

MEMORANDUM

To: City of San Mateo

From: Mike Mowery, P.E.
Kimley-Horn and Associates, Inc.

Date: November 11, 2025

Subject: Traffic and Parking Evaluation Memorandum for 2033 La Salle Drive

The purpose of this memorandum is to describe the approach and findings of a Traffic Evaluation for the proposed project at 2033 La Salle Drive (Project) in the City of San Mateo (City). The memorandum provides the assumptions for project understanding, data collection, and methodology of the analysis.

Project Description

The Project site is adjacent to residential uses and The Carey School elementary campus, located on La Salle Drive. The City's designation for the site is One Family Dwelling "B" (R1B). The Carey School is proposing to redevelop the existing single-family residence, and an attached dwelling unit (ADU) at 2033 La Salle Drive into an early childhood center that can accommodate up to 75 children and 16 staff members. It is anticipated that approximately 50% of children would carpool with a sibling that is a student at The Carey School. The proposed site plan is included as **Attachment A**.

The Carey School's Parking and Traffic Plan (**Attachment E**) includes information, policies, and procedures relating to traffic and parking for both the proposed early childhood center and the existing school campus. The Parking and Traffic Plan outlines that Project's child drop-off/pick-up will occur at one of the following locations, as shown in **Figure 1**, depending on time of day and carpool situation:

- **Early care drop-off/extended care pick-up:** Park in Project parking lot and walk-in
- **Peak Period drop-off (8:00-8:25 AM)/pick-up (3:00-3:25 PM):** Either at
 - Staffed carline in Project parking lot or
 - Sibling drop-off/pick-up in elementary school staffed carline on Alameda de las Pulgas (Grades 2, 3, 5) and La Salle Drive (Grades PS, K, 1, 4). Early childhood center students will be dropped off at the designated area for their oldest sibling. Staff will walk children from drop-off/pickup area to building.



Figure 1: Student Loading Locations

The Parking and Traffic Plan provides detailed procedures for each of student loading locations. For the Project site during off-peak period, vehicles will park in one of the parking spaces and then walk the child into the care center. During peak period, vehicles cannot park and will follow the drop-off and pick-up procedure:

- From 20th Avenue, vehicles will follow one-way loop down La Salle Drive and complete full circle before entering Project driveway
- Staff will direct vehicles into designated loading spot and will supervise children entering/exiting the vehicle
- Vehicles will exit project site and head north towards 20th Avenue

TRIP GENERATION

The standard practice of starting an assessment of transportation related elements for new projects is to evaluate what the multi-modal transportation (vehicle, bike, and pedestrian) change may include. A trip generation analysis was conducted to determine the number of trips the Project would generate. The trip generation was determined based on average rates from Institute of Transportation Engineer's (ITE) publication, *Trip Generation, 11th Edition*.

Trip credits were taken to account for the existing single-family residence, and ADU to be demolished. For the existing residential trips, data for ITE Land Use 220: Single Family Detached Housing was used.

For the proposed early childhood center, ITE Land Use 565: Day Care Center was used. Note *Trip Generation* does not provide trip generation data during the School PM for both the existing and the proposed land uses, therefore as a conservative approach the commute PM trip generation rates were used instead. Also, ITE *Trip Generation Vehicle Time of Day Distribution* tables reports that approximately 6.6% of daily residential trips (1 trip) and 4.3% of daily day care trips (13 trips) occur during the School PM peak hour of 2:00 and 3:00 PM.

For the proposed use, a carpool trip reduction was applied because approximately 50% of students of proposed childhood center have a sibling that attends the existing elementary school and would arrive in the same vehicle. As a conservative approach, this percentage was determined based on the lowest observed percentage in the 6 most recent school years of an existing off-site childhood center currently operated by the applicant, as shown in **Figure 2**. Note that the 6-year average is closer to 60%. The sibling carpool trips will utilize the existing Carey School drop off and pick up areas at Alameda de las Pulgas and La Salle and then walk to the Project.

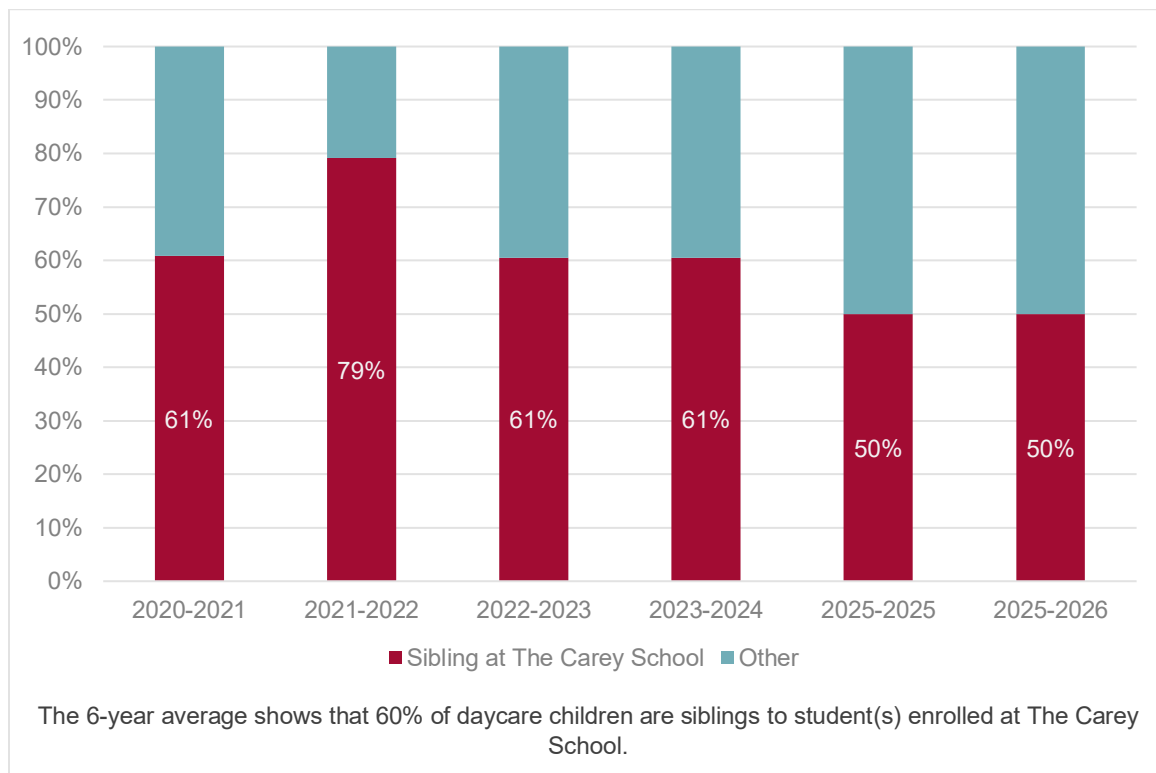


Figure 2. Percentage of Sibling at Existing Childcare Facility

Table 1 presents the overall trip generation for the proposed project. The trips associated with the existing use were subtracted from the total since the homes will be removed. The proposed project will generate a net new 133 daily trips, 28 net new trips in the AM peak hour, 27 net new trips in the School PM peak hour, and 27 net new trips in the PM peak hour.

Table 1:Project Trip Generation

ITE Land Use Code		Size	Units		Daily Rate	AM Peak			School PM Peak			PM Peak		
						Rate	In%	Out%	Rate**	In%	Out%	Rate	In%	Out%
210		Single-Family Detached Housing	Dwelling Unit(s)		9.43	0.70	25%	75%	0.94	63%	37%	0.94	63%	37%
565		Day Care Center	Student(s)		4.09	0.78	53%	47%	0.79	47%	53%	0.79	47%	53%
Scenario	ITE Land Use Code	Land Use	Size	Units	Daily Trips	AM Peak			School PM Peak			PM Peak		
						Total	In	Out	Total	In	Out	Total	In	Out
Existing Residential	210	Single-Family Detached Housing	2	Dwelling Unit(s)	19	1	0	1	2	1	1	2	1	1
Total Existing Trips					19	1	0	1	2	1	1	2	1	1
Proposed Total	565	Day Care Center	75	Student(s)	307	59	31	28	59	28	31	59	28	31
Carpool Trip Reduction	565	Day Care Center	38	Student(s)	-155	-30	-16	-14	-30	-14	-16	-30	-14	-16
Total Proposed Trips					152	29	15	14	29	14	15	29	14	15
Total Net New Trips (Proposed – Existing)					133	28	15	13	27	13	14	27	13	14

Source: ITE Trip Generation, 11th Edition

*As a conservative approach, it was assumed that 50% of students will be siblings to a student(s) of the existing The Carey School (elementary). Note that the 6-year average is closer to 60%. The sibling carpool trips will utilize the existing Carey School loading areas at Alameda de las Pulgas and La Salle and then walk to the Project.

**ITE Trip Generation does not provide rates for the School PM peak for residential or day care center land uses therefore the PM trip rates were used.

TRIP ASSIGNMENT

As shown in **Table 1**, it is anticipated that during the peak hours approximately 29 trips will utilize the staff car line in the Project parking lot and the remaining 30 trips will utilize the sibling loading areas on Alameda de Las Pulgas or La Salle Drive shown in Figure 1. It is assumed that 95% of net new trips will come from the west of W 20th Avenue and La Salle Dr, while the remaining 5% of trips will come from the east.

Level of Transportation Analysis

As of July 1, 2020, the State of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). To address this change, the City of San Mateo developed and adopted the *Transportation Impact Analysis Guidelines* (TIA Guidelines) to provide screening criteria for determination of the level of transportation analysis and requirements for a transportation analysis.

Transportation analysis may consist of analysis required by CEQA and/or supplemental non-CEQA Local Transportation Analysis (LTA). The City's TIA Guidelines outline criteria for determining the level of transportation analysis for a given project.

CEQA Screening

A project may be exempt from performing CEQA analysis if the project meets at least one screening criteria based on:

- Small Project
- Affordable Housing
- Local-Serving Retail and Public Services
- High-Quality Transit Area (HQTa)
- Consistency with RTP/SCS

The Project is determined to be exempted from CEQA analysis as summarized in **Table 2**. This determination is made based on the Local-Serving Retail and Public Services screening criteria. Based on the current Project information given for this analysis, a presumption of less than significance can be made and no VMT analysis is required. Detailed evaluation for each criterion is discussed in the following sections.

Table 2: Project CEQA Screening

CEQA Land Use Screening Criteria	Project Exempt?
Small Project	No, Daily trips > 110
Affordable Housing	N/A
Local-Serving Retail and Public Services	Yes, 5,908 SF
High-Quality Transit Area (HQTa)	No. Not in HQTa
Project Located in Low VMT Area	No. Not in low VMT area
Consistency with RTP/SCS	N/A

Small Project

Small projects are defined as projects that generate less than 110 daily vehicle trips. An average of 110 average daily trips roughly equates to:

- 10 single family residential units
- 11 multifamily residential units
- 11,000 square feet of office

As shown in **Table 1**, the Project generates a net new 133 daily trips, which is greater than the 110-vehicle trip threshold and does not satisfy this criterion.

Affordable Housing

Project components which consist of 100 percent deed restricted affordable housing may be exempt. The project does not include any components that fit this description.

Local-service Retail and Public Services

Projects that are locally serving retail equal or less than 50,000 square feet may be exempt. The City's guidelines determine local serving retail based on location, characteristics, and envision goods and services the retail development would provide. The goods and services provided would be something people would need on a regular basis and be close to where people live. Some examples in the City's guidelines include groceries, medicines, restaurants, and fitness and beauty services.

Based on the City's guidelines, the childcare service provided by the Project is considered as local serving since the Project is located in a residential area of the City and the provided service needed on a daily weekday basis. Since the Project is a local service less than 50,000 square, it may be screened out from further VMT analysis.

High-Quality Transit Area (HQT)

Locations within high-quality transit area, and/or near Caltrain stations, may be screened out. **Figure 3** illustrates the HQT within the City, which does not include the Project vicinity, therefore the Project does not satisfy this screening criterion.

Projects Located in Low VMT Areas

Residential and employment projects within areas that generate VMT below adopted City thresholds can be screened out from further VMT analysis. The VMT per capita and VMT per employee are shown in the San Mateo Transportation Impact Guidelines. Figures in Attachment B of San Mateo Transportation Impact Guidelines show that existing VMT are higher than the City's thresholds and therefore could not be screened out.

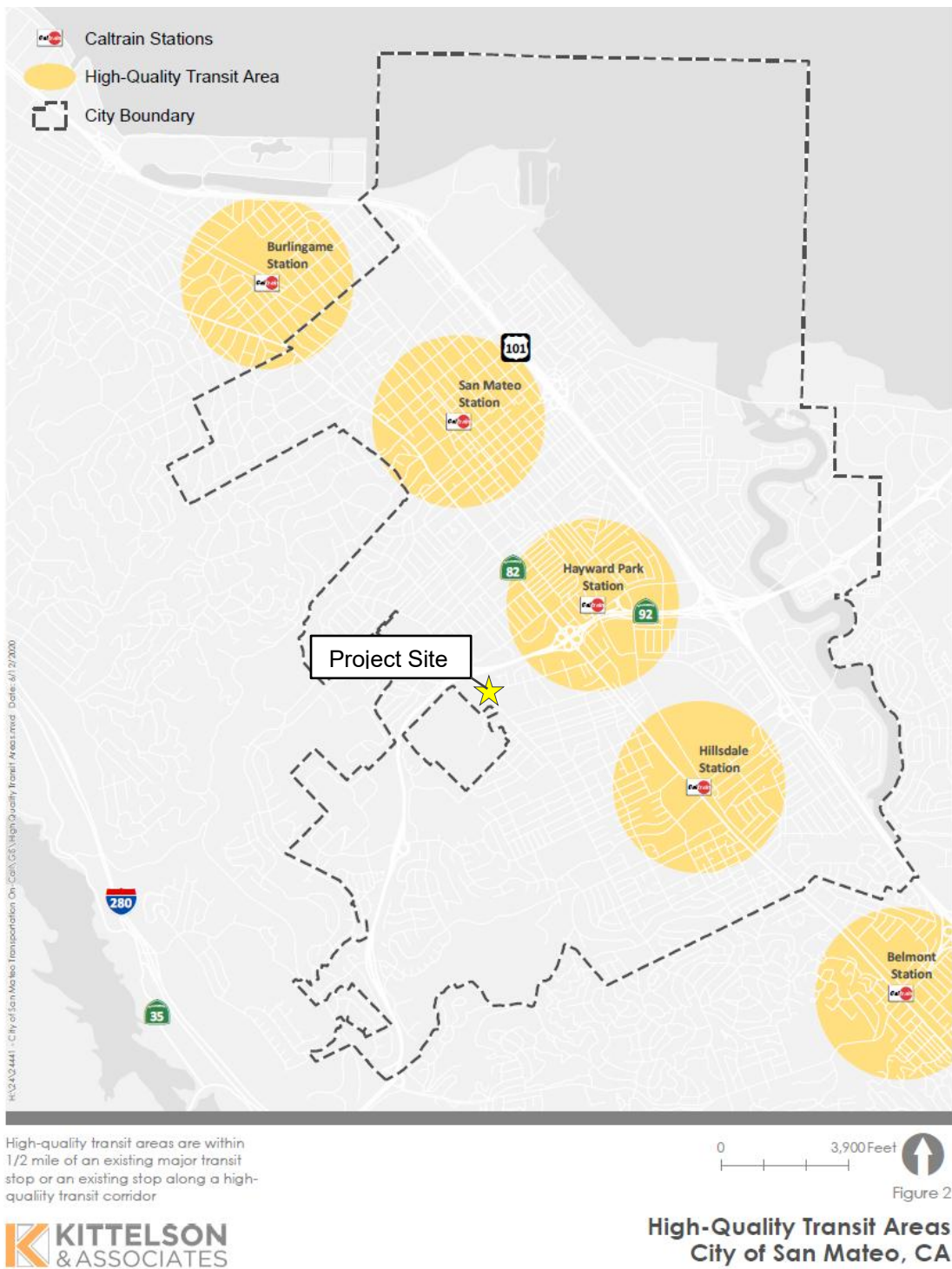


Figure 3: High-Quality Transit Area (Source: San Mateo Transportation Impact Guidelines, June 2020)

Local Transportation Analysis

A non-CEQA local transportation analysis (LTA) may be required to evaluate the effects of the development project on the circulation network in proximity of the project site. LTA for the project may include the following analysis and evaluations:

- Traffic operation analysis
- Site Review
 - Site access and circulation
 - Parking assessment

PROJECT TRAFFIC OPERATION

The Carey School's Parking and Traffic Plan (**Attachment E**) includes information, policies, and procedures relating to traffic and parking for both the proposed early childhood center and the existing school campus. The plan is shared with parents and students each year with reminders sent out regularly.

The Parking and Traffic Plan outlines that Project's child drop-off/pick-up will occur at one of three (3) student locations, shown in **Figure 1**, depending on time of day and carpool situation. For vehicles accessing the Project site during off-peak period, vehicles will park in one of the parking spaces and then walk the child into the care center. During peak period, vehicles cannot park and will follow the drop-off and pick-up procedure:

- From 20th Avenue, vehicles will follow one-way loop down La Salle Drive and complete full circle before entering Project driveway
- Staff will direct vehicles into designated loading spot and will supervise children entering/exiting the vehicle
- Vehicles will exit project site and head north towards 20th Avenue

Carpool vehicles will utilize the sibling drop-off/pick-up in elementary school staffed carline on Alameda de las Pulgas (Grades 2, 3, 5) or La Salle Drive (Grades PS, K, 1, 4). Early childhood center students will be dropped off at the designated area for their oldest sibling. Staff will walk children from drop-off/pickup area to building.

TRAFFIC OPERATION ANALYSIS

Traffic operation analysis was conducted for the unsignalized intersection of W 20th Avenue and La Salle Drive during the AM, School PM, and commute PM peak hours. The traffic analysis utilized traffic counts that were collected on Thursday, September 4th, 2025 during the AM (7-9 AM), school PM (2-4 PM), and the commute PM peak (4-6 PM) peak periods when school (including the existing elementary campus) was in session. Raw counts are included in **Attachment B**.

Figure 4 shows the peak hour turning movement counts for the existing conditions as well as the projected volumes with the addition of the Project (existing plus project). The peak hours occurs at the following times:

- AM Peak: 7:45 – 8:45 AM
- School PM: 2:30 – 3:30 PM
- Commute PM: 5:00 – 6:00 PM

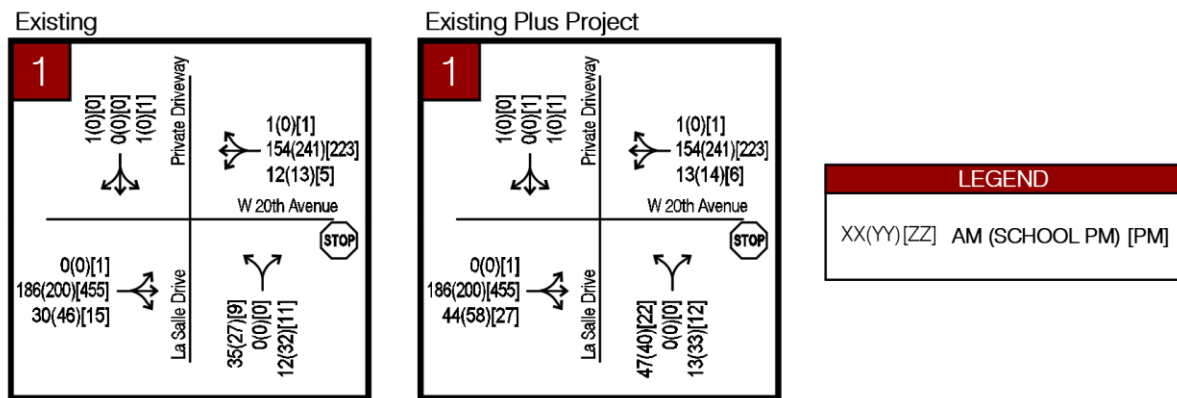


Figure 4: W 20th Avenue and La Salle Drive Peak Hour Volumes

The intersection level of service (LOS) and queuing were conducted to determine the potential change in traffic operation at the study intersection. LOS for the intersection was determined using the *Highway Capacity Manual 7th Edition* (HCM 7) methodology within Synchro 12 software. For side street stop control (SSSC) intersections, HCM methodology defines LOS as a function of the average control delay for the worst minor street movement/approach or major street left-turn. The results are presented below in **Table 3**. The analysis indicates the intersection performs at an acceptable LOS C or better for all peak periods. It is anticipated that the Project will increase delay by 1.6 second per vehicle or less. Synchro outputs are included in **Attachment C**.

Table 3: W 20th Avenue and La Salle Drive LOS Summary

Time Period		Existing		Existing Plus Project		
		LOS	Delay	LOS	Delay	Variance
AM	Overall	A	2.5	A	3.1	0.6
	Worst Approach (NB)	B	12.9	B	13.8	0.9
School PM	Overall	A	1.7	A	2.2	0.5
	Worst Approach (NB)	B	14.0	C	15.5	1.5
Commute PM	Overall	A	0.5	A	0.8	0.3
	Worst Approach (NB)	B	14.4	C	16.0	1.6

Queues were also determined using the *Highway Capacity Manual 7th Edition* (HCM 7) methodology within Synchro 12 software. Similar to LOS, HCM 7 methodology reports queue lengths for the worst minor street movement/approach or major street left-turn. HCM 7 outputs reports queues by the number of vehicles and were converted to feet assuming 25 feet per vehicle.

The results are presented below in **Table 4**. The analysis indicates the queue lengths were all at most one vehicle during all peak periods. It is anticipated that the Project will not increase any existing queues by more than one vehicle, or 25 feet. Synchro outputs are included in **Attachment C**.

Table 4: W 20th Avenue and La Salle Drive Queuing Summary

Time Period	Approach	Queue Length					
		Existing		Existing Plus Project		Variance	
		# Vehicle	Feet*	# Vehicle	Feet*	# Vehicle	Feet*
AM	NB	0.7	18	1.0	25	0.3	8
	WB	0.0	-	0.0	-	0.0	-
School PM	NB	0.6	15	0.9	23	0.3	8
	WB	0.1	3	0.1	3	0.0	-
Commute PM	NB	0.2	5	0.4	10	0.2	5
	WB	0.0	-	0.0	-	0.0	-

*Assumes 25 feet per vehicle

Based on the results of the traffic analysis it was determined that the Project would result in minimal impact to existing operations.

PLAN REVIEW

Site Circulation

As discussed in the **Project Description** section and school's Parking and Traffic Plan, childcare drop-off and pick-up operation will differ depending on time of day. During off-peak period, vehicles will park in one of the parking spaces and then walk the child into the care center. During peak periods, vehicles cannot park in the Project's parking lot and drop-off/pick-up operations will occur at the staffed carline within the Project's parking lot or sibling drop-off at the staffed carline for the adjacent elementary school on Alameda de las Pulgas. The drop-off and pickup activities will be grouped in distinct 15-minute schedules to best manage the safety and efficiency of these operations. The Carey School will monitor these activities and make adjustments for improvements if needed.

Student Loading Queue

A student loading queue analysis was conducted to determine if the proposed loading area for the early childhood center would be adequate during a 25-minute peak during the morning drop-off and afternoon pick-up periods. The queue for the existing elementary campus was not evaluated as the Project will not increase the number of vehicles for that site. The queuing analysis compared the arrival and departure rates for the loading queue.

During peak morning and afternoon peak periods, non-carpool students will utilize the staff carline within the Project parking lot. It is assumed that approximately 50 feet (2 vehicles) between the entry and exit drive aisles may be used for student loading activity and approximately 45 feet (2 vehicles) could queue in the entry throat before spilling onto La Salle Drive. This equates to overall vehicle storage of 4 vehicles, where 2 vehicles for loading activities and 2 vehicles for waiting.

As a conservative approach, the arrival rate assumed that all peak hour vehicles would arrive with in linear distribution within the 25-minute peak period. Note *Trip Generation* defines trip as a one directional movement, therefore the number of vehicles was the maximum between the inbound or outbound trips. For both peak periods, it is estimated the average arrival rate of 0.6 vehicles per minute (veh/min).

The departure rate was determined based on average drop-off and pick-up dwelling times and active loading queue storage. Based on engineering and professional judgment, conservative estimates for average drop-off and pick-up dwelling times of 4 minutes (240 seconds) were used in the analysis. The drop-off/pick-up time is the assumed amount of time it takes for a vehicle to enter a temporary curb-side space and for children to safely exit or enter the car. For both peak periods, it is estimated the average departure rate of 0.5 veh/min.

The results of the student loading queues are summarized in **Table 5**. Since the arrival rate is greater than the departure rate, there will be an unserved rate of 0.1 veh/min which equates to approximately 2.5 vehicle queue (unserved rate multiplied by 25-minute peak period). The queue analysis calculation is included in **Attachment D**.

To minimize queues spillover, a sensitivity analysis was conducted to determine the average dwelling time which would result in two-vehicle queue, one-vehicle queue, or no queue in the entry throat. The results of the sensitivity analysis are presented in **Table 6** where the average dwelling times ranged from 3.8 minute (230 seconds) for two-vehicle queue to 3.3 minutes (200 seconds) for no queue. As stated previously, The Carey School will monitor these activities and make adjustments for improvements if needed.

Table 5: Student Loading Queue Analysis Summary

	Morning Drop-off (8:00-8:25 AM)	Afternoon Pick-up (3:00-3:25 PM)
Dwell Time (sec)	240	240
# vehicles during peak period*	15	15
Arrival Rate (veh/ min)	0.6	0.6
Departure Rate (veh /min)	0.5	0.5
Unserved Queue (veh)	2.5	2.5

*Assumed the maximum between inbound and outbound peak hour trips.

Table 6: Dwelling Time Sensitivity Analysis Summary

Unserved Queue (Vehicle)	Dwell time (seconds)
2	230
1	210
0	200

Parking Assessment

The Project will provide 11 parking spaces on-site. In addition, The Carey School has a shared parking agreement where it leases a total of 45 parking spaces, where 15 spaces will be dedicated to the proposed early childhood center, from the buildings at 1900-2000 Alameda de las Pulgas. The parking lease term runs from March 1, 2025, through March 31, 2030, with options for extension.

For on-site parking, one (1) space will be dedicated to the Director and all remaining Staff will utilize the remote parking spaces at 1900-2000 Alameda de las Pulgas. The remaining ten (10) spaces will be utilized for parent drop-off and pick-up, outside of the staffed carline operations noted in the section above.

Parking requirements for the proposed Project are presented in Chapter 27.64.160 of San Mateo's Municipal Code. For day nurseries, including preschools and nursery schools, the minimum parking required includes:

- 1 space for each employee.
- Designated spaces for loading and unloading children, where 1 space per 6 persons (or portion thereof) licensed at the facility with maximum of 3 spaces for up to 30 licensed persons, and thereafter 1 space per 10 licensed person.
 - The loading/unloading spaces may be located on street frontage with appropriate permits for loadings zones.
 - The overall requirement may be reduced by 1 space by the provision of a permanently assigned employee to assist children from the drop-off area to the facility.

Table 7 summarizes the parking requirement for the Project, which is 23 spaces. The combined total of on-site parking and remote parking equates to 26 spaces, which satisfies the City's requirements. It should be noted that this analysis does not include spaces for the staffed carline on Alameda de las Pulgas or La Salle Drive, reflecting a conservative approach to the drop-off and pick-up operations.

Table 7: Project Parking Requirements Summary

Amount	Parking Requirement	# Parking stalls
16 Staff	1 space per employee	16
75 Children	1 space per 6 persons with a maximum of 3 spaces for 30 licensed persons, then 1 space per 10 licensed persons	8
Reduction for permanent assigned employees to assist with loading		-1
Minimum parking requirement		23
Proposed Parking	On-Site	11
	Off-Site	15
	Total	26
Surplus (+) / Deficient (-)		+3

Parking analysis also evaluated if the parking inventory for the building located at 1900-2000 Alameda de las Pulgas would remain sufficient after leasing 45 spaces to The Carey School. The 1900 Alameda Building is evaluated based on the R&D parking requirements noted in the City's parking requirements. This evaluation is based on the City's record of improvements starting in year 2020 for Speculative Lab and Support Spaces completed for the 1900 Alameda building, under Building Permit BD-2020-275487 and subsequent improvement permits for all the leasable space. Based on the 1900 Alameda use as Laboratory and 1950 and 2000 Alameda uses as Office, the combined minimum parking requirement would result in 713 parking spaces. This parking space requirement is assuming a 100% occupancy of the buildings rather than reflective of a specific tenant occupancy percentage, which would be less than 100% due to hybrid schedules for many employers in the regions. The 1900-2000 Alameda buildings provide 801 parking spaces, inclusive of a 430-space parking structure and a 371-space surface lot. The shared use of all parking spaces was documented as a Declaration of Covenants, Conditions and Restrictions (CC&R's) recorded on June 6, 1984, as Instrument No 1984-061165 with the County of San Mateo.

In summary, the inventory of 801 parking spaces allows for a sufficient supply of the 713 required Office/R&D parking, as well as the 45 spaces leased to The Carey School, leaving a surplus of 43 spaces available. **Table 8** summarizes the calculation of these results.

Table 8: 1900-2000 Alameda Parking Evaluation

Building	Amount	Parking Requirement	# Parking stalls
1900 Alameda	113,000 GSF	R&D: 1 per 500 SF	226
1950-2000 Alameda	153,336 GSF	Office: 1 per 315 SF	487
Total			713
Current Parking Inventory			801
Surplus (+) / Deficient (-)			+88
Remaining surplus after 45-space lease to The Carey School			+43

CONCLUSION

The following is a summary of the traffic and parking evaluation:

Project Description

- The Project site is located at 2033 La Salle Drive, which is adjacent to residential uses and The Carey School elementary campus.
- The Project is proposing to redevelop the existing single-family residence and an attached dwelling unit (ADU) into an early childhood center that can accommodate up to 75 children. It is anticipated that approximately 50% of children would carpool with a sibling that is a student at The Carey School.
- The proposed project will generate a net new 133 daily trips, 28 net new trips in the AM peak hour, 27 net new trips in the School PM peak hour, and 27 net new trips in the PM peak hour.

Vehicle Miles Traveled

- The Project is determined to be exempted from CEQA analysis based on the Local-Serving Retail and Public Services screening criteria.

Traffic Operation

- Level of service analysis found that the intersection of W 20th Avenue and La Salle Drive will operate at LOS C or better during the AM, School PM, and commute PM peak hours with the addition of Project traffic
- Queuing analysis found that the Project will not increase any existing queues by more than one vehicles or 25 feet.
- The results of the traffic analysis found that the Project would result in minimal impact to existing operations.

Plan Review

- Childcare drop-off and pick-up operation will differ depending on time of day.
 - During the Project's peak hour, drop-off/pickup operations will occur at the staffed carline within the Project's parking lot or sibling drop-off at the staffed carline for the adjacent elementary school on Alameda de las Pulgas.
 - During non-peak times, vehicles may park in the Project parking lot and walk-in.
 - The Carey School will monitor these activities and make adjustments for improvements if needed.
- Student loading found that staff carline would need to have an average dwell time of less than 4 minutes to ensure that queues do not spill onto La Salle Drive during peak periods.
- The combined total on-site parking and off-site parking equates to 26 spaces, which satisfies the City's requirements of 23 spaces.

ATTACHMENT

Attachment A – Site Plan

Attachment B – Traffic Counts

Attachment C – Synchro Reports

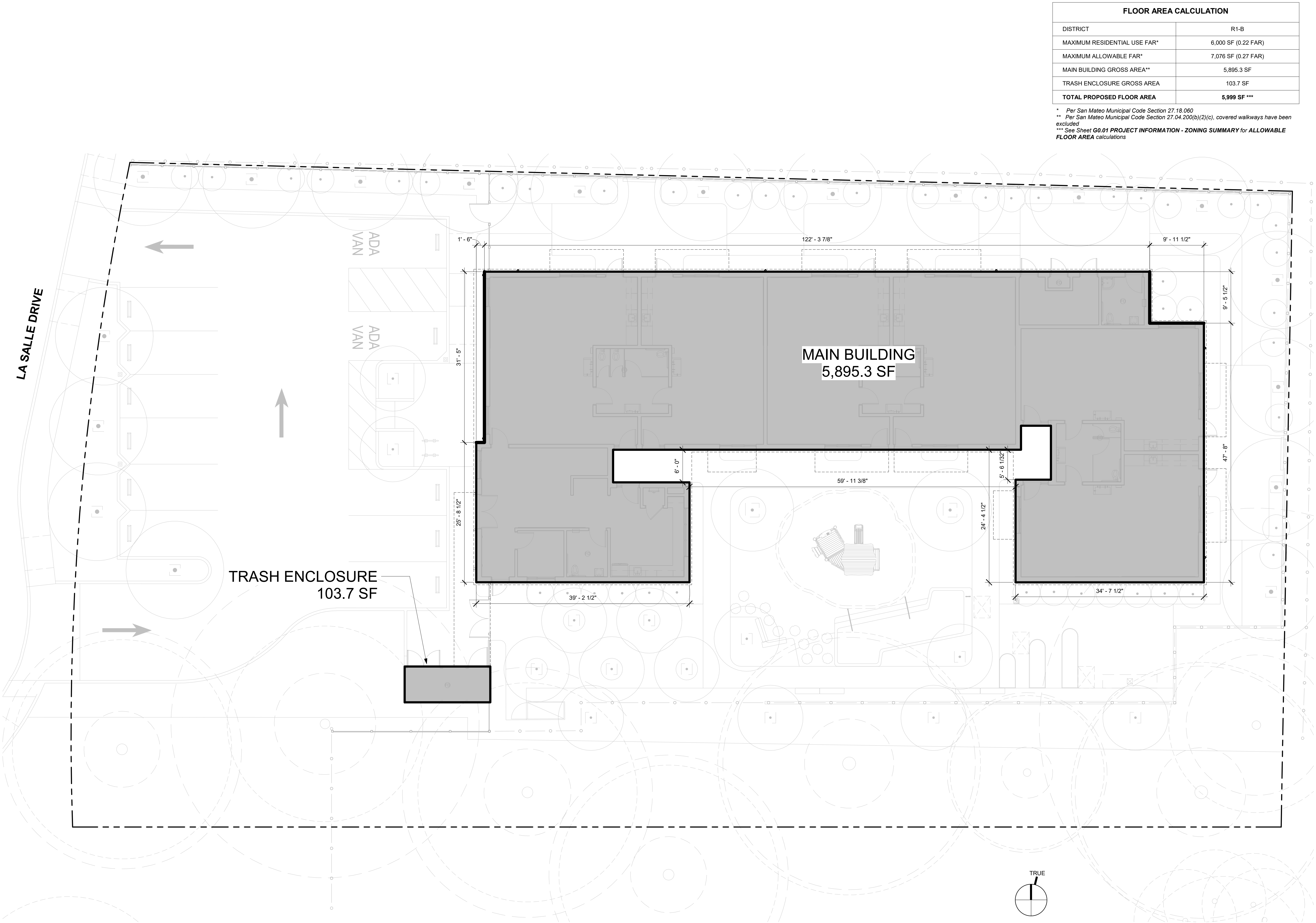
Attachment D – Student Loading Queue Worksheet

Attachment E – The Carey School's Parking and Traffic Plan



Attachment A – Site Plan

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1 FLOOR AREA CALCULATION DIAGRAM
1/8" = 1'-0"

EARLY CHILDHOOD
CENTER FOR THE
CAREY SCHOOL

PROJECT NO.: 2423.00
2033 LA SALLE DRIVE
SAN MATEO, CA 94403
P: 650.345.8205

NOT FOR CONSTRUCTION

SPAR / SUP PLANNING
APPLICATION

SPAR / SUP PLANNING
APPLICATION 02.14.2025

AS SHOWN

FLOOR AREA DIAGRAM



Attachment B – Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Salle Dr & W 20th Ave
City: San Mateo
Control: 1-Way Stop(NB)

Project ID: 25-080286-001
Date: 9/4/2025

Data - Total

NS/EW Streets:		La Salle Dr				La Salle Dr				W 20th Ave				W 20th Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU			
7:00 AM	0	0	0	0	0	0	0	0	0	35	0	0	0	22	0	1			
7:15 AM	0	0	1	0	0	0	0	0	0	18	1	0	0	18	0	0			
7:30 AM	0	0	3	0	0	0	0	0	0	34	2	0	2	27	0	0			
7:45 AM	7	0	2	0	1	0	0	0	0	32	7	0	5	39	0	1			
8:00 AM	20	0	7	0	0	0	1	0	0	57	18	0	6	37	0	0			
8:15 AM	5	0	0	0	0	0	0	0	0	42	2	0	1	43	1	0			
8:30 AM	3	0	3	0	0	0	0	0	0	55	3	0	0	35	0	0			
8:45 AM	1	0	0	0	0	0	0	0	0	57	1	0	0	31	0	0			
TOTAL VOLUMES :	NL 36	NT 0	NR 16	NU 0	SL 50.00%	ST 0.00%	SR 50.00%	SU 0.00%	EL 0.00%	ET 90.66%	ER 9.34%	EU 0.00%	WL 5.20%	WT 93.68%	WR 0.37%	WU 0.74%			
APPROACH %'s :	69.23%	0.00%	30.77%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	90.66%	9.34%	0.00%	5.20%	93.68%	0.37%	0.74%			
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 433 0.741		
PEAK HR VOL :	35	0	12	0	1	0	1	0	0	186	30	0	12	154	1	1			
PEAK HR FACTOR :	0.438	0.000	0.429	0.000	0.250	0.000	0.250	0.000	0.000	0.816	0.417	0.000	0.500	0.895	0.250	0.250			
				0.435					0.500					0.720					0.933

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
2:00 PM	1	0	0	0	0	0	0	0	0	43	3	0	0	33	0	0		
2:15 PM	1	0	0	0	0	0	0	0	0	63	1	0	0	34	0	0		
2:30 PM	1	0	2	0	0	0	0	0	0	55	8	1	3	115	0	1		
2:45 PM	10	0	9	0	0	0	0	0	0	49	12	0	6	53	0	0		
3:00 PM	9	0	12	0	0	0	0	0	0	43	14	0	2	39	0	0		
3:15 PM	7	0	9	0	0	0	0	0	0	53	12	0	2	34	0	1		
3:30 PM	2	0	1	0	0	0	0	0	0	75	4	0	1	49	0	0		
3:45 PM	5	0	0	0	0	0	0	0	0	60	2	0	0	39	0	0		
TOTAL VOLUMES :	NL 36	NT 0	NR 33	NU 0	SL 50.00%	ST 0.00%	SR 50.00%	SU 0.00%	EL 0.00%	ET 88.55%	ER 11.24%	EU 0.20%	WL 3.40%	WT 96.12%	WR 0.00%	WU 0.49%		
APPROACH %'s :	52.17%	0.00%	47.83%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	88.55%	11.24%	0.20%	3.40%	96.12%	0.00%	0.49%		
PEAK HR :	02:30 PM - 03:30 PM																TOTAL 562 0.755	
PEAK HR VOL :	27	0	32	0	0	0	0	0	0	200	46	1	13	241	0	2		
PEAK HR FACTOR :	0.675	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.909	0.821	0.250	0.542	0.524	0.000	0.500		
				0.702					0.950					0.538				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU			
4:00 PM	2	0	2	0	0	0	0	0	0	57	6	0	1	34	0	0			
4:15 PM	2	0	1	0	0	0	1	0	0	56	1	0	0	29	0	0			
4:30 PM	1	0	1	0	0	0	0	0	0	90	3	0	2	33	0	0			
4:45 PM	3	0	1	0	0	0	0	0	0	99	5	1	1	51	0	0			
5:00 PM	1	0	5	0	0	0	0	0	0	99	4	0	2	52	1	1			
5:15 PM	2	0	2	0	1	0	0	0	1	105	7	0	1	69	0	0			
5:30 PM	5	0	1	0	0	0	0	0	0	107	1	0	2	64	0	0			
5:45 PM	1	0	3	0	0	1	0	0	0	144	3	0	0	48	0	0			
TOTAL VOLUMES :	NL 17	NT 0	NR 16	NU 0	SL 33.33%	ST 33.33%	SR 33.33%	SU 0.00%	EL 0.13%	ET 757	30	1	9	380	1	1			
APPROACH %'s :	51.52%	0.00%	46.48%	0.00%	33.33%	33.33%	33.33%	0.00%	0.13%	95.94%	3.80%	0.13%	2.30%	97.19%	0.26%	0.26%			
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 733 0.916		
PEAK HR VOL :	9	0	11	0	1	1	0	0	1	455	15	0	5	233	1	1			
PEAK HR FACTOR :	0.450	0.000	0.550	0.000	0.250	0.250	0.000	0.000	0.250	0.790	0.536	0.000	0.625	0.844	0.250	0.250			
				0.833					0.500					0.801					0.857

National Data & Surveying Services
Intersection Turning Movement Count

Location: La Salle Dr & W 20th Ave
City: San Mateo

Project ID: 25-080286-001
Date: 9/4/2025

Data - Pedestrians (Crosswalks)

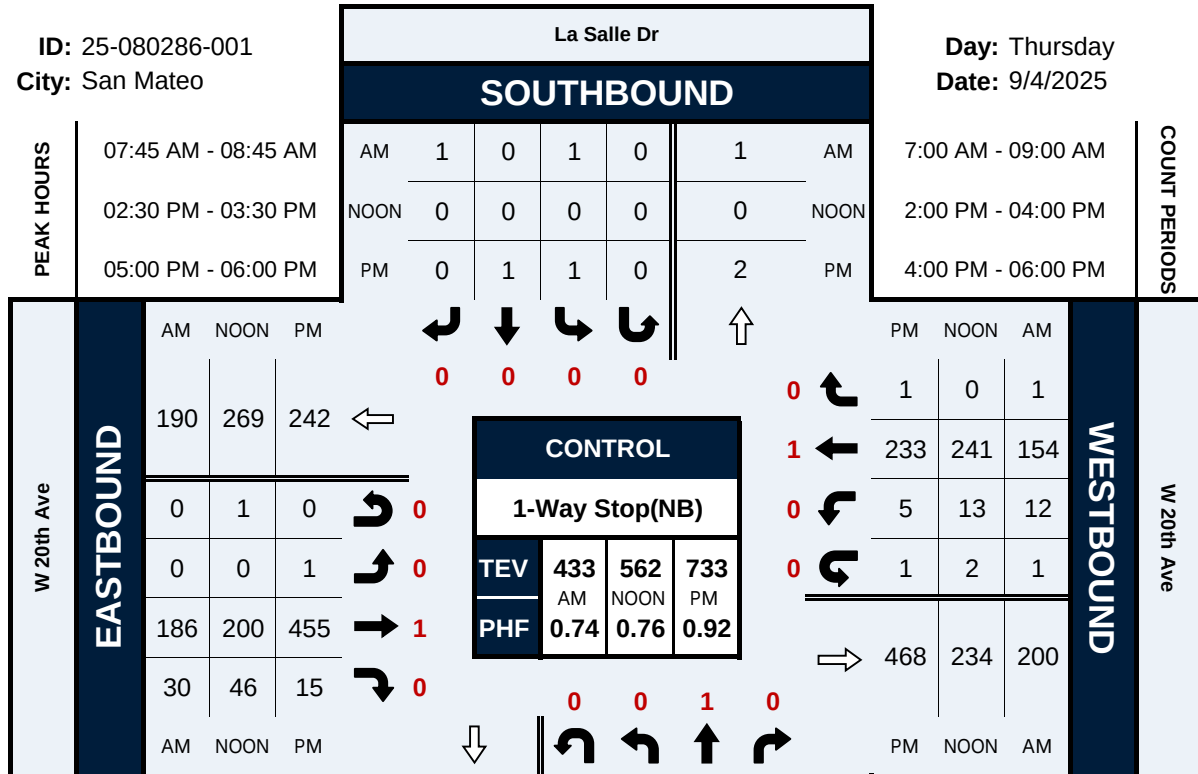
NS/EW Streets:	La Salle Dr		La Salle Dr		W 20th Ave		W 20th Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	2	1	2	1	0	6
7:15 AM	0	2	1	0	0	0	1	1	5
7:30 AM	0	0	0	0	0	0	1	0	1
7:45 AM	1	0	2	3	0	0	0	1	7
8:00 AM	1	11	0	0	0	0	1	4	17
8:15 AM	2	3	2	1	0	0	1	1	10
8:30 AM	2	0	1	3	0	0	1	0	7
8:45 AM	2	1	1	0	0	0	0	0	4
TOTAL VOLUMES :	EB 8	WB 17	EB 7	WB 9	NB 1	SB 2	NB 6	SB 7	TOTAL 57
APPROACH %'s :	32.00%	68.00%	43.75%	56.25%	33.33%	66.67%	46.15%	53.85%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL 41
PEAK HR VOL :	6	14	5	7	0	0	3	6	
PEAK HR FACTOR :	0.750	0.318	0.625	0.583			0.750	0.375	0.603
	0.417		0.600				0.450		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	1	0	1	0	0	0	0	0	2
2:15 PM	2	1	0	0	0	0	0	0	3
2:30 PM	0	2	2	8	1	2	6	1	22
2:45 PM	0	6	0	6	1	1	5	1	20
3:00 PM	1	1	6	0	0	0	1	3	12
3:15 PM	2	0	3	2	0	0	2	2	11
3:30 PM	3	0	3	3	0	0	5	0	14
3:45 PM	1	2	2	2	0	0	2	0	9
TOTAL VOLUMES :	EB 10	WB 12	EB 17	WB 21	NB 2	SB 3	NB 21	SB 7	TOTAL 93
APPROACH %'s :	45.45%	54.55%	44.74%	55.26%	40.00%	60.00%	75.00%	25.00%	
PEAK HR :	02:30 PM - 03:30 PM								TOTAL 65
PEAK HR VOL :	3	9	11	16	2	3	14	7	
PEAK HR FACTOR :	0.375	0.375	0.458	0.500	0.500	0.375	0.583	0.583	0.739
	0.500		0.675		0.417		0.750		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	3	5	0	1	0	0	2	0	11
4:15 PM	1	2	5	0	0	0	0	2	10
4:30 PM	3	0	1	0	0	0	0	0	4
4:45 PM	2	3	1	1	0	0	1	0	8
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	1	2	0	0	0	0	1	0	4
5:30 PM	1	0	1	0	0	0	2	0	4
5:45 PM	1	1	0	1	0	0	0	0	3
TOTAL VOLUMES :	EB 12	WB 14	EB 8	WB 3	NB 0	SB 0	NB 6	SB 2	TOTAL 45
APPROACH %'s :	46.15%	53.85%	72.73%	27.27%			75.00%	25.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 12
PEAK HR VOL :	3	4	1	1	0	0	3	0	
PEAK HR FACTOR :	0.750	0.500	0.250	0.250			0.375	0.375	0.750
	0.583		0.500				0.375		

La Salle Dr & W 20th Ave

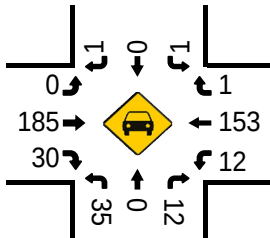
Peak Hour Turning Movement Count

ID: 25-080286-001
City: San Mateo

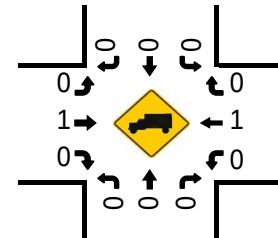
Day: Thursday
Date: 9/4/2025



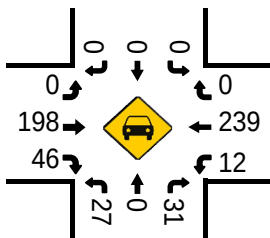
Cars (AM)



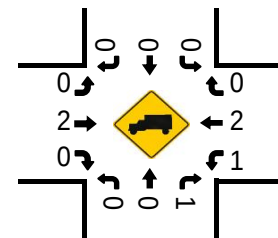
HT (AM)



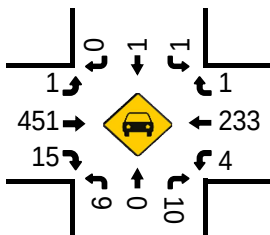
Cars (NOON)



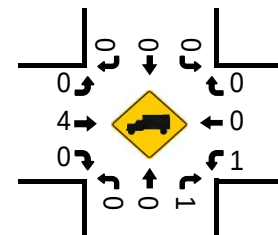
HT (NOON)



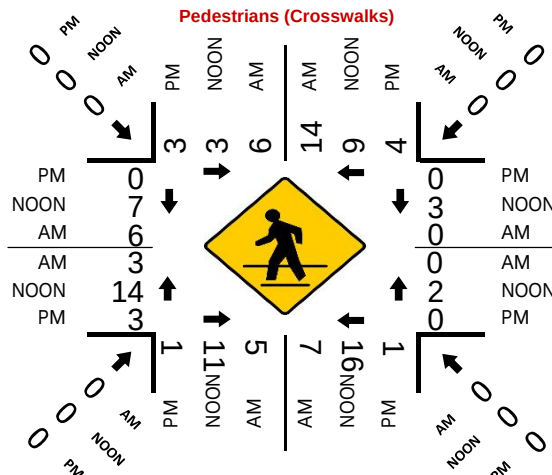
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)





Attachment C – Synchro Reports

HCM 7th TWSC
1: La Salle Drive & 20th Avenue

Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	30	12	154	35	12
Future Vol, veh/h	186	30	12	154	35	12
Conflicting Peds, #/hr	0	12	12	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	93	93	44	44
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	258	42	13	166	80	27
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	492	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1248	-	536	748
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	520	739
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	817	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.57		12.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	562	-	-	130	-	
HCM Lane V/C Ratio	0.19	-	-	0.01	-	
HCM Control Delay (s/veh)	12.9	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

HCM 7th TWSC
1: La Salle Drive & 20th Avenue

Existing
Timing Plan: School PM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	46	13	241	27	32
Future Vol, veh/h	200	46	13	241	27	32
Conflicting Peds, #/hr	0	27	27	0	21	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	54	54	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	48	24	446	39	46
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	286	0	777	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1276	-	365	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	340	757
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	572	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.41		13.99	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	485	-	-	92	-	
HCM Lane V/C Ratio	0.174	-	-	0.019	-	
HCM Control Delay (s/veh)	14	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	

HCM 7th TWSC
1: La Salle Drive & 20th Avenue

Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	455	15	5	223	9	11
Future Vol, veh/h	455	15	5	223	9	11
Conflicting Peds, #/hr	0	2	2	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	86	86	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	569	19	6	259	11	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	590
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	986
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	984
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.19	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	-	-	39	-
HCM Lane V/C Ratio	0.059	-	-	0.006	-
HCM Control Delay (s/veh)	14.4	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	44	13	154	47	13
Future Vol, veh/h	186	44	13	154	47	13
Conflicting Peds, #/hr	0	12	12	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	93	93	44	44
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	258	61	14	166	107	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	503	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1228	-	528	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	511	730
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	814	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.62		13.77	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	546	-	-	140	-	
HCM Lane V/C Ratio	0.25	-	-	0.012	-	
HCM Control Delay (s/veh)	13.8	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	58	14	241	40	33
Future Vol, veh/h	200	58	14	241	40	33
Conflicting Peds, #/hr	0	27	27	0	21	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	54	54	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	61	26	446	57	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	787	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1263	-	360	771
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	334	751
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	569	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.44		15.51	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	446	-	-	99	-	
HCM Lane V/C Ratio	0.234	-	-	0.021	-	
HCM Control Delay (s/veh)	15.5	-	-	8	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	455	27	6	223	22	12
Future Vol, veh/h	455	27	6	223	22	12
Conflicting Peds, #/hr	0	2	2	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	86	86	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	569	34	7	259	27	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	605	0	864	588
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	973	-	325	509
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	971	-	320	508
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	762	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.23		15.99	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	368	-	-	47	-	
HCM Lane V/C Ratio	0.111	-	-	0.007	-	
HCM Control Delay (s/veh)	16	-	-	8.7	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	



Attachment D – Student Loading Queue Worksheet

Projected Queuing for 2033 La Salle Drive

Assumptions:

Demand

Drop-Off

240 sec dwell

0.5 veh / min Capacity

AM - 8:00 - 8:25

15 veh

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.10 veh / min

Queue:

2.5 veh

62.5 feet

Pick-Up

240 sec dwell

0.5 veh / min Capacity

PM - 3:00 - 3:25

15 veh

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.10 veh / min

Queue:

2.5 veh

62.5 feet

Queue Storage:

2 veh

50 feet

25 feet / veh

Projected Queuing for 2033 La Salle Drive (2-vehicle queue)

Assumptions:

Demand

Drop-Off

AM - 8:00 - 8:25

230 sec dwell

15 veh

0.521739 veh / min Capacity

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.08 veh / min

Queue:

2.0 veh

48.9 feet

Pick-Up

PM - 3:00 - 3:25

230 sec dwell

15 veh

0.521739 veh / min Capacity

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.08 veh / min

Queue:

2.0 veh

48.9 feet

Queue Storage:

2 veh

50 feet

25 feet / veh

Projected Queuing for 2033 La Salle Drive (1-vehicle queue)

Assumptions:

Demand

Drop-Off

AM - 8:00 - 8:25

210 sec dwell

15 veh

0.571429 veh / min Capacity

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.03 veh / min

Queue:

0.7 veh

17.9 feet

Pick-Up

PM - 3:00 - 3:25

210 sec dwell

15 veh

0.571429 veh / min Capacity

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.03 veh / min

Queue:

0.7 veh

17.9 feet

Queue Storage:

2 veh

50 feet

25 feet / veh

Projected Queuing for 2033 La Salle Drive (No queue)

Assumptions:

Demand

Drop-Off

200 sec dwell

0.6 veh / min Capacity

AM - 8:00 - 8:25

15 veh

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.00 veh / min

Queue:

0.0 veh

0.0 feet

Pick-Up

200 sec dwell

0.6 veh / min Capacity

PM - 3:00 - 3:25

15 veh

Total Arrival Time

25 min

Arrival Rate

0.60 veh / min

Unserved Rate (Arrival - Departure)

0.00 veh / min

Queue:

0.0 veh

0.0 feet

Queue Storage:

2 veh

50 feet

25 feet / veh



Attachment E – The Carey School’s Parking and Traffic Plan



The Carey School's Parking and Traffic Plan

This plan has been updated to include the proposed Carey School Early Childhood Center (ECC) on La Salle Drive into Carey's existing Parking and Traffic Plan. This plan is shared with the Carey Community each year and reminders are sent regularly to require all community members to follow the plan as outlined below. The requirements of this plan will be monitored by Carey's Head of School, Director of Operations and Director of Facilities.

One of our primary responsibilities as neighborhood community members is to execute a safe and efficient parking and traffic plan. The plan that follows is one we have developed in collaboration with the City of San Mateo and our neighbors. The principal goals of the plan are two:

- To ensure the safety of the children, the school community, and those in the neighborhood.
- To create an efficient flow of traffic to minimize the traffic impact on the neighborhood for daily school operations and special events.

We appreciate all you do to maintain good relationships with our neighbors, and therefore, we require your full adherence to this plan at all times.

A. Staggered Start and End Times

The school has early morning care beginning at 7:45 am and extended care each afternoon until 6:00 pm. We ask that you utilize the chart below for the **location** and **drop-off** and **pick-up times** of each grade:

Time	Event	Location
7:45 am	Early care drop-off	Park in ECC parking lot and walk in
8:00-8:20 am	Kindergarten and 1st grade drop-off (Approx 80 students less those with older students)	Staffed carline on La Salle Drive



	who are dropped off with older siblings on Alameda)	
8:00-8:20 am	2nd, 3rd, 4th, 5th grade drop-off (Approx 160 students plus younger siblings)	Staffed carline on Alameda de las Pulgas
8:30 am	3s and 4s drop-off (Approx 60 students minus those with older siblings)	Staffed carline in ECC parking lot
8:45 am	2s drop-off (Approx 15 students minus those with older siblings)	Staffed carline in ECC parking lot
2:30 pm	2s pick-up (Approx 7 students, at least 50% stay for ext care)	Staffed carline in ECC parking lot
2:35 pm	3s and 4s pick-up (Approx 30 students, at least 50% stay for ext care)	Staffed carline in ECC parking lot
2:45 pm	Kindergarten pick-up (Approx 10 as 50% stay for ext care)	Staffed carline in La Salle Circle
3:00 pm	1st grade pick-up (Approx 10 as 50% stay for ext care)	Staffed carline in La Salle Circle
3:00 pm	2nd grade pick-up (Approx 10 as 50% stay for ext care)	Staffed carline on Alameda de las Pulgas



3:15 pm	4th grade pick-up (Approx 20 as 50% stay for ext care)	Staffed carline in La Salle Circle
3:15 pm	3rd and 5th grade pick-up (Approx 40 as 50% stay for ext care)	Staffed carline on Alameda de las Pulgas
4:00-6:00 pm	Extended care pick-up from main campus and ECC campus (Approx 50% of students or 165 students across both campuses)	Park on Alameda or in ECC parking lot and walk in

Note: If you have more than one child in the school, please use the designated area/time for the **oldest child.*

B. Staffing

During peak morning times, there will be five administrators at drop-off and pick-up areas (on the Alameda and on the La Salle circle), and one staff member on the corner of 20th Ave and La Salle (denoted by the numeral 5) from 8:00-8:25 am and 3:00-3:30 pm to assist children and to help direct the flow of traffic. Please see the exhibits of the La Salle circle below where the numbers denote administrator on duty and drop-off pick up spot.

During peak afternoon times, each lead and assistant teacher for grades will supervise the pick-up for the respective grades.

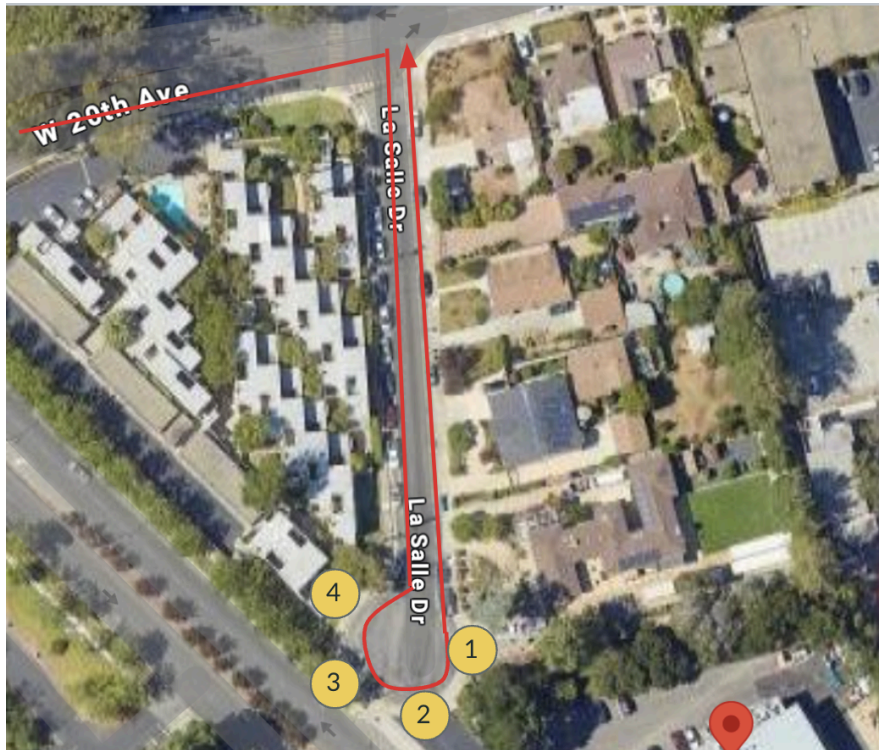
All school staff on duty use walkie talkies so communicate and create a safe and efficient process.

Note: Additionally, the administrators on duty will help ensure that the driveways are free for neighbor use (driveways denoted on exhibit with X). On rare occasions, when a car in the queue blocks the flow of traffic, they will be asked to drive around the block.



C. Traffic Procedures La Salle (Grades PS, K, 1, 4)

All vehicles are required to **drive slowly** on La Salle, when turning off of and returning to 20th Ave.



Rules of the Road:

- Pull all the way forward on La Salle by completing the full circle around the cul-de-sac. The forward-most drop-off and pick-up location would be just beyond the school's driveway.
- In order to ensure safe access and egress to and from the neighborhood, please stay in your vehicle at all times and follow the flow of traffic and do not leave the line to turn back around, especially by using a neighbor's driveway.
- Staff will direct cars into each designated drop-off/pick-up spot in the circle and supervise children entering/exiting the vehicle.
- Families and faculty/staff are asked not to park on La Salle during the school day. If you need to come to campus, utilize parking on the Alameda, in the ECC parking lot, 2000 Alameda or short-term parking in the circle outside of carline operation.



D. Traffic Procedures Alameda (Grades 2, 3, 5)

All vehicles are required to **drive slowly** on the Alameda into the white zone. The School maintains a speed limit monitor to encourage drivers to maintain a safe speed. Be advised that parking will **not be allowed** from the end of the white zone to the end of the red zone fire hydrant on the Alameda from 2:30 pm – 3:30 pm.



Rules of the Road:

- The white zone in front of the school is designated as a drop-off/pick-up zone only. Please do not park in this area.
- In order to ensure the safety of passenger cars behind you, please stay in your vehicle at all times and pull all the way forward on the Alameda to the forward-most spot in the white zone (Note that this spot is several car lengths in front of the front gate).
- Staff will direct cars into each designated drop-off/pick-up spot in the white zone and supervise children entering/exiting the vehicle.



E. Early Childhood Center Drop-Off and Pick-Up



Rules of the Road:

- Pull all the way forward on La Salle, complete the full circle and then pull into the ECC driveway. Pull as far forward as possible in the drop-off lane to keep traffic flowing.
- Staff will direct cars into each designated drop-off/pick-up spot in the parking lot and supervise children entering/exiting the vehicle. Remain in your car unless directed otherwise by staff.
- In order to ensure safe access and egress to and from the neighborhood, please follow the one-way loop from W 20th Ave down La Salle Dr through the drop-off loop and do not jump the line, follow the flow of traffic. If dropping off, have your child signed in on Procare and have their backpacks and belongings ready to speed up unloading.



F. Extended Care Drop-Off and Pick-Up

School is open as of 7:45 am and those dropping off before 8:00 am must walk students to the gate where they are monitored upon entry to the premises. The Alameda (non-white zone) and La Salle cul-de-sac are available for parking during these times. When picking up your student from extended care, please park parallel on Alameda or in the ECC parking lot. The faculty parking lot is not available for parent parking unless otherwise specified (see Special Events).

G. Special Events

The School has established parking routines for special events are tailored to the anticipated parking need of the particular event in an effort to minimize the impact on the neighborhood. For nighttime events, the campus grounds may be used for parking, which increases the onsite spaces by 30. The school partners with the commercial property at 2000 Alameda to handle overflow parking or for parents that wish to park and walk their children into school.

H. Hotlines

In the event you have observations or concerns about the parking or traffic conditions near The Carey School, please contact Head of School, Neely Norris at (650) 345-8205 or send an email to nnorris@careyschool.org.

I. Help the Environment

To relieve traffic and to help the environment, we encourage the following modes of transportation to and from school:

- Walk/Bike to School: *The Carey School Bi-Ped Club* - Contact The Carey School for more information.
- Carpool to School: School Pools - The School maintains a GoKid account which is a convenient and reliable school carpooling program for schools which helps families form and manage carpools.

Also, when in the queue, turn your car off if you will be waiting for more than a minute. Idling wastes gas and causes more pollution than restarting your car.

Thank you for your assistance in making The Carey School safe and for being a responsible community member.

If you have any questions about these protocols, please contact Neely Norris, Head of School at nnorris@careyschool.org or (650)345-2044.