

**Fehr & Peers**

# **Bayshore Commons TIA**

**SF25-1403**

Prepared for:  
**Link Logistics**

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# Executive Summary

The proposed project will not result in adverse traffic or circulation issues on the streets surrounding the project site. The proposed project, which is an infill housing project, is exempt from CEQA analysis. The project does not include features that would disrupt roadway facilities nor generate a substantial number of vehicle trips that would worsen or create new traffic issues. The following recommended changes to the intersection of South Grant Street and Betty Lane would ensure consistency with San Mateo standards and best planning practices.

## Recommendations

- The project sponsor should install directional curb ramps, curb extensions, high visibility crosswalks, and advanced stop bars to the intersection of South Grant Street and Betty Lane.
- The project sponsor should install Rectangular Rapid Flashing Beacons (RRFBs) on both of the crosswalks that cross South Grant Street at the intersection of South Grant Street and Betty Lane.
- The project sponsor should install industry standard lighting at the intersection of South Grant Street and Betty Lane to ensure that pedestrians are visible at night.

These features would improve multi-modal access to the project site, improve roadway safety, and help the City implement features that are consistent with the City's Pedestrian Master Plan and 2020 Bicycle Plan.



# Introduction

This transportation impact assessment (TIA) reviews transportation conditions at and adjacent to the residential project located at 1650 – 1720 South Amphlett Boulevard in the City of San Mateo. The topics presented herein are based on the City of San Mateo's *Transportation Impact Analysis (TIA) Guidelines* (July 2020) and are intended to disclose the local transportation effects of the project for compliance with General Plan 2040 Policy C 6.3. These topics include an assessment of intersection operations, vehicle miles traveled (VMT), site access and circulation, driveway site distance and vehicle queuing, parking, hazards and emergency vehicle access, and neighborhood traffic.

## Study Area

The project site consists of a 630,313 square foot (14.47 acre) lot on the block bounded by South Grant Street to the west, South Amphlett Boulevard to the east, Leslie Creek to the north, and the vacant site at 1770 South Amphlett Boulevard to the south, the location of the former San Mateo Marriott San Francisco Airport. The existing uses on the project site include a mix of general office, commercial, educational, and medical office facilities. Surrounding land uses in the vicinity of the project site include single-family residential homes to the west and north of the project site. South of the project site, there is a mix of commercial uses, including a grocery store, retail, the Peninsula Family YMCA, a dance company, and office uses.

The study area, as shown in **Figure 1**, is situated in the Hayward Park neighborhood in San Mateo, adjacent to the State Route (SR) 92 and US-101 interchange. A portion of the project site is within one-half of a mile of the Hayward Park Caltrain station; however, most of the project including nearly all the proposed units would be beyond one-half mile (but within three-quarters of a mile) as a crow-flies from the center of the Caltrain station. The three study intersections shown on **Figure 1** were selected based on the following guidance presented in Section 3.1 of the City of San Mateo's adopted TIA Guidelines (August 2020):

- Project Driveways:
  - Primary project driveway at South Grant Street and Betty Lane (unsignalized)
- Intersections at either end of the block on which the project is located or up to 500 feet from the primary project driveways:
  - South Grant Street and Concar Drive (signalized)
  - South Grant Street and East 16<sup>th</sup> Avenue (unsignalized)
- Intersection of collector or higher classified streets where the project adds 100 or more peak hour trips:
  - Not applicable as the project reduces the number of project trips as shown in **Table 3**. and therefore would not add 100 or more peak hour trips to any other intersections

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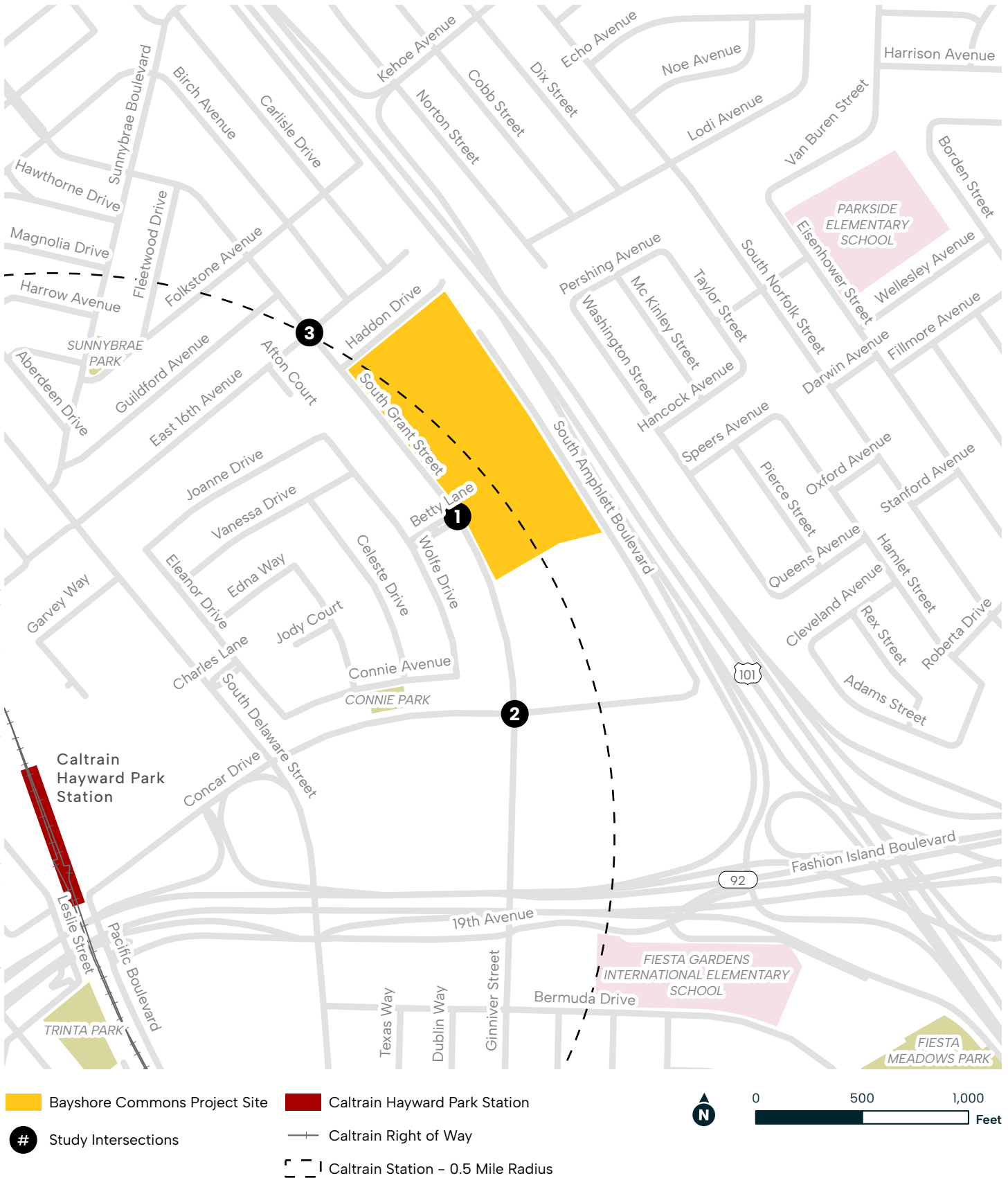


FIGURE 1

## Project Location

# Project Description

The project site is located at 1650 – 1720 South Amphlett Boulevard between South Grant Street and Leslie Creek. Currently, the 14.47-acre site consists of seven three-story office buildings and one single-story commercial building. The existing uses on the project site include a mix of general office, commercial, educational, and medical facilities. Surrounding land uses in the vicinity of the project site include single-family residential homes to the west and north of the project site. South of the project site, there is a mix of commercial uses, including a grocery store, retail, the Peninsula Family YMCA, a dance company, and office uses. US-101 is located directly east of South Amphlett Boulevard.

The proposed project's site has a General Plan Designation of Mixed-Use Medium I and a zoning designation of E2-1 – Executive Office. The purpose of the E2 Executive Offices District is to create and maintain professional and administrative offices. Permitted uses include office, retail, health and recreation, public utility and service, research laboratories, restaurants, schools, and warehousing uses. Residential uses are also permitted uses and are subject to R3 district "Minimum Development Standards"<sup>1</sup> and affordable housing requirements.<sup>2</sup>

The project proposes demolition of all existing buildings and redevelopment of the site as a 100 percent residential project. The proposed project includes two types of townhome-style single-family attached homes along with single-family detached houses. All buildings will be three stories in height, with a maximum height of 38 feet. The project proposes 192 townhomes, with unit sizes ranging from two to three bedrooms, and 64 four-bedroom single family detached homes for a total of 256 residences. The proposed project will have a density of 17.7 dwelling units per acre. The single-family detached homes will be located along the west side of the project site adjacent to South Grant Street, with the townhomes will be located on the east side of the project site. The project will provide inclusionary housing on site in the quantity of 15% at the moderate level of affordability. The project will also provide approximately 250,000 square feet of open space, including a park in the center of the project site.

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<sup>1</sup> City of San Mateo Municipal Code. Section 27.22.040 Minimum Development Standards.  
<https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/27.22.030>

<sup>2</sup> City of San Mateo Municipal Code. Chapter 27.29 Residential Overlay District – Mixed Use.  
<https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/27.29>

Each residence will have a two-car garage, and 51 visitor parking spaces are provided with a combined total of 568 parking spaces proposed for the project site. The project will also include bicycle parking in accordance with City of San Mateo standards. Access to the project site is provided via driveways along South Amphlett Boulevard and South Grant Street.

The project proposes increased pedestrian access and connectivity through the provision of wider sidewalks, a network of internal paseos, as well as increased street trees and landscaping throughout the site. The project will provide additional pedestrian access points along South Grant Street and South Amphlett Boulevard. Crosswalks in the site will use decorative paving to enhance visibility and pedestrian safety.

The project, which consists of both townhomes and single-family detached homes, is exempt from the City/County Association of Governments (C/CAG) Land Use Impact Analysis Program Policy as the project will generate fewer than 100 net new vehicle trips. Please see **Table 3** in this report for the project's trip generation estimates.<sup>3</sup>

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<sup>3</sup> Projects that generate less than 100 net new daily trips are exempt from C/CAG's TDM Policy.

# Existing Transportation Conditions

The existing transportation conditions surrounding the project site relating to the following topics are presented below: the roadway network, pedestrian facilities, bicycle facilities, transit service, vehicle volumes and lane configurations, and parking conditions.

## Existing Roadway Network

As shown in **Figure 1**, the project site is directly bound by South Amphlett Boulevard and South Grant Street. US-101 and SR-92 are the two primary regional access routes. The roadways described below include local streets that provide direct access to the project site.

South Grant Street is a two-way north-south street with one travel lane in each direction and parking and sidewalks on each side of the street. The roadway is approximately 40 feet wide adjacent to the project site, while the sidewalks are approximately six to seven feet wide. To the north of Leslie Creek and Haddon Drive, South Grant Street narrows to approximately 30 feet while maintaining parking and sidewalks with rolled curbs, which results in vehicles parking partially on the sidewalk. To the south of Concar Drive, Grant Street becomes a four-lane street with two lanes in each direction, a center-running turn lane or median, a Class II bike lane, and sidewalks.

South Amphlett Boulevard is a short north-south street with two travel lanes in each direction and a sidewalk adjacent to the project site. South Amphlett Boulevard is bounded by Concar Drive and Leslie Creek, and spans about 2,000 feet. The street ends at Leslie Creek with a cul-de-sac, providing opportunity for vehicles to turn around. The roadway is approximately 48 feet wide with a five- to six-foot-wide sidewalk. There is currently no parking allowed on South Amphlett Boulevard.

Concar Drive is an east-west street with one to three travel lanes in each direction. Between South Grant Street and South Amphlett Boulevard, Concar Drive has two travel lanes in each direction with eight- to ten-foot sidewalks. Between South Grant Street and South Delaware Street, Concar Drive has two travel lanes in each direction, a lane that serves as a turn lane or pedestrian refuge island, Class II bike lanes in each direction, and sidewalks. Concar Drive in this segment between South Grant and South Delaware Street is approximately 60 feet wide, and the sidewalks range from five- to nine-feet wide. From South Delaware Street to Station Park Circle, Concar drive connects with SR-92's westbound ramps and the roadway does not include bicycle facilities. From Station Park Circle to Pacific Boulevard, Concar Drive connects to the Hayward Park Caltrain station and narrows to a two-way street with one travel lane in each direction.

## Existing Pedestrian Facilities

Sidewalks are provided on both of the streets that directly bound the project site. South Amphlett Boulevard has sidewalks on the west side of the street adjacent to the project site, with its sidewalk ending on the southern-half portion of the road that borders the former San Mateo Marriott San Francisco Airport at 1770 South Amphlett Boulevard, before restarting on Concar Drive. There is one intersection directly adjacent to the project site at South Grant Street and Betty Lane. This T-intersection is unsignalized in the north-south direction on South Grant Street and the eastbound direction on Betty Lane is stop controlled. This intersection includes a marked crosswalk along Betty Lane, which has curb cuts with truncated domes. Sidewalks adjacent to the project site are generally in good condition and are about five to six feet wide.

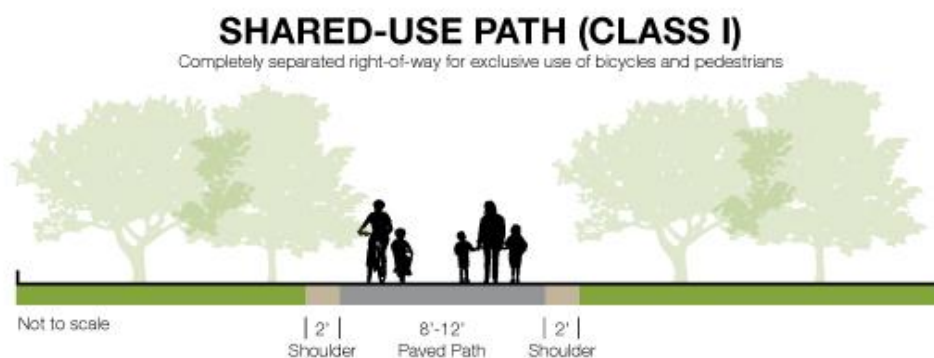
The project's three study intersections do not have directional curb ramps and the intersection of Concar Drive and Grant Street does not have truncated domes. These three study intersections do not comply with current ADA standards for accessibility, unless directional curb ramps are technically infeasible to install.<sup>4</sup>

In the last four years, there have been two pedestrian/vehicle collisions reported at the intersection of South Grant Street and Betty Lane as a result of vehicles failing to yield right-of-way to pedestrians at the intersection.<sup>5</sup> The City has recently installed speed cushions on South Grand Street, on the northern and southern legs of the intersection, to address vehicle speed issues. There were not collisions reported at study intersections on South Grant Street at 16<sup>th</sup> Avenue and Concar Drive, although both 16<sup>th</sup> Avenue and Concar Drive have one reported collision within half a mile of the project site.

## Existing Bicycle Facilities

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). The Caltrans guidelines cover four primary types of bikeway facilities: Class I, Class II, Class III, and Class IV. These facility types are described below.

- Class I Bikeway (Bike Path) provides a completely separate right-of-way, is designated for the exclusive use of bicycles and pedestrians and minimizes vehicle and pedestrian crossflow. In general, bike paths serve corridors that are not served by existing streets and highways, or where sufficient right-of-way exists for such facilities to be constructed.

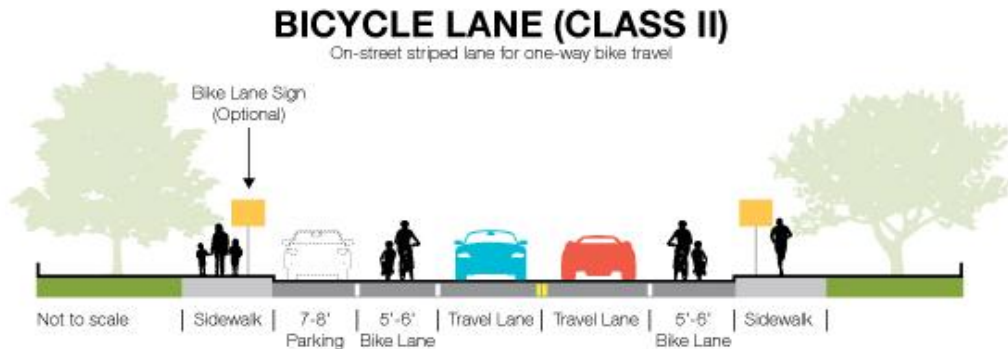


- Class II Bikeways (Bike Lanes) are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle

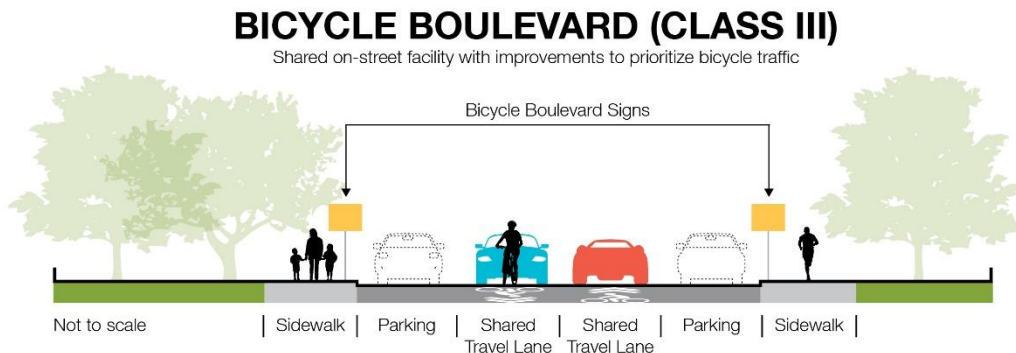
<sup>4</sup> As noted in section R203.6.1.1 of the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way Crosswalks* (September 2023), one curb ramp shall be provided for each crosswalk (e.g., a curb ramp that aligns with the crosswalks as a "directional curb ramp". Accessible at <https://www.access-board.gov/prowag/scoping.html#r203611-crosswalks-at-an-intersection>.

<sup>5</sup> City of San Mateo Collision Data, 2025, [https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0elf04757efb5f/page/Maps/?data\\_id=dataSource\\_8-Traffic\\_Data\\_Public\\_6061\\_807%3A72208&views=Pedestrian-Collisions](https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0elf04757efb5f/page/Maps/?data_id=dataSource_8-Traffic_Data_Public_6061_807%3A72208&views=Pedestrian-Collisions)

lanes are generally five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. Note that when grade separation or buffers are constructed between the bicycle and vehicle lanes, these facilities are classified as Class IV Separated Bikeways.

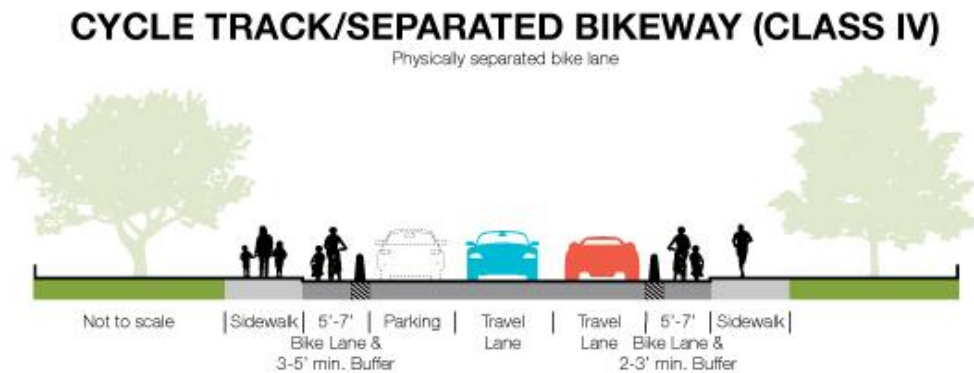


- Class III Bikeway (Bicycle Routes/Bicycle Boulevards) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bicycle right-of-way or lane striping. Bicycle routes serve either to a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors. Bicycle routes are implemented on low-speed (less than 25 mph) and low-volume (less than 3,000 vehicles/day) streets. The San Mateo Bicycle Master Plan also designates a special subset of Bicycle Routes which include traffic calming treatments as Bicycle Boulevards.



- Class IV Bikeway (Cycle Tracks/Protected Bike Lanes) provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.





Existing bicycle facilities near the project site include Class II bicycle lanes on Grant Street south of Concar Drive, Class II bicycle lanes on Concar Drive from South Grant Street to South Delaware Street, and Class II bicycle lanes on South Delaware north of Charles Lane/Station Park Circle.

As shown in *Figure 3.7* of the 2020 San Mateo Bicycle Master Plan<sup>6</sup>, South Grant Street, Concar Drive, and East 16<sup>th</sup> Avenue are identified as high “Level of Traffic Stress” (LTS) roadways.<sup>7</sup> LTS measures bicycling comfort based on roadway characteristics. Low stress bikeways are comfortable for everyone to ride on, including people who would be categorized as “interested but concerned”. In contrast, high stress bikeways are only tolerated by a few: primarily those who could be described as “strong and fearless” – those comfortable riding under any conditions (about 7% of the population). Class II and Class III bicycle facilities on roadways with multiple lanes of vehicle traffic and speed limits above 25 miles per hour would be categorized as high stress bikeways.

The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed to add a Class III bicycle boulevard on South Grant Street from Concar Drive to 9<sup>th</sup> Avenue and on nearby streets like East 16<sup>th</sup> Avenue west of South Delaware Street, Sunnybrae Boulevard, and Bermuda Drive. The plan proposes shared use paths on Concar Drive from South Delaware Street to the Hayward Park Caltrain Station and through the Caltrain parking lot to connect to East 16<sup>th</sup> Avenue. The plan includes Class IV separated bike lanes on Grant Street from Concar Drive to Bermuda Drive, on Concar Drive from South Grant Street to South Delaware Street, and on South Delaware Street from Concar Drive to East 28<sup>th</sup> Avenue. The city has also proposed a buffered bicycle lane on South Delaware Street from East 5<sup>th</sup> Avenue to Concar Drive.

The City of San Mateo is currently undergoing a project, the *Delaware Street Safe Routes to School Corridor Bicycle Improvements Project*, that intends to implement proposed upgrades on existing Class II and Class III facilities on South Delaware Street between 19<sup>th</sup> Avenue and Pacific Boulevard including Class IV separated bikeways from 19<sup>th</sup> Avenue to 28<sup>th</sup> Avenue, bicycle boulevard treatments from 28<sup>th</sup> Avenue to Pacific Boulevard, upgraded pedestrian facilities, and improved connections to existing bike facilities.

<sup>6</sup> San Mateo Bicycle Master Plan, City of San Mateo & Toole Design, 2020, p 28.

<sup>7</sup> The LTS Methodology was developed by Mekuria, Furth, and Nixon in Low Stress Bicycling and Network Connectivity (2012).





FIGURE 2  
**Existing Bicycle Facilities**



FIGURE 3

## Proposed Bicycle Facilities

# Existing Transit Service

**Table 1** and **Figure 4** present the existing transit service providers and routes that provide service near the project site. SamTrans is the primary regional and local transit provider within San Mateo County, serving all Caltrain regional rail stations within the county and major transit transfer points for Santa Clara, Alameda, and San Francisco counties. The schedule information below reflects July 2025 timetables.

**Table 1: Existing Transit Service**

Route	Weekday Peak Headway (minutes)	Weekend Peak Headway (minutes)	Hours of Operation	Closest Stop(s) to Project Site	Key Destinations Served by Route
SamTrans 292	20-30	30	Weekdays and Weekends: 3:55 AM – 2:45 AM	S Delaware St & Charles Ln; S Delaware St & 16th Ave	Downtown San Francisco, SFO, all Caltrain stations in the city of San Mateo, Hillsdale Mall
SamTrans 53/53P	-	-	School Drop Off/Pick Up Hours Only	Delaware & 16 <sup>th</sup> ; Delaware & Charles; Grant & Concar	Peninsula/Humboldt, Borel Middle School
Caltrain	30	30	Weekdays: 5:30 AM – 12:17 AM; Weekends: 7:43 AM – 12:17 AM	Hayward Park Station	San Francisco, San Jose

Note: Transit service is representative of July 2025 operations.  
Source: SamTrans, Caltrain, and Fehr & Peers, 2025

The nearest Caltrain station is Hayward Park Station, which is located on Concar Drive, to the west of South Delaware Street, and is between 0.5 and 0.75 miles west of the proposed homes in the project site. Caltrain runs through the length of the Peninsula and provides regional rail service, connecting San Mateo with destinations in San Jose and San Francisco. Caltrain also offers connections with the Bay Area Rapid Transit (BART) system at Millbrae Station, which provides service to the East Bay via San Francisco.

People walking between the project site and the Caltrain Hayward Park station could use South Grant Street and Concar Drive to access the station. Sidewalks, crosswalks, and street trees are provided along this walking route, and there are signalized pedestrian crossings at South Delaware Street and two rectangular rapid flashing beacons along Concar Drive. Existing land uses to the north and west of Concar Drive are primarily residential, while land uses south of Concar Drive are primarily commercial. Sidewalks along this path are generally in good condition and range between five and fourteen feet wide. All intersections along the walk from the project site to the Hayward Park Caltrain

station have curb ramps, although truncated domes and directional curb ramps are only seen directly adjacent to new housing developments just east of the Caltrain station.

There are two SamTrans routes that provide access to the Project Site, with stops along South Delaware Street and Grant Street. Closest to the site, SamTrans Route 53/53P has a midblock stop on Grant St between Concar Drive and SR-92 that includes a standard pole and sign. On South Delaware Street, SamTrans Route 292 and SamTrans Route 53/53P share stops at Charles Lane/Station Park Circle and East 16<sup>th</sup> Avenue. The northbound stop at Delaware Street and Charles Lane has an unsheltered bench and trash can. The northbound and southbound stops at East 16<sup>th</sup> Avenue and South Delaware Street as well as the southbound stop at Charles Lane/Station Park Circle and South Delaware Street have a standard pole and sign.

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FIGURE 4

## Transit Routes

# Existing Vehicle Volumes, Speeds, and Lane Configurations

Intersection turning movement counts were collected on Wednesday April 30<sup>th</sup>, 2025 for both the AM peak period (7:00–9:00 AM) and PM peak period (4:00–6:00 PM). Three locations were identified as study intersections within the project vicinity:

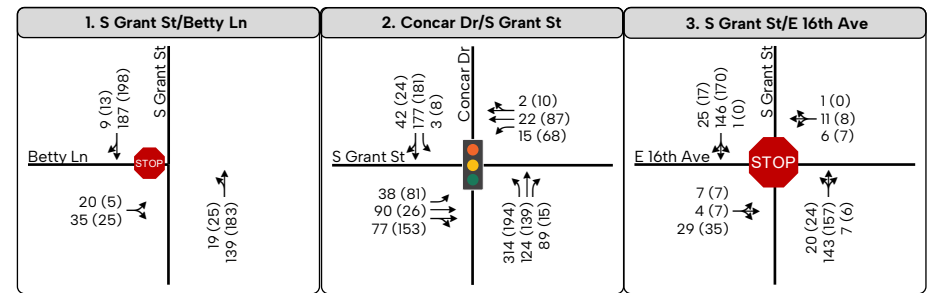
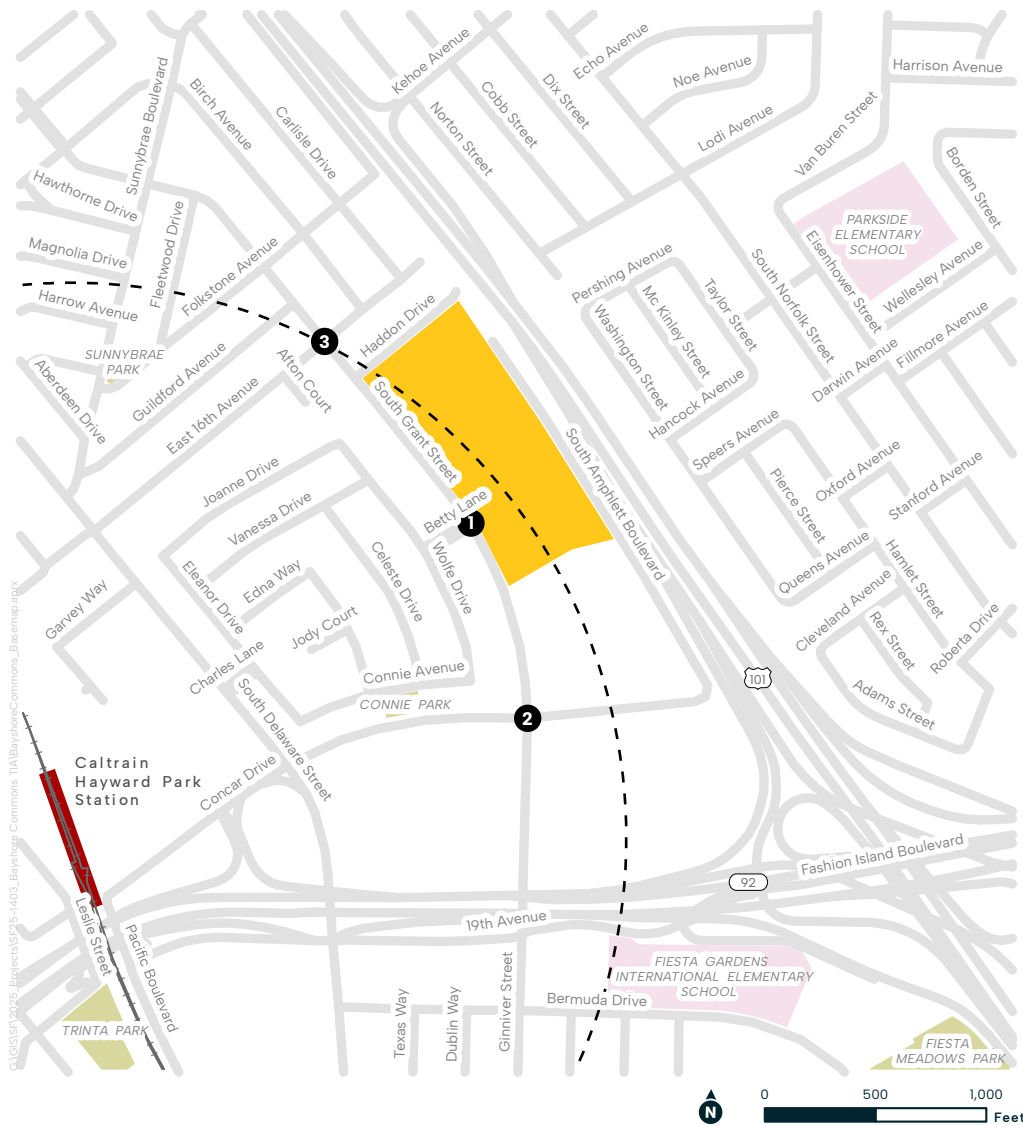
- South Grant Street and Betty Lane (unsignalized)
- South Grant Street and Concar Drive (signalized)
- South Grant Street and East 16<sup>th</sup> Avenue (unsignalized)

These counts include the number of automobiles, cyclists, and pedestrians at each of the three study intersections. The existing lane configuration and traffic volumes for each study intersection are shown in **Figure 5**Figure 5. In addition to these turning movement counts, 24-hour vehicle and speed counts were collected on each of the three streets adjacent to the project site: South Grant Street, South Amphlett Boulevard, and Concar Drive. The volumes and speeds by direction for these three count locations are presented in **Table 2** and are included in **Appendix A**. Since this speed data was collected, the City installed speed cushions on South Grant Street, on the northern and southern legs of the intersection, to reduce vehicle speeds.

Table 2: Existing Roadway 24-Hour Vehicle Counts and Speeds

Location	24 Hour Traffic Volume	Vehicle Speeds
Grant Street	<ul style="list-style-type: none"><li>• Northbound: 1,840 vehicles</li><li>• Southbound: 1,898 vehicles</li><li>• Total: 3,738 vehicles</li></ul>	<ul style="list-style-type: none"><li>• Northbound Speed (median): 27.9 MPH</li><li>• Northbound Speed (average): 27.8 MPH</li><li>• Southbound Speed (median): 27.0 MPH</li><li>• Southbound Speed (average): 26.8 MPH</li></ul>
Amphlett Boulevard	<ul style="list-style-type: none"><li>• Northbound: 639 vehicles</li><li>• Southbound: 662 vehicles</li><li>• Total: 1,301 vehicles</li></ul>	<ul style="list-style-type: none"><li>• Northbound Speed (median): 33.3 MPH</li><li>• Northbound Speed (average): 33.4 MPH</li><li>• Southbound Speed (median): 31.3 MPH</li><li>• Southbound Speed (average): 31.7 MPH</li></ul>
Concar Drive	<ul style="list-style-type: none"><li>• Eastbound: 1,024 vehicles</li><li>• Westbound: 1,038 vehicles</li><li>• Total: 2,062 vehicles</li></ul>	<ul style="list-style-type: none"><li>• Eastbound Speed (median): 29.2 MPH</li><li>• Eastbound Speed (average): 28.6 MPH</li><li>• Westbound Speed (median): 27.1 MPH</li><li>• Westbound Speed (average): 26.8 MPH</li></ul>

Source: Fehr & Peers, Idax, 2025.



XX(Y) AM(PM) Project Trip Volumes    Signalized Intersection    Stop Sign  
 Project Site    Study Intersections

FIGURE 5

## Existing Vehicle Volumes

Intersection Traffic Volumes, Lane Configurations, and Traffic Controls



## Existing Parking Conditions

There is unmetered on-street parking along South Grant Street and East 16<sup>th</sup> Avenue. Adjacent to the project site, South Amphlett Boulevard, Concar Drive, and South Delaware Street do not provide any on-street parking. There are approximately 35 unmarked parking spaces on South Grant Street. North of the project site, South Grant Street and many of the smaller residential streets have mountable sidewalks to accommodate vehicle parking on the narrower local streets, many of which are two-lane roadways with an approximate 30-foot total roadway width.

The streets adjacent to the project site, that allow for street parking, have the following parking restrictions:

- **South Grant Street:** No parking 1<sup>st</sup> and 3<sup>rd</sup> Friday from 6:00AM to 8:00AM for street cleaning
- **East 16<sup>th</sup> Avenue:** No restrictions



# Project Conditions

The project proposes 192 townhomes and 64 single family detached homes. This section presents the traffic conditions with the project, including VMT, while site access and circulation issues and other related topics are evaluated within the Additional Transportation Analysis sections.

## Project Trip Generation

Vehicle trip estimates for the project were developed by applying the national trip generation rates included in the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition to the proposed project's two land uses: "Single-Family Detached Housing (210)" for the single family detached homes and "Single-Family Attached Housing/Townhome (215)" for the project's townhomes.

The vehicle trips from the project site's existing office use were also calculated using ITE 11<sup>th</sup> Edition rates. These trips, which are used as an existing use credit, assume full occupancy of the existing office building, despite the site having some vacant space at the time the study was conducted. Full occupancy of the project site could happen without any further discretionary actions from the City of San Mateo and therefore this comparison provides a realistic assessment of how the project would change conditions compared to the existing land uses.

The trips from this existing use credit are subtracted from the proposed project's trip generation estimates. As shown in **Table 3**, the proposed project would result in a net reduction of 1,700 daily trips, including a reduction of 380 trips in the AM peak hour (-415 inbound and 35 outbound), and a reduction of 320 vehicle trips in the PM peak hour (17 inbound and -338 outbound).

**Table 3: Project Vehicle Trip Generation**

Land Use	ITE LU Code	Quantity	Units¹	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Proposed project										
Single-Family Detached Housing	210	64	DU	604	12	33	45	38	22	60
Single-Family Attached Housing/Townhome	215	192	DU	1,382	29	64	92	62	47	109
Proposed Project Subtotal				1,986	40	97	137	100	69	170
Existing Uses²										
General Office Building	710	340	KSF	3,686	455	62	517	83	407	490
Existing Uses Subtotal				3,686	455	62	517	83	407	490
Net new trips (Proposed project minus existing)				-1,700	-415	35	-380	17	-338	-320

Notes:

1. DU = dwelling unit, KSF = 1,000 square feet
2. The existing use credit in this table use ITE 11<sup>th</sup> edition rates to estimate the number of daily and peak hour trips generated by the site's existing office land use and assumes full occupancy of the site's offices. Vehicle trip counts were also collected at the project site's driveways, and a comparison between these ITE rates and those driveway counts is provided in Appendix B.

Sources: Fehr & Peers; ITE *Trip Generation Manual*, 11<sup>th</sup> Edition, 2025

## Trip Distribution

The trips generated by the project were distributed through the TIA's three study intersections based on existing travel patterns on the surrounding roadway system, the locations of nearby complementary land uses, and a review of the distribution of trips for other recently completed TIA reports in the area. The peak-hour trips generated by the site's existing and proposed uses were assigned to the roadway network based on trip origins and destinations, roadway lane configurations, and the location of freeway on/off ramps.

For the proposed project, approximately 90 percent of trips would travel to and from the project site via SR-92 and the adjacent commercial developments that border Concar Drive to the south, and about 10 percent of trips would head north, via Grant Street, to access Downtown San Mateo. In total, for outbound travel, 67.5 percent of project traffic would head west on Concar Drive, 22.5 percent of project traffic would go south on Grant Street, and 10 percent of traffic would go north on Grant Street.

Of the southbound trips, the analysis in this TIA report assumed that half of project vehicles would use the driveways along Grant Street and the other half would use the driveways on Amphlett Boulevard. Project trips are unlikely to drive through the project site unless necessary, due to the site's slower speed internal roadways, and they will use the nearest driveway to their residence to enter the City's roadway network. Amphlett Boulevard does not continue northbound beyond the project site, so all northbound trips from the project are assumed to use the driveways along Grant Street.

Beyond the project’s study intersections, the TIA also considered traffic on 19<sup>th</sup> Avenue, which is to the south of the project site and is of interest by the City due to reported traffic conditions on that roadway. The proposed project’s distributed and assigned net trips would lower traffic volumes on 19<sup>th</sup> Avenue, including a reduction of 86 trips during the AM peak hour and a reduction of 76 trips PM peak hour. Further detail on these 19<sup>th</sup> Avenue trips is shown in **Table 4** in the next section of this TIA report.

## Intersection Operations

Fehr & Peers assessed intersection operations and traffic conditions in the area but did not conduct new level of service (LOS) analyses because, as shown in **Table 3**, the proposed project would result in a substantial decrease in vehicle trips., Fehr & Peers reviewed the directionality of these trips to determine whether the shift from office to residential could worsen traffic operations at the project’s closest intersection: Concar Drive and South Grant Street. This qualitative approach focuses on this signalized intersection as it provides the project site’s primary access point to regional destinations via SR-92 and US-101.

To conduct this assessment, Fehr & Peers use the TIA’s trip distribution to assign the project’s net trip generation estimates to Concar Drive and South Grant Street. This trip distribution accounts for the change in directional traffic flow for office versus residential land use, with office trips mostly being inbound during the AM peak hour and outbound during the PM peak hour, and residential trips having the reverse traffic flow, with people leaving their homes in the morning and returning at night.

**Table 4: Net Project Trips at Concar Dr/S Grant Street by Peak Hour**

Period	Eastbound (Concar Drive)			Westbound (Concar Drive)			Northbound (Grant St)			Southbound (Grant St)			Total
	LT <sup>1</sup>	TH <sup>1</sup>	RT <sup>1</sup>	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AM Peak	-140	-140	0	<u>4</u>	12	0	0	<u>-47</u>	<u>-47</u>	0	<u>4</u>	12	-342
PM Peak	6	6	0	<u>-38</u>	-114	0	0	<u>2</u>	<u>2</u>	0	<u>-38</u>	-114	-288

Notes:

1. LT = Left Turn, TH = Through, RT = Right Turn
2. Underlined trips are vehicles that use 19<sup>th</sup> Avenue before or after this intersection

Sources: Fehr & Peers; Idax, 2025.

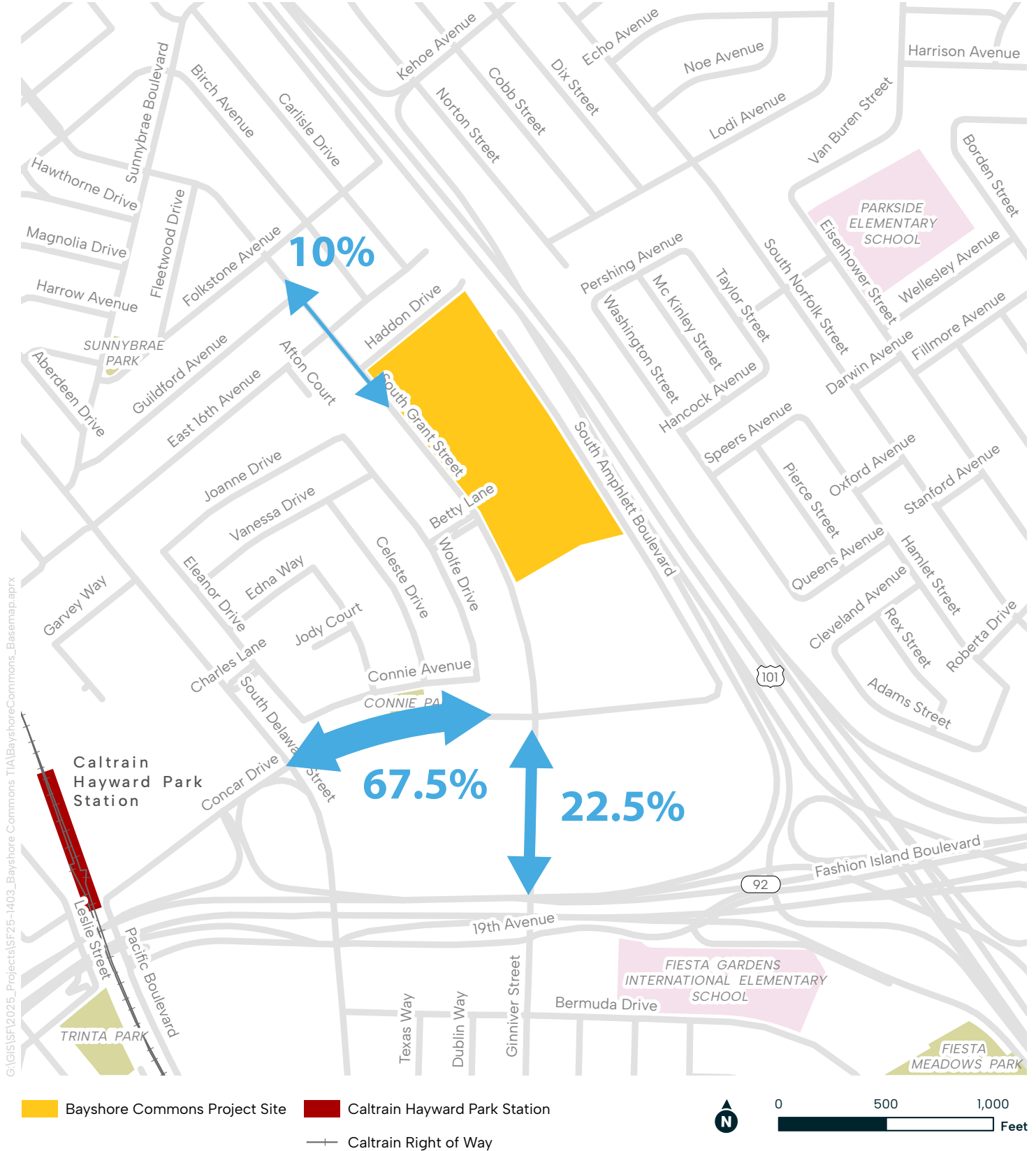


FIGURE 6

## Trip Distribution and Assignment

# Vehicle Miles Traveled (VMT)

VMT is a measurement of the distance and amount that people drive, and it is calculated by multiplying the number of trips generated by a project by the total distance of each of those trips. Many factors affect the amount and distance a person might drive. The density and mix of uses of the surrounding built environment is the most important factor in the amount of VMT generated per person, as density and accessibility affect how many places a person can access within a given distance, time, and cost, using different means of travel (e.g., private vehicle, public transit, bicycling, walking, etc.).

Typically, lower density development provides fewer destinations in the immediate vicinity of a project and therefore offers fewer transportation options than a location with high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT on a per capita basis when compared to a similarly sized development located in urban areas.<sup>8</sup> In general, higher VMT areas are associated with more air pollution, including greenhouse gas emissions, than lower VMT areas.

The proposed project qualifies for the infill housing exemption under California Assembly Bill (AB) 130, which exempts certain residential projects from VMT analysis under CEQA. The project meets the criteria of AB 130 as an infill development located in an urbanized area, consistent with the general plan and surrounded by existing development. Given this statutory exemption, quantitative VMT modeling is not required and a VMT model run was not conducted for this project. However, a qualitative assessment of the characteristics of the project and surrounding land uses indicates that the proposed development is unlikely to result in substantial increases in VMT.

The project introduces residential uses at an incrementally higher density than the existing surrounding community, supporting a more compact and efficient land use pattern for future residents. The site is also well-positioned in terms of multimodal access, as it is located within walking distance of the Hayward Park Caltrain Station, providing access to regional rail service as well as SamTrans bus services. The surrounding area includes a diverse range of walkable amenities, particularly to the south and west of the site. Nearby destinations include grocery stores, restaurants, a convenience store, business parks, and larger retail centers such as department stores, all within a reasonable walking or biking distance. These amenities reduce the need for long vehicle trips for daily errands. Within the project itself, the site includes a centrally located park, offering on-site recreational space. Planned bicycle facilities surrounding the project site will further enhance access by active transportation modes and create more opportunities for residents to connect to nearby destinations without driving.

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<sup>8</sup> *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. California Air Pollution Control Officers Association (CAPCOA). Measure T-1: Increase Residential Density. Pg 70.  
[https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft\\_2021-Aug.pdf](https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf)

# Additional Transportation Analysis

This section presents an analysis of other transportation considerations that were assessed for the proposed project, including the following:

- Impacts to vehicle, pedestrian & bicycle site access
- Parking
- Hazards and emergency vehicle access
- Neighborhood traffic

The analysis in this section was conducted in accordance with the City of San Mateo's General Plan Circulation Element. This is outlined in the TIA guidelines, which require that a non-CEQA local transportation analysis is conducted for land use projects that may impact the local street system. The analysis in this section is based on professional judgment in accordance with the standards and methods employed by traffic engineering professionals.

## Vehicle Site Access and Circulation

The proposed project would provide automobile parking via two-car garages that will be included as a part of every home in the project site. The residents' parking stalls in these private garages provide a total of 512 parking spaces. The project would also provide a total of 56 uncovered visitor parking spaces at various locations in the project site, which includes four accessible spaces.

The project would also include 384 long-term bicycle parking spaces and 30 short-term bicycle parking spaces. The long-term bicycle spaces would be provided in each home's two-car garage. The short-term bicycle parking will be distributed throughout the site near the visitor vehicle parking stalls.

As shown in **Table 3**, the proposed project will result in net reduction of 1,700 daily trips, including a reduction of 380 trips in the AM peak hour (-415 inbound and 35 outbound) and a reduction of 320 trips in the PM peak hour (17 inbound and -338 outbound). As summarized in the sections above, the addition of the proposed project trips would not result in any adverse effects on traffic operations at the project's study locations.

## Driveway Sight Distance

A preliminary site distance assessment was conducted for vehicles turning from the driveways on South Grant Street. The roadway is free from visual obstructions, other than on-street parking. The California Highway Design Manual (HDM) states that corner distance requirements should not be applied to urban driveways unless they are signalized. Per California Assembly Bill 413 (effective January 1, 2025), vehicles will no longer be allowed to park within 20 feet of marked or unmarked crosswalks, or 15 feet if curb extensions are present. The City of San Mateo is actively implementing this regulation by installing new red curb markings in compliance with AB 413.<sup>9</sup>

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<sup>9</sup> AB 413 – Daylighting Law, *City of San Mateo*. <https://www.cityofsanmateo.org/4844/AB-413---Daylighting-Law>

## Loading and Curbside Management

All loading and curbside activities associated with the proposed project including deliveries, passenger pick-up/drop-off, and residential moving are expected to occur on site, within the project's internal roadway network. Trash collection will occur directly at each home's driveway, consistent with standard residential service. The internal roadways are designed to be sufficiently wide to accommodate service vehicles, including trash collection trucks and moving vans, without requiring use of public curbside areas. As a result, no new loading activity is anticipated on adjacent public streets, and no curbside management measures are proposed along existing City roadways.

## Pedestrian & Bicycle Site Access and Circulation

### Pedestrian Access

The proposed project includes multiple pedestrian entrances along South Grant Street and along South Amphlett Boulevard. Pedestrian circulation throughout the site is provided via shared paseos and sidewalks.

On the frontage of the project site, the intersection of South Grant Street and Betty Lane is stop-controlled in the eastbound direction and has marked crosswalks across Betty Lane. This crosswalk across Betty Lane has curb ramps and truncated domes on both legs of the marked crosswalk. There is not currently a marked crosswalk across Grant Street.

Surrounding the project site, the intersection at South Grant Street and East 16<sup>th</sup> Avenue is stop-controlled with marked crosswalks on all four legs. Curb ramps are present at all four legs of the intersection, and truncated domes are present at three of the four intersection corners. The southeast corner does not have truncated domes, and none of the corners of the intersection have directional curb ramps.

Just to the south of this intersection, there is a three-way T-intersection at South Grant Street and Haddon Drive. This intersection is uncontrolled, does not have marked crosswalks, and has curb ramps to facilitate crossing Haddon Drive. The east side of the intersection has truncated domes, but the west side of the intersection only has a curb ramp. Neither leg of the crosswalk has directional curb ramps. The intersection at South Grant Street and Concar Drive is already signalized. Curb ramps are present at all four corners of the intersection, but none of them have truncated domes and they are not directional. There are no marked crosswalks across South Grant Street for over 2,000 feet between East 16<sup>th</sup> Avenue and Concar Drive.

Despite these missing features, the vicinity of the project site has good pedestrian access, and there is consistent sidewalk coverage and crossing infrastructure between the project site, the Hayward Park Caltrain Station, and other nearby destinations.

### Recommendations

Fehr & Peers recommends the project include pedestrian facilities from **Table 5** to be consistent with the City of San Mateo's Pedestrian Design Guidelines. The lack of marked crosswalks for 2,000 feet provides a substantial gap for pedestrian circulation along South Grant Street. The streets adjacent to the project site will be important pedestrian access routes, connecting people to nearby commercial amenities, the Hayward Park Caltrain station, and SamTrans bus routes. **Table 5** assesses whether the



intersection of South Grant Street and Betty Lane, which fronts the project site, is consistent with the guidelines and provides recommendations to enhance pedestrian comfort and safety.

Per General Plan Policy C3.2 of the City's General Plan Circulation Element, the City requires "new development projects to provide sidewalks and pedestrian ramps and to repair or replace damaged sidewalks."<sup>10</sup> The proposed project should include directional curb ramps at the intersection of South Grant Street and Betty Lane to be consistent with ADA design standards.<sup>11</sup>

As shown in **Table 5**, Fehr & Peers recommends that the project add advance stop bars, curb extensions and marked crosswalks at intersection of South Grant Street and Betty Lane. These curb extensions should be added to all four corners of the intersection and should extend into South Grant Avenue. These improvements would enhance pedestrian visibility, slow vehicle speeds, and provide a safer place to cross the street, and they align with the priority corridor recommendations included in City's Draft Complete Streets Plan.<sup>12</sup>

Additionally, due to this intersection's collision history, the project should add Rectangular Rapid Flashing Beacons (RRFB) on both crosswalks that cross South Grant Street. RRFB's are amber flashing lights that can improve driver yielding behavior at unsignalized intersections. These RRFBs, which are typically solar powered, are activated with a push button and they are best used on streets with speeds under 35 mph.<sup>13</sup> South Grant Street has a posted speed limit of 25 mph, and as shown in **Appendix A**, the roadway has an average daily traffic volume of 3,738 vehicles per day.

The intersection appears to have adequate sight distance with its existing configuration, as the roadway is not on a hill, does not have blind curves, and does not have large trees in the area. The project sponsor should verify this sight distance during the design process for this intersection's recommended curb extensions, as the specific location of the curb is necessary for a detailed sight distance evaluation. Additionally, the single light on the northeast corner of the intersection may not provide sufficient lighting for the entire intersection, and the applicant should install industry standard crosswalk lighting to maintain visibility at night.

Fehr & Peers does not recommend installing all-way stop control at this intersection, as South Grant Street is a planned Class III Bike Boulevard in the 2020 Bicycle Master Plan. This intersection, with the

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<sup>10</sup> *Strive San Mateo: General Plan 2040*. Chapter 3: Circulation Element. City of San Mateo. [https://strivesanmateo.org/wp-content/uploads/2024/03/Circulation-Element\\_03-18-24.pdf](https://strivesanmateo.org/wp-content/uploads/2024/03/Circulation-Element_03-18-24.pdf)

<sup>11</sup> As noted in section R203.6.1.1 of the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way Crosswalks* (September 2023), "At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided. Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path. EXCEPTION: In alterations, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single curb ramp complying with R304 shall be permitted at the apex of the intersection corner." Accessible here: <https://www.access-board.gov/prowag/scoping.html#r203611-crosswalks-at-an-intersection>

<sup>12</sup> *San Mateo Complete Streets Plan (Draft)*. City of San Mateo. <https://www.cityofsanmateo.org/4701/Complete-Streets-Plan>

<sup>13</sup> *Yield Intersections: Adapted from Urban Bikeway Design Guide, Third Edition*. National Association of City Transportation Officials (NACTO). <https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/unsignalized-intersections/yield-intersections/>



addition of project trips, does not meet the conditions for an all-way stop control warrant,<sup>14</sup> even if all project trips routed through this intersection, which is unlikely given the project driveways along South Amphlett Boulevard.

**Table 5: Existing and Proposed Pedestrian Facilities at South Grant Street and Betty Lane**

Pedestrian Design Feature	Guidelines Summary Applicable to Project <sup>1</sup>	Existing Condition	Proposed Condition	Recommendations
A.11. Curb ramps	Directional (two) curb ramps should be installed at intersections such as those surrounding the project site and along pedestrian routes to transit.	Non directional (single) curb ramps are present on all corners of the adjacent intersections.	Non directional (single) curb ramps are present on all corners of the adjacent intersections.	The project sponsor should include directional curb ramps at the intersection of South Grant Street and Betty Lane
A.12. Curb extensions	Curb extensions should not encroach into bike lanes but should allow for bus and emergency turning access.	There are no existing curb extensions adjacent to the project site.	There are no existing curb extensions proposed.	The project sponsor should add curb extensions to the intersection of South Grant Street and Betty Lane to improve pedestrian visibility. These extensions should be added to all four corners of the intersection and should extend into Grant Street.
A.13 and A.14. Standard and high visibility crosswalks	High visibility continental crosswalks should be prioritized for locations with anticipated high pedestrian activity, or a high number of pedestrian-related collisions have occurred.	Standard crosswalks are provided at study intersections. No crosswalks are present across Haddon Drive or across South Grant Street at Betty Lane.	Standard crosswalks are provided at study intersections. No crosswalks are present across South Grant Street at Betty Lane.	The project sponsor should include high visibility crosswalks for all three legs of the intersection at South Grant Street and Betty Lane to improve the pedestrian visibility
A.15. Advance stop bars	Advance stop bars should be installed at all controlled intersections.	Advance stop bars are provided at the intersection of South Grant and East 16 <sup>th</sup> Avenue.	Advance stop bars are provided at the intersection of South Grant and East 16 <sup>th</sup> Avenue.	The project sponsor should install advance stop bars on Betty Lane to improve the pedestrian environment.

<sup>14</sup> Section 2B.07 Multi-Way Stop Applications. California Manual on Uniform Traffic Control Devices (CAMUTCD). <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev9/2025-camutcd-2014-rev9-part2-ch2b-ally.pdf>

Pedestrian Design Feature	Guidelines Summary Applicable to Project <sup>1</sup>	Existing Condition	Proposed Condition	Recommendations
A.24. Crossing Beacons	Crossing beacons should be installed at uncontrolled arterial crossings.	South Grant St is currently uncontrolled at South Grant St and Betty Lane	The project does not propose adding a crossing beacon to this intersection.	Although South Grant St is a two-lane collector street with speeds less than 30 mph, the project sponsor should add RRFBs to both crosswalks across South Grant St due to the collision history.

Notes:

1. *San Mateo Citywide Pedestrian Master Plan*, City of San Mateo & Alta Planning + Design, 2012, Appendix A: Pedestrian Design Guidelines

2. City of San Mateo Collision Data, 2023,

<https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0e1f04757efb5f/page/Maps/?views=All-Collisions>

## Bicycle Access

The project would include 384 long-term bicycle parking spaces and 30 short-term bicycle parking spaces. The project's long-term bicycle spaces would be provided in each home's private two-car garage. The short-term bicycle parking will be distributed throughout the site near the visitor vehicle parking stalls.

The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed several bicycle facilities within the vicinity of the project site. The plan proposes a Class III bicycle boulevard on South Grant Street, adjacent to the project, from 9<sup>th</sup> Avenue to Concar Drive, and Class II buffered bike lanes on South Delaware Street from E 5<sup>th</sup> Ave to Concar Drive. Bicycle boulevards as outlined in the plan typically include traffic calming features, such as those recommended to improve pedestrian access in the above section.

The plan proposes Class IV separated bike lanes on Concar Drive from South Grant Street to South Delaware Street, and on South Grant Street and South Delaware Street from Concar Drive to 19<sup>th</sup> Avenue. The plan also includes shared use paths on Concar Drive, which will provide greater connectivity to the Hayward Park Caltrain Station. This improved bicycle network would provide additional non-driving options to the Caltrain station, SamTrans bus routes, and local schools.

## Transit Access and Circulation

Neither public transit conditions nor public transit access are expected to change with the project. Closest to the site, the SamTrans Route 53/53P stop at South Grant Street and Concar Drive includes a standard pole and sign. SamTrans Route 292 and SamTrans Route 53/53P share two bus stops along South Delaware Street at Charles Lane and at 16<sup>th</sup> Avenue, of which only the stop at Charles Lane traveling Northbound has an unsheltered bench and trash can. The other three stops have a standard pole and sign.

Although there are not currently plans to add these features at these specific stops, SamTrans is planning for bus stop amenities throughout its system and may include these features at these stops

in the future. None of the stops are located on the project's frontage and therefore no recommendations are provided for accommodating these features into the proposed project's design, although addition of these features to off-site transit stops would benefit the future transit riders of this project. The pedestrian improvements recommended above and in **Table 5** would ensure that a safe and comfortable path of travel to and from transit is accessible for all users.

## Vehicle Parking Conditions

Resident vehicle parking would be provided via two-car garages that are attached to each home. Approximately 512 parking spaces would be provided in these private garages, at a rate of two spaces per unit. In addition to these spaces, the project will provide 56 visitor parking stalls, including four spaces that are ADA accessible parking spaces. The project also proposes to make changes to South Amphlett Boulevard, adjacent to the project site. These improvements include the addition of about 21 parallel on-street parking spaces on the western side of the roadway. These spaces will not have painted lines to designate each parking space, and they will be available for use by the public.

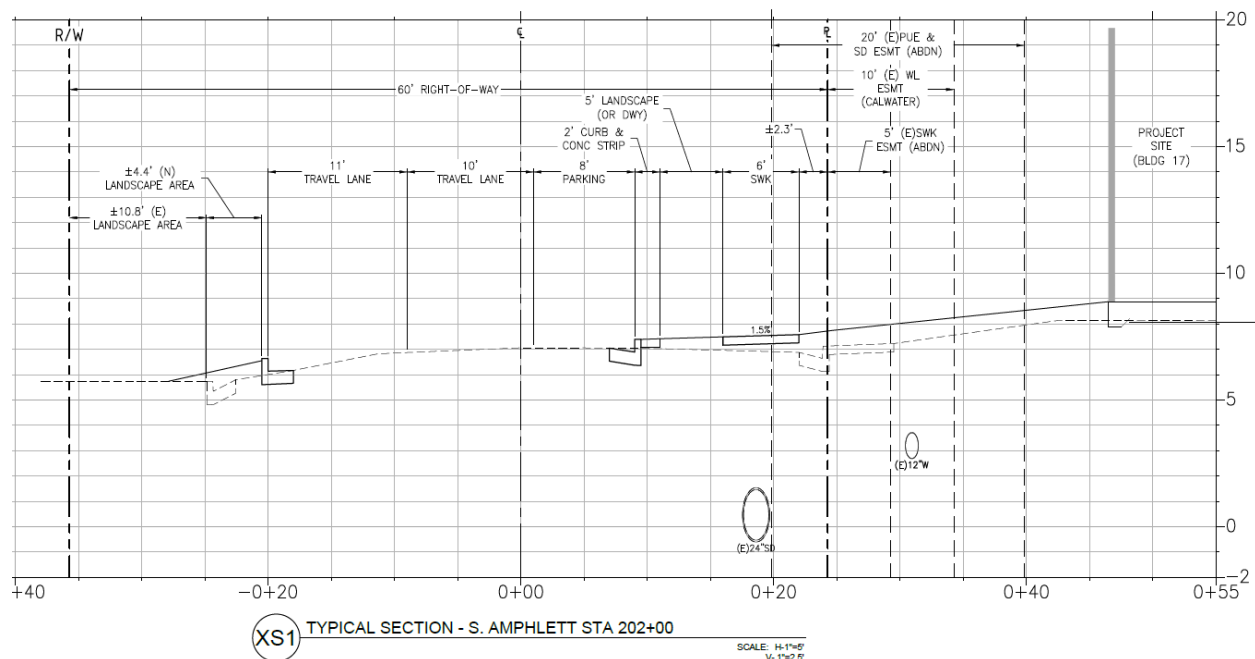
## Hazards and Emergency Vehicle Access

### South Amphlett Boulevard Proposed Road Diet

The project proposes several changes to South Amphlett Boulevard. South Amphlett Boulevard is a north-south street that currently has two travel lanes in each direction and a sidewalk adjacent to the project site. The roadway is approximately 48 feet wide with a five- to six-foot-wide sidewalk with no on-street parking.

The project would narrow the travel lanes to 10 feet and 11 feet, and it would add an eight foot on-street parking lane, a five foot landscape buffer, and a six foot sidewalk on the western side of the roadway. This road diet, which is shown in **Figure 7**, will create a safer environment for pedestrians and will decrease vehicle speed issues on the roadway. It is not anticipated that the proposed road diet would create hazards or impede emergency vehicle access to the project site.

**Figure 7: Proposed Amphlett Roadway Cross Section**



Source: SAGE Consulting Engineers 2025.

## South Grant Street Recommended Improvements

Fehr & Peers recommends the installation of speed humps adjacent to the northern project driveway, designed to slow vehicles while maintaining bicycle accessibility through dedicated bicycle cut-outs. These speed humps will not only slow down traffic along South Grant Street but also improve operations at the driveway by creating safer and more predictable turning movements in and out of the site.

## Neighborhood Traffic

Due to the reduction in vehicle traffic associated by the project compared to the current office uses, the project would not generate new traffic on neighboring streets.

# Conclusion

The proposed project will not result in adverse traffic or circulation issues on the streets surrounding the project site. The proposed project, which is an infill housing project, is exempt from CEQA analysis. The project does not include features that would disrupt these roadway facilities nor generate a substantial number of vehicle trips that would worsen or create new traffic issues. The following recommended changes to the intersection of South Grant Street and Betty Lane would ensure consistency with San Mateo standards and best planning practices.

## Recommendations

- The project sponsor should install directional curb ramps, curb extensions, high visibility crosswalks, and advanced stop bars to the intersection of South Grant Street and Betty Lane.
- The project sponsor should install Rectangular Rapid Flashing Beacons (RRFBs) on both of the crosswalks that cross South Grant Street at the intersection of South Grant Street and Betty Lane.
- The project sponsor should install industry standard lighting at the intersection of South Grant Street and Betty Lane to ensure that pedestrians are visible at night.

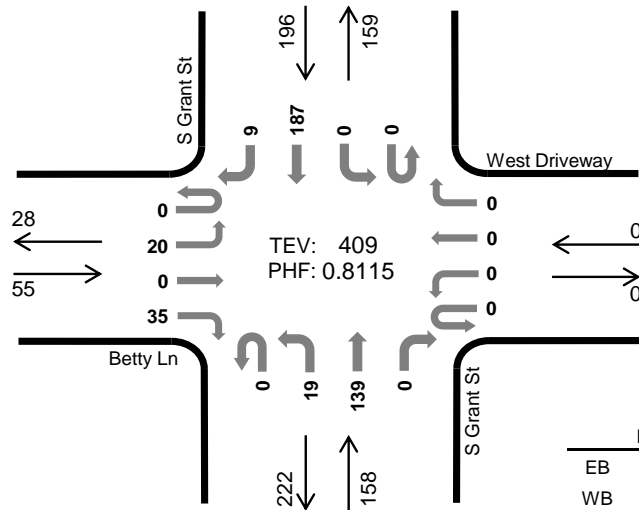
These features would improve multi-modal access to the project site, improve roadway safety, and help the City implement features that are consistent with the City's Pedestrian Master Plan and 2020 Bicycle Plan.

# Appendix A. Count Data

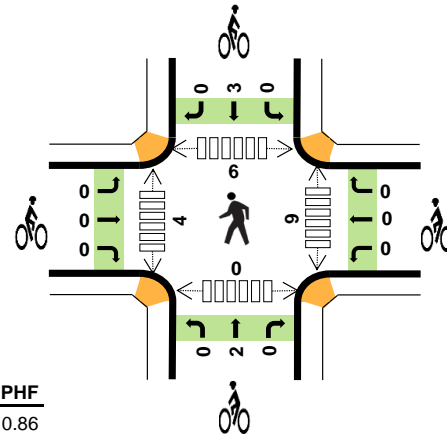
# S Grant St Betty Ln



## Peak Hour



Date: 4/30/2025  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	2%	0.86
WB	--	--
NB	1%	0.75
SB	1%	0.84
TOTAL	1%	0.81

## Peak Hour Count Summaries

Peak Hour Interval Start		Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	11	0	5	0	0	0	0	0	4	21	0	0	0	43	1	85	0
8:00 AM		0	3	0	11	0	0	0	0	0	4	32	0	0	0	50	2	102	0
8:15 AM		0	3	0	12	0	0	0	0	0	5	48	0	0	0	55	3	126	0
8:30 AM		0	3	0	7	0	0	0	0	0	6	38	0	0	0	39	3	96	409
Pk Hr	All	0	20	0	35	0	0	0	0	0	19	139	0	0	0	187	9	409	
	HV	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	4	
	HV%	-	0%	-	3%	-	-	-	-	-	5%	0%	-	-	-	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

\*\* Heavy Vehicle Classifications include FHWA Classes 4-13.

\*\* Count Summaries 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	E	W	N	S	Total
7:45 AM	1	0	1	1	3	0	0	1	0	1	2	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	1	1	3	2	1	0	6
8:15 AM	0	0	0	0	0	0	0	1	1	2	2	1	2	0	5
8:30 AM	0	0	0	1	1	0	0	0	1	1	2	0	3	0	5
Peak Hour	1	0	1	2	4	0	0	2	3	5	9	4	6	0	19

**Count Summaries - All Vehicles**

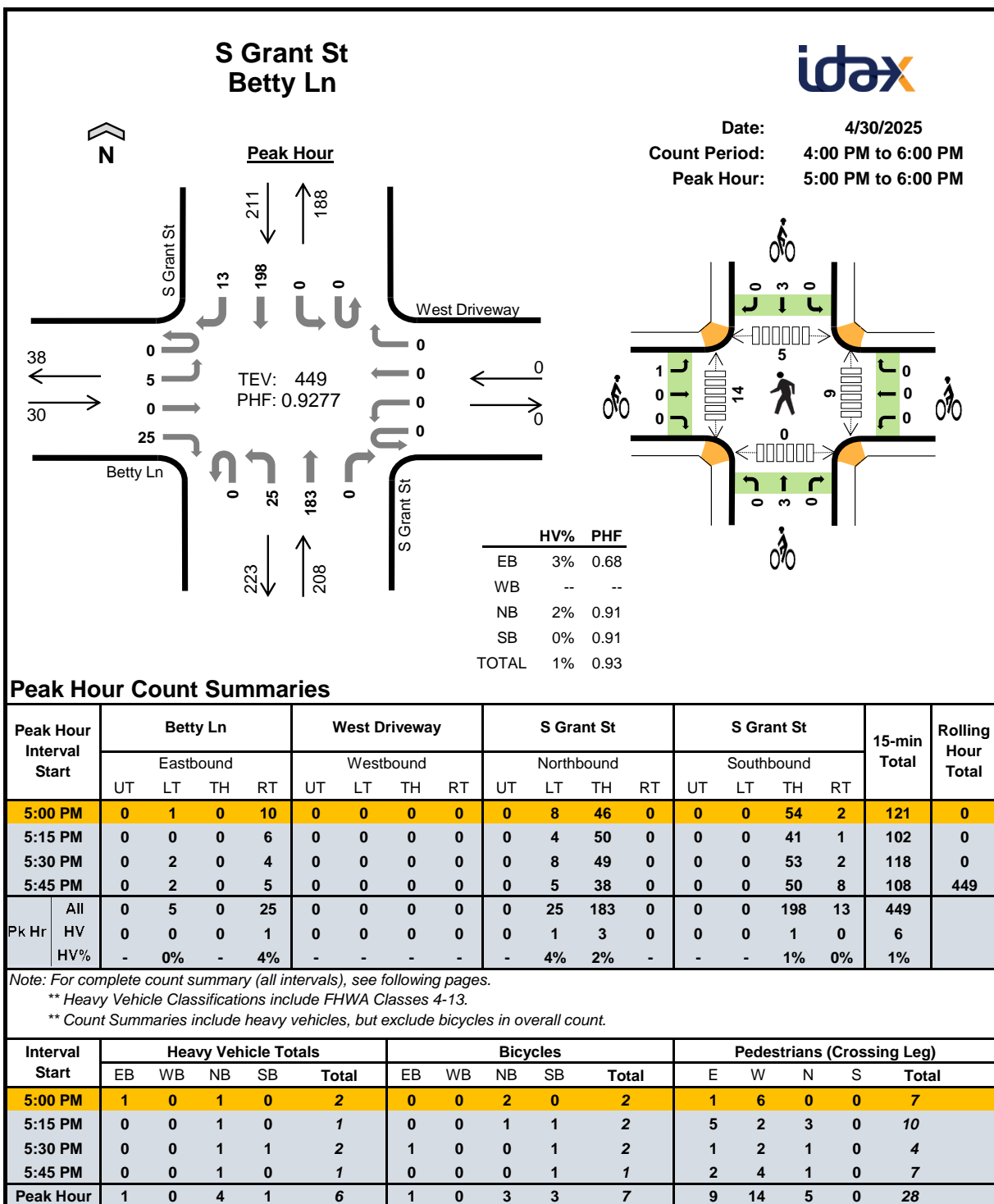
Interval Start		Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	4	0	0	0	0	0	2	15	0	0	0	24	0	45	0
7:15 AM		0	3	0	1	0	0	0	0	0	1	17	0	2	0	28	2	54	0
7:30 AM		0	2	0	8	0	0	0	0	0	5	28	0	0	0	33	0	76	0
7:45 AM		0	11	0	5	0	0	0	0	0	4	21	0	0	0	43	1	85	260
8:00 AM		0	3	0	11	0	0	0	0	0	4	32	0	0	0	50	2	102	317
8:15 AM		0	3	0	12	0	0	0	0	0	5	48	0	0	0	55	3	126	389
8:30 AM		0	3	0	7	0	0	0	0	0	6	38	0	0	0	39	3	96	409
8:45 AM		0	1	0	5	0	0	0	0	0	4	20	0	0	0	32	0	62	386
Count Total		0	26	0	53	0	0	0	0	0	31	219	0	2	0	304	11	646	
Pk Hr	All	0	20	0	35	0	0	0	0	0	19	139	0	0	0	187	9	409	
	HV	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	4	
	HV%	-	0%	-	3%	-	-	-	-	-	5%	0%	-	-	-	1%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	1	1	0	0	1	1	2	0	2	1	0	3
7:30 AM	0	0	2	1	3	1	0	0	1	2	3	0	0	0	3
7:45 AM	1	0	1	1	3	0	0	1	0	1	2	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	1	1	3	2	1	0	6
8:15 AM	0	0	0	0	0	0	0	1	1	2	2	1	2	0	5
8:30 AM	0	0	0	1	1	0	0	0	1	1	2	0	3	0	5
8:45 AM	0	0	0	0	0	0	0	0	1	1	3	3	2	0	8
Count Total	1	0	3	4	8	1	0	3	6	10	15	9	10	0	34
Peak Hour	1	0	1	2	4	0	0	2	3	5	9	4	6	0	19



Count Summaries - Heavy Vehicles																		
Interval Start	Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	4	0	8
Pk Hr Heavy	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	4

Count Summaries - Bikes																		
Interval Start	Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Count Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	5	1	10
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5



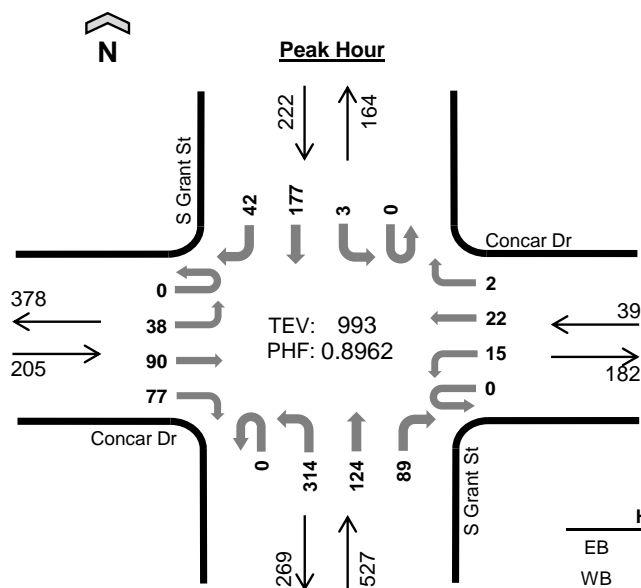
**Count Summaries - All Vehicles**

Interval Start		Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	0	7	0	0	0	0	0	4	46	0	0	0	33	2	94	0
4:15 PM		1	2	0	7	0	0	0	0	0	6	27	0	0	0	30	2	75	0
4:30 PM		0	1	0	7	0	0	0	0	1	7	36	0	0	0	32	1	85	0
4:45 PM		0	3	0	4	0	0	0	0	0	5	48	0	0	0	39	0	99	353
5:00 PM		0	1	0	10	0	0	0	0	0	8	46	0	0	0	54	2	121	380
5:15 PM		0	0	0	6	0	0	0	0	0	4	50	0	0	0	41	1	102	407
5:30 PM		0	2	0	4	0	0	0	0	0	8	49	0	0	0	53	2	118	440
5:45 PM		0	2	0	5	0	0	0	0	0	5	38	0	0	0	50	8	108	449
Count Total		1	13	0	50	0	0	0	0	1	47	340	0	0	0	332	18	802	
Pk Hr	All	0	5	0	25	0	0	0	0	0	25	183	0	0	0	198	13	449	
	HV	0	0	0	1	0	0	0	0	0	1	3	0	0	0	1	0	6	
	HV%	-	0%	-	4%	-	-	-	-	-	4%	2%	-	-	-	1%	0%	1%	

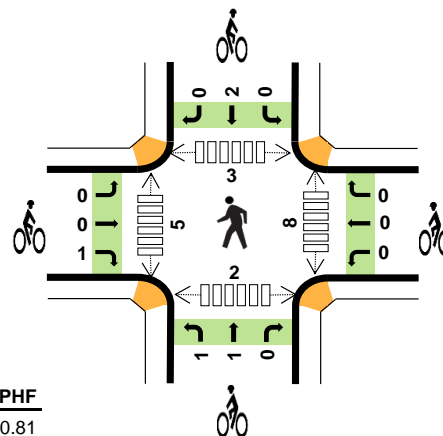
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	0	0	0	1	0	0	1	0	1	0	3	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	1	6
4:30 PM	0	0	1	0	1	0	0	2	1	3	0	1	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	3	0	0	3
5:00 PM	1	0	1	0	2	0	0	2	0	2	1	6	0	0	7
5:15 PM	0	0	1	0	1	0	0	1	1	2	5	2	3	0	10
5:30 PM	0	0	1	1	2	1	0	0	1	2	1	2	1	0	4
5:45 PM	0	0	1	0	1	0	0	0	1	1	2	4	1	0	7
Count Total	2	0	5	1	8	1	0	6	5	12	10	25	6	2	43
Peak Hour	1	0	4	1	6	1	0	3	3	7	9	14	5	0	28

Count Summaries - Heavy Vehicles																			
Interval Start	Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	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	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
Count Total	0	1	0	1	0	0	0	0	0	0	1	4	0	0	0	1	0	8	
Pk Hr Heavy	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	1	0	6	
Count Summaries - Bikes																			
Interval Start	Betty Ln				West Driveway				S Grant St				S Grant St				15-min Total	Rolling Hour Total	
	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	1	0	0	0	0	0	0	1	0
4:15 PM	0	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	2	0	0	0	1	0	3	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8	8
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	7	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7	7
Count Total	0	1	0	0	0	0	0	0	0	0	6	0	0	0	5	0	12		
Pk Hr Bike	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7		

# S Grant St Concar Dr



	HV%	PHF
EB	2%	0.81
WB	8%	0.65
NB	1%	0.84
SB	0%	0.85
TOTAL	1%	0.90



## Peak Hour Count Summaries

Peak Hour Interval Start		Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	6	11	14	0	2	4	1	0	110	29	18	0	0	46	17	258	0
8:15 AM		0	11	21	19	0	5	5	0	0	84	44	23	0	0	53	12	277	0
8:30 AM		0	14	22	24	0	3	4	0	0	64	33	23	0	0	45	9	241	0
8:45 AM		0	7	36	20	0	5	9	1	0	56	18	25	0	3	33	4	217	993
Pk Hr	All	0	38	90	77	0	15	22	2	0	314	124	89	0	3	177	42	993	
	HV	0	0	3	2	0	1	2	0	0	6	0	0	0	0	0	0	14	
	HV%	-	0%	3%	3%	-	7%	9%	0%	-	2%	0%	0%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

\*\* Heavy Vehicle Classifications include FHWA Classes 4-13.

\*\* Count Summaries include heavy vehicles, but exclude bicycles in overall count.

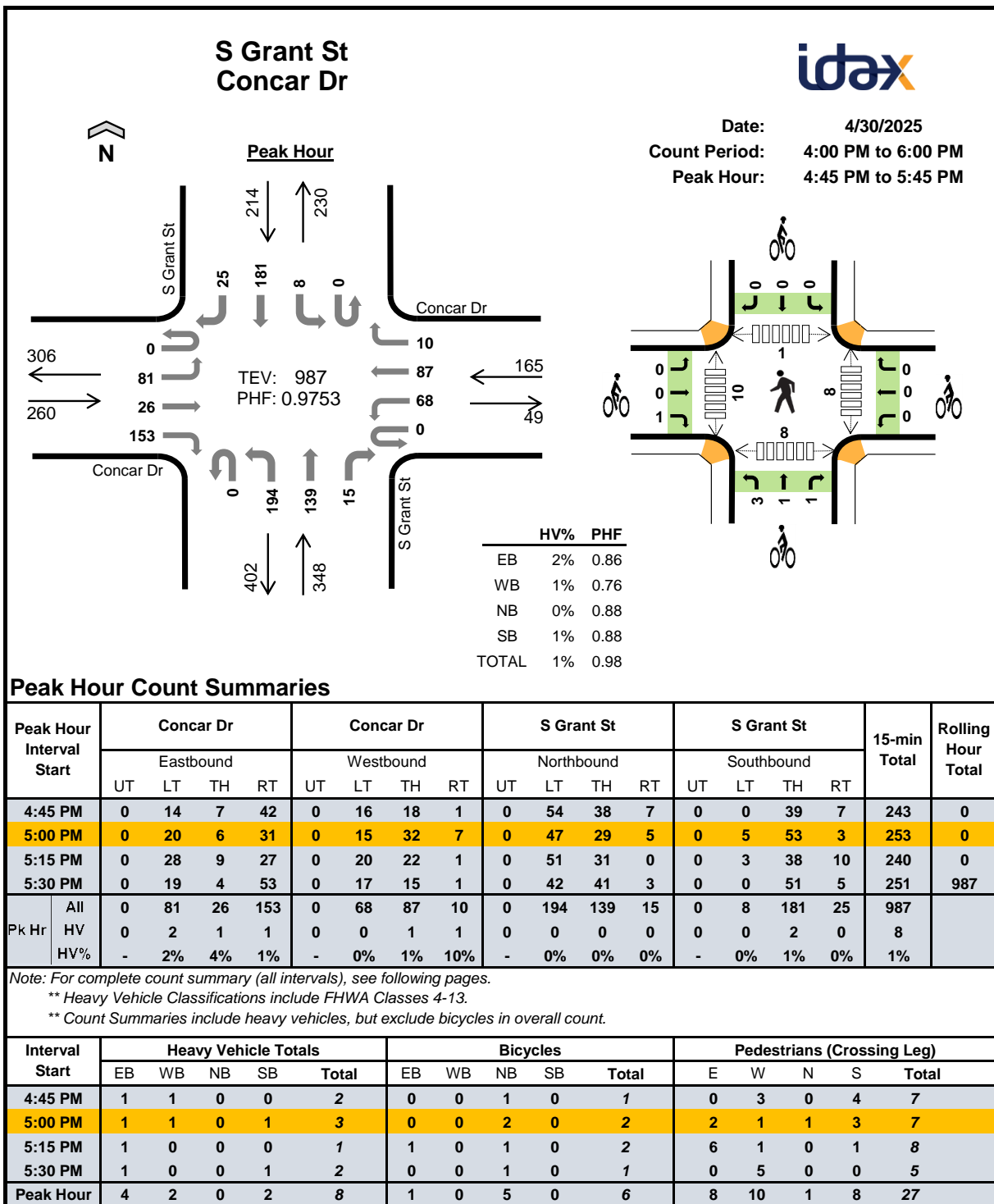
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	2	0	2	1	0	1	0	2	2	0	1	1	4
8:15 AM	1	0	2	0	3	0	0	1	1	2	3	1	0	0	4
8:30 AM	3	2	1	0	6	0	0	0	0	0	1	1	2	0	4
8:45 AM	1	1	1	0	3	0	0	0	1	1	2	3	0	1	6
Peak Hour	5	3	6	0	14	1	0	2	2	5	8	5	3	2	18

**Count Summaries - All Vehicles**

Interval Start		Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	8	9	10	0	6	2	1	0	20	8	9	0	0	14	11	98	0
7:15 AM		0	3	9	28	0	4	2	2	0	20	12	7	0	0	23	9	119	0
7:30 AM		0	8	9	16	0	1	2	2	0	34	23	8	0	2	27	16	148	0
7:45 AM		0	5	14	16	0	0	5	2	0	89	20	8	0	2	37	12	210	575
8:00 AM		0	6	11	14	0	2	4	1	0	110	29	18	0	0	46	17	258	735
8:15 AM		0	11	21	19	0	5	5	0	0	84	44	23	0	0	53	12	277	893
8:30 AM		0	14	22	24	0	3	4	0	0	64	33	23	0	0	45	9	241	986
8:45 AM		0	7	36	20	0	5	9	1	0	56	18	25	0	3	33	4	217	993
Count Total		0	62	131	147	0	26	33	9	0	477	187	121	0	7	278	90	1,568	
Pk Hr	All	0	38	90	77	0	15	22	2	0	314	124	89	0	3	177	42	993	
	HV	0	0	3	2	0	1	2	0	0	6	0	0	0	0	0	0	14	
	HV%	-	0%	3%	3%	-	7%	9%	0%	-	2%	0%	0%	-	0%	0%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
7:30 AM	2	0	1	2	5	0	0	0	1	1	2	0	0	0	2
7:45 AM	3	1	4	0	8	0	0	0	1	1	2	0	0	0	2
8:00 AM	0	0	2	0	2	1	0	1	0	2	2	0	1	1	4
8:15 AM	1	0	2	0	3	0	0	1	1	2	3	1	0	0	4
8:30 AM	3	2	1	0	6	0	0	0	0	0	1	1	2	0	4
8:45 AM	1	1	1	0	3	0	0	0	1	1	2	3	0	1	6
Count Total	12	5	11	2	30	1	0	2	4	7	12	7	4	2	25
Peak Hour	5	3	6	0	14	1	0	2	2	5	8	5	3	2	18

Count Summaries - Heavy Vehicles																		
Interval Start	Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	1	5	0
7:45 AM	0	0	1	2	0	0	1	0	0	4	0	0	0	0	0	0	8	16
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	16
8:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	18
8:30 AM	0	0	1	2	0	1	1	0	0	1	0	0	0	0	0	0	6	19
8:45 AM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	14
Count Total	0	1	5	6	0	1	4	0	0	10	1	0	0	0	1	1	30	
Pk Hr Heavy	0	0	3	2	0	1	2	0	0	6	0	0	0	0	0	0	14	
Count Summaries - Bikes																		
Interval Start	Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
7:15 AM	0	0	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	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Count Total	0	0	0	1	0	0	0	0	0	1	1	0	0	0	4	0	7	
Pk Hr Bike	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	5	





**Count Summaries - All Vehicles**

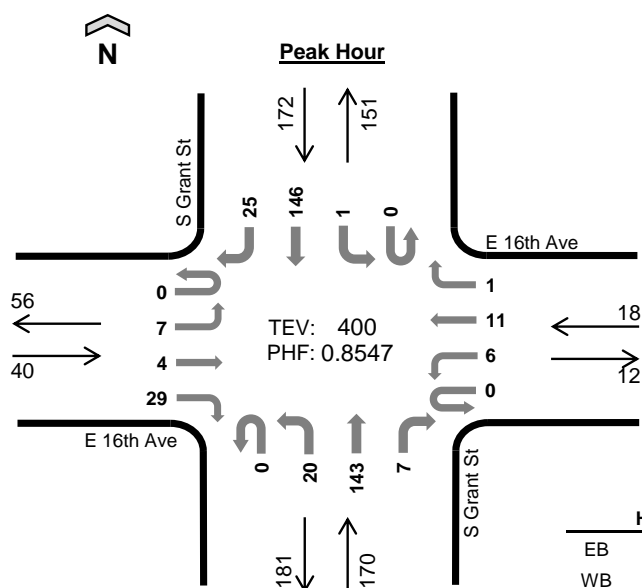
Interval Start		Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	16	12	34	0	20	19	2	0	54	33	3	0	2	28	11	234	0
4:15 PM		0	12	5	33	0	19	17	1	0	44	17	1	0	0	30	7	186	0
4:30 PM		0	15	9	31	0	17	18	2	0	46	29	2	0	3	28	6	206	0
4:45 PM		0	14	7	42	0	16	18	1	0	54	38	7	0	0	39	7	243	869
5:00 PM		0	20	6	31	0	15	32	7	0	47	29	5	0	5	53	3	253	888
5:15 PM		0	28	9	27	0	20	22	1	0	51	31	0	0	3	38	10	240	942
5:30 PM		0	19	4	53	0	17	15	1	0	42	41	3	0	0	51	5	251	987
5:45 PM		0	7	8	37	0	27	15	3	0	47	31	10	0	1	42	9	237	981
Count Total		0	131	60	288	0	151	156	18	0	385	249	31	0	14	309	58	1,850	
Pk Hr	All	0	81	26	153	0	68	87	10	0	194	139	15	0	8	181	25	987	
	HV	0	2	1	1	0	0	1	1	0	0	0	0	0	0	2	0	8	
	HV%	-	2%	4%	1%	-	0%	1%	10%	-	0%	0%	0%	-	0%	1%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	3	1	1	0	5	0	0	0	0	0	0	1	0	1	2
4:15 PM	1	1	0	0	2	1	0	0	1	2	1	4	1	1	7
4:30 PM	0	0	2	0	2	0	0	0	1	1	3	1	6	1	11
4:45 PM	1	1	0	0	2	0	0	1	0	1	0	3	0	4	7
5:00 PM	1	1	0	1	3	0	0	2	0	2	2	1	1	3	7
5:15 PM	1	0	0	0	1	1	0	1	0	2	6	1	0	1	8
5:30 PM	1	0	0	1	2	0	0	1	0	1	0	5	0	0	5
5:45 PM	1	1	0	0	2	0	0	0	0	0	3	1	1	0	5
Count Total	9	5	3	2	19	2	0	5	2	9	15	17	9	11	52
Peak Hour	4	2	0	2	8	1	0	5	0	6	8	10	1	8	27

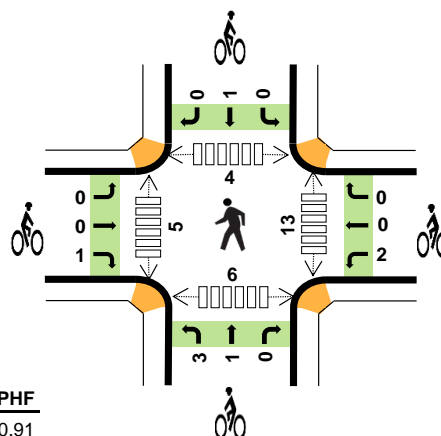
Count Summaries - Heavy Vehicles																			
Interval Start	Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
5:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	9
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	8
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	8
Count Total	0	2	6	1	0	0	4	1	0	2	0	1	0	0	2	0	0	19	
Pk Hr Heavy	0	2	1	1	0	0	1	1	0	0	0	0	0	0	0	2	0	8	

Count Summaries - Bikes																			
Interval Start	Concar Dr				Concar Dr				S Grant St				S Grant St				15-min Total	Rolling Hour Total	
	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	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	6
5:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	2	0	0	0	0	0	3	1	1	0	0	0	2	0	9	
Pk Hr Bike	0	0	0	1	0	0	0	0	0	3	1	1	0	0	0	0	0	6	

# S Grant St E 16th Ave



	HV%	PHF
EB	0%	0.91
WB	0%	0.75
NB	0%	0.82
SB	1%	0.83
TOTAL	1%	0.85



## Peak Hour Count Summaries

Peak Hour Interval Start		E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	2	1	8	0	1	3	0	0	5	30	2	0	0	31	5	88	0
8:00 AM		0	1	2	7	0	1	5	0	0	6	30	2	0	1	37	9	101	0
8:15 AM		0	0	1	7	0	4	1	0	0	5	45	2	0	0	46	6	117	0
8:30 AM		0	4	0	7	0	0	2	1	0	4	38	1	0	0	32	5	94	400
Pk Hr	All	0	7	4	29	0	6	11	1	0	20	143	7	0	1	146	25	400	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

\*\* Heavy Vehicle Classifications include FHWA Classes 4-13.

\*\* Count Summaries 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	E	W	N	S	Total
7:45 AM	0	0	0	2	2	0	1	2	0	3	3	0	1	3	7
8:00 AM	0	0	0	0	0	0	0	0	1	1	4	0	2	0	6
8:15 AM	0	0	0	0	0	1	1	0	0	2	4	2	1	1	8
8:30 AM	0	0	0	0	0	0	0	2	0	2	2	3	0	2	7
Peak Hour	0	0	0	2	2	1	2	4	1	8	13	5	4	6	28

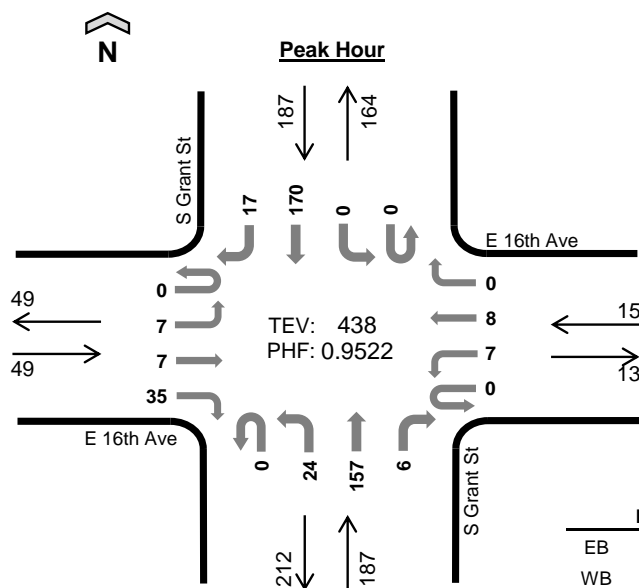
**Count Summaries - All Vehicles**

Interval Start		E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	0	1	0	2	0	0	0	4	13	0	0	0	12	2	36	0
7:15 AM		0	1	1	4	0	3	2	0	0	4	21	0	0	0	20	4	60	0
7:30 AM		0	1	0	5	0	0	2	0	0	10	17	4	0	0	28	3	70	0
7:45 AM		0	2	1	8	0	1	3	0	0	5	30	2	0	0	31	5	88	254
8:00 AM		0	1	2	7	0	1	5	0	0	6	30	2	0	1	37	9	101	319
8:15 AM		0	0	1	7	0	4	1	0	0	5	45	2	0	0	46	6	117	376
8:30 AM		0	4	0	7	0	0	2	1	0	4	38	1	0	0	32	5	94	400
8:45 AM		0	0	2	6	0	0	0	0	0	3	15	0	0	0	25	2	53	365
Count Total		0	11	7	45	0	11	15	1	0	41	209	11	0	1	231	36	619	
Pk Hr	All	0	7	4	29	0	6	11	1	0	20	143	7	0	1	146	25	400	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	1%	0%	1%	

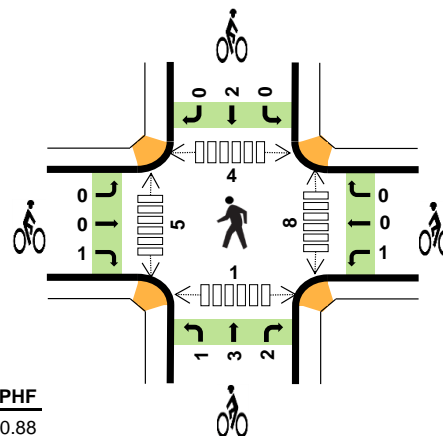
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4
7:15 AM	0	0	0	1	1	1	0	3	0	4	1	0	0	0	1
7:30 AM	0	0	1	1	2	1	0	1	1	3	3	1	1	1	6
7:45 AM	0	0	0	2	2	0	1	2	0	3	3	0	1	3	7
8:00 AM	0	0	0	0	0	0	0	0	1	1	4	0	2	0	6
8:15 AM	0	0	0	0	0	1	1	0	0	2	4	2	1	1	8
8:30 AM	0	0	0	0	0	0	0	2	0	2	2	3	0	2	7
8:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3
Count Total	0	0	1	4	5	4	2	8	2	16	21	6	7	8	42
Peak Hour	0	0	0	2	2	1	2	4	1	8	13	5	4	6	28

Count Summaries - Heavy Vehicles																		
Interval Start	E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
Count Summaries - Bikes																		
Interval Start	E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0
7:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	8
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	0	4	0	2	0	0	0	3	5	0	0	0	2	0	16	
Pk Hr Bike	0	0	0	1	0	2	0	0	0	3	1	0	0	0	1	0	8	

# S Grant St E 16th Ave



Date: 4/30/2025  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	2%	0.88
WB	7%	0.54
NB	2%	0.88
SB	1%	0.85
TOTAL	2%	0.95

## Peak Hour Count Summaries

Peak Hour Interval Start		E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	1	11	0	3	2	0	0	5	44	1	0	0	41	5	115	0
5:15 PM		0	1	2	9	0	0	1	0	0	5	37	4	0	0	34	5	98	0
5:30 PM		0	1	2	8	0	1	1	0	0	7	45	1	0	0	44	3	113	0
5:45 PM		0	3	2	7	0	3	4	0	0	7	31	0	0	0	51	4	112	438
P k H r	All	0	7	7	35	0	7	8	0	0	24	157	6	0	0	170	17	438	
	HV	0	0	1	0	0	0	1	0	0	1	2	0	0	0	1	1	7	
	HV%	-	0%	14%	0%	-	0%	13%	-	-	4%	1%	0%	-	-	1%	6%	2%	

Note: For complete count summary (all intervals), see following pages.

\*\* Heavy Vehicle Classifications include FHWA Classes 4-13.

\*\* Count Summaries 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	E	W	N	S	Total
5:00 PM	0	0	0	0	0	0	0	2	0	2	2	0	1	0	3
5:15 PM	1	0	1	0	2	0	0	2	1	3	1	1	1	1	4
5:30 PM	0	0	1	1	2	1	0	2	0	3	3	2	1	0	6
5:45 PM	0	1	1	1	3	0	1	0	1	2	2	2	1	0	5
Peak Hour	1	1	3	2	7	1	1	6	2	10	8	5	4	1	18

**Count Summaries - All Vehicles**

Interval Start		E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	1	7	0	3	0	0	0	4	34	4	0	0	23	9	87	0
4:15 PM		0	0	2	2	0	1	3	0	0	2	24	2	0	0	28	4	68	0
4:30 PM		0	1	2	7	0	2	3	0	0	5	26	0	0	0	25	2	73	0
4:45 PM		0	3	0	5	0	2	2	0	0	6	35	3	0	0	32	4	92	320
5:00 PM		0	2	1	11	0	3	2	0	0	5	44	1	0	0	41	5	115	348
5:15 PM		0	1	2	9	0	0	1	0	0	5	37	4	0	0	34	5	98	378
5:30 PM		0	1	2	8	0	1	1	0	0	7	45	1	0	0	44	3	113	418
5:45 PM		0	3	2	7	0	3	4	0	0	7	31	0	0	0	51	4	112	438
Count Total		0	13	12	56	0	15	16	0	0	41	276	15	0	0	278	36	758	
Pk Hr	All	0	7	7	35	0	7	8	0	0	24	157	6	0	0	170	17	438	
	HV	0	0	1	0	0	0	1	0	0	1	2	0	0	0	1	1	7	
	HV%	-	0%	14%	0%	-	0%	13%	-	-	4%	1%	0%	-	-	1%	6%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	2	0	2	2	1	3	2	8
4:15 PM	0	0	1	0	1	0	0	1	0	1	1	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	3	1	4	0	4	2	0	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5
5:00 PM	0	0	0	0	0	0	0	2	0	2	2	0	1	0	3
5:15 PM	1	0	1	0	2	0	0	2	1	3	1	1	1	1	4
5:30 PM	0	0	1	1	2	1	0	2	0	3	3	2	1	0	6
5:45 PM	0	1	1	1	3	0	1	0	1	2	2	2	1	0	5
Count Total	1	1	4	2	8	1	2	12	3	18	11	15	10	3	39
Peak Hour	1	1	3	2	7	1	1	6	2	10	8	5	4	1	18

Count Summaries - Heavy Vehicles																		
Interval Start	E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	4
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3	7
Count Total	0	0	1	0	0	0	1	0	0	2	2	0	0	0	1	1	8	
Pk Hr Heavy	0	0	1	0	0	0	1	0	0	1	2	0	0	0	1	1	7	
Count Summaries - Bikes																		
Interval Start	E 16th Ave				E 16th Ave				S Grant St				S Grant St				15-min Total	Rolling Hour Total
	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	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	4	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	8
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	10
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	3	9
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	10
Count Total	0	0	0	1	0	2	0	0	0	2	7	3	0	0	3	0	18	
Pk Hr Bike	0	0	0	1	0	1	0	0	0	1	3	2	0	0	2	0	10	



## Vehicle Speed Report Summary



**Location:** S Grant St, S/O E 16th Ave

**Direction:** Northbound / Southbound

**Date Range:** 4/30/2025 to 4/30/2025

**Site Code:** 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	4	22	49	301	942	451	62	6	2	1	0	0	0	0	0	0	0	1,840
	0.2%	1.2%	2.7%	16.4%	51.2%	24.5%	3.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	5	26	90	461	908	359	39	9	1	0	0	0	0	0	0	0	0	1,898
	0.3%	1.4%	4.7%	24.3%	47.8%	18.9%	2.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	9	48	139	762	1,850	810	101	15	3	1	0	0	0	0	0	0	0	3,738
	0.2%	1.3%	3.7%	20.4%	49.5%	21.7%	2.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	27.9	mph	Mean (Average) Speed	27.8	mph
85th Percentile	31.8	mph	10 mph Pace	23.0 - 33.0	mph
95th Percentile	34.3	mph	Percent in Pace	81.2	%
Southbound			Southbound		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.0	mph	10 mph Pace	22.3 - 32.3	mph
95th Percentile	33.4	mph	Percent in Pace	78.8	%

Location: S Grant St, S/O E 16th Ave  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 01



Wednesday, April 30, 2025  
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	2	3	5	2	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	0	3	9	9	12	5	0	0	0	0	0	0	0	0	0	0	38
7:00 AM	0	1	3	16	59	27	1	0	0	0	0	0	0	0	0	0	0	107
8:00 AM	0	0	1	30	85	25	5	0	0	0	0	0	0	0	0	0	0	146
9:00 AM	0	1	3	16	36	17	0	1	0	0	0	0	0	0	0	0	0	74
10:00 AM	0	5	0	18	45	22	2	1	0	0	0	0	0	0	0	0	0	93
11:00 AM	0	2	0	11	38	22	5	0	0	0	0	0	0	0	0	0	0	78
12:00 PM	1	0	3	20	57	24	2	0	0	0	0	0	0	0	0	0	0	107
1:00 PM	0	0	2	12	61	39	6	1	1	0	0	0	0	0	0	0	0	122
2:00 PM	1	0	4	17	71	38	8	0	0	0	0	0	0	0	0	0	0	139
3:00 PM	0	3	0	20	79	35	3	1	0	0	0	0	0	0	0	0	0	141
4:00 PM	0	3	6	22	92	35	3	0	0	0	0	0	0	0	0	0	0	161
5:00 PM	1	4	3	23	101	57	6	0	0	0	0	0	0	0	0	0	0	195
6:00 PM	1	1	3	19	66	42	9	0	1	0	0	0	0	0	0	0	0	142
7:00 PM	0	1	7	27	52	25	3	0	0	0	0	0	0	0	0	0	0	115
8:00 PM	0	0	3	17	30	13	2	0	0	0	0	0	0	0	0	0	0	65
9:00 PM	0	1	2	8	28	5	0	1	0	0	0	0	0	0	0	0	0	45
10:00 PM	0	0	1	5	13	6	0	0	0	1	0	0	0	0	0	0	0	26
11:00 PM	0	0	4	4	10	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	4	22	49	301	942	451	62	6	2	1	0	0	0	0	0	0	0	1,840
	0.2%	1.2%	2.7%	16.4%	51.2%	24.5%	3.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.9	mph	Mean (Average) Speed	27.8	mph
85th Percentile	31.8	mph	10 mph Pace	23.0 - 33.0	mph
95th Percentile	34.3	mph	Percent in Pace	81.2	%

Location: S Grant St, S/O E 16th Ave  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 01



Wednesday, April 30, 2025  
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	4	2	4	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	1	7	8	3	2	1	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	1	2	12	16	13	0	0	0	0	0	0	0	0	0	0	0	44
7:00 AM	1	0	4	35	60	20	2	0	0	0	0	0	0	0	0	0	0	122
8:00 AM	0	5	7	43	92	31	3	0	0	0	0	0	0	0	0	0	0	181
9:00 AM	2	2	8	44	65	26	6	0	0	0	0	0	0	0	0	0	0	153
10:00 AM	0	2	1	19	51	14	1	1	0	0	0	0	0	0	0	0	0	89
11:00 AM	0	0	11	30	32	13	1	0	0	0	0	0	0	0	0	0	0	87
12:00 PM	0	4	8	33	53	12	1	1	0	0	0	0	0	0	0	0	0	112
1:00 PM	0	2	3	23	45	11	1	0	0	0	0	0	0	0	0	0	0	85
2:00 PM	1	2	3	30	58	28	1	1	0	0	0	0	0	0	0	0	0	124
3:00 PM	0	2	5	25	74	34	5	0	0	0	0	0	0	0	0	0	0	145
4:00 PM	1	0	5	37	74	23	2	1	0	0	0	0	0	0	0	0	0	143
5:00 PM	0	1	5	29	118	63	3	1	0	0	0	0	0	0	0	0	0	220
6:00 PM	0	1	10	33	79	32	4	1	0	0	0	0	0	0	0	0	0	160
7:00 PM	0	2	7	17	38	16	2	1	0	0	0	0	0	0	0	0	0	83
8:00 PM	0	0	3	13	22	8	1	1	1	0	0	0	0	0	0	0	0	49
9:00 PM	0	2	4	17	11	2	2	0	0	0	0	0	0	0	0	0	0	38
10:00 PM	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	7
Total	5	26	90	461	908	359	39	9	1	0	0	0	0	0	0	0	0	1,898
	0.3%	1.4%	4.7%	24.3%	47.8%	18.9%	2.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.0	mph	10 mph Pace	22.3 - 32.3	mph
95th Percentile	33.4	mph	Percent in Pace	78.82	%

Location: S Grant St, S/O E 16th Ave  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 01



**Total Study Average  
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	2	3	5	2	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	0	3	9	9	12	5	0	0	0	0	0	0	0	0	0	0	38
7:00 AM	0	1	3	16	59	27	1	0	0	0	0	0	0	0	0	0	0	107
8:00 AM	0	0	1	30	85	25	5	0	0	0	0	0	0	0	0	0	0	146
9:00 AM	0	1	3	16	36	17	0	1	0	0	0	0	0	0	0	0	0	74
10:00 AM	0	5	0	18	45	22	2	1	0	0	0	0	0	0	0	0	0	93
11:00 AM	0	2	0	11	38	22	5	0	0	0	0	0	0	0	0	0	0	78
12:00 PM	1	0	3	20	57	24	2	0	0	0	0	0	0	0	0	0	0	107
1:00 PM	0	0	2	12	61	39	6	1	1	0	0	0	0	0	0	0	0	122
2:00 PM	1	0	4	17	71	38	8	0	0	0	0	0	0	0	0	0	0	139
3:00 PM	0	3	0	20	79	35	3	1	0	0	0	0	0	0	0	0	0	141
4:00 PM	0	3	6	22	92	35	3	0	0	0	0	0	0	0	0	0	0	161
5:00 PM	1	4	3	23	101	57	6	0	0	0	0	0	0	0	0	0	0	195
6:00 PM	1	1	3	19	66	42	9	0	1	0	0	0	0	0	0	0	0	142
7:00 PM	0	1	7	27	52	25	3	0	0	0	0	0	0	0	0	0	0	115
8:00 PM	0	0	3	17	30	13	2	0	0	0	0	0	0	0	0	0	0	65
9:00 PM	0	1	2	8	28	5	0	1	0	0	0	0	0	0	0	0	0	45
10:00 PM	0	0	1	5	13	6	0	0	0	1	0	0	0	0	0	0	0	26
11:00 PM	0	0	4	4	10	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	4	22	49	301	942	451	62	6	2	1	0	0	0	0	0	0	0	1,840
	0.2%	1.2%	2.7%	16.4%	51.2%	24.5%	3.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.9	mph	Mean (Average) Speed	27.8	mph
85th Percentile	31.8	mph	10 mph Pace	23.0 - 33.0	mph
95th Percentile	34.3	mph	Percent in Pace	81.2	%

Location: S Grant St, S/O E 16th Ave  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 01



**Total Study Average  
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	4	2	4	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	1	7	8	3	2	1	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	1	2	12	16	13	0	0	0	0	0	0	0	0	0	0	0	44
7:00 AM	1	0	4	35	60	20	2	0	0	0	0	0	0	0	0	0	0	122
8:00 AM	0	5	7	43	92	31	3	0	0	0	0	0	0	0	0	0	0	181
9:00 AM	2	2	8	44	65	26	6	0	0	0	0	0	0	0	0	0	0	153
10:00 AM	0	2	1	19	51	14	1	1	0	0	0	0	0	0	0	0	0	89
11:00 AM	0	0	11	30	32	13	1	0	0	0	0	0	0	0	0	0	0	87
12:00 PM	0	4	8	33	53	12	1	1	0	0	0	0	0	0	0	0	0	112
1:00 PM	0	2	3	23	45	11	1	0	0	0	0	0	0	0	0	0	0	85
2:00 PM	1	2	3	30	58	28	1	1	0	0	0	0	0	0	0	0	0	124
3:00 PM	0	2	5	25	74	34	5	0	0	0	0	0	0	0	0	0	0	145
4:00 PM	1	0	5	37	74	23	2	1	0	0	0	0	0	0	0	0	0	143
5:00 PM	0	1	5	29	118	63	3	1	0	0	0	0	0	0	0	0	0	220
6:00 PM	0	1	10	33	79	32	4	1	0	0	0	0	0	0	0	0	0	160
7:00 PM	0	2	7	17	38	16	2	1	0	0	0	0	0	0	0	0	0	83
8:00 PM	0	0	3	13	22	8	1	1	1	0	0	0	0	0	0	0	0	49
9:00 PM	0	2	4	17	11	2	2	0	0	0	0	0	0	0	0	0	0	38
10:00 PM	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	7
Total	5	26	90	461	908	359	39	9	1	0	0	0	0	0	0	0	0	1,898
	0.3%	1.4%	4.7%	24.3%	47.8%	18.9%	2.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.0	mph	10 mph Pace	22.3 - 32.3	mph
95th Percentile	33.4	mph	Percent in Pace	78.8	%

Location: S Grant St, S/O E 16th Ave  
Date Range: 4/30/2025 - 5/6/2025  
Site Code: 01

Time	Wednesday 4/30/2025			Thursday 5/1/2025			Friday 5/2/2025			Saturday 5/3/2025			Sunday 5/4/2025			Monday 5/5/2025			Tuesday 5/6/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	17
5:00 AM	12	22	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	22	34
6:00 AM	38	44	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	44	82
7:00 AM	107	122	229	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	122	229
8:00 AM	146	181	327	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	181	327
9:00 AM	74	153	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	153	227
10:00 AM	93	89	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	89	182
11:00 AM	78	87	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	87	165
12:00 PM	107	112	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	112	219
1:00 PM	122	85	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	85	207
2:00 PM	139	124	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	124	263
3:00 PM	141	145	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	145	286
4:00 PM	161	143	304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	143	304
5:00 PM	195	220	415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	220	415
6:00 PM	142	160	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	160	302
7:00 PM	115	83	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	83	198
8:00 PM	65	49	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	49	114
9:00 PM	45	38	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	38	83
10:00 PM	26	12	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	12	38
11:00 PM	18	7	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	7	25
Total	1,840	1,898	3,738	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,840	1,898	3,738
Percent	49%	51%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	146	181	327	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	181	327
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	195	220	415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	220	415

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

## Vehicle Speed Report Summary



**Location:** S Amphlett Blvd, N/O Concar Dr

**Direction:** Northbound / Southbound

**Date Range:** 4/30/2025 to 4/30/2025

**Site Code:** 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	1	3	39	141	205	169	61	16	1	3	0	0	0	0	0	0	639
	0.0%	0.2%	0.5%	6.1%	22.1%	32.1%	26.4%	9.5%	2.5%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	0	0	10	86	183	187	126	54	11	5	0	0	0	0	0	0	0	662
	0.0%	0.0%	1.5%	13.0%	27.6%	28.2%	19.0%	8.2%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	1	13	125	324	392	295	115	27	6	3	0	0	0	0	0	0	1,301
	0.0%	0.1%	1.0%	9.6%	24.9%	30.1%	22.7%	8.8%	2.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		33.3	mph	Mean (Average) Speed		33.4	mph
85th Percentile		39.3	mph	10 mph Pace		27.7 - 37.7	mph
95th Percentile		44.1	mph	Percent in Pace		63.4	%
Southbound				Southbound			
50th Percentile (Median)		31.3	mph	Mean (Average) Speed		31.7	mph
85th Percentile		37.9	mph	10 mph Pace		27.0 - 37.0	mph
95th Percentile		43.0	mph	Percent in Pace		57.7	%

Location: S Amphlett Blvd, N/O Concar Dr  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 02



Wednesday, April 30, 2025  
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	1	1	6	1	1	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	0	0	1	11	18	13	4	3	0	0	0	0	0	0	0	0	50
8:00 AM	0	1	1	7	14	32	22	7	2	0	0	0	0	0	0	0	0	86
9:00 AM	0	0	0	5	20	18	17	9	3	0	0	0	0	0	0	0	0	72
10:00 AM	0	0	0	4	14	20	30	7	2	1	0	0	0	0	0	0	0	78
11:00 AM	0	0	0	1	9	13	14	4	0	0	1	0	0	0	0	0	0	42
12:00 PM	0	0	0	2	12	17	16	8	0	0	0	0	0	0	0	0	0	55
1:00 PM	0	0	0	3	9	18	18	6	2	0	1	0	0	0	0	0	0	57
2:00 PM	0	0	0	3	11	15	9	2	0	0	1	0	0	0	0	0	0	41
3:00 PM	0	0	0	0	9	18	11	0	2	0	0	0	0	0	0	0	0	40
4:00 PM	0	0	0	2	5	8	5	6	0	0	0	0	0	0	0	0	0	26
5:00 PM	0	0	0	3	6	7	6	3	1	0	0	0	0	0	0	0	0	26
6:00 PM	0	0	1	0	2	5	2	2	0	0	0	0	0	0	0	0	0	12
7:00 PM	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	9
8:00 PM	0	0	1	1	0	4	0	0	1	0	0	0	0	0	0	0	0	7
9:00 PM	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	3	39	141	205	169	61	16	1	3	0	0	0	0	0	0	639
	0.0%	0.2%	0.5%	6.1%	22.1%	32.1%	26.4%	9.5%	2.5%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.3	mph	Mean (Average) Speed	33.4	mph
85th Percentile	39.3	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	44.1	mph	Percent in Pace	63.4	%



Location: S Amphlett Blvd, N/O Concar Dr  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 02



Wednesday, April 30, 2025  
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	0	2	3	6	6	1	0	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	0	0	3	3	1	1	3	0	0	0	0	0	0	0	0	0	11
10:00 AM	0	0	0	5	7	9	6	1	2	0	0	0	0	0	0	0	0	30
11:00 AM	0	0	1	5	10	10	13	6	1	0	0	0	0	0	0	0	0	46
12:00 PM	0	0	1	6	19	21	13	3	1	0	0	0	0	0	0	0	0	64
1:00 PM	0	0	1	5	12	16	12	5	0	1	0	0	0	0	0	0	0	52
2:00 PM	0	0	1	5	15	10	12	3	3	1	0	0	0	0	0	0	0	50
3:00 PM	0	0	0	9	16	25	18	7	1	2	0	0	0	0	0	0	0	78
4:00 PM	0	0	0	9	26	23	13	11	1	1	0	0	0	0	0	0	0	84
5:00 PM	0	0	0	3	26	31	22	9	2	0	0	0	0	0	0	0	0	93
6:00 PM	0	0	0	4	11	16	5	2	0	0	0	0	0	0	0	0	0	38
7:00 PM	0	0	1	8	6	1	6	1	0	0	0	0	0	0	0	0	0	23
8:00 PM	0	0	1	0	4	4	0	2	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	10	86	183	187	126	54	11	5	0	0	0	0	0	0	0	662
	0.0%	0.0%	1.5%	13.0%	27.6%	28.2%	19.0%	8.2%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.3	mph	Mean (Average) Speed	31.7	mph
85th Percentile	37.9	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	43.0	mph	Percent in Pace	57.7	%

Location: S Amphlett Blvd, N/O Concar Dr  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 02



**Total Study Average  
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	1	1	6	1	1	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	0	0	1	11	18	13	4	3	0	0	0	0	0	0	0	0	50
8:00 AM	0	1	1	7	14	32	22	7	2	0	0	0	0	0	0	0	0	86
9:00 AM	0	0	0	5	20	18	17	9	3	0	0	0	0	0	0	0	0	72
10:00 AM	0	0	0	4	14	20	30	7	2	1	0	0	0	0	0	0	0	78
11:00 AM	0	0	0	1	9	13	14	4	0	0	1	0	0	0	0	0	0	42
12:00 PM	0	0	0	2	12	17	16	8	0	0	0	0	0	0	0	0	0	55
1:00 PM	0	0	0	3	9	18	18	6	2	0	1	0	0	0	0	0	0	57
2:00 PM	0	0	0	3	11	15	9	2	0	0	1	0	0	0	0	0	0	41
3:00 PM	0	0	0	0	9	18	11	0	2	0	0	0	0	0	0	0	0	40
4:00 PM	0	0	0	2	5	8	5	6	0	0	0	0	0	0	0	0	0	26
5:00 PM	0	0	0	3	6	7	6	3	1	0	0	0	0	0	0	0	0	26
6:00 PM	0	0	1	0	2	5	2	2	0	0	0	0	0	0	0	0	0	12
7:00 PM	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	9
8:00 PM	0	0	1	1	0	4	0	0	1	0	0	0	0	0	0	0	0	7
9:00 PM	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	3	39	141	205	169	61	16	1	3	0	0	0	0	0	0	639
	0.0%	0.2%	0.5%	6.1%	22.1%	32.1%	26.4%	9.5%	2.5%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	33.3	mph	Mean (Average) Speed	33.4	mph
85th Percentile	39.3	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	44.1	mph	Percent in Pace	63.4	%

Location: S Amphlett Blvd, N/O Concar Dr  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 02



**Total Study Average  
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	0	2	3	6	6	1	0	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	0	0	3	3	1	1	3	0	0	0	0	0	0	0	0	0	11
10:00 AM	0	0	0	5	7	9	6	1	2	0	0	0	0	0	0	0	0	30
11:00 AM	0	0	1	5	10	10	13	6	1	0	0	0	0	0	0	0	0	46
12:00 PM	0	0	1	6	19	21	13	3	1	0	0	0	0	0	0	0	0	64
1:00 PM	0	0	1	5	12	16	12	5	0	1	0	0	0	0	0	0	0	52
2:00 PM	0	0	1	5	15	10	12	3	3	1	0	0	0	0	0	0	0	50
3:00 PM	0	0	0	9	16	25	18	7	1	2	0	0	0	0	0	0	0	78
4:00 PM	0	0	0	9	26	23	13	11	1	1	0	0	0	0	0	0	0	84
5:00 PM	0	0	0	3	26	31	22	9	2	0	0	0	0	0	0	0	0	93
6:00 PM	0	0	0	4	11	16	5	2	0	0	0	0	0	0	0	0	0	38
7:00 PM	0	0	1	8	6	1	6	1	0	0	0	0	0	0	0	0	0	23
8:00 PM	0	0	1	0	4	4	0	2	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	10	86	183	187	126	54	11	5	0	0	0	0	0	0	0	662
	0.0%	0.0%	1.5%	13.0%	27.6%	28.2%	19.0%	8.2%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.3	mph	Mean (Average) Speed	31.7	mph
85th Percentile	37.9	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	43.0	mph	Percent in Pace	57.7	%

Location: S Amplett Blvd, N/O Concar Dr  
Date Range: 4/30/2025 - 5/6/2025  
Site Code: 02

Time	Wednesday 4/30/2025			Thursday 5/1/2025			Friday 5/2/2025			Saturday 5/3/2025			Sunday 5/4/2025			Monday 5/5/2025			Tuesday 5/6/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
1:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
5:00 AM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
6:00 AM	10	4	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	4	14
7:00 AM	50	14	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	14	64
8:00 AM	86	18	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	18	104
9:00 AM	72	11	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	11	83
10:00 AM	78	30	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	30	108
11:00 AM	42	46	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	46	88
12:00 PM	55	64	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	64	119
1:00 PM	57	52	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	52	109
2:00 PM	41	50	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	50	91
3:00 PM	40	78	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	78	118
4:00 PM	26	84	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	84	110
5:00 PM	26	93	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	93	119
6:00 PM	12	38	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	38	50
7:00 PM	9	23	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	23	32
8:00 PM	7	11	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	11	18
9:00 PM	8	15	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	15	23
10:00 PM	2	7	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	7	9
11:00 PM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
Total	639	662	1,301	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	639	662	1,301
Percent	49%	51%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	
AM Peak	08:00	11:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	11:00	10:00
Vol.	86	46	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	46	108
PM Peak	13:00	17:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13:00	17:00	12:00
Vol.	57	93	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	93	119

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

## Vehicle Speed Report Summary



**Location:** Concar Dr, E/O S Grant St

**Direction:** Eastbound / Westbound

**Date Range:** 4/30/2025 to 4/30/2025

**Site Code:** 03

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	13	35	11	107	431	355	63	7	1	1	0	0	0	0	0	0	0	1,024
	1.3%	3.4%	1.1%	10.4%	42.1%	34.7%	6.2%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	5	20	42	236	520	189	24	0	1	0	1	0	0	0	0	0	0	1,038
	0.5%	1.9%	4.0%	22.7%	50.1%	18.2%	2.3%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	18	55	53	343	951	544	87	7	2	1	1	0	0	0	0	0	0	2,062
	0.9%	2.7%	2.6%	16.6%	46.1%	26.4%	4.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	29.2	mph		Mean (Average) Speed	28.6	mph	
85th Percentile	33.2	mph		10 mph Pace	24.3 - 34.3	mph	
95th Percentile	35.9	mph		Percent in Pace	77.5	%	
Westbound				Westbound			
50th Percentile (Median)	27.1	mph		Mean (Average) Speed	26.8	mph	
85th Percentile	30.9	mph		10 mph Pace	22.3 - 32.3	mph	
95th Percentile	33.7	mph		Percent in Pace	78.3	%	

Location: Concar Dr, E/O S Grant St  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 03



Wednesday, April 30, 2025  
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	1	0	3	8	10	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	0	3	0	2	30	26	3	0	0	0	0	0	0	0	0	0	0	64
8:00 AM	3	9	0	10	60	40	4	1	0	0	0	0	0	0	0	0	0	127
9:00 AM	4	4	4	12	54	38	4	0	0	0	0	0	0	0	0	0	0	120
10:00 AM	0	0	1	7	46	44	15	2	0	0	0	0	0	0	0	0	0	115
11:00 AM	0	1	0	4	15	32	8	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	0	3	0	8	31	35	6	1	0	0	0	0	0	0	0	0	0	84
1:00 PM	1	2	1	14	36	37	4	0	1	1	0	0	0	0	0	0	0	97
2:00 PM	1	0	0	6	29	22	2	1	0	0	0	0	0	0	0	0	0	61
3:00 PM	0	3	1	7	26	18	7	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	0	4	2	5	13	13	6	0	0	0	0	0	0	0	0	0	0	43
5:00 PM	0	1	2	6	27	13	0	0	0	0	0	0	0	0	0	0	0	49
6:00 PM	3	2	0	2	17	12	1	1	0	0	0	0	0	0	0	0	0	38
7:00 PM	0	1	0	3	7	5	0	1	0	0	0	0	0	0	0	0	0	17
8:00 PM	0	1	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
Total	13	35	11	107	431	355	63	7	1	1	0	0	0	0	0	0	0	1,024
	1.3%	3.4%	1.1%	10.4%	42.1%	34.7%	6.2%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.2	mph	Mean (Average) Speed	28.6	mph
85th Percentile	33.2	mph	10 mph Pace	24.3 - 34.3	mph
95th Percentile	35.9	mph	Percent in Pace	77.5	%

Location: Concar Dr, E/O S Grant St  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 03



Wednesday, April 30, 2025  
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	1	1	1	8	12	1	1	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	0	3	3	11	11	1	1	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	3	1	3	12	7	3	0	0	0	0	0	0	0	0	0	0	0	29
10:00 AM	1	2	4	14	29	8	1	0	0	0	0	0	0	0	0	0	0	59
11:00 AM	0	0	3	9	40	13	2	0	0	0	0	0	0	0	0	0	0	67
12:00 PM	0	0	1	20	55	21	1	0	0	0	0	0	0	0	0	0	0	98
1:00 PM	0	2	1	16	42	14	3	0	0	0	0	0	0	0	0	0	0	78
2:00 PM	0	2	4	17	45	21	2	0	1	0	1	0	0	0	0	0	0	93
3:00 PM	0	0	4	19	51	24	4	0	0	0	0	0	0	0	0	0	0	102
4:00 PM	0	1	3	26	59	27	3	0	0	0	0	0	0	0	0	0	0	119
5:00 PM	0	3	3	25	75	23	4	0	0	0	0	0	0	0	0	0	0	133
6:00 PM	0	1	3	12	29	14	1	0	0	0	0	0	0	0	0	0	0	60
7:00 PM	0	0	0	11	13	5	1	0	0	0	0	0	0	0	0	0	0	30
8:00 PM	0	1	1	4	14	4	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	1	3	11	15	4	0	0	0	0	0	0	0	0	0	0	0	34
10:00 PM	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	5	20	42	236	520	189	24	0	1	0	1	0	0	0	0	0	0	1,038
	0.5%	1.9%	4.0%	22.7%	50.1%	18.2%	2.3%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.1	mph	Mean (Average) Speed	26.8	mph
85th Percentile	30.9	mph	10 mph Pace	22.3 - 32.3	mph
95th Percentile	33.7	mph	Percent in Pace	78.32	%

Location: Concar Dr, E/O S Grant St  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 03



**Total Study Average  
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	1	0	3	8	10	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	0	3	0	2	30	26	3	0	0	0	0	0	0	0	0	0	0	64
8:00 AM	3	9	0	10	60	40	4	1	0	0	0	0	0	0	0	0	0	127
9:00 AM	4	4	4	12	54	38	4	0	0	0	0	0	0	0	0	0	0	120
10:00 AM	0	0	1	7	46	44	15	2	0	0	0	0	0	0	0	0	0	115
11:00 AM	0	1	0	4	15	32	8	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	0	3	0	8	31	35	6	1	0	0	0	0	0	0	0	0	0	84
1:00 PM	1	2	1	14	36	37	4	0	1	1	0	0	0	0	0	0	0	97
2:00 PM	1	0	0	6	29	22	2	1	0	0	0	0	0	0	0	0	0	61
3:00 PM	0	3	1	7	26	18	7	0	0	0	0	0	0	0	0	0	0	62
4:00 PM	0	4	2	5	13	13	6	0	0	0	0	0	0	0	0	0	0	43
5:00 PM	0	1	2	6	27	13	0	0	0	0	0	0	0	0	0	0	0	49
6:00 PM	3	2	0	2	17	12	1	1	0	0	0	0	0	0	0	0	0	38
7:00 PM	0	1	0	3	7	5	0	1	0	0	0	0	0	0	0	0	0	17
8:00 PM	0	1	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
Total	13	35	11	107	431	355	63	7	1	1	0	0	0	0	0	0	0	1,024
	1.3%	3.4%	1.1%	10.4%	42.1%	34.7%	6.2%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	29.2	mph	Mean (Average) Speed	28.6	mph
85th Percentile	33.2	mph	10 mph Pace	24.3 - 34.3	mph
95th Percentile	35.9	mph	Percent in Pace	77.5	%



Location: Concar Dr, E/O S Grant St  
Date Range: 4/30/2025 to 4/30/2025  
Site Code: 03



**Total Study Average  
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	1	1	1	8	12	1	1	0	0	0	0	0	0	0	0	0	0	25
8:00 AM	0	3	3	11	11	1	1	0	0	0	0	0	0	0	0	0	0	30
9:00 AM	3	1	3	12	7	3	0	0	0	0	0	0	0	0	0	0	0	29
10:00 AM	1	2	4	14	29	8	1	0	0	0	0	0	0	0	0	0	0	59
11:00 AM	0	0	3	9	40	13	2	0	0	0	0	0	0	0	0	0	0	67
12:00 PM	0	0	1	20	55	21	1	0	0	0	0	0	0	0	0	0	0	98
1:00 PM	0	2	1	16	42	14	3	0	0	0	0	0	0	0	0	0	0	78
2:00 PM	0	2	4	17	45	21	2	0	1	0	1	0	0	0	0	0	0	93
3:00 PM	0	0	4	19	51	24	4	0	0	0	0	0	0	0	0	0	0	102
4:00 PM	0	1	3	26	59	27	3	0	0	0	0	0	0	0	0	0	0	119
5:00 PM	0	3	3	25	75	23	4	0	0	0	0	0	0	0	0	0	0	133
6:00 PM	0	1	3	12	29	14	1	0	0	0	0	0	0	0	0	0	0	60
7:00 PM	0	0	0	11	13	5	1	0	0	0	0	0	0	0	0	0	0	30
8:00 PM	0	1	1	4	14	4	0	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	1	3	11	15	4	0	0	0	0	0	0	0	0	0	0	0	34
10:00 PM	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	5	20	42	236	520	189	24	0	1	0	1	0	0	0	0	0	0	1,038
	0.5%	1.9%	4.0%	22.7%	50.1%	18.2%	2.3%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

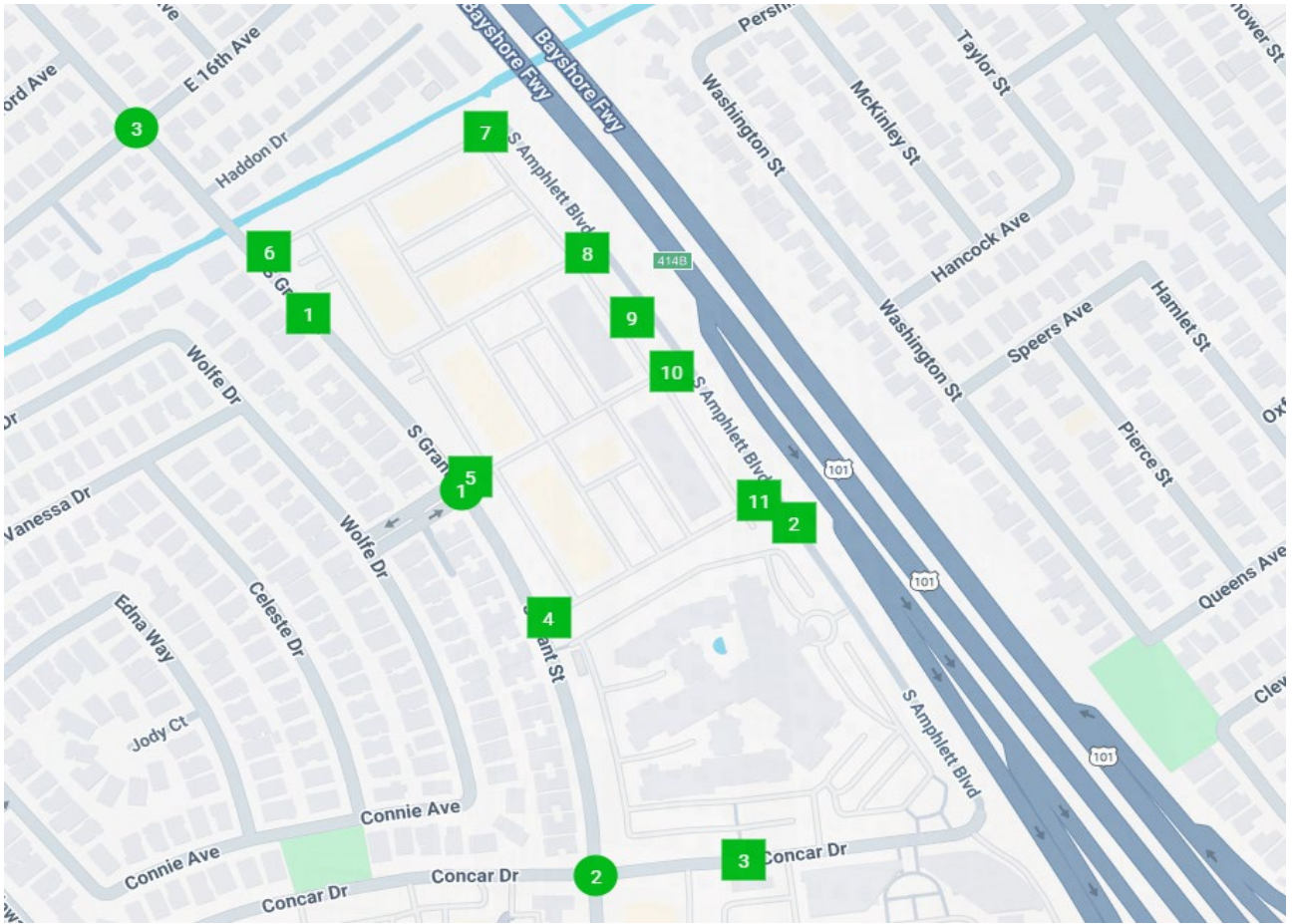
Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.1	mph	Mean (Average) Speed	26.8	mph
85th Percentile	30.9	mph	10 mph Pace	22.3 - 32.3	mph
95th Percentile	33.7	mph	Percent in Pace	78.3	%

Location: Concar Dr, E/O S Grant St  
Date Range: 4/30/2025 - 5/6/2025  
Site Code: 03

Time	Wednesday 4/30/2025			Thursday 5/1/2025			Friday 5/2/2025			Saturday 5/3/2025			Sunday 5/4/2025			Monday 5/5/2025			Tuesday 5/6/2025			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
3:00 AM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
4:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
5:00 AM	11	6	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	6	17
6:00 AM	22	14	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	14	36
7:00 AM	64	25	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	25	89
8:00 AM	127	30	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	30	157
9:00 AM	120	29	149	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	29	149
10:00 AM	115	59	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	59	174
11:00 AM	60	67	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	67	127
12:00 PM	84	98	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	98	182
1:00 PM	97	78	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	78	175
2:00 PM	61	93	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	93	154
3:00 PM	62	102	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	102	164
4:00 PM	43	119	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	119	162
5:00 PM	49	133	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	133	182
6:00 PM	38	60	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	98
7:00 PM	17	30	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	30	47
8:00 PM	11	24	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	24	35
9:00 PM	11	34	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	34	45
10:00 PM	6	9	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15
11:00 PM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
Total	1,024	1,038	2,062	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,024	1,038	2,062
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	08:00	11:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	11:00	10:00
Vol.	127	67	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	67	174
PM Peak	13:00	17:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13:00	17:00	12:00
Vol.	97	133	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	133	182

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



Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	0	0:00	0	0	0	0	0:00	0	0	0	0
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	0	1:00	0	0	0	0	1:00	0	0	0	0
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	0	0		1:30	0	0	0		1:30	0	0	0	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	0	0	0	0	3:00	0	0	0	0	3:00	0	0	0	0
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	0	4:00	0	0	0	0	4:00	0	0	0	0
4:15	0	0	0		4:15	0	0	0		4:15	0	0	0	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	0	5:00	0	0	0	0	5:00	0	0	0	0
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	0	0	0	6:00	0	0	0	0	6:00	0	0	0	0
6:15	0	0	0		6:15	0	0	0		6:15	0	0	0	
6:30	0	0	0		6:30	0	0	0		6:30	0	0	0	
6:45	0	0	0		6:45	0	0	0		6:45	0	0	0	
7:00	0	0	0	0	7:00	0	0	0	0	7:00	0	0	0	0
7:15	0	0	0		7:15	0	0	0		7:15	0	0	0	
7:30	0	0	0		7:30	0	0	0		7:30	0	0	0	
7:45	0	0	0		7:45	0	0	0		7:45	0	0	0	
8:00	0	0	0	0	8:00	0	0	0	0	8:00	0	0	0	0
8:15	0	0	0		8:15	0	0	0		8:15	0	0	0	
8:30	0	0	0		8:30	0	0	0		8:30	0	0	0	
8:45	0	0	0		8:45	0	0	0		8:45	0	0	0	
9:00	0	0	0	0	9:00	0	0	0	0	9:00	0	0	0	0
9:15	0	0	0		9:15	0	0	0		9:15	0	0	0	
9:30	0	0	0		9:30	0	0	0		9:30	0	0	0	
9:45	0	0	0		9:45	0	0	0		9:45	0	0	0	
10:00	0	0	0	0	10:00	0	0	0	0	10:00	0	0	0	0
10:15	0	0	0		10:15	0	0	0		10:15	0	0	0	
10:30	0	0	0		10:30	0	0	0		10:30	0	0	0	
10:45	0	0	0		10:45	0	0	0		10:45	0	0	0	
11:00	0	0	0	0	11:00	0	0	0	0	11:00	0	0	0	0
11:15	0	0	0		11:15	0	0	0		11:15	0	0	0	
11:30	0	0	0		11:30	0	0	0		11:30	0	0	0	
11:45	0	0	0		11:45	0	0	0		11:45	0	0	0	
12:00	0	0	0	0	12:00	0	0	0	0	12:00	0	0	0	0
12:15	0	0	0		12:15	0	0	0		12:15	0	0	0	
12:30	0	0	0		12:30	0	0	0		12:30	0	0	0	
12:45	0	0	0		12:45	0	0	0		12:45	0	0	0	
13:00	0	0	0	0	13:00	0	0	0	0	13:00	0	0	0	0
13:15	0	0	0		13:15	0	0	0		13:15	0	0	0	
13:30	0	0	0		13:30	0	0	0		13:30	0	0	0	
13:45	0	0	0		13:45	0	0	0		13:45	0	0	0	
14:00	0	0	0	0	14:00	0	0	0	0	14:00	0	0	0	0
14:15	0	0	0		14:15	0	0	0		14:15	0	0	0	
14:30	0	0	0		14:30	0	0	0		14:30	0	0	0	
14:45	0	0	0		14:45	0	0	0		14:45	0	0	0	
15:00	0	0	0	0	15:00	0	0	0	0	15:00	0	0	0	0
15:15	0	0	0		15:15	0	0	0		15:15	0	0	0	
15:30	0	0	0		15:30	0	0	0		15:30	0	0	0	
15:45	0	0	0		15:45	0	0	0		15:45	0	0	0	
16:00	0	0	0	0	16:00	0	0	0	0	16:00	0	0	0	0
16:15	0	0	0		16:15	0	0	0		16:15	0	0	0	
16:30	0	0	0		16:30	0	0	0		16:30	0	0	0	
16:45	0	0	0		16:45	0	0	0		16:45	0	0	0	
17:00	0	0	0	0	17:00	0	0	0	0	17:00	0	0	0	0
17:15	0	0	0		17:15	0	0	0		17:15	0	0	0	
17:30	0	0	0		17:30	0	0	0		17:30	0	0	0	
17:45	0	0	0		17:45	0	0	0		17:45	0	0	0	
18:00	0	0	0	0	18:00	0	0	0	0	18:00	0	0	0	0
18:15	0	0	0		18:15	0	0	0		18:15	0	0	0	
18:30	0	0	0		18:30	0	0	0		18:30	0	0	0	

18:45	0	0	0		18:45	0	0	0		18:45	0	0	0	
19:00	0	0	0	0	19:00	0	0	0	0	19:00	0	0	0	0
19:15	0	0	0		19:15	0	0	0		19:15	0	0	0	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	0	0	0		19:45	0	0	0		19:45	0	0	0	
20:00	0	0	0	0	20:00	0	0	0	0	20:00	0	0	0	0
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	0	0	0		20:30	0	0	0		20:30	0	0	0	
20:45	0	0	0		20:45	0	0	0		20:45	0	0	0	
21:00	0	0	0	0	21:00	0	0	0	0	21:00	0	0	0	0
21:15	0	0	0		21:15	0	0	0		21:15	0	0	0	
21:30	0	0	0		21:30	0	0	0		21:30	0	0	0	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	0	22:00	0	0	0	0	22:00	0	0	0	0
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0	0	23:00	0	0	0	0	23:00	0	0	0	0
23:15	0	0	0		23:15	0	0	0		23:15	0	0	0	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	0	0	0	0	Total:	0	0	0	0	Total:	0	0	0	0

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	0	0:00	0	0	0	0	0:00	0	0	0	0
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	0	1:00	0	0	0	0	1:00	0	0	0	0
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	0	0		1:30	0	0	0		1:30	0	0	0	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	0	0	0	0	3:00	0	0	0	0	3:00	0	0	0	0
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	0	4:00	0	0	0	0	4:00	0	0	0	0
4:15	0	0	0		4:15	0	0	0		4:15	0	0	0	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	0	5:00	0	0	0	0	5:00	0	0	0	0
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	0	0	0	6:00	0	0	0	0	6:00	0	0	0	0
6:15	0	0	0		6:15	0	0	0		6:15	0	0	0	
6:30	0	0	0		6:30	0	0	0		6:30	0	0	0	
6:45	0	0	0		6:45	0	0	0		6:45	0	0	0	
7:00	0	0	0	0	7:00	0	0	0	0	7:00	0	0	0	0
7:15	0	0	0		7:15	0	0	0		7:15	0	0	0	
7:30	0	0	0		7:30	0	0	0		7:30	0	0	0	
7:45	0	0	0		7:45	0	0	0		7:45	0	0	0	
8:00	0	0	0	0	8:00	0	0	0	0	8:00	0	0	0	0
8:15	0	0	0		8:15	0	0	0		8:15	0	0	0	
8:30	0	0	0		8:30	0	0	0		8:30	0	0	0	
8:45	0	0	0		8:45	0	0	0		8:45	0	0	0	
9:00	0	0	0	0	9:00	0	0	0	0	9:00	0	0	0	0
9:15	0	0	0		9:15	0	0	0		9:15	0	0	0	
9:30	0	0	0		9:30	0	0	0		9:30	0	0	0	
9:45	0	0	0		9:45	0	0	0		9:45	0	0	0	
10:00	0	0	0	0	10:00	0	0	0	0	10:00	0	0	0	0
10:15	0	0	0		10:15	0	0	0		10:15	0	0	0	
10:30	0	0	0		10:30	0	0	0		10:30	0	0	0	
10:45	0	0	0		10:45	0	0	0		10:45	0	0	0	
11:00	0	0	0	0	11:00	0	0	0	0	11:00	0	0	0	0
11:15	0	0	0		11:15	0	0	0		11:15	0	0	0	
11:30	0	0	0		11:30	0	0	0		11:30	0	0	0	
11:45	0	0	0		11:45	0	0	0		11:45	0	0	0	
12:00	0	0	0	0	12:00	0	0	0	0	12:00	0	0	0	0
12:15	0	0	0		12:15	0	0	0		12:15	0	0	0	
12:30	0	0	0		12:30	0	0	0		12:30	0	0	0	
12:45	0	0	0		12:45	0	0	0		12:45	0	0	0	
13:00	0	0	0	0	13:00	0	0	0	0	13:00	0	0	0	0
13:15	0	0	0		13:15	0	0	0		13:15	0	0	0	
13:30	0	0	0		13:30	0	0	0		13:30	0	0	0	
13:45	0	0	0		13:45	0	0	0		13:45	0	0	0	
14:00	0	0	0	0	14:00	0	0	0	0	14:00	0	0	0	0
14:15	0	0	0		14:15	0	0	0		14:15	0	0	0	
14:30	0	0	0		14:30	0	0	0		14:30	0	0	0	
14:45	0	0	0		14:45	0	0	0		14:45	0	0	0	
15:00	0	0	0	0	15:00	0	0	0	0	15:00	0	0	0	0
15:15	0	0	0		15:15	0	0	0		15:15	0	0	0	
15:30	0	0	0		15:30	0	0	0		15:30	0	0	0	
15:45	0	0	0		15:45	0	0	0		15:45	0	0	0	
16:00	0	0	0	0	16:00	0	0	0	0	16:00	0	0	0	0
16:15	0	0	0		16:15	0	0	0		16:15	0	0	0	
16:30	0	0	0		16:30	0	0	0		16:30	0	0	0	
16:45	0	0	0		16:45	0	0	0		16:45	0	0	0	
17:00	0	0	0	0	17:00	0	0	0	0	17:00	0	0	0	0
17:15	0	0	0		17:15	0	0	0		17:15	0	0	0	
17:30	0	0	0		17:30	0	0	0		17:30	0	0	0	
17:45	0	0	0		17:45	0	0	0		17:45	0	0	0	
18:00	0	0	0	0	18:00	0	0	0	0	18:00	0	0	0	0
18:15	0	0	0		18:15	0	0	0		18:15	0	0	0	
18:30	0	0	0		18:30	0	0	0		18:30	0	0	0	

18:45	0	0	0		18:45	0	0	0		18:45	0	0	0	
19:00	0	0	0	0	19:00	0	0	0	0	19:00	0	0	0	0
19:15	0	0	0		19:15	0	0	0		19:15	0	0	0	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	0	0	0		19:45	0	0	0		19:45	0	0	0	
20:00	0	0	0	0	20:00	0	0	0	0	20:00	0	0	0	0
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	0	0	0		20:30	0	0	0		20:30	0	0	0	
20:45	0	0	0		20:45	0	0	0		20:45	0	0	0	
21:00	0	0	0	0	21:00	0	0	0	0	21:00	0	0	0	0
21:15	0	0	0		21:15	0	0	0		21:15	0	0	0	
21:30	0	0	0		21:30	0	0	0		21:30	0	0	0	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	0	22:00	0	0	0	0	22:00	0	0	0	0
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0	0	23:00	0	0	0	0	23:00	0	0	0	0
23:15	0	0	0		23:15	0	0	0		23:15	0	0	0	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	0	0	0	0	Total:	0	0	0	0	Total:	0	0	0	0

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	0	0:00	0	0	0	0	0:00	0	0	0	0
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	0	1:00	0	0	0	0	1:00	0	0	0	0
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	0	0		1:30	0	0	0		1:30	0	0	0	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	0	0	0	0	3:00	0	0	0	0	3:00	0	0	0	0
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	0	4:00	0	0	0	0	4:00	0	0	0	0
4:15	0	0	0		4:15	0	0	0		4:15	0	0	0	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	0	5:00	0	0	0	0	5:00	0	0	0	0
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	0	0	0	6:00	0	0	0	0	6:00	0	0	0	0
6:15	0	0	0		6:15	0	0	0		6:15	0	0	0	
6:30	0	0	0		6:30	0	0	0		6:30	0	0	0	
6:45	0	0	0		6:45	0	0	0		6:45	0	0	0	
7:00	0	0	0	0	7:00	0	0	0	0	7:00	0	0	0	0
7:15	0	0	0		7:15	0	0	0		7:15	0	0	0	
7:30	0	0	0		7:30	0	0	0		7:30	0	0	0	
7:45	0	0	0		7:45	0	0	0		7:45	0	0	0	
8:00	0	0	0	0	8:00	0	0	0	0	8:00	0	0	0	0
8:15	0	0	0		8:15	0	0	0		8:15	0	0	0	
8:30	0	0	0		8:30	0	0	0		8:30	0	0	0	
8:45	0	0	0		8:45	0	0	0		8:45	0	0	0	
9:00	0	0	0	0	9:00	0	0	0	0	9:00	0	0	0	0
9:15	0	0	0		9:15	0	0	0		9:15	0	0	0	
9:30	0	0	0		9:30	0	0	0		9:30	0	0	0	
9:45	0	0	0		9:45	0	0	0		9:45	0	0	0	
10:00	0	0	0	0	10:00	0	0	0	0	10:00	0	0	0	0
10:15	0	0	0		10:15	0	0	0		10:15	0	0	0	
10:30	0	0	0		10:30	0	0	0		10:30	0	0	0	
10:45	0	0	0		10:45	0	0	0		10:45	0	0	0	
11:00	0	0	0	0	11:00	0	0	0	0	11:00	0	0	0	0
11:15	0	0	0		11:15	0	0	0		11:15	0	0	0	
11:30	0	0	0		11:30	0	0	0		11:30	0	0	0	
11:45	0	0	0		11:45	0	0	0		11:45	0	0	0	
12:00	0	0	0	0	12:00	0	0	0	0	12:00	0	0	0	0
12:15	0	0	0		12:15	0	0	0		12:15	0	0	0	
12:30	0	0	0		12:30	0	0	0		12:30	0	0	0	
12:45	0	0	0		12:45	0	0	0		12:45	0	0	0	
13:00	0	0	0	0	13:00	0	0	0	0	13:00	0	0	0	0
13:15	0	0	0		13:15	0	0	0		13:15	0	0	0	
13:30	0	0	0		13:30	0	0	0		13:30	0	0	0	
13:45	0	0	0		13:45	0	0	0		13:45	0	0	0	
14:00	0	0	0	0	14:00	0	0	0	0	14:00	0	0	0	0
14:15	0	0	0		14:15	0	0	0		14:15	0	0	0	
14:30	0	0	0		14:30	0	0	0		14:30	0	0	0	
14:45	0	0	0		14:45	0	0	0		14:45	0	0	0	
15:00	0	0	0	0	15:00	0	0	0	0	15:00	0	0	0	0
15:15	0	0	0		15:15	0	0	0		15:15	0	0	0	
15:30	0	0	0		15:30	0	0	0		15:30	0	0	0	
15:45	0	0	0		15:45	0	0	0		15:45	0	0	0	
16:00	0	0	0	0	16:00	0	0	0	0	16:00	0	0	0	0
16:15	0	0	0		16:15	0	0	0		16:15	0	0	0	
16:30	0	0	0		16:30	0	0	0		16:30	0	0	0	
16:45	0	0	0		16:45	0	0	0		16:45	0	0	0	
17:00	0	0	0	0	17:00	0	0	0	0	17:00	0	0	0	0
17:15	0	0	0		17:15	0	0	0		17:15	0	0	0	
17:30	0	0	0		17:30	0	0	0		17:30	0	0	0	
17:45	0	0	0		17:45	0	0	0		17:45	0	0	0	
18:00	0	0	0	0	18:00	0	0	0	0	18:00	0	0	0	0
18:15	0	0	0		18:15	0	0	0		18:15	0	0	0	
18:30	0	0	0		18:30	0	0	0		18:30	0	0	0	



18:45	0	0	0		18:45	0	0	0		18:45	0	0	0	
19:00	0	0	0	0	19:00	0	0	0	0	19:00	0	0	0	0
19:15	0	0	0		19:15	0	0	0		19:15	0	0	0	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	0	0	0		19:45	0	0	0		19:45	0	0	0	
20:00	0	0	0	0	20:00	0	0	0	0	20:00	0	0	0	0
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	0	0	0		20:30	0	0	0		20:30	0	0	0	
20:45	0	0	0		20:45	0	0	0		20:45	0	0	0	
21:00	0	0	0	0	21:00	0	0	0	0	21:00	0	0	0	0
21:15	0	0	0		21:15	0	0	0		21:15	0	0	0	
21:30	0	0	0		21:30	0	0	0		21:30	0	0	0	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	0	22:00	0	0	0	0	22:00	0	0	0	0
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0	0	23:00	0	0	0	0	23:00	0	0	0	0
23:15	0	0	0		23:15	0	0	0		23:15	0	0	0	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	0	0	0	0	Total:	0	0	0	0	Total:	0	0	0	0

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	2	0:00	0	0	0	0	0:00	0	0	0	2
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	1	1	2		0:30	0	0	0		0:30	1	1	2	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	2	1:00	0	0	0	0	1:00	0	0	0	2
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	1	1		1:30	0	0	0		1:30	0	1	1	
1:45	0	1	1		1:45	0	0	0		1:45	0	1	1	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	1	1	2	2	3:00	0	0	0	0	3:00	1	1	2	2
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	1	4:00	0	0	0	0	4:00	0	0	0	1
4:15	0	1	1		4:15	0	0	0		4:15	0	1	1	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	1	5:00	0	1	1	2	5:00	0	1	1	3
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	1	1		5:45	0	1	1		5:45	0	2	2	
6:00	1	0	1	4	6:00	0	0	0	0	6:00	1	0	1	4
6:15	0	0	0		6:15	0	0	0		6:15	0	0	0	
6:30	0	2	2		6:30	0	0	0		6:30	0	2	2	
6:45	0	1	1		6:45	0	0	0		6:45	0	1	1	
7:00	0	1	1	12	7:00	0	0	0	0	7:00	0	1	1	12
7:15	0	2	2		7:15	0	0	0		7:15	0	2	2	
7:30	1	5	6		7:30	0	0	0		7:30	1	5	6	
7:45	0	3	3		7:45	0	0	0		7:45	0	3	3	
8:00	0	1	1	21	8:00	0	0	0	0	8:00	0	1	1	21
8:15	0	4	4		8:15	0	0	0		8:15	0	4	4	
8:30	0	7	7		8:30	0	0	0		8:30	0	7	7	
8:45	2	7	9		8:45	0	0	0		8:45	2	7	9	
9:00	1	4	5	27	9:00	0	0	0	0	9:00	1	4	5	27
9:15	0	3	3		9:15	0	0	0		9:15	0	3	3	
9:30	1	8	9		9:30	0	0	0		9:30	1	8	9	
9:45	2	8	10		9:45	0	0	0		9:45	2	8	10	
10:00	0	8	8	31	10:00	0	0	0	0	10:00	0	8	8	31
10:15	1	7	8		10:15	0	0	0		10:15	1	7	8	
10:30	1	5	6		10:30	0	0	0		10:30	1	5	6	
10:45	1	8	9		10:45	0	0	0		10:45	1	8	9	
11:00	3	4	7	19	11:00	0	0	0	0	11:00	3	4	7	19
11:15	1	1	2		11:15	0	0	0		11:15	1	1	2	
11:30	4	3	7		11:30	0	0	0		11:30	4	3	7	
11:45	2	1	3		11:45	0	0	0		11:45	2	1	3	
12:00	0	4	4	21	12:00	0	0	0	0	12:00	0	4	4	21
12:15	2	4	6		12:15	0	0	0		12:15	2	4	6	
12:30	4	1	5		12:30	0	0	0		12:30	4	1	5	
12:45	2	4	6		12:45	0	0	0		12:45	2	4	6	
13:00	3	3	6	15	13:00	0	0	0	1	13:00	3	3	6	16
13:15	2	1	3		13:15	0	0	0		13:15	2	1	3	
13:30	0	2	2		13:30	0	1	1		13:30	0	3	3	
13:45	0	4	4		13:45	0	0	0		13:45	0	4	4	
14:00	1	1	2	14	14:00	0	0	0	0	14:00	1	1	2	14
14:15	1	2	3		14:15	0	0	0		14:15	1	2	3	
14:30	3	2	5		14:30	0	0	0		14:30	3	2	5	
14:45	2	2	4		14:45	0	0	0		14:45	2	2	4	
15:00	7	1	8	19	15:00	0	0	0	0	15:00	7	1	8	19
15:15	2	1	3		15:15	0	0	0		15:15	2	1	3	
15:30	3	3	6		15:30	0	0	0		15:30	3	3	6	
15:45	2	0	2		15:45	0	0	0		15:45	2	0	2	
16:00	1	4	5	16	16:00	0	1	1	1	16:00	1	5	6	17
16:15	2	1	3		16:15	0	0	0		16:15	2	1	3	
16:30	5	0	5		16:30	0	0	0		16:30	5	0	5	
16:45	3	0	3		16:45	0	0	0		16:45	3	0	3	
17:00	9	1	10	25	17:00	0	0	0	0	17:00	9	1	10	25
17:15	4	3	7		17:15	0	0	0		17:15	4	3	7	
17:30	7	0	7		17:30	0	0	0		17:30	7	0	7	
17:45	1	0	1		17:45	0	0	0		17:45	1	0	1	
18:00	1	1	2	9	18:00	0	0	0	0	18:00	1	1	2	9
18:15	3	1	4		18:15	0	0	0		18:15	3	1	4	
18:30	2	0	2		18:30	0	0	0		18:30	2	0	2	

18:45	0	1	1	7	18:45	0	0	0	0	18:45	0	1	1	7
19:00	2	0	2		19:00	0	0	0		19:00	2	0	2	
19:15	4	0	4		19:15	0	0	0		19:15	4	0	4	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	1	0	1		19:45	0	0	0		19:45	1	0	1	
20:00	1	0	1	3	20:00	0	0	0	0	20:00	1	0	1	3
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	0	1	1		20:30	0	0	0		20:30	0	1	1	
20:45	1	0	1		20:45	0	0	0		20:45	1	0	1	
21:00	0	0	0	2	21:00	0	0	0	0	21:00	0	0	0	2
21:15	0	1	1		21:15	0	0	0		21:15	0	1	1	
21:30	0	1	1		21:30	0	0	0		21:30	0	1	1	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	1	22:00	0	0	0	0	22:00	0	0	0	1
22:15	1	0	1		22:15	0	0	0		22:15	1	0	1	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0	1	23:00	0	0	0	0	23:00	0	0	0	1
23:15	0	1	1		23:15	0	0	0		23:15	0	1	1	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	105	150	255		Total:	0	2	4		Total:	105	154	259	

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	0	0:00	0	0	0	0	0:00	0	0	0	0
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	2	1:00	0	0	0	0	1:00	0	0	0	2
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	1	1	2		1:30	0	0	0		1:30	1	1	2	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	0	0	0	0	3:00	0	0	0	0	3:00	0	0	0	0
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	2	0	2	2	4:00	0	0	0	0	4:00	2	0	2	2
4:15	0	0	0		4:15	0	0	0		4:15	0	0	0	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	1	5:00	0	0	0	0	5:00	0	0	0	1
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	1	1		5:30	0	0	0		5:30	0	1	1	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	0	0	5	6:00	0	0	0	0	6:00	0	0	0	5
6:15	0	1	1		6:15	0	0	0		6:15	0	1	1	
6:30	1	1	2		6:30	0	0	0		6:30	1	1	2	
6:45	0	2	2		6:45	0	0	0		6:45	0	2	2	
7:00	2	2	4	23	7:00	0	1	1	2	7:00	2	3	5	25
7:15	1	4	5		7:15	0	0	0		7:15	1	4	5	
7:30	0	7	7		7:30	0	0	0		7:30	0	7	7	
7:45	0	7	7		7:45	0	1	1		7:45	0	8	8	
8:00	1	9	10	37	8:00	0	0	0	3	8:00	1	9	10	40
8:15	3	6	9		8:15	1	1	2		8:15	4	7	11	
8:30	0	7	7		8:30	0	0	0		8:30	0	7	7	
8:45	1	10	11		8:45	0	1	1		8:45	1	11	12	
9:00	0	6	6	28	9:00	0	0	0	0	9:00	0	6	6	28
9:15	0	2	2		9:15	0	0	0		9:15	0	2	2	
9:30	1	11	12		9:30	0	0	0		9:30	1	11	12	
9:45	1	7	8		9:45	0	0	0		9:45	1	7	8	
10:00	3	6	9	41	10:00	0	1	1	5	10:00	3	7	10	46
10:15	2	2	4		10:15	1	0	1		10:15	3	2	5	
10:30	3	13	16		10:30	0	0	0		10:30	3	13	16	
10:45	7	5	12		10:45	1	2	3		10:45	8	7	15	
11:00	3	2	5	31	11:00	0	0	0	1	11:00	3	2	5	32
11:15	5	5	10		11:15	1	0	1		11:15	6	5	11	
11:30	2	2	4		11:30	0	0	0		11:30	2	2	4	
11:45	8	4	12		11:45	0	0	0		11:45	8	4	12	
12:00	6	4	10	56	12:00	1	0	1	1	12:00	7	4	11	56
12:15	10	3	13		12:15	0	0	0		12:15	10	3	13	
12:30	5	10	15		12:30	0	0	0		12:30	5	10	15	
12:45	8	9	17		12:45	0	0	0		12:45	8	9	17	
13:00	6	6	12	51	13:00	0	2	2	3	13:00	6	8	14	54
13:15	6	5	11		13:15	0	0	0		13:15	6	5	11	
13:30	7	6	13		13:30	1	0	1		13:30	8	6	14	
13:45	8	7	15		13:45	0	0	0		13:45	8	7	15	
14:00	5	7	12	43	14:00	0	0	0	0	14:00	5	7	12	43
14:15	5	1	6		14:15	0	0	0		14:15	5	1	6	
14:30	6	4	10		14:30	0	0	0		14:30	6	4	10	
14:45	9	6	15		14:45	0	0	0		14:45	9	6	15	
15:00	10	7	17	47	15:00	0	0	0	4	15:00	10	7	17	51
15:15	3	2	5		15:15	0	0	0		15:15	3	2	5	
15:30	13	3	16		15:30	2	2	4		15:30	15	5	20	
15:45	6	3	9		15:45	0	0	0		15:45	6	3	9	
16:00	13	1	14	45	16:00	0	1	1	4	16:00	13	2	15	49
16:15	6	1	7		16:15	0	1	1		16:15	6	2	8	
16:30	11	5	16		16:30	1	0	1		16:30	12	5	17	
16:45	7	1	8		16:45	0	1	1		16:45	7	2	9	
17:00	13	0	13	44	17:00	0	0	0	1	17:00	13	0	13	45
17:15	8	2	10		17:15	0	0	0		17:15	8	2	10	
17:30	9	1	10		17:30	0	0	0		17:30	9	1	10	
17:45	10	1	11		17:45	0	1	1		17:45	10	2	12	
18:00	4	1	5	19	18:00	0	0	0	1	18:00	4	1	5	20
18:15	3	0	3		18:15	0	0	0		18:15	3	0	3	
18:30	5	2	7		18:30	0	1	1		18:30	5	3	8	

18:45	3	1	4	2	18:45	0	0	0	0	18:45	3	1	4	2
19:00	1	0	1		19:00	0	0	0		19:00	1	0	1	
19:15	0	0	0		19:15	0	0	0		19:15	0	0	0	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	1	0	1		19:45	0	0	0		19:45	1	0	1	
20:00	0	0	0	7	20:00	0	0	0	0	20:00	0	0	0	7
20:15	0	1	1		20:15	0	0	0		20:15	0	1	1	
20:30	2	0	2		20:30	0	0	0		20:30	2	0	2	
20:45	3	1	4		20:45	0	0	0		20:45	3	1	4	
21:00	0	0	0		21:00	0	0	0		21:00	0	0	0	
21:15	0	0	0	5	21:15	0	0	0	0	21:15	0	0	0	5
21:30	2	0	2		21:30	0	0	0		21:30	2	0	2	
21:45	2	1	3		21:45	0	0	0		21:45	2	1	3	
22:00	2	0	2		22:00	0	0	0		22:00	2	0	2	
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	1	0	1	3	22:30	0	0	0	0	22:30	1	0	1	3
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0		23:00	0	0	0		23:00	0	0	0	
23:15	3	0	3	3	23:15	0	0	0	0	23:15	3	0	3	3
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	269	225	494		Total:	5	9	25		Total:	278	241	519	

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	0	0	0	0	0:00	0	0	0	0	0:00	0	0	0	0
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	0	1:00	0	0	0	0	1:00	0	0	0	0
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	0	0		1:30	0	0	0		1:30	0	0	0	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	0	0	0	2:00	0	0	0	0	2:00	0	0	0	0
2:15	0	0	0		2:15	0	0	0		2:15	0	0	0	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	0	0	0		2:45	0	0	0		2:45	0	0	0	
3:00	0	0	0	0	3:00	0	0	0	0	3:00	0	0	0	0
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	0	0	0		3:30	0	0	0		3:30	0	0	0	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	0	4:00	0	0	0	0	4:00	0	0	0	0
4:15	0	0	0		4:15	0	0	0		4:15	0	0	0	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	0	5:00	0	0	0	0	5:00	0	0	0	0
5:15	0	0	0		5:15	0	0	0		5:15	0	0	0	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	0	0	1	6:00	0	0	0	0	6:00	0	0	0	1
6:15	0	0	0		6:15	0	0	0		6:15	0	0	0	
6:30	0	0	0		6:30	0	0	0		6:30	0	0	0	
6:45	1	0	1		6:45	0	0	0		6:45	1	0	1	
7:00	0	1	1	6	7:00	0	0	0	0	7:00	0	1	1	6
7:15	1	2	3		7:15	0	0	0		7:15	1	2	3	
7:30	1	0	1		7:30	0	0	0		7:30	1	0	1	
7:45	0	1	1		7:45	0	0	0		7:45	0	1	1	
8:00	0	0	0	4	8:00	0	0	0	0	8:00	0	0	0	4
8:15	0	0	0		8:15	0	0	0		8:15	0	0	0	
8:30	1	1	2		8:30	0	0	0		8:30	1	1	2	
8:45	0	2	2		8:45	0	0	0		8:45	0	2	2	
9:00	1	0	1	4	9:00	0	0	0	0	9:00	1	0	1	4
9:15	0	1	1		9:15	0	0	0		9:15	0	1	1	
9:30	0	0	0		9:30	0	0	0		9:30	0	0	0	
9:45	0	2	2		9:45	0	0	0		9:45	0	2	2	
10:00	0	0	0	1	10:00	0	0	0	0	10:00	0	0	0	1
10:15	0	0	0		10:15	0	0	0		10:15	0	0	0	
10:30	1	0	1		10:30	0	0	0		10:30	1	0	1	
10:45	0	0	0		10:45	0	0	0		10:45	0	0	0	
11:00	0	1	1	2	11:00	0	0	0	0	11:00	0	1	1	2
11:15	0	0	0		11:15	0	0	0		11:15	0	0	0	
11:30	0	0	0		11:30	0	0	0		11:30	0	0	0	
11:45	1	0	1		11:45	0	0	0		11:45	1	0	1	
12:00	1	0	1	2	12:00	0	0	0	0	12:00	1	0	1	2
12:15	1	0	1		12:15	0	0	0		12:15	1	0	1	
12:30	0	0	0		12:30	0	0	0		12:30	0	0	0	
12:45	0	0	0		12:45	0	0	0		12:45	0	0	0	
13:00	0	0	0	7	13:00	0	0	0	0	13:00	0	0	0	7
13:15	1	0	1		13:15	0	0	0		13:15	1	0	1	
13:30	0	0	0		13:30	0	0	0		13:30	0	0	0	
13:45	1	5	6		13:45	0	0	0		13:45	1	5	6	
14:00	0	2	2	6	14:00	0	0	0	0	14:00	0	2	2	6
14:15	1	0	1		14:15	0	0	0		14:15	1	0	1	
14:30	0	0	0		14:30	0	0	0		14:30	0	0	0	
14:45	2	1	3		14:45	0	0	0		14:45	2	1	3	
15:00	3	0	3	5	15:00	0	0	0	0	15:00	3	0	3	5
15:15	0	0	0		15:15	0	0	0		15:15	0	0	0	
15:30	1	0	1		15:30	0	0	0		15:30	1	0	1	
15:45	0	1	1		15:45	0	0	0		15:45	0	1	1	
16:00	0	0	0	2	16:00	0	0	0	0	16:00	0	0	0	2
16:15	1	0	1		16:15	0	0	0		16:15	1	0	1	
16:30	0	0	0		16:30	0	0	0		16:30	0	0	0	
16:45	1	0	1		16:45	0	0	0		16:45	1	0	1	
17:00	1	0	1	4	17:00	0	0	0	0	17:00	1	0	1	4
17:15	0	1	1		17:15	0	0	0		17:15	0	1	1	
17:30	0	0	0		17:30	0	0	0		17:30	0	0	0	
17:45	1	1	2		17:45	0	0	0		17:45	1	1	2	
18:00	0	0	0	1	18:00	0	0	0	0	18:00	0	0	0	1
18:15	0	0	0		18:15	0	0	0		18:15	0	0	0	
18:30	0	0	0		18:30	0	0	0		18:30	0	0	0	

18:45	1	0	1		18:45	0	0	0		18:45	1	0	1	
19:00	0	0	0	0	19:00	0	0	0	0	19:00	0	0	0	0
19:15	0	0	0		19:15	0	0	0		19:15	0	0	0	
19:30	0	0	0		19:30	0	0	0		19:30	0	0	0	
19:45	0	0	0		19:45	0	0	0		19:45	0	0	0	
20:00	0	0	0	0	20:00	0	0	0	0	20:00	0	0	0	0
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	0	0	0		20:30	0	0	0		20:30	0	0	0	
20:45	0	0	0		20:45	0	0	0		20:45	0	0	0	
21:00	0	0	0	0	21:00	0	0	0	0	21:00	0	0	0	0
21:15	0	0	0		21:15	0	0	0		21:15	0	0	0	
21:30	0	0	0		21:30	0	0	0		21:30	0	0	0	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	0	22:00	0	0	0	0	22:00	0	0	0	0
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	0	0	0	23:00	0	0	0	0	23:00	0	0	0	0
23:15	0	0	0		23:15	0	0	0		23:15	0	0	0	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	23	22	45		Total:	0	0	0		Total:	23	22	45	

Lights				Total	Heavies				Total	All Vehicles				Total
Time	EB	WB	Total		Time	EB	WB	Total		Time	EB	WB	Total	
0:00	1	0	1	3	0:00	0	0	0	0	0:00	1	0	1	3
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	1	1	2		0:30	0	0	0		0:30	1	1	2	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	0	1:00	0	0	0	0	1:00	0	0	0	0
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	0	0	0		1:30	0	0	0		1:30	0	0	0	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	1	1	6	2:00	0	0	0	0	2:00	0	1	1	6
2:15	1	0	1		2:15	0	0	0		2:15	1	0	1	
2:30	3	0	3		2:30	0	0	0		2:30	3	0	3	
2:45	0	1	1		2:45	0	0	0		2:45	0	1	1	
3:00	0	0	0	1	3:00	0	0	0	0	3:00	0	0	0	1
3:15	0	0	0		3:15	0	0	0		3:15	0	0	0	
3:30	1	0	1		3:30	0	0	0		3:30	1	0	1	
3:45	0	0	0		3:45	0	0	0		3:45	0	0	0	
4:00	0	0	0	4	4:00	0	0	0	0	4:00	0	0	0	4
4:15	1	1	2		4:15	0	0	0		4:15	1	1	2	
4:30	1	1	2		4:30	0	0	0		4:30	1	1	2	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	1	1	2	5:00	0	0	0	0	5:00	0	1	1	2
5:15	1	0	1		5:15	0	0	0		5:15	1	0	1	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	0	0		5:45	0	0	0		5:45	0	0	0	
6:00	0	3	3	7	6:00	0	0	0	0	6:00	0	3	3	7
6:15	1	0	1		6:15	0	0	0		6:15	1	0	1	
6:30	1	0	1		6:30	0	0	0		6:30	1	0	1	
6:45	0	2	2		6:45	0	0	0		6:45	0	2	2	
7:00	1	4	5	16	7:00	1	0	1	2	7:00	2	4	6	18
7:15	1	1	2		7:15	0	0	0		7:15	1	1	2	
7:30	1	4	5		7:30	0	0	0		7:30	1	4	5	
7:45	2	2	4		7:45	1	0	1		7:45	3	2	5	
8:00	2	6	8	34	8:00	0	0	0	1	8:00	2	6	8	35
8:15	2	10	12		8:15	0	0	0		8:15	2	10	12	
8:30	1	5	6		8:30	0	0	0		8:30	1	5	6	
8:45	3	5	8		8:45	1	0	1		8:45	4	5	9	
9:00	1	6	7	27	9:00	0	0	0	0	9:00	1	6	7	27
9:15	3	7	10		9:15	0	0	0		9:15	3	7	10	
9:30	3	6	9		9:30	0	0	0		9:30	3	6	9	
9:45	0	1	1		9:45	0	0	0		9:45	0	1	1	
10:00	2	8	10	29	10:00	0	0	0	0	10:00	2	8	10	29
10:15	0	4	4		10:15	0	0	0		10:15	0	4	4	
10:30	5	8	13		10:30	0	0	0		10:30	5	8	13	
10:45	2	0	2		10:45	0	0	0		10:45	2	0	2	
11:00	2	4	6	29	11:00	0	0	0	1	11:00	2	4	6	30
11:15	3	1	4		11:15	0	0	0		11:15	3	1	4	
11:30	2	4	6		11:30	0	0	0		11:30	2	4	6	
11:45	7	6	13		11:45	0	1	1		11:45	7	7	14	
12:00	8	2	10	36	12:00	0	0	0	1	12:00	8	2	10	37
12:15	8	5	13		12:15	0	0	0		12:15	8	5	13	
12:30	4	3	7		12:30	1	0	1		12:30	5	3	8	
12:45	2	4	6		12:45	0	0	0		12:45	2	4	6	
13:00	4	2	6	29	13:00	0	0	0	1	13:00	4	2	6	30
13:15	5	3	8		13:15	1	0	1		13:15	6	3	9	
13:30	3	4	7		13:30	0	0	0		13:30	3	4	7	
13:45	4	4	8		13:45	0	0	0		13:45	4	4	8	
14:00	5	4	9	22	14:00	0	0	0	1	14:00	5	4	9	23
14:15	2	3	5		14:15	1	0	1		14:15	3	3	6	
14:30	0	3	3		14:30	0	0	0		14:30	0	3	3	
14:45	3	2	5		14:45	0	0	0		14:45	3	2	5	
15:00	5	1	6	34	15:00	0	0	0	0	15:00	5	1	6	34
15:15	4	3	7		15:15	0	0	0		15:15	4	3	7	
15:30	5	7	12		15:30	0	0	0		15:30	5	7	12	
15:45	5	4	9		15:45	0	0	0		15:45	5	4	9	
16:00	13	2	15	56	16:00	0	0	0	4	16:00	13	2	15	60
16:15	15	1	16		16:15	2	0	2		16:15	17	1	18	
16:30	7	1	8		16:30	0	0	0		16:30	7	1	8	
16:45	13	4	17		16:45	2	0	2		16:45	15	4	19	
17:00	5	2	7	38	17:00	0	0	0	2	17:00	5	2	7	40
17:15	11	0	11		17:15	1	0	1		17:15	12	0	12	
17:30	3	4	7		17:30	0	0	0		17:30	3	4	7	
17:45	8	5	13		17:45	1	0	1		17:45	9	5	14	
18:00	4	4	8	19	18:00	0	0	0	1	18:00	4	4	8	20
18:15	4	0	4		18:15	0	0	0		18:15	4	0	4	
18:30	3	1	4		18:30	1	0	1		18:30	4	1	5	



18:45	2	1	3	23	18:45	0	0	0	0	18:45	2	1	3	23
19:00	1	1	2		19:00	0	0	0		19:00	1	1	2	
19:15	2	1	3		19:15	0	0	0		19:15	2	1	3	
19:30	9	6	15		19:30	0	0	0		19:30	9	6	15	
19:45	2	1	3		19:45	0	0	0		19:45	2	1	3	
20:00	2	3	5	7	20:00	0	0	0	0	20:00	2	3	5	7
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	2	0	2		20:30	0	0	0		20:30	2	0	2	
20:45	0	0	0		20:45	0	0	0		20:45	0	0	0	
21:00	0	3	3		21:00	0	0	0		21:00	0	3	3	
21:15	3	1	4	9	21:15	0	0	0	0	21:15	3	1	4	9
21:30	1	0	1		21:30	0	0	0		21:30	1	0	1	
21:45	1	0	1		21:45	0	0	0		21:45	1	0	1	
22:00	1	0	1		22:00	0	0	0		22:00	1	0	1	
22:15	0	0	0		22:15	0	0	0		22:15	0	0	0	
22:30	0	1	1	5	22:30	0	0	0	0	22:30	0	1	1	5
22:45	2	1	3		22:45	0	0	0		22:45	2	1	3	
23:00	1	1	2		23:00	0	0	0		23:00	1	1	2	
23:15	1	0	1		23:15	0	0	0		23:15	1	0	1	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	1	1	2	5	23:45	0	0	0	0	23:45	1	1	2	5
Total:	239	202	441		Total:	10	0	14		Total:	252	203	455	

Lights					Heavies					All Vehicles				
Time	EB	WB	Total	Total	Time	EB	WB	Total	Total	Time	EB	WB	Total	Total
0:00	1	0	1	1	0:00	0	0	0	0	0:00	1	0	1	1
0:15	0	0	0		0:15	0	0	0		0:15	0	0	0	
0:30	0	0	0		0:30	0	0	0		0:30	0	0	0	
0:45	0	0	0		0:45	0	0	0		0:45	0	0	0	
1:00	0	0	0	1	1:00	0	0	0	0	1:00	0	0	0	1
1:15	0	0	0		1:15	0	0	0		1:15	0	0	0	
1:30	1	0	1		1:30	0	0	0		1:30	1	0	1	
1:45	0	0	0		1:45	0	0	0		1:45	0	0	0	
2:00	0	2	2	4	2:00	0	0	0	0	2:00	0	2	2	4
2:15	0	1	1		2:15	0	0	0		2:15	0	1	1	
2:30	0	0	0		2:30	0	0	0		2:30	0	0	0	
2:45	1	0	1		2:45	0	0	0		2:45	1	0	1	
3:00	1	0	1	4	3:00	0	0	0	0	3:00	1	0	1	4
3:15	0	1	1		3:15	0	0	0		3:15	0	1	1	
3:30	0	1	1		3:30	0	0	0		3:30	0	1	1	
3:45	1	0	1		3:45	0	0	0		3:45	1	0	1	
4:00	0	0	0	1	4:00	0	0	0	0	4:00	0	0	0	1
4:15	0	1	1		4:15	0	0	0		4:15	0	1	1	
4:30	0	0	0		4:30	0	0	0		4:30	0	0	0	
4:45	0	0	0		4:45	0	0	0		4:45	0	0	0	
5:00	0	0	0	4	5:00	0	0	0	0	5:00	0	0	0	4
5:15	0	3	3		5:15	0	0	0		5:15	0	3	3	
5:30	0	0	0		5:30	0	0	0		5:30	0	0	0	
5:45	0	1	1		5:45	0	0	0		5:45	0	1	1	
6:00	1	3	4	11	6:00	0	0	0	0	6:00	1	3	4	11
6:15	1	0	1		6:15	0	0	0		6:15	1	0	1	
6:30	3	2	5		6:30	0	0	0		6:30	3	2	5	
6:45	1	0	1		6:45	0	0	0		6:45	1	0	1	
7:00	2	2	4	16	7:00	0	0	0	0	7:00	2	2	4	16
7:15	1	1	2		7:15	0	0	0		7:15	1	1	2	
7:30	2	1	3		7:30	0	0	0		7:30	2	1	3	
7:45	1	6	7		7:45	0	0	0		7:45	1	6	7	
8:00	1	7	8	35	8:00	0	0	0	0	8:00	1	7	8	35
8:15	2	6	8		8:15	0	0	0		8:15	2	6	8	
8:30	1	5	6		8:30	0	0	0		8:30	1	5	6	
8:45	1	12	13		8:45	0	0	0		8:45	1	12	13	
9:00	1	6	7	36	9:00	0	0	0	2	9:00	1	6	7	38
9:15	0	8	8		9:15	0	0	0		9:15	0	8	8	
9:30	2	9	11		9:30	0	0	0		9:30	2	9	11	
9:45	3	7	10		9:45	0	2	2		9:45	3	9	12	
10:00	3	5	8	57	10:00	1	0	1	2	10:00	4	5	9	59
10:15	10	10	20		10:15	1	0	1		10:15	11	10	21	
10:30	5	9	14		10:30	0	0	0		10:30	5	9	14	
10:45	5	10	15		10:45	0	0	0		10:45	5	10	15	
11:00	4	5	9	35	11:00	0	0	0	0	11:00	4	5	9	35
11:15	4	8	12		11:15	0	0	0		11:15	4	8	12	
11:30	1	2	3		11:30	0	0	0		11:30	1	2	3	
11:45	9	2	11		11:45	0	0	0		11:45	9	2	11	
12:00	6	5	11	56	12:00	0	0	0	1	12:00	6	5	11	56
12:15	9	7	16		12:15	0	1	1		12:15	9	8	17	
12:30	10	7	17		12:30	0	0	0		12:30	10	7	17	
12:45	7	4	11		12:45	0	0	0		12:45	7	4	11	
13:00	4	5	9	52	13:00	0	0	0	1	13:00	4	5	9	53
13:15	6	8	14		13:15	0	0	0		13:15	6	8	14	
13:30	4	6	10		13:30	0	0	0		13:30	4	6	10	
13:45	7	12	19		13:45	0	1	1		13:45	7	13	20	
14:00	5	3	8	43	14:00	0	1	1	4	14:00	5	4	9	47
14:15	4	4	8		14:15	1	0	1		14:15	5	4	9	
14:30	11	4	15		14:30	0	1	1		14:30	11	5	16	
14:45	6	6	12		14:45	1	0	1		14:45	7	6	13	
15:00	6	8	14	35	15:00	0	0	0	0	15:00	6	8	14	35
15:15	3	4	7		15:15	0	0	0		15:15	3	4	7	
15:30	2	3	5		15:30	0	0	0		15:30	2	3	5	
15:45	4	5	9		15:45	0	0	0		15:45	4	5	9	
16:00	13	3	16	36	16:00	0	0	0	1	16:00	13	3	16	37
16:15	4	2	6		16:15	0	0	0		16:15	4	2	6	
16:30	4	3	7		16:30	0	1	1		16:30	4	4	8	
16:45	3	4	7		16:45	0	0	0		16:45	3	4	7	
17:00	7	6	13	38	17:00	0	0	0	0	17:00	7	6	13	38
17:15	5	0	5		17:15	0	0	0		17:15	5	0	5	
17:30	6	2	8		17:30	0	0	0		17:30	6	2	8	
17:45	7	5	12		17:45	0	0	0		17:45	7	5	12	
18:00	3	3	6	37	18:00	0	0	0	0	18:00	3	3	6	37
18:15	4	12	16		18:15	0	0	0		18:15	4	12	16	
18:30	1	5	6		18:30	0	0	0		18:30	1	5	6	

18:45	7	2	9		18:45	0	0	0		18:45	7	2	9	
19:00	4	2	6	12	19:00	0	0	0	0	19:00	4	2	6	12
19:15	2	1	3		19:15	0	0	0		19:15	2	1	3	
19:30	0	2	2		19:30	0	0	0		19:30	0	2	2	
19:45	1	0	1		19:45	0	0	0		19:45	1	0	1	
20:00	3	2	5	8	20:00	0	0	0	0	20:00	3	2	5	8
20:15	0	0	0		20:15	0	0	0		20:15	0	0	0	
20:30	1	0	1		20:30	0	0	0		20:30	1	0	1	
20:45	2	0	2		20:45	0	0	0		20:45	2	0	2	
21:00	10	1	11	16	21:00	0	0	0	0	21:00	10	1	11	16
21:15	1	0	1		21:15	0	0	0		21:15	1	0	1	
21:30	4	0	4		21:30	0	0	0		21:30	4	0	4	
21:45	0	0	0		21:45	0	0	0		21:45	0	0	0	
22:00	0	0	0	1	22:00	0	0	0	0	22:00	0	0	0	1
22:15	0	1	1		22:15	0	0	0		22:15	0	1	1	
22:30	0	0	0		22:30	0	0	0		22:30	0	0	0	
22:45	0	0	0		22:45	0	0	0		22:45	0	0	0	
23:00	0	1	1	3	23:00	0	0	0	0	23:00	0	1	1	3
23:15	0	2	2		23:15	0	0	0		23:15	0	2	2	
23:30	0	0	0		23:30	0	0	0		23:30	0	0	0	
23:45	0	0	0		23:45	0	0	0		23:45	0	0	0	
Total:	255	286	541		Total:	2	5	11		Total:	259	293	552	

# Appendix B. Existing Use Credit Comparison Table

Land Use	ITE LU Code	Quantity	Units¹	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
ITE Trip Generation Rates										
General Office Building	710	340	KSF	3,686	455	62	517	83	407	490
Driveway Count Rates²										
Office & Commercial Uses	–	–	–	1,830	112	23	135	38	127	165
Difference				1,856	343	39	382	45	280	325

Notes:

1. KSF = 1,000 square feet
2. These driveway counts were collected over a 24-hour period by Idax in April 2025 and show the number of vehicles and entering the project site's driveways on a typical weekday during the AM and PM peak hour. The driveway counts are provided in Appendix A of this TIA report.

Sources: Fehr & Peers; ITE *Trip Generation Manual*, 11<sup>th</sup> Edition, 2025