

APPENDIX H: TRANSPORTATION SUPPORT DOCUMENTS

Transportation Technical Appendices prepared by Fehr & Peers

Appendix H – Guadalupe Quarry Redevelopment Project Draft EIR: Transportation and Circulation Appendices

September 2024

FEHR  PEERS

Transportation and Circulation Appendices

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Appendix H.1: General Plan Compliance Traffic Memorandum

Memorandum

Date: June 14, 2024
To: City of Brisbane
CC: Panorama
From: Matt Goyne and Natalie Daugherty, Fehr & Peers
Subject: **Guadalupe Quarry Transportation Study – Brisbane General Plan Compliance Traffic Memorandum**

SF20-1133

This memorandum serves as Appendix H.1 to Guadalupe Quarry Redevelopment Project Draft Environmental Impact Report (DEIR) with supplemental information for compliance with the City of Brisbane General Plan. The assessment of the project's effect on intersection operations in relation to City policies are presented for informational purposes and are not used for determining environmental impacts (per Senate Bill 743 and CEQA Guidelines §15064.3).

Policy Context

The Brisbane General Plan, adopted in 1994, is the blueprint for development in the City and addresses all aspects of development, including land use, housing, traffic, natural resources, open space, safety, and noise. The Circulation Element was amended in September 2015 and January 2020. Applicable circulation goals, policies, and programs related to transportation impacts related to the proposed project are described below.

- **Policy C.1** Design the City's roadway system to emphasize mobility for Brisbane residents and businesses, accommodate bicycle and pedestrian in addition to vehicular movement, and provide for comfortable and safe travel within the community to shopping, employment, and recreation, as well as to transit and the Highway 101 freeway.
- **Policy C.2** The level of service objective for principal and minor arterial streets within the City is LOS "D."
- **Policy C.3** Design turning movements and traffic signal timing at intersections so as to avoid the queueing of vehicles at intersection from backing up and adversely affecting operations at another intersection. Design turning movements and traffic signal timing at



freeway interchanges cause queueing of vehicles from the intersection onto the freeway mainline.

As noted above, Policy C.2 sets a level of service objective for principal and minor arterial streets but excludes the regional arterials Bayshore Boulevard and Geneva Avenue. This policy recognizes the role that these arterials serve for regional through traffic, as noted in the Circulation Element of the General Plan:

Bayshore Boulevard functions primarily as a regional roadway through the City of Brisbane. Experience has shown peak hour congestion along Highway 101 causes traffic to be diverted from the freeway onto Bayshore Boulevard through the City of Brisbane as motorists attempt to avoid congested freeway traffic. Depending on the time of day and location, regional through traffic makes up 60 to 80 percent of traffic on Bayshore Boulevard. On a daily basis, only 10 to 15 percent of all trips on Bayshore Boulevard are generated from Brisbane's residential neighborhoods and 15 to 20 percent are generated by Brisbane's employment centers. The majority of traffic on Bayshore Boulevard within Brisbane is between San Francisco and cities to the south, with a smaller amount (approximately 15 percent of all trips) traveling between Daly City and the cities to the south.

Traffic Operations Approach

Fehr & Peers assessed the level of service (LOS) at the following five study intersections for compliance with Policy C.2:

1. South Hill Drive/Quarry Road
2. South Hill Drive/Valley Drive
3. Valley Drive/Park Lane
4. North Hill Drive/Guadalupe Canyon Parkway
5. Bayshore Boulevard/Valley Drive

The study intersections are shown on **Figure 1** and were selected in coordination with the Brisbane Public Works based on their proximity to the proposed project and likelihood that each location could potentially be adversely affected by a substantial contribution of project trips, such as a exceedance of the City's LOS objective (Policy C.2) or the creation of vehicle queues between intersections (Policy C.3). In cases where the proposed project results in unacceptable operations at study intersections, based on the City of Brisbane General Plan, this has been defined as an "adverse effect" for the purposes of this study. In addition to the study intersections, the travel times along Bayshore Boulevard were assessed to present supplemental information about conditions along Bayshore Boulevard since the City does not have a LOS standard for these intersections.

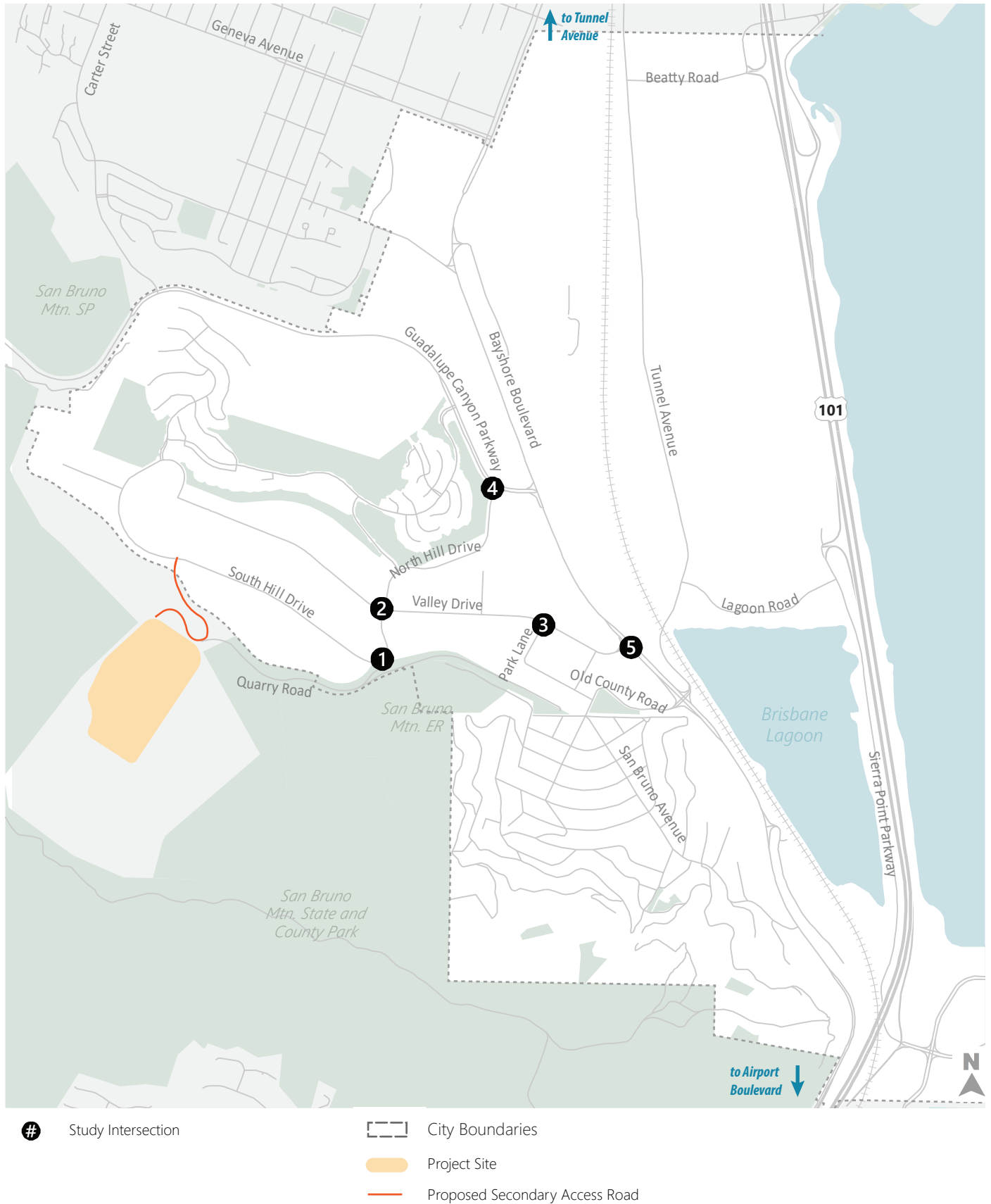


Figure A-1
Traffic Analysis Study Area



Analysis Scenarios

The transportation effects of the project are evaluated under several scenarios, which are described below. Each scenario includes specific assumptions about the surrounding land use context and implementation of planned transportation improvements.

Existing Conditions represent the environmental baseline conditions against which project impacts are measured. Traffic counts collected in 2022 indicate that traffic volumes continue to be lower than 2019 pre-COVID conditions. Therefore, to establish a reasonably conservative existing condition, this analysis utilized local traffic data collected in 2019 and the first two months of 2020. The comparison of traffic counts from 2019 to baseline conditions enables analysis of an observed condition. No major developments have been completed in the immediate project area between 2019 and 2023 that might substantially affect traffic patterns.

Existing Plus Project Conditions represent existing conditions with the addition of the project, including project-generated vehicle trips.

Cumulative 2040 Conditions include transportation demand resulting from reasonably foreseeable land use changes and conditions associated with planned transportation projects with the addition of project-related traffic. Cumulative conditions are based on forecasted land use and transportation conditions included in the current version of the C/CAG model as described further below in the Model Approach section.¹ Forecasts for cumulative conditions include several adjustments to reflect reasonably foreseeable projects affecting the study area, including buildout of Brisbane Baylands, completion of employment projects within the City of South San Francisco approved as of May 2020, and the Caltrain Business Plan's adopted service vision of operating eight trains per hour, per direction during peak periods.

Data Collection

The data collection for this study extended from 2019 through 2022 with the following data sources:

- Intersection turning movement counts for the AM and PM peak hours collected in May 2019, March 2020, and May 2022 along Bayshore Boulevard
- StreetLight Data estimates of traffic volumes from February through May 2019 for study intersections 1 through 4 within Crocker Park

This multi-year data collection approach was required because this study was conducted during the COVID-19 pandemic, when traffic volumes were suppressed. First, the intersection turning movement counts were collected on Wednesday, May 1, 2019 along Bayshore Boulevard to support the development of a calibrated roadway travel time model along Bayshore Boulevard at

¹ The C/CAG model has not been updated to reflect the latest version of Plan Bay Area, Plan Bay Area 2050.



Tunnel Avenue, Geneva Avenue, Industrial Way, Main Street, Guadalupe Canyon Parkway, Valley Drive, Tunnel Avenue/Old County Road, Van Waters and Rogers Road, and San Bruno Avenue. Supplement counts collected at these locations on Wednesday, March 11, 2020 and Tuesday, May 10, 2022 indicated that peak hour traffic volumes were lower than the 2019 traffic counts by 10 to 25 percent, depending on the location. Therefore, the counts collected in 2019 and the first two months of 2020 were used to establish a reasonably conservative existing traffic condition for the study area.

Field traffic counts for 2019 were not available for intersections 1 through 4. Therefore, turning movement volumes at these intersections were developed based on StreetLight Data between February and May 2019, and calibrated using counts at nearby intersections (Bayshore Boulevard at Valley Drive, Guadalupe Canyon Parkway, and Old County Road).

Figure 2 presents the existing traffic volumes at the five study intersections. Traffic counts for all periods and a technical memorandum that describes the use and calibration of StreetLight Data and includes StreetLight Data estimates of traffic volumes are included as supporting technical information to this memorandum.

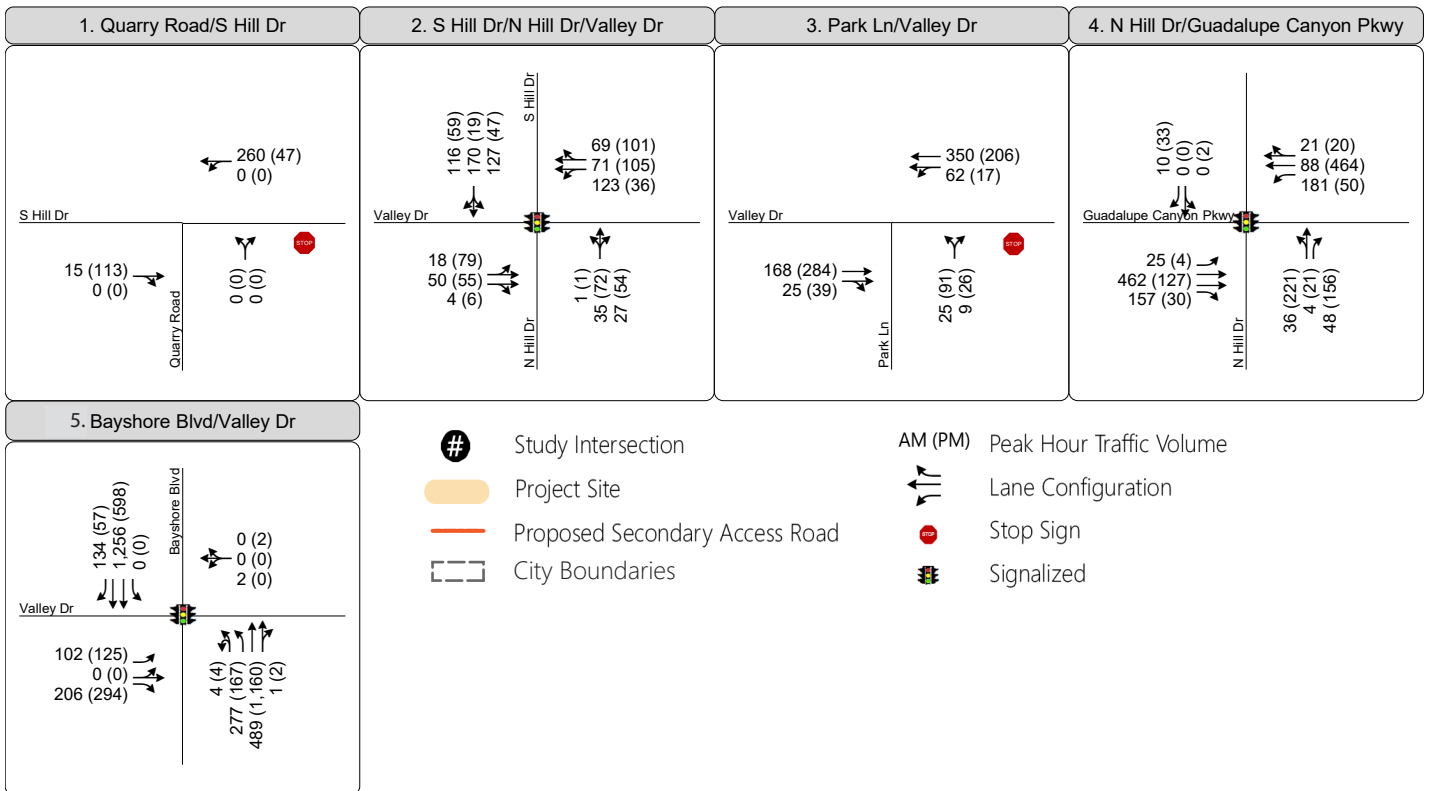
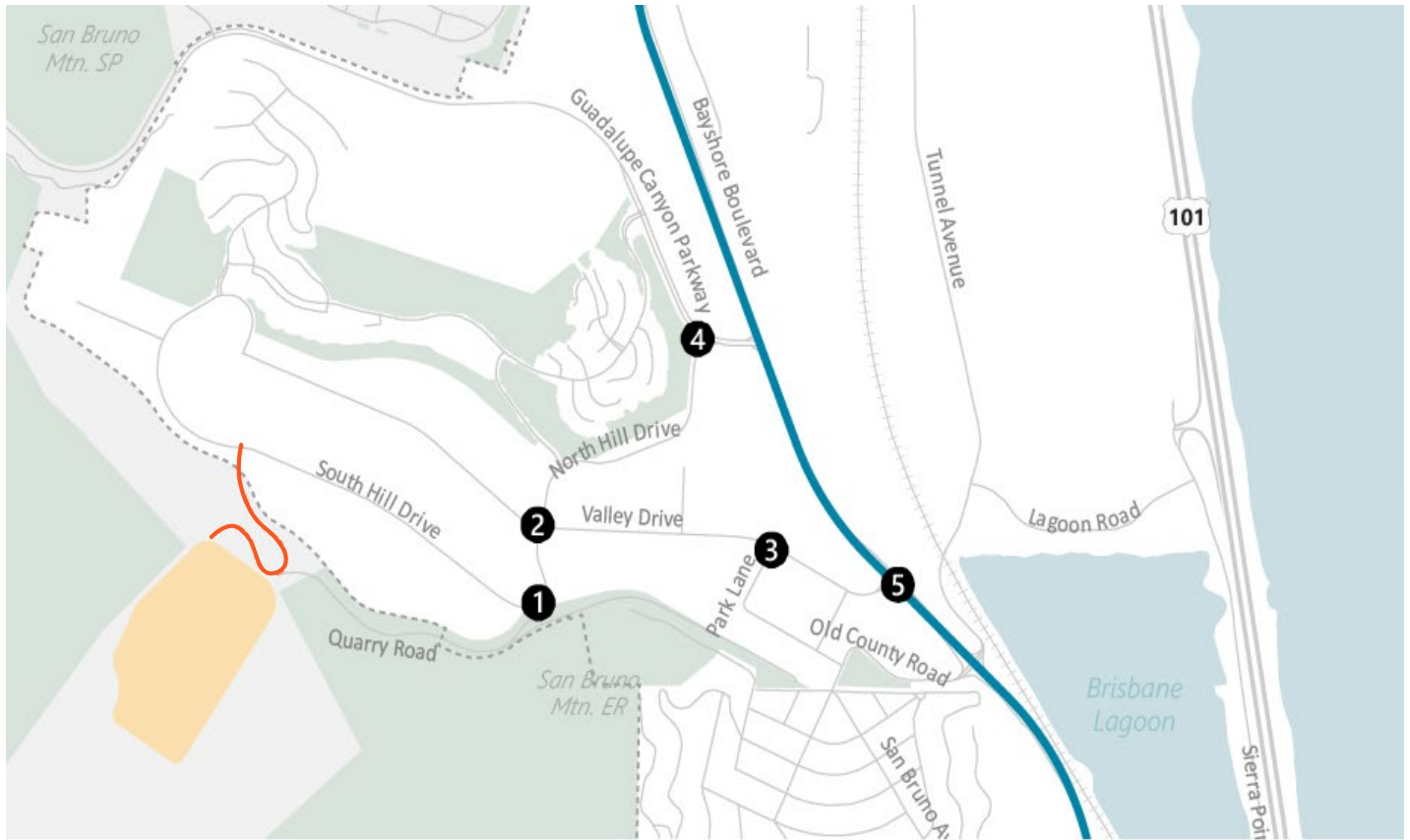


Figure A-2
Existing Lane Configurations and Turning Movement Volumes



Travel Demand Forecasting Approach

The travel demand forecasting approach for existing plus project and future year conditions includes the following regional and local travel models and data sources:

- City/County Association of Governments of San Mateo County Travel Demand Model (C/CAG model) covers the 9-county Bay Area region and was used to estimate regional trip distribution patterns for the assignment of project-generated trips and cumulative 2040 traffic conditions. Additional information on the C/CAG model forecasting approach is presented in Appendix H.2 of the DEIR transportation appendix.
- Brisbane's sub-area local model was used to assign vehicle trips generated by the project and other reasonably foreseeable projects to the local roadway network based on the C/CAG model's regional travel patterns. Additional information on the sub-area model forecasting approach is presented in Appendix H.2 of the DEIR transportation appendix.
- Warehouse trip generation data provide AM and PM peak hour estimates of passenger vehicle, vans, and trucks. Additional information on the warehouse trip generation information is provided as supporting technical information at the end of this memorandum.

The following sections provide additional detail on the approach to the regional and local travel models and the approach and estimates for peak hour trip generation.

Regional and Local Travel Models

The C/CAG model is a trip-based regional travel demand model that considers regional land use patterns, approximated highway congestion, and connecting transit service within the nine-county Bay Area region.² The C/CAG model was updated for consistency with existing and cumulative land uses and transportation conditions in the City of Brisbane and reviewed through a series of diagnostic tests to assess model performance and reasonableness as presented in Appendix H.2 of the DEIR transportation appendix. These updates improved model effectiveness in reflecting current travel patterns and changes in travel patterns in response to planned land use and transportation network changes. While the C/CAG model is applicable for use in the assessment of employee VMT and regional travel patterns, the C/CAG model is not focused on changes to truck travel patterns resulting from the project. Therefore, the C/CAG model is supplemented with the local model and data sources as described below.

Brisbane's sub-area local model, developed with the PTV Visum software platform, reflects origin-destination patterns consistent with the C/CAG model and incorporates refinements to the level

² Information about the C/CAG Travel Demand Model can be found at <https://ccag.ca.gov/programs/travel-demand-model/>. Additional details on the development and assumptions in the model are included in 2023 San Mateo County Congestion Management Program, Chapter 9: <https://ccag.ca.gov/wp-content/uploads/2024/02/CCAGCMP2023Final-wAppendix.pdf>



of detail in the local street network. The platform includes a combination of inputs from the macroscopic C/CAG regional model, project travel demand, and aspects of a detailed traffic micro-simulation model. This model accounts for more detail compared to the C/CAG model, including roadway capacity, signal timing, traffic congestion, and local circulation networks, which allows for a more accurate assignment of traffic to local roadways. Details on these model edits are presented in Appendix H.2 of the DEIR transportation appendix.

Peak Hour Trip Generation

Fehr & Peers coordinated the collection of 72 hours of driveway vehicle classification count data at 39 warehousing buildings across San Joaquin County in June 2021. Of the 39 total warehouse buildings, five were determined to be comparable to the proposed project as presented in the supporting technical information at the end of this memorandum. This filtered dataset of comparable buildings was used to develop average trip generation rates per thousand square feet (ksf) for warehousing uses in San Joaquin County, as shown below in **Table 1**. This data was used in lieu of other data sources such as Institute of Transportation Engineers (ITE) Trip Generation manual since this data source reflects recent changes to truck delivery trends local to Northern California. Many of the national datasets collected in the ITE Trip Generation included outdated data that was surveyed 30 to 40 years ago, which would result in imprecise results. In addition, the San Joaquin warehousing data includes data on medium-duty trucks, which is not available from ITE data.

Table 1: Warehouse Trip Generation Rates

Land Use	Size of Study Sites (ksf) ¹	Trip Generation Rate (per ksf)		Percent of Daily Trips
		AM Peak Hour	PM Peak Hour	Trucks
Warehousing	160 to 610 ksf	0.115	0.155	24%

Source: Fehr & Peers, 2023

Notes:

1. Based on traffic counts collected at 5 warehousing sites in San Joaquin County in June 2021 as presented in the supporting technical information at the end of this memorandum.



Table 2 summarizes AM and PM peak hour trip generation for the proposed project by vehicle type. Figure 3 shows project trip distribution for the proposed project, based on the C/CAG regional model. **Figure 4** shows project trip assignment at the study intersections based on Brisbane’s sub-area local model.

Table 2: AM and PM Peak Hour Trip Generation

Vehicle Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Vehicle ¹	120	13	133	69	109	178
Vans and Trucks	9	9	18	16	10	26
Total	129	21	151	85	119	204

Source: Fehr & Peers, 2023

Notes: Trip generation calculations are presented in the supporting technical information at the end of this memorandum.

1. Passenger vehicle trip rates do not account for the effects of the TDM measures presented in Table 3.9-1 of the DEIR transportation section.

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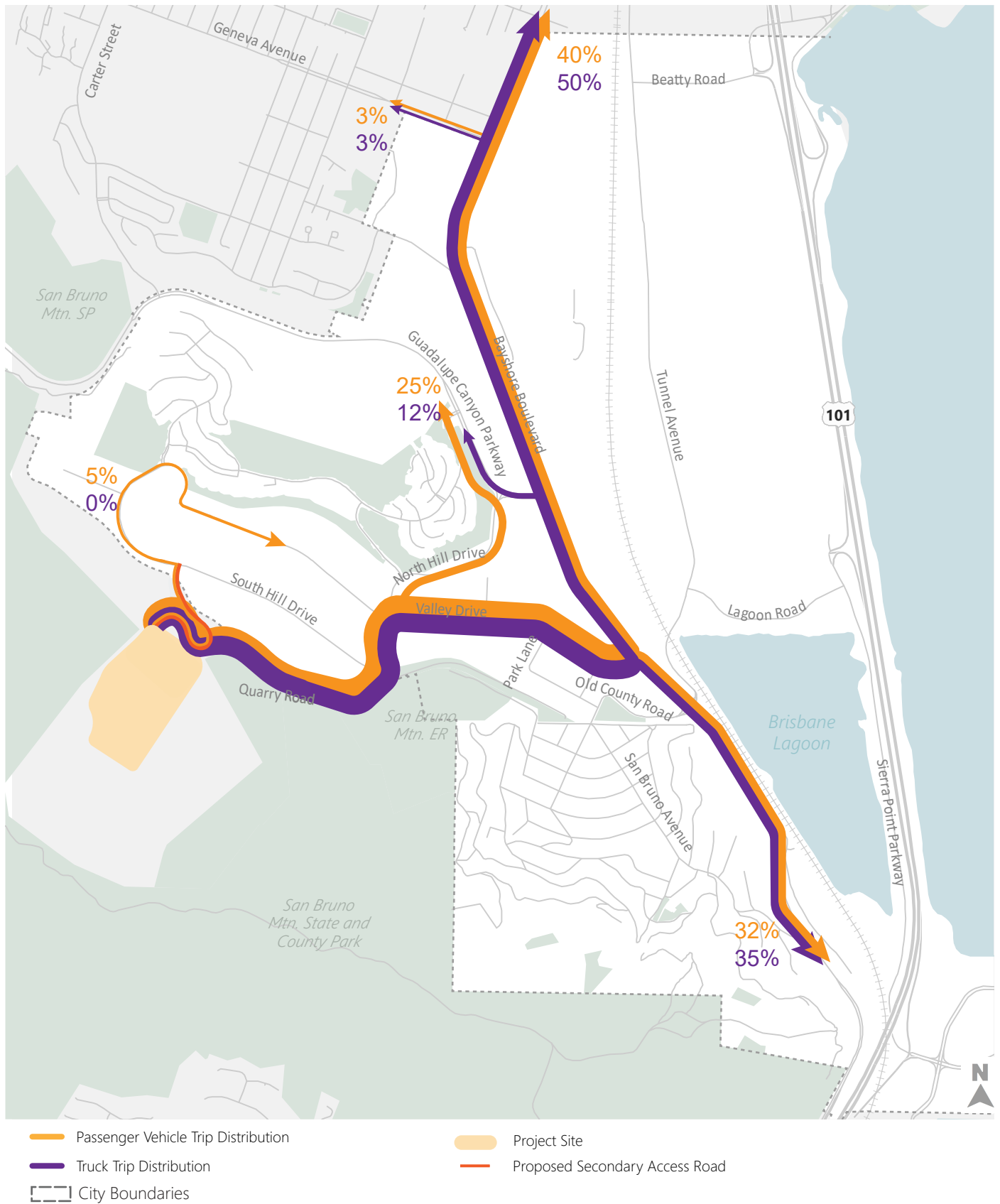


Figure A-3
Project Trip Distribution

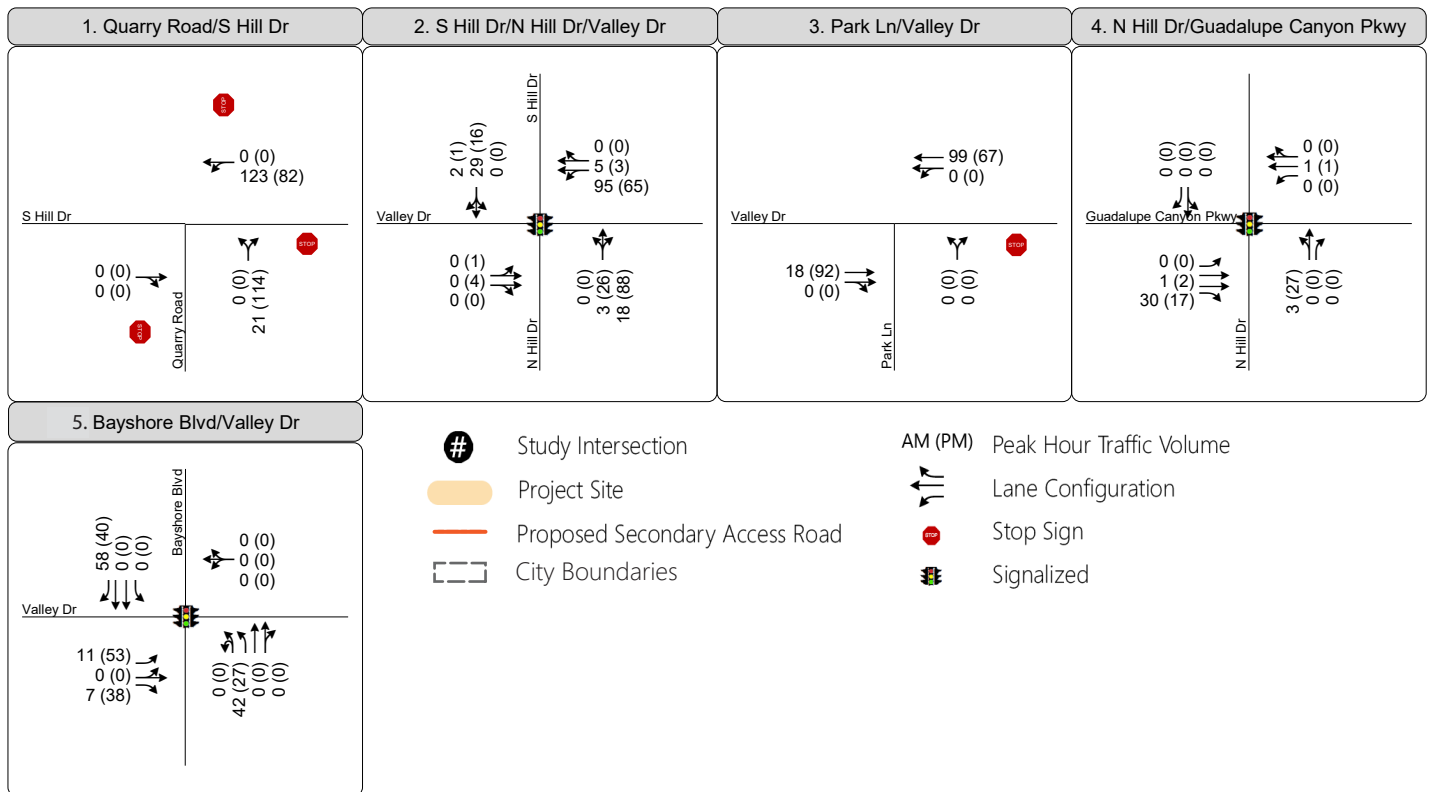
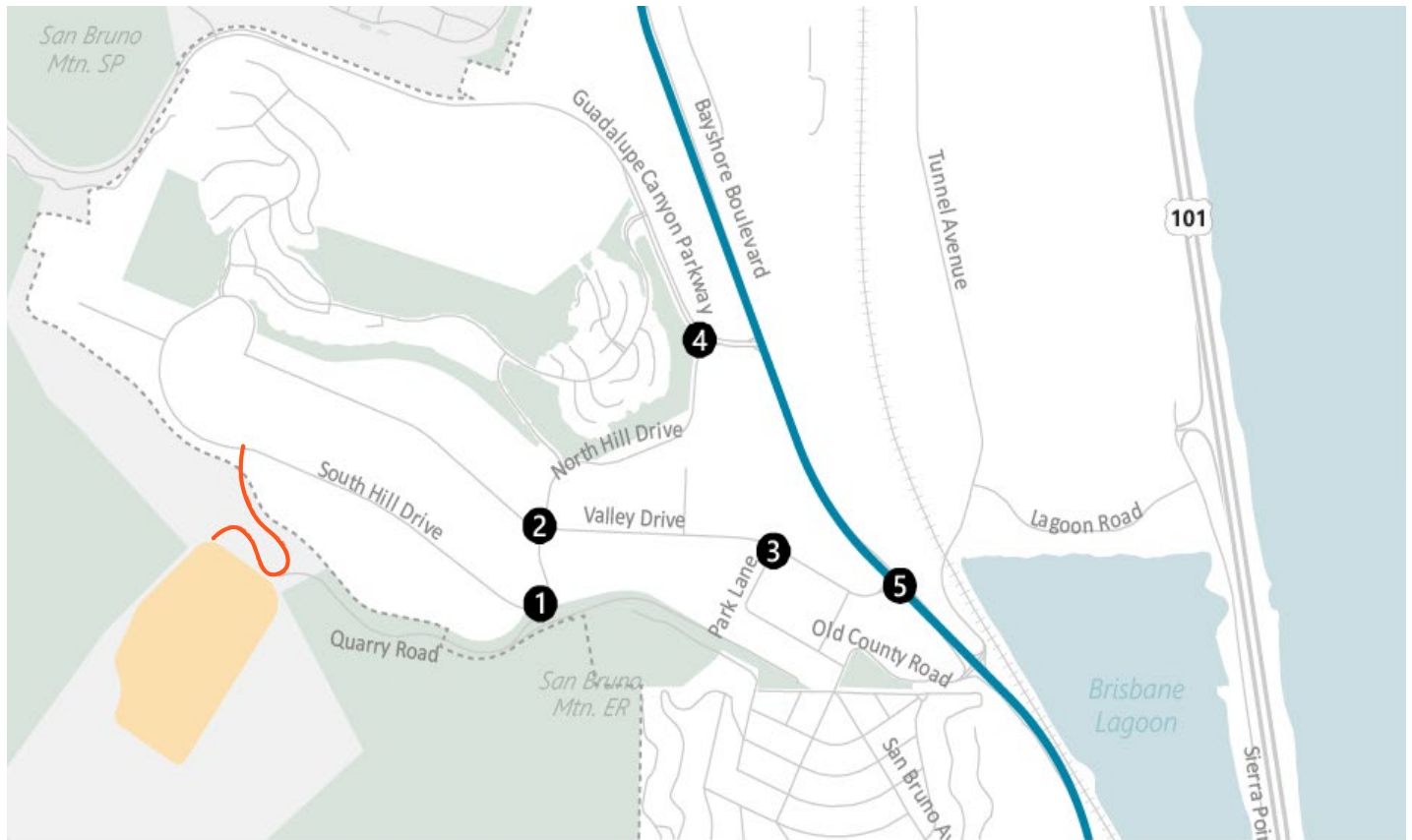


Figure A-4
Project Trip Assignment





Level of Service Methodology

LOS is a qualitative description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. LOS for the study intersections were analyzed using the Highway Capacity Manual (HCM) 6th Edition methodology in Synchro software. Six levels of service are defined ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F.

The method from Chapter 19 of the HCM 6th Edition bases signalized intersection operations on the average control delay experienced by motorists traveling through it. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. This method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay. **Table 3** summarizes the relationship between average delay per vehicle and LOS for signalized intersections according to the HCM 6th Edition methodology. For select intersections where the HCM 6th Edition methodology was not able to process results (typically due to non-standard signal phasing), the HCM 2000 methodology was used instead.

Table 3: Signalized Intersection LOS Criteria

A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 and ≤ 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 and ≤ 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 and ≤ 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55 and ≤ 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation poor progression, or very long cycle lengths.	> 80

Source: Transportation Research Board, 2016. Highway Capacity Manual 6th Edition

Traffic conditions at the unsignalized study intersections (stop sign and yield sign-controlled intersections) were evaluated using the method from Chapters 20 and 21 of the HCM 6th Edition.



With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled approach that must yield the right-of-way. At four-way stop-controlled intersections, the control delay is calculated for the entire intersection and for each approach. The delays and corresponding LOS for the entire intersection are reported. At side street stop-controlled intersections, the movement with the highest delay and corresponding LOS is reported. **Table 4** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 4: Unsignalized Intersection LOS Criteria

A	Little or no traffic delays.	≤ 10
B	Short traffic delays.	> 10 and ≤ 15
C	Average traffic delays.	> 15 and ≤ 25
D	Long traffic delays.	> 25 and ≤ 35
E	Very long traffic delays.	> 35 and ≤ 50
F	Extreme traffic delays with intersection capacity exceeded.	> 50

Source: Transportation Research Board, 2016. Highway Capacity Manual 6th Edition

Roadway Travel Time Methodology

Roadway travel times along Bayshore Boulevard were forecasted using PTV's Visum software. Travel time along a route is a function of both delay on a roadway segment and delay associated with turning through intersections along a route.

Traffic Operations Results

Existing and Existing Plus Project LOS

Traffic operations were evaluated at the study intersections under existing conditions and with the addition of traffic generated by the proposed project. Existing plus project vehicle volumes do not account for reductions associated with implementation of the required TDM plan. Additionally, the South Hill Drive/Quarry Road intersection would be converted from a side street stop to an all-way stop with the proposed project.

The LOS calculation worksheets from Synchro for existing, existing plus project, cumulative, and cumulative plus project conditions for the AM and PM Peak Hour are presented in the supporting technical information at the end of this memorandum. **Table 5** shows the LOS results during the AM and PM peak hours under existing and existing plus project conditions. As shown, the



addition of project-generated traffic would not substantially change traffic operations at all of the study locations.

Table 5: Existing Plus Project LOS and Delay Results

			#		#		#			
1	South Hill Drive / Quarry Road ¹	Side Street Stop (No Project) All Way Stop (Plus Project)	<10	A (NB)	10	B	<10	A (NB)	<10	A
2	South Hill Drive / Valley Drive	Signalized	13	B	13	B	<10	A	10	B
3	Valley Drive / Park Lane	Side Street Stop	12	B (NB)	13	B (NB)	13	B (NB)	16	C (NB)
4	North Hill Drive / Guadalupe Canyon Parkway	Signalized	<10	A	<10	A	10	B	11	B
5	Bayshore Boulevard / Valley Drive	Signalized	13	B	15	B	<10	A	11	B

Source: Fehr & Peers, 2022

Notes:

2. Analyzed as side street stop under existing conditions, and all-way stop under existing plus project conditions.
3. For side street stop-controlled intersections, delay and LOS is reported for the worst-case movement.
4. **Bold** indicates where LOS exceeds the City's thresholds.

Cumulative and Cumulative Plus Project LOS

Cumulative (2040) no project traffic volumes include traffic estimates from the cumulative development projects summarized in the Guadalupe Quarry Redevelopment Project DEIR. Cumulative plus project conditions represent cumulative no project volumes with the addition of project-generated trips.

Table 6 summarizes LOS and delay results for the five study intersections during the AM and PM peak hours under cumulative conditions. As shown below, all four intersections within Crocker Park would operate similarly under cumulative no project and cumulative plus project conditions, and at acceptable levels. The intersection of Bayshore Boulevard / Valley Drive would operate at LOS F conditions due to the increase in background traffic generated by regional projects and increased diversion of trips from U.S. 101. For this reason, the City of Brisbane does not have an established LOS objective for intersections on Bayshore Boulevard. Therefore, the project would



not result in any adverse operations under cumulative conditions. The LOS calculation worksheets are presented in the supporting technical information at the end of this memorandum.

Table 6: Cumulative Conditions LOS and Delay Results

			#		#		#		#	
1	South Hill Drive / Quarry Road ¹	Side Street Stop (No Project) All Way Stop (Plus Project)	11	B (NB)	14	B	<10	A (NB)	<10	A
2	South Hill Drive / Valley Drive	Signalized	26	C	30	C	10	B	12	B
3	Valley Drive / Park Lane	Side Street Stop	17	C (NB)	18	C (NB)	21	C (NB)	28	D (NB)
4	North Hill Drive / Guadalupe Canyon Parkway	Signalized	16	B	16	B	22	C	24	C
5	Bayshore Boulevard / Valley Drive	Signalized	>80	F	>80	F	>80	F	>80	F

Source: Fehr & Peers, 2023

Notes:

1. Analyzed as side street stop under existing conditions, and all-way stop under existing plus project conditions.
2. For side street stop-controlled intersections, delay and LOS is reported for the worst-case movement.
3. **Bold** indicates where LOS exceeds the City's thresholds.

Bayshore Boulevard Roadway Travel Times

Roadway travel times along Bayshore Boulevard in Brisbane between Tunnel Avenue in San Francisco and Airport Boulevard in South San Francisco were estimated using the Brisbane sub-area model in Visum PTV software for existing and existing plus project conditions. Travel time along a route is a function of both delay on a roadway segment and delay associated with turning through intersections along a route.

As shown below in **Table 7**, the addition of project trips would be expected to increase travel times in either direction on Bayshore Boulevard by up to six seconds during the AM and PM peak hours. Under existing conditions, project trips represent approximately two to four percent of trips along Bayshore Boulevard during the AM and PM peak hours.

Cumulative travel times on Bayshore Boulevard would change due to the large increase in regional traffic as discussed previously. Therefore, these conditions were not assessed for this



project given the small proportion of project-generated trips and small contribution to travel times under existing conditions.

Table 7: Roadway Travel Time Results

Existing	8:49	8:51	7:54	8:40
Existing Plus Project	8:55	8:57	7:58	8:46

Source: Fehr & Peers, 2023
Notes: Travel times represented in minutes and seconds (mm:ss).

Conclusion

The Project’s addition of 150 to 200 vehicles during the AM and PM peak hours could be accommodated on the City’s transportation network without conflicting with the City’s LOS objective (Policy C.2) or the creation of vehicle queues between intersections (Policy C.3). The Project-generated trips would not substantially change travel times on Bayshore Boulevard. The intersection of Bayshore Boulevard / Valley Drive would degrade to LOS F conditions in the future due to increases in regional traffic along Bayshore Boulevard, continuing the trend of use of Bayshore Boulevard for regional cut-through trips described in the Policy Context section. The City’s General Plan Policy C.1.b includes the goal to reduce the desirability of Bayshore Boulevard to regional traffic in the future through a Bayshore Mobility Plan. As shown for existing plus project conditions, the contribution of project-generated trips would not be substantial enough to affect operations at Bayshore Boulevard / Valley Drive, particularly compared to large increase in regional traffic that would reduce the LOS to F conditions.

Supporting Technical Information

1. Traffic Counts
2. StreetLight Data Technical Memorandum and Traffic Volume Estimates
3. Trip Generation Approach
4. LOS Calculation Worksheets



Traffic Counts

Brisbane Intersection Volume Comparison - Total Intersection Volume

Prepared by Fehr & Peers, June 2022

Intersection	AM Peak Hour			PM Peak Hour			AM Comparison		PM Comparison		AM Comparison		PM Comparison	
	May-19	Mar-20	May-22	May-19	Mar-20	May-22	May 2019 to May 2022		May 2019 to May 2022		March 2020 to May 2022		March 2020 to May 2022	
							Numerical	Percentage	Numerical	Percentage	Numerical	Percentage	Numerical	Percentage
Bayshore Blvd / Tunnel Ave	1,818	0	1,824	2,320	0	2,173	-6	0%	147	-6%	-	-	-	-
Bayshore Blvd / Geneva Ave	2,256	0	1,831	2,518	0	2,135	425	-19%	383	-15%	-	-	-	-
Bayshore Blvd / Industrial Way	1,552	0	1,364	1,720	0	1,530	188	-12%	190	-11%	-	-	-	-
Bayshore Blvd / Main St	1,590	0	1,394	1,728	0	1,553	196	-12%	175	-10%	-	-	-	-
Bayshore Blvd / Guadalupe Canyon Parkway	2,321	0	1,765	2,303	0	1,882	556	-24%	421	-18%	-	-	-	-
Bayshore Blvd / Valley Dr	2,471	0	2,070	2,409	0	2,099	401	-16%	310	-13%	-	-	-	-
Bayshore Blvd / Tunnel Ave / Old County Rd	2,683	2,444	2,189	2,684	2,561	2,358	494	-18%	326	-12%	255	-10%	203	-8%
Bayshore Blvd / Van Waters and Rodgers Rd	2,327	2,156	1,755	2,375	2,262	1,961	572	-25%	414	-17%	401	-19%	301	-13%
Bayshore Blvd / San Bruno Ave	2,507	2,359	2,005	2,540	2,500	2,272	502	-20%	268	-11%	354	-15%	228	-9%

Notes:

Intersection turning movement counts were collected on: Wednesday May 1, 2019, Wednesday March 11, 2020, and Tuesday May 10, 2022

Brisbane Intersection Volume Comparison - by Movement

Prepared by Fehr & Peers, June 2022

Intersection	Turning Movement		AM Peak Hour			PM Peak Hour			AM Comparison		PM Comparison		AM Comparison		PM Comparison	
			May-19	Mar-20	May-22	May-19	Mar-20	May-22	May 2019 to May 2022		May 2019 to May 2022		March 2020 to May 2022		March 2020 to May 2022	
									Numerical	Percentage	Numerical	Percentage	Numerical	Percentage	Numerical	Percentage
Bayshore Blvd / Tunnel Ave	NB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	833	-	996	984	-	883	163	20%	-101	-10%	-	-	-	-
		RT	6	-	8	3	-	5	2	33%	2	67%	-	-	-	-
	SB	U	3	-	1	10	-	13	-2	-67%	3	30%	-	-	-	-
		LT	129	-	63	106	-	93	-66	-51%	-13	-12%	-	-	-	-
		TH	645	-	540	976	-	1,031	-105	-16%	55	6%	-	-	-	-
		RT	0	-	0	1	-	0	0	-	-1	-100%	-	-	-	-
	EB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	WB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	202	-	216	240	-	148	14	7%	-92	-38%	-	-	-	-
Bayshore Blvd / Geneva Ave	NB	U	3	-	3	17	-	1	0	0%	-16	-94%	-	-	-	-
		LT	266	-	256	605	-	493	-10	-4%	-112	-19%	-	-	-	-
		TH	269	-	225	486	-	403	-44	-16%	-83	-17%	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	SB	U	70	-	1	96	-	0	-69	-99%	-96	-100%	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	494	-	354	303	-	279	-140	-28%	-24	-8%	-	-	-	-
		RT	255	-	237	446	-	453	-18	-7%	7	2%	-	-	-	-
	EB	U	7	-	1	10	-	5	-6	-86%	-5	-50%	-	-	-	-
		LT	386	-	325	318	-	266	-61	-16%	-52	-16%	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	506	-	429	237	-	235	-77	-15%	-2	-1%	-	-	-	-
	WB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
Bayshore Blvd / Industrial Way	NB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	509	-	461	1,065	-	842	-48	-9%	-223	-21%	-	-	-	-
		RT	18	-	40	29	-	27	22	122%	-2	-7%	-	-	-	-
	SB	U	5	-	8	4	-	11	3	60%	7	175%	-	-	-	-
		LT	26	-	47	29	-	37	21	81%	8	28%	-	-	-	-
		TH	966	-	744	530	-	515	-222	-23%	-15	-3%	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	EB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	WB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	8	-	16	29	-	51	8	100%	22	76%	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	20	-	48	34	-	47	28	140%	13	38%	-	-	-	-
Bayshore Blvd / Main St	NB	U	0	-	1	1	-	0	1	-	-1	-100%	-	-	-	-
		LT	17	-	34	56	-	66	17	100%	10	18%	-	-	-	-
		TH	522	-	492	1,084	-	869	-30	-6%	-215	-20%	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	SB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	982	-	740	530	-	539	-242	-25%	9	2%	-	-	-	-
		RT	7	-	19	20	-	24	12	171%	4	20%	-	-	-	-
	EB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	4	0	-	1	4	-	1	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	62	-	104	37	-	54	42	68%	17	46%	-	-	-	-
	WB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
Bayshore Blvd / Guadalupe Canyon Parkway	NB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	165	-	153	400	-	223	-12	-7%	-177	-44%	-	-	-	-
		TH	424	-	446	894	-	706	22	5%	-188	-21%	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	SB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	837	-	649	466	-	467	-188	-22%	1	0%	-	-	-	-
		RT	193	-	153	139	-	122	-40	-21%	-17	-12%	-	-	-	-
	EB	U	0	-	0	1	-	0	0	-	-1	-100%	-	-	-	-
		LT	140	-	93	220	-	197	-47	-34%	-23	-10%	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	562	-	271	183	-	167	-291	-52%	-16	-9%	-	-	-	-
	WB	U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	0	-	0	0	-	0	0	-	0	-	-	-	-	-

Brisbane Intersection Volume Comparison - by Movement

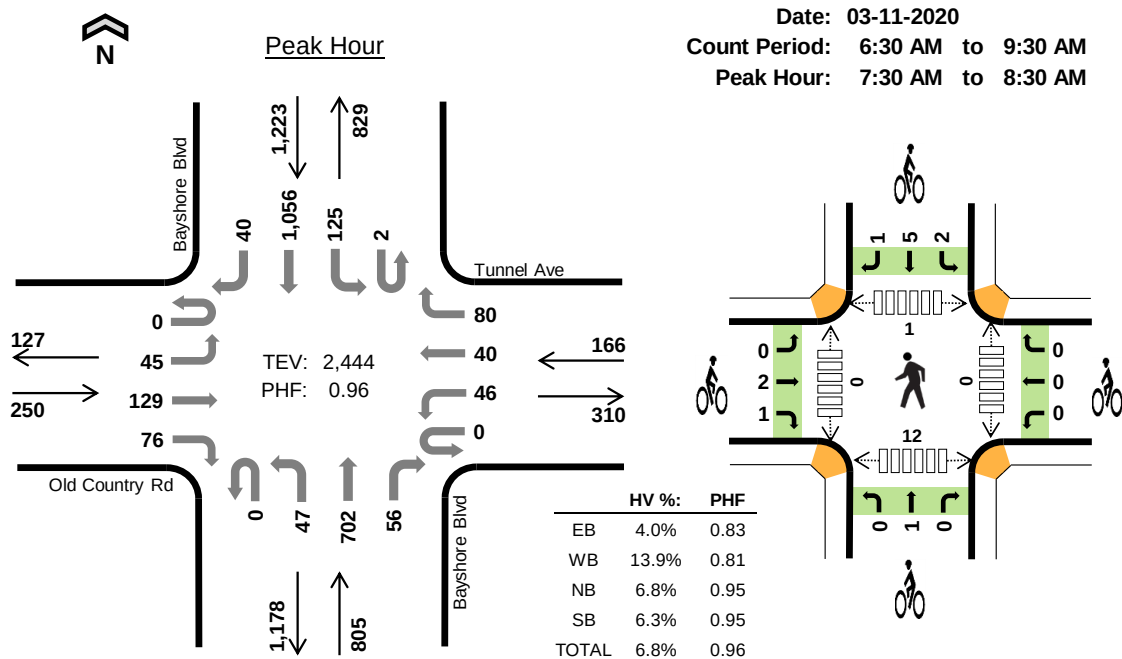
Prepared by Fehr & Peers, June 2022

Intersection	Turning Movement	AM Peak Hour			PM Peak Hour			AM Comparison		PM Comparison			AM Comparison		PM Comparison	
		May-19	Mar-20	May-22	May-19	Mar-20	May-22	May 2019 to May 2022		May 2019 to May 2022			March 2020 to May 2022		March 2020 to May 2022	
								Numerical	Percentage	Numerical	Percentage		Numerical	Percentage	Numerical	Percentage
Bayshore Blvd / Valley Dr	NB	U	4	-	7	4	-	5	3	75%	1	25%	-	-	-	-
		LT	277	-	386	167	-	196	109	39%	29	17%	-	-	-	-
		TH	489	-	467	1,160	-	835	-22	-4%	-325	-28%	-	-	-	-
	SB	RT	1	-	2	2	-	1	1	100%	-1	-50%	-	-	-	-
		U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	0	-	0	0	-	1	0	-	1	-	-	-	-	-
	EB	TH	1,256	-	826	598	-	589	-430	-34%	-9	-2%	-	-	-	-
		RT	134	-	110	57	-	49	-24	-18%	-8	-14%	-	-	-	-
		U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
	WB	LT	102	-	88	125	-	94	-14	-14%	-31	-25%	-	-	-	-
		TH	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		RT	206	-	180	294	-	327	-26	-13%	33	11%	-	-	-	-
		U	0	-	0	0	-	0	0	-	0	-	-	-	-	-
		LT	2	-	1	0	-	2	-1	-50%	2	-	-	-	-	-
		TH	0	-	1	0	-	0	1	-	0	-	-	-	-	-
		RT	0	-	2	2	-	0	2	-	-2	-100%	-	-	-	-
Bayshore Blvd / Tunnel Ave / Old County Rd	NB	U	2	0	0	1	2	0	-2	-100%	-1	-100%	0	-	-2	-100%
		LT	57	47	47	67	74	78	-10	-18%	11	16%	0	0%	4	5%
		TH	644	702	688	1,129	985	862	44	7%	-267	-24%	-14	-2%	-123	-12%
	SB	RT	65	56	34	77	67	28	-31	-48%	-49	-64%	-22	-39%	-39	-58%
		U	2	2	1	0	2	0	-1	-50%	0	-	-1	-50%	-2	-100%
		LT	157	125	85	30	44	41	-72	-46%	11	37%	-40	-32%	-3	-7%
	EB	TH	1,293	1,056	885	804	802	826	-408	-32%	22	3%	-171	-16%	24	3%
		RT	47	40	44	56	63	59	-3	-6%	3	5%	4	10%	-4	-6%
		U	0	0	0	0	0	0	0	-	0	-	0	-	0	-
	WB	LT	48	45	36	66	74	72	-12	-25%	6	9%	-9	-20%	-2	-3%
		TH	125	129	94	58	69	59	-31	-25%	1	2%	-35	-27%	-10	-14%
		RT	83	76	63	91	86	122	-20	-24%	31	34%	-13	-17%	36	42%
		U	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		LT	58	46	26	55	52	37	-32	-55%	-18	-33%	-20	-43%	-15	-29%
		TH	44	40	54	127	130	75	10	23%	-52	-41%	14	35%	-55	-42%
		RT	58	80	132	123	111	99	74	128%	-24	-20%	52	65%	-12	-11%
Bayshore Blvd / Van Waters and Rodgers Rd	NB	U	0	3	6	2	6	2	6	-	0	0%	3	100%	-4	-67%
		LT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		TH	766	803	756	1,214	1,129	971	-10	-1%	-243	-20%	-47	-6%	-158	-14%
	SB	RT	73	79	1	34	21	1	-72	-99%	-33	-97%	-78	-99%	-20	-95%
		U	1	0	1	1	2	1	0	0%	0	0%	1	-	-1	-50%
		LT	72	57	1	20	15	2	-71	-99%	-18	-90%	-56	-98%	-13	-87%
	EB	TH	1,365	1,151	985	935	932	981	-380	-28%	46	5%	-166	-14%	49	5%
		RT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		U	0	0	0	0	0	0	0	-	0	-	0	-	0	-
	WB	LT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		TH	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		RT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		U	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		LT	28	45	4	72	90	2	-24	-86%	-70	-97%	-41	-91%	-88	-98%
		TH	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		RT	22	18	1	97	67	1	-21	-95%	-96	-99%	-17	-94%	-66	-99%
Bayshore Blvd / San Bruno Ave	NB	U	6	7	3	4	8	8	-3	-50%	4	100%	-4	-57%	0	0%
		LT	81	91	66	191	204	158	-15	-19%	-33	-17%	-25	-27%	-46	-23%
		TH	814	866	776	1,260	1,153	992	-38	-5%	-268	-21%	-90	-10%	-161	-14%
	SB	RT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		U	0	1	0	0	0	0	0	-	0	-	-1	-100%	0	-
		LT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
	EB	TH	1,365	1,182	980	950	992	983	-385	-28%	33	3%	-202	-17%	-9	-1%
		RT	20	18	11	22	22	16	-9	-45%	-6	-27%	-7	-39%	-6	-27%
		U	0	1	0	0	0	0	0	-	0	-	-1	-100%	0	-
	WB	LT	20	5	3	15	4	5	-17	-85%	-10	-67%	-2	-40%	1	25%
		TH	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		RT	201	188	166	98	117	110	-35	-17%	12	12%	-22	-12%	-7	-6%
		U	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		LT	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		TH	0	0	0	0	0	0	0	-	0	-	0	-	0	-
		RT	0	0	0	0	0	0	0	-	0	-	0	-	0	-

Notes:

Intersection turning movement counts were collected on: Wednesday May 1, 2019, Wednesday March 11, 2020, and Tuesday May 10, 2022

Bayshore Blvd Old Country Rd



Three-Hour Count Summaries

Interval Start		Old Country Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	5	27	18	0	9	8	13	0	17	178	8	1	29	284	7	604	0
7:45 AM		0	13	43	19	0	14	11	26	0	14	186	11	1	27	259	12	636	0
8:00 AM		0	12	32	15	0	14	11	19	0	11	166	15	0	39	259	7	600	0
8:15 AM		0	15	27	24	0	9	10	22	0	5	172	22	0	30	254	14	604	2,444
Peak Hour	All	0	45	129	76	0	46	40	80	0	47	702	56	2	125	1,056	40	2,444	0
	HV	0	2	3	5	0	11	1	11	0	3	42	10	0	10	63	4	165	0
	HV%	-	4%	2%	7%	-	24%	3%	14%	-	6%	6%	18%	0%	8%	6%	10%	7%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	6	10	28	48	0	0	1	0	1	0	0	1	10	11
7:45 AM	2	4	12	22	40	1	0	0	1	2	0	0	0	0	0
8:00 AM	2	7	18	15	42	1	0	0	4	5	0	0	0	2	2
8:15 AM	2	6	15	12	35	1	0	0	3	4	0	0	0	0	0
Peak Hour	10	23	55	77	165	3	0	1	8	12	0	0	1	12	13

Three-Hour Count Summaries																			
Interval Start		Old Country Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	7	21	2	0	2	7	18	0	14	115	15	0	12	163	6	382	0
6:45 AM		0	13	15	12	0	6	7	18	0	8	171	10	0	19	205	10	494	0
7:00 AM		0	8	25	13	0	7	6	23	0	7	134	15	0	19	192	4	453	0
7:15 AM		0	11	28	16	0	7	4	16	0	8	132	21	0	24	224	4	495	1,824
7:30 AM		0	5	27	18	0	9	8	13	0	17	178	8	1	29	284	7	604	2,046
7:45 AM		0	13	43	19	0	14	11	26	0	14	186	11	1	27	259	12	636	2,188
8:00 AM		0	12	32	15	0	14	11	19	0	11	166	15	0	39	259	7	600	2,335
8:15 AM		0	15	27	24	0	9	10	22	0	5	172	22	0	30	254	14	604	2,444
8:30 AM		0	8	25	23	0	5	13	23	0	8	178	10	0	31	242	15	581	2,421
8:45 AM		0	15	23	17	0	10	13	13	0	15	162	10	1	11	258	24	572	2,357
9:00 AM		0	17	25	23	0	9	18	14	0	9	108	12	0	20	186	12	453	2,210
9:15 AM		0	14	23	12	0	11	17	26	0	13	128	10	0	20	150	7	431	2,037
Count Total		0	138	314	194	0	103	125	231	0	129	1,830	159	3	281	2,676	122	6,305	0
Peak Hour	All	0	45	129	76	0	46	40	80	0	47	702	56	2	125	1,056	40	2,444	0
	HV	0	2	3	5	0	11	1	11	0	3	42	10	0	10	63	4	165	0
	HV%	-	4%	2%	7%	-	24%	3%	14%	-	6%	6%	18%	0%	8%	6%	10%	7%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		2	4	18	11	35	0	0	0	0	0	0	0	3	1	4			
6:45 AM		3	7	8	17	35	2	0	0	1	3	0	0	0	3	3			
7:00 AM		2	4	11	19	36	0	0	1	0	1	1	0	1	3	5			
7:15 AM		4	7	16	23	50	0	0	0	0	0	0	0	0	0	0			
7:30 AM		4	6	10	28	48	0	0	1	0	1	0	0	1	10	11			
7:45 AM		2	4	12	22	40	1	0	0	1	2	0	0	0	0	0			
8:00 AM		2	7	18	15	42	1	0	0	4	5	0	0	0	2	2			
8:15 AM		2	6	15	12	35	1	0	0	3	4	0	0	0	0	0			
8:30 AM		2	1	19	10	32	2	0	1	1	4	0	0	0	0	0			
8:45 AM		0	2	13	17	32	2	0	1	3	6	0	0	0	2	2			
9:00 AM		3	2	17	13	35	1	0	1	1	3	0	1	0	0	1			
9:15 AM		0	11	20	15	46	0	0	0	0	0	0	1	0	2	3			
Count Total		26	61	177	202	466	10	0	5	14	29	1	2	5	23	31			
Peak Hour		10	23	55	77	165	3	0	1	8	12	0	0	1	12	13			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old Country Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	1	0	0	0	1	3	0	3	13	2	0	1	7	3	35	0
6:45 AM	0	1	0	2	0	2	0	5	0	0	8	0	0	1	16	0	35	0
7:00 AM	0	2	0	0	0	0	0	4	0	0	9	2	0	2	16	1	36	0
7:15 AM	0	2	0	2	0	2	0	5	0	1	8	7	0	6	16	1	50	156
7:30 AM	0	1	0	3	0	4	0	2	0	1	8	1	0	3	25	0	48	169
7:45 AM	0	0	0	2	0	2	0	2	0	1	10	1	0	2	17	3	40	174
8:00 AM	0	1	1	0	0	2	0	5	0	1	13	4	0	4	11	0	42	180
8:15 AM	0	0	2	0	0	3	1	2	0	0	11	4	0	1	10	1	35	165
8:30 AM	0	0	0	2	0	0	0	1	0	0	19	0	0	2	6	2	32	149
8:45 AM	0	0	0	0	0	2	0	0	0	0	12	1	0	1	15	1	32	141
9:00 AM	0	2	0	1	0	0	1	1	0	0	13	4	0	1	11	1	35	134
9:15 AM	0	0	0	0	0	5	0	6	0	1	15	4	0	1	14	0	46	145
Count Total	0	10	4	12	0	22	3	36	0	8	139	30	0	25	164	13	466	0
Peak Hour	0	2	3	5	0	11	1	11	0	3	42	10	0	10	63	4	165	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Old Country Rd			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	1	3	0			
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	5			
7:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	4			
8:00 AM	0	1	0	0	0	0	0	0	0	2	2	0	5	8			
8:15 AM	0	1	0	0	0	0	0	0	0	0	2	1	4	12			
8:30 AM	0	1	1	0	0	0	0	1	0	0	0	1	4	15			
8:45 AM	0	2	0	0	0	0	0	0	1	1	2	0	6	19			
9:00 AM	0	1	0	0	0	0	0	1	0	1	0	0	3	17			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13			
Count Total	0	8	2	0	0	0	0	4	1	4	7	3	29	0			
Peak Hour	0	2	1	0	0	0	0	1	0	2	5	1	12	0			

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



Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	2	7	12	21	0	3	2	1	6	0	1	4	2	7
5:00 PM	0	2	14	11	27	0	0	1	0	1	2	0	2	5	9
5:15 PM	0	3	12	8	23	0	1	0	1	2	0	1	2	1	4
5:30 PM	0	5	12	7	24	1	2	1	0	4	0	1	1	0	2
Peak Hour	0	12	45	38	95	1	6	4	2	13	2	3	9	8	22

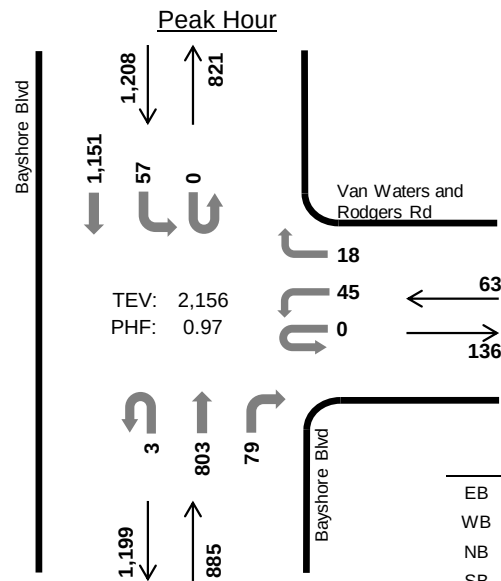
Three-Hour Count Summaries																			
Interval Start		Old Country Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	23	16	27	0	8	27	30	0	18	215	6	0	6	184	15	575	0
4:15 PM		0	24	19	26	0	9	30	21	1	17	208	8	1	16	171	27	578	0
4:30 PM		0	24	25	32	0	13	17	30	0	22	205	11	0	8	180	19	586	0
4:45 PM		0	17	8	27	0	10	31	22	1	19	243	11	1	8	170	29	597	2,336
5:00 PM		0	19	23	21	0	22	36	36	1	16	228	8	0	19	235	12	676	2,437
5:15 PM		0	17	17	19	0	12	32	23	0	20	281	22	0	5	197	6	651	2,510
5:30 PM		0	21	21	19	0	8	31	30	0	19	233	26	1	12	200	16	637	2,561
5:45 PM		0	21	10	15	0	10	22	32	1	13	247	11	0	7	166	13	568	2,532
6:00 PM		0	16	14	18	0	6	18	20	0	28	230	7	0	8	129	13	507	2,363
6:15 PM		0	13	12	20	0	6	32	17	0	12	240	12	2	8	125	12	511	2,223
6:30 PM		0	10	10	10	0	9	26	17	0	14	200	12	1	6	122	11	448	2,034
6:45 PM		0	11	9	10	0	6	36	16	0	9	149	7	0	5	114	10	382	1,848
Count Total		0	216	184	244	0	119	338	294	4	207	2,679	141	6	108	1,993	183	6,716	0
Peak Hour	All	0	74	69	86	0	52	130	111	2	74	985	67	2	44	802	63	2,561	0
	HV	0	0	0	0	0	4	0	8	0	0	39	6	0	2	31	5	95	0
	HV%	-	0%	0%	0%	-	8%	0%	7%	0%	0%	4%	9%	0%	5%	4%	8%	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM		3	8	17	9	37	1	1	0	2	4	0	0	0	0	0	0		
4:15 PM		3	2	12	14	31	1	0	0	0	1	0	0	0	2	2	2		
4:30 PM		0	4	9	9	22	1	1	0	0	2	0	0	1	0	1			
4:45 PM		0	2	7	12	21	0	3	2	1	6	0	1	4	2	7			
5:00 PM		0	2	14	11	27	0	0	1	0	1	2	0	2	5	9			
5:15 PM		0	3	12	8	23	0	1	0	1	2	0	1	2	1	4			
5:30 PM		0	5	12	7	24	1	2	1	0	4	0	1	1	0	2			
5:45 PM		1	2	16	6	25	0	2	0	0	2	1	2	1	3	7			
6:00 PM		0	2	6	11	19	0	2	0	2	4	0	0	0	5	5			
6:15 PM		0	3	13	11	27	0	3	0	1	4	0	0	0	0	0			
6:30 PM		0	1	3	4	8	0	1	0	1	2	0	0	0	0	0			
6:45 PM		0	1	6	4	11	1	1	0	0	2	0	0	0	0	0			
Count Total		7	35	127	106	275	5	17	4	8	34	3	5	11	18	37			
Peak Hour		0	12	45	38	95	1	6	4	2	13	2	3	9	8	22			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old Country Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	1	0	2	0	6	0	1	15	1	0	0	8	1	37	0
4:15 PM	0	2	1	0	0	0	0	2	0	0	11	1	0	1	11	2	31	0
4:30 PM	0	0	0	0	0	2	1	1	0	0	9	0	0	0	8	1	22	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	6	1	0	1	9	2	21	111
5:00 PM	0	0	0	0	0	1	0	1	0	0	12	2	0	0	10	1	27	101
5:15 PM	0	0	0	0	0	1	0	2	0	0	10	2	0	1	6	1	23	93
5:30 PM	0	0	0	0	0	2	0	3	0	0	11	1	0	0	6	1	24	95
5:45 PM	0	1	0	0	0	0	0	2	0	0	16	0	0	1	4	1	25	99
6:00 PM	0	0	0	0	0	1	0	1	0	0	5	1	0	0	9	2	19	91
6:15 PM	0	0	0	0	0	1	1	1	0	0	12	1	0	1	10	0	27	95
6:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	1	3	0	8	79
6:45 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	3	1	11	65
Count Total	0	5	1	1	0	11	2	22	0	2	115	10	0	6	87	13	275	0
Peak Hour	0	0	0	0	0	4	0	8	0	0	39	6	0	2	31	5	95	0

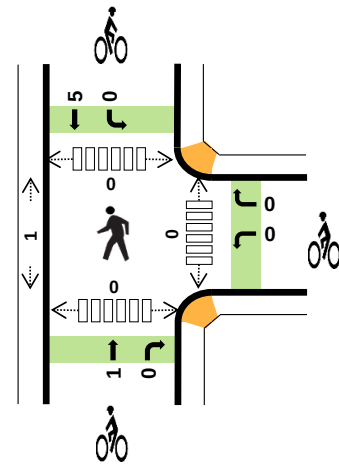
Three-Hour Count Summaries - Bikes																	
Interval Start	Old Country Rd			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	1	0	1	0	0	0	0	0	2	0	4	0			
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0			
4:45 PM	0	0	0	0	1	2	0	0	2	0	1	0	6	13			
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10			
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	11			
5:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	4	13			
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	9			
6:00 PM	0	0	0	0	1	1	0	0	0	1	1	0	4	12			
6:15 PM	0	0	0	0	0	3	0	0	0	0	1	0	4	14			
6:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	12			
6:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	12			
Count Total	0	3	2	4	4	9	0	2	2	1	7	0	34	0			
Peak Hour	0	1	0	1	1	4	0	2	2	0	2	0	13	0			

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

Bayshore Blvd Van Waters and Rodgers Rd



Date: 03-11-2020
Count Period: 6:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	7.9%	0.75
NB	6.0%	0.96
SB	6.1%	0.96
TOTAL	6.1%	0.97

Three-Hour Count Summaries

Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	0	0	0	18	0	1	1	0	206	18	0	11	303	0	558	0
7:45 AM		0	0	0	0	0	5	0	4	1	0	211	19	0	17	283	0	540	0
8:00 AM		0	0	0	0	0	12	0	2	0	0	202	18	0	15	267	0	516	0
8:15 AM		0	0	0	0	0	10	0	11	1	0	184	24	0	14	298	0	542	2,156
Peak Hour	All	0	0	0	0	0	45	0	18	3	0	803	79	0	57	1,151	0	2,156	0
	HV	0	0	0	0	0	2	0	3	1	0	52	0	0	3	71	0	132	0
	HV%	-	-	-	-	-	4%	-	17%	33%	-	6%	0%	-	5%	6%	-	6%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	11	32	44	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	2	12	19	33	0	0	0	2	2	0	0	0	0	0
8:00 AM	0	0	17	12	29	0	0	0	1	1	0	0	0	0	0
8:15 AM	0	2	13	11	26	0	0	0	2	2	0	1	0	0	1
Peak Hour	0	5	53	74	132	0	0	1	5	6	0	1	0	0	1

Three-Hour Count Summaries																			
Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	0	0	0	0	1	0	1	1	0	136	8	0	6	161	0	314	0
6:45 AM		0	0	0	0	0	5	0	4	1	0	193	19	0	7	212	0	441	0
7:00 AM		0	0	0	0	0	2	0	3	0	0	161	24	1	11	205	0	407	0
7:15 AM		0	0	0	0	0	9	0	3	0	0	159	8	0	11	221	0	411	1,573
7:30 AM		0	0	0	0	0	18	0	1	1	0	206	18	0	11	303	0	558	1,817
7:45 AM		0	0	0	0	0	5	0	4	1	0	211	19	0	17	283	0	540	1,916
8:00 AM		0	0	0	0	0	12	0	2	0	0	202	18	0	15	267	0	516	2,025
8:15 AM		0	0	0	0	0	10	0	11	1	0	184	24	0	14	298	0	542	2,156
8:30 AM		0	0	0	0	0	3	0	5	1	0	191	19	0	22	261	0	502	2,100
8:45 AM		0	0	0	0	0	2	0	9	0	0	183	26	0	23	249	0	492	2,052
9:00 AM		0	0	0	0	0	7	0	5	1	0	134	22	0	15	216	0	400	1,936
9:15 AM		0	0	0	0	0	3	0	5	1	0	159	9	0	4	182	0	363	1,757
Count Total		0	0	0	0	0	77	0	53	8	0	2,119	214	1	156	2,858	0	5,486	0
Peak Hour	All	0	0	0	0	0	45	0	18	3	0	803	79	0	57	1,151	0	2,156	0
	HV	0	0	0	0	0	2	0	3	1	0	52	0	0	3	71	0	132	0
	HV%	-	-	-	-	-	4%	-	17%	33%	-	6%	0%	-	5%	6%	-	6%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		0	0	19	10	29	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		0	2	9	17	28	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		0	0	10	17	27	0	1	2	0	3	0	0	0	0	0	0	0	
7:15 AM		0	3	13	20	36	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	1	11	32	44	0	0	1	0	1	0	0	0	0	0	0	0	
7:45 AM		0	2	12	19	33	0	0	0	2	2	0	0	0	0	0	0	0	
8:00 AM		0	0	17	12	29	0	0	0	1	1	0	0	0	0	0	0	0	
8:15 AM		0	2	13	11	26	0	0	0	2	2	0	1	0	0	0	1	1	
8:30 AM		0	0	19	9	28	0	0	1	2	3	0	0	0	0	0	0	0	
8:45 AM		0	2	15	17	34	0	0	2	1	3	0	0	0	0	0	0	0	
9:00 AM		0	2	19	11	32	0	1	2	1	4	0	0	0	0	0	0	0	
9:15 AM		0	2	23	20	45	0	0	0	1	1	0	0	0	0	0	0	0	
Count Total		0	16	180	195	391	0	2	8	10	20	0	1	0	0	0	1	1	
Peak Hr		0	5	53	74	132	0	0	1	5	6	0	1	0	0	0	1	1	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	18	1	0	0	10	0	29	0
6:45 AM	0	0	0	0	0	1	0	1	0	0	8	1	0	1	16	0	28	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	17	0	27	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	13	0	0	3	17	0	36	120
7:30 AM	0	0	0	0	0	1	0	0	1	0	10	0	0	0	32	0	44	135
7:45 AM	0	0	0	0	0	1	0	1	0	0	12	0	0	2	17	0	33	140
8:00 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	12	0	29	142
8:15 AM	0	0	0	0	0	0	0	2	0	0	13	0	0	1	10	0	26	132
8:30 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	1	8	0	28	116
8:45 AM	0	0	0	0	0	0	0	2	0	0	15	0	0	2	15	0	34	117
9:00 AM	0	0	0	0	0	2	0	0	0	0	17	2	0	0	11	0	32	120
9:15 AM	0	0	0	0	0	0	0	2	0	0	22	1	0	1	19	0	45	139
Count Total	0	0	0	0	0	6	0	10	1	0	174	5	0	11	184	0	391	0
Peak Hour	0	0	0	0	0	2	0	3	1	0	52	0	0	3	71	0	132	0

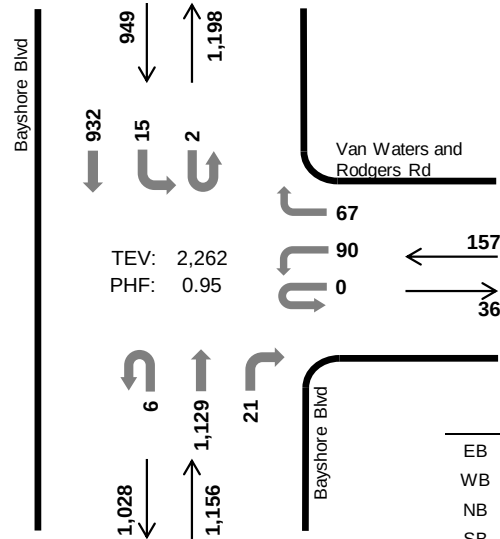
Three-Hour Count Summaries - Bikes																		
Interval Start	n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
6:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:00 AM	0	0	0		1	0	0		0	2	0		0	0	0		3	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	3
7:30 AM	0	0	0		0	0	0		0	1	0		0	0	0		1	4
7:45 AM	0	0	0		0	0	0		0	0	0		0	2	0		2	6
8:00 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	4
8:15 AM	0	0	0		0	0	0		0	0	0		0	2	0		2	6
8:30 AM	0	0	0		0	0	0		0	1	0		0	2	0		3	8
8:45 AM	0	0	0		0	0	0		0	1	1		0	1	0		3	9
9:00 AM	0	0	0		0	0	1		0	1	1		0	1	0		4	12
9:15 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	11
Count Total	0	0	0		1	0	1		0	6	2		0	10	0		20	0
Peak Hour	0	0	0		0	0	0		0	1	0		0	5	0		6	0

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

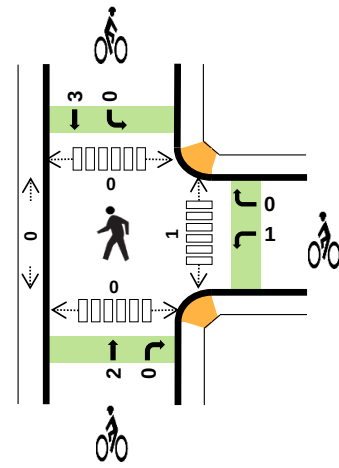
Bayshore Blvd Van Waters and Rodgers Rd



Peak Hour



Date: 03-11-2020
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	1.9%	0.59
NB	4.1%	0.91
SB	3.7%	0.86
TOTAL	3.8%	0.95

Three-Hour Count Summaries

Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	0	0	13	0	8	1	0	262	5	0	3	208	0	500	0
5:00 PM		0	0	0	0	0	18	0	10	2	0	268	4	1	3	271	0	577	0
5:15 PM		0	0	0	0	0	23	0	18	0	0	312	7	0	2	234	0	596	0
5:30 PM		0	0	0	0	0	36	0	31	3	0	287	5	1	7	219	0	589	2,262
Peak Hour	All	0	0	0	0	0	90	0	67	6	0	1,129	21	2	15	932	0	2,262	0
	HV	0	0	0	0	0	1	0	2	1	0	44	2	0	3	32	0	85	0
	HV%	-	-	-	-	-	1%	-	3%	17%	-	4%	10%	0%	20%	3%	-	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	0	7	9	16	0	0	1	1	2	1	0	0	0	1
5:00 PM	0	0	15	10	25	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	2	11	8	21	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	1	14	8	23	0	1	0	1	2	0	0	0	0	0
Peak Hour	0	3	47	35	85	0	1	2	3	6	1	0	0	0	1

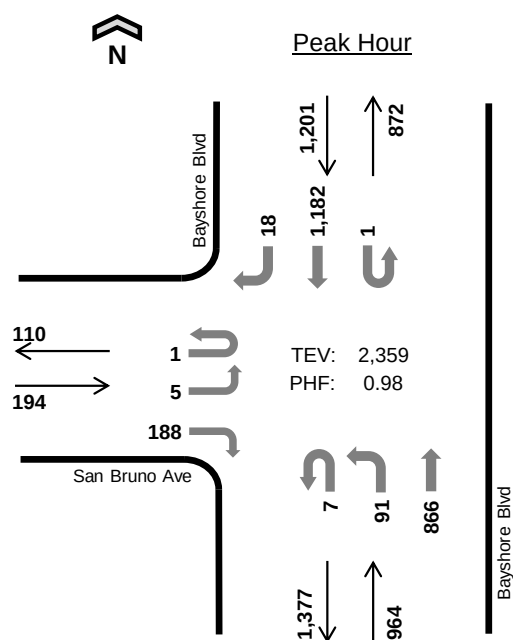
Three-Hour Count Summaries																			
Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	0	0	0	0	8	0	3	1	0	233	7	0	2	230	0	484	0
	4:15 PM	0	0	0	0	0	12	0	8	0	0	221	5	0	2	204	0	452	0
	4:30 PM	0	0	0	0	0	14	0	20	1	0	247	7	0	4	220	0	513	0
	4:45 PM	0	0	0	0	0	13	0	8	1	0	262	5	0	3	208	0	500	1,949
	5:00 PM	0	0	0	0	0	18	0	10	2	0	268	4	1	3	271	0	577	2,042
	5:15 PM	0	0	0	0	0	23	0	18	0	0	312	7	0	2	234	0	596	2,186
	5:30 PM	0	0	0	0	0	36	0	31	3	0	287	5	1	7	219	0	589	2,262
	5:45 PM	0	0	0	0	0	15	0	17	2	0	255	3	0	3	194	0	489	2,251
	6:00 PM	0	0	0	0	0	7	0	10	0	0	228	7	0	2	145	0	399	2,073
	6:15 PM	0	0	0	0	0	6	0	10	0	0	255	4	0	3	152	0	430	1,907
	6:30 PM	0	0	0	0	0	16	0	15	2	0	202	2	0	2	132	0	371	1,689
	6:45 PM	0	0	0	0	0	2	0	10	0	0	178	4	0	0	140	0	334	1,534
Count Total		0	0	0	0	0	170	0	160	12	0	2,948	60	2	33	2,349	0	5,734	0
Peak Hour	All	0	0	0	0	0	90	0	67	6	0	1,129	21	2	15	932	0	2,262	0
	HV	0	0	0	0	0	1	0	2	1	0	44	2	0	3	32	0	85	0
	HV%	-	-	-	-	-	1%	-	3%	17%	-	4%	10%	0%	20%	3%	-	4%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	4:00 PM	0	0	22	12	34	0	0	1	2	3	0	1	0	0	0	1		
	4:15 PM	0	1	6	11	18	0	0	0	1	1	0	0	0	0	0	0		
	4:30 PM	0	3	10	10	23	0	0	1	1	2	0	0	0	0	0	0		
	4:45 PM	0	0	7	9	16	0	0	1	1	2	1	0	0	0	0	1		
	5:00 PM	0	0	15	10	25	0	0	1	0	1	0	0	0	0	0	0		
	5:15 PM	0	2	11	8	21	0	0	0	1	1	0	0	0	0	0	0		
	5:30 PM	0	1	14	8	23	0	1	0	1	2	0	0	0	0	0	0		
	5:45 PM	0	4	14	4	22	0	0	0	2	2	0	0	0	0	0	0		
	6:00 PM	0	0	9	10	19	0	0	0	1	1	0	0	0	0	0	0		
	6:15 PM	0	1	9	10	20	0	0	0	1	1	0	1	0	0	0	1		
	6:30 PM	0	2	2	4	8	0	0	0	1	1	0	0	0	0	0	0		
	6:45 PM	0	1	5	4	10	0	0	0	1	1	0	1	0	1	0	1		
Count Total		0	15	124	100	239	0	1	4	13	18	1	3	0	0	0	4		
Peak Hr		0	3	47	35	85	0	1	2	3	6	1	0	0	0	0	1		

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	21	1	0	2	10	0	34	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	1	10	0	18	0
4:30 PM	0	0	0	0	0	2	0	1	0	0	10	0	0	2	8	0	23	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	9	0	16	91
5:00 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	1	9	0	25	82
5:15 PM	0	0	0	0	0	1	0	1	0	0	11	0	0	0	8	0	21	85
5:30 PM	0	0	0	0	0	0	0	1	1	0	13	0	0	2	6	0	23	85
5:45 PM	0	0	0	0	0	1	0	3	0	0	14	0	0	0	4	0	22	91
6:00 PM	0	0	0	0	0	0	0	0	0	0	8	1	0	1	9	0	19	85
6:15 PM	0	0	0	0	0	0	0	1	0	0	9	0	0	1	9	0	20	84
6:30 PM	0	0	0	0	0	1	0	1	0	0	2	0	0	1	3	0	8	69
6:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	4	0	10	57
Count Total	0	0	0	0	0	5	0	10	1	0	119	4	0	11	89	0	239	0
Peak Hour	0	0	0	0	0	1	0	2	1	0	44	2	0	3	32	0	85	0

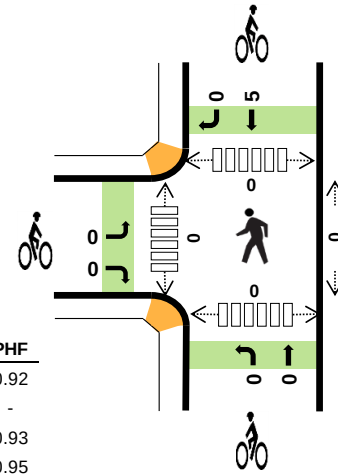
Three-Hour Count Summaries - Bikes																		
Interval Start	n/a			Van Waters and Rodgers Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	8				
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	6				
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6				
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	6				
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	6				
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6				
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6				
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5				
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4				
Count Total	0	0	0	1	0	0	0	4	0	0	13	0	18	0				
Peak Hour	0	0	0	1	0	0	0	2	0	0	3	0	6	0				

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

Bayshore Blvd San Bruno Ave



Date: 03-11-2020
Count Period: 6:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.1%	0.92
WB	-	-
NB	5.4%	0.93
SB	6.1%	0.95
TOTAL	5.5%	0.98

Three-Hour Count Summaries

Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	1	0	42	0	0	0	0	1	20	219	0	0	0	314	1	598	0
7:45 AM		1	1	0	51	0	0	0	0	3	28	229	0	0	0	284	2	599	0
8:00 AM		0	3	0	49	0	0	0	0	2	22	207	0	1	0	284	7	575	0
8:15 AM		0	0	0	46	0	0	0	0	1	21	211	0	0	0	300	8	587	2,359
Peak Hour	All	1	5	0	188	0	0	0	0	7	91	866	0	1	0	1,182	18	2,359	0
	HV	0	3	0	1	0	0	0	0	0	1	51	0	0	0	72	1	129	0
	HV%	0%	60%	-	1%	-	-	-	-	0%	1%	6%	-	0%	-	6%	6%	5%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	11	33	45	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	13	16	29	0	0	0	2	2	0	0	0	0	0
8:00 AM	3	0	14	14	31	0	0	0	1	1	0	0	0	0	0
8:15 AM	0	0	14	10	24	0	0	0	2	2	0	0	0	0	0
Peak Hour	4	0	52	73	129	0	0	0	5	5	0	0	0	0	0

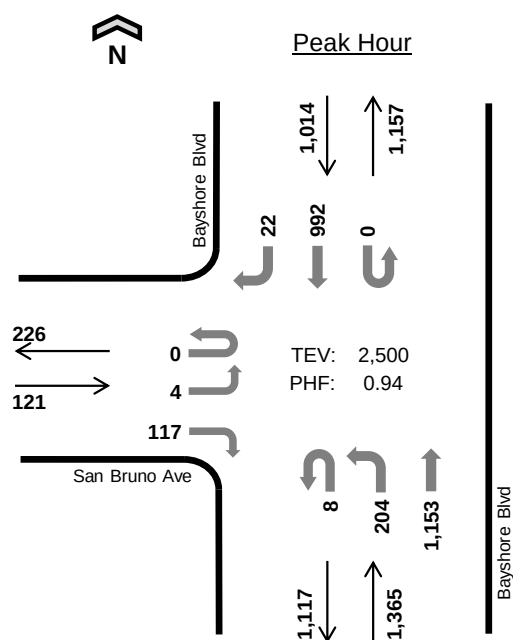
Three-Hour Count Summaries																			
Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM		0	1	0	27	0	0	0	0	0	6	156	0	0	0	167	1	358	0
6:45 AM		0	1	0	29	0	0	0	0	3	8	204	0	0	0	220	0	465	0
7:00 AM		0	1	0	34	0	0	0	0	1	6	190	0	0	0	216	2	450	0
7:15 AM		0	0	0	31	0	0	0	0	1	13	171	0	0	0	224	0	440	1,713
7:30 AM		0	1	0	42	0	0	0	0	1	20	219	0	0	0	314	1	598	1,953
7:45 AM		1	1	0	51	0	0	0	0	3	28	229	0	0	0	284	2	599	2,087
8:00 AM		0	3	0	49	0	0	0	0	2	22	207	0	1	0	284	7	575	2,212
8:15 AM		0	0	0	46	0	0	0	0	1	21	211	0	0	0	300	8	587	2,359
8:30 AM		0	1	0	41	0	0	0	0	1	11	213	0	0	0	262	2	531	2,292
8:45 AM		0	0	0	34	0	0	0	0	4	13	207	0	0	0	259	1	518	2,211
9:00 AM		0	1	0	35	0	0	0	0	2	8	161	0	0	0	216	6	429	2,065
9:15 AM		0	2	0	33	0	0	0	0	5	22	164	0	0	0	181	1	408	1,886
Count Total		1	12	0	452	0	0	0	0	24	178	2,332	0	1	0	2,927	31	5,958	0
Peak Hour	All	1	5	0	188	0	0	0	0	7	91	866	0	1	0	1,182	18	2,359	0
	HV	0	3	0	1	0	0	0	0	0	1	51	0	0	0	72	1	129	0
	HV%	0%	60%	-	1%	-	-	-	-	0%	1%	6%	-	0%	-	6%	6%	5%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM		1	0	19	10	30	1	0	0	0	1	0	0	0	0	0	0	0	
6:45 AM		1	0	8	19	28	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		2	0	9	18	29	1	0	0	1	2	0	0	0	0	0	0	0	
7:15 AM		0	0	16	17	33	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		1	0	11	33	45	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	0	13	16	29	0	0	0	2	2	0	0	0	0	0	0	0	
8:00 AM		3	0	14	14	31	0	0	0	1	1	0	0	0	0	0	0	0	
8:15 AM		0	0	14	10	24	0	0	0	2	2	0	0	0	0	0	0	0	
8:30 AM		1	0	18	10	29	1	0	0	1	2	0	0	0	0	0	0	0	
8:45 AM		0	0	16	15	31	1	0	1	1	3	0	0	0	0	0	0	0	
9:00 AM		1	0	19	14	34	0	0	0	1	1	0	0	0	0	0	0	0	
9:15 AM		1	0	22	18	41	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total		11	0	179	194	384	4	0	1	9	14	0	0	0	0	0	0	0	
Peak Hr		4	0	52	73	129	0	0	0	5	5	0	0	0	0	0	0	0	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	0	0	0	0	0	0	0	2	17	0	0	0	10	0	30	0
6:45 AM	0	1	0	0	0	0	0	0	1	0	7	0	0	0	19	0	28	0
7:00 AM	0	1	0	1	0	0	0	0	0	1	8	0	0	0	18	0	29	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	17	0	33	120
7:30 AM	0	1	0	0	0	0	0	0	0	1	10	0	0	0	32	1	45	135
7:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	29	136
8:00 AM	0	2	0	1	0	0	0	0	0	0	14	0	0	0	14	0	31	138
8:15 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	24	129
8:30 AM	0	1	0	0	0	0	0	0	0	0	18	0	0	0	10	0	29	113
8:45 AM	0	0	0	0	0	0	0	0	0	1	15	0	0	0	15	0	31	115
9:00 AM	0	1	0	0	0	0	0	0	0	0	19	0	0	0	13	1	34	118
9:15 AM	0	1	0	0	0	0	0	0	1	0	21	0	0	0	18	0	41	135
Count Total	0	9	0	2	0	0	0	0	2	5	172	0	0	0	192	2	384	0
Peak Hour	0	3	0	1	0	0	0	0	0	1	51	0	0	0	72	1	129	0

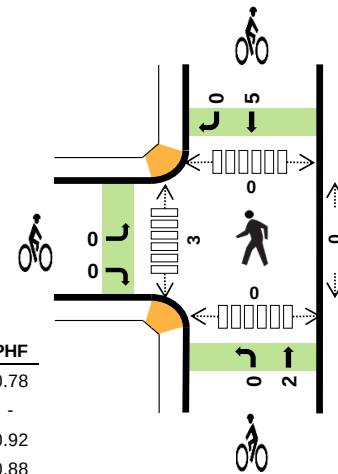
Three-Hour Count Summaries - Bikes																		
Interval Start	San Bruno Ave			n/a			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	4				
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	5				
8:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	7				
8:45 AM	1	0	0	0	0	0	0	1	0	0	1	0	3	8				
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	8				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
Count Total	2	0	2	0	0	0	0	1	0	0	9	0	14	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	5	0	5	0				

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

Bayshore Blvd San Bruno Ave



Date: 03-11-2020
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	4.1%	0.78
WB	-	-
NB	3.8%	0.92
SB	2.9%	0.88
TOTAL	3.4%	0.94

Three-Hour Count Summaries

Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	0	19	0	0	0	0	3	52	276	0	0	0	285	4	641	0
5:15 PM		0	0	0	39	0	0	0	0	1	47	321	0	0	0	255	2	665	0
5:30 PM		0	2	0	32	0	0	0	0	3	50	289	0	0	0	255	8	639	0
5:45 PM		0	0	0	27	0	0	0	0	1	55	267	0	0	0	197	8	555	2,500
Peak Hour	All	0	4	0	117	0	0	0	0	8	204	1,153	0	0	0	992	22	2,500	0
	HV	0	4	0	1	0	0	0	0	0	0	52	0	0	0	29	0	86	0
	HV%	-	100%	-	1%	-	-	-	-	0%	0%	5%	-	-	-	3%	0%	3%	0

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

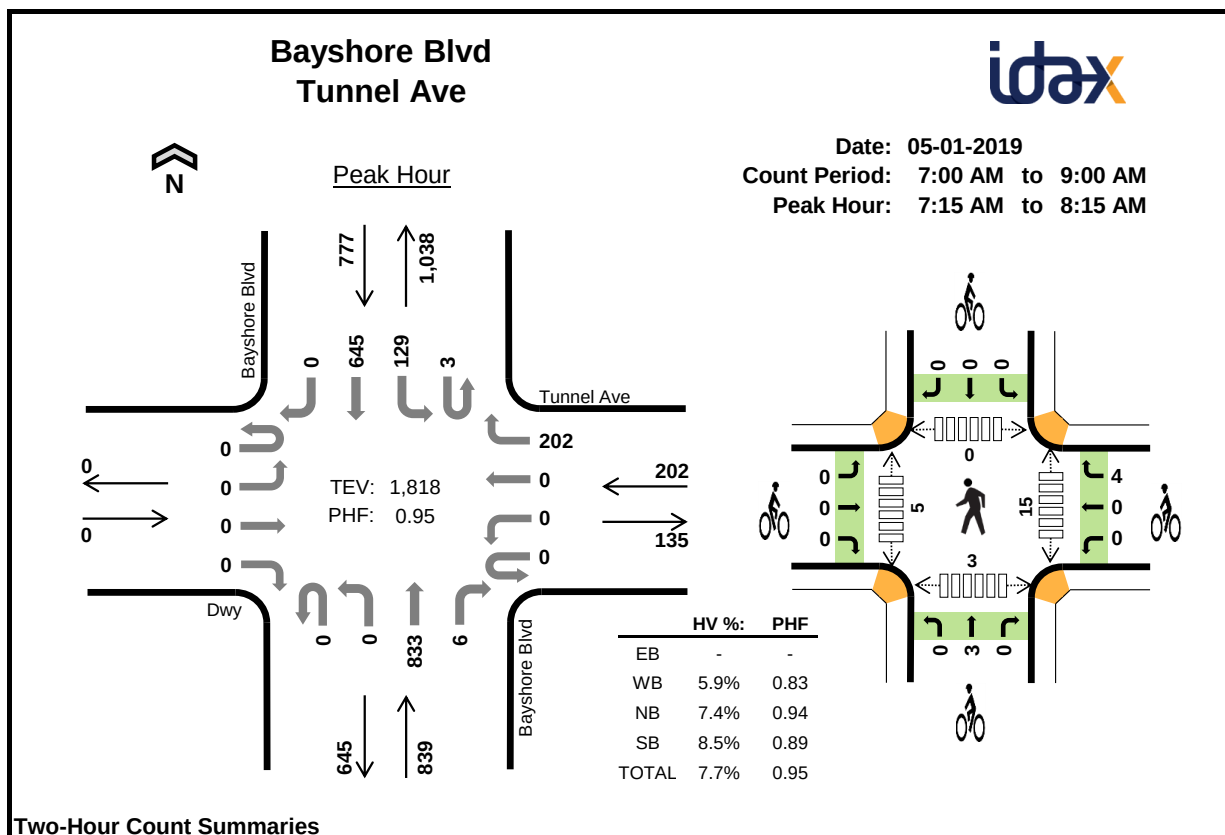
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	2	0	13	9	24	0	0	1	0	1	0	3	0	0	3
5:15 PM	1	0	12	8	21	0	0	0	1	1	0	0	0	0	0
5:30 PM	2	0	11	7	20	0	0	1	1	2	0	0	0	0	0
5:45 PM	0	0	16	5	21	0	0	0	3	3	0	0	0	0	0
Peak Hour	5	0	52	29	86	0	0	2	5	7	0	3	0	0	3

Three-Hour Count Summaries																			
Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	25	0	0	0	0	1	43	237	0	0	0	229	1	536	0
4:15 PM		0	0	0	22	0	0	0	0	4	43	228	0	0	0	208	4	509	0
4:30 PM		0	1	0	17	0	0	0	0	1	36	255	0	0	0	227	7	544	0
4:45 PM		0	1	0	26	0	0	0	0	3	40	260	0	0	0	211	6	547	2,136
5:00 PM		0	2	0	19	0	0	0	0	3	52	276	0	0	0	285	4	641	2,241
5:15 PM		0	0	0	39	0	0	0	0	1	47	321	0	0	0	255	2	665	2,397
5:30 PM		0	2	0	32	0	0	0	0	3	50	289	0	0	0	255	8	639	2,492
5:45 PM		0	0	0	27	0	0	0	0	1	55	267	0	0	0	197	8	555	2,500
6:00 PM		0	2	0	25	0	0	0	0	5	42	223	0	0	0	152	5	454	2,313
6:15 PM		0	0	0	18	0	0	0	0	1	35	256	0	0	0	155	0	465	2,113
6:30 PM		0	0	0	20	0	0	0	0	3	46	208	0	0	0	145	3	425	1,899
6:45 PM		0	0	0	20	0	0	0	0	2	45	171	0	0	0	141	9	388	1,732
Count Total		0	8	0	290	0	0	0	0	28	534	2,991	0	0	0	2,460	57	6,368	0
Peak Hour	All	0	4	0	117	0	0	0	0	8	204	1,153	0	0	0	992	22	2,500	0
	HV	0	4	0	1	0	0	0	0	0	0	52	0	0	0	29	0	86	0
	HV%	-	100%	-	1%	-	-	-	-	0%	0%	5%	-	-	-	3%	0%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM		1	0	21	9	31	0	0	1	2	3	0	2	0	0	2			
4:15 PM		0	0	6	9	15	1	0	0	1	2	0	0	0	0	0			
4:30 PM		1	0	9	12	22	0	0	2	1	3	0	0	0	0	0			
4:45 PM		0	0	7	9	16	0	0	1	1	2	0	0	0	0	0			
5:00 PM		2	0	13	9	24	0	0	1	0	1	0	3	0	0	3			
5:15 PM		1	0	12	8	21	0	0	0	1	1	0	0	0	0	0			
5:30 PM		2	0	11	7	20	0	0	1	1	2	0	0	0	0	0			
5:45 PM		0	0	16	5	21	0	0	0	3	3	0	0	0	0	0			
6:00 PM		3	0	7	9	19	0	0	0	1	1	0	0	0	0	0			
6:15 PM		1	0	8	9	18	0	0	0	1	1	0	0	0	0	0			
6:30 PM		0	0	2	5	7	0	0	0	0	0	0	0	0	0	0			
6:45 PM		0	0	5	4	9	1	0	0	1	2	0	0	0	0	0			
Count Total		11	0	117	95	223	2	0	6	13	21	0	5	0	0	5			
Peak Hr		5	0	52	29	86	0	0	2	5	7	0	3	0	0	3			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	21	0	0	0	9	0	31	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	15	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	11	1	22	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16	84
5:00 PM	0	2	0	0	0	0	0	0	0	0	13	0	0	0	9	0	24	77
5:15 PM	0	0	0	1	0	0	0	0	0	0	12	0	0	0	8	0	21	83
5:30 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	7	0	20	81
5:45 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	5	0	21	86
6:00 PM	0	2	0	1	0	0	0	0	0	0	7	0	0	0	9	0	19	81
6:15 PM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	9	0	18	78
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	65
6:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	53
Count Total	0	7	0	4	0	0	0	0	0	0	117	0	0	0	94	1	223	0
Peak Hour	0	4	0	1	0	0	0	0	0	0	52	0	0	0	29	0	86	0

Three-Hour Count Summaries - Bikes																		
Interval Start	San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	1	0		0	2	0		3	0
4:15 PM	0	0	1		0	0	0		0	0	0		0	1	0		2	0
4:30 PM	0	0	0		0	0	0		0	2	0		0	1	0		3	0
4:45 PM	0	0	0		0	0	0		0	1	0		0	1	0		2	10
5:00 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	8
5:15 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	7
5:30 PM	0	0	0		0	0	0		0	1	0		0	1	0		2	6
5:45 PM	0	0	0		0	0	0		0	0	0		0	3	0		3	7
6:00 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	7
6:15 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	7
6:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	5
6:45 PM	0	0	1		0	0	0		0	0	0		0	1	0		2	4
Count Total	0	0	2		0	0	0		0	6	0		0	13	0		21	0
Peak Hour	0	0	0		0	0	0		0	2	0		0	5	0		7	0

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

**Two-Hour Count Summaries**

Interval Start		Dwy				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	67	0	0	269	2	1	30	108	0	477	0
7:15 AM		0	0	0	0	0	0	0	61	0	0	214	3	0	31	148	0	457	0
7:30 AM		0	0	0	0	0	0	0	43	0	0	217	0	1	24	144	0	429	0
7:45 AM		0	0	0	0	0	0	0	51	0	0	182	0	1	44	174	0	452	1,815
8:00 AM		0	0	0	0	0	0	0	47	0	0	220	3	1	30	179	0	480	1,818
8:15 AM		0	0	0	1	0	0	0	44	0	0	172	1	1	38	175	0	432	1,793
8:30 AM		0	0	0	0	0	0	0	52	0	0	176	3	0	39	149	0	419	1,783
8:45 AM		0	0	0	2	0	0	0	52	0	0	213	3	2	29	148	1	450	1,781
Count Total		0	0	0	3	0	0	0	417	0	0	1,663	15	7	265	1,225	1	3,596	0
Peak Hour	All	0	0	0	0	0	0	0	202	0	0	833	6	3	129	645	0	1,818	0
	HV	0	0	0	0	0	0	0	12	0	0	61	1	0	6	60	0	140	0
	HV%	-	-	-	-	-	-	-	6%	-	-	7%	17%	0%	5%	9%	-	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	5	18	11	34	0	0	0	0	0	3	4	0	2	9
7:15 AM	0	5	17	22	44	0	1	3	0	4	2	1	0	1	4
7:30 AM	0	4	16	11	31	0	1	0	0	1	4	1	0	1	6
7:45 AM	0	2	15	15	32	0	1	0	0	1	3	0	0	1	4
8:00 AM	0	1	14	18	33	0	1	0	0	1	6	3	0	0	9
8:15 AM	0	5	14	10	29	0	0	0	0	0	4	0	0	3	7
8:30 AM	0	1	21	14	36	0	0	0	0	0	7	1	0	1	9
8:45 AM	0	3	18	9	30	0	0	0	0	0	6	0	0	0	6
Count Total	0	26	133	110	269	0	4	3	0	7	35	10	0	9	54
Peak Hour	0	12	62	66	140	0	4	3	0	7	15	5	0	3	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dwy				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	5	0	0	18	0	0	0	11	0	34	0
7:15 AM	0	0	0	0	0	0	0	5	0	0	16	1	0	2	20	0	44	0
7:30 AM	0	0	0	0	0	0	0	4	0	0	16	0	0	1	10	0	31	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	15	0	0	2	13	0	32	141
8:00 AM	0	0	0	0	0	0	0	1	0	0	14	0	0	1	17	0	33	140
8:15 AM	0	0	0	0	0	0	0	5	0	0	14	0	0	1	9	0	29	125
8:30 AM	0	0	0	0	0	0	0	1	0	0	21	0	0	3	11	0	36	130
8:45 AM	0	0	0	0	0	0	0	3	0	0	17	1	0	1	8	0	30	128
Count Total	0	0	0	0	0	0	0	26	0	0	131	2	0	11	99	0	269	0
Peak Hour	0	0	0	0	0	0	0	12	0	0	61	1	0	6	60	0	140	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Dwy			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	1	0	3	0	0	0	0	4	0				
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0				
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	6				
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	7				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Count Total	0	0	0	0	0	4	0	3	0	0	0	0	7	0				
Peak Hour	0	0	0	0	0	4	0	3	0	0	0	0	7	0				

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

Bayshore Blvd Tunnel Ave

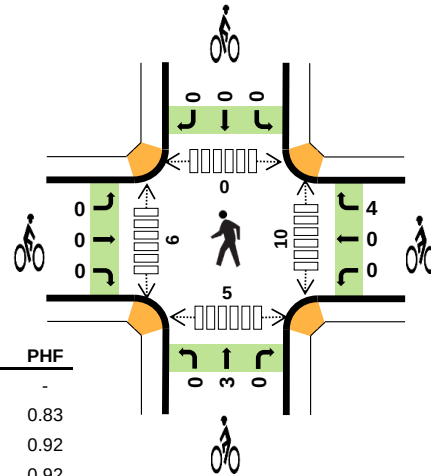
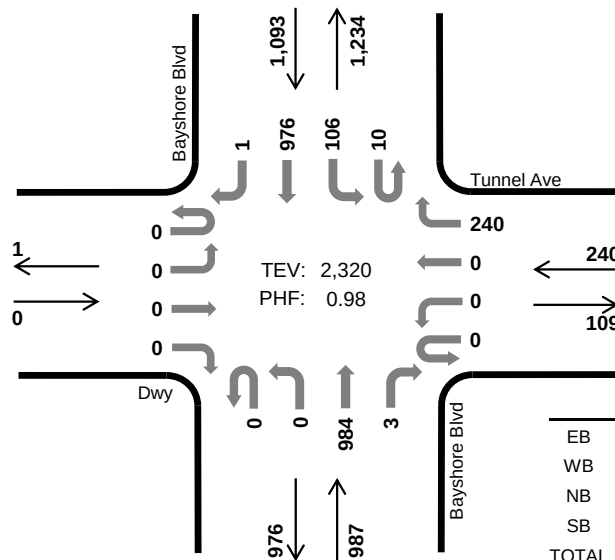


Peak Hour

Date: 05-01-2019

Count Period: 4:30 PM to 6:30 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	2.1%	0.83
NB	3.2%	0.92
SB	1.8%	0.92
TOTAL	2.5%	0.98

Two-Hour Count Summaries

Interval Start		Dwy				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:30 PM	0	0	0	0	0	0	0	69	0	0	223	1	3	29	234	0	559	0
	4:45 PM	0	0	0	0	0	0	0	60	0	0	265	2	8	22	235	0	592	0
	5:00 PM	0	0	0	0	0	0	0	41	0	0	262	0	1	27	236	0	567	0
	5:15 PM	0	0	0	0	0	0	0	67	0	0	221	1	1	27	267	1	585	2,303
	5:30 PM	0	0	0	0	0	0	0	72	0	0	236	0	0	30	238	0	576	2,320
	5:45 PM	0	0	0	0	0	0	0	52	0	0	230	1	5	38	240	0	566	2,294
	6:00 PM	0	0	0	0	0	0	0	41	0	0	215	1	3	24	232	0	516	2,243
	6:15 PM	0	0	0	0	0	0	0	38	0	0	217	1	3	30	216	0	505	2,163
Count Total		0	0	0	0	0	0	0	440	0	0	1,869	7	24	227	1,898	1	4,466	0
Peak Hour	All	0	0	0	0	0	0	0	240	0	0	984	3	10	106	976	1	2,320	0
	HV	0	0	0	0	0	0	0	5	0	0	32	0	0	3	17	0	57	0
	HV%	-	-	-	-	-	-	-	2%	-	-	3%	0%	0%	3%	2%	0%	2%	0

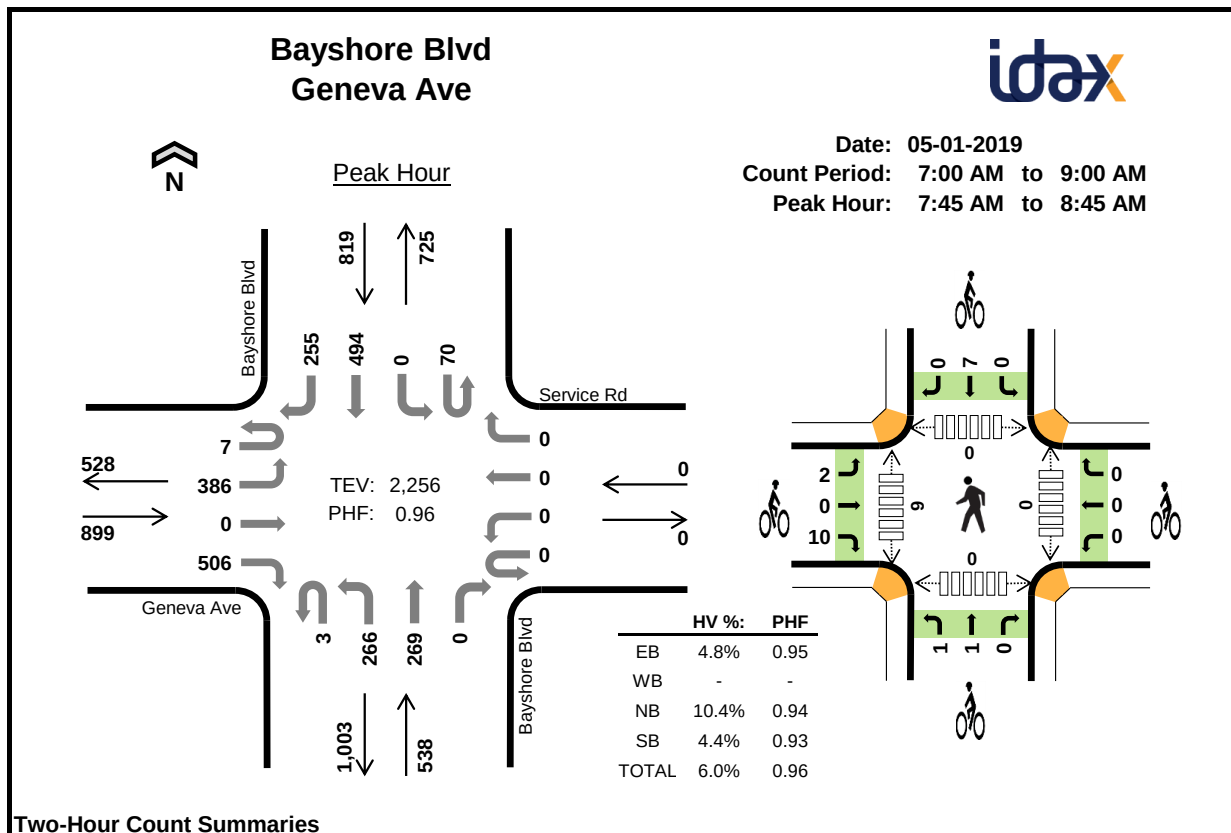
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	3	10	13	26	0	0	0	0	0	3	1	0	1	5
4:45 PM	0	3	13	6	22	0	3	0	0	3	2	3	0	1	6
5:00 PM	0	0	8	3	11	0	0	1	0	1	2	1	0	0	3
5:15 PM	0	1	4	5	10	0	1	0	0	1	0	2	0	3	5
5:30 PM	0	1	7	6	14	0	0	2	0	2	6	0	0	1	7
5:45 PM	0	0	4	7	11	0	0	0	0	0	2	1	0	1	4
6:00 PM	0	4	10	7	21	0	0	0	1	1	0	0	0	0	0
6:15 PM	0	1	8	7	16	0	2	0	0	2	2	0	0	2	4
Count Total	0	13	64	54	131	0	6	3	1	10	17	8	0	9	34
Peak Hour	0	5	32	20	57	0	4	3	0	7	10	6	0	5	21

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dwy				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	3	0	0	10	0	0	2	11	0	26	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	13	0	0	1	5	0	22	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	2	0	11	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	1	4	0	10	69
5:30 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	6	0	14	57
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	46
6:00 PM	0	0	0	0	0	0	0	4	0	0	10	0	0	0	7	0	21	56
6:15 PM	0	0	0	0	0	0	0	1	0	0	8	0	0	1	6	0	16	62
Count Total	0	0	0	0	0	0	0	13	0	0	64	0	0	6	48	0	131	0
Peak Hour	0	0	0	0	0	0	0	5	0	0	32	0	0	3	17	0	57	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Dwy			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	0			
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0			
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	5			
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	7			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	4			
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	5			
Count Total	0	0	0	0	0	6	0	3	0	1	0	0	10	0			
Peak Hour	0	0	0	0	0	4	0	3	0	0	0	0	7	0			

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

**Two-Hour Count Summaries**

Interval Start		Geneva Ave				Service Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	105	0	87	0	0	0	0	1	60	51	0	24	0	85	39	453	0
7:15 AM		2	94	0	100	0	0	0	0	1	65	56	0	12	0	106	51	487	0
7:30 AM		1	93	0	131	0	0	0	0	0	50	51	0	17	0	121	51	515	0
7:45 AM		0	86	0	135	0	0	0	0	0	73	70	0	15	0	142	64	585	2,040
8:00 AM		3	96	0	126	0	0	0	0	2	61	58	0	15	0	121	65	547	2,134
8:15 AM		3	100	0	114	0	0	0	0	0	61	70	0	18	0	110	68	544	2,191
8:30 AM		1	104	0	131	0	0	0	0	1	71	71	0	22	0	121	58	580	2,256
8:45 AM		1	87	0	93	0	0	0	0	3	67	51	0	16	0	105	65	488	2,159
Count Total		12	765	0	917	0	0	0	0	8	508	478	0	139	0	911	461	4,199	0
Peak Hour	All	7	386	0	506	0	0	0	0	3	266	269	0	70	0	494	255	2,256	0
	HV	0	24	0	19	0	0	0	0	0	16	40	0	2	0	27	7	135	0
	HV%	0%	6%	-	4%	-	-	-	-	0%	6%	15%	-	3%	-	5%	3%	6%	0

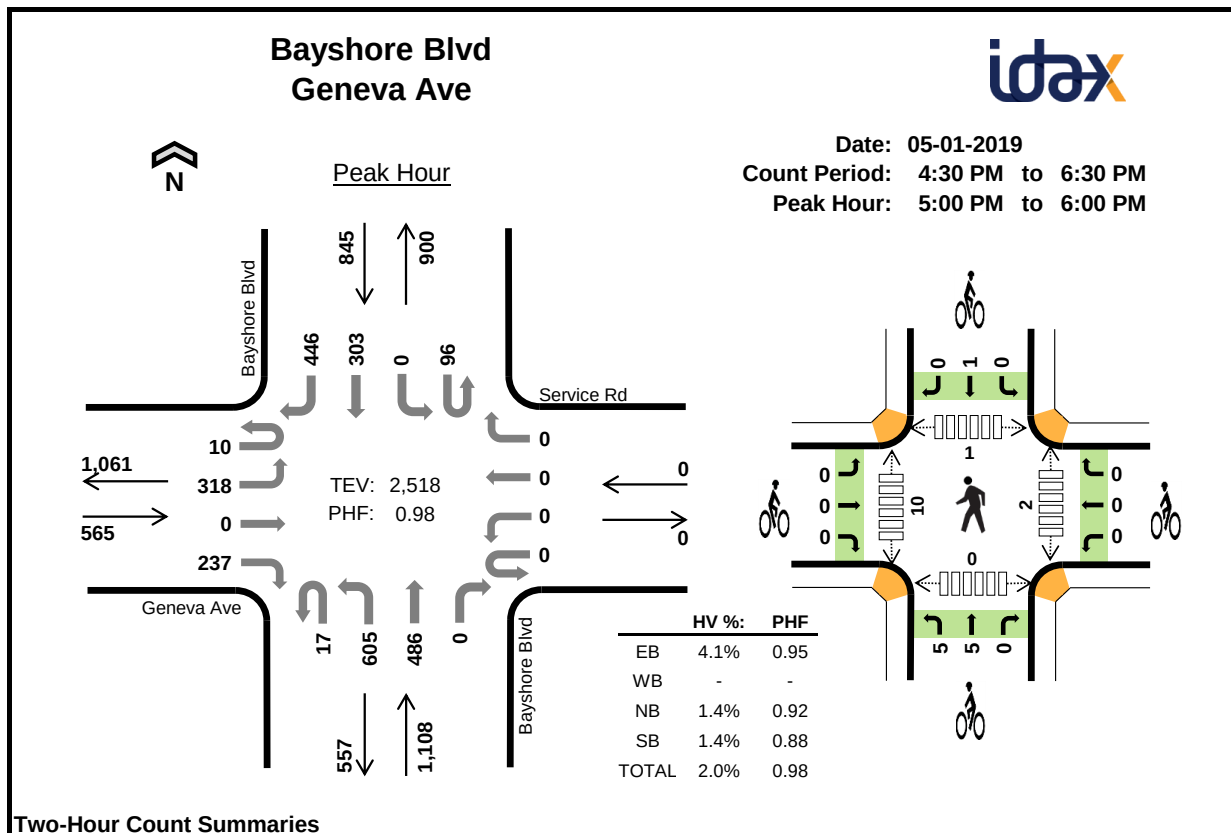
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	13	0	12	13	38	2	0	1	0	3	0	2	2	0	4
7:15 AM	7	0	17	15	39	1	0	3	1	5	0	5	0	2	7
7:30 AM	15	0	9	7	31	4	0	0	2	6	0	5	0	1	6
7:45 AM	12	0	14	7	33	2	0	0	0	2	0	2	0	0	2
8:00 AM	11	0	8	10	29	2	0	0	1	3	0	2	0	0	2
8:15 AM	8	0	16	10	34	6	0	0	6	12	0	3	0	0	3
8:30 AM	12	0	18	9	39	2	0	2	0	4	0	2	0	0	2
8:45 AM	8	0	9	11	28	1	0	0	0	1	1	1	0	2	4
Count Total	86	0	103	82	271	20	0	6	10	36	1	22	2	5	30
Peak Hour	43	0	56	36	135	12	0	2	7	21	0	9	0	0	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Geneva Ave				Service Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	10	0	3	0	0	0	0	0	4	8	0	1	0	7	5	38	0
7:15 AM	0	5	0	2	0	0	0	0	0	6	11	0	1	0	7	7	39	0
7:30 AM	0	10	0	5	0	0	0	0	0	2	7	0	2	0	3	2	31	0
7:45 AM	0	5	0	7	0	0	0	0	0	6	8	0	0	0	5	2	33	141
8:00 AM	0	6	0	5	0	0	0	0	0	2	6	0	2	0	8	0	29	132
8:15 AM	0	6	0	2	0	0	0	0	0	2	14	0	0	0	7	3	34	127
8:30 AM	0	7	0	5	0	0	0	0	0	6	12	0	0	0	7	2	39	135
8:45 AM	0	6	0	2	0	0	0	0	0	3	6	0	0	0	6	5	28	130
Count Total	0	55	0	31	0	0	0	0	0	31	72	0	6	0	50	26	271	0
Peak Hour	0	24	0	19	0	0	0	0	0	16	40	0	2	0	27	7	135	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Geneva Ave			Service Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	1	0	1	0	0	0	0	1	0	0	0	0	3	0				
7:15 AM	1	0	0	0	0	0	1	2	0	0	1	0	5	0				
7:30 AM	0	0	4	0	0	0	0	0	0	0	2	0	6	0				
7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	16				
8:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	3	16				
8:15 AM	1	0	5	0	0	0	0	0	0	0	6	0	12	23				
8:30 AM	0	0	2	0	0	0	1	1	0	0	0	0	4	21				
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	20				
Count Total	5	0	15	0	0	0	2	4	0	0	10	0	36	0				
Peak Hour	2	0	10	0	0	0	1	1	0	0	7	0	21	0				

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

**Two-Hour Count Summaries**

Interval Start		Geneva Ave				Service Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:30 PM	5	77	0	62	0	0	0	0	1	113	105	0	25	0	81	88	557	0
	4:45 PM	0	83	0	52	0	0	0	0	2	129	115	0	33	0	91	98	603	0
	5:00 PM	2	74	0	72	0	0	0	0	2	161	139	0	22	0	66	99	637	0
	5:15 PM	0	70	0	58	0	0	0	0	7	146	122	0	25	0	84	130	642	2,439
	5:30 PM	5	79	0	63	0	0	0	0	2	147	117	0	24	0	84	112	633	2,515
	5:45 PM	3	95	0	44	0	0	0	0	6	151	108	0	25	0	69	105	606	2,518
	6:00 PM	2	73	0	51	0	0	0	0	2	138	97	0	21	0	55	113	552	2,433
	6:15 PM	2	81	0	47	0	0	0	0	1	124	85	0	32	0	74	97	543	2,334
Count Total		19	632	0	449	0	0	0	0	23	1,109	888	0	207	0	604	842	4,773	0
Peak Hour	All	10	318	0	237	0	0	0	0	17	605	486	0	96	0	303	446	2,518	0
	HV	1	12	0	10	0	0	0	0	0	5	11	0	0	0	9	3	51	0
	HV%	10%	4%	-	4%	-	-	-	-	0%	1%	2%	-	0%	-	3%	1%	2%	0

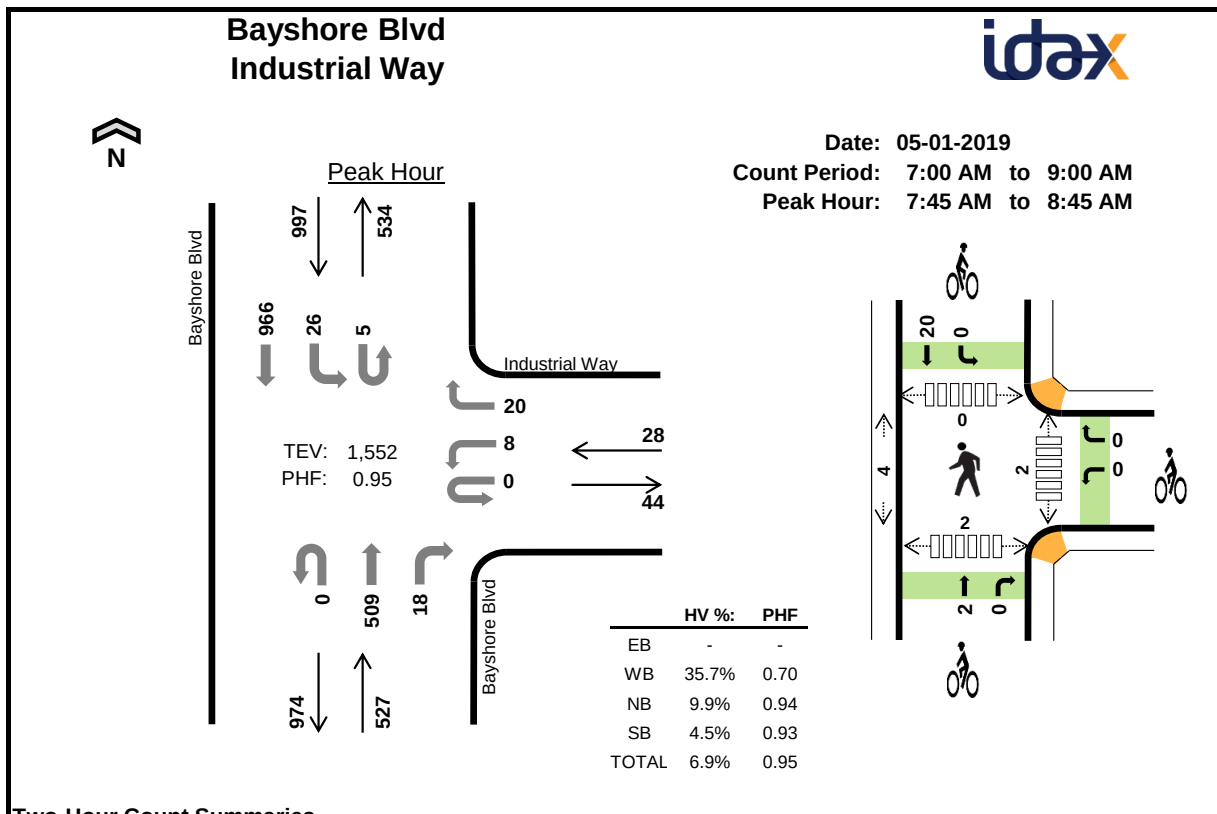
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	5	0	7	8	20	0	0	1	0	1	0	5	2	0	7
4:45 PM	10	0	7	4	21	0	0	2	1	3	0	5	0	0	5
5:00 PM	8	0	5	3	16	0	0	3	1	4	0	3	0	0	3
5:15 PM	6	0	5	1	12	0	0	2	0	2	0	2	0	0	2
5:30 PM	5	0	2	5	12	0	0	4	0	4	1	4	1	0	6
5:45 PM	4	0	4	3	11	0	0	1	0	1	1	1	0	0	2
6:00 PM	4	0	6	5	15	0	0	3	0	3	3	4	3	3	13
6:15 PM	5	0	3	5	13	0	0	0	0	0	3	3	1	2	9
Count Total	47	0	39	34	120	0	0	16	2	18	8	27	7	5	47
Peak Hour	23	0	16	12	51	0	0	10	1	11	2	10	1	0	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Geneva Ave				Service Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	4	0	1	0	0	0	0	0	2	5	0	1	0	4	3	20	0
4:45 PM	0	7	0	3	0	0	0	0	0	0	7	0	0	0	2	2	21	0
5:00 PM	0	4	0	4	0	0	0	0	0	4	1	0	0	0	3	0	16	0
5:15 PM	0	3	0	3	0	0	0	0	0	1	4	0	0	0	1	0	12	69
5:30 PM	1	3	0	1	0	0	0	0	0	0	2	0	0	0	4	1	12	61
5:45 PM	0	2	0	2	0	0	0	0	0	0	4	0	0	0	1	2	11	51
6:00 PM	0	3	0	1	0	0	0	0	0	2	4	0	2	0	3	0	15	50
6:15 PM	0	4	0	1	0	0	0	0	0	0	3	0	1	0	2	2	13	51
Count Total	1	30	0	16	0	0	0	0	0	9	30	0	4	0	20	10	120	0
Peak Hour	1	12	0	10	0	0	0	0	0	5	11	0	0	0	9	3	51	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Geneva Ave			Service Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0			
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	3	0			
5:00 PM	0	0	0	0	0	0	1	2	0	0	1	0	4	0			
5:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	10			
5:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	4	13			
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	11			
6:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	10			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
Count Total	0	0	0	0	0	0	8	8	0	0	1	1	18	0			
Peak Hour	0	0	0	0	0	0	5	5	0	0	1	0	11	0			

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



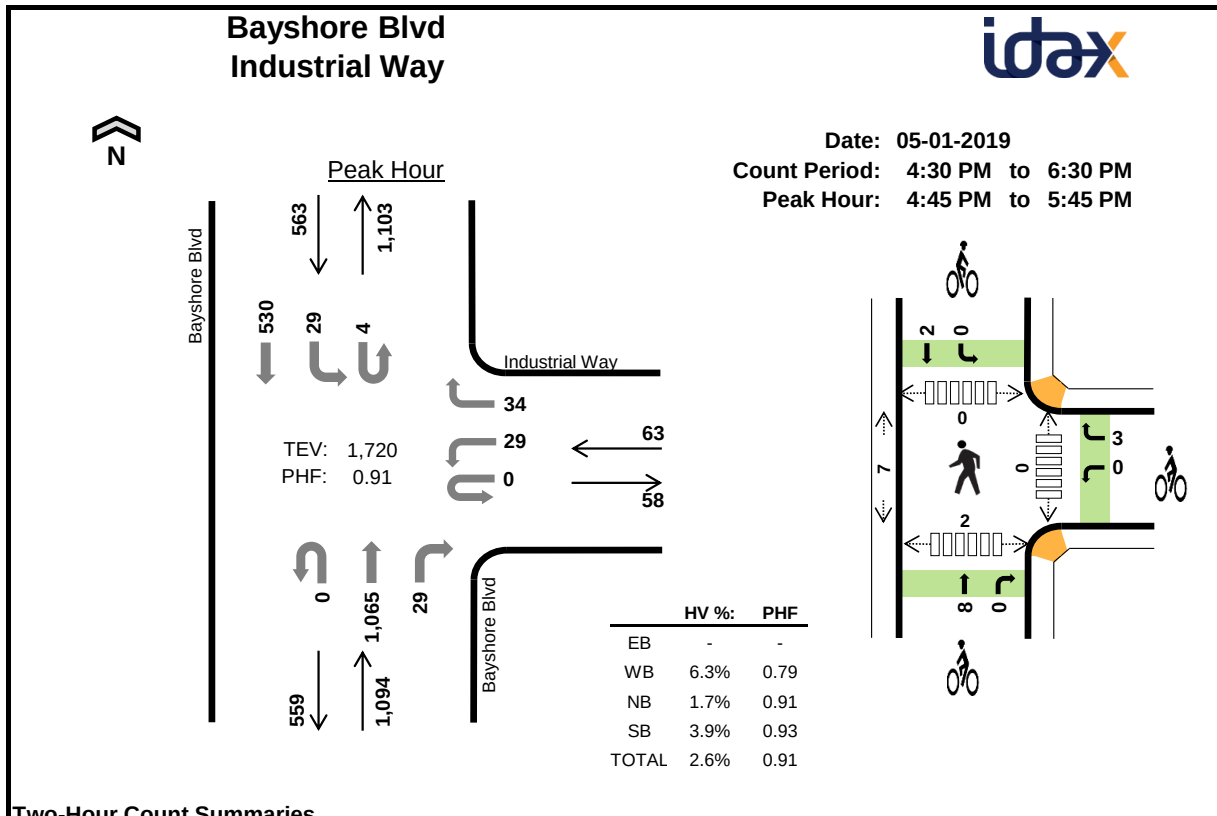
Two-Hour Count Summaries

Interval Start		n/a				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	0	0	0	5	0	8	0	0	103	6	1	11	166	0	300	0
	7:15 AM	0	0	0	0	0	3	0	11	0	0	110	6	0	11	193	0	334	0
	7:30 AM	0	0	0	0	0	3	0	10	0	0	96	2	0	3	252	0	366	0
	7:45 AM	0	0	0	0	0	0	0	7	0	0	131	5	2	7	258	0	410	1,410
	8:00 AM	0	0	0	0	0	3	0	5	0	0	112	3	0	6	252	0	381	1,491
	8:15 AM	0	0	0	0	0	5	0	5	0	0	136	4	1	5	215	0	371	1,528
	8:30 AM	0	0	0	0	0	0	0	3	0	0	130	6	2	8	241	0	390	1,552
	8:45 AM	0	0	0	0	0	3	0	6	0	0	120	7	1	11	190	0	338	1,480
Count Total		0	0	0	0	0	22	0	55	0	0	938	39	7	62	1,767	0	2,890	0
Peak Hour	All	0	0	0	0	0	8	0	20	0	0	509	18	5	26	966	0	1,552	0
	HV	0	0	0	0	0	2	0	8	0	0	48	4	0	5	40	0	107	0
	HV%	-	-	-	-	-	25%	-	40%	-	-	9%	22%	0%	19%	4%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	11	10	25	0	0	3	1	4	0	0	0	0	0
7:15 AM	0	4	10	8	22	0	0	2	1	3	0	0	0	0	0
7:30 AM	0	5	8	8	21	0	0	0	6	6	0	4	0	1	5
7:45 AM	0	3	11	11	25	0	0	0	2	2	0	1	0	0	1
8:00 AM	0	3	7	14	24	0	0	0	4	4	0	1	0	0	1
8:15 AM	0	3	16	9	28	0	0	0	12	12	0	1	0	1	2
8:30 AM	0	1	18	11	30	0	0	2	2	4	2	1	0	1	4
8:45 AM	0	2	8	10	20	0	0	0	0	0	1	1	0	0	2
Count Total	0	25	89	81	195	0	0	7	28	35	3	9	0	3	15
Peak Hr	0	10	52	45	107	0	0	2	20	22	2	4	0	2	8

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	3	0	0	11	0	0	3	7	0	25	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	10	0	0	3	5	0	22	0
7:30 AM	0	0	0	0	0	1	0	4	0	0	8	0	0	1	7	0	21	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	10	1	0	1	10	0	25	93
8:00 AM	0	0	0	0	0	1	0	2	0	0	7	0	0	2	12	0	24	92
8:15 AM	0	0	0	0	0	1	0	2	0	0	15	1	0	1	8	0	28	98
8:30 AM	0	0	0	0	0	0	0	1	0	0	16	2	0	1	10	0	30	107
8:45 AM	0	0	0	0	0	0	0	2	0	0	8	0	0	3	7	0	20	102
Count Total	0	0	0	0	0	4	0	21	0	0	85	4	0	15	66	0	195	0
Peak Hour	0	0	0	0	0	2	0	8	0	0	48	4	0	5	40	0	107	0
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Industrial Way			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0				
7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0				
7:30 AM	0	0	0	0	0	0	0	0	0	1	5	0	6	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	15				
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	15				
8:15 AM	0	0	0	0	0	0	0	0	0	0	12	0	12	24				
8:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	22				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	20				
Count Total	0	0	0	0	0	0	0	7	0	1	27	0	35	0				
Peak Hour	0	0	0	0	0	0	0	2	0	0	20	0	22	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

**Two-Hour Count Summaries**

Interval Start		n/a				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	10	0	10	0	0	220	3	2	16	123	0	384	0
4:45 PM		0	0	0	0	0	10	0	9	0	0	249	12	1	16	125	0	422	0
5:00 PM		0	0	0	0	0	8	0	12	0	0	293	6	0	8	144	0	471	0
5:15 PM		0	0	0	0	0	6	0	7	0	0	260	7	2	2	120	0	404	1,681
5:30 PM		0	0	0	0	0	5	0	6	0	0	263	4	1	3	141	0	423	
5:45 PM		0	0	0	0	0	7	0	6	0	0	256	1	3	8	99	0	380	1,678
6:00 PM		0	0	0	0	0	10	0	9	0	0	225	0	2	5	101	0	352	1,559
6:15 PM		0	0	0	0	0	7	0	13	0	0	188	4	6	6	115	0	339	1,494
Count Total		0	0	0	0	0	63	0	72	0	0	1,954	37	17	64	968	0	3,175	0
Peak Hour	All	0	0	0	0	0	29	0	34	0	0	1,065	29	4	29	530	0	1,720	0
	HV	0	0	0	0	0	1	0	3	0	0	17	2	0	2	20	0	45	0
	HV%	-	-	-	-	-	3%	-	9%	-	-	2%	7%	0%	7%	4%	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

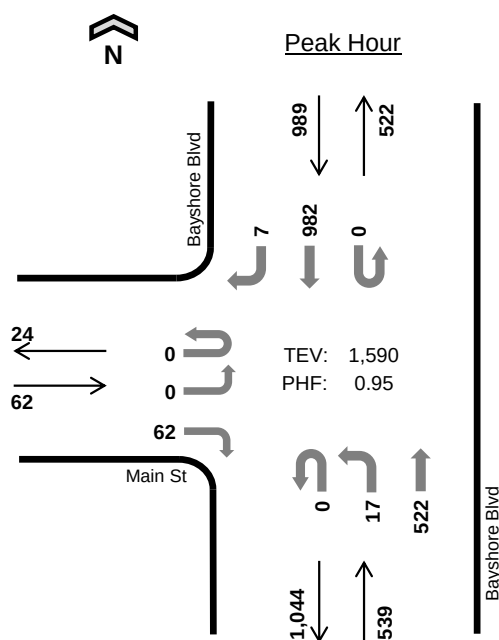
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	2	6	5	13	0	1	0	0	1	0	3	0	2	5
4:45 PM	0	1	8	5	14	0	1	2	0	3	0	1	0	1	2
5:00 PM	0	2	4	7	13	0	0	2	1	3	0	1	0	0	1
5:15 PM	0	1	5	4	10	0	1	2	0	3	0	1	0	0	1
5:30 PM	0	0	2	6	8	0	1	2	1	4	0	4	0	1	5
5:45 PM	0	0	4	2	6	0	0	1	0	1	0	1	0	0	1
6:00 PM	0	0	6	4	10	0	1	3	0	4	0	0	0	0	0
6:15 PM	0	0	3	3	6	0	0	1	1	2	0	0	0	0	0
Count Total	0	6	38	36	80	0	5	13	3	21	0	11	0	4	15
Peak Hr	0	4	19	22	45	0	3	8	2	13	0	7	0	2	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	1	0	1	0	0	5	1	0	3	2	0	13	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	7	1	0	0	5	0	14	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	3	1	0	2	5	0	13	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	4	0	10	50
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	45
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	37
6:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	3	0	10	34
6:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	30
Count Total	0	0	0	0	0	2	0	4	0	0	35	3	0	6	30	0	80	0
Peak Hour	0	0	0	0	0	1	0	3	0	0	17	2	0	2	20	0	45	0

Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Industrial Way			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
4:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	
5:15 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	10	10	
5:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	4	0	0	13	13	
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	11	11	
6:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	4	0	0	12	12	
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	11	11	
Count Total	0	0	0	0	0	5	0	13	0	0	3	0	21	0	0	0	0	
Peak Hour	0	0	0	0	0	3	0	8	0	0	2	0	13	0	0	0	0	

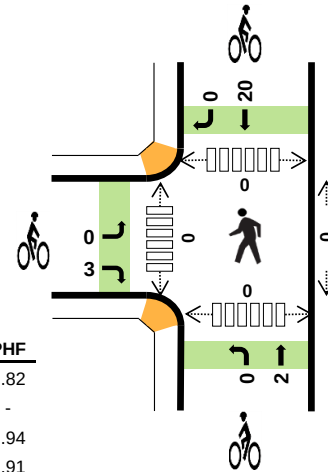
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bayshore Blvd Main St



Date: 05-01-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

	HV %:	PHF
EB	0.0%	0.82
WB	-	-
NB	9.6%	0.94
SB	4.2%	0.91
TOTAL	5.9%	0.95



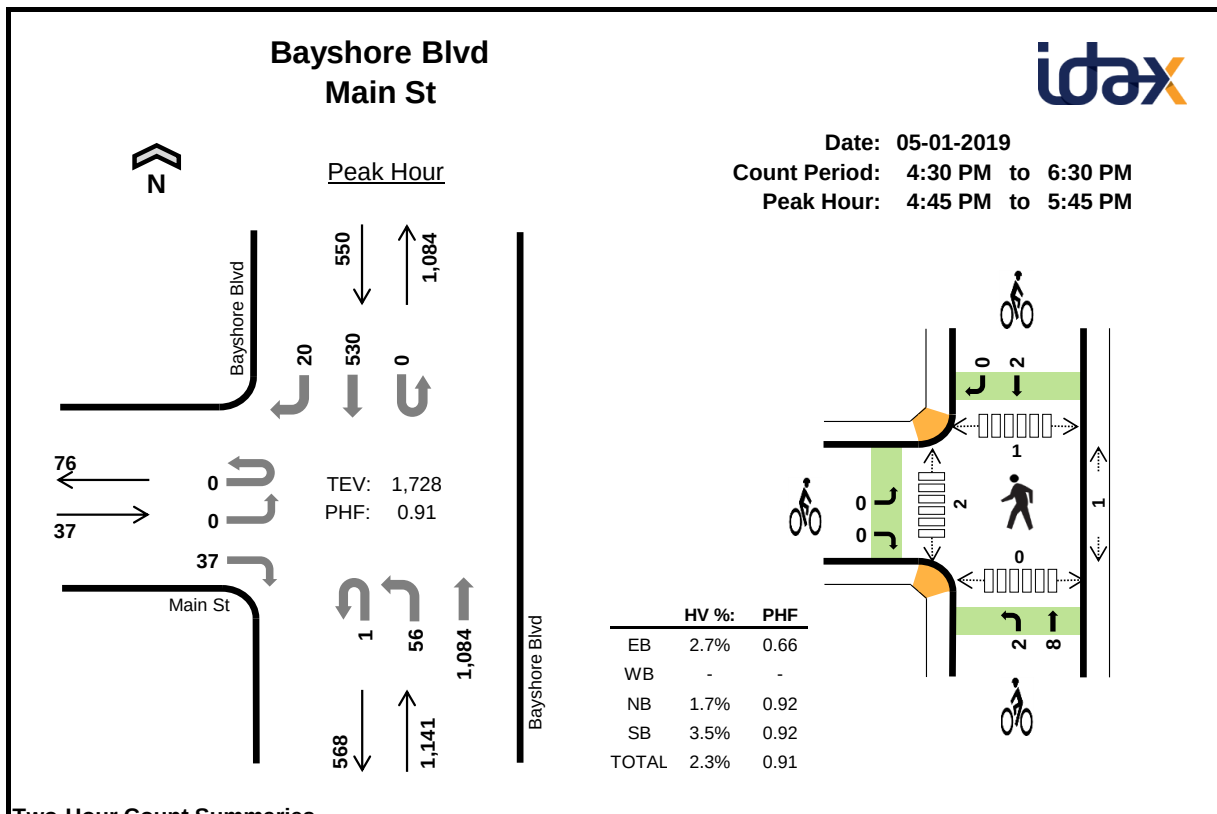
Two-Hour Count Summaries

Interval Start		Main St				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	17	0	0	0	0	0	3	112	0	0	0	163	2	297	0
7:15 AM		0	0	0	14	0	0	0	0	0	4	112	0	0	0	195	2	327	0
7:30 AM		0	0	0	26	0	0	0	0	0	8	103	0	0	0	245	3	385	0
7:45 AM		0	0	0	12	0	0	0	0	0	4	129	0	0	0	270	2	417	1,426
8:00 AM		0	0	0	19	0	0	0	0	0	4	121	0	0	0	239	2	385	1,514
8:15 AM		0	0	0	12	0	0	0	0	0	4	134	0	0	0	232	1	383	1,570
8:30 AM		0	0	0	19	0	0	0	0	0	5	138	0	0	0	241	2	405	1,590
8:45 AM		0	0	0	15	0	0	0	0	0	6	129	0	0	0	185	1	336	1,509
Count Total		0	0	0	134	0	0	0	0	0	38	978	0	0	0	1,770	15	2,935	0
Peak Hour	All	0	0	0	62	0	0	0	0	0	17	522	0	0	0	982	7	1,590	0
	HV	0	0	0	0	0	0	0	0	0	0	52	0	0	0	41	1	94	0
	HV%	-	-	-	0%	-	-	-	-	-	0%	10%	-	-	-	4%	14%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	10	9	19	0	0	3	1	4	0	0	0	0	0
7:15 AM	0	0	12	5	17	1	0	2	1	4	0	0	0	0	0
7:30 AM	0	0	8	8	16	2	0	0	5	7	0	1	0	0	1
7:45 AM	0	0	11	10	21	1	0	0	2	3	0	0	0	0	0
8:00 AM	0	0	7	12	19	0	0	0	3	3	0	0	0	0	0
8:15 AM	0	0	14	10	24	1	0	0	13	14	0	0	0	0	0
8:30 AM	0	0	20	10	30	1	0	2	2	5	0	0	0	0	0
8:45 AM	0	0	9	7	16	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	91	71	162	6	0	7	27	40	0	1	0	0	1
Peak Hr	0	0	52	42	94	3	0	2	20	25	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Main St				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	8	1	19	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	11	0	0	0	5	0	17	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	16	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	21	73
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19	73
8:15 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	24	80
8:30 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	9	1	30	94
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	89
Count Total	0	0	0	0	0	0	0	0	0	1	90	0	0	0	69	2	162	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	52	0	0	0	41	1	94	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Main St			n/a			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0				
7:15 AM	0	0	1	0	0	0	0	2	0	0	1	0	4	0				
7:30 AM	0	0	2	0	0	0	0	0	0	0	4	1	7	0				
7:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	18				
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	17				
8:15 AM	0	0	1	0	0	0	0	0	0	0	13	0	14	27				
8:30 AM	0	0	1	0	0	0	0	2	0	0	2	0	5	25				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	22				
Count Total	0	0	6	0	0	0	0	7	0	0	26	1	40	0				
Peak Hour	0	0	3	0	0	0	0	2	0	0	20	0	25	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

**Two-Hour Count Summaries**

Interval Start		Main St				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	9	0	0	0	0	0	13	230	0	0	0	137	3	392	0
4:45 PM		0	0	0	7	0	0	0	0	1	16	259	0	0	0	126	4	413	0
5:00 PM		0	0	0	14	0	0	0	0	0	15	294	0	0	0	148	2	473	0
5:15 PM		0	0	0	11	0	0	0	0	0	14	266	0	0	0	120	9	420	1,698
5:30 PM		0	0	0	5	0	0	0	0	0	11	265	0	0	0	136	5	422	
5:45 PM		0	0	0	5	0	0	0	0	0	20	253	0	0	0	101	11	390	1,705
6:00 PM		0	0	0	8	0	0	0	0	0	11	236	0	0	0	102	3	360	1,592
6:15 PM		0	0	0	4	0	0	0	0	0	10	196	0	0	0	113	10	333	1,505
Count Total		0	0	0	63	0	0	0	0	1	110	1,999	0	0	0	983	47	3,203	0
Peak Hour	All	0	0	0	37	0	0	0	0	1	56	1,084	0	0	0	530	20	1,728	0
	HV	0	0	0	1	0	0	0	0	0	0	19	0	0	0	18	1	39	0
	HV%	-	-	-	3%	-	-	-	-	0%	0%	2%	-	-	-	3%	5%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

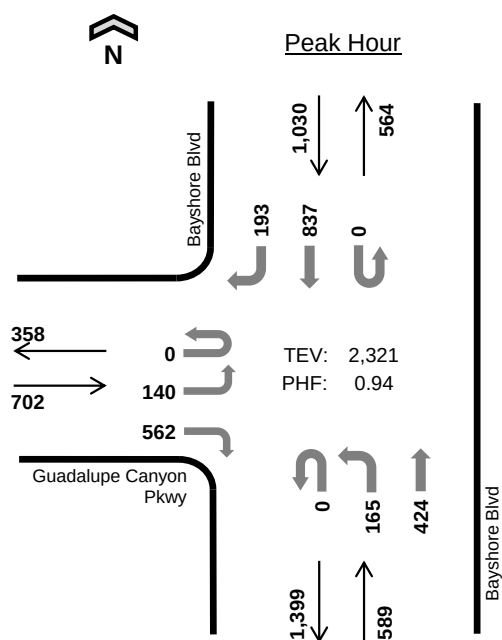
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	8	5	13	0	0	2	0	2	0	0	0	0	0
5:00 PM	1	0	4	5	10	0	0	4	1	5	0	0	0	0	0
5:15 PM	0	0	6	4	10	0	0	2	0	2	0	0	1	0	1
5:30 PM	0	0	1	5	6	0	0	2	1	3	1	2	0	0	3
5:45 PM	0	0	5	3	8	0	0	1	0	1	0	1	0	0	1
6:00 PM	0	0	6	3	9	0	0	3	0	3	0	0	0	0	0
6:15 PM	0	0	3	3	6	0	0	1	1	2	0	0	0	0	0
Count Total	1	0	39	32	72	0	0	15	3	18	1	3	1	0	5
Peak Hr	1	0	19	19	39	0	0	10	2	12	1	2	1	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Main St				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	5	0	10	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	43
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	6	39
5:45 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	3	0	8	34
6:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	33
6:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	29
Count Total	0	0	0	1	0	0	0	0	0	1	38	0	0	0	31	1	72	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	19	0	0	0	18	1	39	0

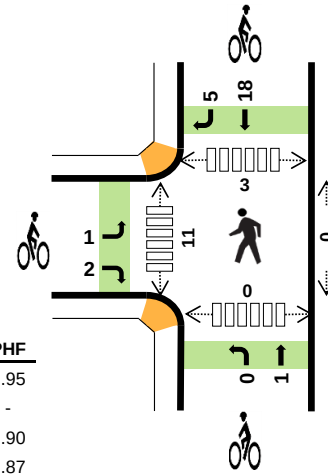
Two-Hour Count Summaries - Bikes																		
Interval Start	Main St			n/a			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	2	0	0	1	0	5	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	9	9
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	12	12
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	11	11
6:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	9	9
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	9	9
Count Total	0	0	0	0	0	0	0	13	0	2	0	0	3	18	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	8	0	2	0	0	2	12	0	0	0	0

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

Bayshore Blvd Guadalupe Canyon Pkwy



Date: 05-01-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.0%	0.95
WB	-	-
NB	9.0%	0.90
SB	4.4%	0.87
TOTAL	4.5%	0.94

Two-Hour Count Summaries

Interval Start		Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	26	0	87	0	0	0	0	0	26	92	0	0	0	146	34	411	0
7:15 AM		0	21	0	113	0	0	0	0	0	34	96	0	0	0	168	27	459	0
7:30 AM		0	30	0	143	0	0	0	0	0	32	83	0	0	0	182	51	521	0
7:45 AM		0	38	0	144	0	0	0	0	0	40	96	0	0	0	240	57	615	2,006
8:00 AM		0	25	0	137	0	0	0	0	0	37	104	0	0	0	201	44	548	2,143
8:15 AM		0	42	0	143	0	0	0	0	0	45	104	0	0	0	198	45	577	2,261
8:30 AM		0	35	0	138	0	0	0	0	0	43	120	0	0	0	198	47	581	2,321
8:45 AM		0	27	0	112	0	0	0	0	0	47	120	0	0	0	180	36	522	2,228
Count Total		0	244	0	1,017	0	0	0	0	0	304	815	0	0	0	1,513	341	4,234	0
Peak Hour	All	0	140	0	562	0	0	0	0	0	165	424	0	0	0	837	193	2,321	0
	HV	0	4	0	3	0	0	0	0	0	0	53	0	0	0	39	6	105	0
	HV%	-	3%	-	1%	-	-	-	-	-	0%	13%	-	-	-	5%	3%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

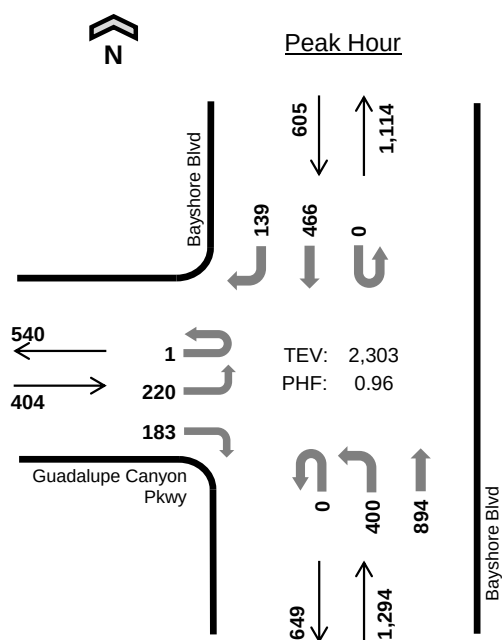
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	10	10	23	1	0	2	1	4	1	1	1	0	3
7:15 AM	5	0	10	4	19	2	0	0	2	4	0	3	0	0	3
7:30 AM	3	0	10	9	22	0	0	0	3	3	0	2	2	0	4
7:45 AM	3	0	10	12	25	0	0	0	5	5	0	7	2	0	9
8:00 AM	1	0	9	10	20	1	0	0	2	3	0	0	0	0	0
8:15 AM	2	0	14	13	29	1	0	0	14	15	0	3	1	0	4
8:30 AM	1	0	20	10	31	1	0	1	2	4	0	1	0	0	1
8:45 AM	1	0	13	7	21	0	0	0	1	1	1	3	0	0	4
Count Total	19	0	96	75	190	6	0	3	30	39	2	20	6	0	28
Peak Hr	7	0	53	45	105	3	0	1	23	27	0	11	3	0	14

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	1	0	0	0	0	0	1	9	0	0	0	8	2	23	0
7:15 AM	0	3	0	2	0	0	0	0	0	0	10	0	0	0	3	1	19	0
7:30 AM	0	2	0	1	0	0	0	0	0	0	6	0	0	0	9	0	22	0
7:45 AM	0	1	0	2	0	0	0	0	0	0	10	0	0	0	11	1	25	89
8:00 AM	0	0	0	1	0	0	0	0	0	0	9	0	0	0	8	2	20	86
8:15 AM	0	2	0	0	0	0	0	0	0	0	14	0	0	0	10	3	29	96
8:30 AM	0	1	0	0	0	0	0	0	0	0	20	0	0	0	10	0	31	105
8:45 AM	0	0	0	1	0	0	0	0	0	2	11	0	0	0	6	1	21	101
Count Total	0	11	0	8	0	0	0	0	0	7	89	0	0	0	65	10	190	0
Peak Hour	0	4	0	3	0	0	0	0	0	0	53	0	0	0	39	6	105	0

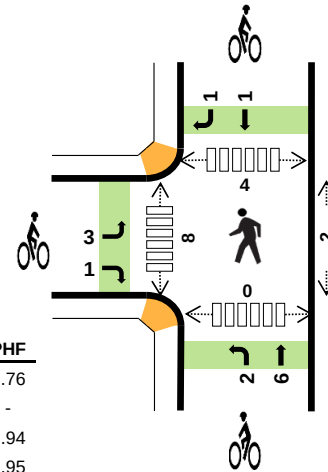
Two-Hour Count Summaries - Bikes																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	1	0	0		0	0	0		0	2	0		0	1	0		4	0
7:15 AM	2	0	0		0	0	0		0	0	0		0	2	0		4	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	1	2		3	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	4	1		5	16
8:00 AM	0	0	1		0	0	0		0	0	0		0	2	0		3	15
8:15 AM	0	0	1		0	0	0		0	0	0		0	11	3		15	26
8:30 AM	1	0	0		0	0	0		0	1	0		0	1	1		4	27
8:45 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	23
Count Total	4	0	2		0	0	0		0	3	0		0	23	7		39	0
Peak Hour	1	0	2		0	0	0		0	1	0		0	18	5		27	0

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

Bayshore Blvd Guadalupe Canyon Pkwy



Date: 05-01-2019
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.2%	0.76
WB	-	-
NB	1.2%	0.94
SB	3.5%	0.95
TOTAL	2.0%	0.96

Two-Hour Count Summaries

Interval Start		Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	68	0	54	0	0	0	0	0	74	172	0	0	0	111	42	521	0
4:45 PM		1	55	0	36	0	0	0	0	0	95	213	0	0	0	114	34	548	0
5:00 PM		0	80	0	53	0	0	0	0	0	82	222	0	0	0	130	30	597	0
5:15 PM		0	42	0	49	0	0	0	0	0	109	230	0	0	0	107	30	567	2,233
5:30 PM		0	43	0	45	0	0	0	0	0	114	229	0	0	0	115	45	591	2,303
5:45 PM		0	43	0	41	0	0	0	0	0	85	225	0	0	0	77	27	498	2,253
6:00 PM		0	32	0	37	0	0	0	0	0	90	209	0	0	0	91	23	482	2,138
6:15 PM		0	19	0	42	0	0	0	0	0	78	180	0	0	0	101	27	447	2,018
Count Total		1	382	0	357	0	0	0	0	0	727	1,680	0	0	0	846	258	4,251	0
Peak Hour	All	1	220	0	183	0	0	0	0	0	400	894	0	0	0	466	139	2,303	0
	HV	0	4	0	5	0	0	0	0	0	1	15	0	0	0	18	3	46	0
	HV%	0%	2%	-	3%	-	-	-	-	-	0%	2%	-	-	-	4%	2%	2%	0

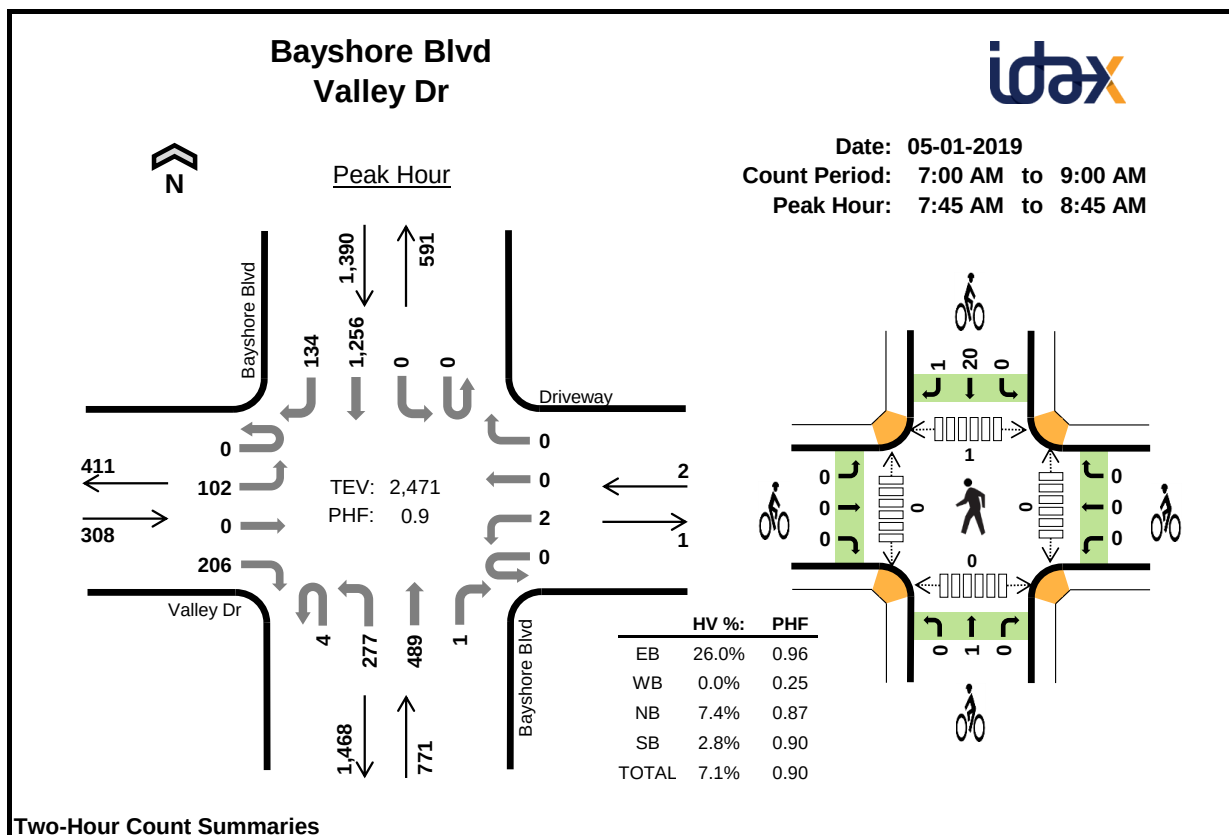
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	4	0	4	5	13	2	0	1	0	3	0	3	2	0	5
4:45 PM	3	0	7	7	17	1	0	1	0	2	1	1	0	0	2
5:00 PM	4	0	3	6	13	2	0	2	1	5	0	2	3	0	5
5:15 PM	2	0	5	5	12	1	0	1	0	2	0	4	1	0	5
5:30 PM	0	0	1	3	4	0	0	4	1	5	1	1	0	0	2
5:45 PM	2	0	5	3	10	1	0	1	0	2	0	1	1	0	2
6:00 PM	1	0	5	4	10	0	0	3	0	3	0	0	0	0	0
6:15 PM	2	0	3	3	8	0	0	1	1	2	0	0	0	0	0
Count Total	18	0	33	36	87	7	0	14	3	24	2	12	7	0	21
Peak Hr	9	0	16	21	46	4	0	8	2	14	2	8	4	0	14

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	2	0	2	0	0	0	0	0	0	4	0	0	0	2	3	13	0
4:45 PM	0	2	0	1	0	0	0	0	0	1	6	0	0	0	7	0	17	0
5:00 PM	0	1	0	3	0	0	0	0	0	0	3	0	0	0	5	1	13	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	5	0	0	0	4	1	12	55
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	46
5:45 PM	0	1	0	1	0	0	0	0	0	0	5	0	0	0	3	0	10	39
6:00 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	3	1	10	36
6:15 PM	0	1	0	1	0	0	0	0	0	1	2	0	0	0	2	1	8	32
Count Total	0	9	0	9	0	0	0	0	0	2	31	0	0	0	28	8	87	0
Peak Hour	0	4	0	5	0	0	0	0	0	1	15	0	0	0	18	3	46	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:30 PM	1	0	1		0	0	0		1	0	0		0	0	0		3	0
4:45 PM	1	0	0		0	0	0		0	1	0		0	0	0		2	0
5:00 PM	1	0	1		0	0	0		0	2	0		0	1	0		5	0
5:15 PM	1	0	0		0	0	0		0	1	0		0	0	0		2	12
5:30 PM	0	0	0		0	0	0		2	2	0		0	0	1		5	14
5:45 PM	1	0	0		0	0	0		0	1	0		0	0	0		2	14
6:00 PM	0	0	0		0	0	0		0	3	0		0	0	0		3	12
6:15 PM	0	0	0		0	0	0		0	1	0		0	1	0		2	12
Count Total	5	0	2		0	0	0		3	11	0		0	2	1		24	0
Peak Hour	3	0	1		0	0	0		2	6	0		0	1	1		14	0

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



Two-Hour Count Summaries

Interval Start		Valley Dr				Driveway				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	16	0	37	0	0	1	0	1	71	104	0	0	0	223	17	470	0
7:15 AM		0	15	0	42	0	0	0	0	0	75	109	1	0	0	243	35	520	0
7:30 AM		0	17	0	51	0	0	1	1	0	80	93	1	0	0	300	24	568	0
7:45 AM		0	16	0	62	0	2	0	0	1	91	129	1	0	0	337	48	687	2,245
8:00 AM		0	22	0	50	0	0	0	0	1	59	110	0	0	0	314	29	585	2,360
8:15 AM		0	27	0	53	0	0	0	0	1	66	123	0	0	0	301	38	609	2,449
8:30 AM		0	37	0	41	0	0	0	0	1	61	127	0	0	0	304	19	590	2,471
8:45 AM		0	25	0	47	0	0	0	1	0	76	138	0	0	1	291	23	602	2,386
Count Total		0	175	0	383	0	2	2	2	5	579	933	3	0	1	2,313	233	4,631	0
Peak Hour	All	0	102	0	206	0	2	0	0	4	277	489	1	0	0	1,256	134	2,471	0
	HV	0	28	0	52	0	0	0	0	0	32	25	0	0	0	23	16	176	0
	HV%	-	27%	-	25%	-	0%	-	-	0%	12%	5%	0%	-	-	2%	12%	7%	0

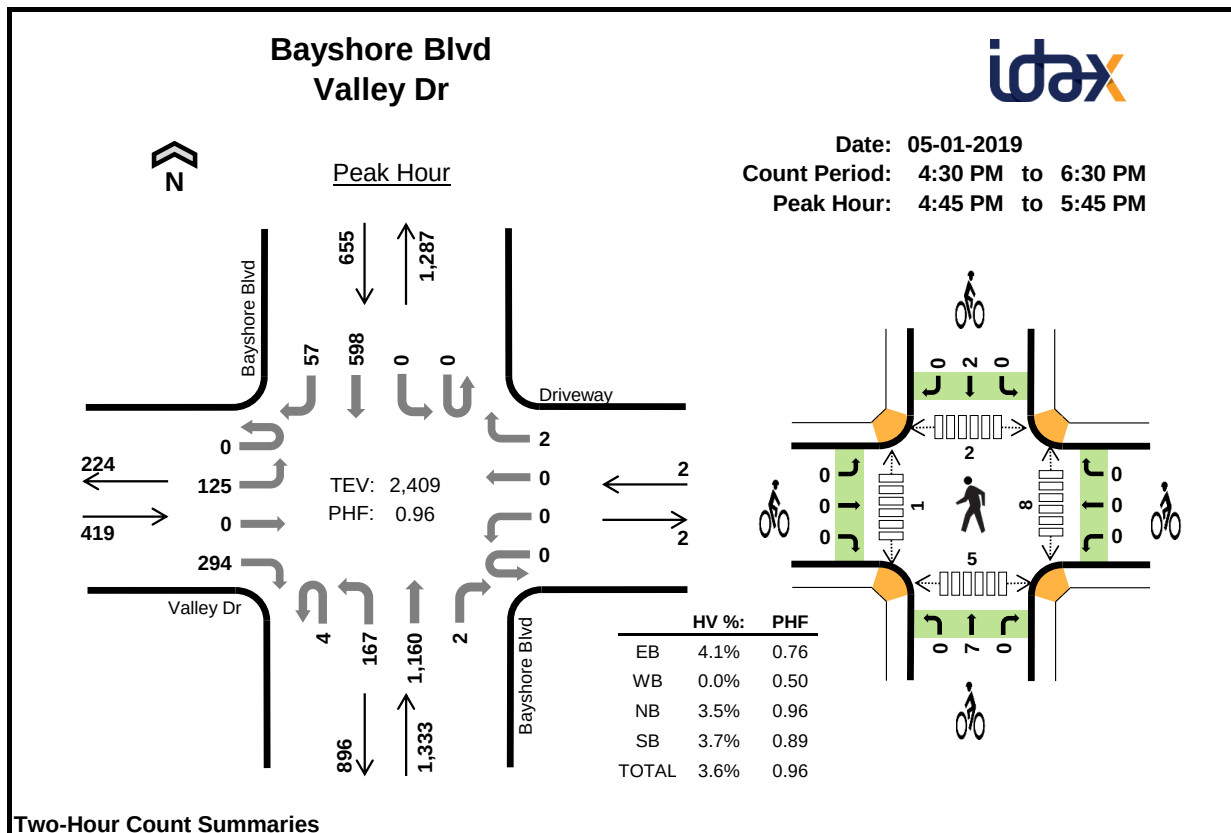
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	17	0	12	9	38	0	0	2	1	3	2	1	1	1	5
7:15 AM	22	0	14	5	41	0	0	0	1	1	0	0	0	0	0
7:30 AM	25	1	15	11	52	0	0	0	2	2	0	2	2	0	4
7:45 AM	20	0	20	11	51	0	0	0	4	4	0	0	0	0	0
8:00 AM	14	0	10	10	34	0	0	0	4	4	0	0	0	0	0
8:15 AM	27	0	9	11	47	0	0	1	8	9	0	0	1	0	1
8:30 AM	19	0	18	7	44	0	0	0	5	5	0	0	0	0	0
8:45 AM	12	0	17	10	39	0	0	0	0	0	1	0	0	1	2
Count Total	156	1	115	74	346	0	0	3	25	28	3	3	4	2	12
Peak Hour	80	0	57	39	176	0	0	1	21	22	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Valley Dr				Driveway				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	0	12	0	0	0	0	0	7	5	0	0	0	6	3	38	0
7:15 AM	0	6	0	16	0	0	0	0	0	9	4	1	0	0	3	2	41	0
7:30 AM	0	3	0	22	0	0	0	1	0	10	5	0	0	0	11	0	52	0
7:45 AM	0	2	0	18	0	0	0	0	0	12	8	0	0	0	7	4	51	182
8:00 AM	0	3	0	11	0	0	0	0	0	5	5	0	0	0	3	7	34	178
8:15 AM	0	12	0	15	0	0	0	0	0	5	4	0	0	0	7	4	47	184
8:30 AM	0	11	0	8	0	0	0	0	0	10	8	0	0	0	6	1	44	176
8:45 AM	0	5	0	7	0	0	0	0	0	9	8	0	0	0	5	5	39	164
Count Total	0	47	0	109	0	0	0	1	0	67	47	1	0	0	48	26	346	0
Peak Hour	0	28	0	52	0	0	0	0	0	32	25	0	0	0	23	16	176	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Valley Dr			Driveway			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	1	4	10				
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	11				
8:15 AM	0	0	0	0	0	0	0	1	0	0	8	0	9	19				
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	22				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18				
Count Total	0	0	0	0	0	0	0	3	0	0	24	1	28	0				
Peak Hour	0	0	0	0	0	0	0	1	0	0	20	1	22	0				

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

**Two-Hour Count Summaries**

Interval Start		Valley Dr				Driveway				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	24	0	66	0	0	0	0	0	55	209	0	0	0	157	14	525	0
4:45 PM		0	27	0	68	0	0	0	0	2	53	288	0	0	0	138	19	595	0
5:00 PM		0	34	0	104	0	0	0	1	0	33	273	1	0	0	170	13	629	0
5:15 PM		0	33	0	71	0	0	0	0	1	48	298	0	0	0	138	10	599	2,348
5:30 PM		0	31	0	51	0	0	0	1	1	33	301	1	0	0	152	15	586	2,409
5:45 PM		0	16	0	49	0	0	0	0	1	49	289	0	0	0	105	12	521	2,335
6:00 PM		0	28	0	51	0	0	0	0	2	61	240	0	0	0	118	10	510	2,216
6:15 PM		0	11	0	41	0	0	0	0	1	53	248	0	0	0	114	18	486	2,103
Count Total		0	204	0	501	0	0	0	2	8	385	2,146	2	0	0	1,092	111	4,451	0
Peak Hour	All	0	125	0	294	0	0	0	2	4	167	1,160	2	0	0	598	57	2,409	0
	HV	0	4	0	13	0	0	0	0	0	34	12	0	0	0	22	2	87	0
	HV%	-	3%	-	4%	-	-	-	0%	0%	20%	1%	0%	-	-	4%	4%	4%	0

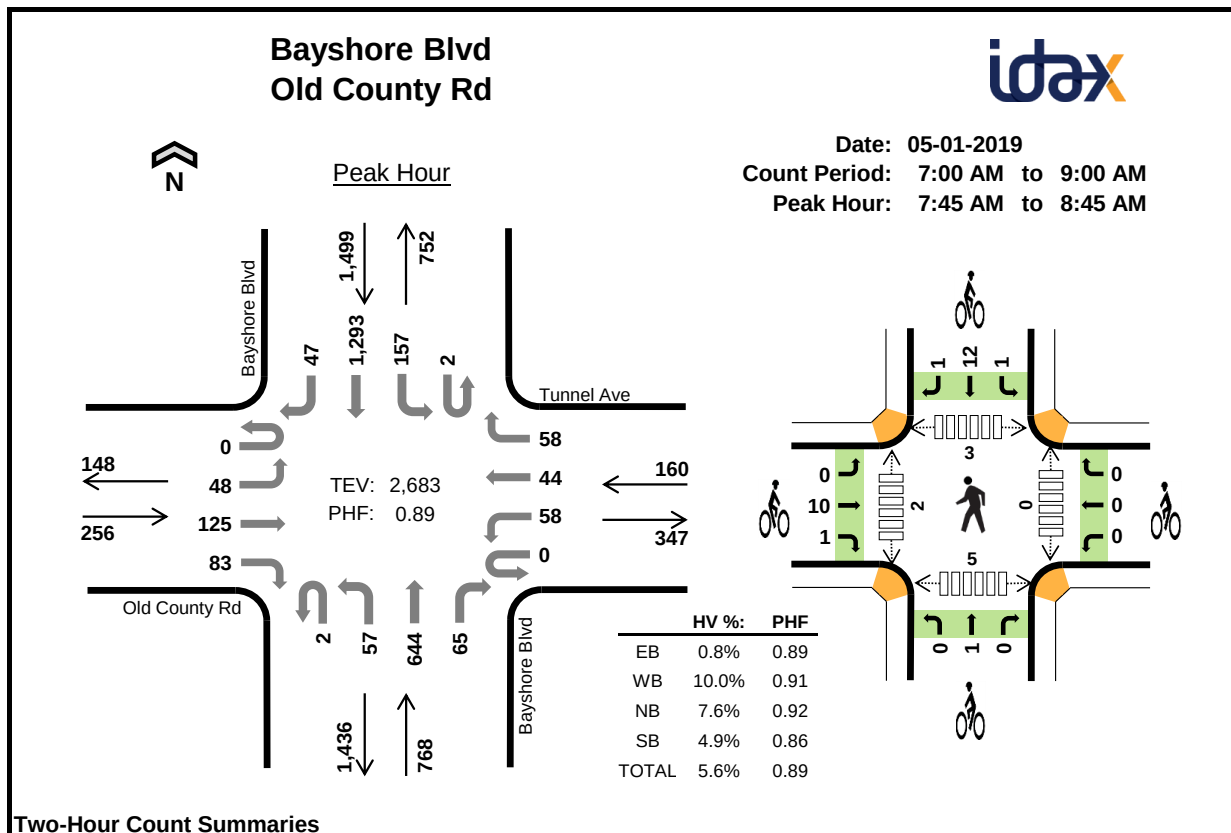
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	1	0	17	4	22	0	0	0	0	0	2	0	0	1	3
4:45 PM	5	0	16	8	29	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	0	12	8	23	0	0	3	2	5	4	1	1	2	8
5:15 PM	7	0	10	5	22	0	0	1	0	1	3	0	1	2	6
5:30 PM	2	0	8	3	13	0	0	3	0	3	1	0	0	1	2
5:45 PM	4	0	15	3	22	0	0	1	0	1	1	0	0	0	1
6:00 PM	2	0	6	4	12	0	0	3	0	3	0	0	0	0	0
6:15 PM	4	0	15	2	21	0	0	1	1	2	0	1	1	0	2
Count Total	28	0	99	37	164	0	0	12	3	15	11	2	3	6	22
Peak Hour	17	0	46	24	87	0	0	7	2	9	8	1	2	5	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Valley Dr				Driveway				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	1	0	0	0	0	0	0	0	14	3	0	0	0	4	0	22	0
4:45 PM	0	2	0	3	0	0	0	0	0	11	5	0	0	0	8	0	29	0
5:00 PM	0	0	0	3	0	0	0	0	0	8	4	0	0	0	6	2	23	0
5:15 PM	0	2	0	5	0	0	0	0	0	8	2	0	0	0	5	0	22	96
5:30 PM	0	0	0	2	0	0	0	0	0	7	1	0	0	0	3	0	13	87
5:45 PM	0	0	0	4	0	0	0	0	0	9	6	0	0	0	3	0	22	80
6:00 PM	0	2	0	0	0	0	0	0	0	4	2	0	0	0	3	1	12	69
6:15 PM	0	0	0	4	0	0	0	0	0	12	3	0	0	0	2	0	21	68
Count Total	0	7	0	21	0	0	0	0	0	73	26	0	0	0	34	3	164	0
Peak Hour	0	4	0	13	0	0	0	0	0	34	12	0	0	0	22	2	87	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Valley Dr			Driveway			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0			
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	6			
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	9			
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10			
6:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	8			
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	9			
Count Total	0	0	0	0	0	0	0	12	0	0	3	0	15	0			
Peak Hour	0	0	0	0	0	0	0	7	0	0	2	0	9	0			

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

**Two-Hour Count Summaries**

Interval Start		Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	6	37	23	0	2	7	21	0	5	161	17	1	14	234	10	538	0
	7:15 AM	0	12	33	13	0	5	7	17	1	7	162	18	0	29	256	6	566	0
	7:30 AM	0	5	39	20	0	5	9	10	1	15	155	12	0	32	266	8	577	0
	7:45 AM	0	12	33	21	0	14	12	18	0	18	171	20	2	43	375	15	754	2,435
	8:00 AM	0	15	29	19	0	20	9	12	1	17	144	14	0	37	270	9	596	2,493
	8:15 AM	0	11	39	22	0	15	14	9	0	8	169	14	0	42	318	9	670	2,597
	8:30 AM	0	10	24	21	0	9	9	19	1	14	160	17	0	35	330	14	663	2,683
	8:45 AM	0	17	23	24	0	8	15	22	1	14	159	13	0	21	289	18	624	2,553
Count Total		0	88	257	163	0	78	82	128	5	98	1,281	125	3	253	2,338	89	4,988	0
Peak Hour	All	0	48	125	83	0	58	44	58	2	57	644	65	2	157	1,293	47	2,683	0
	HV	0	0	0	2	0	7	0	9	0	2	48	8	0	12	61	1	150	0
	HV%	-	0%	0%	2%	-	12%	0%	16%	0%	4%	7%	12%	0%	8%	5%	2%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	4	13	16	35	0	0	1	1	2	0	0	1	2	3
7:15 AM	2	3	12	20	37	2	0	0	0	2	0	0	0	3	3
7:30 AM	1	3	14	28	46	1	1	0	2	4	0	0	0	3	3
7:45 AM	2	5	19	31	57	1	0	0	2	3	0	1	1	0	2
8:00 AM	0	2	9	11	22	2	0	0	3	5	0	1	2	2	5
8:15 AM	0	5	8	18	31	8	0	1	1	10	0	0	0	2	2
8:30 AM	0	4	22	14	40	0	0	0	8	8	0	0	0	1	1
8:45 AM	1	5	13	15	34	0	0	0	1	1	0	1	0	0	1
Count Total	8	31	110	153	302	14	1	2	18	35	0	3	4	13	20
Peak Hour	2	16	58	74	150	11	0	1	14	26	0	2	3	5	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	3	1	0	0	11	2	0	0	15	1	35	0
7:15 AM	0	0	2	0	0	1	0	2	0	0	11	1	0	4	15	1	37	0
7:30 AM	0	0	1	0	0	1	0	2	0	1	12	1	0	9	19	0	46	0
7:45 AM	0	0	0	2	0	3	0	2	0	0	17	2	0	6	24	1	57	175
8:00 AM	0	0	0	0	0	1	0	1	0	0	8	1	0	2	9	0	22	162
8:15 AM	0	0	0	0	0	3	0	2	0	0	7	1	0	2	16	0	31	156
8:30 AM	0	0	0	0	0	0	0	4	0	2	16	4	0	2	12	0	40	150
8:45 AM	0	1	0	0	0	1	1	3	0	1	11	1	0	3	11	1	34	127
Count Total	0	2	3	3	0	10	4	17	0	4	93	13	0	28	121	4	302	0
Peak Hour	0	0	0	2	0	7	0	9	0	2	48	8	0	12	61	1	150	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Old County Rd			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0				
7:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	4	0				
7:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	11				
8:00 AM	0	2	0	0	0	0	0	0	0	0	2	1	5	14				
8:15 AM	0	8	0	0	0	0	0	1	0	0	1	0	10	22				
8:30 AM	0	0	0	0	0	0	0	0	0	1	7	0	8	26				
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	24				
Count Total	0	13	1	0	1	0	0	2	0	1	16	1	35	0				
Peak Hour	0	10	1	0	0	0	0	1	0	1	12	1	26	0				

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

Bayshore Blvd Old County Rd

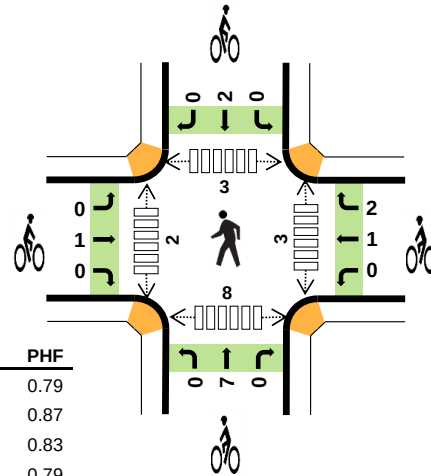
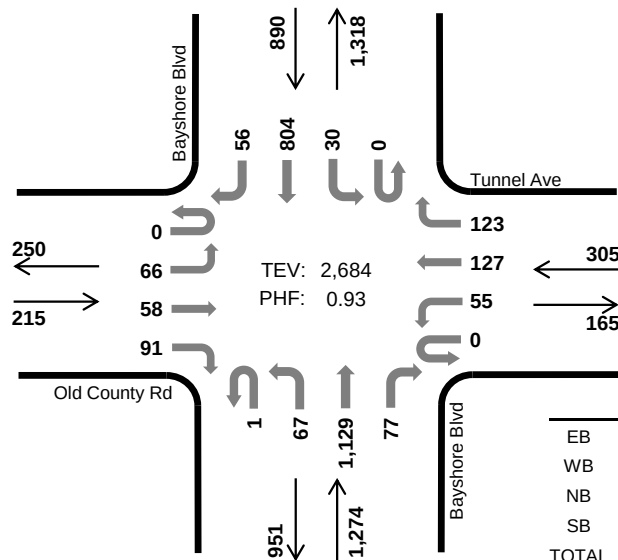


Peak Hour

Date: 05-01-2019

Count Period: 4:30 PM to 6:30 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.5%	0.79
WB	4.6%	0.87
NB	2.9%	0.83
SB	3.8%	0.79
TOTAL	3.2%	0.93

Two-Hour Count Summaries

Interval Start		Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:30 PM	0	15	21	21	0	10	26	22	0	20	238	9	0	19	204	14	619	0
	4:45 PM	0	21	22	25	0	10	34	34	0	19	258	12	0	7	172	17	631	0
	5:00 PM	0	16	9	21	0	18	30	31	0	13	284	16	0	14	254	12	718	0
	5:15 PM	0	14	15	21	0	24	28	36	1	14	258	16	0	5	183	13	628	2,596
	5:30 PM	0	15	12	24	0	3	35	22	0	21	329	33	0	4	195	14	707	2,684
	5:45 PM	0	14	18	21	0	10	40	33	0	16	265	30	0	10	128	15	600	2,653
	6:00 PM	0	10	8	26	0	6	28	25	1	13	286	13	0	3	151	16	586	2,521
	6:15 PM	0	12	11	9	0	6	29	25	0	7	256	17	0	7	135	15	529	2,422
Count Total		0	117	116	168	0	87	250	228	2	123	2,174	146	0	69	1,422	116	5,018	0
Peak Hour	All	0	66	58	91	0	55	127	123	1	67	1,129	77	0	30	804	56	2,684	0
	HV	0	1	0	0	0	3	1	10	0	0	34	3	0	4	26	4	86	0
	HV%	-	2%	0%	0%	-	5%	1%	8%	0%	0%	3%	4%	-	13%	3%	7%	3%	0

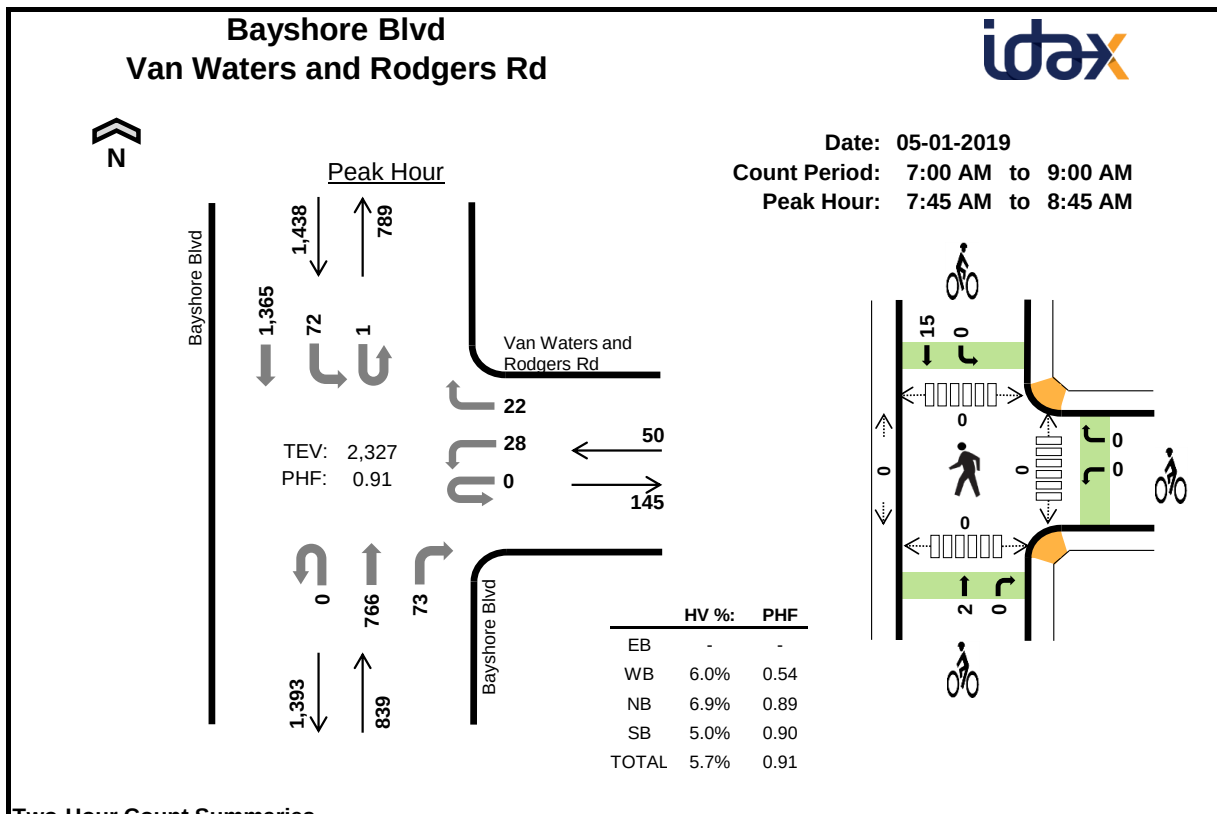
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	4	14	4	22	0	1	0	0	1	0	1	0	1	2
4:45 PM	1	4	12	9	26	0	0	2	0	2	1	1	2	3	7
5:00 PM	0	5	9	10	24	0	1	2	2	5	1	1	0	2	4
5:15 PM	0	3	10	11	24	1	0	2	0	3	0	0	0	1	1
5:30 PM	0	2	6	4	12	0	2	1	0	3	1	0	1	2	4
5:45 PM	2	1	15	7	25	0	3	0	0	3	2	0	2	1	5
6:00 PM	0	2	8	3	13	0	2	2	0	4	1	0	1	1	3
6:15 PM	0	4	13	6	23	0	1	1	1	3	0	0	0	1	1
Count Total	3	25	87	54	169	1	10	10	3	24	6	3	6	12	27
Peak Hour	1	14	37	34	86	1	3	7	2	13	3	2	3	8	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	1	0	3	0	0	14	0	0	1	3	0	22	0
4:45 PM	0	1	0	0	0	0	1	3	0	0	12	0	0	2	5	2	26	0
5:00 PM	0	0	0	0	0	2	0	3	0	0	7	2	0	1	9	0	24	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	10	0	0	1	9	1	24	96
5:30 PM	0	0	0	0	0	1	0	1	0	0	5	1	0	0	3	1	12	86
5:45 PM	0	0	0	2	0	0	0	1	0	0	13	2	0	2	4	1	25	85
6:00 PM	0	0	0	0	0	1	0	1	0	0	7	1	0	0	2	1	13	74
6:15 PM	0	0	0	0	0	2	0	2	0	0	13	0	0	1	5	0	23	73
Count Total	0	1	0	2	0	7	1	17	0	0	81	6	0	8	40	6	169	0
Peak Hour	0	1	0	0	0	3	1	10	0	0	34	3	0	4	26	4	86	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Old County Rd			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0			
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0			
5:00 PM	0	0	0	0	1	0	0	2	0	0	2	0	5	0			
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3	11			
5:30 PM	0	0	0	0	0	2	0	1	0	0	0	0	3	13			
5:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	14			
6:00 PM	0	0	0	1	1	0	0	2	0	0	0	0	4	13			
6:15 PM	0	0	0	1	0	0	0	1	0	0	1	0	3	13			
Count Total	0	1	0	3	5	2	0	10	0	0	3	0	24	0			
Peak Hour	0	1	0	0	1	2	0	7	0	0	2	0	13	0			

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

**Two-Hour Count Summaries**

Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	5	0	2	1	0	163	17	1	8	236	0	433	0
7:15 AM		0	0	0	0	0	1	0	1	1	0	190	9	0	5	259	0	466	0
7:30 AM		0	0	0	0	0	3	0	0	0	0	186	16	0	3	298	0	506	0
7:45 AM		0	0	0	0	0	3	0	3	0	0	216	19	0	18	383	0	642	2,047
8:00 AM		0	0	0	0	0	16	0	7	0	0	174	20	1	24	313	0	555	2,169
8:15 AM		0	0	0	0	0	7	0	4	0	0	188	11	0	10	348	0	568	2,271
8:30 AM		0	0	0	0	0	2	0	8	0	0	188	23	0	20	321	0	562	2,327
8:45 AM		0	0	0	0	0	3	0	7	0	0	197	23	0	31	312	0	573	2,258
Count Total		0	0	0	0	0	40	0	32	2	0	1,502	138	2	119	2,470	0	4,305	0
Peak Hour	All	0	0	0	0	0	28	0	22	0	0	766	73	1	72	1,365	0	2,327	0
	HV	0	0	0	0	0	0	0	3	0	0	58	0	0	3	69	0	133	0
	HV%	-	-	-	-	-	0%	-	14%	-	-	8%	0%	0%	4%	5%	-	6%	0

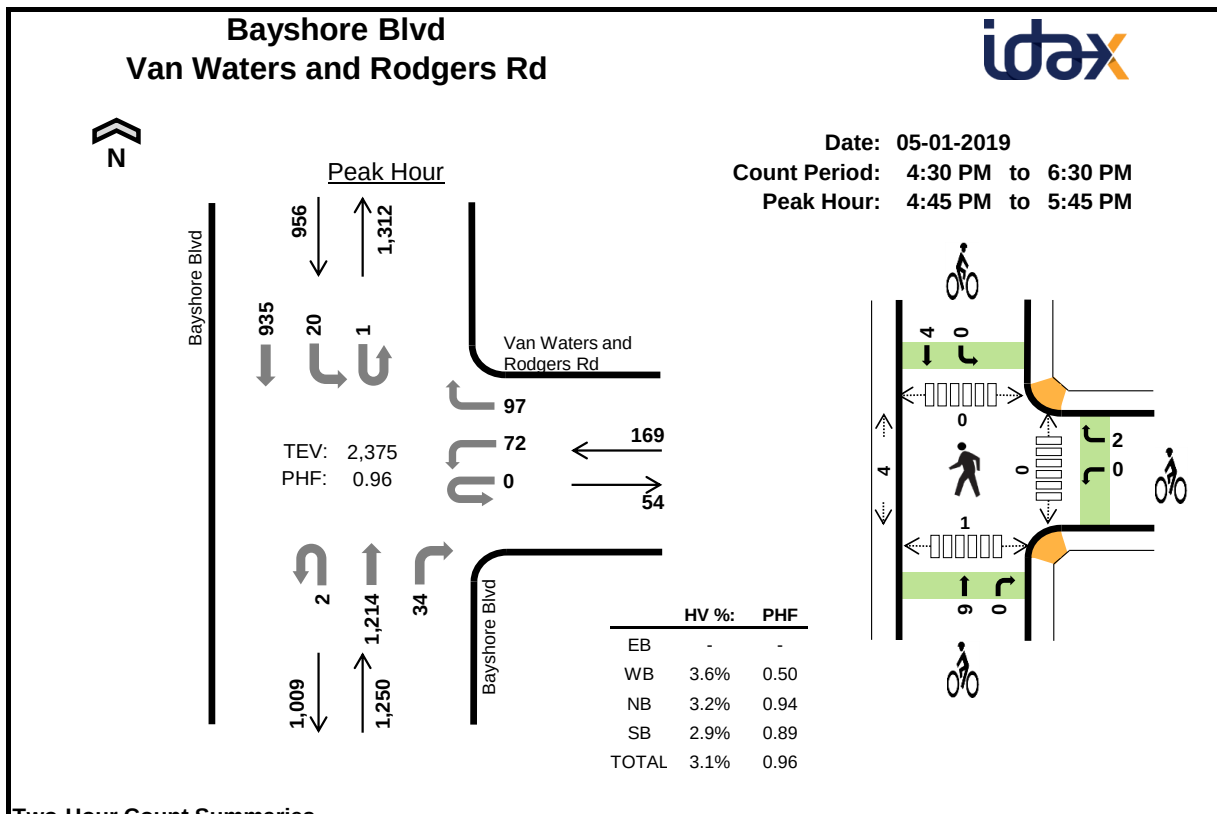
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	13	17	31	0	0	2	0	2	0	0	0	0	0
7:15 AM	0	1	14	15	30	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	14	22	36	0	0	0	2	2	0	0	0	0	0
7:45 AM	0	2	17	27	46	0	0	1	5	6	0	0	0	0	0
8:00 AM	0	0	11	12	23	0	0	0	2	2	0	0	0	0	0
8:15 AM	0	1	6	20	27	0	0	1	1	2	0	0	0	0	0
8:30 AM	0	0	24	13	37	0	0	0	7	7	0	0	0	0	0
8:45 AM	0	1	11	12	24	0	0	1	1	2	0	0	0	0	0
Count Total	0	6	110	138	254	0	0	5	19	24	0	0	0	0	0
Peak Hr	0	3	58	72	133	0	0	2	15	17	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	13	0	0	0	17	0	31	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	14	0	0	1	14	0	30	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	22	0	36	0	
7:45 AM	0	0	0	0	0	0	0	2	0	0	17	0	0	1	26	0	46	143	
8:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	1	11	0	23	135	
8:15 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	1	19	0	27	132	
8:30 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	13	0	37	133	
8:45 AM	0	0	0	0	0	0	0	1	0	0	11	0	0	1	11	0	24	111	
Count Total	0	0	0	0	0	1	0	5	0	0	110	0	0	5	133	0	254	0	
Peak Hour	0	0	0	0	0	0	0	3	0	0	58	0	0	3	69	0	133	0	

Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Van Waters and Rodgers Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0				
7:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	6	11				
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	11				
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	12				
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	17				
8:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	13				
Count Total	0	0	0	0	0	0	0	4	1	0	19	0	24	0				
Peak Hour	0	0	0	0	0	0	0	2	0	0	15	0	17	0				

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

**Two-Hour Count Summaries**

Interval Start		n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	12	0	11	0	0	254	3	0	4	213	0	497	0
4:45 PM		0	0	0	0	0	8	0	16	2	0	288	5	0	2	227	0	548	0
5:00 PM		0	0	0	0	0	9	0	18	0	0	282	12	1	4	264	0	590	0
5:15 PM		0	0	0	0	0	17	0	16	0	0	322	11	0	8	246	0	620	2,255
5:30 PM		0	0	0	0	0	38	0	47	0	0	322	6	0	6	198	0	617	
5:45 PM		0	0	0	0	0	15	0	15	0	0	312	7	0	6	174	0	529	2,356
6:00 PM		0	0	0	0	0	11	0	9	0	0	301	4	0	5	172	0	502	2,268
6:15 PM		0	0	0	0	0	4	0	13	1	0	260	5	0	3	156	0	442	2,090
Count Total		0	0	0	0	0	114	0	145	3	0	2,341	53	1	38	1,650	0	4,345	0
Peak Hour	All	0	0	0	0	0	72	0	97	2	0	1,214	34	1	20	935	0	2,375	0
	HV	0	0	0	0	0	2	0	4	0	0	37	3	0	3	25	0	74	0
	HV%	-	-	-	-	-	3%	-	4%	0%	-	3%	9%	0%	15%	3%	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

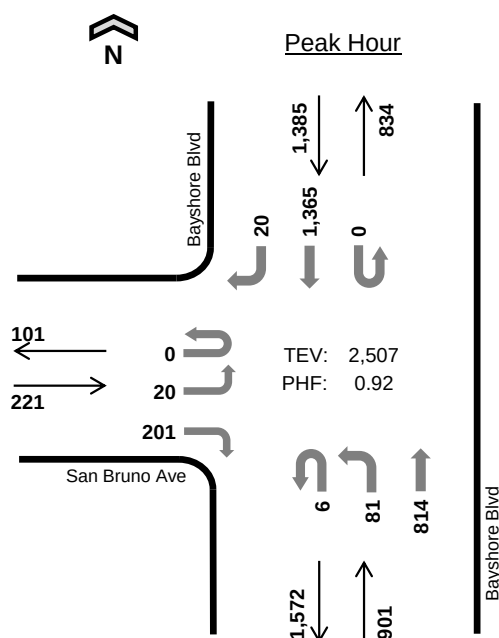
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	2	10	6	18	0	0	1	1	2	0	0	0	1	1
4:45 PM	0	2	10	4	16	0	0	3	1	4	0	1	0	1	2
5:00 PM	0	0	10	10	20	0	0	2	0	2	0	0	0	0	0
5:15 PM	0	2	13	10	25	0	0	3	3	6	0	3	0	0	3
5:30 PM	0	2	7	4	13	0	2	1	0	3	0	0	0	0	0
5:45 PM	0	3	11	6	20	0	0	2	0	2	1	1	0	0	2
6:00 PM	0	0	10	3	13	0	0	1	1	2	0	2	0	0	2
6:15 PM	0	1	11	7	19	0	0	0	2	2	0	0	0	0	0
Count Total	0	12	82	50	144	0	2	13	8	23	1	7	0	2	10
Peak Hr	0	6	40	28	74	0	2	9	4	15	0	4	0	1	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	1	0	1	0	0	10	0	0	2	4	0	18	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	10	0	0	0	4	0	16	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	2	8	0	20	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	10	3	0	0	10	0	25	79
5:30 PM	0	0	0	0	0	2	0	0	0	0	7	0	0	1	3	0	13	74
5:45 PM	0	0	0	0	0	0	0	3	0	0	11	0	0	1	5	0	20	78
6:00 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	2	0	13	71
6:15 PM	0	0	0	0	0	0	0	1	0	0	10	1	0	1	6	0	19	65
Count Total	0	0	0	0	0	3	0	9	0	0	78	4	0	8	42	0	144	0
Peak Hour	0	0	0	0	0	2	0	4	0	0	37	3	0	3	25	0	74	0

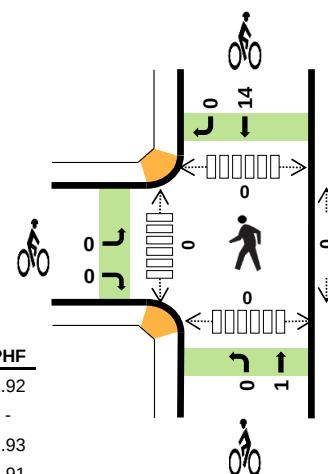
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Van Waters and Rodgers Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0				
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0				
5:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	14				
5:30 PM	0	0	0	0	0	2	0	1	0	0	0	0	3	15				
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	13				
6:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	13				
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	9				
Count Total	0	0	0	0	0	2	0	13	0	0	8	0	23	0				
Peak Hour	0	0	0	0	0	2	0	9	0	0	4	0	15	0				

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

Bayshore Blvd San Bruno Ave



Date: 05-01-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.8%	0.92
WB	-	-
NB	6.3%	0.93
SB	5.2%	0.91
TOTAL	5.3%	0.92

Two-Hour Count Summaries

Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	0	31	0	0	0	0	0	21	164	0	0	0	248	1	467	0
7:15 AM		0	3	0	35	0	0	0	0	5	14	194	0	0	0	259	2	512	0
7:30 AM		0	5	0	39	0	0	0	0	0	20	199	0	0	0	320	2	585	0
7:45 AM		0	5	0	53	0	0	0	0	1	20	220	0	0	0	376	3	678	2,242
8:00 AM		0	6	0	51	0	0	0	0	0	22	200	0	0	0	310	6	595	2,370
8:15 AM		0	5	0	55	0	0	0	0	3	13	179	0	0	0	333	5	593	2,451
8:30 AM		0	4	0	42	0	0	0	0	2	26	215	0	0	0	346	6	641	2,507
8:45 AM		0	1	0	41	0	0	0	0	1	12	220	0	0	0	284	3	562	2,391
Count Total		0	31	0	347	0	0	0	0	12	148	1,591	0	0	0	2,476	28	4,633	0
Peak Hour	All	0	20	0	201	0	0	0	0	6	81	814	0	0	0	1,365	20	2,507	0
	HV	0	3	0	1	0	0	0	0	1	2	54	0	0	0	72	0	133	0
	HV%	-	15%	-	0%	-	-	-	-	17%	2%	7%	-	-	-	5%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

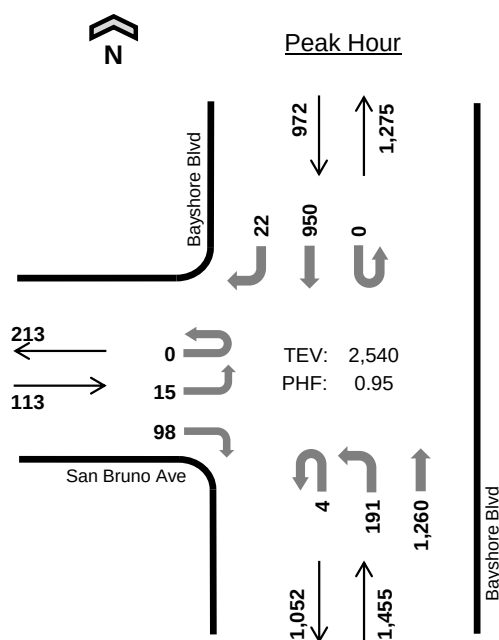
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	11	18	31	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	15	14	29	0	0	0	1	1	0	0	0	0	0
7:30 AM	3	0	12	21	36	0	0	1	2	3	0	0	0	0	0
7:45 AM	0	0	19	28	47	0	0	0	4	4	0	0	0	0	0
8:00 AM	3	0	11	13	27	0	0	0	2	2	0	0	0	0	0
8:15 AM	0	0	5	17	22	0	0	1	1	2	0	0	0	0	0
8:30 AM	1	0	22	14	37	0	0	0	7	7	0	0	0	0	0
8:45 AM	2	0	13	11	26	0	0	1	1	2	0	0	0	0	0
Count Total	11	0	108	136	255	0	0	4	18	22	0	0	0	0	0
Peak Hr	4	0	57	72	133	0	0	1	14	15	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	1	10	0	0	0	18	0	31	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	14	0	29	0
7:30 AM	0	1	0	2	0	0	0	0	0	0	12	0	0	0	21	0	36	0
7:45 AM	0	0	0	0	0	0	0	0	1	1	17	0	0	0	28	0	47	143
8:00 AM	0	2	0	1	0	0	0	0	0	1	10	0	0	0	13	0	27	139
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	17	0	22	132
8:30 AM	0	1	0	0	0	0	0	0	0	0	22	0	0	0	14	0	37	133
8:45 AM	0	1	0	1	0	0	0	0	0	0	13	0	0	0	10	1	26	112
Count Total	0	6	0	5	0	0	0	0	1	3	104	0	0	0	135	1	255	0
Peak Hour	0	3	0	1	0	0	0	0	1	2	54	0	0	0	72	0	133	0

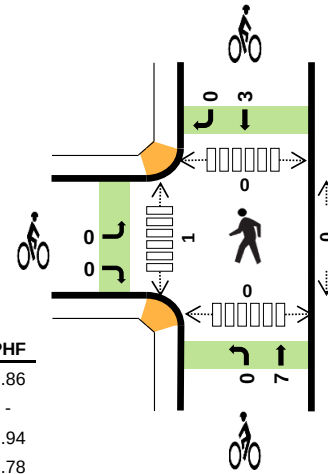
Two-Hour Count Summaries - Bikes																		
Interval Start	San Bruno Ave			n/a			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	9				
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	10				
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	11				
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	15				
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	13				
Count Total	0	0	0	0	0	0	0	4	0	0	18	0	22	0				
Peak Hour	0	0	0	0	0	0	0	1	0	0	14	0	15	0				

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

Bayshore Blvd San Bruno Ave



Date: 05-01-2019
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	3.5%	0.86
WB	-	-
NB	2.5%	0.94
SB	2.9%	0.78
TOTAL	2.7%	0.95

Two-Hour Count Summaries

Interval Start		San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	1	0	32	0	0	0	0	2	44	262	0	0	0	233	6	580	0
4:45 PM		0	1	0	17	0	0	0	0	2	39	292	0	0	0	207	8	566	0
5:00 PM		0	5	0	28	0	0	0	0	0	40	285	0	0	0	303	7	668	0
5:15 PM		0	1	0	18	0	0	0	0	0	52	334	0	0	0	238	5	648	2,462
5:30 PM		0	4	0	24	0	0	0	0	2	49	313	0	0	0	245	3	640	2,522
5:45 PM		0	5	0	28	0	0	0	0	2	50	328	0	0	0	164	7	584	2,540
6:00 PM		0	4	0	31	0	0	0	0	3	56	296	0	0	0	177	7	574	2,446
6:15 PM		0	4	0	24	0	0	0	0	4	40	260	0	0	0	156	5	493	2,291
Count Total		0	25	0	202	0	0	0	0	15	370	2,370	0	0	0	1,723	48	4,753	0
Peak Hour	All	0	15	0	98	0	0	0	0	4	191	1,260	0	0	0	950	22	2,540	0
	HV	0	4	0	0	0	0	0	0	0	2	34	0	0	0	28	0	68	0
	HV%	-	27%	-	0%	-	-	-	-	0%	1%	3%	-	-	-	3%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	8	5	13	0	0	1	1	2	0	0	0	0	0
4:45 PM	1	0	13	5	19	0	0	3	1	4	0	0	0	0	0
5:00 PM	2	0	6	9	17	0	0	2	1	3	0	0	0	0	0
5:15 PM	0	0	14	9	23	0	0	2	2	4	0	1	0	0	1
5:30 PM	2	0	5	5	12	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	11	5	16	0	0	2	0	2	0	0	0	0	0
6:00 PM	2	0	8	3	13	0	0	0	1	1	0	0	0	0	0
6:15 PM	1	0	12	6	19	0	0	0	1	1	0	0	0	0	0
Count Total	8	0	77	47	132	0	0	11	7	18	0	1	0	0	1
Peak Hr	4	0	36	28	68	0	0	7	3	10	0	1	0	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	5	0	13	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	13	0	0	0	5	0	19	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	9	0	17	0
5:15 PM	0	0	0	0	0	0	0	0	0	2	12	0	0	0	9	0	23	72
5:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	5	0	12	71
5:45 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	5	0	16	68
6:00 PM	0	2	0	0	0	0	0	0	0	0	8	0	0	0	3	0	13	64
6:15 PM	0	0	0	1	0	0	0	0	0	0	12	0	0	0	6	0	19	60
Count Total	0	6	0	2	0	0	0	0	0	3	74	0	0	0	47	0	132	0
Peak Hour	0	4	0	0	0	0	0	0	0	2	34	0	0	0	28	0	68	0

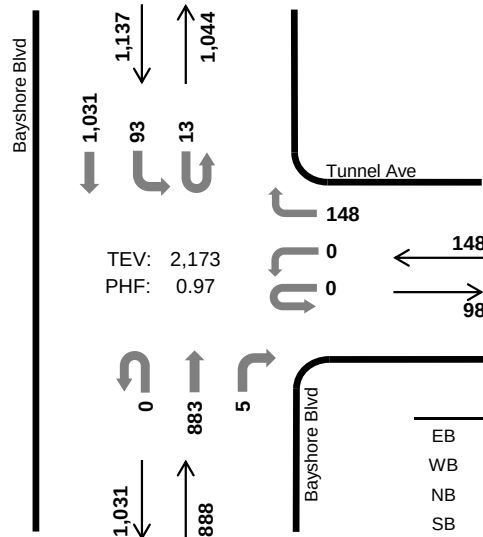
Two-Hour Count Summaries - Bikes																		
Interval Start	San Bruno Ave			n/a			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0				
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0				
5:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	13				
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	12				
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	10				
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	8				
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5				
Count Total	0	0	0	0	0	0	0	11	0	0	7	0	18	0				
Peak Hour	0	0	0	0	0	0	0	7	0	0	3	0	10	0				

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

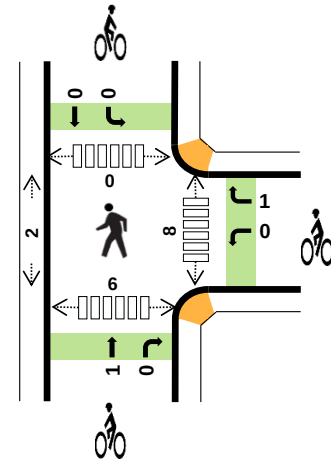
Bayshore Blvd Tunnel Ave



Peak Hour



Date: 05/10/2022
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	2.0%	0.77
NB	2.8%	0.93
SB	3.5%	0.99
TOTAL	3.1%	0.97

Two-Hour Count Summaries

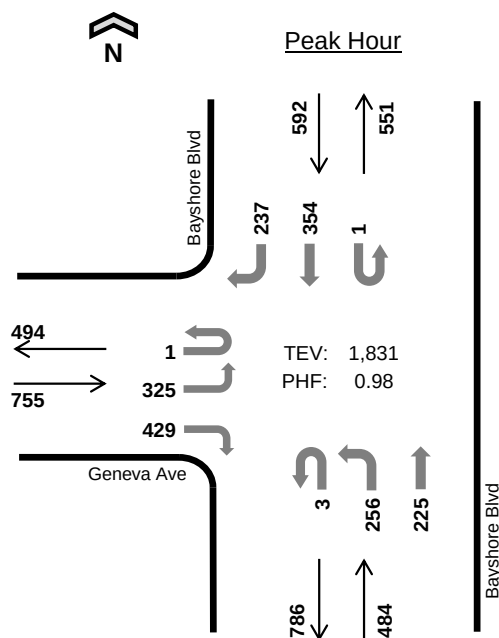
Interval Start		N/A				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	0	0	52	0	0	234	1	4	26	226	0	543	0
4:45 PM		0	0	0	0	0	0	0	42	0	0	217	0	2	20	243	0	524	0
5:00 PM		0	0	0	0	0	0	0	40	0	0	238	1	2	22	258	0	561	0
5:15 PM		0	0	0	0	0	0	0	27	0	0	223	1	6	26	254	0	537	2,165
5:30 PM		0	0	0	0	0	0	0	33	0	0	214	2	1	14	271	0	535	2,157
5:45 PM		0	0	0	0	0	0	0	48	0	0	208	1	4	31	248	0	540	2,173
6:00 PM		0	0	0	0	0	0	0	43	0	0	175	0	3	19	184	0	424	2,036
6:15 PM		0	0	0	0	0	0	0	27	0	0	140	0	1	14	187	0	369	1,868
Count Total		0	0	0	0	0	0	0	312	0	0	1,649	6	23	172	1,871	0	4,033	0
Peak Hour	All	0	0	0	0	0	0	0	148	0	0	883	5	13	93	1,031	0	2,173	0
	HV	0	0	0	0	0	0	0	3	0	0	25	0	0	4	36	0	68	0
	HV%	-	-	-	-	-	-	-	2%	-	-	3%	0%	0%	4%	3%	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

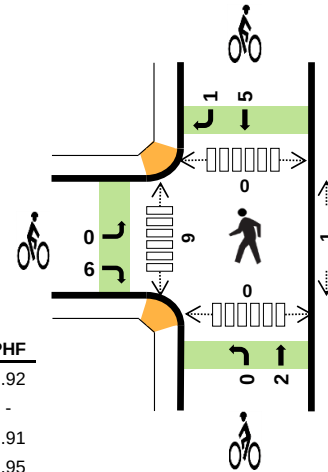
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	5	6	11	22	0	2	0	0	2	2	2	0	1	5
4:45 PM	0	0	9	12	21	0	1	0	1	2	2	1	0	0	3
5:00 PM	0	1	6	7	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	12	14	0	1	0	0	1	3	1	0	5	9
5:30 PM	0	1	10	15	26	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	1	7	6	14	0	0	0	0	0	5	1	0	1	7
6:00 PM	0	1	7	8	16	0	0	0	1	1	4	1	0	1	6
6:15 PM	0	2	6	7	15	0	1	0	0	1	0	0	0	0	0
Count Total	0	11	53	78	142	0	5	1	2	8	16	6	0	8	30
Peak Hr	0	3	25	40	68	0	1	1	0	2	8	2	0	6	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	5	0	0	6	0	0	2	9	0	22	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	1	11	0	21	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	7	0	14	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	11	0	14	71
5:30 PM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	15	0	26	75
5:45 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	3	3	0	14	68
6:00 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	2	6	0	16	70
6:15 PM	0	0	0	0	0	0	0	2	0	0	6	0	0	0	7	0	15	71
Count Total	0	0	0	0	0	0	0	11	0	0	53	0	0	9	69	0	142	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	25	0	0	4	36	0	68	0
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	0				
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	5				
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3				
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3				
Count Total	0	0	0	0	0	5	0	1	0	2	0	0	8	0				
Peak Hour	0	0	0	0	0	1	0	1	0	0	0	0	2	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Bayshore Blvd Geneva Ave



Date: 05/10/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	6.0%	0.92
WB	-	-
NB	15.1%	0.91
SB	9.1%	0.95
TOTAL	9.4%	0.98

Two-Hour Count Summaries

Interval Start		Geneva Ave				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	105	0	71	0	0	0	0	0	55	67	0	0	0	99	34	431	0
7:15 AM		0	103	0	99	0	0	0	0	0	50	73	0	0	0	90	33	448	0
7:30 AM		0	93	0	113	0	0	0	0	1	55	60	0	0	0	82	54	458	0
7:45 AM		0	82	0	105	0	0	0	0	1	61	54	0	0	0	100	50	453	1,790
8:00 AM		1	76	0	102	0	0	0	0	1	74	58	0	0	0	86	69	467	1,826
8:15 AM		0	74	0	109	0	0	0	0	0	66	53	0	1	0	86	64	453	1,831
8:30 AM		0	67	0	112	0	0	0	0	1	61	46	0	0	0	80	67	434	1,807
8:45 AM		0	58	0	90	0	0	0	0	0	53	42	0	1	0	95	61	400	1,754
Count Total		1	658	0	801	0	0	0	0	4	475	453	0	2	0	718	432	3,544	0
Peak Hour	All	1	325	0	429	0	0	0	0	3	256	225	0	1	0	354	237	1,831	0
	HV	0	29	0	16	0	0	0	0	1	21	51	0	1	0	30	23	172	0
	HV%	0%	9%	-	4%	-	-	-	-	33%	8%	23%	-	100%	-	8%	10%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

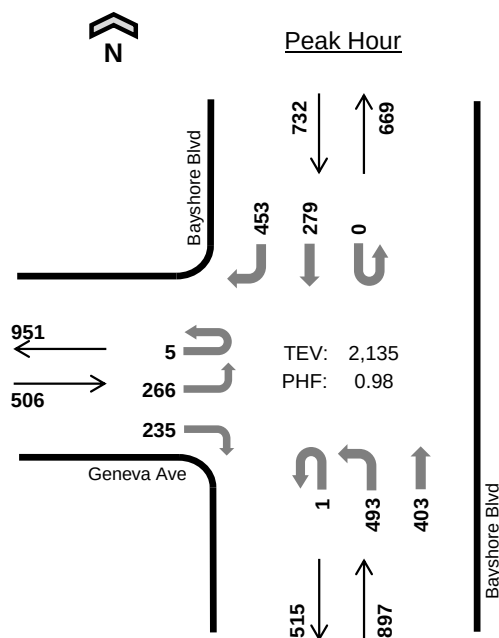
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	18	0	21	10	49	1	0	0	3	4	1	4	0	0	5
7:15 AM	17	0	23	15	55	1	0	0	0	1	1	4	0	1	6
7:30 AM	11	0	20	14	45	0	0	1	1	2	1	2	0	0	3
7:45 AM	7	0	16	18	41	0	0	0	2	2	0	4	0	0	4
8:00 AM	15	0	19	12	46	2	0	1	3	6	0	1	0	0	1
8:15 AM	12	0	18	10	40	4	0	0	0	4	0	2	0	0	2
8:30 AM	13	0	11	12	36	3	0	0	1	4	1	3	0	1	5
8:45 AM	9	0	9	17	35	2	0	0	2	4	0	0	0	1	1
Count Total	102	0	137	108	347	13	0	2	12	27	4	20	0	3	27
Peak Hr	45	0	73	54	172	6	0	2	6	14	1	9	0	0	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Geneva Ave				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	10	0	8	0	0	0	0	0	8	13	0	0	0	6	4	49	0
7:15 AM	0	5	0	12	0	0	0	0	0	4	19	0	0	0	9	6	55	0
7:30 AM	0	6	0	5	0	0	0	0	1	3	16	0	0	0	7	7	45	0
7:45 AM	0	5	0	2	0	0	0	0	0	7	9	0	0	0	10	8	41	190
8:00 AM	0	10	0	5	0	0	0	0	0	6	13	0	0	0	9	3	46	187
8:15 AM	0	8	0	4	0	0	0	0	0	5	13	0	1	0	4	5	40	172
8:30 AM	0	7	0	6	0	0	0	0	0	5	6	0	0	0	6	6	36	163
8:45 AM	0	7	0	2	0	0	0	0	0	3	6	0	1	0	8	8	35	157
Count Total	0	58	0	44	0	0	0	0	1	41	95	0	2	0	59	47	347	0
Peak Hour	0	29	0	16	0	0	0	0	1	21	51	0	1	0	30	23	172	0

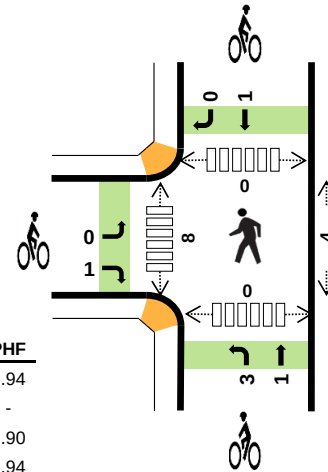
Two-Hour Count Summaries - Bikes																		
Interval Start	Geneva Ave			N/A			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0				
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0				
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	9				
8:00 AM	0	0	2	0	0	0	0	1	0	0	2	1	6	11				
8:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	4	14				
8:30 AM	0	0	3	0	0	0	0	0	0	0	1	0	4	16				
8:45 AM	0	0	2	0	0	0	0	0	0	0	2	0	4	18				
Count Total	0	0	13	0	0	0	0	2	0	0	11	1	27	0				
Peak Hour	0	0	6	0	0	0	0	2	0	0	5	1	14	0				

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

Bayshore Blvd Geneva Ave



Date: 05/10/2022
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	4.5%	0.94
WB	-	-
NB	1.8%	0.90
SB	3.7%	0.94
TOTAL	3.1%	0.98

Two-Hour Count Summaries

Interval Start		Geneva Ave				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:30 PM	2	71	0	67	0	0	0	0	1	115	100	0	0	0	58	85	499	0
	4:45 PM	0	64	0	70	0	0	0	0	0	113	98	0	0	0	69	104	518	0
	5:00 PM	2	71	0	51	0	0	0	0	0	103	116	0	0	0	83	111	537	0
	5:15 PM	3	53	0	63	0	0	0	0	0	135	114	0	0	0	71	99	538	2,092
	5:30 PM	0	78	0	51	0	0	0	0	1	142	75	0	0	0	56	139	542	2,135
	5:45 PM	1	80	0	56	0	0	0	0	1	124	85	0	0	0	60	106	513	2,130
	6:00 PM	2	52	0	55	0	0	0	0	0	106	74	0	0	0	65	91	445	2,038
	6:15 PM	0	53	0	53	0	0	0	0	0	86	63	0	0	0	36	82	373	1,873
Count Total		10	522	0	466	0	0	0	0	3	924	725	0	0	0	498	817	3,965	0
Peak Hour	All	5	266	0	235	0	0	0	0	1	493	403	0	0	0	279	453	2,135	0
	HV	0	13	0	10	0	0	0	0	0	2	14	0	0	0	13	14	66	0
	HV%	0%	5%	-	4%	-	-	-	-	0%	0%	3%	-	-	-	5%	3%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	6	0	8	9	23	1	0	0	0	1	0	3	0	1	4
4:45 PM	7	0	4	7	18	0	0	0	0	0	0	3	0	0	3
5:00 PM	6	0	1	2	9	0	0	1	0	1	3	2	0	0	5
5:15 PM	4	0	6	6	16	0	0	2	1	3	0	1	0	0	1
5:30 PM	6	0	5	12	23	1	0	1	0	2	1	2	0	0	3
5:45 PM	5	0	7	4	16	0	0	0	1	1	2	2	0	0	4
6:00 PM	6	0	4	4	14	3	0	0	1	4	1	1	0	1	3
6:15 PM	7	0	2	6	15	0	0	3	0	3	2	1	0	1	4
Count Total	47	0	37	50	134	5	0	7	3	15	9	15	0	3	27
Peak Hr	23	0	16	27	66	1	0	4	1	6	4	8	0	0	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Geneva Ave				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	3	0	3	0	0	0	0	0	5	3	0	0	0	6	3	23	0
4:45 PM	0	5	0	2	0	0	0	0	0	1	3	0	0	0	5	2	18	0
5:00 PM	0	4	0	2	0	0	0	0	0	0	1	0	0	0	1	1	9	0
5:15 PM	0	1	0	3	0	0	0	0	0	1	5	0	0	0	4	2	16	66
5:30 PM	0	3	0	3	0	0	0	0	0	0	5	0	0	0	3	9	23	66
5:45 PM	0	3	0	2	0	0	0	0	0	2	5	0	0	0	2	2	16	64
6:00 PM	0	6	0	0	0	0	0	0	0	2	2	0	0	0	3	1	14	69
6:15 PM	0	4	0	3	0	0	0	0	0	1	1	0	0	0	2	4	15	68
Count Total	0	29	0	18	0	0	0	0	0	12	25	0	0	0	26	24	134	0
Peak Hour	0	13	0	10	0	0	0	0	0	2	14	0	0	0	13	14	66	0

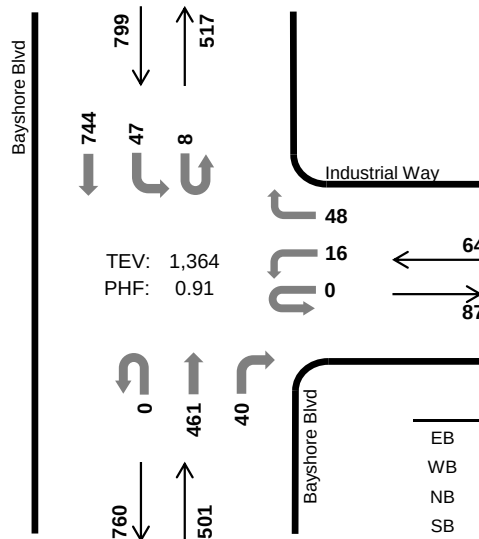
Two-Hour Count Summaries - Bikes																		
Interval Start	Geneva Ave			N/A			Bayshore Blvd			Bayshore Blvd						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	5
5:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
6:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	10
6:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	10
Count Total	1	0	4	0	0	0	3	4	0	0	3	0	0	3	0	0	15	0
Peak Hour	0	0	1	0	0	0	3	1	0	0	1	0	0	1	0	0	6	0

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

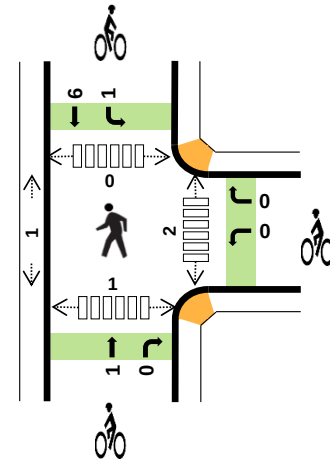
Bayshore Blvd Industrial Way



Peak Hour



Date: 05/10/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	46.9%	0.80
NB	13.4%	0.81
SB	7.6%	0.97
TOTAL	11.6%	0.91

Two-Hour Count Summaries

Interval Start		N/A				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	10	0	17	0	0	90	8	5	11	158	0	299	0
7:15 AM		0	0	0	0	0	4	0	12	0	0	118	11	3	17	166	0	331	0
7:30 AM		0	0	0	0	0	3	0	11	0	0	92	3	4	10	192	0	315	0
7:45 AM		0	0	0	0	0	4	0	10	0	0	141	14	0	12	192	0	373	1,318
8:00 AM		0	0	0	0	0	5	0	15	0	0	110	12	1	8	194	0	345	
8:15 AM		0	0	0	0	0	2	0	7	0	0	88	11	2	9	179	0	298	1,331
8:30 AM		0	0	0	0	0	3	0	7	0	0	104	3	2	2	191	0	312	1,328
8:45 AM		0	0	0	0	0	3	0	3	0	0	82	6	0	7	168	0	269	1,224
Count Total		0	0	0	0	0	34	0	82	0	0	825	68	17	76	1,440	0	2,542	0
Peak Hour	All	0	0	0	0	0	16	0	48	0	0	461	40	8	47	744	0	1,364	0
	HV	0	0	0	0	0	6	0	24	0	0	61	6	1	7	53	0	158	0
	HV%	-	-	-	-	-	38%	-	50%	-	-	13%	15%	13%	15%	7%	-	12%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	11	15	14	40	0	0	0	6	6	0	0	0	0	0
7:15 AM	0	7	18	22	47	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	6	12	11	29	0	0	1	1	2	2	0	0	1	3
7:45 AM	0	4	21	13	38	0	0	0	2	2	0	0	0	0	0
8:00 AM	0	13	16	15	44	0	0	0	3	3	0	1	0	0	1
8:15 AM	0	8	10	7	25	0	0	0	5	5	1	1	0	0	2
8:30 AM	0	3	8	13	24	0	0	0	4	4	0	0	0	1	1
8:45 AM	0	2	8	9	19	0	0	0	3	3	2	1	0	0	3
Count Total	0	54	108	104	266	0	0	1	25	26	5	3	0	2	10
Peak Hr	0	30	67	61	158	0	0	1	7	8	2	1	0	1	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	9	0	0	15	0	2	0	12	0	40	0
7:15 AM	0	0	0	0	0	2	0	5	0	0	18	0	0	2	20	0	47	0
7:30 AM	0	0	0	0	0	0	0	6	0	0	11	1	1	1	9	0	29	0
7:45 AM	0	0	0	0	0	1	0	3	0	0	18	3	0	4	9	0	38	154
8:00 AM	0	0	0	0	0	3	0	10	0	0	14	2	0	0	15	0	44	158
8:15 AM	0	0	0	0	0	2	0	6	0	0	9	1	0	0	7	0	25	136
8:30 AM	0	0	0	0	0	1	0	2	0	0	7	1	0	0	13	0	24	131
8:45 AM	0	0	0	0	0	1	0	1	0	0	7	1	0	1	8	0	19	112
Count Total	0	0	0	0	0	12	0	42	0	0	99	9	3	8	93	0	266	0
Peak Hour	0	0	0	0	0	6	0	24	0	0	61	6	1	7	53	0	158	0

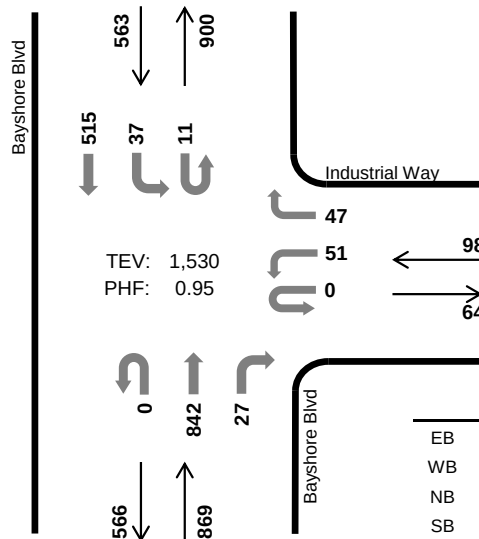
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Industrial Way			Bayshore Blvd			Bayshore Blvd						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	2	4	0				6	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0				1	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0				2	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0				2	11	
8:00 AM	0	0	0	0	0	0	0	0	0	1	2	0				3	8	
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0				5	12	
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0				4	14	
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0				3	15	
Count Total	0	0	0	0	0	0	0	1	0	3	22	0				26	0	
Peak Hour	0	0	0	0	0	0	0	1	0	1	6	0				8	0	

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

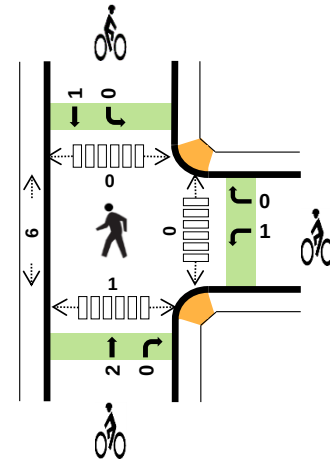
Bayshore Blvd Industrial Way



Peak Hour



Date: 05/10/2022
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	4.1%	0.82
NB	2.2%	0.93
SB	5.3%	0.90
TOTAL	3.5%	0.95

Two-Hour Count Summaries

Interval Start		N/A				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	17	0	13	0	0	199	6	0	11	115	0	361	0
4:45 PM		0	0	0	0	0	11	0	11	0	0	199	8	5	10	141	0	385	0
5:00 PM		0	0	0	0	0	13	0	12	0	0	217	7	2	8	124	0	383	0
5:15 PM		0	0	0	0	0	10	0	11	0	0	227	6	4	8	135	0	401	1,530
5:30 PM		0	0	0	0	0	11	0	12	0	0	201	5	0	6	101	0	336	1,505
5:45 PM		0	0	0	0	0	5	0	9	0	0	196	4	1	5	115	0	335	1,455
6:00 PM		0	0	0	0	0	6	0	10	0	0	169	1	2	8	114	0	310	1,382
6:15 PM		0	0	0	0	0	3	0	9	0	0	140	4	0	5	82	0	243	1,224
Count Total		0	0	0	0	0	76	0	87	0	0	1,548	41	14	61	927	0	2,754	0
Peak Hour	All	0	0	0	0	0	51	0	47	0	0	842	27	11	37	515	0	1,530	0
	HV	0	0	0	0	0	3	0	1	0	0	17	2	0	11	19	0	53	0
	HV%	-	-	-	-	-	6%	-	2%	-	-	2%	7%	0%	30%	4%	-	3%	0

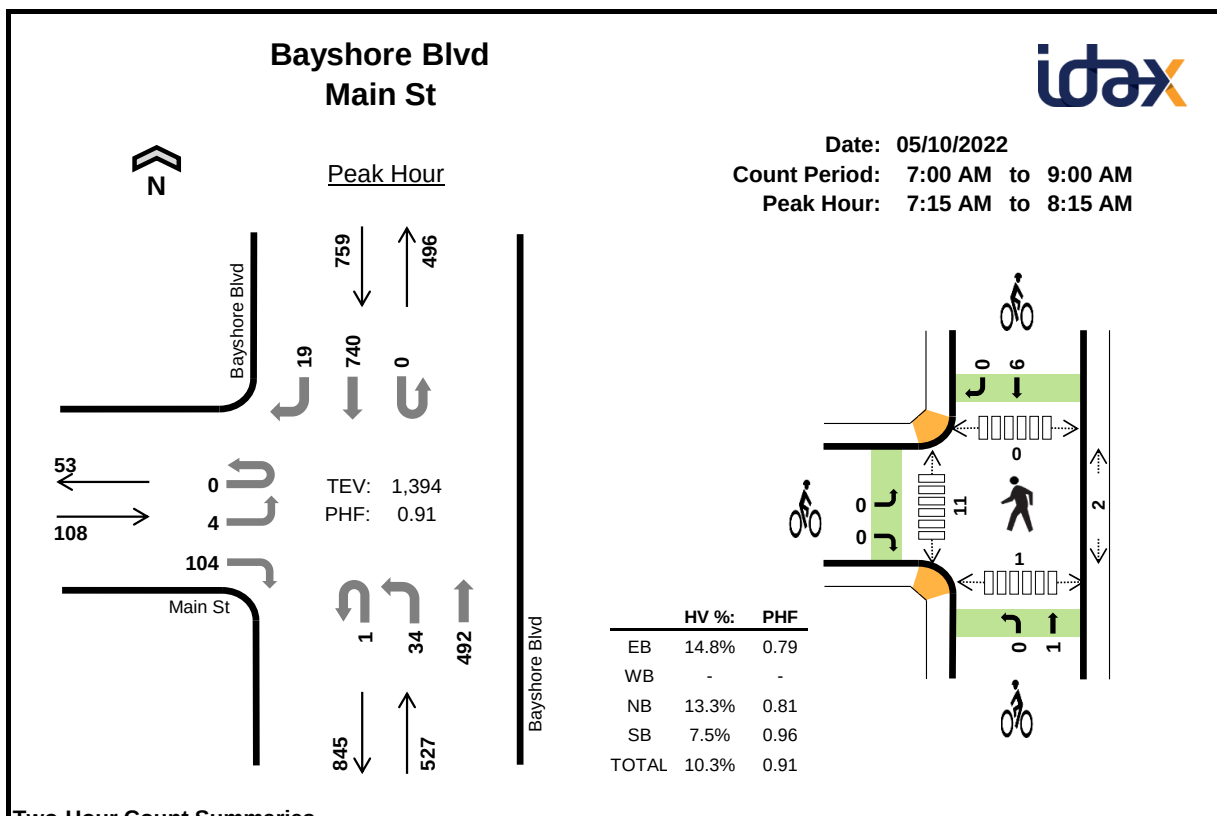
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	3	7	9	19	0	1	0	0	1	0	1	0	0	1
4:45 PM	0	1	4	6	11	0	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	2	7	9	0	0	2	0	2	0	3	0	0	3
5:15 PM	0	0	6	8	14	0	0	0	1	1	0	1	0	0	1
5:30 PM	0	3	5	5	13	0	0	1	0	1	0	1	0	0	1
5:45 PM	0	2	5	5	12	0	0	0	1	1	0	1	0	0	1
6:00 PM	0	0	3	3	6	0	0	0	3	3	0	1	0	0	1
6:15 PM	0	0	2	5	7	0	0	3	0	3	0	1	0	0	1
Count Total	0	9	34	48	91	0	1	6	5	12	0	10	0	1	11
Peak Hr	0	4	19	30	53	0	1	2	1	4	0	6	0	1	7

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	N/A				Industrial Way				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	7	0	0	5	4	0	19	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	1	5	0	11	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	6	0	9	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	4	0	14	53
5:30 PM	0	0	0	0	0	2	0	1	0	0	4	1	0	0	1	4	0	13	47
5:45 PM	0	0	0	0	0	0	0	2	0	0	5	0	0	0	0	5	0	12	48
6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	6	45
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	7	38
Count Total	0	0	0	0	0	5	0	4	0	0	31	3	0	0	13	35	0	91	0
Peak Hour	0	0	0	0	0	3	0	1	0	0	17	2	0	0	11	19	0	53	0

Two-Hour Count Summaries - Bikes																	
Interval Start	N/A			Industrial Way			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4			
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	6			
6:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	8			
Count Total	0	0	0	1	0	0	0	6	0	0	5	0	12	0			
Peak Hour	0	0	0	1	0	0	0	2	0	0	1	0	4	0			

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

**Two-Hour Count Summaries**

Interval Start		Main St				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	17	0	0	0	0	0	13	100	0	0	0	164	5	299	0
7:15 AM		0	1	0	28	0	0	0	0	0	7	121	0	0	0	161	10	328	0
7:30 AM		0	2	0	32	0	0	0	0	1	9	95	0	0	0	193	1	333	0
7:45 AM		0	0	0	23	0	0	0	0	0	8	154	0	0	0	193	3	381	1,341
8:00 AM		0	1	0	21	0	0	0	0	0	10	122	0	0	0	193	5	352	1,394
8:15 AM		0	2	0	13	0	0	0	0	0	8	98	0	0	0	179	3	303	1,369
8:30 AM		0	0	0	9	0	0	0	0	0	7	107	0	0	0	187	8	318	1,354
8:45 AM		0	1	0	14	0	0	0	0	1	5	88	0	0	0	165	4	278	1,251
Count Total		0	7	0	157	0	0	0	0	2	67	885	0	0	0	1,435	39	2,592	0
Peak Hour	All	0	4	0	104	0	0	0	0	1	34	492	0	0	0	740	19	1,394	0
	HV	0	3	0	13	0	0	0	0	1	8	61	0	0	0	46	11	143	0
	HV%	-	75%	-	13%	-	-	-	-	100%	24%	12%	-	-	-	6%	58%	10%	0

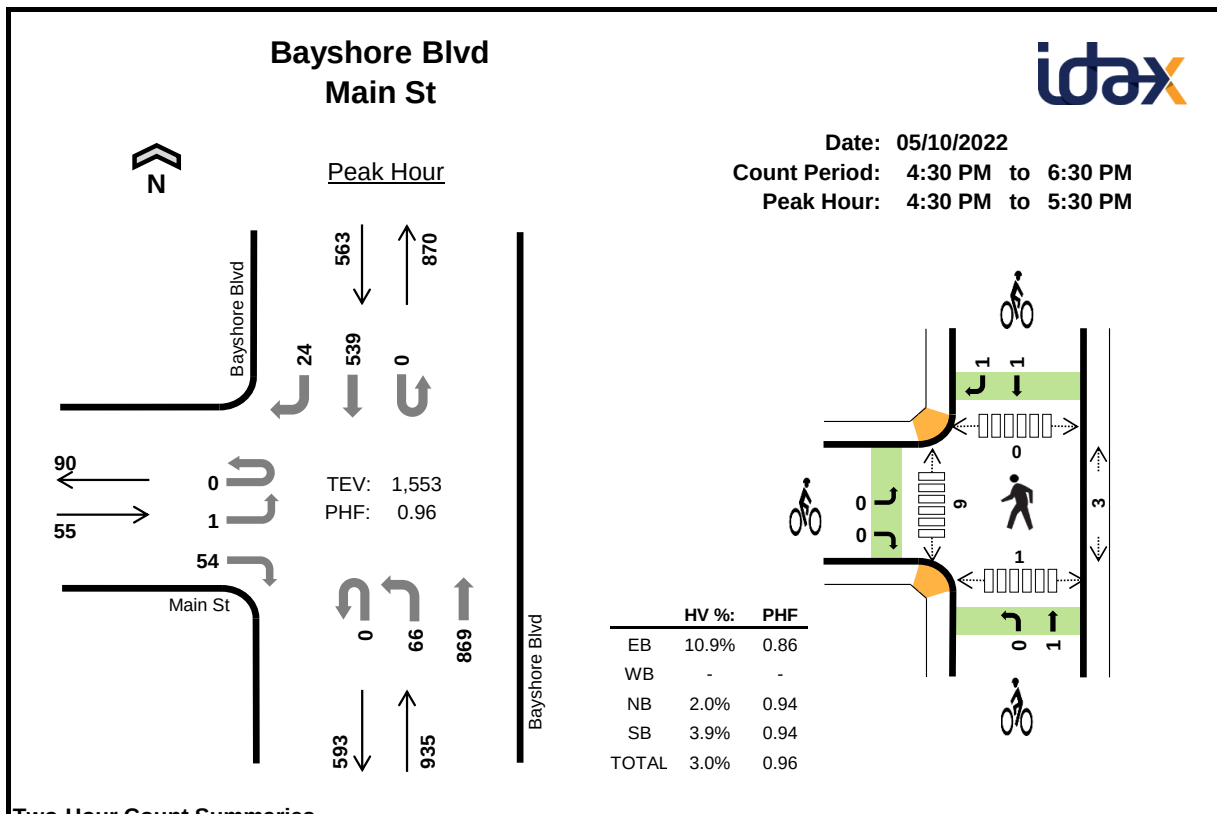
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	0	19	14	38	0	0	0	5	5	1	4	0	0	5
7:15 AM	6	0	18	22	46	0	0	0	1	1	1	4	0	1	6
7:30 AM	7	0	16	9	32	0	0	1	1	2	1	2	0	0	3
7:45 AM	2	0	20	10	32	0	0	0	2	2	0	4	0	0	4
8:00 AM	1	0	16	16	33	0	0	0	2	2	0	1	0	0	1
8:15 AM	1	0	8	10	19	0	0	0	5	5	0	2	0	0	2
8:30 AM	0	0	10	14	24	0	0	0	4	4	1	3	0	1	5
8:45 AM	1	0	8	8	17	0	0	0	3	3	0	0	0	1	1
Count Total	23	0	115	103	241	0	0	1	23	24	4	20	0	3	27
Peak Hr	16	0	70	57	143	0	0	1	6	7	2	11	0	1	14

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Main St				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	5	0	0	0	0	0	2	17	0	0	0	12	2	38	0
7:15 AM	0	0	0	6	0	0	0	0	0	2	16	0	0	0	16	6	46	0
7:30 AM	0	2	0	5	0	0	0	0	1	5	10	0	0	0	8	1	32	0
7:45 AM	0	0	0	2	0	0	0	0	0	0	20	0	0	0	9	1	32	148
8:00 AM	0	1	0	0	0	0	0	0	0	1	15	0	0	0	13	3	33	143
8:15 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	10	0	19	116
8:30 AM	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10	4	24	108
8:45 AM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	7	1	17	93
Count Total	0	4	0	19	0	0	0	0	1	12	102	0	0	0	85	18	241	0
Peak Hour	0	3	0	13	0	0	0	0	1	8	61	0	0	0	46	11	143	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Main St			N/A			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	10				
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	7				
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	11				
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	13				
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	14				
Count Total	0	0	0	0	0	0	0	1	0	0	23	0	24	0				
Peak Hour	0	0	0	0	0	0	0	1	0	0	6	0	7	0				

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

**Two-Hour Count Summaries**

Interval Start		Main St				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	1	0	15	0	0	0	0	0	13	204	0	0	0	130	2	365	0
4:45 PM		0	0	0	12	0	0	0	0	0	17	208	0	0	0	143	7	387	0
5:00 PM		0	0	0	15	0	0	0	0	0	21	228	0	0	0	131	8	403	0
5:15 PM		0	0	0	12	0	0	0	0	0	15	229	0	0	0	135	7	398	1,553
5:30 PM		0	2	0	10	0	0	0	0	0	15	204	0	0	0	105	11	347	1,535
5:45 PM		0	0	0	7	0	0	0	0	0	16	200	0	0	0	112	7	342	1,490
6:00 PM		0	0	0	6	0	0	0	0	0	16	172	0	0	0	112	7	313	1,400
6:15 PM		0	0	0	5	0	0	0	0	0	15	142	0	0	0	83	2	247	1,249
Count Total		0	3	0	82	0	0	0	0	0	128	1,587	0	0	0	951	51	2,802	0
Peak Hour	All	0	1	0	54	0	0	0	0	0	66	869	0	0	0	539	24	1,553	0
	HV	0	0	0	6	0	0	0	0	0	1	18	0	0	0	19	3	47	0
	HV%	-	0%	-	11%	-	-	-	-	-	2%	2%	-	-	-	4%	13%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

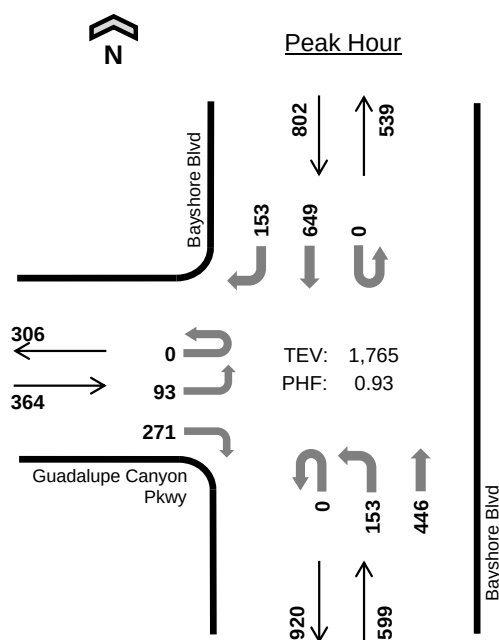
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	0	8	7	18	0	0	0	1	1	0	3	0	1	4
4:45 PM	1	0	4	5	10	0	0	0	0	0	0	3	0	0	3
5:00 PM	2	0	2	6	10	0	0	0	0	0	3	2	0	0	5
5:15 PM	0	0	5	4	9	0	0	1	1	2	0	1	0	0	1
5:30 PM	2	0	3	6	11	0	0	1	0	1	1	2	0	0	3
5:45 PM	0	0	6	5	11	0	0	0	1	1	2	2	0	0	4
6:00 PM	0	0	2	2	4	0	0	0	3	3	1	1	0	1	3
6:15 PM	1	0	2	4	7	0	0	2	0	2	2	1	0	1	4
Count Total	9	0	32	39	80	0	0	4	6	10	9	15	0	3	27
Peak Hr	6	0	19	22	47	0	0	1	2	3	3	9	0	1	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Main St				N/A				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	3	0	0	0	0	0	1	7	0	0	0	7	0	18	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	2	10	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	6	0	10	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	1	9	47
5:30 PM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	5	1	11	40
5:45 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	11	41
6:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	35
6:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	4	0	7	33
Count Total	0	1	0	8	0	0	0	0	0	2	30	0	0	0	35	4	80	0
Peak Hour	0	0	0	6	0	0	0	0	0	1	18	0	0	0	19	3	47	0

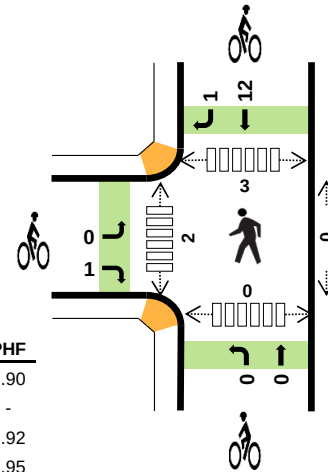
Two-Hour Count Summaries - Bikes																	
Interval Start	Main St			N/A			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	3			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	7			
6:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	7			
Count Total	0	0	0	0	0	0	0	4	0	0	5	1	10	0			
Peak Hour	0	0	0	0	0	0	0	1	0	0	1	1	3	0			

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

Bayshore Blvd Guadalupe Canyon Pkwy



Date: 05/10/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.6%	0.90
WB	-	-
NB	7.5%	0.92
SB	6.2%	0.95
TOTAL	6.1%	0.93

Two-Hour Count Summaries

Interval Start		Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	24	0	35	0	0	0	0	0	26	92	0	0	0	116	49	342	0
7:15 AM		0	34	0	54	0	0	0	0	0	14	96	0	0	0	131	52	381	0
7:30 AM		0	22	0	60	0	0	0	0	0	19	94	0	0	0	170	52	417	0
7:45 AM		0	25	0	69	0	0	0	0	0	31	128	0	0	0	161	49	463	1,603
8:00 AM		0	16	0	85	0	0	0	0	0	37	125	0	0	0	170	42	475	1,736
8:15 AM		0	23	0	64	0	0	0	0	0	40	91	0	0	0	158	26	402	1,757
8:30 AM		0	29	0	53	0	0	0	0	0	45	102	0	0	0	160	36	425	1,765
8:45 AM		0	24	0	60	0	0	0	0	0	31	75	0	0	0	163	23	376	1,678
Count Total		0	197	0	480	0	0	0	0	0	243	803	0	0	0	1,229	329	3,281	0
Peak Hour	All	0	93	0	271	0	0	0	0	0	153	446	0	0	0	649	153	1,765	0
	HV	0	9	0	4	0	0	0	0	0	7	38	0	0	0	34	16	108	0
	HV%	-	10%	-	1%	-	-	-	-	-	5%	9%	-	-	-	5%	10%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

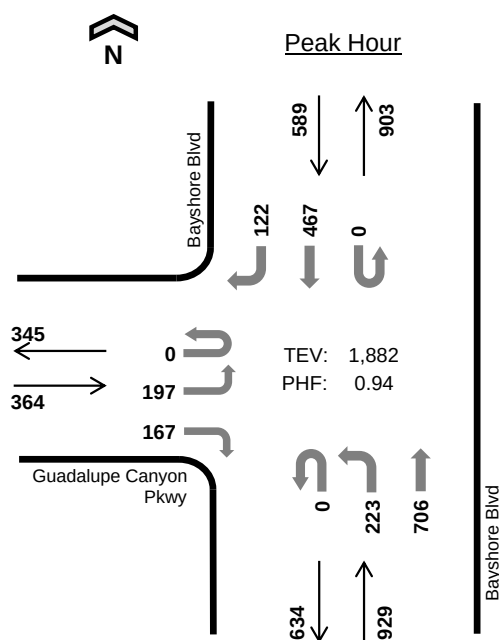
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	19	17	37	0	0	0	4	4	0	1	0	0	1
7:15 AM	5	0	17	24	46	0	0	1	0	1	0	0	1	0	1
7:30 AM	3	0	16	14	33	0	0	0	1	1	0	1	0	0	1
7:45 AM	3	0	14	12	29	0	0	0	2	2	0	1	0	0	1
8:00 AM	4	0	12	17	33	1	0	0	2	3	0	1	2	0	3
8:15 AM	2	0	9	8	19	0	0	0	4	4	0	0	0	0	0
8:30 AM	4	0	10	13	27	0	0	0	5	5	0	0	1	0	1
8:45 AM	4	0	6	9	19	1	0	0	3	4	0	2	0	0	2
Count Total	26	0	103	114	243	2	0	1	21	24	0	6	4	0	10
Peak Hr	13	0	45	50	108	1	0	0	13	14	0	2	3	0	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	19	0	0	0	13	4	37	0
7:15 AM	0	5	0	0	0	0	0	0	0	1	16	0	0	0	18	6	46	0
7:30 AM	0	2	0	1	0	0	0	0	0	0	16	0	0	0	7	7	33	0
7:45 AM	0	2	0	1	0	0	0	0	0	1	13	0	0	0	7	5	29	145
8:00 AM	0	3	0	1	0	0	0	0	0	2	10	0	0	0	10	7	33	141
8:15 AM	0	2	0	0	0	0	0	0	0	3	6	0	0	0	7	1	19	114
8:30 AM	0	2	0	2	0	0	0	0	0	1	9	0	0	0	10	3	27	108
8:45 AM	0	4	0	0	0	0	0	0	0	1	5	0	0	0	9	0	19	98
Count Total	0	20	0	6	0	0	0	0	0	9	94	0	0	0	81	33	243	0
Peak Hour	0	9	0	4	0	0	0	0	0	7	38	0	0	0	34	16	108	0

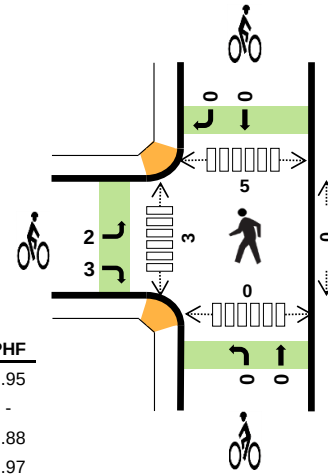
Two-Hour Count Summaries - Bikes																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	2	2		4	0
7:15 AM	0	0	0		0	0	0		0	1	0		0	0	0		1	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	2	0		2	8
8:00 AM	0	0	1		0	0	0		0	0	0		0	2	0		3	7
8:15 AM	0	0	0		0	0	0		0	0	0		0	4	0		4	10
8:30 AM	0	0	0		0	0	0		0	0	0		0	4	1		5	14
8:45 AM	1	0	0		0	0	0		0	0	0		0	3	0		4	16
Count Total	1	0	1		0	0	0		0	1	0		0	18	3		24	0
Peak Hour	0	0	1		0	0	0		0	0	0		0	12	1		14	0

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

Bayshore Blvd Guadalupe Canyon Pkwy



Date: 05/10/2022
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	3.3%	0.95
WB	-	-
NB	1.6%	0.88
SB	4.9%	0.97
TOTAL	3.0%	0.94

Two-Hour Count Summaries

Interval Start		Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	52	0	40	0	0	0	0	0	52	164	0	0	0	117	35	460	0
4:45 PM		0	49	0	42	0	0	0	0	0	40	165	0	0	0	122	26	444	0
5:00 PM		0	55	0	41	0	0	0	0	0	71	192	0	0	0	104	38	501	0
5:15 PM		0	41	0	44	0	0	0	0	0	60	185	0	0	0	124	23	477	1,882
5:30 PM		0	41	0	46	0	0	0	0	0	66	175	0	0	0	106	24	458	1,880
5:45 PM		1	28	0	37	0	0	0	0	0	60	179	0	0	0	102	24	431	1,867
6:00 PM		0	20	0	32	0	0	0	0	0	39	149	0	0	0	89	31	360	1,726
6:15 PM		0	26	0	28	0	0	0	0	0	45	139	0	0	0	95	14	347	1,596
Count Total		1	312	0	310	0	0	0	0	0	433	1,348	0	0	0	859	215	3,478	0
Peak Hour	All	0	197	0	167	0	0	0	0	0	223	706	0	0	0	467	122	1,882	0
	HV	0	9	0	3	0	0	0	0	0	1	14	0	0	0	19	10	56	0
	HV%	-	5%	-	2%	-	-	-	-	-	0%	2%	-	-	-	4%	8%	3%	0

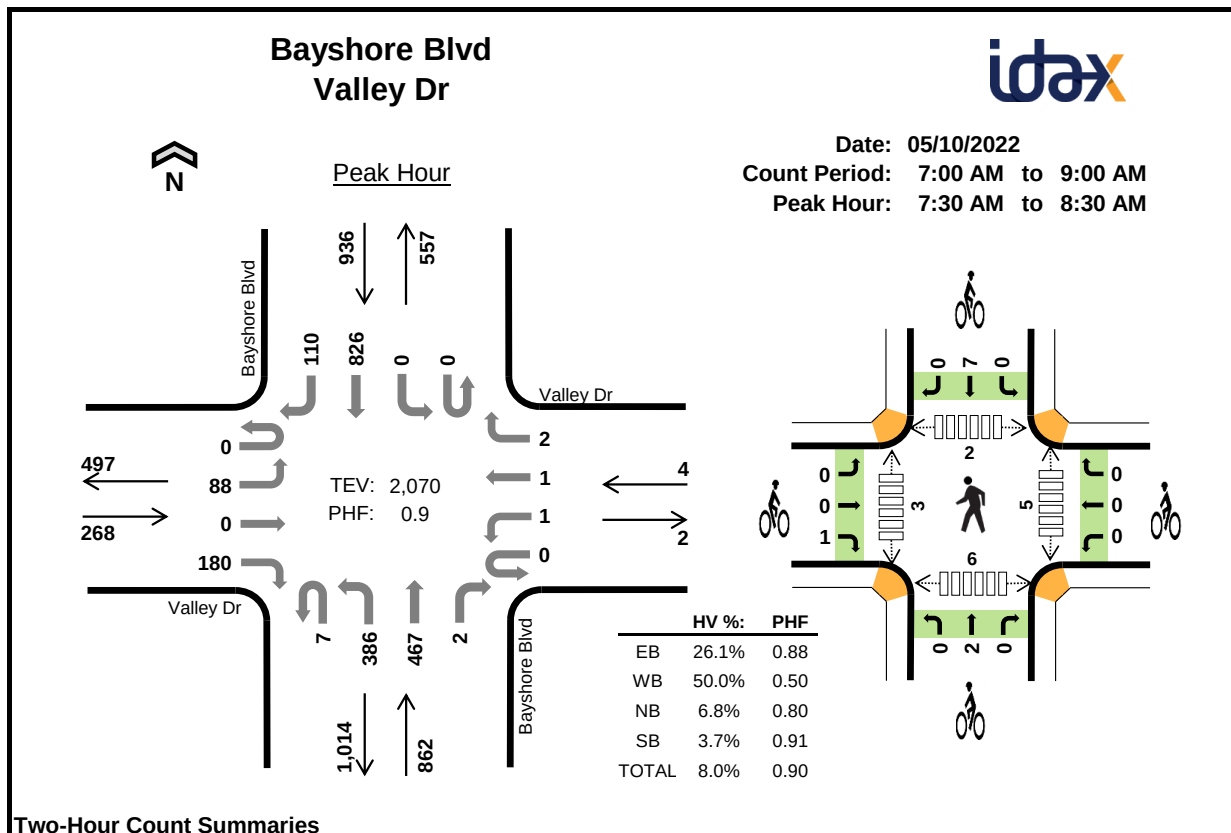
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	0	5	13	21	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	0	3	5	12	2	0	0	0	2	0	0	1	0	1
5:00 PM	1	0	3	8	12	2	0	0	0	2	0	1	2	0	3
5:15 PM	4	0	4	3	11	1	0	0	0	1	0	2	2	0	4
5:30 PM	3	0	3	7	13	1	0	0	1	2	0	0	0	0	0
5:45 PM	1	0	9	7	17	0	0	0	0	0	0	1	0	0	1
6:00 PM	1	0	5	1	7	2	0	0	4	6	0	0	0	0	0
6:15 PM	1	0	2	7	10	0	0	1	0	1	0	0	0	0	0
Count Total	18	0	34	51	103	8	0	1	5	14	0	4	5	0	9
Peak Hr	12	0	15	29	56	5	0	0	0	5	0	3	5	0	8

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	9	4	21	0
4:45 PM	0	2	0	2	0	0	0	0	0	1	2	0	0	0	3	2	12	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	4	12	0
5:15 PM	0	3	0	1	0	0	0	0	0	0	4	0	0	0	3	0	11	56
5:30 PM	0	3	0	0	0	0	0	0	0	1	2	0	0	0	7	0	13	48
5:45 PM	0	0	0	1	0	0	0	0	0	1	8	0	0	0	7	0	17	53
6:00 PM	0	1	0	0	0	0	0	0	0	3	2	0	0	0	1	0	7	48
6:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	5	2	10	47
Count Total	0	13	0	5	0	0	0	0	0	6	28	0	0	0	39	12	103	0
Peak Hour	0	9	0	3	0	0	0	0	0	1	14	0	0	0	19	10	56	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Guadalupe Canyon Pkwy				n/a				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	2		0	0	0		0	0	0		0	0	0		2	0
5:00 PM	2	0	0		0	0	0		0	0	0		0	0	0		2	0
5:15 PM	0	0	1		0	0	0		0	0	0		0	0	0		1	5
5:30 PM	1	0	0		0	0	0		0	0	0		0	0	1		2	7
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	5
6:00 PM	1	0	1		0	0	0		0	0	0		0	1	3		6	9
6:15 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	9
Count Total	4	0	4		0	0	0		0	1	0		0	1	4		14	0
Peak Hour	2	0	3		0	0	0		0	0	0		0	0	0		5	0

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

**Two-Hour Count Summaries**

Interval Start		Valley Dr				Valley Dr				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	22	0	30	0	0	0	0	0	101	99	0	0	0	136	17	405	0
7:15 AM		0	15	0	38	0	0	0	0	0	93	94	0	0	0	167	19	426	0
7:30 AM		0	20	0	56	0	0	0	0	1	83	99	0	0	0	212	23	494	0
7:45 AM		0	28	0	45	0	0	0	1	2	132	134	1	0	0	197	35	575	1,900
8:00 AM		0	22	0	33	0	1	1	0	0	87	127	1	0	0	235	23	530	2,025
8:15 AM		0	18	0	46	0	0	0	1	4	84	107	0	0	0	182	29	471	2,070
8:30 AM		0	19	0	41	0	2	1	1	1	78	129	0	0	0	193	19	484	2,060
8:45 AM		0	10	0	30	0	0	0	0	0	97	97	0	0	0	207	18	459	1,944
Count Total		0	154	0	319	0	3	2	3	8	755	886	2	0	0	1,529	183	3,844	0
Peak Hour	All	0	88	0	180	0	1	1	2	7	386	467	2	0	0	826	110	2,070	0
	HV	0	16	0	54	0	1	0	1	1	32	25	1	0	0	25	10	166	0
	HV%	-	18%	-	30%	-	100%	0%	50%	14%	8%	5%	50%	-	-	3%	9%	8%	0

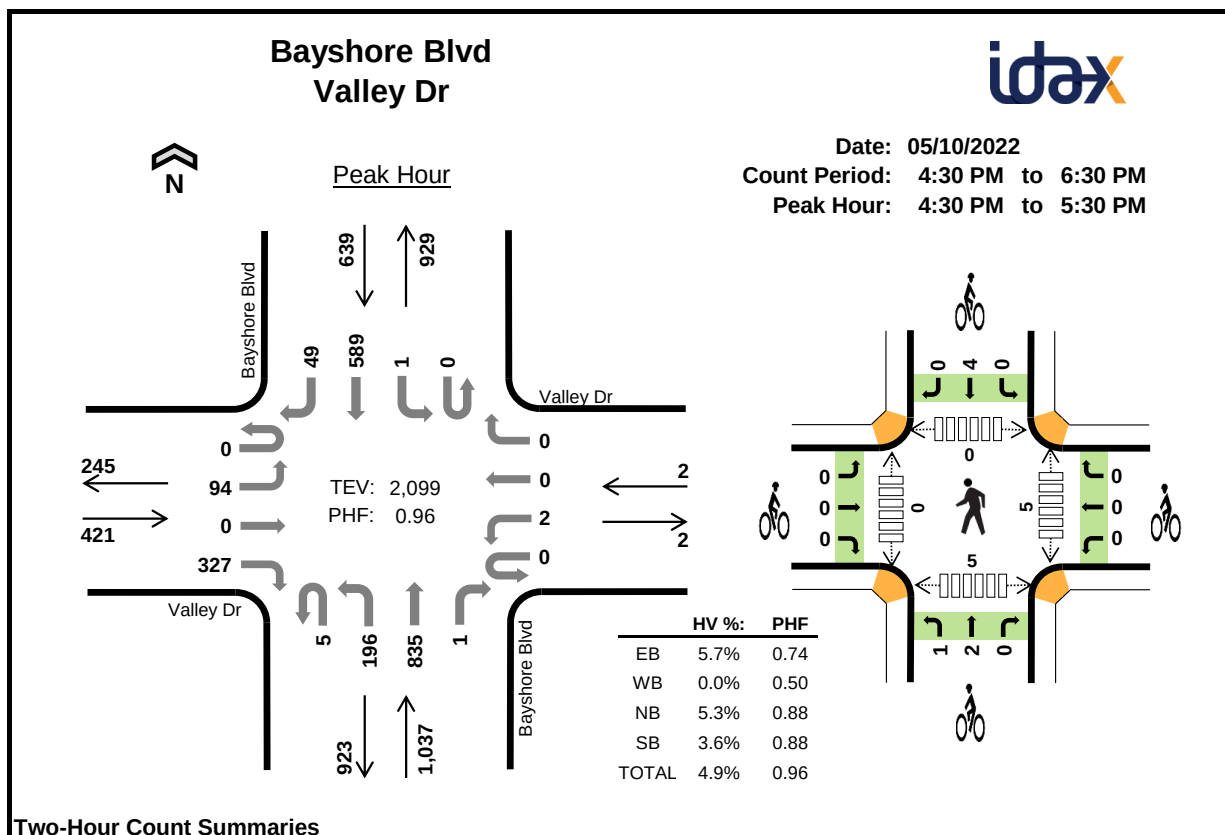
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	25	0	18	14	57	1	0	0	1	2	0	0	0	0	0
7:15 AM	21	0	20	18	59	0	0	1	0	1	0	0	0	0	0
7:30 AM	27	0	15	6	48	0	0	1	0	1	2	1	1	2	6
7:45 AM	16	0	11	10	37	0	0	0	1	1	0	0	0	0	0
8:00 AM	9	1	13	11	34	0	0	0	3	3	3	0	0	4	7
8:15 AM	18	1	20	8	47	1	0	1	3	5	0	2	1	0	3
8:30 AM	9	1	13	10	33	0	0	1	4	5	2	1	1	2	6
8:45 AM	6	0	14	10	30	0	0	0	3	3	0	0	0	0	0
Count Total	131	3	124	87	345	2	0	4	15	21	7	4	3	8	22
Peak Hour	70	2	59	35	166	1	0	2	7	10	5	3	2	6	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Valley Dr				Valley Dr				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	8	0	17	0	0	0	0	0	8	10	0	0	0	12	2	57	0
7:15 AM	0	8	0	13	0	0	0	0	0	9	11	0	0	0	17	1	59	0
7:30 AM	0	5	0	22	0	0	0	0	0	9	6	0	0	0	5	1	48	0
7:45 AM	0	5	0	11	0	0	0	0	0	4	7	0	0	0	8	2	37	201
8:00 AM	0	3	0	6	0	1	0	0	0	9	3	1	0	0	9	2	34	178
8:15 AM	0	3	0	15	0	0	0	1	1	10	9	0	0	0	3	5	47	166
8:30 AM	0	2	0	7	0	0	1	0	0	5	8	0	0	0	9	1	33	151
8:45 AM	0	1	0	5	0	0	0	0	0	10	4	0	0	0	8	2	30	144
Count Total	0	35	0	96	0	1	1	1	1	64	58	1	0	0	71	16	345	0
Peak Hour	0	16	0	54	0	1	0	1	1	32	25	1	0	0	25	10	166	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Valley Dr			Valley Dr			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0			
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0			
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	6			
8:15 AM	0	0	1	0	0	0	0	1	0	0	3	0	5	10			
8:30 AM	0	0	0	0	0	0	0	1	0	0	3	1	5	14			
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	16			
Count Total	0	0	2	0	0	0	0	4	0	0	14	1	21	0			
Peak Hour	0	0	1	0	0	0	0	2	0	0	7	0	10	0			

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

**Two-Hour Count Summaries**

Interval Start		Valley Dr				Valley Dr				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	36	0	107	0	1	0	0	0	71	185	1	0	0	136	9	546	0
4:45 PM		0	16	0	74	0	0	0	0	4	42	186	0	0	1	166	15	504	0
5:00 PM		0	24	0	75	0	1	0	0	1	44	248	0	0	0	140	10	543	0
5:15 PM		0	18	0	71	0	0	0	0	0	39	216	0	0	0	147	15	506	2,099
5:30 PM		0	23	0	71	0	0	0	0	2	37	216	0	0	0	140	14	503	2,056
5:45 PM		0	18	0	53	0	0	0	0	0	69	220	0	0	0	128	11	499	2,051
6:00 PM		0	20	0	43	0	0	0	0	1	37	169	0	0	0	107	8	385	1,893
6:15 PM		0	10	0	31	0	0	0	0	2	37	175	0	0	0	117	9	381	1,768
Count Total		0	165	0	525	0	2	0	0	10	376	1,615	1	0	1	1,081	91	3,867	0
Peak Hour	All	0	94	0	327	0	2	0	0	5	196	835	1	0	1	589	49	2,099	0
	HV	0	3	0	21	0	0	0	0	0	45	10	0	0	0	22	1	102	0
	HV%	-	3%	-	6%	-	0%	-	-	0%	23%	1%	0%	-	0%	4%	2%	5%	0

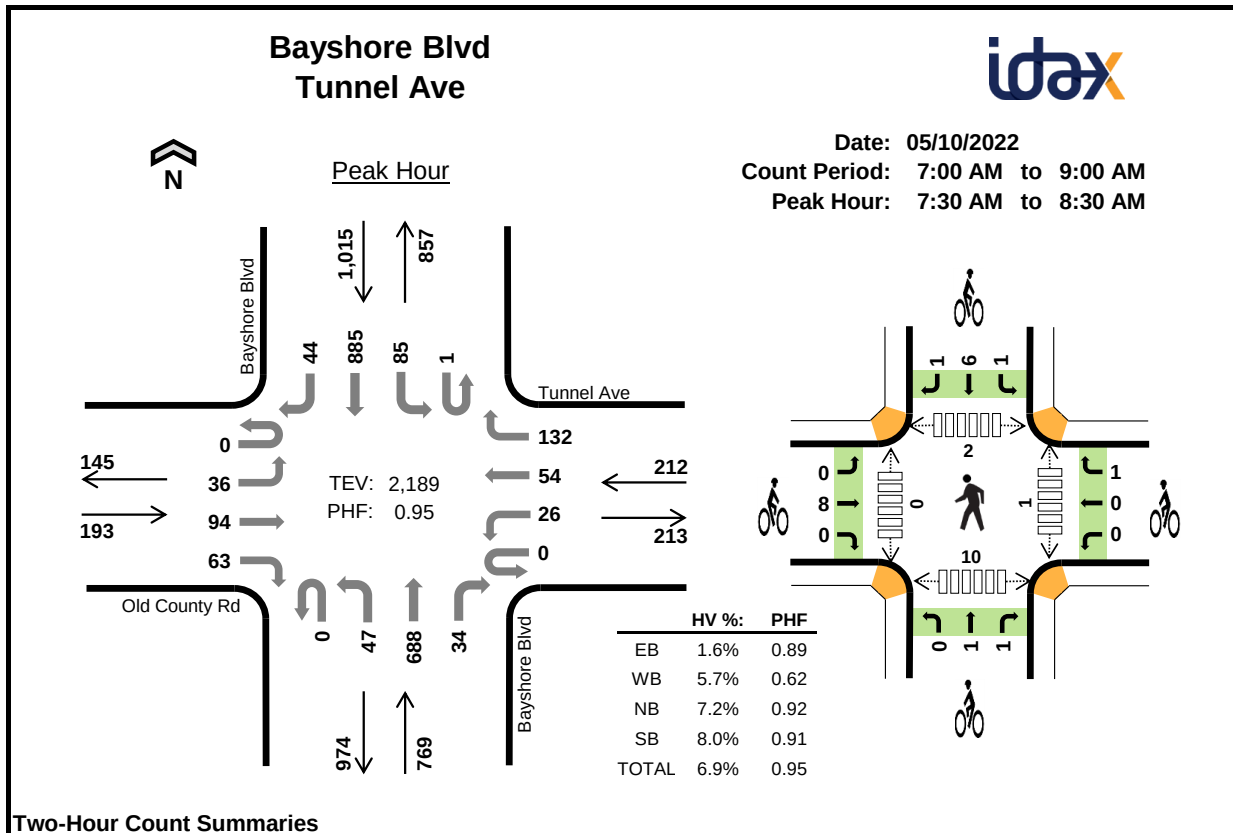
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	6	0	23	10	39	0	0	0	1	1	3	0	0	3	6
4:45 PM	9	0	9	6	24	0	0	1	0	1	2	0	0	2	4
5:00 PM	4	0	11	4	19	0	0	0	2	2	0	0	0	0	0
5:15 PM	5	0	12	3	20	0	0	2	1	3	0	0	0	0	0
5:30 PM	3	0	8	5	16	0	0	0	0	0	0	0	0	0	0
5:45 PM	10	0	13	11	34	0	0	0	0	0	0	1	0	0	1
6:00 PM	5	0	16	1	22	0	0	0	0	0	0	0	0	0	0
6:15 PM	5	0	8	6	19	0	0	1	0	1	0	0	0	0	0
Count Total	47	0	100	46	193	0	0	4	4	8	5	1	0	5	11
Peak Hour	24	0	55	23	102	0	0	3	4	7	5	0	0	5	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Valley Dr				Valley Dr				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	1	0	5	0	0	0	0	0	20	3	0	0	0	9	1	39	0
4:45 PM	0	1	0	8	0	0	0	0	0	8	1	0	0	0	6	0	24	0
5:00 PM	0	0	0	4	0	0	0	0	0	8	3	0	0	0	4	0	19	0
5:15 PM	0	1	0	4	0	0	0	0	0	9	3	0	0	0	3	0	20	102
5:30 PM	0	1	0	2	0	0	0	0	0	5	3	0	0	0	5	0	16	79
5:45 PM	0	3	0	7	0	0	0	0	0	9	4	0	0	0	10	1	34	89
6:00 PM	0	1	0	4	0	0	0	0	0	13	3	0	0	0	1	0	22	92
6:15 PM	0	0	0	5	0	0	0	0	0	6	2	0	0	0	4	2	19	91
Count Total	0	8	0	39	0	0	0	0	0	78	22	0	0	0	42	4	193	0
Peak Hour	0	3	0	21	0	0	0	0	0	45	10	0	0	0	22	1	102	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Valley Dr			Valley Dr			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0			
5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	7			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1			
Count Total	0	0	0	0	0	0	1	3	0	0	4	0	8	0			
Peak Hour	0	0	0	0	0	0	1	2	0	0	4	0	7	0			

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

**Two-Hour Count Summaries**

Interval Start		Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	7	20	8	0	3	8	26	0	4	161	13	0	7	153	4	414	0
7:15 AM		0	8	25	16	0	4	5	35	0	7	156	11	0	8	186	5	466	0
7:30 AM		0	5	22	14	0	5	16	20	0	9	163	14	0	15	254	9	546	0
7:45 AM		0	10	26	18	0	14	15	56	0	7	188	6	1	24	202	9	576	2,002
8:00 AM		0	14	24	14	0	5	15	27	0	22	180	6	0	32	228	4	571	2,159
8:15 AM		0	7	22	17	0	2	8	29	0	9	157	8	0	14	201	22	496	2,189
8:30 AM		0	20	22	22	0	5	21	38	0	13	149	11	0	27	204	14	546	2,189
8:45 AM		0	11	23	13	0	2	19	40	0	9	142	12	0	13	214	8	506	2,119
Count Total		0	82	184	122	0	40	107	271	0	80	1,296	81	1	140	1,642	75	4,121	0
Peak Hour	All	0	36	94	63	0	26	54	132	0	47	688	34	1	85	885	44	2,189	0
	HV	0	2	1	0	0	2	1	9	0	1	52	2	0	9	68	4	151	0
	HV%	-	6%	1%	0%	-	8%	2%	7%	-	2%	8%	6%	0%	11%	8%	9%	7%	0

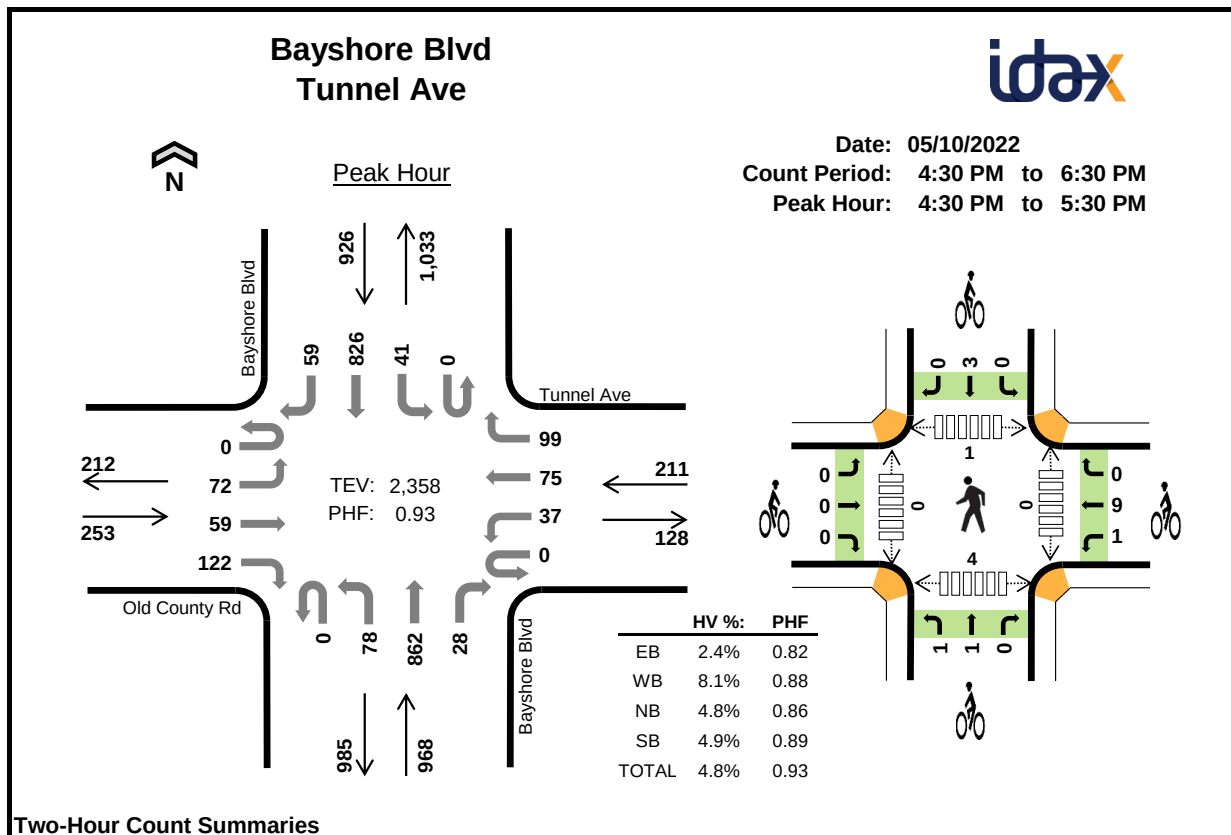
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	16	32	52	1	0	0	3	4	0	0	1	1	2
7:15 AM	2	6	19	28	55	1	1	0	0	2	0	0	1	4	5
7:30 AM	1	2	18	30	51	2	0	1	0	3	1	0	1	2	4
7:45 AM	0	2	6	18	26	2	0	0	3	5	0	0	0	3	3
8:00 AM	0	4	16	16	36	1	0	1	2	4	0	0	1	2	3
8:15 AM	2	4	15	17	38	3	1	0	3	7	0	0	0	3	3
8:30 AM	2	3	14	21	40	1	0	0	3	4	0	0	0	3	3
8:45 AM	5	4	15	13	37	1	0	1	2	4	1	0	0	1	2
Count Total	14	27	119	175	335	12	2	3	16	33	2	0	4	19	25
Peak Hour	3	12	55	81	151	8	1	2	8	19	1	0	2	10	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	0	2	0	0	14	2	0	2	29	1	52	0
7:15 AM	0	1	0	1	0	1	0	5	0	2	15	2	0	2	26	0	55	0
7:30 AM	0	0	1	0	0	1	1	0	0	0	18	0	0	2	28	0	51	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	6	0	0	3	13	2	26	184
8:00 AM	0	0	0	0	0	0	0	4	0	1	15	0	0	2	13	1	36	168
8:15 AM	0	2	0	0	0	0	0	4	0	0	13	2	0	2	14	1	38	151
8:30 AM	0	0	0	2	0	1	1	1	0	2	11	1	0	2	19	0	40	140
8:45 AM	0	0	4	1	0	0	0	4	0	1	11	3	0	1	12	0	37	151
Count Total	0	3	7	4	0	4	2	21	0	6	103	10	0	16	154	5	335	0
Peak Hour	0	2	1	0	0	2	1	9	0	1	52	2	0	9	68	4	151	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Old County Rd			Tunnel Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	4	0				
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0				
7:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3	0				
7:45 AM	0	2	0	0	0	0	0	0	0	0	3	0	5	14				
8:00 AM	0	1	0	0	0	0	0	0	1	0	2	0	4	14				
8:15 AM	0	3	0	0	0	1	0	0	0	1	1	1	7	19				
8:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	4	20				
8:45 AM	0	1	0	0	0	0	0	0	1	0	2	0	4	19				
Count Total	0	12	0	0	0	2	0	1	2	1	14	1	33	0				
Peak Hour	0	8	0	0	0	1	0	1	1	1	6	1	19	0				

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

**Two-Hour Count Summaries**

Interval Start		Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	21	24	32	0	12	20	23	0	25	212	7	0	5	241	13	635	0
4:45 PM		0	15	13	31	0	9	19	19	0	18	194	7	0	8	204	16	553	0
5:00 PM		0	16	12	33	0	8	13	28	0	19	252	10	0	9	191	18	609	0
5:15 PM		0	20	10	26	0	8	23	29	0	16	204	4	0	19	190	12	561	2,358
5:30 PM		0	9	7	14	0	7	24	28	0	17	230	10	0	7	187	21	561	2,284
5:45 PM		0	22	25	23	0	3	28	28	0	20	236	5	0	10	164	7	571	2,302
6:00 PM		0	9	8	26	0	12	21	10	0	19	184	2	0	4	135	9	439	2,132
6:15 PM		0	17	9	16	0	14	11	13	0	18	180	4	0	7	132	13	434	2,005
Count Total		0	129	108	201	0	73	159	178	0	152	1,692	49	0	69	1,444	109	4,363	0
Peak Hour	All	0	72	59	122	0	37	75	99	0	78	862	28	0	41	826	59	2,358	0
	HV	0	1	2	3	0	3	0	14	0	1	39	6	0	2	37	6	114	0
	HV%	-	1%	3%	2%	-	8%	0%	14%	-	1%	5%	21%	-	5%	4%	10%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	7	17	16	43	0	2	1	0	3	0	0	1	0	1
4:45 PM	2	4	8	14	28	0	2	0	0	2	0	0	0	2	2
5:00 PM	0	3	12	8	23	0	4	0	2	6	0	0	0	0	0
5:15 PM	1	3	9	7	20	0	2	1	1	4	0	0	0	2	2
5:30 PM	0	3	5	7	15	0	1	0	1	2	0	0	0	0	0
5:45 PM	1	2	11	16	30	0	0	0	0	0	1	0	1	0	2
6:00 PM	0	2	17	5	24	0	1	0	0	1	0	0	0	1	1
6:15 PM	0	2	6	10	18	0	0	1	1	2	0	0	0	0	0
Count Total	7	26	85	83	201	0	12	3	5	20	1	0	2	5	8
Peak Hour	6	17	46	45	114	0	10	2	3	15	0	0	1	4	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	2	1	0	1	0	6	0	1	16	0	0	0	13	3	43	0
4:45 PM	0	0	0	2	0	1	0	3	0	0	6	2	0	1	12	1	28	0
5:00 PM	0	0	0	0	0	1	0	2	0	0	9	3	0	0	7	1	23	0
5:15 PM	0	1	0	0	0	0	0	3	0	0	8	1	0	1	5	1	20	114
5:30 PM	0	0	0	0	0	0	0	3	0	0	5	0	0	0	6	1	15	86
5:45 PM	0	0	0	1	0	0	0	2	0	0	11	0	0	2	13	1	30	88
6:00 PM	0	0	0	0	0	0	1	1	0	0	17	0	0	0	5	0	24	89
6:15 PM	0	0	0	0	0	1	0	1	0	0	6	0	0	1	9	0	18	87
Count Total	0	1	2	4	0	4	1	21	0	1	78	6	0	5	70	8	201	0
Peak Hour	0	1	2	3	0	3	0	14	0	1	39	6	0	2	37	6	114	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Old County Rd				Tunnel Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:30 PM	0	0	0		1	1	0		1	0	0		0	0	0		3	0
4:45 PM	0	0	0		0	2	0		0	0	0		0	0	0		2	0
5:00 PM	0	0	0		0	4	0		0	0	0		0	2	0		6	0
5:15 PM	0	0	0		0	2	0		0	1	0		0	1	0		4	15
5:30 PM	0	0	0		1	0	0		0	0	0		0	1	0		2	14
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	12
6:00 PM	0	0	0		0	0	1		0	0	0		0	0	0		1	7
6:15 PM	0	0	0		0	0	0		0	1	0		0	1	0		2	5
Count Total	0	0	0		2	9	1		1	2	0		0	5	0		20	0
Peak Hour	0	0	0		1	9	0		1	1	0		0	3	0		15	0

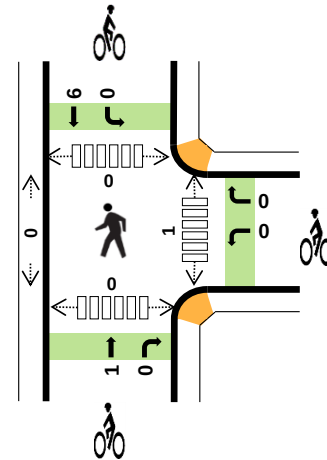
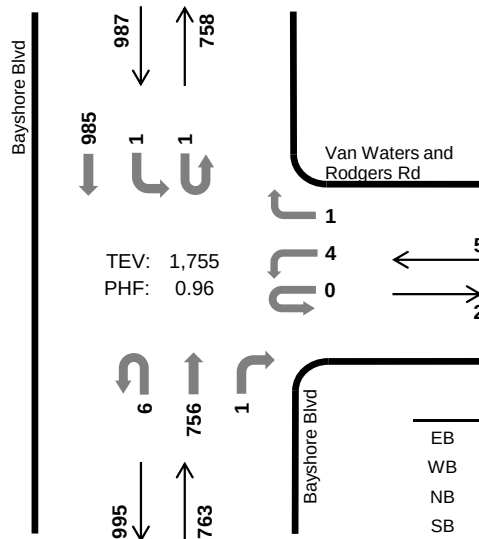
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bayshore Blvd Van Waters and Rodgers Rd



Peak Hour

Date: 05/10/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	20.0%	0.63
NB	7.1%	0.93
SB	7.2%	0.92
TOTAL	7.2%	0.96

Two-Hour Count Summaries

Interval Start		N/A				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	1	1	0	182	1	0	0	158	0	343	0
7:15 AM		0	0	0	0	0	0	0	0	1	0	174	0	0	0	205	0	380	0
7:30 AM		0	0	0	0	0	0	0	0	3	0	187	0	0	0	268	0	458	0
7:45 AM		0	0	0	0	0	1	0	1	2	0	200	1	0	0	247	0	452	1,633
8:00 AM		0	0	0	0	0	1	0	0	0	0	206	0	0	0	246	0	453	1,743
8:15 AM		0	0	0	0	0	2	0	0	1	0	163	0	1	1	224	0	392	1,755
8:30 AM		0	0	0	0	0	0	0	0	2	0	181	2	0	0	228	0	413	1,710
8:45 AM		0	0	0	0	0	0	0	0	5	0	166	1	0	0	229	0	401	1,659
Count Total		0	0	0	0	0	4	0	2	15	0	1,459	5	1	1	1,805	0	3,292	0
Peak Hour	All	0	0	0	0	0	4	0	1	6	0	756	1	1	1	985	0	1,755	0
	HV	0	0	0	0	0	1	0	0	1	0	53	0	0	1	70	0	126	0
	HV%	-	-	-	-	-	25%	-	0%	17%	-	7%	0%	0%	100%	7%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	16	26	42	0	0	0	3	3	0	0	0	0	0
7:15 AM	0	0	19	27	46	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	17	28	45	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	6	17	23	0	0	0	3	3	0	0	0	0	0
8:00 AM	0	0	15	11	26	0	0	0	2	2	1	0	0	0	1
8:15 AM	0	1	16	15	32	0	0	0	1	1	0	0	0	0	0
8:30 AM	0	0	12	21	33	0	0	0	3	3	1	0	0	2	3
8:45 AM	0	0	17	15	32	0	0	1	2	3	0	0	0	1	1
Count Total	0	1	118	160	279	0	0	2	14	16	2	0	0	3	5
Peak Hr	0	1	54	71	126	0	0	1	6	7	1	0	0	0	1

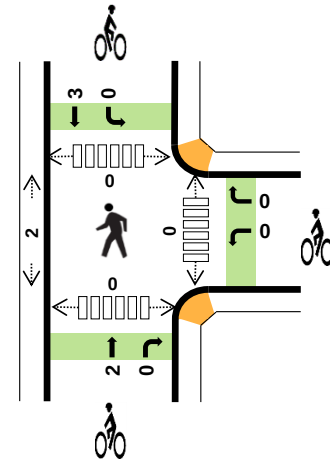
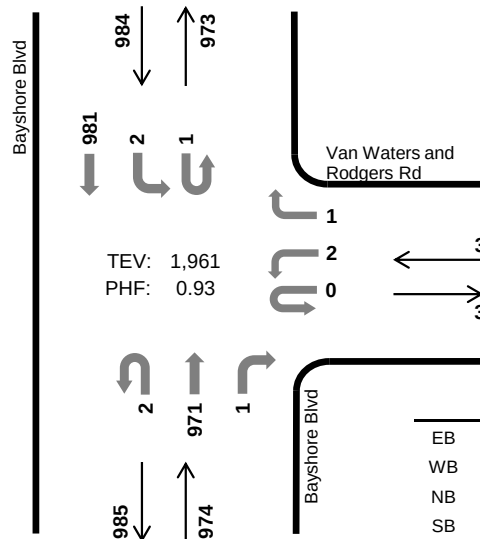
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	26	0	42	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	27	0	46	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	28	0	45	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	17	0	23	156
8:00 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0	26	140
8:15 AM	0	0	0	0	0	1	0	0	1	0	15	0	0	1	14	0	32	126
8:30 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	21	0	33	114
8:45 AM	0	0	0	0	0	0	0	0	1	0	16	0	0	0	15	0	32	123
Count Total	0	0	0	0	0	1	0	0	2	0	116	0	0	1	159	0	279	0
Peak Hour	0	0	0	0	0	1	0	0	1	0	53	0	0	1	70	0	126	0
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Van Waters and Rodgers Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	7				
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	6				
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	7				
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	9				
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	9				
Count Total	0	0	0	0	0	0	0	2	0	0	14	0	16	0				
Peak Hour	0	0	0	0	0	0	0	1	0	0	6	0	7	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Bayshore Blvd Van Waters and Rodgers Rd



Peak Hour

Date: 05/10/2022
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.38
NB	4.6%	0.89
SB	4.3%	0.87
TOTAL	4.4%	0.93

Two-Hour Count Summaries

Interval Start		N/A				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	0	0	0	0	0	1	0	247	0	0	1	281	0	530	0
4:45 PM		0	0	0	0	0	0	0	1	0	0	223	0	0	1	245	0	470	0
5:00 PM		0	0	0	0	0	0	0	0	0	0	274	1	1	0	231	0	507	0
5:15 PM		0	0	0	0	0	2	0	0	1	0	227	0	0	0	224	0	454	1,961
5:30 PM		0	0	0	0	0	0	0	0	0	0	253	0	0	0	201	0	454	1,885
5:45 PM		0	0	0	0	0	1	0	0	0	0	261	0	0	1	196	0	459	1,874
6:00 PM		0	0	0	0	0	0	0	0	2	0	205	0	0	0	170	0	377	1,744
6:15 PM		0	0	0	0	0	0	0	0	0	0	202	0	0	0	163	0	365	1,655
Count Total		0	0	0	0	0	3	0	1	4	0	1,892	1	1	3	1,711	0	3,616	0
Peak Hour	All	0	0	0	0	0	2	0	1	2	0	971	1	1	2	981	0	1,961	0
	HV	0	0	0	0	0	0	0	0	0	0	45	0	0	0	42	0	87	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	5%	0%	0%	0%	4%	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	17	14	31	0	0	1	1	2	0	1	0	0	1
4:45 PM	0	0	8	15	23	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	12	8	20	0	0	1	1	2	0	0	0	0	0
5:15 PM	0	0	8	5	13	0	0	0	1	1	0	1	0	0	1
5:30 PM	0	0	5	6	11	0	0	0	1	1	0	0	0	0	0
5:45 PM	0	0	11	12	23	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	16	6	22	0	0	0	1	1	0	0	0	0	0
6:15 PM	0	0	6	8	14	0	0	1	1	2	0	0	0	0	0
Count Total	0	0	83	74	157	0	0	3	6	9	0	3	0	0	3
Peak Hr	0	0	45	42	87	0	0	2	3	5	0	2	0	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Van Waters and Rodgers Rd				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	14	0	31	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	15	0	23	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	20	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	87
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	67
5:45 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0	23	67
6:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	6	0	22	69
6:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	70
Count Total	0	0	0	0	0	0	0	0	0	0	83	0	0	0	74	0	157	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	45	0	0	0	42	0	87	0
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Van Waters and Rodgers Rd			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5				
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	4				
Count Total	0	0	0	0	0	0	0	3	0	0	6	0	9	0				
Peak Hour	0	0	0	0	0	0	0	2	0	0	3	0	5	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Bayshore Blvd San Bruno Ave

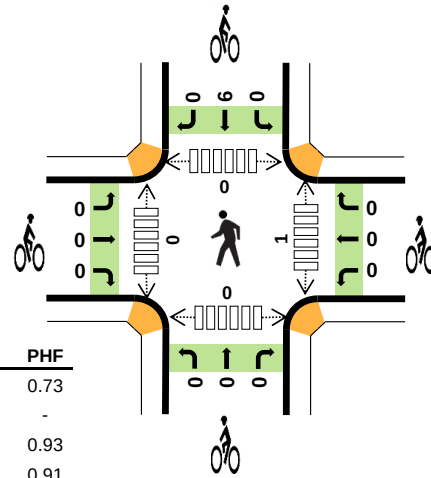
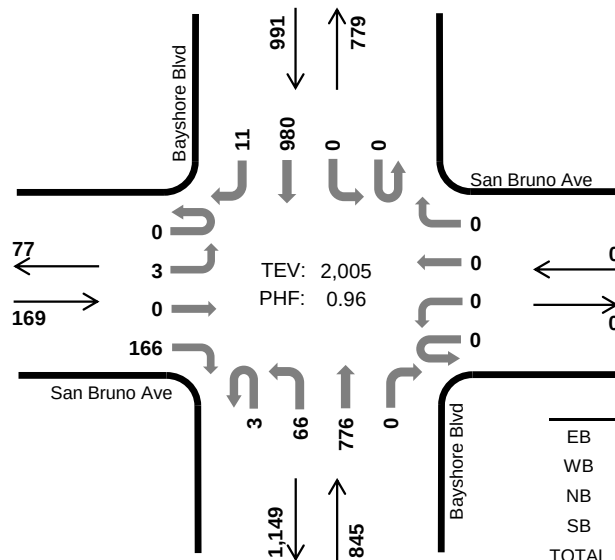


Peak Hour

Date: 05/10/2022

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.4%	0.73
WB	-	-
NB	6.7%	0.93
SB	6.8%	0.91
TOTAL	6.4%	0.96

Two-Hour Count Summaries

Interval Start		San Bruno Ave				San Bruno Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	31	0	0	0	0	0	8	184	0	0	0	154	1	379	0
7:15 AM		0	1	0	21	0	0	0	0	0	8	172	0	0	0	201	1	404	0
7:30 AM		0	1	0	28	0	0	0	0	0	13	204	0	0	0	271	1	518	0
7:45 AM		0	0	0	37	0	0	0	0	1	19	208	0	0	0	245	3	513	1,814
8:00 AM		0	1	0	57	0	0	0	0	2	14	197	0	0	0	247	4	522	1,957
8:15 AM		0	1	0	44	0	0	0	0	0	20	167	0	0	0	217	3	452	2,005
8:30 AM		0	1	0	30	0	0	0	0	0	14	187	0	0	0	215	5	452	1,939
8:45 AM		0	1	0	45	0	0	0	0	2	22	174	0	0	0	237	3	484	1,910
Count Total		0	7	0	293	0	0	0	0	5	118	1,493	0	0	0	1,787	21	3,724	0
Peak Hour	All	0	3	0	166	0	0	0	0	3	66	776	0	0	0	980	11	2,005	0
	HV	0	3	0	1	0	0	0	0	0	3	54	0	0	0	67	0	128	0
	HV%	-	100%	-	1%	-	-	-	-	0%	5%	7%	-	-	-	7%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	18	23	42	1	0	0	3	4	0	0	0	0	0
7:15 AM	2	0	15	27	44	1	0	0	0	1	0	0	0	0	0
7:30 AM	1	0	16	27	44	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	9	15	24	0	0	0	3	3	0	0	0	0	0
8:00 AM	1	0	13	11	25	0	0	0	2	2	1	0	0	0	1
8:15 AM	2	0	19	14	35	0	0	0	1	1	0	0	0	0	0
8:30 AM	1	0	13	19	33	0	0	0	3	3	1	0	0	0	1
8:45 AM	1	0	17	14	32	0	0	0	2	2	0	0	0	0	0
Count Total	9	0	120	150	279	2	0	0	14	16	2	0	0	0	2
Peak Hour	4	0	57	67	128	0	0	0	6	6	1	0	0	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				San Bruno Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	2	16	0	0	0	23	0	42	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	15	0	0	0	26	1	44	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	27	0	44	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	24	154
8:00 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	11	0	25	137
8:15 AM	0	1	0	1	0	0	0	0	0	3	16	0	0	0	14	0	35	128
8:30 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	18	1	33	117
8:45 AM	0	1	0	0	0	0	0	0	0	1	16	0	0	0	14	0	32	125
Count Total	0	7	0	2	0	0	0	0	0	6	114	0	0	0	148	2	279	0
Peak Hour	0	3	0	1	0	0	0	0	0	3	54	0	0	0	67	0	128	0

Two-Hour Count Summaries - Bikes																	
Interval Start	San Bruno Ave			San Bruno Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0			
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	8			
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	6			
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	6			
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	9			
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	8			
Count Total	0	0	2	0	0	0	0	0	0	0	14	0	16	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	6	0	6	0			

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

Bayshore Blvd San Bruno Ave

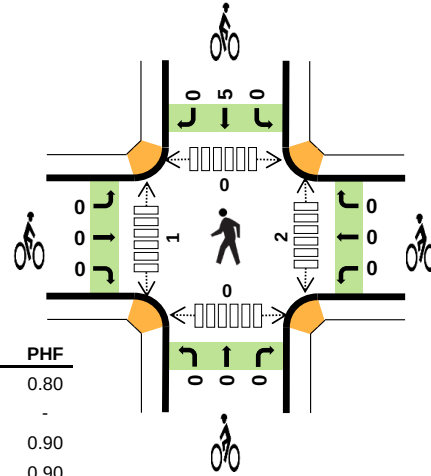
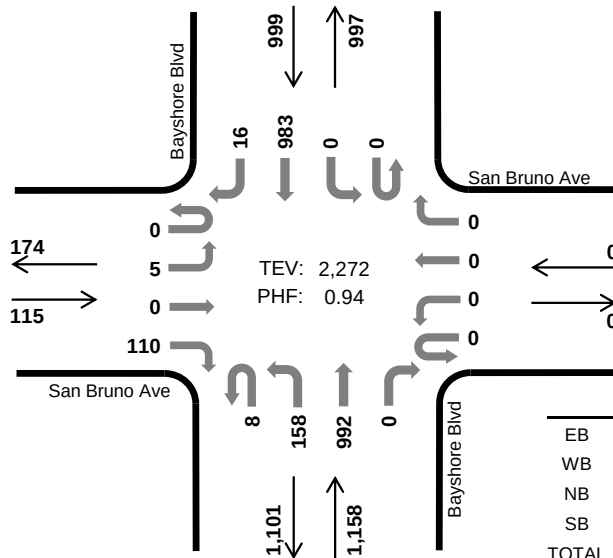


Peak Hour

Date: 05/10/2022

Count Period: 4:30 PM to 6:30 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	3.5%	0.80
WB	-	-
NB	3.6%	0.90
SB	3.7%	0.90
TOTAL	3.7%	0.94

Two-Hour Count Summaries

Interval Start		San Bruno Ave				San Bruno Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	2	0	34	0	0	0	0	4	41	246	0	0	0	271	6	604	0
4:45 PM		0	0	0	27	0	0	0	0	2	33	238	0	0	0	251	5	556	0
5:00 PM		0	3	0	23	0	0	0	0	1	43	276	0	0	0	238	3	587	0
5:15 PM		0	0	0	26	0	0	0	0	1	41	232	0	0	0	223	2	525	2,272
5:30 PM		0	1	0	18	0	0	0	0	1	49	248	0	0	0	195	4	516	2,184
5:45 PM		0	1	0	26	0	0	0	0	0	56	256	0	0	0	203	3	545	2,173
6:00 PM		0	1	0	29	0	0	0	0	2	36	212	0	0	0	161	8	449	2,035
6:15 PM		0	0	0	18	0	0	0	0	2	33	201	0	0	0	166	2	422	1,932
Count Total		0	8	0	201	0	0	0	0	13	332	1,909	0	0	0	1,708	33	4,204	0
Peak Hour	All	0	5	0	110	0	0	0	0	8	158	992	0	0	0	983	16	2,272	0
	HV	0	4	0	0	0	0	0	0	0	0	42	0	0	0	37	0	83	0
	HV%	-	80%	-	0%	-	-	-	-	0%	0%	4%	-	-	-	4%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	2	0	15	11	28	0	0	0	1	1	1	0	0	0	1
4:45 PM	0	0	8	13	21	0	0	0	1	1	0	0	0	0	0
5:00 PM	2	0	11	8	21	0	0	0	2	2	1	0	0	0	1
5:15 PM	0	0	8	5	13	0	0	0	1	1	0	1	0	0	1
5:30 PM	1	0	5	6	12	0	0	0	1	1	0	0	0	0	0
5:45 PM	1	0	11	13	25	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	14	5	20	0	0	0	1	1	0	0	0	0	0
6:15 PM	0	0	6	8	14	0	0	0	1	1	2	0	0	0	2
Count Total	7	0	78	69	154	0	0	0	8	8	4	1	0	0	5
Peak Hour	4	0	42	37	83	0	0	0	5	5	2	1	0	0	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	San Bruno Ave				San Bruno Ave				Bayshore Blvd				Bayshore Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	0	11	0	28	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	13	0	21	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	8	0	21	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	83
5:30 PM	0	1	0	0	0	0	0	0	0	1	4	0	0	0	6	0	12	67
5:45 PM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	13	0	25	71
6:00 PM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	5	0	20	70
6:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	71
Count Total	0	7	0	0	0	0	0	0	0	1	77	0	0	0	69	0	154	0
Peak Hour	0	4	0	0	0	0	0	0	0	0	42	0	0	0	37	0	83	0

Two-Hour Count Summaries - Bikes																		
Interval Start	San Bruno Ave			San Bruno Ave			Bayshore Blvd			Bayshore Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5			
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3			
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3			
Count Total	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0			

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

Vehicle Speed Report Summary

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave

Count Direction: Northbound / Southbound

Date Range: 5/10/2022 to 5/10/2022

Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	2	25	75	338	1,257	3,071	3,213	1,367	403	91	24	3	0	0	0	0	0	9,869
Percent	0.0%	0.3%	0.8%	3.4%	12.7%	31.1%	32.6%	13.9%	4.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	7	20	116	667	2,051	3,610	2,234	642	108	18	3	1	0	0	0	0	0	9,477
Percent	0.1%	0.2%	1.2%	7.0%	21.6%	38.1%	23.6%	6.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	9	45	191	1,005	3,308	6,681	5,447	2,009	511	109	27	4	0	0	0	0	0	19,346
Percent	0.0%	0.2%	1.0%	5.2%	17.1%	34.5%	28.2%	10.4%	2.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		35.1	mph	Mean (Average) Speed		35.2	mph
85th Percentile		41.0	mph	10 mph Pace		30.2 - 40.2	mph
95th Percentile		45.2	mph	Percent in Pace		63.5	%
Southbound				Southbound			
50th Percentile (Median)		32.7	mph	Mean (Average) Speed		32.6	mph
85th Percentile		38.0	mph	10 mph Pace		28.3 - 38.3	mph
95th Percentile		41.4	mph	Percent in Pace		65.7	%

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 01

Tuesday, May 10, 2022
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	10	17	34	15	3	1	0	0	0	0	0	0	0	83
1:00 AM	0	0	0	0	6	14	21	12	2	0	1	0	0	0	0	0	0	56
2:00 AM	0	0	0	0	3	10	21	13	1	2	0	0	0	0	0	0	0	50
3:00 AM	0	0	0	1	11	22	26	13	7	2	0	0	0	0	0	0	0	82
4:00 AM	0	4	2	3	6	27	44	27	11	0	1	0	0	0	0	0	0	125
5:00 AM	0	0	1	3	11	38	78	47	23	10	3	1	0	0	0	0	0	215
6:00 AM	0	0	1	4	32	118	164	111	46	19	3	0	0	0	0	0	0	498
7:00 AM	0	1	3	34	117	197	219	64	23	6	1	0	0	0	0	0	0	665
8:00 AM	0	2	2	20	95	166	156	54	15	4	0	0	0	0	0	0	0	514
9:00 AM	0	1	6	32	100	173	158	59	17	6	0	0	0	0	0	0	0	552
10:00 AM	0	3	2	20	59	167	166	81	23	8	2	0	0	0	0	0	0	531
11:00 AM	0	2	12	13	78	211	161	51	19	2	1	0	0	0	0	0	0	550
12:00 PM	0	0	1	25	77	177	188	71	21	5	0	0	0	0	0	0	0	565
1:00 PM	0	0	2	26	64	199	185	78	22	2	1	0	0	0	0	0	0	579
2:00 PM	0	1	5	29	78	198	212	81	22	4	1	0	0	0	0	0	0	631
3:00 PM	1	9	11	31	82	230	232	82	20	4	1	1	0	0	0	0	0	704
4:00 PM	1	0	7	22	99	267	224	98	22	2	1	0	0	0	0	0	0	743
5:00 PM	0	0	5	38	111	244	232	87	18	2	1	0	0	0	0	0	0	738
6:00 PM	0	1	9	14	58	143	200	100	27	2	0	0	0	0	0	0	0	554
7:00 PM	0	0	1	11	39	138	162	75	21	2	0	1	0	0	0	0	0	450
8:00 PM	0	0	0	0	45	91	124	47	15	2	4	0	0	0	0	0	0	328
9:00 PM	0	1	1	5	41	101	107	42	7	3	0	0	0	0	0	0	0	308
10:00 PM	0	0	2	1	15	70	62	41	13	1	2	0	0	0	0	0	0	207
11:00 PM	0	0	1	4	20	53	37	18	5	2	1	0	0	0	0	0	0	141
Total	2	25	75	338	1,257	3,071	3,213	1,367	403	91	24	3	0	0	0	0	0	9,869
Percent	0.0%	0.3%	0.8%	3.4%	12.7%	31.1%	32.6%	13.9%	4.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.1	mph	Mean (Average) Speed	35.2	mph
85th Percentile	41.0	mph	10 mph Pace	30.2 - 40.2	mph
95th Percentile	45.2	mph	Percent in Pace	63.5	%

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 01

Tuesday, May 10, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	14	36	32	7	1	0	0	0	0	0	0	0	0	93
1:00 AM	0	0	0	0	14	26	13	3	3	0	0	0	0	0	0	0	0	59
2:00 AM	0	0	1	1	5	23	19	7	1	0	0	0	0	0	0	0	0	57
3:00 AM	0	0	1	2	8	14	16	7	2	1	0	0	0	0	0	0	0	51
4:00 AM	1	1	3	3	21	27	21	9	6	1	0	0	0	0	0	0	0	93
5:00 AM	0	0	0	6	27	77	76	40	3	2	0	0	0	0	0	0	0	231
6:00 AM	2	0	4	15	67	117	129	43	7	2	0	0	0	0	0	0	0	386
7:00 AM	0	5	7	36	106	243	133	38	2	1	0	0	0	0	0	0	0	571
8:00 AM	0	2	9	44	127	234	154	28	5	1	0	0	0	0	0	0	0	604
9:00 AM	2	1	9	32	114	188	115	31	7	1	0	1	0	0	0	0	0	501
10:00 AM	0	0	5	36	139	219	84	22	3	0	0	0	0	0	0	0	0	508
11:00 AM	0	0	8	49	112	179	86	23	5	0	0	0	0	0	0	0	0	462
12:00 PM	0	1	8	72	132	209	88	26	4	0	0	0	0	0	0	0	0	540
1:00 PM	0	4	10	57	153	187	101	26	1	0	0	0	0	0	0	0	0	539
2:00 PM	0	3	18	34	111	226	119	51	6	1	0	0	0	0	0	0	0	569
3:00 PM	1	1	7	54	183	257	151	29	6	0	0	0	0	0	0	0	0	689
4:00 PM	1	0	4	39	155	290	158	38	6	0	0	0	0	0	0	0	0	691
5:00 PM	0	1	7	83	210	323	185	35	4	2	0	0	0	0	0	0	0	850
6:00 PM	0	1	8	33	127	216	152	30	3	0	0	0	0	0	0	0	0	570
7:00 PM	0	0	4	30	83	167	127	38	8	1	2	0	0	0	0	0	0	460
8:00 PM	0	0	0	23	49	114	86	32	5	3	0	0	0	0	0	0	0	312
9:00 PM	0	0	2	7	54	120	67	30	4	0	1	0	0	0	0	0	0	285
10:00 PM	0	0	1	4	28	71	69	28	11	0	0	0	0	0	0	0	0	212
11:00 PM	0	0	0	4	12	47	53	21	5	2	0	0	0	0	0	0	0	144
Total	7	20	116	667	2,051	3,610	2,234	642	108	18	3	1	0	0	0	0	0	9,477
Percent	0.1%	0.2%	1.2%	7.0%	21.6%	38.1%	23.6%	6.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.6	mph
85th Percentile	38.0	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	41.4	mph	Percent in Pace	65.73	%

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 01

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	10	17	34	15	3	1	0	0	0	0	0	0	0	83
1:00 AM	0	0	0	0	6	14	21	12	2	0	1	0	0	0	0	0	0	56
2:00 AM	0	0	0	0	3	10	21	13	1	2	0	0	0	0	0	0	0	50
3:00 AM	0	0	0	1	11	22	26	13	7	2	0	0	0	0	0	0	0	82
4:00 AM	0	4	2	3	6	27	44	27	11	0	1	0	0	0	0	0	0	125
5:00 AM	0	0	1	3	11	38	78	47	23	10	3	1	0	0	0	0	0	215
6:00 AM	0	0	1	4	32	118	164	111	46	19	3	0	0	0	0	0	0	498
7:00 AM	0	1	3	34	117	197	219	64	23	6	1	0	0	0	0	0	0	665
8:00 AM	0	2	2	20	95	166	156	54	15	4	0	0	0	0	0	0	0	514
9:00 AM	0	1	6	32	100	173	158	59	17	6	0	0	0	0	0	0	0	552
10:00 AM	0	3	2	20	59	167	166	81	23	8	2	0	0	0	0	0	0	531
11:00 AM	0	2	12	13	78	211	161	51	19	2	1	0	0	0	0	0	0	550
12:00 PM	0	0	1	25	77	177	188	71	21	5	0	0	0	0	0	0	0	565
1:00 PM	0	0	2	26	64	199	185	78	22	2	1	0	0	0	0	0	0	579
2:00 PM	0	1	5	29	78	198	212	81	22	4	1	0	0	0	0	0	0	631
3:00 PM	1	9	11	31	82	230	232	82	20	4	1	1	0	0	0	0	0	704
4:00 PM	1	0	7	22	99	267	224	98	22	2	1	0	0	0	0	0	0	743
5:00 PM	0	0	5	38	111	244	232	87	18	2	1	0	0	0	0	0	0	738
6:00 PM	0	1	9	14	58	143	200	100	27	2	0	0	0	0	0	0	0	554
7:00 PM	0	0	1	11	39	138	162	75	21	2	0	1	0	0	0	0	0	450
8:00 PM	0	0	0	0	45	91	124	47	15	2	4	0	0	0	0	0	0	328
9:00 PM	0	1	1	5	41	101	107	42	7	3	0	0	0	0	0	0	0	308
10:00 PM	0	0	2	1	15	70	62	41	13	1	2	0	0	0	0	0	0	207
11:00 PM	0	0	1	4	20	53	37	18	5	2	1	0	0	0	0	0	0	141
Total	2	25	75	338	1,257	3,071	3,213	1,367	403	91	24	3	0	0	0	0	0	9,869
Percent	0.0%	0.3%	0.8%	3.4%	12.7%	31.1%	32.6%	13.9%	4.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	35.1	mph	Mean (Average) Speed	35.2	mph
85th Percentile	41.0	mph	10 mph Pace	30.2 - 40.2	mph
95th Percentile	45.2	mph	Percent in Pace	63.5	%

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 01

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	14	36	32	7	1	0	0	0	0	0	0	0	0	93
1:00 AM	0	0	0	0	14	26	13	3	3	0	0	0	0	0	0	0	0	59
2:00 AM	0	0	1	1	5	23	19	7	1	0	0	0	0	0	0	0	0	57
3:00 AM	0	0	1	2	8	14	16	7	2	1	0	0	0	0	0	0	0	51
4:00 AM	1	1	3	3	21	27	21	9	6	1	0	0	0	0	0	0	0	93
5:00 AM	0	0	0	6	27	77	76	40	3	2	0	0	0	0	0	0	0	231
6:00 AM	2	0	4	15	67	117	129	43	7	2	0	0	0	0	0	0	0	386
7:00 AM	0	5	7	36	106	243	133	38	2	1	0	0	0	0	0	0	0	571
8:00 AM	0	2	9	44	127	234	154	28	5	1	0	0	0	0	0	0	0	604
9:00 AM	2	1	9	32	114	188	115	31	7	1	0	1	0	0	0	0	0	501
10:00 AM	0	0	5	36	139	219	84	22	3	0	0	0	0	0	0	0	0	508
11:00 AM	0	0	8	49	112	179	86	23	5	0	0	0	0	0	0	0	0	462
12:00 PM	0	1	8	72	132	209	88	26	4	0	0	0	0	0	0	0	0	540
1:00 PM	0	4	10	57	153	187	101	26	1	0	0	0	0	0	0	0	0	539
2:00 PM	0	3	18	34	111	226	119	51	6	1	0	0	0	0	0	0	0	569
3:00 PM	1	1	7	54	183	257	151	29	6	0	0	0	0	0	0	0	0	689
4:00 PM	1	0	4	39	155	290	158	38	6	0	0	0	0	0	0	0	0	691
5:00 PM	0	1	7	83	210	323	185	35	4	2	0	0	0	0	0	0	0	850
6:00 PM	0	1	8	33	127	216	152	30	3	0	0	0	0	0	0	0	0	570
7:00 PM	0	0	4	30	83	167	127	38	8	1	2	0	0	0	0	0	0	460
8:00 PM	0	0	0	23	49	114	86	32	5	3	0	0	0	0	0	0	0	312
9:00 PM	0	0	2	7	54	120	67	30	4	0	1	0	0	0	0	0	0	285
10:00 PM	0	0	1	4	28	71	69	28	11	0	0	0	0	0	0	0	0	212
11:00 PM	0	0	0	4	12	47	53	21	5	2	0	0	0	0	0	0	0	144
Total	7	20	116	667	2,051	3,610	2,234	642	108	18	3	1	0	0	0	0	0	9,477
Percent	0.1%	0.2%	1.2%	7.0%	21.6%	38.1%	23.6%	6.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.6	mph
85th Percentile	38.0	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	41.4	mph	Percent in Pace	65.7	%

Location: Bayshore Blvd, between Tunnel Ave and Geneva Ave
Date Range: 5/10/2022 - 5/16/2022
Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/10/2022			5/11/2022			5/12/2022			5/13/2022			5/14/2022			5/15/2022			5/16/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	83	93	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	93	176
1:00 AM	56	59	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	59	115
2:00 AM	50	57	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	57	107
3:00 AM	82	51	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	51	133
4:00 AM	125	93	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	93	218
5:00 AM	215	231	446	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	231	446
6:00 AM	498	386	884	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	498	386	884
7:00 AM	665	571	1,236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	665	571	1,236
8:00 AM	514	604	1,118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	514	604	1,118
9:00 AM	552	501	1,053	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	552	501	1,053
10:00 AM	531	508	1,039	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	531	508	1,039
11:00 AM	550	462	1,012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	550	462	1,012
12:00 PM	565	540	1,105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565	540	1,105
1:00 PM	579	539	1,118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	579	539	1,118
2:00 PM	631	569	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	631	569	1,200
3:00 PM	704	689	1,393	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	689	1,393
4:00 PM	743	691	1,434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	743	691	1,434
5:00 PM	738	850	1,588	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	738	850	1,588
6:00 PM	554	570	1,124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	554	570	1,124
7:00 PM	450	460	910	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	450	460	910
8:00 PM	328	312	640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	328	312	640
9:00 PM	308	285	593	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	308	285	593
10:00 PM	207	212	419	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	212	419
11:00 PM	141	144	285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	144	285
Total	9,869	9,477	19,346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,869	9,477	19,346
Percent	51%	49%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	-
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	665	604	1,236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	665	604	1,236
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	743	850	1,588	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	743	850	1,588

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

Vehicle Classification Report Summary

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway

Count Direction: Northbound / Southbound

Date Range: 5/10/2022 to 5/10/2022

Site Code: 02

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	45	6,731	1,454	27	790	55	0	31	68	12	2	0	9	9,224
Percent	0.5%	73.0%	15.8%	0.3%	8.6%	0.6%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	100%
Southbound	39	6,132	1,260	16	541	59	0	23	55	7	0	0	6	8,138
Percent	0.5%	75.4%	15.5%	0.2%	6.6%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	100%
Total	84	12,863	2,714	43	1,331	114	0	54	123	19	2	0	15	17,362
Percent	0.5%	74.1%	15.6%	0.2%	7.7%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	100%

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

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

Tuesday, May 10, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	81	12	0	6	0	0	0	0	0	0	0	0	100
1:00 AM	0	35	9	2	9	1	0	0	0	0	0	0	0	56
2:00 AM	0	43	4	0	6	0	0	2	0	0	0	0	0	55
3:00 AM	0	52	9	2	16	0	0	1	1	0	0	0	0	81
4:00 AM	0	59	17	1	10	0	0	1	0	0	0	0	0	88
5:00 AM	0	108	26	1	22	0	0	1	2	0	0	0	0	160
6:00 AM	1	162	60	0	72	2	0	1	6	0	0	0	0	304
7:00 AM	1	275	115	1	84	7	0	0	5	1	0	0	0	489
8:00 AM	1	278	73	2	56	5	0	0	4	0	1	0	2	422
9:00 AM	3	251	81	5	59	5	0	2	8	0	0	0	0	414
10:00 AM	2	230	78	2	63	3	0	3	7	1	0	0	0	389
11:00 AM	2	296	82	3	62	3	0	1	6	0	0	0	2	457
12:00 PM	1	369	82	0	52	4	0	1	2	1	0	0	0	512
1:00 PM	1	369	87	3	53	7	0	3	8	1	0	0	1	533
2:00 PM	0	448	109	2	33	5	0	2	4	3	0	0	0	606
3:00 PM	8	581	110	1	37	4	0	1	2	0	0	0	1	745
4:00 PM	4	657	115	0	45	4	0	4	1	0	0	0	0	830
5:00 PM	7	687	112	0	33	3	0	4	1	1	1	0	2	851
6:00 PM	6	515	99	1	27	0	0	1	1	2	0	0	0	652
7:00 PM	2	378	43	1	19	0	0	1	1	1	0	0	0	446
8:00 PM	1	283	42	0	12	0	0	1	1	1	0	0	0	341
9:00 PM	0	254	47	0	7	0	0	1	4	0	0	0	1	314
10:00 PM	1	173	22	0	2	0	0	0	3	0	0	0	0	201
11:00 PM	3	147	20	0	5	2	0	0	1	0	0	0	0	178
Total	45	6,731	1,454	27	790	55	0	31	68	12	2	0	9	9,224
Percent	0.5%	73.0%	15.8%	0.3%	8.6%	0.6%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

Tuesday, May 10, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	35	9	0	3	1	0	0	1	0	0	0	0	50
1:00 AM	0	36	2	0	4	0	0	0	0	0	0	0	0	42
2:00 AM	0	40	8	1	1	1	0	0	0	0	0	0	0	51
3:00 AM	0	59	13	0	1	0	0	1	0	0	0	0	0	74
4:00 AM	1	89	21	0	6	0	0	0	1	0	0	0	0	118
5:00 AM	1	238	42	0	13	2	0	0	2	0	0	0	0	298
6:00 AM	5	373	97	0	33	1	0	0	5	0	0	0	0	514
7:00 AM	4	541	119	0	39	12	0	5	2	1	0	0	1	724
8:00 AM	7	556	116	2	38	3	0	2	6	1	0	0	1	732
9:00 AM	0	399	83	3	38	1	0	0	6	0	0	0	2	532
10:00 AM	2	305	74	1	33	7	0	1	3	1	0	0	0	427
11:00 AM	2	300	73	4	43	6	0	0	5	1	0	0	0	434
12:00 PM	0	343	74	0	48	2	0	3	2	1	0	0	2	475
1:00 PM	1	313	83	1	39	5	0	1	6	0	0	0	0	449
2:00 PM	2	352	85	1	44	6	0	3	4	1	0	0	0	498
3:00 PM	1	351	89	1	43	1	0	2	1	0	0	0	0	489
4:00 PM	2	385	80	0	39	7	0	0	0	0	0	0	0	513
5:00 PM	4	386	65	1	26	1	0	2	1	0	0	0	0	486
6:00 PM	2	314	43	0	17	1	0	1	0	0	0	0	0	378
7:00 PM	0	229	27	0	12	1	0	1	1	1	0	0	0	272
8:00 PM	2	175	20	0	7	1	0	0	3	0	0	0	0	208
9:00 PM	1	133	17	0	9	0	0	1	1	0	0	0	0	162
10:00 PM	1	119	8	1	2	0	0	0	3	0	0	0	0	134
11:00 PM	0	61	12	0	3	0	0	0	2	0	0	0	0	78
Total	39	6,132	1,260	16	541	59	0	23	55	7	0	0	6	8,138
Percent	0.5%	75.4%	15.5%	0.2%	6.6%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	81	12	0	6	0	0	0	0	0	0	0	0	100
1:00 AM	0	35	9	2	9	1	0	0	0	0	0	0	0	56
2:00 AM	0	43	4	0	6	0	0	2	0	0	0	0	0	55
3:00 AM	0	52	9	2	16	0	0	1	1	0	0	0	0	81
4:00 AM	0	59	17	1	10	0	0	1	0	0	0	0	0	88
5:00 AM	0	108	26	1	22	0	0	1	2	0	0	0	0	160
6:00 AM	1	162	60	0	72	2	0	1	6	0	0	0	0	304
7:00 AM	1	275	115	1	84	7	0	0	5	1	0	0	0	489
8:00 AM	1	278	73	2	56	5	0	0	4	0	1	0	2	422
9:00 AM	3	251	81	5	59	5	0	2	8	0	0	0	0	414
10:00 AM	2	230	78	2	63	3	0	3	7	1	0	0	0	389
11:00 AM	2	296	82	3	62	3	0	1	6	0	0	0	2	457
12:00 PM	1	369	82	0	52	4	0	1	2	1	0	0	0	512
1:00 PM	1	369	87	3	53	7	0	3	8	1	0	0	1	533
2:00 PM	0	448	109	2	33	5	0	2	4	3	0	0	0	606
3:00 PM	8	581	110	1	37	4	0	1	2	0	0	0	1	745
4:00 PM	4	657	115	0	45	4	0	4	1	0	0	0	0	830
5:00 PM	7	687	112	0	33	3	0	4	1	1	1	0	2	851
6:00 PM	6	515	99	1	27	0	0	1	1	2	0	0	0	652
7:00 PM	2	378	43	1	19	0	0	1	1	1	0	0	0	446
8:00 PM	1	283	42	0	12	0	0	1	1	1	0	0	0	341
9:00 PM	0	254	47	0	7	0	0	1	4	0	0	0	1	314
10:00 PM	1	173	22	0	2	0	0	0	3	0	0	0	0	201
11:00 PM	3	147	20	0	5	2	0	0	1	0	0	0	0	178
Total	45	6,731	1,454	27	790	55	0	31	68	12	2	0	9	9,224
Percent	0.5%	73.0%	15.8%	0.3%	8.6%	0.6%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

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

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	35	9	0	3	1	0	0	1	0	0	0	0	50
1:00 AM	0	36	2	0	4	0	0	0	0	0	0	0	0	42
2:00 AM	0	40	8	1	1	1	0	0	0	0	0	0	0	51
3:00 AM	0	59	13	0	1	0	0	1	0	0	0	0	0	74
4:00 AM	1	89	21	0	6	0	0	0	1	0	0	0	0	118
5:00 AM	1	238	42	0	13	2	0	0	2	0	0	0	0	298
6:00 AM	5	373	97	0	33	1	0	0	5	0	0	0	0	514
7:00 AM	4	541	119	0	39	12	0	5	2	1	0	0	1	724
8:00 AM	7	556	116	2	38	3	0	2	6	1	0	0	1	732
9:00 AM	0	399	83	3	38	1	0	0	6	0	0	0	2	532
10:00 AM	2	305	74	1	33	7	0	1	3	1	0	0	0	427
11:00 AM	2	300	73	4	43	6	0	0	5	1	0	0	0	434
12:00 PM	0	343	74	0	48	2	0	3	2	1	0	0	2	475
1:00 PM	1	313	83	1	39	5	0	1	6	0	0	0	0	449
2:00 PM	2	352	85	1	44	6	0	3	4	1	0	0	0	498
3:00 PM	1	351	89	1	43	1	0	2	1	0	0	0	0	489
4:00 PM	2	385	80	0	39	7	0	0	0	0	0	0	0	513
5:00 PM	4	386	65	1	26	1	0	2	1	0	0	0	0	486
6:00 PM	2	314	43	0	17	1	0	1	0	0	0	0	0	378
7:00 PM	0	229	27	0	12	1	0	1	1	1	0	0	0	272
8:00 PM	2	175	20	0	7	1	0	0	3	0	0	0	0	208
9:00 PM	1	133	17	0	9	0	0	1	1	0	0	0	0	162
10:00 PM	1	119	8	1	2	0	0	0	3	0	0	0	0	134
11:00 PM	0	61	12	0	3	0	0	0	2	0	0	0	0	78
Total	39	6,132	1,260	16	541	59	0	23	55	7	0	0	6	8,138
Percent	0.5%	75.4%	15.5%	0.2%	6.6%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

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

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	81	12	0	6	0	0	0	0	0	0	0	0	100
1:00 AM	0	35	9	2	9	1	0	0	0	0	0	0	0	56
2:00 AM	0	43	4	0	6	0	0	2	0	0	0	0	0	55
3:00 AM	0	52	9	2	16	0	0	1	1	0	0	0	0	81
4:00 AM	0	59	17	1	10	0	0	1	0	0	0	0	0	88
5:00 AM	0	108	26	1	22	0	0	1	2	0	0	0	0	160
6:00 AM	1	162	60	0	72	2	0	1	6	0	0	0	0	304
7:00 AM	1	275	115	1	84	7	0	0	5	1	0	0	0	489
8:00 AM	1	278	73	2	56	5	0	0	4	0	1	0	2	422
9:00 AM	3	251	81	5	59	5	0	2	8	0	0	0	0	414
10:00 AM	2	230	78	2	63	3	0	3	7	1	0	0	0	389
11:00 AM	2	296	82	3	62	3	0	1	6	0	0	0	2	457
12:00 PM	1	369	82	0	52	4	0	1	2	1	0	0	0	512
1:00 PM	1	369	87	3	53	7	0	3	8	1	0	0	1	533
2:00 PM	0	448	109	2	33	5	0	2	4	3	0	0	0	606
3:00 PM	8	581	110	1	37	4	0	1	2	0	0	0	1	745
4:00 PM	4	657	115	0	45	4	0	4	1	0	0	0	0	830
5:00 PM	7	687	112	0	33	3	0	4	1	1	1	0	2	851
6:00 PM	6	515	99	1	27	0	0	1	1	2	0	0	0	652
7:00 PM	2	378	43	1	19	0	0	1	1	1	0	0	0	446
8:00 PM	1	283	42	0	12	0	0	1	1	1	0	0	0	341
9:00 PM	0	254	47	0	7	0	0	1	4	0	0	0	1	314
10:00 PM	1	173	22	0	2	0	0	0	3	0	0	0	0	201
11:00 PM	3	147	20	0	5	2	0	0	1	0	0	0	0	178
Total	45	6,731	1,454	27	790	55	0	31	68	12	2	0	9	9,224
Percent	0.5%	73.0%	15.8%	0.3%	8.6%	0.6%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	35	9	0	3	1	0	0	1	0	0	0	0	50
1:00 AM	0	36	2	0	4	0	0	0	0	0	0	0	0	42
2:00 AM	0	40	8	1	1	1	0	0	0	0	0	0	0	51
3:00 AM	0	59	13	0	1	0	0	1	0	0	0	0	0	74
4:00 AM	1	89	21	0	6	0	0	0	1	0	0	0	0	118
5:00 AM	1	238	42	0	13	2	0	0	2	0	0	0	0	298
6:00 AM	5	373	97	0	33	1	0	0	5	0	0	0	0	514
7:00 AM	4	541	119	0	39	12	0	5	2	1	0	0	1	724
8:00 AM	7	556	116	2	38	3	0	2	6	1	0	0	1	732
9:00 AM	0	399	83	3	38	1	0	0	6	0	0	0	2	532
10:00 AM	2	305	74	1	33	7	0	1	3	1	0	0	0	427
11:00 AM	2	300	73	4	43	6	0	0	5	1	0	0	0	434
12:00 PM	0	343	74	0	48	2	0	3	2	1	0	0	2	475
1:00 PM	1	313	83	1	39	5	0	1	6	0	0	0	0	449
2:00 PM	2	352	85	1	44	6	0	3	4	1	0	0	0	498
3:00 PM	1	351	89	1	43	1	0	2	1	0	0	0	0	489
4:00 PM	2	385	80	0	39	7	0	0	0	0	0	0	0	513
5:00 PM	4	386	65	1	26	1	0	2	1	0	0	0	0	486
6:00 PM	2	314	43	0	17	1	0	1	0	0	0	0	0	378
7:00 PM	0	229	27	0	12	1	0	1	1	1	0	0	0	272
8:00 PM	2	175	20	0	7	1	0	0	3	0	0	0	0	208
9:00 PM	1	133	17	0	9	0	0	1	1	0	0	0	0	162
10:00 PM	1	119	8	1	2	0	0	0	3	0	0	0	0	134
11:00 PM	0	61	12	0	3	0	0	0	2	0	0	0	0	78
Total	39	6,132	1,260	16	541	59	0	23	55	7	0	0	6	8,138
Percent	0.5%	75.4%	15.5%	0.2%	6.6%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway

Count Direction: Northbound / Southbound

Date Range: 5/10/2022 to 5/10/2022

Site Code: 02

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	3	2	10	35	217	1,033	2,556	3,082	1,659	471	116	33	5	2	0	0	0	9,224
Percent	0.0%	0.0%	0.1%	0.4%	2.4%	11.2%	27.7%	33.4%	18.0%	5.1%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	2	8	7	46	152	595	2,096	3,055	1,654	429	80	12	1	0	1	0	0	8,138
Percent	0.0%	0.1%	0.1%	0.6%	1.9%	7.3%	25.8%	37.5%	20.3%	5.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	5	10	17	81	369	1,628	4,652	6,137	3,313	900	196	45	6	2	1	0	0	17,362
Percent	0.0%	0.1%	0.1%	0.5%	2.1%	9.4%	26.8%	35.3%	19.1%	5.2%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)	41.2	mph		Mean (Average) Speed	41.2	mph	
85th Percentile	47.1	mph		10 mph Pace	35.9 - 45.9	mph	
95th Percentile	51.2	mph		Percent in Pace	62.3	%	
Southbound				Southbound			
50th Percentile (Median)	41.8	mph		Mean (Average) Speed	41.8	mph	
85th Percentile	47.3	mph		10 mph Pace	36.7 - 46.7	mph	
95th Percentile	50.9	mph		Percent in Pace	66.2	%	

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02



Tuesday, May 10, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	3	3	22	45	21	5	1	0	0	0	0	0	0	100
1:00 AM	0	0	0	2	1	3	15	17	13	4	0	1	0	0	0	0	0	56
2:00 AM	0	0	0	0	0	3	15	17	18	1	1	0	0	0	0	0	0	55
3:00 AM	0	1	0	0	0	7	19	31	15	7	1	0	0	0	0	0	0	81
4:00 AM	0	0	0	0	0	8	9	30	22	9	7	3	0	0	0	0	0	88
5:00 AM	0	0	0	1	0	4	36	60	39	15	5	0	0	0	0	0	0	160
6:00 AM	0	0	0	3	8	18	65	90	68	35	12	5	0	0	0	0	0	304
7:00 AM	1	1	1	2	15	66	150	136	88	22	5	2	0	0	0	0	0	489
8:00 AM	0	0	3	6	15	65	119	135	58	19	0	2	0	0	0	0	0	422
9:00 AM	1	0	0	2	11	56	95	148	75	15	11	0	0	0	0	0	0	414
10:00 AM	0	0	1	1	6	36	111	139	68	19	8	0	0	0	0	0	0	389
11:00 AM	0	0	0	0	12	47	131	159	79	21	5	1	1	1	0	0	0	457
12:00 PM	0	0	1	0	5	56	156	179	88	22	4	1	0	0	0	0	0	512
1:00 PM	0	0	0	0	7	44	148	180	115	31	7	1	0	0	0	0	0	533
2:00 PM	0	0	2	4	19	87	183	181	89	32	4	4	0	1	0	0	0	606
3:00 PM	0	0	1	7	15	100	241	219	121	33	4	2	2	0	0	0	0	745
4:00 PM	0	0	0	2	22	115	253	258	145	26	5	3	1	0	0	0	0	830
5:00 PM	0	0	1	0	38	123	242	283	131	25	8	0	0	0	0	0	0	851
6:00 PM	0	0	0	1	21	83	155	244	99	39	7	3	0	0	0	0	0	652
7:00 PM	1	0	0	2	2	29	105	169	101	30	6	1	0	0	0	0	0	446
8:00 PM	0	0	0	0	3	18	101	120	72	19	6	2	0	0	0	0	0	341
9:00 PM	0	0	0	1	5	27	89	116	53	19	3	1	0	0	0	0	0	314
10:00 PM	0	0	0	0	3	23	39	69	52	11	3	1	0	0	0	0	0	201
11:00 PM	0	0	0	1	6	12	57	57	29	12	3	0	1	0	0	0	0	178
Total	3	2	10	35	217	1,033	2,556	3,082	1,659	471	116	33	5	2	0	0	0	9,224
Percent	0.0%	0.0%	0.1%	0.4%	2.4%	11.2%	27.7%	33.4%	18.0%	5.1%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.2	mph	Mean (Average) Speed	41.2	mph
85th Percentile	47.1	mph	10 mph Pace	35.9 - 45.9	mph
95th Percentile	51.2	mph	Percent in Pace	62.3	%

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 02

Tuesday, May 10, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	6	10	15	14	3	1	0	0	0	0	0	0	50
1:00 AM	0	0	0	0	0	2	13	12	12	3	0	0	0	0	0	0	0	42
2:00 AM	0	0	0	1	2	3	8	22	8	5	2	0	0	0	0	0	0	51
3:00 AM	0	0	0	1	0	6	17	17	23	8	2	0	0	0	0	0	0	74
4:00 AM	0	0	0	0	1	7	28	38	26	14	3	1	0	0	0	0	0	118
5:00 AM	0	0	1	1	2	14	52	119	66	39	2	2	0	0	0	0	0	298
6:00 AM	1	1	1	4	14	40	96	181	131	34	10	1	0	0	0	0	0	514
7:00 AM	0	1	0	1	8	41	159	272	180	49	11	1	0	0	1	0	0	724
8:00 AM	0	0	1	2	9	36	180	276	179	41	6	2	0	0	0	0	0	732
9:00 AM	0	0	0	2	11	35	138	202	108	31	5	0	0	0	0	0	0	532
10:00 AM	1	1	2	2	9	42	121	149	81	17	1	1	0	0	0	0	0	427
11:00 AM	0	1	0	3	9	37	114	168	85	16	1	0	0	0	0	0	0	434
12:00 PM	0	0	0	4	12	42	134	180	76	21	5	1	0	0	0	0	0	475
1:00 PM	0	1	0	1	14	47	117	183	74	9	3	0	0	0	0	0	0	449
2:00 PM	0	0	0	11	16	37	139	179	88	24	3	1	0	0	0	0	0	498
3:00 PM	0	0	0	4	12	50	127	178	101	16	1	0	0	0	0	0	0	489
4:00 PM	0	0	1	4	14	32	161	179	90	24	8	0	0	0	0	0	0	513
5:00 PM	0	0	0	0	1	32	135	202	92	18	5	0	1	0	0	0	0	486
6:00 PM	0	2	1	0	3	21	99	172	59	16	5	0	0	0	0	0	0	378
7:00 PM	0	1	0	2	3	16	71	111	44	21	1	2	0	0	0	0	0	272
8:00 PM	0	0	0	1	6	16	63	77	38	4	3	0	0	0	0	0	0	208
9:00 PM	0	0	0	1	3	13	50	48	39	7	1	0	0	0	0	0	0	162
10:00 PM	0	0	0	1	1	10	41	46	27	7	1	0	0	0	0	0	0	134
11:00 PM	0	0	0	0	1	10	23	29	13	2	0	0	0	0	0	0	0	78
Total	2	8	7	46	152	595	2,096	3,055	1,654	429	80	12	1	0	1	0	0	8,138
Percent	0.0%	0.1%	0.1%	0.6%	1.9%	7.3%	25.8%	37.5%	20.3%	5.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	41.8	mph	Mean (Average) Speed	41.8	mph
85th Percentile	47.3	mph	10 mph Pace	36.7 - 46.7	mph
95th Percentile	50.9	mph	Percent in Pace	66.18	%

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 02

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	3	3	22	45	21	5	1	0	0	0	0	0	0	100
1:00 AM	0	0	0	2	1	3	15	17	13	4	0	1	0	0	0	0	0	56
2:00 AM	0	0	0	0	0	3	15	17	18	1	1	0	0	0	0	0	0	55
3:00 AM	0	1	0	0	0	7	19	31	15	7	1	0	0	0	0	0	0	81
4:00 AM	0	0	0	0	0	8	9	30	22	9	7	3	0	0	0	0	0	88
5:00 AM	0	0	0	1	0	4	36	60	39	15	5	0	0	0	0	0	0	160
6:00 AM	0	0	0	3	8	18	65	90	68	35	12	5	0	0	0	0	0	304
7:00 AM	1	1	1	2	15	66	150	136	88	22	5	2	0	0	0	0	0	489
8:00 AM	0	0	3	6	15	65	119	135	58	19	0	2	0	0	0	0	0	422
9:00 AM	1	0	0	2	11	56	95	148	75	15	11	0	0	0	0	0	0	414
10:00 AM	0	0	1	1	6	36	111	139	68	19	8	0	0	0	0	0	0	389
11:00 AM	0	0	0	0	12	47	131	159	79	21	5	1	1	1	0	0	0	457
12:00 PM	0	0	1	0	5	56	156	179	88	22	4	1	0	0	0	0	0	512
1:00 PM	0	0	0	0	7	44	148	180	115	31	7	1	0	0	0	0	0	533
2:00 PM	0	0	2	4	19	87	183	181	89	32	4	4	0	1	0	0	0	606
3:00 PM	0	0	1	7	15	100	241	219	121	33	4	2	2	0	0	0	0	745
4:00 PM	0	0	0	2	22	115	253	258	145	26	5	3	1	0	0	0	0	830
5:00 PM	0	0	1	0	38	123	242	283	131	25	8	0	0	0	0	0	0	851
6:00 PM	0	0	0	1	21	83	155	244	99	39	7	3	0	0	0	0	0	652
7:00 PM	1	0	0	2	2	29	105	169	101	30	6	1	0	0	0	0	0	446
8:00 PM	0	0	0	0	3	18	101	120	72	19	6	2	0	0	0	0	0	341
9:00 PM	0	0	0	1	5	27	89	116	53	19	3	1	0	0	0	0	0	314
10:00 PM	0	0	0	0	3	23	39	69	52	11	3	1	0	0	0	0	0	201
11:00 PM	0	0	0	1	6	12	57	57	29	12	3	0	1	0	0	0	0	178
Total	3	2	10	35	217	1,033	2,556	3,082	1,659	471	116	33	5	2	0	0	0	9,224
Percent	0.0%	0.0%	0.1%	0.4%	2.4%	11.2%	27.7%	33.4%	18.0%	5.1%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	41.2	mph	Mean (Average) Speed	41.2	mph
85th Percentile	47.1	mph	10 mph Pace	35.9 - 45.9	mph
95th Percentile	51.2	mph	Percent in Pace	62.3	%

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 to 5/10/2022
Site Code: 02



Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	6	10	15	14	3	1	0	0	0	0	0	0	50
1:00 AM	0	0	0	0	0	2	13	12	12	3	0	0	0	0	0	0	0	42
2:00 AM	0	0	0	1	2	3	8	22	8	5	2	0	0	0	0	0	0	51
3:00 AM	0	0	0	1	0	6	17	17	23	8	2	0	0	0	0	0	0	74
4:00 AM	0	0	0	0	1	7	28	38	26	14	3	1	0	0	0	0	0	118
5:00 AM	0	0	1	1	2	14	52	119	66	39	2	2	0	0	0	0	0	298
6:00 AM	1	1	1	4	14	40	96	181	131	34	10	1	0	0	0	0	0	514
7:00 AM	0	1	0	1	8	41	159	272	180	49	11	1	0	0	1	0	0	724
8:00 AM	0	0	1	2	9	36	180	276	179	41	6	2	0	0	0	0	0	732
9:00 AM	0	0	0	2	11	35	138	202	108	31	5	0	0	0	0	0	0	532
10:00 AM	1	1	2	2	9	42	121	149	81	17	1	1	0	0	0	0	0	427
11:00 AM	0	1	0	3	9	37	114	168	85	16	1	0	0	0	0	0	0	434
12:00 PM	0	0	0	4	12	42	134	180	76	21	5	1	0	0	0	0	0	475
1:00 PM	0	1	0	1	14	47	117	183	74	9	3	0	0	0	0	0	0	449
2:00 PM	0	0	0	11	16	37	139	179	88	24	3	1	0	0	0	0	0	498
3:00 PM	0	0	0	4	12	50	127	178	101	16	1	0	0	0	0	0	0	489
4:00 PM	0	0	1	4	14	32	161	179	90	24	8	0	0	0	0	0	0	513
5:00 PM	0	0	0	0	1	32	135	202	92	18	5	0	1	0	0	0	0	486
6:00 PM	0	2	1	0	3	21	99	172	59	16	5	0	0	0	0	0	0	378
7:00 PM	0	1	0	2	3	16	71	111	44	21	1	2	0	0	0	0	0	272
8:00 PM	0	0	0	1	6	16	63	77	38	4	3	0	0	0	0	0	0	208
9:00 PM	0	0	0	1	3	13	50	48	39	7	1	0	0	0	0	0	0	162
10:00 PM	0	0	0	1	1	10	41	46	27	7	1	0	0	0	0	0	0	134
11:00 PM	0	0	0	0	1	10	23	29	13	2	0	0	0	0	0	0	0	78
Total	2	8	7	46	152	595	2,096	3,055	1,654	429	80	12	1	0	1	0	0	8,138
Percent	0.0%	0.1%	0.1%	0.6%	1.9%	7.3%	25.8%	37.5%	20.3%	5.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	41.8	mph	Mean (Average) Speed	41.8	mph
85th Percentile	47.3	mph	10 mph Pace	36.7 - 46.7	mph
95th Percentile	50.9	mph	Percent in Pace	66.2	%

Location: Bayshore Blvd, between Geneva Ave and Guadalupe Canyon Parkway
Date Range: 5/10/2022 - 5/16/2022
Site Code: 02

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/10/2022			5/11/2022			5/12/2022			5/13/2022			5/14/2022			5/15/2022			5/16/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	100	50	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	50	150
1:00 AM	56	42	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	42	98
2:00 AM	55	51	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	51	106
3:00 AM	81	74	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	74	155
4:00 AM	88	118	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	118	206
5:00 AM	160	298	458	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	298	458
6:00 AM	304	514	818	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	304	514	818
7:00 AM	489	724	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	489	724	1,213
8:00 AM	422	732	1,154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	422	732	1,154
9:00 AM	414	532	946	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	414	532	946
10:00 AM	389	427	816	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	389	427	816
11:00 AM	457	434	891	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	457	434	891
12:00 PM	512	475	987	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	512	475	987
1:00 PM	533	449	982	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	533	449	982
2:00 PM	606	498	1,104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	606	498	1,104
3:00 PM	745	489	1,234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	745	489	1,234
4:00 PM	830	513	1,343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	830	513	1,343
5:00 PM	851	486	1,337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	851	486	1,337
6:00 PM	652	378	1,030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	652	378	1,030
7:00 PM	446	272	718	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	446	272	718
8:00 PM	341	208	549	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	208	549
9:00 PM	314	162	476	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	162	476
10:00 PM	201	134	335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	201	134	335
11:00 PM	178	78	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	78	256
Total	9,224	8,138	17,362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,224	8,138	17,362
Percent	53%	47%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53%	47%	-
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	489	732	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	489	732	1,213
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	851	513	1,343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	851	513	1,343

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

Vehicle Classification Report Summary



Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave

Count Direction: Northbound / Southbound

Date Range: 5/10/2022 to 5/10/2022

Site Code: 03

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	54	8,177	1,906	50	1,051	89	0	63	191	31	6	4	31	11,653
Percent	0.5%	70.2%	16.4%	0.4%	9.0%	0.8%	0.0%	0.5%	1.6%	0.3%	0.1%	0.0%	0.3%	100%
Southbound	51	8,250	1,832	18	750	60	0	70	156	26	6	1	30	11,250
Percent	0.5%	73.3%	16.3%	0.2%	6.7%	0.5%	0.0%	0.6%	1.4%	0.2%	0.1%	0.0%	0.3%	100%
Total	105	16,427	3,738	68	1,801	149	0	133	347	57	12	5	61	22,903
Percent	0.5%	71.7%	16.3%	0.3%	7.9%	0.7%	0.0%	0.6%	1.5%	0.2%	0.1%	0.0%	0.3%	100%

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

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

Tuesday, May 10, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	82	15	2	9	2	0	0	4	0	0	0	0	116
1:00 AM	0	43	11	0	6	0	0	0	1	0	0	1	0	62
2:00 AM	0	44	8	0	3	0	0	1	5	0	0	0	0	61
3:00 AM	0	65	12	0	3	3	0	1	3	0	0	0	0	87
4:00 AM	0	118	17	1	12	1	0	1	9	0	0	0	1	160
5:00 AM	4	251	70	3	42	3	0	1	7	0	0	0	1	382
6:00 AM	3	335	97	2	79	7	0	2	11	3	0	0	3	542
7:00 AM	4	490	129	4	78	14	0	3	10	3	0	0	5	740
8:00 AM	2	470	130	2	75	4	0	1	8	2	1	1	2	698
9:00 AM	2	365	114	2	82	5	0	2	18	3	1	0	2	596
10:00 AM	2	320	80	8	86	8	0	6	17	3	0	0	5	535
11:00 AM	5	371	102	3	87	6	0	9	10	0	0	1	2	596
12:00 PM	1	400	113	4	75	4	0	9	12	1	0	0	1	620
1:00 PM	3	413	110	8	69	5	0	3	14	2	0	0	1	628
2:00 PM	0	468	122	1	54	6	0	8	13	3	0	0	1	676
3:00 PM	7	619	133	2	61	6	0	4	8	3	0	0	0	843
4:00 PM	2	618	156	1	63	2	0	1	6	3	1	0	3	856
5:00 PM	6	760	144	3	44	8	0	4	0	2	0	1	0	972
6:00 PM	2	540	123	2	48	0	0	2	5	2	1	0	0	725
7:00 PM	2	442	53	1	28	0	0	1	9	0	1	0	1	538
8:00 PM	0	336	63	1	17	1	0	1	3	1	0	0	0	423
9:00 PM	1	280	52	0	15	1	0	1	11	0	0	0	1	362
10:00 PM	3	192	31	0	7	0	0	2	4	0	0	0	1	240
11:00 PM	3	155	21	0	8	3	0	0	3	0	1	0	1	195
Total	54	8,177	1,906	50	1,051	89	0	63	191	31	6	4	31	11,653
Percent	0.5%	70.2%	16.4%	0.4%	9.0%	0.8%	0.0%	0.5%	1.6%	0.3%	0.1%	0.0%	0.3%	

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

Tuesday, May 10, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	63	13	1	3	1	0	2	2	0	0	0	0	85
1:00 AM	0	48	7	0	5	0	0	0	0	0	0	0	0	60
2:00 AM	0	49	10	0	6	1	0	0	1	0	0	0	0	67
3:00 AM	0	71	9	0	13	2	0	0	3	0	0	0	0	98
4:00 AM	1	112	22	1	9	1	0	1	6	0	0	0	0	153
5:00 AM	1	251	46	1	15	3	0	0	0	0	0	0	0	317
6:00 AM	3	358	88	0	48	3	0	4	9	1	0	0	0	514
7:00 AM	3	585	141	2	54	3	0	6	11	3	1	0	3	812
8:00 AM	3	603	157	0	53	5	0	6	10	0	0	0	6	843
9:00 AM	4	501	114	1	52	3	0	4	15	2	0	1	2	699
10:00 AM	2	421	87	1	51	7	0	1	10	2	0	0	2	584
11:00 AM	3	418	90	0	70	2	0	7	10	3	0	0	3	606
12:00 PM	5	420	107	0	62	3	0	10	14	1	1	0	1	624
1:00 PM	3	432	130	2	58	5	0	8	14	2	1	0	1	656
2:00 PM	6	518	134	1	56	7	0	1	10	3	0	0	2	738
3:00 PM	2	542	154	3	39	7	0	4	12	2	1	0	1	767
4:00 PM	5	707	152	2	41	3	0	4	3	3	0	0	4	924
5:00 PM	4	629	134	0	39	1	0	6	7	0	0	0	2	822
6:00 PM	2	469	81	1	34	1	0	3	3	3	1	0	0	598
7:00 PM	0	313	61	1	13	0	0	1	3	0	0	0	1	393
8:00 PM	1	258	43	0	7	0	0	1	6	1	0	0	1	318
9:00 PM	2	230	27	0	14	0	0	0	2	0	1	0	0	276
10:00 PM	1	164	11	1	4	0	0	0	2	0	0	0	0	183
11:00 PM	0	88	14	0	4	2	0	1	3	0	0	0	1	113
Total	51	8,250	1,832	18	750	60	0	70	156	26	6	1	30	11,250
Percent	0.5%	73.3%	16.3%	0.2%	6.7%	0.5%	0.0%	0.6%	1.4%	0.2%	0.1%	0.0%	0.3%	

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	82	15	2	9	2	0	0	4	0	0	0	0	116
1:00 AM	0	43	11	0	6	0	0	0	1	0	0	1	0	62
2:00 AM	0	44	8	0	3	0	0	1	5	0	0	0	0	61
3:00 AM	0	65	12	0	3	3	0	1	3	0	0	0	0	87
4:00 AM	0	118	17	1	12	1	0	1	9	0	0	0	1	160
5:00 AM	4	251	70	3	42	3	0	1	7	0	0	0	1	382
6:00 AM	3	335	97	2	79	7	0	2	11	3	0	0	3	542
7:00 AM	4	490	129	4	78	14	0	3	10	3	0	0	5	740
8:00 AM	2	470	130	2	75	4	0	1	8	2	1	1	2	698
9:00 AM	2	365	114	2	82	5	0	2	18	3	1	0	2	596
10:00 AM	2	320	80	8	86	8	0	6	17	3	0	0	5	535
11:00 AM	5	371	102	3	87	6	0	9	10	0	0	1	2	596
12:00 PM	1	400	113	4	75	4	0	9	12	1	0	0	1	620
1:00 PM	3	413	110	8	69	5	0	3	14	2	0	0	1	628
2:00 PM	0	468	122	1	54	6	0	8	13	3	0	0	1	676
3:00 PM	7	619	133	2	61	6	0	4	8	3	0	0	0	843
4:00 PM	2	618	156	1	63	2	0	1	6	3	1	0	3	856
5:00 PM	6	760	144	3	44	8	0	4	0	2	0	1	0	972
6:00 PM	2	540	123	2	48	0	0	2	5	2	1	0	0	725
7:00 PM	2	442	53	1	28	0	0	1	9	0	1	0	1	538
8:00 PM	0	336	63	1	17	1	0	1	3	1	0	0	0	423
9:00 PM	1	280	52	0	15	1	0	1	11	0	0	0	1	362
10:00 PM	3	192	31	0	7	0	0	2	4	0	0	0	1	240
11:00 PM	3	155	21	0	8	3	0	0	3	0	1	0	1	195
Total	54	8,177	1,906	50	1,051	89	0	63	191	31	6	4	31	11,653
Percent	0.5%	70.2%	16.4%	0.4%	9.0%	0.8%	0.0%	0.5%	1.6%	0.3%	0.1%	0.0%	0.3%	

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

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	63	13	1	3	1	0	2	2	0	0	0	0	85
1:00 AM	0	48	7	0	5	0	0	0	0	0	0	0	0	60
2:00 AM	0	49	10	0	6	1	0	0	1	0	0	0	0	67
3:00 AM	0	71	9	0	13	2	0	0	3	0	0	0	0	98
4:00 AM	1	112	22	1	9	1	0	1	6	0	0	0	0	153
5:00 AM	1	251	46	1	15	3	0	0	0	0	0	0	0	317
6:00 AM	3	358	88	0	48	3	0	4	9	1	0	0	0	514
7:00 AM	3	585	141	2	54	3	0	6	11	3	1	0	3	812
8:00 AM	3	603	157	0	53	5	0	6	10	0	0	0	6	843
9:00 AM	4	501	114	1	52	3	0	4	15	2	0	1	2	699
10:00 AM	2	421	87	1	51	7	0	1	10	2	0	0	2	584
11:00 AM	3	418	90	0	70	2	0	7	10	3	0	0	3	606
12:00 PM	5	420	107	0	62	3	0	10	14	1	1	0	1	624
1:00 PM	3	432	130	2	58	5	0	8	14	2	1	0	1	656
2:00 PM	6	518	134	1	56	7	0	1	10	3	0	0	2	738
3:00 PM	2	542	154	3	39	7	0	4	12	2	1	0	1	767
4:00 PM	5	707	152	2	41	3	0	4	3	3	0	0	4	924
5:00 PM	4	629	134	0	39	1	0	6	7	0	0	0	2	822
6:00 PM	2	469	81	1	34	1	0	3	3	3	1	0	0	598
7:00 PM	0	313	61	1	13	0	0	1	3	0	0	0	1	393
8:00 PM	1	258	43	0	7	0	0	1	6	1	0	0	1	318
9:00 PM	2	230	27	0	14	0	0	0	2	0	1	0	0	276
10:00 PM	1	164	11	1	4	0	0	0	2	0	0	0	0	183
11:00 PM	0	88	14	0	4	2	0	1	3	0	0	0	1	113
Total	51	8,250	1,832	18	750	60	0	70	156	26	6	1	30	11,250
Percent	0.5%	73.3%	16.3%	0.2%	6.7%	0.5%	0.0%	0.6%	1.4%	0.2%	0.1%	0.0%	0.3%	

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

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	82	15	2	9	2	0	0	4	0	0	0	0	116
1:00 AM	0	43	11	0	6	0	0	0	1	0	0	1	0	62
2:00 AM	0	44	8	0	3	0	0	1	5	0	0	0	0	61
3:00 AM	0	65	12	0	3	3	0	1	3	0	0	0	0	87
4:00 AM	0	118	17	1	12	1	0	1	9	0	0	0	1	160
5:00 AM	4	251	70	3	42	3	0	1	7	0	0	0	1	382
6:00 AM	3	335	97	2	79	7	0	2	11	3	0	0	3	542
7:00 AM	4	490	129	4	78	14	0	3	10	3	0	0	5	740
8:00 AM	2	470	130	2	75	4	0	1	8	2	1	1	2	698
9:00 AM	2	365	114	2	82	5	0	2	18	3	1	0	2	596
10:00 AM	2	320	80	8	86	8	0	6	17	3	0	0	5	535
11:00 AM	5	371	102	3	87	6	0	9	10	0	0	1	2	596
12:00 PM	1	400	113	4	75	4	0	9	12	1	0	0	1	620
1:00 PM	3	413	110	8	69	5	0	3	14	2	0	0	1	628
2:00 PM	0	468	122	1	54	6	0	8	13	3	0	0	1	676
3:00 PM	7	619	133	2	61	6	0	4	8	3	0	0	0	843
4:00 PM	2	618	156	1	63	2	0	1	6	3	1	0	3	856
5:00 PM	6	760	144	3	44	8	0	4	0	2	0	1	0	972
6:00 PM	2	540	123	2	48	0	0	2	5	2	1	0	0	725
7:00 PM	2	442	53	1	28	0	0	1	9	0	1	0	1	538
8:00 PM	0	336	63	1	17	1	0	1	3	1	0	0	0	423
9:00 PM	1	280	52	0	15	1	0	1	11	0	0	0	1	362
10:00 PM	3	192	31	0	7	0	0	2	4	0	0	0	1	240
11:00 PM	3	155	21	0	8	3	0	0	3	0	1	0	1	195
Total	54	8,177	1,906	50	1,051	89	0	63	191	31	6	4	31	11,653
Percent	0.5%	70.2%	16.4%	0.4%	9.0%	0.8%	0.0%	0.5%	1.6%	0.3%	0.1%	0.0%	0.3%	

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	63	13	1	3	1	0	2	2	0	0	0	0	85
1:00 AM	0	48	7	0	5	0	0	0	0	0	0	0	0	60
2:00 AM	0	49	10	0	6	1	0	0	1	0	0	0	0	67
3:00 AM	0	71	9	0	13	2	0	0	3	0	0	0	0	98
4:00 AM	1	112	22	1	9	1	0	1	6	0	0	0	0	153
5:00 AM	1	251	46	1	15	3	0	0	0	0	0	0	0	317
6:00 AM	3	358	88	0	48	3	0	4	9	1	0	0	0	514
7:00 AM	3	585	141	2	54	3	0	6	11	3	1	0	3	812
8:00 AM	3	603	157	0	53	5	0	6	10	0	0	0	6	843
9:00 AM	4	501	114	1	52	3	0	4	15	2	0	1	2	699
10:00 AM	2	421	87	1	51	7	0	1	10	2	0	0	2	584
11:00 AM	3	418	90	0	70	2	0	7	10	3	0	0	3	606
12:00 PM	5	420	107	0	62	3	0	10	14	1	1	0	1	624
1:00 PM	3	432	130	2	58	5	0	8	14	2	1	0	1	656
2:00 PM	6	518	134	1	56	7	0	1	10	3	0	0	2	738
3:00 PM	2	542	154	3	39	7	0	4	12	2	1	0	1	767
4:00 PM	5	707	152	2	41	3	0	4	3	3	0	0	4	924
5:00 PM	4	629	134	0	39	1	0	6	7	0	0	0	2	822
6:00 PM	2	469	81	1	34	1	0	3	3	3	1	0	0	598
7:00 PM	0	313	61	1	13	0	0	1	3	0	0	0	1	393
8:00 PM	1	258	43	0	7	0	0	1	6	1	0	0	1	318
9:00 PM	2	230	27	0	14	0	0	0	2	0	1	0	0	276
10:00 PM	1	164	11	1	4	0	0	0	2	0	0	0	0	183
11:00 PM	0	88	14	0	4	2	0	1	3	0	0	0	1	113
Total	51	8,250	1,832	18	750	60	0	70	156	26	6	1	30	11,250
Percent	0.5%	73.3%	16.3%	0.2%	6.7%	0.5%	0.0%	0.6%	1.4%	0.2%	0.1%	0.0%	0.3%	

Vehicle Speed Report Summary

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave

Count Direction: Northbound / Southbound

Date Range: 5/10/2022 to 5/10/2022

Site Code: 03

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	0	1	0	1	14	111	518	2,328	4,220	3,062	1,072	256	53	12	4	0	1	11,653
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	4.4%	20.0%	36.2%	26.3%	9.2%	2.2%	0.5%	0.1%	0.0%	0.0%	0.0%	100%
Southbound	0	0	5	11	30	189	991	3,043	3,884	2,286	650	129	22	5	4	1	0	11,250
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	1.7%	8.8%	27.0%	34.5%	20.3%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Total	0	1	5	12	44	300	1,509	5,371	8,104	5,348	1,722	385	75	17	8	1	1	22,903
Percent	0.0%	0.0%	0.0%	0.1%	0.2%	1.3%	6.6%	23.5%	35.4%	23.4%	7.5%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)	48.4	mph		Mean (Average) Speed	48.6	mph	
85th Percentile	54.1	mph		10 mph Pace	43.1 - 53.1	mph	
95th Percentile	58.0	mph		Percent in Pace	65.0	%	
Southbound				Southbound			
50th Percentile (Median)	46.6	mph		Mean (Average) Speed	46.7	mph	
85th Percentile	52.5	mph		10 mph Pace	41.8 - 51.8	mph	
95th Percentile	56.0	mph		Percent in Pace	63.7	%	

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03



Tuesday, May 10, 2022
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	5	18	45	28	15	2	0	0	0	0	0	116
1:00 AM	0	0	0	0	0	0	9	10	15	14	12	2	0	0	0	0	0	62
2:00 AM	0	0	0	0	0	0	5	13	18	16	5	3	1	0	0	0	0	61
3:00 AM	0	0	0	0	0	2	8	15	28	24	6	4	0	0	0	0	0	87
4:00 AM	0	0	0	0	0	3	12	32	46	42	17	6	2	0	0	0	0	160
5:00 AM	0	0	0	0	1	1	11	52	127	111	52	20	5	1	1	0	0	382
6:00 AM	0	0	0	0	0	3	15	62	148	176	92	32	11	3	0	0	0	542
7:00 AM	0	0	0	0	0	1	31	135	243	235	73	16	6	0	0	0	0	740
8:00 AM	0	0	0	0	0	6	28	120	240	196	84	22	1	1	0	0	0	698
9:00 AM	0	0	0	0	2	14	23	167	206	122	43	15	3	1	0	0	0	596
10:00 AM	0	0	0	1	0	12	30	128	191	120	43	8	2	0	0	0	0	535
11:00 AM	0	0	0	0	1	5	40	152	215	126	39	11	4	3	0	0	0	596
12:00 PM	0	0	0	0	0	8	25	124	230	177	45	11	0	0	0	0	0	620
1:00 PM	0	0	0	0	3	5	30	117	227	174	59	12	0	1	0	0	0	628
2:00 PM	0	1	0	0	1	6	25	143	251	177	59	10	3	0	0	0	0	676
3:00 PM	0	0	0	0	2	6	29	169	312	228	81	12	3	0	1	0	0	843
4:00 PM	0	0	0	0	0	2	25	155	338	230	83	18	4	0	1	0	0	856
5:00 PM	0	0	0	0	2	5	54	223	365	248	61	9	2	1	1	0	1	972
6:00 PM	0	0	0	0	2	5	19	138	324	172	47	15	3	0	0	0	0	725
7:00 PM	0	0	0	0	0	4	21	89	216	133	61	12	1	1	0	0	0	538
8:00 PM	0	0	0	0	0	4	13	92	149	120	35	10	0	0	0	0	0	423
9:00 PM	0	0	0	0	0	5	26	85	134	84	25	3	0	0	0	0	0	362
10:00 PM	0	0	0	0	0	4	21	47	90	62	14	0	2	0	0	0	0	240
11:00 PM	0	0	0	0	0	7	13	42	62	47	21	3	0	0	0	0	0	195
Total	0	1	0	1	14	111	518	2,328	4,220	3,062	1,072	256	53	12	4	0	1	11,653
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	4.4%	20.0%	36.2%	26.3%	9.2%	2.2%	0.5%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	48.4	mph	Mean (Average) Speed	48.6	mph
85th Percentile	54.1	mph	10 mph Pace	43.1 - 53.1	mph
95th Percentile	58.0	mph	Percent in Pace	65.0	%

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03



Tuesday, May 10, 2022
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	5	27	24	10	14	2	0	0	0	0	0	85
1:00 AM	0	0	0	0	0	2	7	19	18	11	1	2	0	0	0	0	0	60
2:00 AM	0	0	0	0	0	1	9	19	18	11	7	2	0	0	0	0	0	67
3:00 AM	0	0	0	0	1	3	10	20	32	21	10	1	0	0	0	0	0	98
4:00 AM	0	0	0	0	0	4	17	28	47	36	16	2	2	1	0	0	0	153
5:00 AM	0	0	0	0	0	2	10	49	107	98	33	16	2	0	0	0	0	317
6:00 AM	0	0	0	0	1	8	23	76	169	167	48	16	5	0	1	0	0	514
7:00 AM	0	0	0	1	0	10	60	190	265	199	67	17	2	0	0	1	0	812
8:00 AM	0	0	0	0	6	19	60	266	284	168	35	4	1	0	0	0	0	843
9:00 AM	0	0	0	0	2	9	63	203	262	124	28	7	0	0	1	0	0	699
10:00 AM	0	0	2	1	0	20	54	154	216	121	10	5	0	0	1	0	0	584
11:00 AM	0	0	0	0	0	4	43	181	230	119	29	0	0	0	0	0	0	606
12:00 PM	0	0	0	0	0	10	72	181	220	107	28	5	0	1	0	0	0	624
1:00 PM	0	0	0	4	4	12	63	188	230	125	24	6	0	0	0	0	0	656
2:00 PM	0	0	1	0	3	17	54	214	252	144	47	5	1	0	0	0	0	738
3:00 PM	0	0	1	3	2	5	75	242	261	129	40	7	2	0	0	0	0	767
4:00 PM	0	0	1	1	4	23	110	292	293	157	37	5	1	0	0	0	0	924
5:00 PM	0	0	0	0	1	11	82	218	300	146	50	11	1	2	0	0	0	822
6:00 PM	0	0	0	0	0	10	42	140	220	143	35	5	3	0	0	0	0	598
7:00 PM	0	0	0	0	0	2	24	86	149	91	35	4	1	0	1	0	0	393
8:00 PM	0	0	0	0	0	3	39	80	114	63	15	3	1	0	0	0	0	318
9:00 PM	0	0	0	1	5	1	38	83	88	42	15	2	0	1	0	0	0	276
10:00 PM	0	0	0	0	0	5	13	52	60	34	18	1	0	0	0	0	0	183
11:00 PM	0	0	0	0	0	6	18	35	25	20	8	1	0	0	0	0	0	113
Total	0	0	5	11	30	189	991	3,043	3,884	2,286	650	129	22	5	4	1	0	11,250
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	1.7%	8.8%	27.0%	34.5%	20.3%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	46.6	mph	Mean (Average) Speed	46.7	mph
85th Percentile	52.5	mph	10 mph Pace	41.8 - 51.8	mph
95th Percentile	56.0	mph	Percent in Pace	63.7	%

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 to 5/10/2022
Site Code: 03

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	5	18	45	28	15	2	0	0	0	0	0	116
1:00 AM	0	0	0	0	0	0	9	10	15	14	12	2	0	0	0	0	0	62
2:00 AM	0	0	0	0	0	0	5	13	18	16	5	3	1	0	0	0	0	61
3:00 AM	0	0	0	0	0	2	8	15	28	24	6	4	0	0	0	0	0	87
4:00 AM	0	0	0	0	0	3	12	32	46	42	17	6	2	0	0	0	0	160
5:00 AM	0	0	0	0	1	1	11	52	127	111	52	20	5	1	1	0	0	382
6:00 AM	0	0	0	0	0	3	15	62	148	176	92	32	11	3	0	0	0	542
7:00 AM	0	0	0	0	0	1	31	135	243	235	73	16	6	0	0	0	0	740
8:00 AM	0	0	0	0	0	6	28	120	240	196	84	22	1	1	0	0	0	698
9:00 AM	0	0	0	0	2	14	23	167	206	122	43	15	3	1	0	0	0	596
10:00 AM	0	0	0	1	0	12	30	128	191	120	43	8	2	0	0	0	0	535
11:00 AM	0	0	0	0	1	5	40	152	215	126	39	11	4	3	0	0	0	596
12:00 PM	0	0	0	0	0	8	25	124	230	177	45	11	0	0	0	0	0	620
1:00 PM	0	0	0	0	3	5	30	117	227	174	59	12	0	1	0	0	0	628
2:00 PM	0	1	0	0	1	6	25	143	251	177	59	10	3	0	0	0	0	676
3:00 PM	0	0	0	0	2	6	29	169	312	228	81	12	3	0	1	0	0	843
4:00 PM	0	0	0	0	0	2	25	155	338	230	83	18	4	0	1	0	0	856
5:00 PM	0	0	0	0	2	5	54	223	365	248	61	9	2	1	1	0	1	972
6:00 PM	0	0	0	0	2	5	19	138	324	172	47	15	3	0	0	0	0	725
7:00 PM	0	0	0	0	0	4	21	89	216	133	61	12	1	1	0	0	0	538
8:00 PM	0	0	0	0	0	4	13	92	149	120	35	10	0	0	0	0	0	423
9:00 PM	0	0	0	0	0	5	26	85	134	84	25	3	0	0	0	0	0	362
10:00 PM	0	0	0	0	0	4	21	47	90	62	14	0	2	0	0	0	0	240
11:00 PM	0	0	0	0	0	7	13	42	62	47	21	3	0	0	0	0	0	195
Total	0	1	0	1	14	111	518	2,328	4,220	3,062	1,072	256	53	12	4	0	1	11,653
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	4.4%	20.0%	36.2%	26.3%	9.2%	2.2%	0.5%	0.1%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	48.4	mph	Mean (Average) Speed	48.6	mph
85th Percentile	54.1	mph	10 mph Pace	43.1 - 53.1	mph
95th Percentile	58.0	mph	Percent in Pace	65.0	%

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
 Date Range: 5/10/2022 to 5/10/2022
 Site Code: 03

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	5	27	24	10	14	2	0	0	0	0	0	85
1:00 AM	0	0	0	0	0	2	7	19	18	11	1	2	0	0	0	0	0	60
2:00 AM	0	0	0	0	0	1	9	19	18	11	7	2	0	0	0	0	0	67
3:00 AM	0	0	0	0	1	3	10	20	32	21	10	1	0	0	0	0	0	98
4:00 AM	0	0	0	0	0	4	17	28	47	36	16	2	2	1	0	0	0	153
5:00 AM	0	0	0	0	0	2	10	49	107	98	33	16	2	0	0	0	0	317
6:00 AM	0	0	0	0	1	8	23	76	169	167	48	16	5	0	1	0	0	514
7:00 AM	0	0	0	1	0	10	60	190	265	199	67	17	2	0	0	1	0	812
8:00 AM	0	0	0	0	6	19	60	266	284	168	35	4	1	0	0	0	0	843
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10:00 AM	0	0	2	1	0	20	54	154	216	121	10	5	0	0	1	0	0	584
11:00 AM	0	0	0	0	0	4	43	181	230	119	29	0	0	0	0	0	0	606
12:00 PM	0	0	0	0	0	10	72	181	220	107	28	5	0	1	0	0	0	624
1:00 PM	0	0	0	4	4	12	63	188	230	125	24	6	0	0	0	0	0	656
2:00 PM	0	0	1	0	3	17	54	214	252	144	47	5	1	0	0	0	0	738
3:00 PM	0	0	1	3	2	5	75	242	261	129	40	7	2	0	0	0	0	767
4:00 PM	0	0	1	1	4	23	110	292	293	157	37	5	1	0	0	0	0	924
5:00 PM	0	0	0	0	1	11	82	218	300	146	50	11	1	2	0	0	0	822
6:00 PM	0	0	0	0	0	10	42	140	220	143	35	5	3	0	0	0	0	598
7:00 PM	0	0	0	0	0	2	24	86	149	91	35	4	1	0	1	0	0	393
8:00 PM	0	0	0	0	0	3	39	80	114	63	15	3	1	0	0	0	0	318
9:00 PM	0	0	0	1	5	1	38	83	88	42	15	2	0	1	0	0	0	276
10:00 PM	0	0	0	0	0	5	13	52	60	34	18	1	0	0	0	0	0	183
11:00 PM	0	0	0	0	0	6	18	35	25	20	8	1	0	0	0	0	0	113
Total	0	0	5	11	30	189	991	3,043	3,884	2,286	650	129	22	5	4	1	0	11,250
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	1.7%	8.8%	27.0%	34.5%	20.3%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	46.6	mph	Mean (Average) Speed	46.7	mph
85th Percentile	52.5	mph	10 mph Pace	41.8 - 51.8	mph
95th Percentile	56.0	mph	Percent in Pace	63.7	%

Location: Bayshore Blvd, between Tunnel Ave & San Bruno Ave
Date Range: 5/10/2022 - 5/16/2022
Site Code: 03

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/10/2022			5/11/2022			5/12/2022			5/13/2022			5/14/2022			5/15/2022			5/16/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	116	85	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	85	201
1:00 AM	62	60	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	122
2:00 AM	61	67	128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	67	128
3:00 AM	87	98	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	98	185
4:00 AM	160	153	313	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	153	313
5:00 AM	382	317	699	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	382	317	699
6:00 AM	542	514	1,056	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	514	1,056
7:00 AM	740	812	1,552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	812	1,552
8:00 AM	698	843	1,541	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	698	843	1,541
9:00 AM	596	699	1,295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	596	699	1,295
10:00 AM	535	584	1,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	535	584	1,119
11:00 AM	596	606	1,202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	596	606	1,202
12:00 PM	620	624	1,244	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	620	624	1,244
1:00 PM	628	656	1,284	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	628	656	1,284
2:00 PM	676	738	1,414	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	676	738	1,414
3:00 PM	843	767	1,610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	843	767	1,610
4:00 PM	856	924	1,780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	856	924	1,780
5:00 PM	972	822	1,794	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	972	822	1,794
6:00 PM	725	598	1,323	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	725	598	1,323
7:00 PM	538	393	931	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	538	393	931
8:00 PM	423	318	741	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	423	318	741
9:00 PM	362	276	638	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	362	276	638
10:00 PM	240	183	423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	183	423
11:00 PM	195	113	308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	113	308
Total	11,653	11,250	22,903	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,653	11,250	22,903
Percent	51%	49%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	-
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	740	843	1,552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	843	1,552
PM Peak	17:00	16:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	17:00
Vol.	972	924	1,794	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	972	924	1,794

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



StreetLight Data Technical Memorandum

Memorandum

Date: December 11, 2023
To: Randy Breault, City of Brisbane
From: Matt Goynes and Kevin Zamzow-Pollock, Fehr & Peers
Subject: **Guadalupe Quarry Transportation Study – StreetLight Data**

SF20-1133

This attachment memorandum details the use of StreetLight Data to develop pre-COVID traffic counts for intersections 1 through 4 of the Guadalupe Quarry project study intersections. This memorandum provides an overview of what StreetLight Data is, how it was used on this project, and how its outputs were calibrated with historical count data.

StreetLight Data

StreetLight Data is a company that uses big data resources to estimate travel patterns and generate traffic metrics. Since StreetLight Data retains data from prior years, it can be used to estimate traffic counts in the past when traffic count collection in the present is not feasible, as has been the case since the start of the COVID-19 pandemic. As of 2019, the analysis period for this project, StreetLight Data used location-based service (LBS) data from smartphone applications for which the user had allowed location access. These data are anonymized and aggregated to protect the privacy of application users and ensure the greatest sample size for generating metrics.

For this project, two StreetLight analyses were conducted: a turning movement analysis and a truck VMT analysis.

Turning Movement Analysis

The purpose of the turning movement analysis was to recreate turning movement counts from 2019 to provide baseline conditions for the study.



Analysis Details

For this analysis, Fehr & Peers ran an origin-destination analysis between the legs of the study intersections to identify the vehicle flows and, consequently, the turning movements at each intersection. These metrics were pulled for three AM peak hours (6-9 AM) and three PM peak hours (4-7 PM) on an average weekday in spring 2019 (February – May).

Study intersections 1 through 4 were analyzed in this fashion, which describes the intersections of South Hill Drive / Quarry Road, South Hill Drive / Valley Drive, Valley Drive / Park Lane, and North Hill Drive / Guadalupe Canyon Parkway.

StreetLight Estimates Calibration

It is best practice to calibrate StreetLight Data volume estimates to local conditions to ensure maximum accuracy. To accomplish this, StreetLight Data volume estimates were collected at three additional locations where historic traffic counts were available: Guadalupe Canyon Parkway just west of Bayshore Boulevard, Valley Drive just west of Bayshore Boulevard, and Old County Road just west of Bayshore Boulevard. A comparison of the count data and the StreetLight metrics in the AM and PM peak hours indicated that the count data was on average 37% lower than the StreetLight metrics. Consequently, all StreetLight Data metrics were scaled down by 37% to produce the final turning movement count estimates. The final calibrated turning movement count estimates are presented in **Table 1** on the next page.



Table 1: StreetLight Turning Movement Estimates

No.	Intersection	Peak Hour	Intersection Turning Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	South Hill Drive / Quarry Road	6:00 AM	0	0	0	0	0	0	0	12	0	0	97	0
		7:00 AM	0	0	0	0	0	0	0	15	0	0	260	0
		8:00 AM	0	0	0	0	0	0	0	62	0	0	192	0
		4:00 PM	0	0	0	0	0	0	0	176	0	0	118	0
		5:00 PM	0	0	0	0	0	0	0	210	0	0	47	0
		6:00 PM	0	0	0	0	0	0	0	113	0	0	47	0
2	South Hill Drive / Valley Drive	6:00 AM	0	12	8	28	49	101	69	37	8	53	89	22
		7:00 AM	3	20	11	130	197	54	23	71	1	93	74	61
		8:00 AM	1	35	27	127	170	116	18	50	4	123	71	69
		4:00 PM	7	135	67	69	41	37	98	81	6	88	108	101
		5:00 PM	4	181	66	54	19	26	88	73	6	57	78	179
		6:00 PM	1	72	54	47	19	59	79	55	6	36	105	101



No.	Intersection	Peak Hour	Intersection Turning Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	Valley Drive / Park Lane	6:00 AM	8	0	7	0	0	0	0	67	5	11	200	0
		7:00 AM	38	0	10	0	0	0	0	195	13	58	284	0
		8:00 AM	25	0	9	0	0	0	0	168	25	62	350	0
		4:00 PM	32	0	12	0	0	0	0	224	38	12	218	0
		5:00 PM	91	0	26	0	0	0	0	284	39	17	206	0
		6:00 PM	35	0	6	0	0	0	0	177	15	0	178	0
4	North Hill Drive / Guadalupe Canyon Parkway.	6:00 AM	18	11	96	0	0	2	2	192	52	114	33	4
		7:00 AM	40	4	71	2	0	14	4	371	132	141	130	8
		8:00 AM	36	4	48	0	0	10	25	462	157	181	88	21
		4:00 PM	110	14	156	0	0	35	6	176	46	66	266	13
		5:00 PM	221	21	156	2	0	33	4	127	30	50	464	20
		6:00 PM	96	6	122	0	0	16	8	145	69	37	316	10



Truck VMT Analysis

To estimate the VMT generated in the future by trucks serving the Guadalupe Quarry site, StreetLight Data was used to estimate the truck VMT at a similar existing site, the Crocker Industrial Park. StreetLight Data sources its truck metrics from onboard GPS data provided by trucking companies. Fehr & Peers ran a StreetLight zone activity analysis to determine the number of truck trips to and from the Crocker Industrial Park, separated by medium- and heavy-weight trucks. This analysis also reports the average distance travelled by all trucks during a particular window of time. By multiplying the number of daily truck trips by their average distance, Fehr & Peers was able to determine the total daily truck VMT to the Crocker Industrial Park.

These truck VMT estimates were pulled for an average midweek day in Fall 2021, focusing solely on heavy vehicles, which would be the dominant mode to serve the Guadalupe Quarry site, resulting in an average daily truck VMT of 28.1. This analysis is comparable to one prepared for the City of American Canyon in 2022, which used StreetLight Data from Fall 2021 at fifteen warehouse sites around the Bay Area to establish a baseline daily truck VMT of 62.¹

¹ American Canyon, Planning Commission Agenda November 17, 2022 Staff Report Public Hearing Item Number: 3. L. Final EIR Appendix J – Travel Behavior Memorandum Combined. <https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/1654520/1. L. Final EIR Appendix J - Travel Behavior Memorandum COMBINED.pdf>



Trip Generation Approach

Fehr & Peers coordinated the collection of 72 hours of driveway vehicle classification count data at five warehousing buildings across San Joaquin County in June 2021. Fehr & Peers selected the five warehousing buildings in coordination with the City of Brisbane to ensure they would include comparable activities to those expected at the proposed project. This data was used to develop average trip generation rates per thousand square feet (ksf) for warehousing uses in San Joaquin County. The five warehousing buildings, including their occupying tenant, type of warehouse, and square footage, are listed below.

Figure H.1-1: San Joaquin County Warehouse Study Sites

San Joaquin Countywide Warehousing Data Collection						
Id	City	Customer	Prologis	# Driveways	Type	Square Feet
503	Manteca	Ford Motor Company	Yes	2	Warehouse	608,860
507	Stockton	HJ Heinz	Yes	2	Warehouse	500,199
509	Tracy	Leggett & Platt	Yes	1	Warehouse	158,065
518	Stockton	Masonite Corporation	Yes	2	Warehouse	180,000
521	Tracy	Restoration Hardware	Yes	4	Warehouse	283,712

The average AM and PM peak hour trip generation rates per KSF of building space, stratified by passenger vehicles, medium-duty trucks, and heavy-duty trucks, are provided in **Table H.1-1**. The trip generation results for the proposed project based on a project with 1,318,503 square feet are presented in **Table H.1-2**.

Table H.1-1: San Joaquin County Warehousing Trip Generation Rates per KSF

Vehicle Type	PM Peak Hour			AM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Vehicles	0.091	0.010	0.101	0.052	0.083	0.135
Med Trucks	0.001	0.001	0.002	0.001	0.001	0.002
Heavy Trucks	0.006	0.006	0.012	0.011	0.007	0.018
Total	0.098	0.017	0.115	0.064	0.091	0.155

Source: Fehr & Peers. 2023.



Table H.1-2: Proposed Project Trip Generation Analysis

Vehicle Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Vehicles	120	13	133	69	109	178
Med Trucks	1	1	2	1	1	2
Heavy Trucks	8	8	16	15	9	24
Total	129	22	151	85	119	204

Notes: Trip generation is based on the 1.3 million square feet warehouse using the trip generation rates presented in Table H.1-1.
Source: Fehr & Peers. 2023.



LOS Calculation Worksheets

Existing (2019) AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	260	0	0
Future Vol, veh/h	15	0	0	260	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	0	283	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	16	0	299	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1602	-	692	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1602	-	692	1063
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	765	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1602	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th Signalized Intersection Summary 2: Hill Dr & Valley Dr

Guadalupe Quarry
AM_Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	50	4	123	71	69	1	35	27	127	170	116
Future Volume (veh/h)	18	50	4	123	71	69	1	35	27	127	170	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	54	4	134	77	75	1	38	29	138	185	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	1241	96	771	457	457	67	319	238	220	239	146
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	670	2320	180	1214	854	854	4	990	739	422	743	454
Grp Volume(v), veh/h	41	0	37	150	0	136	68	0	0	449	0	0
Grp Sat Flow(s),veh/h/ln	1500	0	1670	1374	0	1548	1734	0	0	1619	0	0
Q Serve(g_s), s	0.0	0.0	0.6	2.9	0.0	2.5	0.0	0.0	0.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.6	3.5	0.0	2.5	1.5	0.0	0.0	14.5	0.0	0.0
Prop In Lane	0.49		0.11	0.89		0.55	0.01		0.43	0.31		0.28
Lane Grp Cap(c), veh/h	898	0	893	857	0	828	624	0	0	606	0	0
V/C Ratio(X)	0.05	0.00	0.04	0.18	0.00	0.16	0.11	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	898	0	893	857	0	828	990	0	0	945	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	6.2	6.9	0.0	6.6	13.4	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.7	0.0	0.6	0.5	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	6.3	7.1	0.0	6.8	13.4	0.0	0.0	18.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		78			286			68			449	
Approach Delay, s/veh		6.3			6.9			13.4			18.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		22.1		34.0		22.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		30.0		30.0		30.0				
Max Q Clear Time (g_c+I1), s		4.5		16.5		5.5		3.5				
Green Ext Time (p_c), s		0.5		1.6		2.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	168	25	62	350	25	9
Future Vol, veh/h	168	25	62	350	25	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	27	67	380	27	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	210	0	521	105
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1358	-	485	929
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	454	929
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	661	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.3		12.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	525	-	-	1358	-	
HCM Lane V/C Ratio	0.07	-	-	0.05	-	
HCM Control Delay (s)	12.4	-	-	7.8	0.2	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

Guadalupe Quarry
AM_Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	462	157	181	88	21	36	4	48	0	0	10
Future Volume (veh/h)	25	462	157	181	88	21	36	4	48	0	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	502	0	197	96	23	39	4	0	0	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1224		293	1264	294	315	8		0	113	96
Arrive On Green	0.07	0.34	0.00	0.16	0.44	0.44	0.06	0.06	0.00	0.00	0.00	0.06
Sat Flow, veh/h	1781	3554	1585	1781	2863	665	1303	134	1585	0	1870	1585
Grp Volume(v), veh/h	27	502	0	197	58	61	43	0	0	0	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1751	1437	0	1585	0	1870	1585
Q Serve(g_s), s	0.4	3.1	0.0	3.0	0.6	0.6	0.8	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.4	3.1	0.0	3.0	0.6	0.6	0.8	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.38	0.91		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	120	1224		293	784	773	323	0		0	113	96
V/C Ratio(X)	0.22	0.41		0.67	0.07	0.08	0.13	0.00		0.00	0.00	0.11
Avail Cap(c_a), veh/h	1841	2448		1841	2448	2412	1721	0		0	1933	1638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	7.3	0.0	11.4	4.7	4.7	13.2	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh	0.3	0.3	0.0	1.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.7	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	7.6	0.0	12.4	4.7	4.8	13.4	0.0	0.0	0.0	0.0	13.1
LnGrp LOS	B	A		B	A	A	B	A		A	A	B
Approach Vol, veh/h	529			316			43			11		
Approach Delay, s/veh	7.9			9.5			13.4			13.1		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	14.5		5.8	6.0	17.3		5.8				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	5.0	5.1		2.2	2.4	2.6		2.8				
Green Ext Time (p_c), s	0.2	3.5		0.0	0.0	0.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	8.8											
HCM 6th LOS	A											

HCM 6th Signalized Intersection Summary 6: Bayshore Blvd & Valley Dr

Guadalupe Quarry
AM_Existing



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	102	0	206	2	0	0	4	277	489	1	0	1256	134
Future Volume (veh/h)	102	0	206	2	0	0	4	277	489	1	0	1256	134
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	113	0	-63	2	0	0		308	543	1	0	1396	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	137	0	61	11	0	0		432	2542	5	3	1879	821
Arrive On Green	0.05	0.00	0.00	0.01	0.00	0.00		0.13	0.73	0.73	0.00	0.53	0.53
Sat Flow, veh/h	2885	0	1284	1809	0	0		3319	3495	6	1767	3526	1541
Grp Volume(v), veh/h	113	0	-63	2	0	0		308	265	279	0	1396	105
Grp Sat Flow(s),veh/h/ln	1443	0	1284	1810	0	0		1659	1706	1795	1767	1763	1541
Q Serve(g_s), s	2.4	0.0	0.0	0.1	0.0	0.0		5.6	3.1	3.1	0.0	19.1	2.1
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.1	0.0	0.0		5.6	3.1	3.1	0.0	19.1	2.1
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	0	61	11	0	0		432	1241	1305	3	1879	821
V/C Ratio(X)	0.82	0.00	-1.03	0.19	0.00	0.00		0.71	0.21	0.21	0.00	0.74	0.13
Avail Cap(c_a), veh/h	1385	0	616	869	0	0		797	1366	1437	679	2822	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	30.9	0.0	0.0		26.0	2.8	2.8	0.0	11.3	7.3
Incr Delay (d2), s/veh	11.6	0.0	0.0	8.0	0.0	0.0		2.2	0.1	0.1	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.1	0.0	0.0		2.1	0.4	0.4	0.0	5.4	0.5
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	41.1	0.0	0.0	38.9	0.0	0.0		28.2	2.8	2.8	0.0	11.9	7.4
LnGrp LOS	D	A	A	D	A	A		C	A	A	A	B	A
Approach Vol, veh/h	50			2			852			1501			
Approach Delay, s/veh	92.9			38.9			12.0			11.6			
Approach LOS	F			D			B			B			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	0.0	51.1		7.0	12.1	39.0		4.4					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	24.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+10), s	10.0	5.1		4.4	7.6	21.1		2.1					
Green Ext Time (p_c), s	0.0	3.2		0.3	0.6	12.2		0.0					

Intersection Summary

HCM 6th Ctrl Delay 13.4

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing (2019) PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	0	0	47	0	0
Future Vol, veh/h	113	0	0	47	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	0	0	51	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	174	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	816	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	816	928
Mov Cap-2 Maneuver	-	-	-	-	816	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	971	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1464	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th Signalized Intersection Summary 2: Hill Dr & Valley Dr

Guadalupe Quarry
PM_Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	55	6	36	105	101	1	72	54	47	19	59
Future Volume (veh/h)	79	55	6	36	105	101	1	72	54	47	19	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	60	7	39	114	110	1	78	59	51	21	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	924	1025	120	368	1009	907	83	131	98	180	49	103
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1109	1496	175	384	1473	1323	5	988	742	503	375	780
Grp Volume(v), veh/h	86	0	67	141	0	122	138	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1109	0	1671	1716	0	1464	1735	0	0	1658	0	0
Q Serve(g_s), s	1.2	0.0	0.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.6	1.1	0.0	1.3	3.3	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.10	0.28		0.90	0.01		0.43	0.37		0.47
Lane Grp Cap(c), veh/h	924	0	1145	1281	0	1003	312	0	0	332	0	0
V/C Ratio(X)	0.09	0.00	0.06	0.11	0.00	0.12	0.44	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	924	0	1145	1281	0	1003	1270	0	0	1147	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	0.0	2.3	2.3	0.0	2.4	17.9	0.0	0.0	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.1	0.4	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1	0.0	0.1	1.1	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	2.4	2.4	0.0	2.4	18.3	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		153			263			138			136	
Approach Delay, s/veh		2.7			2.4			18.3			18.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		9.8		34.0		9.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		30.0		30.0		30.0				
Max Q Clear Time (g_c+I1), s		4.5		5.1		3.3		5.3				
Green Ext Time (p_c), s		1.2		0.5		2.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	284	39	17	206	91	26
Future Vol, veh/h	284	39	17	206	91	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	309	42	18	224	99	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	478	176
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1204	-	516	837
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	507	837
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	849	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		13.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	556	-	-	1204	-	
HCM Lane V/C Ratio	0.229	-	-	0.015	-	
HCM Control Delay (s)	13.4	-	-	8	0.1	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0	-	

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

Guadalupe Quarry
PM_Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	127	30	50	464	20	221	21	156	2	0	33
Future Volume (veh/h)	4	127	30	50	464	20	221	21	156	2	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	138	0	54	504	22	240	23	0	2	0	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	1059		126	1241	54	536	32		635	0	411
Arrive On Green	0.01	0.30	0.00	0.07	0.36	0.36	0.26	0.26	0.00	0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3469	151	1278	122	1585	1623	0	1585
Grp Volume(v), veh/h	4	138	0	54	258	268	263	0	0	2	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1843	1400	0	1585	1623	0	1585
Q Serve(g_s), s	0.1	1.0	0.0	1.0	3.7	3.7	5.7	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.1	1.0	0.0	1.0	3.7	3.7	5.8	0.0	0.0	0.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.08	0.91		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	1059		126	636	659	568	0		635	0	411
V/C Ratio(X)	0.21	0.13		0.43	0.41	0.41	0.46	0.00		0.00	0.00	0.09
Avail Cap(c_a), veh/h	1592	2117		1592	2117	2196	1459	0		1516	0	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	8.6	0.0	14.9	8.1	8.1	11.4	0.0	0.0	9.2	0.0	9.4
Incr Delay (d2), s/veh	1.9	0.1	0.0	0.9	0.6	0.6	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.3	0.8	0.8	1.3	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	8.7	0.0	15.8	8.7	8.7	12.1	0.0	0.0	9.2	0.0	9.5
LnGrp LOS	B	A		B	A	A	B	A		A	A	A
Approach Vol, veh/h	142			580			263			38		
Approach Delay, s/veh	9.0			9.4			12.1			9.5		
Approach LOS	A			A			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	14.5		12.7	4.4	16.5		12.7				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	3.0		2.6	2.1	5.7		7.8				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	4.3		1.8				

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

Guadalupe Quarry
PM_Existing



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	125	0	294	0	0	2	4	167	1160	2	0	598	57
Future Volume (veh/h)	125	0	294	0	0	2	4	167	1160	2	0	598	57
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	139	0	35	0	0	2		186	1289	2	0	664	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	279	0	124	0	0	10		360	1951	3	4	1236	538
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.01		0.11	0.56	0.56	0.00	0.35	0.35
Sat Flow, veh/h	2885	0	1280	0	0	1605		3319	3496	5	1767	3526	1534
Grp Volume(v), veh/h	139	0	35	0	0	2		186	629	662	0	664	19
Grp Sat Flow(s), veh/h/ln	1443	0	1280	0	0	1605		1659	1706	1795	1767	1763	1534
Q Serve(g_s), s	1.8	0.0	1.0	0.0	0.0	0.1		2.1	10.4	10.4	0.0	6.1	0.3
Cycle Q Clear(g_c), s	1.8	0.0	1.0	0.0	0.0	0.1		2.1	10.4	10.4	0.0	6.1	0.3
Prop In Lane	1.00		1.00	0.00		1.00		1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	0	124	0	0	10		360	952	1002	4	1236	538
V/C Ratio(X)	0.50	0.00	0.28	0.00	0.00	0.21		0.52	0.66	0.66	0.00	0.54	0.04
Avail Cap(c_a), veh/h	2143	0	950	0	0	1192		1232	2112	2222	1050	4364	1898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00		1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	16.9	0.0	0.0	20.0		17.0	6.2	6.2	0.0	10.5	8.6
Incr Delay (d2), s/veh	1.4	0.0	1.2	0.0	0.0	10.3		1.2	0.8	0.8	0.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.5	0.0	0.3	0.0	0.0	0.0		0.7	1.6	1.7	0.0	1.6	0.1
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	18.7	0.0	18.2	0.0	0.0	30.3		18.2	7.0	7.0	0.0	10.9	8.6
LnGrp LOS	B	A	B	A	A	C		B	A	A	A	B	A
Approach Vol, veh/h	174			2			1477			683			
Approach Delay, s/veh	18.6			30.3			8.4			10.8			
Approach LOS	B			C			A			B			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	0.0	28.2		7.9	8.4	19.9		4.2					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	4.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+10), s	12.4			3.8	4.1	8.1		2.1					
Green Ext Time (p_c), s	0.0	10.1		0.6	0.4	4.7		0.0					

Intersection Summary

HCM 6th Ctrl Delay 9.9
HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing Plus Project AM

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	122	260	0	20
Future Vol, veh/h	15	0	122	260	0	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	133	283	0	22
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	10.6	7.4
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	32%
Vol Thru, %	0%	100%	68%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	20	15	382
LT Vol	0	0	122
Through Vol	0	15	260
RT Vol	20	0	0
Lane Flow Rate	22	16	415
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.019	0.467
Departure Headway (Hd)	4.273	4.282	4.047
Convergence, Y/N	Yes	Yes	Yes
Cap	843	822	893
Service Time	2.273	2.379	2.065
HCM Lane V/C Ratio	0.026	0.019	0.465
HCM Control Delay	7.4	7.5	10.6
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.1	0.1	2.5

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

Guadalupe Quarry
EPP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	50	4	217	76	69	1	38	45	127	199	118
Future Volume (veh/h)	18	50	4	217	76	69	1	38	45	127	199	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	54	4	236	83	75	1	41	49	138	216	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	1196	93	811	429	388	64	266	312	214	272	147
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	658	2296	178	1317	824	744	3	783	917	393	799	431
Grp Volume(v), veh/h	41	0	37	236	0	158	91	0	0	482	0	0
Grp Sat Flow(s),veh/h/ln	1462	0	1670	1317	0	1568	1703	0	0	1623	0	0
Q Serve(g_s), s	0.0	0.0	0.6	6.0	0.0	3.1	0.0	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.6	6.6	0.0	3.1	2.1	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.49		0.11	1.00		0.47	0.01		0.54	0.29		0.27
Lane Grp Cap(c), veh/h	855	0	870	811	0	817	643	0	0	633	0	0
V/C Ratio(X)	0.05	0.00	0.04	0.29	0.00	0.19	0.14	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	855	0	870	811	0	817	948	0	0	921	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	6.8	8.4	0.0	7.4	13.2	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.2	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.3	0.0	0.8	0.7	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.0	6.9	8.7	0.0	7.5	13.3	0.0	0.0	18.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	78		394			91			482			
Approach Delay, s/veh	6.9		8.2			13.3			18.8			
Approach LOS	A		A			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	34.0		23.6			34.0			23.6			
Change Period (Y+Rc), s	4.0		4.0			4.0			4.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	5.1		18.0			8.6			4.1			
Green Ext Time (p_c), s	0.5		1.6			3.1			0.3			
Intersection Summary												
HCM 6th Ctrl Delay	13.4											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	185	25	62	449	25	9
Future Vol, veh/h	185	25	62	449	25	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	27	67	488	27	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	593	114
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1337	-	437	917
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	407	917
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	617	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		13.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	477	-	-	1337	-	
HCM Lane V/C Ratio	0.077	-	-	0.05	-	
HCM Control Delay (s)	13.2	-	-	7.8	0.2	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

Guadalupe Quarry
EPP_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	463	187	181	89	21	39	4	48	0	0	10
Future Volume (veh/h)	25	463	187	181	89	21	39	4	48	0	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	503	0	197	97	23	42	4	0	0	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1219		292	1262	290	320	8		0	120	101
Arrive On Green	0.07	0.34	0.00	0.16	0.44	0.44	0.06	0.06	0.00	0.00	0.00	0.06
Sat Flow, veh/h	1781	3554	1585	1781	2869	660	1310	125	1585	0	1870	1585
Grp Volume(v), veh/h	27	503	0	197	59	61	46	0	0	0	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1752	1435	0	1585	0	1870	1585
Q Serve(g_s), s	0.4	3.2	0.0	3.0	0.6	0.6	0.9	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.4	3.2	0.0	3.0	0.6	0.6	0.9	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.38	0.91		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	120	1219		292	781	770	328	0		0	120	101
V/C Ratio(X)	0.22	0.41		0.67	0.08	0.08	0.14	0.00		0.00	0.00	0.11
Avail Cap(c_a), veh/h	1833	2438		1833	2438	2404	1713	0		0	1925	1631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	7.3	0.0	11.5	4.7	4.7	13.2	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh	0.3	0.3	0.0	1.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.7	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	7.6	0.0	12.5	4.8	4.8	13.4	0.0	0.0	0.0	0.0	13.0
LnGrp LOS	B	A		B	A	A	B	A		A	A	B
Approach Vol, veh/h	530			317			46			11		
Approach Delay, s/veh	7.9			9.6			13.4			13.0		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	14.5		5.9	6.0	17.3		5.9				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	5.0	5.2		2.2	2.4	2.6		2.9				
Green Ext Time (p_c), s	0.2	3.5		0.0	0.0	0.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 6: Bayshore Blvd & Valley Dr

Guadalupe Quarry
EPP_AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	113	0	213	2	0	0	4	319	489	1	0	1256	192
Future Volume (veh/h)	113	0	213	2	0	0	4	319	489	1	0	1256	192
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	126	0	-55	2	0	0		354	543	1	0	1396	169
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	175	0	78	11	0	0		472	2542	5	3	1851	808
Arrive On Green	0.06	0.00	0.00	0.01	0.00	0.00		0.14	0.73	0.73	0.00	0.52	0.52
Sat Flow, veh/h	2885	0	1284	1809	0	0		3319	3495	6	1767	3526	1540
Grp Volume(v), veh/h	126	0	-55	2	0	0		354	265	279	0	1396	169
Grp Sat Flow(s), veh/h/ln	1443	0	1284	1810	0	0		1659	1706	1795	1767	1763	1540
Q Serve(g_s), s	2.9	0.0	0.0	0.1	0.0	0.0		6.8	3.3	3.3	0.0	20.7	3.9
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.1	0.0	0.0		6.8	3.3	3.3	0.0	20.7	3.9
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	78	11	0	0		472	1241	1305	3	1851	808
V/C Ratio(X)	0.72	0.00	-0.71	0.19	0.00	0.00		0.75	0.21	0.21	0.00	0.75	0.21
Avail Cap(c_a), veh/h	1302	0	579	817	0	0		749	1284	1350	638	2652	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	32.9	0.0	0.0		27.4	2.9	2.9	0.0	12.4	8.4
Incr Delay (d2), s/veh	5.5	0.0	0.0	8.0	0.0	0.0		2.4	0.1	0.1	0.0	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.1	0.0	0.0	0.1	0.0	0.0		2.6	0.5	0.5	0.0	6.2	1.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	36.1	0.0	0.0	40.9	0.0	0.0		29.8	3.0	3.0	0.0	13.2	8.6
LnGrp LOS	D	A	A	D	A	A		C	A	A	A	B	A
Approach Vol, veh/h	71			2			898			1565			
Approach Delay, s/veh	64.1			40.9			13.6			12.7			
Approach LOS	E			D			B			B			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	0.0	54.0		8.0	13.5	40.6		4.4					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	24.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+10), s	10.0	5.3		4.9	8.8	22.7		2.1					
Green Ext Time (p_c), s	0.0	3.2		0.4	0.7	12.2		0.0					

Intersection Summary

HCM 6th Ctrl Delay 14.5

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing Plus Project PM

Intersection

Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	0	81	47	0	113
Future Vol, veh/h	113	0	81	47	0	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	0	88	51	0	123
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.4	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	63%
Vol Thru, %	0%	100%	37%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	113	113	128
LT Vol	0	0	81
Through Vol	0	113	47
RT Vol	113	0	0
Lane Flow Rate	123	123	139
Geometry Grp	1	1	1
Degree of Util (X)	0.134	0.145	0.169
Departure Headway (Hd)	3.928	4.258	4.372
Convergence, Y/N	Yes	Yes	Yes
Cap	919	829	810
Service Time	1.928	2.349	2.454
HCM Lane V/C Ratio	0.134	0.148	0.172
HCM Control Delay	7.5	8.1	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.5	0.6

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	80	59	6	100	108	101	1	98	142	47	35	60
Future Volume (veh/h)	80	59	6	100	108	101	1	98	142	47	35	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	64	7	109	117	110	1	107	154	51	38	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	822	944	103	675	686	655	76	144	205	178	122	147
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1073	1507	165	884	1095	1046	2	695	994	380	592	710
Grp Volume(v), veh/h	87	0	71	177	0	159	262	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	1073	0	1672	1511	0	1514	1691	0	0	1681	0	0
Q Serve(g_s), s	1.6	0.0	0.8	0.8	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.8	2.0	0.0	2.1	7.0	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.10	0.62		0.69	0.00		0.59	0.33		0.42
Lane Grp Cap(c), veh/h	822	0	1048	1068	0	948	425	0	0	447	0	0
V/C Ratio(X)	0.11	0.00	0.07	0.17	0.00	0.17	0.62	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	822	0	1048	1068	0	948	1134	0	0	1052	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	3.5	3.7	0.0	3.7	17.8	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.1	0.0	0.1	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.3	0.0	0.3	2.4	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	0.0	3.6	3.8	0.0	3.9	18.4	0.0	0.0	16.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		158			336			262			154	
Approach Delay, s/veh		4.3			3.8			18.4			16.7	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		13.9		34.0		13.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		30.0		30.0		30.0				
Max Q Clear Time (g_c+I1), s		5.7		5.7		4.1		9.0				
Green Ext Time (p_c), s		1.2		0.6		2.8		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	375	39	17	273	91	26
Future Vol, veh/h	375	39	17	273	91	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	42	18	297	99	28

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	450	0	614	225
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1107	-	424	778
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1107	-	416	778
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	464	-	-	1107	-
HCM Lane V/C Ratio	0.274	-	-	0.017	-
HCM Control Delay (s)	15.7	-	-	8.3	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	129	47	50	465	20	248	21	156	2	0	33
Future Volume (veh/h)	4	129	47	50	465	20	248	21	156	2	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	140	0	54	505	22	270	23	0	2	0	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	1017		125	1198	52	566	31		670	0	453
Arrive On Green	0.01	0.29	0.00	0.07	0.35	0.35	0.29	0.29	0.00	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3469	151	1288	110	1585	1622	0	1585
Grp Volume(v), veh/h	4	140	0	54	258	269	293	0	0	2	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1843	1397	0	1585	1622	0	1585
Q Serve(g_s), s	0.1	1.0	0.0	1.0	3.9	3.9	6.6	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.1	1.0	0.0	1.0	3.9	3.9	6.6	0.0	0.0	0.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.08	0.92		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	1017		125	614	637	597	0		670	0	453
V/C Ratio(X)	0.21	0.14		0.43	0.42	0.42	0.49	0.00		0.00	0.00	0.08
Avail Cap(c_a), veh/h	1530	2035		1530	2035	2111	1401	0		1465	0	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.1	9.3	0.0	15.6	8.8	8.8	11.3	0.0	0.0	8.9	0.0	9.1
Incr Delay (d2), s/veh	1.9	0.1	0.0	0.9	0.7	0.6	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.3	0.9	0.9	1.5	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	9.3	0.0	16.5	9.4	9.4	12.0	0.0	0.0	8.9	0.0	9.1
LnGrp LOS	B	A		B	A	A	B	A		A	A	A
Approach Vol, veh/h	144			581			293			38		
Approach Delay, s/veh	9.6			10.1			12.0			9.1		
Approach LOS	A			B			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	14.5		14.0	4.4	16.6		14.0				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.0	3.0		2.6	2.1	5.9		8.6				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	4.4		2.0				

Intersection Summary

HCM 6th Ctrl Delay 10.5

HCM 6th LOS B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	178	0	332	0	0	2	4	194	1160	2	0	598	97
Future Volume (veh/h)	178	0	332	0	0	2	4	194	1160	2	0	598	97
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	198	0	77	0	0	2		216	1289	2	0	664	64
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	375	0	166	0	0	10		367	1908	3	4	1207	525
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.01		0.11	0.55	0.55	0.00	0.34	0.34
Sat Flow, veh/h	2885	0	1281	0	0	1605		3319	3496	5	1767	3526	1533
Grp Volume(v), veh/h	198	0	77	0	0	2		216	629	662	0	664	64
Grp Sat Flow(s),veh/h/ln	1443	0	1281	0	0	1605		1659	1706	1795	1767	1763	1533
Q Serve(g_s), s	2.8	0.0	2.4	0.0	0.0	0.1		2.7	11.4	11.4	0.0	6.6	1.2
Cycle Q Clear(g_c), s	2.8	0.0	2.4	0.0	0.0	0.1		2.7	11.4	11.4	0.0	6.6	1.2
Prop In Lane	1.00		1.00	0.00		1.00		1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	0	166	0	0	10		367	931	980	4	1207	525
V/C Ratio(X)	0.53	0.00	0.46	0.00	0.00	0.21		0.59	0.68	0.68	0.00	0.55	0.12
Avail Cap(c_a), veh/h	2011	0	893	0	0	1119		1157	1983	2086	986	4096	1781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00		1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.3	0.0	0.0	21.3		18.2	7.0	7.0	0.0	11.5	9.7
Incr Delay (d2), s/veh	1.2	0.0	2.0	0.0	0.0	10.3		1.5	0.9	0.8	0.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	0.0	0.0	0.0		0.9	2.1	2.2	0.0	1.8	0.3
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	18.6	0.0	19.3	0.0	0.0	31.6		19.7	7.9	7.9	0.0	11.9	9.8
LnGrp LOS	B	A	B	A	A	C		B	A	A	A	B	A
Approach Vol, veh/h	275			2			1507			728			
Approach Delay, s/veh	18.8			31.6			9.6			11.7			
Approach LOS	B			C			A			B			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	0.0	29.2		9.6	8.8	20.4		4.3					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	24.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+10), s	13.4			4.8	4.7	8.6		2.1					
Green Ext Time (p_c), s	0.0	10.1		0.9	0.5	4.9		0.0					

Intersection Summary

HCM 6th Ctrl Delay 11.2

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Cumulative (2040) No Project AM

Intersection

Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	44	0	6	0	412	0	0
Future Vol, veh/h	44	0	6	0	412	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	48	0	7	0	448	0	0
Number of Lanes	1	0	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	10.9	0
HCM LOS	A	B	-

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	44	418
LT Vol	0	0	0
Through Vol	0	44	418
RT Vol	0	0	0
Lane Flow Rate	0	48	454
Geometry Grp	1	1	1
Degree of Util (X)	0	0.057	0.501
Departure Headway (Hd)	5.005	4.27	3.97
Convergence, Y/N	Yes	Yes	Yes
Cap	0	828	913
Service Time	3.005	2.351	1.981
HCM Lane V/C Ratio	0	0.058	0.497
HCM Control Delay	8	7.6	10.9
HCM Lane LOS	N	A	B
HCM 95th-tile Q	0	0.2	2.9

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	55	123	4	135	103	86	1	68	34	195	290	182
Future Volume (veh/h)	55	123	4	135	103	86	1	68	34	195	290	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	134	4	147	112	93	1	74	37	212	315	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	947	30	541	425	367	54	525	259	261	321	193
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	708	2147	67	1008	962	831	2	1189	588	436	727	437
Grp Volume(v), veh/h	98	0	100	178	0	174	112	0	0	725	0	0
Grp Sat Flow(s),veh/h/ln	1233	0	1690	1249	0	1552	1779	0	0	1599	0	0
Q Serve(g_s), s	1.4	0.0	2.4	5.6	0.0	4.8	0.0	0.0	0.0	27.4	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	2.4	8.0	0.0	4.8	2.6	0.0	0.0	30.0	0.0	0.0
Prop In Lane	0.61		0.04	0.82		0.54	0.01		0.33	0.29		0.27
Lane Grp Cap(c), veh/h	629	0	746	647	0	685	838	0	0	774	0	0
V/C Ratio(X)	0.16	0.00	0.13	0.28	0.00	0.25	0.13	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	629	0	746	647	0	685	838	0	0	774	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	0.0	11.3	13.3	0.0	12.0	11.3	0.0	0.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.3	0.0	0.3	0.0	0.0	0.0	18.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	1.6	0.0	1.5	0.9	0.0	0.0	13.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	0.0	11.7	13.7	0.0	12.2	11.4	0.0	0.0	37.7	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	B	A	A	D	A	A
Approach Vol, veh/h		198			352			112			725	
Approach Delay, s/veh		12.2			13.0			11.4			37.7	
Approach LOS		B			B			B			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		34.0		34.0		34.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		30.0		30.0		30.0				
Max Q Clear Time (g_c+I1), s		8.2		32.0		10.0		4.6				
Green Ext Time (p_c), s		1.4		0.0		2.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				25.6								
HCM 6th LOS				C								

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	271	28	79	537	33	10
Future Vol, veh/h	271	28	79	537	33	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	295	30	86	584	36	11

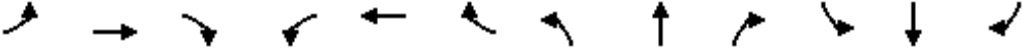
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	325
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1231
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1231
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	1231	-
HCM Lane V/C Ratio	0.132	-	-	0.07	-
HCM Control Delay (s)	16.7	-	-	8.1	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

HCM 6th Signalized Intersection Summary 4: N Hill Dr & Guadalupe Canyon Pkwy

04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1235	354	244	550	24	115	4	57	0	0	13
Future Volume (veh/h)	28	1235	354	244	550	24	115	4	57	0	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1342	0	265	598	26	125	4	0	0	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1509		331	1879	82	317	5		0	224	190
Arrive On Green	0.07	0.42	0.00	0.19	0.54	0.54	0.12	0.12	0.00	0.00	0.00	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3469	151	1367	44	1585	0	1870	1585
Grp Volume(v), veh/h	30	1342	0	265	306	318	129	0	0	0	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1843	1411	0	1585	0	1870	1585
Q Serve(g_s), s	0.7	16.2	0.0	6.6	4.4	4.4	4.1	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.7	16.2	0.0	6.6	4.4	4.4	4.1	0.0	0.0	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.08	0.97		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	123	1509		331	962	998	322	0		0	224	190
V/C Ratio(X)	0.24	0.89		0.80	0.32	0.32	0.40	0.00		0.00	0.00	0.07
Avail Cap(c_a), veh/h	1153	1533		1153	1533	1591	1066	0		0	1211	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	12.3	0.0	18.0	5.9	5.9	19.8	0.0	0.0	0.0	0.0	18.1
Incr Delay (d2), s/veh	0.4	7.0	0.0	1.7	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	0.0	2.2	0.9	0.9	1.3	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	19.3	0.0	19.8	6.2	6.1	20.7	0.0	0.0	0.0	0.0	18.2
LnGrp LOS	C	B		B	A	A	C	A		A	A	B
Approach Vol, veh/h	1372				889				129			
Approach Delay, s/veh	19.3				10.2				20.7			
Approach LOS	B				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	24.2		9.5	7.2	29.6		9.5				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	8.6	18.2		2.4	2.7	6.4		6.1				
Green Ext Time (p_c), s	0.3	1.5		0.0	0.0	5.3		0.7				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	201	0	260	95	115	7	109	305	1056	119	101	2312	284
Future Volume (veh/h)	201	0	260	95	115	7	109	305	1056	119	101	2312	284
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	223	0	-3	106	128	8		339	1173	132	112	2569	272
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	294	0	131	127	153	10		401	1542	173	141	1617	706
Arrive On Green	0.10	0.00	0.00	0.16	0.16	0.16		0.12	0.50	0.50	0.08	0.46	0.46
Sat Flow, veh/h	2885	0	1284	810	978	61		3319	3085	346	1767	3526	1538
Grp Volume(v), veh/h	223	0	-3	242	0	0		339	647	658	112	2569	272
Grp Sat Flow(s), veh/h/ln	1443	0	1284	1848	0	0		1659	1706	1725	1767	1763	1538
Q Serve(g_s), s	8.2	0.0	0.0	13.9	0.0	0.0		10.9	33.3	33.6	6.8	50.0	12.7
Cycle Q Clear(g_c), s	8.2	0.0	0.0	13.9	0.0	0.0		10.9	33.3	33.6	6.8	50.0	12.7
Prop In Lane	1.00		1.00	0.44		0.03		1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	289	0	0		401	853	862	141	1617	706
V/C Ratio(X)	0.76	0.00	-0.02	0.84	0.00	0.00		0.85	0.76	0.76	0.79	1.59	0.39
Avail Cap(c_a), veh/h	794	0	353	509	0	0		457	853	862	389	1617	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	44.7	0.0	0.0		46.9	22.0	22.1	49.3	29.5	19.4
Incr Delay (d2), s/veh	4.0	0.0	0.0	6.4	0.0	0.0		12.4	4.0	4.1	9.7	267.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.0	0.0	0.0	6.7	0.0	0.0		5.0	13.0	13.3	3.3	79.4	4.3
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	51.6	0.0	0.0	51.1	0.0	0.0		59.4	26.0	26.1	59.0	297.5	19.8
LnGrp LOS	D	A	A	D	A	A		E	C	C	E	F	B
Approach Vol, veh/h	220			242				1644			2953		
Approach Delay, s/veh	52.3			51.1				32.9			262.8		
Approach LOS	D			D				C			F		
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	2.7	60.2		15.1	17.2	55.7		21.0					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	2.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+1/3), s	1.0	35.6		10.2	12.9	52.0		15.9					
Green Ext Time (p_c), s	0.2	7.0		0.7	0.3	0.0		1.0					

Intersection Summary

HCM 6th Ctrl Delay 168.8

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Cumulative (2040) No Project PM

HCM 6th AWSC
1: Quarry Dr & S Hill Dr

04/20/2023

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	202	0	37	0	114	0	0
Future Vol, veh/h	202	0	37	0	114	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	220	0	40	0	124	0	0
Number of Lanes	1	0	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.1	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	202	151
LT Vol	0	0	0
Through Vol	0	202	151
RT Vol	0	0	0
Lane Flow Rate	0	220	164
Geometry Grp	1	1	1
Degree of Util (X)	0	0.247	0.187
Departure Headway (Hd)	4.75	4.056	4.096
Convergence, Y/N	Yes	Yes	Yes
Cap	0	883	872
Service Time	2.75	2.09	2.14
HCM Lane V/C Ratio	0	0.249	0.188
HCM Control Delay	7.8	8.4	8.1
HCM Lane LOS	N	A	A
HCM 95th-tile Q	0	1	0.7

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	103	237	43	40	128	168	1	198	59	91	54	98
Future Volume (veh/h)	103	237	43	40	128	168	1	198	59	91	54	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	258	47	43	139	183	1	215	64	99	59	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	1183	222	275	838	892	75	300	89	204	98	136
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	661	1913	358	296	1354	1442	2	1384	410	473	455	628
Grp Volume(v), veh/h	202	0	215	182	0	183	280	0	0	265	0	0
Grp Sat Flow(s),veh/h/ln	1295	0	1637	1651	0	1442	1796	0	0	1555	0	0
Q Serve(g_s), s	1.1	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	2.8	2.0	0.0	2.7	7.0	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.55		0.22	0.24		1.00	0.00		0.23	0.37		0.40
Lane Grp Cap(c), veh/h	916	0	1013	1113	0	892	463	0	0	439	0	0
V/C Ratio(X)	0.22	0.00	0.21	0.16	0.00	0.21	0.60	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	916	0	1013	1113	0	892	1184	0	0	1002	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	0.0	4.1	3.9	0.0	4.0	17.6	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.1	0.0	0.2	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	0.4	0.0	0.4	2.5	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	0.0	4.5	4.0	0.0	4.2	18.1	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		417			365			280			265	
Approach Delay, s/veh		4.6			4.1			18.1			18.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		14.5		34.0		14.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		30.0		30.0		30.0				
Max Q Clear Time (g_c+I1), s		5.8		9.4		4.7		9.0				
Green Ext Time (p_c), s		3.6		1.1		3.1		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.0								
HCM 6th LOS				B								

Intersection

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	494	46	19	291	113	29
Future Vol, veh/h	494	46	19	291	113	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	537	50	21	316	123	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	587
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	984
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	984
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	372	-	-	984	-
HCM Lane V/C Ratio	0.415	-	-	0.021	-
HCM Control Delay (s)	21.4	-	-	8.7	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	561	90	113	1247	22	371	24	173	5	0	36
Future Volume (veh/h)	5	561	90	113	1247	22	371	24	173	5	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	610	0	123	1355	24	403	26	0	5	0	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1416		158	1693	30	541	29		683	0	545
Arrive On Green	0.01	0.40	0.00	0.09	0.47	0.47	0.34	0.34	0.00	0.34	0.00	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3573	63	1300	84	1585	1705	0	1585
Grp Volume(v), veh/h	5	610	0	123	674	705	429	0	0	5	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1859	1383	0	1585	1705	0	1585
Q Serve(g_s), s	0.2	9.2	0.0	5.0	23.7	23.7	21.7	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.2	9.2	0.0	5.0	23.7	23.7	21.8	0.0	0.0	0.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.03	0.94		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	1416		158	842	881	570	0		683	0	545
V/C Ratio(X)	0.21	0.43		0.78	0.80	0.80	0.75	0.00		0.01	0.00	0.07
Avail Cap(c_a), veh/h	724	1416		724	963	1007	657	0		770	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	16.1	0.0	32.9	16.5	16.5	23.1	0.0	0.0	16.0	0.0	16.3
Incr Delay (d2), s/veh	1.7	0.3	0.0	3.1	4.7	4.6	4.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	0.0	2.1	8.7	9.1	7.1	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	16.4	0.0	36.0	21.2	21.0	27.6	0.0	0.0	16.0	0.0	16.3
LnGrp LOS	D	B		D	C	C	C	A		B	A	B
Approach Vol, veh/h	615			1502			429			44		
Approach Delay, s/veh	16.6			22.3			27.6			16.3		
Approach LOS	B			C			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	33.9		29.4	5.0	39.5		29.4				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	7.0	11.2		3.2	2.2	25.7		23.8				
Green Ext Time (p_c), s	0.1	3.1		0.1	0.0	9.2		1.6				

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	264	0	434	6	0	128	97	258	1877	120	8	1508	94
Future Volume (veh/h)	264	0	434	6	0	128	97	258	1877	120	8	1508	94
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	293	0	190	7	0	142		287	2086	133	9	1676	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	505	0	224	9	0	177		350	1762	111	19	1575	687
Arrive On Green	0.17	0.00	0.17	0.11	0.00	0.11		0.11	0.54	0.54	0.01	0.45	0.45
Sat Flow, veh/h	2885	0	1281	76	0	1539		3319	3256	205	1767	3526	1538
Grp Volume(v), veh/h	293	0	190	149	0	0		287	1081	1138	9	1676	60
Grp Sat Flow(s), veh/h/ln	1443	0	1281	1615	0	0		1659	1706	1754	1767	1763	1538
Q Serve(g_s), s	10.4	0.0	16.1	10.1	0.0	0.0		9.5	60.6	60.6	0.6	50.0	2.5
Cycle Q Clear(g_c), s	10.4	0.0	16.1	10.1	0.0	0.0		9.5	60.6	60.6	0.6	50.0	2.5
Prop In Lane	1.00		1.00	0.05		0.95		1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	505	0	224	186	0	0		350	923	949	19	1575	687
V/C Ratio(X)	0.58	0.00	0.85	0.80	0.00	0.00		0.82	1.17	1.20	0.47	1.06	0.09
Avail Cap(c_a), veh/h	773	0	343	433	0	0		445	923	949	379	1575	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	44.7	48.3	0.0	0.0		49.0	25.7	25.7	55.0	31.0	17.8
Incr Delay (d2), s/veh	1.1	0.0	11.5	7.8	0.0	0.0		9.3	88.4	99.7	16.6	42.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.7	0.0	5.7	4.4	0.0	0.0		4.3	44.2	48.4	0.3	28.6	0.9
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	43.5	0.0	56.2	56.1	0.0	0.0		58.4	114.1	125.4	71.6	73.0	17.9
LnGrp LOS	D	A	E	E	A	A		E	F	F	E	F	B
Approach Vol, veh/h	483			149				2506			1745		
Approach Delay, s/veh	48.5			56.1				112.8			71.1		
Approach LOS	D			E				F			E		
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	5.2	66.3		23.6	15.8	55.7		16.9					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	4.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+1/2), s	12.6	62.6		18.1	11.5	52.0		12.1					
Green Ext Time (p_c), s	0.0	0.0		1.4	0.3	0.0		0.7					

Intersection Summary

HCM 6th Ctrl Delay 89.8

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Cumulative (2040) Plus Project AM

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	44	0	6	123	412	0	21
Future Vol, veh/h	44	0	6	123	412	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	48	0	7	134	448	0	23
Number of Lanes	1	0	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	14.7	7.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	23%
Vol Thru, %	0%	100%	77%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	44	541
LT Vol	0	0	124
Through Vol	0	44	417
RT Vol	21	0	0
Lane Flow Rate	23	48	588
Geometry Grp	1	1	1
Degree of Util (X)	0.03	0.06	0.663
Departure Headway (Hd)	4.711	4.549	4.056
Convergence, Y/N	Yes	Yes	Yes
Cap	764	791	888
Service Time	2.712	2.554	2.09
HCM Lane V/C Ratio	0.03	0.061	0.662
HCM Control Delay	7.9	7.8	14.7
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.1	0.2	5.2

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	55	123	4	230	108	86	1	71	52	195	319	184
Future Volume (veh/h)	55	123	4	230	108	86	1	71	52	195	319	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	134	4	250	117	93	1	77	57	212	347	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	933	29	613	387	308	54	447	327	252	337	186
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	683	2116	67	1150	878	698	2	1013	741	418	764	423
Grp Volume(v), veh/h	97	0	101	250	0	210	135	0	0	759	0	0
Grp Sat Flow(s),veh/h/ln	1175	0	1690	1150	0	1576	1756	0	0	1604	0	0
Q Serve(g_s), s	1.5	0.0	2.4	10.1	0.0	5.8	0.0	0.0	0.0	26.8	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	2.4	12.5	0.0	5.8	3.2	0.0	0.0	30.0	0.0	0.0
Prop In Lane	0.62		0.04	1.00		0.44	0.01		0.42	0.28		0.26
Lane Grp Cap(c), veh/h	604	0	746	613	0	695	828	0	0	775	0	0
V/C Ratio(X)	0.16	0.00	0.14	0.41	0.00	0.30	0.16	0.00	0.00	0.98	0.00	0.00
Avail Cap(c_a), veh/h	604	0	746	613	0	695	828	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	11.3	15.0	0.0	12.2	11.5	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.6	0.0	0.3	0.0	0.0	0.0	26.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	2.6	0.0	1.8	1.1	0.0	0.0	16.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	11.7	15.6	0.0	12.6	11.5	0.0	0.0	46.8	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	B	A	A	D	A	A
Approach Vol, veh/h	198					460		135		759		
Approach Delay, s/veh	12.4					14.2		11.5		46.8		
Approach LOS	B					B		B		D		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	34.0		34.0			34.0		34.0				
Change Period (Y+Rc), s	4.0		4.0			4.0		4.0				
Max Green Setting (Gmax), s	30.0		30.0			30.0		30.0				
Max Q Clear Time (g_c+I1), s	9.4		32.0			14.5		5.2				
Green Ext Time (p_c), s	1.4		0.0			3.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	289	28	79	636	33	10
Future Vol, veh/h	289	28	79	636	33	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	314	30	86	691	36	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	344
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1212
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1212
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	316	-	-	1212	-
HCM Lane V/C Ratio	0.148	-	-	0.071	-
HCM Control Delay (s)	18.4	-	-	8.2	0.4
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1236	384	244	551	24	118	4	57	0	0	13
Future Volume (veh/h)	28	1236	384	244	551	24	118	4	57	0	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1343	0	265	599	26	128	4	0	0	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1504		331	1873	81	320	5		0	230	195
Arrive On Green	0.07	0.42	0.00	0.19	0.54	0.54	0.12	0.12	0.00	0.00	0.00	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3470	150	1368	43	1585	0	1870	1585
Grp Volume(v), veh/h	30	1343	0	265	306	319	132	0	0	0	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1843	1410	0	1585	0	1870	1585
Q Serve(g_s), s	0.7	16.3	0.0	6.6	4.5	4.5	4.2	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.7	16.3	0.0	6.6	4.5	4.5	4.2	0.0	0.0	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.08	0.97		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	123	1504		331	959	995	325	0		0	230	195
V/C Ratio(X)	0.24	0.89		0.80	0.32	0.32	0.41	0.00		0.00	0.00	0.07
Avail Cap(c_a), veh/h	1147	1526		1147	1526	1583	1060	0		0	1204	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	12.5	0.0	18.1	6.0	6.0	19.8	0.0	0.0	0.0	0.0	18.1
Incr Delay (d2), s/veh	0.4	7.3	0.0	1.7	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.5	0.0	2.3	0.9	0.9	1.3	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	19.7	0.0	19.9	6.2	6.2	20.8	0.0	0.0	0.0	0.0	18.1
LnGrp LOS	C	B		B	A	A	C	A		A	A	B
Approach Vol, veh/h	1373			890			132			14		
Approach Delay, s/veh	19.7			10.3			20.8			18.1		
Approach LOS	B			B			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	24.2		9.7	7.2	29.7		9.7				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	8.6	18.3		2.4	2.7	6.5		6.2				
Green Ext Time (p_c), s	0.3	1.4		0.0	0.0	5.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	212	0	267	95	115	7	109	347	1056	119	101	2312	342
Future Volume (veh/h)	212	0	267	95	115	7	109	347	1056	119	101	2312	342
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	236	0	5	106	128	8		386	1173	132	112	2569	336
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	307	0	136	126	152	10		440	1544	173	140	1577	688
Arrive On Green	0.11	0.00	0.11	0.16	0.16	0.16		0.13	0.50	0.50	0.08	0.45	0.45
Sat Flow, veh/h	2885	0	1280	810	978	61		3319	3085	346	1767	3526	1538
Grp Volume(v), veh/h	236	0	5	242	0	0		386	647	658	112	2569	336
Grp Sat Flow(s), veh/h/ln	1443	0	1280	1848	0	0		1659	1706	1725	1767	1763	1538
Q Serve(g_s), s	8.9	0.0	0.4	14.2	0.0	0.0		12.8	34.1	34.4	7.0	50.0	17.3
Cycle Q Clear(g_c), s	8.9	0.0	0.4	14.2	0.0	0.0		12.8	34.1	34.4	7.0	50.0	17.3
Prop In Lane	1.00		1.00	0.44		0.03		1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	136	287	0	0		440	854	863	140	1577	688
V/C Ratio(X)	0.77	0.00	0.04	0.84	0.00	0.00		0.88	0.76	0.76	0.80	1.63	0.49
Avail Cap(c_a), veh/h	774	0	344	496	0	0		445	854	863	380	1577	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	44.8	45.9	0.0	0.0		47.6	22.5	22.5	50.6	30.9	21.8
Incr Delay (d2), s/veh	4.1	0.0	0.1	6.6	0.0	0.0		17.7	4.0	4.0	9.8	285.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.3	0.0	0.1	6.9	0.0	0.0		6.2	13.4	13.7	3.4	82.0	5.9
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	52.7	0.0	44.9	52.4	0.0	0.0		65.3	26.4	26.6	60.4	316.7	22.4
LnGrp LOS	D	A	D	D	A	A		E	C	C	E	F	C
Approach Vol, veh/h	241			242				1691			3017		
Approach Delay, s/veh	52.5			52.4				35.3			274.4		
Approach LOS	D			D				D			F		
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	2.9	61.6		15.9	18.8	55.7		21.4					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	24.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+1.0), s	19.0	36.4		10.9	14.8	52.0		16.2					
Green Ext Time (p_c), s	0.2	6.8		0.8	0.0	0.0		1.0					

Intersection Summary

HCM 6th Ctrl Delay 175.9

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Cumulative (2040) Plus Project PM

HCM 6th AWSC
1: Quarry Dr & S Hill Dr

04/20/2023

Intersection

Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	202	0	37	81	114	0	114
Future Vol, veh/h	202	0	37	81	114	0	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	220	0	40	88	124	0	124
Number of Lanes	1	0	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.2	9.7	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	42%
Vol Thru, %	0%	100%	58%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	114	202	232
LT Vol	0	0	96
Through Vol	0	202	136
RT Vol	114	0	0
Lane Flow Rate	124	220	252
Geometry Grp	1	1	1
Degree of Util (X)	0.151	0.274	0.318
Departure Headway (Hd)	4.394	4.49	4.534
Convergence, Y/N	Yes	Yes	Yes
Cap	815	799	792
Service Time	2.425	2.517	2.561
HCM Lane V/C Ratio	0.152	0.275	0.318
HCM Control Delay	8.2	9.2	9.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.1	1.4

HCM 6th Signalized Intersection Summary

2: Hill Dr & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	104	241	43	104	131	168	1	224	147	91	70	99
Future Volume (veh/h)	104	241	43	104	131	168	1	224	147	91	70	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	262	47	113	142	183	1	243	160	99	76	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	1071	199	449	529	707	68	297	195	194	140	149
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	632	1890	352	610	934	1247	1	1053	691	362	497	530
Grp Volume(v), veh/h	203	0	219	221	0	217	404	0	0	283	0	0
Grp Sat Flow(s),veh/h/ln	1235	0	1639	1314	0	1478	1745	0	0	1389	0	0
Q Serve(g_s), s	2.2	0.0	3.5	2.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	3.5	5.5	0.0	3.9	11.4	0.0	0.0	9.4	0.0	0.0
Prop In Lane	0.56		0.21	0.51		0.84	0.00		0.40	0.35		0.38
Lane Grp Cap(c), veh/h	806	0	929	848	0	838	560	0	0	483	0	0
V/C Ratio(X)	0.25	0.00	0.24	0.26	0.00	0.26	0.72	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	806	0	929	848	0	838	1057	0	0	868	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	5.7	6.0	0.0	5.8	17.8	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.2	0.0	0.2	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	0.8	0.0	0.8	4.0	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	6.3	6.2	0.0	6.0	18.4	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	422					438		404		283		
Approach Delay, s/veh	6.6					6.1		18.4		17.1		
Approach LOS	A					A		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	34.0		18.9			34.0		18.9				
Change Period (Y+Rc), s	4.0		4.0			4.0		4.0				
Max Green Setting (Gmax), s	30.0		30.0			30.0		30.0				
Max Q Clear Time (g_c+I1), s	8.2		11.4			7.5		13.4				
Green Ext Time (p_c), s	3.5		1.2			3.8		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	586	46	19	358	113	29
Future Vol, veh/h	586	46	19	358	113	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	637	50	21	389	123	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	687
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	903
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	903
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	308	-	-	903	-
HCM Lane V/C Ratio	0.501	-	-	0.023	-
HCM Control Delay (s)	27.9	-	-	9.1	0.1
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: N Hill Dr & Guadalupe Canyon Pkwy

04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	563	107	113	1248	22	398	24	173	5	0	36
Future Volume (veh/h)	5	563	107	113	1248	22	398	24	173	5	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	612	0	123	1357	24	433	26	0	5	0	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1385		158	1662	29	559	28		712	0	569
Arrive On Green	0.01	0.39	0.00	0.09	0.47	0.47	0.36	0.36	0.00	0.36	0.00	0.36
Sat Flow, veh/h	1781	3554	1585	1781	3573	63	1304	78	1585	1722	0	1585
Grp Volume(v), veh/h	5	612	0	123	675	706	459	0	0	5	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1859	1383	0	1585	1722	0	1585
Q Serve(g_s), s	0.2	9.7	0.0	5.2	25.1	25.2	24.3	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.2	9.7	0.0	5.2	25.1	25.2	24.5	0.0	0.0	0.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.03	0.94		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	23	1385		158	826	865	587	0		712	0	569
V/C Ratio(X)	0.21	0.44		0.78	0.82	0.82	0.78	0.00		0.01	0.00	0.07
Avail Cap(c_a), veh/h	696	1385		696	926	968	632	0		756	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	17.3	0.0	34.3	17.7	17.7	23.7	0.0	0.0	15.8	0.0	16.2
Incr Delay (d2), s/veh	1.7	0.3	0.0	3.2	5.7	5.5	6.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.5	0.0	2.2	9.6	10.0	8.3	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	17.6	0.0	37.4	23.4	23.2	29.8	0.0	0.0	15.8	0.0	16.2
LnGrp LOS	D	B		D	C	C	C	A		B	A	B
Approach Vol, veh/h		617			1504			459			44	
Approach Delay, s/veh		17.8			24.4			29.8			16.2	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	34.4		31.6	5.0	40.2		31.6				
Change Period (Y+Rc), s	4.0	4.5		4.0	4.0	4.5		4.0				
Max Green Setting (Gmax), s	30.0	20.0		30.0	30.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	7.2	11.7		3.2	2.2	27.2		26.5				
Green Ext Time (p_c), s	0.1	3.0		0.1	0.0	8.5		1.1				

Intersection Summary

HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Bayshore Blvd & Valley Dr

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	317	0	472	6	0	128	97	285	1877	120	8	1508	134
Future Volume (veh/h)	317	0	472	6	0	128	97	285	1877	120	8	1508	134
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1515	1515	1515	1900	1900	1900		1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	352	0	232	7	0	142		317	2086	133	9	1676	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	26	26	0	0	0		7	7	7	3	3	3
Cap, veh/h	589	0	262	9	0	175		373	1700	107	19	1483	647
Arrive On Green	0.20	0.00	0.20	0.11	0.00	0.11		0.11	0.52	0.52	0.01	0.42	0.42
Sat Flow, veh/h	2885	0	1282	76	0	1539		3319	3256	205	1767	3526	1537
Grp Volume(v), veh/h	352	0	232	149	0	0		317	1081	1138	9	1676	105
Grp Sat Flow(s), veh/h/ln	1443	0	1282	1614	0	0		1659	1706	1754	1767	1763	1537
Q Serve(g_s), s	13.1	0.0	20.9	10.7	0.0	0.0		11.1	62.1	62.1	0.6	50.0	5.0
Cycle Q Clear(g_c), s	13.1	0.0	20.9	10.7	0.0	0.0		11.1	62.1	62.1	0.6	50.0	5.0
Prop In Lane	1.00		1.00	0.05		0.95		1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	589	0	262	184	0	0		373	891	916	19	1483	647
V/C Ratio(X)	0.60	0.00	0.89	0.81	0.00	0.00		0.85	1.21	1.24	0.47	1.13	0.16
Avail Cap(c_a), veh/h	728	0	324	408	0	0		419	891	916	357	1483	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	46.0	51.4	0.0	0.0		51.8	28.4	28.4	58.4	34.4	21.4
Incr Delay (d2), s/veh	1.0	0.0	21.2	8.3	0.0	0.0		14.0	106.2	118.2	16.9	67.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.7	0.0	8.0	4.7	0.0	0.0		5.2	49.1	53.5	0.4	33.8	1.8
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	43.8	0.0	67.1	59.7	0.0	0.0		65.8	134.6	146.6	75.4	102.0	21.5
LnGrp LOS	D	A	E	E	A	A		E	F	F	E	F	C
Approach Vol, veh/h	584			149				2536			1790		
Approach Delay, s/veh	53.1			59.7				131.4			97.2		
Approach LOS	D			E				F			F		
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	5.3	67.8		28.3	17.4	55.7		17.5					
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	* 5.7		4.0					
Max Green Setting (Gmax), s	4.0	50.0		30.0	15.0	* 50		30.0					
Max Q Clear Time (g_c+11.5), s	12.6	64.1		22.9	13.1	52.0		12.7					
Green Ext Time (p_c), s	0.0	0.0		1.3	0.2	0.0		0.7					

Intersection Summary

HCM 6th Ctrl Delay 108.1

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix H.2: Travel Demand Model Forecasting Approach

The travel demand forecasting approach includes two models: the City/County Association of Governments of San Mateo County Travel Demand Model (C/CAG Model) and Brisbane's sub-area travel model. The C/CAG Model was used to create the regional VMT and trip distribution inputs for Brisbane's sub-area travel model, which was then used to estimate daily roadway volumes and intersection LOS in the project study area. Appendix H.2 includes a detailed description of the modeling methodology, a description of the future year land use and transportation changes, and some considerations related to the inherent uncertainty of estimating future year conditions.

Appendix H.2 includes the following subsections:

- Appendix H.2.1. Modeling Methodology
- Appendix H.2.2. Cumulative Land Use and Transportation Changes
- Appendix H.2.3. Emerging Transportation Technology and Travel Options
- Appendix H.2.4. VMT Impact Analysis Limitations

Appendix H.2.1 Modeling Methodology

A travel demand forecasting model is required to provide a complete estimate and accounting of VMT effects and changes to traffic patterns associated with land use projects. The City of Brisbane uses the C/CAG-VTA Bi-County Transportation Model ("C/CAG Model") for assessing regional travel changes for land use changes.

However, the current C/CAG model has only seven transportation analysis zones (TAZs) representing the study area and while the level of detail for the roadway network is appropriate for assessing regional travel patterns, local travel patterns are affected by factors such as traffic signal timing, bottlenecks, and vehicle queues, that a macroscopic (e.g., regional scale) model is less attuned too. Therefore, the City of Brisbane developed a sub-area model to better account for local travel patterns and to disaggregate land use zones to allow for a more detailed analysis of land use projects than would be possible with the current C/CAG model. The Brisbane Sub-Area model also includes refinements to the roadway network to include public streets and major driveways in the study area.

The "mesoscopic"¹ Brisbane Sub-Area model is based on a sub-area extraction from the C/CAG Travel Demand Model (Cube software platform) and is primarily a traffic assignment model for the purpose of providing a detailed representation of traffic circulation and operational performance of the roadway network in Brisbane. This combination of inputs to the Brisbane Sub-Area model allows for the transportation analysis to capture more sensitivity to local circulation and traffic operations than the C/CAG model, as the Brisbane Sub-Area model incorporates signal timings, intersection and lane geometries, and turn movement delays while maintaining appropriate regional sensitivity for VMT analysis. The Brisbane Sub-Area model accounts for roadway capacity, traffic congestion, and local circulation in a manner that the C/CAG model does not and allows for a variety of CEQA and non-CEQA metrics to be extracted. The Brisbane Sub-Area model is suitable to evaluate land use, transportation system changes, and Project-level mode share with effects that are primarily contained within the City boundary. This model is used to estimate roadway and turning volume forecasts, volume-to-capacity ratios and/or Level of Service, average travel times and travel speeds, queue lengths, and cut-through traffic in the project study area. The sub-area roadway network includes most public streets and major driveways in the study area.

To evaluate changes with larger magnitudes and regional implications, such as large residential or regional transit projects, a regional model run is performed followed by the sub-area model run with the updated regional model context, as described further in the **Travel Demand Forecasting** section.

¹ A scale of model that includes features of both "macroscopic" regional travel demand models that allow for the assignment of vehicle trips, such as the C/CAG model, and "microsimulation" models that assess the operations of individual roadway segments or intersections, such as VISSIM or Synchro.

Software Selection

For the “mesoscopic” analysis, Visum (PTV), Cube Avenue (Citilabs), and TransCAD (Caliper) were considered, as all three have Caltrans acceptance and the ability for both dynamic traffic assignment (DTA) or near-DTA capabilities to model traffic congestion. Visum is selected for the following reasons:

- In Fehr & Peers’ experience, the powerful and flexible data structure of Visum allows for relatively faster and more efficient model editing (roadway network, TAZ) compared to the other two platforms, making it a more effective tool. Visum offers a superior “Scenario Management” functionality for running multiple scenarios.
- Select link (or flow-bundle) analysis and visualization is instant. In the Cube platform, select link analyses require additional scripting and run time.
- Visum has better integration with traffic operations analysis tools such as Vissim, Vistro, and Synchro.
- Visum can integrate trip generation and trip distribution at mesoscopic scale (allowing for quicker scenario testing). Cube Avenue does not have this capability.

This sub-area model uses Visum’s *Scenario Management* feature. Scenario Management is a valuable tool that allows related networks to be contained in a single file. This tool allows for more efficient workflow as changes made in the base network are carried over to other scenarios, and modifications (a set of changes to the base network) can be applied to create multiple scenarios. This tool is helpful for comparing scenarios against differences in network geometry, travel demand, outputs, and times of day, with visualizations that help you make comparisons. This model was most recently updated and saved in *PTV Visum 2023, Service Pack 1-5*.

The overall workflow of the sub-area traffic assignment is noted below. Steps 1-5 are described under the **Travel Demand Forecasting** section below. Steps 6-10 are described in the **Traffic Assignment and Performance Indicators and Outputs** Section.

Travel Demand Forecasting Steps

1. Calibrate C/CAG Model to Reflect Existing and Planned Future Conditions
2. Run C/CAG Model with Sub-Area and Extract Sub-Area Demand
3. Import C/CAG Sub-Area Demand into Visum
4. Disaggregate Transportation-Analysis Zones (TAZs)
5. Calibrate Origin-Destination (OD) Demand and Perform Edits (if needed)

Traffic Assignment and Performance Indicators and Outputs Steps

6. Refine Roadway Network (if needed)
7. Prepare Network Capacities
8. Run Traffic Assignment
9. Prepare Performance Indicators and Outputs
10. Validate Sub-Area Model

Visum allows for the transfer of model outputs to Vissim, where a focused study is performed for the Geneva Avenue extension and future Candlestick Interchange to account for the closely spaced intersections and interactions of the U.S. 101 ramp terminal with adjacent intersections.

Travel Demand Forecasting

Travel demand forecasting includes a series of steps to feed origin-destination travel demand matrices (OD matrices) from the C/CAG Model into the Brisbane Sub-Area model. The sub-area model framework includes refinements and enhancements to the initial sub-area extraction from the C/CAG regional model. The current C/CAG model has seven transportation analysis zones (TAZs) representing the study area, and the zones were disaggregated into smaller zones in the sub-area model for a more detailed analysis. The Brisbane Sub-Area model also includes refinements to the roadway network to include most public streets and major driveways in the study area. These steps are described in detail below.

1. Calibrate C/CAG Model to Reflect Existing and Planned Future Conditions

The C/CAG Model is a trip-based regional travel demand model that considers regional land use patterns, approximated highway congestion, and connecting transit service within the nine-county Bay Area region. The C/CAG model was reviewed and updated through a series of diagnostic tests as recommended by FHWA to assess the model's performance and reasonableness, and a series of refinements were made to the model inputs for land use, roadway network and transit service within Brisbane and adjacent communities. The existing conditions model calibration was based on the most recent population and employment information available from the American Community Survey (ACS) and Longitudinal Employer-Household Dynamics (LEHD data) from 2019 while future year conditions were based on a review of the cumulative projects and the most recent ABAG projections for the year 2040 to align with the C/CAG model forecast year and cumulative analysis year. These updates improve the C/CAG model's effectiveness in reasonably estimating current travel patterns and changes in travel patterns in response to land use and transportation network changes.

2. Run C/CAG Model with Sub-Area and Extract Sub-Area Demand

The C/CAG model was run to determine regional travel patterns and the sub-area travel demand was extracted from the regional model into the Brisbane Sub-Area model. The Brisbane Sub-Area model performs traffic assignment with OD matrices as inputs from the C/CAG regional model. It does not include trip generation, trip distribution and mode choice components.

3. Import C/CAG Sub-Area Demand into Visum

The C/CAG sub-area AM and PM one hour OD matrices in excel format are imported into Visum. The C/CAG OD matrices for the seven vehicle types (drive alone, shared 2, shared 3+, truck 2-axle, etc.) were aggregated into a CAR and HGV (truck) matrix in Visum. For this study, the CAR and HGV matrices were combined to assess the peak hour vehicle traffic on the study roadways.

4. Disaggregate TAZs

The C/CAG zones are disaggregated into smaller zones to further refine the Origin-Destination pairs and subsequent routing of trips in the transportation network, which has more routing choices than in the C/CAG model for the study area. The current C/CAG model has seven TAZs representing the City of Brisbane with one TAZ representing the Brisbane Baylands Project. The Brisbane Sub-Area model disaggregated the TAZ representing the Brisbane Baylands Project into nine zones so the City of Brisbane is represented by 15 zones in the Brisbane Sub-Area model. Additionally, the current C/CAG model has one TAZ representing the area north of the Project (Executive Park, Candlestick Point, Hunters Point). This TAZ was disaggregated into six zones. The disaggregation of C/CAG zones into smaller zones accounts for the variation in land uses, street network, and neighborhoods that make up the zones high share of future growth.

Zone disaggregation in Visum is done through weighting, or shares, for the portion of trips within the C/CAG zone that should be assigned to each zone within the C/CAG zone. Weighting for existing land uses is based on observed data for representative land uses. Visum's multi-point assignment method is used for connector shares, which distributes the demand of each single OD pair between zones to all available connectors proportionally to their weights. Connector weighting or demand is related to connector capacity in the volume-delay function of the connector.

5. Calibrate Origin-Destination (OD) Demand and Perform Edits (if needed)

The Brisbane Sub-Area model was calibrated to existing conditions using suggested calibration targets for vehicle volumes developed by Caltrans and FHWA. The Brisbane Sub-Area model includes an *OD Adjustment* matrix (for the AM and PM peak hour) to account for differences between existing conditions observed traffic count data and existing conditions C/CAG OD data.

On congested corridors like U.S. 101 north of Beatty Avenue/Alana Way/Harney Way interchange, observed traffic counts are typically constrained due to congestion and do not represent the true demand volumes. For a given location along the corridor, demand volumes are typically estimated based on the number of counted vehicles and the number of vehicles in queue upstream of that location.

For a peak period, which starts and ends in uncongested conditions, e.g., 1:00 PM to 7:00 PM, the total peak period demand volume should equal the total peak period traffic count. However, at most bottleneck locations on this corridor, the total peak period demand volume estimated in the previous step was substantially different and higher than the total peak period traffic count. Further inspections of the PeMS traffic counts suggested that the PeMS detector counts are depressed at congested mainline and ramp locations. Due to the apparent limitation of PeMS detector data at congested locations, alternate counts were collected for the on- and off-ramps, and mainline locations where available, from other sources for peak period counts at ramp terminal intersections including at the Lagoon Road/Sierra Point Parkway U.S. 101 on- and off-ramps.

To calibrate the Brisbane Sub-Area model to hourly observed data, the O-D matrices were sliced into one-hour increments. The matrices were then adjusted using Visum's built-in O-D estimation process (TFlowFuzzy) to reflect hourly demand volumes along the corridor. The observed data used for matrix calibration includes turning movement volumes from StreetLight and traffic counts, and link level volumes

from the Caltrans Performance Measurement System (PeMS) data. This *OD Adjustment* matrix is applied to the future year scenarios for consistency. There are limitations to this approach such as arbitrariness introduced by OD matrix estimation. After travel demand is prepared, refinements in the Sub-Area model were made to run the traffic assignment for each scenario and assess traffic conditions. The following section describes this process.

Traffic Assignment & Performance Indicators and Outputs

The Sub-Area model was applied on the project to generate various performance indicators including traffic volumes and intersection delays. Many of these metrics rely on user-defined attributes and formulas defined in the Visum model to post-process and summarize the outputs. Traffic Assignment is rerun when there are changes to O-D demand or to the roadway network as these both affect the assignment output and results.

6. Refine Roadway Network

The C/CAG model roadway network was extracted from Cube and imported into Visum to serve as the base for the further refinements to the roadway network for the sub-area model. The roadway network for existing conditions includes most public streets, major driveways, and frequent cut through routes in the study area. The roadway network for future conditions was modified in Visum for each scenario.

The Sub-Area model is used to understand the effects of regional growth on the City of Brisbane, roadway changes including Geneva Avenue extension, test interim land use scenarios, and study Citywide Infrastructure planning projects like a road-diet or widening, and traffic signal and ramp operations.

7. Prepare Network Capacities

Baseline capacities were assigned to links and turns based on typically observed and modeled capacities for a given set of roadway characteristics and in a manner consistent with the C/CAG model and FHWA guidance. Link capacities are determined using roadway characteristics such as roadway class, posted speed, and number of lanes. Turn capacities are determined from the type of turn and from/to priority of the turn movement (e.g., a minor street turning left onto a major street). These capacities are used to translate the OD matrices to link and turn level volumes, based on capacity of the roadway network, through Visum's optimization method.

8. Run Traffic Assignment

In the sub-area model, the current car and truck origin-destination matrix is adjusted based on each respective scenario before the traffic assignment. Once the matrices are changed, the traffic assignment is run.

9. Prepare Performance Indicators and Outputs

The preparation of both performance indicators and outputs stem from the creation of both user defined data and formula attributes, which are then output for post processing.

10. Validate Sub-Area Model

The sub-area model is validated based on relevant national guidance and checks were performed to test the model's response to changes in the transportation system and its ability to reasonably predict future conditions. Vehicle travel times from the traffic assignment were compared to estimates from crowd-sourced data available on the internet, including Google Maps travel times to confirm the model's reasonableness. Outputs for intersection level of service for existing conditions were compared to real data to assess and validate the model. For future scenarios, the results were compared across scenarios to assess whether the results make sense. Static validation results for the Brisbane Sub-Area model under existing conditions are presented below.

Brisbane Sub-Area Model Static Validation Results

Static validation compares a model's "static" estimation of travel behavior to observed travel behavior. The Brisbane Sub-Area model volumes were compared to existing traffic count data to evaluate how closely the model output matches actual counts; both traffic counts that were used for model calibration, described in Step 5 of travel demand forecasting, as well as counts not used in model calibration but were available under the baseline traffic year were compared and documented below. Additionally, the Brisbane Sub-Area model validation results were compared to the validation results for the C/CAG model, which can be found in **Appendix H.2.2**.

The Brisbane Sub-Area model was calibrated using intersection turning movement volumes and link level volumes. Criteria measures and targets were used to measure the model's accuracy. The results of the model validation are presented in **Table H.2-1** below. As shown in **Table H.2-1**, the model volumes met all acceptability targets for validation.

Table H.2-1: Brisbane Sub-Area Model Static Validation Results: Baseline Year

Validation Measure	Acceptability Target	AM Peak Period	PM Peak Period
Model-to-Count Ratio (All Locations)	Within $\pm 10\%$	0.5%	-1.0%
Sum of link volumes compared to sum of all link counts	Within $\pm 5\%$	0.5%	0.7%
Sum of turn volumes compared to sum of all link counts	Within $\pm 5\%$	-2.5%	-4.2%
Turn volumes should have a GEH ¹ statistic less than 5	> 85% of cases	100%	95%
Freeway link volumes should have a GEH ¹ statistic less than 5	> 85% of cases	93%	93%
R-squared ² value for turn volumes	Close to 1	1.00	1.00
R-squared ² value for freeway link volumes	Close to 1	1.00	1.00
Number of Validation Locations ³	–	34	34

Notes:

1. GEH is a measure of goodness of fit named after the statistician who developed it.
2. R-squared measures the strength of the relationship between your model and the dependent variable on a convenient 0 – 100% scale.
3. Validation locations include 14 freeway ramps and 20 intersections.

Source: California 2017 RTP Guidelines, California Transportation Commission

Intersection Level Static Validation

All of the Brisbane Baylands Project study intersections as well as supplemental intersections in the study area were used for model calibration. The intersection volumes were developed from a mix of Streetlight and traffic counts collected in 2019 and 2020. **Table H.2-2** presents a comparison of the AM peak hour and PM Peak hour intersection count volumes used for model calibration to the intersection model volumes under Existing Conditions. The turning movement volumes are 3-4 percent lower than the sum of all turning counts. The R squared values are equal to 1.0 for both the AM and PM peak hour. In the AM peak hour, all of the turn movement locations have a GEH value lower than 5. In the PM peak hour, 19 out of the 20 locations (95%) have a GEH lower than 5.

Table H.2-2: Intersection Level Static Validation

Intersection	AM Peak Hour				PM Peak Hour			
	Count	Model Volume	% of Count	GEH	Count	Model Volume	% of Count	GEH
Study Intersections								
1. Beatty Ave / Tunnel Ave	613	513	84%	4.2	424	347	82%	3.9
2. Beatty Avenue / Alana Way / U.S. 101 SB Ramps	727	762	105%	1.3	489	529	108%	1.8
3. Harney Way / Alana Way / Thomas Mellon Drive / U.S. 101 NB Ramps	1,177	1,071	91%	3.2	1,146	1,075	94%	2.1
4. Tunnel Ave / Lagoon Road	503	487	97%	0.7	482	482	100%	0.0
5. Sierra Point Pkwy / Lagoon Road / U.S. 101 southbound ramps	537	482	90%	2.4	660	585	89%	3.0
6. Sierra Point Pkwy / U.S. 101 northbound ramps	838	810	97%	1.0	753	738	98%	0.6
7. Geneva Ave / Carter St	2,281	2,294	101%	0.3	2,221	2,210	100%	0.2
Supplemental Intersections								
8. Bayshore Blvd / Tunnel Ave	1,885	1,908	101%	0.5	2,331	2,324	100%	0.1
9. Bayshore Blvd / Geneva Ave	2,160	2,195	102%	0.7	2,564	2,407	94%	3.1
10. Bayshore Blvd / Industrial Way	1,518	1,491	98%	0.7	1,698	1,595	94%	2.5
11. Bayshore Blvd / Main St	1,540	1,541	100%	0.0	1,733	1,622	94%	2.7
12. Bayshore Blvd / Guadalupe Canyon Parkway	2,224	2,122	95%	2.2	2,289	2,140	93%	3.2
13. Bayshore Blvd / Valley Dr	2,436	2,370	97%	1.4	2,373	2,304	97%	1.4
14. Bayshore Blvd / Old County Rd / Tunnel Ave	2,621	2,608	100%	0.3	2,596	2,582	99%	0.3
15. Bayshore Blvd / Van Waters and Rodgers Rd	2,262	2,158	95%	2.2	2,211	2,102	95%	2.3
16. Bayshore Blvd / San Bruno Ave	2,432	2,320	95%	2.3	2,432	2,270	93%	3.3
17. Quarry Road/ S Hill Drive	252	203	81%	3.2	259	180	69%	5.4
18. Valley Dr / S Hill Dr	801	699	87%	3.7	839	766	91%	2.6
19. Valley Dr / Park Ln	607	604	99%	0.1	575	581	101%	0.3
20. Guadalupe Canyon Pkwy / N Hill Dr	978	1,041	106%	2.0	1,036	1,059	102%	0.7

Source: Fehr & Peers, 2024.

Link Level Static Validation

The model was calibrated to link level volumes from the Caltrans Performance Measurement System (PeMS) data. **Table H.2-3** presents a comparison of the existing AM peak hour and PM Peak hour roadway volumes used for model calibration to the link volumes under the Existing Conditions model scenario. Link level volumes are closer to existing counts than the turn movement volumes that were used to calibrate the Sub-Area model. The sum of all link volumes used in calibration are within 1% of the sum of all link level counts. The R squared values are equal to 1.0 for both the AM and PM peak hour. 13 out of the 14 links (93%) have a GEH value of lower than 5 in both the AM and PM peak hour.

Table H.2-3: Peak Hour Link Level Static Validation

VDS	AM Peak Hour				PM Peak Hour			
	Count	Model Volume	% of Count	GEH	Count	Model Volume	% of Count	GEH
401358	9,073	9,014	99%	0.6	8,612	8,531	99%	0.9
401448	9,064	9,079	100%	0.2	7,972	8,016	101%	0.5
400744	8,610	8,597	100%	0.1	7,316	7,407	101%	1.1
400260	8,231	8,227	100%	0.0	7,390	7,354	100%	0.4
401357	8,219	8,232	100%	0.1	7,020	7,075	101%	0.7
401454	7,728	7,753	100%	0.3	6,448	6,442	100%	0.1
401795	7,505	7,633	102%	1.5	6,757	6,860	102%	1.2
403092	421	422	100%	0.0	811	800	99%	0.4
405529	391	399	102%	0.4	102	98	96%	0.4
405839	334	462	138%	6.4	137	229	167%	6.8
405867	309	310	100%	0.0	205	257	125%	3.4
405883	201	229	114%	1.9	146	166	113%	1.6
405884	88	134	152%	4.4	216	277	128%	3.9
405864	88	63	71%	2.9	210	202	96%	0.5

Notes:

1. PeMs identifies unique detector locations collected vehicle volumes with a number, referred to as VDS.

Source: Fehr & Peers, 2024.

Figure H.2-1 displays a comparison of the count volumes to the model volumes for freeway links used in static validation.

Figure H.2-1. Freeway Link Static Validation

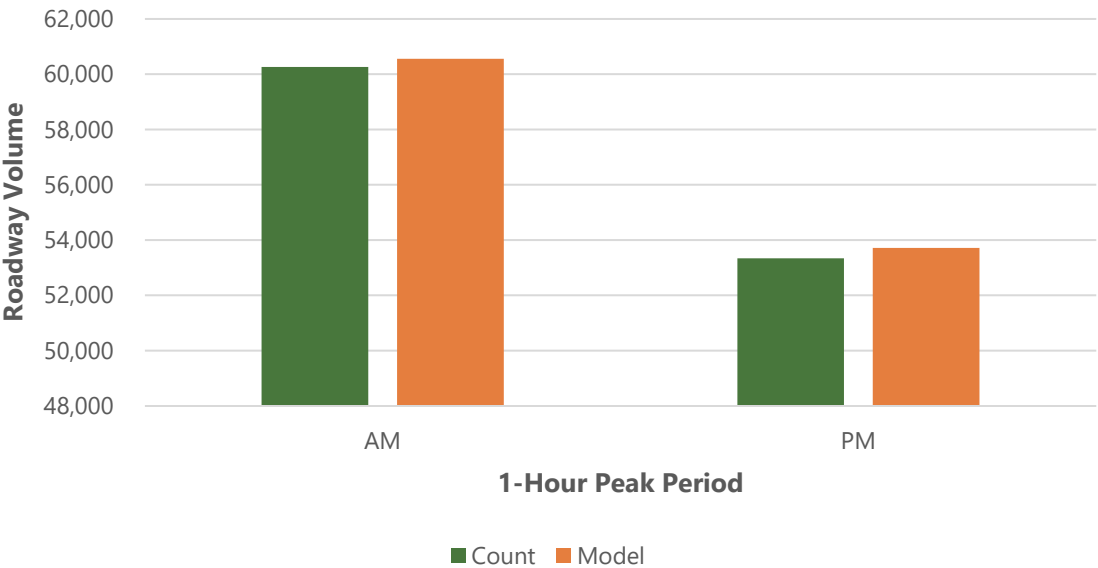
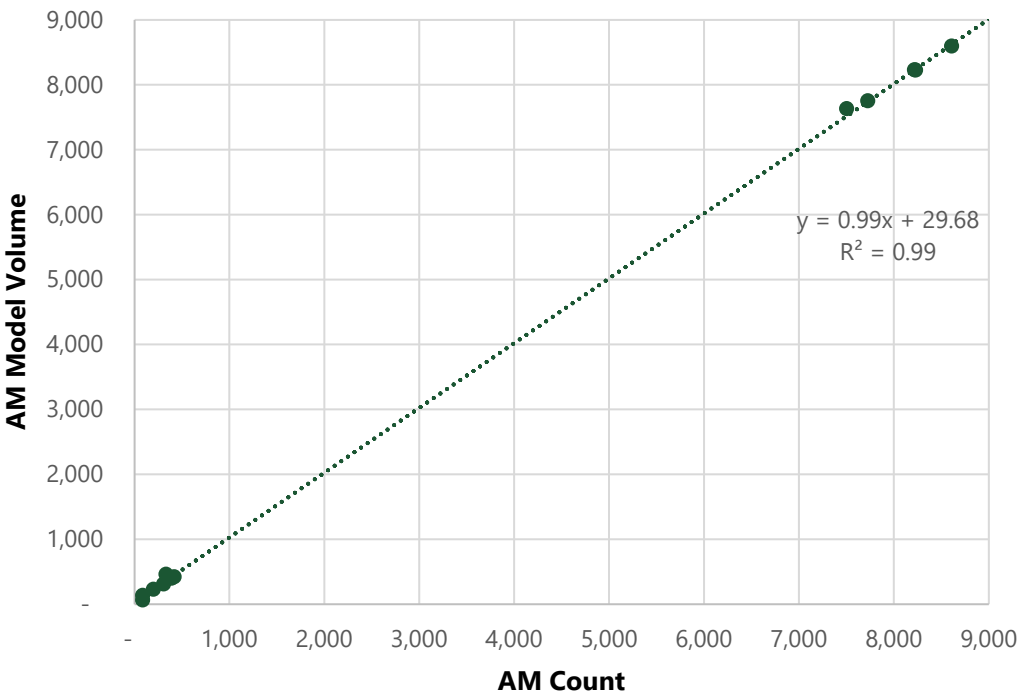


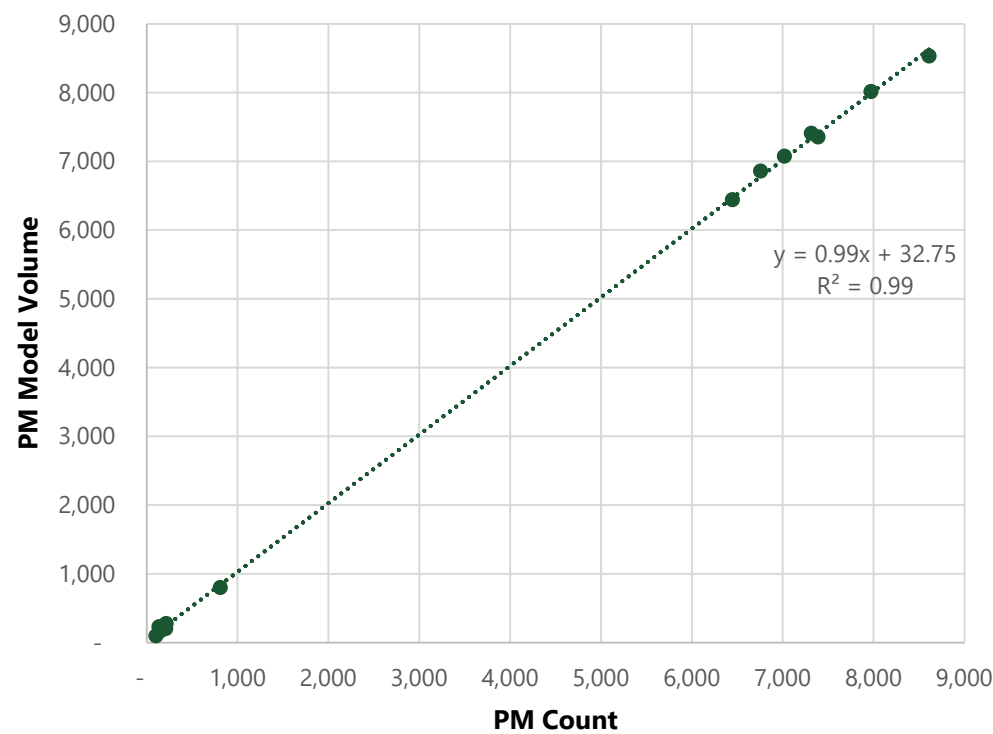
Figure H.2-2 and Figure H.2-3 display the R-squared plot for the AM and PM peak hours respectively.

Figure H.2-2. 1-Hour AM Peak Freeway Link Calibration R-Squared Plot



Source: Fehr & Peers, 2024

Figure H.2-3. 1-Hour OM Peak Freeway Link Calibration R-Squared Plot



Source: Fehr & Peers, 2024

Appendix H.2.2 Cumulative Land Use and Transportation Changes

The analysis of cumulative conditions considers foreseeable changes to both land use development and the transportation network. **Table H.2-4** presents specific projects that are anticipated to be complete for cumulative conditions, with additional details in the Guadalupe Quarry Annexation and General Plan/Zoning Amendment Project Draft Environmental Impact Report.

In addition to these specific projects, these future year scenarios account for regional growth associated with the buildout anticipated by 2040 of the General Plan's for San Francisco, Daly City, and South San Francisco, and the regional changes planned for in Plan Bay Area 2040. This growth includes site specific land use growth shown in the supplemental tables that would not have a substantial effect on traffic volumes through the study area and is counted towards the buildout of the respective cities general plans. Larger projects such as the Cow Palace that do not have a specific land use plan proposal, and thus may not be reasonably foreseeable, are also included within the background growth. Additional land use and transportation changes, such as those included in Plan Bay Area 2050, are not included within this cumulative year analysis because they would occur beyond the 2040 horizon year.

Table H.2-4: Future Year Land Use and Transportation Changes

Transportation / Infrastructure ¹	Land Use ²
Caltrain Modernization Program	Local Housing Elements
Recology 501 Tunnel Avenue Facility Modernization Project	Prorated General Plan buildouts
Bayshore Multi-Modal Facility	Genesis Marina (3000-3500 Marina Blvd)
Visitacion Valley and Portola Community Based Transportation Plan	Sierra Point Towers
Southeast Muni Expansion	Sierra Point Hotel and Life Sciences Project
US 101/Candlestick Interchange Reconstruction as envisioned by the 2013 PSR	Baylands North (Schlage Lock Redevelopment Plan)
Geneva-Harney Bus Rapid Transit ³	Brisbane Baylands Specific Plan
	Executive Park Amended Subarea
	Hunters Point Shipyard-Candlestick Point
	Sunnydale HOPE SF Master Plan
	General Plan Buildouts
Other Regional Projects Considered but not Included	
California High Speed Rail, San Francisco to San Jose Segment	
California High Speed Rail Brisbane Light Maintenance Facility	

Notes:

1. The only projects that would affect transportation infrastructure that would affect travel patterns through the study area are included here. The Geneva Avenue Extension is not listed in this table as is a proposed feature of the Baylands Specific Plan.
2. Other projects shown in the Guadalupe Quarry Annexation and General Plan/Zoning Amendment Project Draft Environmental Impact Report in Daly City and South San Francisco are within their General Plan buildouts.
3. SFMTA's near-term plans for improving transit, bicycle, and pedestrian access along Harney Way and Alana Way, including new cycle tracks and traffic signals, are incorporated as a part of the Southeast Muni Expansion, Executive Park, and Candlestick-Hunters Point projects (see <https://www.sfmta.com/projects/harney-101-transit-crossing-project>). The Geneva-Harney long-term BRT project is incorporated within the Cumulative Plus Project scenarios as the Geneva Avenue Extension proposed by the Baylands Specific Plan is required to connect this facility across the Caltrain tracks.

Source: Metis, Fehr & Peers, 2023.

Appendix H.2.3 Emerging Transportation Technology and Travel Options

Transportation and mobility are being transformed through several forces ranging from new technologies, different personal preferences, and the unique effects of the COVID-19 pandemic, the combination of which could alter traditional travel demand relationships in the near term and long term. These disruptive trends increase uncertainty in forecasting future travel conditions, especially considering that new technologies such as automated vehicles (AVs) may operate on future transportation networks under future year conditions. Information about how technology is affecting and will affect travel is accumulating over time.

Furthermore, the COVID-19 pandemic and subsequent actions by federal, state, and local governments to curtail mobility and encourage physical distancing (i.e., limit in-person economic and social interactions) has temporarily but profoundly changed travel conditions. While travel activity will likely stabilize into a post-pandemic new normal, it is possible that some of these temporary changes will influence people's travel choices into the future, including either accelerating or diminishing some of the emerging trends in transportation that were already underway prior to the pandemic.

As the C/CAG model does not account for the operations of AV's or changes to travel patterns due to the COVID-19 pandemic given the inherent uncertainty of how these effects will continue into the future, the discussion and quantitative evaluation of trends presented below are intended to provide information about how this technology could affect the conclusions of this study. Some of the emergent changes already influencing travel behavior that could accelerate in the future include the following.

- Substituting internet shopping and home delivery for some shopping or meal-related travel.
- Substituting participating on social media platforms for social/recreational travel.
- Substituting telework for in-office work/commute travel.
- Substituting telemedicine appointments for eligible in-person medical appointments.
- Using new travel modes and choices. Transportation network companies such as Uber and Lyft, car sharing, bicycle/scooter sharing, and on-demand micro-transit services have increased the options available to travelers and have contributed to changes in traditional travel demand relationships. The C/CAG model was calibrated to 2019 conditions and may not fully capture all the factors influencing transit ridership declines today or in the future.
- Automation of vehicles. Both passenger vehicles and commercial vehicles and trucks are evolving to include more automation. Research, development, and deployment testing is proceeding on AVs; AVs do not require an operator and navigate roadways autonomously. Forecasts of how quickly research, development, and deployment testing will transition to full deployment and marketing of AVs vary widely both on the pace of the transition and the market acceptance of fully automated operation. More uncertainty exists around the behavioral response to AVs. In terms of VMT impacts on the transportation system and the environment, the worst-case scenario would be one in which AVs are privately owned, as they are now, but the automated function of AVs would cause them to be used more as described below.

- AVs could be repositioned to serve different members of a household (e.g., have an AV drop a worker at their workplace, then drive back home empty to serve another trip such as taking a student to school). The repositioning of AVs could add significantly to traffic volumes and VMT.
- AVs could reduce the value travelers place on time spent in a vehicle, resulting in an increase in willingness to make longer trips. For example, if a person could read or work in an AV instead of focusing on driving, they might be willing to commute longer distances to work. Conversely, a worker who would prefer to live in a rural area but is unwilling to drive far enough to act on that preference in a conventional vehicle may be willing to do so using an AV.
- AVs could increase willingness to drive more to avoid parking costs or tolls. For example, a person going to a sporting event in an area that charges for parking might use an AV to be dropped off at the venue, and then re-position and park the AV in an area that does not charge for parking.
- Connected vehicles can communicate wirelessly with their surroundings, including other vehicles, bicyclists, pedestrians, roadway infrastructure (i.e., traffic signals, toll facilities, and traffic management facilities), and the internet. The influence that connected vehicles may have is still speculative but includes potential for reductions in collisions and congestion and greater overall network performance optimization.

Given the uncertainty of these factors and the effect to travel associated with the proposed warehousing and distribution land uses, the C/CAG model estimates were not adjusted to reflect these trends.

Additional limitations inherent to VMT analyses are presented in the following section. The City retains the discretion to account for these travel pattern changes and limitations to the regional roadway network to serve the projected regional traffic growth to ensure decision makers are provided an accurate assessment of future travel patterns.

Appendix H.2.4 VMT Impact Analysis Limitations

The analysis concludes that the project would have a significant impact on VMT due to employee per capita VMT levels exceeding the threshold. This conclusion relies on land use and transportation network data reviewed and approved by the City of Brisbane and relies on the latest travel demand model consistent with CEQA Guidelines §15064.3(b)(4). It is important to note that there are inherent limitations to estimating future year scenarios, including future year traffic conditions and project-generated VMT, as explained below.

Cumulative Inputs and Emerging Trends

First, long-term land use developments and transportation infrastructure improvements that are planned to occur beyond the 20-year analysis period used for the 2040 scenario are not included in cumulative conditions. This analysis relies on the latest C/CAG travel demand model, which has a forecast year through the year 2040, as this is the local travel demand model covering the study area and selected by the City of Brisbane. The continued densification of land uses in the region and inclusion of additional transportation programs aimed at reducing traffic generation and VMT envisioned by Plan Bay Area 2050 would further contribute to aligning regional travel with state environmental goals and requirements beyond what is projected for 2040 conditions within this study, although due to the longer timeframe, the uncertainty related to how travel patterns will operate in 2050 is greater.

Second, C/CAG's travel demand model was developed based on land use growth trends and travel behavior survey data collected before the COVID-19 pandemic. While C/CAG's model was calibrated to replicate base year traffic conditions, travel behavior and the transportation systems are changing quickly in response to emerging trends and new technologies. As described above in the **Emerging Transportation Technology and Travel Options** section, this includes increased telecommuting, on-demand ride-hailing (e.g., Uber and Lyft) and micro-transit services, car-sharing, bicycle/scooter-sharing, and automation of vehicles. Additional land use trends that are evolving include the assumption that office and job growth will continue at or near pre-pandemic levels in San Francisco and San Mateo County when as of April 2023, the office vacancy in San Francisco remains at nearly 30 percent.² These changes combined with the current effects of the COVID-19 pandemic increase uncertainty about how VMT generation rates may change for land use projects over the time.

Historical VMT Trends

When making a final VMT impact determination, other available evidence related to VMT trends should be considered. This analysis identified the following relevant information.

- 2018 Progress Report, California's Sustainable Communities and Climate Protection Act (2018 Progress Report) (California Air Resources Board 2018).
- Draft 2022 Progress Report, California's Sustainable Communities and Climate Protection Act (2022 Progress Report) (California Air Resources Board 2022)

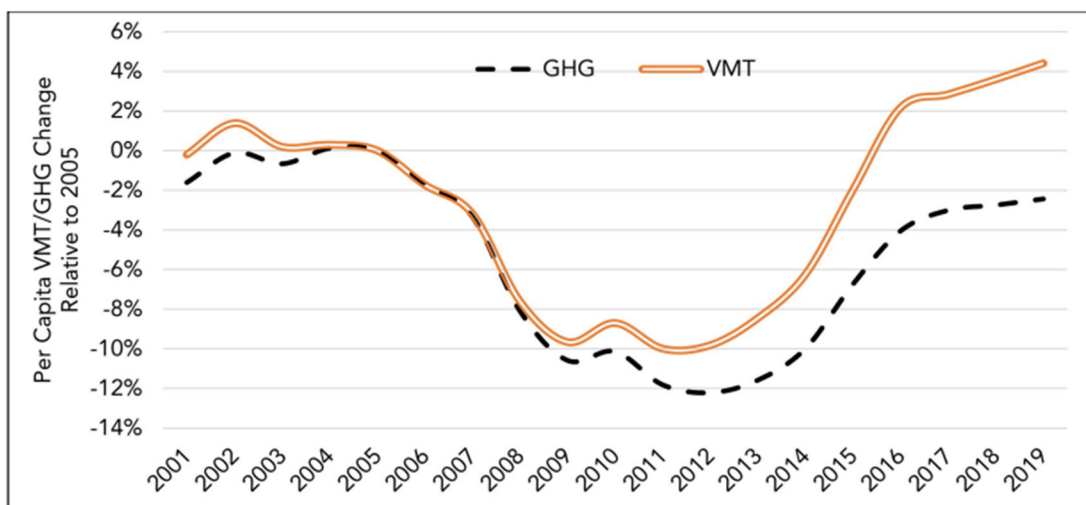
² <https://www.bizjournals.com/sanfrancisco/news/2023/03/29/s-f-office-vacancy-increases-first-quarter.html>
Accessed by Fehr & Peers on April 7, 2023.

- California Air Resources Board Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals (Audit Report) (Auditor of the State of California 2021).
- Final 2022 Scoping Plan Update (Scoping Plan) (California Air Resources Board, 2022).

The 2018 and Draft 2022 Progress Reports measure the effect of SB 375, revealing that VMT and GHG per capita increased in California between 2010 and 2019 and are trending upward (Figure H.2-1).

Figure H.2-4. 2022 Progress Report VMT/Capita Trends

Figure 1. Light-Duty VMT and GHG Per Capita Relative to 2005 (California's 18 MPO Regions Aggregated)³³



2019 data indicate that nearly all regions were far from achieving 2020 targets set by CARB.

Source: California Air Resources Board 2018

The Audit Report is a more recent assessment of CARB's GHG reduction programs, which also found that VMT and associated GHG emissions were trending upward through 2018. Per the audit, the state is not on track to achieve 2030 GHG reduction goals, and emissions from transportation have not been declining. The 2020 Mobile Source Strategy (California Air Resources Board 2021) also acknowledges the challenge of VMT reduction and states, "Without additional policy intervention, VMT may continue to rise."

The Scoping Plan reviews California's progress for meeting GHG reduction goals and sets forth strategies to achieve those goals based on past performance. The plan acknowledges that the state is not meeting its VMT reduction objectives and that VMT growth is returning after COVID-19 pandemic effects diminish.

After a significant pandemic-induced reduction in VMT during 2020, passenger VMT has steadily climbed back up and is now closing in on pre-pandemic levels. Driving alone with no passengers remains the primary mode of travel in California, amounting to 75 percent of the mode share for daily commute trips. Conversely, transit ridership, which was also heavily affected during the

lockdown months, has not recovered at the same pace as VMT, and roughly averages two-thirds of pre-pandemic levels of ridership.³

This evidence demonstrates the challenge of reducing VMT when background macro-level conditions are contributing to higher VMT generation rates.

The evidence above suggests greater action on the part of the state and local agencies may be needed to achieve the state's VMT and GHG reduction goals and to provide a high level of confidence that the Project's VMT impact findings will be realized in the future. The Project would be required to implement TDM strategies for compliance with City of Brisbane Municipal Code 10.52 and Mitigation Measure TRAN-1 to fulfill the basic objectives Plan Bay Area 2050 and SB 743 for local land projects. However, given the location of the project and nature of the employment for warehousing projects, the project's VMT impact would remain significant and unavoidable. Therefore, the VMT results presented in this report represent a reasonable assessment of the potential VMT impacts associated with the Project using the latest tools, data, and modeling approaches.

³ <https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp.pdf> (page 155)

Appendix H.3 Project Travel Demand Supporting Materials

Fehr & Peers estimated the effectiveness of the Project's TDM program. The results are presented in the following attachments, with first TDM effectiveness with the required TDM measures as a part of the project, and then the combination of the project TDM measures and those required by Mitigation Measure TRAN-1.

Appendix H.3 - TDM Effectiveness Calculations Summary

VMT per Capita

VMT Threshold

10.5

Scenario	Reduction due to TDM		% reduction required reach to threshold
Base VMT		15.3	31%
Project VMT with TDM	5.2%	14.5	28%
Project + Mitigation	26.4%	11.3	7%
Mitigation only	21.2%		

Project TDM Effectiveness

CAPCOA 2021 Measure	Brisbane TDM Ordinance Measure(s)	VMT Reduction Potential	Calculation
T-7. Implement Commute Trip Reduction Marketing	- Participation in Commute.org and/or Transportation Management Association - Designated TDM Coordinator	-4.0%	-96.0%
T-9-B. Implement Subsidized or Discounted Transit Program	Pre-Tax Transit Benefits	-1.2%	-98.8%
Supportive Measures (Not Quantified) ^b	- Commute.org Shuttle Contributions - On-Site Bicycle Parking	N/A	
Total Reduction		5.2%	94.8%

Project + Mitigation TDM Effectiveness

TDM Measure	Is it feasible for this measure to provide additional VMT reduction if implemented by the Project?	VMT Reduction Potential
Provide upgrades to pedestrian, bicycle, or transit infrastructure along the Project's frontage	• Yes. Sufficient width exists on South Hill Drive for a new sidewalk and Class II Bicycle Lane.	-0.5%
Provide a fair share financial contribution toward a Commute.org shuttle service to achieve 15-minute headways in SP-SCRO Zoning District	Yes. Financial contributions to Commute.org's shuttles are already required.	0.9% and 1.9%
Provide a subsidized carpool and vanpool program	Yes.	-0.9%
Provide parking cash-out or implement paid parking on-site	Yes.	-12.0%
Provide transit subsidy benefits up to the Internal Revenue Service (IRS) maximum amount	Yes. In tandem with the Commute.org's shuttle expansion.	-5.5%
Provide access to end-of-trip bicycle facilities including showers, lockers, and a bicycle repair station on-site, or within 100 yards of the site	Yes.	-2.7%
Total Potential VMT Reduction		26.4%
Total Additional VMT Reduction		21.2%

-99.5%

-99.1%

-98.1%

-99.1%

-88.0%

-94.5%

-97.3%

73.6%

Appendix H.3.1 TDM Effectiveness Calculations – Project TDM Measures

Trip Reduction Programs - T-7. Implement Commute Trip Reduction Marketing

Locational Context **Urban, Suburban**
 Scale of Application **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **4.00%**

This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service.

Percent of employees eligible for program	100.0%	percent	user input (default value = 0-1)
Percent reduction in employee commute vehicle trips	-4.0%	percent	constant (default value = -0.04)
Adjustment from vehicle trips to VMT	1.000	unitless	constant (default value = 1)
Change in VMT	-4.00%	percent reduction	

Formula: % Change in VMT = Percent of employees eligible for program * Percent reduction in employee commute vehicle trips

Sources:

(1) Transportation Research Board (TRB). 2010. Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 19, Employer and Institutional TDM Strategies. June. Available: <http://www.trb.org/Publications/Blurbs/163781.aspx>. Accessed: January 2021.

Trip Reduction Programs - T-9-B. Implement Subsidized or Discounted Transit Program - Work Trips Only

Locational Context: **Urban, Suburban**
 Scale of Application: **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **5.50%**

This measure will provide subsidized or discounted, or free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions. The project should be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service (Measure T-22-A) is available, the site may be located up to 2 miles from a high-quality transit service.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C, T-9.1

Average transit fare without subsidy	\$280.00	dollar	user input (default value = 0-1000)
Subsidy amount	\$61.60	dollar	user input (default value = 0-1000)
Percent of employees/residents eligible for subsidy	100.0%	percent	user input (default value = 0-1)
Percent of project-generated VMT from employees/residents	100.0%	percent	user input (default value = 0-1)
Transit mode share of all work trips	25.6%	percent	optional (default value = 0.0112-0.256)
Elasticity of transit boardings with respect to transit fare price	-0.430	unitless	constant (default value = -0.43)
Percent of transit trips that would otherwise be made in a vehicle	50.0%	percent	constant (default value = 0.5)
Conversion factor of vehicle trips to VMT	1.000	unitless	constant (default value = 1)
Change in VMT	-1.21%	percent reduction	

Formula: % Change in VMT = (Subsidy amount / Average transit fare without subsidy * Elasticity of transit boardings with respect to transit fare price) * Percent of employees/residents eligible for subsidy * Percent of project-generated VMT from employees/residents * Transit mode share of all work trips * Percent of transit trips that would otherwise be made in a vehicle * Conversion factor of vehicle trips to VMT

Sources:

(1) Federal Highway Administration (FHWA). 2017. National Household Travel Survey – 2017 Table Designer. Travel Day PMT by TRPTRANS by HH_CBSA, Workers by WRKTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

(2) Handy, L., Boarnet, S. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. Available: http://www.arb.ca.gov/cc/sb375/policies/transitservice/transit_brief.pdf. Accessed: January 2021.

(3) Litman, T. 2020a. Transit Price Elasticities and Cross-elasticities. Victoria Transport Policy Institute. April. Available: <https://www.vtpi.org/tranelas.pdf>. Accessed: January 2021.

(4) Taylor, B., Miller, D., Iseki, H., & Fink, C. 2008. Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas. Transportation Research Part A: Policy and Practice, 43(1), 60-77. Available: <https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.367.5311&rep=rep1&type=pdf>. Accessed: January 2021.

Appendix H.3.2 TDM Effectiveness Calculations – Project + Mitigation TDM Measures

Trip Reduction Programs - T-7. Implement Commute Trip Reduction Marketing

Locational Context **Urban, Suburban**
 Scale of Application **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **4.00%**

This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service.

Percent of employees eligible for program	100.0%	percent	user input (default value = 0-1)
Percent reduction in employee commute vehicle trips	-4.0%	percent	constant (default value = -0.04)
Adjustment from vehicle trips to VMT	1.000	unitless	constant (default value = 1)
Change in VMT	-4.00%	percent reduction	

Formula: % Change in VMT = Percent of employees eligible for program * Percent reduction in employee commute vehicle trips

Sources:

(1) Transportation Research Board (TRB). 2010. Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 19, Employer and Institutional TDM Strategies. June. Available: <http://www.trb.org/Publications/Blurbs/163781.aspx>. Accessed: January 2021.

Trip Reduction Programs - T-9-B. Implement Subsidized or Discounted Transit Program - Work Trips Only

Locational Context: **Urban, Suburban**
 Scale of Application: **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **5.50%**

This measure will provide subsidized or discounted, or free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions. The project should be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service (Measure T-22-A) is available, the site may be located up to 2 miles from a high-quality transit service.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C, T-9.1

Average transit fare without subsidy	\$280.00	dollar	user input (default value = 0-1000)
Subsidy amount	\$280.00	dollar	user input (default value = 0-1000)
Percent of employees/residents eligible for subsidy	100.0%	percent	user input (default value = 0-1)
Percent of project-generated VMT from employees/residents	100.0%	percent	user input (default value = 0-1)
Transit mode share of all work trips	25.6%	percent	optional (default value = 0.0112-0.256)
Elasticity of transit boardings with respect to transit fare price	-0.430	unitless	constant (default value = -0.43)
Percent of transit trips that would otherwise be made in a vehicle	50.0%	percent	constant (default value = 0.5)
Conversion factor of vehicle trips to VMT	1.000	unitless	constant (default value = 1)
Change in VMT	-5.50%	percent reduction	

Formula: % Change in VMT = (Subsidy amount / Average transit fare without subsidy * Elasticity of transit boardings with respect to transit fare price) * Percent of employees/residents eligible for subsidy * Percent of project-generated VMT from employees/residents * Transit mode share of all work trips * Percent of transit trips that would otherwise be made in a vehicle * Conversion factor of vehicle trips to VMT

Sources:

(1) Federal Highway Administration (FHWA). 2017. National Household Travel Survey – 2017 Table Designer. Travel Day PMT by TRPTRANS by HH_CBSA, Workers by WRKTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

(2) Handy, L., Boarnet, S. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. Available: http://www.arb.ca.gov/cc/sb375/policies/transitservice/transit_brief.pdf. Accessed: January 2021.

(3) Litman, T. 2020a. Transit Price Elasticities and Cross-elasticities. Victoria Transport Policy Institute. April. Available: <https://www.vtpi.org/tranelas.pdf>. Accessed: January 2021.

(4) Taylor, B., Miller, D., Iseki, H., & Fink, C. 2008. Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas. Transportation Research Part A: Policy and Practice, 43(1), 60-77. Available: <https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.367.5311&rep=rep1&type=pdf>. Accessed: January 2021.

Trip Reduction Programs - T-10. Provide End-of-Trip Bicycle Facilities

Locational Context: **Urban, Suburban**
 Scale of Application: **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **4.40%**

This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C. T-10.1

Bike mode adjustment factor	4.860	unitless	constant (default value = 1.78-4.86)
Existing bicycle trip length for all trips in region	2.1	mile	optional (default value = 1.7-2.9)
Existing vehicle trip length for all trips in region	12.4	mile	optional (default value = 9.7-19.1)
Existing bicycle mode share for work trips in region	2.8%	percent	optional (default value = 0.004-0.041)
Existing vehicle mode share for work trips in region	67.1%	percent	optional (default value = 0.671-0.953)
Change in VMT	-2.73%	percent reduction	

Formula: % Change in VMT = (Existing bicycle trip length for all trips in region * (Existing bicycle mode share for work trips in region - (Bike mode adjustment factor * Existing bicycle mode share for work trips in region))) / (Existing vehicle trip length for all trips in region * Existing vehicle mode share for work trips in region)

Sources:

(1) Buehler, R. 2012. Determinants of bicycle commuting in the Washington, DC region: The role bicycle parking, cyclist showers, and free car parking at work. Transportation Research Part D, 17, 525– 531. Available: <http://www.pedbikeinfo.org/cms/downloads/DeterminantsofBicycleCommuting.pdf>. Accessed: January 2021.

(2) Federal Highway Administration (FHWA). 2017a. National Household Travel Survey – 2017 Table Designer. Travel Day PT by TRPTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

(3) Federal Highway Administration (FHWA). 2017b. National Household Travel Survey – 2017 Table Designer. Workers by WRKTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

Trip Reduction Programs - T-11. Provide Employer-Sponsored Vanpool

Locational Context: **Urban, Suburban, Rural**
 Scale of Application: **Project/Site**
 Type of VMT affected: **Employee commute trips**
 Max VMT reduction: **20.40%**

This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

Use discretion when calculating reductions based on vanpool adoption. There is potential to overestimate reductions with this measure. The average vanpool trip length is based on a survey of existing SANDAG vanpool participants, and vanpool has traditionally been adopted by individuals with very long commutes. However, if adoption is higher than 1 – 3 percent, the average vanpool trip length should be decreased, gradually approaching the overall average trip length.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C, T-11.1

Percent of employees that participate in vanpool program

2.0% percent

user input (default value = 0-0.15)

Average length of one-way vehicle commute trip in region

12.4 mile

optional (default value = 12.44-18.62)

Average length of one-way vanpool commute trip

42.0 mile

optional (default value = 42)

Average vanpool occupancy (including driver)

6.25 person

optional (default value = 6.25)

Change in VMT

-0.92% percent reduction

Formula: % Change in VMT = (((1 - Percent of employees that participate in vanpool program) * Average length of one-way vehicle commute trip in region) + (Percent of employees that participate in vanpool program * Average length of one-way vanpool commute trip / Average vanpool occupancy (including driver))) / Average length of one-way vehicle commute trip in region - 1

Sources:

- (1) California Air Resources Board (CARB). 2020. EMFAC2017 v1.0.3. August. Available: <https://arb.ca.gov/emfac/emissions-inventory>. Accessed: January 2021.
- (2) Federal Highway Administration (FHWA). 2017. National Household Travel Survey–2017 Table Designer. Travel Day VT by HH_CBSA by TRPTRANS by TRIPPURP. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.
- (3) Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K. B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, 996 pp. Available: <https://www.ipcc.ch/report/ar4/wg1/>. Accessed: January 2021.
- (4) San Diego Association of Governments (SANDAG). 2019. Mobility Management VMT Reduction Calculator Tool–Design Document. June. Available: https://www.icommutesd.com/docs/default-source/planning/tool-design-document_final_7-17-19.pdf?sfvrsn=ec39eb3b_2. Accessed: January 2021.

Trip Reduction Programs - T-13. Implement Employee Parking Cash-Out

Locational Context **Urban, Suburban**
Scale of Application **Project/Site**
Type of VMT affected: **Employee commute trips**
Max VMT reduction: **12.00%**

This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.

Percentage of employees eligible	100.0%	percent	user input (default value = 0-1)
Percent reduction in commute VMT from implementation of measure	-12.0%	percent	constant (default value = -0.12)
Change in VMT	-12.00%	percent reduction	

Formula: % Change in VMT = Percentage of employees eligible * Percent reduction in commute VMT from implementation of measure

Sources:

(1) Shoup, D. 2005. Parking Cash Out. Planners Advisory Service, American Planning Association. Available: <http://shoup.bol.ucla.edu/ParkingCashOut.pdf>. Accessed: January 2021.

Locational Context **Urban, Suburban, Rural**
 Scale of Application **Plan/Community**
 Type of VMT affected: **Household trips**
 Max VMT reduction: **6.40%**

This measure will increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions. The 'study area' should be based on a 1 KM buffer around the area where the pedestrian network is being improved. The VMT reduction is limited to household VMT.

Existing sidewalk length in study area	1.0	mile	user input (default value = 0-9999)
Sidewalk length in study area with measure	1.1	mile	user input (default value = 0-9999)
Elasticity of VMT with respect to the ratio of sidewalks-to-streets	-0.050	unitless	constant (default value = -0.05)
Change in VMT -0.50% percent reduction			

Formula: % Change in VMT = ((Sidewalk length in study area with measure / Existing sidewalk length in study area) - 1) * Elasticity of VMT with respect to the ratio of sidewalks-to-streets

Sources:

(1) Federal Highway Administration (FHWA). 2019. 2017 National Household Travel Survey Popular Vehicle Trip Statistics. Available: <https://nhts.ornl.gov/vehicle-trips>. Accessed: January 2021.

(2) Frank, L., M. Greenwald, S. Kavage, and A. Devlin. 2011. An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy. WSDOT Research Report WA-RD 765.1, Washington State Department of Transportation. April. Available: www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf. Accessed: January 2021.

(3) Handy, S., S. Glan-Claudia, and M. Boarnet. 2014. Impacts of Pedestrian Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief. September. Available: https://ww2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Pedestrian_Strategies_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf. Accessed: January 2021.

Locational Context **Urban, Suburban**
 Scale of Application **Plan/Community**
 Type of VMT affected: **All neighborhood/city trips**
 Max VMT reduction: **4.60%**

This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C. T-3.1

Total transit service miles or service hours in plan/community before expansion

5.0

mile

user input (default value = 0-9999)

Total transit service miles or service hours in plan/community after expansion

6.0

mile

user input (default value = 0-9999)

Transit mode share in plan/community

11.3%

percent

optional (default value = 0.0137-0.1138)

Elasticity of transit demand with respect to service miles or service hours

0.700

unitless

constant (default value = 0.7)

Statewide mode shift factor

57.8%

percent

constant (default value = 0.578)

Ratio of vehicle trip reduction to VMT

1.000

unitless

constant (default value = 1)

Change in VMT

-0.91%

percent reduction

Formula: % Change in VMT = -1 * ((Total transit service miles or service hours in plan/community after expansion - Total transit service miles or service hours in plan/community before expansion) / Total transit service miles or service hours in plan/community before expansion) * Transit mode share in plan/community * Elasticity of transit demand with respect to service miles or service hours * Statewide mode shift factor * Ratio of vehicle trip reduction to VMT

Sources:

- (1) Handy, S., Lovejoy, K., Boarnet, M., Spears, S. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. October. Available: https://ww2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Transit_Service_Strategies_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf. Accessed: January 2021.
- (2) Federal Highway Administration (FHWA). 2017. National Household Travel Survey – 2017 Table Designer. Average Vehicle Occupancy by HHSTFIPS. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

Locational Context: **Urban, Suburban**
 Scale of Application: **Plan/Community**
 Type of VMT affected: **All neighborhood/city trips**
 Max VMT reduction: **11.30%**

This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated GHG emissions.

Select the Core-Based Statistical Area for the project.

San Francisco-Oakland-Hayward

Appendix C, T-3.1

Percent increase in transit frequency

50.0%

percent

user input (default value = 0-3)

Level of implementation

100.0%

percent

user input (default value = 0-1)

Elasticity of transit ridership with respect to frequency of service

0.500

unitless

constant (default value = 0.5)

Transit mode share in plan/community

11.3%

percent

optional (default value = 0.0137-0.1138)

Vehicle mode share in plan/community

87.0%

percent

optional (default value = 0.8696-0.9688)

Statewide mode shift factor

57.8%

percent

constant (default value = 0.578)

Change in VMT

-1.88%

percent reduction

Formula: % Change in VMT = -Level of implementation * ((Percent increase in transit frequency * Transit mode share in plan/community * Elasticity of transit ridership with respect to frequency of service * Statewide mode shift factor) / Vehicle mode share in plan/community)

Sources:

(1) Federal Highway Administration (FHWA). 2017a. National Household Travel Survey--2017 Table Designer. Travel Day PMT by TRPTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.

(2) Federal Highway Administration (FHWA). 2017b. National Household Travel Survey--2017 Table Designer. Average Vehicle Occupancy by HHSTFIPS. Available: <https://nhts.ornl.gov/>. Accessed: January 2021. T-25. Increase Transit Service Frequency TRANSPORTATION | 178

(3) Handy, S., K. Lovejoy, M. Boarnet, S. Spears. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. October. Available: https://www2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Transit_Service_Strategies_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf. Accessed: January 2021.

(4) San Diego Association of Governments (SANDAG). 2019. Mobility Management VMT Reduction Calculator Tool-- Design Document. June. Available: https://www.icommutesd.com/docs/default-source/planning/tool-designdocument_final_7-17-19.pdf?sfvrsn=ec39eb3b_2. Accessed: January 2021.