



TECHNICAL MEMORANDUM

DATE: April 12, 2024

TO: Mike Noce | City of Half Moon Bay

FROM: Christine Bairan | DKS
Erin Vaca | DKS

SUBJECT: 555 Kelly Avenue Transportation Impact Analysis

Project #24156-000

INTRODUCTION

The affordable housing development at 555 Kelly Avenue planned for low income, senior farmworkers is a five-story building with four stories of residential above a ground floor that is comprised of office space, parking, and various functions. Local non-profit Ayudando Latinos a Soñar (ALAS) is a joint applicant with Mercy Housing, and ALAS will manage a 2,600 square foot Farmworker Resource Center (FRC) on the ground floor of the building. The FRC is intended to provide support services to local farmworkers and residents of the project. The residential portion of the development will consist of up to 40 dwelling units and include community spaces for residents. The site encompasses the 555 Kelly Avenue parcel and the adjacent Ted Adcock Community Center (TACC) parking lot, totaling up to 16,347 square feet.

This report presents an analysis of the potential traffic that would be associated with the proposed project. The traffic study was completed in accordance with the criteria established by the City of Half Moon Bay. In addition to examining traffic operations, this study also presents the results of the stop warrant analysis conducted at the site driveway along Kelly Avenue and a focused parking analysis of the proposed project.

PROJECT SETTING AND STUDY INTERSECTIONS

The proposed project consists of the construction of up to 40 multifamily dwelling units, to be located at 555 Kelly Avenue in Half Moon Bay, California. Various amenities and functional spaces are associated with the residential use including the leasing/building management office, trash/recycling, mechanical room, parking, and community spaces. In addition to the residential use, the FRC will offer support to local farmworkers via casework, counseling, health-related services, and special events. Farmworker casework and counseling are the primary, daily services at the FRC. The proposed project will be accessed via an existing driveway, along Kelly Avenue,

which serves existing facilities including the Sheriff’s substation, the Ted Adcock Community Center, and the Shoreline Station business center. Currently, there is no direct access to Highway 1 but vehicles may navigate through the existing parking lot, north of the site, to either enter from or exit to Highway 1. The proposed project is located directly across Kelly Avenue from the Manuel F. Cunha Intermediate School.

The project site and study boundary are illustrated in **Figure 1**. The existing parking layout is shown in **Figure 2**. The site plan and proposed parking layout is shown in **Figure 3**.



FIGURE 1: PROJECT SITE AND SITE BOUNDARY

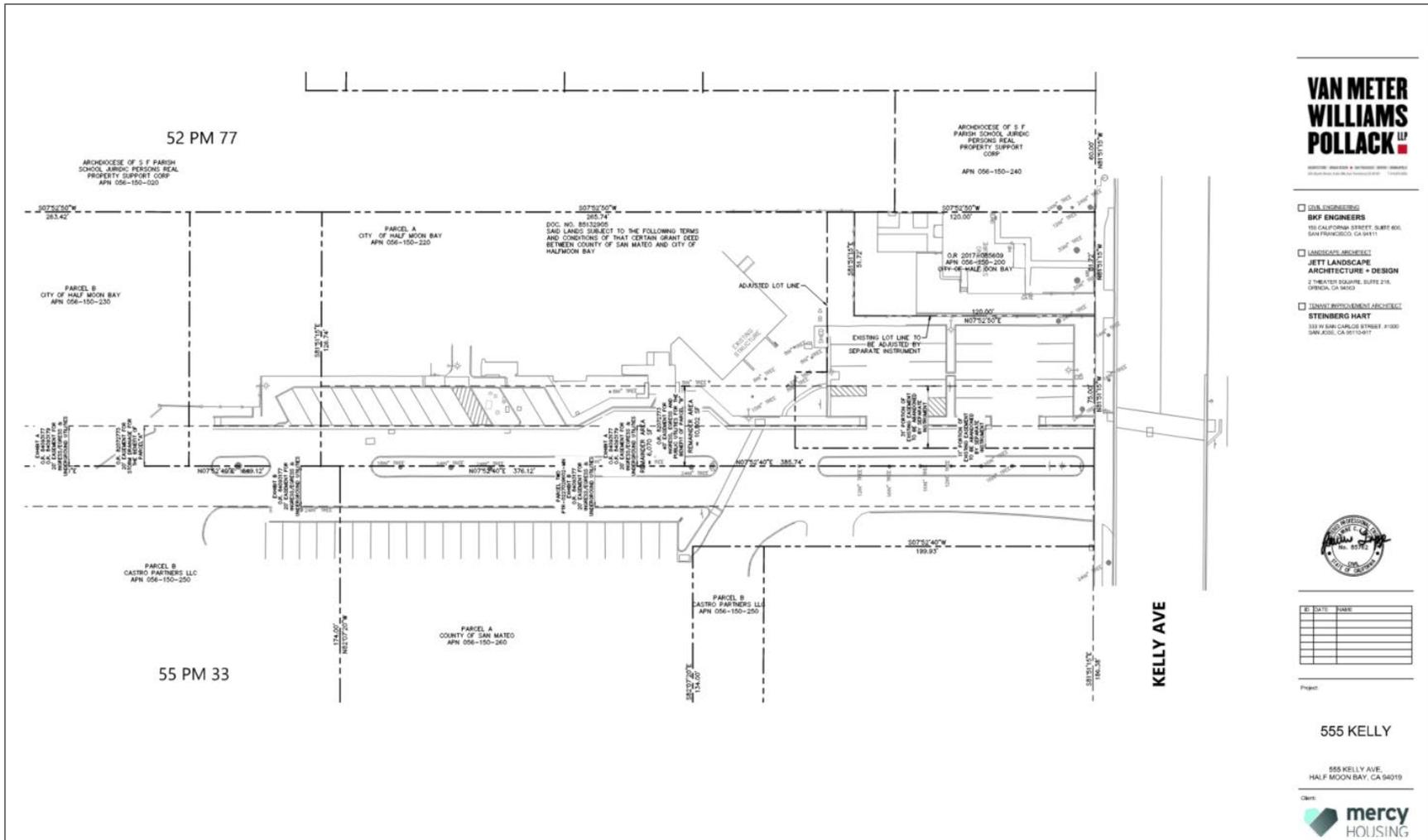


FIGURE 2: EXISTING PARKING LAYOUT

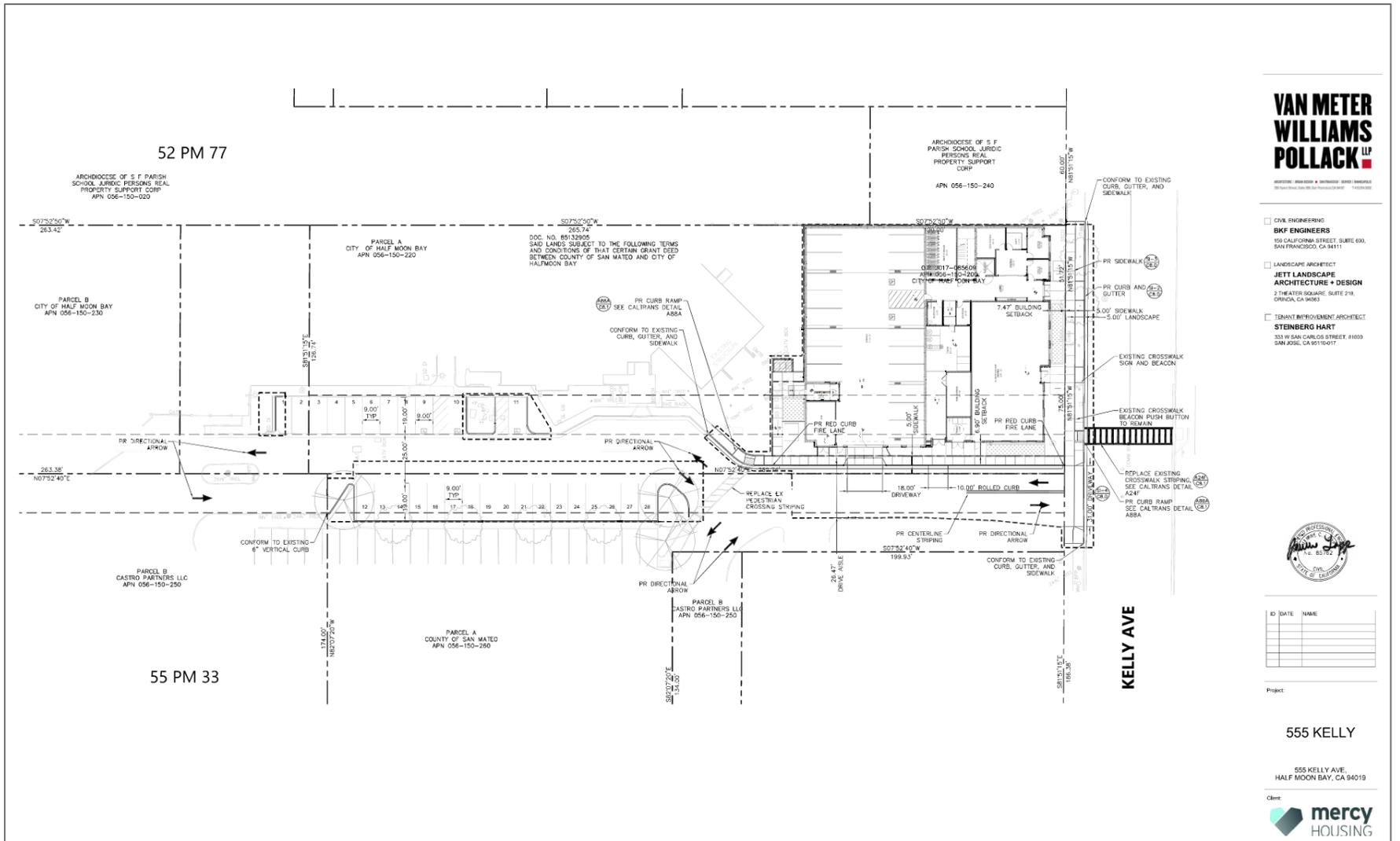


FIGURE 3: SITE PLAN AND PROPOSED PARKING LAYOUT

STUDY INTERSECTIONS

The roadway network and study intersections are shown in **Figure 4**. This analysis examines the potential effects of the proposed project during peak hour operations at the following study intersections:

1. Cabrillo Highway North (Hwy 1) and Kelly Avenue
2. Kelly Avenue and Site Driveway
3. Kelly Avenue and Church Street

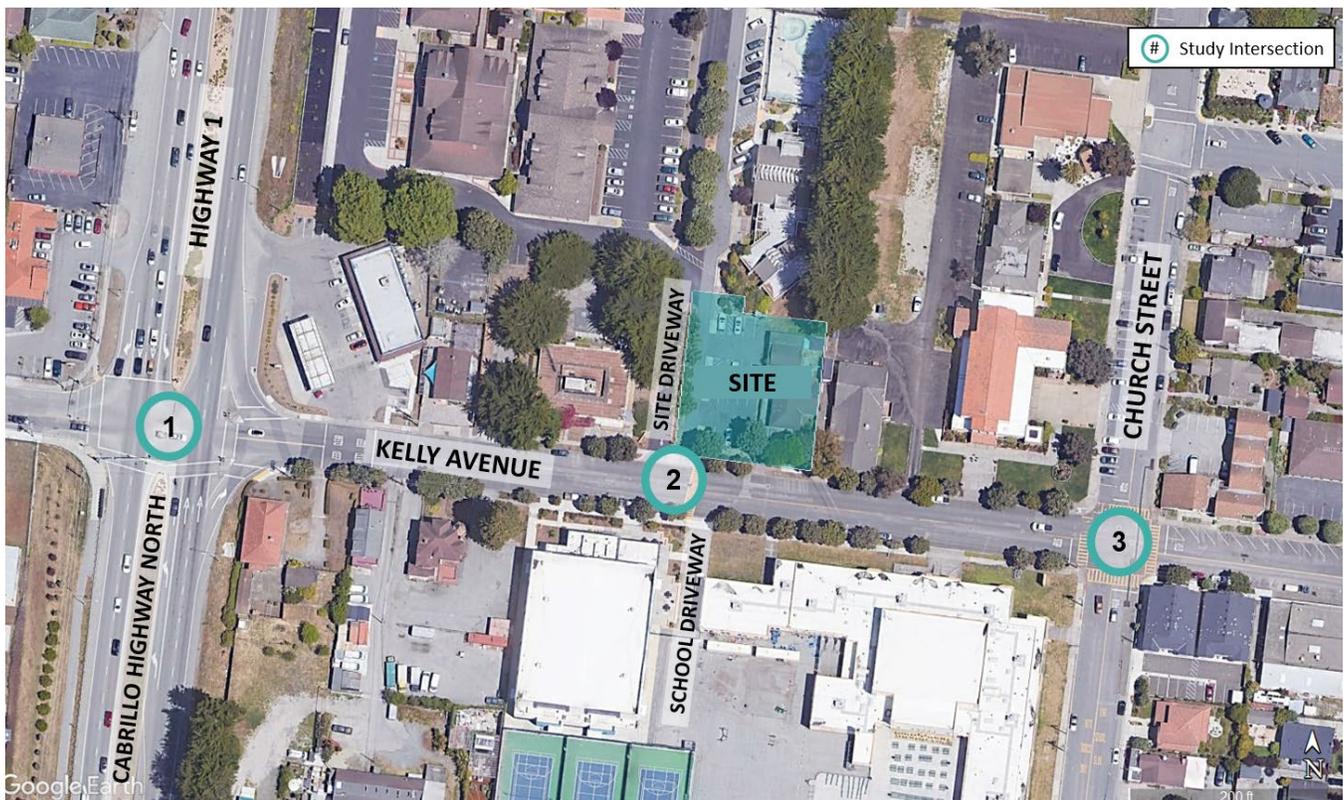


FIGURE 4: ROADWAY NETWORK AND STUDY INTERSECTIONS

STUDY TIME PERIOD

Operating conditions during the weekday morning (7:00 a.m. to 9:00 a.m.), weekday afternoon (2:00 p.m. to 6:00 p.m.), Saturday midday (11:00 a.m. to 1:00 p.m.), and Sunday midday (9:00 a.m. to 11:00 a.m.) peak periods were evaluated to capture the highest potential impacts of the proposed project as well as the highest volumes on the study road network.

The weekday afternoon peak period was extended to four hours to capture both school egress and commute periods. The Saturday midday peak period was intended to capture the traffic associated with the farmers' market, which operates from 9:00 a.m. to 1:00 p.m., while the Sunday midday

peak period captures the traffic associated with the 10:00 a.m. mass at the Our Lady of the Pillar Church.

DATA COLLECTION

Traffic volume data representative of a typical weekday was collected on Thursday, November 2, 2023, while local schools were in session. The traffic volume data representative of a typical weekend within the project area was collected on Saturday, November 4, 2023, and Sunday, November 5, 2023, to reflect the volumes associated with the farmers' market and Sunday mass at Our Lady of the Pillar Catholic church. Additionally, 24-hour tube counts were collected along Kelly Avenue, between Highway 1 and Church Street, and at the site driveway along Kelly Avenue on Thursday, November 2, 2023, and Saturday, November 4, 2023. Traffic count data is provided in **Attachment A**.

PROJECT TRIP GENERATION

The trip generation associated with the proposed residential development was estimated using the average rate published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition* for "Senior Adult Housing – Multifamily" (ITE LUC #252). All 40 dwelling units within the residential development are planned for senior farmworkers and are affordable to very- and extremely low-income households that have at least one individual who is 55 years and older.

Four full-time equivalent (FTE) employees with offices at the FRC have been assumed for the purposes of this analysis. A minimum of two FTE staff will arrive and depart daily during the a.m. and p.m. peak hours, respectively. The remaining two FTE staff would perform much of their work away from the FRC visiting local farms, with the potential for periodic stops at the FRC during off-peak hours. These four FTE staff are existing positions currently working out of office space at 604 Main Street, Half Moon Bay, which is less than a quarter mile from the 555 Kelly project. These existing staff currently park on the street in downtown Half Moon Bay.

Clients of the FRC are to arrive and depart throughout the day. Many of the FRC clients will reside onsite or at the nearby 880 Stone Pine Road development, which is within walking distance. Additional clients are likely to make use of carpool transportation by ALAS or make use of nearby public transit services and bike routes. According to ALAS, only 50% of farmworkers own a vehicle. For the purpose of this analysis, two clients are assumed to arrive on site during midday peak hours. Therefore, two client-associated trips are accounted for entering and exiting the site during the Saturday midday peak hour.

Including resident, staff, and client trips, the proposed residential development is expected to generate 10 weekday a.m. peak hour trips (five inbound and five outbound), 12 weekday p.m. peak hour trips (six inbound and six outbound), 17 Saturday midday peak hour trips (nine inbound and eight outbound), and 16 Sunday midday peak hour trips (nine inbound and seven outbound).

The expected trip generation for the proposed project is shown in **Table 1** and **Table 2**.

TABLE 1: ESTIMATED PROJECT TRIP GENERATION (WEEKDAY)

LAND USE	RATES PER UNIT			VEHICLE TRIPS GENERATED						
	DAILY	AM PEAK ^a	PM PEAK ^a	DAILY TOTAL	A.M. PEAK HOUR			P.M. PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Senior Adult Housing – Multifamily ^a	3.24	0.20	0.25	130	3	5	8	6	4	10
Employee and Client Associated Trips				16	2	0	2	0	2	2
Total				146	5	5	10	6	6	12

^a ITE code 252, 40 dwelling units.

^b Represents peak hour of adjacent street traffic.

Sources: ITE Trip Generation Manual, 11th Edition, DKS Associates.

TABLE 2: ESTIMATED PROJECT TRIP GENERATION (WEEKEND)

LAND USE	RATES PER UNIT			VEHICLE TRIPS GENERATED							
	DAILY SAT SUN	PEAK HOUR (SAT) ^a	PEAK HOUR (SUN) ^a	SAT DAILY TOTAL	SATURDAY MIDDAY PEAK HOUR			SUN DAILY TOTAL	SUNDAY MIDDAY PEAK HOUR		
					ENTER	EXIT	TOTAL		ENTER	EXIT	TOTAL
Senior Adult Housing - Multifamily	2.74/ 2.70	0.32	0.34	110	7	6	13	108	7	7	14
Employee and Client Associated Trips				8	2	2	4	8	2	0	2
Total				118	9	8	17	116	9	7	16

^a ITE code 252, 40 dwelling units.

^b Represents peak hour of generator.

Sources: ITE Trip Generation Manual, 11th Edition, DKS Associates.

The project trip distribution, as shown in **Figure 5**, was based on existing traffic patterns along Highway 1. Trip generation rates used from the *Trip Generation Manual, 11th Edition* are provided in **Attachment B**.

^a Table Footnotes should be annotated using lowercase letters, so they do not get confused with the numbered footnotes being used throughout the rest of the document.

Source: Insert source reference information here.



FIGURE 5: PROJECT TRIP DISTRIBUTION

OPERATIONAL ANALYSIS

OPERATIONAL ANALYSIS THRESHOLDS

Intersection analyses were conducted using methodology outlined in the *Highway Capacity Manual 6th Edition* (HCM 6) and implemented in the Synchro 11 software package. This procedure calculates an average control delay per vehicle at an intersection and assigns a level of service (LOS) designation based upon the delay. **Table 3** presents the level of service criteria for intersections in accordance with the HCM 6 methodology.

TABLE 3: INTERSECTION LEVEL-OF-SERVICE AND AVERAGE DELAY

LEVEL OF SERVICE (LOS)	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80	> 50

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

The City of Half Moon Bay has established criteria to determine the significance of traffic effects in the *General Plan Circulation Element and the San Mateo County Congestion Management Program, Appendix L: Traffic Impact Analysis Policy*. Half Moon Bay’s policy has established that LOS C is the desired standard on Highway 1, except during the peak two-hour commuting period and the peak recreational hour when LOS E is considered the minimum acceptable standard.

The City of Half Moon Bay does not have a formally adopted minimum threshold for unsignalized intersections. For this analysis, traffic effects are considered adverse if the addition of project-generated traffic causes operation of an unsignalized intersection to deteriorate from acceptable (LOS E or better) to LOS F, or queue lengths exceed storage lengths or spillback to impact nearby intersections.

EXISTING CONDITIONS ANALYSIS

The existing conditions scenario evaluates current operations of study intersections based on existing traffic volumes during the weekday morning and afternoon, Saturday midday, and Sunday midday peak hours. Existing traffic operations have been calculated based on the lane configurations and traffic volumes shown in **Figure 6**, **Figure 7**, and **Figure 8**.

As shown in **Table 4**, all study intersections currently operate with acceptable levels of delay during all peak hours.

TABLE 4: EXISTING INTERSECTION DELAY AND LEVEL OF SERVICE

INTERSECTION	CONTROL	EXISTING CONDITIONS							
		WEEKDAY A.M. PEAK HOUR		WEEKDAY P.M. PEAK HOUR		SAT MIDDAY PEAK HOUR		SUN MIDDAY PEAK HOUR	
		Delay ¹ (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1. HIGHWAY 1 AND KELLY AVENUE	Signalized	38.5	D	42.4	D	46.1	D	31.2	C
2. KELLY AVENUE AND PROJECT DRIVEWAY	TWSC	1.1 [10.1-SBL/T/R] ²	A [B]	0.7 [14.0-SBL/T/R]	A [B]	2.6 [19.1-NBL/T/R] [15.0-SBL/T/R] ⁴	A [C] [C]	9.8 [11.5-SBL/T/R]	A [B]
3. KELLY AVENUE AND CHURCH STREET	AWSC ³	8.1	A	10.5	B	10.4	B	8.4	A

Notes:

- 1 Delay is measured in average seconds per vehicle . SBLTR – southbound shared left, through and right turns (from project site). NBLTR – northbound shared left, through and right turns (from school driveway south of project site)
- 2 [Worst stop-controlled delay] reported for Two-Way Stop-Control (TWSC) intersections
- 3 All-way Stop-Control – AWSC
- 4 Delay and LOS at approach from project site

The queuing analysis results for the existing conditions are summarized in **Table 5**. Results indicate that the 95th percentile queue exceeds available storage lengths at the Highway 1 and Kelly Avenue intersection for the following movements:

- The eastbound shared left-through-right movement exceeds the available storage length by 180 feet (approximately seven vehicles), 80 feet (approximately three vehicles), 30 feet (approximately one vehicle), and 10 feet (less than one vehicle) during the weekday a.m., weekday p.m., Saturday midday, and Sunday midday peak hours, respectively.
- The westbound shared left-through-right movement exceeds the available storage length by 115 feet (approximately five vehicles) during the Saturday midday peak hour, reaching the midblock crosswalk adjacent to the proposed project driveway.
- The northbound left movement exceeds the available storage length by 20 feet (approximately one vehicle) during the weekday p.m. peak hour.
- The southbound right movement exceeds the available storage length by 5 feet (less than one vehicle), 120 feet (approximately five vehicles), 55 feet (approximately two vehicles), and 50 feet (approximately two vehicles) during the weekday a.m., weekday p.m., Saturday midday, and Sunday midday peak hours, respectively.

The storage length for both eastbound and westbound shared left-through-right movements were measured from the stop bar to the closest adjacent intersection. The storage length for the westbound shared left-through-right movement excludes the 45 feet “Keep Clear” block, which serves the existing gas station and convenience store.

TABLE 5: EXISTING INTERSECTION 95TH PERCENTILE QUEUE LENGTHS

INTERSECTION / MOVEMENT	STORAGE LENGTH (FT)	95 TH PERCENTILE QUEUE LENGTH (FT)			
		WEEKDAY A.M. PEAK HOUR	WEEKDAY P.M. PEAK HOUR	SAT MIDDAY PEAK HOUR	SUN MIDDAY PEAK HOUR
1. HIGHWAY 1 AND KELLY AVENUE					
EBL/T/R	310	490³	390	340	300
WBLTR	335	145	330	450	195
NBL	75	45	95	60	65
SBL	415	115	290	410	240
SBR	70	75	190	125	120
2. KELLY AVENUE AND PROJECT DRIVEWAY					
NBLTR	95	<10	<10	<10	<10
EBLTR	415	<10	<10	<10	<10
WBLTR	370	<10	<10	<10	<10
SBLTR	140	<10	<10	20	45
3. KELLY AVENUE AND CHURCH STREET					
NBLTR	295	<10	20	25	10
EBLTR	330	20	55	50	30
WBLTR	190	10	35	35	10
SBLTR	205	<10	15	15	<10

- 1) Queue lengths calculated based on an average vehicle length of 25 feet.
- 2) Calculated queue lengths were rounded up to the nearest 5 feet.
- 3) Bold indicates 95th percentile queues exceed storage.

Source: DKS Associates.



FIGURE 6: EXISTING LANING CONFIGURATION AT STUDY INTERSECTIONS

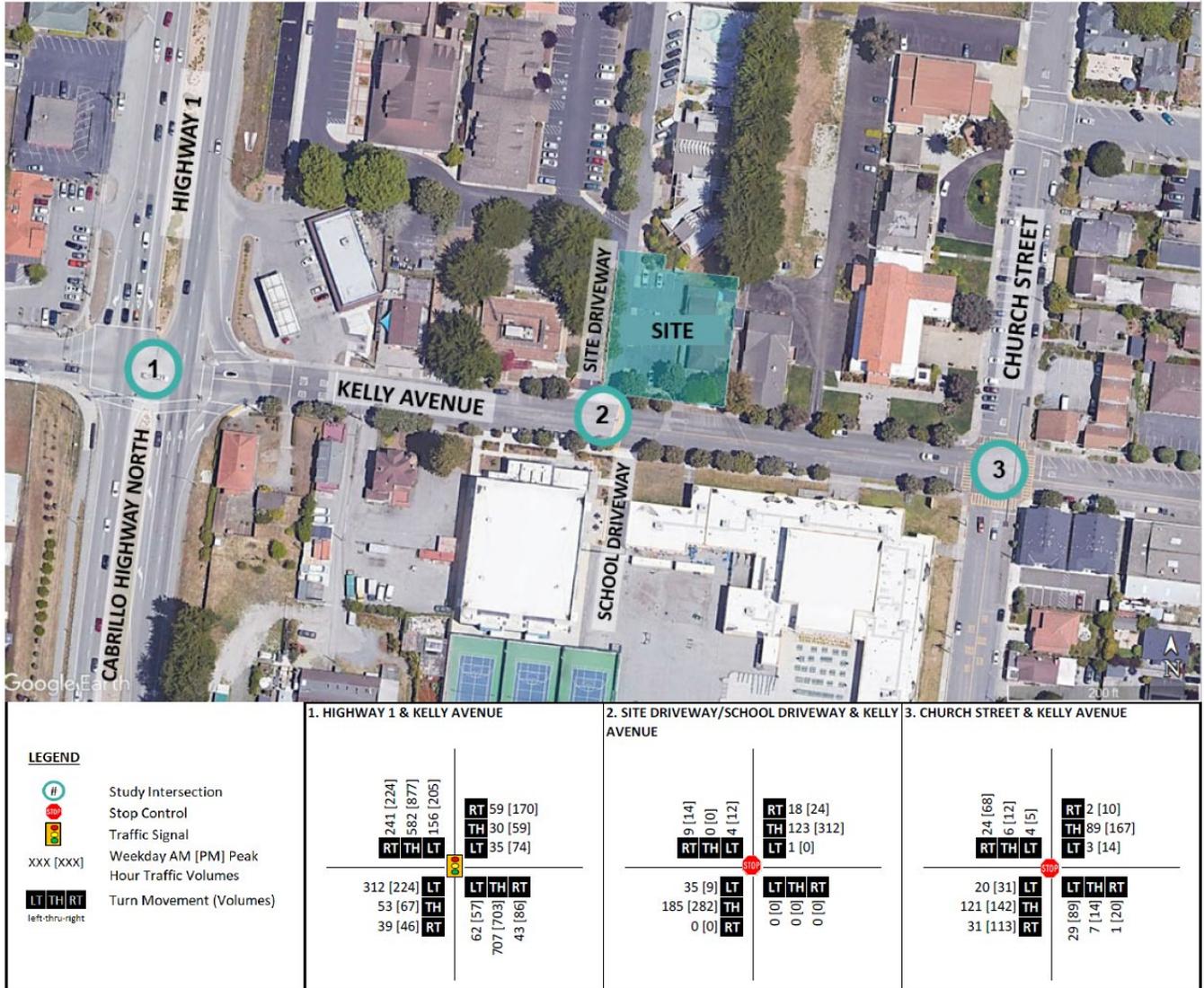


FIGURE 7: EXISTING WEEKDAY AM [PM] PEAK HOUR VOLUMES

SITE VISIT



A site visit was performed on Tuesday, December 12, 2023, to observe the existing traffic operations and queuing during the weekday p.m. peak hour. At the Kelly Avenue and project driveway intersection, there are no issues related to delay or queues. During the site visit, it was noted that students would either walk, bike, or use a scooter to go along or cross Kelly Avenue. Bicycles and scooters tended to remain on the sidewalk rather than in the roadway.

Currently, flashing beacons exist along Kelly Avenue at the project driveway. This allows pedestrians to alert drivers of their presence and encourage them to yield before the crosswalk. The beacons flash for approximately 20 seconds each time they are activated by a pedestrian. During the site visit it was observed that vehicles yielded to pedestrians or bicyclists whenever the flashing beacon was activated.

EXISTING PLUS PROJECT CONDITIONS ANALYSIS

Existing plus project condition intersection analysis results are summarized in this section with analysis details in **Attachment C**. Project trips, shown in **Figure 9** and **Figure 10**, were developed based on the site trip generation and distribution detailed earlier. Existing plus project traffic volumes are shown in **Figure 11** and **Figure 12**.

Traffic operations analysis results are reported in **Table 6**. Similar to existing conditions, all study intersections are expected to operate at acceptable levels of service under all peak periods.

95th percentile queue lengths are reported in **Table 7**. The 95th percentile queues along the same movements that currently exceed the available storage at the Highway 1 and Kelly Avenue intersection is expected to increase due to site generated traffic. Compared to existing conditions, the following movements at the Highway 1 and Kelly Avenue intersection are affected as follows:

- The shared eastbound 95th percentile queue is expected to increase by less than a car length in the weekday a.m. and Saturday midday peak hour;
- The shared westbound 95th percentile queue is expected to increase by less than a car length in the weekday p.m. and Saturday midday peak hour;
- The northbound left turn 95th percentile queue is expected to increase by 55 feet in the weekday a.m. peak hour;
- The southbound left turn 95th percentile queue is expected to increase by less than a car length in the Saturday midday peak hour; and
- The southbound right turn 95th percentile queue is expected to increase by 95 feet in the weekday a.m. peak hour and by less than a car length in the Sunday midday peak hour.

All queue lengths for the listed movements are expected to increase by less than four car lengths, assuming one vehicle occupies approximately 25 feet.

The queue spillback from Church Street and operations from the school drop-off and pick-up at the Cunha Intermediate School would not affect the project driveway under weekday conditions. The queue spillback from the shared westbound movement from Highway 1 may go past the project driveway during the Saturday midday peak hour.

TABLE 6: EXISTING PLUS PROJECT INTERSECTION DELAY AND LEVEL OF SERVICE

INTERSECTION	CONTROL	EXISTING PLUS PROJECT CONDITIONS							
		WEEKDAY A.M. PEAK HOUR		WEEKDAY P.M. PEAK HOUR		SAT MIDDAY PEAK HOUR		SUN MIDDAY PEAK HOUR	
		Delay ¹ (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1. HIGHWAY 1 AND KELLY AVENUE	Signalized	37.2	D	43.2	D	46.8	D	31.7	C
2. KELLY AVENUE AND PROJECT DRIVEWAY	TWSC	1.3 [10.2-SBLTR]	A [B]	0.9 [14.0-SBLTR]	A [B]	2.7 [19.7-NBL/T/R] [15.4-SBL/T/R] ⁴	A [C]	10.5 [12.5-SBLTR]	B [B]
3. KELLY AVENUE AND CHURCH STREET	AWSC ³	8.1	A	10.6	B	10.4	B	8.5	A

Notes:

- 1 Delay is measured in average seconds per vehicle. SBLTR – southbound shared left, through and right turns (from project site). NBLTR – northbound shared left, through and right turns (from school driveway south of project site)
- 2 [Worst stop-controlled delay] reported for Two-Way Stop-Control (TWSC) intersections.
- 3 All-way Stop-Control – AWSC
- 4 Delay and LOS at approach from project site.

Source: DKS Associates.

TABLE 7: EXISTING PLUS PROJECT INTERSECTION 95TH PERCENTILE QUEUE LENGTHS

INTERSECTION / MOVEMENT	STORAGE LENGTH (FT)	95TH PERCENTILE QUEUE LENGTH (FT)			
		WEEKDAY A.M. PEAK HOUR	WEEKDAY P.M. PEAK HOUR	SAT MIDDAY PEAK HOUR	SUN MIDDAY PEAK HOUR
1. HIGHWAY 1 AND KELLY AVENUE					
EBLTR	310	495³	390	345	305
WBLTR	335	150	345	460	200
NBL	75	100	95	60	70
SBL	415	200	295	420	250
SBR	70	170	190	125	125
2. KELLY AVENUE AND PROJECT DRIVEWAY					
NBLTR	95	<10	<10	<10	<10
EBLTR	415	<10	<10	<10	<10
WBLTR	370	<10	<10	<10	<10
SBLTR	140	<10	<10	25	50
3. KELLY AVENUE AND CHURCH STREET					
NBLTR	295	20	25	25	10
EBLTR	330	10	55	50	30
WBLTR	190	<10	35	35	10
SBLTR	205	<10	15	15	<10

Notes:

- 1) Queue lengths calculated based on an average vehicle length of 25 feet.
- 2) Calculated queue lengths were rounded up to the nearest 5 feet.
- 3) Bold indicates 95th percentile queues exceed storage.

Source: DKS Associates.

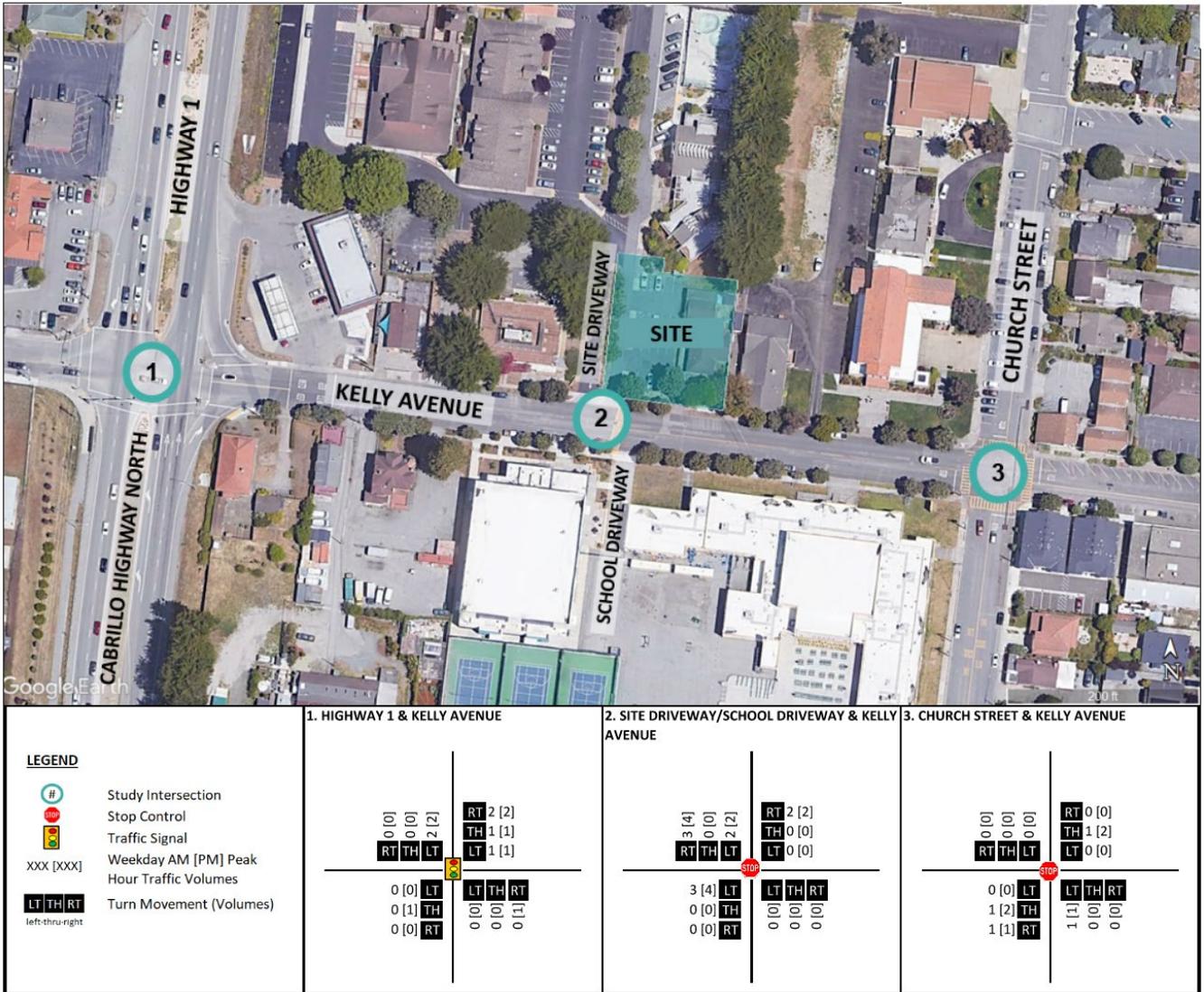


FIGURE 9: WEEKDAY AM [PM] PROJECT SITE TRIPS

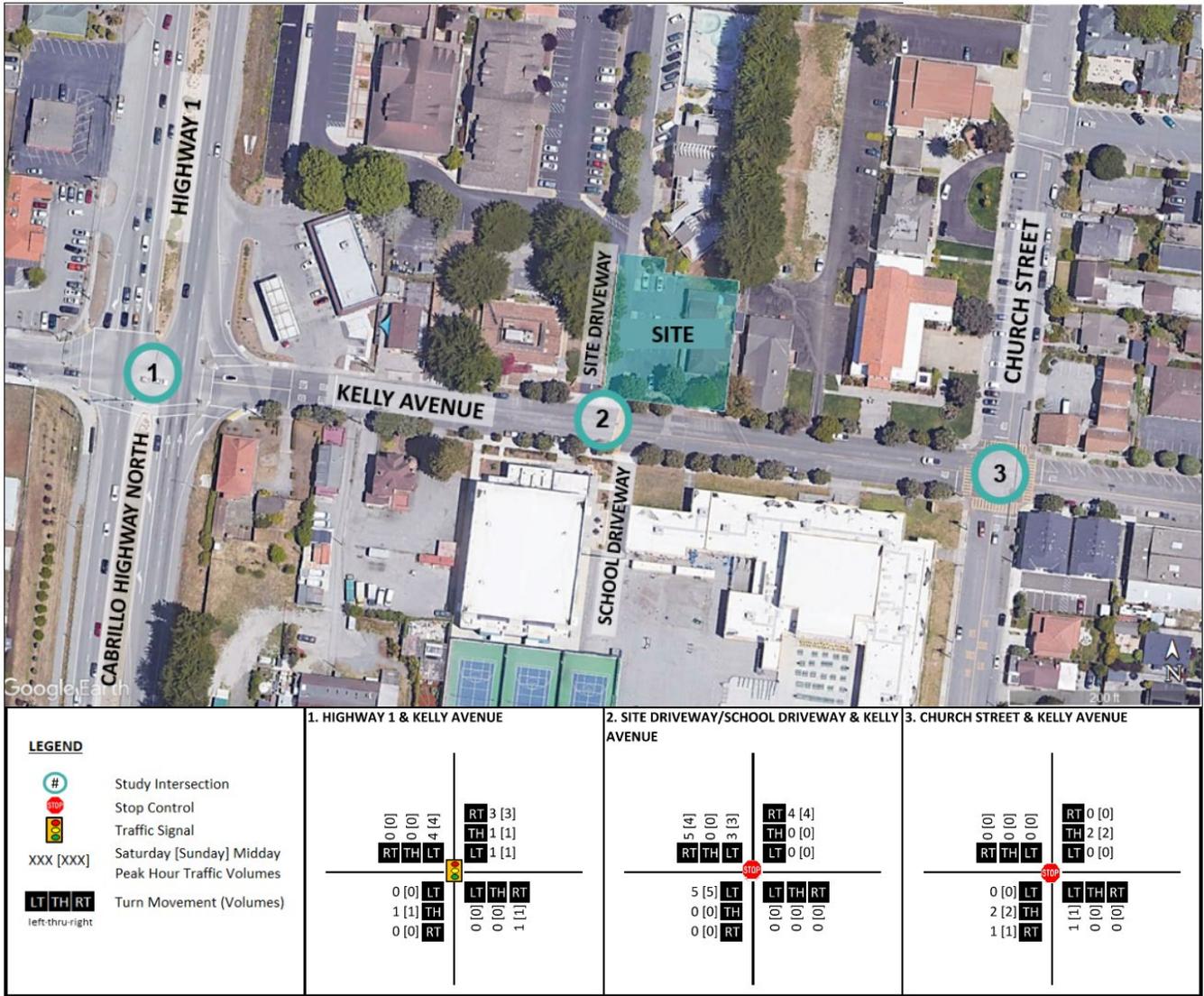


FIGURE 10: WEEKEND MIDDAY PROJECT SITE TRIPS

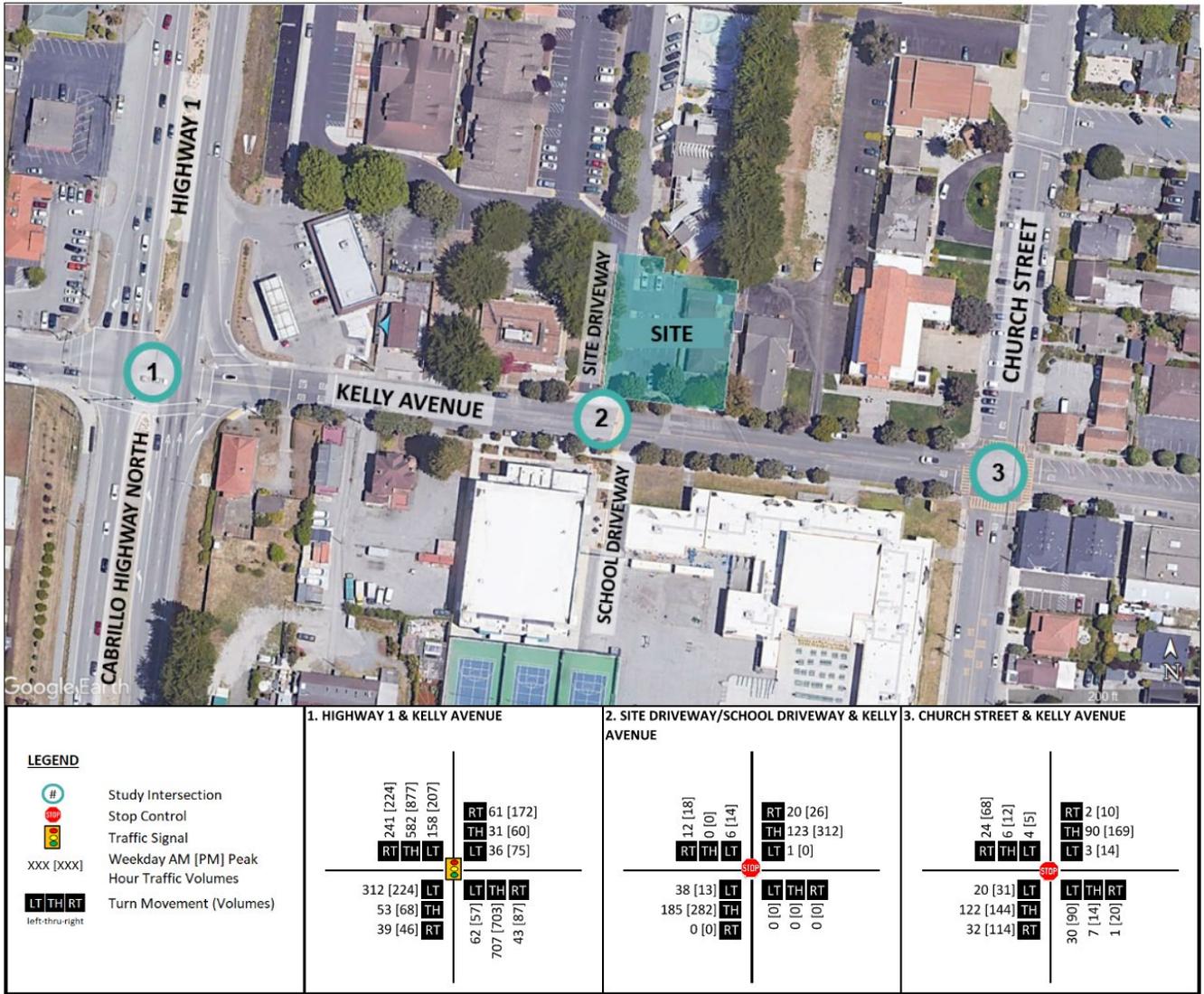


FIGURE 11: EXISTING PLUS PROJECT WEEKDAY AM [PM] PEAK HOUR VOLUMES

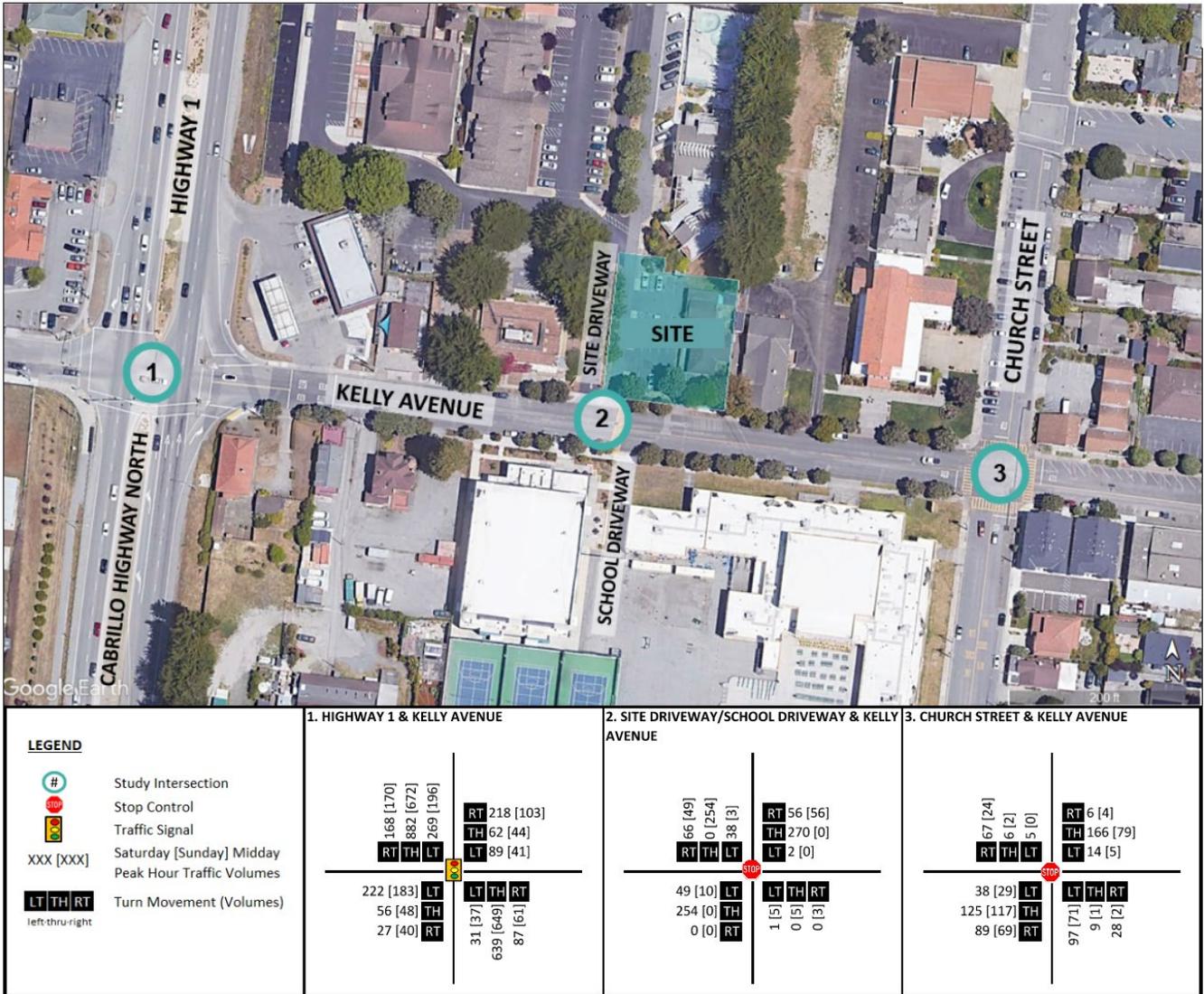


FIGURE 12: EXISTING PLUS PROJECT WEEKEND MIDDAY PEAK HOUR VOLUMES

MULTI-WAY STOP WARRANT ANALYSIS

Section 2B.07 of the California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance on Multi-Way Stop applications. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist, and where the volume of traffic on the intersecting roads is approximately equal.

CA MUTCD supports the provision of multi-way stop control under the following guidance:

- If there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- If the minimum volume conditions are met:

- The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
- The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
- If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

METHODOLOGY

24-hour traffic volume data representative of a typical weekday and weekend day was collected on Wednesday, November 1, 2023, and Saturday, November 4, 2023, along Kelly Avenue between Highway 1 and Church Street and along the project driveway, north of Kelly Avenue. The 24-hour traffic volume data was adjusted to reflect the impact of the project based on the existing traffic volume patterns and the estimated daily trips. As shown in **Table 1** and **Table 2**, the project is expected to generate 102 weekday and 100 Saturday daily trips. The daily trips were then distributed to the existing hourly counts based on the percentage of hourly volumes compared to the total daily volumes. The estimated volumes within the 24-hour period for the weekday and weekend are summarized in **Table 8**.

CRASH DATA ANALYSIS

This study analyzes the crash data recorded in the Statewide Integrated Traffic Records System (SWITRS). The SWITRS database processes all reported crashes that occur on California’s state highways and all other roadways, excluding private property. A review of the collision data identified no collisions in the vicinity of the project driveway at Kelly Avenue from 2017 to 2021.

FINDINGS

Based on the preliminary multi-stop warrant analysis, the Kelly Avenue and project driveway intersection did not meet the multi-way stop control warrant for either weekday or weekend peak hour. As shown in **Table 8**, the Kelly Avenue and site driveway intersection is expected to have hourly volumes that exceed the minimum volumes on both the major and minor streets during the weekend peak hour from 9:00 a.m. to 12:00 p.m. Although the minimum volumes for the major and minor streets for three hourly periods, the average delay along the minor street is less than 30 seconds per vehicle. As shown in **Table 6**, the project driveway is expected to have a delay of 19.6 seconds per vehicle in the northbound approach (from school driveway) and 15.3 seconds per vehicle in the southbound approach (from site driveway).

It is noted that the Kelly Avenue and site driveway intersection experiences high pedestrian volumes, likely associated with the school pick-up and drop-off operations during the weekdays and the farmers’ market on Saturdays. Also noted is that the crosswalk at the project driveway is currently equipped with a flashing beacon. The multi-stop warrant analysis worksheets for both weekday and weekend periods are provided in **Attachment D**.

TABLE 8: ESTIMATED HOURLY VOLUMES ON MAJOR STREET AND MINOR STREET

Start Time	Weekday		Weekend	
	Major Street (Vehicles/Hour)	Minor Street (Vehicles/Hour)	Major Street (Vehicles/Hour)	Minor Street (Vehicles/Hour)
12:00 AM	5	5	23	5
1:00 AM	2	3	11	4
2:00 AM	4	1	6	2
3:00 AM	2	1	5	1
4:00 AM	3	3	6	3
5:00 AM	10	4	7	2
6:00 AM	36	11	31	10
7:00 AM	144	25	90	16
8:00 AM	306	71	284	90
9:00 AM	288	62	418	219
10:00 AM	371	78	479	218
11:00 AM	362	77	542	223
12:00 PM	417	99	515	148
1:00 PM	468	94	449	89
2:00 PM	407	88	425	62
3:00 PM	435	71	469	49
4:00 PM	499	62	355	29
5:00 PM	531	52	374	21
6:00 PM	522	40	370	24
7:00 PM	364	23	275	20
8:00 PM	191	33	144	21
9:00 PM	188	28	179	17

Notes:

Hourly volumes along the major street greater than 300 vehicles per hour (on both approaches) are highlighted in yellow; Hourly volumes along the minor street greater than 200 vehicles per hour (on both approaches) are highlighted in blue.

FOCUSED PARKING STUDY

A focused parking impact analysis was conducted to evaluate the adequacy of the proposed parking supply provided by the 555 Kelly Avenue development. There are currently 18 public parking spaces located to the west of the existing building on the project site, including two ADA spaces. These public parking spaces will be removed and replaced in front of the Ted Adcock Community Center (TACC) and the Skatepark, which will be reconfigured to provide 28 public parking spaces in conjunction with a redesigned fire accessible driveway. The project will include the construction of 18 parking spaces (including two accessible spaces) in a ground-floor parking garage. **Figure 3** shows the proposed parking layout, including the parking spaces in front of the Ted Adcock Community Center and Skatepark.

The 28 reconfigured public parking spaces to be provided by the project in front of the TACC and Skatepark adjoin a larger shared-access parking lot that serves the three existing land uses including the TACC, the Shoreline Station commercial center, and Coastside Clinic, owned and operated by San Mateo County. In addition to these uses, a farmers' market is held on Saturdays in the northeast section of the parking lot. All the parking spaces within the shared-access parking lot are either owned by Shoreline Station, San Mateo County, or the City of Half Moon Bay

RESIDENTIAL PARKING DEMAND

The project is a deed restricted lower income, senior housing project. The lower income senior farmworkers who will reside at the proposed development are, based upon the ITE Parking Generation Manual and local projects, less likely to own a vehicle than other deed restricted and market rate family renters. As such, the ITE Parking Generation Manual cites an average parking rate per dwelling unit of 0.61 (ITE land use code 252 – Senior Adult Housing – Multifamily). However, the parking analysis for this project assumes a slightly higher average parking rate per dwelling unit of 0.80, which aligns with the average rate at the other senior affordable multifamily residential units in Half Moon Bay that are comprised of one- and two-bedroom units. Coastside Senior at 925 Main Street has 0.75 spaces per unit and Half Moon Village at 1 Bloom Lane has 0.84 spaces per unit. At the "ITE rate" of 0.61 spaces per unit, the 40 residential units would require 25 parking spaces. At the "Half Moon Bay Senior Affordable Average" of 0.80 spaces per unit, the 40 residential units would require 32 parking spaces.

PARKING DEMAND FROM RESOURCE CENTER EMPLOYEES AND CLIENTS

Resource Center employees are expected to generate minimal additional parking demand. While four FTE employees are associated with the Resource Center, no more than two employees are expected to be present at the site at any given time. The two FTE staff would perform much of their work away from the FRC visiting local farms or would walk from the nearby ALAS office, located at 363 Purissima Street. As previously mentioned, the Resource Center staff currently park on street in downtown Half Moon Bay. Additionally, ALAS has committed to having staff park elsewhere and there will be a condition of approval to that effect in the resolution approving the project.

Resource Center clients are also expected to generate minimal parking demand as many will reside on site or at the nearby 880 Stone Pine Road development, within walking distance. The minimal additional parking demand can be accommodated in the shared-access parking area at the TACC under normal conditions. Note also that the peak residential parking demand is likely to occur at night as many of the farmworker cars will be at farms during the day. This will offset the peak parking demand for most other uses that would park at the shared-access parking area on City property in front of the TACC.

PROJECTED PARKING ADEQUACY WITH PROJECT

To determine the parking adequacy of the proposed site plan layout and parking supply, the following scenarios were examined:

1. Parking demand based on the "ITE rate" of 0.61 spaces per unit; and
2. Parking demand based on the average for recent Half Moon Bay Senior Affordable housing projects of 0.80 spaces per unit.

The analysis summarized in Table 9 was developed using these parking demand rates for the residential units, a low on-site parking demand expected for Mercy and ALAS employees, and with the expectation that the parking demand from farmworker clients coming from other locations will be low.

TABLE 9: PARKING SUPPLY AND DEMAND

	PARKING DEMAND (LOW)	PARKING DEMAND (HIGH)
RESIDENTIAL PARKING DEMAND ^a	25	32
EMPLOYEE PARKING DEMAND ^b	2	2
RESOURCE CENTER CLIENT PARKING DEMAND ^c	<u>Minimal (varies)</u>	
TOTAL PARKING DEMAND	27	34
ON-SITE PARKING GARAGE (RESERVED RESIDENTIAL PARKING) ^d	16	16
OFF HOURS PARKING AVAILABLE ON CITY PROPERTY ^d	<u>25</u>	<u>25</u>
TOTAL PARKING SUPPLY	41	41
PARKING SURPLUS OR DEFICIT	14	7

Notes:

^a Based on 40 dwelling units at 0.61 parking spaces per dwelling unit from ITE Parking Generation Manual for the low estimate and 0.8 spaces per dwelling unit based on parking supply from recent Half Moon Bay affordable senior housing projects.

^b The Project Conditions of Approval and future Transportation Demand Management program will require that ALAS staff park at existing ALAS facilities and not at the project site.

^c FRC clients are expected to come from the residential project and nearby farmworker housing at Stone Pine Cove and therefore no on-site parking spaces were allocated to this use.

^d Accessible parking spaces in the parking garage (2 spaces) and TACC parking area (3 spaces) are not counted in the total number of spaces available.

Therefore, while the maximum projected parking demand is above the number of spaces provided in the Project parking garage, there are spaces in the front of the TACC that will be available for residents and visitors to use under typical conditions.

As mentioned previously, the farmers' market is held every Saturday and is located along the top right corner of the Shoreline Center parking plaza. Although the parking spaces within that area will be blocked off to cater to the farmers' market, patrons may park in the remaining spaces in the shared access parking area. On other occasions, the parking demand from well-attended public meetings held at the TACC spills over to the larger shared access parking lot.

The proposed project includes a multi-purpose community room for classes and social events, as well as a commercial kitchen to support events and local entrepreneurs. While the exact nature and attendance at these events is not known, any associated parking demand will also have to rely on the shared access parking, on-street parking, and other publicly available parking spaces. To avoid excess parking demand spilling over to adjacent streets, the Farmworker Resource Center should avoid scheduling any special events on the same days and times as the farmers' market and public meetings held at the Ted Adcock Community Center.

C/CAG TRANSPORTATION DEMAND MANAGEMENT CHECKLIST

The City/County Association of Governments (C/CAG) of San Mateo County requires that projects generating at least 100 daily trips participate in a Transportation Demand Management (TDM) program as part of the County's Congestion Management Program. The FRC project will be required to submit the C/CAG TDM checklist to demonstrate at least 25% trip reduction from otherwise expected levels.

The FRC already incorporates some TDM strategies such as on-site bicycle parking, good bicycle and pedestrian access, and a reduced parking supply for residents. However, additional measures will be required to meet the 25% trip reduction target. A sample TDM checklist is included in Attachment E to demonstrate how the FRC might meet its TDM target. Promising strategies include provision of subsidized transit passes to residents, the provision of shuttle services to residents to accommodate daily errands, and a commitment from Mercy Housing and ALAS staff to park at other facilities in Downtown. Conditions of approval documenting the trip-reduction and parking-reduction strategies agreed to by the applicant will be included in the resolution approving the project.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Findings of the traffic study and parking analysis are summarized as follows:

- The existing conditions scenario provides an evaluation of current operations based on existing traffic volumes during the weekday morning and afternoon, Saturday midday, and Sunday midday peak periods. All study intersections operate at acceptable levels of service under existing conditions.
- Under existing conditions, the westbound shared left-through-right movement at the intersection of Kelly Avenue and Highway 1 exceeds the available storage length by 115 feet

(five vehicles) during the Saturday midday peak hour. This queue could potentially block the project driveway.

- The proposed residential development is estimated to generate 10 weekday a.m., 12 weekday p.m., 17 Saturday midday, and 16 Sunday midday peak hour trips. The increase in site generated trips would not significantly impact the delay at all three study intersections. The 95th percentile queue for the southbound left turn movement at the Highway 1 and Kelly Avenue intersection is expected to increase by 85 feet compared to existing conditions.
- A multi-way stop sign warrant analysis was conducted for the project driveway. Although the minimum volumes were met during the Saturday peak period, the expected delay at either the project driveway or school driveway does not meet the 30 seconds per vehicle threshold at any hour.
- While the multi-way stop sign at the project driveway might still be considered due to the high number of pedestrians on the east leg crosswalk, this is not recommended due to the distance to the adjacent intersections. Instead, it is recommended to consider additional improvements such as a raised crosswalk to promote pedestrian safety at this location.
- The focused parking impact study indicates that the on-site parking garage and future parking supply in the shared-access parking area will be able to accommodate the expected parking demand during the weekday evening and weekday midday peak periods. However, it is recommended that special events at the FRC should not overlap with the farmers' market held on Saturdays or events at the TACC. Conditions of approval should be included with the project to ensure these parking reduction measures and additional TDM measures are in effect.

ATTACHMENTS

CONTENTS

ATTACHMENT A: TRAFFIC COUNT DATA

ATTACHMENT B: ITE TRIP GENERATION RATES

ATTACHMENT C: SYNCHRO WORKSHEETS

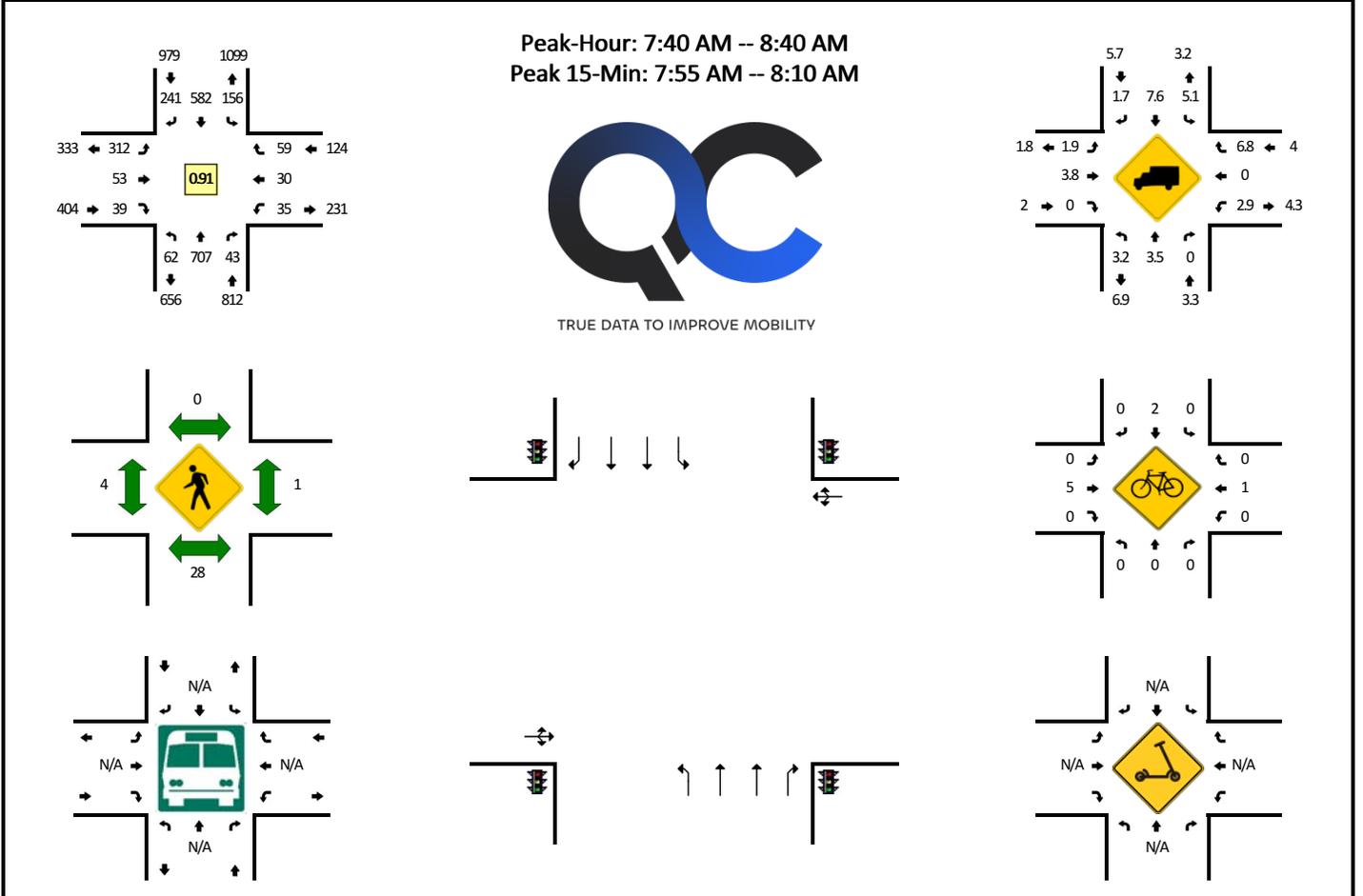
ATTACHMENT D: STOP WARRANT ANALYSIS

ATTACHMENT E: C\CAG TDM CHECKLIST

ATTACHMENT A: TRAFFIC COUNT DATA

LOCATION: Hwy 1 -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373801
DATE: Thu, Nov 2 2023



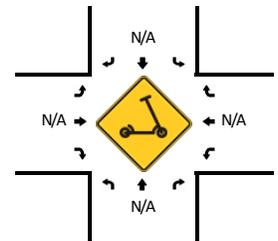
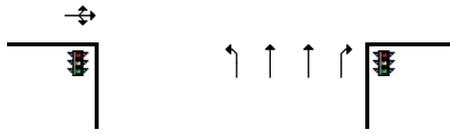
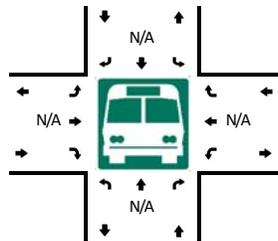
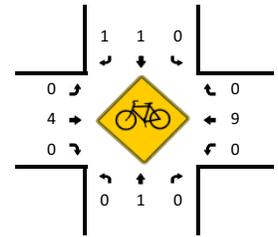
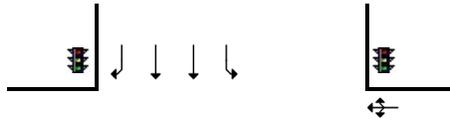
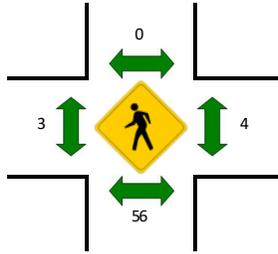
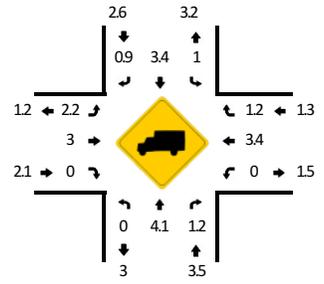
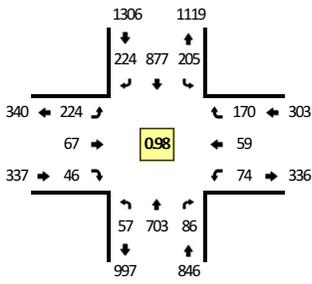
5-Min Count Period Beginning At	Hwy 1 (Northbound)				Hwy 1 (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	41	4	0	6	20	5	0	16	0	4	0	4	3	2	0	106	
7:05 AM	3	39	2	0	1	22	6	0	11	2	1	0	3	0	3	0	93	
7:10 AM	2	43	2	0	3	29	8	0	19	3	0	0	1	2	1	0	113	
7:15 AM	2	41	4	0	8	31	4	0	11	3	3	0	2	0	1	0	110	
7:20 AM	2	43	4	0	5	21	4	0	13	3	3	0	6	3	5	0	112	
7:25 AM	3	47	3	0	8	30	6	4	25	1	5	0	2	0	2	0	136	
7:30 AM	6	46	5	0	15	47	16	1	17	2	3	0	4	0	2	0	164	
7:35 AM	4	47	2	0	4	31	16	3	11	1	6	0	4	3	7	0	139	
7:40 AM	11	55	4	0	11	46	21	4	18	0	5	0	2	2	6	0	185	
7:45 AM	5	49	10	0	11	45	29	0	31	3	8	0	3	1	5	0	200	
7:50 AM	8	53	3	0	16	52	24	1	22	3	3	0	5	7	1	0	198	
7:55 AM	5	82	2	0	5	49	32	4	30	3	6	0	4	1	6	0	229	1785
8:00 AM	7	57	6	0	9	49	21	3	26	4	3	0	4	4	4	0	197	1876
8:05 AM	5	63	5	0	12	47	26	3	30	7	3	0	2	4	4	0	211	1994
8:10 AM	7	67	3	0	11	43	15	0	30	3	3	0	3	6	11	0	202	2083
8:15 AM	2	80	4	0	6	36	13	0	33	11	1	0	2	0	9	0	197	2170
8:20 AM	1	78	1	0	15	53	22	3	28	5	4	0	2	0	1	0	213	2271
8:25 AM	2	44	3	0	10	46	7	0	30	5	1	0	1	1	6	0	156	2291
8:30 AM	4	48	2	0	16	57	17	1	8	4	1	0	3	2	3	0	166	2293
8:35 AM	5	31	0	0	13	59	14	2	26	5	1	0	4	2	3	0	165	2319
8:40 AM	1	61	2	0	5	43	15	0	7	2	3	0	4	1	7	0	151	2285
8:45 AM	2	56	2	0	13	50	5	1	9	1	2	0	7	3	5	0	156	2241
8:50 AM	4	40	9	0	19	44	16	2	20	2	5	0	5	3	3	0	172	2215
8:55 AM	3	53	2	0	12	40	10	2	17	3	5	0	2	3	3	0	155	2141
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	808	52	0	104	580	316	40	344	56	48	0	40	36	56	0	2548	
Heavy Trucks	0	40	0		4	40	0		4	4	0		4	0	4		100	
Buses																		
Pedestrians		48				0				4				4			56	
Bicycles	0	0	0		0	4	0		0	8	0		0	0	0		12	
Scooters																		

Comments:

LOCATION: Hwy 1 -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373802
DATE: Thu, Nov 2 2023

Peak-Hour: 3:50 PM -- 4:50 PM
Peak 15-Min: 4:05 PM -- 4:20 PM



5-Min Count Period Beginning At	Hwy 1 (Northbound)				Hwy 1 (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	3	32	6	0	10	29	15	1	12	1	3	0	2	4	11	0	129	
2:05 PM	2	51	3	0	8	58	12	1	10	3	3	0	10	2	14	0	177	
2:10 PM	2	37	8	1	11	38	16	4	34	2	10	0	6	4	13	0	186	
2:15 PM	3	60	3	0	11	61	11	1	25	6	1	0	3	4	17	0	206	
2:20 PM	1	38	10	0	7	44	16	3	19	10	9	0	1	4	12	0	174	
2:25 PM	1	50	3	0	14	72	18	2	17	6	3	0	8	0	9	0	203	
2:30 PM	2	47	6	0	9	57	13	1	16	2	0	0	3	6	13	0	175	
2:35 PM	5	58	6	0	13	61	14	3	14	1	0	0	7	6	12	0	200	
2:40 PM	2	39	6	0	20	70	17	1	13	5	5	0	4	5	11	0	198	
2:45 PM	4	58	2	0	14	48	13	5	18	5	3	0	4	5	11	0	190	
2:50 PM	2	61	9	0	19	76	17	2	7	5	2	0	7	3	16	0	226	
2:55 PM	1	38	7	0	18	47	11	2	19	8	2	0	3	9	13	0	178	2242
3:00 PM	3	49	4	0	28	78	9	1	23	4	7	0	6	1	13	0	226	2339
3:05 PM	4	59	6	0	17	55	22	4	23	5	6	0	5	2	13	0	221	2383
3:10 PM	1	34	5	0	15	61	18	3	16	6	6	0	9	8	18	0	200	2397
3:15 PM	9	42	4	0	19	65	18	2	13	5	5	0	7	7	26	0	222	2413
3:20 PM	2	59	2	0	20	86	21	1	14	8	3	0	5	6	20	0	247	2486
3:25 PM	3	56	7	0	8	78	20	0	10	3	6	0	7	5	17	0	220	2503
3:30 PM	3	28	9	0	11	63	16	2	22	4	4	0	9	4	13	0	188	2516
3:35 PM	4	55	7	0	14	77	20	5	12	3	4	0	4	5	12	0	222	2538
3:40 PM	5	38	8	0	9	50	18	0	13	3	2	0	10	4	12	0	172	2512
3:45 PM	1	54	6	0	22	71	14	4	13	4	4	0	5	3	20	0	221	2543
3:50 PM	2	64	11	0	19	71	24	0	18	7	5	0	9	5	18	0	253	2570
3:55 PM	5	71	6	0	15	67	13	2	18	5	5	0	11	3	8	0	229	2621
4:00 PM	5	54	10	0	15	62	21	3	22	10	5	0	2	4	13	0	226	2621
4:05 PM	3	44	5	0	12	67	16	2	22	5	3	0	10	10	16	0	215	2615
4:10 PM	5	53	4	0	27	79	14	2	20	7	3	0	6	7	13	0	240	2655
4:15 PM	3	71	8	0	13	86	24	1	14	1	6	0	4	5	19	0	255	2688
4:20 PM	5	50	8	0	12	46	21	2	22	3	1	0	6	4	13	0	193	2634
4:25 PM	3	61	7	0	13	102	24	1	12	5	4	0	6	4	11	0	253	2667
4:30 PM	8	51	8	0	12	77	17	1	15	10	2	0	6	3	13	0	223	2702
4:35 PM	6	59	4	0	17	68	15	6	18	3	6	0	7	6	19	0	234	2714
4:40 PM	4	64	9	0	15	76	18	0	19	9	4	0	2	5	13	0	238	2780
4:45 PM	8	61	6	0	13	76	17	2	24	2	2	0	5	3	14	0	233	2792
4:50 PM	7	49	4	0	13	61	21	1	14	6	4	0	8	8	15	0	211	2750
4:55 PM	3	48	4	0	24	86	25	1	19	3	3	0	6	4	11	0	237	2758
5:00 PM	3	38	4	0	14	53	17	0	17	5	9	0	6	4	12	0	182	2714
5:05 PM	5	74	2	0	23	93	23	2	17	4	5	0	6	4	13	0	271	2770

5-Min Count Period Beginning At	Hwy 1 (Northbound)				Hwy 1 (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	7	29	8	0	16	50	13	1	19	7	5	0	7	7	18	0	187	2717
5:15 PM	5	55	7	0	23	70	18	3	23	9	5	0	5	9	18	0	250	2712
5:20 PM	4	53	8	0	16	40	9	5	20	6	1	0	6	7	17	0	192	2711
5:25 PM	2	41	2	0	16	75	28	1	15	9	1	0	5	8	21	0	224	2682
5:30 PM	2	59	7	0	13	54	20	0	12	1	2	0	12	5	12	0	199	2658
5:35 PM	1	35	2	0	16	43	18	4	17	4	0	0	8	3	9	0	160	2584
5:40 PM	5	50	8	1	17	81	18	1	10	6	9	0	6	6	8	0	226	2572
5:45 PM	2	34	2	0	16	58	19	2	25	5	4	0	8	8	15	0	198	2537
5:50 PM	2	34	2	0	17	72	19	4	13	5	4	0	9	9	12	0	202	2528
5:55 PM	6	38	8	0	13	52	15	1	15	4	5	0	5	4	13	0	179	2470
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	672	68	0	208	928	216	20	224	52	48	0	80	88	192	0	2840	
Heavy Trucks	0	40	0		0	40	4		4	0	0		0	8	4		100	
Buses																		
Pedestrians		60				0				0				4			64	
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8	
Scooters																		

Comments:

Report generated on 11/15/2023 6:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373805

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound						
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn		
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	12	0	1	0
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	2	16	0	0	0	0	0	0	0	0	0	0	28	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	30	0	1	0	0	0	0	0	0	0	0	30	0	3	1
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	33	0	0	0	0	0	0	0	0	0	0	41	0	4	1
08:00 AM	2	0	2	0	0	0	0	0	0	0	0	5	29	0	1	0	0	0	0	0	0	0	0	48	0	5	0
08:15 AM	3	0	0	0	0	0	0	0	0	0	0	4	26	0	0	0	0	0	0	0	0	0	0	49	0	11	0
08:30 AM	2	0	0	0	0	0	0	0	0	0	0	5	43	0	0	0	0	0	0	0	0	0	0	37	0	8	0
08:45 AM	2	0	2	0	0	0	0	0	0	0	0	4	25	0	0	0	0	0	0	0	0	0	0	51	0	10	1
Total	13	0	5	0	0	0	0	0	0	0	0	27	217	0	2	0	0	0	0	0	0	0	0	296	0	44	3

Peak Hour: 8:00 AM - 9:00 AM
 Peak 15: 8:45 AM - 9:00 AM
 PHF: 0.986842



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373805

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	12	0	1	0
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	0	27	0	2	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	27	0	1	0	0	0	0	0	0	29	0	3	1	
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	32	0	0	0	0	0	0	0	0	41	0	4	1	
08:00 AM	2	0	2	0	0	0	0	0	0	0	0	5	27	0	1	0	0	0	0	0	0	44	0	5	0	
08:15 AM	3	0	0	0	0	0	0	0	0	0	4	24	0	0	0	0	0	0	0	0	0	47	0	10	0	
08:30 AM	2	0	0	0	0	0	0	0	0	0	0	5	42	0	0	0	0	0	0	0	0	35	0	8	0	
08:45 AM	2	0	2	0	0	0	0	0	0	0	0	4	25	0	0	0	0	0	0	0	0	51	0	10	1	
Total	13	0	5	0	0	0	0	0	0	0	0	26	205	0	2	0	0	0	0	0	0	286	0	43	3	



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373805

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373805

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound				
	Right	Thru	Left	Left to Parking Lot	Peds	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	Peds	Right to Parking Lot	Right	Thru	Left	Peds	Right	Right to Parking Lot	Thru	Left	Peds	Right	Thru	Left to Parking Lot	Left	Peds
07:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0
07:45 AM	0	0	0	0	4	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	9	0	2	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	10	0	2	0	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	3	0	0
08:30 AM	0	0	1	0	10	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	6	0	1	0	0
08:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	73	0	1	0	1
Total	0	0	1	0	29	0	0	0	0	0	0	1	8	0	16	0	0	0	0	0	103	0	14	0	2



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373806

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
02:00 PM	7	0	7	0	0	0	2	0	0	0	0	2	59	0	0	0	0	0	0	0	0	0	40	0	6	0
02:15 PM	5	0	2	0	0	0	0	0	0	0	0	1	51	0	0	0	0	0	0	0	0	0	61	0	5	0
02:30 PM	5	0	4	0	0	0	0	0	0	0	0	8	55	0	0	0	0	0	0	0	0	0	49	0	4	0
02:45 PM	7	0	4	0	0	0	0	0	0	0	1	4	56	0	0	0	0	0	0	0	0	0	80	1	3	0
03:00 PM	3	0	0	0	0	2	0	0	0	0	0	8	79	0	0	0	0	0	0	0	0	0	77	0	4	1
03:15 PM	3	0	0	0	0	0	0	0	0	0	0	10	94	0	0	0	0	0	0	0	0	0	68	0	1	0
03:30 PM	4	0	5	0	0	0	0	0	0	0	0	5	70	0	0	0	0	0	0	0	0	0	56	0	2	0
03:45 PM	4	0	6	0	0	0	0	0	1	0	0	1	69	0	0	0	0	0	0	0	0	0	81	0	1	0
04:00 PM	3	0	3	0	0	0	0	0	0	0	0	2	73	0	0	0	0	0	0	0	0	0	67	0	7	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	2	67	0	0	0	0	0	0	0	0	0	59	0	2	0
04:30 PM	3	0	2	0	0	0	0	0	0	0	0	3	73	0	0	0	0	0	0	0	0	0	65	0	4	1
04:45 PM	3	0	1	0	0	0	0	0	0	0	0	4	62	0	0	0	0	0	0	0	0	0	67	0	2	0
05:00 PM	2	0	4	0	0	0	0	0	0	0	0	1	76	0	0	0	0	0	0	0	0	0	63	1	3	0
05:15 PM	2	0	1	0	0	0	0	0	0	0	0	2	85	0	0	0	0	0	0	0	0	0	75	0	3	0
05:30 PM	3	0	1	0	0	0	0	0	0	0	1	4	61	0	0	0	0	0	0	0	0	0	63	0	4	0
05:45 PM	3	0	3	0	0	0	0	0	0	0	0	2	73	1	0	0	0	0	0	0	0	0	66	0	1	0
Total	57	0	44	0	0	2	2	0	1	0	2	59	1103	1	0	0	0	0	0	0	0	1039	2	52	2	

Peak Hour: 3:00 PM - 4:00 PM
 Peak 15: 3:15 PM - 3:30 PM
 PHF: 0.930398



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373806

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
02:00 PM	7	0	6	0	0	0	2	0	0	0	0	2	56	0	0	0	0	0	0	0	0	0	37	0	6	0
02:15 PM	5	0	2	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	58	0	5	0
02:30 PM	5	0	3	0	0	0	0	0	0	0	0	7	52	0	0	0	0	0	0	0	0	0	46	0	4	0
02:45 PM	7	0	4	0	0	0	0	0	0	0	1	4	54	0	0	0	0	0	0	0	0	0	78	1	3	0
03:00 PM	3	0	0	0	0	2	0	0	0	0	0	8	76	0	0	0	0	0	0	0	0	0	77	0	4	1
03:15 PM	3	0	0	0	0	0	0	0	0	0	0	10	93	0	0	0	0	0	0	0	0	0	67	0	1	0
03:30 PM	4	0	5	0	0	0	0	0	0	0	0	4	68	0	0	0	0	0	0	0	0	0	55	0	2	0
03:45 PM	4	0	5	0	0	0	0	0	1	0	0	1	69	0	0	0	0	0	0	0	0	0	80	0	1	0
04:00 PM	3	0	3	0	0	0	0	0	0	0	0	2	69	0	0	0	0	0	0	0	0	0	65	0	6	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	2	67	0	0	0	0	0	0	0	0	0	58	0	2	0
04:30 PM	3	0	2	0	0	0	0	0	0	0	0	3	73	0	0	0	0	0	0	0	0	0	64	0	4	1
04:45 PM	3	0	1	0	0	0	0	0	0	0	0	4	61	0	0	0	0	0	0	0	0	0	66	0	2	0
05:00 PM	2	0	4	0	0	0	0	0	0	0	0	1	75	0	0	0	0	0	0	0	0	0	62	1	3	0
05:15 PM	2	0	1	0	0	0	0	0	0	0	0	2	84	0	0	0	0	0	0	0	0	0	74	0	3	0
05:30 PM	3	0	1	0	0	0	0	0	0	0	1	4	61	0	0	0	0	0	0	0	0	0	62	0	4	0
05:45 PM	3	0	3	0	0	0	0	0	0	0	0	2	73	1	0	0	0	0	0	0	0	0	68	0	1	0
Total	57	0	41	0	0	2	2	0	1	0	2	57	1081	1	0	0	0	0	0	0	0	0	1017	2	51	2



Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373806

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
02:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0
02:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	0	0	0	0	2	22	0	0	0	0	0	0	0	0	0	22	0	1	0

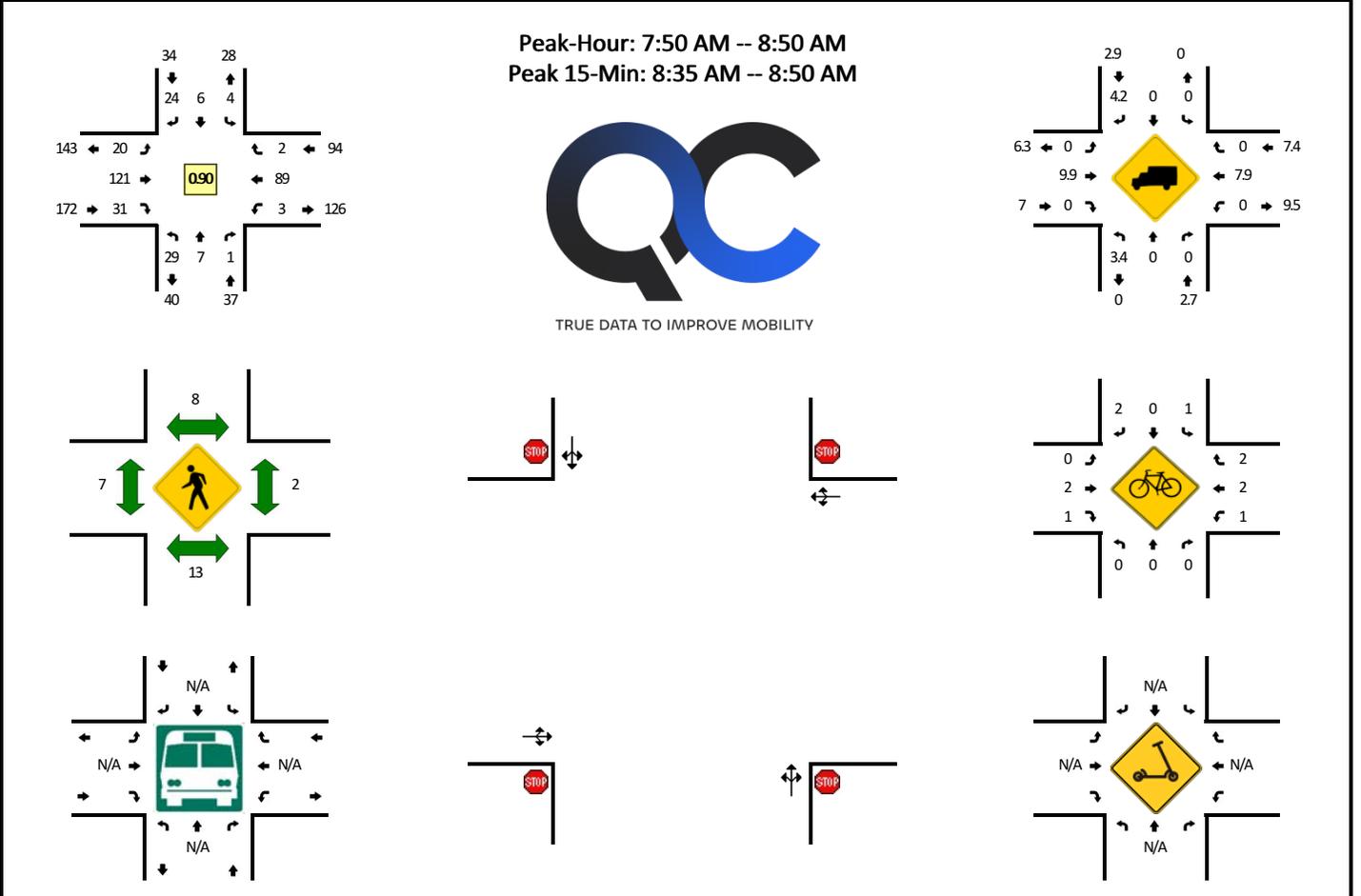


Location: Site Dwy--Kelly St
 Date: 11/2/2023
 Site Code: 16373806

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	Peds	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	Peds	Right to Parking Lot	Right	Thru	Left	Peds	Right	Right to Parking Lot	Thru	Left	Peds	Right	Thru	Left to Parking Lot	Left	Peds	
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	2	0	0	1
02:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	12	0	1	0	1	0
02:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0	3	0	0	0
02:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	1	0	0	0
03:00 PM	0	0	0	0	11	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	38	0	4	0	0	0
03:15 PM	0	0	0	0	9	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	17	0	1	0	2	1
03:30 PM	0	0	0	0	11	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	7	0	0	1
03:45 PM	0	0	0	0	8	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	8	0	0	0	0	0
04:00 PM	0	0	4	0	7	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	11	0	3	0	0	0
04:15 PM	0	0	0	0	10	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	10	0	0	0	0	1
04:30 PM	0	0	0	0	5	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	13	0	1	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	11	0	5	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	3	0	7	0	1	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	10	0	2	0	0	0
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	6	0	3	0	0	0
05:45 PM	0	0	0	0	5	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	11	0	2	0	0	0
Total	1	0	5	0	80	0	0	0	0	0	0	0	61	0	58	0	0	0	0	174	0	42	0	4	4	

LOCATION: Church St -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373809
DATE: Thu, Nov 2 2023

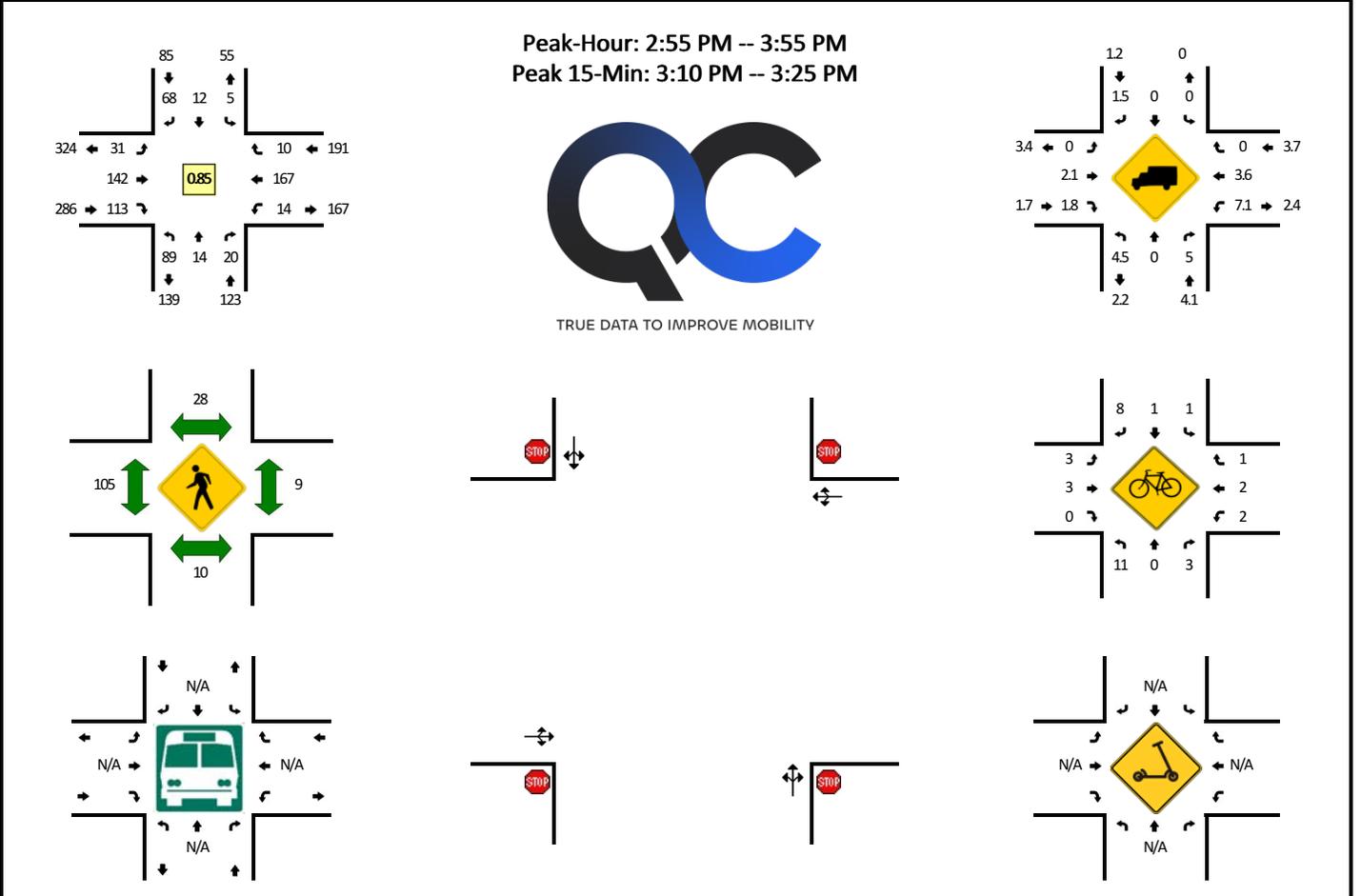


5-Min Count Period Beginning At	Church St (Northbound)				Church St (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	0	0	1	1	2	0	0	5	2	0	0	5	0	0	18	
7:05 AM	1	0	0	0	1	0	0	0	0	2	0	0	0	3	0	0	7	
7:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	
7:15 AM	2	0	0	0	0	0	3	0	3	8	2	0	0	0	0	0	18	
7:20 AM	2	0	0	0	0	0	2	0	2	6	0	0	0	6	1	0	19	
7:25 AM	1	1	0	0	0	0	1	0	1	5	1	0	0	2	0	0	12	
7:30 AM	0	0	0	0	0	0	1	0	3	5	1	0	0	9	1	0	20	
7:35 AM	5	0	0	0	0	0	5	0	0	8	2	0	0	6	0	0	26	
7:40 AM	1	1	0	0	0	0	1	0	1	6	2	0	1	6	0	0	19	
7:45 AM	0	1	0	0	0	0	3	0	6	4	1	0	1	6	1	0	23	
7:50 AM	4	2	1	0	0	1	2	0	6	6	1	0	0	3	0	0	26	
7:55 AM	1	3	0	0	1	0	3	0	1	5	1	0	1	11	1	0	28	219
8:00 AM	4	1	0	0	0	0	3	0	0	7	1	0	0	4	0	0	20	221
8:05 AM	3	0	0	0	0	0	1	0	4	11	6	0	0	6	0	0	31	245
8:10 AM	4	0	0	0	0	0	0	0	0	12	3	0	0	13	0	0	32	274
8:15 AM	1	1	0	0	0	0	0	0	0	13	2	0	1	11	0	0	29	285
8:20 AM	2	0	0	0	0	0	0	0	1	11	3	0	0	5	0	0	22	288
8:25 AM	2	0	0	0	0	1	1	0	2	11	4	0	0	10	0	0	31	307
8:30 AM	1	0	0	0	0	0	2	0	0	13	3	0	0	5	0	0	24	311
8:35 AM	5	0	0	0	1	1	2	0	0	11	1	0	0	8	1	0	30	315
8:40 AM	2	0	0	0	1	2	5	0	2	6	2	0	1	8	0	0	29	325
8:45 AM	0	0	0	0	1	1	5	0	3	15	4	1	0	5	0	0	35	337
8:50 AM	3	0	0	0	0	0	2	0	2	13	0	0	0	4	0	0	24	335
8:55 AM	1	0	0	0	0	0	2	0	1	11	6	0	0	7	1	0	29	336
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	0	0	0	12	16	48	0	20	128	28	4	4	84	4	0	376	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12	
Buses																		
Pedestrians		8				20				8				0			36	
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Church St -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373810
DATE: Thu, Nov 2 2023



5-Min Count Period Beginning At	Church St (Northbound)				Church St (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	3	0	0	0	0	0	5	0	0	8	5	0	1	13	0	0	35	
2:05 PM	6	0	2	0	1	1	3	0	1	9	4	0	1	12	1	0	41	
2:10 PM	2	0	2	0	1	0	4	0	1	14	4	0	0	13	0	0	41	
2:15 PM	7	0	2	0	0	3	2	0	1	10	8	0	0	11	0	0	44	
2:20 PM	5	0	2	0	1	0	2	0	7	18	2	0	1	7	1	0	46	
2:25 PM	4	0	1	0	0	0	5	0	1	9	6	0	0	11	1	0	38	
2:30 PM	4	0	0	0	0	3	4	0	3	7	8	0	0	14	2	0	45	
2:35 PM	0	1	3	0	0	0	1	0	1	10	5	0	1	15	0	0	37	
2:40 PM	3	0	2	0	0	1	5	0	4	6	8	0	1	17	1	0	48	
2:45 PM	5	0	1	0	0	1	3	0	3	9	10	0	1	10	0	0	43	
2:50 PM	4	1	2	2	0	2	5	0	6	10	7	0	1	14	1	0	55	
2:55 PM	3	0	2	0	0	1	6	0	2	15	15	0	1	11	1	0	57	530
3:00 PM	7	0	2	0	0	2	8	0	4	10	11	0	2	14	3	0	63	558
3:05 PM	6	2	2	0	1	1	4	0	1	4	7	0	1	10	2	0	41	558
3:10 PM	12	6	5	0	2	1	7	0	2	15	5	0	1	22	1	0	79	596
3:15 PM	7	0	1	0	0	1	6	0	3	15	14	0	1	21	0	0	69	621
3:20 PM	8	0	1	0	1	0	5	0	2	12	4	0	2	17	1	0	53	628
3:25 PM	7	1	2	0	0	0	4	0	6	13	7	0	1	14	0	0	55	645
3:30 PM	5	1	1	0	1	2	8	0	3	11	5	0	0	15	0	0	52	652
3:35 PM	5	1	0	0	0	0	4	0	3	12	9	0	2	8	0	0	44	659
3:40 PM	11	0	0	0	0	0	7	0	2	7	5	0	1	17	1	0	51	662
3:45 PM	8	1	1	0	0	4	5	0	1	15	11	0	1	7	0	0	54	673
3:50 PM	10	2	3	0	0	0	4	0	2	13	20	0	1	11	1	0	67	685
3:55 PM	7	1	2	0	0	1	3	0	5	12	7	0	0	8	0	0	46	674
4:00 PM	9	0	1	0	0	0	2	0	4	7	7	0	0	13	0	0	43	654
4:05 PM	8	0	0	1	0	1	6	0	5	8	7	0	1	14	0	0	51	664
4:10 PM	3	0	1	1	0	1	4	0	2	19	12	0	2	15	0	0	60	645
4:15 PM	6	0	1	0	0	0	0	0	0	8	12	0	0	20	1	0	48	624
4:20 PM	8	0	1	0	0	0	2	0	1	8	7	0	0	10	0	0	37	608
4:25 PM	6	1	0	0	0	1	6	0	4	11	8	0	0	11	0	0	48	601
4:30 PM	10	1	0	0	0	3	3	0	2	8	11	0	1	10	0	0	49	598
4:35 PM	8	0	2	0	0	3	9	0	2	7	10	0	1	8	0	0	50	604
4:40 PM	9	1	1	0	0	0	3	0	2	8	12	0	0	12	0	0	48	601
4:45 PM	7	0	2	0	0	0	5	0	0	12	10	0	0	13	0	0	49	596
4:50 PM	6	0	1	0	0	2	4	0	4	7	10	0	0	9	0	0	43	572
4:55 PM	9	0	0	0	0	1	6	0	2	7	15	0	0	8	2	0	50	576
5:00 PM	9	1	0	0	0	0	3	0	1	9	11	0	1	11	0	0	46	579
5:05 PM	13	1	0	0	1	1	4	0	2	10	15	0	3	10	1	0	61	589

5-Min Count Period Beginning At	Church St (Northbound)				Church St (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	6	1	1	0	0	0	5	0	1	11	11	0	1	12	1	0	50	579
5:15 PM	15	1	0	0	0	2	5	0	3	10	10	0	0	10	0	0	56	587
5:20 PM	9	1	1	0	0	1	3	0	1	10	15	0	0	20	1	0	62	612
5:25 PM	6	0	0	0	1	0	1	0	1	10	15	0	1	19	0	0	54	618
5:30 PM	13	0	1	0	2	1	3	0	2	6	11	0	0	13	0	0	52	621
5:35 PM	9	0	0	0	0	1	1	0	1	8	9	0	0	9	0	0	38	609
5:40 PM	8	1	2	0	0	2	1	0	3	10	9	0	1	11	0	0	48	609
5:45 PM	14	1	0	0	0	1	3	0	3	13	14	0	3	14	1	0	67	627
5:50 PM	7	2	1	0	0	2	5	0	2	6	12	0	0	8	0	0	45	629
5:55 PM	8	0	0	0	0	1	4	0	3	12	7	0	1	8	0	0	44	623
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	108	24	28	0	12	8	72	0	28	168	92	0	16	240	8	0	804	
Heavy Trucks	4	0	4		0	0	0		0	0	0		0	4	0		12	
Buses																		
Pedestrians		4				20				72				8			104	
Bicycles	4	0	8		0	0	0		8	0	0		4	4	4		32	
Scooters																		

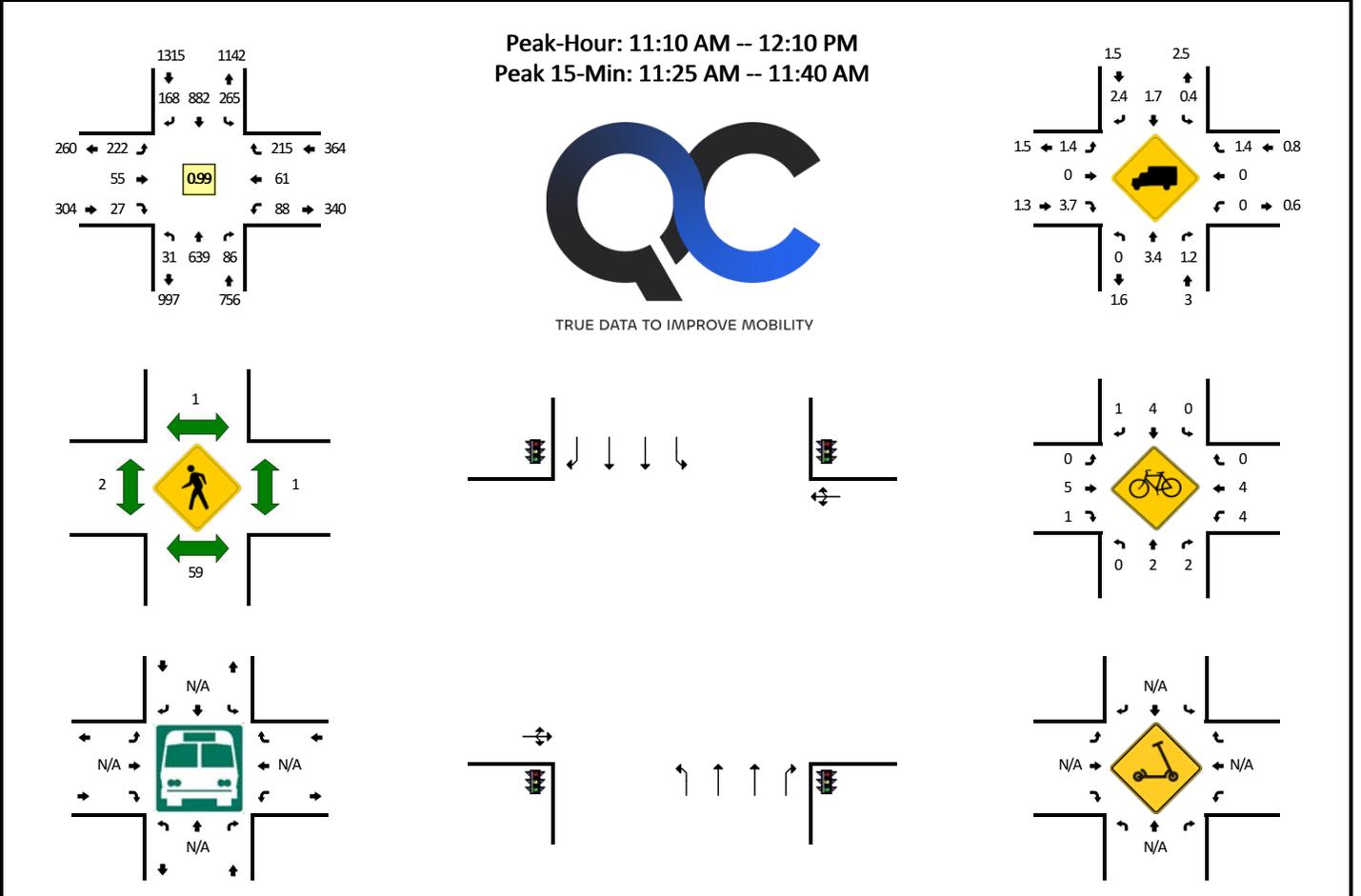
Comments:

Report generated on 11/15/2023 6:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Hwy 1 -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373803
DATE: Sat, Nov 4 2023



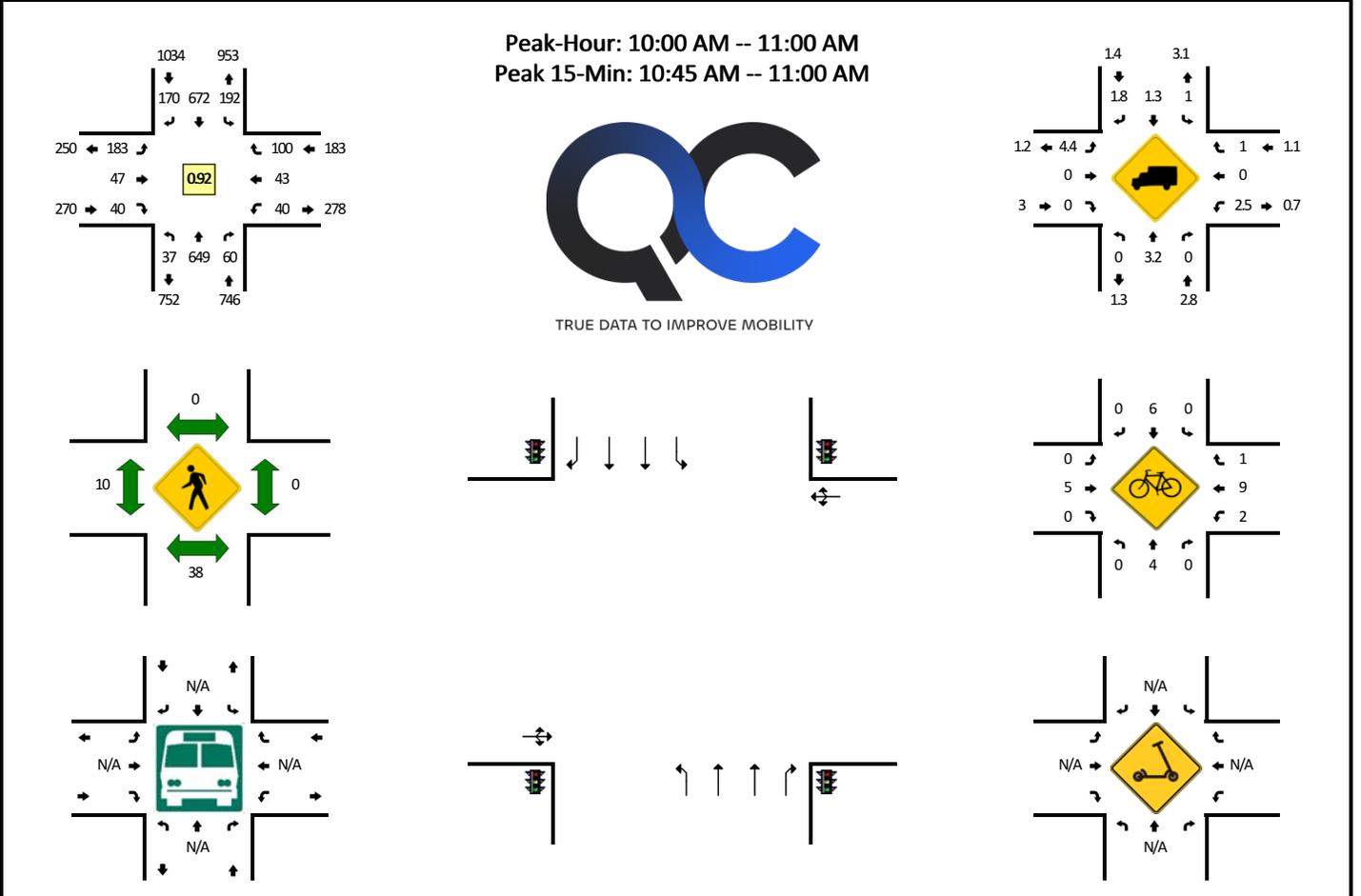
5-Min Count Period Beginning At	Hwy 1 (Northbound)				Hwy 1 (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	47	4	0	19	55	13	2	12	5	3	0	7	5	21	0	194	
11:05 AM	2	42	15	0	12	53	13	2	15	0	2	0	5	1	10	0	172	
11:10 AM	1	78	11	0	27	79	16	3	19	2	2	0	4	2	26	0	270	
11:15 AM	3	55	10	0	15	69	10	4	14	8	2	0	7	4	29	0	230	
11:20 AM	3	34	4	0	16	58	11	5	16	9	3	0	8	4	13	0	184	
11:25 AM	5	53	4	0	16	60	19	5	20	4	3	0	9	2	20	0	220	
11:30 AM	0	61	7	0	12	83	11	9	11	2	4	0	4	7	18	0	229	
11:35 AM	2	63	6	0	15	75	15	3	23	4	4	0	12	4	19	0	245	
11:40 AM	4	37	8	0	14	58	15	8	29	4	0	0	6	9	19	0	211	
11:45 AM	2	50	7	0	20	96	12	4	13	1	0	0	7	7	12	0	231	
11:50 AM	2	55	9	0	18	77	19	4	28	6	2	0	5	3	12	0	240	
11:55 AM	2	45	8	0	14	72	14	7	19	7	4	0	8	9	12	0	221	2647
12:00 PM	5	50	2	0	14	69	16	6	20	6	1	0	11	3	19	0	222	2675
12:05 PM	2	58	10	0	18	86	10	8	10	2	2	0	7	7	16	0	236	2739
12:10 PM	4	52	2	0	8	58	9	5	15	4	1	0	8	4	13	0	183	2652
12:15 PM	8	52	5	1	18	67	12	3	21	4	2	0	8	7	22	0	230	2652
12:20 PM	6	51	5	0	17	80	16	8	17	4	3	0	6	5	33	0	251	2719
12:25 PM	2	61	7	0	18	69	14	3	16	5	8	0	4	3	23	0	233	2732
12:30 PM	1	47	4	0	17	72	15	4	18	5	6	0	8	7	10	0	214	2717
12:35 PM	3	59	10	0	21	67	9	9	16	2	1	0	7	4	11	0	219	2691
12:40 PM	0	61	3	0	13	53	12	2	15	3	4	0	7	8	20	0	201	2681
12:45 PM	3	48	3	0	7	59	13	3	18	6	2	0	7	6	11	0	186	2636
12:50 PM	5	55	7	0	21	74	20	3	16	3	3	0	9	3	18	0	237	2633
12:55 PM	2	60	6	0	17	78	22	9	20	6	6	0	2	5	16	0	249	2661

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	708	68	0	172	872	180	68	216	40	44	0	100	52	228	0	2776
Heavy Trucks	0	20	4		0	16	8		0	0	4		0	0	4		56
Buses																	
Pedestrians	0	52			0	0			0	4			0	0			56
Bicycles		4	0		0	4	0		0	4	4		8	0	0		24
Scooters																	

Comments:

LOCATION: Hwy 1 -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373804
DATE: Sun, Nov 5 2023



5-Min Count Period Beginning At	Hwy 1 (Northbound)				Hwy 1 (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:00 AM	0	40	4	0	4	60	13	1	14	3	2	0	1	1	3	0	146	
9:05 AM	0	45	1	0	9	41	14	0	13	3	2	0	0	2	16	0	146	
9:10 AM	2	32	4	0	8	63	6	0	11	6	3	0	11	3	17	0	166	
9:15 AM	1	45	2	0	8	41	11	0	5	0	0	0	1	6	13	0	133	
9:20 AM	1	35	2	0	8	56	17	1	11	3	3	0	2	1	9	0	149	
9:25 AM	3	48	4	0	7	50	7	1	11	3	2	0	1	2	7	0	146	
9:30 AM	3	50	4	0	11	65	9	0	8	1	0	0	2	3	8	0	164	
9:35 AM	1	44	3	0	15	50	7	1	19	1	1	0	2	0	4	0	148	
9:40 AM	1	49	7	0	10	55	8	2	17	2	5	0	4	2	5	0	167	
9:45 AM	3	47	8	0	22	61	11	3	12	4	5	0	5	1	3	0	185	
9:50 AM	1	71	8	0	23	65	14	1	16	4	3	0	4	3	3	0	216	
9:55 AM	1	34	6	0	22	65	19	4	9	6	4	0	5	3	5	0	183	1949
10:00 AM	3	43	3	0	22	44	17	1	19	3	7	0	6	2	3	0	173	1976
10:05 AM	3	62	6	0	16	53	10	4	13	5	2	0	1	3	3	0	181	2011
10:10 AM	1	73	3	0	16	55	12	0	11	1	2	0	2	3	8	0	187	2032
10:15 AM	3	60	3	0	9	63	14	1	15	4	1	0	0	7	10	0	190	2089
10:20 AM	4	50	6	0	14	54	13	1	16	4	1	0	5	1	7	0	176	2116
10:25 AM	0	39	2	0	13	72	14	0	17	4	5	0	2	4	5	0	177	2147
10:30 AM	1	47	8	0	9	54	17	1	13	4	3	0	5	4	8	0	174	2157
10:35 AM	3	55	5	0	15	54	14	3	12	3	3	0	5	2	8	0	182	2191
10:40 AM	4	47	9	0	15	51	9	1	16	4	5	0	5	3	14	0	183	2207
10:45 AM	6	44	6	0	13	41	17	2	28	2	1	0	2	6	14	0	182	2204
10:50 AM	4	64	6	0	17	82	19	3	14	3	3	0	3	1	11	0	230	2218
10:55 AM	5	65	3	0	12	49	14	4	9	10	7	0	4	7	9	0	198	2233
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	692	60	0	168	688	200	36	204	60	44	0	36	56	136	0	2440	
Heavy Trucks	0	40	0	0	0	4	4	0	4	0	0	0	0	0	0	0	52	
Buses																		
Pedestrians		44				0				16				0			60	
Bicycles		8	0			4	0			8	0			28	0		48	
Scooters																		

Comments:



Location: Site Dwy--Kelly St
 Date: 11/4/2023
 Site Code: 16373807

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound				Kelly Ave Eastbound						
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
11:00 AM	17	0	6	2	0	0	1	0	0	0	0	12	68	0	0	0	0	0	1	0	0	0	70	0	11	0
11:15 AM	18	0	9	0	0	0	1	0	1	0	0	19	64	0	1	0	0	0	0	0	0	0	76	0	4	0
11:30 AM	14	0	11	0	0	0	0	0	0	0	0	12	78	0	0	0	0	0	0	0	0	47	2	14	0	
11:45 AM	10	0	6	0	0	0	0	0	0	0	0	9	60	0	1	0	0	0	0	0	0	61	1	12	0	
12:00 PM	16	0	10	0	0	0	0	0	0	0	0	12	64	0	2	0	0	0	0	0	0	44	0	9	0	
12:15 PM	11	0	11	0	0	0	0	0	0	0	0	6	106	0	0	0	0	0	0	0	0	65	0	6	0	
12:30 PM	8	0	3	0	0	0	0	0	0	0	0	7	62	0	0	0	0	0	0	0	0	59	0	10	1	
12:45 PM	9	1	5	0	0	0	0	0	0	0	0	4	73	0	0	0	0	0	0	0	0	0	0	6	0	
Total	103	1	61	2	0	0	2	0	1	0	0	81	575	0	4	0	0	0	1	0	0	481	3	72	1	

Peak Hour: 11:00 AM - 12:00 PM
 Peak 15: 11:15 AM - 11:30 AM
 PHF: 0.931347



Location: Site Dwy--Kelly St
 Date: 11/4/2023
 Site Code: 16373807

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
11:00 AM	17	0	6	2	0	0	1	0	0	0	0	12	67	0	0	0	0	0	1	0	0	0	70	0	11	0
11:15 AM	18	0	9	0	0	0	1	0	1	0	0	19	64	0	1	0	0	0	0	0	0	0	73	0	4	0
11:30 AM	14	0	11	0	0	0	0	0	0	0	0	12	77	0	0	0	0	0	0	0	0	0	47	2	14	0
11:45 AM	10	0	6	0	0	0	0	0	0	0	0	9	60	0	1	0	0	0	0	0	0	0	61	1	12	0
12:00 PM	16	0	10	0	0	0	0	0	0	0	0	12	64	0	2	0	0	0	0	0	0	0	44	0	9	0
12:15 PM	11	0	11	0	0	0	0	0	0	0	0	6	105	0	0	0	0	0	0	0	0	0	64	0	6	0
12:30 PM	8	0	3	0	0	0	0	0	0	0	0	7	62	0	0	0	0	0	0	0	0	0	59	0	10	1
12:45 PM	9	1	5	0	0	0	0	0	0	0	0	4	72	0	0	0	0	0	0	0	0	0	58	0	6	0
Total	103	1	61	2	0	0	2	0	1	0	0	81	571	0	4	0	0	0	1	0	0	0	476	3	72	1



Location: Site Dwy--Kelly St
 Date: 11/4/2023
 Site Code: 16373807

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0



Location: Site Dwy--Kelly St
 Date: 11/4/2023
 Site Code: 16373807

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound				
	Right	Thru	Left	Left to Parking Lot	Peds	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	Peds	Right to Parking Lot	Right	Thru	Left	Peds	Right	Right to Parking Lot	Thru	Left	Peds	Right	Thru	Left to Parking Lot	Left	Peds
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	17	0	0	0	0	11	0	3	0	0	1
11:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	20	0	0	0	0	1	16	0	2	0	0	2
11:30 AM	2	0	0	0	1	0	0	0	0	0	0	0	2	0	9	0	0	0	0	8	0	2	0	0	0
11:45 AM	0	0	1	0	3	0	0	0	0	0	0	0	4	0	15	0	0	0	0	22	0	1	0	0	2
12:00 PM	1	0	3	0	2	0	0	0	0	0	0	0	2	0	8	0	0	0	0	9	0	1	0	0	0
12:15 PM	4	0	0	0	2	0	0	0	0	0	0	0	3	0	11	0	0	0	0	4	0	3	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	11	0	5	0	0	0
12:45 PM	1	0	0	0	6	0	0	0	0	0	0	0	2	0	13	0	0	0	0	10	0	3	0	0	1
Total	8	0	4	0	18	0	0	0	0	0	0	0	17	0	109	0	0	0	1	91	0	20	0	0	8



Location: Site Dwy--Kelly St
 Date: 11/5/2023
 Site Code: 16373808

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
09:00 AM	1	0	1	0	0	0	1	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	40	0	1	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	39	0	0	0	0	0	0	0	0	0	22	0	3	0
09:30 AM	3	0	3	0	0	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	46	0	4	0
09:45 AM	2	0	2	0	0	0	0	0	0	0	0	1	23	0	0	0	0	0	0	0	1	80	1	2	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	33	0	0	0	0	0	0	0	0	68	0	3	0	
10:15 AM	2	0	0	0	0	0	0	0	0	0	0	1	35	0	0	0	0	0	0	0	0	49	0	3	0	
10:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	45	0	1	0	0	0	0	0	0	55	0	4	0	
10:45 AM	1	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	0	0	0	54	0	5	0	
Total	11	0	6	0	0	0	1	0	0	0	0	10	311	0	1	0	0	0	0	0	1	414	1	25	0	

Peak Hour: 9:45 AM - 10:45 AM
 Peak 15: 9:45 AM - 10:00 AM
 PHF: 0.930804



Location: Site Dwy--Kelly St
 Date: 11/5/2023
 Site Code: 16373808

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
09:00 AM	1	0	1	0	0	0	1	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	39	0	1	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	39	0	0	0	0	0	0	0	0	0	21	0	3	0
09:30 AM	3	0	3	0	0	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	46	0	4	0
09:45 AM	2	0	2	0	0	0	0	0	0	0	0	1	23	0	0	0	0	0	0	0	0	1	79	1	2	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	32	0	0	0	0	0	0	0	0	0	67	0	3	0
10:15 AM	2	0	0	0	0	0	0	0	0	0	0	1	34	0	0	0	0	0	0	0	0	0	48	0	3	0
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	45	0	1	0	0	0	0	0	0	0	55	0	4	0
10:45 AM	1	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	54	0	5	0
Total	10	0	6	0	0	0	1	0	0	0	0	9	307	0	1	0	0	0	0	0	0	1	409	1	25	0



Location: Site Dwy--Kelly St
 Date: 11/5/2023
 Site Code: 16373808

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	U-Turn	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	U-Turn	Right to Parking Lot	Right	Thru	Left	U-Turn	Right	Right to Parking Lot	Thru	Left	U-Turn	Right	Thru	Left to Parking Lot	Left	U-Turn	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5	0	0	0



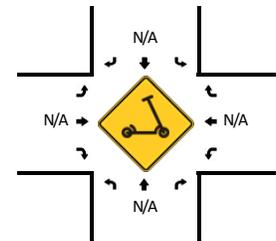
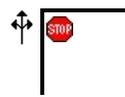
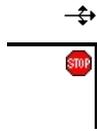
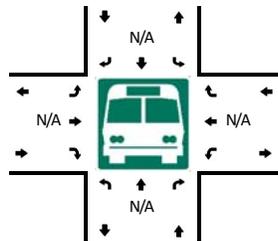
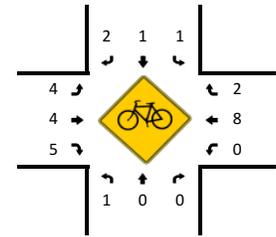
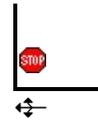
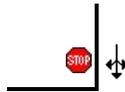
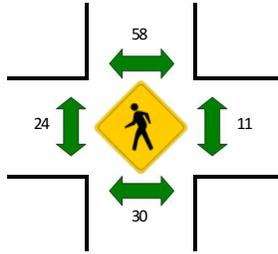
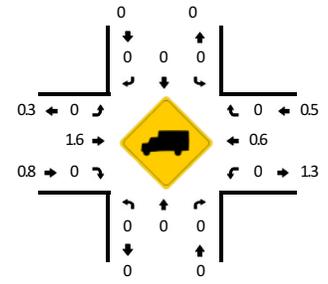
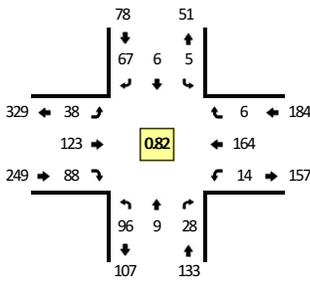
Location: Site Dwy--Kelly St
 Date: 11/5/2023
 Site Code: 16373808

Start Time	Site Dwy Southbound					Parking Lot Southwestbound					Kelly Ave Westbound					Site Dwy Northbound					Kelly Ave Eastbound					
	Right	Thru	Left	Left to Parking Lot	Peds	Right to Site Dwy	Right to Kelly Ave	Left to Site Dwy	Left to Kelly Ave	Peds	Right to Parking Lot	Right	Thru	Left	Peds	Right	Right to Parking Lot	Thru	Left	Peds	Right	Thru	Left to Parking Lot	Left	Peds	
09:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	8	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	5	0	3	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	1	0	0	1
09:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	3	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	3	0	0	0
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	14	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	8	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	7	0	2	0	0	0	0	0	10	0	1	0	0	0
Total	1	0	0	0	6	0	0	0	0	0	0	1	17	0	12	0	0	0	0	0	52	0	19	0	1	2

LOCATION: Church St -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373811
DATE: Sat, Nov 4 2023

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

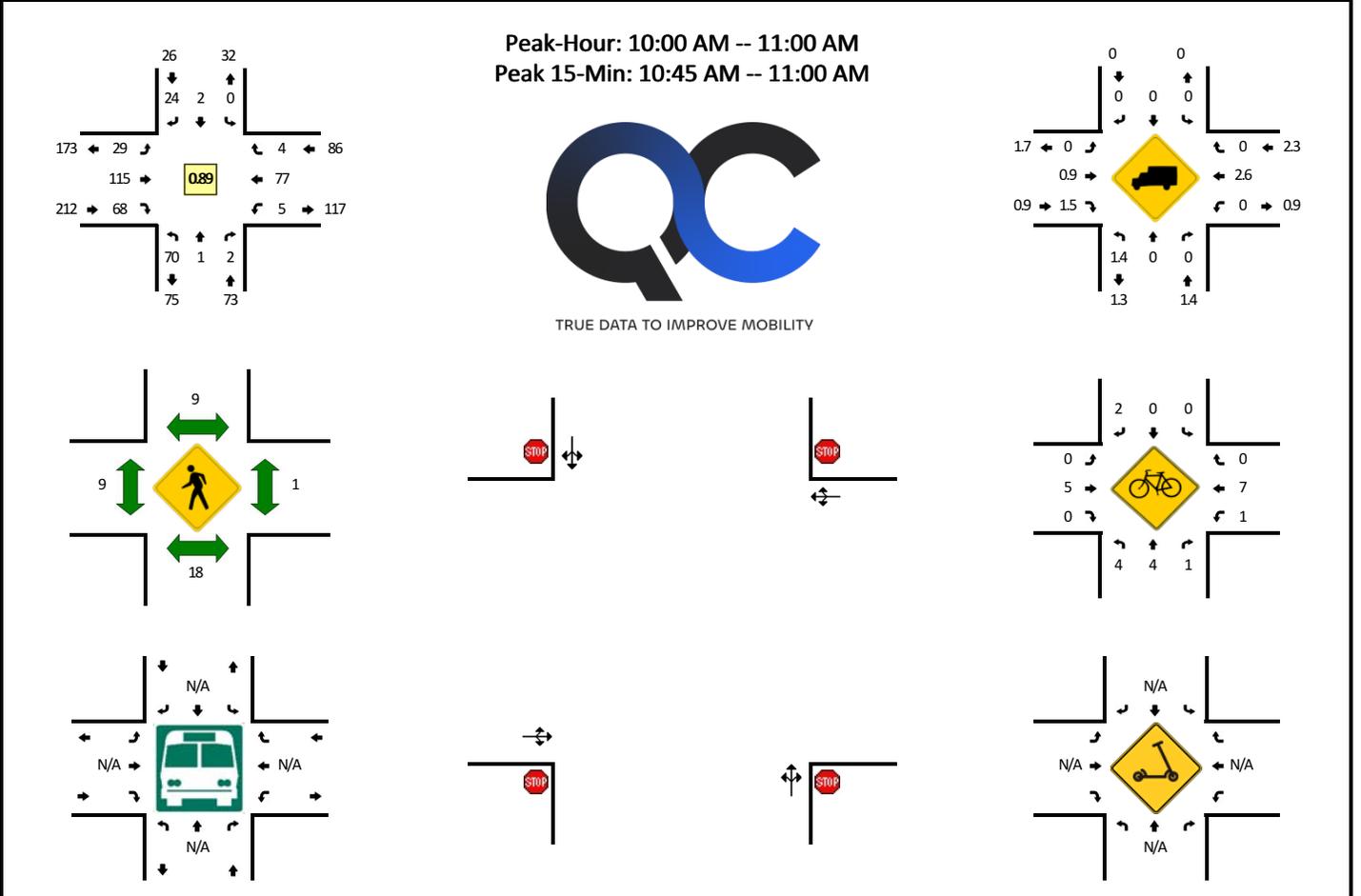


5-Min Count Period Beginning At	Church St (Northbound)				Church St (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	6	4	2	0	1	2	3	0	4	8	11	0	1	15	3	0	60	
11:05 AM	4	1	0	0	0	1	4	0	3	9	11	0	0	16	0	0	49	
11:10 AM	9	1	3	0	1	1	6	0	4	14	7	0	1	15	0	0	62	
11:15 AM	15	2	0	0	1	4	6	0	3	10	16	0	2	9	0	0	68	
11:20 AM	10	1	0	0	0	1	7	0	3	13	12	0	0	10	0	0	57	
11:25 AM	4	0	1	0	0	1	7	0	3	16	9	0	1	10	3	0	55	
11:30 AM	11	1	2	0	1	1	3	0	2	5	3	0	0	19	0	0	48	
11:35 AM	8	1	2	0	0	1	5	0	3	13	9	0	0	10	0	0	52	
11:40 AM	11	1	1	0	0	2	3	0	3	13	3	0	1	18	2	0	58	
11:45 AM	4	0	1	0	0	2	5	0	2	6	8	0	0	14	0	0	42	
11:50 AM	4	0	0	0	0	1	3	0	3	13	6	0	2	14	0	0	46	
11:55 AM	3	1	1	0	0	0	6	0	2	9	9	0	1	10	3	0	45	642
12:00 PM	7	0	1	0	2	2	8	0	2	7	9	1	1	13	1	0	54	636
12:05 PM	5	0	0	0	2	1	6	0	5	6	11	0	2	10	0	0	48	635
12:10 PM	4	2	3	0	0	1	9	0	2	5	8	0	1	9	0	0	44	617
12:15 PM	11	1	1	0	0	0	5	0	4	12	9	0	1	20	0	0	64	613
12:20 PM	14	3	4	0	0	0	8	0	0	15	4	0	0	17	1	0	66	622
12:25 PM	11	0	6	0	0	0	5	0	2	15	10	0	0	17	1	0	67	634
12:30 PM	2	0	4	0	0	0	7	0	3	11	9	0	0	7	1	0	44	630
12:35 PM	6	1	3	0	0	0	3	0	4	13	7	0	1	13	0	0	51	629
12:40 PM	15	1	5	0	0	0	2	0	3	7	4	0	0	15	1	0	53	624
12:45 PM	9	0	0	0	0	0	2	0	2	8	4	0	3	14	0	0	42	624
12:50 PM	6	0	0	0	1	0	4	0	8	12	6	0	3	14	0	1	55	633
12:55 PM	6	1	1	0	0	2	8	0	1	12	7	1	1	15	1	0	56	644
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	144	16	44	0	0	0	72	0	24	168	92	0	4	216	8	0	788	
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4	
Buses																		
Pedestrians		4				76				40				20			140	
Bicycles	0	0	0		0	4	4		4	0	8		0	8	8		36	
Scooters																		

Comments:

LOCATION: Church St -- Kelly St
CITY/STATE: Half Moon Bay, CA

QC JOB #: 16373812
DATE: Sun, Nov 5 2023



5-Min Count Period Beginning At	Church St (Northbound)				Church St (Southbound)				Kelly St (Eastbound)				Kelly St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
9:00 AM	1	0	0	0	0	0	1	0	1	9	6	0	0	3	0	0	0	21	
9:05 AM	5	0	1	0	2	0	6	0	2	11	3	0	0	5	0	0	0	35	
9:10 AM	1	0	0	0	2	1	8	0	3	12	3	0	0	9	2	0	0	41	
9:15 AM	1	0	1	0	0	0	1	0	0	7	1	0	1	12	0	0	0	24	
9:20 AM	3	0	0	0	0	0	2	0	0	4	2	0	0	5	0	0	0	16	
9:25 AM	2	0	1	0	0	1	3	0	1	3	2	0	0	4	0	0	0	17	
9:30 AM	2	0	0	0	0	0	1	0	2	5	7	0	1	9	0	0	0	27	
9:35 AM	2	0	0	0	0	0	0	0	6	7	6	0	2	6	1	0	0	30	
9:40 AM	4	0	0	0	0	1	2	0	3	4	6	0	2	4	0	0	0	26	
9:45 AM	1	0	1	0	0	0	2	0	2	7	10	0	1	3	0	0	0	27	
9:50 AM	2	2	1	0	0	0	2	0	4	11	11	0	0	6	0	0	0	39	
9:55 AM	1	0	0	0	0	1	1	0	2	7	10	0	1	6	1	0	0	30	333
10:00 AM	4	0	0	0	0	0	4	0	3	13	6	1	0	5	1	0	0	37	349
10:05 AM	5	0	0	0	0	0	2	0	3	11	4	0	1	1	2	0	0	29	343
10:10 AM	10	1	0	0	0	0	3	0	4	7	5	0	0	7	0	0	0	37	339
10:15 AM	5	0	0	0	0	0	1	0	1	4	6	0	1	7	0	0	0	25	340
10:20 AM	4	0	1	0	0	0	0	0	0	14	9	0	2	7	0	0	0	37	361
10:25 AM	3	0	0	0	0	1	2	0	2	5	8	0	0	5	0	0	0	26	370
10:30 AM	7	0	0	0	0	0	2	0	1	8	6	0	1	6	0	0	0	31	374
10:35 AM	4	0	0	0	0	0	2	0	3	11	3	0	0	8	0	0	0	31	375
10:40 AM	6	0	1	0	0	0	1	0	3	11	3	0	0	8	0	0	0	33	382
10:45 AM	4	0	0	0	0	0	3	0	3	10	7	0	0	13	0	0	0	40	395
10:50 AM	7	0	0	0	0	0	3	0	1	10	7	1	0	6	1	0	0	36	392
10:55 AM	11	0	0	0	0	1	1	0	3	11	4	0	0	4	0	0	0	35	397
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	88	0	0	0	0	4	28	0	28	124	72	4	0	92	4	0	0	444	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses		24				4				0				0				28	
Pedestrians	4	0	0		0	0	8		0	4	0		4	20	0			40	
Bicycles																			
Scooters																			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373813 DIRECTION: EB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
01:00 AM				0		0			0	
02:00 AM				3		3			3	
03:00 AM				1		1			1	
04:00 AM				2		2			2	
05:00 AM				7		7			7	
06:00 AM				16		16			16	
07:00 AM				78		78			78	
08:00 AM				173		173			173	
09:00 AM				169		169			169	
10:00 AM				202		202			202	
11:00 AM				184		184			184	
12:00 PM				206		206			206	
01:00 PM				209		209			209	
02:00 PM				184		184			184	
03:00 PM				211		211			211	
04:00 PM				240		240			240	
05:00 PM				240		240			240	
06:00 PM				221		221			221	
07:00 PM				171		171			171	
08:00 PM				65		65			65	
09:00 PM				49		49			49	
10:00 PM				16		16			16	
11:00 PM				4		4			4	
Day Total				2652		2652			2652	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				10:00 AM 202		10:00 AM 202			10:00 AM 202	
PM Peak Volume				4:00 PM 240		4:00 PM 240			4:00 PM 240	
<i>Comments:</i>										

Report generated on 12/11/2023 7:56 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373813 DIRECTION: EB, WB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
01:00 AM				2		2			2	
02:00 AM				4		4			4	
03:00 AM				2		2			2	
04:00 AM				3		3			3	
05:00 AM				10		10			10	
06:00 AM				35		35			35	
07:00 AM				141		141			141	
08:00 AM				299		299			299	
09:00 AM				282		282			282	
10:00 AM				363		363			363	
11:00 AM				354		354			354	
12:00 PM				408		408			408	
01:00 PM				458		458			458	
02:00 PM				398		398			398	
03:00 PM				426		426			426	
04:00 PM				488		488			488	
05:00 PM				520		520			520	
06:00 PM				511		511			511	
07:00 PM				356		356			356	
08:00 PM				187		187			187	
09:00 PM				184		184			184	
10:00 PM				37		37			37	
11:00 PM				13		13			13	
Day Total				5486		5486			5486	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				10:00 AM 363		10:00 AM 363			10:00 AM 363	
PM Peak Volume				5:00 PM 520		5:00 PM 520			5:00 PM 520	
<i>Comments:</i>										

Report generated on 12/11/2023 7:56 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373813 DIRECTION: WB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
01:00 AM				2		2			2	
02:00 AM				1		1			1	
03:00 AM				1		1			1	
04:00 AM				1		1			1	
05:00 AM				3		3			3	
06:00 AM				19		19			19	
07:00 AM				63		63			63	
08:00 AM				126		126			126	
09:00 AM				113		113			113	
10:00 AM				161		161			161	
11:00 AM				170		170			170	
12:00 PM				202		202			202	
01:00 PM				249		249			249	
02:00 PM				214		214			214	
03:00 PM				215		215			215	
04:00 PM				248		248			248	
05:00 PM				280		280			280	
06:00 PM				290		290			290	
07:00 PM				185		185			185	
08:00 PM				122		122			122	
09:00 PM				135		135			135	
10:00 PM				21		21			21	
11:00 PM				9		9			9	
Day Total				2834		2834			2834	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 170		11:00 AM 170			11:00 AM 170	
PM Peak Volume				6:00 PM 290		6:00 PM 290			6:00 PM 290	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA						QC JOB #: 16373814 DIRECTION: EB DATE: Nov 4 2023 - Nov 4 2023				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							8		8	
01:00 AM							5		5	
02:00 AM							2		2	
03:00 AM							1		1	
04:00 AM							3		3	
05:00 AM							4		4	
06:00 AM							15		15	
07:00 AM							48		48	
08:00 AM							211		211	
09:00 AM							223		223	
10:00 AM							248		248	
11:00 AM							248		248	
12:00 PM							235		235	
01:00 PM							221		221	
02:00 PM							200		200	
03:00 PM							179		179	
04:00 PM							168		168	
05:00 PM							166		166	
06:00 PM							153		153	
07:00 PM							143		143	
08:00 PM							59		59	
09:00 PM							56		56	
10:00 PM							27		27	
11:00 PM							18		18	
Day Total							2641		2641	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							10:00 AM 248		10:00 AM 248	
PM Peak Volume							12:00 PM 235		12:00 PM 235	
<i>Comments:</i>										

Report generated on 12/11/2023 7:56 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373814 DIRECTION: EB, WB DATE: Nov 4 2023 - Nov 4 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							23		23	
01:00 AM							11		11	
02:00 AM							6		6	
03:00 AM							5		5	
04:00 AM							6		6	
05:00 AM							7		7	
06:00 AM							30		30	
07:00 AM							88		88	
08:00 AM							279		279	
09:00 AM							410		410	
10:00 AM							470		470	
11:00 AM							532		532	
12:00 PM							506		506	
01:00 PM							441		441	
02:00 PM							417		417	
03:00 PM							460		460	
04:00 PM							349		349	
05:00 PM							367		367	
06:00 PM							363		363	
07:00 PM							270		270	
08:00 PM							141		141	
09:00 PM							176		176	
10:00 PM							101		101	
11:00 PM							48		48	
Day Total							5506		5506	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							11:00 AM 532		11:00 AM 532	
PM Peak Volume							12:00 PM 506		12:00 PM 506	

Comments:

Report generated on 12/11/2023 7:56 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Kelly Ave btwn Hwy 1 and Church St SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA						QC JOB #: 16373814 DIRECTION: WB DATE: Nov 4 2023 - Nov 4 2023				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							15		15	
01:00 AM							6		6	
02:00 AM							4		4	
03:00 AM							4		4	
04:00 AM							3		3	
05:00 AM							3		3	
06:00 AM							15		15	
07:00 AM							40		40	
08:00 AM							68		68	
09:00 AM							187		187	
10:00 AM							222		222	
11:00 AM							284		284	
12:00 PM							271		271	
01:00 PM							220		220	
02:00 PM							217		217	
03:00 PM							281		281	
04:00 PM							181		181	
05:00 PM							201		201	
06:00 PM							210		210	
07:00 PM							127		127	
08:00 PM							82		82	
09:00 PM							120		120	
10:00 PM							74		74	
11:00 PM							30		30	
Day Total							2865		2865	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							11:00 AM 284		11:00 AM 284	
PM Peak Volume							3:00 PM 281		3:00 PM 281	
<i>Comments:</i>										

Report generated on 12/11/2023 7:56 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373815 DIRECTION: NB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
01:00 AM				3		3			3	
02:00 AM				0		0			0	
03:00 AM				1		1			1	
04:00 AM				3		3			3	
05:00 AM				4		4			4	
06:00 AM				8		8			8	
07:00 AM				17		17			17	
08:00 AM				53		53			53	
09:00 AM				37		37			37	
10:00 AM				50		50			50	
11:00 AM				37		37			37	
12:00 PM				45		45			45	
01:00 PM				56		56			56	
02:00 PM				34		34			34	
03:00 PM				37		37			37	
04:00 PM				29		29			29	
05:00 PM				21		21			21	
06:00 PM				21		21			21	
07:00 PM				10		10			10	
08:00 PM				16		16			16	
09:00 PM				14		14			14	
10:00 PM				3		3			3	
11:00 PM				11		11			11	
Day Total				513		513			513	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 53		8:00 AM 53			8:00 AM 53	
PM Peak Volume				1:00 PM 56		1:00 PM 56			1:00 PM 56	
<i>Comments:</i>										

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373815 DIRECTION: NB, SB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
01:00 AM				3		3			3	
02:00 AM				1		1			1	
03:00 AM				1		1			1	
04:00 AM				3		3			3	
05:00 AM				4		4			4	
06:00 AM				10		10			10	
07:00 AM				22		22			22	
08:00 AM				64		64			64	
09:00 AM				56		56			56	
10:00 AM				70		70			70	
11:00 AM				69		69			69	
12:00 PM				90		90			90	
01:00 PM				84		84			84	
02:00 PM				79		79			79	
03:00 PM				62		62			62	
04:00 PM				51		51			51	
05:00 PM				41		41			41	
06:00 PM				29		29			29	
07:00 PM				15		15			15	
08:00 PM				29		29			29	
09:00 PM				24		24			24	
10:00 PM				5		5			5	
11:00 PM				16		16			16	
Day Total				833		833			833	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				10:00 AM 70		10:00 AM 70			10:00 AM 70	
PM Peak Volume				12:00 PM 90		12:00 PM 90			12:00 PM 90	

Comments:

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA							QC JOB #: 16373815 DIRECTION: SB DATE: Nov 2 2023 - Nov 2 2023			
Start Time	Mon	Tue	Wed	Thu 2 Nov 23	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00 AM				0		0			0	
02:00 AM				1		1			1	
03:00 AM				0		0			0	
04:00 AM				0		0			0	
05:00 AM				0		0			0	
06:00 AM				2		2			2	
07:00 AM				5		5			5	
08:00 AM				11		11			11	
09:00 AM				19		19			19	
10:00 AM				20		20			20	
11:00 AM				32		32			32	
12:00 PM				45		45			45	
01:00 PM				28		28			28	
02:00 PM				45		45			45	
03:00 PM				25		25			25	
04:00 PM				22		22			22	
05:00 PM				20		20			20	
06:00 PM				8		8			8	
07:00 PM				5		5			5	
08:00 PM				13		13			13	
09:00 PM				10		10			10	
10:00 PM				2		2			2	
11:00 PM				5		5			5	
Day Total				320		320			320	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 32		11:00 AM 32			11:00 AM 32	
PM Peak Volume				12:00 PM 45		12:00 PM 45			12:00 PM 45	
<i>Comments:</i>										

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA						QC JOB #: 16373816 DIRECTION: NB DATE: Nov 4 2023 - Nov 4 2023				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							4		4	
01:00 AM							3		3	
02:00 AM							2		2	
03:00 AM							1		1	
04:00 AM							3		3	
05:00 AM							2		2	
06:00 AM							7		7	
07:00 AM							11		11	
08:00 AM							73		73	
09:00 AM							120		120	
10:00 AM							122		122	
11:00 AM							105		105	
12:00 PM							70		70	
01:00 PM							26		26	
02:00 PM							27		27	
03:00 PM							14		14	
04:00 PM							11		11	
05:00 PM							9		9	
06:00 PM							12		12	
07:00 PM							6		6	
08:00 PM							12		12	
09:00 PM							9		9	
10:00 PM							13		13	
11:00 PM							3		3	
Day Total							665		665	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							10:00 AM 122		10:00 AM 122	
PM Peak Volume							12:00 PM 70		12:00 PM 70	

Comments:

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA						QC JOB #: 16373816 DIRECTION: NB, SB DATE: Nov 4 2023 - Nov 4 2023				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							5		5	
01:00 AM							4		4	
02:00 AM							2		2	
03:00 AM							1		1	
04:00 AM							3		3	
05:00 AM							2		2	
06:00 AM							9		9	
07:00 AM							14		14	
08:00 AM							85		85	
09:00 AM							211		211	
10:00 AM							209		209	
11:00 AM							213		213	
12:00 PM							139		139	
01:00 PM							81		81	
02:00 PM							54		54	
03:00 PM							40		40	
04:00 PM							23		23	
05:00 PM							14		14	
06:00 PM							17		17	
07:00 PM							15		15	
08:00 PM							18		18	
09:00 PM							14		14	
10:00 PM							22		22	
11:00 PM							5		5	
Day Total							1200		1200	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							11:00 AM 213		11:00 AM 213	
PM Peak Volume							12:00 PM 139		12:00 PM 139	
<i>Comments:</i>										

LOCATION: Site Dwy N of Kelly Ave SPECIFIC LOCATION: CITY/STATE: Half Moon Bay, CA						QC JOB #: 16373816 DIRECTION: SB DATE: Nov 4 2023 - Nov 4 2023				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat 4 Nov 23	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM							1		1	
01:00 AM							1		1	
02:00 AM							0		0	
03:00 AM							0		0	
04:00 AM							0		0	
05:00 AM							0		0	
06:00 AM							2		2	
07:00 AM							3		3	
08:00 AM							12		12	
09:00 AM							91		91	
10:00 AM							87		87	
11:00 AM							108		108	
12:00 PM							69		69	
01:00 PM							55		55	
02:00 PM							27		27	
03:00 PM							26		26	
04:00 PM							12		12	
05:00 PM							5		5	
06:00 PM							5		5	
07:00 PM							9		9	
08:00 PM							6		6	
09:00 PM							5		5	
10:00 PM							9		9	
11:00 PM							2		2	
Day Total							535		535	
% Weekday Average										
% Week Average						0%	100%			
AM Peak Volume							11:00 AM 108		11:00 AM 108	
PM Peak Volume							12:00 PM 69		12:00 PM 69	

Comments:

ATTACHMENT B: ITE TRIP GENERATION RATES

Land Use: 252

Senior Adult Housing—Multifamily

Description

Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The dwelling units share both floors and walls with other units in the residential building. Senior adult housing—single-family (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Alberta (CAN), California, Maryland, New Hampshire, New Jersey, Ontario (CAN), and Pennsylvania.

Source Numbers

237, 272, 576, 703, 734, 970, 1060

Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

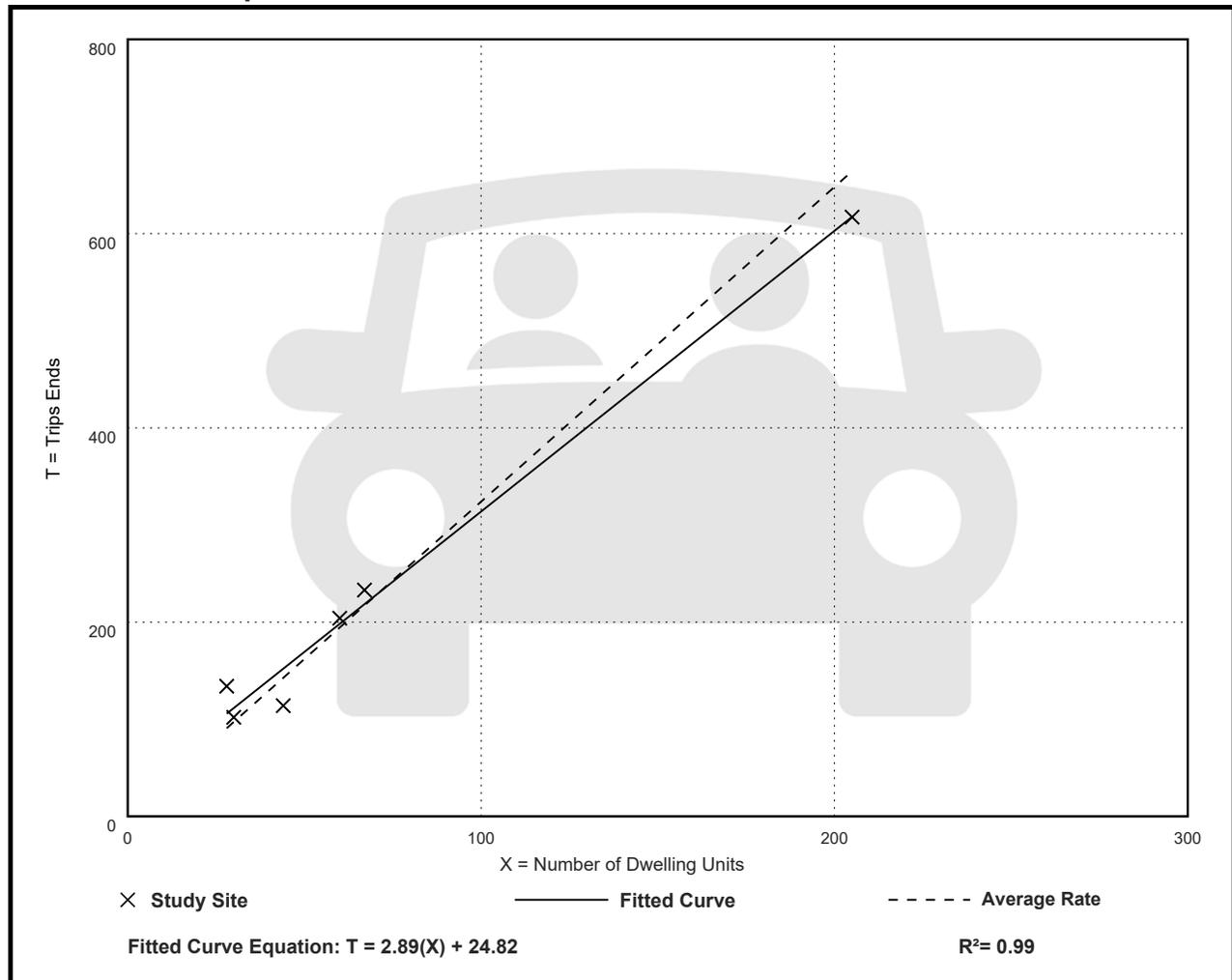
Avg. Num. of Dwelling Units: 72

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

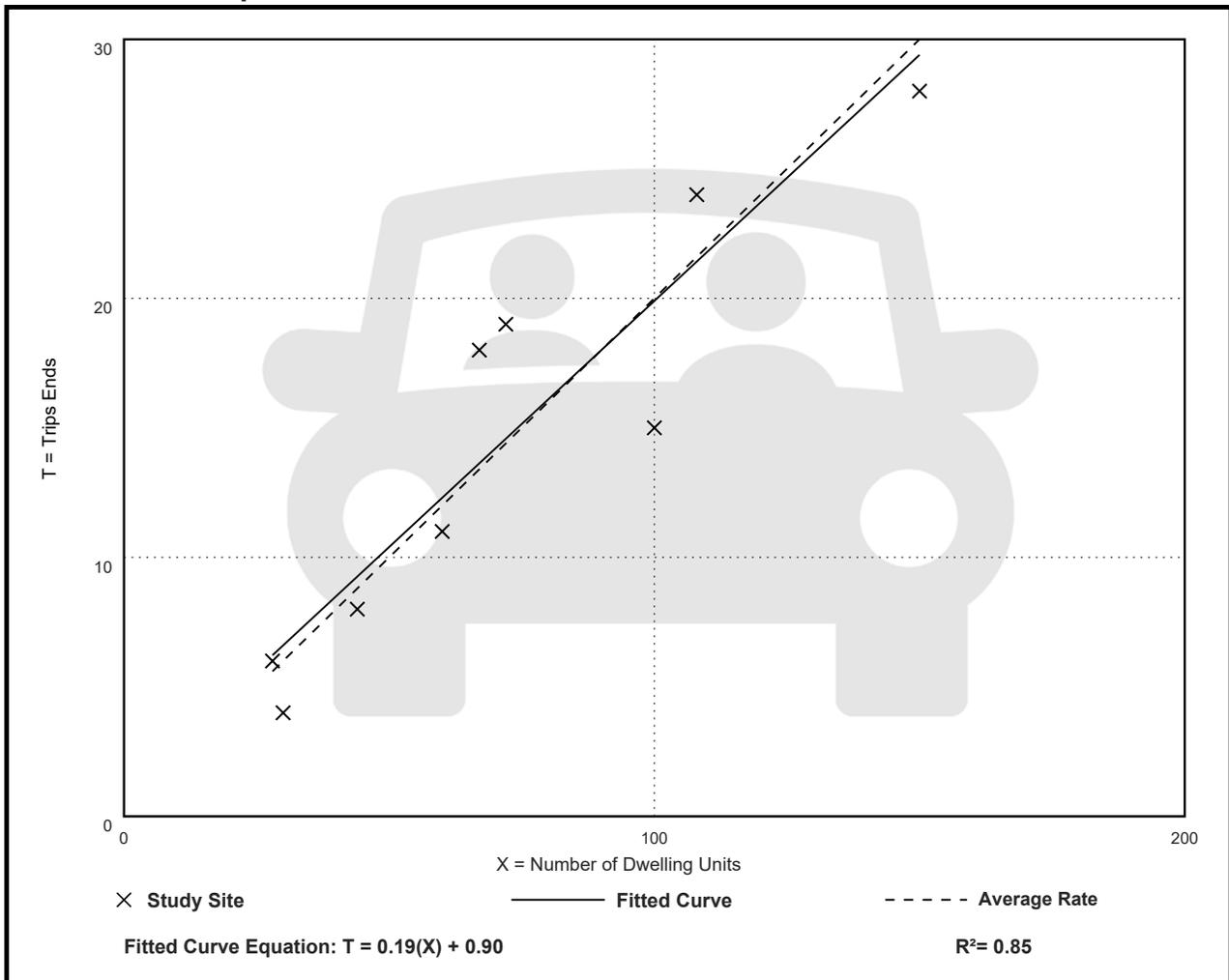
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

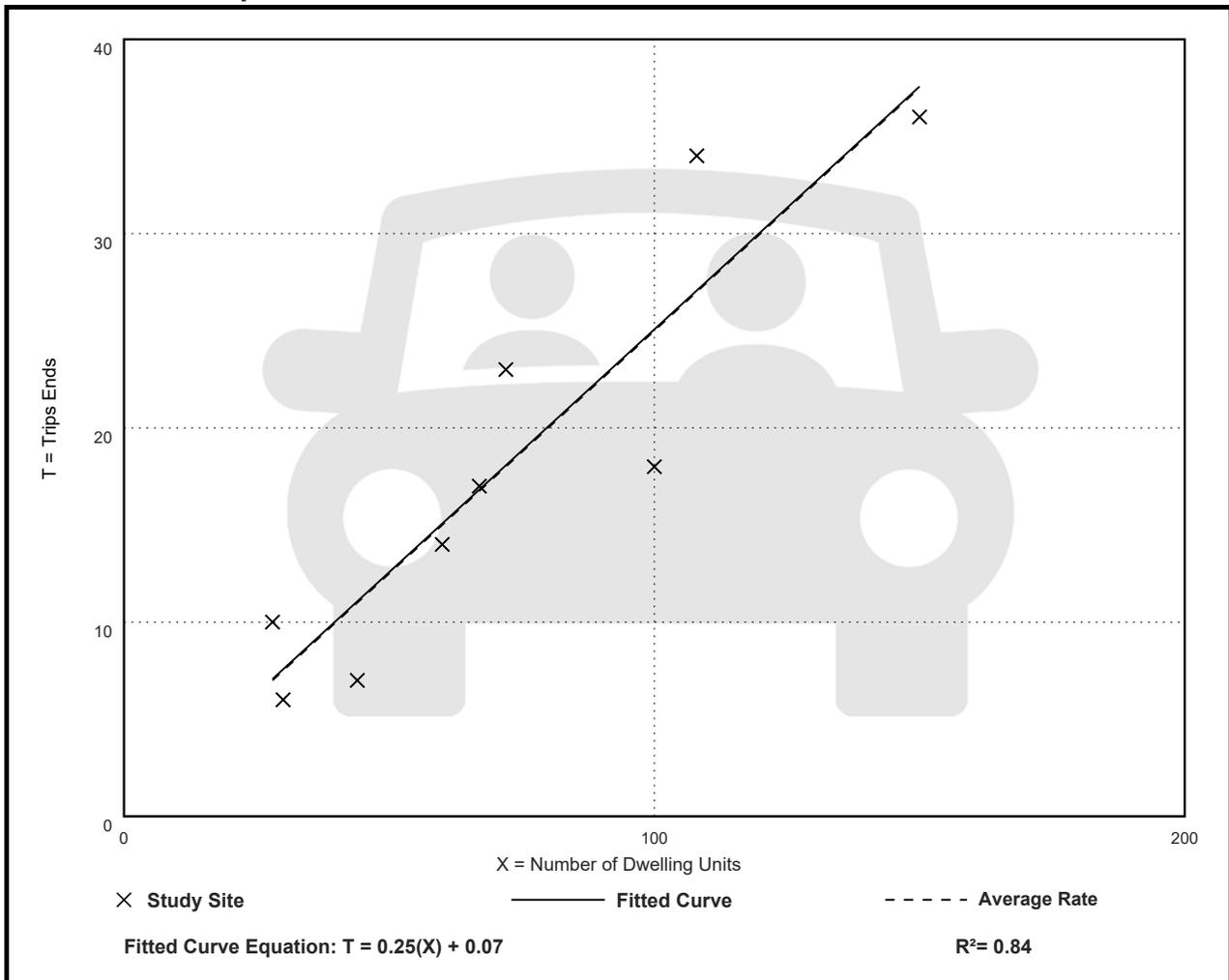
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

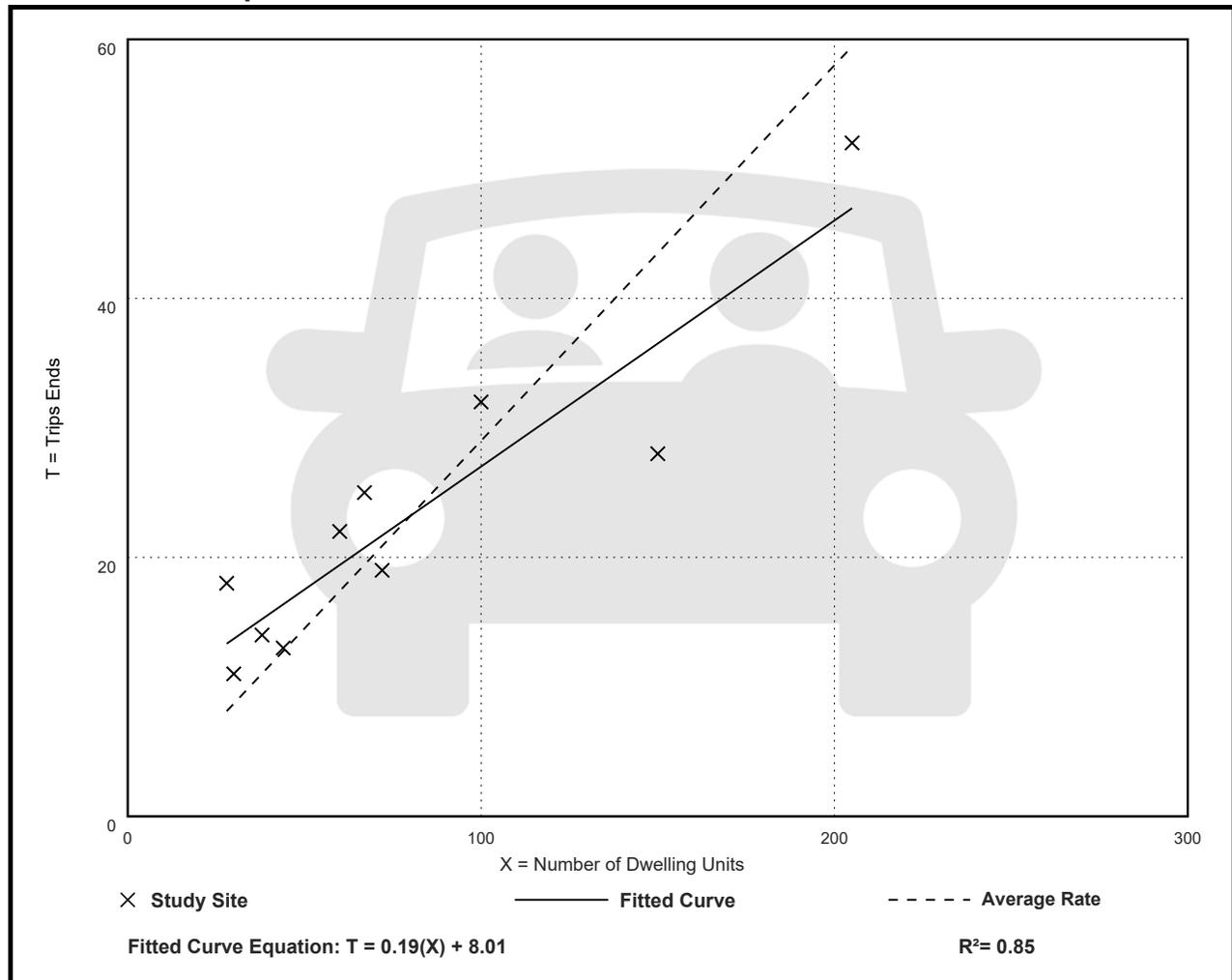
Avg. Num. of Dwelling Units: 79

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.19 - 0.64	0.10

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

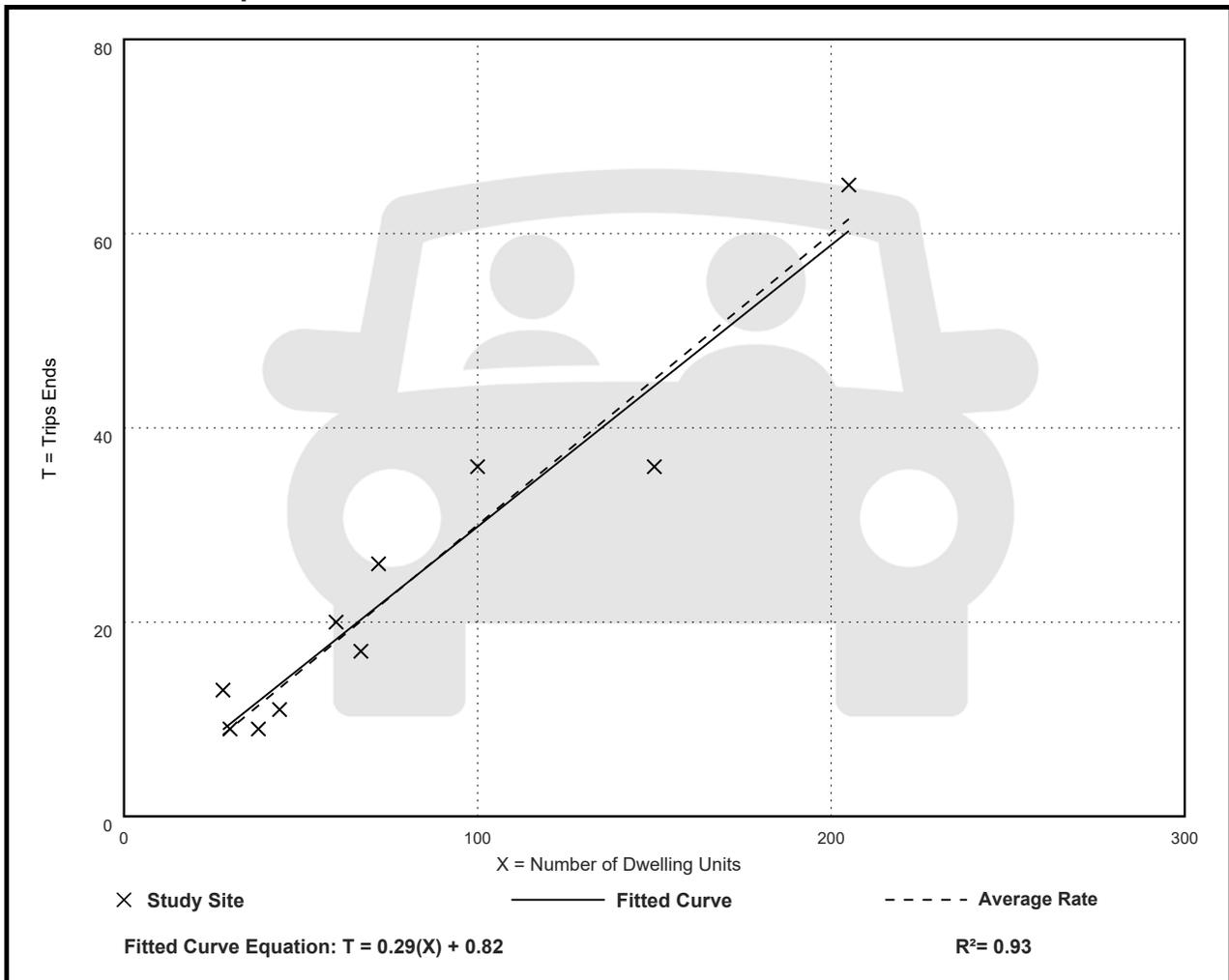
Avg. Num. of Dwelling Units: 79

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.24 - 0.46	0.06

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 8

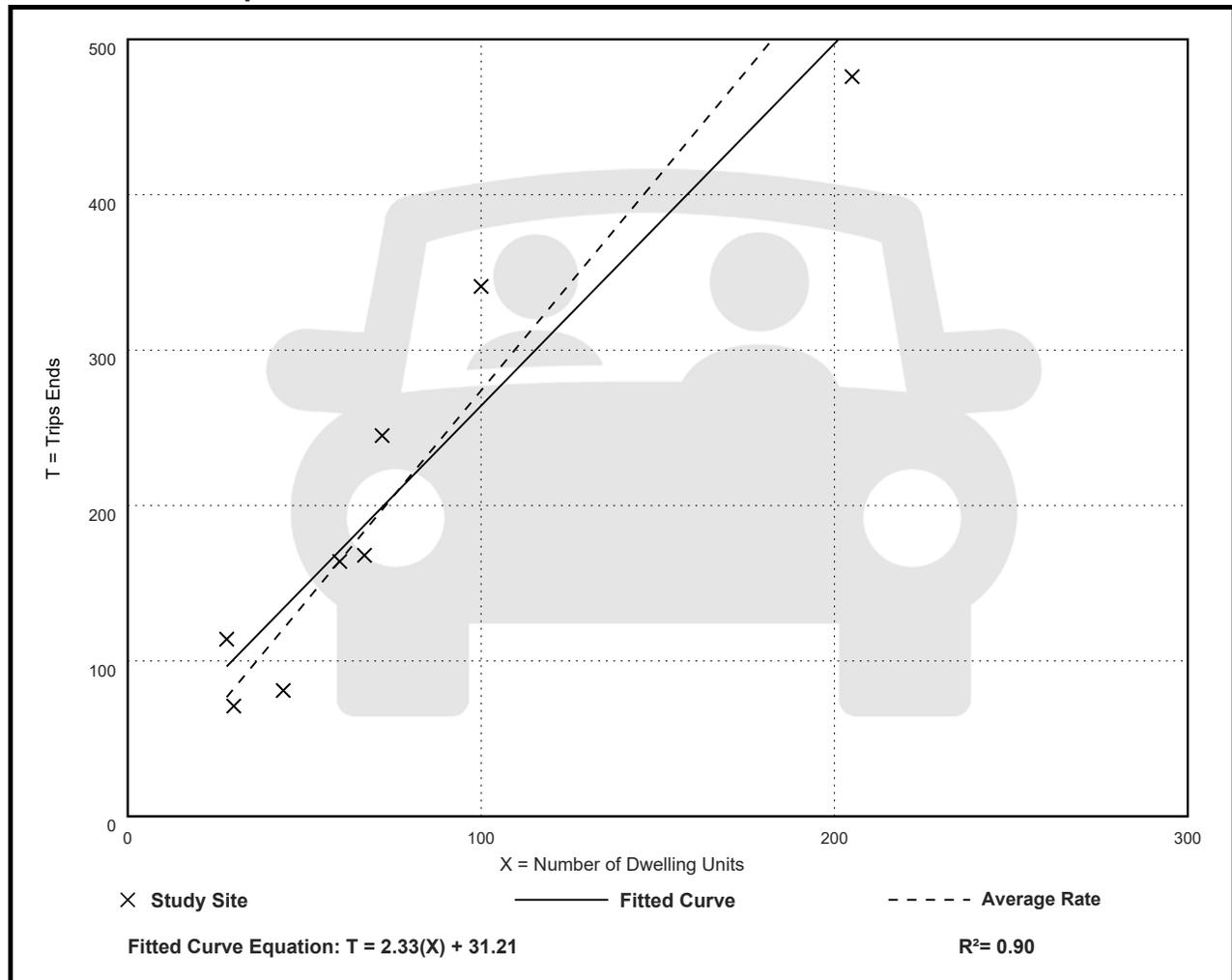
Avg. Num. of Dwelling Units: 76

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.74	1.84 - 4.07	0.62

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

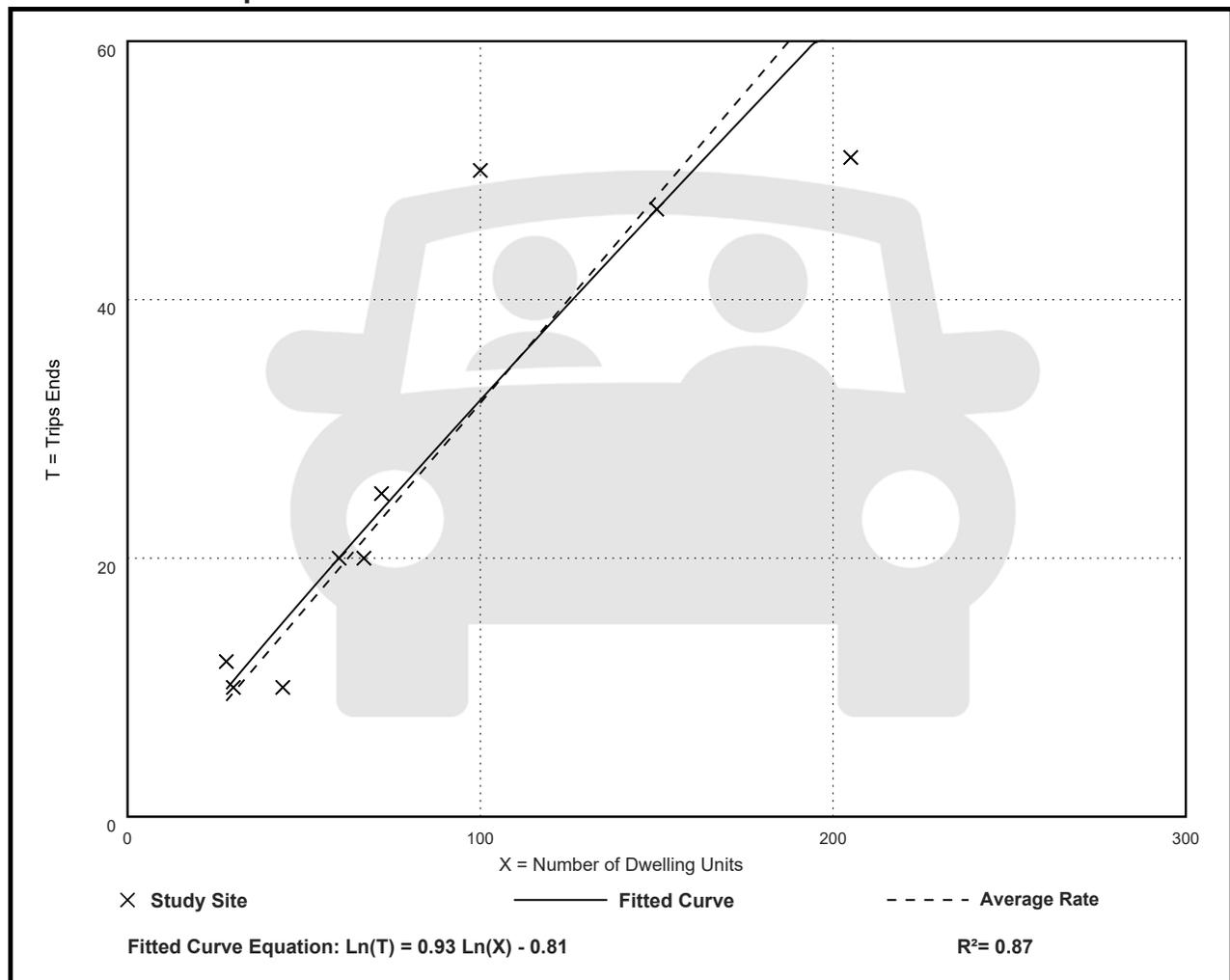
Avg. Num. of Dwelling Units: 84

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 0.50	0.09

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 8

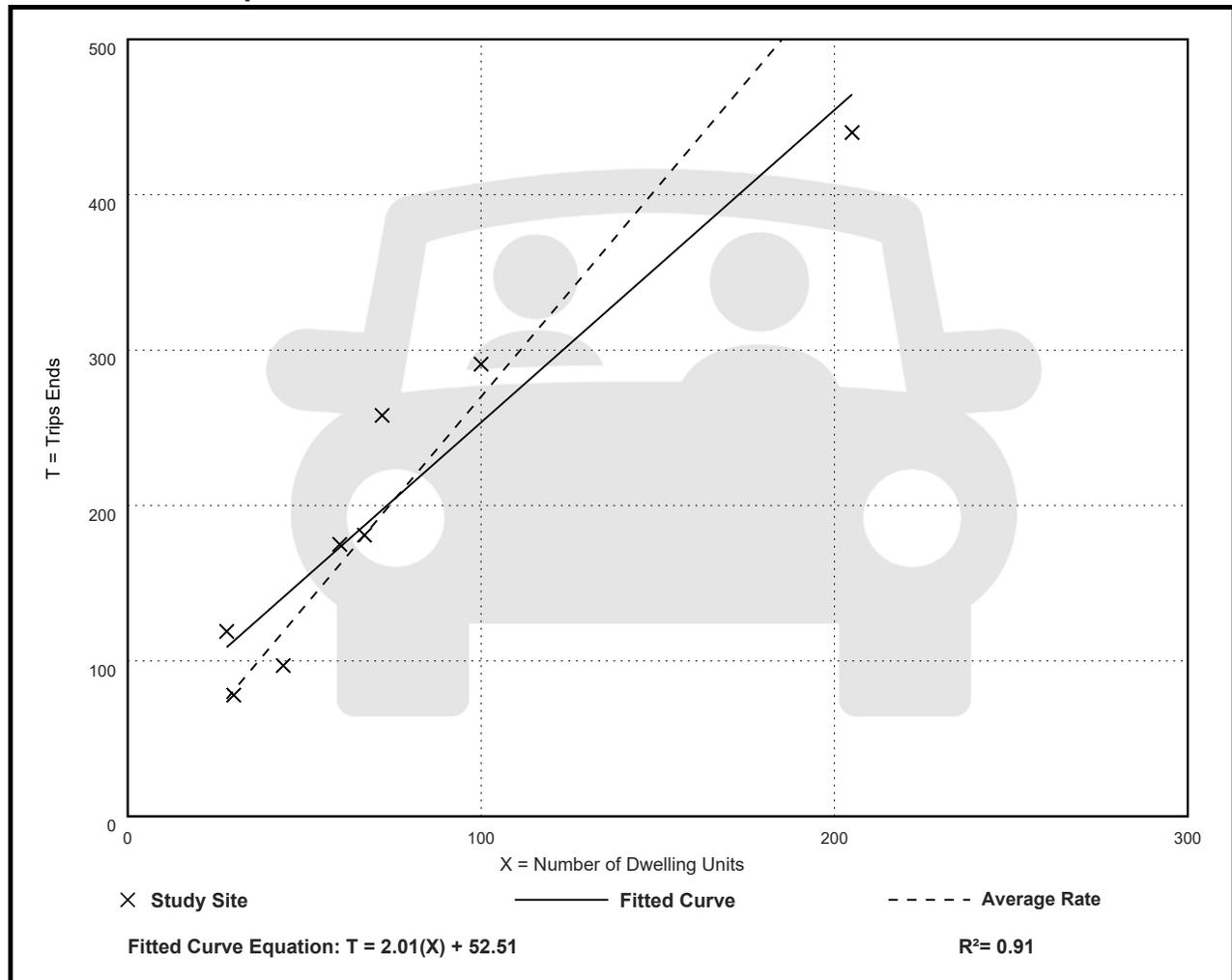
Avg. Num. of Dwelling Units: 76

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.70	2.15 - 4.25	0.62

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

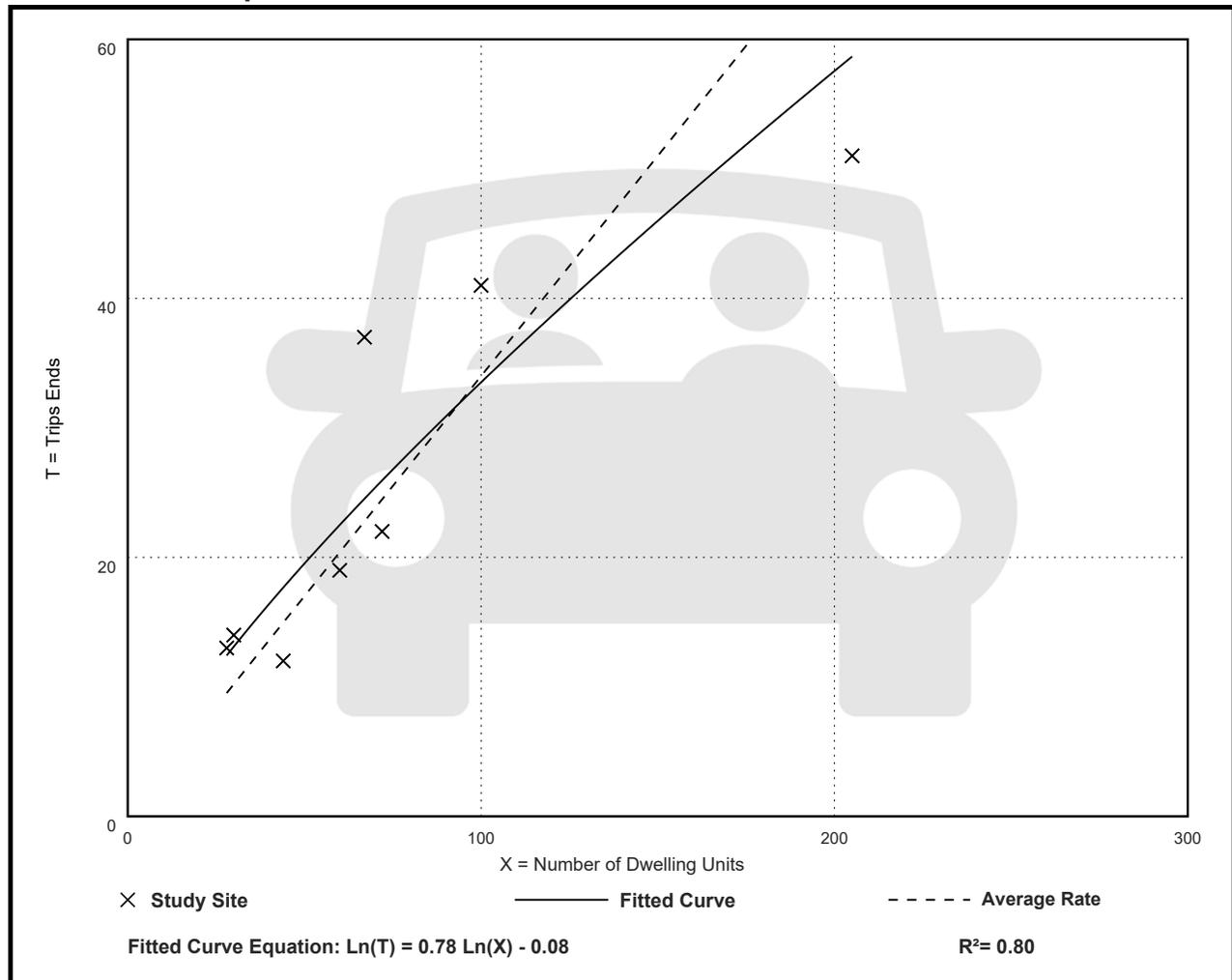
Avg. Num. of Dwelling Units: 76

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.25 - 0.55	0.11

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 38

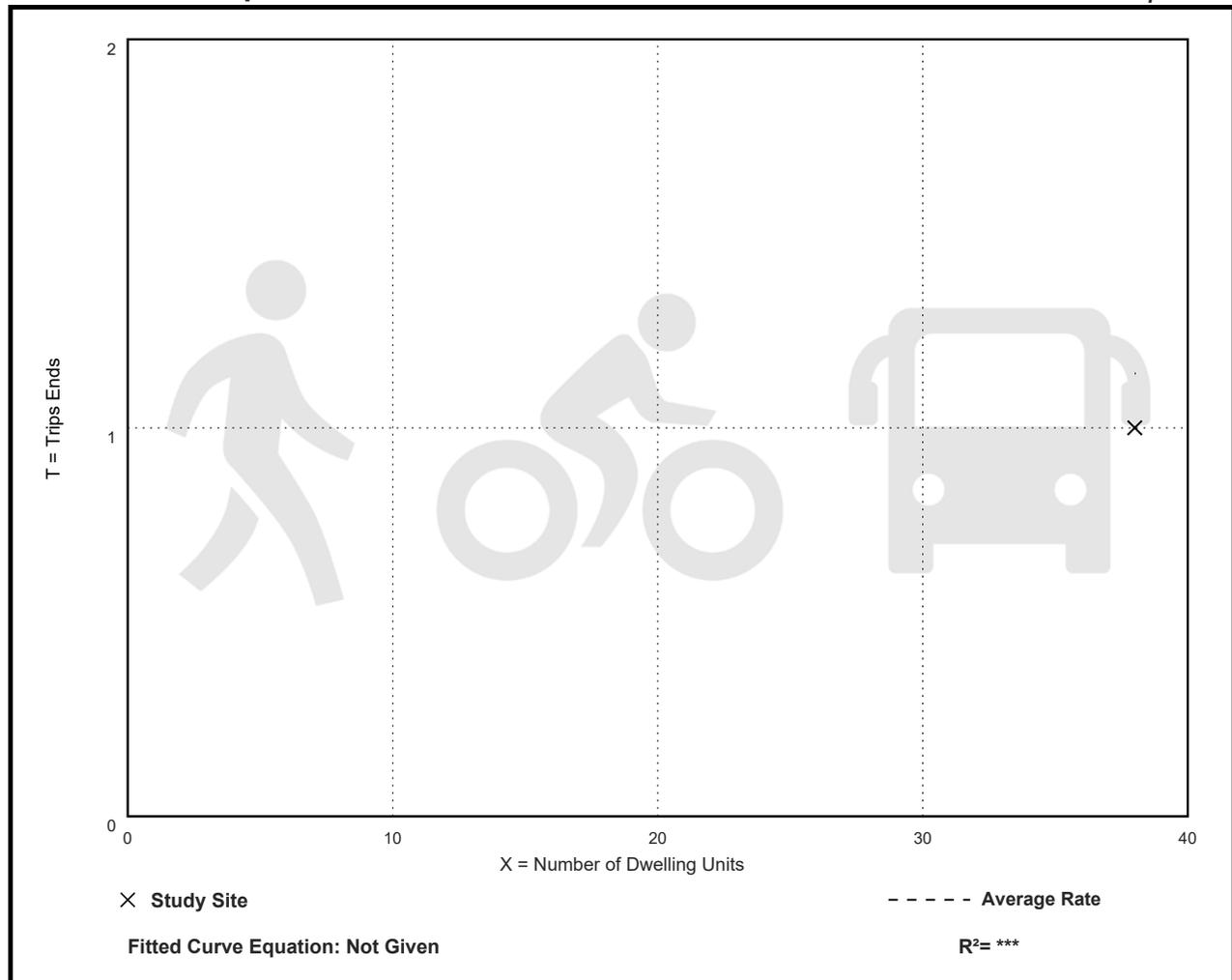
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing - Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 38

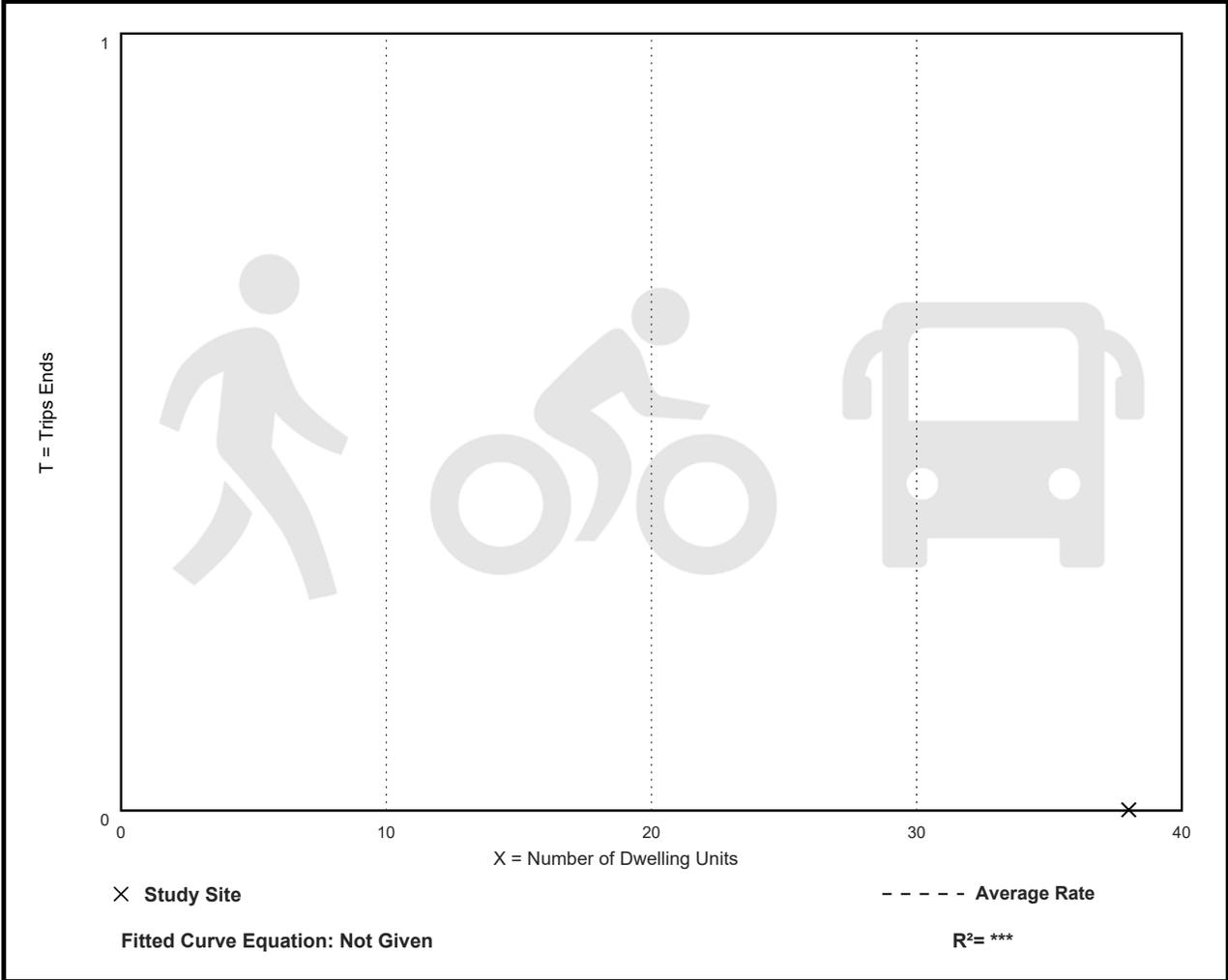
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



ATTACHMENT C: SYNCHRO WORKSHEETS

Queues
1: Hwy 1 & Kelly Ave

Existing Conditions (Weekday AM Peak Hour)

12/08/2023



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	444	136	68	824	171	640	265
v/c Ratio	0.77	0.65	0.60	0.84	0.80	0.50	0.43
Control Delay	43.9	52.4	71.1	46.3	71.6	29.6	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	52.4	71.1	46.3	71.6	29.6	18.3
Queue Length 50th (ft)	265	72	46	274	115	180	77
Queue Length 95th (ft)	#491	144	98	#446	197	266	168
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	582	500	263	981	510	1516	718
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.27	0.26	0.84	0.34	0.42	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Existing Conditions (Weekday AM Peak Hour)

1: Hwy 1 & Kelly Ave

12/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	53	39	35	30	59	62	707	43	156	582	241
Future Volume (vph)	312	53	39	35	30	59	62	707	43	156	582	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.99			0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1764			1719		1770	3504		1770	3539	1536
Flt Permitted		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1764			1719		1770	3504		1770	3539	1536
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	343	58	43	38	33	65	68	777	47	171	640	265
RTOR Reduction (vph)	0	3	0	0	26	0	0	3	0	0	0	71
Lane Group Flow (vph)	0	441	0	0	110	0	68	821	0	171	640	194
Confl. Peds. (#/hr)			28	28					1			4
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		35.1			11.4		6.1	30.8		13.1	38.8	38.8
Effective Green, g (s)		35.1			11.4		6.1	30.8		13.1	38.8	38.8
Actuated g/C Ratio		0.32			0.11		0.06	0.28		0.12	0.36	0.36
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		571			180		99	996		214	1267	550
v/s Ratio Prot		c0.25			c0.06		0.04	c0.23		c0.10	0.18	
v/s Ratio Perm												0.13
v/c Ratio		0.77			0.61		0.69	0.82		0.80	0.51	0.35
Uniform Delay, d1		33.0			46.3		50.2	36.2		46.3	27.2	25.5
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5.9			4.3		14.6	5.4		17.4	0.1	0.1
Delay (s)		38.9			50.6		64.8	41.6		63.7	27.3	25.7
Level of Service		D			D		E	D		E	C	C
Approach Delay (s)		38.9			50.6			43.4			32.7	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			38.5				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			108.3				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			70.4%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	185	0	1	123	18	0	0	0	4	0	9
Future Vol, veh/h	35	185	0	1	123	18	0	0	0	4	0	9
Conflicting Peds, #/hr	18	0	92	92	0	18	2	0	10	10	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	187	0	1	124	18	0	0	0	4	0	9

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	160	0	0	279	0	0	491	511	289	420	502	153
Stage 1	-	-	-	-	-	-	349	349	-	153	153	-
Stage 2	-	-	-	-	-	-	142	162	-	267	349	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1284	-	-	488	466	750	544	471	893
Stage 1	-	-	-	-	-	-	667	633	-	849	771	-
Stage 2	-	-	-	-	-	-	861	764	-	738	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1171	-	-	430	406	678	518	410	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	406	-	518	410	-
Stage 1	-	-	-	-	-	-	592	561	-	811	757	-
Stage 2	-	-	-	-	-	-	850	750	-	711	561	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.2		0.1		0		10.1	
HCM LOS					A		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1395	-	-	1171	-	-	722
HCM Lane V/C Ratio	-	0.025	-	-	0.001	-	-	0.018
HCM Control Delay (s)		0	7.6	0	-	8.1	0	-
HCM Lane LOS		A	A	A	-	A	A	-
HCM 95th %tile Q(veh)		-	0.1	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	121	31	3	89	2	29	7	1	4	6	24
Future Vol, veh/h	20	121	31	3	89	2	29	7	1	4	6	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	134	34	3	99	2	32	8	1	4	7	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.9	8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	12%	3%	12%
Vol Thru, %	19%	70%	95%	18%
Vol Right, %	3%	18%	2%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	172	94	34
LT Vol	29	20	3	4
Through Vol	7	121	89	6
RT Vol	1	31	2	24
Lane Flow Rate	41	191	104	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.216	0.122	0.044
Departure Headway (Hd)	4.763	4.068	4.213	4.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	871	838	852
Service Time	2.764	2.146	2.308	2.23
HCM Lane V/C Ratio	0.054	0.219	0.124	0.045
HCM Control Delay	8	8.3	7.9	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.4	0.1

Queues
1: Hwy 1 & Kelly Ave

Existing Conditions (Weekday PM Peak Hour)

12/08/2023



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	309	58	805	209	895	229
v/c Ratio	0.88	0.88	0.54	0.82	0.83	0.65	0.36
Control Delay	66.0	64.0	73.6	47.4	73.7	33.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	64.0	73.6	47.4	73.7	33.9	22.3
Queue Length 50th (ft)	233	186	41	283	145	278	80
Queue Length 95th (ft)	388	330	96	#523	#290	465	191
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	589	514	267	990	351	1382	641
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.60	0.22	0.81	0.60	0.65	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Existing Conditions (Weekday PM Peak Hour)

1: Hwy 1 & Kelly Ave

12/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	67	46	74	59	170	57	703	86	205	877	224
Future Volume (vph)	224	67	46	74	59	170	57	703	86	205	877	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98			0.92		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1754			1701		1770	3469		1770	3539	1539
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1754			1701		1770	3469		1770	3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	229	68	47	76	60	173	58	717	88	209	895	229
RTOR Reduction (vph)	0	5	0	0	36	0	0	6	0	0	0	41
Lane Group Flow (vph)	0	339	0	0	273	0	58	799	0	209	895	188
Confl. Peds. (#/hr)			56	56					4			3
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		24.1			20.4		5.6	31.7		15.7	42.8	42.8
Effective Green, g (s)		24.1			20.4		5.6	31.7		15.7	42.8	42.8
Actuated g/C Ratio		0.22			0.19		0.05	0.29		0.14	0.39	0.39
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		384			316		90	1001		253	1379	599
v/s Ratio Prot		c0.19			c0.16		0.03	c0.23		c0.12	0.25	
v/s Ratio Perm												0.12
v/c Ratio		0.88			0.86		0.64	0.80		0.83	0.65	0.31
Uniform Delay, d1		41.5			43.4		51.1	36.1		45.7	27.4	23.3
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		20.2			20.4		11.2	4.2		18.5	0.8	0.1
Delay (s)		61.6			63.7		62.4	40.3		64.2	28.2	23.4
Level of Service		E			E		E	D		E	C	C
Approach Delay (s)		61.6			63.7			41.8			33.0	
Approach LOS		E			E			D			C	
Intersection Summary												
HCM 2000 Control Delay			42.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			109.8				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			89.2%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	282	0	0	312	24	0	0	0	12	0	14
Future Vol, veh/h	9	282	0	0	312	24	0	0	0	12	0	14
Conflicting Peds, #/hr	39	0	71	71	0	39	2	0	24	24	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	303	0	0	335	26	0	0	0	13	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	374	0	0	752	794	398	734	781	389
Stage 1	-	-	-	-	-	-	394	394	-	387	387	-
Stage 2	-	-	-	-	-	-	358	400	-	347	394	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1159	-	-	1184	-	-	327	321	652	336	326	659
Stage 1	-	-	-	-	-	-	631	605	-	637	610	-
Stage 2	-	-	-	-	-	-	660	602	-	669	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	1104	-	-	295	285	594	313	289	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	285	-	313	289	-
Stage 1	-	-	-	-	-	-	582	558	-	606	587	-
Stage 2	-	-	-	-	-	-	643	580	-	647	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	0	14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1116	-	-	1104	-	-	430
HCM Lane V/C Ratio	-	0.009	-	-	-	-	-	0.065
HCM Control Delay (s)		0	8.3	0	0	-	-	14
HCM Lane LOS		A	A	A	-	A	-	B
HCM 95th %tile Q(veh)		-	0	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	142	113	14	167	10	89	14	20	5	12	68
Future Vol, veh/h	31	142	113	14	167	10	89	14	20	5	12	68
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	167	133	16	196	12	105	16	24	6	14	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.3	10.4	10.1	9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	11%	7%	6%
Vol Thru, %	11%	50%	87%	14%
Vol Right, %	16%	40%	5%	80%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	286	191	85
LT Vol	89	31	14	5
Through Vol	14	142	167	12
RT Vol	20	113	10	68
Lane Flow Rate	145	336	225	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.222	0.433	0.315	0.142
Departure Headway (Hd)	5.523	4.73	5.052	5.101
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	767	717	705
Service Time	3.537	2.73	3.052	3.117
HCM Lane V/C Ratio	0.222	0.438	0.314	0.142
HCM Control Delay	10.1	11.3	10.4	9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.8	2.2	1.3	0.5

Queues
1: Hwy 1 & Kelly Ave

Existing Conditions (Saturday Midday Peak Hour)

12/08/2023



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	307	368	31	732	268	891	170
v/c Ratio	0.86	0.90	0.38	0.89	0.84	0.62	0.25
Control Delay	67.0	63.5	71.9	57.0	71.7	32.1	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	63.5	71.9	57.0	71.7	32.1	17.7
Queue Length 50th (ft)	233	242	24	285	207	296	52
Queue Length 95th (ft)	342	#451	61	#444	#408	441	125
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	564	491	255	945	335	1443	669
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.75	0.12	0.77	0.80	0.62	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Existing Conditions (Saturday Midday Peak Hour)

1: Hwy 1 & Kelly Ave

12/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	55	27	88	61	215	31	639	86	265	882	168
Future Volume (vph)	222	55	27	88	61	215	31	639	86	265	882	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.99			0.92		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1765			1681		1770	3466		1770	3539	1543
Flt Permitted		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1765			1681		1770	3466		1770	3539	1543
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	224	56	27	89	62	217	31	645	87	268	891	170
RTOR Reduction (vph)	0	3	0	0	39	0	0	8	0	0	0	41
Lane Group Flow (vph)	0	304	0	0	329	0	31	724	0	268	891	129
Confl. Peds. (#/hr)	1		59	59		1			1			2
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		23.0			25.3		3.3	28.3		20.5	46.5	46.5
Effective Green, g (s)		23.0			25.3		3.3	28.3		20.5	46.5	46.5
Actuated g/C Ratio		0.20			0.22		0.03	0.25		0.18	0.40	0.40
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		353			369		50	852		315	1430	623
v/s Ratio Prot		c0.17			c0.20		0.02	c0.21		c0.15	0.25	
v/s Ratio Perm												0.08
v/c Ratio		0.86			0.89		0.62	0.85		0.85	0.62	0.21
Uniform Delay, d1		44.5			43.5		55.2	41.3		45.8	27.3	22.3
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		18.2			22.1		15.0	7.8		18.6	0.6	0.1
Delay (s)		62.7			65.7		70.2	49.2		64.4	27.9	22.3
Level of Service		E			E		E	D		E	C	C
Approach Delay (s)		62.7			65.7		50.0			34.5		
Approach LOS		E			E		D			C		
Intersection Summary												
HCM 2000 Control Delay			46.1				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			89.4%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	254	0	2	270	52	1	0	0	35	0	61
Future Vol, veh/h	44	254	0	2	270	52	1	0	0	35	0	61
Conflicting Peds, #/hr	8	0	57	57	0	8	5	0	61	61	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	273	0	2	290	56	1	0	0	38	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	330	0	0	784	782	391	758	754	331
Stage 1	-	-	-	-	-	-	424	424	-	330	330	-
Stage 2	-	-	-	-	-	-	360	358	-	428	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1229	-	-	311	326	658	324	338	711
Stage 1	-	-	-	-	-	-	608	587	-	683	646	-
Stage 2	-	-	-	-	-	-	658	628	-	605	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	1162	-	-	256	291	586	292	302	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	291	-	292	302	-
Stage 1	-	-	-	-	-	-	548	529	-	647	640	-
Stage 2	-	-	-	-	-	-	592	622	-	544	529	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			19.1			15		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	1196	-	-	1162	-	-	464
HCM Lane V/C Ratio	0.004	0.04	-	-	0.002	-	-	0.222
HCM Control Delay (s)	19.1	8.1	0	-	8.1	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	123	88	14	164	6	96	9	28	5	6	67
Future Vol, veh/h	38	123	88	14	164	6	96	9	28	5	6	67
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	150	107	17	200	7	117	11	34	6	7	82
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.9	10.4	10.2	8.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	15%	8%	6%
Vol Thru, %	7%	49%	89%	8%
Vol Right, %	21%	35%	3%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	249	184	78
LT Vol	96	38	14	5
Through Vol	9	123	164	6
RT Vol	28	88	6	67
Lane Flow Rate	162	304	224	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.396	0.315	0.133
Departure Headway (Hd)	5.414	4.791	5.054	5.022
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	756	716	715
Service Time	3.428	2.791	3.054	3.04
HCM Lane V/C Ratio	0.244	0.402	0.313	0.133
HCM Control Delay	10.2	10.9	10.4	8.8
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1	1.9	1.3	0.5

Queues
1: Hwy 1 & Kelly Ave

Existing Conditions (Sunday Midday Peak Hour)

12/08/2023



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	293	199	40	770	209	730	185
v/c Ratio	0.79	0.70	0.38	0.77	0.75	0.48	0.27
Control Delay	51.5	45.8	59.1	38.2	57.4	22.5	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	45.8	59.1	38.2	57.4	22.5	14.5
Queue Length 50th (ft)	159	89	23	207	116	158	42
Queue Length 95th (ft)	300	194	67	#406	239	301	122
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	698	603	318	1183	418	1579	707
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.33	0.13	0.65	0.50	0.46	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Existing Conditions (Sunday Midday Peak Hour)

1: Hwy 1 & Kelly Ave

12/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	47	40	40	43	100	37	649	60	192	672	170
Future Volume (vph)	183	47	40	40	43	100	37	649	60	192	672	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1755			1707		1770	3494		1770	3539	1517
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1755			1707		1770	3494		1770	3539	1517
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	51	43	43	47	109	40	705	65	209	730	185
RTOR Reduction (vph)	0	5	0	0	36	0	0	5	0	0	0	39
Lane Group Flow (vph)	0	288	0	0	163	0	40	765	0	209	730	146
Confl. Peds. (#/hr)			38	38								10
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		19.5			13.6		3.4	28.0		14.6	40.2	40.2
Effective Green, g (s)		19.5			13.6		3.4	28.0		14.6	40.2	40.2
Actuated g/C Ratio		0.21			0.15		0.04	0.30		0.16	0.43	0.43
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		365			248		64	1045		276	1519	651
v/s Ratio Prot		c0.16			c0.10		0.02	c0.22		c0.12	0.21	
v/s Ratio Perm												0.10
v/c Ratio		0.79			0.66		0.62	0.73		0.76	0.48	0.22
Uniform Delay, d1		35.1			37.8		44.5	29.4		37.8	19.2	16.9
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.0			4.7		12.9	2.3		10.1	0.1	0.1
Delay (s)		45.2			42.5		57.4	31.7		47.9	19.3	16.9
Level of Service		D			D		E	C		D	B	B
Approach Delay (s)		45.2			42.5		33.0			24.2		
Approach LOS		D			D		C			C		
Intersection Summary												
HCM 2000 Control Delay			31.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			93.6				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			80.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
 2: School Driveway/Site Driveway & Kelly Ave

Existing Conditions (Sunday Midday Peak Hour)

12/08/2023

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	52	0	0	0	0	254	45
Future Vol, veh/h	1	0	0	0	0	52	0	0	0	0	254	45
Conflicting Peds, #/hr	1	0	7	7	0	1	4	0	30	30	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	0	0	56	0	0	0	0	273	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	7	0	0	202	66	37	61	38	33
Stage 1	-	-	-	-	-	-	9	9	-	29	29	-
Stage 2	-	-	-	-	-	-	193	57	-	32	9	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1547	-	-	1614	-	-	756	825	1035	934	854	1041
Stage 1	-	-	-	-	-	-	1012	888	-	988	871	-
Stage 2	-	-	-	-	-	-	809	847	-	984	888	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1546	-	-	1603	-	-	534	818	999	906	846	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	818	-	906	846	-
Stage 1	-	-	-	-	-	-	1004	881	-	986	870	-
Stage 2	-	-	-	-	-	-	527	846	-	955	881	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.3	0	0	11.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1546	-	-	1603	-	-	870
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.37
HCM Control Delay (s)	0	7.3	0	-	0	-	-	11.5
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	1.7

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	115	68	5	77	4	70	1	2	0	2	24
Future Vol, veh/h	29	115	68	5	77	4	70	1	2	0	2	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	129	76	6	87	4	79	1	2	0	2	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8	8.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	96%	14%	6%	0%
Vol Thru, %	1%	54%	90%	8%
Vol Right, %	3%	32%	5%	92%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	212	86	26
LT Vol	70	29	5	0
Through Vol	1	115	77	2
RT Vol	2	68	4	24
Lane Flow Rate	82	238	97	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.111	0.274	0.119	0.034
Departure Headway (Hd)	4.872	4.144	4.429	4.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	869	811	850
Service Time	2.894	2.157	2.446	2.239
HCM Lane V/C Ratio	0.111	0.274	0.12	0.034
HCM Control Delay	8.5	8.7	8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.4	0.1

Queues
1: Hwy 1 & Kelly Ave

Ex+Proj Conditions (Weekday AM Peak Hour)

02/13/2024



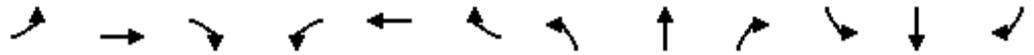
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	444	141	68	824	174	640	265
v/c Ratio	0.84	0.65	0.58	0.81	0.78	0.48	0.41
Control Delay	50.3	50.4	69.3	42.9	68.9	28.1	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	50.4	69.3	42.9	68.9	28.1	17.7
Queue Length 50th (ft)	265	72	45	266	114	173	74
Queue Length 95th (ft)	#496	148	98	#451	201	268	169
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	606	522	274	1022	360	1331	644
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.27	0.25	0.81	0.48	0.48	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Ex+Proj Conditions (Weekday AM Peak Hour)
 1: Hwy 1 & Kelly Ave

02/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (vph)	312	53	39	36	31	61	62	707	43	158	582	241
Future Volume (vph)	312	53	39	36	31	61	62	707	43	158	582	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.99			0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1764			1719		1770	3504		1770	3539	1536
Flt Permitted		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1764			1719		1770	3504		1770	3539	1536
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	343	58	43	40	34	67	68	777	47	174	640	265
RTOR Reduction (vph)	0	3	0	0	28	0	0	3	0	0	0	69
Lane Group Flow (vph)	0	441	0	0	113	0	68	821	0	174	640	196
Confl. Peds. (#/hr)			28	28					1			4
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		31.0			11.6		6.0	31.1		13.1	39.2	39.2
Effective Green, g (s)		31.0			11.6		6.0	31.1		13.1	39.2	39.2
Actuated g/C Ratio		0.30			0.11		0.06	0.30		0.13	0.37	0.37
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		522			190		101	1040		221	1325	575
v/s Ratio Prot		c0.25			c0.07		0.04	c0.23		c0.10	0.18	
v/s Ratio Perm												0.13
v/c Ratio		0.85			0.60		0.67	0.79		0.79	0.48	0.34
Uniform Delay, d1		34.6			44.3		48.4	33.8		44.4	25.0	23.5
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.5			3.3		13.0	3.7		15.6	0.1	0.1
Delay (s)		46.1			47.7		61.4	37.5		60.0	25.1	23.6
Level of Service		D			D		E	D		E	C	C
Approach Delay (s)		46.1			47.7			39.4			30.4	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			37.2				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			104.7				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			70.5%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	185	0	1	123	20	0	0	0	6	0	12
Future Vol, veh/h	38	185	0	1	123	20	0	0	0	6	0	12
Conflicting Peds, #/hr	18	0	92	92	0	18	2	0	10	10	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	187	0	1	124	20	0	0	0	6	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	162	0	0	279	0	0	499	519	289	427	509	154
Stage 1	-	-	-	-	-	-	355	355	-	154	154	-
Stage 2	-	-	-	-	-	-	144	164	-	273	355	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1417	-	-	1284	-	-	482	461	750	538	467	892
Stage 1	-	-	-	-	-	-	662	630	-	848	770	-
Stage 2	-	-	-	-	-	-	859	762	-	733	630	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1393	-	-	1171	-	-	423	401	678	511	406	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	401	-	511	406	-
Stage 1	-	-	-	-	-	-	586	558	-	808	756	-
Stage 2	-	-	-	-	-	-	845	748	-	704	558	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.1			0			10.2		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1393	-	-	1171	-	-	707
HCM Lane V/C Ratio	-	0.028	-	-	0.001	-	-	0.026
HCM Control Delay (s)	0	7.7	0	-	8.1	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	122	32	3	90	2	30	7	1	4	6	24
Future Vol, veh/h	20	122	32	3	90	2	30	7	1	4	6	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	136	36	3	100	2	33	8	1	4	7	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.9	8.1	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	79%	11%	3%	12%
Vol Thru, %	18%	70%	95%	18%
Vol Right, %	3%	18%	2%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	174	95	34
LT Vol	30	20	3	4
Through Vol	7	122	90	6
RT Vol	1	32	2	24
Lane Flow Rate	42	193	106	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.218	0.124	0.044
Departure Headway (Hd)	4.772	4.068	4.217	4.238
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	870	836	850
Service Time	2.773	2.15	2.314	2.24
HCM Lane V/C Ratio	0.056	0.222	0.127	0.045
HCM Control Delay	8.1	8.3	7.9	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.4	0.1

Queues
1: Hwy 1 & Kelly Ave

Ex+Proj Conditions (Weekday PM Peak Hour)

02/13/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	345	314	58	806	211	895	229
v/c Ratio	0.88	0.88	0.54	0.83	0.83	0.65	0.36
Control Delay	66.5	64.5	74.2	48.1	74.8	34.2	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	64.5	74.2	48.1	74.8	34.2	22.5
Queue Length 50th (ft)	237	191	41	288	148	282	81
Queue Length 95th (ft)	389	#343	96	#524	#296	465	191
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	583	509	265	979	347	1378	639
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.62	0.22	0.82	0.61	0.65	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Ex+Proj Conditions (Weekday PM Peak Hour)
 1: Hwy 1 & Kelly Ave 02/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	68	46	75	60	172	57	703	87	207	877	224
Future Volume (vph)	224	68	46	75	60	172	57	703	87	207	877	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98			0.92		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1754			1701		1770	3468		1770	3539	1539
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1754			1701		1770	3468		1770	3539	1539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	229	69	47	77	61	176	58	717	89	211	895	229
RTOR Reduction (vph)	0	5	0	0	36	0	0	6	0	0	0	42
Lane Group Flow (vph)	0	340	0	0	278	0	58	800	0	211	895	187
Confl. Peds. (#/hr)			56	56					4			3
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		24.3			20.8		5.6	31.7		15.9	43.0	43.0
Effective Green, g (s)		24.3			20.8		5.6	31.7		15.9	43.0	43.0
Actuated g/C Ratio		0.22			0.19		0.05	0.29		0.14	0.39	0.39
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		385			319		89	993		254	1375	598
v/s Ratio Prot		c0.19			c0.16		0.03	c0.23		c0.12	0.25	
v/s Ratio Perm												0.12
v/c Ratio		0.88			0.87		0.65	0.81		0.83	0.65	0.31
Uniform Delay, d1		41.8			43.6		51.5	36.6		46.0	27.7	23.5
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		20.1			21.5		12.3	4.6		19.3	0.8	0.1
Delay (s)		61.9			65.1		63.8	41.1		65.3	28.5	23.6
Level of Service		E			E		E	D		E	C	C
Approach Delay (s)		61.9			65.1		42.7			33.5		
Approach LOS		E			E		D			C		
Intersection Summary												
HCM 2000 Control Delay			43.2				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			110.6				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			89.4%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	282	0	0	312	26	0	0	0	14	0	18
Future Vol, veh/h	13	282	0	0	312	26	0	0	0	14	0	18
Conflicting Peds, #/hr	39	0	71	71	0	39	2	0	24	24	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	303	0	0	335	28	0	0	0	15	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	402	0	0	374	0	0	763	804	398	743	790	390
Stage 1	-	-	-	-	-	-	402	402	-	388	388	-
Stage 2	-	-	-	-	-	-	361	402	-	355	402	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1157	-	-	1184	-	-	321	316	652	331	322	658
Stage 1	-	-	-	-	-	-	625	600	-	636	609	-
Stage 2	-	-	-	-	-	-	657	600	-	662	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1114	-	-	1104	-	-	286	279	594	308	285	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	279	-	308	285	-
Stage 1	-	-	-	-	-	-	574	551	-	603	586	-
Stage 2	-	-	-	-	-	-	636	578	-	637	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1114	-	-	1104	-	-	433
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.079
HCM Control Delay (s)	0	8.3	0	-	0	-	-	14
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	144	114	14	169	10	90	14	20	5	12	68
Future Vol, veh/h	31	144	114	14	169	10	90	14	20	5	12	68
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	169	134	16	199	12	106	16	24	6	14	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	10.4	10.2	9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	11%	7%	6%
Vol Thru, %	11%	50%	88%	14%
Vol Right, %	16%	39%	5%	80%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	289	193	85
LT Vol	90	31	14	5
Through Vol	14	144	169	12
RT Vol	20	114	10	68
Lane Flow Rate	146	340	227	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.438	0.319	0.142
Departure Headway (Hd)	5.54	4.639	5.061	5.121
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	651	765	715	702
Service Time	3.555	2.739	3.061	3.137
HCM Lane V/C Ratio	0.224	0.444	0.317	0.142
HCM Control Delay	10.2	11.4	10.4	9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.9	2.2	1.4	0.5

Queues
1: Hwy 1 & Kelly Ave

Ex+Proj Conditions (Saturday Midday Peak Hour)

02/13/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	308	373	31	733	272	891	170
v/c Ratio	0.86	0.90	0.39	0.90	0.85	0.62	0.25
Control Delay	68.1	64.1	72.6	58.1	72.6	32.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	64.1	72.6	58.1	72.6	32.4	17.8
Queue Length 50th (ft)	237	248	24	289	213	301	52
Queue Length 95th (ft)	344	#462	62	#446	#419	443	125
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	555	484	251	931	330	1442	669
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.77	0.12	0.79	0.82	0.62	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis - Ex+Proj Conditions (Saturday Midday Peak Hour)

1: Hwy 1 & Kelly Ave

02/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	222	56	27	89	62	218	31	639	87	269	882	168
Future Volume (vph)	222	56	27	89	62	218	31	639	87	269	882	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.99			0.92		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1765			1681		1770	3466		1770	3539	1543
Flt Permitted		0.96			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1765			1681		1770	3466		1770	3539	1543
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	224	57	27	90	63	220	31	645	88	272	891	170
RTOR Reduction (vph)	0	2	0	0	39	0	0	8	0	0	0	41
Lane Group Flow (vph)	0	306	0	0	334	0	31	725	0	272	891	129
Confl. Peds. (#/hr)	1		59	59			1		1			2
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		23.2			25.9		3.3	28.4		20.9	47.0	47.0
Effective Green, g (s)		23.2			25.9		3.3	28.4		20.9	47.0	47.0
Actuated g/C Ratio		0.20			0.22		0.03	0.24		0.18	0.40	0.40
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		352			374		50	846		318	1430	623
v/s Ratio Prot		c0.17			c0.20		0.02	c0.21		c0.15	0.25	
v/s Ratio Perm												0.08
v/c Ratio		0.87			0.89		0.62	0.86		0.86	0.62	0.21
Uniform Delay, d1		45.1			43.9		55.9	42.0		46.2	27.6	22.5
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		19.1			22.1		15.0	8.3		18.9	0.6	0.1
Delay (s)		64.1			66.0		70.9	50.3		65.2	28.2	22.6
Level of Service		E			E		E	D		E	C	C
Approach Delay (s)		64.1			66.0		51.1			35.0		
Approach LOS		E			E		D			D		

Intersection Summary

HCM 2000 Control Delay	46.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	116.3	Sum of lost time (s)	17.9
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	254	0	2	270	56	1	0	0	38	0	66
Future Vol, veh/h	49	254	0	2	270	56	1	0	0	38	0	66
Conflicting Peds, #/hr	8	0	57	57	0	8	5	0	61	61	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	273	0	2	290	60	1	0	0	41	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	330	0	0	801	798	391	772	768	333
Stage 1	-	-	-	-	-	-	436	436	-	332	332	-
Stage 2	-	-	-	-	-	-	365	362	-	440	436	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1201	-	-	1229	-	-	303	319	658	317	332	709
Stage 1	-	-	-	-	-	-	599	580	-	681	644	-
Stage 2	-	-	-	-	-	-	654	625	-	596	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	1162	-	-	246	283	586	284	295	700
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	283	-	284	295	-
Stage 1	-	-	-	-	-	-	537	520	-	641	638	-
Stage 2	-	-	-	-	-	-	584	619	-	532	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	19.7	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	246	1192	-	-	1162	-	-	456
HCM Lane V/C Ratio	0.004	0.044	-	-	0.002	-	-	0.245
HCM Control Delay (s)	19.7	8.2	0	-	8.1	0	-	15.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	125	89	14	166	6	97	9	28	5	6	67
Future Vol, veh/h	38	125	89	14	166	6	97	9	28	5	6	67
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	152	109	17	202	7	118	11	34	6	7	82
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	10.4	10.2	8.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	15%	8%	6%
Vol Thru, %	7%	50%	89%	8%
Vol Right, %	21%	35%	3%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	252	186	78
LT Vol	97	38	14	5
Through Vol	9	125	166	6
RT Vol	28	89	6	67
Lane Flow Rate	163	307	227	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.401	0.319	0.133
Departure Headway (Hd)	5.43	4.799	5.063	5.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	756	715	713
Service Time	3.446	2.799	3.063	3.059
HCM Lane V/C Ratio	0.246	0.406	0.317	0.133
HCM Control Delay	10.2	11	10.4	8.8
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1	1.9	1.4	0.5

Queues
1: Hwy 1 & Kelly Ave

Ex+Proj Conditions (Sunday Midday Peak Hour)

02/13/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	294	205	40	771	213	730	185
v/c Ratio	0.79	0.71	0.39	0.77	0.76	0.48	0.27
Control Delay	52.2	46.9	59.9	38.8	58.1	22.7	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	46.9	59.9	38.8	58.1	22.7	14.7
Queue Length 50th (ft)	163	94	23	211	121	160	42
Queue Length 95th (ft)	303	201	68	#413	#250	305	124
Internal Link Dist (ft)	916	390		2035		1358	
Turn Bay Length (ft)			195		415		70
Base Capacity (vph)	692	598	315	1171	414	1577	707
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.34	0.13	0.66	0.51	0.46	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis Ex+Proj Conditions (Sunday Midday Peak Hour)

1: Hwy 1 & Kelly Ave

02/13/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	48	40	41	44	103	37	649	61	196	672	170
Future Volume (vph)	183	48	40	41	44	103	37	649	61	196	672	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1755			1707		1770	3494		1770	3539	1517
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1755			1707		1770	3494		1770	3539	1517
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	52	43	45	48	112	40	705	66	213	730	185
RTOR Reduction (vph)	0	5	0	0	36	0	0	5	0	0	0	39
Lane Group Flow (vph)	0	289	0	0	169	0	40	766	0	213	730	146
Confl. Peds. (#/hr)			38	38								10
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases												2
Actuated Green, G (s)		19.6			13.9		3.4	28.2		14.9	40.7	40.7
Effective Green, g (s)		19.6			13.9		3.4	28.2		14.9	40.7	40.7
Actuated g/C Ratio		0.21			0.15		0.04	0.30		0.16	0.43	0.43
Clearance Time (s)		4.2			4.2		3.0	5.5		4.0	5.5	5.5
Vehicle Extension (s)		0.2			0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		364			251		63	1042		279	1524	653
v/s Ratio Prot		c0.16			c0.10		0.02	c0.22		c0.12	0.21	
v/s Ratio Perm												0.10
v/c Ratio		0.79			0.67		0.63	0.74		0.76	0.48	0.22
Uniform Delay, d1		35.5			38.2		44.9	29.8		38.1	19.3	16.9
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.6			5.5		14.3	2.4		10.6	0.1	0.1
Delay (s)		46.2			43.7		59.3	32.1		48.7	19.4	17.0
Level of Service		D			D		E	C		D	B	B
Approach Delay (s)		46.2			43.7		33.5			24.5		
Approach LOS		D			D		C			C		
Intersection Summary												
HCM 2000 Control Delay			31.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			94.5				Sum of lost time (s)			17.9		
Intersection Capacity Utilization			81.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	0	0	0	56	5	5	3	3	254	49
Future Vol, veh/h	10	0	0	0	0	56	5	5	3	3	254	49
Conflicting Peds, #/hr	4	0	30	30	0	4	1	0	7	7	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	0	0	0	60	5	5	3	3	273	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	30	0	0	246	116	37	67	86	35
Stage 1	-	-	-	-	-	-	52	52	-	34	34	-
Stage 2	-	-	-	-	-	-	194	64	-	33	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1538	-	-	1583	-	-	708	774	1035	926	804	1038
Stage 1	-	-	-	-	-	-	961	852	-	982	867	-
Stage 2	-	-	-	-	-	-	808	842	-	983	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1532	-	-	1538	-	-	471	743	999	904	772	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	743	-	904	772	-
Stage 1	-	-	-	-	-	-	927	821	-	971	864	-
Stage 2	-	-	-	-	-	-	524	839	-	960	821	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	7.4			0			10.8			12.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1532	-	-	1538	-	-	806
HCM Lane V/C Ratio	0.022	0.007	-	-	-	-	-	0.408
HCM Control Delay (s)	10.8	7.4	0	-	0	-	-	12.5
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	2

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	117	69	5	79	4	71	1	2	0	2	24
Future Vol, veh/h	29	117	69	5	79	4	71	1	2	0	2	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	131	78	6	89	4	80	1	2	0	2	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.1	8.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	96%	13%	6%	0%
Vol Thru, %	1%	54%	90%	8%
Vol Right, %	3%	32%	5%	92%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	215	88	26
LT Vol	71	29	5	0
Through Vol	1	117	79	2
RT Vol	2	69	4	24
Lane Flow Rate	83	242	99	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.113	0.278	0.122	0.034
Departure Headway (Hd)	4.886	4.15	4.437	4.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	867	810	847
Service Time	2.907	2.163	2.454	2.254
HCM Lane V/C Ratio	0.113	0.279	0.122	0.034
HCM Control Delay	8.5	8.8	8.1	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.4	0.1

ATTACHMENT D: STOP WARRANT ANALYSIS

Volume Worksheet

	Eight Highest Hours (1 st – 8 th)							
	1	2	3	4	5	6	7	8
Time Period (Hour)	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm
Major Street (Both Approaches)	371	362	417	468	407	435	499	531
Minor Street (Both Approaches)	78	77	99	94	88	71	62	52

MUTCD OTHER CRITERIA

OTHER CRITERIA*	FULFILLED
The need to control left-turn conflicts.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross street traffic is also required to stop.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve the traffic operational characteristics of the intersection.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

* These other criteria should be considered as part of an engineering study.

MULTI-WAY STOP ANALYSIS

PROJECT LOCATION/CHARACTERISTICS

Major Street: Kelly Avenue

Minor Street: Project Site Driveway

85th Percentile Speed of Major Street Traffic \geq 40 mph

Analysis Scenario (Year): 2024

Date of Analysis: 12/08/2023

MUTCD CRITERIA

100% SATISFIED: YES NO

REQUIREMENTS			FULFILLED
Minimum Volumes for any 8 Hours of an Average Day	Vehicles/Hour on Major Street (both approaches) $\frac{100\%^b}{300}$ $\frac{80\%^c}{240}$ $\frac{70\%^d}{210}$	Vehicles/Hour on Minor Street (both approaches) ^a $\frac{100\%^b}{200}$ $\frac{80\%^c}{160}$ $\frac{70\%^d}{140}$	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
A traffic control signal is justified and the multi-way stop is an interim measure that can be installed quickly while arrangements are made for a signal; OR			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 or more crashes susceptible to correction by a multi-way stop occurring within a 12-month period. Examples include right- and left-turn collisions and right angle collisions.			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Minimum Requirement	Number of Crashes and Type		
5 or more crashes	1 crash, broadside right angle		

- ^a The average delay to minor-street vehicular traffic must be at least 30 seconds per vehicle during the highest hour.
- ^b Basic minimum hourly volume.
- ^c Used for combination of minimum volume and minimum number of accidents after adequate trial of other remedial measures.
- ^d May be used when the major street speed exceeds 40 mph (65 km/h).

Volume Worksheet

	Eight Highest Hours (1 st – 8 th)							
	1	2	3	4	5	6	7	8
Time Period (Hour)	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm
Major Street (Both Approaches)	418	479	542	515	449	425	469	355
Minor Street (Both Approaches)	219	218	223	148	89	62	49	29

MUTCD OTHER CRITERIA

OTHER CRITERIA*	FULFILLED
The need to control left-turn conflicts.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross street traffic is also required to stop.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve the traffic operational characteristics of the intersection.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

* These other criteria should be considered as part of an engineering study.

ATTACHMENT E: C\CAG TDM CHECKLIST

100-499 ADT; ~20-49 Units

About this Form

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. [Read more at ccagtdm.org](http://ccagtdm.org)

? Questions?
support@ccagtdm.org

A Applicant Information

Project Address		Contact First and Last Name
<input type="text"/>		<input type="text"/>
Parcel Number	Application Date	Contact Phone Address
<input type="text"/>	D D M M Y Y Y Y	<input type="text"/>
Project Jurisdiction		Contact Email Address
<input type="text"/>		<input type="text"/>

B Required Measures You must select all measures

[Click on each measure's title for more information](#)

Measure	Percentage	Yes
1 <u>M2 - Orientation, Education, Promotional Programs and/or Materials</u> Offer new residents an orientation or education program or materials.	1%	<input type="checkbox"/>
2 <u>M3 - TDM Coordinator/Contact Person</u> Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	0.5%	<input type="checkbox"/>
3 <u>M6 - Transit or Ridesharing Passes/Subsidies</u> Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or \$50 - whichever is lower.	10%	<input type="checkbox"/>
4 <u>M8 - Secure Bicycle Storage</u> Comply with CalGREEN minimum bicycle parking requirements.	1%	<input type="checkbox"/>
5 <u>M9 - Design Streets to Encourage Bike/Ped Access</u> Design adjacent streets or roadways to facilitate multimodal travel.	1%	<input type="checkbox"/>
6	Total from Required Measures Sum percentages from each selected measure from rows 1-5	<input type="text"/> %

Form Continues on Page 2 →

C Additional Recommended Select enough to meet the 25% trip reduction target

[Click on each measure's title for more information](#)

Measure	Percentage	Yes
7 M4 - Actively Participate in Commute.org or TMA Equivalent: Certified participation in Commute.org/or TMA Obtain certification from Commute.org or establish or join a Transportation Management Association (TMA) or equivalent.	4%	<input type="checkbox"/>
8 M5 - Carpool or Vanpool Program Establish carpool/vanpool program for tenants and register program with Commute.org.	2%	<input type="checkbox"/>
9 M10 - Delivery Amenities Offer delivery amenities, including dedicated receipt and storage areas, to reduce need for multiple trips to conduct similar business.	1%	<input type="checkbox"/>
10 M11 - Family-supportive Amenities On-site secure storage of personal car seats, strollers, cargo bicycles, or other large bicycles. Property owners can also provide shared building equipment, such as shopping carts or cargo bicycles for check out by residents.	3%	<input type="checkbox"/>
11 M14 - Paid Parking at Market Rate Offer hourly/daily parking rates proportional to monthly rate or equivalent to cost of transit fare.	25%	<input type="checkbox"/>
12 M15 - Reduced Parking Provide off-street parking at least 10% below locally-required minimums, or else below the locally-permitted parking maximums. Consideration may be required of potential spillover parking into surrounding areas.	10%	<input type="checkbox"/>
13 M17 - Developer TDM Fee/TDM Fund Voluntary impact fee payment on a per unit or square footage basis, to fund the implementation of TDM programs.	4%	<input type="checkbox"/>
14 M18 - Car Share On-Site Provide on-site car share or vehicle fleets.	1%	<input type="checkbox"/>
15 M19 - Land Dedication or Capital Improvements for Transit Contribute space on, or adjacent to, the project site for transit improvements. Select one or more	Bus Pullout Space 1% <input type="checkbox"/> Bus Shelter 1% <input type="checkbox"/> Visual/Electrical Improvements (i.e., Lighting, Signage) 1% <input type="checkbox"/> Other (i.e., Micromobility Parking Zone, TNC Loading Zone) 1% <input type="checkbox"/>	<input type="checkbox"/> % Total percentages selected
16 M21 - Bike/Scooter Share On-Site Allocate space for bike/scooter share parking.	1%	<input type="checkbox"/>
17 M22 - Active Transportation Subsidies Offer biking/walking incentives to tenants, such as gift card/product raffles.	2%	<input type="checkbox"/>
18 M23 - Gap Closure Construct or enhance quality of biking and walking facilities to/from site to existing trails, bikeways, and/or adjacent streets.	7%	<input type="checkbox"/>
19 M24 - Bike Repair Station Offer on-site bike repair space/tools in visible, secure area.	0.5%	<input type="checkbox"/>
20 M26 - Pedestrian Oriented Uses & Amenities on Ground Floor Provide on-site, visible amenities to tenants and guests, such as cafes, gyms, childcare, retail.	3%	<input type="checkbox"/>
21	Total from Additional Measures Sum percentages from each selected measure from rows 7 - 20	<input type="checkbox"/> %

D Project Totals

Percentage from Required Measures Section B Row 6 %

+ Percentage from Additional Measures Section C Row 21 %

Total Percentage from all Selected Measures Sum of required and additional measures %

Trip Reduction Target **25%**

Total Percentage from all selected measures must be greater than or equal to Trip Reduction Target

E Submit Checklist

 See ccagtdm.org/submission for how to submit this form.

Questions?

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