Castilleja TDM Monitoring

Winter 2024

Prepared for:
Castilleja School

April 15, 2024

SJ23-2276

FEHR PEERS

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1. Executive Summary

The Castilleja TDM Monitoring Report satisfies the COA requirement related to monitoring the number of trips and travel conditions to and from Castilleja. The key findings are listed below:

- Within six (6) months following the effective date of the City Council's action on the Castilleja project, Castilleja submitted their Final TDM Plan to the City of Palo Alto for review in accordance with the City's *Condition of Approval* ("COA") 20. The intent of the plan is to reduce AM peak hour and daily vehicle trips, and parking demand at the School to ensure compliance with the Conditions of Approval.
- For the Winter 2024 monitoring period, there were 1,032 average weekday (Monday to Friday) daily trips which is below the trip cap of 1,198 daily trips and 325 average AM peak hour[1] trips which is below the trip cap of 383.
- During the 7:00 – 9:00 AM arrival period, the mode split was as follows:
    - 55 percent of all students used alternative transportation modes (bike, walk, school bus/shuttle, and carpool).
        - 26 percent of all students used the School's Caltrain shuttle or school buses to get to campus.
        - 10 percent of all students walked to campus.
        - 5 percent of all students rode bicycles to campus.
        - 14 percent of all students carpooled to school (10 percent were dropped off by a parent or guardian and 4 percent carpooled with a student and parked on campus).
    - 45 percent of all students arrived at campus in private vehicles by driving alone or being driven alone.
    - 59 percent of all students arrived at school in a private vehicle either carpooling with other students or alone.
        - 51 percent of all students were dropped off in a private vehicle with an observed vehicle occupancy of 1.07 students per vehicle (41 percent dropped off alone and 10 percent carpooling with another student).
        - 8 percent of all students drove to campus by themselves or with other students and parked on campus (4 percent drove alone and 4 percent carpooled with other students).
- Parking demand at the School was determined based on the combined peak occupancy of the three on-campus parking lots and street frontages bordering the School. There are a total of 150 parking spaces in the on-campus parking lots and street frontages of the campus. The peak occupancy of 81 percent was determined based on hourly counts of the on-campus and on-street

[1] Peak hour refers to the hour with the highest vehicular volumes within the two-hour peak period (7:00 AM to 9:00 AM). Analysis for AM peak hour trips at driveways and adjacent streets utilizes the peak hour per the CUP.

parking areas which indicates there were available spaces on the campus and at the campus frontages and so there would not be a need to spill over into the neighborhood. The daily peak parking demand was 121 vehicles or 0.334 vehicles per student given an enrollment of 362 students.

2. Introduction

Located in Palo Alto, California, Castilleja School is an all-girls middle school and high school. The Bryant Street campus is bordered by Embarcadero Road to the north, Kellogg Avenue to the south, Bryant Street to the east and Emerson Street to the west. The current enrollment on the Bryant Street campus is 362 students (Winter 2024) which includes 7th through 12th graders. The enrollment has been verified by Hood & Strong on February 7, 2024 and submitted to the City. All students in grades 7-12 are currently attending classes in-person at the Bryant Street campus. The 6th graders do not currently attend classes at the Bryant Street campus. Of the 362 students at the Bryant Street campus, 53% percent live within a 5-mile radius of campus.

The School's Conditional Use Permit ("CUP"), an entitlement permit approved in the City of Palo Alto *Record of Land Use Action*, dated June 6, 2022 ("RLUA"), requires that Castilleja meet trip cap targets of 1,198 average daily trips (ADT) and 383 average AM peak hour trips, to avoid traffic impacts. The trip cap targets apply for the weekdays when the School is in session, excluding holidays, event days, and non-school days (e.g., faculty work days).

Castilleja first adopted its *Transportation Demand Management Plan* ("TDM Plan") in 2023 and continues to update the TDM Plan to include programs and strategies to comply with the trip caps and other requirements in the CUP, reduce parking demand, and minimize school-related disruptions and intrusions into the nearby residential neighborhoods. Castilleja began to adhere to the trip cap beginning in the 2022-2023 academic school year and will do so every year going forward until this condition is deemed no longer necessary by the Planning and Transportation Commission. In addition, each year the School will adopt a *TDM Operations Guide & Program Manual* to ensure compliance with the TDM Plan.

This report documents the programs in the current Castilleja TDM Plan and the ongoing TDM monitoring results including the mode split, driveway volumes (trip caps), and parking for the Winter 2024 monitoring period (November 2023 to February 2024). The sections are organized as following:

- Section 3: TDM Plan
- Section 4: Loading Areas, Driveways, and Roadways
- Section 5: Mode Split
- Section 6: Parking
- Section 7: Conditions of Approval Matrix with Report Index

3. TDM Plan

Castilleja's TDM Plan has been updated to comply with the City's Condition of Approval ("COA") 20 that requires the preparation of a TDM Plan. The intent of the Plan is to reduce AM peak hour and daily vehicle trips, and parking demand at the School. The TDM Plan serves as a publicly available resource to inform interested parties of the School's transportation-related requirements and activities to meet the CUP requirements. The following sections summarize the scope of the TDM Plan.

3.1 Scope of TDM Plan

The goal of the TDM Plan is to ensure that the School meets the average daily and average AM peak hour trip caps set by the City. Castilleja's TDM Plan describes the required mitigation strategies as well as other programs and activities the School uses to reduce vehicle trips. The major mitigation strategies include:

- Mode of Travel - The mode split mitigation strategies focus on developing incentive programs to encourage carpooling and non-vehicular travel modes, providing shuttle services, and not allowing juniors to drive.
- Communication and Education - Mitigation strategies such as increasing awareness of TDM programs through newsletters, assisting in the development of carpools, provisioning transportation alternatives by geographic area, and hosting events to encourage and promote the use of alternative modes are included in the Plan.
- Traffic Operations and Management – Traffic operations mitigation strategies include registering student and faculty/staff cars, traffic control during the morning peak, and ongoing traffic and parking monitoring. Beyond the TDM strategies, the TDM Plan describes how the School intends to address violations and enforcement.
- Parking Management - Parking strategies consist of School policies related to assigning parking areas by user type and the use of off-site lots and/or satellite parking areas.
- Summer Camp and Event Traffic Management - Summer camp mitigation strategies build off the strategies used during the academic year such as School personnel to manage daily drop-off/pick-up and providing drop-off/pick-up instructions to families. Special event mitigations include use of Spieker field for parking, providing shuttles from off-site or remote parking, and using traffic control personnel where necessary.

The *TDM Operations Guide and Program Manual* is the tool used to implement the TDM Plan and documents the strategies used to successfully reduce the number of daily and AM peak hour trips and minimize the transportation effects on the neighborhood. The *TDM Operations Guide and Program Manual* will be updated annually and describe the TDM Plan strategies for a given year.

In addition to the programs discussed above, the TDM Plan includes the following additional strategies:

- Develop a comprehensive incentive program for faculty, staff, and students for carpooling and using alternative means of transportation. (COA 25 a xxi, 21 a)
- Juniors are not allowed to drive to school, except that the School may make up to 5 exceptions at any given time. (COA 22m)
- At the beginning of *each semester*, Castilleja shall register all student cars, distribute I.D. tags, and review the traffic and parking policies with student drivers. (COA 25 a. x)
- At the *beginning of every school year*, Castilleja shall set aside scheduled time for all faculty and staff to register their cars, receive an I.D. tag and review the traffic and parking policies. (COA 25 a. ix)
- Provide bicycle safety education for students, parents, and staff to encourage students and staff to ride bicycles to and from school (MM 7a 16)
- Host school-wide bicycle encouragement events (such as competitions, incentives, and other fun events) to support biking, walking, carpooling, and transit use. (MM 7a 17)

3.2 TDM Monitoring and Reporting

The School is required to prepare monitoring reports for submission to the City of Palo Alto three times per academic school year until the School has reached maximum enrollment (or 5 students below maximum enrollment) for 2 years and has consistently met the average daily and AM peak hour trip caps. Once the School reaches maximum enrollment for two consecutive years and has consistently met the trip cap requirements, the School will only need to prepare monitoring reports twice a year. The schedule for conducting and submitting monitoring reports is shown in **Table 1**.

Castilleja currently collects TDM program data using the following methods:

- Driveway Traffic Counts: permanent vehicle counter devices installed on all campus driveways that electronically track all vehicles entering and exiting the campus. The counters collect the data in 15-minute intervals and the information is stored electronically[2].
- Bike, School Bus/Shuttle Usage: daily counts are collected on the number of students using School bus/shuttle and the number of bikes on campus.

In addition to the above methods, Fehr & Peers also collected field data, evaluated ongoing trends, and assessed the success of TDM programs, all of which is summarized herein. These additional methods include the following and are described in more detail in Sections 4 through 6 of the report.

- Campus driveway calibration (as summarized in **Section 4.2.3**, below) and
- Neighboring street daily volume counts over a 7-day period (as reflected in **Table 6 and 7**)
- Mode split counts at campus driveways (as reflected in **Chapter 5**)
- Parking occupancy counts (parking demand) (as reflected in **Chapter 6**)

[2] The permanent electronic counts were calibrated using the third party counts collected at the loading areas and driveways as described in **Section 4.2.3**.

Table 1: Monitoring Schedule

Season	Monitoring Period	Monitoring Report Due Date
Report three times per academic school year		
Fall 2022[1]	July to October	December 15, 2022
Winter 2023[2]	November to February	April 15, 2023
Spring 2023[3]	March to June	August 15, 2023
Fall 2023[4]	July to October	December 15, 2023
Winter 2024[5]	November to February	April 15, 2024
Spring 2024	March to June	August 15, 2024
Report two times per academic school year[6]		
Winter	July to December	February 1
Spring	January to June	August 1

Note:
1. Analysis for Fall 2022 was conducted and submitted to the City of Palo Alto in December 2022.
2. Analysis for Winter 2023 was conducted and submitted to the City of Palo Alto in April 2023. Since the roadway count equipment was damaged by street sweepers, an updated Winter 2023 report was submitted on May 19, 2023, with new roadway counts.
3. Analysis for Spring 2023 was conducted and submitted to the City of Palo Alto in August 2023.
4. Analysis for Fall 2023 was conducted and submitted to the City of Palo Alto in December 2023.
5. This report due April 15, 2024, satisfies the monitoring requirements for Winter 2024.
6. The schedule for reporting two times per academic school year is dependent on Castilleja meeting maximum enrollment for two consecutive years and having consistently met the trip standards.

Source: Castilleja School TDM Plan, 2022.

3.3 Special and Major Events

For the Winter 2024 semester, there were 65 days where school was in session, all of which were in person days. The breakdown of school days and holiday or event days is shown in **Table 2**.

Table 2: Breakdown of School/Non-School Days in Semester

Type	Number of Days in Winter 2024 Semester[1]
In Session School Days	65[2]
No School: Holiday	2
Holiday Break Days	18
Event Days	18 events over 16 days
Number of Weekend Days	34
Remote School Days	0 (2 finals days for HS where MS did not have school)
Faculty Work Days	2

Notes:
1. February 2024 was a leap year and has 29 days.
2. Of the 65 in session school days, 49 days were non-event days.

Source: Castilleja, 2024.

Castilleja hosts special events throughout the school year including school performances, athletic events, school hosted holiday celebrations/events, commencement, and events for prospective or newly admitted students and their families. Under the new CUP, the School is allowed to hold up to 50 special events and 5 major events per school year. Special events are events that attract 50 or more guests. Below is a list of required parking approaches from MMRP 4a based on the number of expected guests, which is also subject to modification based on the time of day the event takes place. A full list of events and associated parking strategies is listed in **Appendix A**.

- 50 – 80 guests during instructional hours[3]: Develop a parking plan, traffic monitors
- 80+ guests during instructional hours: Develop a parking plan, utilize traffic monitors, offer shuttle service to Caltrain
- 160+ guests outside of instructional hours: Develop a parking plan, utilize traffic monitors, offer shuttle service to Caltrain, provide satellite parking locations (if available)
- Fewer than 160 guests outside of instructional hours: Allow parking on on-site lots
- Castilleja has two remote parking lots each with 20-25 parking spots. These Satellite parking areas are available during school hours with scheduled and/or on demand shuttle service. For all Major events, Castilleja School request the use of a parking lot at Palo Alto High School and provides shuttle service.

When Castilleja is required to develop a parking plan for an event, the School takes the following into consideration:

- 25 offsite parking at First Presbyterian Church
- 20 offsite parking spots at University AME Church
- 150 on campus and frontage street parking.
- We look at our past parking demand for the same or similar events based on timing and number/type of guests and we use this information when determining when we need to open Spieker field for parking.
- When we have events that will bring parents for committee or student information meetings with between 50-75 guests, we ask employees to use our offsite parking so we can reserve all parking spots in our admin lot for guest parking.

During the monitoring period covered by this report, 18 events occurred at the School. The events, dates and time, attendance, and parking strategy for these 18 events are listed below in **Table 3**.

[3] Instructional hours are from 7:00 AM to 6:00 PM Monday through Friday.

Table 3: Castilleja Special Events from November 2023 to February 2024

Event Name	Event Date	Event Time	Event Size	TDM Parking Plan[1]
Upper School Admissions Open House	Saturday, November 04, 2023	9:00am - 1:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain shuttle
CIF NorCal Quarter Final Volleyball Championship	Tuesday, November 07, 2023	6:00pm - 8:00pm	50-100	Outside School hours, campus lots, campus curbside, 7 traffic monitors, Caltrain shuttle
Upper School Musical	Friday, November 10, 2023	7:30pm - 10:00pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain shuttle
Upper School Musical	Saturday, November 11, 2023	2:00pm - 4:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain shuttle
Upper School Musical	Saturday, November 11, 2023	7:30pm - 10:00pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Grandparents Day	Friday, November 17, 2023	12:00pm - 3:30pm	100+	Spieker field, admin lot, campus curbside, Caltrain shuttle, 7 traffic monitors
US Parent/Guardian Meeting	Monday, November 27, 2023	8:45am - 9:45am	50-100	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain/Satellite shuttle
Middle School Admissions Open House/Campus Tour	Saturday, December 09, 2023	9:00am - 1:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain shuttle
Winter Concert - Student Performance	Thursday, December 14, 2023	7:00pm - 9:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain shuttle
Student Event 6th Grade Students Visiting Campus	Wednesday, January 03, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors during drop-off and pick-up
Student Event 6th Grade Students Visiting Campus	Thursday, January 04, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors during drop-off and pick-up
Student Event 6th Grade Students Visiting Campus	Friday, January 05, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors during drop-off and pick-up
Bourn Lab Season Kick Off	Saturday, January 06, 2024	9:00am - 4:00pm	50-100	60 Guests: Campus lots and curbside parking
All Parent Guardian Meeting	Thursday, January 18, 2024	9:00am - 10:00am	50-100	Spieker field, campus lots, campus curbside, raffic monitors, Caltrain/Satellite shuttle

Event Name	Event Date	Event Time	Event Size	TDM Parking Plan[1]
Middle School Musical	Friday, February 02, 2024	7:30pm - 10pm	100+	Campus parking lots, ~~Spieker Field~~[2], campus curbside, 7 traffic monitors, Caltrain shuttle
Middle School Musical	Saturday, February 03, 2024	2:00pm - 4:30pm	100+	Campus parking lots, ~~Spieker Field~~[2], campus curbside, 7 traffic monitors, Caltrain shuttle
Middle School Musical	Saturday, February 03, 2024	7:30pm - 10pm	100+	Campus parking lots, ~~Spieker Field~~[2], campus curbside, 7 traffic monitors, Caltrain shuttle
CCS Quarterfinals US Basketball	Tuesday, February 20, 2024	6:00pm - 7:30pm	50-100	Took place during Feb Break so all campus lots were available. We have 140 spots and there were 75 guests in 50 cars so we were able to accommodate all parking in our campus lots

Notes:

1. Traffic Monitors manage traffic and parking for special events only.
2. Spieker Field was not used for Middle School Musical due to weather conditions.

Source: Castilleja, 2024.

4. Loading Areas, Driveways, and Adjacent Streets

This section documents the pick-up/drop-off area operations, driveway volumes, and adjacent street ADT. For the purposes of this report, driveways are defined as vehicle access points to campus and are located on Castilleja's property. There are three pick-up/drop-off loops (total of six driveways) on campus. The loops are described in more detail below. There are an additional three driveways that provide vehicular access to Castilleja's parking lots. Adjacent streets refer to the public streets bordering the campus. This includes Embarcadero Road, Bryant Street, Kellogg Avenue, and Emerson Street.

Analysis for loading areas, driveways, and adjacent streets is collected daily and during the morning and afternoon peak periods (7:00 AM – 9:00 AM and 2:00 PM to 4:00 PM). Per the CUP, the analysis for average AM peak trips at driveways and adjacent streets utilizes the peak hour which refers to the hour with the highest vehicular volume within the two-hour peak period (7:00 AM to 9:00 AM).

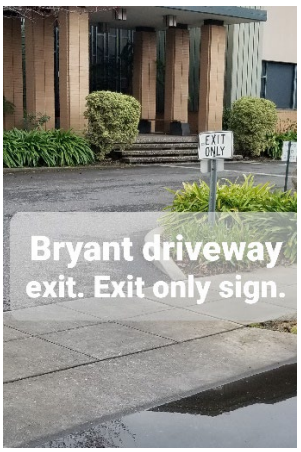
4.1 Pick-up/Drop-off Area

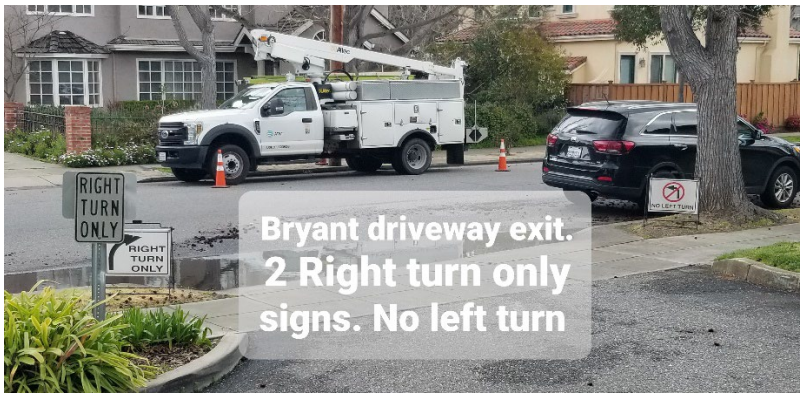
The existing student pick-up/drop-off loops are on Bryant Street and Kellogg Avenue along the School frontage and in the employee parking lot at the corner of Kellogg and Emerson. The three one-way loops are designated right turn-in and right turn-out driveways. There are A-frame signs located at the driveway entrances and exists to remind drivers of the vehicle flow, as shown in **Figure 1**. Signs are maintained by School staff. School personnel monitor traffic entering and exiting the loops.

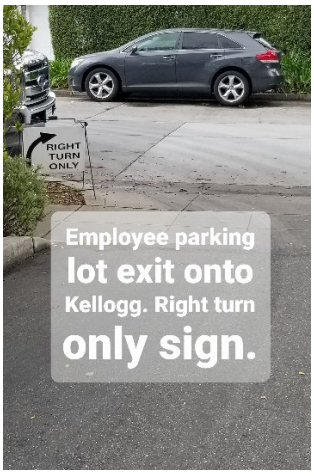
All three loops have one-way circulation. The Bryant loop has one lane for unloading/loading and one lane for passing. The Kellogg loop has one lane for unloading/loading. The on-campus drop-off lanes on Bryant Street and Kellogg Street can accommodate five to six vehicles and the dwell time[4] for vehicles is 5-10 seconds during the morning peak. The short dwell time minimizes queuing at the driveways. Counts and field observations of ingress and egress queues at the driveways were conducted in four 15-minute increments prior to start of school (8:45 AM) and the 15-minute increment after the end of the school day (3:15 PM). During student drop-off and pick-up, the vehicle queue in the drop-off/pick-up lane is on average five vehicles and a maximum of seven vehicles for both drop-off loops. The queues at the Bryant Street and Kellogg Street loops did not exceed the driveway length during the morning peak period. During the afternoon peak period, there were less than three instances over the 2:00 PM to 4:00 PM period where the queue spilled over onto Kellogg Street, but spill overs did not last longer than 2 minutes.

[4] Dwell time is the time a vehicle is stopped when dropping off or picking up students.

Figure 1: Driveway A-Frame Traffic Signs







4.1.1 Pick-up/Drop-off Process

Each loop has a designated team of attendants to assist with traffic management during the AM and PM peak periods. All attendants wear yellow vests when managing traffic and are provided with a copy of the *Traffic and Neighborhood Monitoring Guidelines*. These attendants monitor to ensure compliance with parking and drop-off requirements, including restricting parking or drop-offs in the surrounding neighborhood.

For the 2023-2024 school year, the class start time was 8:45 AM and the end time was 3:15 PM. The drop-off and pick-up locations are assigned based on grade.

Table 4 summarizes the designated drop-off location for students in each grade.

The following describes the pick-up/drop-off activities conducted by the School's traffic attendants:

- Morning Drop-Off: Seven attendants manage drop-off traffic from 8:25 AM to 8:45 AM. Three are located at Bryant Driveway (one at the entrance, one at exit, and one in the loading area), two are at Kellogg Driveway (one at the entrance and one at the exit), and one at Emerson driveway exit. The seventh attendant is not assigned to a specific location. Depending on the need, they are commonly positioned at the corner of Kellogg/Bryant, near the corner of Embarcadero/Bryant, or at the bus drop-off point. Attendants stationed at the corners are monitoring that students/employees walking to campus were not dropped off or parked in the neighborhood.
- Daily Neighborhood Parking Monitor: Throughout the school day Castilleja employees monitor parking one block from the School in each direction on Kellogg Ave, Bryant Street, Emerson Street and Melville Avenue. The employees check for parked cars with Castilleja stickers. If a student or employee is found parked in the neighborhood, they are instructed to move their car immediately and the incident is logged.
- Afternoon Pick-Up: Seven attendants manage pick-up from 3:05 PM to 3:25 PM. Three are located at Bryant Driveway (one at the entrance, one at exit, and one in the loading area), two are at Kellogg Driveway (one at the entrance and one at the exit), and one at Emerson driveway exit. The seventh attendant is stationed at the corner of Kellogg and Bryant to observe whether there are parents waiting or picking up students on the surrounding streets.
- Traffic attendants[5] are asked to report issues to School via email with the student/parents name and a description of the issue. Traffic attendants will also report any excessive vehicle queues, safety concerns, or other recommendations to improve safety and circulation. During this monitoring period no issue reports were logged.

[5] **Traffic Attendants** refer to our employees or security guards that assist daily with morning and afternoon management and parking.
Traffic Monitors refer to attendants that are hired to make sure that all vehicles park legally & safely when attending special events.

Table 4: Castilleja School Student Drop-Off Locations

Class	Drop-Off Location
Grade 7-8	Bryant driveway
Grade 9 -12	Kellogg driveway
Student Carpools	Employee Lot

Source: Castilleja, 2024.

Castilleja maintains ongoing communication with parents to remind them that drop-off, pick-up, and/or parking in the neighborhood are prohibited. The School has employees assigned to walk the streets adjacent to the School to monitor street drop-offs, pick-ups, and parking in the neighborhood.

4.1.2 Pick-up/Drop-off Location Distribution

Table 5 summarizes the drop-off distribution for each street loading area based on average vehicle trips during the AM (7:00 AM – 9:00 AM) and PM (2:00 PM to 4:00 PM) peak periods based on the mode share field observation. Of the students dropped off during the AM peak period, 45 percent were observed at Bryant Street, 43 percent were observed at Kellogg Avenue, and 12 percent were observed in the Emerson Street parking lot. Compared to previous monitoring periods including Winter 2023 (56 percent at Bryant Street and 33 percent at Kellogg Avenue) the percentage of students dropped off on Bryant Street has decreased and the percentage of students dropped off on Kellogg Avenue has increased. This trend has continued period to period since Winter 2023 but was also benefited this period (Winter 2024) and last period (Fall 2023) as the School transitions to moving 6th graders off the Bryant Street Campus. In previous periods, 6th graders were dropped off on Bryant Street Loop and the Employee Lot, contributing to the percentage of drop-offs on Bryant Street. In the PM peak period, the Kellogg Avenue loop is the highest volume pick-up location (54 percent). This is consistent with previous monitoring periods; the Kellogg Avenue loop highest used pick-up location in Fall 2023 (48 percent).

Table 5: Castilleja School Student Drop-Off/Pick-Up Distribution

Location	Target Distribution Percentage	AM Peak Period			PM Peak Period		
		Average AM Drop-Off Headcounts	Percentage	Delta	Average PM Pick-Up Headcounts	Percentage	Delta
Bryant Street Loop & Admin Lot	43%	90	45%	2%	41	32%	-11%
Kellogg Avenue Loop & Employee Lot[1]	30%	86	43%	13%	69	54%	24%
Emerson Street Senior Lot & Employee Lot Exit	27%	24	12%	-15%	18	14%	-13%
Total	100%	200	100%	-	87	100%	-

Notes:

1. Afternoon pick-up period is over a longer period of time compared to morning drop-off period, therefore higher percentage at Kellogg Avenue does not mean that traffic arrives in high volume within short amount of time to result in spill over.

Source: Fehr & Peers, Castilleja, 2024.

4.2 Driveway Volume

To monitor the driveway volume and evaluate the trip count compliance with the COA 22 requirement of ADT and AM peak hour trip cap, Castilleja installed automated counters at all campus driveways to collect vehicular volumes. Daily vehicle counts were collected at Castilleja School driveways (nine sensors in total), shown in **Figure 2**:

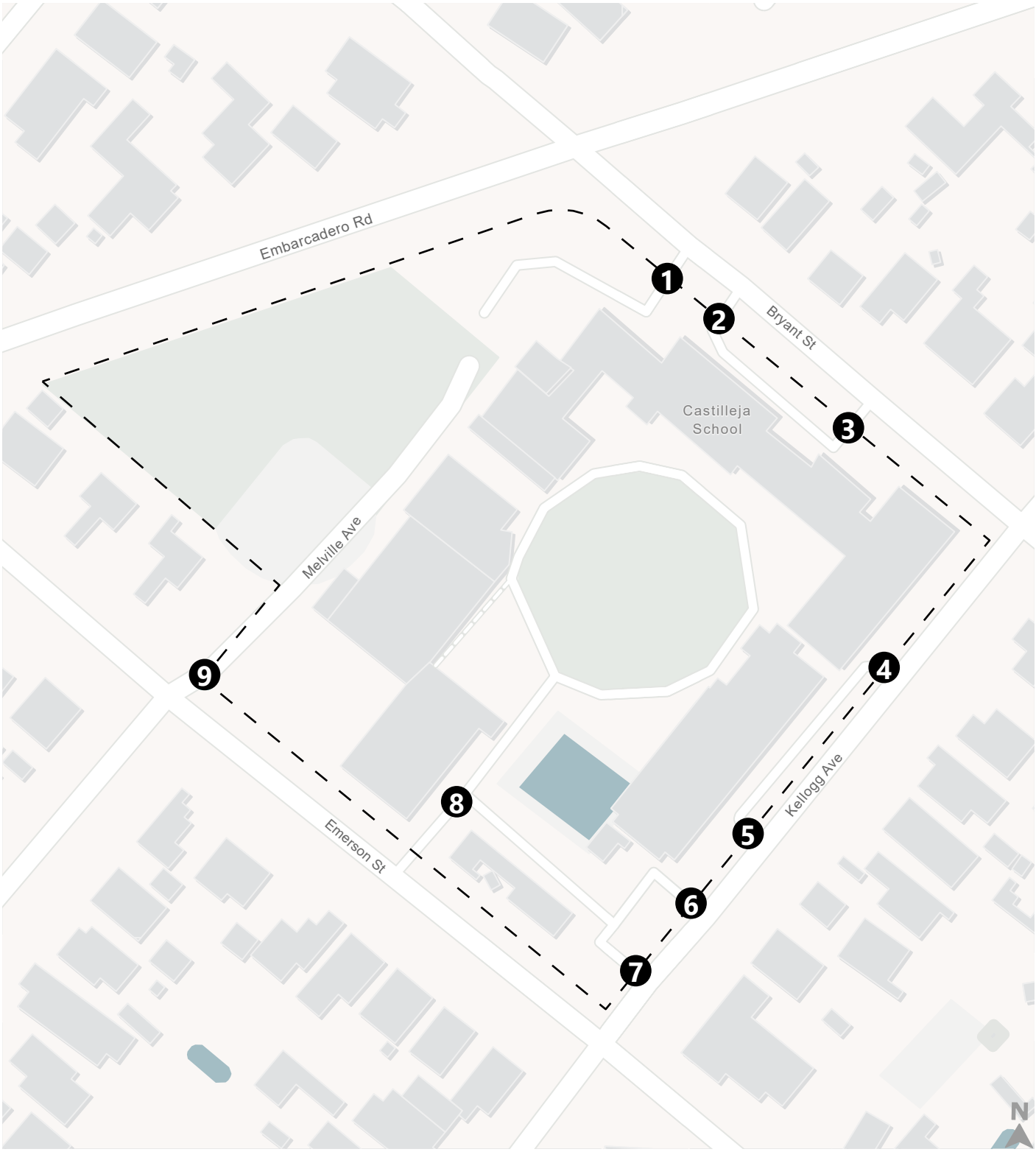
1. Bryant Street Admin Lot driveway (bi-directional)
2. Bryant Street loop driveway inbound
3. Bryant Street loop driveway outbound
4. Kellogg Avenue loop driveway inbound
5. Kellogg Avenue loop driveway outbound
6. Kellogg Avenue Employee Lot west driveway (bi-directional)
7. Kellogg Avenue Employee Lot east driveway (bi-directional)
8. Emerson Street Employee Lot exit-only driveway
9. Emerson Street Senior Lot driveway (bi-directional)

4.2.1 Automated Traffic Counting Devices

The automated counters are Sensys FlexMag sensors that are installed in the driveway pavement close to public right of ways. The sensors use wireless magnetometer technology for vehicle detection and transmit real-time data to a central database. The devices are self-calibrating and require no ongoing maintenance until the batteries need replacement. The Sensys support team monitors the system daily via diagnostic tests and receives alerts when anomalies occur.

The vehicle volumes are collected and reported in 15-minute intervals, 24 hours a day. The 15-minute count data is stored on the SNAPS Server database managed by Sensys. The data will be stored for three years and can be accessed as needed. Castilleja runs a daily report to download the data on Castilleja's server and provides the data to Fehr & Peers for the monitoring reports. Castilleja will post the monitoring report on its neighborhood portal three times a year on December 15, April 15, and August 15. Castilleja will post the count data concurrently with the submittal of traffic monitoring report to the City.

For November 2023 to February 2024, the individual weekday driveway volumes by 15-minute intervals are attached electronically as **Appendix C**.



Driveway Counting Device Location

Castilleja School

Figure 2

Driveway Count Sensor Locations

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4.2.2 Average AM Peak and Average ADT

The Winter 2024 monitoring period is from November 2023 to February 2024. The analysis considers the typical weekdays during the monitoring period. Per the CUP, weekends, holidays, non-school days (i.e., faculty work days), and scheduled event days are not included in the analysis. The 15-minute driveway volumes are aggregated into hourly and daily volumes for each typical weekday.

Figure 3 shows the individual weekday daily total volume for the campus during the November 2023 to February 2024 monitoring period, excluding the event days and non-school days. The average number of daily trips during the monitoring period is required to be below the daily trip cap of 1,198 trips. During the Winter monitoring period, the average number of weekday (Monday to Friday) daily trips is 1,032 trips, which is below the average daily trip cap of 1,198 trips. There are two weekdays where the daily volumes exceed the daily trip cap due to Middle School Musical Tech Week: January 31st (1,307 trips) and February 1st (1,256 trips).

The individual weekday AM peak hour volumes are shown in **Figure 4**. The peak hour is the hour with the highest vehicular volumes within the two-hour peak period (7:00 AM to 9:00 AM). The AM peak hour for the Winter 2024 monitoring cycle was calculated to be from 8:00 AM to 9:00 AM. The average AM peak hour volume was 325 trips which is below the average AM peak hour trip cap of 383 trips during the monitoring period. There was one weekday (Wednesday January 24th, 2024) where the AM peak hour volumes exceeded the AM peak hour trip cap (416 trips).

4.2.3 Calibration of Automated Counts

To calibrate the automated driveway counts, Fehr & Peers collected driveway counts via roadway count equipment (pneumatic hoses) at the same nine locations from 7:00 AM to 7:00 PM during which most of the daily activities occur. The volumes were collected on Monday January 22 and Tuesday January 23. These daily counts were compared to the automated Sensys counts for the day for the period 7:00 AM to 7:00 PM. For both days the comparison showed that the automated counts were between 3 and 7 percent higher than the calibration counts. An error rate of between 1 percent to 10 percent is well within the margin of error of the count equipment. Further, the Sensys counts were slightly higher than the calibration counts, or in other words the Sensys results are more conservative.

Figure 3: Daily Total Volume (Excluding Events/Holidays)

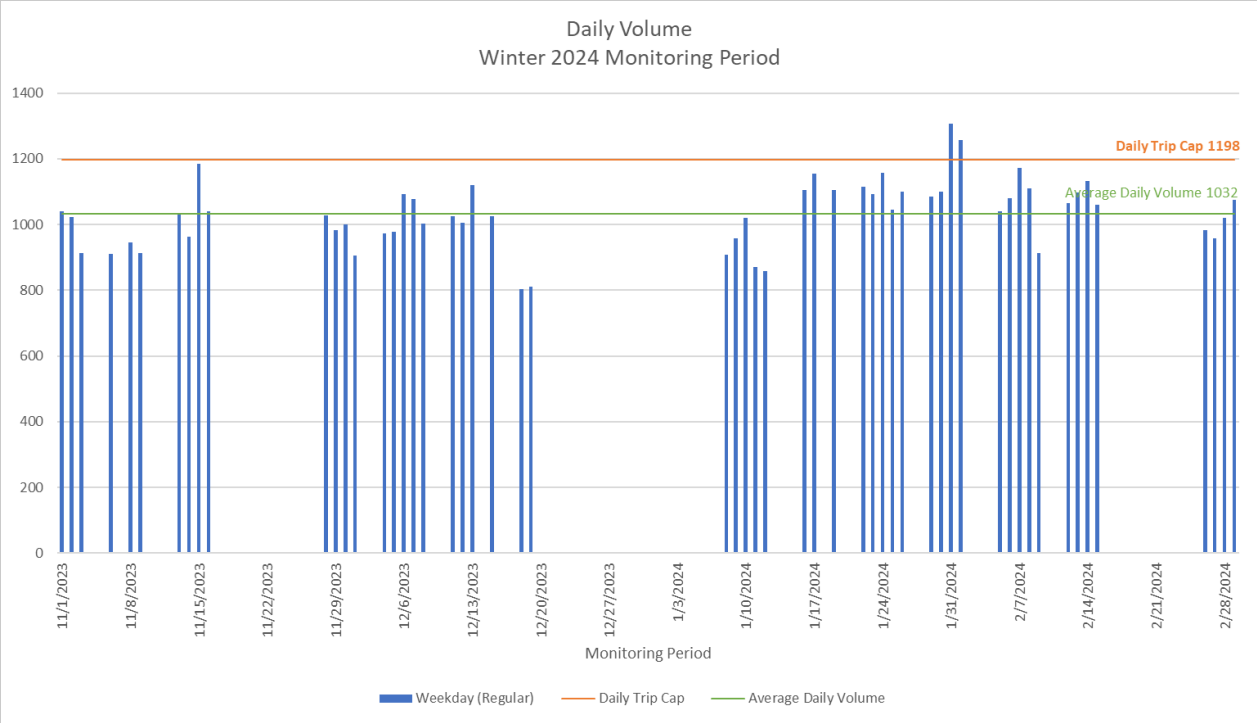
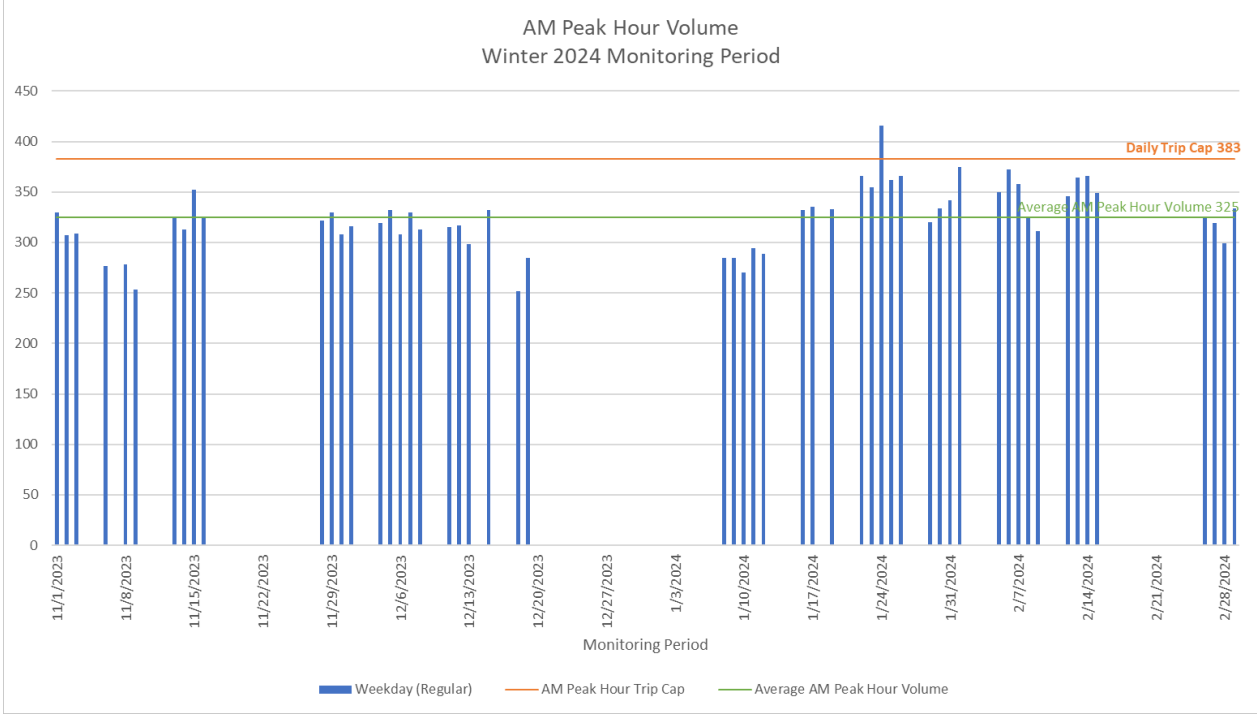


Figure 4: AM Peak Hour Volume (Excluding Events/Holidays)



4.3 Adjacent Street ADT and AM Peak Counts

Roadway ADT refers to all vehicle trips on the streets adjacent to the School frontage. Per COA 22 g and COA 24 b.iv temporary roadway count equipment (pneumatic hoses) was installed for seven days to track weekday and weekend trips on adjacent streets (Bryant Street, Emerson Street, and Kellogg Avenue). The counters record the number of vehicles crossing the hoses in each direction including vehicles which may not be going to the school. These differ from driveway counts which record every vehicle (twice) as it enters and exits the School driveways. The counts from the adjacent streets are used for ongoing monitoring by the City and may be used for possible adjustments to the TDM plan, however, they are not intended to determine a violation of Castilleja's CUP.

During the AM drop-off period, each vehicle using the loading areas is counted as two trips (entering and exiting). However, these vehicles only represent one trip on the adjacent streets. The adjacent street ADT also includes neighborhood through traffic. Therefore, the relationship between trips on the adjacent streets and trips using the campus driveways is not comparable. The 325 vehicle trips counted at the driveways reflect approximately 163 vehicles.

Adjacent street counts were collected for seven days from Wednesday January 17, 2024, through Tuesday January 23, 2024. **Table 6** presents the average weekday and weekend ADT on each of the adjacent streets and **Table 7** shows the average trips during the weekday and weekend AM peak hours.

Table 6: Average Daily Trips (ADT) (Adjacent Street Counts)

Street	Cross Streets	Average Daily Trips	
		Weekday	Weekend
Bryant Street	Embarcadero Road and Kellogg Avenue	742	335
Emerson Street	Melville Avenue and Kellogg Avenue	630	298
Kellogg Avenue	Emerson Street and Bryant Street	815	267

Source: Fehr & Peers, 2024.

Table 7: Average AM Peak Hour[1] Trips (Adjacent Street Counts)

Street	Cross Streets	Average AM Peak Hour Trips	
		Weekday	Weekend
Bryant Street	Embarcadero Road and Kellogg Avenue	73	3
Emerson Street	Melville Avenue and Kellogg Avenue	95	16
Kellogg Avenue	Emerson Street and Bryant Street	139	10

Notes:
1. AM peak hour is from 8:00 AM to 9:00 AM according to the school field count.

Source: Fehr & Peers, 2024.

To illustrate travel behavior over time, **Table 8** shows the ADT and average AM peak hour trips from this monitoring period (Winter 2024) and the previous two monitoring periods Because there are differences in weather and travel behavior from period to period, there are variations in the trips. Generally, the number of trips is consistent across the three monitoring periods. ADT and AM peak hour trips are lower in Winter 2024 compared to Spring and Fall. This is consistent with period-to-period patterns in previous years and may be caused by the increase in inclement weather days during the Winter monitoring period. Compared to Winter 2023, the number of weekday trips along the adjacent streets is consistent.

Table 8: Average Daily Trips (ADT) and Average AM Peak Hour[1] Trips Over Time (Adjacent Street Counts)

Adjacent Street Segment Counted	Cross Streets	Average Daily Trips						Average AM Peak Hour Trips					
		Spring 2023		Fall 2023		Winter 2024		Spring 2023		Fall 2023		Winter 2024	
		Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Bryant Street	Embarcadero Road and Kellogg Avenue	995	508	1,004	729	742	335	103	14	125	21	73	3
Emerson Street	Melville Avenue and Kellogg Avenue	657	361	609	337	630	298	74	8	90	10	95	16
Kellogg Avenue	Emerson Street and Bryant Street	840	378	847	368	815	267	135	13	132	11	139	10

Notes:
1. AM peak hour is from 8:00 AM to 9:00 AM according to the school field count.

During the seven days of adjacent street count (from Wednesday January 17, 2024, through Tuesday January 23, 2024), the Castilleja driveway volume for daily and AM peak hour collected from automated traffic counting devices is show in **Table 9**.

Table 9: Driveway Volume during Adjacent Street Counts Period[1]

Date	ADT	AM Peak hour[2]
Wednesday, January 17, 2024	1,155	335
Thursday, January 18, 2024	1,159	350
Friday, January 19, 2024	1,104	333
Saturday, January 20, 2024	188	30
Sunday, January 21, 2024	9	2
Monday, January 22, 2024	1,114	366
Tuesday, January 23, 2024	1,093	355
Weekday Average during the 7-Day Count	***1,125***	***348***
Weekend Average during the 7-Day Count	***99***	***16***

Notes:
1. Driveway traffic volume collected from the automated traffic counting devices described in section 4.2.1.
2. AM peak hour volume is shown as the highest hourly volume during AM for each day; the peak hour time varies.

5. Mode Split

This section describes the mode split for student arrival to campus from the September 2023 field data. Based on the counts and shuttle ridership provided by the School, approximately 55 percent of the students use alternative transportation modes (carpools, bike, walk, school bus/shuttle).

5.1 Campus Mode Split

Fehr & Peers used a third-party vendor Traffic Data Service to conduct field counts at Castilleja. Surveyors observed the morning drop-offs and recorded the number of students per vehicle. The overall student arrival mode split was estimated from field observations, vehicle counts of inbound private vehicles, shuttles, buses, pedestrians, and bicyclists during the morning school arrival period (7:00 AM-9:00 AM) on Monday January 22 and Tuesday January 23. The raw count data collected by surveyors is included as **Appendix B**. Surveyors were instructed to collect information on the following items:

- Number of vehicles entering and exiting the school at each driveway and on-street drop-off/pick-up points, and occupancy of each vehicle
- Number of Castilleja students exiting from each car (drop-offs)
- Number of student bicyclists and pedestrians entering and exiting the School
- Estimated number of riders on each shuttle entering or exiting the campus

As shown in **Table 10**, during the 7:00 – 9:00 AM arrival period, the highest mode split (51 percent) was dropped-off by private vehicle at Castilleja. Due to weather conditions in the Winter monitoring period, dropped-off rates tend to be higher in Winter compared to other monitoring periods, and bike and walk mode share tends to be lower. These rates are consistent with Winter 2023 (50 percent dropped-off).

The observed vehicle occupancy for dropped off trips was 1.07 students per vehicle. Another 8 percent of Castilleja students drove to campus by themselves or with other students and parked on campus. In total, 59 percent of students arrived at campus in private vehicles. The breakdown of students arriving in private vehicles were as follows:

- 14 percent carpooled (10 percent were dropped off and 4 percent drove and parked) and
- 45 percent were either solo drop-offs (41 percent) or drove-alone (4 percent) to the campus.

Another 26 percent of students used the School's Caltrain shuttles ,vans or school buses to get to campus. The Caltrain shuttle (operated by the School) provides service between the Palo Alto Downtown Caltrain Station and campus. The trips are timed based on the scheduled arrival times in AM peak period and departure time in PM peak period. Castilleja offers five AM Peak hour Caltrain Shuttles and five PM Peak hour Caltrain Shuttles. The Castilleja school buses provide service between designated pick-up locations and the School. During the monitoring periods, there were seven school bus routes that serve students

living in San Mateo, Los Altos, San Carlos, Woodside, Stanford Hills, Burlingame, Menlo Park, East Palo Alto, and Portola Valley.

Table 10: Student Morning Arrival Mode Share

Mode	Students[1,2]	Percent
Drop-Off	187	51%
Single Student	*151*	*41%*
Carpool	*36*	*10%*
Drive & park on Campus	28	8%
Drive alone	*14*	*4%*
Carpool	*14*	*4%*
Walk[3]	37	10%
Bike	17	5%
Shuttle / Bus	95	26%
Caltrain Shuttle[4]	*12*	*3%*
School Bus/Other Shuttle	*83*	*23%*
Total	**364[3]**	**100%**

Notes:
1. The number of student arrivals was counted during the 7:00 AM – 9:00 AM arrival period and will be different than total enrollment due to students arriving before or after the peak period and student absences.
2. There were no recorded absences on the days of the counts (January 22, 2023 and January 23, 2023).
3. Counts attempt to differentiate between students and staff bicyclists, however this number likely includes some additional staff bicyclists. This is why the total student population is 2 people higher than enrollment.
4. Rider count is obtained from Castilleja. The field data collection counts the total riders that get off the buses and shuttles but does not try to ascertain the shuttle type.

Source: Fehr & Peers, 2024.

On average, approximately 10 percent of students walked to campus and 5 percent of students rode bicycles to campus on the monitoring day. We observed that 14 percent of students carpooled by either being dropped off (10 percent) or driving and parking on campus (4 percent). In total, about 55 percent of the students used alternative transportation modes (bike, walk, school bus/shuttle, carpool).

5.2 Bike Usage

Castilleja provides 100 bike parking spaces throughout the campus and collects bike counts on a daily basis. The January monitoring counts described in the previous section show that an average of 17 students biked to school during the AM peak period. The daily counts collected by the School in the period between November 2023 to February 2024, showed that an average of 33 people (students and

staff) biked to campus on a typical weekday. Therefore, the bike supply is sufficient to serve the demand. The bike count data is available electronically.

The School also provides bicycle repair facilities to encourage bicycle use and increase convenience. To educate students and faculty about the facilities and bicycle repair, the School offers bicycle repair clinics during the school year. While no clinics were offered during the Winter 2024 monitoring period, Castilleja has staff who support the on-campus bike repair station and are available to provide bike repair help to students throughout the year.

6. Parking

6.1 Parking Supply & Operations

Currently, Castilleja provides on-site, curbside (on street frontage[6]), and off-site parking for students, staff, and visitors. On-site parking includes the Admin lot, Employee lot and Senior lot. The total on-site parking supply for the lots are Admin lot (25 spaces), Senior lot (26 spaces), and Employee lot (39 spaces). In addition, there are about 60 public spaces along the School frontage where students and visitors can park. Other vehicles not related to the School can also park in these curb spaces. Street parking used by the School include the following areas:

- South side of Bryant Street between Embarcadero Road and Kellogg Avenue
- West side of Kellogg Avenue between Bryant Street and Emerson Street
- North side of Emerson Street along Castilleja frontage

In addition to the adjacent street frontages there are several streets in the neighborhood that the School has monitored in the past. These areas are called the Expanded Study Area and include the following six street segments:

- West side of Kellogg Avenue between Bryant Street and Waverley Street
- South side of Waverley Street between Kellogg Avenue and Churchill Avenue
- South side of Bryant Street between Kellogg Avenue and Churchill Avenue
- North side of Emerson Street between Kellogg Avenue and Churchill Avenue
- West side of Kellogg Avenue between Emerson Street and Alma Street
- East side of Melville Avenue between Emerson Street and Alma Street

Castilleja has acquired two off campus parking options for employees, students, and parent/guardians:

- First Presbyterian Church (25 Spots)
- AME Zion Church (20 Spots). Shuttles are provided in the morning and afternoon to and from the AME Zion Location.

[6] Streets frontages are defined in this report as the curbside (including parking area) and is used for the parking analysis. Adjacent streets, as defined earlier in the report, refers to the portion of street that includes the travel lanes and is used when referring to vehicle trips that pass through the street.

6.2 Parking Demand Monitoring

Parking occupancy counts were conducted in the on-site campus parking lots and along the street frontages on Monday January 22, 2024, and Tuesday January 23, 2024. On-street parking demand was analyzed for both of the areas described above:

- Adjacent Streets frontages – Counts on Emerson Street, Kellogg Avenue, and on Bryant Street along Castilleja frontages. Parking occupancy on the blocks along the perimeter of the School is included in the demand estimate.
- Expanded Study Area – Counts along segments of Kellogg Avenue, Waverley Street, Bryant Street, Emerson Street and Melville Avenue.

The on-street parking demand assumed for the School includes all vehicles parked adjacent to Castilleja School. For the current monitoring period, no attempt was made to assess whether the parked vehicles were driven by Castilleja students, staff, or visitors. As a result, total parking demand and rates may capture parking that was not generated by Castilleja School.

Parking demand at the School was determined based on the combined peak occupancy of the three on-campus parking lots and adjacent street frontages bordering the School. The daily peak parking demand was 121 vehicles or 0.334 vehicles per student given an enrollment of 362 students. There are a total of 150 parking spaces in the on-campus parking lots and street frontages of the campus. The peak occupancy of 86 percent was determined based on hourly counts of the on-campus and on-street parking areas which indicate there were available spaces on the campus and campus frontages and so there would not be a need to spill over into the neighborhood. **Table 11** summarizes parking demand, parking supply, and parking occupancy for both the on-campus and on-street spaces observed during this round of counts. **Appendix D** includes an hourly breakdown of parking demand and occupancy.

Table 11: Castilleja School Daily Peak Parking Demand[1]

	On-Campus	On-Street[2]	Aggregate
Parked Vehicles	76	45	121
Demand Rate – vehicles per student	0.210	0.124	0.334
Parking Supply	90	60	150
Occupancy	84%	75%	81%

Notes:
1. School parking lots and block faces adjacent to school. The expanded area parking is included in Table 12.
2. Parking supply is derived by estimating the number of vehicles can optimally park within the block length (minus driveway length, red curb, and bus loading area) of the expanded study area.

Source: Fehr & Peers, 2024

Peak parking demand typically occurs in the middle of the day, when the majority of faculty, staff, students, and visitors are on site. The staff and visitor parking lot on Bryant Street was at its highest

occupancy (78 percent occupied) at 11:00 AM. The staff/utility parking lot on Kellogg was at its highest occupancy (91 percent occupied) at 2:00 PM. The student (senior) parking lot on Emerson Street reached its highest occupancy (fully occupied) at 11:00 AM.

Including the expanded study area (labeled *Expanded Study Area* on **Figure 5**), 144 vehicles were counted during the parking demand peak hour at 11:00 AM (**Table 12**) and the aggregate occupancy rate for parking areas including the expanded study area is 60%.

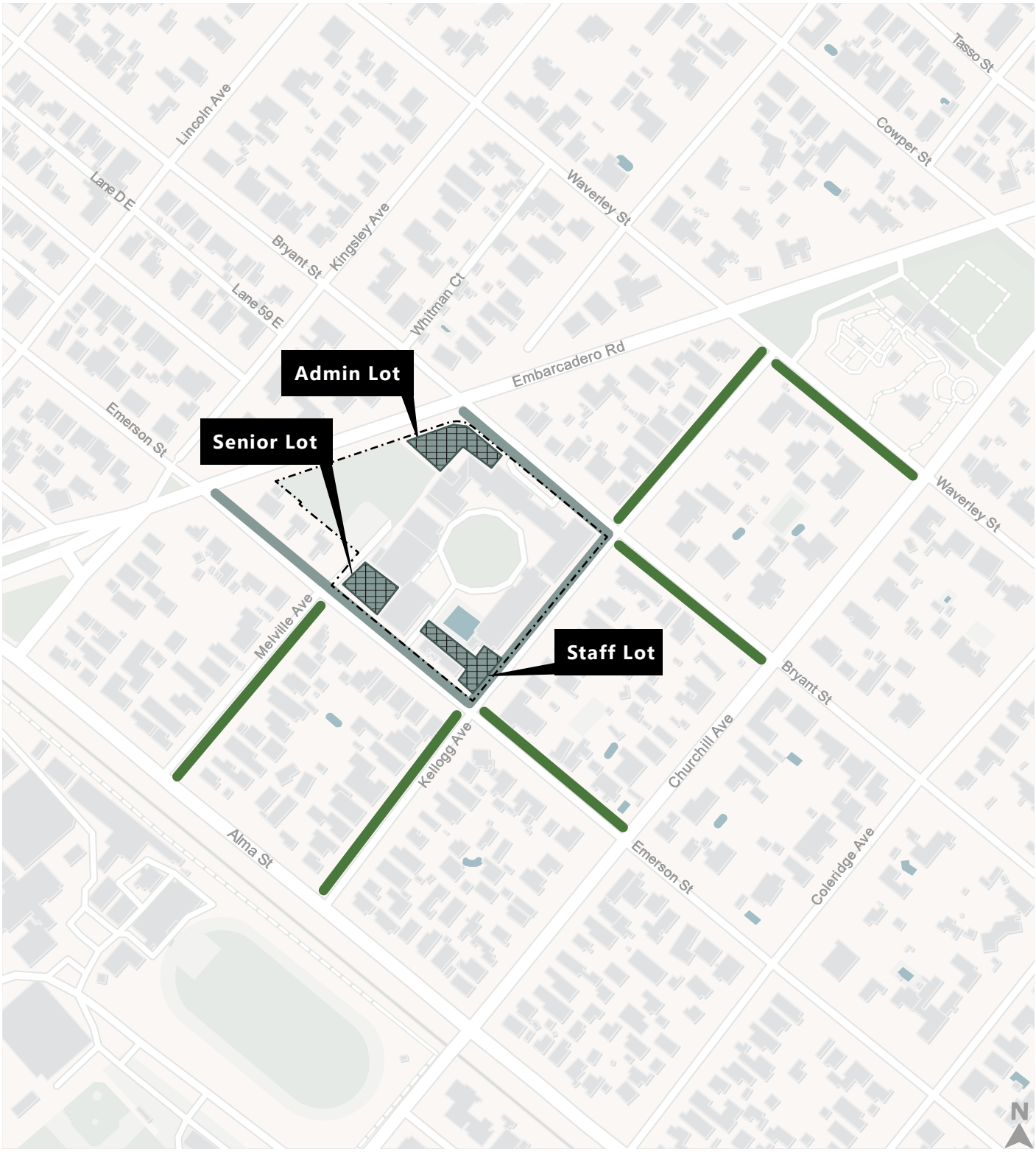
Table 12: Castilleja School Daily Peak Parking Demand with Expanded Study Area

	Aggregate of On-Campus & Adjacent On-Street[1]	Expanded Study Area[2]	Aggregate
Parked Vehicles	121	23	144
Parking Supply	150	89	239
Occupancy	81%	26%	60%

Notes:
1. School parking lots and block faces adjacent to school as reported in Table 10.
2. No attempt was made to assess whether the parked vehicles were driven by residents or Castilleja students, staff, or visitors. The supply for the expanded study area will be audited in the Spring 2024 monitoring period.

Source: Fehr & Peers, 2024

Similar to demand patterns on campus, the peak parking demand for adjacent streets and the expanded study area typically occurs in the late morning and mid-afternoon from 11:00 AM to 1:00 PM. Peak parking demand on adjacent streets was at 11:00 AM and again at 12:00 PM with 45 vehicles and the peak parking demand in the expanded study area was at 1:00 PM with 29 vehicles. A neighbor informed us that there was a small political event on Melville during the second day of counts (Tuesday January 23, 2024) around noon that could cause an increase in the number of parked vehicles. While the observed parking demand on Melville between 12:00 PM and 1:00 PM was 3 to 4 cars higher than Winter 2023, the average aggregate parking demand for the expanded study area was unaffected by this event and was in fact about 7 cars lower than Winter 2023. Overall, the parking demand on adjacent streets and the expanded study area remains below 75 cars throughout the day.



Castilleja School Boundary

Parking Lots on Campus

Parking Area on Street Frontages

Parking Area on Streets Frontages in Expanded Study Area

Figure 5

Castilleja Parking Locations

\\fpainc.local\Dfs-ent-data\San Jose N Drive\Projects_SJ23_Projects\SJ23_2211_Castilleja_2023_Monitoring\Graphics\ADOBE\Fig01_Parking_Area.ai

6.3 Parking Compliance

Parking compliance is monitored by Castilleja's traffic attendants following the School's Traffic Monitoring Guidelines shown in **Appendix E**. The morning and evening traffic attendants are tasked with monitoring the surrounding areas within their sights to identify any dropping off or picking up of students as well as any other unsafe activities such as double parking. The attendants will rectify the situation immediately and remind the offender of School's parking rules. Traffic, pick-up/drop-off, or parking violations are reported via email or text to Castilleja.

All parents/guardians, students who are approved to drive, and employees are asked to register their cars. Time is set aside at the start of the school year for this process and they are reminded throughout the year. Cars parked on campus or around the perimeter of campus identified not having a sticker receive a warning reminding them to register their car. Note that some cars parked on the frontage streets could be owned by non Castilleja affiliated individuals. **Figure 6** and **7** shows the parking locations for the on-campus lots and on-street locations.

Employees and students are instructed to park on campus, at the designated remote parking lots (First Presbyterian Church and AME Zion Church), and on the school side of the blocks around the perimeter of campus. Employees, parent/guardians and students are informed that parking in the neighborhood is strictly prohibited.

Figure 6: Castilleja Vehicle Registration Sticker

Figure 7: Castilleja Vehicle Registration Required Flyer

When an Upper School student is documented to have violated traffic/parking standards their student record is updated to reflect the infraction. In addition, an email is sent to the student, Grade Level Dean, and Division Head. Once the email is received by the Upper School Dean of Students, the infraction will be added to the student's record. The Upper School Dean of Students and Grade Level Dean follows this enforcement process:

1. First Infraction: The Class Dean will ask the student to correct the traffic/parking infraction immediately.
2. Second Infraction: The Class Dean will ask the student to correct the traffic/parking infraction immediately and remind the student about the parking/traffic rules. The Upper School Dean of Students will meet with the student and inform the parent/guardian of the infractions. The Upper School Dean of Students will implement consequences compliant with the infraction.
3. Third Infraction: The Upper School Dean of Students and Head of Upper School meet with the student and the student's parents/guardians. Driving privileges suspended for 2 weeks.
4. Fourth Infraction: Driving privileges revoked for the remainder of the school year.

For Middle School students who do not drive themselves to school but are driven by a person who receives an infraction, their name is also added to the Parking/Traffic Infractions spreadsheet and an email will be sent to the student, Grade Level Dean, and Division Head. If there are multiple infractions for the same student, Castilleja's transportation manager will send an email to the Head of Middle School. The Head of Middle School follows this enforcement process:

1. First Infraction: Warning.
2. Second Infraction: The Head of Middle School talks with the student.
3. Third Infraction: The Head of Middle School talks with the student and the parent/guardian.

Parents or guardians who are caught violating school's traffic, pick-up/drop-off, or parking requirements are added to the Parking/Traffic Infractions tracking document and the parent or guardian is emailed. The enforcement process for parents/guardians is as follows:

1. First Infraction: The parent/guardian receives an email explaining drop-off and pick-up procedures and rules.
2. Second Infraction: The parent/guardian receives a stern warning and is notified that the next infraction will come with a fine.
3. Third Infraction: The parent receives a $50 fine from the School.

Castilleja sends copies of mailings to families regarding the parking/traffic/pick-up/drop-off policy, including traffic management for special events. The copies of mailings are included as **Appendix F**.

6.3.1 Monitoring of Neighborhood Parking

In addition to the daily 7 traffic attendants, there are floating attendants that sign up as part of the TDM requirement in the morning, midday, and during pick up to spot check the expanded parking area. The floating attendants look for cars that have Castilleja parking stickers. If they identify a vehicle with a Castilleja parking sticker the person is notified to move their vehicle immediately. There were 2 cars identified in the current reporting period. None of those cars were repeat offenders.

Castilleja employees that sign up to monitor the corners in the morning and afternoon spot check the expanded parking area to watch for vehicles that drop-off or wait to pick-up a student. If they are identified, they are reminded about our CUP and transportation rules.

7. COA Matrix

Table 13: Castilleja CUP Monitoring Requirements

COA/MMRP	Requirement	Index
Data and Metrics		
COA 24.b.i	Driveway volume counts by 15-minute increments	Appendix B and Appendix C
COA 24.b.ii	*Driveways & Loading Zones* – Average weekday AM peak trips and average weekday daily trips for the monitoring period, excluding construction trips, Special Event and Major Event dates and non-school days; summer school shall be separately reported and not averaged with the academic year.	Section 4.2.2
COA 24.b.iii	Total average daily weekday trips and AM weekday peak trips during the week that the campus frontage street segments are evaluated by the City.	Section 4.2.2
COA 24.b.iv	The average daily weekday traffic volumes on the campus frontage City street segments (except Embarcadero).	Section 4.2.3
COA 24.b.v	The dates and number of times the average weekday daily trips and/or AM weekday peak trips exceeded. AM weekday peak and/or ADT exceedance threshold, including any special, limited circumstances such as trips during construction.	Section 4.2.2
COA 24.b.vi	Rates of use of alternative transportation (% of mode split between bicycle, pedestrian, shuttles, etc.).	Section 5.1
COA 24.b.vii	Parking conditions (number of spaces within the garage used, number of spaces within surface lots used, extent (counts) of on-street parking adjacent to the School and in the expanded parking study area).	Chapter 6
COA 24.b.viii	Bicycle parking counts (supply and demand) and dates, times, & attendance of bicycle repair clinics.	Section 5.2
COA 24.b.ix	Student drop-off/pick-up location counts and percentages by driveway. An electronically transmitted appendix to the report containing the raw data from the driveway counting devices for the monitoring period. (RLUA 24 b x)	Section 3.2 and Section 4.1.2 Appendix C
COA 24.f	Information on compliance with parking and drop-off requirements, including parking or drop-off in the surrounding neighborhood.	Section 6.3
MMRP 7a	Drop-off lane discharge rates, and the average and maximum lengths of ingress and egress queues in the four 15-minute increments prior to the first bell and the 15-minute increment following that bell.	Section 4.1

COA/MMRP	Requirement	Index
Data and Metrics		
COA 24.c	How and where counts were conducted including any off-site data collected by an independent traffic engineering company.	Section 4.2.1 and Section 4.2.3
COA 24.d	Installation, calibration methods, function and proposed maintenance of permanent traffic counting devices.	Section 4.3
COA 24.d	How records of traffic counts are to be preserved electronically	Section 4.2.1
COA 24.d	Frequency of posting of traffic count data to the School's website for accessibility to City officials and the public.	Section 4.2.1
COA 24.e	Detailed explanation of the pick-up and drop-off process as well as target pick-up/drop-off distribution percentages.	Section 4.1.1
COA 24.i	Provide a map of each parking study area, and description of methodology employed to capture off-campus parking.	Section 6.2 and Figure 5
Monitoring and safety operations		
COA 24.g	The number of daily (while school is in session) onsite traffic attendants (COA 24 g)	Section 4.1.1
COA 24.h	Use of traffic safety warning devices. (COA 24 h)	N/A
COA 24.j	On and off campus Parking Management Strategies, Traffic Circulation Management Strategies and Event Traffic Procedures. (COA 24 j)	Section 3.3
MMRP 7a	Traffic Monitor Staff are required to report any excessive vehicle queues, safety concerns, or other concerns or recommendations to improve safety and circulation to the administration. (MMRP 7a)	Section 6.3
TDM strategies		
COA 24.l	Other programs provided by the School. (COA 24 l)	Section 3.1
COA 24.k	Identify scope and breadth of TDM measures utilized. (COA 24 k)	Section 3.1
Additional information		
COA 24.n	List the dates of special events that occurred in the period covered by the report, including times, attendance, and parking/traffic management efforts and results. (COA 24 n)	Section 3.3 and Appendix A
COA 24.m	Provide the number of enrolled students for the period covered by the report. (COA 24 m)	Section 2

COA/MMRP	Requirement	Index
COA 24.o	Copies of mailings to families regarding the parking/traffic/pick-up/drop-off policy, including traffic management for special events. (COA 24 o)	Appendix F
COA 24.p	List of disciplinary consequences for students and parents who do not cooperate with the parking requirements. (COA 24 p)	Section 6.3
MMRP 7a	Traffic Monitor Staff reports and Castilleja's response to each shall be summarized in the traffic monitoring reports. (MMRP 7a)	Section 6.3

Appendix A:
Special Events Schedule (2023-2024)

Castilleja Events 2023–2024				
Event Name	**Event Date**	**Event Time**	**Estimated Count**	**TDM Parking Plan**
New 6th Grade Family Welcome	Saturday, August 19, 2023	2:00pm-4:00pm	100+	Less than 160 guests: Campus lots, campus curbside, traffic monitors, CalTrail shuttle
6th Grade on campus for MS Family Orientation	Wednesday, August 23, 2023	9:00am-3:00pm	50-100	Cars will not be parking. Parents will be dropping students. 7 traffic monitors
Opening Day Tie Ceremony	Thursday, August 24, 2023	8:00am-3:30pm	Major	Spieker field, caltrain shuttle, remote parking, campus curbside, 7 traffic monitors
Sports Event: MS Swim Meet	Tuesday, September 12, 2023	3:45pm-6:45pm	100+	Spieker field, campus lots, campus curbside, remote parking, 7 traffic monitors
Back to School Night	Thursday, September 14, 2023	5:30pm-9:00pm	Major	Spieker field, caltrain shuttle, remote parking, campus curbside, 7 traffic monitors
Sports Spirit Week Games & US Dance	Friday, September 22, 2023	5:00pm-8:00pm	100+	Spieker field, campus parking lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
6th Grade Students Visiting Campus Spirit Week	Friday, September 22, 2023	8:45am - 3:15pm	50-100	Cars will not be parking. Families dropping-off/picking-up students. 7 traffic monitors
Reunion Saturday Lunch and Talk	Saturday, October 07, 2023	9:00am-2:00pm	50-100	Less than 75 Guests: Campus parking lots, campus curbside, Caltrain Shuttle, Traffic monitors
US Preview for 8th Grade Families	Wednesday, October 11, 2023	6:30pm - 8:00pm	100+	Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Middle School Social	Friday, October 13, 2023	4:00pm-8:00pm	100+	Most students are on campus. Parents pick-up on Spieker field and drop-off at the Employee Lot Gate. We have 7 traffic monitors managing the traffic flow.
Middle School Admissions Open House	Saturday, October 14, 2023	9:00am-1:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Keeping the Circle Green	Tuesday, October 24, 2023	6:00pm-8:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
~~Sports Event: MS Swim Meet~~	~~League Date TBD~~	~~3:45pm-6:45pm~~	50-100	~~Most guests come in vans and we park them in the campus lots. Traffic monitors.~~
Upper School Admissions Open House	Saturday, November 04, 2023	9:00am-1:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
CIF NorCal Quarter Final Volleyball Championship	Tuesday, November 07, 2023	6:00pm - 8:00pm	50-100	Outside School Hours, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Upper School Musical	Friday, November 10, 2023	7:30pm-10:00pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Upper School Musical	Saturday, November 11, 2023	2:00pm-4:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Upper School Musical	Saturday, November 11, 2023	7:30pm-10:00pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Grandparents Day	Friday, November 17, 2023	12:00pm-3:30pm	100+	Spieker field, admin lot, campus curbside, Caltrain shuttle, 7 traffic monitors
US Parent/Guardian Meeting	Monday, November 27, 2023	8:45–9:45am	50-100	Spieker field, campus lots, campus curbside, traffic monitors, Caltrain/Satallite Shuttle
Middle School Admissions Open House/Campus Tour	Saturday, December 09, 2023	9:00am-1:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Winter Concert - Student Performance	Thursday, December 14, 2023	7:00pm-9:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Student Event 6th Grade Students Visiting Campus	Wednesday, January 03, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
Student Event 6th Grade Students Visiting Campus	Thursday, January 04, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
Student Event 6th Grade Students Visiting Campus	Friday, January 05, 2024	8:45am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
Bourn Lab Season Kick Off	Saturday, January 06, 2024	9:00am - 4:00pm	50-100	60 Guests: Campus lots and curbside parking, traffic monitors
All Parent Guardian Meeting	Thursday, January 18, 2024	9:00am - 10:00am	50-100	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Middle School Musical	Friday, February 02, 2024	7:30pm-10pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Middle School Musical	Saturday, February 03, 2024	2:00pm-4:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Middle School Musical	Saturday, February 03, 2024	7:30pm-10pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
CCS Quarter Finals US Basketball	Tuesday, February 20, 2024	6:00pm - 7:30pm	50-100	Non School Day so all lots avaliable. 50 cars max. Campus lots, campus curbsite, traffic monitors
Dance Performance	Friday, March 08, 2024	7:30pm-9:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Dance Performance	Saturday, March 09, 2024	2:00pm-4:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Dance Performance	Saturday, March 09, 2024	7:30pm-9:30pm	100+	Campus parking lots, Spieker Field, campus curbside, 7 traffic monitors, Caltrain Shuttle
Junior and Senior Class Banquet/Dance	Friday, March 22, 2024	5:00pm-10:00pm	100+	Senors are already on campus: Juniors being dropped off and picked up: Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle avaliable on demand
6th Grade On Campus	Friday, March 22, 2024	8:30am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
Major Fundraiser Community Building Event View360	Saturday, March 23, 2024	6:00pm-10:00pm	Major	Spieker field, caltrain shuttle, remote parking, campus curbside, 7 traffic monitors
~~Sports: Upper School Swim Meet~~	~~Thursday, March 28, 2024~~	~~4:00pm - 6:30pm~~	~~100+~~	~~Teams come in Vans: Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttles~~
Sports: Upper School Swim Meet	Wednesday, April 03, 2024	4:00pm - 6:00pm	50-100	Teams come in Vans: Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttles
Sports: Upper School Swim Meet	Wednesday, April 17, 2024	4:00pm - 6:00pm	50-100	Teams come in Vans: Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttles
Founders Day Luncheon	Friday, April 26, 2024	12:00pm-3:00pm	Major	Spieker field, Caltrain shuttle, remote/satellite parking, campus curbside, 7 Traffic monitors
Upper School Play	Friday, April 26, 2024	7:30pm-9:30pm	50-100	Campus lots, campus curbside parking, traffic monitors, Caltrain Shuttle
Upper School Play	Saturday, April 27, 2024	2:30pm-4:30pm	50-100	Campus lots, campus curbside parking, traffic monitors, Caltrain Shuttle
Upper School Play	Saturday, April 27, 2024	7:30pm-9:30pm	50-100	Campus lots, campus curbside parking, traffic monitors, Caltrain Shuttle
New 9th Grade Families Reception	Tuesday, May 07, 2024	5:30pm-7:30pm	50-100	Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
CSA Parent Thank You Lunch	Thursday, May 09, 2024	11:30am-1:30pm	50-100	Spieker field, admin lot, 7 traffic monitors, Satellite Parking, Caltrain Shuttle
New 6th Grade Family Welcome	Friday, May 10, 2024	5:00pm-7:00pm	100+	Campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Celebration of US Sports	Tuesday, May 14, 2024	6:00pm-8:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
Spring Concert - Student Performance	Thursday, May 16, 2024	7:00pm-10:00pm	100+	Spieker field, campus lots, campus curbside, 7 traffic monitors, Caltrain Shuttle
6th Grade On Campus Field Day	Monday, May 20, 2024	8:30am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
~~Senior Parent CAPA Welcome Reception and Panel~~	~~Thursday, May 23, 2024~~	~~6:30pm - 8:30pm~~	~~50-100~~	~~Campus lots, campus curbside parking~~
6th Grade On Bryant Campus	Friday, May 24, 2024	8:30am - 3:15pm	50-100	Student drop-off/pick-up only. 7 Traffic monitors. Caltrain, Bus/Shuttle Services.
Middle School Gallery Walk	Friday, May 24, 2024	8:30am - 3:15pm	50-100	Spieker field, campus lots, campus curbside parking, 7 traffic monitors, Caltrain Shuttle, Satellite
Student Class Day	Thursday, May 30, 2024	8:30am - 3:00pm	50-100	50 or less cars: Spieker field, admin lot, 7 traffic monitors, satellite parking, Caltrain Shuttle
Employee Retirement Party (Tentative)	Thursday, May 30, 2024	4:00pm - 6:00pm	50-100	50-70 cars: Campus lots, campus curbsite parking, 7 traffic monitors, Caltrain Shuttle, Satellite Parking
8th Grade Promotion	Friday, May 31, 2024	2:00pm-4:00pm	50-100	Spieker field, campus lots, campus curbside parking, 7 traffic monitors, Caltrain Shuttle, Satellite Parking
Baccalaureate/Graduation	Friday, May 31/Saturday, June 01, 2024	5:00pm-6:30pm/2:00pm-4:30pm	Major	Spieker field, caltrain shuttle, remote/Satellite parking, campus curbside, 7 Traffic monitors

Appendix B:
Field Data Collected by Third Party Vendor

B1. Mode Split & Parking Occupancy Counts

Date: 1/22/2024

ADMIN LOT

	GENERAL	ADA	VISITORS
	11	1	12
7:00AM	2	1	0
8:00AM	5	1	0
9:00AM	10	1	4
10:00AM	11	1	7
11:00AM	10	1	8
12:00PM	11	1	10
1:00PM	10	1	7
2:00PM	10	1	7
3:00PM	10	1	7
4:00PM	8	0	8
5:00PM	6	0	7

SENIOR LOT

	GENERAL	ADA
	25	1
7:00AM	0	0
8:00AM	1	0
9:00AM	19	1
10:00AM	24	1
11:00AM	25	1
12:00PM	25	1
1:00PM	25	1
2:00PM	24	1
3:00PM	22	1
4:00PM	12	1
5:00PM	8	0

STAFF LOT

	STAFF	STAFF EV	ADA	RESERVED	M/C	FOOD
	24	3	2	-	1	1
7:00AM	13	2	0	4	0	0
8:00AM	15	2	0	1	0	1
9:00AM	19	3	0	9	0	1
10:00AM	21	3	0	6	0	1
11:00AM	22	2	0	6	0	1
12:00PM	22	2	0	6	0	1
1:00PM	23	2	0	7	0	1
2:00PM	23	3	1	6	0	1
3:00PM	19	3	1	7	0	1
4:00PM	15	3	0	5	0	1
5:00PM	13	1	0	6	0	1

Date: 1/23/2024

ADMIN LOT

	GENERAL	ADA	VISITORS
	11	1	12
7:00AM	0	1	0
8:00AM	1	1	0
9:00AM	8	1	2
10:00AM	10	1	9
11:00AM	10	1	8
12:00PM	10	1	2
1:00PM	10	1	4
2:00PM	10	1	2
3:00PM	8	1	6
4:00PM	6	0	7
5:00PM	6	0	6

SENIOR LOT

	GENERAL	ADA
	25	1
7:00AM	0	0
8:00AM	3	0
9:00AM	21	1
10:00AM	21	1
11:00AM	25	1
12:00PM	24	1
1:00PM	22	1
2:00PM	24	1
3:00PM	18	1
4:00PM	5	1
5:00PM	7	1

STAFF LOT

	STAFF	STAFF EV	ADA	RESERVED	M/C	FOOD
	24	3	2	-	1	1
7:00AM	12	1	1	5	0	1
8:00AM	17	1	1	0	0	1
9:00AM	22	2	1	7	0	1
10:00AM	22	2	1	7	0	1
11:00AM	21	2	1	6	0	1
12:00PM	21	3	1	7	0	1
1:00PM	21	3	1	7	0	1
2:00PM	24	3	2	7	0	1
3:00PM	19	2	1	3	0	1
4:00PM	15	2	1	5	0	1
5:00PM	16	1	1	4	0	1

Traffic Data Service

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Study: Castilleja On-Street Parking
Date: 1/22/2024

	MELVILLE		KELLOGG						EMERSON						BRYANT				WAVERLEY	
	ALMA-EMERSON		ALMA-EMERSON		EMERSON-BRYANT		BRYANT-WAVERLEY		EMBARC.-MELVILLE		MELVILLE-KELLOGG		KELLOGG-CHURCHILL		EMBARC.-KELLOGG		KELLOGG-CHURCHILL		KELLOGG-CHURCHILL	
	N	S	N	S	N	S	N	S	W	E	W	E	W	E	W	E	W	E	W	E
7:00 AM	6	8	6	6	4	1	4	8	11	8	3	1	7	2	0	2	2	2	0	1
8:00 AM	4	7	7	8	4	4	4	8	10	8	3	2	7	3	1	3	3	2	0	0
9:00 AM	5	8	6	7	8	5	5	7	11	8	3	9	7	4	9	4	4	3	0	1
10:00 AM	3	5	7	8	12	5	5	4	8	9	3	11	7	2	9	4	5	3	2	1
11:00 AM	4	4	5	9	12	6	4	5	9	10	3	11	7	2	10	3	3	3	1	0
12:00 PM	4	4	4	10	12	5	4	4	9	9	3	13	7	2	10	5	4	3	1	0
1:00 PM	3	4	5	8	11	6	4	5	8	10	3	13	7	2	9	2	5	3	2	2
2:00 PM	5	5	5	9	12	7	4	5	9	9	3	13	7	4	8	2	4	3	4	4
3:00 PM	5	5	6	9	11	7	4	4	9	8	4	12	9	3	9	1	4	3	4	3
4:00 PM	2	5	5	9	8	5	4	5	7	9	3	8	8	1	3	2	4	2	2	0
5:00 PM	2	4	4	7	5	5	4	6	8	10	3	7	7	2	2	2	2	1	3	0

Traffic Data Service

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Study: Castilleja On-Street Parking
Date: 1/23/2024

	MELVILLE		KELLOGG						EMERSON						BRYANT				WAVERLEY	
	ALMA-EMERSON		ALMA-EMERSON		EMERSON-BRYANT		BRYANT-WAVERLEY		EMBARC.-MELVILLE		MELVILLE-KELLOGG		KELLOGG-CHURCHILL		EMBARC.-KELLOGG		KELLOGG-CHURCHILL		KELLOGG-CHURCHILL	
	N	S	N	S	N	S	N	S	W	E	W	E	W	E	W	E	W	E	W	E
7:00 AM	6	7	7	8	1	5	5	5	9	11	3	2	7	2	0	1	3	3	0	0
8:00 AM	7	7	7	8	3	4	5	5	7	10	3	2	6	3	2	2	7	5	0	0
9:00 AM	5	5	6	9	12	4	5	6	7	11	3	10	6	3	8	2	8	6	0	0
10:00 AM	5	4	7	8	12	4	4	6	8	9	4	15	6	3	9	3	7	8	0	0
11:00 AM	5	4	7	8	12	3	4	5	8	9	5	17	6	4	9	4	8	8	0	1
12:00 PM	13	14	5	8	12	3	4	3	11	9	9	16	7	3	9	3	9	7	0	1
1:00 PM	15	16	8	7	11	5	2	5	8	9	8	16	8	3	9	3	7	11	0	1
2:00 PM	8	3	8	7	11	5	3	5	6	10	3	15	6	3	8	4	8	7	1	1
3:00 PM	5	3	8	4	11	4	3	5	8	8	3	15	8	3	9	2	7	7	2	3
4:00 PM	5	2	8	2	10	6	3	3	9	7	3	13	7	3	5	1	5	8	2	2
5:00 PM	6	3	7	4	4	5	3	5	9	7	4	7	7	1	1	4	2	3	2	2

* A homeowner informed us that the increase of parked vehicles on the street is due to a political event being hosted on Melville.

Traffic Data Service

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Study: Castilleja Driveway Survey
Date: 1/22/2024

Bryant St - Admin Entrance

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:30	6	3	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45	3	1	0	0	0	4	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0
14:00	3	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	1	0	0	0	1	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	1	1	0	0

Traffic Data Service

San Jose, CA
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Study: Castilleja Driveway Survey
Date: 1/22/2024

Bryant St - Loop Driveway

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	7	1	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	23	6	0	0	28	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30	1	34	2	0	0	33	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
8:45	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	8	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
15:15	10	0	0	0	0	1	16	1	0	0	0	0	0	5	0	0	0	0	3	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Traffic Data Service

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Study: Castilleja Driveway Survey
Date: 1/22/2024

Kellogg Ave - Loop Driveway

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:15	0	6	0	0	0	8	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
8:30	1	38	1	0	2	41	0	0	0	0	0	2	0	0	3	0	0	0	1	0	0	0
8:45	0	10	0	0	0	9	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:15	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	42	0	0	0	0	0	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	13	0	0	0	0	0	13	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
15:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

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Study: Castilleja Driveway Survey
Date: 1/22/2024

Kellogg Ave - Staff Lot

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	3	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0
8:15	2	2	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0
8:30	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:45	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0

	DROP OFF						PICK UP							
	SHUTTLE VAN		CHARTER BUS		SCHOOL BUS		SHUTTLE VAN		CHARTER BUS			SCHOOL BUS		
	VANS	STUDENTS	BUSES	STUDENTS	BUSES	STUDENTS	VANS	STUDENTS	ARRIVAL	DEPARTURE	STUDENTS	ARRIVAL	DEPARTURE	STUDENTS
7:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00	1	3	-	-	-	-	-	-	-	-	-	-	-	-
8:15	3	4,2,9	-	-	1	24	-	-	-	-	-	-	-	-
8:30	1	3	-	-	2	39,10	-	-	-	-	-	-	-	-
8:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	2	-	-
15:15	-	-	-	-	1	34	2	8,6	-	-	-	1	1	18
15:30	-	-	-	-	-	-	3	4,4,9	-	-	-	-	2	22,8
15:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

Study: Castilleja Driveway Survey
Date: 1/22/2024

Emerson St - Staff Lot Exit

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0
8:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	2	2	1	0
15:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0
15:45	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0

Traffic Data Service

San Jose, CA
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Study: Castilleja Driveway Survey
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Emerson St - Senior Lot

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	3	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

Study: Castilleja Driveway Survey
Date: 1/23/2024

Bryant St - Admin Entrance

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15	3	2	1	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0
8:30	4	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0
8:45	1	6	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	4	0	0	0	0	1	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA
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Study: Castilleja Driveway Survey
Date: 1/23/2024

Bryant St - Loop Driveway

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	1	6	0	0	0	5	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
8:15	0	16	3	0	0	22	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30	0	29	4	0	0	28	3	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0
8:45	0	6	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	10	0	0	0	0	0	13	1	0	0	0	0	0	2	0	0	0	0	2	1	0	0
15:30	3	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

Study: Castilleja Driveway Survey
Date: 1/23/2024

Kellogg Ave - Loop Driveway

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:45	0	1	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
8:00	0	3	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15	0	9	0	0	0	9	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0
8:30	0	44	2	0	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	2	0	0	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15	28	0	0	0	0	0	23	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0
15:30	8	0	0	0	0	0	13	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0
15:45	6	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0

Traffic Data Service

San Jose, CA
408-622-4787
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Study: Castilleja Driveway Survey
Date: 1/23/2024

Kellogg Ave - Staff Lot

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:15	4	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:30	4	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
8:45	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	DROP OFF						PICK UP							
	SHUTTLE VAN		CHARTER BUS		SCHOOL BUS		SHUTTLE VAN		CHARTER BUS			SCHOOL BUS		
	VANS	STUDENTS	BUSES	STUDENTS	BUSES	STUDENTS	VANS	STUDENTS	ARRIVAL	DEPARTURE	STUDENTS	ARRIVAL	DEPARTURE	STUDENTS
7:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00	1	4	-	-	-	-	-	-	-	-	-	-	-	-
8:15	1	9	-	-	-	-	-	-	-	-	-	-	-	-
8:30	4	4,1,2,9	-	-	3	39,28,9	-	-	-	-	-	-	-	-
8:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:45	-	-	-	-	-	-	1	1	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	2	-	-
15:15	-	-	-	-	1	41	1	6	-	-	-	1	1	15
15:30	-	-	-	-	-	-	1	5	-	-	-	-	2	7,11
15:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service

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Study: Castilleja Driveway Survey
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Emerson St - Staff Lot Exit

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	3	1	0	0	0	0	0	0
8:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	0	0	0
15:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

Study: Castilleja Driveway Survey
Date: 1/23/2024

Emerson St - Senior Lot

	IN					OUT					IN		OUT		ON STREET DROP OFF				ON STREET PICK UP			
	0	1	2	3	4+	0	1	2	3	4+	BIKES	PEDS	BIKES	PEDS	1	2	3	4+	1	2	3	4+
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	14	6	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0
14:15	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	7	2	0	0	0	1	0	10	0	0	0	0	1	0	0	0
15:30	1	0	0	0	0	0	1	1	0	0	0	0	0	5	0	0	0	0	1	0	0	0
15:45	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

B2. Driveway Counts

Study Name	BRYANT ST - ADMIN DW
Start Date	1/22/2024
Start Time	7:00 AM
Site Code	1

Direction:	Westbound	Eastbound
Group	All Vehicles	All Vehicles
1/22/2024		
7:00 AM	1	0
7:15 AM	0	0
7:30 AM	1	0
7:45 AM	2	0
8:00 AM	3	0
8:15 AM	1	0
8:30 AM	8	2
8:45 AM	5	4
9:00 AM	0	1
9:15 AM	3	2
9:30 AM	2	1
9:45 AM	10	7
10:00 AM	6	7
10:15 AM	1	0
10:30 AM	2	2
10:45 AM	1	1
11:00 AM	2	2
11:15 AM	3	3
11:30 AM	1	2
11:45 AM	3	2
12:00 PM	2	0
12:15 PM	0	0
12:30 PM	1	1
12:45 PM	2	2
1:00 PM	2	3
1:15 PM	1	5
1:30 PM	1	2
1:45 PM	1	0
2:00 PM	3	3
2:15 PM	2	3
2:30 PM	0	0
2:45 PM	3	2
3:00 PM	1	0
3:15 PM	1	4
3:30 PM	2	1
3:45 PM	1	1

4:00 PM	0	0
4:15 PM	1	0
4:30 PM	2	5
4:45 PM	0	2
5:00 PM	1	2
5:15 PM	0	2
5:30 PM	0	0
5:45 PM	1	1
6:00 PM	0	1
6:15 PM	3	1
6:30 PM	1	5
6:45 PM	0	3
1/23/2024		
7:00 AM	1	0
7:15 AM	1	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	6	2
8:30 AM	6	1
8:45 AM	5	5
9:00 AM	2	2
9:15 AM	3	0
9:30 AM	5	0
9:45 AM	4	3
10:00 AM	5	5
10:15 AM	1	1
10:30 AM	2	2
10:45 AM	3	4
11:00 AM	6	6
11:15 AM	3	3
11:30 AM	0	5
11:45 AM	6	4
12:00 PM	0	2
12:15 PM	1	2
12:30 PM	0	0
12:45 PM	1	1
1:00 PM	0	0
1:15 PM	3	1
1:30 PM	1	3
1:45 PM	2	1
2:00 PM	1	1
2:15 PM	0	1
2:30 PM	1	1
2:45 PM	4	2
3:00 PM	3	3
3:15 PM	4	4

3:30 PM	2	2
3:45 PM	1	1
4:00 PM	0	2
4:15 PM	0	2
4:30 PM	1	1
4:45 PM	0	0
5:00 PM	4	4
5:15 PM	1	3
5:30 PM	2	2
5:45 PM	0	2
6:00 PM	0	2
6:15 PM	3	2
6:30 PM	1	2
6:45 PM	0	4

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-748 -- English (ENU)

Datasets:

Site: **[DW3] BRYANT ST LOOP DW**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

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

*** Monday, January 22, 2024=145, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**75**	**0**	**0**	**0**	**1**	**0**	**1**	**23**	**9**	**13**	**23**	**0**	**0**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	1	0	1	4	**2**	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**28**	0	0	0	0	0	0	18	3	5	**6**	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**35**	0	0	0	0	0	0	1	3	2	**15**	0	0	0	0	0	0
0	0	0	0	0	0	0	1	**4**	0	0	0	1	0	0	4	2	**2**	0	0	0	0	0	0	0

AM Peak 0800 - 0900 (75), AM PHF=0.53 PM Peak 1745 - 1845 (25), PM PHF=0.42

*** Tuesday, January 23, 2024=132, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**2**	**0**	**0**	**0**	**1**	**1**	**19**	**10**	**17**	**16**	**1**	**1**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**1**	7	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**21**	1	0	0	0	0	0	**14**	0	3	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**33**	1	0	0	0	0	1	**3**	8	5	13	1	1	0	0	0	0
0	0	0	0	0	0	0	0	**6**	0	0	0	0	1	0	**2**	1	3	0	0	0	0	0	0	0

AM Peak 0800 - 0900 (65), AM PHF=0.50 PM Peak 1515 - 1615 (20), PM PHF=0.36

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-747 -- English (ENU)

Datasets:

Site: **[DW2] BRYANT ST LOOP DW**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

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

*** Monday, January 22, 2024=147, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**74**	**1**	**0**	**0**	**0**	**0**	**1**	**23**	**9**	**13**	**25**	**0**	**0**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**9**	0	0	0	0	0	1	8	0	6	**3**	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**27**	0	0	0	0	0	0	9	5	1	**13**	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**38**	1	0	0	0	0	0	1	2	4	**9**	0	0	0	0	0	0
0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	5	2	**2**	0	0	0	0	0	0	0

AM Peak 0745 - 0845 (75), AM PHF=0.49 PM Peak 1745 - 1845 (27), PM PHF=0.52

*** Tuesday, January 23, 2024=127, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**3**	**0**	**0**	**0**	**0**	**2**	**18**	**13**	**12**	**14**	**1**	**0**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	1	**3**	1	2	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**21**	1	0	0	0	0	0	**10**	4	3	6	1	0	0	0	0	0
0	0	0	0	0	0	0	0	**31**	2	0	0	0	0	1	**3**	4	4	6	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	**2**	4	3	0	0	0	0	0	0	0

AM Peak 0800 - 0900 (65), AM PHF=0.52 PM Peak 1500 - 1600 (18), PM PHF=0.45

Study Name	KELLOGG AVE - STAFF LOT - EAST DW
Start Date	1/22/2024
Start Time	7:00 AM
Site Code	4

Direction:	Southbound	Northbound
Group	All Vehicles	All Vehicles
1/22/2024		
7:00 AM	0	2
7:15 AM	0	1
7:30 AM	0	3
7:45 AM	0	0
8:00 AM	0	1
8:15 AM	0	7
8:30 AM	0	6
8:45 AM	0	2
9:00 AM	0	0
9:15 AM	0	2
9:30 AM	1	3
9:45 AM	1	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	1	1
10:45 AM	1	1
11:00 AM	0	1
11:15 AM	0	0
11:30 AM	0	1
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	1
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	4
1:30 PM	0	1
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	2
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	1

4:00 PM	0	2
4:15 PM	0	1
4:30 PM	0	1
4:45 PM	0	3
5:00 PM	0	2
5:15 PM	0	1
5:30 PM	0	1
5:45 PM	0	1
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	2
6:45 PM	0	0
1/23/2024		
7:00 AM	0	3
7:15 AM	0	1
7:30 AM	0	1
7:45 AM	0	4
8:00 AM	0	1
8:15 AM	0	6
8:30 AM	0	9
8:45 AM	1	2
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	1
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	1
10:45 AM	0	0
11:00 AM	1	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	1
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	2
1:30 PM	0	0
1:45 PM	0	2
2:00 PM	0	1
2:15 PM	0	0
2:30 PM	0	1
2:45 PM	0	1
3:00 PM	0	1
3:15 PM	0	0

3:30 PM	0	1
3:45 PM	0	0
4:00 PM	0	2
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	4
5:00 PM	0	1
5:15 PM	0	4
5:30 PM	0	1
5:45 PM	0	2
6:00 PM	0	0
6:15 PM	0	1
6:30 PM	0	0
6:45 PM	1	0

Study Name	KELLOGG AVE - STAFF LOT - WEST DW
Start Date	1/22/2024
Start Time	7:00 AM
Site Code	4

Direction:	Southbound	Northbound
Group	All Vehicles	All Vehicles
1/22/2024		
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	1
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	1	1
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	1
11:00 AM	0	0
11:15 AM	1	1
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	1
1:30 PM	2	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	3	0
2:45 PM	0	0
3:00 PM	0	1
3:15 PM	0	0
3:30 PM	2	0
3:45 PM	1	0

4:00 PM	1	1
4:15 PM	0	0
4:30 PM	1	0
4:45 PM	1	0
5:00 PM	0	0
5:15 PM	1	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	2	0
6:45 PM	1	0
1/23/2024		
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	1	0
8:15 AM	1	0
8:30 AM	0	0
8:45 AM	1	2
9:00 AM	0	0
9:15 AM	1	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	1
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	1	1
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	5	1
2:45 PM	0	0
3:00 PM	1	1
3:15 PM	0	0

3:30 PM	2	1
3:45 PM	0	0
4:00 PM	1	1
4:15 PM	0	0
4:30 PM	1	0
4:45 PM	0	0
5:00 PM	1	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	2	1
6:00 PM	0	0
6:15 PM	1	0
6:30 PM	1	0
6:45 PM	1	0

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-749 -- English (ENU)

Datasets:

Site:	**[DW4] KELLOGG AVE LOOP DW**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

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

*** Monday, January 22, 2024=165, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**60**	**5**	**1**	**0**	**0**	**1**	**4**	**61**	**9**	**11**	**11**	**1**	**0**	**1**	**1**	**0**	
0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	1	**6**	3	3	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**10**	2	0	0	0	0	2	**42**	2	4	3	1	0	0	1	0	0
0	0	0	0	0	0	0	0	**38**	2	0	0	0	0	0	**13**	3	3	6	0	0	0	0	0	0
0	0	0	0	0	0	0	1	**8**	2	1	0	0	1	**1**	1	1	1	0	1	0	1	0	0	0

AM Peak 0800 - 0900 (60), AM PHF=0.40 PM Peak 1445 - 1545 (61), PM PHF=0.36

*** Tuesday, January 23, 2024=163, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**61**	**1**	**1**	**0**	**0**	**0**	**3**	**45**	**12**	**16**	**9**	**4**	**10**	**0**	**0**	**0**	
0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	2	**4**	3	5	2	2	0	0	0	0	0
0	0	0	0	0	0	1	0	**10**	0	0	0	0	0	1	**28**	0	3	2	0	5	0	0	0	0
0	0	0	0	0	0	0	0	**43**	1	0	0	0	0	0	**8**	6	4	3	2	6	0	0	0	0
0	0	0	0	0	0	0	1	**4**	0	0	0	0	0	0	**6**	3	4	2	0	0	0	0	0	0

AM Peak 0800 - 0900 (61), AM PHF=0.35 PM Peak 1500 - 1600 (45), PM PHF=0.40

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-750 -- English (ENU)

Datasets:

Site: **[DW5] KELLOGG AVE LOOP DW**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

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

*** Monday, January 22, 2024=162, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**4**	**1**	**0**	**0**	**0**	**4**	**59**	**8**	**12**	**12**	**0**	**0**	**1**	**2**	**0**	
0	0	0	0	0	0	0	0	**3**	1	1	0	0	0	2	1	**3**	3	2	0	0	1	1	0	0
0	0	0	0	0	0	0	0	**9**	1	0	0	0	0	1	**41**	1	2	1	0	0	0	1	0	0
0	0	0	0	0	0	0	0	**41**	1	0	0	0	0	1	**16**	3	6	9	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**9**	2	0	0	0	0	0	**1**	1	1	0	0	0	0	0	0	0

AM Peak 0800 - 0900 (62), AM PHF=0.38 PM Peak 1515 - 1615 (61), PM PHF=0.37

*** Tuesday, January 23, 2024=169, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**62**	**1**	**0**	**0**	**0**	**2**	**3**	**46**	**10**	**17**	**11**	**4**	**10**	**0**	**0**	**0**	
0	0	0	0	0	0	0	1	**1**	0	0	0	0	1	2	0	**2**	7	2	2	0	0	0	0	0
0	0	0	0	0	0	1	0	**9**	0	0	0	0	1	1	**28**	1	3	1	0	2	0	0	0	0
0	0	0	0	0	0	0	0	**42**	1	0	0	0	0	0	**12**	6	4	6	1	8	0	0	0	0
0	0	0	0	0	0	0	1	**11**	0	0	0	0	1	0	**6**	1	4	2	1	0	0	0	0	0

AM Peak 0800 - 0900 (62), AM PHF=0.37 PM Peak 1515 - 1615 (48), PM PHF=0.43

B3. Average Daily Traffic (ADT) Counts

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-741 -- English (ENU)

Datasets:
Site: **[1] BRYANT ST BT EMBARCADERO RD AND KELLOGG AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

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

*** Wednesday, January 17, 2024 - Total=233, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**1**	**3**	**5**	**18**	**22**	**9**	**19**	**15**	**17**	**17**	**31**	**22**	**21**	**13**	**8**	**4**	**1**	**3**	**3**	
0	0	0	0	0	1	0	2	2	**4**	0	6	8	5	2	5	**8**	6	3	4	2	0	1	1	0
0	0	0	0	0	0	0	1	5	**4**	2	5	2	2	2	**9**	6	7	6	1	2	1	1	1	0
0	0	0	1	0	0	1	0	3	**6**	1	5	1	3	6	**7**	3	6	1	2	0	0	0	0	0
0	0	0	0	0	0	2	2	**8**	8	6	3	4	7	7	**10**	5	2	3	1	0	0	1	1	0

AM Peak 0845 - 0945 (22), AM PHF=0.69 PM Peak 1515 - 1615 (34), PM PHF=0.85

*** Thursday, January 18, 2024 - Total=223, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**21**	**16**	**24**	**20**	**11**	**8**	**18**	**27**	**24**	**25**	**13**	**6**	**5**	**0**	**0**	**1**	
0	0	0	0	0	0	0	0	2	**4**	5	2	5	1	3	0	**3**	2	0	3	1	0	0	1	0
0	0	0	0	0	0	0	0	1	**2**	6	6	0	4	7	**14**	8	7	4	0	1	0	0	0	0
0	0	0	1	0	0	0	1	**11**	5	4	4	4	2	6	**8**	9	10	4	2	3	0	0	0	0
0	0	0	0	0	0	1	1	**7**	5	9	8	2	1	2	**5**	4	6	5	1	0	0	0	0	0

AM Peak 0830 - 0930 (24), AM PHF=0.55 PM Peak 1515 - 1615 (30), PM PHF=0.54

*** Friday, January 19, 2024 - Total=181, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**2**	**1**	**2**	**20**	**21**	**9**	**11**	**15**	**7**	**19**	**16**	**17**	**21**	**6**	**3**	**4**	**2**	**2**	**2**	
0	0	0	0	0	1	0	0	2	**6**	2	2	2	2	10	3	**9**	5	1	1	2	0	0	1	0
0	0	0	0	0	0	1	1	6	**4**	2	5	7	2	1	**5**	3	4	2	1	2	0	0	1	0
0	0	0	1	0	0	0	1	4	**7**	3	2	3	0	5	**2**	2	7	2	0	0	0	0	0	0
0	0	0	0	0	1	0	0	**8**	4	2	2	3	3	3	**6**	3	5	1	1	0	2	2	0	0

AM Peak 0845 - 0945 (25), AM PHF=0.78 PM Peak 1515 - 1615 (22), PM PHF=0.61

*** Saturday, January 20, 2024 - Total=73, 15 minute drops**

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

AM Peak 1045 - 1145 (13), AM PHF=0.81 PM Peak 1315 - 1415 (8), PM PHF=0.40

*** Sunday, January 21, 2024 - Total=147, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**9**	**20**	**26**	**20**	**16**	**10**	**10**	**7**	**12**	**5**	**1**	**1**	**3**	**1**	**0**	
0	0	0	0	0	0	0	0	0	0	2	**6**	6	**6**	4	2	2	3	0	1	0	1	0	0	0
1	0	0	0	0	0	0	1	2	2	4	**4**	4	**6**	1	2	2	4	4	0	1	2	0	0	0
0	0	0	0	0	0	0	0	0	1	8	**11**	**5**	2	3	3	1	3	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	1	6	**6**	5	**5**	2	2	3	2	2	1	0	0	0	1	0	0

AM Peak 1045 - 1145 (27), AM PHF=0.61 PM Peak 1230 - 1330 (22), PM PHF=0.92

*** Monday, January 22, 2024 - Total=152, 15 minute drops**

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

AM Peak 0915 - 1015 (16), AM PHF=0.67 PM Peak 1715 - 1815 (19), PM PHF=0.79

*** Tuesday, January 23, 2024 - Total=276, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**1**	**3**	**10**	**21**	**23**	**19**	**19**	**17**	**19**	**25**	**31**	**30**	**20**	**19**	**8**	**9**	**0**	**1**	**0**	
0	0	0	0	0	0	2	2	6	5	**7**	6	4	7	12	5	**7**	3	3	4	1	0	0	0	0
0	0	0	0	0	1	0	2	3	**4**	3	3	5	4	2	**11**	6	5	4	1	5	0	1	0	0
0	0	0	0	0	0	0	1	4	**7**	7	4	5	4	4	**9**	5	8	9	0	3	0	0	0	0
0	0	0	1	0	0	1	5	8	**7**	2	6	3	4	7	**6**	12	4	3	3	0	0	0	0	0

AM Peak 0915 - 1015 (25), AM PHF=0.89 PM Peak 1515 - 1615 (33), PM PHF=0.75

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-742 -- English (ENU)

Datasets:
Site: **[1] BRYANT ST BT EMBARCADERO RD AND KELLOGG AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

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

* Wednesday, January 17, 2024 - Total=544, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**1**	**1**	**8**	**13**	**56**	**39**	**37**	**21**	**28**	**29**	**27**	**70**	**63**	**64**	**31**	**29**	**11**	**9**	**4**	**3**	
0	0	0	0	0	0	2	3	13	**14**	13	7	9	9	6	16	16	**22**	9	8	3	4	2	2	0
0	0	0	0	0	1	0	1	**10**	9	7	6	5	10	5	31	8	**14**	12	7	2	1	0	0	0
0	0	0	0	0	0	2	5	**25**	10	13	6	6	7	7	12	14	**17**	6	7	4	3	0	1	0
0	0	0	0	1	0	4	4	**8**	6	4	2	8	3	9	11	**25**	11	4	7	2	1	2	0	0

AM Peak 0815 - 0915 (57), AM PHF=0.57 PM Peak 1645 - 1745 (78), PM PHF=0.78

* Thursday, January 18, 2024 - Total=620, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**11**	**31**	**90**	**51**	**51**	**28**	**20**	**28**	**35**	**61**	**65**	**65**	**26**	**19**	**21**	**10**	**7**	**0**	
0	0	0	0	0	0	0	2	**20**	15	23	3	10	6	7	9	**17**	18	8	7	4	3	1	0	0
0	0	0	0	0	1	2	4	**10**	13	10	5	1	6	11	**23**	11	11	10	4	10	4	5	0	0
0	0	0	0	0	0	5	9	**26**	9	9	12	4	5	11	**17**	16	18	3	4	3	2	1	0	2
0	0	0	0	0	0	4	16	**34**	14	9	8	5	11	6	**12**	21	18	5	4	4	1	0	0	0

AM Peak 0800 - 0900 (90), AM PHF=0.66 PM Peak 1515 - 1615 (69), PM PHF=0.75

* Friday, January 19, 2024 - Total=474, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**2**	**5**	**18**	**51**	**27**	**28**	**22**	**29**	**30**	**38**	**65**	**32**	**59**	**25**	**8**	**13**	**10**	**6**	**4**	
0	0	0	0	0	0	0	0	5	**13**	9	5	6	10	10	**13**	12	11	6	4	3	2	0	2	0
0	0	0	0	0	1	0	3	**13**	4	2	9	5	6	8	**25**	7	22	7	3	4	6	4	0	0
2	0	0	0	0	0	3	6	**23**	6	6	3	8	5	7	**16**	5	16	8	1	4	1	1	1	1
0	0	0	0	0	1	2	9	**10**	4	11	5	10	9	**13**	11	8	10	4	0	2	1	1	1	0

AM Peak 0815 - 0915 (59), AM PHF=0.64 PM Peak 1445 - 1545 (67), PM PHF=0.67

* Saturday, January 20, 2024 - Total=202, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**2**	**0**	**0**	**0**	**0**	**1**	**3**	**10**	**12**	**13**	**20**	**21**	**14**	**13**	**10**	**19**	**26**	**10**	**3**	**8**	**9**	**3**	**4**	
0	0	0	0	0	0	0	0	0	2	5	**5**	4	2	4	1	7	**8**	3	1	3	4	0	0	0
0	2	0	0	0	0	0	0	3	2	2	**6**	8	5	4	3	2	**6**	4	1	2	2	1	2	0
1	0	0	0	0	0	0	1	2	5	1	**6**	6	3	2	4	3	**8**	2	1	2	3	1	1	0
0	0	0	0	0	0	1	2	5	3	**5**	3	3	4	3	2	**7**	4	1	0	1	0	1	1	1

AM Peak 1045 - 1145 (22), AM PHF=0.92 PM Peak 1645 - 1745 (29), PM PHF=0.91

* Sunday, January 21, 2024 - Total=247, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**1**	**1**	**0**	**0**	**1**	**3**	**4**	**14**	**19**	**24**	**36**	**21**	**29**	**19**	**22**	**23**	**10**	**7**	**7**	**3**	**0**	**2**	
0	0	0	0	0	0	0	1	1	5	7	5	**5**	**9**	12	4	2	6	3	2	3	1	0	1	1
0	0	1	0	0	0	1	0	0	1	4	3	**13**	2	5	5	8	8	3	2	4	0	0	0	0
0	0	0	0	0	0	0	1	2	2	2	**9**	**4**	6	6	3	3	4	1	2	0	2	0	1	0
1	0	0	1	0	0	0	1	1	6	6	**7**	**14**	4	6	7	9	5	3	1	0	0	0	0	0

AM Peak 1130 - 1230 (34), AM PHF=0.65 PM Peak 1215 - 1315 (40), PM PHF=0.71

* Monday, January 22, 2024 - Total=449, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**1**	**3**	**15**	**52**	**40**	**32**	**26**	**21**	**25**	**23**	**49**	**41**	**42**	**46**	**9**	**9**	**9**	**4**	**1**	
1	0	0	0	0	0	1	3	**6**	5	15	8	4	7	6	5	**9**	15	11	5	4	4	3	1	1
0	0	0	0	0	1	1	0	**11**	10	5	5	4	8	7	**27**	10	11	12	0	2	4	0	0	0
0	0	0	0	0	0	1	6	**19**	10	9	9	7	6	4	**8**	15	9	19	4	2	1	1	0	0
0	0	0	0	0	0	0	6	**16**	15	3	4	6	4	6	**9**	7	7	4	0	1	0	0	0	0

AM Peak 0800 - 0900 (52), AM PHF=0.68 PM Peak 1515 - 1615 (53), PM PHF=0.49

* Tuesday, January 23, 2024 - Total=556, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**1**	**3**	**13**	**77**	**28**	**25**	**40**	**23**	**30**	**23**	**76**	**52**	**57**	**53**	**19**	**19**	**10**	**5**	**1**	
1	0	0	0	0	0	1	0	**11**	10	7	10	6	5	3	**18**	17	16	17	3	4	5	1	0	0
0	0	0	0	0	1	0	2	**12**	3	6	13	5	10	6	**29**	9	13	16	2	5	2	1	0	1
0	0	0	0	0	0	1	2	**35**	6	6	8	4	8	6	**11**	11	16	12	7	7	1	1	1	0
0	0	0	0	0	0	1	9	**19**	9	6	9	8	7	8	**18**	15	12	8	7	3	2	2	0	0

AM Peak 0800 - 0900 (77), AM PHF=0.55 PM Peak 1500 - 1600 (76), PM PHF=0.66

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-745 -- English (ENU)

Datasets:
Site: **[3] EMERSON ST BT MELVILLE AVE AND KELLOGG AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

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

*** Wednesday, January 17, 2024 - Total=363, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**2**	**1**	**0**	**1**	**11**	**95**	**12**	**8**	**7**	**14**	**15**	**7**	**44**	**31**	**36**	**23**	**26**	**16**	**7**	**4**	**2**	
1	0	0	0	0	0	0	1	**5**	4	1	3	3	3	1	6	**8**	11	12	4	3	4	3	0	1
0	0	0	1	0	0	0	4	**10**	5	1	1	5	4	1	**18**	1	12	2	6	3	0	0	1	0
0	0	0	1	1	0	0	3	**55**	1	4	3	4	5	3	**14**	9	9	6	12	6	2	1	0	0
0	0	0	0	0	0	1	3	**25**	2	2	0	2	3	2	**6**	13	4	3	4	4	1	0	1	0

AM Peak 0800 - 0900 (95), AM PHF=0.43 PM Peak 1515 - 1615 (46), PM PHF=0.64

*** Thursday, January 18, 2024 - Total=370, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**1**	**0**	**0**	**12**	**98**	**24**	**11**	**14**	**16**	**17**	**17**	**37**	**33**	**31**	**16**	**9**	**24**	**4**	**4**	**0**	
1	0	0	0	0	0	0	1	5	**9**	7	4	9	5	5	**9**	10	5	7	2	4	1	4	0	0
0	0	0	0	0	0	0	5	**7**	3	1	4	3	4	7	**15**	5	8	5	3	12	1	0	0	1
0	0	0	1	0	0	0	1	**57**	4	1	3	2	2	3	**12**	11	12	2	3	6	1	0	0	0
0	0	0	0	1	0	0	5	**29**	8	2	3	2	6	**2**	1	7	6	2	1	2	1	0	0	2

AM Peak 0815 - 0915 (102), AM PHF=0.45 PM Peak 1445 - 1545 (38), PM PHF=0.63

*** Friday, January 19, 2024 - Total=298, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**0**	**0**	**1**	**0**	**1**	**1**	**13**	**68**	**9**	**9**	**7**	**17**	**9**	**11**	**62**	**20**	**25**	**26**	**3**	**5**	**5**	**3**	**0**	
0	0	0	0	0	0	0	1	**3**	3	1	1	3	2	3	**6**	6	6	3	0	2	3	1	0	0
1	0	0	0	0	0	0	2	**12**	2	1	1	4	2	4	**35**	7	6	5	2	0	1	1	0	0
0	0	0	1	0	0	0	5	**34**	3	4	1	2	2	1	**16**	2	10	9	0	2	1	1	0	1
2	0	0	0	0	1	1	5	**19**	1	3	4	8	3	3	**5**	5	3	9	1	1	0	0	0	0

AM Peak 0800 - 0900 (68), AM PHF=0.50 PM Peak 1500 - 1600 (62), PM PHF=0.44

*** Saturday, January 20, 2024 - Total=117, 15 minute drops**

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

AM Peak 0800 - 0900 (17), AM PHF=0.47 PM Peak 1700 - 1800 (16), PM PHF=0.80

*** Sunday, January 21, 2024 - Total=76, 15 minute drops**

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

AM Peak 1115 - 1215 (10), AM PHF=0.63 PM Peak 1200 - 1300 (9), PM PHF=0.56

*** Monday, January 22, 2024 - Total=284, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**0**	**10**	**57**	**19**	**15**	**8**	**11**	**11**	**11**	**51**	**20**	**24**	**30**	**3**	**2**	**4**	**6**	**1**	
0	0	0	0	0	0	0	2	**5**	3	12	4	1	3	3	**4**	3	6	10	2	1	3	2	1	0
0	0	0	1	0	0	0	2	**12**	4	1	1	3	3	6	**23**	5	4	5	0	0	0	3	0	0
0	0	0	0	0	0	0	1	**31**	4	1	2	5	1	1	**13**	9	7	13	0	0	0	0	0	0
0	0	0	0	0	0	0	5	**9**	8	1	1	2	4	1	**11**	3	7	2	1	1	1	1	0	0

AM Peak 0800 - 0900 (57), AM PHF=0.46 PM Peak 1500 - 1600 (51), PM PHF=0.55

*** Tuesday, January 23, 2024 - Total=315, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**1**	**0**	**0**	**0**	**13**	**79**	**6**	**13**	**15**	**11**	**12**	**18**	**44**	**24**	**21**	**20**	**5**	**21**	**7**	**3**	**1**	
0	0	0	0	0	0	0	6	**5**	2	5	7	7	2	3	**6**	5	9	3	0	1	0	2	0	0
0	0	0	0	0	0	0	3	**9**	1	2	3	3	1	3	**19**	4	4	5	3	4	1	1	1	0
0	1	0	1	0	0	0	1	**43**	0	5	1	0	3	7	**10**	4	4	11	1	9	4	0	0	0
0	0	0	0	0	0	0	3	**22**	3	1	4	1	6	5	**9**	11	4	1	1	7	2	0	0	0

AM Peak 0800 - 0900 (79), AM PHF=0.46 PM Peak 1500 - 1600 (44), PM PHF=0.58

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-746 -- English (ENU)

Datasets:
Site: **[3] EMERSON ST BT MELVILLE AVE AND KELLOGG AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

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

*** Wednesday, January 17, 2024 - Total=279, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**1**	**4**	**16**	**15**	**18**	**17**	**20**	**14**	**19**	**25**	**34**	**43**	**18**	**14**	**10**	**9**	**0**	**1**	
0	0	0	0	0	0	0	1	2	**5**	5	2	4	5	5	8	11	**10**	6	2	4	5	0	0	0
0	0	0	0	0	0	0	1	1	**4**	2	4	3	3	4	2	5	**16**	5	1	2	1	0	1	0
0	0	0	1	0	0	1	0	**4**	3	6	5	8	2	5	6	**13**	9	4	5	1	3	0	0	0
0	0	0	0	0	0	0	2	**9**	3	5	6	5	4	5	9	**5**	8	3	6	3	0	0	0	0

AM Peak 0830 - 0930 (22), AM PHF=0.61 PM Peak 1630 - 1730 (44), PM PHF=0.69

*** Thursday, January 18, 2024 - Total=342, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**23**	**16**	**13**	**20**	**20**	**22**	**26**	**31**	**52**	**49**	**26**	**15**	**11**	**7**	**4**	**0**	
0	0	0	0	0	0	0	1	**7**	6	3	6	5	5	7	7	9	**14**	7	2	3	4	1	0	0
0	0	0	0	0	0	0	2	**5**	4	6	3	6	7	8	6	**19**	15	5	5	2	2	1	0	0
0	0	0	1	0	0	0	0	**5**	2	0	4	5	7	7	7	**15**	10	5	4	4	0	0	0	0
0	0	0	0	0	0	0	3	**6**	4	4	7	4	3	4	11	**9**	10	9	4	2	1	2	0	1

AM Peak 0800 - 0900 (23), AM PHF=0.82 PM Peak 1615 - 1715 (57), PM PHF=0.75

*** Friday, January 19, 2024 - Total=303, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**2**	**0**	**0**	**2**	**8**	**15**	**22**	**18**	**22**	**18**	**13**	**22**	**40**	**30**	**33**	**27**	**14**	**7**	**8**	**1**	**0**	
0	0	0	0	0	0	1	0	7	8	3	**6**	6	4	3	8	**11**	10	4	4	2	3	0	0	0
0	0	0	0	0	0	1	2	0	4	6	**9**	4	3	3	**9**	8	7	5	5	2	3	0	0	0
0	0	0	2	0	0	0	3	4	4	**7**	5	2	1	8	**9**	7	11	11	2	0	2	0	0	0
1	0	0	0	0	0	0	3	4	6	**2**	2	6	5	8	**14**	4	5	7	3	3	0	1	0	0

AM Peak 1030 - 1130 (24), AM PHF=0.67 PM Peak 1515 - 1615 (43), PM PHF=0.77

*** Saturday, January 20, 2024 - Total=226, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**2**	**2**	**2**	**1**	**0**	**4**	**5**	**9**	**14**	**16**	**23**	**21**	**19**	**25**	**11**	**16**	**18**	**12**	**12**	**6**	**5**	**3**	
0	0	0	1	1	0	0	1	1	1	4	6	**6**	4	**5**	5	4	3	8	4	2	2	1	1	0
0	0	0	0	0	0	0	0	1	3	3	5	**7**	4	**9**	7	2	4	2	4	3	3	1	1	0
0	0	1	0	0	0	0	3	1	2	5	0	**4**	**6**	5	6	3	3	4	3	6	1	2	0	0
0	0	1	1	1	1	0	0	2	3	2	**5**	6	**7**	0	7	2	6	4	1	1	0	1	1	1

AM Peak 1145 - 1245 (22), AM PHF=0.79 PM Peak 1330 - 1430 (27), PM PHF=0.75

*** Sunday, January 21, 2024 - Total=176, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**5**	**14**	**12**	**17**	**11**	**22**	**13**	**12**	**12**	**24**	**13**	**7**	**3**	**6**	**0**	**0**	
0	0	0	0	1	0	0	0	2	2	**4**	3	1	3	2	2	3	**4**	2	2	0	3	0	0	0
0	0	0	0	0	0	0	0	1	3	**5**	8	1	8	3	4	3	**8**	5	1	2	0	0	0	1
0	0	0	1	0	0	0	1	2	**4**	1	2	3	4	3	3	3	**5**	1	3	0	1	0	0	0
1	0	0	1	0	0	0	0	0	**5**	2	4	6	7	5	3	3	**7**	5	1	1	2	0	0	0

AM Peak 0930 - 1030 (18), AM PHF=0.90 PM Peak 1700 - 1800 (24), PM PHF=0.75

*** Monday, January 22, 2024 - Total=286, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**3**	**28**	**25**	**21**	**20**	**25**	**18**	**27**	**35**	**19**	**24**	**13**	**6**	**8**	**5**	**0**	
0	0	0	0	0	0	0	1	1	**11**	10	2	5	4	4	3	**12**	4	8	5	2	1	1	0	0
1	0	0	1	0	0	0	0	0	**7**	6	7	5	8	4	3	**10**	5	5	2	0	1	1	0	0
0	0	0	0	0	0	0	3	2	**5**	6	6	5	9	8	**11**	7	9	6	5	3	4	1	0	0
0	0	0	0	0	0	0	3	0	**5**	3	6	5	4	2	**10**	6	1	5	1	1	2	2	0	0

AM Peak 0900 - 1000 (28), AM PHF=0.64 PM Peak 1530 - 1630 (43), PM PHF=0.90

*** Tuesday, January 23, 2024 - Total=309, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**2**	**1**	**7**	**23**	**19**	**16**	**19**	**23**	**27**	**24**	**17**	**34**	**31**	**26**	**17**	**7**	**13**	**2**	**0**	
0	0	0	0	0	0	0	0	8	4	3	3	**4**	4	11	8	6	**8**	8	2	0	5	1	0	0
0	0	0	0	0	0	1	3	2	6	6	3	**8**	9	4	3	**11**	3	3	6	1	4	0	0	0
0	0	0	1	0	1	0	2	5	5	5	6	**7**	7	4	4	**9**	11	8	2	3	2	0	0	0
0	0	0	0	0	1	0	2	8	4	2	**7**	4	7	5	2	**8**	9	7	7	3	2	1	0	0

AM Peak 1145 - 1245 (26), AM PHF=0.81 PM Peak 1615 - 1715 (36), PM PHF=0.82

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-744 -- English (ENU)

Datasets:

Site: **[2] KELLOGG AVE BT EMERSON ST AND BRYANT ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

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

*** Wednesday, January 17, 2024 - Total=199, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**0**	**3**	**6**	**23**	**12**	**4**	**11**	**18**	**14**	**16**	**19**	**16**	**16**	**11**	**13**	**7**	**6**	**3**	**0**	
0	0	0	0	0	0	1	2	**3**	2	0	5	2	3	4	1	**4**	5	2	4	1	3	2	0	0
0	0	0	0	0	0	0	0	**9**	2	1	4	9	4	4	**5**	3	4	3	2	1	0	0	0	1
0	0	0	1	0	0	1	1	**4**	5	2	1	1	2	3	**10**	8	5	3	3	0	3	0	0	0
0	0	0	0	0	0	1	3	**7**	3	1	1	6	5	5	**3**	1	2	3	4	5	0	1	0	0

AM Peak 0800 - 0900 (23), AM PHF=0.64 PM Peak 1515 - 1615 (22), PM PHF=0.55

*** Thursday, January 18, 2024 - Total=241, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**1**	**4**	**17**	**20**	**21**	**14**	**12**	**8**	**20**	**21**	**21**	**34**	**20**	**10**	**7**	**4**	**2**	**3**	**0**	
0	0	0	0	0	0	1	6	4	**6**	4	2	1	3	5	4	**10**	3	3	1	0	1	1	0	0
1	0	0	0	0	0	1	3	5	**7**	6	2	2	4	8	5	**11**	4	0	3	2	1	0	0	0
0	0	0	1	0	1	0	3	**9**	0	1	5	3	6	6	6	**7**	5	3	0	2	0	1	0	1
0	0	0	0	0	0	2	5	**2**	8	3	3	2	7	2	**6**	6	8	4	3	0	0	1	0	0

AM Peak 0830 - 0930 (24), AM PHF=0.67 PM Peak 1545 - 1645 (34), PM PHF=0.77

*** Friday, January 19, 2024 - Total=230, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**3**	**4**	**14**	**13**	**17**	**13**	**21**	**14**	**17**	**17**	**21**	**13**	**23**	**13**	**9**	**6**	**5**	**4**	**1**	
0	0	0	0	0	0	0	1	3	6	2	**6**	3	7	5	2	4	**7**	4	3	1	0	3	0	0
0	0	0	0	0	1	0	3	3	2	0	**7**	4	3	2	4	3	**3**	3	4	2	4	0	1	0
1	0	0	1	0	0	1	7	3	3	**6**	4	4	4	4	9	2	**10**	6	2	3	0	1	0	0
0	0	0	0	0	2	3	3	4	6	**5**	4	3	3	6	6	**4**	3	0	0	0	1	0	0	0

AM Peak 1030 - 1130 (24), AM PHF=0.86 PM Peak 1645 - 1745 (24), PM PHF=0.60

*** Saturday, January 20, 2024 - Total=125, 15 minute drops**

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

AM Peak 1030 - 1130 (17), AM PHF=0.71 PM Peak 1230 - 1330 (18), PM PHF=0.64

*** Sunday, January 21, 2024 - Total=99, 15 minute drops**

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

AM Peak 1145 - 1245 (14), AM PHF=0.70 PM Peak 1415 - 1515 (12), PM PHF=0.60

*** Monday, January 22, 2024 - Total=218, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**3**	**7**	**16**	**23**	**18**	**10**	**10**	**12**	**14**	**13**	**21**	**17**	**24**	**13**	**7**	**3**	**2**	**4**	**0**	
0	0	0	0	0	0	1	2	**5**	5	2	1	4	2	4	7	6	**6**	3	4	1	1	3	0	0
0	0	0	1	0	0	2	2	**8**	5	2	3	2	6	0	5	3	**10**	3	1	2	1	1	0	0
0	0	0	0	0	1	1	**7**	5	4	5	5	3	5	5	5	3	**4**	6	1	0	0	0	0	0
0	0	0	0	0	2	3	**5**	5	4	1	1	3	1	4	4	**5**	4	1	1	0	0	0	0	0

AM Peak 0730 - 0830 (25), AM PHF=0.78 PM Peak 1645 - 1745 (25), PM PHF=0.63

*** Tuesday, January 23, 2024 - Total=220, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**1**	**6**	**9**	**23**	**18**	**8**	**13**	**11**	**20**	**12**	**15**	**11**	**26**	**13**	**11**	**14**	**6**	**2**	**0**	
0	0	0	0	0	0	1	2	**5**	1	1	1	4	5	5	3	2	**4**	3	1	3	1	1	0	0
0	0	0	0	0	0	0	1	**7**	5	1	3	0	5	2	1	1	**7**	0	5	6	2	1	0	0
0	0	0	1	0	0	2	3	**5**	3	4	2	5	3	2	6	2	**7**	6	1	3	2	0	0	0
0	0	0	0	0	1	3	3	**6**	9	2	7	2	7	3	5	6	**8**	4	4	2	1	0	0	0

AM Peak 0800 - 0900 (23), AM PHF=0.82 PM Peak 1700 - 1800 (26), PM PHF=0.81

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-743 -- English (ENU)

Datasets:

Site: **[2] KELLOGG AVE BT EMERSON ST AND BRYANT ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

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

*** Wednesday, January 17, 2024 - Total=623, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**1**	**3**	**8**	**15**	**146**	**23**	**24**	**21**	**31**	**20**	**18**	**85**	**56**	**65**	**29**	**42**	**21**	**6**	**5**	**3**	
1	0	0	0	0	0	2	7	**10**	7	5	8	11	3	3	5	**11**	20	10	14	10	4	1	1	0
0	0	0	0	0	0	1	1	**24**	6	5	6	6	6	3	**50**	9	16	9	7	3	0	1	0	0
0	0	0	0	0	1	1	3	**93**	6	9	4	10	3	6	**20**	18	19	9	19	5	2	2	0	0
0	0	0	0	1	2	4	4	**19**	4	5	3	4	8	6	**10**	18	10	1	2	3	0	1	2	0

AM Peak 0800 - 0900 (146), AM PHF=0.39 PM Peak 1515 - 1615 (91), PM PHF=0.46

*** Thursday, January 18, 2024 - Total=659, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**3**	**9**	**25**	**155**	**40**	**34**	**20**	**20**	**21**	**26**	**86**	**58**	**69**	**29**	**21**	**34**	**5**	**4**	**0**	
0	0	0	0	0	0	1	6	**14**	10	15	3	10	7	8	**13**	12	13	15	4	4	1	1	0	0
0	0	0	0	0	0	2	2	**23**	12	4	6	5	3	7	**47**	12	16	8	8	13	2	3	0	1
0	0	0	0	0	1	2	6	**80**	3	9	4	2	8	4	**19**	16	24	2	6	14	1	0	0	2
0	0	0	0	0	2	4	11	**38**	15	6	7	3	3	**7**	7	18	16	4	3	3	1	0	0	1

AM Peak 0800 - 0900 (155), AM PHF=0.48 PM Peak 1445 - 1545 (86), PM PHF=0.46

*** Friday, January 19, 2024 - Total=565, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**0**	**0**	**0**	**2**	**5**	**8**	**20**	**132**	**13**	**21**	**15**	**17**	**23**	**24**	**111**	**32**	**65**	**38**	**10**	**9**	**10**	**4**	**2**	
0	0	0	0	0	0	1	3	6	**7**	5	0	2	4	5	**10**	9	14	9	5	3	2	0	0	0
1	0	0	0	0	0	2	4	**30**	2	5	4	3	9	3	**63**	4	10	4	1	4	3	2	0	1
2	0	0	0	0	0	2	7	**65**	1	4	4	7	2	4	**25**	13	32	19	2	1	3	2	2	1
1	0	0	0	2	5	3	6	**31**	3	7	7	5	8	12	**13**	6	9	6	2	1	2	0	0	0

AM Peak 0815 - 0915 (133), AM PHF=0.51 PM Peak 1500 - 1600 (111), PM PHF=0.44

*** Saturday, January 20, 2024 - Total=193, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**18**	**14**	**23**	**18**	**11**	**14**	**9**	**33**	**11**	**5**	**9**	**8**	**3**	**1**	
0	0	0	0	0	0	0	0	1	0	6	4	**4**	6	2	4	6	**9**	3	3	3	3	0	1	1
1	1	0	0	0	0	0	0	2	0	2	5	**5**	6	2	3	1	**12**	3	0	4	2	1	0	0
1	0	0	0	0	0	0	0	1	2	4	2	**10**	4	3	4	1	**9**	2	0	0	2	1	0	1
0	0	1	0	0	0	0	0	6	0	6	**3**	4	2	4	3	1	**3**	3	2	2	1	1	0	1

AM Peak 1145 - 1245 (22), AM PHF=0.55 PM Peak 1700 - 1800 (33), PM PHF=0.69

*** Sunday, January 21, 2024 - Total=116, 15 minute drops**

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

AM Peak 1100 - 1200 (10), AM PHF=0.42 PM Peak 1245 - 1345 (15), PM PHF=0.75

*** Monday, January 22, 2024 - Total=539, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**1**	**1**	**2**	**7**	**16**	**118**	**31**	**30**	**15**	**14**	**20**	**30**	**94**	**41**	**53**	**42**	**6**	**2**	**3**	**10**	**2**	
0	0	0	0	0	0	1	4	**10**	0	19	5	5	4	7	7	**9**	16	8	3	0	3	5	2	0
0	0	0	0	0	0	2	4	**22**	6	4	4	3	9	10	**54**	8	14	4	0	0	0	3	0	0
0	0	0	0	0	0	0	5	**68**	10	4	2	3	3	6	**23**	18	12	28	2	1	0	1	0	0
0	1	0	1	1	2	4	3	**18**	15	3	4	3	4	7	**10**	6	11	2	1	1	0	1	0	0

AM Peak 0800 - 0900 (118), AM PHF=0.43 PM Peak 1515 - 1615 (96), PM PHF=0.44

*** Tuesday, January 23, 2024 - Total=583, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**0**	**2**	**8**	**27**	**159**	**16**	**11**	**17**	**11**	**12**	**15**	**103**	**42**	**57**	**38**	**12**	**37**	**9**	**5**	**1**	
0	0	0	0	0	0	2	9	**7**	6	3	4	4	2	2	**14**	13	17	7	4	6	1	1	0	0
0	0	0	0	0	0	2	4	**36**	1	0	5	1	4	2	**50**	4	15	7	3	5	4	3	1	0
0	1	0	0	0	0	1	3	**76**	5	6	5	3	2	4	**22**	11	11	20	2	24	3	0	0	0
0	0	0	0	0	2	3	11	**40**	4	2	3	3	4	7	**17**	14	14	4	3	2	1	1	0	0

AM Peak 0800 - 0900 (159), AM PHF=0.52 PM Peak 1500 - 1600 (103), PM PHF=0.52

Appendix C:
Automated 15-Minute Driveway Count Data

The automated driveway count data will be transmitted electronically as an Excel spreadsheet.

Appendix D:
Parking Demand, Supply, and Occupancy by Hour

Castilleja School Parking Data

Count Dates: 1/22/2024 1/23/2024
Values reported are average of the two count days
Global Peak for Parking 11:00 AM
Number of Students 362

Table G1: Average Parking Demand from Field Count, On-Street Parking

Time	Melville	Kellogg			Emerson			Bryant		Waverley
	Alma-Emerson	Alma-Emerson	Emerson-Bryant	Bryant-Waverley	Embarc.-Melville	Melville-Kellogg	Kellogg-Churchill	Embarc.-Kellogg	Kellogg-Churchill	Kellogg-Churchill
	S	N	N	N	E	E	E	W	W	W
7:00 AM	8	7	3	5	10	2	2	0	3	0
8:00 AM	7	7	4	5	9	2	3	2	5	0
9:00 AM	7	6	10	5	10	10	4	9	6	0
10:00 AM	5	7	12	5	9	13	3	9	6	1
11:00 AM	4	6	12	4	10	14	3	10	6	1
12:00 PM	9	5	12	4	9	15	3	10	7	1
1:00 PM	10	7	11	3	10	15	3	9	6	1
2:00 PM	4	7	12	4	10	14	4	8	6	3
3:00 PM	4	7	11	4	8	14	3	9	6	3
4:00 PM	4	7	9	4	8	11	2	4	5	2
5:00 PM	4	6	5	4	9	7	2	2	2	3

Notes:
Adjacent streets at school frontages
Expanded study area

Table G2: Average Parking Demand Summary, On-Street Parking

Time	Adjacent Streets				Time	Expanded Study Area				Time	Adjacent Streets + Expanded Study Area			
	Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)		Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)		Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)
7:00 AM	14		23%	0.037	7:00 AM	23		26%	0.064	7:00 AM	37		24%	0.101
8:00 AM	16		27%	0.044	8:00 AM	27		30%	0.073	8:00 AM	43		29%	0.117
9:00 AM	38		63%	0.104	9:00 AM	27		30%	0.075	9:00 AM	65		43%	0.178
10:00 AM	43		72%	0.119	10:00 AM	26		29%	0.070	10:00 AM	69		46%	0.189
11:00 AM	45		75%	0.124	11:00 AM	23		26%	0.064	11:00 AM	68		46%	0.188
12:00 PM	45	60	75%	0.124	12:00 PM	27	89	30%	0.075	12:00 PM	72	149	48%	0.199
1:00 PM	44		73%	0.122	1:00 PM	29		33%	0.080	1:00 PM	73		49%	0.202
2:00 PM	43		72%	0.119	2:00 PM	26		29%	0.072	2:00 PM	69		46%	0.191
3:00 PM	42		69%	0.115	3:00 PM	26		29%	0.072	3:00 PM	68		45%	0.186
4:00 PM	32		53%	0.087	4:00 PM	22		25%	0.061	4:00 PM	54		36%	0.148
5:00 PM	22		36%	0.059	5:00 PM	19		21%	0.051	5:00 PM	40		27%	0.110

Notes:
Highest Demand

Table G3: Average Parking Demand from Field Count, On Campus Parking											
Time	Bryant Admin Lot (Employee and Visitor)			Senior Lot		Kellogg Employee Lot					
	General	ADA	Visitor	General	ADA	Employee	Employee EV	ADA	Reserved	M/C	Food
7:00AM	1	1	0	0	0	13	2	1	5	0	1
8:00AM	3	1	0	2	0	16	2	1	1	0	1
9:00AM	9	1	3	20	1	21	3	1	8	0	1
10:00AM	11	1	8	23	1	22	3	1	7	0	1
11:00AM	10	1	8	25	1	22	2	1	6	0	1
12:00PM	11	1	6	25	1	22	3	1	7	0	1
1:00PM	10	1	6	24	1	22	3	1	7	0	1
2:00PM	10	1	5	24	1	24	3	2	7	0	1
3:00PM	9	1	7	20	1	19	3	1	5	0	1
4:00PM	7	0	8	9	1	15	3	1	5	0	1
5:00PM	6	0	7	8	1	15	1	1	5	0	1

Table G4: Average Parking Demand Summary, On Campus Parking																			
Time	Bryant Admin Lot (Employee and Visitor)				Time	Senior Lot				Time	Kellogg Employee Lot				Time	All On Campus Parking Lots			
	Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)		Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)		Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)		Total Vehicles	Supply	% Occupied	Rate (Parked Cars per Student)
7:00 AM	2		8%	0.0055	7:00 AM	0		0%	0.0000	7:00 AM	20		50%	0.0539	7:00 AM	22		24%	0.059
8:00 AM	4		16%	0.0110	8:00 AM	2		8%	0.0055	8:00 AM	20		50%	0.0539	8:00 AM	26		28%	0.070
9:00 AM	13		52%	0.0359	9:00 AM	21		81%	0.0580	9:00 AM	33		83%	0.0898	9:00 AM	67		74%	0.184
10:00 AM	20		78%	0.0539	10:00 AM	24		90%	0.0649	10:00 AM	32		82%	0.0884	10:00 AM	75		83%	0.207
11:00 AM	19		76%	0.0525	11:00 AM	26		100%	0.0718	11:00 AM	31		79%	0.0856	11:00 AM	76		84%	0.210
12:00 PM	18	25	70%	0.0483	12:00 PM	26	26	98%	0.0704	12:00 PM	32	39	82%	0.0884	12:00 PM	75	90	83%	0.207
1:00 PM	17		66%	0.0456	1:00 PM	25		94%	0.0677	1:00 PM	33		85%	0.0912	1:00 PM	74		82%	0.204
2:00 PM	16		62%	0.0428	2:00 PM	25		96%	0.0691	2:00 PM	36		91%	0.0981	2:00 PM	76		84%	0.210
3:00 PM	17		66%	0.0456	3:00 PM	21		81%	0.0580	3:00 PM	29		73%	0.0787	3:00 PM	66		73%	0.182
4:00 PM	15		58%	0.0401	4:00 PM	10		37%	0.0262	4:00 PM	24		62%	0.0663	4:00 PM	48		53%	0.133
5:00 PM	13		50%	0.0345	5:00 PM	8		31%	0.0221	5:00 PM	22		56%	0.0608	5:00 PM	43		47%	0.117

Notes:

Highest Demand

Appendix E:
Traffic Monitoring Guidelines

Traffic and Neighborhood Monitoring Guidelines

Thank you for signing up to assist with our morning/afternoon traffic and/or neighborhood monitoring as required by our CUP. Your help with this will offset your TDM requirements.

We have opportunities for monitoring traffic and parking during the morning/afternoon drop-off and pick-up as well as opportunities throughout the day for monitoring parking in the surrounding neighborhood.

All monitors are required to wear a yellow vest which can be picked up at the maintenance office.

If you witness any traffic, pick-up/drop-off or parking infraction please email the transportation team at transportation@castilleja.org with the student/parents name and a description of the infraction.

At all driveways, please report any excessive vehicle queues, safety concerns, or other recommendations to improve safety and circulation to transportation@castilleja.org.

General Guidelines for Monitoring Drop off and Pick up at all Driveways

- No left turns into or out of the driveways. Right turns only. NO EXCEPTIONS! and no U-turns.
- Students must be prepared to exit the vehicle without delay. Parents should remain in the vehicle.
- Make sure students are not being dropped off or picked up in the middle of the street or across the street and that anyone affiliated with Castilleja is not parking on the neighbor's side of the street.
- Cars parking on the curbside need to pull up to the next car parked in front of them. The first car needs to pull up as far as possible.
- Monitor the cars that exit the driveways and help them avoid oncoming cars, bicyclists and pedestrians.
- Advise drivers of any violation that they commit and write down the violation and drivers name to be recorded later. You can use the clipboard provided from the maintenance office or send an email to transportation@castilleja.org .
- Middle school students get dropped off and picked up at the Bryant St. driveway. Upper school students get dropped off and picked up at the Kellogg driveway. Carpools drop off and pick up in the employee parking lot driveway. Carpools are 2 or more students being dropped off, a student and an employee or 2 employees.
- Traffic monitors are required to report any excessive vehicle queues, safety concerns, or traffic violations. For reporting please use the **transportation@castilleja.org** email.
- The Transportation Department will contact the appropriate administrator and inform them of the violation.

Bryant St. Driveway

- No left turns into or out of the driveways. Right turns only. NO EXCEPTIONS!

  Driveway Exit:
  - Stand so the drivers can see you clearly and you can see the street traffic. It is your responsibility to put your hand up to stop the driver until you give them the all clear to proceed. Bryant street is a bike boulevard and it is very important that you make sure the bike traffic is clear before giving a driver the all clear to proceed.

  Driveway Entrance:
  - Stand so the drivers can see you clearly and you can see the street traffic. There are two paths on this driveway. You will want to make sure drivers are using both. If the traffic is backing up onto the street you will need to communicate with the person working the

Traffic and Neighborhood Monitoring Guidelines

center driveway and let them know the front person needs to circle around.

Center Driveway:

- Stand on the inside of the crosswalk. You will need to supervise the drivers and students. Stop drivers when students are in the crosswalk.
- Ask drivers to circle around if their student is not present and there is a back up. The right side of the driveway is for staging and drivers must stay with the vehicle. The left side must continue to flow through.
- If the line of cars starts to back up onto the street and the front car's student is not ready to be picked up the driver will have to circle the block and get back in the queue.

Kellogg Avenue Driveway

- No left turns into or out of the driveways. Right turns only. NO EXCEPTIONS!
- Watch for students being dropped-off or picked-up in the middle of the street or across the street. If you see a violation, take down the name of the student and send an email to transportation@castilleja.org .

Driveway Exit

- Hold traffic when students are exiting the bus to make sure the students are clear before letting cars exit.
- Hold cars until it is safe to exit.

Driveway Entrance

- Monitor the flow of traffic into the driveway.
- If the line of cars starts to back up onto the street and the front car's student is not ready to be picked up the driver will have to circle the block and get back in the queue.
- Report any excessive queues or safety concerns to transportation@castilleja.org.

Emerson Driveway Exit

- No left turns into or out of the driveways. Right turns only. NO EXCEPTIONS!
- Make sure cars parking on the curbside pull up to the next car parked in front of them. The first car needs to pull up as far as possible.
- Watch for students being dropped-off or picked-up in the middle of the street or across the street. If you see a violation, take down the name of the student and send an email to transportation@castilleja.org .

Senior Lot Entrance/Exit

- Seniors must make right turns into and out of the Senior parking lot.
- Make sure no parent/guardians are dropping students off in the Senior lot. Please report any drop offs in the senior lot to transportation@castilleja.org.
- Make sure Seniors are only parking in valid parking spots.
- Walk the parking lot to make sure all cars parked in the Senor Lot have a sticker and report any cars that do not have stickers.

Traffic and Neighborhood Monitoring Guidelines

Corner Monitoritoring

- If you are signed up for corning monitoring in the AM or PM please arrive 20 minutes prior to the start or end of the school day. Pick one of the following locations: Embarcadero/Bryant, Bryant/Kellogg, Kellogg/Emerson, and Emerson/Melville.
- Pick up the clipboard for recording activity at the maintenance office and return the clipboard along with the recording sheet after you have completed your shift.
    - Ask students and employees who are walking to campus where they are walking from. We want to identify if they were dropped off or picked up in the surrounding neighborhood. If you suspect they were dropped off or picked up in the neighborhood, notify the offender about the rules and let them know this is their first warning and mark down their name, grade, offense.
    - Look down the streets to see if anyone coming to Castilleja is parking or getting dropped off in the neighborhood. Advise those who have parked or have gotten dropped off in the neighborhood that it is a violation of our CUP and they will be reported. Write down the violation and name of the student or driver for follow up.

Neighborhood Monitoring

- If you are signed up for neighborhood monitoring you can do this during your free period throughout the school day.
    - Please walk up to 2 blocks from Castilleja on the following streets: Kellogg Avenue, Waverley, Bryant, Emerson, Melville (Between Emerson and Alma). You are looking for cars with either a student or employee sticker. If you identify a vehicle parked in the neighborhood that has a Castilleja parking sticker, report the sticker and make of car to transportation@castilleja.org.
    - The Transportation Department will contact the appropriate administrator and inform them of the violation. The employee or student will be asked to move their car and the infraction will be entered into our parking infractions form.

Appendix F:
Mailing to Families

From: **Castilleja School** noreply@notify.castilleja.org
Subject: Message Sent Successfully: Transportation Reminders for Second Semester
Date: January 3, 2024 at 9:31 AM
To: scoburn@castilleja.org, eteichmann@castilleja.org, communication@castilleja.org

CS

The following message sent successfully:
Internal Name: TDM Letter 2024 (23-24 Spring Semester)
Subject: Transportation Reminders for Second Semester
Mailing List: Students Seniors 2024, Students 2029, Students 2028, Students 2027, Students 2026, Parents 2024, Parents 2025, Parents 2027, Parents 2028, Parents 2029, Students 2025, Parents 2026, Students 2030, Parents 2030

Below is a copy of the message.

January 3, 2024

Dear Castilleja Families,

Thank you for your partnership in helping Castilleja meet our Traffic Demand Management (TDM) requirements during the first semester. We acknowledge the extra effort and coordination it takes, and we are grateful for your support. Whenever you are able to limit your trips to campus, you are helping us reduce the school's traffic impact on the neighborhood.

As we begin the second semester, we would like to take the opportunity to remind you of our transportation policies at the JCC and Bryant Street campuses. All of these details are also available on the Transportation Portal.

Bryant Street Campus Transportation

- Picking up, dropping off, parking, and idling in the neighborhood is strictly prohibited and in violation of our Conditional Use Permit (CUP).
- If you plan to arrive at school before your student is ready for pick up, do not park in the neighborhood to wait. Please follow the guidance of our traffic monitors if they ask you to circle the block.
- Any car you drive to campus must be registered and have a sticker on the front

windshield.

- Seniors are allowed one entry and one exit from campus a day if they park in the Senior Lot. Seniors may also park around the block on the school side of the street.
- Juniors may park at AME Zion Church and shuttle to campus.
- There is a bike repair station for students next to the maintenance office. Be sure to read CastiNews for more details about repair clinics that will be offered this semester.
- Read CastiNews for detailed community parking instructions, including during parent/guardian events.

JCC Campus Transportation

- Bike racks are available for students who bike to campus.
- We have six bus and shuttle routes. View the route schedule and sign up here.
- If you commute by car, please remember that there is limited space for cars and a five-minute time limit for waiting in the pick up area.

Thank you again for your continued support and efforts to reduce trips to campus. We look forward to a wonderful second semester at Castilleja.

Warmly,
Kathy Layendecker and Elke Teichmann

Ideas and comments are welcome, please contact transportation@castilleja.org.

Castilleja School
1310 Bryant Street, Palo Alto, CA 94301
(650) 328–3160
www.castilleja.org

F1. TDM Letter to Students and Parents/Guardians

F2. TDM Letter to Employees

Email sent on 12/19/2023 to all employees

Dear Colleagues,

Thank you for adhering to the TDM Pledge you made at the beginning of the year.

We are writing to provide you with reminders and updates about TDM for the second semester, and to request help in fulfilling the variety of traffic management duties around campus.

We acknowledge the extra effort it takes to fulfill the TDM requirements and appreciate everyone's efforts to help us meet our CUP trip counts. **Your efforts are making a difference, and we are grateful!** *Even with this improvement, we are still in need of additional TDM support.*

We would also like to take this opportunity to remind you that adhering to the TDM program is a requirement, not a request, and everyone's participation is crucial to maintaining the school's future. Please consider how you can best fulfill your second semester TDM pledge in a way that aligns with your schedule. If you would like help brainstorming, we welcome a conversation with you.

Incentive Payment and TDM Reimbursement

Your first TDM incentive payment–accounting for your commutes made September 9 to October 31–has been processed and it was reflected in your November 22 paycheck. As a reminder, we use the VisitU app to calculate these payments and to account for who is on campus, at any time, should there be an emergency. Please make sure to log in and out of VisitU whenever you are entering and exiting campus.

Have you taken advantage of your $50 TDM reimbursement? Use this for any item that will help make your commute more enjoyable.

JCC/Bryant Inter Campus Travel Guidelines

If you frequently move between the Bryant Street and JCC campuses, please remember you have multiple options for transportation. If you must use your own vehicle, you may be reimbursed for those trips. See the guidelines here.

Assistance Needed: Sign Up to Drive and Monitor Traffic

Do you need to drive/park on campus more than 1 day a week? In order to offset your TDM you can choose one of the following options below. *Can you do one of the following?*

- Drive a shuttle

- Monitor drop off and/or pick up
- Check for unregistered cars

We are short on shuttle drivers and need your help. If you can drive a shuttle–even once a week–contact Vince. He will work with you to identify times that work for your schedule.

In addition, we need more support monitoring morning drop off and afternoon pick up and checking for unregistered cars. Please sign up for shifts here.

Reminder: TDM Pledge

Please remember that every employee must commit to TDM four days a week. If you have found yourself falling short on your pledge–walking, riding a bike, taking the train, traffic/parking brigade, or carpooling at least four days a week– please do what you can to up your efforts for the second semester. If you need to revise your pledge, do so here.

- Employees are only permitted to park on campus, at our designated remote parking lots (First Presbyterian Church and AME Zion Church), and on the school side of the blocks around the perimeter of campus. **Parking in the neighborhood is strictly prohibited.**
- Any car you drive to campus (however infrequently) must be registered and have a sticker affixed to the front windshield.
- If you need to bring a car to campus on a day when you normally would have fulfilled your TDM pledge, we ask that you offset your commute by helping with the traffic brigade. Please find the updated traffic brigade expectations here.
- The driveway counters count every trip to and from campus. If you park in on-campus parking lots you are allowed one entry and one exit from campus a day.

It takes each one of us to sustain this community now and into the future. Thank you again for your continued support and efforts to reduce trips to campus and contribute to a positive relationship with the neighborhood. We wish you a healthy, calm, and happy winter break.

Best,

Elke and Sherie

Quick links

- Transportation and TDM Page
- TDM Pledge
- Traffic Brigade Signups 2023 - 2024
- Reimbursement form for your $50 (Account 01-8200-515)
- Traffic Brigade Expectations

- Register a new car or get a new sticker here
- JCC/Bryant Inter Campus Guidelines

Elke Teichmann '09 https://www.name-coach.com/elke-teichmann

She/her/hers

Director of Operations

Appendix G:
2023-2024 TDM Operations Guide and Program Manual

FEHR PEERS

Castilleja School

2023-24

Transportation Demand Management

Operations Guide & Program Manual

An annual consolidation of Castilleja School TDM mitigation practices & requirements

OVERVIEW OF TDM PROGRAMS & OPERATIONS MANAGEMENT

This Operations Guide provides an overview of the planned mitigation strategies for the 2023-24 academic year to achieve our AM peak trip threshold of 383 trips and our Average Daily Trip (ADT) threshold of 1198. It contains appropriate measures and elements consistent with other Palo Alto, Santa Clara County, and regional commute programs, as well as the required COA's and Mitigation Measures required by the RLUA. The goal is that by implementing the strategies listed in this Operations Guide, Castilleja will successfully reduce trip counts and impact to the neighborhood.

The Operations Guide is categorized in the following sections:

I. Modes of Transportation
II. Communication and Education
III. Traffic and Parking Management
IV. School Operations
V. Monitoring and Reporting

Modes of Transportation

CARPOOLING

Castilleja actively encourages carpooling for employees, students, and parents/guardians. For employees, we offer cash incentives to those who commute with two or more in a car not in the same family. For students and parents/guardians we have programs in place to support the matching of families. In addition, Castilleja offers carpoolers in electric vehicles priority in using chargers in the employee parking lot.

- **Student Carpool Facilitation:** Castilleja's student carpool matching efforts include a parent representative who contacts households that live near an active carpool or live near other homes to help foster a carpool arrangement between these families. Parents looking for a carpool match can fill out the online form located on our website. A member of our parent community uses the survey results to help facilitate carpool matching.

- **Employee Carpool Facilitation**: Castilleja has a spreadsheet for employees on the Employee Transportation Portal for employees wishing to find a carpool partner.

WALKING AND BIKING

Castilleja actively encourages walking and biking to school for both students and employees that live within a 2-mile radius of campus. For employees we offer a cash incentive for walking or biking to school. For employees and students, we provide on-site bike repair equipment and conduct bike safety and maintenance clinics.

- **Bicycle and Pedestrian Connections:** Bicycling and walking are an alternative to the private automobile. They are also zero-emission modes of transport and, therefore, every trip converted from a car to a bike or walk helps our air quality. Castilleja supports and encourages biking and walking programs. Our new campus will incorporate bicycle lanes and paths to promote bike commuting and walking.

- **Bicycle Parking:** Castilleja provides more than 100 secure bicycle facilities which is currently more than enough bike parking for all of our students and employees who wish to commute to Castilleja by bicycle. For our campus remodel Castilleja plans to install 140 Class II secure bicycle parking facilities for bicycle commuters. Castilleja counts bicycle parking daily. As the demand for bicycle facilities expands, Castilleja will add more racks to accommodate the growing number of bicycle commuters.

- **Bicycle Repair Fix It Station:** Castilleja has a bicycle Fix-it station in the maintenance office. The bike Fix-it station includes an air compressor and a bike repair kit. We have staff that will assist any students or employees that need help with maintaining their bike.

- **Bicycle Tune Up Day:** Castilleja hosts one to two free events during the school year with a local bicycle shop or mobile service to provide free bicycle mini-tune-up or maintenance checks for all students, faculty, and staff. Tune-up events help promote the Bike-to School Days campaign.

- **Bicycle Safety Education:** Castilleja hosts a bicycle safety education class taught by staff or a local bicycle advocacy organization twice per year. The bike safety workshop will review bike riding basics, family biking tips, and general bike mechanics.

- **On-Campus Bikeshare:** Castilleja currently has two school-owned bicycles for employees to use for lunchtime recreation or daytime errands.

- **Walking or Biking to Campus Guidelines**: Castilleja provides safe route mapping for biking and walking to school to students and employees. According to WalkScore.com, Castilleja rates a 72 out of 100 as a "very walkable" location.

Transit, Van, and Shuttles.

- **Free School Bus and Van Service:** Castilleja offers free school bus and van service from Burlingame, San Mateo, Woodside, Portola Valley, the Los Altos region, East Palo Alto, and Menlo Park. This free service is available to students and employees. The school bus routes are listed on the Castilleja internal transportation resource portal, https://www.castilleja.org/portals/tdm.

- **Caltrain Shuttle Van:** Castilleja operates four to five last-mile van pick-up services for students and employees traveling to and from school via Caltrain. The van picks students and employees up at the Palo Alto University Avenue Caltrain Station in the morning and provides return service to the station after school. The Caltrain shuttle schedule can be found on our internal transportation portal https://www.castilleja.org/portals/tdm .

- **Student Parent/Guardian Incentive Program**: We currently offer our school bus/van and shuttle services free of charge to our students and employees. We routinely monitor our current routes and look for opportunities to add routes as needed.

Communication and Education

Castilleja TDM Resource Portal Webpage

- **Castilleja Commuter Resource Webpage (Portal):** Castilleja maintains web pages containing transportation resources and policy information for parents/guardians, students, and employees. Traffic reduction is a priority for the school. All school community members must abide by the school's TDM plan, posted on the Employee, and Parent/Guardian portals. The portals include instructions regarding all parking, car registration, and traffic circulation guidelines and the expectations that students, parents, and employees make every effort to reduce their transportation impact.

- **Employee Portal TDM Webpage:** Our employee transportation and parking TDM webpage contains some of the following information:
  - Parking requirements for employees who bring a car to campus
  - Information about our loaner bicycles
  - TDM pledge and trip reduction policy
  - Describes our 2023/24 employee incentive program
  - Links to: Bus/Van/Shuttle Schedules and Vehicle Registration

- **Parent/Guardian Portal Transportation Webpage:** Our parent/guardian transportation portal page contains some of the following information:
  - Traffic and trip reduction policy
  - Parking guidelines
  - Who can drive to campus (Seniors only)
  - Our van/bus shuttle program and links to the schedule
  - Link to our vehicle registration form

Student Parent TDM Communications

- **Student TDM Communications:** At the start of each semester Castilleja will remind Seniors that they must register all cars that will be driven to campus and review the traffic and parking policies. For the 2023/24 school year we have started issuing yellow stickers to our students to easily identify our Senior drivers. In addition we have linked the process for issuing Senior driver car stickers to our “Senior Privileges” to better incentivize drivers to register their vehicles.

- **Student & Parent/Guardian School TDM Communications:** Castilleja sends out emails and our weekly newsletter communications to inform students and

parents/guardians of the following:

- Commuter policies
- Transportation & free bus/shuttle services
- Parking updates and information
- School traffic TDM requirements
- Alternative options to consider such as biking, walking, carpooling or using the free bus/shuttle service

- **Student s& Parent/Guardian Traffic Reduction Policy:** At the start of each school year and the second semester families receive communication about the importance of limiting the school's traffic impact on the surrounding neighborhood through transportation marketing materials, the handbook, and our TDM Transportation portal page. All students and parents are encouraged to carpool, ride Caltrain, and use the school's buses and shuttles. Students who live near campus are encouraged to walk or ride a bike to school.

- **Student & Parent/Guardian Handbook TDM Information**: At the start of each school year students and parents/guardians are provided a handbook with our traffic rules and consequences for non-compliance. All students and parents/guardians are required to sign a form attesting that they have received and read the handbook.

CASTILLEJA NEWS TRANSPORTATION SECTION NEWSLETTER

- **Castilleja's Weekly Newsletter:** CastiNews is Castilleja's weekly newsletter and includes information about events, parking, and traffic minimization. CastiNews goes to parents/guardians and employees and includes a transportation and parking section. This section is used to provide traffic and parking updates for special events or any general updates as needed.

Traffic and Parking Management

Parking Restrictions

- **Restrict Student Driving and Parking on Campus**: Juniors are prohibited from driving and parking on or around campus however 5 exceptions to this rule are allowed at any given time for students that have extenuating circumstances.

- **Campus Parking:** Students, parents/guardians, visitors and employees are informed that they may only park on campus, in the schools remote lots, and on the school side of the street around campus.

- **Designated Student and Employee Parking Program:** The school has created dedicated student parking in the senior lot and employee parking in the Kellogg/Emmerson lot. In addition, Castilleja has reserved EV Parking for employees that carpool and drive an Electric Vehicle. All visitors to campus are instructed to use the Admin Lot.

- **Visitor Parking Lot:** The area in front of the Administration Building has been designated as the visitor parking zone. All visitors to campus are instructed to use this parking lot.

Off-Campus Parking

- **Remote Parking Facilities:** Castilleja currently leases 25 parking spaces at First Presbyterian Church for use by employees allowing them to park and walk to campus. Castilleja also currently leases 15 parking spaces at University AME Zion Church for students and employees. There is a shuttle that runs between the church and the school in the morning and multiple times in the afternoon.

- **Rules for parking at the off-campus lots:**

  First Presbyterian Church

  - ❖ Parking is allowed 6:30 a.m. - 6:00 p.m.
  - ❖ No moving your car to campus during the school day
  - ❖ Be respectful of the neighborhood: Keep quiet when returning to

your car.

Zion Church

- ❖ Parking is allowed 6:00 a.m. – 8:00 p.m.
- ❖ Sign up the day before to schedule shuttle service
- ❖ Be respectful of the neighborhood: Keep quiet when returning to your car or waiting for the shuttle.

Special Event Parking Management

- **Special Event Parking and Traffic Management:** Castilleja will review the parking and traffic requirements for each special event included in our special event list provided to the City at the start of the school year.

Castilleja will implement our special event parking management mitigation measures (listed below) for events that fall into the following categories:

- Major Events
- Special Events taking place 8:45 a.m. - 3:30 p.m, with greater than 80 guests
- Special Event taking place outside of instruction hours with greater than 160 guests.

- **Special Event Parking Mitigation Measures:**

✓ Provide traffic monitors to make sure that all vehicles park legally and safely.

✓ Provide shuttles to Caltrain and publish the shuttle schedule in Casti News.

✓ Make every effort to arrange off-site parking with nearby parking lots and provide shuttle service to and from the parking locations.

✓ Use the athletic field for overflow parking when needed.

- A nighttime and weekend supervisor lives in housing near the school to supervise traffic and parking during evening and weekend events. The employee is also on call should an unforeseen disruption occur.

- **Parking for School Committee Meetings:** For school committee meetings Castilleja will coordinate a parking plan and shuttle schedule when needed. The parking plan and shuttle schedule will be communicated via CastiNews and included in committee member communications. At the start of these meetings leaders will be instructed to remind guests of our parking policies and ask guests that are not parked in an approved location to move their cars.

Summer Camp Parking and Traffic Management

- **Summer Camp Parking Mitigation Measures:** Summer camp drop-off and pick-up will be conducted on campus. Camp employees will facilitate getting campers into vehicles and ensure all parking/traffic policies are being followed. It will be the responsibility of the Director of Summer Camp to enforce the policies with parents.

Traffic Rules, Enforcement, Monitoring and Management

- **Daily Traffic Management:** Castilleja uses school employees and security guards to help enforce all of our traffic rules. Castilleja traffic monitors will be identified by wearing a highly visible safety vest. During peak traffic times in the morning and afternoon Castilleja uses a total of seven attendants to enforce the following rules and safety measures:
    - Right turn only rule into and out of campus driveways and parking lots
    - Make sure cars do not back up on Kellogg, Bryant, Emerson or Embarcadero
    - No double parking in the neighborhood
    - No drop-off/pick-up of students outside of approved drop-off locations
    - No blocking the neighbor driveways at any time.
    - Maintain traffic flow in driveways. Drivers are directed to circle the block and return if their student is not at the pick-up location.
    - Monitor the exit onto Bryant street to assure that the bike route is kept safe upon exiting.

- **Traffic Monitor Training:** At the beginning of the school year school traffic monitors are trained on the above procedures as well as being instructed to report any excessive vehicle queues, safety concerns, or other concerns or recommendations to improve safety and circulation.

- **Daily Onsite and Surrounding Public Street Parking Oversight:** At least once per day traffic attendants will monitor parking onsite and on surrounding public streets. Any offenders are notified to move their car and added to our violation list for follow up if

necessary.

- **Student Drop-off and Pick Up Distribution:** Castilleja has multiple drop-off and pick up locations. Morning drop-offs and afternoon pick-ups are positioned in separate locations depending on grade level, carpool, and multi grade level families. Families who carpool use the priority loading area in the Employee Lot located by the pool. Castilleja attempts to distribute a portion of users at drop-off/pick-up areas (43% Bryant St, 30% Kellogg Ave, and 27% Bryant St. onto Emerson St.) to manage peak-hour traffic more efficiently. Castilleja will routinely monitor and reassess the drop-off/pick-up assignments to balance traffic flow and mitigate any back up onto the surrounding streets.

School Operations

Transportation Coordinators: Castilleja has designated two staff members to support the school's transportation facilities and programs. One staff person has a primary responsibility to oversee and manage transportation programs for the school. A second staff member aids and supports the transportation coordinator.

Vehicle Registration and Permitting: Vehicle registration and permitting are required for all students, parents/guardians, and employees. The Transportation Portal houses the link to the Vehicle Registration form. Once the form is completed, the School will issue a parking sticker, which must be affixed to the lower right-hand corner of the car's windshield.

Employee TDM Policy

- **Start of School Year Employee TDM Communication:** At the start of each semester Castilleja sets aside time for employees to register their cars, receive their I.D. tags and review the traffic and parking policies.
- **Employee TDM Handbook:** At the beginning of each school year, all Castilleja employees receive an Employee Policy Handbook. The handbook contains a section that describes the TDM rules employees are expected to follow to comply with the TDM related COA's and Mitigation Measures. All employees are encouraged to walk, ride a bike, carpool, take the train, or use the various Castilleja shuttles to campus and abide by all transportation demand programs outlined in the Transportation Section of our Employee Portal and Employee Handbook.

- **Employee TDM Reduction Pledge – Mandatory Participation:** For the 2023-24 school year we are asking all employees to commit to doing one of the following, at least four times a week:

    1. Commute by means other than a car (walk, bike, take the train, or use Castilleja van/bus transportation)
    2. Carpool with two or more non-family members
    3. Park in one of the remote parking lots

Employees who cannot fulfill one of the options above at least four days a week are required to sign up to help with traffic duty on days when they need to park on campus.

- **Employee TDM Commitment Survey:** All employees are sent a survey at the beginning of the school year and asked to identify which of the above options they plan to commit to. When employees check-in to our school's computer system each morning they are asked a survey question regarding their mode of transportation for that day. We use this information to monitor TDM compliance and to calculate incentives for using alternative forms of transportation.

- **New Employee TDM Orientation Packet:** As new employees arrive at Castilleja, they are supplied with a TDM Orientation Packet. This packet covers commuting to campus, preferred transport modes, commuting by car limitations, TDM monitoring and participation, and the importance of the TDM Requirements.

- **Employee Transit Benefits:** Employees can elect Commuter Transit benefits. Castilleja will provide employees up to $92.50 per pay period (maximum of $185 a month) towards their commute costs when they use public transportation to commute to and from Castilleja at least 4 days a week. Funds will be issued directly to a debit card by our administrator, HRPro, and spending deemed to be commuter funds would be limited to the purchase of a Clipper Card, or SamTrans or BART passes or transit parking.

- **Employee Incentive Program:** Castilleja actively encourages carpooling and alternative means of transportation to school. Employees earn $2.50 for each day they bike, walk, park remotely, carpool, or take public transportation. Employees must record their daily mode of transportation via the VisitU app. We use this data to calculate our TDM incentives and for TDM Plan Reporting.

- **Employee TDM Expense Reimbursement:** Employees are eligible for a $50 annual employee reimbursement to defray the cost of their TDM compliance. The

reimbursement covers bike tires, inner tubes, rain boots, helmets, bike gear, bike tune ups, transit costs, walking shoes, or fuel costs for carpool or vanpools.

Monitoring and Reporting

- **Permanent Vehicle Counter Devices:** Castilleja installed permanent vehicle counter devices at the entrances and exits of drop-off locations, surface parking lots, and garages. Castilleja will monitor the number of vehicle trips to and from campus during the peak morning hours.

- **Temporary Vehicle Counter Devices:** From time to time, Castilleja will install temporary vehicle counter devices in the public right of way at locations determined by the City Planning Director.

- **Monitoring Report:** Compiled TDM and travel data will generate a descriptive monitoring report for the City three times for the 2023/2024 school year.