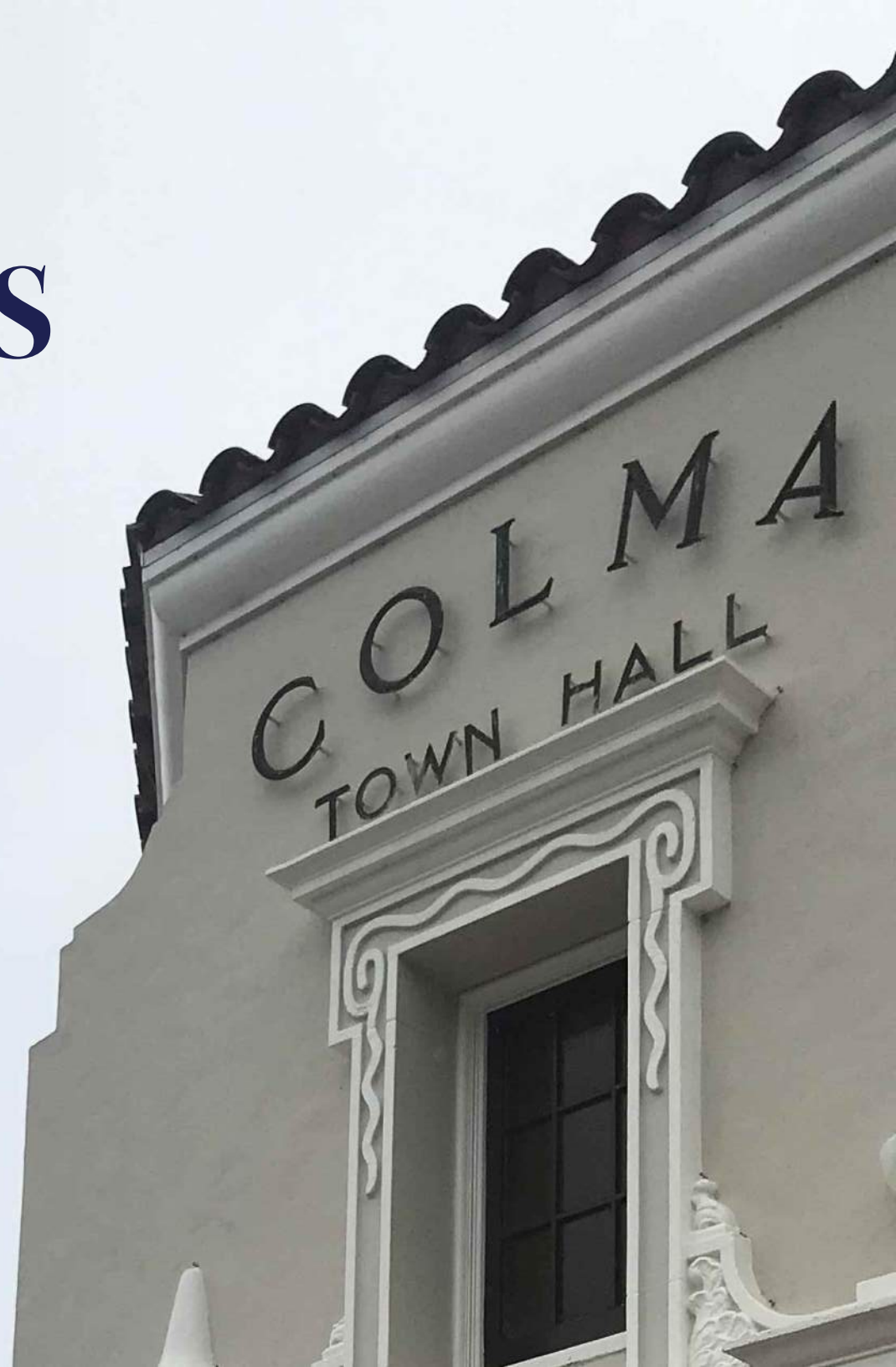


COLMA EL CAMINO REAL BICYCLE AND
PEDESTRIAN IMPROVEMENT PLAN

APPENDICIES





- A. EXISTING CONDITIONS (WITH APPENDICES)**
- B. CROSS SECTION ALTERNATIVES**
- C. COST ESTIMATES TABLE**
- D. FUNDING SOURCES**
- E. QUICK-BUILD OPTIONS – EXCERPT FROM THE GBI MEMO**



APPENDIX A
EXISTING CONDITIONS MEMO

Memorandum

Date: December 2, 2019

To: Abdulkader Hashem, Town of Colma

From: Bob Grandy and Ingrid Ballús Armet, Fehr & Peers

Subject: Colma El Camino Real Bicycle and Pedestrian Improvement Plan – Existing Conditions

SF19-1035

The purpose of this memo is to describe existing conditions and previously completed transportation plans for the Colma El Camino Real study area, defined as the stretch of El Camino Real between Albert M Teglia Boulevard and Arlington Drive. The first section of this memo describes the planning context of this study, including a brief summary of relevant plans and projects that have been completed or are in process. Existing conditions are then broken down into the Town's demographics and transportation infrastructure, including operations and safety performance of the corridor. Lastly, the goals and vision for the Colma EL Camino Real Bicycle and Pedestrian Improvement Plan (the "Plan") are introduced.

Executive Summary

El Camino Real is a State Highway (State Highway 82) that bisects the Town of Colma and serves as the main corridor to travel through the Town between Daly City and South San Francisco. It provides access to Colma BART station and South San Francisco BART station, in addition to a number of Samtrans bus stops along the corridor. The existing transportation conditions along the El Camino Real study area are as follows:



- El Camino Real has three lanes in each direction for much of the study area, narrowing to two lanes in each direction south of Mission Road
- The corridor operates under capacity and a large percentage of vehicles travel above the speed limit
- There are significant sidewalk gaps on the west side of El Camino Real from F Street to Villa Avenue and on both sides of El Camino Real from Mission Road to Arlington Drive
- There are no existing bicycle facilities
- On-street parking is under-utilized, with less than 50 percent occupancy throughout, except for north of F Street, near Colma BART station, and from Serramonte Boulevard to Collins Avenue, near the commercial area

Based on improvements identified in previous transportation plans and studies as well as the existing conditions analysis presented in this memo, the *El Camino Real Bicycle and Pedestrian Improvement Plan* ("the Plan") may include the following:

- A road diet (i.e. removal of one or more vehicle travel lanes in each direction)
- Bicycle facilities on El Camino Real
- Sidewalk expansions, and addition where currently missing
- Traffic calming measures to address high vehicle speeds and increase bicycle and pedestrian safety and comfort
- Removal of on-street parking in segments non-adjacent to commercial areas with low-utilization rates
- Reconfiguration of the Mission Road intersection ("the Y intersection")
- Addition of signal control or restriction of left-turn movements, particularly at driveways and unsignalized intersections
- Additional bicycle and pedestrian safety improvements, such as prohibiting right turns on red, adding leading pedestrian intervals, or adding pedestrian refuges and curb extensions
- Mid-block crosswalks with PHBs
- Adding street lighting



The Colma El Camino Real study area serves not only the diverse residents and employees of Colma, but also the neighboring communities who travel through the Town. The Plan should serve the needs of all users of the corridor, including those of disadvantaged communities. Disadvantaged communities for the Plan are defined as the MTC Communities of Concern in Daly City and in South San Francisco, immediately to the north and south of Colma, respectively, and segments of the Colma population particularly vulnerable and/or traditionally less engaged in public processes: low-income residents, minorities (Asian and Hispanic), and those who do not speak English fluently. Over half of Colma employees are in the retail trade industry, jobs that often pay low wages and have shifts that start and end outside typical weekday commute hours when high-frequency transit service is provided. Given that most employees commute from outside Colma, employees in low-wage retail jobs may have limited commute options and flexibility.

There are seven defined goals and values for the Plan, which are informed by Town priorities and aligned with the Grand Boulevard Initiative Guiding Principles and will help frame and guide the plan-development process.

Planning Context

Transportation plans that address the study area include the *Caltrans District 4 Bike Plan for the San Francisco Bay Area*, the *San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan*, and the *Town of Colma General Plan's Circulation Element*. The *Caltrans District 4 Bike Plan* identifies barriers to bicycling in the San Francisco Bay Area and opportunities to enhance bicycle safety and mobility. The *San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan* provides a policy framework to guide and evaluate implementation of the planning and design of bicycle and pedestrian projects of countywide significance. The *Circulation Element* identifies facilities for the safe, efficient, and environmentally responsible movement of people and goods through the Town, ensure these facilities reflect the land uses contemplated by the Land Use Element, and ensure a range of transportation options are available throughout the Town.

Recently completed or ongoing transportation projects along or adjacent to the corridor include *Colma's Transportation Safety Action Plan – Final Systemic Safety Analysis Report (SSAR)*, *Serramonte and Collins Master Plan*, and *Mission Road Bicycle and Pedestrian Improvements plan*. The *Colma SSAR* provides an initial step to identifying main safety issues on El Camino Real that



need to be further evaluated and addressed in the *El Camino Real Bicycle and Pedestrian Improvement Plan* (e.g. high risk intersections and segments). The *Serramonte and Collins Master Plan* presents future bicycle facilities on Collins Avenue and Serramonte Boulevard. The *Mission Road Bicycle and Pedestrian Improvements* plan incorporates safer bicycle and pedestrian facilities on Mission Road, which would directly connect with facilities on El Camino Real.

The **Previous Studies and Planning Documents** graphic presents the information and recommendations from the above planning documents and projects that apply to the Colma El Camino Real study area. Improvements that are identified in those reports include:

- Adding bicycle facilities on El Camino Real
- Adding sidewalks along El Camino Real where missing
- Reconfiguring and potentially signaling the intersection of Mission Road and El Camino Real to improve safety, including bicycle and pedestrian connectivity, and to permit left turns from Mission Road onto El Camino Real
- Adding signal control or restrict left-turn movements, particularly at driveways and unsignalized intersections
- Implementing bicycle and pedestrian safety improvements, such as prohibiting right turns on red, adding leading pedestrian intervals, or adding pedestrian refuges
- Adding traffic signal on Collins Avenue and El Camino Real intersection
- Installing PHBs at uncontrolled marked crossings
- Adding street lighting

Additionally, the *Land Use and Urban Design Strategy* identifies street typologies for different sections of El Camino Real, as follows:

- "Pedestrian Public Realm Focus" from Albert M Teglia Boulevard to F Street and from Serramonte Boulevard to Cypress Avenue: streetscape should include high-visibility crosswalks, median refuges, corner bulb-outs, and sidewalk widening to encourage pedestrian activity and enhance the public realm at a human scale; include parallel on-street parking where feasible.



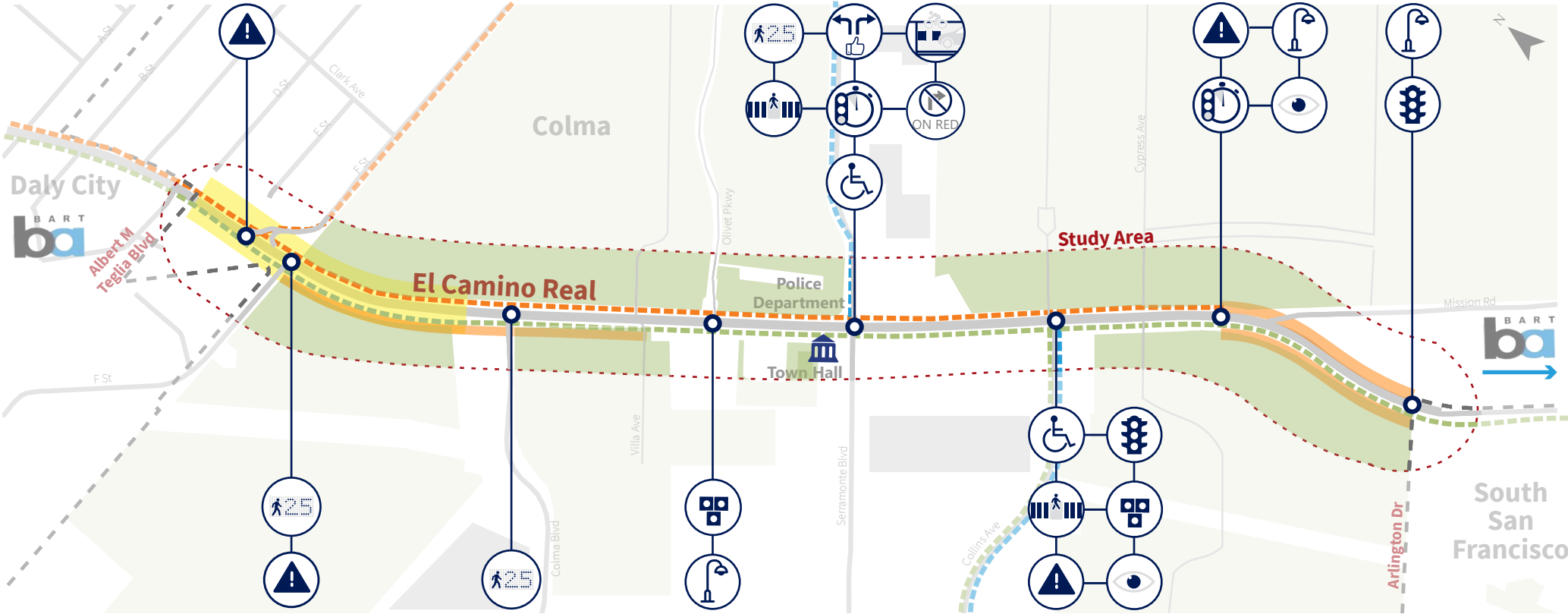
- “Boulevard” from F Street to Serramonte Boulevard and south of Cypress Avenue: prioritize planted areas between sidewalk and roadway (instead of wider sidewalks) to enhance pedestrian safety and comfort; on-street parking is a low priority.



Recommendations Identified in Previous Studies and Planning Documents

The El Camino Real Bicycle and Pedestrian Improvement Plan builds on previous studies and planning documents that assessed existing conditions and proposed potential improvements along the El Camino Real corridor through the Town of Colma.

This map illustrates the streetscape and safety recommendations identified in two recent studies, the Serramonte and Collins Master Plan and the Systemic Safety Analysis Report (SSAR), and the Town of Colma General Plan's Circulation Element, as well as the bicycle facilities proposed in the San Mateo County Comprehensive Bicycle and Pedestrian Plan (adopted September 8, 2011) and Caltrans District 4 Bike Plan (2018).



Legend

- - - Study Area
- - - Town of Colma Limits
- High Risk Corridor (as defined in SSAR)
- Missing Sidewalk

Proposed Bike Facilities*

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

*Caltrans D4 Bike Plan plans for Class IV on El Camino Real north of Collins Avenue, while San Mateo County Comprehensive Bicycle and Pedestrian Plan plans for Class II (as shown on this graphic)

Recommendations



Improve High Risk Intersection (as defined in SSAR)



Consider Leading Pedestrian Intervals



Improve Street Lighting



Install Pedestrian Hybrid Beacon



Consider Pedestrian Refuge



Modify Turn Lane



Update Signal Timing



Review ADA Compliance



Consider Green Pavement Markings for Bike - Vehicle Conflicts



Prohibit Right Turn On Red



Evaluate Intersection Control



Improve Sight Distance



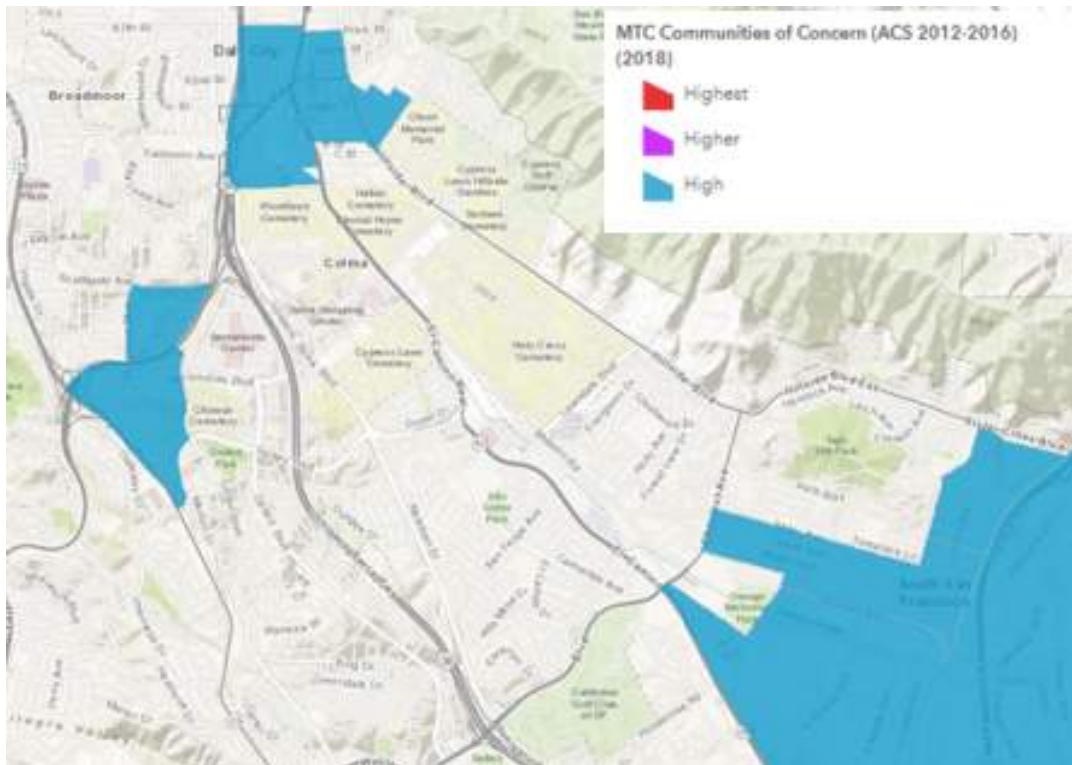
Existing Conditions

Demographics and Disadvantaged Communities

The Town of Colma is the smallest town in San Mateo County, with under 3,000 people. However, Colma employs over 4,000 people, mostly of whom reside outside Colma. The Colma El Camino Real study area serves as a connection to the regional transit system and main corridor for residents, employees, and neighboring communities to travel through the Town.

Disadvantaged Communities

The Plan must include and address the needs of disadvantaged communities. Three areas neighboring the Town are designated as “communities of concern” by the Metropolitan Transportation Commission (MTC): two in Daly City and one in South San Francisco.



Source: MTC; Retrieved on April 30, 2019 at <http://opendata.mtc.ca.gov/datasets/mtc-communities-of-concern-in-2018-acs-2012-2016?geometry=-122.557%2C37.664%2C-122.394%2C37.687>

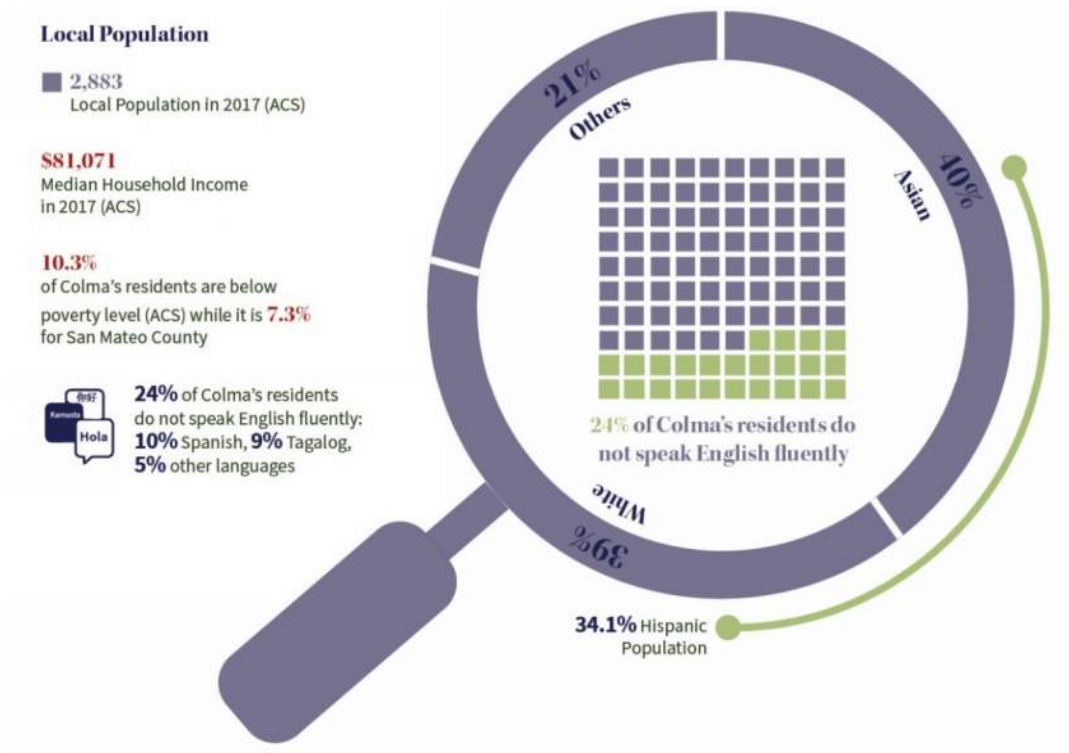


The definition of communities of concern is intended to capture a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth. The definition of communities of concern includes all census tracts that have a concentration of both minority and low-income households at specified thresholds of significance, or that have a concentration of three or more of six additional factors if they also have a concentration of low-income households. Among the additional factors is level of English proficiency.

While the Town of Colma is not defined as a Community of Concern itself, certain segments of the population can still be considered disadvantaged or vulnerable based on characteristics that align with the factors considered by MTC. The sections below present overall characteristics of Colma's population and employees, identifying traits that make these specific communities vulnerable.

Who Lives in Colma?

Colma's population is quite diverse, with people from a range of ethnic, racial, and linguistic backgrounds.



Source: American Community Survey (ACS) 2017.



Forty percent of Colma's population is a racial minority, Asian, and 34 percent is Hispanic. Additionally, 24 percent of Colma residents do not speak English fluently and ten percent of the residents are below the federal poverty level, which is approximately three percent more than San Mateo County's. The Town of Colma and the area in Daily City north of Colma are identified as a low-income community per AB 1550, with income levels 45 to 80 percent below the County's median income¹.

Who Works in Colma?

More people work in Colma than live in Colma and only one percent of Colma employees live in the Town. Fifty-seven percent of Colma employees are in the retail trade industry, jobs that often pay low wages and have shifts that start and end outside typical weekday commute hours when high-frequency transit service is provided.

Given that most employees commute from outside Colma, employees in low wage retail jobs may have limited commute options and flexibility. Thus, providing good transportation connections for employees from neighboring communities is crucial for the Town's economic vitality.



Source: Longitudinal Employer-Household Dynamics (LEHD) 2015.

¹ Low-income communities and households are defined as the census tracts and households, respectively, that are either at or below 80 percent of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development's (HCD) 2016 State Income Limits. More information at: <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>



Seventy-one percent of employees drive alone or carpool to work; nineteen percent of employees take transit; and ten percent choose to walk, bike, taxi, use transportation network company (TNC) or other means of transportation. The existing transportation network does not support different types of transportation modes.

How Do People Commute to Work in Colma?



Transportation Context

El Camino Real is a State Highway (State Highway 82) that bisects the Town of Colma. In Colma, El Camino has three lanes in each direction for much of the study area, narrowing to two lanes in each direction south of Mission Road. It serves as a connection between the Colma BART station at the north end of Town and the South San Francisco BART station at the south end of Town. Land uses along El Camino Real in Colma are mostly cemeteries, with some commercial areas (i.e. car dealerships and shopping centers) and public institutions along Serramonte Boulevard, and residential neighborhoods in the north end of the Town.

Existing Network

This section summarizes the existing transportation infrastructure along the study area, from Albert M Teglia Boulevard to Arlington Drive, as shown in the **Existing Daily Volumes and Intersection Controls** graphic. Signalized intersections along El Camino Real include F Street, Colma Boulevard, Serramonte Boulevard, and Arlington Drive. All other intersections are side-street stop-controlled. **Appendix A** includes intersection turning-movement counts for the Colma El Camino Real study area.

The existing cross section of El Camino Real from Albert M Teglia Boulevard to Mission Road has three vehicle travel lanes in each direction, parking on both sides, and a wide concrete median. On this segment of El Camino Real, the average weekday traffic is 25,200 vehicles. According to the 6th Edition HCM Manual, this volume on a 35 mile-per-hour (MPH) facility aligns with Level of Service (LOS) A conditions, which indicates that the corridor currently operates largely under



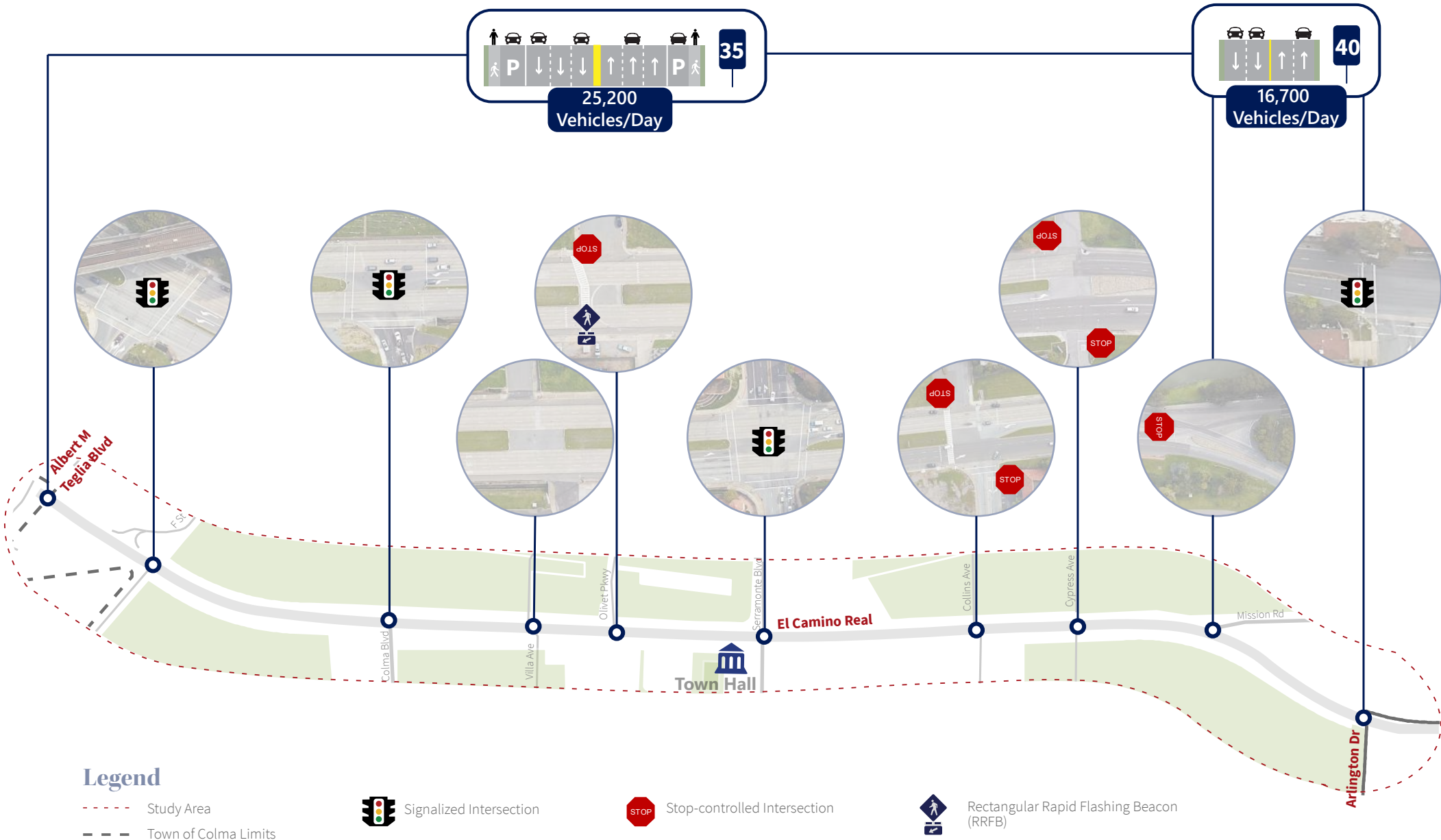
capacity and vehicles travel with free movement and likely at a high speed. This is evidenced by the fact that 15-20 percent of vehicles were recorded traveling above the speed limit. Thus, this segment should be considered for a road diet. Removing one lane in each direction (i.e. narrowing the road to four lanes), would still allow for traffic to flow at LOS B and would provide additional space for sidewalk widening (or addition in segments where it's currently missing), bike lanes, and other safety improvements and traffic calming measures.

The existing cross section of El Camino Real from Mission Road to Arlington Drive has four travel lanes without sidewalks or parking. With an average weekday traffic of 16,700 vehicles and four travel lanes, this segment currently operates largely under capacity and vehicles travel with a high degree of freedom to select speed (LOS B). In fact, speed data shows that over 40 percent of vehicles travel over the 40 MPH speed limit. Additionally, the lack of sidewalks along the segment and the complex configuration of the Mission Road intersection make it extremely uncomfortable and unsafe for pedestrians to cross and/or walk along this segment of El Camino Real. The existing lane configuration and traffic controls from Mission Road to Arlington Drive do not support bike lane connections on Mission Road nor pedestrian connections existing bus stops and residential areas at the Arlington Drive intersection or the South San Francisco BART station. Thus, segment should be considered for a road diet so that the road can better support all modes. Removing one lane in each direction (i.e. narrowing the road to two vehicle lanes), would still allow for traffic to flow at LOS D, which is consistent with the Town's LOS standards (LOS D or better) outlined in the General Plan, and would provide additional space for sidewalks, bike lanes, or other safety improvements and traffic calming measures.

In general, El Camino Real in Colma is a good candidate for a road diet and infrastructure improvements that can enhance bicycle and pedestrian safety throughout the corridor, including sidewalk expansion, bicycle facilities implementation, and traffic calming considerations.



Existing Daily Volumes and Intersection Controls



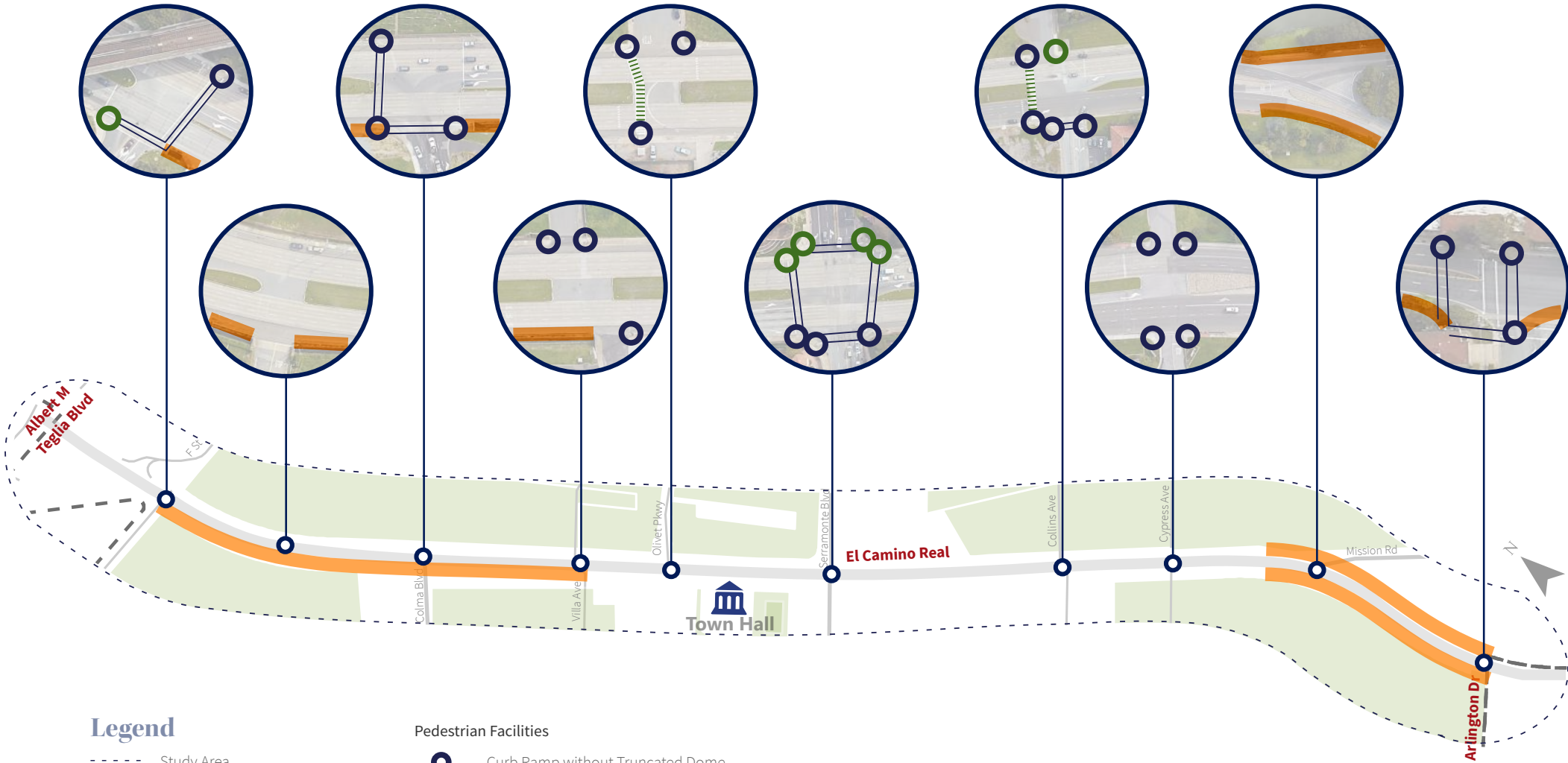


Pedestrian infrastructure along the corridor, as shown in the **Pedestrian Facilities** graphic, includes curb ramps (with and without truncated domes), standard crosswalks, high-visibility crosswalk, pedestrian countdown signals, and rectangular rapid flashing beacon (RRFB). Four of the ten studied intersections are signalized, including F Street, Colma Boulevard, Serramonte Boulevard, and Arlington Drive. A Rectangular Rapid Flashing Beacon (RRFB) is installed at Olivet Parkway. The other five intersections are uncontrolled crossings across El Camino Real. Most street corners include curb ramps. However, only six of these ramps include truncated domes. Marked crosswalks are located at about half of the intersections along the corridor. With the exception of the high-visibility crosswalks with RRFB at Olivet Parkway and Collins Avenue, all crosswalks use a standard, white paint crosswalk design without interior striping. There are significant sidewalk gaps on the west side of El Camino Real from F Street to Villa Avenue and on both sides of El Camino Real from Mission Road to Arlington Drive. Although there are several bus stops and businesses along the corridor, the sidewalk gaps discourage the residents to travel through the Town on foot.

Pedestrian counts are presented in **Appendix A** as part of multimodal intersection turning-movement counts for the Colma El Camino Real study area. Due to the proximity to Colma BART station, there are a lot of pedestrians crossing at F Street and Albert M Teglia Boulevard. At F Street, during midday, the volume was at the highest with 76 pedestrians observed from 12PM to 2PM. At Albert M Teglia Boulevard, the volume was at the highest during the afternoon with 66 pedestrians observed from 4PM to 6PM. In addition, being adjacent to commercial areas put Serramonte Boulevard in high demand for pedestrian crossings, with the highest demand (47) observed during the weekend midday peak (12PM to 2PM). In contrast, due to the lack of marked crossings, lack of sidewalk, presence of high-speed vehicles, and a complex configuration, the pedestrian volumes at Mission Road was the lowest with 2 pedestrians crossing during the weekend midday peak period and 4 pedestrians crossing in the weekday afternoon peak period.



Pedestrian Facilities



Legend

- - - - - Study Area
- - - - - Town of Colma Limits
- Missing Sidewalk

Pedestrian Facilities

- Curb Ramp without Truncated Dome
- Curb Ramp with Truncated Dome
- == Standard Crosswalk
- - - - - High-Visibility Crosswalk



There are no existing bicycle facilities on El Camino Real to support cycling along this corridor; therefore, bicycle volumes were low for all studied intersections (see **Appendix A** for counts). There were more bicyclists during the weekend midday peak period (17 bicyclist observed between 12PM and 2PM) than in the weekday morning (13 bicyclists observed between 7AM and 9AM) or the afternoon (4 bicyclist observed between 4PM and 6PM) peak periods. However, as seen in the **Bicycle Facilities** graphic, Town, County, and State transportation plans call for bicycle facilities on El Camino Real as a main active transportation connection through multiple jurisdictions. Bicycle facilities on El Camino Real would connect to the regional transit system at the two BART stations: Colma and South San Francisco. They would act as the main connection to the south with Mission Road's bike lanes and the Centennial Trail to San Bruno. Bicycle facilities on El Camino Real would also connect to proposed facilities along this corridor in South San Francisco and the entire San Francisco Peninsula.



Bicycle Facilities



- Legend**
- - - - - Study Area
 - - - - - Town of Colma Limits
 - - - - - City Limits

- Existing Bike Facilities**
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route

- Proposed Bike Facilities***
- - - Class I Bike Path
 - - - Class II Bike Lane
 - - - Class III Bike Route

*Coltrains D4 Bike Plan plans for Class IV on El Camino Real north of Collins Avenue, while San Mateo County Comprehensive Bicycle and Pedestrian Plan plans for Class II (as shown on this graphic)

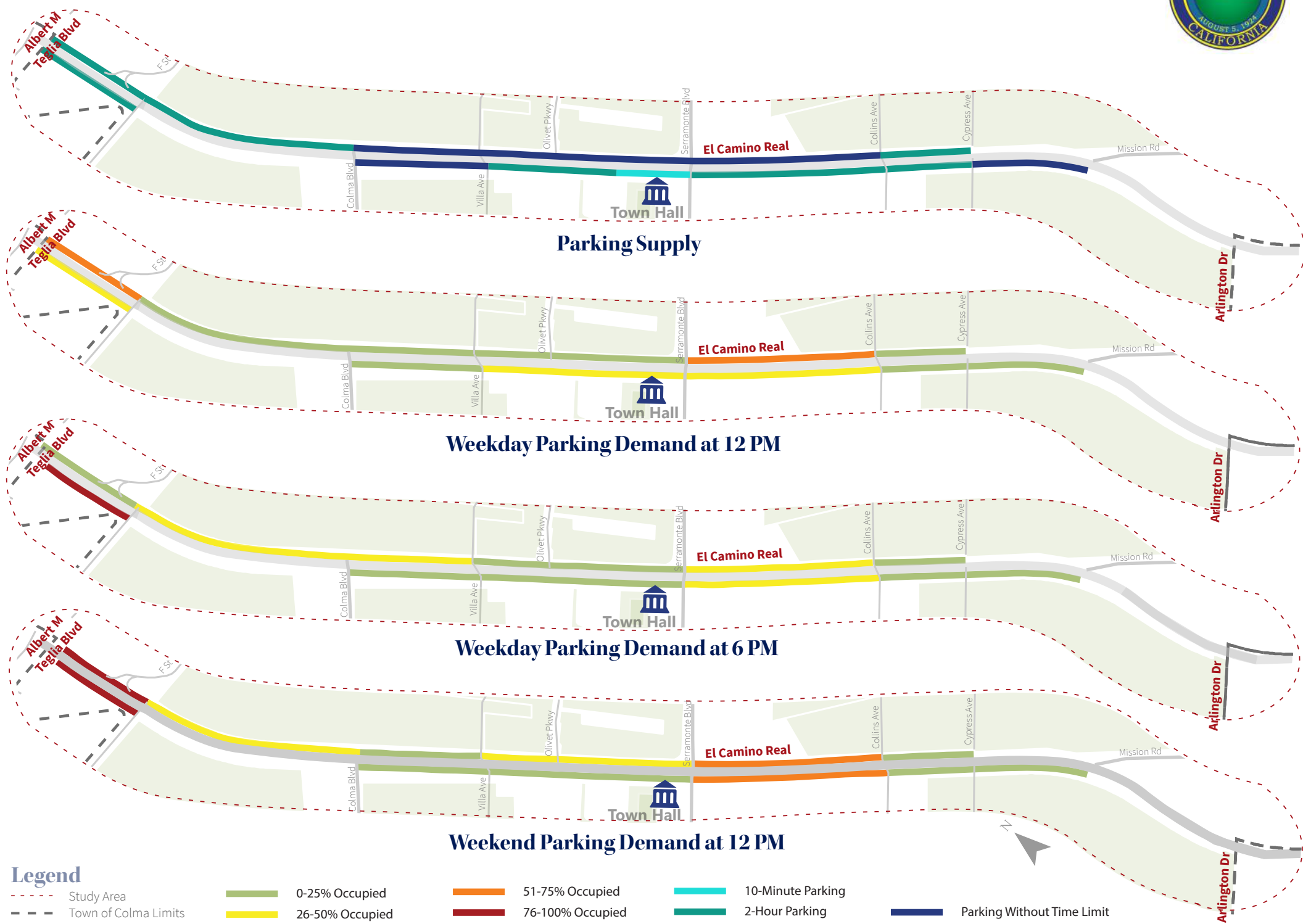


On-street parking is permitted and free on both sides of El Camino Real, with the exception of the west side from F Street to Colma Boulevard, the east side from Cypress Avenue to Mission Road, and both sides from Mission Road to Arlington Drive.

As shown in the **Parking Demand** graphic, on-street parking utilization on El Camino Real is generally low at all times, except for north of F Street, near Colma BART station, and from Serramonte Boulevard to Collins Avenue, near the commercial area. The total on-street parking supply in the study area is 262 parking spaces. On a typical weekday, there were only at 68 parked vehicles (25 percent overall) at noon and 60 parked vehicles at 6 PM. On a typical Saturday, when there are more activities at shopping centers and commercial areas, parking demand was slightly higher with 81 on-street parking spaces occupied (30 percent overall). Most parked vehicles concentrate on both sides of El Camino Real from Albert M Teglia Boulevard to F Street and from Serramonte Boulevard to Collins Avenue. This on-street parking data supports the Town's *Land Use and Urban Design Strategy* for maintaining on-street parking at commercial areas ("Pedestrian Public Realm Focus" areas) and the opportunities for parking removal at lower-utilized segments in exchange for bicycle and pedestrian facilities ("Boulevard" areas). These changes would help the Town encourage bicycle and walking as modes of travel to work, shopping, and to connect to transit.



Parking Demand on El Camino Real



Parking Supply

Weekday Parking Demand at 12 PM

Weekday Parking Demand at 6 PM

Weekend Parking Demand at 12 PM

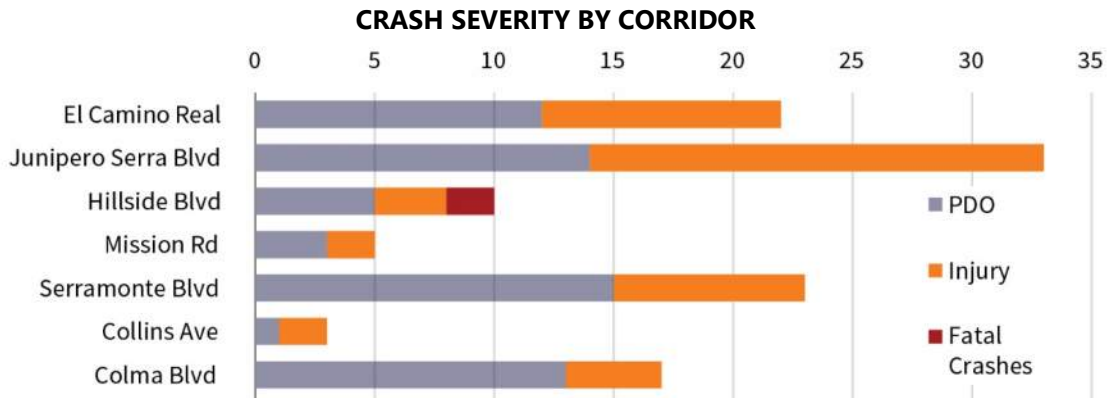
- Legend**
- -
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- Study Area
 0-25% Occupied
 51-75% Occupied
 10-Minute Parking
 Town of Colma Limits
 26-50% Occupied
 76-100% Occupied
 Parking Without Time Limit



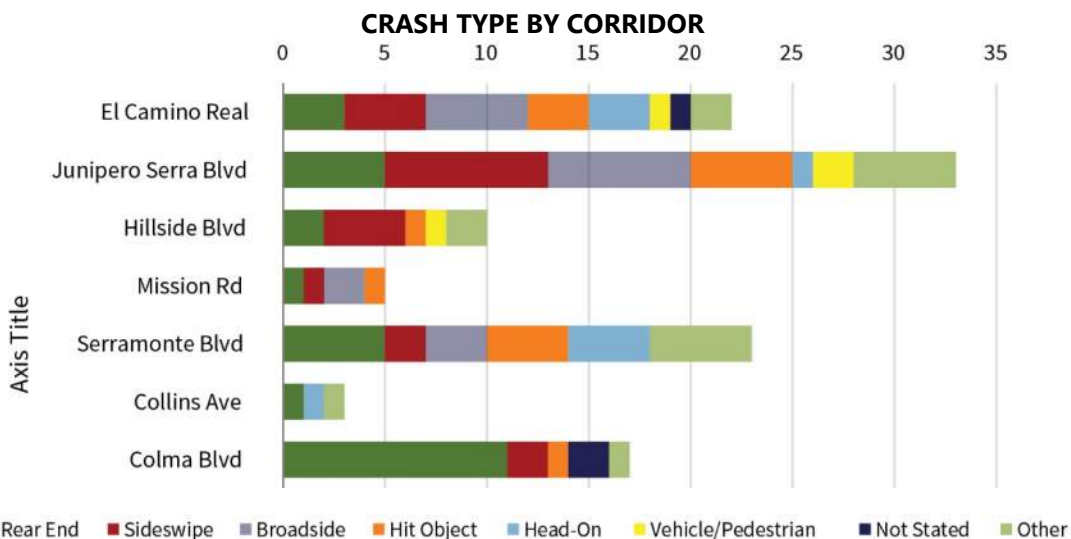


Crash Data

The *Colma SSAR* provides insight into existing collision trends on the corridor available 2011-2016. According to the report, El Camino Real is the third highest collision corridor in the Town with 18 percent of total crashes, as shown in **Crash Severity by Corridor** graph below. Crash types on El Camino Real are varied, with the most common ones being broadside and sideswipe crashes, as presented in the **Crash Type by Corridor** graph below. The four most common violations in the Colma El Camino Real study area are related to improper turning (18%), failure to yield to another motorist who had the right of way (18%), unsafe speed (14%), and driving or bicycling under the influence of alcohol or drugs (14%).



Source: *Colma SSAR*, 2018

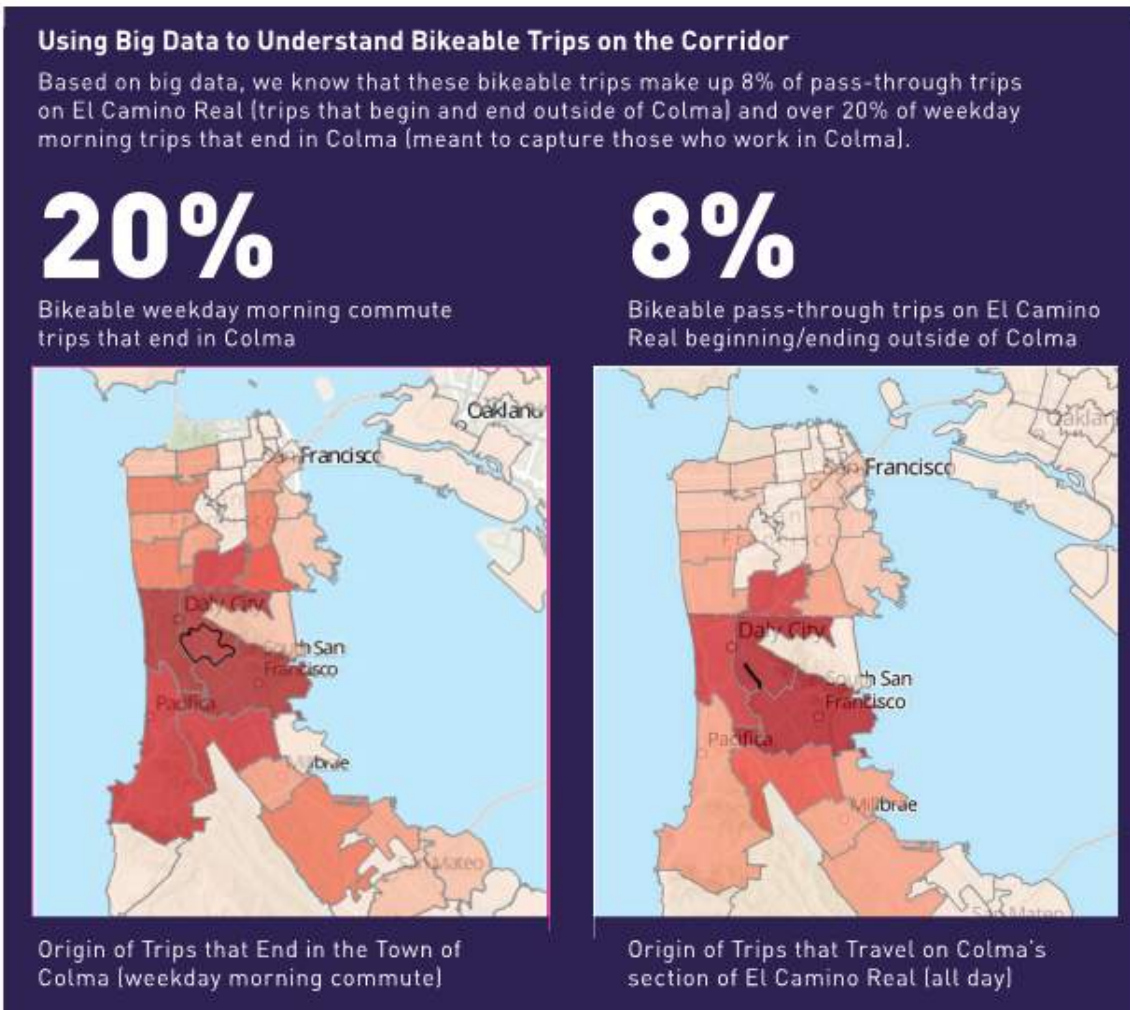


Source: *Colma SSAR*, 2018



Active Transportation Demand and Opportunities

As discussed in the previous section, bicycle and pedestrian facilities on El Camino Real are insufficient to provide a safe and pleasant environment for everyone to bike or walk on the corridor. However, Colma employees come from nearby communities, with 20 percent of those trips being less than two miles (i.e. a bikeable distance). Similarly, eight percent of trips travelling on the Colma El Camino Real study area are two miles or less. With the implementation of bicycle facilities on El Camino Real, the Town could reduce the vehicle trips by connecting up to twenty percent of Colma's employees to their jobs by bike and converting up to eight percent of all vehicle trips on the corridor to bicycle trips.





Plan Goals & Values

The Grand Boulevard Initiative (GBI) presents a single vision for the El Camino Corridor – that "El Camino Real will achieve its full potential for [people] to work, live, shop, and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life." In support of the vision, GBI established the following ten Guiding Principles, which are intended to be consistent across all GBI projects.

- GBI-1** Target housing and job growth in strategic areas along the corridor
- GBI-2** Encourage compact mixed-use development and high-quality urban design and construction
- GBI-3** Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
- GBI-4** Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
- GBI-5** Manage Parking Assets
- GBI-6** Provide vibrant public spaces and gathering places
- GBI-7** Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
- GBI-8** Improve safety and public health
- GBI-9** Strengthen pedestrian and bicycle connections with the corridor
- GBI-10** Pursue environmentally sustainable and economically viable development patterns

While GBI defines a unifying vision and guiding principles for all of El Camino Real, corridor change is implemented through a series of distinct projects completed at the local level by the various communities that line the corridor. Each community brings its own unique values and needs to the planning and design process for El Camino Real, prioritizing different guiding principles and approaching implementation and evaluation in different ways.



Goals & Values for El Camino Real in the Town of Colma

Goals and values were developed for the Town of Colma El Camino Real Bicycle & Pedestrian Improvement Plan. These goals and values are informed by Town priorities and consistent with the Town's grant funding application. They also are aligned with Grand Boulevard Initiative Guiding Principles and reflect street design best practices in California.

The goals and values help set a vision for the El Camino Real corridor in Colma. They allow the Town to communicate the strengths, weaknesses and tradeoffs of the design alternatives and evaluate how the alternatives meet the priorities of the Town of Colma and the Grand Boulevard Initiative more broadly.

The goals and values summarized below present a range of multimodal and multiuse objectives that, consistent with the Town's grant funding application, prioritize safety and health; sustainability; economic development; cost efficiency; connectivity and access; mobility and reliability; and quality of experience for all roadway users.

Safety & Public Health

Create safe conditions that help reduce the severity and frequency of collisions for all modes, as well as promote physical activity by enhancing the desirability of walking and bicycling. [Aligns with GBI-8]

Potential ways to accomplish goal/value:

- Traffic calming measures to reduce speeding
- High-visibility or otherwise enhanced crossings
- High-quality bicycle facilities that minimize Bicycle Level of Traffic Stress (LTS)
- Parallel low-stress bicycle routes
- Minimized number of driveways or intersecting roadways
- Minimized emergency vehicle (EV) response time
- Direct pedestrian and bicycle access to schools



Sustainability

Support the regional goal of reducing vehicle miles traveled by making walking, biking, and riding transit more viable at the local level, as well as by reducing the environmental impact of roadway infrastructure. [Aligns with GBI-10]

Potential ways to accomplish goal/value:

- High mode shift potential
- Green storm-water treatments
- Other green infrastructure

Economic Development

Develop solutions that encourage economic vitality and equitable economic opportunities for all neighborhoods and corridor users. [Aligns with GBI-1, GBI-7]

Potential ways to accomplish goal/value:

- Design alternatives aligned with community and local business owner support
- Enhancements located in neighborhoods or adjacent to destinations serving low-income, minority, or other equity-focused groups

Cost Efficiency

Prioritize cost-effective solutions that align with existing funding sources and minimize implementation complexity. [Aligns with GBI-10]

Potential ways to accomplish goal/value:

- Categorization of cost into low/medium/high
- Minimized construction complexity
- Coordination with other plans or construction projects
- Alignment of costs with available funding sources



Connectivity & Access

Reduce gaps in the transportation network for all modes, including greater provision of pedestrian sidewalks and crossings, bicycle paths, and transit access. [Aligns with GBI-3, GBI-9]

Potential ways to accomplish goal/value:

- Closure of existing gaps in walking and bicycling facilities
- Minimized spacing between El Camino Real pedestrian and bicycle crossings
- Direct pedestrian and bicycle connections between activity centers
- ADA accessibility at crosswalks
- Bicycle parking

Mobility & Reliability

Reduce travel times along the corridor for all modes, increase transit reliability, and right-size parking supply. [Aligns with GBI-4, GBI-5]

Potential ways to accomplish goal/value:

- Reasonable volume to capacity ratio
- Loading and reliability improvements at transit stops and along corridor
- Public parking provided to meet demand

Quality of Experience

Create an integrated environment for pedestrians and bicyclists with enhanced wayfinding, vibrant public spaces and improved landscaping. [Aligned with GBI-2, GBI-3, GBI-6]

Potential ways to accomplish goal/value:

- Wayfinding signage
- Tree or vegetation plantings



- Street furniture
- Pedestrian-scale lighting
- Small public spaces such as pocket parks or plazas
- Consolidated driveways
- Consistency with Town's Street Design Guidelines

APPENDIX A

MULTIMODAL INTERSECTION TURNING-MOVEMENT COUNTS

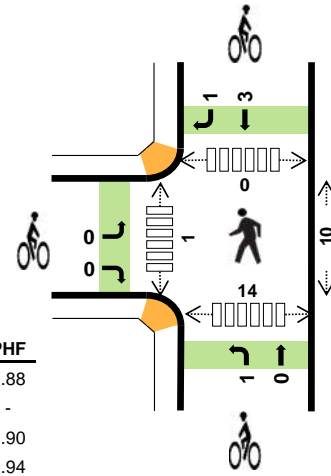
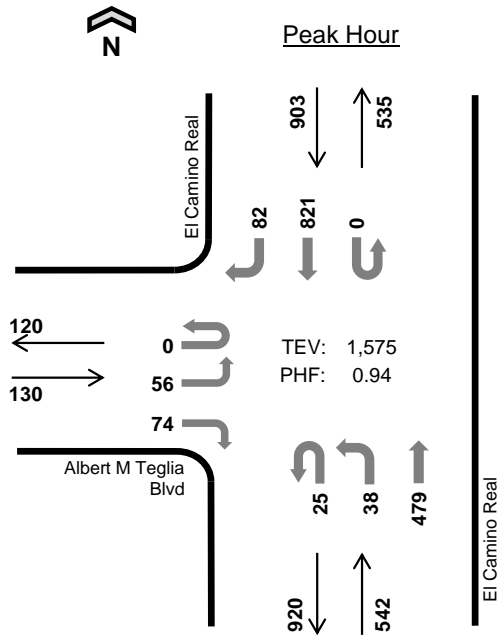
WEEKDAY AM

7AM - 9AM

El Camino Real Albert M Teglia Blvd



Date: 05-30-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	22.3%	0.88
WB	-	-
NB	1.8%	0.90
SB	1.1%	0.94
TOTAL	3.1%	0.94

Two-Hour Count Summaries

Interval Start	Albert M Teglia Blvd				n/a				El Camino Real				El Camino Real				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		TH		RT						
7:00 AM	0	11	0	18	0	0	0	0	2	7	60	0	0	0	122	23	243	0	
7:15 AM	0	11	0	19	0	0	0	0	7	7	65	0	0	0	170	21	300	0	
7:30 AM	0	17	0	17	0	0	0	0	5	8	103	0	0	0	194	17	361	0	
7:45 AM	0	7	0	23	0	0	0	0	9	7	135	0	0	0	216	23	420	1,324	
8:00 AM	0	13	0	16	0	0	0	0	6	17	119	0	0	0	213	20	404	1,485	
8:15 AM	0	19	0	18	0	0	0	0	5	6	122	0	0	0	198	22	390	1,575	
8:30 AM	0	11	0	20	0	0	0	0	5	8	99	0	0	0	181	20	344	1,558	
8:45 AM	0	10	0	17	0	0	0	0	6	13	97	0	0	0	202	21	366	1,504	
Count Total	0	99	0	148	0	0	0	0	45	73	800	0	0	0	1,496	167	2,828	0	
Peak Hour	All	0	56	0	74	0	0	0	0	25	38	479	0	0	0	821	82	1,575	0
	HV	0	8	0	21	0	0	0	0	0	4	6	0	0	0	7	3	49	0
	HV%	-	14%	-	28%	-	-	-	-	0%	11%	1%	-	-	-	1%	4%	3%	0

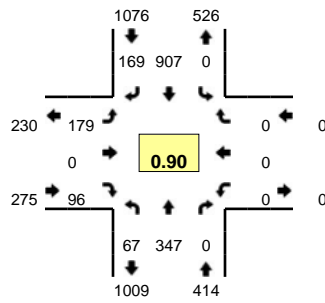
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	0	1	3	12	0	0	0	1	1	3	0	0	5	8
7:15 AM	7	0	5	3	15	0	0	0	0	0	1	3	0	6	10
7:30 AM	7	0	3	1	11	0	0	0	1	1	2	0	0	5	7
7:45 AM	7	0	1	4	12	0	0	0	1	1	4	1	0	2	7
8:00 AM	7	0	4	3	14	0	0	1	1	2	1	0	0	3	4
8:15 AM	8	0	2	2	12	0	0	0	1	1	3	0	0	4	7
8:30 AM	7	0	5	3	15	0	0	0	0	0	1	1	0	2	4
8:45 AM	9	0	2	3	14	0	0	0	2	2	3	1	0	7	11
Count Total	60	0	23	22	105	0	0	1	7	8	18	6	0	34	58
Peak Hr	29	0	10	10	49	0	0	1	4	5	10	1	0	14	25

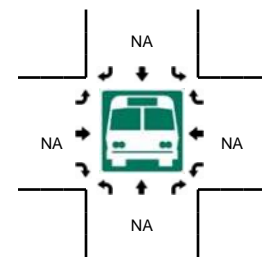
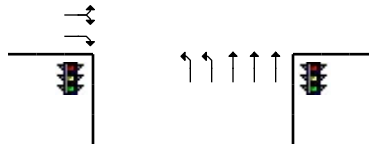
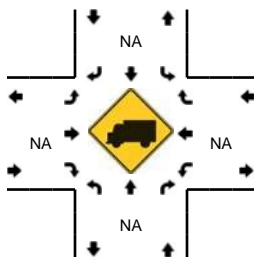
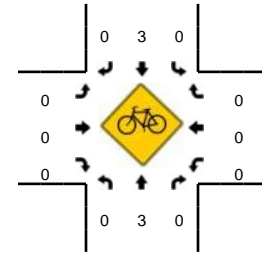
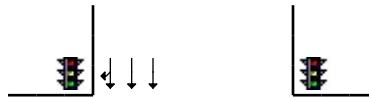
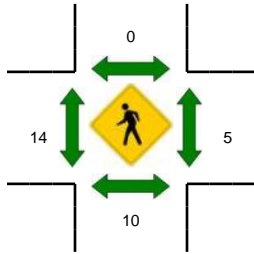
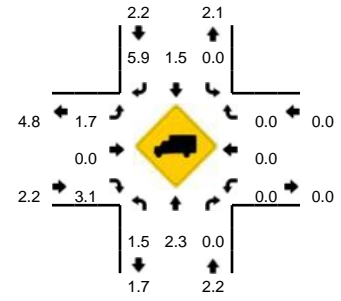
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albert M Teglia Blvd				n/a				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	6	0	0	0	0	0	0	1	0	0	0	2	1	12	0
7:15 AM	0	3	0	4	0	0	0	0	1	1	3	0	0	0	2	1	15	0
7:30 AM	0	3	0	4	0	0	0	0	0	2	1	0	0	0	1	0	11	0
7:45 AM	0	1	0	6	0	0	0	0	0	0	1	0	0	0	3	1	12	50
8:00 AM	0	3	0	4	0	0	0	0	0	2	2	0	0	0	2	1	14	52
8:15 AM	0	1	0	7	0	0	0	0	0	0	2	0	0	0	1	1	12	49
8:30 AM	0	3	0	4	0	0	0	0	0	3	2	0	0	0	3	0	15	53
8:45 AM	0	4	0	5	0	0	0	0	0	1	1	0	0	0	2	1	14	55
Count Total	0	20	0	40	0	0	0	0	1	9	13	0	0	0	16	6	105	0
Peak Hour	0	8	0	21	0	0	0	0	0	4	6	0	0	0	7	3	49	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Albert M Teglia Blvd			n/a			El Camino Real			El Camino Real			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	1	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	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	0	0	0	0	1	1	3	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	4		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	5		
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	5	2	8	0		
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	3	1	5	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

LOCATION: El Camino Real -- F St
CITY/STATE: Colma, CA

QC JOB #: 14552009
DATE: Wed, Nov 01 2017



Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

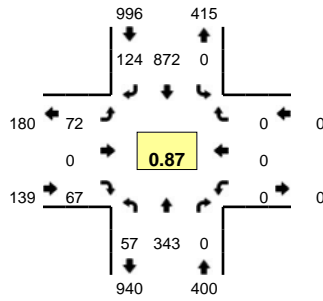


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				F St (Eastbound)				F St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	11	0	1	0	43	8	0	7	0	1	0	0	0	0	0	71	
7:05 AM	4	20	0	0	0	34	11	0	9	0	1	0	0	0	0	0	79	
7:10 AM	2	20	0	0	0	43	18	0	2	0	8	0	0	0	0	0	93	
7:15 AM	4	13	0	0	0	39	11	0	11	0	7	0	0	0	0	0	85	
7:20 AM	2	21	0	0	0	48	10	0	10	0	6	0	0	0	0	0	97	
7:25 AM	3	16	0	0	0	60	11	1	12	0	13	0	0	0	0	0	116	
7:30 AM	7	29	0	0	0	39	8	0	11	0	3	0	0	0	0	0	97	
7:35 AM	3	31	0	0	0	81	16	0	13	0	5	0	0	0	0	0	149	
7:40 AM	6	21	0	1	0	71	22	0	16	0	4	0	0	0	0	0	141	
7:45 AM	4	20	0	2	0	76	17	0	13	0	6	0	0	0	0	0	138	
7:50 AM	6	27	0	0	0	68	16	0	11	0	6	0	0	0	0	0	134	
7:55 AM	8	34	0	1	0	74	15	0	16	0	7	0	0	0	0	0	155	1355
8:00 AM	6	17	0	0	0	100	20	0	11	0	7	0	0	0	0	0	161	1445
8:05 AM	5	26	0	0	0	59	11	0	8	0	15	0	0	0	0	0	124	1490
8:10 AM	1	25	0	0	0	86	11	0	20	0	7	0	0	0	0	0	150	1547
8:15 AM	6	28	0	2	0	89	17	0	12	0	14	0	0	0	0	0	168	1630
8:20 AM	5	65	0	0	0	70	9	0	19	0	6	0	0	0	0	0	174	1707
8:25 AM	6	25	0	0	0	65	7	0	24	0	8	0	0	0	0	0	135	1726
8:30 AM	5	28	0	0	0	68	8	0	16	0	11	0	0	0	0	0	136	1765
8:35 AM	2	35	0	0	0	78	8	0	10	0	5	0	0	0	0	0	138	1754
8:40 AM	5	35	0	0	0	53	10	0	15	0	10	0	0	0	0	0	128	1741
8:45 AM	5	24	0	0	0	72	10	0	16	0	12	0	0	0	0	0	139	1742
8:50 AM	2	27	0	0	0	62	7	0	12	0	8	0	0	0	0	0	118	1726
8:55 AM	3	25	0	0	0	54	18	0	2	0	6	0	0	0	0	0	108	1679
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	472	0	8	0	980	148	0	204	0	108	0	0	0	0	0	1968	
Heavy Trucks	0	12	0		0	20	8		0	0	0		0	0	0		40	
Pedestrians		8				0				20				8			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

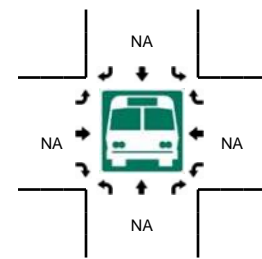
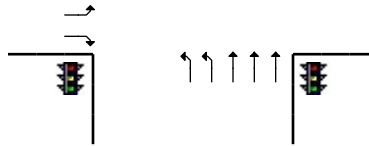
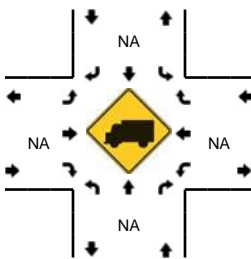
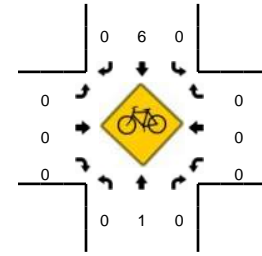
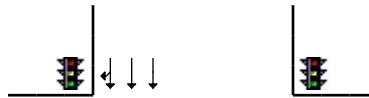
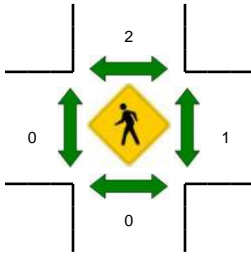
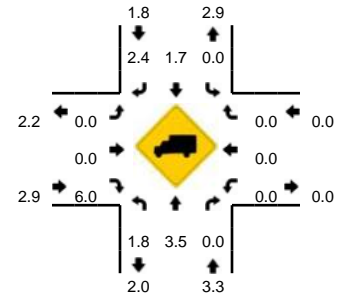
Comments:

LOCATION: El Camino Real -- Colma Blvd
CITY/STATE: Colma, CA

QC JOB #: 14552011
DATE: Wed, Nov 01 2017



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:10 AM -- 8:25 AM



5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Colma Blvd (Eastbound)				Colma Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	14	0	0	0	39	2	0	2	0	3	0	0	0	0	0	63	
7:05 AM	3	15	0	0	0	37	4	0	2	0	2	0	0	0	0	0	63	
7:10 AM	1	22	0	0	0	42	7	0	3	0	2	0	0	0	0	0	77	
7:15 AM	1	15	0	0	0	38	5	0	1	0	1	0	0	0	0	0	61	
7:20 AM	2	18	0	0	0	47	0	0	4	0	2	0	0	0	0	0	73	
7:25 AM	5	16	0	0	0	71	6	0	4	0	6	0	0	0	0	0	108	
7:30 AM	4	33	0	0	0	42	4	0	5	0	1	0	0	0	0	0	89	
7:35 AM	0	31	0	0	0	77	7	0	6	0	1	0	0	0	0	0	122	
7:40 AM	8	26	0	0	0	60	8	0	4	0	2	0	0	0	0	0	108	
7:45 AM	5	20	0	0	0	52	11	0	3	0	3	0	0	0	0	0	94	
7:50 AM	4	32	0	0	0	86	5	0	6	0	4	0	0	0	0	0	137	
7:55 AM	3	32	0	0	0	63	9	0	6	0	6	0	0	0	0	0	119	1114
8:00 AM	0	22	0	0	0	83	10	0	1	0	7	0	0	0	0	0	123	1174
8:05 AM	3	24	0	0	0	70	10	0	6	0	4	0	0	0	0	0	117	1228
8:10 AM	3	25	0	0	0	93	12	0	4	0	4	0	0	0	0	0	141	1292
8:15 AM	9	23	0	0	0	83	7	0	8	0	4	0	0	0	0	0	134	1365
8:20 AM	10	48	0	0	0	72	15	0	14	0	8	0	0	0	0	0	167	1459
8:25 AM	4	30	0	0	0	63	11	0	7	0	7	0	0	0	0	0	122	1473
8:30 AM	6	22	0	0	0	67	13	0	4	0	7	0	0	0	0	0	119	1503
8:35 AM	3	35	0	0	0	69	14	0	4	0	5	0	0	0	0	0	130	1511
8:40 AM	7	31	0	0	0	52	8	0	7	0	4	0	0	0	0	0	109	1512
8:45 AM	4	19	0	1	0	71	10	0	5	0	7	0	0	0	0	0	117	1535
8:50 AM	7	28	0	0	0	57	15	0	4	0	7	0	0	0	0	0	118	1516
8:55 AM	3	23	0	0	0	42	13	0	6	0	6	0	0	0	0	0	93	1490
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	384	0	0	0	992	136	0	104	0	64	0	0	0	0	0	1768	
Heavy Trucks	0	12	0	0	0	20	0	0	0	0	4	0	0	0	0	0	36	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

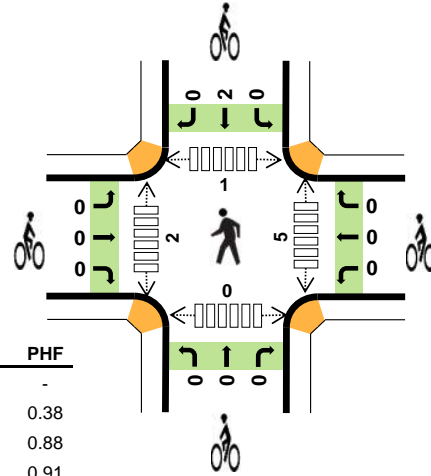
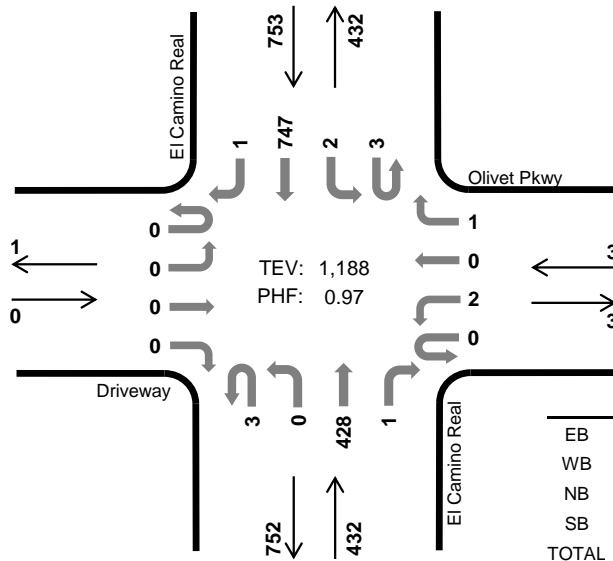
Comments:

El Camino Real Olivet Pkwy



Peak Hour

Date: 05-30-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.38
NB	3.0%	0.88
SB	2.1%	0.91
TOTAL	2.4%	0.97

Two-Hour Count Summaries

Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				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	62	1	0	0	120	0	183	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	57	0	1	0	155	1	215	0	
7:30 AM	0	0	0	1	0	0	0	0	0	0	95	0	0	1	174	0	271	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	111	0	0	1	181	0	293	962	
8:00 AM	0	0	0	0	0	0	0	0	0	0	101	0	0	0	206	0	307	1,086	
8:15 AM	0	0	0	0	0	1	0	1	2	0	121	0	1	0	178	0	304	1,175	
8:30 AM	0	0	0	0	0	1	0	0	1	0	95	1	2	1	182	1	284	1,188	
8:45 AM	0	0	0	0	0	0	0	0	0	1	92	0	0	0	175	0	268	1,163	
Count Total	0	0	0	1	0	2	0	2	3	1	734	2	4	3	1,371	2	2,125	0	
Peak Hour	All	0	0	0	0	0	2	0	1	3	0	428	1	3	2	747	1	1,188	0
	HV	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	29	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	3%	0%	0%	0%	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
7:00 AM	0	0	1	4	5	0	0	0	1	1	0	0	0	1	1
7:15 AM	0	0	4	5	9	0	0	0	0	0	1	4	1	0	6
7:30 AM	0	0	5	5	10	0	0	0	1	1	0	2	0	0	2
7:45 AM	0	0	1	5	6	0	0	0	0	0	3	0	0	0	3
8:00 AM	0	0	5	3	8	0	0	0	1	1	0	1	0	0	1
8:15 AM	0	0	3	4	7	0	0	0	1	1	1	1	1	0	3
8:30 AM	0	0	4	4	8	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	4	6	10	0	0	0	1	1	0	1	1	0	2
Count Total	0	0	27	36	63	0	0	0	5	5	6	9	3	1	19
Peak Hour	0	0	13	16	29	0	0	0	2	2	5	2	1	0	8

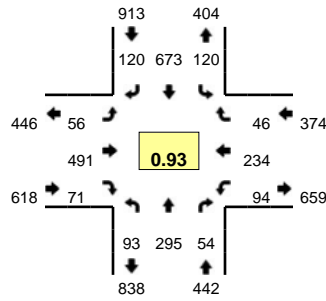
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	30
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	33
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	31
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	29
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10	33
Count Total	0	0	0	0	0	0	0	0	0	0	27	0	0	0	36	0	63	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	29	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Olivet Pkwy			El Camino Real			El Camino Real			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	1	0	1	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	0	0	0	1	0	1	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	5	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	2	0			

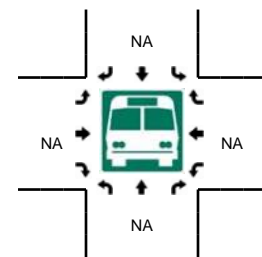
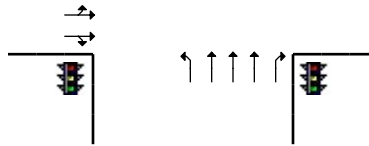
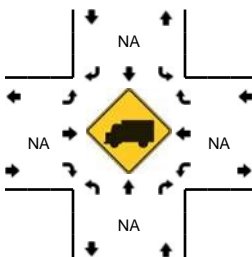
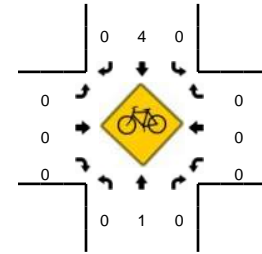
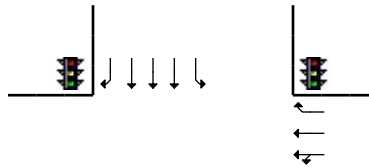
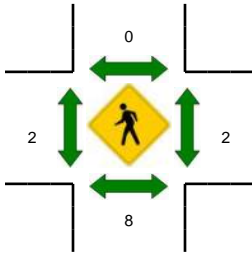
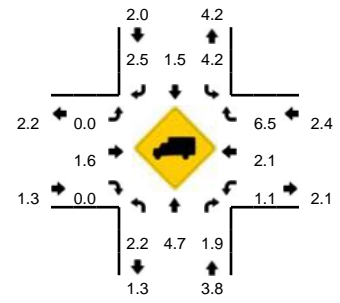
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

LOCATION: El Camino Real -- Serramonte Blvd
CITY/STATE: Colma, CA

QC JOB #: 14552013
DATE: Wed, Nov 01 2017



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

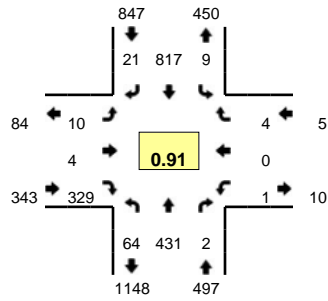


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Serramonte Blvd (Eastbound)				Serramonte Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	9	2	0	5	27	5	0	2	19	2	0	2	12	5	0	93	
7:05 AM	6	14	4	0	5	25	8	0	5	14	5	0	5	5	4	0	100	
7:10 AM	6	18	5	0	3	30	4	0	3	15	4	0	4	12	1	0	105	
7:15 AM	7	12	3	0	8	32	4	0	0	16	2	0	5	10	2	0	101	
7:20 AM	4	20	6	0	5	47	4	0	3	27	2	0	4	15	2	0	139	
7:25 AM	8	12	4	0	6	37	10	0	0	27	5	0	6	12	6	0	133	
7:30 AM	6	24	4	0	5	42	9	0	6	23	4	0	5	20	5	0	153	
7:35 AM	7	24	2	0	8	48	14	0	4	21	4	0	8	9	4	0	153	
7:40 AM	7	21	3	0	9	56	13	0	2	34	3	0	5	10	6	0	169	
7:45 AM	4	20	7	0	8	48	6	0	3	42	6	0	4	11	7	0	166	
7:50 AM	13	28	7	0	10	56	10	0	6	34	4	0	11	15	1	0	195	
7:55 AM	4	30	6	0	6	61	13	0	6	45	7	0	8	25	2	0	213	1720
8:00 AM	9	15	3	0	7	62	8	1	2	28	2	0	4	17	4	0	162	1789
8:05 AM	6	23	2	0	5	58	10	1	5	27	5	0	11	24	4	0	181	1870
8:10 AM	8	21	7	0	7	73	11	0	4	30	4	0	10	21	5	0	201	1966
8:15 AM	5	35	5	0	14	62	5	0	2	49	6	0	4	20	2	0	209	2074
8:20 AM	6	30	2	0	11	71	10	1	6	41	4	0	6	25	9	0	222	2157
8:25 AM	8	22	4	1	8	47	15	1	5	51	9	0	4	16	5	1	197	2221
8:30 AM	12	19	4	0	10	48	7	1	5	42	6	0	13	19	5	0	191	2259
8:35 AM	11	32	5	0	10	37	15	1	3	59	13	0	2	18	2	0	208	2314
8:40 AM	8	25	5	0	12	49	5	0	8	49	5	0	10	19	3	0	198	2343
8:45 AM	2	15	4	0	13	49	11	1	4	36	6	0	10	15	4	0	170	2347
8:50 AM	9	25	3	0	11	49	9	1	7	34	14	0	12	15	4	0	193	2345
8:55 AM	9	13	3	0	4	38	9	0	6	37	5	0	1	22	7	0	154	2286
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	344	56	0	128	824	104	4	48	480	56	0	80	264	64	0	2528	
Heavy Trucks	4	16	0		4	16	4		0	8	0		4	12	0		68	
Pedestrians		4				0				4				4			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

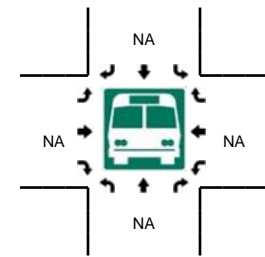
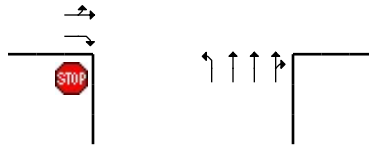
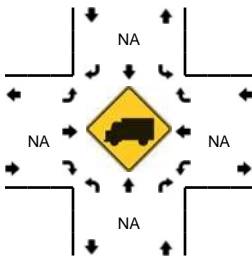
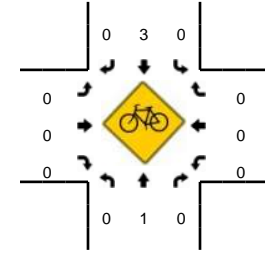
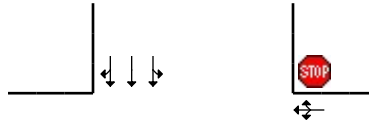
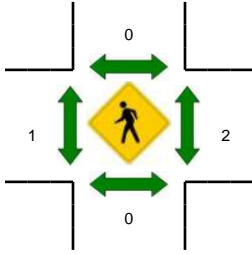
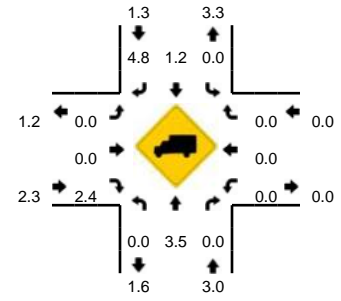
Comments:

LOCATION: El Camino Real -- Collins Ave
CITY/STATE: Colma, CA

QC JOB #: 14552015
DATE: Wed, Nov 01 2017



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

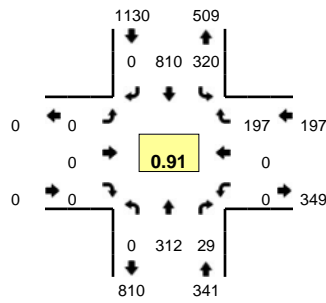


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Collins Ave (Eastbound)				Collins Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	15	0	0	0	33	2	0	2	0	8	0	0	0	0	0	69	
7:05 AM	5	29	0	0	0	32	2	2	1	0	9	0	0	0	0	0	80	
7:10 AM	5	23	0	0	0	32	2	0	0	0	8	0	0	0	0	0	70	
7:15 AM	6	20	0	0	1	35	3	3	1	0	17	0	0	0	1	0	87	
7:20 AM	6	35	0	0	1	45	4	0	2	0	24	0	0	0	0	0	117	
7:25 AM	13	25	1	0	0	44	2	0	0	0	12	0	0	0	0	0	97	
7:30 AM	8	35	1	0	0	54	0	0	1	0	15	0	0	0	0	0	114	
7:35 AM	5	39	0	1	0	55	5	2	0	0	18	0	0	0	0	0	125	
7:40 AM	7	26	1	0	1	59	4	0	1	0	20	0	0	0	0	0	119	
7:45 AM	1	35	0	0	1	57	0	1	2	1	18	0	0	0	1	0	117	
7:50 AM	3	42	2	0	0	64	1	0	2	1	19	0	0	0	0	0	134	
7:55 AM	5	42	1	0	1	79	0	0	1	1	22	0	0	0	0	0	152	1281
8:00 AM	7	31	0	0	0	66	0	1	0	0	28	0	0	0	1	0	134	1346
8:05 AM	5	25	0	0	0	71	2	0	1	1	28	0	1	0	1	0	135	1401
8:10 AM	6	35	0	0	1	83	1	0	0	0	19	0	0	0	0	0	145	1476
8:15 AM	2	39	0	0	0	67	2	1	2	0	27	0	0	0	0	0	140	1529
8:20 AM	2	50	0	0	0	89	1	0	0	1	39	0	0	0	0	0	182	1594
8:25 AM	11	29	0	0	0	54	2	0	1	0	23	0	0	0	1	0	121	1618
8:30 AM	7	41	0	0	1	67	2	1	0	1	19	0	0	0	0	0	139	1643
8:35 AM	2	52	0	0	0	46	4	0	2	0	26	0	0	0	0	0	132	1650
8:40 AM	4	28	0	0	0	62	2	1	0	0	36	0	0	0	1	0	134	1665
8:45 AM	7	26	0	1	0	64	2	1	1	0	35	0	0	0	0	0	137	1685
8:50 AM	5	33	1	0	1	69	3	0	2	0	27	0	0	0	0	0	141	1692
8:55 AM	5	32	0	0	0	48	0	1	2	0	28	0	0	1	0	0	117	1657
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	496	0	0	4	956	16	4	8	4	340	0	0	0	0	0	1868	
Heavy Trucks	0	20	0	0	0	16	4	0	0	0	4	0	0	0	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

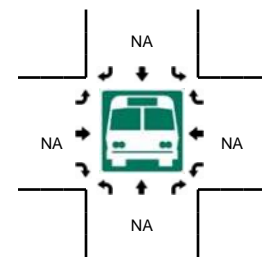
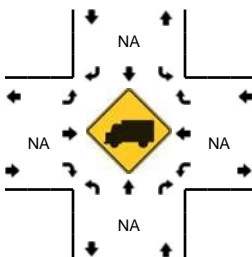
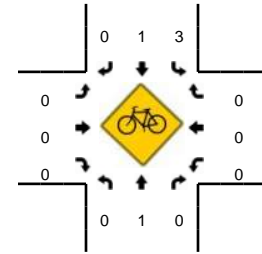
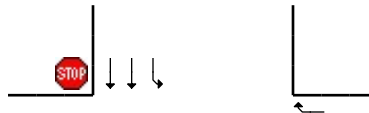
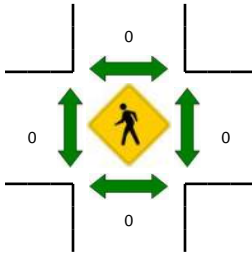
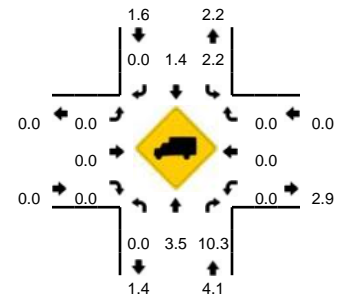
Comments:

LOCATION: El Camino Royal -- Mission Rd
CITY/STATE: Colma, CA

QC JOB #: 14552017
DATE: Wed, Nov 01 2017



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:10 AM -- 8:25 AM



5-Min Count Period Beginning At	El Camino Royal (Northbound)				El Camino Royal (Southbound)				Mission Rd (Eastbound)				Mission Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	2	0	10	30	0	0	0	0	0	0	0	0	15	0	71	
7:05 AM	0	13	2	0	16	26	0	0	0	0	0	0	0	0	18	0	75	
7:10 AM	0	16	3	0	12	31	0	0	0	0	0	0	0	0	13	0	75	
7:15 AM	0	18	2	0	18	30	0	0	0	0	0	0	0	0	10	0	78	
7:20 AM	0	24	0	0	19	48	0	0	0	0	0	0	0	0	22	0	113	
7:25 AM	0	23	1	0	24	36	0	0	0	0	0	0	0	0	16	0	100	
7:30 AM	0	22	3	0	21	46	0	0	0	0	0	0	0	0	18	0	110	
7:35 AM	0	26	2	0	21	48	0	0	0	0	0	0	0	0	19	0	116	
7:40 AM	0	19	5	0	26	54	0	0	0	0	0	0	0	0	20	0	124	
7:45 AM	0	30	5	0	18	54	0	0	0	0	0	0	0	0	9	0	116	
7:50 AM	0	26	0	0	20	60	0	0	0	0	0	0	0	0	26	0	132	
7:55 AM	0	29	3	0	28	70	0	0	0	0	0	0	0	0	20	0	150	1260
8:00 AM	0	25	2	0	31	66	0	0	0	0	0	0	0	0	15	0	139	1328
8:05 AM	0	23	1	0	28	68	0	0	0	0	0	0	0	0	17	0	137	1390
8:10 AM	0	21	1	0	22	77	0	0	0	0	0	0	0	0	11	0	132	1447
8:15 AM	0	37	0	0	25	72	0	0	0	0	0	0	0	0	14	0	148	1517
8:20 AM	0	22	5	0	39	89	0	0	0	0	0	0	0	0	25	0	180	1584
8:25 AM	0	23	2	0	22	50	0	0	0	0	0	0	0	0	23	0	120	1604
8:30 AM	0	29	1	0	29	58	0	0	0	0	0	0	0	0	16	0	133	1627
8:35 AM	0	32	4	0	16	49	0	0	0	0	0	0	0	0	17	0	118	1629
8:40 AM	0	24	5	0	22	73	0	0	0	0	0	0	0	0	12	0	136	1641
8:45 AM	0	24	2	0	26	69	0	0	0	0	0	0	0	0	14	0	135	1660
8:50 AM	0	23	3	0	32	69	0	0	0	0	0	0	0	0	13	0	140	1668
8:55 AM	0	24	3	0	33	39	0	0	0	0	0	0	0	0	20	0	119	1637
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	320	24	0	344	952	0	0	0	0	0	0	0	0	200	0	1840	
Heavy Trucks	0	8	8		8	16	0		0	0	0		0	0	0		40	
Pedestrians		0				0			0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

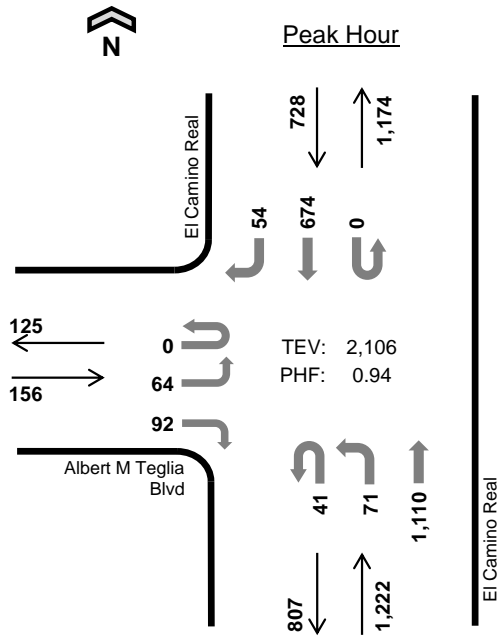
WEEKDAY PM

4PM - 6PM

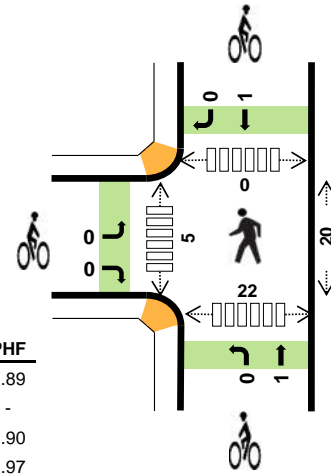
El Camino Real Albert M Teglia Blvd



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



	HV %:	PHF
EB	16.7%	0.89
WB	-	-
NB	0.3%	0.90
SB	1.0%	0.97
TOTAL	1.8%	0.94



Two-Hour Count Summaries

Interval Start	Albert M Teglia Blvd				n/a				El Camino Real				El Camino Real				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	8	0	14	0	0	0	0	4	11	235	0	0	0	167	7	446	0	
4:15 PM	0	13	0	20	0	0	0	0	13	6	226	0	0	0	156	6	440	0	
4:30 PM	0	8	0	20	0	0	0	0	17	9	265	0	0	0	168	8	495	0	
4:45 PM	0	9	0	24	0	0	0	0	7	15	268	0	0	0	154	11	488	1,869	
5:00 PM	0	16	0	17	0	0	0	0	13	14	269	0	0	0	175	13	517	1,940	
5:15 PM	0	19	0	25	0	0	0	0	11	21	306	0	0	0	166	10	558	2,058	
5:30 PM	0	17	0	20	0	0	0	0	10	15	285	0	0	0	170	15	532	2,095	
5:45 PM	0	12	0	30	0	0	0	0	7	21	250	0	0	0	163	16	499	2,106	
Count Total	0	102	0	170	0	0	0	0	82	112	2,104	0	0	0	1,319	86	3,975	0	
Peak Hour	All	0	64	0	92	0	0	0	0	41	71	1,110	0	0	0	674	54	2,106	0
	HV	0	8	0	18	0	0	0	0	0	4	0	0	0	0	4	3	37	0
	HV%	-	13%	-	20%	-	-	-	-	0%	6%	0%	-	-	-	1%	6%	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
4:00 PM	6	0	4	5	15	0	0	0	0	0	1	0	0	1	2
4:15 PM	6	0	4	2	12	0	0	0	0	0	1	0	0	3	4
4:30 PM	5	0	1	1	7	0	0	0	0	0	2	1	0	1	4
4:45 PM	9	0	6	3	18	1	0	0	0	1	1	6	0	2	9
5:00 PM	4	0	0	2	6	0	0	0	1	1	4	0	0	5	9
5:15 PM	8	0	1	2	11	0	0	1	0	1	2	1	0	3	6
5:30 PM	7	0	3	2	12	0	0	0	0	0	4	4	0	3	11
5:45 PM	7	0	0	1	8	0	0	0	0	0	10	0	0	11	21
Count Total	52	0	19	18	89	1	0	1	1	3	25	12	0	29	66
Peak Hr	26	0	4	7	37	0	0	1	1	2	20	5	0	22	47

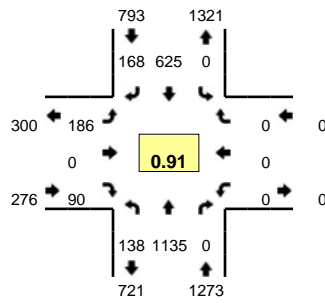
Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Albert M Teglia Blvd				n/a				El Camino Real				El Camino Real					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	5	0	0	0	0	0	1	3	0	0	0	4	1	15	0
4:15 PM	0	0	0	6	0	0	0	0	0	1	3	0	0	0	1	1	12	0
4:30 PM	0	2	0	3	0	0	0	0	0	1	0	0	0	0	1	0	7	0
4:45 PM	0	3	0	6	0	0	0	0	0	2	4	0	0	0	2	1	18	52
5:00 PM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	6	43
5:15 PM	0	2	0	6	0	0	0	0	0	1	0	0	0	0	2	0	11	42
5:30 PM	0	3	0	4	0	0	0	0	0	3	0	0	0	0	1	1	12	47
5:45 PM	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	1	8	37
Count Total	0	14	0	38	0	0	0	0	0	9	10	0	0	0	12	6	89	0
Peak Hour	0	8	0	18	0	0	0	0	0	4	0	0	0	0	4	3	37	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour			
Interval Start	Albert M Teglia Blvd			n/a			El Camino Real			El Camino Real								
	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	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0

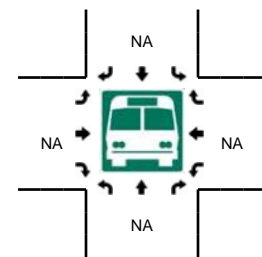
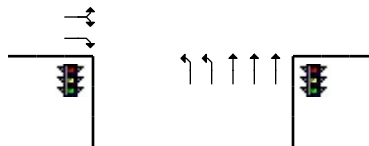
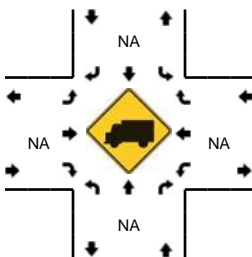
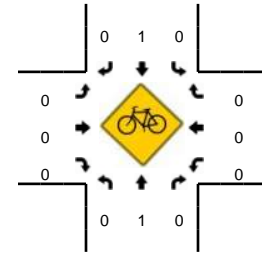
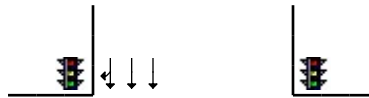
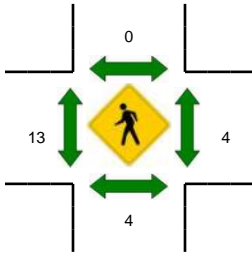
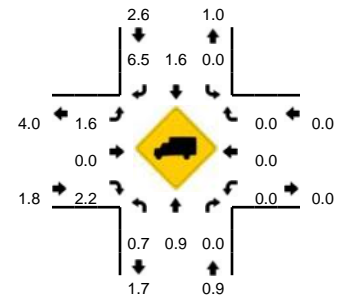
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

LOCATION: El Camino Real -- F St
CITY/STATE: Colma, CA

QC JOB #: 14552010
DATE: Wed, Nov 01 2017



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

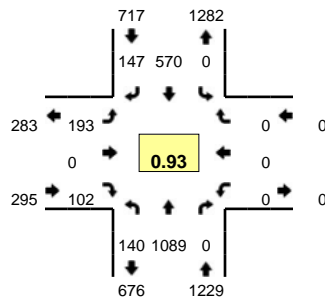


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				F St (Eastbound)				F St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	80	0	2	0	54	14	0	13	0	13	0	0	0	0	0	186	
4:05 PM	6	67	0	0	0	76	14	0	6	0	8	0	0	0	0	0	177	
4:10 PM	2	73	0	0	0	56	17	0	12	0	3	0	0	0	0	0	163	
4:15 PM	6	90	0	0	0	67	15	0	16	0	6	0	0	0	0	0	200	
4:20 PM	9	78	0	0	0	42	11	0	13	0	3	0	0	0	0	0	156	
4:25 PM	5	72	0	0	0	54	10	0	17	0	3	0	0	0	0	0	161	
4:30 PM	9	82	0	1	0	65	8	0	15	0	4	0	0	0	0	0	184	
4:35 PM	13	63	0	0	0	49	18	0	9	0	5	0	0	0	0	0	157	
4:40 PM	4	73	0	2	0	47	11	0	18	0	12	0	0	0	0	0	167	
4:45 PM	5	89	0	2	0	60	24	0	14	0	9	0	0	0	0	0	203	
4:50 PM	5	78	0	1	0	67	14	0	16	0	5	0	0	0	0	0	186	
4:55 PM	13	70	0	0	0	39	14	0	12	0	4	0	0	0	0	0	152	2092
5:00 PM	10	100	0	1	0	55	13	0	21	0	2	0	0	0	0	0	202	2108
5:05 PM	9	100	0	1	0	50	16	0	12	0	10	0	0	0	0	0	198	2129
5:10 PM	8	86	0	1	0	32	14	0	17	0	7	0	0	0	0	0	165	2131
5:15 PM	9	80	0	0	0	63	15	0	10	0	16	0	0	0	0	0	193	2124
5:20 PM	9	100	0	0	0	42	13	0	6	0	3	0	0	0	0	0	173	2141
5:25 PM	13	111	0	0	0	37	14	0	17	0	5	0	0	0	0	0	197	2177
5:30 PM	11	85	0	0	0	66	17	0	15	0	5	0	0	0	0	0	199	2192
5:35 PM	13	110	0	1	0	78	11	0	26	0	7	0	0	0	0	0	246	2281
5:40 PM	16	85	0	0	0	44	15	0	15	0	10	0	0	0	0	0	185	2299
5:45 PM	15	94	0	1	0	58	13	0	8	0	7	0	0	0	0	0	196	2292
5:50 PM	11	101	0	0	0	41	18	0	25	0	12	0	0	0	0	0	208	2314
5:55 PM	8	83	0	1	0	59	9	0	14	0	6	0	0	0	0	0	180	2342
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	148	1224	0	4	0	724	168	0	232	0	68	0	0	0	0	0	2568	
Heavy Trucks	0	16	0	0	0	4	12	0	0	0	0	0	0	0	0	0	32	
Pedestrians		4				0				16				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

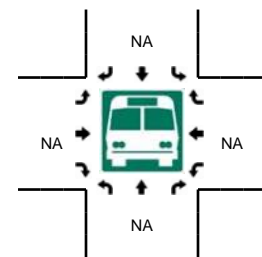
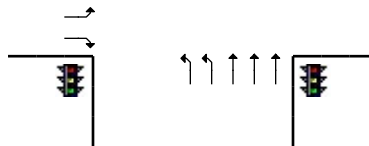
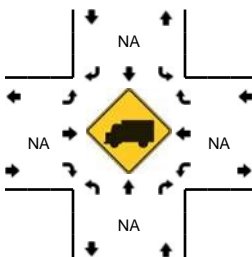
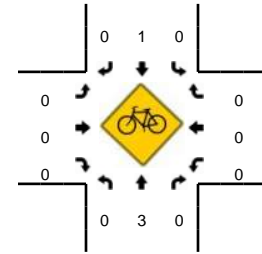
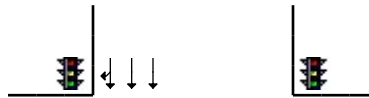
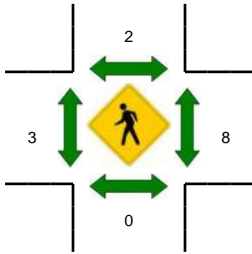
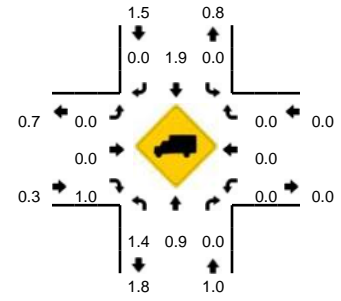
Comments:

LOCATION: El Camino Real -- Colma Blvd
CITY/STATE: Colma, CA

QC JOB #: 14552012
DATE: Wed, Nov 01 2017



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM



5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Colma Blvd (Eastbound)				Colma Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	77	0	0	0	62	9	0	11	0	12	0	0	0	0	0	179	
4:05 PM	11	57	0	0	0	64	14	0	18	0	10	0	0	0	0	0	174	
4:10 PM	5	50	0	1	0	56	12	0	19	0	11	0	0	0	0	0	154	
4:15 PM	8	88	0	0	0	58	12	0	17	0	12	0	0	0	0	0	195	
4:20 PM	16	78	0	0	0	46	3	0	17	0	4	0	0	0	0	0	164	
4:25 PM	12	56	0	0	0	46	9	0	11	0	8	0	0	0	0	0	142	
4:30 PM	7	82	0	0	0	50	16	0	21	0	9	0	0	0	0	0	185	
4:35 PM	15	59	0	0	0	28	7	0	5	0	6	0	0	0	0	0	120	
4:40 PM	4	73	0	0	0	52	17	0	12	0	12	0	0	0	0	0	170	
4:45 PM	14	74	0	1	0	60	15	0	17	0	9	0	0	0	0	0	190	
4:50 PM	13	63	0	0	0	55	13	0	21	0	9	0	0	0	0	0	174	
4:55 PM	10	70	0	0	0	38	7	0	18	0	10	0	0	0	0	0	153	2000
5:00 PM	13	98	0	0	0	44	14	0	12	0	11	0	0	0	0	0	192	2013
5:05 PM	12	85	0	1	0	50	7	0	18	0	14	0	0	0	0	0	187	2026
5:10 PM	9	88	0	0	0	28	13	0	19	0	6	0	0	0	0	0	163	2035
5:15 PM	10	100	0	0	0	63	15	0	6	0	8	0	0	0	0	0	202	2042
5:20 PM	9	64	0	1	0	38	7	0	19	0	10	0	0	0	0	0	148	2026
5:25 PM	14	106	0	0	0	31	12	0	22	0	9	0	0	0	0	0	194	2078
5:30 PM	7	82	0	1	0	61	11	0	21	0	9	0	0	0	0	0	192	2085
5:35 PM	13	104	0	0	0	53	19	0	18	0	7	0	0	0	0	0	214	2179
5:40 PM	9	95	0	0	0	52	16	0	16	0	5	0	0	0	0	0	193	2202
5:45 PM	11	90	0	1	0	35	13	0	11	0	7	0	0	0	0	0	168	2180
5:50 PM	19	101	0	0	0	53	5	0	16	0	12	0	0	0	0	0	206	2212
5:55 PM	10	76	0	0	0	62	15	0	15	0	4	0	0	0	0	0	182	2241
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	136	1168	0	4	0	580	168	0	244	0	100	0	0	0	0	0	2400	
Heavy Trucks	0	16	0		0	4	0		0	0	4		0	0	0		24	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

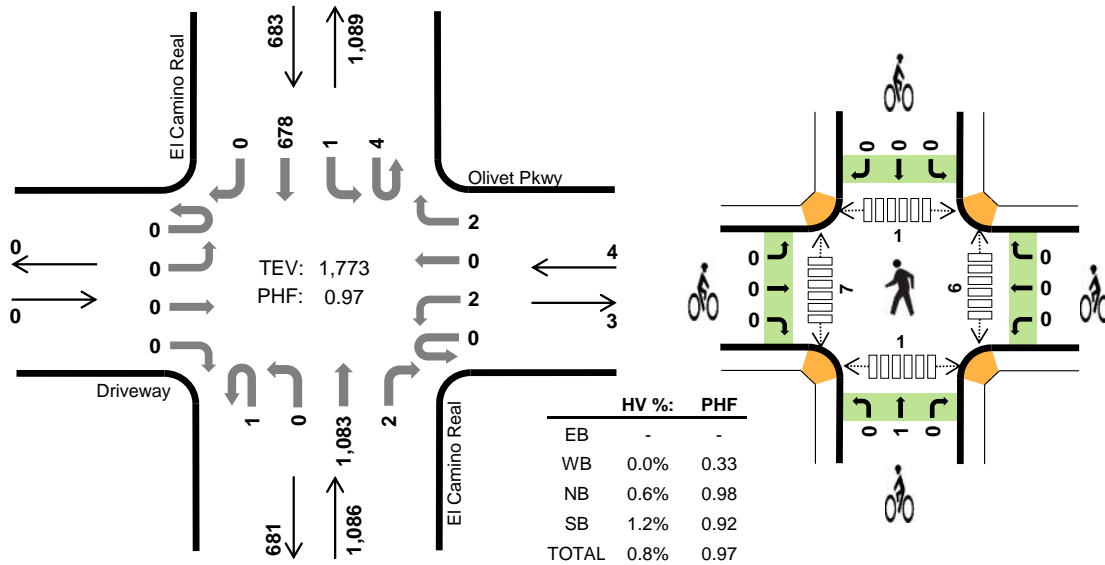
Comments:

El Camino Real Olivet Pkwy



Peak Hour

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



Two-Hour Count Summaries

Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				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	1	0	0	236	0	1	0	153	0	392	0	
4:15 PM	0	0	0	0	0	0	0	1	1	0	221	1	0	0	136	0	360	0	
4:30 PM	0	0	0	0	0	0	0	0	1	0	269	1	0	1	184	0	456	0	
4:45 PM	0	0	0	0	0	2	0	1	0	0	270	0	0	0	153	0	426	1,634	
5:00 PM	0	0	0	0	0	0	0	0	0	0	267	1	1	0	169	0	438	1,680	
5:15 PM	0	0	0	0	0	0	0	1	0	0	277	0	3	0	172	0	453	1,773	
5:30 PM	0	0	0	0	0	0	0	0	0	0	286	1	0	0	151	0	438	1,755	
5:45 PM	0	1	0	0	0	0	0	0	0	0	223	0	0	1	182	0	407	1,736	
Count Total	0	1	0	1	0	2	0	4	2	0	2,049	4	5	2	1,300	0	3,370	0	
Peak Hour	All	0	0	0	0	0	2	0	2	1	0	1,083	2	4	1	678	0	1,773	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	1%	0%	0%	0%	1%	-	1%	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
4:00 PM	0	0	5	2	7	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	1	1	0	2
4:30 PM	0	0	1	3	4	0	0	0	0	0	1	2	0	0	3
4:45 PM	0	0	5	3	8	0	0	0	0	0	1	1	0	0	2
5:00 PM	0	0	0	1	1	0	0	0	0	0	3	3	1	1	8
5:15 PM	0	0	1	1	2	0	0	1	0	1	1	1	0	0	2
5:30 PM	0	0	3	3	6	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	16	17	33	0	0	1	0	1	7	9	2	1	19
Peak Hour	0	0	7	8	15	0	0	1	0	1	6	7	1	1	15

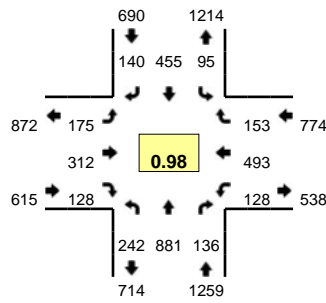
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	22
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	16
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	15
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11
Count Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	17	0	33	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Olivet Pkwy			El Camino Real			El Camino Real			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	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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	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	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

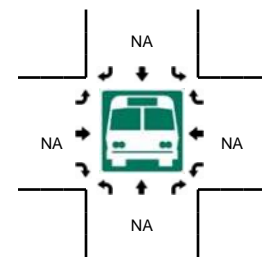
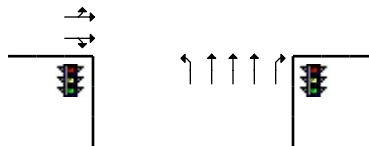
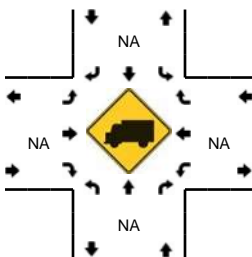
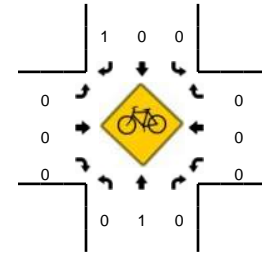
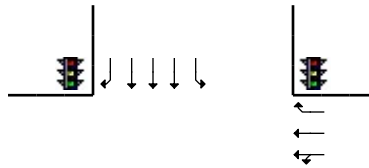
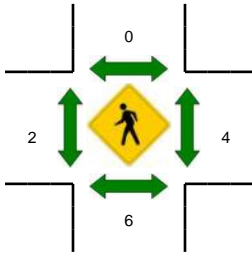
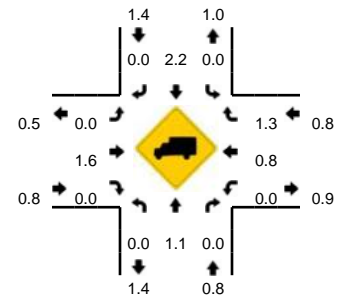
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

LOCATION: El Camino Real -- Serramonte Blvd
CITY/STATE: Colma, CA

QC JOB #: 14552014
DATE: Wed, Nov 01 2017



Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

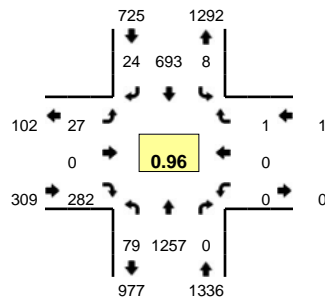


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Serramonte Blvd (Eastbound)				Serramonte Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	61	6	0	9	47	9	0	12	15	5	0	11	27	10	0	232	
4:05 PM	15	49	15	1	7	58	9	0	11	29	7	0	5	16	7	0	229	
4:10 PM	18	61	9	0	10	57	16	0	10	22	7	0	14	27	2	0	253	
4:15 PM	14	56	13	1	7	35	9	0	16	21	13	0	11	35	13	0	244	
4:20 PM	14	70	11	0	9	44	14	2	16	36	9	0	7	27	7	0	266	
4:25 PM	15	53	11	2	6	26	15	0	16	24	14	0	4	42	9	0	237	
4:30 PM	22	48	13	2	6	46	6	0	20	24	10	0	7	32	13	0	249	
4:35 PM	26	66	11	1	11	37	7	1	6	19	15	0	10	26	12	0	248	
4:40 PM	17	40	7	0	7	35	10	1	17	15	5	0	16	44	9	0	223	
4:45 PM	31	60	14	1	9	34	16	1	19	28	13	0	14	33	13	0	286	
4:50 PM	13	47	7	0	6	56	11	0	11	24	13	1	14	46	12	0	261	
4:55 PM	18	53	17	0	12	40	9	0	19	31	15	0	10	45	16	0	285	3013
5:00 PM	11	80	13	1	7	30	13	1	10	27	15	0	6	34	14	0	262	3043
5:05 PM	28	71	10	0	8	40	7	0	15	23	8	0	11	34	13	0	268	3082
5:10 PM	22	68	13	0	10	47	5	0	13	22	17	0	11	45	17	0	290	3119
5:15 PM	30	82	15	1	6	38	12	0	12	35	11	0	8	30	12	0	292	3167
5:20 PM	26	44	10	0	6	34	11	0	16	23	11	0	15	58	8	0	262	3163
5:25 PM	16	91	11	0	4	36	13	1	13	23	4	0	17	44	16	0	289	3215
5:30 PM	20	54	8	0	7	27	14	0	19	30	14	0	12	38	16	0	259	3225
5:35 PM	13	94	7	0	9	57	16	1	14	20	9	0	11	49	7	0	307	3284
5:40 PM	21	79	9	1	10	40	9	1	12	30	5	0	7	37	14	0	275	3336
5:45 PM	17	67	8	0	5	17	16	1	20	25	9	0	11	35	9	0	240	3290
5:50 PM	17	98	15	0	6	49	15	0	12	23	10	0	9	44	11	0	309	3338
5:55 PM	27	62	10	0	7	27	16	0	13	32	12	0	8	36	15	0	265	3318
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	196	956	104	0	80	480	172	8	184	292	108	0	160	524	156	0	3420	
Heavy Trucks	0	12	0		0	8	0		0	4	0		0	4	4		32	
Pedestrians		12				0				0				4			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

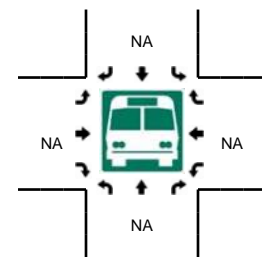
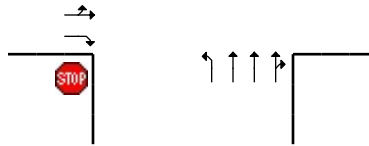
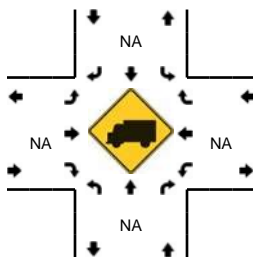
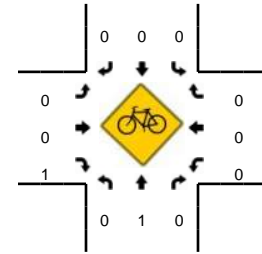
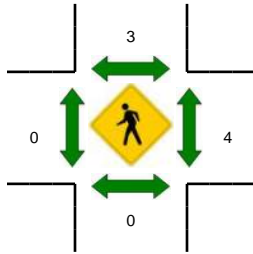
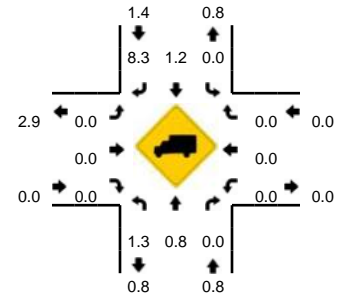
Comments:

LOCATION: El Camino Real -- Collins Ave
CITY/STATE: Colma, CA

QC JOB #: 14552016
DATE: Wed, Nov 01 2017



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

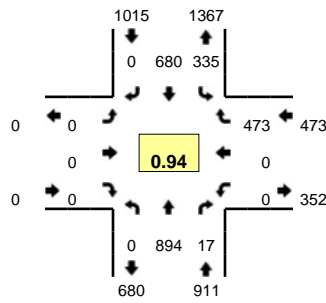


5-Min Count Period Beginning At	El Camino Real (Northbound)				El Camino Real (Southbound)				Collins Ave (Eastbound)				Collins Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	67	0	0	0	61	2	2	1	0	25	0	0	1	0	0	166	
4:05 PM	7	89	0	0	0	67	2	1	4	0	21	0	0	0	0	0	191	
4:10 PM	3	77	0	1	0	70	0	1	2	0	26	0	0	0	0	0	180	
4:15 PM	0	89	0	0	0	67	3	0	5	1	21	0	0	0	0	0	186	
4:20 PM	5	84	0	1	2	63	1	0	4	0	22	0	1	0	0	0	183	
4:25 PM	4	82	0	0	0	45	4	0	4	0	24	0	2	2	3	0	170	
4:30 PM	2	98	0	0	0	59	3	2	3	0	22	0	3	1	1	0	194	
4:35 PM	4	87	1	0	0	57	2	2	2	0	23	0	0	0	0	0	178	
4:40 PM	4	72	0	0	0	69	3	1	3	0	26	0	0	0	0	0	178	
4:45 PM	7	92	0	0	0	67	2	0	2	1	30	0	0	0	1	0	202	
4:50 PM	2	70	0	0	0	81	2	0	1	0	22	0	0	0	0	0	178	
4:55 PM	3	95	0	0	0	59	5	1	2	0	14	0	0	0	0	0	179	2185
5:00 PM	9	117	0	0	0	49	3	0	2	0	25	0	0	0	0	0	205	2224
5:05 PM	2	104	0	0	0	60	3	1	3	0	26	0	0	0	1	0	200	2233
5:10 PM	4	107	0	0	0	69	4	0	4	0	18	0	0	0	0	0	206	2259
5:15 PM	9	109	0	1	0	60	3	1	2	0	27	0	0	0	0	0	212	2285
5:20 PM	8	87	0	0	0	56	1	0	2	0	20	0	0	0	0	0	174	2276
5:25 PM	5	109	0	0	0	56	3	2	2	0	25	0	0	0	0	0	202	2308
5:30 PM	5	89	0	1	0	56	1	1	2	0	24	0	0	0	0	0	179	2293
5:35 PM	6	101	0	0	0	77	0	0	1	0	23	0	0	0	0	0	208	2323
5:40 PM	10	107	0	0	0	55	2	0	1	0	22	1	0	0	0	0	198	2343
5:45 PM	5	103	0	0	0	39	1	2	6	0	21	0	0	0	0	0	177	2318
5:50 PM	9	120	0	0	0	67	3	1	0	0	26	0	0	0	0	0	226	2366
5:55 PM	5	104	0	0	0	49	0	0	1	0	25	0	0	0	0	0	184	2371
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	1280	0	4	0	756	40	8	36	0	284	0	0	0	4	0	2472	
Heavy Trucks	4	0	0		0	8	4		0	0	0		0	0	0		16	
Pedestrians		0				4				0				8			12	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

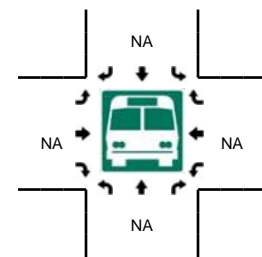
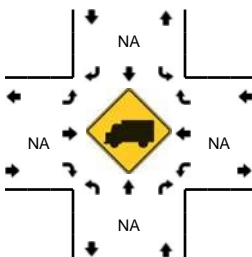
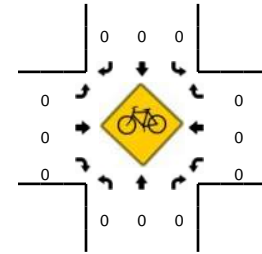
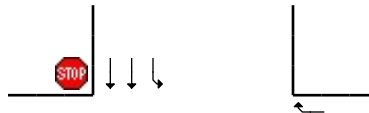
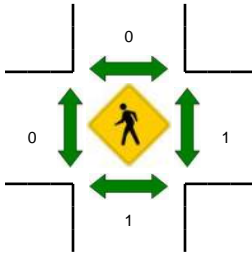
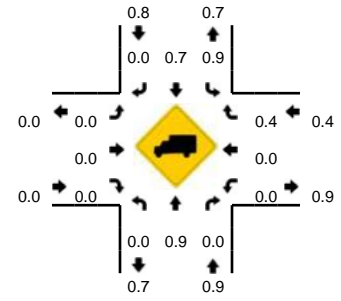
Comments:

LOCATION: El Camino Royal -- Mission Rd
CITY/STATE: Colma, CA

QC JOB #: 14552018
DATE: Wed, Nov 01 2017



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM



5-Min Count Period Beginning At	El Camino Royal (Northbound)				El Camino Royal (Southbound)				Mission Rd (Eastbound)				Mission Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	41	3	0	28	56	0	0	0	0	0	0	0	0	24	0	152	
4:05 PM	0	66	5	0	34	51	0	0	0	0	0	0	0	0	25	0	181	
4:10 PM	0	55	5	0	36	64	0	0	0	0	0	0	0	0	20	0	180	
4:15 PM	0	78	4	0	24	56	0	0	0	0	0	0	0	0	20	0	182	
4:20 PM	0	59	4	0	27	60	0	0	0	0	0	0	0	0	24	0	174	
4:25 PM	0	52	3	0	24	46	0	0	0	0	0	0	0	0	34	0	159	
4:30 PM	0	54	5	0	35	48	0	0	0	0	0	0	0	0	38	0	180	
4:35 PM	0	55	2	0	25	61	0	0	0	0	0	0	0	0	36	0	179	
4:40 PM	0	49	5	0	26	61	0	0	0	0	0	0	0	0	39	0	180	
4:45 PM	0	54	6	0	39	65	0	0	0	0	0	0	0	0	26	0	190	
4:50 PM	0	59	3	0	32	76	0	0	0	0	0	0	0	0	24	0	194	
4:55 PM	0	65	4	0	32	41	0	0	0	0	0	0	0	0	28	0	170	2121
5:00 PM	0	78	0	0	33	47	0	0	0	0	0	0	0	0	49	0	207	2176
5:05 PM	0	75	1	0	26	73	0	0	0	0	0	0	0	0	43	0	218	2213
5:10 PM	0	65	4	0	25	62	0	0	0	0	0	0	0	0	49	0	205	2238
5:15 PM	0	71	0	0	31	60	0	0	0	0	0	0	0	0	53	0	215	2271
5:20 PM	0	64	5	0	33	46	0	0	0	0	0	0	0	0	29	0	177	2274
5:25 PM	0	73	1	0	30	58	0	0	0	0	0	0	0	0	44	0	206	2321
5:30 PM	0	59	2	0	27	55	0	0	0	0	0	0	0	0	27	0	170	2311
5:35 PM	0	73	3	0	29	73	0	0	0	0	0	0	0	0	41	0	219	2351
5:40 PM	0	81	1	0	25	52	0	0	0	0	0	0	0	0	37	0	196	2367
5:45 PM	0	88	0	0	24	41	0	0	0	0	0	0	0	0	39	0	192	2369
5:50 PM	0	82	0	0	25	60	0	0	0	0	0	0	0	0	37	0	204	2379
5:55 PM	0	85	0	0	27	53	0	0	0	0	0	0	0	0	25	0	190	2399
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	844	20	0	328	780	0	0	0	0	0	0	0	0	580	0	2552	
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

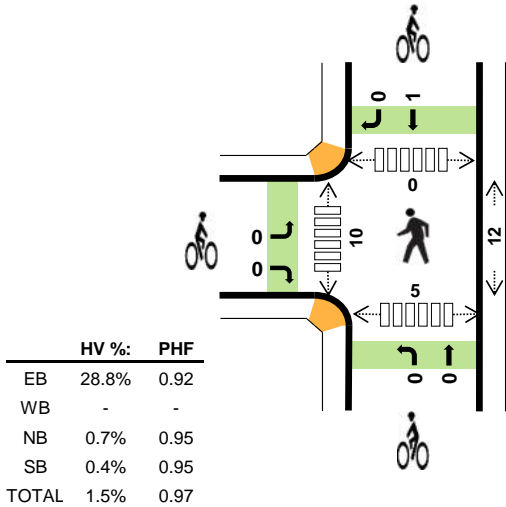
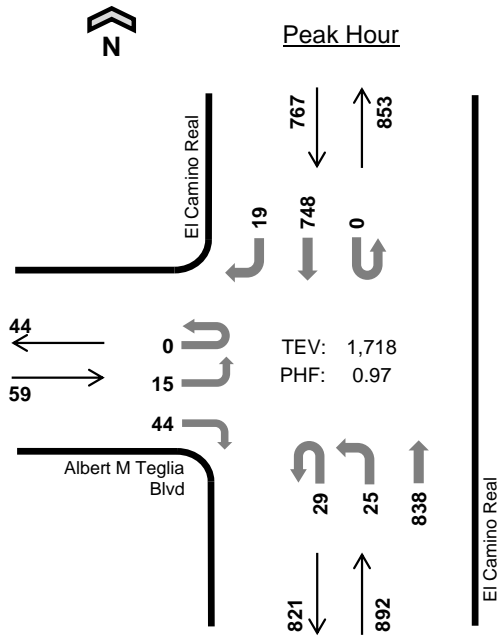
WEEKEND MIDDAY

12PM - 2PM

EI Camino Real Albert M Teglia Blvd



Date: 06-01-2019
Count Period: 12:00 PM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



Two-Hour Count Summaries

Interval Start	Albert M Teglia Blvd				n/a				EI Camino Real				EI Camino Real				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		
12:00 PM	0	5	0	9	0	0	0	0	7	8	204	0	0	0	205	5		
12:15 PM	0	4	0	5	0	0	0	0	6	3	194	0	0	0	204	4		
12:30 PM	0	5	0	6	0	0	0	0	8	4	189	0	0	0	204	7		
12:45 PM	0	4	0	10	0	0	0	0	8	4	167	0	0	0	183	4		
1:00 PM	0	4	0	12	0	0	0	0	8	10	207	0	0	0	196	6		
1:15 PM	0	5	0	11	0	0	0	0	7	3	199	0	0	0	190	6		
1:30 PM	0	3	0	12	0	0	0	0	9	5	209	0	0	0	185	4		
1:45 PM	0	3	0	9	0	0	0	0	5	7	223	0	0	0	177	3		
Count Total	0	33	0	74	0	0	0	0	58	44	1,592	0	0	0	1,544	39		
Peak Hour	All	0	15	0	44	0	0	0	0	29	25	838	0	0	0	748	19	
	HV	0	7	0	10	0	0	0	0	0	5	1	0	0	0	1	2	
	HV%	-	47%	-	23%	-	-	-	-	0%	20%	0%	-	-	-	0%	11%	

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

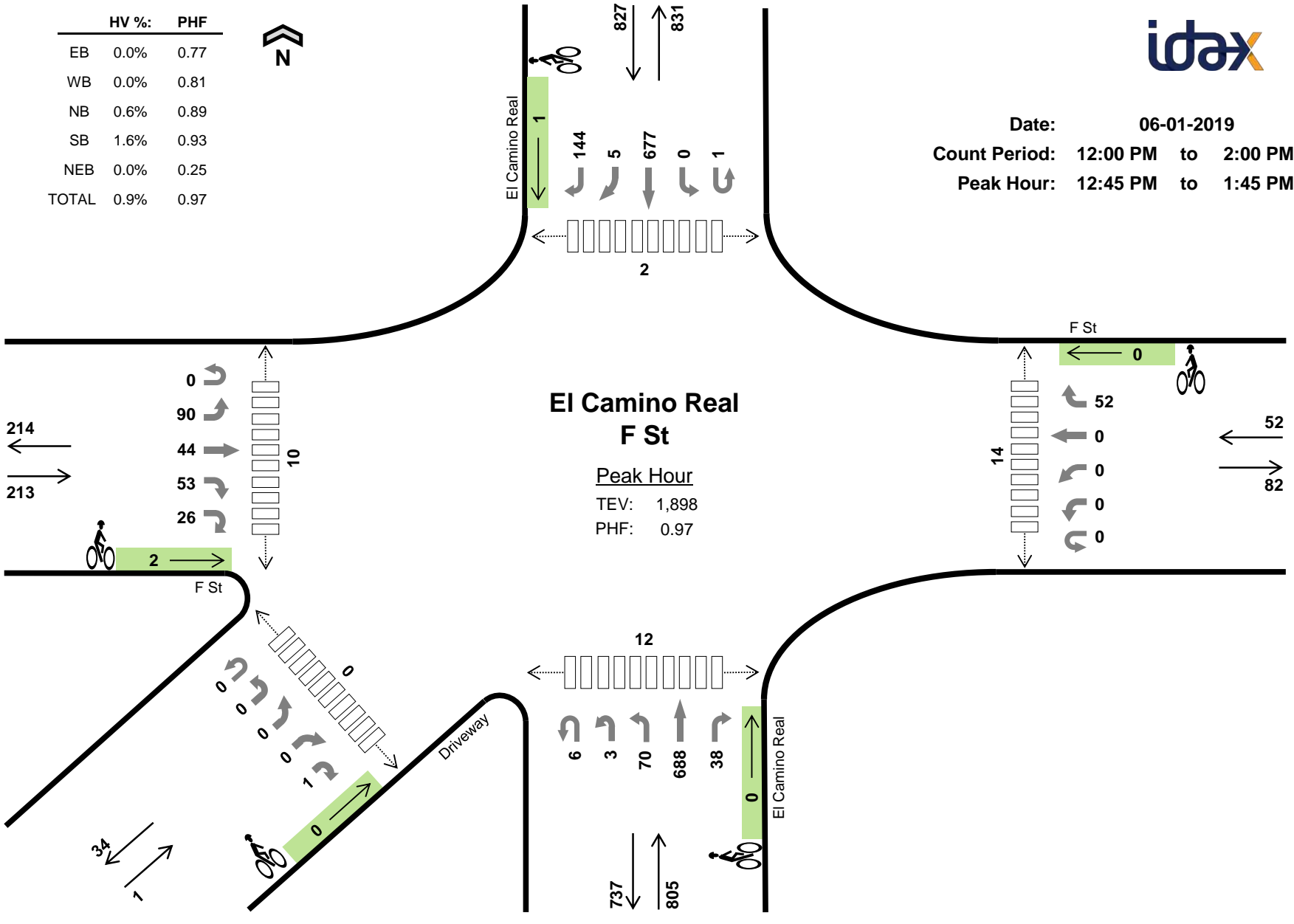
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	6	0	2	1	9	0	0	0	0	0	2	0	0	1	3
12:15 PM	3	0	2	0	5	0	0	0	0	0	4	0	0	0	4
12:30 PM	3	0	1	1	5	0	0	0	0	0	2	0	0	0	2
12:45 PM	3	0	1	1	5	0	0	0	0	0	1	1	0	2	4
1:00 PM	8	0	3	1	12	0	0	0	0	0	4	2	0	2	8
1:15 PM	2	0	1	1	4	0	0	0	0	0	1	5	0	1	7
1:30 PM	5	0	0	1	6	0	0	0	1	1	4	1	0	2	7
1:45 PM	2	0	2	0	4	0	0	0	0	0	3	2	0	0	5
Count Total	32	0	12	6	50	0	0	0	1	1	21	11	0	8	40
Peak Hr	17	0	6	3	26	0	0	0	1	1	12	10	0	5	27

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Albert M Teglia Blvd				n/a				El Camino Real				El Camino Real				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			
12:00 PM	0	3	0	3	0	0	0	0	0	1	1	0	0	0	0	1	9	0	
12:15 PM	0	1	0	2	0	0	0	0	0	0	1	1	0	0	0	0	5	0	
12:30 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	5	0	
12:45 PM	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	1	5	24	
1:00 PM	0	3	0	5	0	0	0	0	0	0	2	1	0	0	0	0	12	27	
1:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	26	
1:30 PM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	6	27	
1:45 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	4	26	
Count Total	0	12	0	20	0	0	0	0	0	0	8	4	0	0	0	2	4	50	0
Peak Hour	0	7	0	10	0	0	0	0	0	0	5	1	0	0	0	1	2	26	0
Two-Hour Count Summaries - Bikes																			
Interval Start	Albert M Teglia Blvd			n/a			El Camino Real			El Camino Real			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																			



Date: 06-01-2019
 Count Period: 12:00 PM to 2:00 PM
 Peak Hour: 12:45 PM to 1:45 PM

	HV %:	PHF
EB	0.0%	0.77
WB	0.0%	0.81
NB	0.6%	0.89
SB	1.6%	0.93
NEB	0.0%	0.25
TOTAL	0.9%	0.97



Two-Hour Count Summaries

Interval Start	F St					F St					El Camino Real					El Camino Real					Driveway					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
12:00 PM	0	20	5	15	1	0	0	0	0	18	4	1	11	176	5	0	0	181	1	41	0	0	0	0	0	479	0
12:15 PM	0	15	7	13	0	0	0	0	0	18	3	2	8	162	6	0	0	175	7	35	0	0	0	0	0	451	0
12:30 PM	0	22	7	12	0	0	0	0	0	8	2	2	12	159	7	0	0	178	2	31	0	0	0	0	0	442	0
12:45 PM	0	23	8	16	22	0	0	0	0	10	2	2	14	152	12	0	0	163	1	38	0	0	0	0	0	463	1,835
1:00 PM	0	23	6	17	1	0	0	0	0	15	0	0	20	181	5	0	0	182	0	40	0	0	0	0	1	491	1,847
1:15 PM	0	29	19	11	0	0	0	0	0	16	3	0	19	160	9	1	0	167	4	30	0	0	0	0	0	468	1,864
1:30 PM	0	15	11	9	3	0	0	0	0	11	1	1	17	195	12	0	0	165	0	36	0	0	0	0	0	476	1,898
1:45 PM	0	21	4	12	1	0	0	0	0	10	0	0	13	204	5	0	0	152	1	34	0	0	0	0	0	457	1,892
Count Total	0	168	67	105	28	0	0	0	0	106	15	8	114	1,389	61	1	0	1,363	16	285	0	0	0	0	1	3,727	0
Peak Hour	All	0	90	44	53	26	0	0	0	52	6	3	70	688	38	1	0	677	5	144	0	0	0	0	1	1,898	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	0	18	0
	HV%	-	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	1%	0%	0%	-	1%	0%	6%	-	-	-	-	0%	1%	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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
12:00 PM	0	0	2	2	0	4	0	0	0	0	0	0	0	2	0	1	1	4
12:15 PM	0	0	2	3	0	5	0	0	0	0	0	0	1	4	0	3	1	9
12:30 PM	0	0	1	3	0	4	0	0	0	0	0	0	5	2	3	2	0	12
12:45 PM	0	0	1	3	0	4	0	0	0	0	0	0	5	1	0	1	0	7
1:00 PM	0	0	3	5	0	8	2	0	0	0	2	1	1	1	3	0	0	6
1:15 PM	0	0	1	1	0	2	0	0	0	0	0	3	6	1	6	0	0	16
1:30 PM	0	0	0	4	0	4	0	0	0	1	1	5	2	0	2	0	0	9
1:45 PM	0	0	4	1	0	5	0	0	0	0	0	3	6	0	4	0	0	13
Count Total	0	0	14	22	0	36	2	0	0	1	3	23	24	5	22	2	0	76
Peak Hr	0	0	5	13	0	18	2	0	0	1	3	14	10	2	12	0	0	38

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	F St					F St					El Camino Real					El Camino Real					15-min Total	Rolling One Hour				
	Eastbound					Westbound					Northbound					Southbound										
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT			UT	HL	BL	BR
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	4	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	2	0	0	0	0	5	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	4	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	17
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	3	0	0	0	0	8	21
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	18
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	18
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	5	19
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	8	0	14	0	0	0	0	36	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	18	0

Two-Hour Count Summaries - Bikes

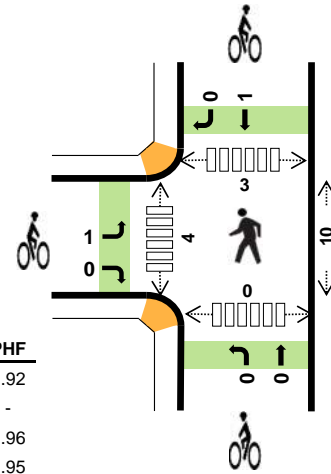
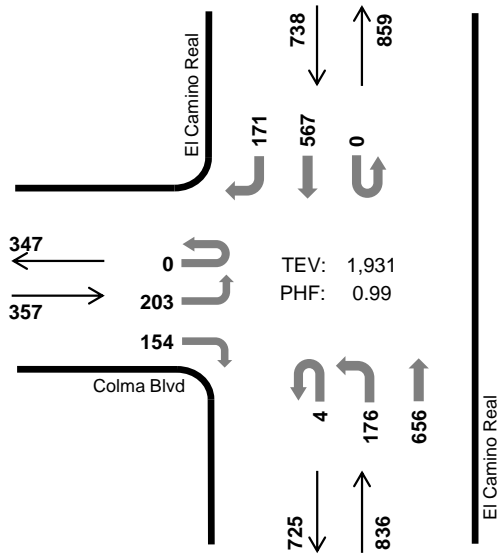
Interval Start	F St					F St					El Camino Real					El Camino Real					15-min Total	Rolling One Hour				
	Eastbound					Westbound					Northbound					Southbound										
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT			UT	HL	BL	BR
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0

El Camino Real Colma Blvd



Peak Hour

Date: 06-01-2019
Count Period: 12:00 PM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



	HV %:	PHF
EB	0.0%	0.92
WB	-	-
NB	1.0%	0.96
SB	0.5%	0.95
TOTAL	0.6%	0.99

Two-Hour Count Summaries

Interval Start	Colma Blvd				n/a				El Camino Real				El Camino Real				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	36	0	23	0	0	0	0	1	32	167	0	0	0	146	46	451	0	
12:15 PM	0	34	0	35	0	0	0	0	3	22	138	0	0	0	144	47	423	0	
12:30 PM	0	41	0	37	0	0	0	0	2	33	142	0	0	0	133	48	436	0	
12:45 PM	0	52	0	35	0	0	0	0	0	31	116	0	0	0	149	47	430	1,740	
1:00 PM	0	58	0	29	0	0	0	0	1	40	160	0	0	0	141	45	474	1,763	
1:15 PM	0	42	0	35	0	0	0	0	1	51	161	0	0	0	156	39	485	1,825	
1:30 PM	0	57	0	39	0	0	0	0	1	45	159	0	0	0	149	35	485	1,874	
1:45 PM	0	46	0	51	0	0	0	0	1	40	176	0	0	0	121	52	487	1,931	
Count Total	0	366	0	284	0	0	0	0	10	294	1,219	0	0	0	1,139	359	3,671	0	
Peak Hour	All	0	203	0	154	0	0	0	0	4	176	656	0	0	0	567	171	1,931	0
	HV	0	0	0	0	0	0	0	0	0	1	7	0	0	0	4	0	12	0
	HV%	-	0%	-	0%	-	-	-	-	0%	1%	1%	-	-	-	1%	0%	1%	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
12:00 PM	0	0	3	1	4	0	0	0	0	0	1	1	0	0	2
12:15 PM	0	0	2	1	3	0	0	0	0	0	1	1	0	0	2
12:30 PM	1	0	1	1	3	0	0	0	0	0	2	0	3	0	5
12:45 PM	0	0	1	1	2	0	0	0	0	0	3	0	0	0	3
1:00 PM	0	0	2	1	3	1	0	0	0	1	1	3	1	0	5
1:15 PM	0	0	1	1	2	0	0	0	0	0	6	0	1	0	7
1:30 PM	0	0	0	2	2	0	0	0	1	1	2	0	1	0	3
1:45 PM	0	0	5	0	5	0	0	0	0	0	1	1	0	0	2
Count Total	1	0	15	8	24	1	0	0	1	2	17	6	6	0	29
Peak Hr	0	0	8	4	12	1	0	0	1	2	10	4	3	0	17

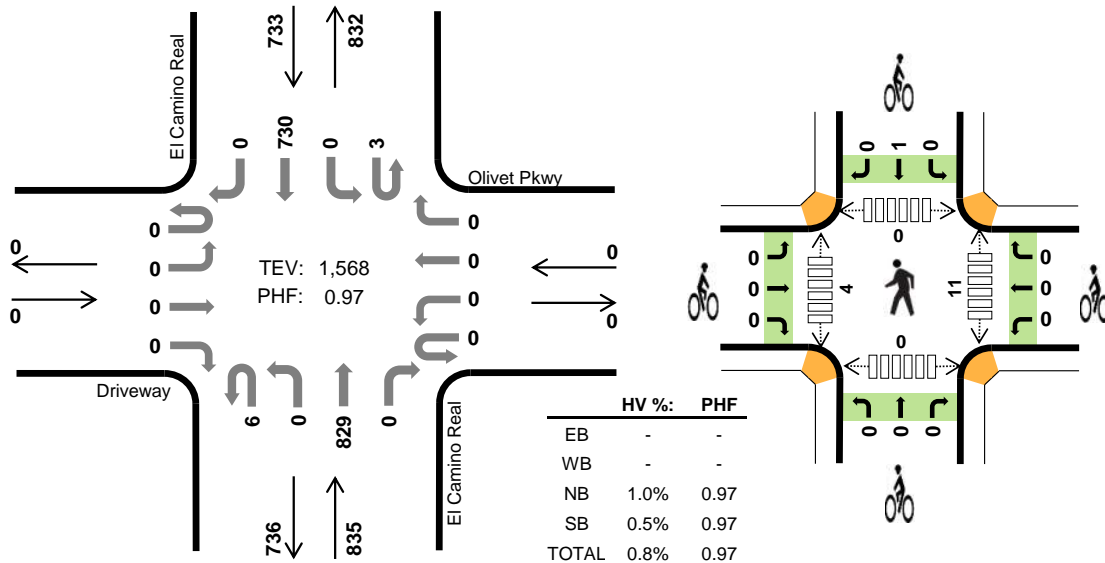
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Colma Blvd				n/a				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
12:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	12
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	11
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	9
1:45 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	12
Count Total	0	0	0	1	0	0	0	0	0	1	14	0	0	0	8	0	24	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	7	0	0	0	4	0	12	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Colma Blvd			n/a			El Camino Real			El Camino Real			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

El Camino Real Olivet Pkwy



Peak Hour

Date: 06-01-2019
Count Period: 12:00 PM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



Two-Hour Count Summaries

Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				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		
12:00 PM	0	0	0	0	0	0	0	1	2	0	200	0	0	0	170	0	373	0
12:15 PM	0	0	0	0	0	0	0	0	2	0	166	0	1	0	185	0	354	0
12:30 PM	0	0	0	0	0	0	0	0	3	0	181	0	0	0	171	0	355	0
12:45 PM	0	0	0	0	0	0	0	0	1	0	153	0	0	0	177	0	331	1,413
1:00 PM	0	0	0	0	0	0	0	0	3	0	199	0	1	0	179	0	382	1,422
1:15 PM	0	0	0	0	0	0	0	0	0	0	206	0	1	0	183	0	390	1,458
1:30 PM	0	0	0	0	0	0	0	0	3	0	213	0	0	0	189	0	405	1,508
1:45 PM	0	0	0	0	0	0	0	0	0	0	211	0	1	0	179	0	391	1,568
Count Total	0	0	0	0	0	0	0	1	14	0	1,529	0	4	0	1,433	0	2,981	0
Peak Hour	All	0	0	0	0	0	0	0	6	0	829	0	3	0	730	0	1,568	0
	HV	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	0
	HV%	-	-	-	-	-	-	-	0%	-	1%	-	0%	-	1%	-	1%	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
12:00 PM	0	0	3	1	4	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	1	1	2	0	0	1	0	1	1	1	0	0	2
12:30 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	1	1	2	0	0	0	0	0	4	1	0	0	5
1:00 PM	0	0	2	1	3	0	0	0	0	0	3	2	0	0	5
1:15 PM	0	0	1	1	2	0	0	0	0	0	4	0	0	0	4
1:30 PM	0	0	0	2	2	0	0	0	1	1	3	1	0	0	4
1:45 PM	0	0	5	0	5	0	0	0	0	0	1	1	0	0	2
Count Total	0	0	14	9	23	0	0	1	1	2	16	8	0	0	24
Peak Hour	0	0	8	4	12	0	0	0	1	1	11	4	0	0	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Olivet Pkwy				El Camino Real				El Camino Real				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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	11
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	10
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	9
1:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	12
Count Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	9	0	23	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Olivet Pkwy			El Camino Real			El Camino Real			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0

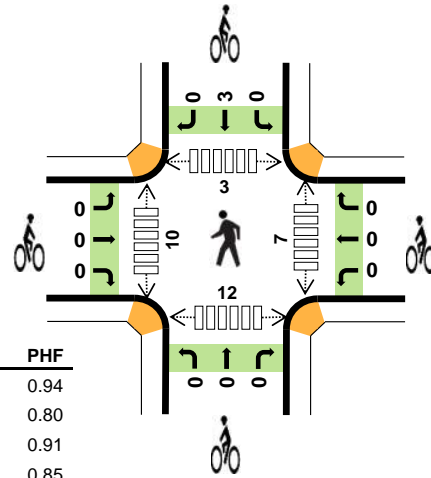
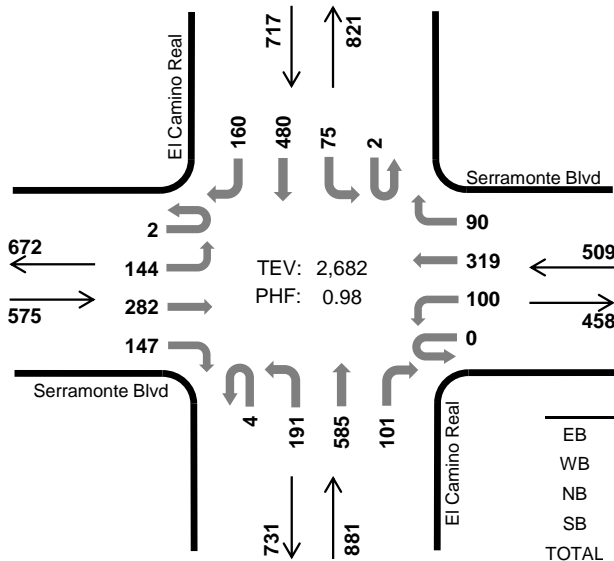
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

El Camino Real Serramonte Blvd



Peak Hour

Date: 06-01-2019
Count Period: 12:00 PM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



	HV %:	PHF
EB	0.3%	0.94
WB	0.6%	0.80
NB	0.7%	0.91
SB	0.7%	0.85
TOTAL	0.6%	0.98

Two-Hour Count Summaries

Interval Start	Serramonte Blvd Eastbound				Serramonte Blvd Westbound				El Camino Real Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	44	59	25	0	24	69	24	0	67	120	19	1	18	121	31	622	0	
12:15 PM	0	36	78	40	0	19	84	18	1	42	113	41	2	14	130	37	655	0	
12:30 PM	0	31	54	29	0	13	79	20	1	45	129	36	2	22	120	30	611	0	
12:45 PM	1	24	76	23	0	25	58	17	1	50	122	34	0	14	138	38	621	2,509	
1:00 PM	0	38	73	42	0	32	101	27	1	48	127	18	1	18	116	37	679	2,566	
1:15 PM	2	35	72	33	0	22	73	21	1	50	153	27	0	16	119	34	658	2,569	
1:30 PM	0	37	68	38	0	21	73	23	1	41	152	21	1	19	139	51	685	2,643	
1:45 PM	0	34	69	34	0	25	72	19	1	52	153	35	0	22	106	38	660	2,682	
Count Total	3	279	549	264	0	181	609	169	7	395	1,069	231	7	143	989	296	5,191	0	
Peak Hour	All	2	144	282	147	0	100	319	90	4	191	585	101	2	75	480	160	2,682	0
	HV	0	0	2	0	0	0	1	2	0	0	6	0	0	0	5	0	16	0
	HV%	0%	0%	1%	0%	-	0%	0%	2%	0%	0%	1%	0%	0%	0%	1%	0%	1%	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
12:00 PM	0	1	3	1	5	0	0	0	0	0	0	1	0	2	3
12:15 PM	1	0	2	1	4	0	0	1	0	1	0	0	0	0	0
12:30 PM	0	1	2	2	5	0	0	0	0	0	1	0	0	1	2
12:45 PM	0	0	1	1	2	0	0	0	0	0	3	2	0	5	10
1:00 PM	1	0	2	2	5	0	0	0	2	2	2	2	1	3	8
1:15 PM	0	0	1	1	2	0	0	0	0	0	4	0	1	4	9
1:30 PM	1	1	0	2	4	0	0	0	1	1	1	4	0	3	8
1:45 PM	0	2	3	0	5	0	0	0	0	0	0	4	1	2	7
Count Total	3	5	14	10	32	0	0	1	3	4	11	13	3	20	47
Peak Hour	2	3	6	5	16	0	0	0	3	3	7	10	3	12	32

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Serramonte Blvd				Serramonte Blvd				El Camino Real				El Camino Real				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		
12:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	1	0	5	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4	0
12:30 PM	0	0	0	0	0	0	1	0	0	0	1	1	0	1	1	0	5	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	16
1:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	5	16
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	14
1:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	4	13
1:45 PM	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	5	16
Count Total	0	0	3	0	0	0	3	2	0	1	12	1	0	1	9	0	32	0
Peak Hour	0	0	2	0	0	0	1	2	0	0	6	0	0	0	5	0	16	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Serramonte Blvd			Serramonte Blvd			El Camino Real			El Camino Real			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0

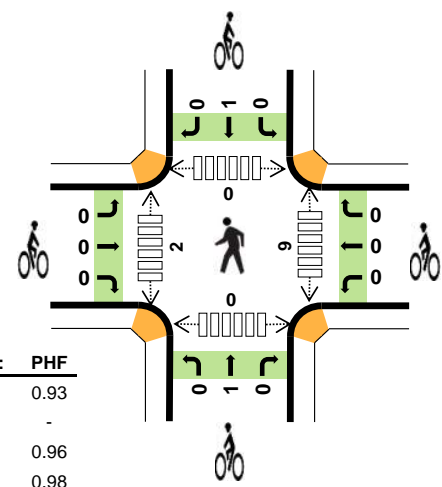
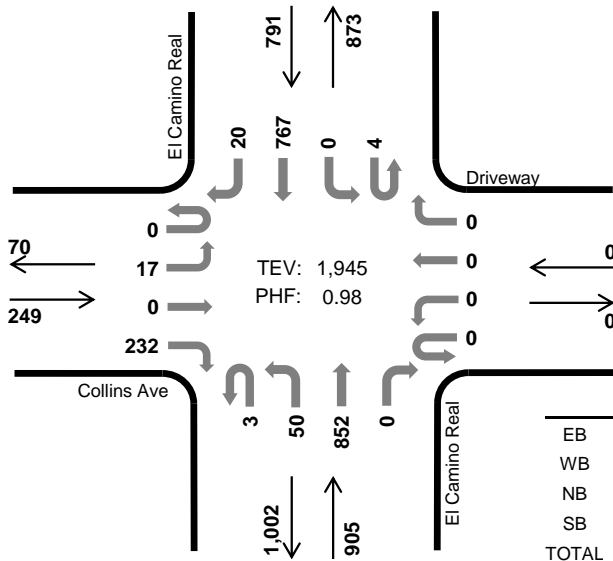
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

El Camino Real Collins Ave



Peak Hour

Date: 06-01-2019
Count Period: 12:00 PM to 2:00 PM
Peak Hour: 12:45 PM to 1:45 PM



	HV %:	PHF
EB	0.0%	0.93
WB	-	-
NB	0.8%	0.96
SB	0.8%	0.98
TOTAL	0.7%	0.98

Two-Hour Count Summaries

Interval Start	Collins Ave				Driveway				El Camino Real				El Camino Real				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	4	0	69	0	0	0	0	0	20	210	0	0	0	157	3	463	0	
12:15 PM	0	9	0	78	0	0	0	0	2	18	198	0	3	0	203	2	513	0	
12:30 PM	0	6	0	69	0	0	0	0	1	11	208	0	0	0	152	8	455	0	
12:45 PM	0	3	0	63	0	0	0	0	0	15	199	0	2	0	194	5	481	1,912	
1:00 PM	0	6	0	48	0	0	0	0	0	16	205	0	1	0	199	2	477	1,926	
1:15 PM	0	5	0	62	0	0	0	0	1	9	226	0	1	0	182	9	495	1,908	
1:30 PM	0	3	0	59	0	0	0	0	2	10	222	0	0	0	192	4	492	1,945	
1:45 PM	0	3	0	50	0	0	0	0	0	11	240	0	1	0	160	9	474	1,938	
Count Total	0	39	0	498	0	0	0	0	6	110	1,708	0	8	0	1,439	42	3,850	0	
Peak Hour	All	0	17	0	232	0	0	0	0	3	50	852	0	4	0	767	20	1,945	0
	HV	0	0	0	0	0	0	0	0	0	3	4	0	0	0	6	0	13	0
	HV%	-	0%	-	0%	-	-	-	-	0%	6%	0%	-	0%	-	1%	0%	1%	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
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	1	2	3	0	0	1	0	1	1	1	0	0	2
12:30 PM	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3
12:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	5	1	6	0	0	1	0	1	3	0	0	0	3
1:15 PM	0	0	1	1	2	0	0	0	0	0	3	0	0	0	3
1:30 PM	0	0	0	2	2	0	0	0	1	1	3	2	0	0	5
1:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	13	8	21	0	0	2	1	3	11	5	1	0	17
Peak Hour	0	0	7	6	13	0	0	1	1	2	9	2	0	0	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Collins Ave				Driveway				El Camino Real				El Camino Real				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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	9
1:00 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0	6	13
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	13
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	12
Count Total	0	0	0	0	0	0	0	0	0	3	10	0	0	0	8	0	21	0
Peak Hour	0	0	0	0	0	0	0	0	0	3	4	0	0	0	6	0	13	0

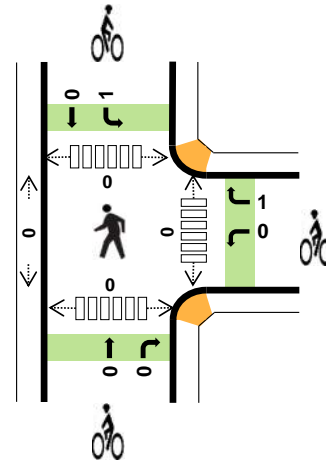
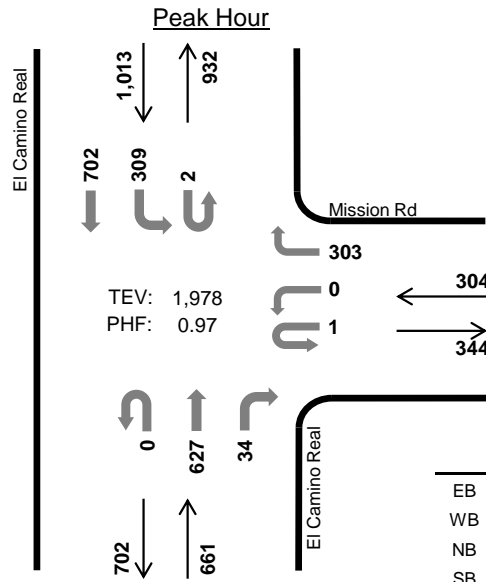
Two-Hour Count Summaries - Bikes																		
Interval Start	Collins Ave			Driveway			El Camino Real			El Camino Real			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0

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

El Camino Real Mission Rd



Date: 06-01-2019
 Count Period: 12:00 PM to 2:00 PM
 Peak Hour: 12:45 PM to 1:45 PM



	HV %:	PHF
EB	-	-
WB	0.7%	0.93
NB	0.9%	0.91
SB	0.5%	0.99
TOTAL	0.7%	0.97

Two-Hour Count Summaries

Interval Start	n/a				Mission Rd				El Camino Real				El Camino Real				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			
12:00 PM	0	0	0	0	0	0	0	89	0	0	149	14	0	70	160	0	482	0	
12:15 PM	0	0	0	0	0	0	0	58	0	0	158	5	0	80	179	0	480	0	
12:30 PM	0	0	0	0	0	0	0	68	0	0	156	14	0	85	136	0	459	0	
12:45 PM	0	0	0	0	0	0	0	73	0	0	148	5	0	84	168	0	478	1,899	
1:00 PM	0	0	0	0	0	0	0	72	0	0	149	9	1	82	169	0	482	1,899	
1:15 PM	0	0	0	0	0	0	0	77	0	0	169	13	1	71	180	0	511	1,930	
1:30 PM	0	0	0	0	1	0	0	81	0	0	161	7	0	72	185	0	507	1,978	
1:45 PM	0	0	0	0	1	0	0	69	0	0	190	6	0	66	143	0	475	1,975	
Count Total	0	0	0	0	2	0	0	587	0	0	1,280	73	2	610	1,320	0	3,874	0	
Peak Hour	All	0	0	0	0	1	0	0	303	0	0	627	34	2	309	702	0	1,978	0
	HV	0	0	0	0	0	0	0	2	0	0	6	0	0	0	5	0	13	0
	HV%	-	-	-	-	0%	-	-	1%	-	-	1%	0%	0%	0%	1%	-	1%	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
12:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	3	2	5	0	0	1	0	1	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	4	1	6	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0
1:30 PM	0	1	0	3	4	0	0	0	1	1	0	0	0	0	0
1:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	13	7	24	0	1	1	1	3	2	0	0	0	2
Peak Hr	0	2	6	5	13	0	1	0	1	2	0	0	0	0	0

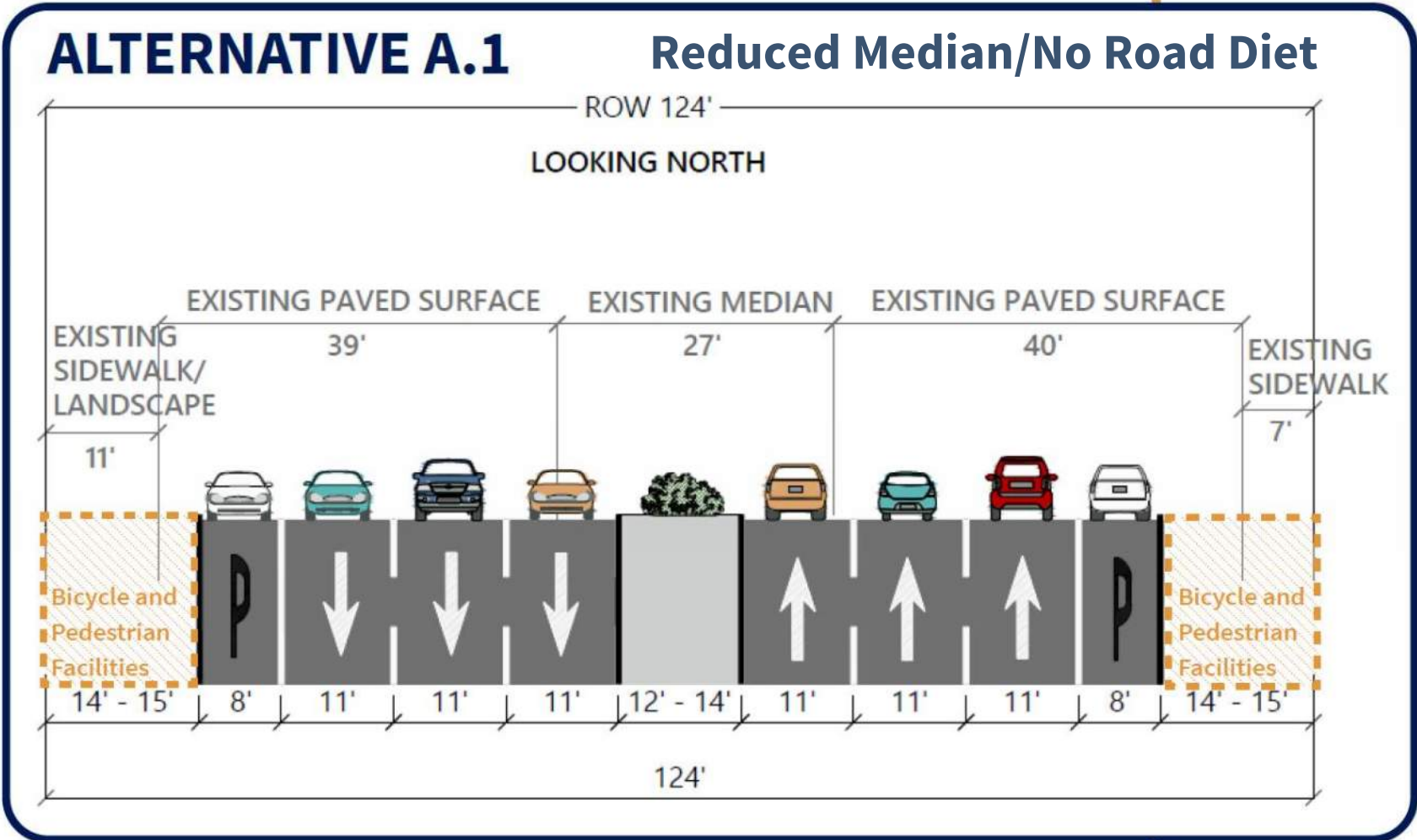
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Mission Rd				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
1:00 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	6	13
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	4	13
1:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	15
Count Total	0	0	0	0	0	0	0	4	0	0	13	0	0	0	7	0	24	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	6	0	0	0	5	0	13	0
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Mission Rd			El Camino Real			El Camino Real			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



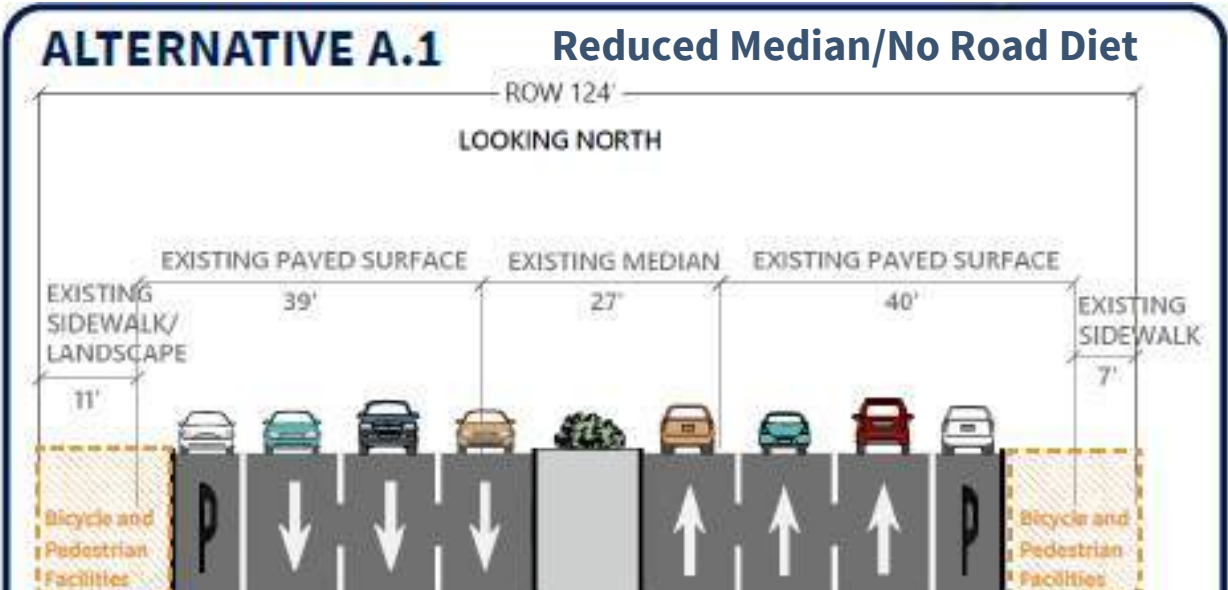
APPENDIX B
CROSS SECTION ALTERNATIVES

ALTERNATIVES PRESENTED TO CITY COUNCIL

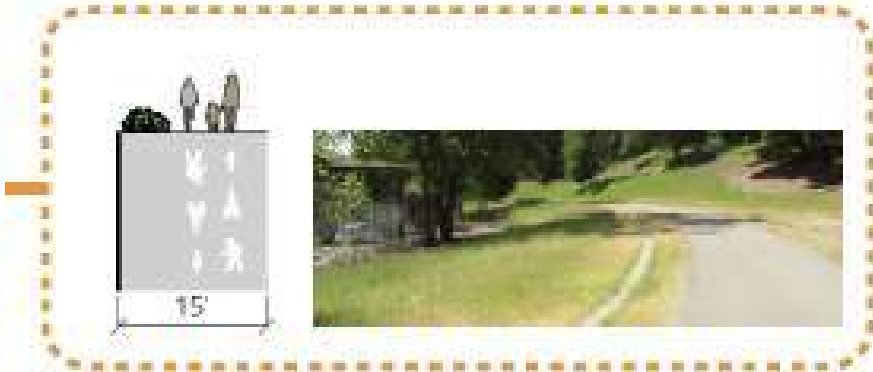
Segment A: Albert M Teglia Boulevard to Mission Road



Segment A: Albert M Teglia Boulevard to Mission Road

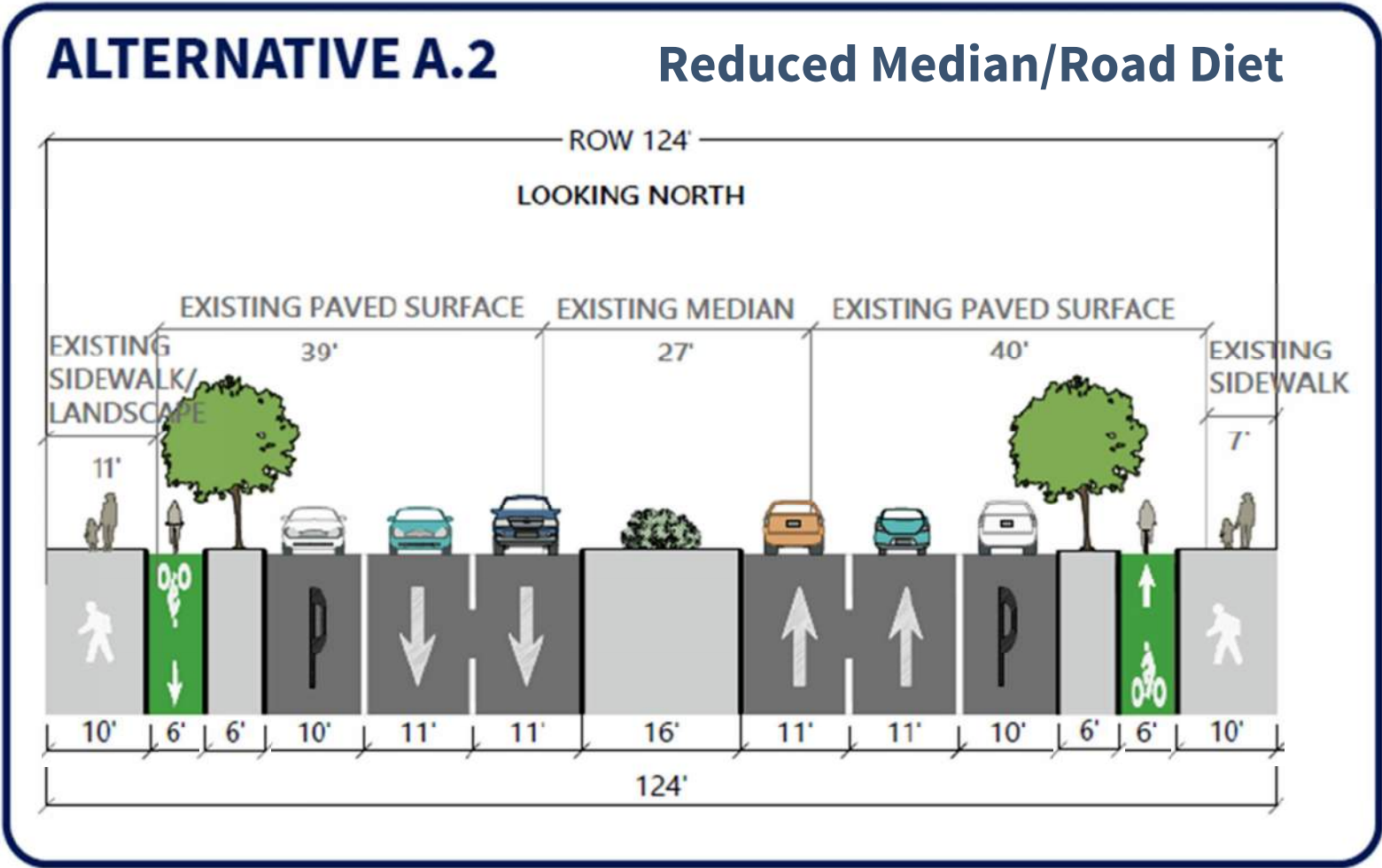


1.1 - BIKE LANE & SIDEWALK

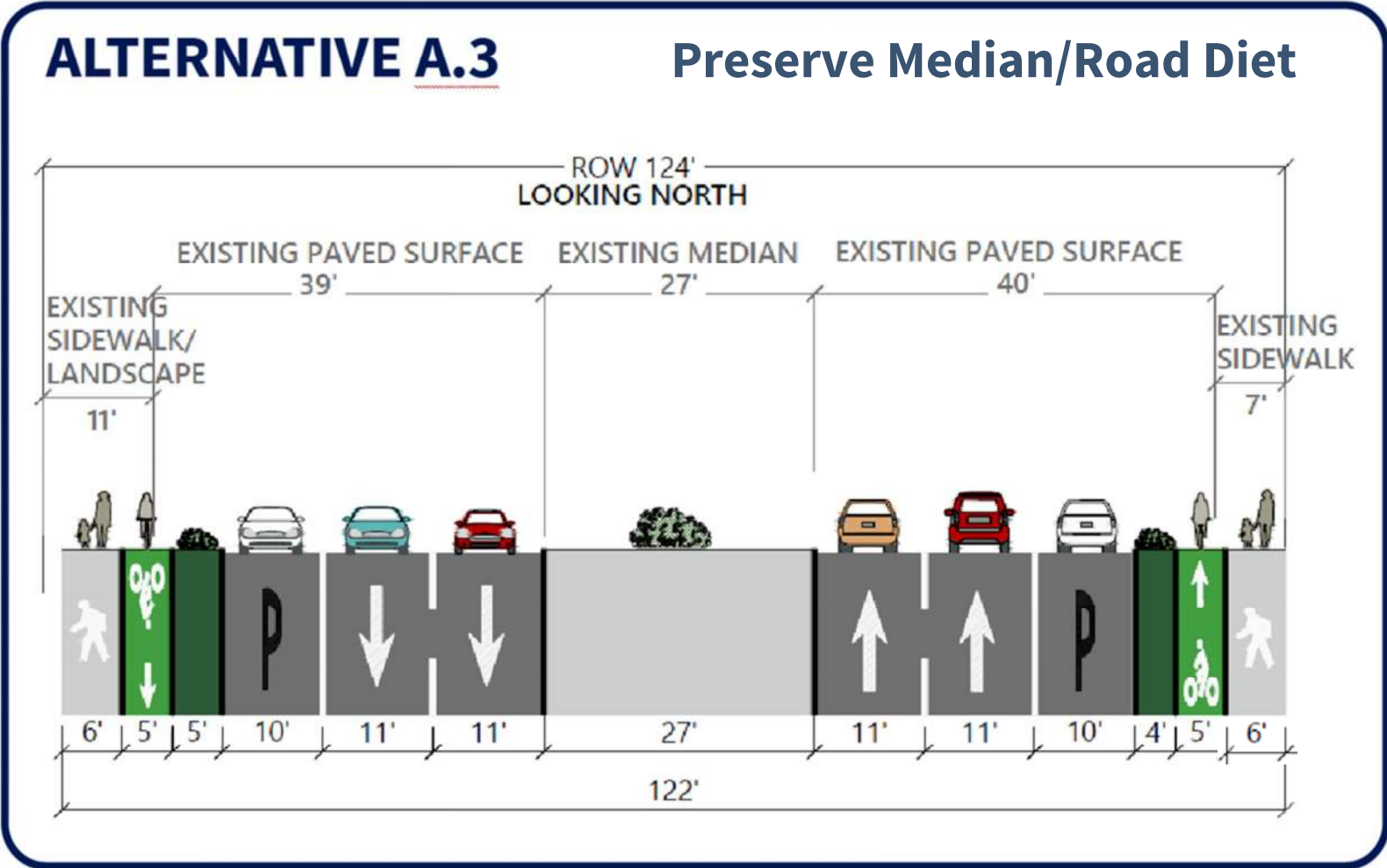


1.2 - SHARED USE PATH

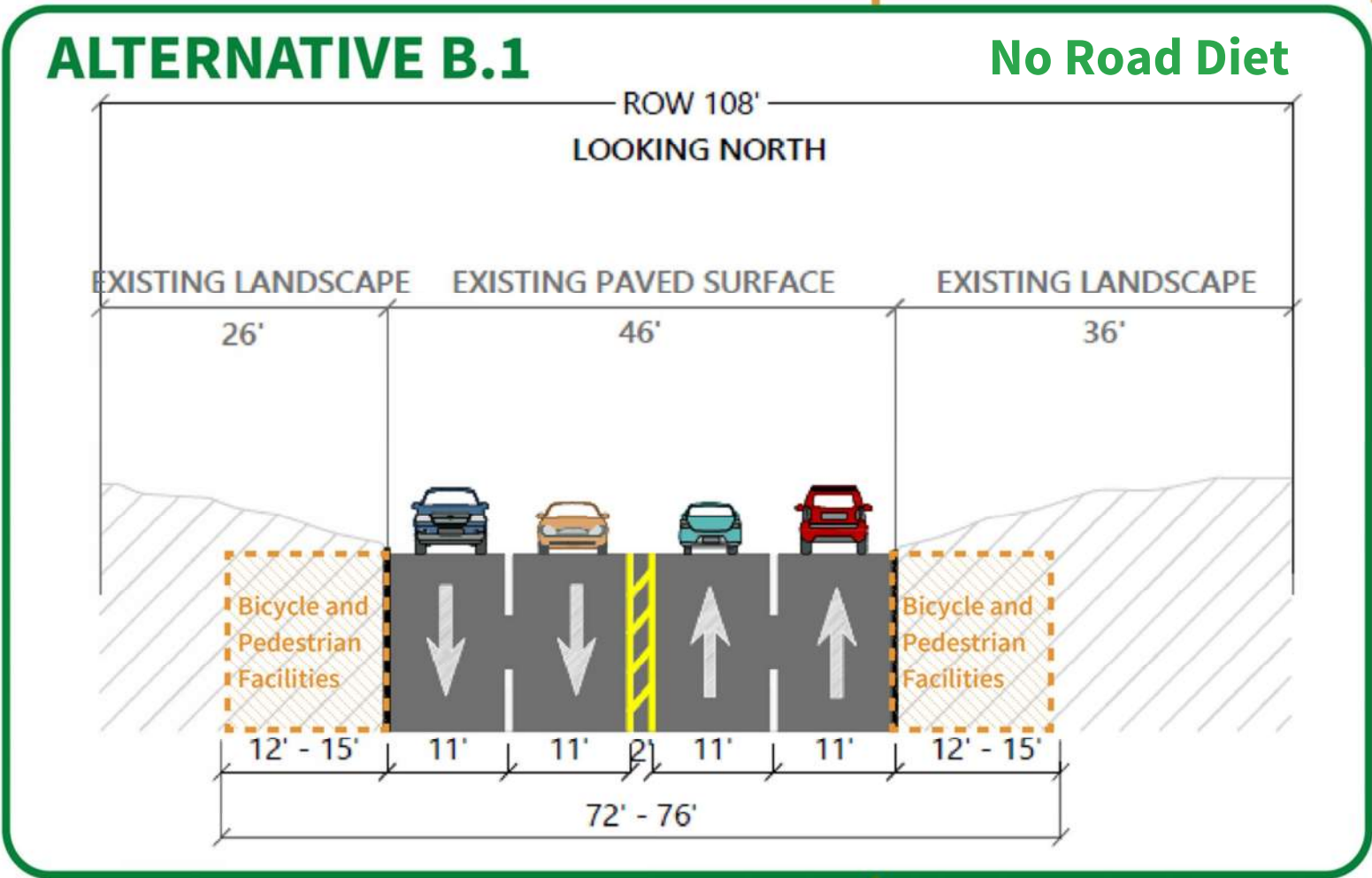
Segment A: Albert M Teglia Boulevard to Mission Road



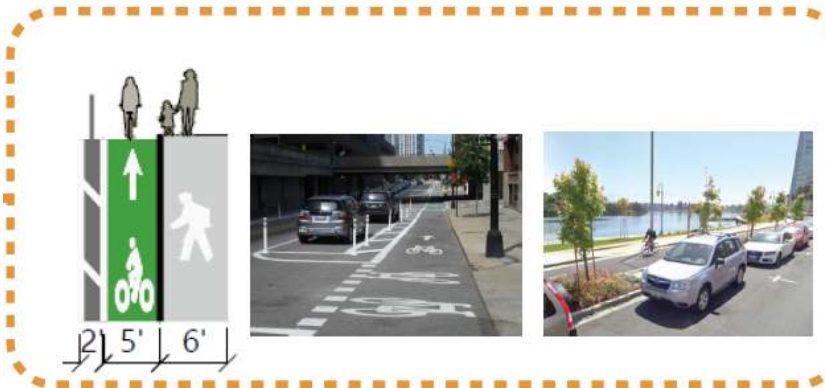
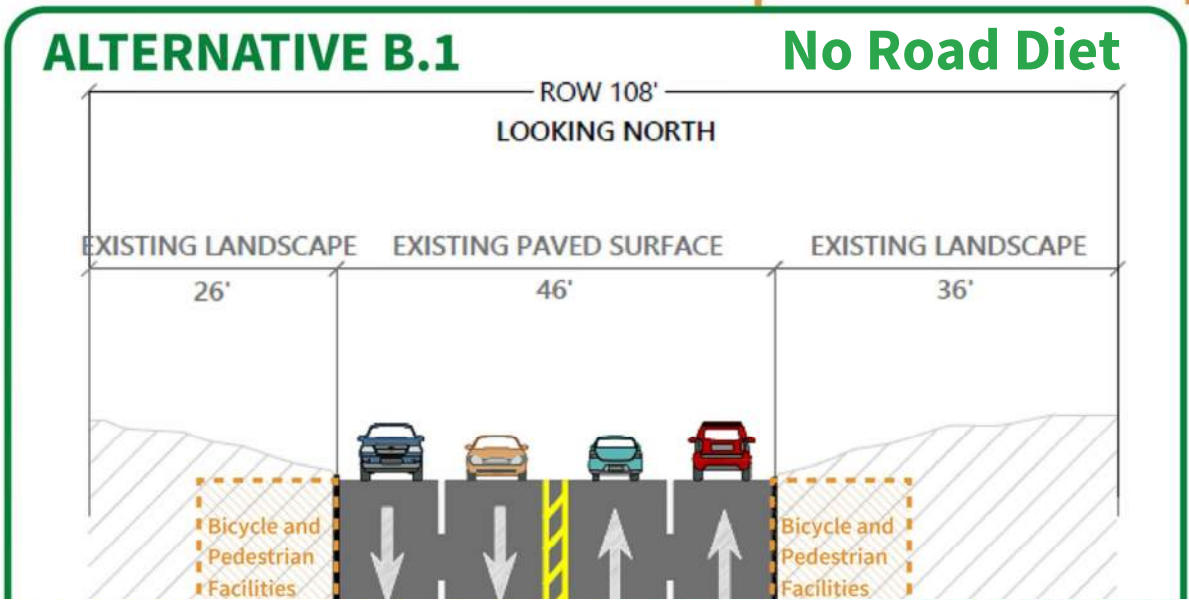
Segment A: Albert M Teglia Boulevard to Mission Road



Segment B: Mission Road to Arlington Drive



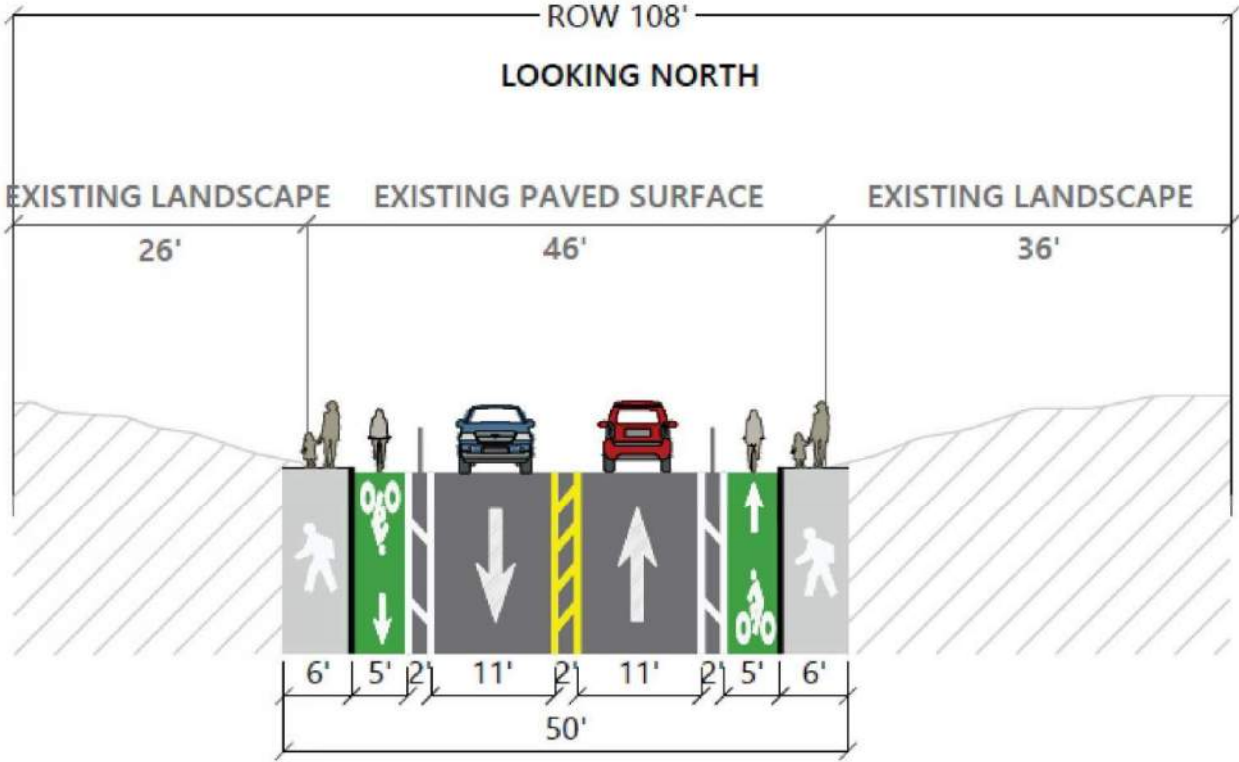
Segment B: Mission Road to Arlington Drive



Segment B: Mission Road to Arlington Drive

ALTERNATIVE B.2

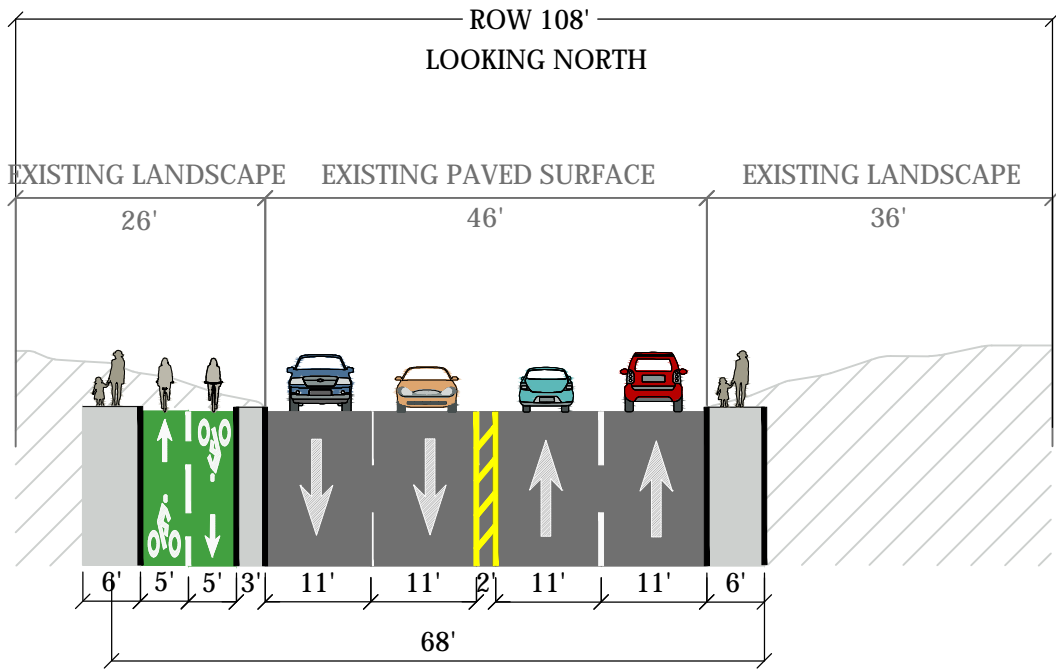
Road Diet



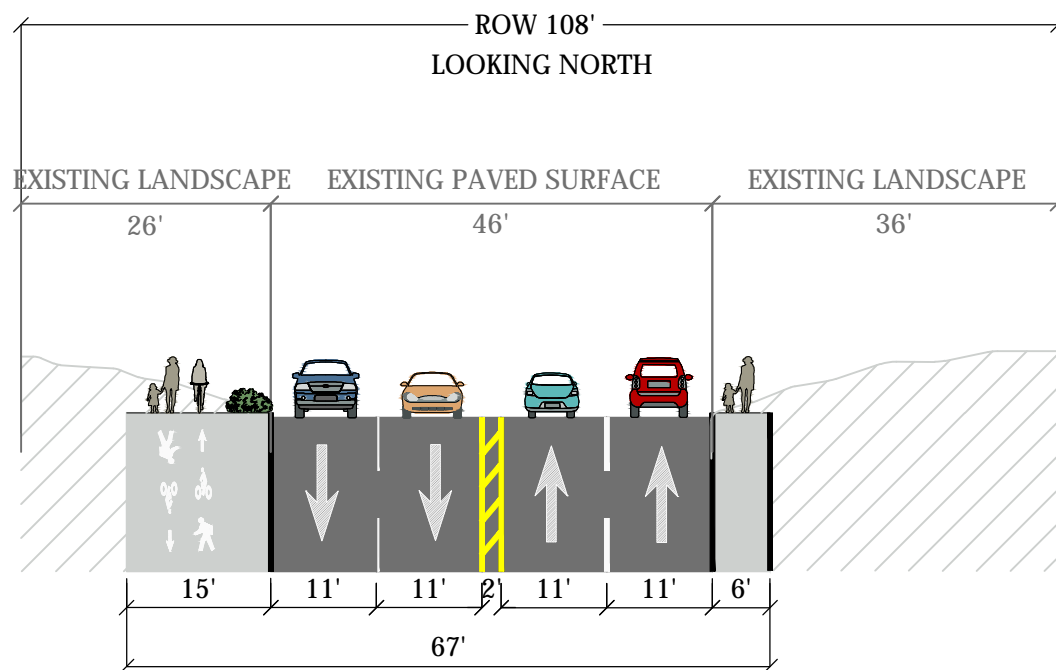
ADDITIONAL CROSS-SECTION ALTERNATIVES CONSIDERED

SEGMENT B: MISSION ROAD TO ARLINGTON DRIVE

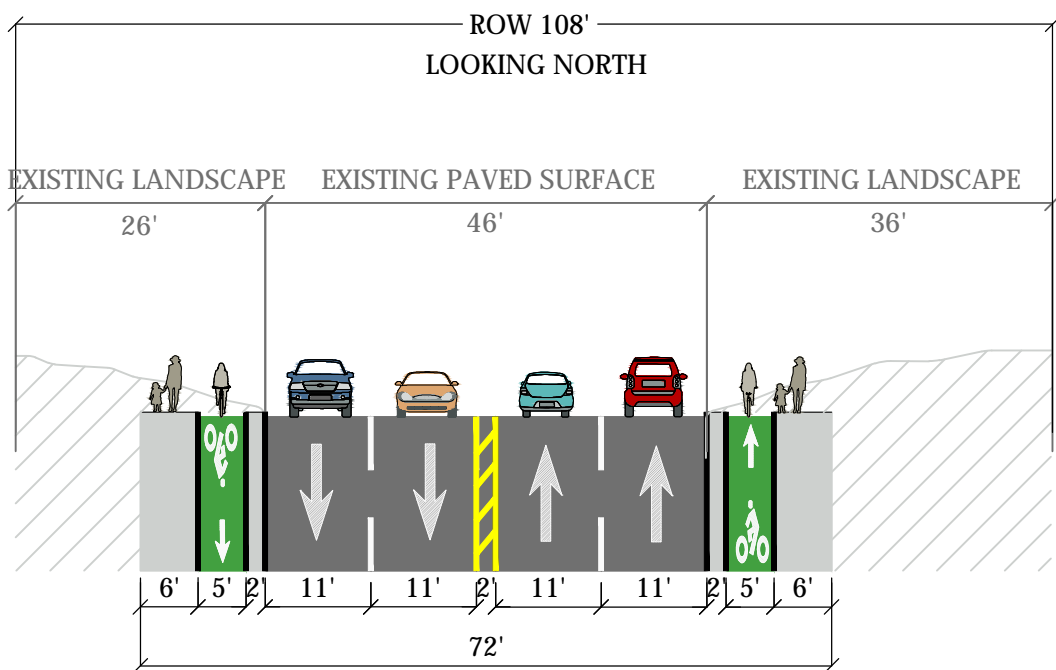
2-WAY CLASS IV ON WEST SIDE



CLASS I ON WEST SIDE



CLASS II/CLASS IV BOTH SIDES





APPENDIX C

COST ESTIMATES TABLE

Town of Colma

Colma El Camino Real Bicycle and Pedestrian Improvement Plan Planning-Level Cost Estimate



29-Dec-20

Prepared By: Fehr & Peers

ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	ESTIMATE
MOBILIZATION/ TRAFFIC CONTROL					
1	Mobilization/ De-mobilization/ Miscellaneous Conditions	LS	5% of Construction	5%	\$911,589
2	Traffic Control	LS	5% of Construction	5%	\$911,589
3	Develop and Implement Stormwater Pollution Prevention Plan	LS	0.5% of Construction	0.5%	\$91,159
4	Construction Survey	LS	0.8% of Construction	0.8%	\$145,854
5	Utility Protection/ potholing by Contractor	LS	4% of Construction	4%	\$729,271
Subtotal					\$2,789,462
DEMOLITION					
6	Clearing and Grubbing from Mission to Arlington (Segment B)	SF	\$2.00	12,750	\$25,500.0
7	Remove Existing AC	SF	\$6.00	549,885	\$3,299,310.0
8	Remove Existing Curb & Gutter	LF	\$10.00	12,857	\$128,570.0
9	Remove Concrete Sidewalk	SF	\$6.00	47,788	\$286,725.0
Subtotal					\$3,740,105
STREET IMPROVEMENTS					
10	Storm Drain Improvements at Bulb-Out	EA	\$30,000.00	18	\$540,000.0
11	Construct Curb	LF	\$45.00	20,000	\$900,000.0
12	Construct Curb and Gutter	LF	\$60.00	12,619	\$757,140.0
13	Concrete Sidewalk	SF	\$25.00	70,125	\$1,753,125.0
14	Construct ADA Curb Ramp	EA	\$4,500.00	64	\$288,000.0
15	Median Hardscape	SF	\$20.00	4,550	\$91,000.0
16	Detectable Warning Surface/Truncated Dome	EA	\$550.00	118	\$64,900.0
17	Construct Bus Stop Concrete Pad	SF	\$30.00	800	\$24,000.0
18	2" Asphalt Overlay	SF	\$2.00	481,490	\$962,980.0
19	Retaining Wall	LF	\$250.00	300	\$75,000.0
20	Culvert/Bridge Work for Segment B	<i>Unkown at this time. Full survey and additional structural studies required.</i>			
21	New Drainage System for Segment B	LS	\$200,000.00	1	\$200,000.0
22	Thermoplastic Stripes (6")	LF	\$1.00	19,990	\$19,990.0
23	Thermoplastic Pavement Marking	SF	\$5.00	11,982	\$59,910.0
24	Thermoplastic Green Bike Lane (24"x36" Panels)	SF	\$7.00	90	\$630.0
25	Miscellaneous Signs (Stop Signs, Yield to Pedestrian, etc.)	LS	\$10,000.00	1	\$10,000.0
Subtotal					\$5,746,675
SIGNALS, LANDSCAPE & LIGHTING					
26	Signal Modification at (1) F Street, (2) Colma Boulevard, (3) Serramonte	EA	\$400,000.00	3	\$1,200,000.0
27	New Signal at El Camino Real and (1) Collins and (2) Mission	EA	\$700,000.00	2	\$1,400,000.0
28	New Pedestrian Hybrid Beacon (PHB) at El Camino Real and Eternal Home Parkway	EA	\$250,000.00	1	\$250,000.0
29	Median Landscape and Irrigation	SF	\$20.00	54,000	\$1,080,000.0
30	Street Trees	EA	\$2,500.00	66	\$165,000.0
31	New Pedestrian-Scale Light	EA	\$15,000.00	310	\$4,650,000.0
Subtotal					\$8,745,000
TOTAL					\$21,021,242
					25% Contingency
					\$5,255,311
					Construction Total
					\$26,276,553
					PA/ED/PS&E/ Soft Costs (15%)
					\$3,941,483
					GRAND TOTAL
					\$30,220,000

Notes:

- The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will no vary from its opinions of probable costs.
- Underground non-pavement utilities such as, but not limited to, water, sanitary sewer, and gas are assumed to be at an adequate depth.
- Cost shown is based on 2020 dollars.



APPENDIX D

FUNDING SOURCES

APPENDIX D

Additional Funding Sources

The following funding sources, though less fitting than those identified in the report, could be considered by the Town to support follow-on studies to this Plan and/or construction of the identified improvements.

California and Federal Funding Programs

- **Affordable Housing and Sustainable Communities (AHSC) program:** The AHSC funds land use, housing, transportation, and land preservation projects that support infill and compact development and reduce greenhouse gas (GHG) emissions. Funds are available in the form of loans and/or grants in two kinds of project areas: Transit Oriented Development (TOD) Project Areas and Integrated Connectivity (ICP) Project Areas. This grant program follows an annual competitive funding cycle. The last AHSC grant cycle was February 2020.
- **Congestion Mitigation and Air Quality Improvements (CMAQ) Program:** The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief. Historically, the program is open every fiscal year from 2016 to 2020.
- **Local Partnership Program (LPP):** The LPP provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging infrastructure, road conditions, active transportation, transit and rail, health and safety benefits. The program application is open approximately every two years, with the last cycle in June 2020.
- **Local Streets and Roads (LSR) Program:** The LSR provides funding to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. The funding is open every fiscal year.
- **Sustainable Transportation Equity Project (STEP):** STEP is a new transportation equity pilot that aims to address communities' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. The Program makes funding available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase access to key destinations so residents can get where they need to go without the use of a personal vehicle. The first STEP round deadline was August 2020.
- **Transformative Climate Communities (TCC) Program:** TCC funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs. The TCC is awarded every year. The latest TCC deadline was February 2020.

San Mateo County Funding Programs

- **San Mateo County Transportation Authority's Measure W Program:** In 2018, San Mateo County passed Measure W, which provides the county with additional resources to improve transit and relieve traffic congestion raised from a half-cent sales tax. Fifty percent of those funds are administered by the San Mateo County Transportation Authority, while the remaining 50% are administered by the SamTrans Board of Directors. The measure, which went into effect in July of 2019, includes funds for highway projects, local street repair, grade separations for Caltrain tracks that intersect local streets, expanded bicycle and pedestrian facilities, and improved transit connections. The cycle for Measure W program is to be determined.



APPENDIX E

QUICK-BUILD OPTIONS

EXCERPT FROM

LESSONS LEARNED & BEST PRACTICES FOR

Grand Boulevard Initiative's Creating Safe and Healthy Corridor Communities Project

Implementation

Quick-Build Options

The implementation of improvements along El Camino Real may look different for different cities. In some cases, portions of the project may be implemented over time, as funds and resources are available. Strategies for phased implementation may include coordinating with future resurfacing projects, development projects, or using cost-effective materials to get the project off the ground sooner. Defined as “quick-build” improvements, the latter are increasingly sophisticated and aesthetically-pleasing treatments that provide flexibility in implementation. Using quick-build treatments can also serve to install a pilot program, a strategy that allows the community to experience the functionality of the project and modify the design before upgrading to more fixed materials such as concrete curb. Four quick-build tools are provided below that can be used in the near-term to put improvements on the ground quickly and cost-effectively.

Painted Bulb Outs

In many locations, bulb outs are recommended to reduce crossing distances for pedestrians. Many cities have used painted bulb outs with raised elements such as delineator or landscape planters to define bulb outs without changing drainage patterns and without the added cost of concrete.



Tactical Bus Boarding Islands

Bus stops can also have similar temporary treatments. These can be thought of in the same vein as parklet spaces and can be used to enhance public space and engage local architects and artists. There are also prefabricated bus boarding islands on the market that cities can use to improve bus stops in the near-term. Oakland, Los Angeles, and New York City have experimented with prefabricated bus boarding islands.



Above Top: The City of Fremont has used a combination of painted bulb outs with self-watering landscape planters to achieve this effect. Above: Prefabricated boarding islands or parklet-style boarding islands can be used to extend the sidewalk and allow buses to stop in line to improve transit reliability. Photo credit: www.zicla.com

“Paint and Plastic” Separated Bikeways

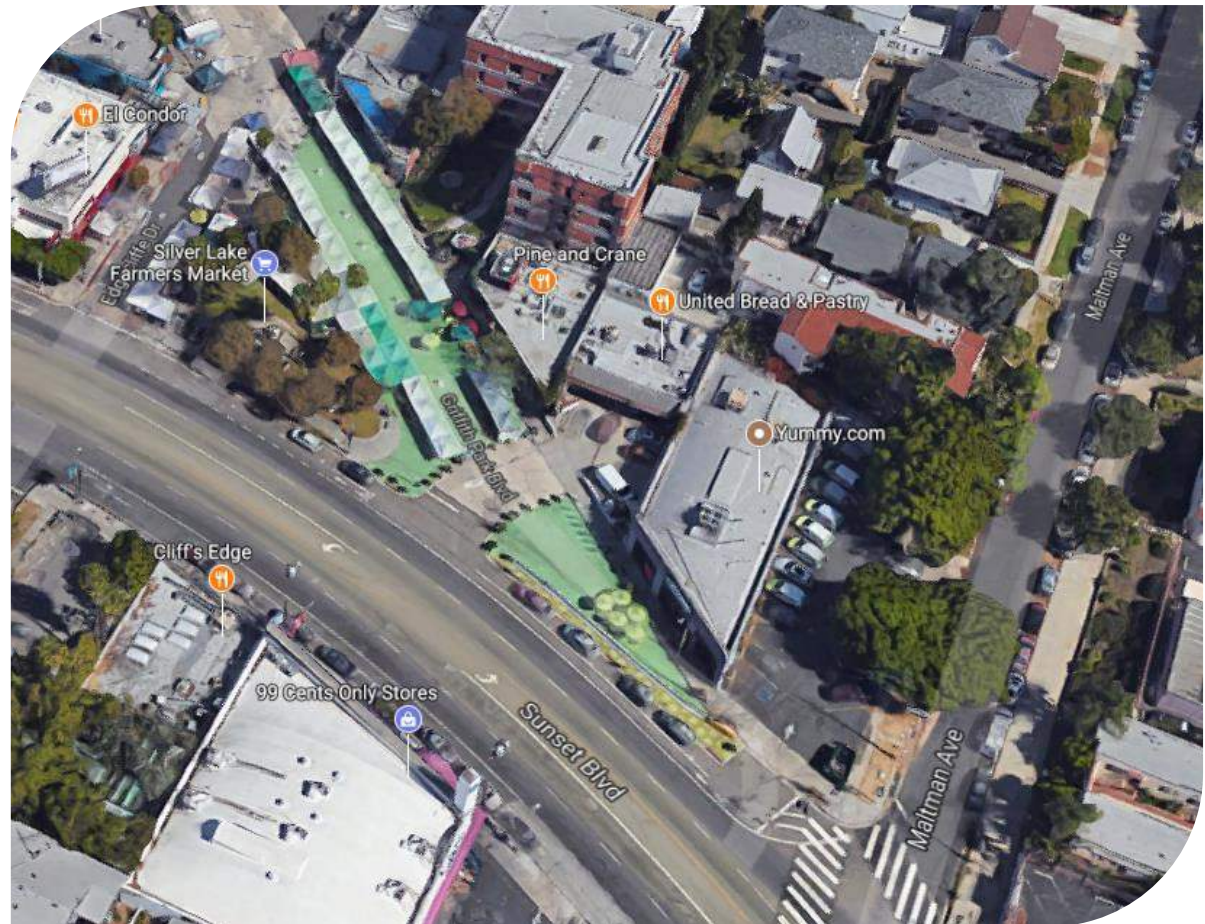
Many cities in the Bay Area, including San José, have had success with quick implementation of separated bikeways using painted buffer spaces and delineators or similar raised elements commonly made of plastic. The aesthetics of delineators have improved recently, and there are newer products on the market the City of San José could consider such as shorter, sturdier posts, and armadillos, which are recycled plastic dividers with a lower profile than posts.



Left: “Paint and plastic” separated bikeways can include various products to provide separation between the bicycle lane and traffic, including planters and small plastic lumps (sometimes known as “zebras” or “armadillos”).

Pavement to Parks Intersection Reconfigurations

Many cities have successful programs that improve safety by repurposing excess roadway space at skewed intersections with public spaces. These are often successful where foot traffic supports the creation of public space, such as in business districts. They can provide a distinctive look and feel congruent with the local neighborhood character, and are an opportunity to engage with local community-based organizations and artist groups. Maintenance of these spaces is an important consideration and could be an opportunity for a public-private partnership.



Above: An example of repurposing to remove a skewed intersection (and a redundant link in the roadway network) on Sunset Boulevard in Los Angeles. The resulting space now supports the Silver Lake Farmers Market and increases foot traffic in front of small businesses.