



**San Mateo Rail Corridor
Transportation Management Agency**

Annual Report

December 2015

Executive Summary

The activities within the Corridor are increasing but again limited during calendar year 2015 as more developments become occupied. An apartment project was completed and occupied at the corner of Delaware Street and Pacific Boulevard. Bay Meadows Phase II Residential Blocks 1, 2, and 3 were completed and occupied. Three General Membership meetings of the TMA Board were held during the year in March, June and December. The Board of Director's meeting was held in conjunction with the March General meeting. The annual counts were conducted in October and November with all San Mateo school districts in session.

The 2015 counts exhibited a variety of results with some intersections showing minor increases and some showing minor decreases. In general, most intersections showed slight decreases in vehicle volumes compared to the 2014 counts. The bicycle/pedestrian volumes increased slightly at many study intersections. These differences can be explained by the continued improvement in the economy and a general increase in traffic on a Citywide basis. Similar to last year, these counts will continue to set a baseline for future intersection counts when more projects are completed and occupied within the Corridor area.

Background

On June 6, 2005, the City adopted the San Mateo Rail Corridor Transit-Oriented Development Plan (See Appendix A for a map of the San Mateo Rail Corridor Area). The implementation chapter of the plan included Policy 7.17 which defined a Transportation Demand Management (TDM) goal of reducing new vehicle trips within the corridor area by at least 25%, and Policy 7.18 to develop a Transportation Management Agency (TMA) to coordinate efforts towards meeting the 25% trip reduction goal. Policy 7.25 required that the TMA submit an annual report to the City Council outlining compliance of occupied developments, on-going programs and program changes.

Purpose of the TMA

The purpose of the TMA, as defined by their by-laws, is to implement the objectives of Chapter 3 of the San Mateo Rail Corridor Transit Oriented Development Plan (the "Plan"), adopted by the City of San Mateo ("City") on June 6, 2005. The purpose of the TMA is to oversee transportation demand management ("TDM") program implementation within the area subject to the Plan ("Plan Zone"), arrange for shared parking, as appropriate, market TDM services and programs in the Plan Zone and coordinate TDM measures with other agencies and members, coordinate with the City on annual trip generation monitoring for completed projects within the Plan Zone, participate in annual reporting to the San Mateo City Council with regard to trip generation information of developments within the Plan Zone, and consult with members as to trip reduction options if trip generation goals are not being met.

Trip Thresholds

During each project's entitlement phase, an evaluation is prepared to identify potential transportation demand management (TDM) measures that might be employed by the project to reduce project trips to a threshold that will meet the Corridor Plan goals. Each project's trip reduction strategies are unique based on the mix of development and the proximity to public transit. From that analysis, a short-term and a long-term trip reduction goal is established for each project. The short-term trip reduction goal is based on the maturity of the Corridor Area TDM strategies in place at the time of project occupancy, and the long-term trip reduction goal is based on full build-out of all Corridor Plan Area development and the associated coordinated TDM strategies that may be in place through an active Transportation Management Agency. A table showing the trip thresholds for each project in the Corridor Area is attached in Appendix B. Counts for each occupied project are conducted annually and reported to the Public Works Commission and City Council.

Corridor Area Project Status

The Corridor Area currently has eight projects that are at various levels of completeness. Some are occupied, others are in construction and others have only been entitled. A summary of active projects within the Corridor Area is attached in Appendix B.

Current Project TDM Programs

During the entitlement phase of a project within the Corridor Area, a study is conducted to identify possible Transportation Demand Management (TDM) strategies that are available to the site. Prior to project occupancy, each project submits the actual TDM plan that includes a list of strategies that the development plans to implement to meet the short-term and long-term project trip reduction goal.

For 2015, only two projects were fully or partially occupied; the Bay Meadows Phase II Res 1, 2, and 3 project and Mode by Alta at 2089 Pacific Boulevard. Each site has a project-specific TDM Program on-file with the City

Activities of the TMA During 2015

During this calendar year, project occupancies continued within the Corridor area. Mode by Alta, an 111 unit apartment complex, was completed and fully occupied at the corner of Delaware Street and Pacific Boulevard. Bay Meadows Phase II Residential blocks 1, 2, and 3 were completed and occupied in the 2015. Other projects were in construction including an apartment development and continued townhouse phases of Shea and Tri-Point within the Bay Meadows area. A number of these projects are expected to fully occupy in 2016.

Three General Membership meetings of the TMA Board were held during 2015 in March, June and December. The Board of Director's meeting was held in conjunction with the June General meeting. Minutes from each meeting is attached as Appendix C.

General TDM Services Provided by Commute.org

Commute.org is dedicated to addressing the challenges involved in getting to and from work in San Mateo County. Their goal is to help people find ways to get to work that are faster, cheaper, and/or easier through commuter information, employer programs, and city transportation demand management partnerships. The Alliance is San Mateo County's Transportation Demand Management Agency whose mission is to reduce the number of single occupancy vehicles traveling in, to and through San Mateo County, reducing vehicle emissions resulting in improved air quality. The Alliance is funded by the City/County Association of Governments of San Mateo County, the San Mateo County Transportation Authority, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission.

The Alliance provides a number of services to employers in the County including coordination of carpools and vanpools and their associated incentive programs, oversight of a number of employer shuttles, a guaranteed ride home program and a number of other programs to help encourage the reduction of single-occupancy vehicle trips. The Alliance has been contracted by the Rail Corridor TMA to provide general TDM services and to provide oversight and management of the TMA.

Data Collection

In September 2015, the City contracted with Traffic Data Services to conduct the annual TMA counts. Data was collected the weeks of October 12 through November 16, mid-week during the PM Peak (4:00 pm – 6:00 pm) in clear weather when all schools in the area were in session. A map showing the intersection count locations is included in Appendix D.

2015 Intersection Vehicle/Pedestrian/Bicycle Volume Tables

A summary of the 2015 intersection volumes for vehicle, pedestrian, and bicycle counts are included in Appendix E. The tables indicate the intersection, 2015 PM peak hour volume, change from 2014 counts, and percentage change from 2014. The vehicle table shows a total volume of 37,690 vehicles for the PM peak hour for all of the study intersections. This is a reduction of 3,897 vehicles or 9% over 2014 amounts. The pedestrian 2015 PM peak hour volume was 1142 pedestrians which is an increase of 237 pedestrians or 26% over 2014. The bicycle 2015 PM peak hour volume was 351 bicycles which is an increase of 94 bicycles or 36% over 2014.

Intersection Counts

PM peak counts at the 17 identified intersections are conducted annually to measure the variation in traffic being generated by the Corridor Plan area and to determine if the area's 25% trip reduction goal is being met due to the implementation of the various development TDM measures. A comparison of 2015 intersection vehicle counts to the 2012 through 2014 counts generally shows a slight decrease in traffic at the count locations. Only the Delaware/28th intersection showed a significant increase in traffic. This can be attributed to the increase in residential occupancy at the Bay Meadows area, the increased enrollment at the Nueva High

School and the community's increased use of the Bay Meadows roadways. Similar to last year, these counts will continue to set a baseline for future intersection counts when more projects are built and occupied within the Corridor. A four year tabular summary comparison of counts is provided in Appendix F.

Bicycle/Pedestrian Counts

A successfully implemented system of TDM measures throughout the Corridor will result in increased bicycle and pedestrian activity within the Corridor. Bicycle and pedestrian counts are gathered annually during the intersection count data collection.

Though some intersections showed a decrease in bike trips since last year, the majority of intersections saw an increase in bike activity. This may be attributed to the continued implementation of bicycle improvements identified in the City's Bicycle Master Plan, programs and outreach efforts. In general, there seems to be a continued increase in bicycle usage as the economy continues to improve and more people try to find alternative modes of transportation other than the vehicle.

Pedestrian counts were compared to the counts in 2014. Overall pedestrian totals have increased over last year's total. Some locations showed minor increases or decreases as compared to 2014 counts while others showed more significant changes. No clear reason for the changes from year to year could be identified.

Driveway or Garage Counts

Project specific counts are conducted annually for all fully occupied projects within the corridor area to evaluate traffic entering and exiting a development site, and to determine accurate site trip generation values. If the driveway counts from a project are stable for a period of three years following full occupancy of the site, annual driveway counts may be extended to every three years. If the driveway counts change more than 10% after a three year period, counts shall go back to being done annually.

The occupied projects at the time of the counts were Bay Meadows Phase II Residential 1, 2 and 3, the Peninsula Station project at 2901 S. El Camino Real, the Delaware Station project at 2000 S. Delaware Street, and Mode by Alta project at 2089 Pacific Boulevard. Nueva High School has two classes of students at the school at this time. Their current student enrollment is approximately 230 with a total capacity of 450.

For the Bay Meadows II project, Residential Blocks 1, 2, and 3, were completed and occupied. The peak driveway count was between 5:00 pm and 6:00 pm for all three residential blocks. During that hour for Residential Block 1, a total of 25 (19 in, 6 out) PM peak hour trips were counted. The project report identified a short-term threshold of 60 PM peak hour trips. Residential Block 1 is in compliance for this count period. For Residential Block 2, a total of 21 (15 in, 6 out) PM peak hour trips were counted. The project report identified a short-term threshold of 45 PM peak hour trips. Residential Block 2 is in compliance for this count period. For Residential Block 3, a total of 76 (52 in, 24 out) PM peak hour trips were counted at both entrance points. The project report identified a short-term threshold of 87 PM peak hour trips. Residential Block 3 is in compliance for this count period (See Appendix G).

For the Peninsula Station project, the PM peak driveway count was between 5:00 pm and 6:00 pm. During that hour, a total of 28 driveway trips were counted (14 in, 14 out). The project report identified a short-term threshold of 36 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix H).

For the Delaware Station project, the PM peak driveway count was between 4:45 pm and 5:45 pm. During that hour, a total of 22 driveway trips were counted (11 in, 11 out). The project report identified a short-term threshold of 30 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix I).

For the Mode by Alta project, the PM peak driveway count was between 5:00 pm and 6:00 pm. During that hour, a total of 30 driveway trips were counted (22 in, 8 out). The project report identified a short-term threshold of 59 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix J).

For the Nueva High School, the PM peak driveway counts were between 4:00 pm and 5:00 pm. During that hour, a total of 58 driveway trips were counted at both driveways accessing the high school (21 in, 37 out). The project report identified a short-term threshold of 95 PM peak hour trips. As the trips counted were less than the allowed threshold, this project is in compliance for project trips for this count period (See Appendix K).

Levels of Service

These counts are conducted at the primary signalized intersections within the Corridor, as deemed necessary by the City, through the build-out of the Plan Area. A level of service study will be conducted to determine how intersections are being affected by increased development along the Corridor. No level of service analysis was conducted for the 2015 count period.

Transportation Surveys

A survey shall be conducted as a means to identify driver behavior as related to the TDM measures adopted for each individual project. It is intended that surveys be used periodically to identify anomalies or questions that may arise during the review of the annual traffic count program. No transportation surveys were conducted during this last year.

Appendices

Appendix A – Map of San Mateo Rail Corridor Plan Area

Appendix B – Trip Threshold Table

Appendix C – TMA Meeting Minutes

Appendix D – Map of Annual Count Locations

Appendix E – Intersection Vehicle/Pedestrian/Bicycle Volume Tables

Appendix F – 2015 Annual TMA Count Summary

Appendix G – Bay Meadows Phase II: Residential 1, Residential 2, and Residential 3

Driveway Count Summary

Appendix H – Peninsula Station Driveway Count Summary

Appendix I – Delaware Station Driveway Count Summary

Appendix J – Mode by Alta Driveway Count Summary

Appendix K – Nueva High School Driveway Count Summary

Appendix A

Map of San Mateo Rail Corridor Plan Area

San Mateo Rail Corridor Area



Appendix B

Trip Threshold Table

San Mateo Corridor Area TMA Traffic Volume Data Sheet								
Project Name	Project Address	Project Scope	ITE Trips Generated (PM Peak)		Trip Reduction Required			
			%	Trip Cap	%	Trip Cap		
Bay Meadows Phase II	Residential 1	108 Residential Units	67	10%	60	25%	50	Occupied
	Residential 2	80 Residential Units	50	10%	45	25%	38	
	Residential 3	156 Residential Units	97	10%	87	25%	73	
Hines		292,284 SF Office	484	25%	363	25%	363	Plans Approved
		123,040 SF Office						
Station Park Green	599 Residential Units	534	25%	401	26% - 36%	395-342	PA in Review	
	10k - 45k SF Office							
	25k - 60k SF Retail							
Peninsula Station	68 Residential Units	55	35%	36	54%	25	Occupied	
Delaware Station	1990 S. Delaware	60 Residential Units	84	30%	59	47%	45	Occupied
	2000 S. Delaware	60 Residential Units						In Construction
Mode by Alta	2089 Pacific Blvd.	111 Residential Units	79	25%	59	40%	47	Occupied
Nueva High School	131 E. 28th Ave.	High School	95	0%	95	0%	95	Occupied
Concar Village		Development Mix Not Determined						Not Yet Submitted
Note: Apartment ITE Baseline Trip Generation based on ITE 9th Edition Apartment (220) - Page 335 - Fitted Curve Equation: Trips = 0.55 (number of units) + 17.65								
Updated 12/1/14								

Appendix C

TMA Meeting Minutes

MINUTES

SAN MATEO RAIL CORRIDOR TMA
Board of Directors

March 9, 2015
San Mateo City Hall, Room A
330 W 20th Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation
Brad Underwood – City of San Mateo
Alan Talansky – EBL&S Development Corp./Essex Property Management
Donovan Cole – Westlake Urban

Staff: John Ford – Commute.org

Guests: Gary Heap – City of San Mateo
Rachael Stoddard – Essex Property Management
Gemma Lim – Westlake Realty
Michelle Morales – Westlake Realty

The meeting was called to order by TMA Vice Chair Alan Talansky at 2:53pm.

1. Approve Minutes of November 17, 2014 Board meeting.

This item was passed unanimously with Sarah and Donovan abstaining.

2. Approve Financial Statements thru February 28, 2015.

This item was passed unanimously.

3. Election of Officers

Sam was nominated and elected to serve as Chair. Alan was nominated and elected to serve as Vice Chair. Nevada was nominated and elected to serve as Secretary/Treasurer.

4. Review Meeting Calendar for 2015

No changes. Meetings are scheduled to be held on June 8, September 28, and December 14.

5. New Business

None.

6. Adjournment

The meeting adjourned at 3:00pm.

MINUTES

SAN MATEO RAIL CORRIDOR TMA General Membership Meeting

June 8, 2015
Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Nancy Kulka – Nueva School
Nevada Merriman – MidPen Housing Corporation (Peninsula Station)
Michelle Morales – Westlake Urban (2000 Delaware)
Genelle Osendorf – Wilson Meany (Bay Meadows)
Rachael Stoddard – Essex Property Trust (SPG)
Gary Heap – City of San Mateo

Staff: John Ford – Commute.org

Guests: Alan Talansky – EBL&S Development

1. The meeting was called to order by TMA Chair Sam Cheikh at 2:10pm.

2. Approvals

On a motion/second by Rachael/Sarah, the minutes of March 9, 2015 were approved.

3. Introductions and Project Updates

The general members introduced themselves and gave a brief update as to the status of their respective projects. Essex Property Trust is now representing the Station Park Green project. Demolition is underway. Nueva School will add grade 11 to the school in the fall with approximately 70 students. Hines will begin pouring foundations in the next couple of weeks. Bay Meadows has commercial and final residential projects underway.

4. Report from City of San Mateo (Gary Heap)

- Hillsdale Caltrain station would move north between 28th and 31st Avenues if the grade separation project receives funding. The Hayward Park station would stay at grade and in its current location. The grade separation project would allow three streets to connect between the east/west side of the train tracks in and around the TMA area.

5. Old Business

Budget Review and Approval

The members discussed the proposed dues structure and budget for 2015. The members reviewed the role that the TMA should play in the short-term. The general consensus was that the TMA has

sufficient reserves and does not have a need for active programs; therefore, the dues should be structured to cover the administrative costs as outlined in the proposed budget.

John described possible programming for the TMA including:

- Concierge transit/commute trip planning for employees and residents of members
- Student Ambassador program for Nueva High School students – transportation internships
- Bike education courses for employees and residents
- Participation in the Connect, San Mateo transportation resources web site
- Carshare coordination across the TMA area

Alan suggested other functions for the TMA including:

- Negotiating on behalf of the members for discounted GoPass rates with Caltrain
- Advocating on behalf of the members for other bulk purchase discounts related to transportation

No specific programming was included in the proposed budget. The members agreed that if programming is to be done in 2015, there is sufficient reserves from which to absorb the expenses.

Motion/second by Genelle/Rachael to set dues at ½ the rate originally proposed (approved rates shown below) and accept the budget as proposed. Motion was approved unanimously.

- Residential rate for 2015 = \$20/unit
- Commercial rate for 2015 = \$0.075/sf
- Educational rate for 2015 = \$0.025/sf
- Pre-Occupancy dues for 2015 = \$1,000 (flat rate)

6. Adjournment

The general members meeting adjourned at 3:15pm.

MINUTES

SAN MATEO RAIL CORRIDOR TMA
Board of Directors

June 8, 2015

Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Nancy Kulka – Nueva School
Nevada Merriman – MidPen Housing Corporation (Peninsula Station)
Michelle Morales – Westlake Urban
Genelle Osendorf – Wilson Meany (Bay Meadows)
Rachael Stoddard – Essex Property Trust
Gary Heap – City of San Mateo

Staff: John Ford – Commute.org

Guests: Alan Talansky EBL&S Development

1. The meeting was called to order by TMA Chair Sam Cheikh at 3:15pm.
2. Approvals
 - a. Minutes from March 9, 2015 were approved as presented (M/S by Sarah/Genelle)
 - b. Financial statement thru May 31, 2015 was approved as presented (M/S by Genelle/Rachael)
 - c. Insurance quote from CalNonprofits Insurance Services for General Liability (Philadelphia Insurance Companies) and Directors & Officers (also Philadelphia Insurance Companies) was accepted as presented on a motion/second by Nevada/Genelle. John was instructed to contact the broker and bind the coverage.
3. Report from Acting Executive Director (John Ford)
 - Tax returns for calendar year 2014 were filed and accepted on March 10, 2015
 - Commute.org has relocated to new office space in South San Francisco
 - Commute.org will be working with the City of San Mateo on a carsharing project that has received grant funding from MTC
 - TMA developments are eligible to participate in a Bike Parking Incentive program offered by Commute.org and funded by BAAQMD and C/CAG. John will distribute information to all of the members about the program.
 - John distributed a TMA Survey Report from CUTR to all members who were present at the meeting. The survey was of TMA's around the United States. The report has lots of information about TMA structure, programs, priorities, etc.
4. Adjournment: *The meeting adjourned at 3:30pm.*

MINUTES

SAN MATEO RAIL CORRIDOR TMA
Board of Directors

December 14, 2015
Engineering Office, City of San Mateo
1900 O'Farrell Avenue, San Mateo, CA

Present: Julie Baigent – Concar Enterprises
Sam Cheikh – Hines
Sarah Etheredge – MidPen Housing Corporation (Delaware Pacific)
Donovan Cole – Westlake Urban
Rachael Stoddard – Essex Property Trust
Sith Chaisurote – Land & Houses
Brad Underwood – City of San Mateo

Staff: John Ford – Commute.org
Kim Comstock – Commute.org

Guests: Tracy Scramaglia – City of San Mateo
Gary Heap – City of San Mateo
Kathy Kleinbaum – City of San Mateo

1. The meeting was called to order by TMA Chair Sam Cheikh at 2:05pm.
2. Approvals
 - Minutes from June 8, 2015 were approved as presented (M/S by Sarah/Rachael)
3. Project Updates
 - Hines (400/450 Concar) – steel going up now on first building, second building gets steel in January. Targeting Q4 2016 for completion of first building
 - Westlake Urban (2000 S. Delaware) – Tenants started moving in October 1st – 60 units
 - Essex Property Trust (Station Park Green) – demolition done, April beginning of construction
 - Land & Houses (Mode) – 111 units fully occupied
 - MidPen Housing (Delaware Pacific/Peninsula Station) – both sites fully occupied
 - Concar Enterprises (Concar Village) – February likely timeframe for announcing a project for the 14.5 acre site
4. City of San Mateo Update (Brad Underwood/Gary Heap)
 - Intersection and driveway counts for 2015 were done in October
 - TMA annual report is being compiled – will be distributed to TMA members for comments in February/March in advance of document being presented to City of San Mateo commission and city council
 - City has contributed to the funding for the final design of the 28th/31st street Caltrain redesign project – this will hopefully keep it in the same timeframe as the Caltrain electrification project
 - El Camino/Hwy 92 redesign project will be presented to TMA at the March 2016 meeting

5. Presentation on San Mateo Bike Share Program (Kathy Kleinbaum)

- 50 bike pilot project using Social Bicycles
- Targeting launch in early 2016
- Looking for corporate sponsors for some or all of the bikes
- Self-locking, rack-independent bikes that can be reserved, paid for, and locked using a smartphone app
- Project will be managed by City of San Mateo in partnership with Bikes Make Life Better

6. Report from Acting Executive Director (John Ford)

- Presented financial statements through December 14, 2015
- Several invoices to be paid – checks will be distributed to the check signers
- Insurance is in effect – liability and D&O – took a while to get placed, but now that a carrier has the policies it should be easier to renew in future years
- Commute.org's relocation to new office space in South San Francisco is complete
- The biennial Shuttle Call for Projects is underway – application deadline is late January – the Norfolk (Caltrain) shuttle will likely not receive funding in the new call, which means there might be an opportunity for a new route to serve the TMA area; however, any route must be designed so that it does not duplicate service provided by SamTrans buses.
- Kim Comstock described the support services that have recently been provided to the Westlake Urban and MidPen apartment complexes – transit kiosk racks and Commute.org “swag” was distributed to property managers so that it can be given to tenants

7. New Business

- San Mateo Car Share Project (Connect, San Mateo!) – Kathy Kleinbaum and Kim Comstock described the grant-funded project and showed the Connect, Redwood City! Website
- Driveway/intersection counts for 2016 will be scheduled for October 2016
- Meeting calendar for 2016 was reviewed and on a motion/second by Donovan/Rachael, was unanimously approved:
 - March 14 – General Membership & Board of Directors
 - June 13 – Board of Directors
 - September 12 – Board of Directors
 - December 12 – Board of Directors
- The board agreed that John should convene an ad hoc meeting of interested parties in advance of the March 2016 meeting to discuss the dues/budget for 2016 in advance of bringing it to the board for approval – it was suggested that a conference call in February might be the best approach

8. Adjournment: *The meeting adjourned at 3:15pm.*

Appendix D

Map of Annual Count Locations

TMA Intersection Count Locations



НЕТ КО ВСЕМУ

Appendix E
Intersection Vehicle/Pedestrian/Bicycle Volume Tables

2015 Intersection Vehicle Volume Table

Intersection	2015 Intersection PM Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	1365	-116	-8%
Delaware & Concar Dr	2584	-203	-7%
Concar & Grant St	1507	-47	-3%
19 th Ave & Ginnever	1706	+129	+8%
Delaware & 19 th Ave	2317	-146	-6%
Hillsdale WB Ramp & Pacific	703	+141	+25%
Delaware & Pacific	1770	-109	-6%
Delaware & Saratoga Dr	2004	-92	-4%
Delaware & 25 th Ave	1590	+51	+3%
Delaware & 28 th Ave	348	+140	+67%
Saratoga & 28 th Ave	1181	-6	0%
Saratoga & Franklin Pkwy	1965	-78	-4%
E. Hillsdale & Saratoga	3632	-281	-7%
El Camino & E Hillsdale	3329	-2517	-43%
El Camino & 31 st Ave	3737	-399	-10%
El Camino & 28 th Ave	3668	-201	-5%
El Camino & 25 th Ave	4284	-163	-4%
Total	37690	-3897	-9%

2015 Pedestrian Volume Table

Intersection	2015 Ped PM Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	27	-10	-27%
Delaware & Concar Dr	117	+62	+113%
Concar & Grant St	70	+9	+15%
19 th Ave & Ginnever	41	+18	+78%
Delaware & 19 th Ave	38	+17	+81%
Hillsdale WB Ramp & Pacific	91	+38	+72%
Delaware & Pacific	6	-2	-25%
Delaware & Saratoga Dr	32	0	0%
Delaware & 25 th Ave	12	-26	-68%
Delaware & 28 th Ave	47	+10	+27%
Saratoga & 28 th Ave	50	+42	+525%
Saratoga & Franklin Pkwy	54	+45	+500%
E. Hillsdale & Saratoga	37	+20	+118%
El Camino & E Hillsdale	213	-32	-13%
El Camino & 31 st Ave	128	+24	+23%
El Camino & 28 th Ave	82	+27	+49%
El Camino & 25 th Ave	97	-5	-5%
Total	1142	+237	+26%

2015 Intersection Bike Volume Table

Intersection	2015 Intersection PM Bike Peak Hour	Δ Volume 2014-15	Δ % Volume 2014-15
Delaware & 16 th Ave	34	+20	+143%
Delaware & Concar Dr	16	+6	+60%
Concar & Grant St	19	+8	+73%
19 th Ave & Ginnnever	23	+1	+5%
Delaware & 19 th Ave	16	+4	+33%
Hillsdale WB Ramp & Pacific	19	-4	-17%
Delaware & Pacific	43	+10	+30%
Delaware & Saratoga Dr	45	+16	+55%
Delaware & 25 th Ave	62	+19	+44%
Delaware & 28 th Ave	19	+14	+280%
Saratoga & 28 th Ave	9	+6	+200%
Saratoga & Franklin Pkwy	20	+12	+150%
E. Hillsdale & Saratoga	2	-2	-50%
El Camino & E Hillsdale	6	-6	-50%
El Camino & 31 st Ave	8	-9	-53%
El Camino & 28 th Ave	3	-1	-25%
El Camino & 25 th Ave	7	0	0%
Total	351	+94	+36%

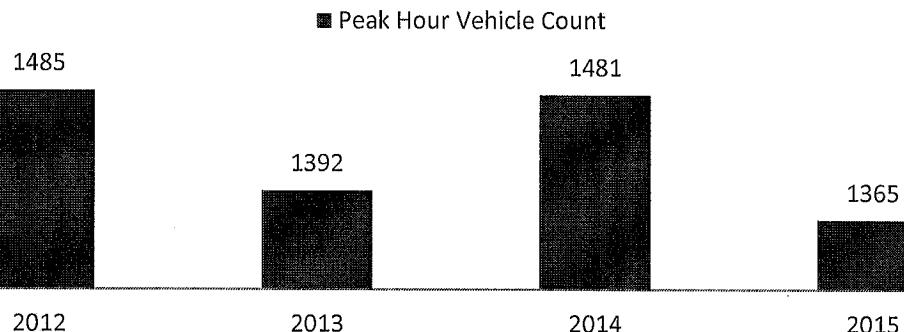
Appendix F

2015 Annual TMA Count Summary

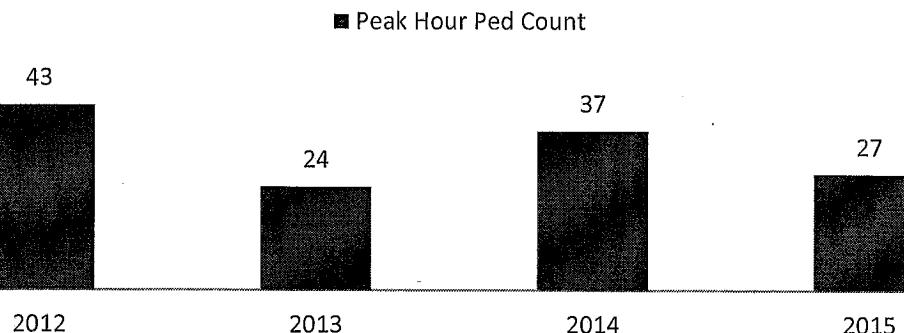
2015 Annual Corridor Area TMA Counts

Delaware & 16th Ave					
	2012	2013	2014	2015	$\Delta'14-'15$
Peak Hour Vehicle Count	1485	1392	1481	1365	-8%
Peak Hour Ped Count	43	24	37	27	-27%
Peak Hour Bike Count	14	16	14	34	143%

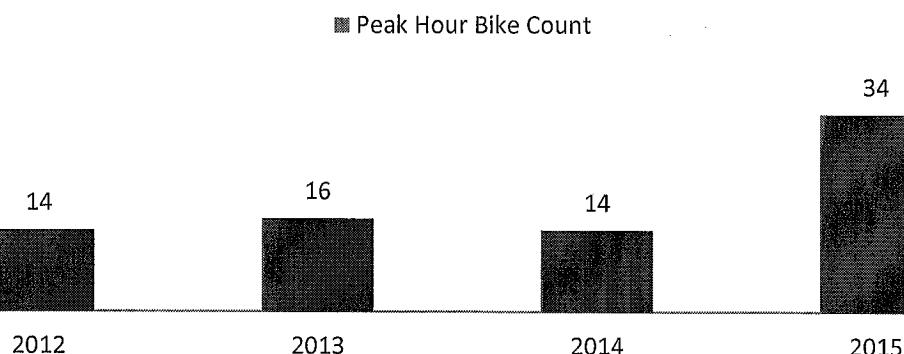
Delaware & 16th Ave



Delaware & 16th Ave



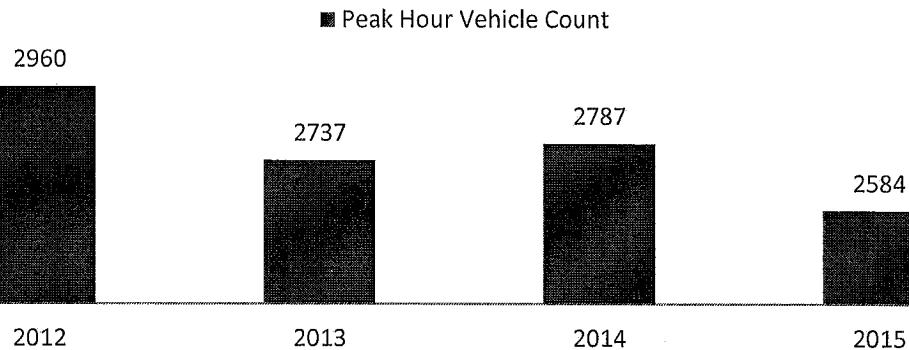
Delaware & 16th Ave



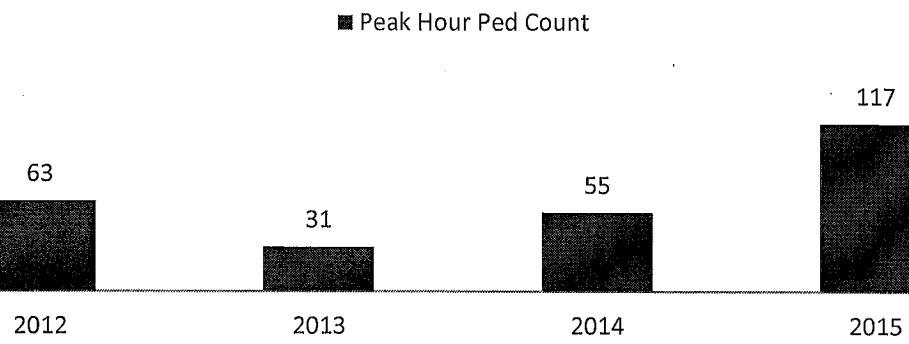
2015 Annual Corridor Area TMA Counts

Delaware & Concar Dr					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	2960	2737	2787	2584	-7%
Peak Hour Ped Count	63	31	55	117	113%
Peak Hour Bike Count	19	9	10	16	60%

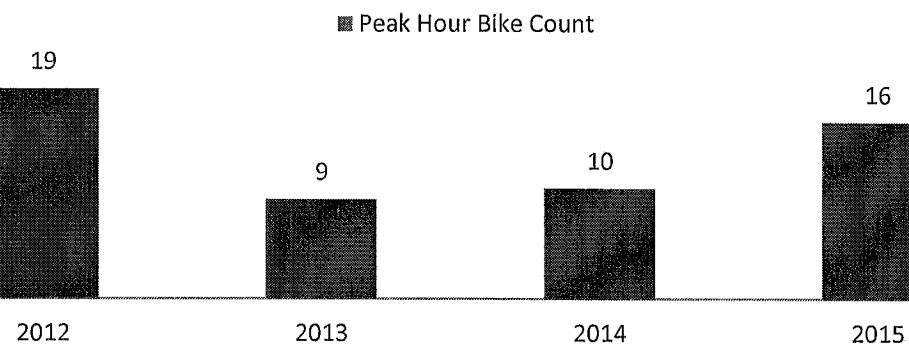
Delaware & Concar Dr



Delaware & Concar Dr



Delaware & Concar Dr

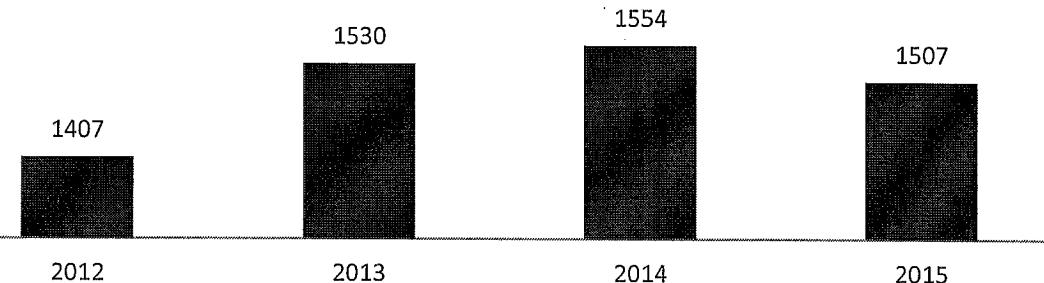


2015 Annual Corridor Area TMA Counts

Concar & Grant St					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	1407	1530	1554	1507	-3%
Peak Hour Ped Count	57	24	61	70	15%
Peak Hour Bike Count	4	7	11	19	73%

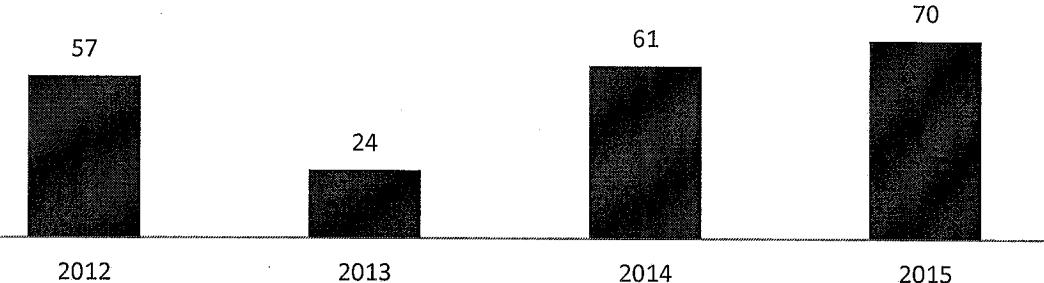
Concar & Grant St

■ Peak Hour Vehicle Count



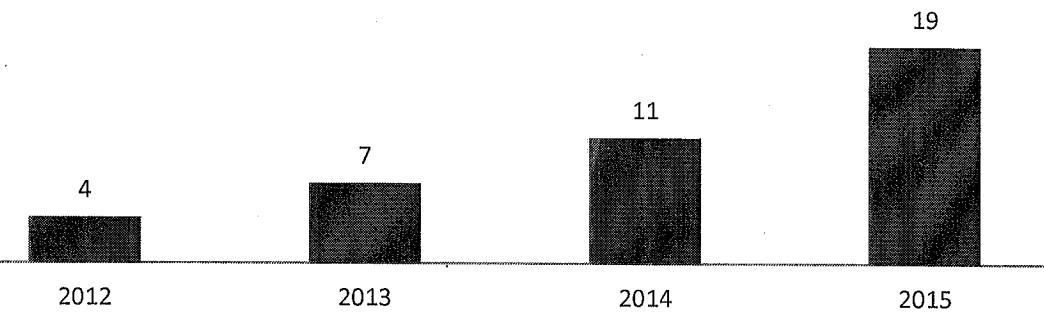
Concar & Grant St

■ Peak Hour Ped Count



Concar & Grant St

■ Peak Hour Bike Count



2015 Annual Corridor Area TMA Counts

19th Ave & Ginnever					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	1754	1774	1577	1706	8%
Peak Hour Ped Count	21	29	23	41	78%
Peak Hour Bike Count	17	21	22	23	5%

19th Ave & Ginnever

■ Peak Hour Vehicle Count

1754



2012

1774



2013

1577



2014

1706



2015

19th Ave & Ginnever

■ Peak Hour Ped Count

21



2012

29



2013

23



2014

41



2015

19th Ave & Ginnever

■ Peak Hour Bike Count

17



2012

21



2013

22



2014

23



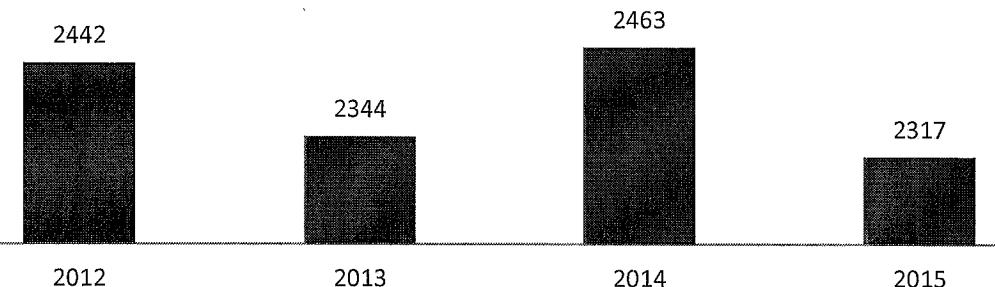
2015

2015 Annual Corridor Area TMA Counts

Delaware & 19th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	2442	2344	2463	2317	-6%
Peak Hour Ped Count	15	19	21	38	81%
Peak Hour Bike Count	2	9	12	16	33%

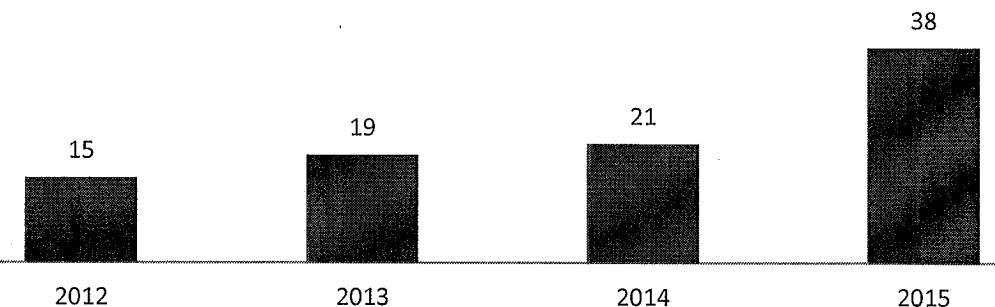
Delaware & 19th Ave

■ Peak Hour Vehicle Count



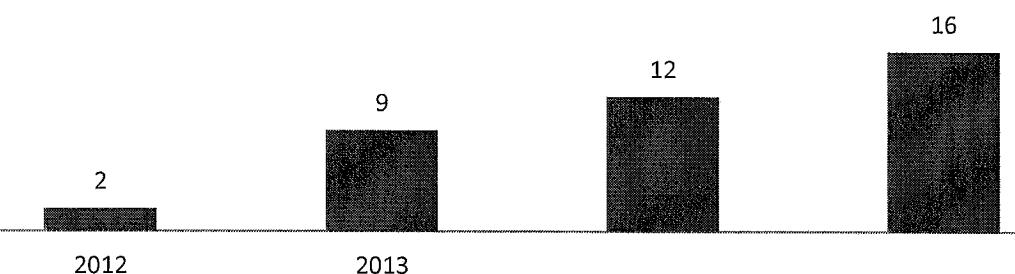
Delaware & 19th Ave

■ Peak Hour Ped Count



Delaware & 19th Ave

■ Peak Hour Bike Count

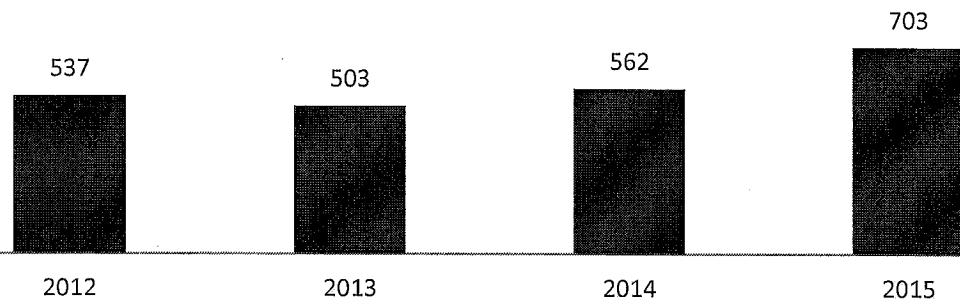


2015 Annual Corridor Area TMA Counts

Hillsdale WB Ramp & Pacific					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	537	503	562	703	25%
Peak Hour Ped Count	41	66	53	91	72%
Peak Hour Bike Count	25	26	23	19	-17%

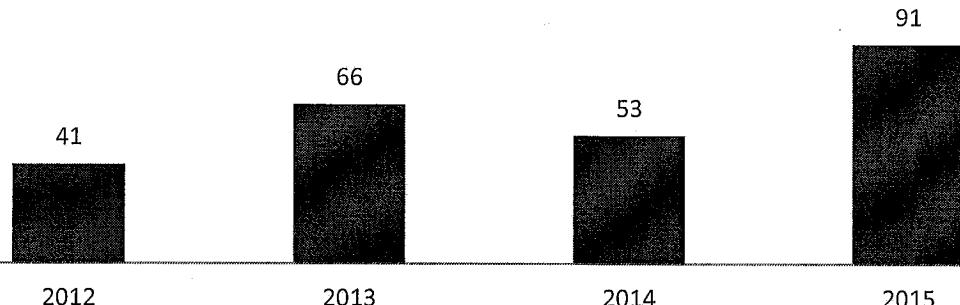
Hillsdale WB Ramp & Pacific

■ Peak Hour Vehicle Count



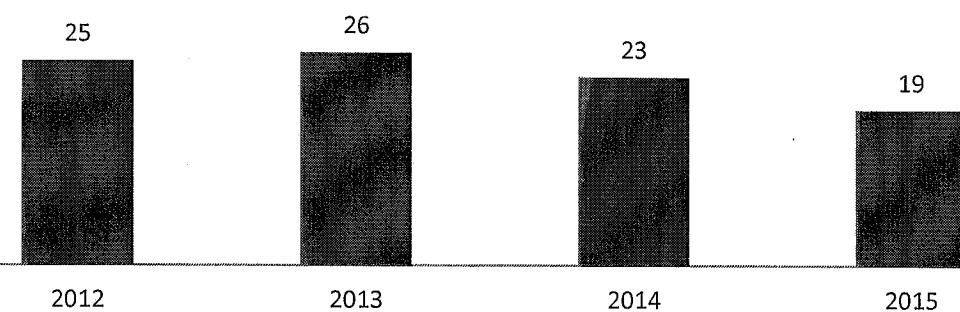
Hillsdale WB Ramp & Pacific

■ Peak Hour Ped Count



Hillsdale WB Ramp & Pacific

■ Peak Hour Bike Count

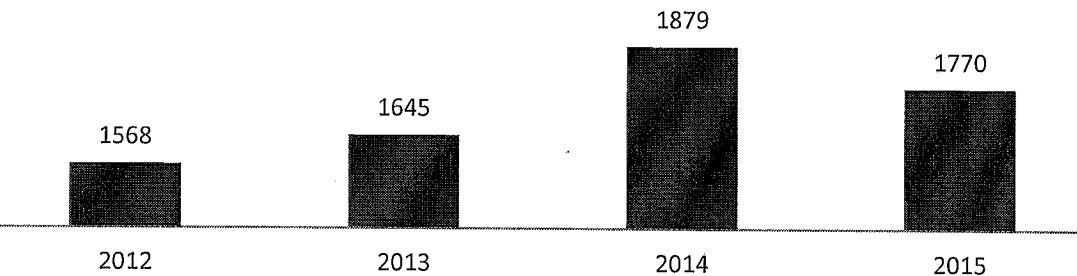


2015 Annual Corridor Area TMA Counts

Delaware & Pacific					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	1568	1645	1879	1770	-6%
Peak Hour Ped Count	22	6	8	6	-25%
Peak Hour Bike Count	14	38	33	43	30%

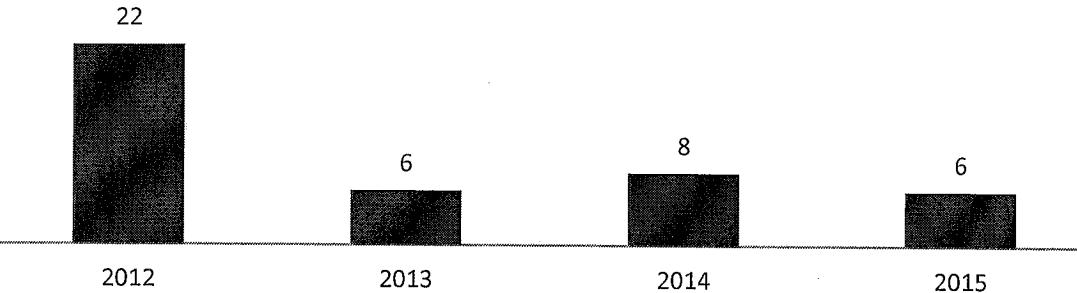
Delaware & Pacific

■ Peak Hour Vehicle Count



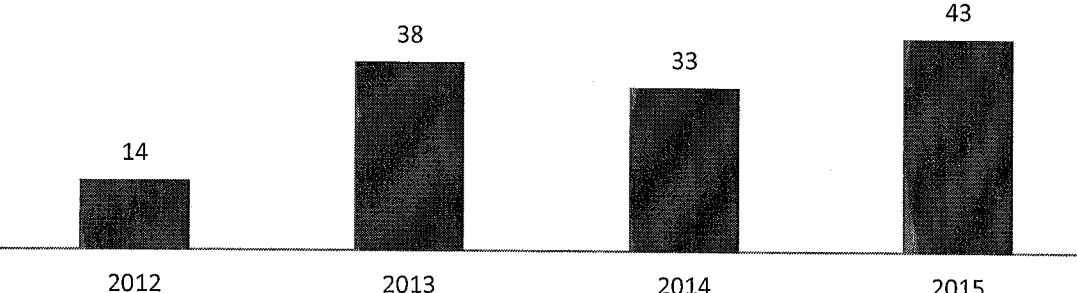
Delaware & Pacific

■ Peak Hour Ped Count



Delaware & Pacific

■ Peak Hour Bike Count

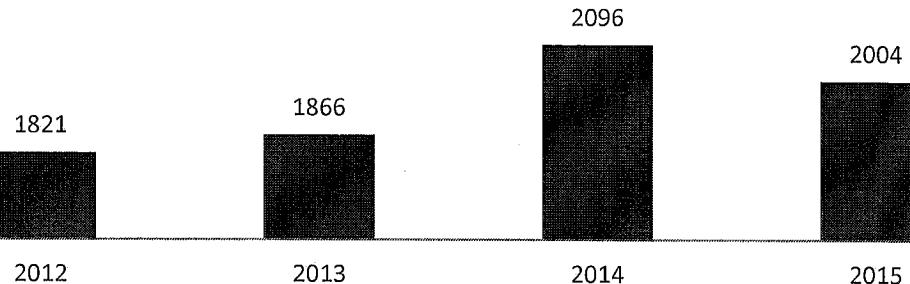


2015 Annual Corridor Area TMA Counts

Delaware & Saratoga Dr					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	1821	1866	2096	2004	-4%
Peak Hour Ped Count	19	33	32	32	0%
Peak Hour Bike Count	10	38	29	45	55%

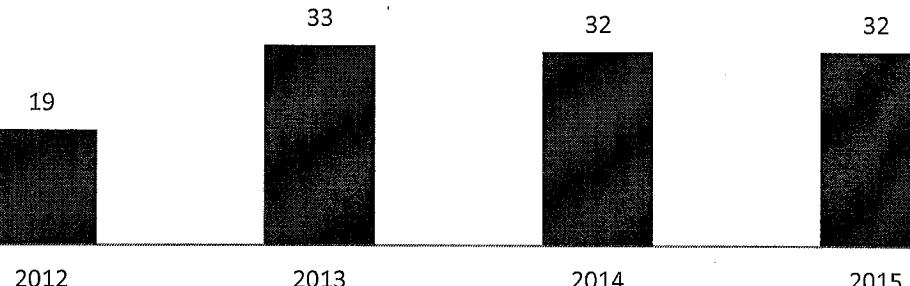
Delaware & Saratoga Dr

■ Peak Hour Vehicle Count



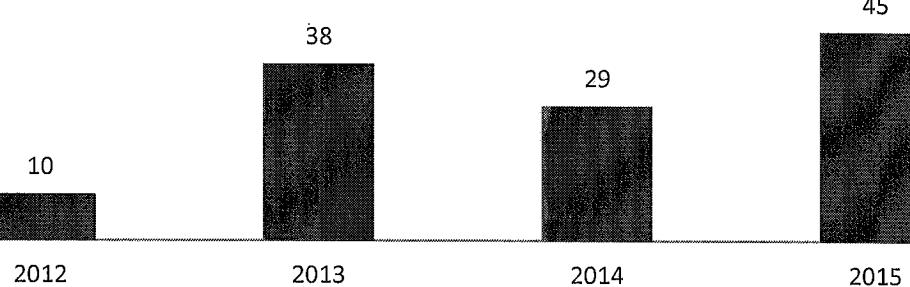
Delaware & Saratoga Dr

■ Peak Hour Ped Count



Delaware & Saratoga Dr

■ Peak Hour Bike Count

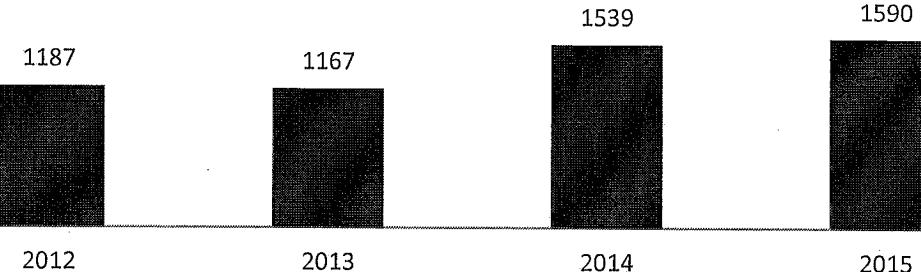


2015 Annual Corridor Area TMA Counts

Delaware & 25th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	1187	1167	1539	1590	3%
Peak Hour Ped Count	9	8	38	12	-68%
Peak Hour Bike Count	19	37	43	62	44%

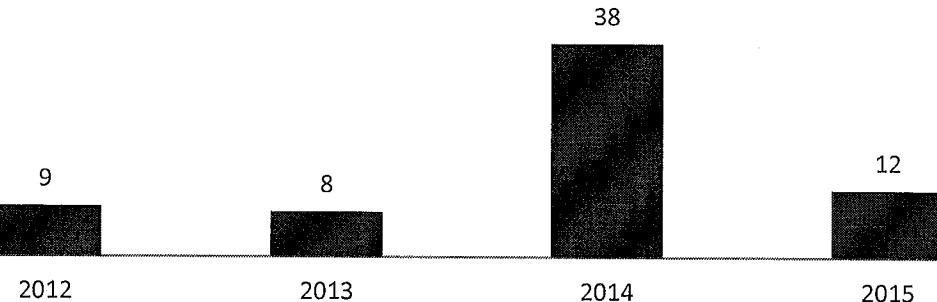
Delaware & 25th Ave

■ Peak Hour Vehicle Count



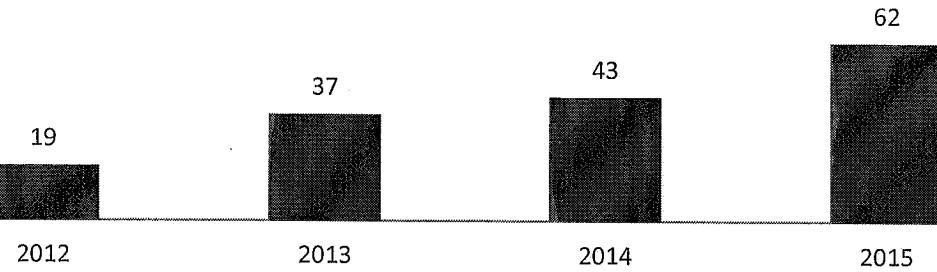
Delaware & 25th Ave

■ Peak Hour Ped Count



Delaware & 25th Ave

■ Peak Hour Bike Count

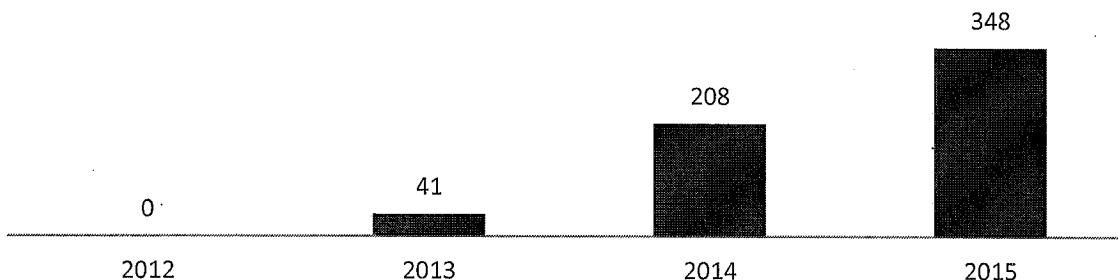


2015 Annual Corridor Area TMA Counts

Delaware & 28th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	0	41	208	348	67%
Peak Hour Ped Count	0	5	37	47	27%
Peak Hour Bike Count	0	2	5	19	280%

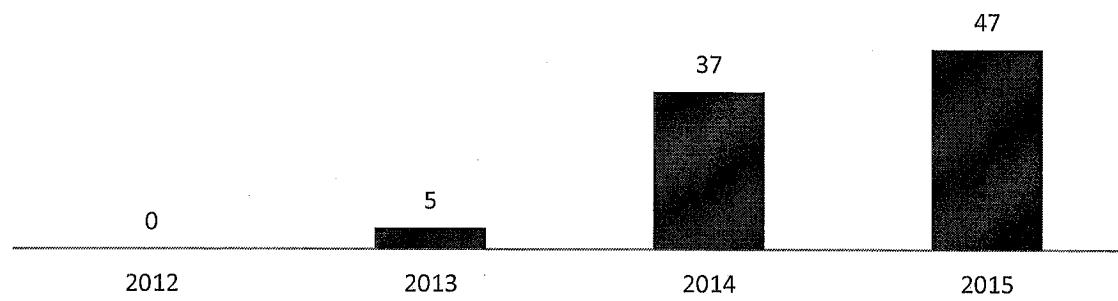
Delaware & 28th Ave

■ Peak Hour Vehicle Count



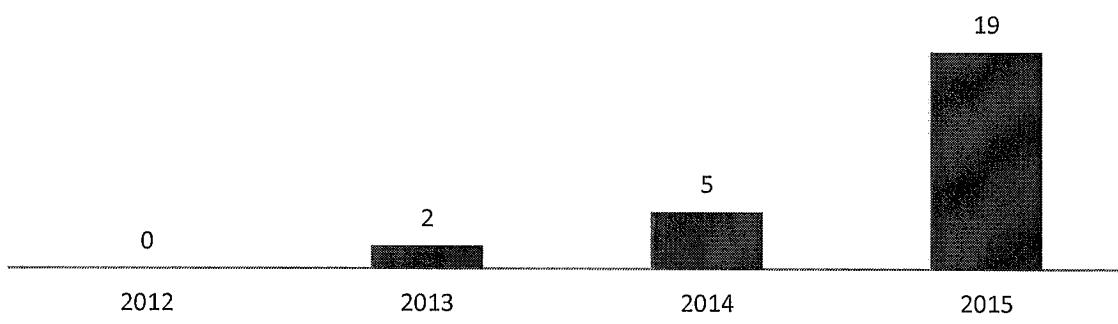
Delaware & 28th Ave

■ Peak Hour Ped Count



Delaware & 28th Ave

■ Peak Hour Bike Count

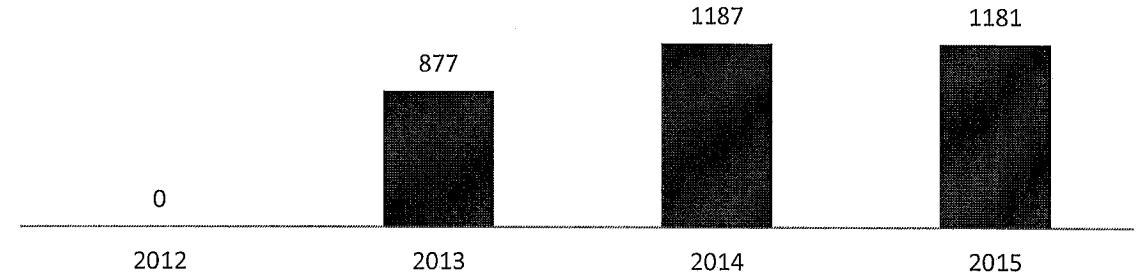


2015 Annual Corridor Area TMA Counts

Saratoga & 28th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	0	877	1187	1181	-1%
Peak Hour Ped Count	0	11	8	50	525%
Peak Hour Bike Count	0	9	3	9	200%

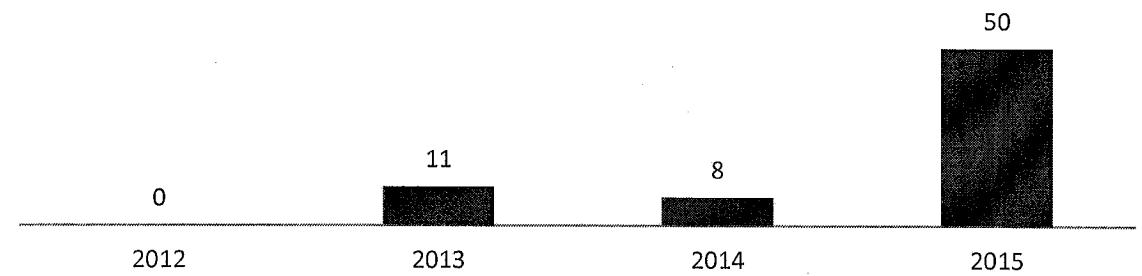
Saratoga & 28th Ave

■ Peak Hour Vehicle Count



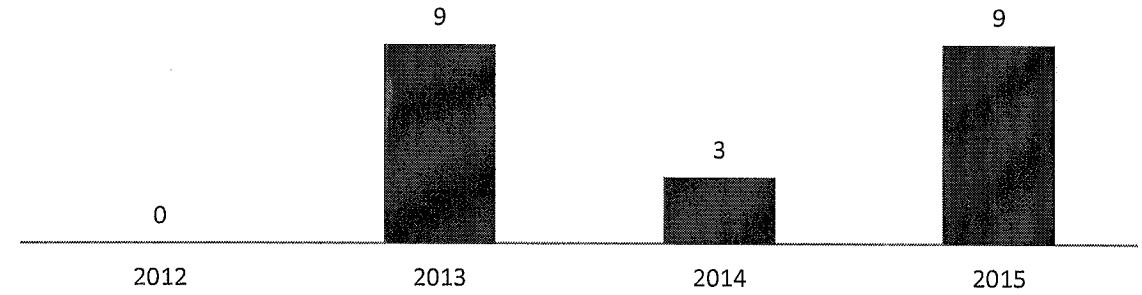
Saratoga & 28th Ave

■ Peak Hour Ped Count



Saratoga & 28th Ave

■ Peak Hour Bike Count

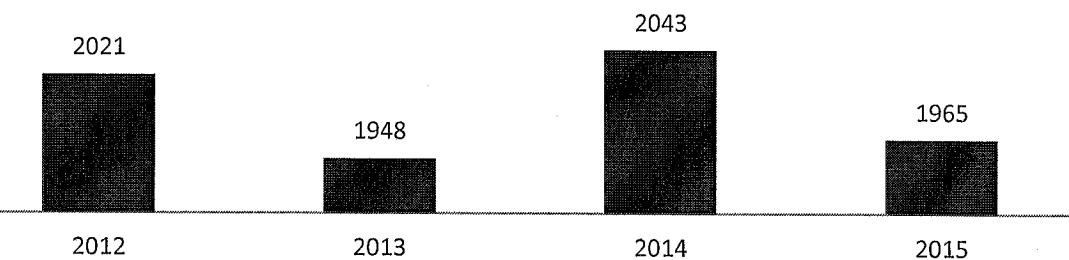


2015 Annual Corridor Area TMA Counts

Saratoga & Franklin Pkwy					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	2021	1948	2043	1965	-4%
Peak Hour Ped Count	27	36	9	54	500%
Peak Hour Bike Count	13	12	8	20	150%

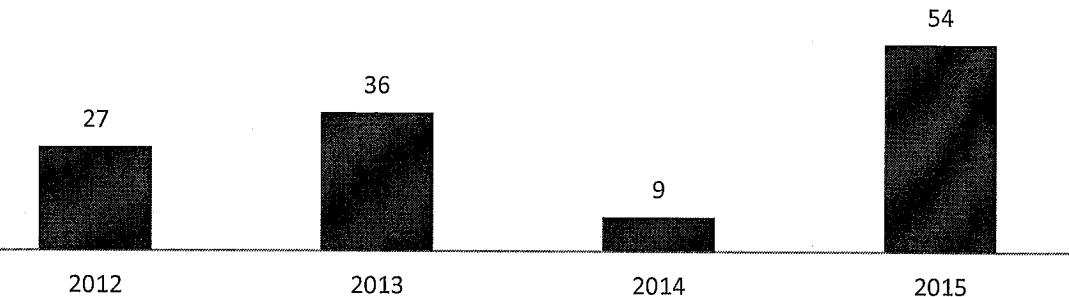
Saratoga & Franklin Pkwy

■ Peak Hour Vehicle Count



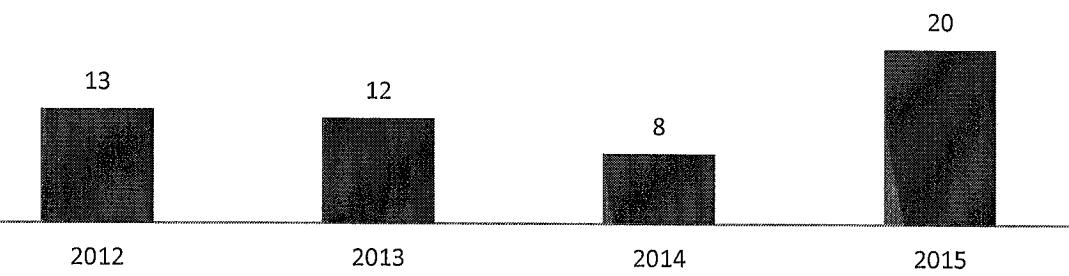
Saratoga & Franklin Pkwy

■ Peak Hour Ped Count



Saratoga & Franklin Pkwy

■ Peak Hour Bike Count

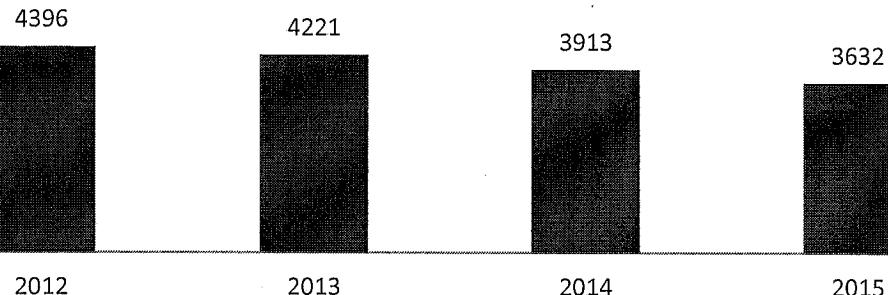


2014 Annual Corridor Area TMA Counts

E. Hillsdale & Saratoga					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	4396	4221	3913	3632	-7%
Peak Hour Ped Count	14	42	17	37	118%
Peak Hour Bike Count	6	2	4	2	-50%

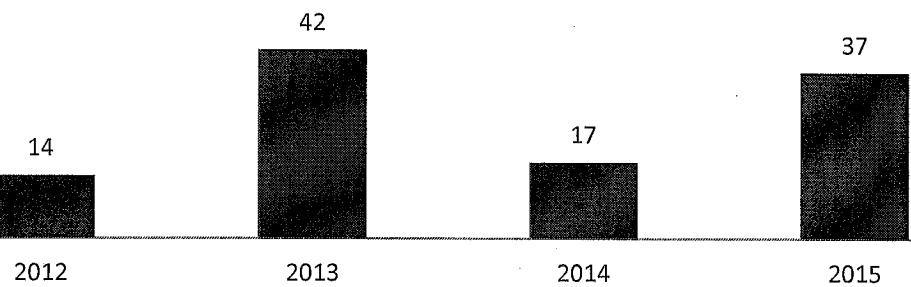
E. Hillsdale & Saratoga

■ Peak Hour Vehicle Count



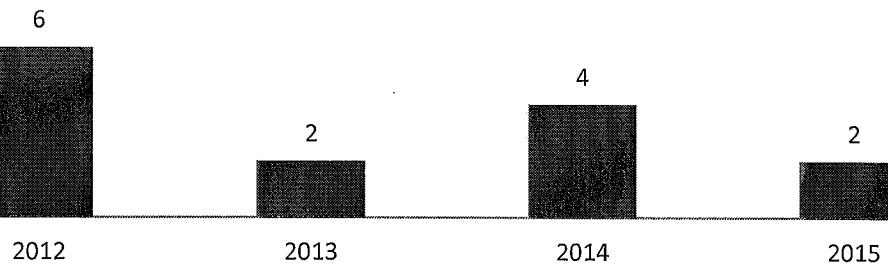
E. Hillsdale & Saratoga

■ Peak Hour Ped Count



E. Hillsdale & Saratoga

■ Peak Hour Bike Count

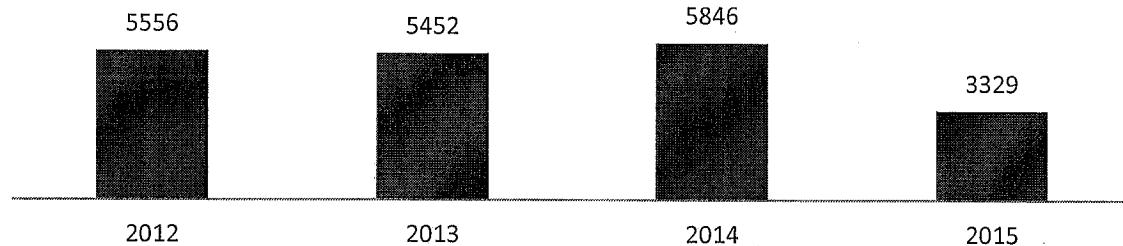


2015 Annual Corridor Area TMA Counts

El Camino & E Hillsdale					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	5556	5452	5846	3329	-43%
Peak Hour Ped Count	57	150	245	213	-13%
Peak Hour Bike Count	2	8	12	6	-50%

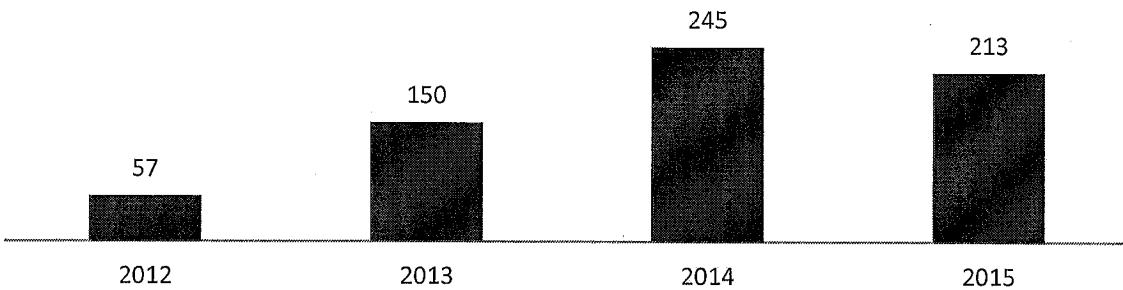
El Camino & E Hillsdale

■ Peak Hour Vehicle Count



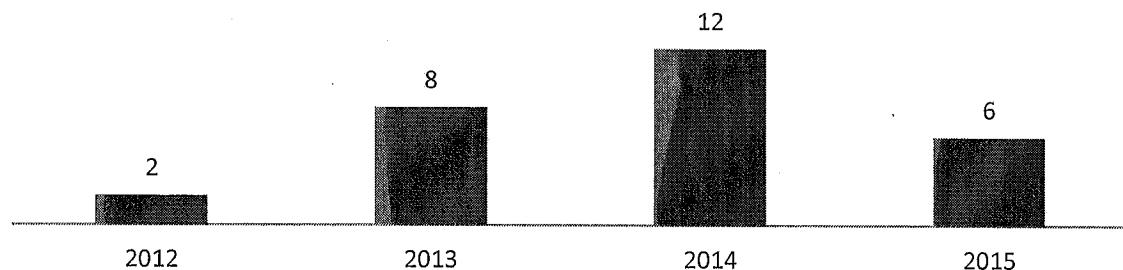
El Camino & E Hillsdale

■ Peak Hour Ped Count



El Camino & E Hillsdale

■ Peak Hour Bike Count

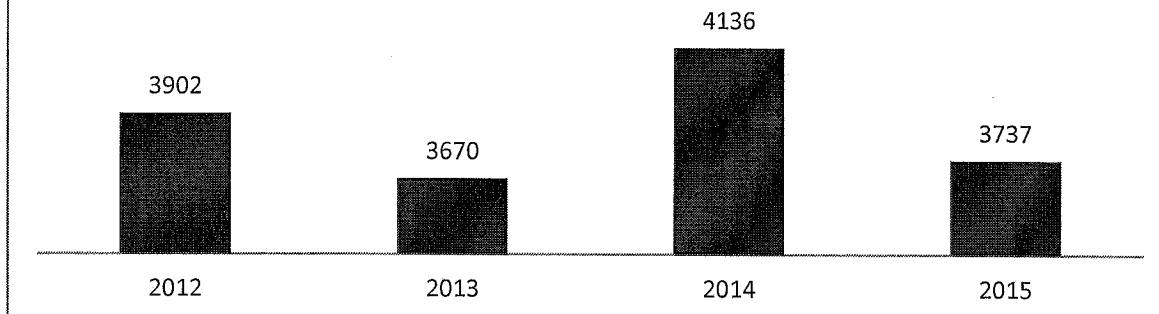


2015 Annual Corridor Area TMA Counts

El Camino & 31st Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	3902	3670	4136	3737	-10%
Peak Hour Ped Count	97	51	104	128	23%
Peak Hour Bike Count	8	10	17	8	-53%

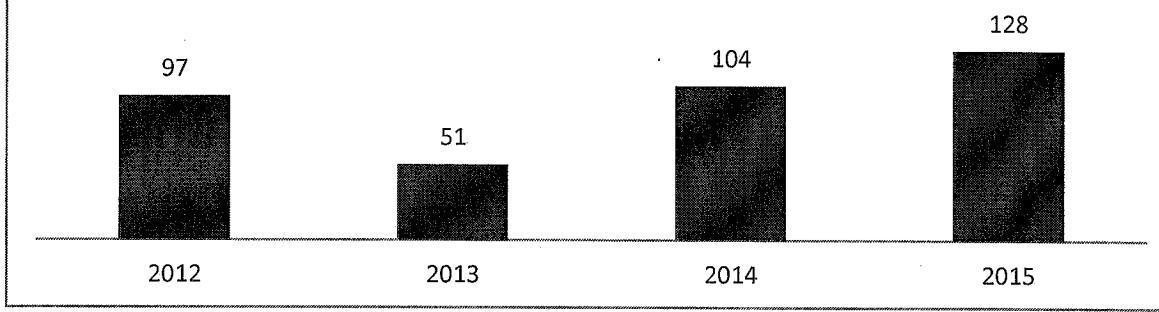
El Camino & 31st Ave

■ Peak Hour Vehicle Count



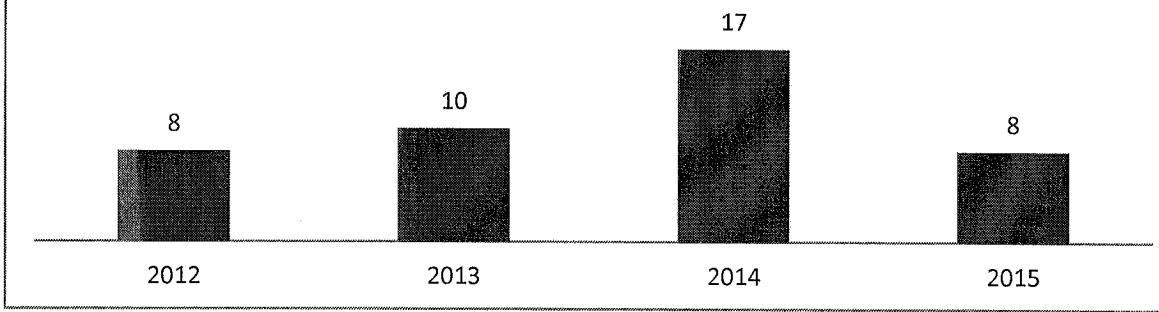
El Camino & 31st Ave

■ Peak Hour Ped Count



El Camino & 31st Ave

■ Peak Hour Bike Count

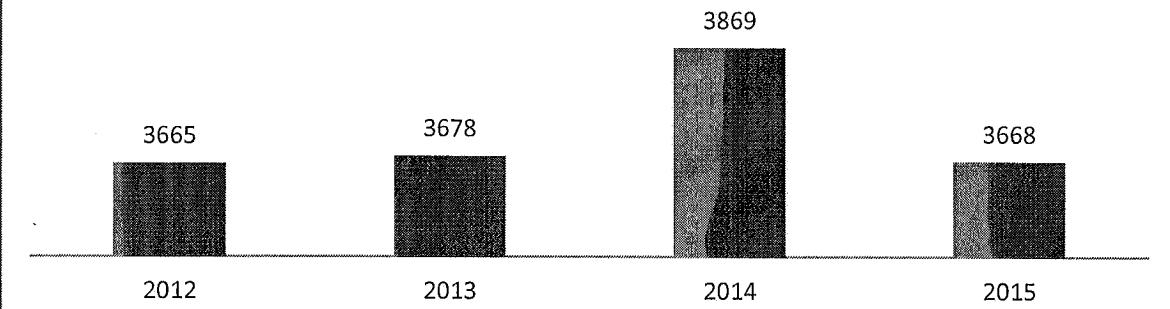


2015 Annual Corridor Area TMA Counts

El Camino & 28th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	3665	3678	3869	3668	-5%
Peak Hour Ped Count	31	50	55	82	49%
Peak Hour Bike Count	3	3	4	3	-25%

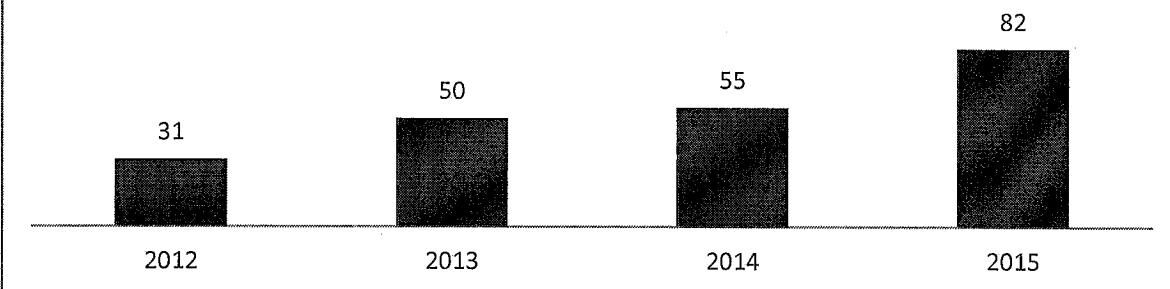
El Camino & 28th Ave

■ Peak Hour Vehicle Count



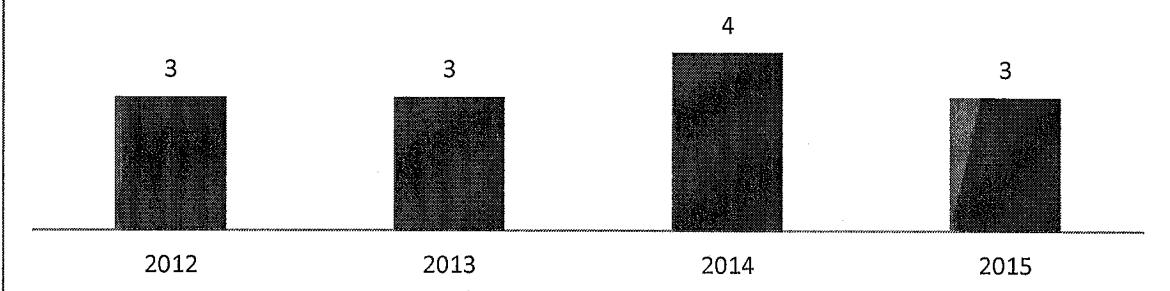
El Camino & 28th Ave

■ Peak Hour Ped Count



El Camino & 28th Ave

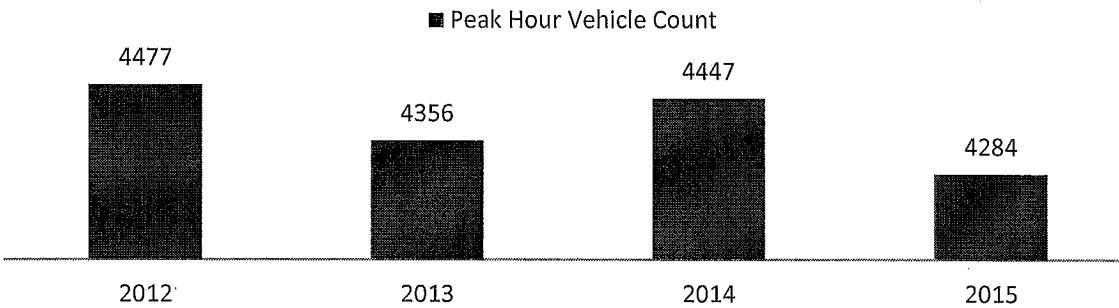
■ Peak Hour Bike Count



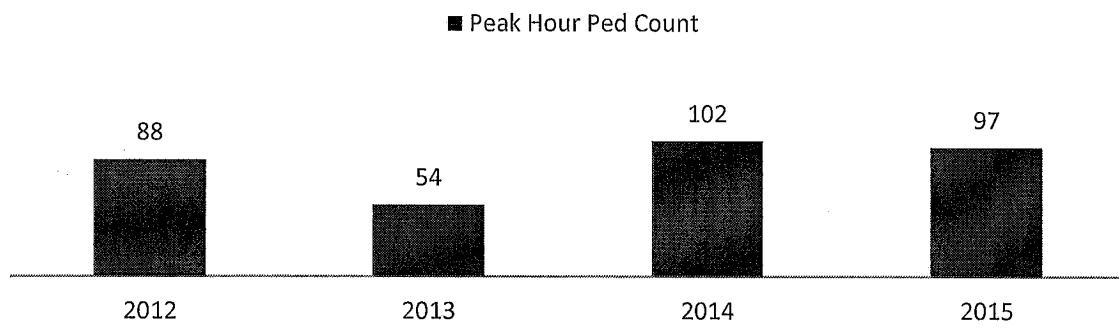
2015 Annual Corridor Area TMA Counts

El Camino & 25th Ave					
	2012	2013	2014	2015	△'14-'15
Peak Hour Vehicle Count	4477	4356	4447	4284	-4%
Peak Hour Ped Count	88	54	102	97	-5%
Peak Hour Bike Count	11	7	7	7	0%

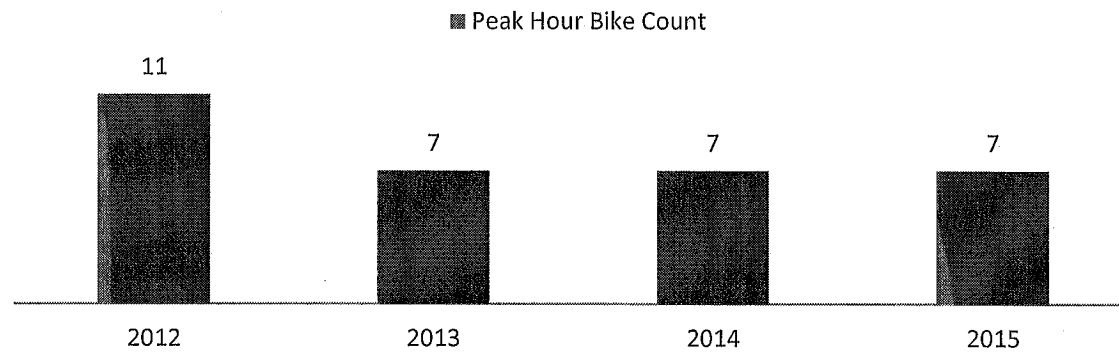
El Camino & 25th Ave



El Camino & 25th Ave



El Camino & 25th Ave



Appendix G

Bay Meadows Phase II: Residential 1, Residential 2, and Residential 3 Driveway Count Summary

Appendix G - Bay Meadows Phase II Res 1
Residential 1 Entrance Count Summary

Entrance Count Location: Derby Ave

Survey Date: 10/29/2015

Time	ENTRANCE			
	VEH IN	VEH OUT	PED IN	PED OUT
10/8/2014 16:00	0	2	0	0
10/8/2014 16:15	2	3	0	0
10/8/2014 16:30	5	5	0	1
10/8/2014 16:45	4	0	0	2
10/8/2014 17:00	4	2	0	1
10/8/2014 17:15	3	1	0	0
10/8/2014 17:30	5	1	0	2
10/8/2014 17:45	7	2	0	5
Totals	19	6		

Summary				
Peak Hour: 5:00 pm - 6:00 pm				
Total PM Peak In/Out:				
Max Allowed PM Peak (Short Term)				
Results 25 Trips < 60 Trips: In Compliance				

**Appendix G - Bay Meadows Phase II Res 2
Residential 2 Entrance Count Summary**

Entrance Count Location: **Paddock Way**

Survey Date: **10/29/2015**

Time	ENTRANCE			
	VEH IN	VEH OUT	PED	BIKES
10/8/2014 16:00	1	2	2	0
10/8/2014 16:15	0	1	0	0
10/8/2014 16:30	3	1	0	0
10/8/2014 16:45	2	2	3	0
10/8/2014 17:00	8	2	1	0
10/8/2014 17:15	0	1	2	0
10/8/2014 17:30	3	2	4	0
10/8/2014 17:45	4	1	1	0
Totals	15	6		

Summary			
Peak Hour:	5:00 pm	-	6:00 pm
Total PM Peak In/Out:		21	
Max Allowed PM Peak (Short Term):		45	
Results	21 Trips < 45 Trips In Compliance		

**Appendix G - Bay Meadows Phase II Res 3
Residential 3 Entrance Count Summary**

Entrance Count Location: Ochoa Ln

Survey Date: 10/29/2015

Time	ENTRANCE			
	VEH IN	VEH OUT	PED	BIKE
10/8/2014 16:00	8	5	4	0
10/8/2014 16:15	3	4	1	0
10/8/2014 16:30	5	2	0	0
10/8/2014 16:45	8	1	3	0
10/8/2014 17:00	3	2	6	0
10/8/2014 17:15	9	9	6	0
10/8/2014 17:30	6	3	4	0
10/8/2014 17:45	8	3	2	0
Totals	26	17		

Entrance Count Location: Mahoney Way

Survey Date: 10/29/2015

Time	DRIVEWAY OUTBOUND			
	VEH IN	VEH OUT	PED	BIKE
10/8/2014 16:00	4	2	3	0
10/8/2014 16:15	7	2	3	0
10/8/2014 16:30	3	3	1	0
10/8/2014 16:45	2	2	3	0
10/8/2014 17:00	4	0	1	0
10/8/2014 17:15	8	2	3	2
10/8/2014 17:30	9	1	4	0
10/8/2014 17:45	5	4	3	0
Totals	26	7		

Appendix G - Bay Meadows Phase II Res 3 Residential 3 Entrance Count Summary

<u>Summary</u>
Peak Hour: 5:00 pm - 6:00 pm
Total PM Peak In/Out:
Max Allowed PM Peak (Short Term):
76 trips < 87 trips: In Compliance

Appendix H

Peninsula Station Driveway Count Summary

Appendix H
Peninsula Station Driveway Count Summary

Driveway Count Location: 2901 S. El Camino Real - Pen Station Project

Survey Date: 10/29/2015

Time	GARAGE		GARAGE		GARAGE	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/8/2014 16:00	3	2	0	0	0	0
10/8/2014 16:15	2	2	0	0	0	0
10/8/2014 16:30	1	1	0	0	0	0
10/8/2014 16:45	3	3	0	0	0	0
10/8/2014 17:00	2	3	0	0	0	0
10/8/2014 17:15	3	1	0	0	0	0
10/8/2014 17:30	3	0	0	0	0	0
10/8/2014 17:45	6	1	0	0	0	0

Totals

14 5

Summary

Peak Hour: 5:00 pm - 6:00 pm

Total PM Peak In/Out:

Max Allowed PM Peak (Short Term):

19 36

Results **19 Trips < 36 Trips: In Compliance**

Appendix I

Delaware Station Driveway Count Summary

Appendix I

Delaware Station Driveway Count Summary

Driveway Count Location: **1990 S. Delaware**

Survey Date: **10/29/2015**

Time	Garage		Garage		Garage	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/8/2014 16:00	3	3	0	0	0	0
10/8/2014 16:15	0	1	0	0	0	0
10/8/2014 16:30	2	1	0	0	0	0
10/8/2014 16:45	3	2	0	0	0	0
10/8/2014 17:00	3	5	0	0	0	0
10/8/2014 17:15	1	3	0	0	0	0
10/8/2014 17:30	0	3	0	0	0	0
10/8/2014 17:45	1	1	0	0	0	0

Totals **7 13**

Summary

Peak Hour: 4:45 pm - 5:45 pm

Total PM Peak In/Out:

20

Max Allowed PM Peak (Short Term):

59

Results **20 Trips < 59 Trips: In Compliance**

Appendix J

Mode by Alta Driveway Count Summary

Appendix J

Mode by Alta Driveway Count Summary

Driveway Count Location: 2089 Pacific Boulevard

Survey Date: 10/29/2015

Time	DRIVEWAY		DRIVEWAY		DRIVEWAY	
	VEH IN	VEH OUT	PED IN	PED OUT	BIKE IN	BIKE OUT
10/8/2014 16:00	4	2	0	0	0	0
10/8/2014 16:15	3	4	0	0	0	0
10/8/2014 16:30	1	1	0	0	2	0
10/8/2014 16:45	7	1	0	0	1	0
10/8/2014 17:00	2	2	0	0	0	0
10/8/2014 17:15	6	1	0	0	0	0
10/8/2014 17:30	3	1	0	0	0	0
10/8/2014 17:45	11	4	0	0	1	0

Totals 22 8

Summary

Peak Hour: 5:00 pm - 6:00 pm

Total PM Peak In/Out:

30

Max Allowed PM Peak (Short Term):

59

Results 30 Trips < 59 Trips. In Compliance

Appendix K

Nueva High School Driveway Count Summary

Appendix K Nueva High School Driveway Count Summary

Driveway Count Location: Nueva High School - E 28th Avenue

Survey Date: 10/29/2015

Time	DRIVEWAY			
	VEH IN	VEH OUT	PED	BIKE
10/8/2014 16:00	7	0	15	0
10/8/2014 16:15	4	0	9	0
10/8/2014 16:30	5	0	6	0
10/8/2014 16:45	4	0	6	0
10/8/2014 17:00	3	0	3	0
10/8/2014 17:15	1	0	2	0
10/8/2014 17:30	1	0	0	0
10/8/2014 17:45	3	0	5	0

Totals 20 0

Driveway Count Location: Nueva High School - S Delaware Street

Survey Date: 10/29/2015

Time	DRIVEWAY			
	VEH IN	VEH OUT	PED	BIKE
10/8/2014 16:00	1	18	4	0
10/8/2014 16:15	0	8	3	0
10/8/2014 16:30	0	6	4	1
10/8/2014 16:45	0	5	1	0
10/8/2014 17:00	0	11	3	1
10/8/2014 17:15	0	0	2	0
10/8/2014 17:30	1	9	0	0
10/8/2014 17:45	0	4	1	0

Totals 1 37

Appendix K Nueva High School Driveway Count Summary

Summary

Peak Hour: 4:00 pm - 5:00 pm
Total PM Peak In/Out: 58
Max Allowed PM Peak (Short Term): 95

Results 58 Trips < 95 Trips: In Compliance