0	0	0	0	0	0	0	13
9:00 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
10:00 PM	0	4	3	0	0	0	0	0	1	0	0	0	0	8
11:00 PM	1	5	2	0	2	0	0	0	0	0	0	0	0	10
Total	27	422	156	5	85	16	0	0	15	4	0	0	2	732
Percent	3.7%	57.7%	21.3%	0.7%	11.6%	2.2%	0.0%	0.0%	2.0%	0.5%	0.0%	0.0%	0.3%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Wednesday, August 17, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	1	2	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	1	8	1	0	2	2	0	0	0	0	0	0	0	14
5:00 AM	1	12	0	3	3	1	0	0	5	1	0	0	0	26
6:00 AM	3	12	1	0	2	3	0	0	2	2	0	0	0	25
7:00 AM	3	8	9	0	0	2	0	0	2	0	0	0	0	24
8:00 AM	2	17	12	0	7	1	0	0	0	0	0	0	0	39
9:00 AM	1	23	9	0	4	0	0	0	1	0	0	0	0	38
10:00 AM	3	23	15	3	3	2	0	0	3	1	0	0	0	53
11:00 AM	2	30	12	1	10	0	0	0	2	0	0	0	0	57
12:00 PM	1	26	18	0	3	0	0	0	1	0	0	0	0	49
1:00 PM	1	33	11	1	6	3	0	0	1	0	0	0	0	56
2:00 PM	2	58	23	0	5	2	0	0	0	0	0	0	0	90
3:00 PM	0	36	18	0	1	1	0	0	0	0	0	0	0	56
4:00 PM	0	37	11	0	5	2	0	0	0	0	0	0	0	55
5:00 PM	1	18	5	0	2	0	0	0	0	0	0	0	0	26
6:00 PM	1	21	10	0	4	0	0	0	0	0	0	0	0	36
7:00 PM	1	3	3	0	2	0	0	0	0	0	0	0	0	9
8:00 PM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
9:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
11:00 PM	0	23	1	0	2	0	0	0	0	0	0	0	0	26
Total	24	437	170	9	63	19	0	0	17	4	0	0	0	743
Percent	3.2%	58.8%	22.9%	1.2%	8.5%	2.6%	0.0%	0.0%	2.3%	0.5%	0.0%	0.0%	0.0%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Thursday, August 18, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	2	0	0	1	1	0	0	0	0	0	0	0	5
2:00 AM	1	4	1	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	12	4	0	2	1	0	0	0	0	0	0	0	19
4:00 AM	0	32	11	0	1	1	0	0	0	0	0	0	0	45
5:00 AM	1	39	9	0	4	4	0	0	0	0	0	0	0	57
6:00 AM	1	34	12	0	5	2	0	0	0	3	0	0	2	59
7:00 AM	4	20	5	1	13	3	0	0	2	0	0	0	0	48
8:00 AM	2	31	11	0	1	1	0	0	1	0	0	0	0	47
9:00 AM	3	19	11	0	6	3	0	0	0	0	0	0	0	42
10:00 AM	1	28	22	0	12	1	0	0	1	0	0	0	0	65
11:00 AM	1	20	13	0	11	1	0	0	0	0	0	0	0	46
12:00 PM	4	32	14	0	4	3	0	0	1	1	0	0	0	59
1:00 PM	5	47	15	0	5	2	0	0	2	0	0	0	1	77
2:00 PM	0	41	12	0	8	2	0	0	1	0	0	0	0	64
3:00 PM	1	38	16	0	1	0	0	0	0	0	0	0	1	57
4:00 PM	3	15	2	0	2	2	0	0	0	0	0	0	0	24
5:00 PM	1	9	3	0	0	0	0	0	0	1	0	0	0	14
6:00 PM	1	9	4	0	2	1	0	0	0	0	0	0	0	17
7:00 PM	0	5	6	0	1	1	0	0	0	0	0	0	0	13
8:00 PM	1	6	2	0	1	1	0	0	0	0	0	0	0	11
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	2	4	0	2	0	0	0	0	0	0	0	0	8
11:00 PM	2	4	1	0	0	0	0	0	0	0	0	0	0	7
Total	33	458	180	2	82	30	0	0	8	5	0	0	4	802
Percent	4.1%	57.1%	22.4%	0.2%	10.2%	3.7%	0.0%	0.0%	1.0%	0.6%	0.0%	0.0%	0.5%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Thursday, August 18, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	8	2	0	3	0	0	0	0	0	0	0	0	13
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	1	4	1	0	0	0	0	0	1	0	0	0	0	7
4:00 AM	0	6	1	0	0	1	0	0	1	0	0	0	0	9
5:00 AM	1	14	1	0	4	2	0	0	1	1	0	0	0	24
6:00 AM	3	9	6	1	3	3	0	0	3	1	0	0	0	29
7:00 AM	1	7	5	0	3	1	0	0	4	0	0	0	0	21
8:00 AM	2	14	5	0	5	4	0	0	2	0	0	0	0	32
9:00 AM	0	21	11	1	4	3	0	0	1	0	0	0	0	41
10:00 AM	3	21	8	0	11	7	0	0	1	1	0	0	0	52
11:00 AM	0	27	22	2	5	4	0	0	1	0	0	0	0	61
12:00 PM	2	22	16	0	7	2	0	0	2	1	0	0	0	52
1:00 PM	1	45	20	0	10	1	0	1	1	0	0	0	0	79
2:00 PM	1	49	26	0	6	5	0	0	0	1	0	0	0	88
3:00 PM	0	51	19	0	6	0	0	0	0	0	0	0	0	76
4:00 PM	0	33	9	0	1	0	0	0	0	0	0	0	0	43
5:00 PM	1	31	9	0	4	0	0	0	0	0	0	0	0	45
6:00 PM	1	22	7	0	3	0	0	0	0	0	0	0	0	33
7:00 PM	2	3	2	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
9:00 PM	0	5	1	0	1	1	0	0	0	0	0	0	0	8
10:00 PM	1	6	3	0	1	0	0	0	0	0	0	0	0	11
11:00 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
Total	20	437	184	4	79	34	0	1	18	5	0	0	0	782
Percent	2.6%	55.9%	23.5%	0.5%	10.1%	4.3%	0.0%	0.1%	2.3%	0.6%	0.0%	0.0%	0.0%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	1	7	3	1	2	1	0	0	0	0	0	0	0	15
4:00 AM	1	34	9	0	0	0	0	0	0	0	0	0	0	44
5:00 AM	2	37	8	0	7	2	0	0	0	0	0	0	0	56
6:00 AM	2	33	12	0	5	3	0	0	1	1	0	0	1	58
7:00 AM	3	22	6	0	8	2	0	0	1	0	0	0	0	42
8:00 AM	3	26	9	0	3	1	0	0	2	0	0	0	0	44
9:00 AM	1	26	11	0	6	1	0	0	2	0	0	0	0	47
10:00 AM	2	24	20	0	8	1	0	0	1	0	0	0	0	56
11:00 AM	1	22	17	0	12	1	0	0	0	0	0	0	0	53
12:00 PM	3	25	11	0	6	2	0	0	1	1	0	0	0	49
1:00 PM	4	52	14	1	7	3	0	0	1	0	0	0	1	83
2:00 PM	1	39	13	1	8	2	0	0	1	0	0	0	0	65
3:00 PM	1	31	15	0	3	1	0	0	0	0	0	0	1	52
4:00 PM	2	17	4	0	2	1	0	0	0	0	0	0	0	26
5:00 PM	0	9	2	0	1	1	0	0	0	1	0	0	0	14
6:00 PM	0	8	5	0	3	0	0	0	0	0	0	0	0	16
7:00 PM	0	7	5	0	1	1	0	0	0	0	0	0	0	14
8:00 PM	1	7	3	0	1	0	0	0	0	0	0	0	0	12
9:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:00 PM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	1	5	2	0	1	0	0	0	0	0	0	0	0	9
Total	30	450	175	3	86	23	0	0	10	3	0	0	3	783
Percent	3.8%	57.5%	22.3%	0.4%	11.0%	2.9%	0.0%	0.0%	1.3%	0.4%	0.0%	0.0%	0.4%	

Note: Average only considered on days with 24-hours of data.

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	1	4	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	8	1	0	1	1	0	0	0	0	0	0	0	11
5:00 AM	2	12	2	1	4	1	0	0	3	1	0	0	0	26
6:00 AM	5	13	3	0	3	3	0	0	2	1	0	0	0	30
7:00 AM	2	8	6	0	2	2	0	0	2	0	0	0	0	22
8:00 AM	2	18	8	0	6	2	0	0	1	0	0	0	0	37
9:00 AM	2	22	11	0	4	2	0	0	1	0	0	0	0	42
10:00 AM	2	24	11	1	7	4	0	0	2	1	0	0	0	52
11:00 AM	1	29	17	1	6	1	0	0	1	0	0	0	0	56
12:00 PM	1	25	18	0	6	1	0	0	1	0	0	0	0	52
1:00 PM	1	43	16	0	8	2	0	0	1	0	0	0	0	71
2:00 PM	2	55	26	1	6	3	0	0	0	0	0	0	0	93
3:00 PM	0	44	21	0	4	1	0	0	0	0	0	0	0	70
4:00 PM	0	35	12	0	3	1	0	0	0	0	0	0	0	51
5:00 PM	1	24	8	0	4	0	0	0	0	0	0	0	0	37
6:00 PM	1	21	8	0	4	0	0	0	0	0	0	0	0	34
7:00 PM	1	5	3	0	1	0	0	0	0	0	0	0	0	10
8:00 PM	1	12	3	0	1	0	0	0	0	0	0	0	0	17
9:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
11:00 PM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
Total	25	458	186	5	77	24	0	0	14	3	0	0	0	792
Percent	3.2%	57.8%	23.5%	0.6%	9.7%	3.0%	0.0%	0.0%	1.8%	0.4%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	1	7	3	1	2	1	0	0	0	0	0	0	0	15
4:00 AM	1	34	9	0	0	0	0	0	0	0	0	0	0	44
5:00 AM	2	37	8	0	7	2	0	0	0	0	0	0	0	56
6:00 AM	2	33	12	0	5	3	0	0	1	1	0	0	1	58
7:00 AM	3	22	6	0	8	2	0	0	1	0	0	0	0	42
8:00 AM	3	26	9	0	3	1	0	0	2	0	0	0	0	44
9:00 AM	1	26	11	0	6	1	0	0	2	0	0	0	0	47
10:00 AM	2	24	20	0	8	1	0	0	1	0	0	0	0	56
11:00 AM	1	22	17	0	12	1	0	0	0	0	0	0	0	53
12:00 PM	3	25	11	0	6	2	0	0	1	1	0	0	0	49
1:00 PM	4	52	14	1	7	3	0	0	1	0	0	0	1	83
2:00 PM	1	39	13	1	8	2	0	0	1	0	0	0	0	65
3:00 PM	1	31	15	0	3	1	0	0	0	0	0	0	1	52
4:00 PM	2	17	4	0	2	1	0	0	0	0	0	0	0	26
5:00 PM	0	9	2	0	1	1	0	0	0	1	0	0	0	14
6:00 PM	0	8	5	0	3	0	0	0	0	0	0	0	0	16
7:00 PM	0	7	5	0	1	1	0	0	0	0	0	0	0	14
8:00 PM	1	7	3	0	1	0	0	0	0	0	0	0	0	12
9:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:00 PM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	1	5	2	0	1	0	0	0	0	0	0	0	0	9
Total	30	450	175	3	86	23	0	0	10	3	0	0	3	783
Percent	3.8%	57.5%	22.3%	0.4%	11.0%	2.9%	0.0%	0.0%	1.3%	0.4%	0.0%	0.0%	0.4%	

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	1	4	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	8	1	0	1	1	0	0	0	0	0	0	0	11
5:00 AM	2	12	2	1	4	1	0	0	3	1	0	0	0	26
6:00 AM	5	13	3	0	3	3	0	0	2	1	0	0	0	30
7:00 AM	2	8	6	0	2	2	0	0	2	0	0	0	0	22
8:00 AM	2	18	8	0	6	2	0	0	1	0	0	0	0	37
9:00 AM	2	22	11	0	4	2	0	0	1	0	0	0	0	42
10:00 AM	2	24	11	1	7	4	0	0	2	1	0	0	0	52
11:00 AM	1	29	17	1	6	1	0	0	1	0	0	0	0	56
12:00 PM	1	25	18	0	6	1	0	0	1	0	0	0	0	52
1:00 PM	1	43	16	0	8	2	0	0	1	0	0	0	0	71
2:00 PM	2	55	26	1	6	3	0	0	0	0	0	0	0	93
3:00 PM	0	44	21	0	4	1	0	0	0	0	0	0	0	70
4:00 PM	0	35	12	0	3	1	0	0	0	0	0	0	0	51
5:00 PM	1	24	8	0	4	0	0	0	0	0	0	0	0	37
6:00 PM	1	21	8	0	4	0	0	0	0	0	0	0	0	34
7:00 PM	1	5	3	0	1	0	0	0	0	0	0	0	0	10
8:00 PM	1	12	3	0	1	0	0	0	0	0	0	0	0	17
9:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
11:00 PM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
Total	25	458	186	5	77	24	0	0	14	3	0	0	0	792
Percent	3.2%	57.8%	23.5%	0.6%	9.7%	3.0%	0.0%	0.0%	1.8%	0.4%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: N Montgomery St, South of Cinnabar St
Count Direction: Northbound / Southbound
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
Study Total																			
Northbound	200	472	821	643	196	35	3	0	0	0	0	0	0	0	0	0	0	0	2,370
Percent	8.4%	19.9%	34.6%	27.1%	8.3%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	336	746	653	463	152	41	2	1	2	0	0	0	0	0	0	0	0	0	2,396
Percent	14.0%	31.1%	27.3%	19.3%	6.3%	1.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	536	1,218	1,474	1,106	348	76	5	1	2	0	0	0	0	0	0	0	0	0	4,766
Percent	11.2%	25.6%	30.9%	23.2%	7.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	18.2	mph	Mean (Average) Speed	18.1	mph
85th Percentile	23.6	mph	10 mph Pace	13.9 - 23.9	mph
95th Percentile	27.6	mph	Percent in Pace	65.1	%
Southbound			Southbound		
50th Percentile (Median)	15.8	mph	Mean (Average) Speed	16.4	mph
85th Percentile	22.6	mph	10 mph Pace	10.1 - 20.1	mph
95th Percentile	26.7	mph	Percent in Pace	57.9	%

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Tuesday, August 16, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	5	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	15
4:00 AM	7	5	7	22	6	1	0	0	0	0	0	0	0	0	0	0	0	48
5:00 AM	4	9	13	17	6	3	0	0	0	0	0	0	0	0	0	0	0	52
6:00 AM	18	8	17	15	4	0	0	0	0	0	0	0	0	0	0	0	0	62
7:00 AM	6	9	16	7	2	2	0	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	5	8	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	43
9:00 AM	2	9	16	16	3	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 AM	6	19	20	18	5	1	0	0	0	0	0	0	0	0	0	0	0	69
11:00 AM	1	15	18	10	5	0	0	0	0	0	0	0	0	0	0	0	0	49
12:00 PM	5	12	19	16	3	0	0	0	0	0	0	0	0	0	0	0	0	55
1:00 PM	10	13	56	19	4	0	1	0	0	0	0	0	0	0	0	0	0	103
2:00 PM	2	13	26	25	3	1	0	0	0	0	0	0	0	0	0	0	0	70
3:00 PM	1	10	23	13	6	0	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	2	4	15	8	4	1	0	0	0	0	0	0	0	0	0	0	0	34
5:00 PM	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 PM	1	3	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	16
7:00 PM	0	3	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	16
8:00 PM	2	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	1	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	1	1	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	10
Total	80	151	289	232	71	12	1	0	0	0	0	0	0	0	0	0	0	836
Percent	9.6%	18.1%	34.6%	27.8%	8.5%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.3 mph	Mean (Average) Speed	18.1 mph
85th Percentile	23.8 mph	10 mph Pace	13.0 - 23.0 mph
95th Percentile	27.4 mph	Percent in Pace	64.5 %

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Tuesday, August 16, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	3	0	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	1	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	10	11	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	31
6:00 AM	19	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	39
7:00 AM	1	8	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	23
8:00 AM	9	6	6	12	5	1	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	11	12	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 AM	8	18	10	11	3	1	0	0	0	0	0	0	0	0	0	0	0	51
11:00 AM	5	25	15	4	2	5	0	0	0	0	0	0	0	0	0	0	0	56
12:00 PM	5	24	16	11	1	0	0	0	0	0	0	0	0	0	0	0	0	57
1:00 PM	12	40	16	2	8	1	0	0	0	0	0	0	0	0	0	0	0	79
2:00 PM	13	36	28	20	5	0	1	0	0	0	0	0	0	0	0	0	0	103
3:00 PM	6	22	21	25	2	2	0	0	0	0	0	0	0	0	0	0	0	78
4:00 PM	4	28	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	56
5:00 PM	3	10	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	38
6:00 PM	4	7	6	9	8	1	0	0	0	0	0	0	0	0	0	0	0	35
7:00 PM	3	3	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15
8:00 PM	1	4	4	6	2	2	0	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	3	11	4	4	4	2	1	1	1	0	0	0	0	0	0	0	0	31
11:00 PM	3	4	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	23
Total	125	291	210	156	66	19	2	1	1	0	0	0	0	0	0	0	0	871
Percent	14.4%	33.4%	24.1%	17.9%	7.6%	2.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	15.3 mph	Mean (Average) Speed	16.4 mph
85th Percentile	23.2 mph	10 mph Pace	10.1 - 20.1 mph
95th Percentile	27.2 mph	Percent in Pace	56.95 %

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Wednesday, August 17, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	5	11	15	10	1	0	0	0	0	0	0	0	0	0	0	0	42
5:00 AM	3	9	23	18	3	1	0	0	0	0	0	0	0	0	0	0	0	57
6:00 AM	10	20	11	14	1	1	0	0	0	0	0	0	0	0	0	0	0	57
7:00 AM	5	10	12	7	4	0	1	0	0	0	0	0	0	0	0	0	0	39
8:00 AM	4	7	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	5	22	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	56
10:00 AM	5	7	12	10	1	1	0	0	0	0	0	0	0	0	0	0	0	36
11:00 AM	1	14	25	19	7	0	0	0	0	0	0	0	0	0	0	0	0	66
12:00 PM	5	4	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	33
1:00 PM	5	15	28	15	6	2	0	0	0	0	0	0	0	0	0	0	0	71
2:00 PM	1	10	29	19	2	0	0	0	0	0	0	0	0	0	0	0	0	61
3:00 PM	5	11	17	13	2	1	0	0	0	0	0	0	0	0	0	0	0	49
4:00 PM	2	6	2	11	2	1	0	0	0	0	0	0	0	0	0	0	0	24
5:00 PM	1	2	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:00 PM	2	2	4	2	6	2	0	0	0	0	0	0	0	0	0	0	0	18
7:00 PM	0	5	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	1	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	13
9:00 PM	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	10
Total	56	159	243	199	62	12	1	0	0	0	0	0	0	0	0	0	0	732
Percent	7.7%	21.7%	33.2%	27.2%	8.5%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.3 mph	Mean (Average) Speed	18.2 mph
85th Percentile	23.6 mph	10 mph Pace	13.9 - 23.9 mph
95th Percentile	28.3 mph	Percent in Pace	64.6 %

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Wednesday, August 17, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	1	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	4	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	13	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26
6:00 AM	9	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:00 AM	8	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
8:00 AM	4	16	7	10	2	0	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	5	15	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	38
10:00 AM	11	22	11	6	0	3	0	0	0	0	0	0	0	0	0	0	0	53
11:00 AM	6	18	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	57
12:00 PM	4	18	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	49
1:00 PM	13	16	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	56
2:00 PM	10	21	30	22	7	0	0	0	0	0	0	0	0	0	0	0	0	90
3:00 PM	2	11	16	23	2	2	0	0	0	0	0	0	0	0	0	0	0	56
4:00 PM	3	13	20	16	1	2	0	0	0	0	0	0	0	0	0	0	0	55
5:00 PM	2	5	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
6:00 PM	2	7	10	5	8	3	0	0	1	0	0	0	0	0	0	0	0	36
7:00 PM	0	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9
8:00 PM	0	3	6	6	5	0	0	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	2	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	4	6	7	3	4	2	0	0	0	0	0	0	0	0	0	0	0	26
Total	102	216	213	154	43	14	0	0	1	0	0	0	0	0	0	0	0	743
Percent	13.7%	29.1%	28.7%	20.7%	5.8%	1.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	16.2 mph	Mean (Average) Speed	16.5 mph
85th Percentile	22.8 mph	10 mph Pace	9.3 - 19.3 mph
95th Percentile	26.9 mph	Percent in Pace	57.6 %

Location: N Montgomery St, South of Cinnabar St
Date Range: 8/16/2022 to 8/18/2022
Site Code: 01

Thursday, August 18, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	3	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	19
4:00 AM	1	7	9	20	7	1	0	0	0	0	0	0	0	0	0	0	0	45
5:00 AM	11	11	18	13	3	1	0	0	0	0	0	0	0	0	0	0	0	57
6:00 AM	8	21	18	8	1	3	0	0	0	0	0	0	0	0	0	0	0	59
7:00 AM	8	11	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	48
8:00 AM	1	7	21	17	0	1	0	0	0	0	0	0	0	0	0	0	0	47
9:00 AM	5	11	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	42
10:00 AM	9	11	26	15	4	0	0	0	0	0	0	0	0	0	0	0	0	65
11:00 AM	0	7	22	15	2	0	0	0	0	0	0	0	0	0	0	0	0	46
12:00 PM	3	14	27	12	3	0	0	0	0	0	0	0	0	0	0	0	0	59
1:00 PM	1	15	23	28	9	1	0	0	0	0	0	0	0	0	0	0	0	77
2:00 PM	3	10	29	14	8	0	0	0	0	0	0	0	0	0	0	0	0	64
3:00 PM	0	14	26	12	5	0	0	0	0	0	0	0	0	0	0	0	0	57
4:00 PM	2	7	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	24
5:00 PM	2	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14
6:00 PM	1	2	5	4	3	1	1	0	0	0	0	0	0	0	0	0	0	17
7:00 PM	1	2	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	3	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
9:00 PM	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	7
Total	64	162	289	212	63	11	1	0	0	0	0	0	0	0	0	0	0	802
Percent	8.0%	20.2%	36.0%	26.4%	7.9%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.0 mph	Mean (Average) Speed	18.0 mph
85th Percentile	23.5 mph	10 mph Pace	13.9 - 23.9 mph
95th Percentile	27.5 mph	Percent in Pace	66.5 %

Location: N Montgomery St, South of Cinnabar St
 Date Range: 8/16/2022 to 8/18/2022
 Site Code: 01

Thursday, August 18, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	3	4	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	3	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	2	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	9	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24
6:00 AM	12	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29
7:00 AM	8	9	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21
8:00 AM	6	13	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	7	16	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41
10:00 AM	9	21	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	52
11:00 AM	10	21	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	61
12:00 PM	11	18	14	6	3	0	0	0	0	0	0	0	0	0	0	0	0	52
1:00 PM	6	23	26	20	4	0	0	0	0	0	0	0	0	0	0	0	0	79
2:00 PM	7	19	34	18	10	0	0	0	0	0	0	0	0	0	0	0	0	88
3:00 PM	2	31	22	19	2	0	0	0	0	0	0	0	0	0	0	0	0	76
4:00 PM	6	15	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	43
5:00 PM	5	8	17	10	4	1	0	0	0	0	0	0	0	0	0	0	0	45
6:00 PM	4	5	8	12	4	0	0	0	0	0	0	0	0	0	0	0	0	33
7:00 PM	0	2	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	1	1	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	13
9:00 PM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	3	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	109	239	230	153	43	8	0	0	0	0	0	0	0	0	0	0	0	782
Percent	13.9%	30.6%	29.4%	19.6%	5.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	15.9 mph	Mean (Average) Speed	16.2 mph
85th Percentile	22.1 mph	10 mph Pace	10.6 - 20.6 mph
95th Percentile	25.8 mph	Percent in Pace	60.36 %

Location: N Montgomery St, South of Cinnabar St
 Date Range: 8/16/2022 to 8/18/2022
 Site Code: 01

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	2	1	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	3	6	9	19	8	1	0	0	0	0	0	0	0	0	0	0	0	46
5:00 AM	6	10	18	16	4	2	0	0	0	0	0	0	0	0	0	0	0	56
6:00 AM	12	16	15	12	2	1	0	0	0	0	0	0	0	0	0	0	0	58
7:00 AM	6	10	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	3	7	18	12	2	1	0	0	0	0	0	0	0	0	0	0	0	43
9:00 AM	4	14	17	12	1	0	0	0	0	0	0	0	0	0	0	0	0	48
10:00 AM	7	12	19	14	3	1	0	0	0	0	0	0	0	0	0	0	0	56
11:00 AM	1	12	22	15	5	0	0	0	0	0	0	0	0	0	0	0	0	55
12:00 PM	4	10	20	11	3	0	0	0	0	0	0	0	0	0	0	0	0	48
1:00 PM	5	14	36	21	6	1	0	0	0	0	0	0	0	0	0	0	0	83
2:00 PM	2	11	28	19	4	0	0	0	0	0	0	0	0	0	0	0	0	64
3:00 PM	2	12	22	13	4	0	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	2	6	9	7	3	1	0	0	0	0	0	0	0	0	0	0	0	28
5:00 PM	1	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13
6:00 PM	1	2	4	3	4	1	0	0	0	0	0	0	0	0	0	0	0	15
7:00 PM	0	3	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	2	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	9
Total	66	156	273	212	65	12	0	0	0	0	0	0	0	0	0	0	0	784
Percent	8.4%	19.9%	34.8%	27.0%	8.3%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	18.2 mph	Mean (Average) Speed	18.1 mph
85th Percentile	23.6 mph	10 mph Pace	13.9 - 23.9 mph
95th Percentile	27.6 mph	Percent in Pace	65.1 %

Location: N Montgomery St, South of Cinnabar St
 Date Range: 8/16/2022 to 8/18/2022
 Site Code: 01

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	3	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	11	9	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	27
6:00 AM	13	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30
7:00 AM	6	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
8:00 AM	6	12	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	36
9:00 AM	8	14	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	41
10:00 AM	9	20	11	8	1	2	0	0	0	0	0	0	0	0	0	0	0	51
11:00 AM	7	21	19	7	2	2	0	0	0	0	0	0	0	0	0	0	0	58
12:00 PM	7	20	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	53
1:00 PM	10	26	20	10	4	0	0	0	0	0	0	0	0	0	0	0	0	70
2:00 PM	10	25	31	20	7	0	0	0	0	0	0	0	0	0	0	0	0	93
3:00 PM	3	21	20	22	2	1	0	0	0	0	0	0	0	0	0	0	0	69
4:00 PM	4	19	16	10	2	1	0	0	0	0	0	0	0	0	0	0	0	52
5:00 PM	3	8	14	9	2	1	0	0	0	0	0	0	0	0	0	0	0	37
6:00 PM	3	6	8	9	7	1	0	0	0	0	0	0	0	0	0	0	0	34
7:00 PM	1	2	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	10
8:00 PM	1	3	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	18
9:00 PM	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	1	5	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	3	4	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	21
Total	111	246	218	154	53	14	0	0	0	0	0	0	0	0	0	0	0	796
Percent	13.9%	30.9%	27.4%	19.3%	6.7%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	15.8 mph	Mean (Average) Speed	16.4 mph
85th Percentile	22.6 mph	10 mph Pace	10.1 - 20.1 mph
95th Percentile	26.7 mph	Percent in Pace	57.9 %

Appendix B – SimTraffic Results

Queuing and Blocking Report

Intersection: 1: N Montgomery St & Cinnabar St

Movement	EB	B6	WB	NB	SB
Directions Served	LTR	T	LTR	LTR	LTR
Maximum Queue (ft)	75	4	64	10	31
Average Queue (ft)	42	0	24	0	11
95th Queue (ft)	63	3	55	7	34
Link Distance (ft)	27	86	274	793	182
Upstream Blk Time (%)	21				
Queuing Penalty (veh)	45				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Cinnabar St

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	54	78	86
Average Queue (ft)	26	45	47
95th Queue (ft)	48	69	74
Link Distance (ft)	130	86	81
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10:

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	62	61
Average Queue (ft)	27	34
95th Queue (ft)	52	48
Link Distance (ft)	46	130
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 45

Queuing and Blocking Report

Intersection: 1: N Montgomery St & Cinnabar St

Movement	EB	B6	WB	NB	SB
Directions Served	LTR	T	LTR	LTR	LTR
Maximum Queue (ft)	72	5	67	4	48
Average Queue (ft)	39	0	28	0	25
95th Queue (ft)	59	4	60	3	49
Link Distance (ft)	27	86	274	793	182
Upstream Blk Time (%)	18				
Queuing Penalty (veh)	36				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Cinnabar St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	93
Average Queue (ft)	51
95th Queue (ft)	82
Link Distance (ft)	81
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 36

Queuing and Blocking Report

Intersection: 1: N Montgomery St & Cinnabar St

Movement	EB	B6	WB	NB	SB
Directions Served	LTR	T	LTR	LTR	LTR
Maximum Queue (ft)	84	36	78	21	57
Average Queue (ft)	47	1	25	1	27
95th Queue (ft)	72	16	61	10	51
Link Distance (ft)	27	86	274	793	182
Upstream Blk Time (%)	24	0			
Queuing Penalty (veh)	65	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Cinnabar St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	98
Average Queue (ft)	61
95th Queue (ft)	97
Link Distance (ft)	81
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 65