

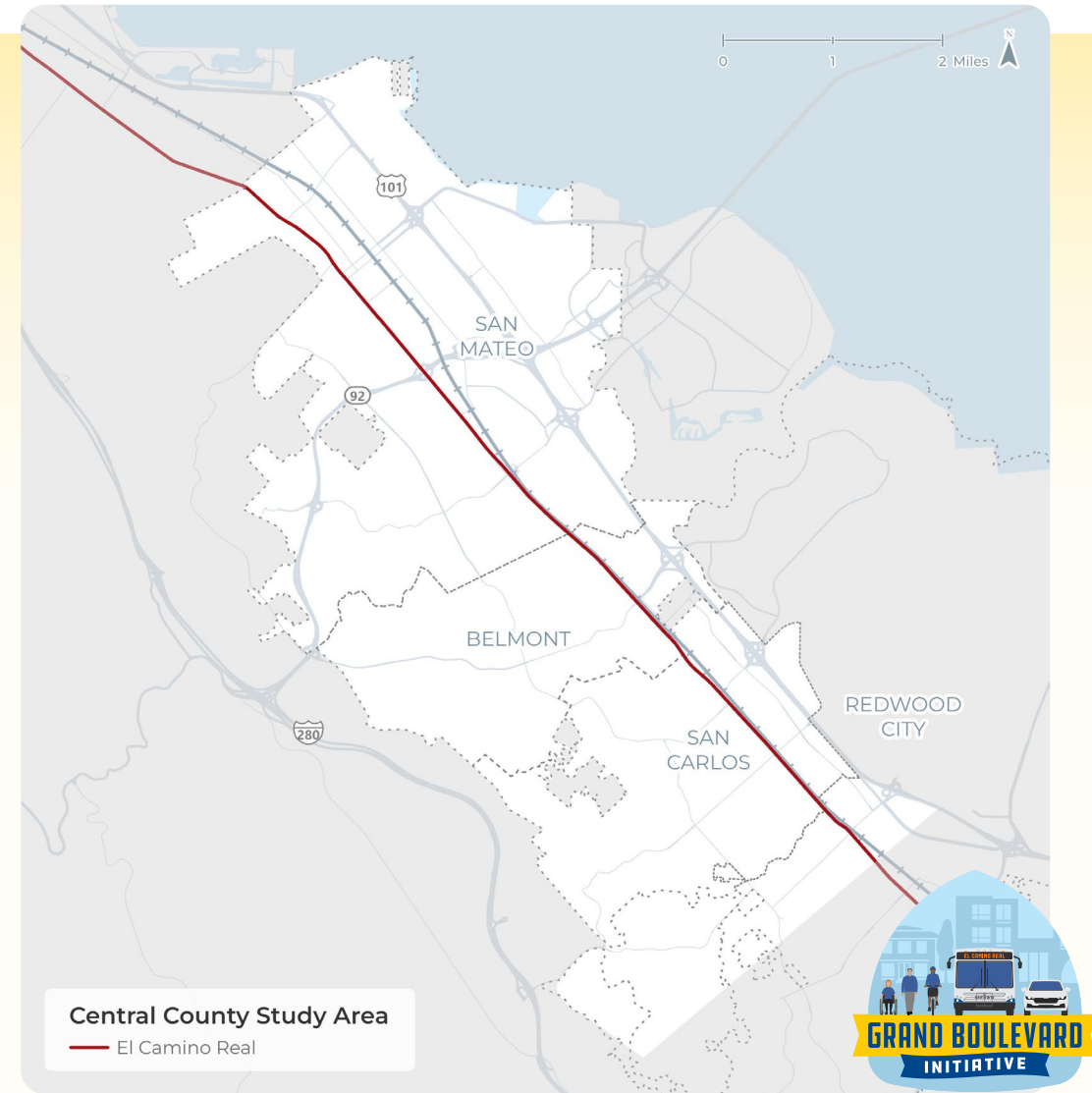
Appendix D

Existing Conditions



Central El Camino Multimodal Plan – Needs Assessment

Prepared by Fehr & Peers



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2. Corridor-Wide Snapshot
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Introduction



Central El Camino Multimodal Plan

Plan Goal: Bring the Central section of El Camino Real into alignment with planning efforts to develop a cohesive vision for El Camino Real through San Mateo County.

Study Goal: “Central” El Camino Real refers to El Camino Real (State-Route 82) through the Cities of San Mateo, Belmont, San Carlos, and the northern section of Redwood City.

Study Partners: SamTrans is leading the study in close collaboration with planning and engineering staff members from each City.



Grand Boulevard Initiative

The Central El Camino Multimodal study is related to the Grand Boulevard Initiative, which sets guiding principles for achieving a balanced multimodal corridor along El Camino Real within San Mateo County. The effort will ultimately establish a cohesive vision and preferred alternative for El Camino.

The Central El Camino Study will bring San Mateo, Belmont, San Carlos, and northern Redwood City into alignment with the studies conducted in other cities in San Mateo County so that GBI may move forward with all cities at the same step in the planning process.



Purpose of the Needs Assessment

This document evaluates the existing conditions along El Camino Real as they relate to multimodal travel. The analysis serves to deepen our understanding of El Camino's current role in the county and the elements which do or do not meet the mobility needs for people who live in, work in, or visit the area.

Fehr & Peers has leveraged a variety of data sources to develop a holistic picture of the corridor.



What data is included?

Contextual Information & Data

Previous Planning &
Engagement Efforts

Equity Priority
Communities

Land-Use Data

Mode Share, Trip Purpose,
and Trip Length

Multimodal Experience

Bus Speed, Ridership

Vehicle Volumes, Speeds,
LOS

Parking Occupancy

Walking & Biking
Experience

Sidewalk gaps

Collision Data

Street Cross Sections

Vehicle Lanes

Parking

Bike Facilities

Sidewalks

Landscaping

Corridor-Wide Snapshot



El Camino serves a unique role in Central San Mateo County

El Camino is a state-owned facility which runs north-south through San Mateo County, connecting to San Francisco to the north and Santa Clara County to the South. It's primarily at-grade with four to six vehicle lanes. Highway 101 and I-280 run parallel to El Camino to the east and west, respectively.

The following section provides a snapshot of El Camino through the study area; specifically, how it is used and by whom. While each City has distinct opportunities and challenges along El Camino, El Camino's role is largely consistent across City boundaries.

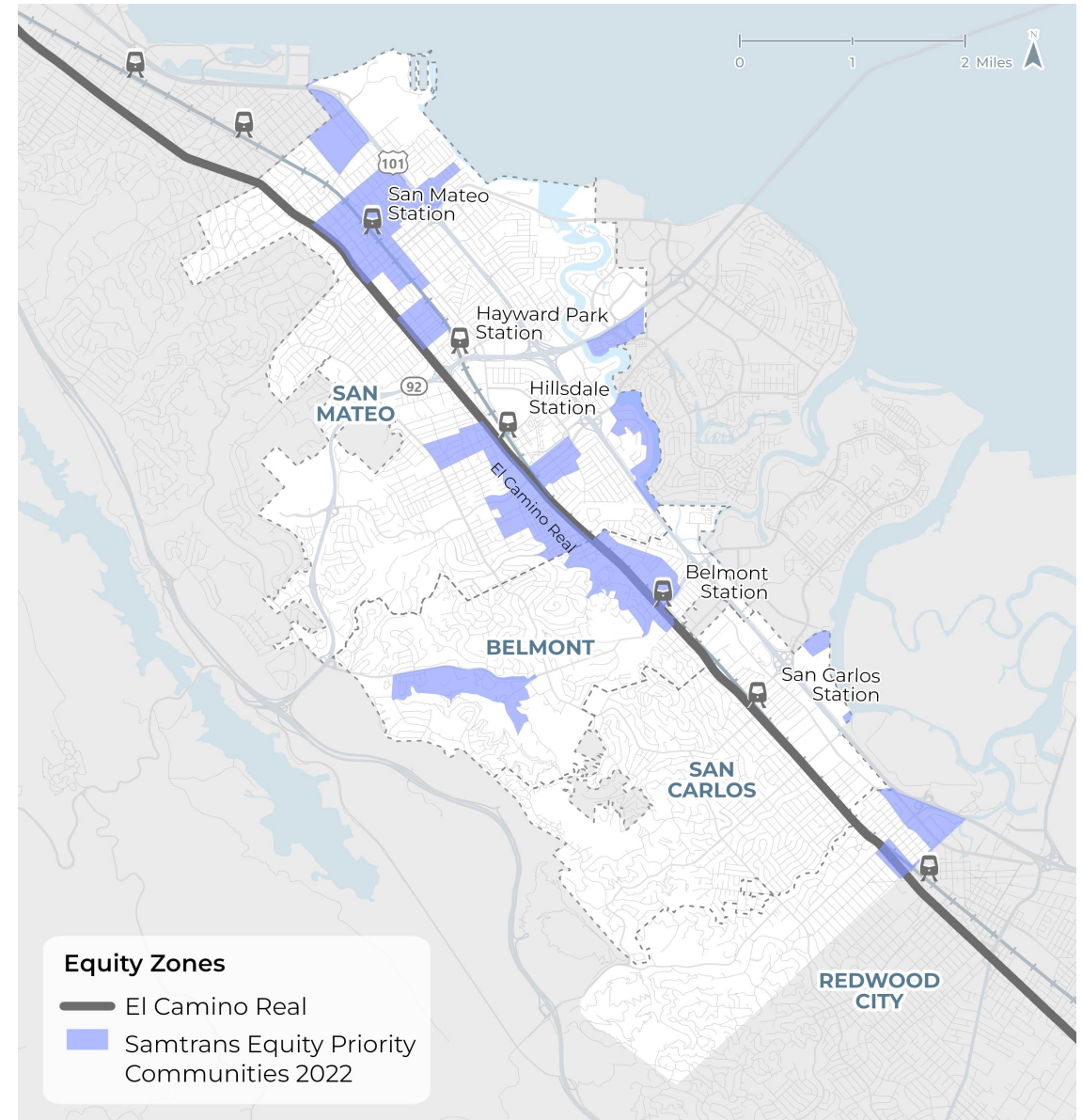


Equity Priority Communities

SamTrans identifies equity priority areas based on household income, racial and ethnic minorities, and zero car households. In Central San Mateo County, the equity priority areas are largely concentrated along El Camino Real.

Key Takeaways

Investments and modal prioritization should reflect the needs of those living in equity priority areas adjacent to the project corridor seek to enhance mobility options.



Source: Samtrans Equity Priority Communities 2022

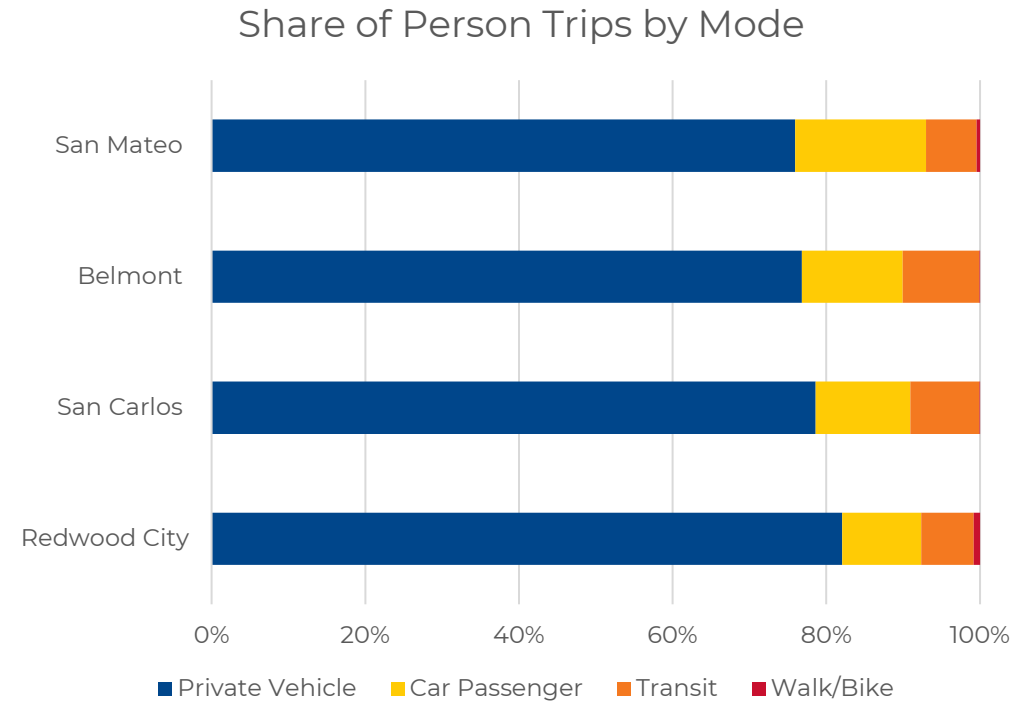
Mode Share

Mode split is consistent along the corridor through the study cities.

- 90% of people travel by car
- 10% of people travel using transit
- A very small proportion of trips are walk or bike trips (<2%)

Key Takeaways

Transit is a key mode along El Camino under existing conditions. Meanwhile, the share of people who walk and bike along the corridor has room to grow. The study should strive to strike a balance which preserves functionality for people traveling by car while increasing the comfort and accessibility of traveling by other modes.



Source: Replica, Spring 2024

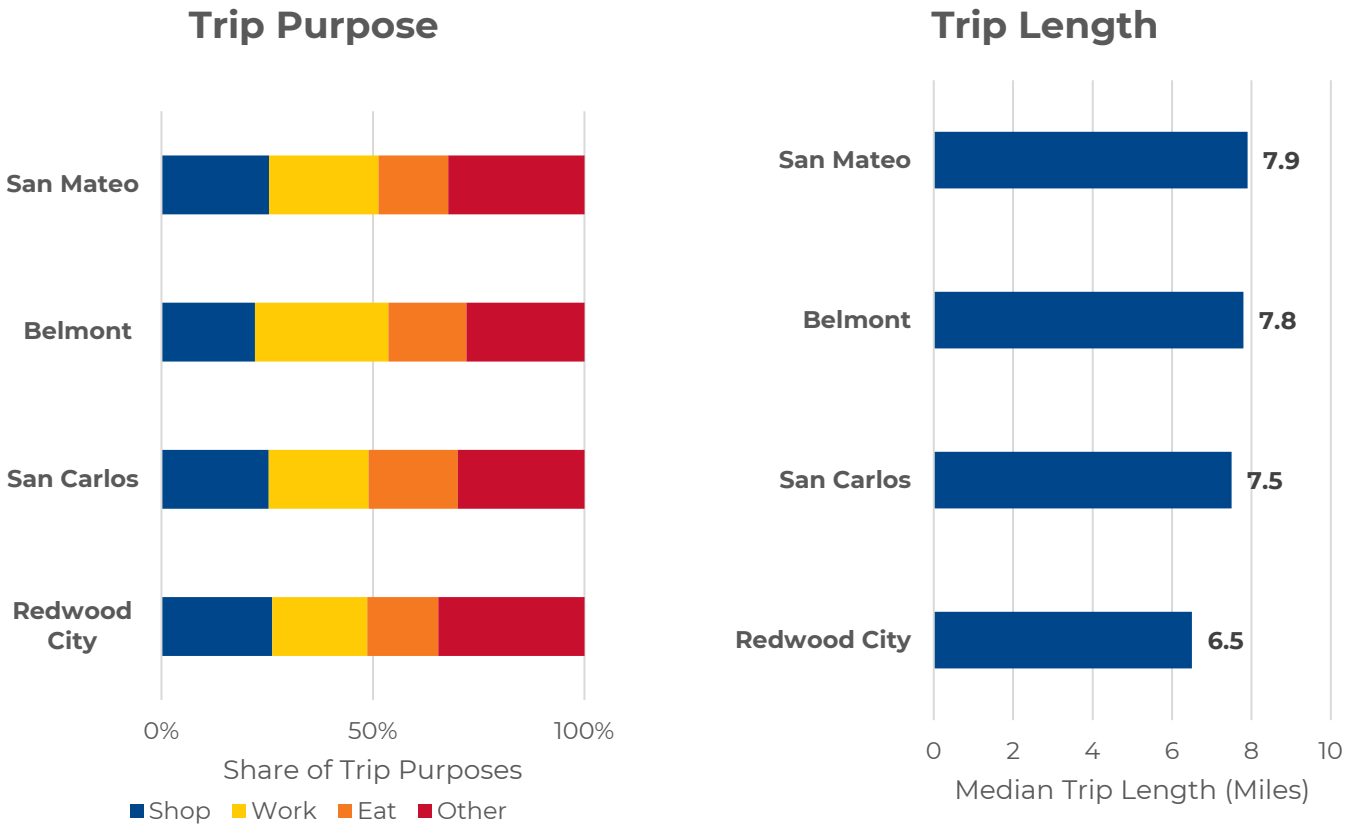
Trip Purpose & Length

People travel on El Camino for a wide range of reasons.

Generally, trips which travel along El Camino in the four cities are 6.5-8 miles total in length, including travel to access El Camino.

Key Takeaways

Most of the trips along El Camino are local, rather than pass through traffic. Recommendations should emphasize local access and permeability.

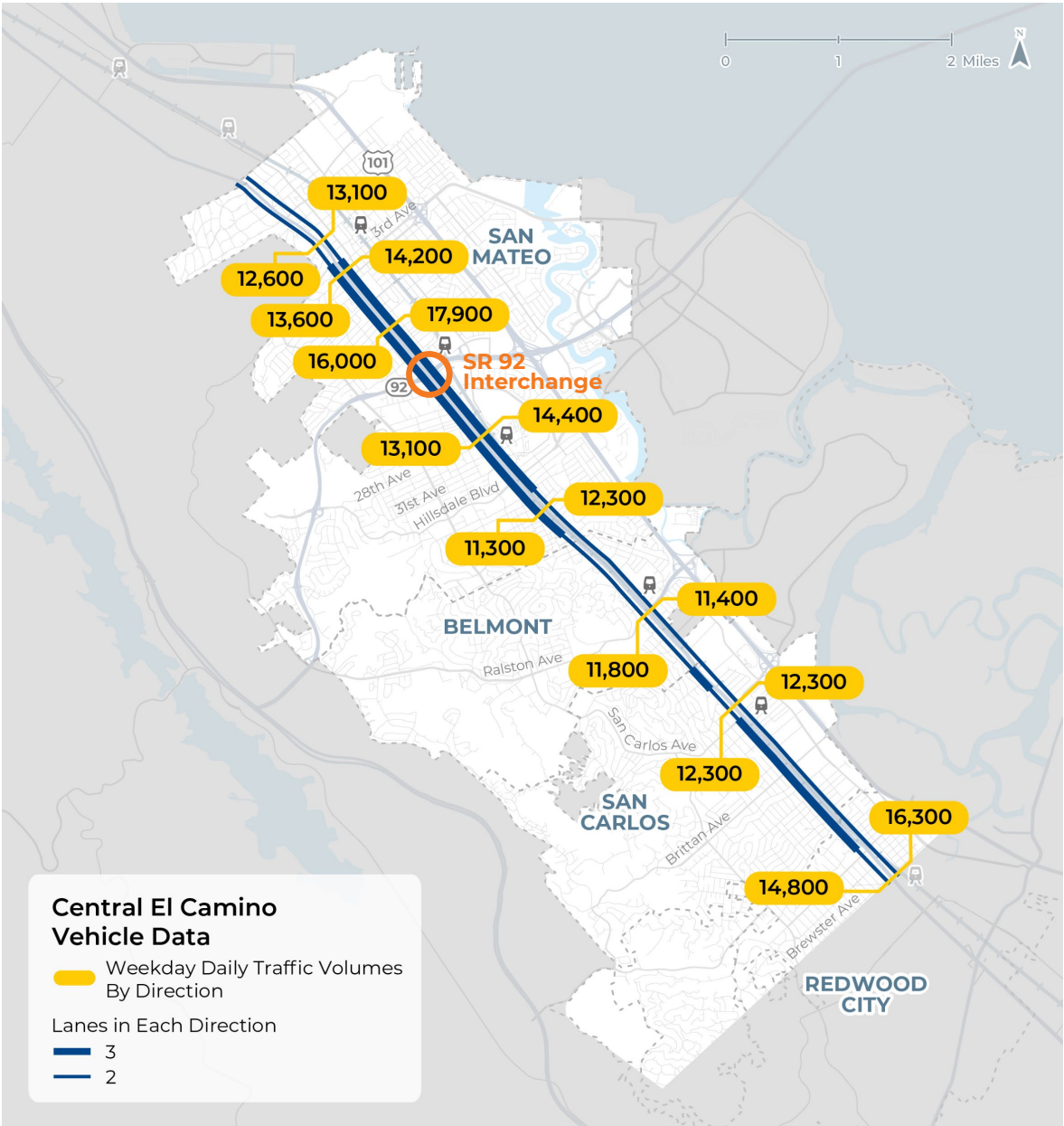


Source: Replica, Spring 2024

Travel Lanes & Daily Volumes

The number of travel lanes along El Camino varies between 4 to 6 lanes (2-3 lanes in each direction). Daily traffic volumes along the corridor range from 23,000 to 38,000 trips throughout Central El Camino. Generally, northbound volumes tend to be higher than southbound volumes. Volumes are highest in San Mateo, especially around the SR 92 interchange.

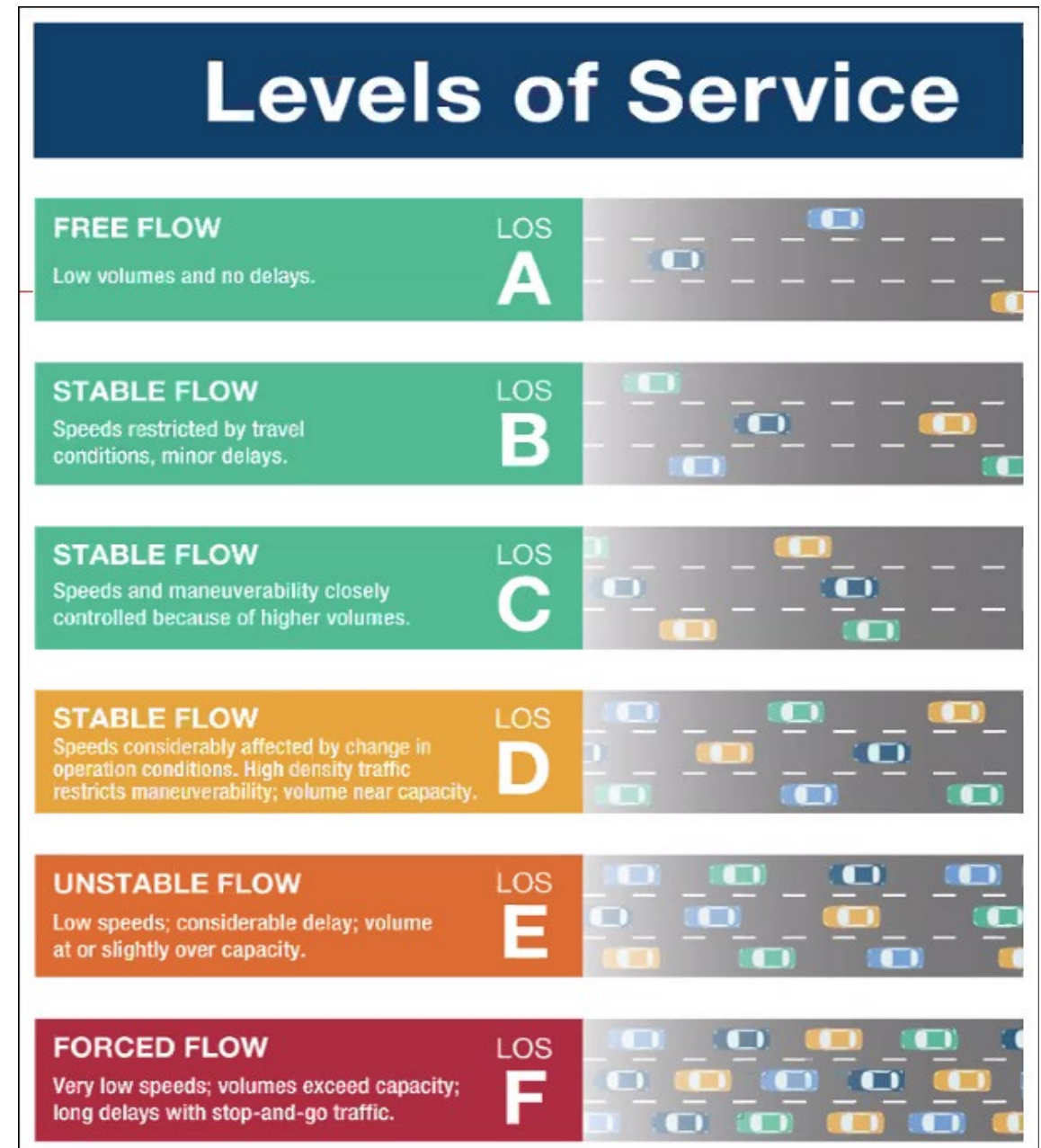
Source: SamTrans Counts, February 2025



What is LOS?

Level of Service indicates level of vehicle congestion for a specific time period. When agencies set policies that require achieving a minimum LOS, it prioritizes wide, fast roads for cars and deprioritizes space for other modes.

In this study, we will use segment LOS as ONE metric to understand how El Camino operates today and how it may operate in the future under different alternatives.



Corridor-Wide Snapshot

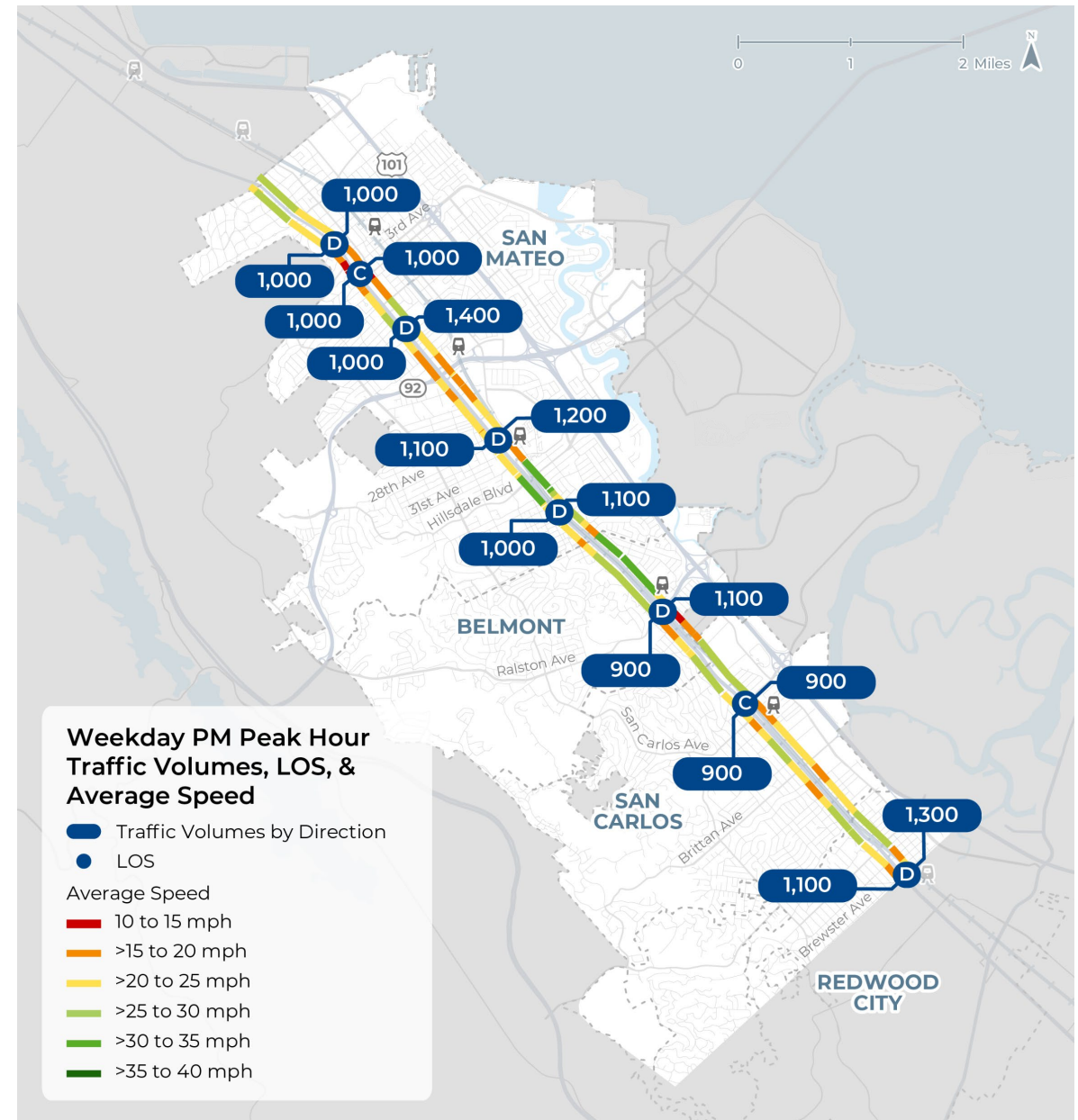
Observed Auto Speed and Volumes Weekday PM Peak

The segment level of service (LOS) along El Camino is considered acceptable at LOS C or D in the evening peak hour. The slowest speeds are observed in the downtown areas of each city, with free flow speeds at or above the posted speed limit in other stretches.

Key Takeaways

The vehicle level of service meets or exceeds acceptable levels. There are also areas of higher than desired speeds. Collectively, this indicates there are opportunities to repurpose space for non-auto modes.

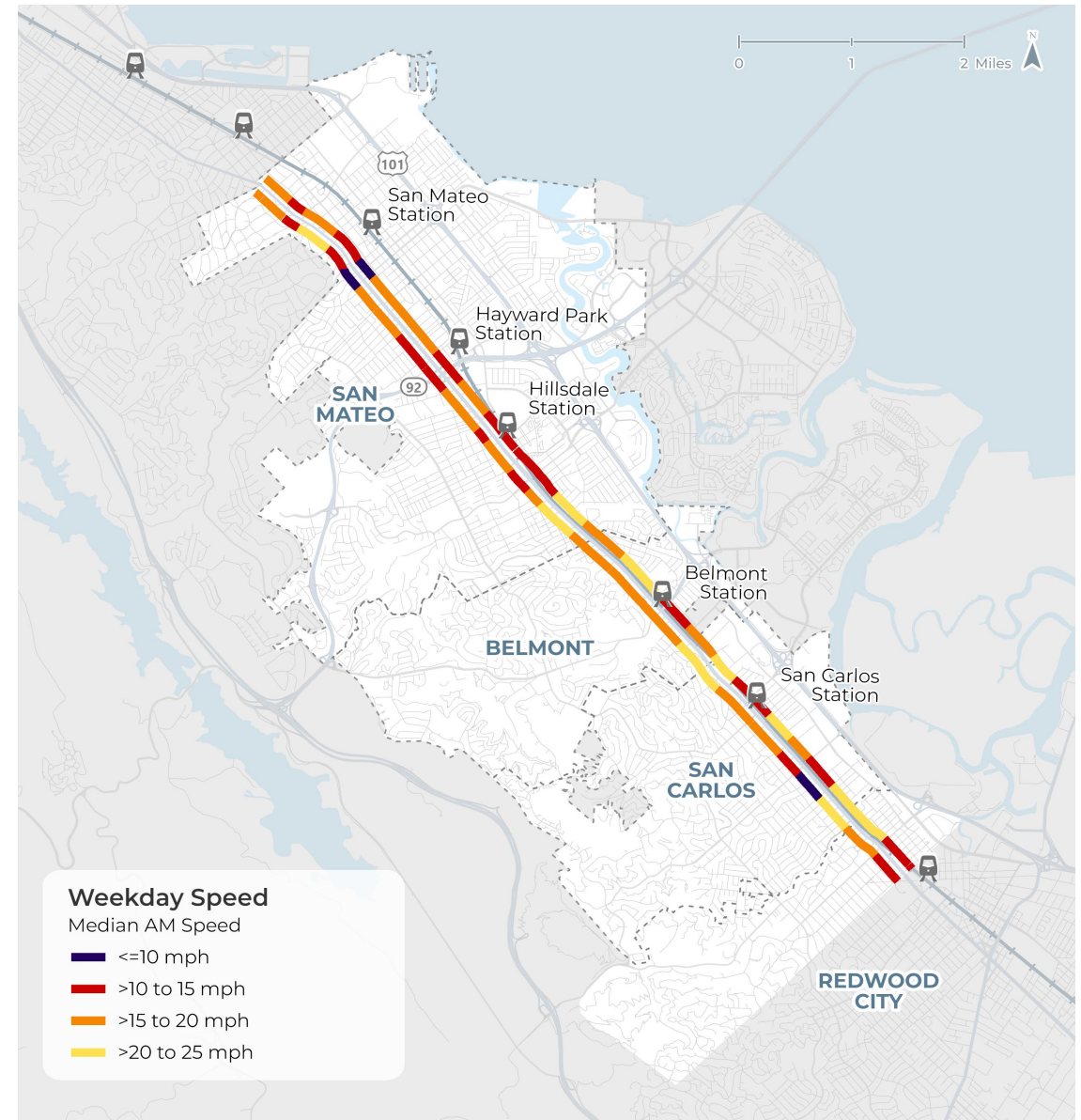
Source: SamTrans Counts, February 2025; INRIX December 2024



AM Peak Bus Speeds

Bus speeds for Route ECR along the corridor are significantly slower than vehicle speeds, at an average of 13 mph. These speeds are not desirable for Route ECR's performance.

San Mateo and Redwood City are two of the slowest cities for route ECR. Speeds are slightly slower in the southbound direction.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

PM Peak Bus Speeds

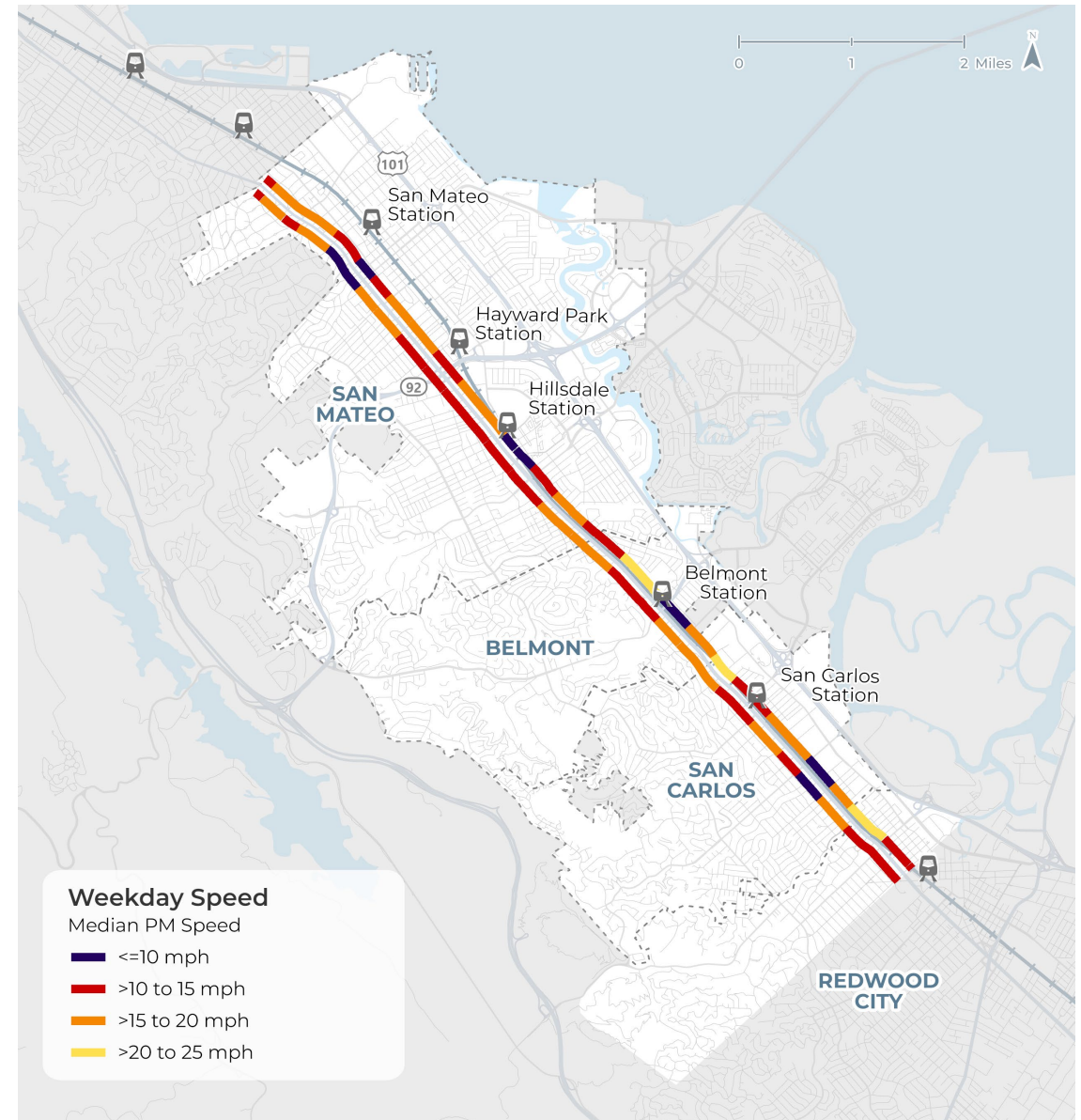
Speeds are generally slower in the PM peak period than the AM peak period and there are no portions of the southbound corridor where speed exceed 20 mph.

San Mateo and Redwood City are two of the slowest cities for route ECR.

Key Takeaways

Slow bus speeds indicate an opportunity to improve the performance of Route ECR

Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

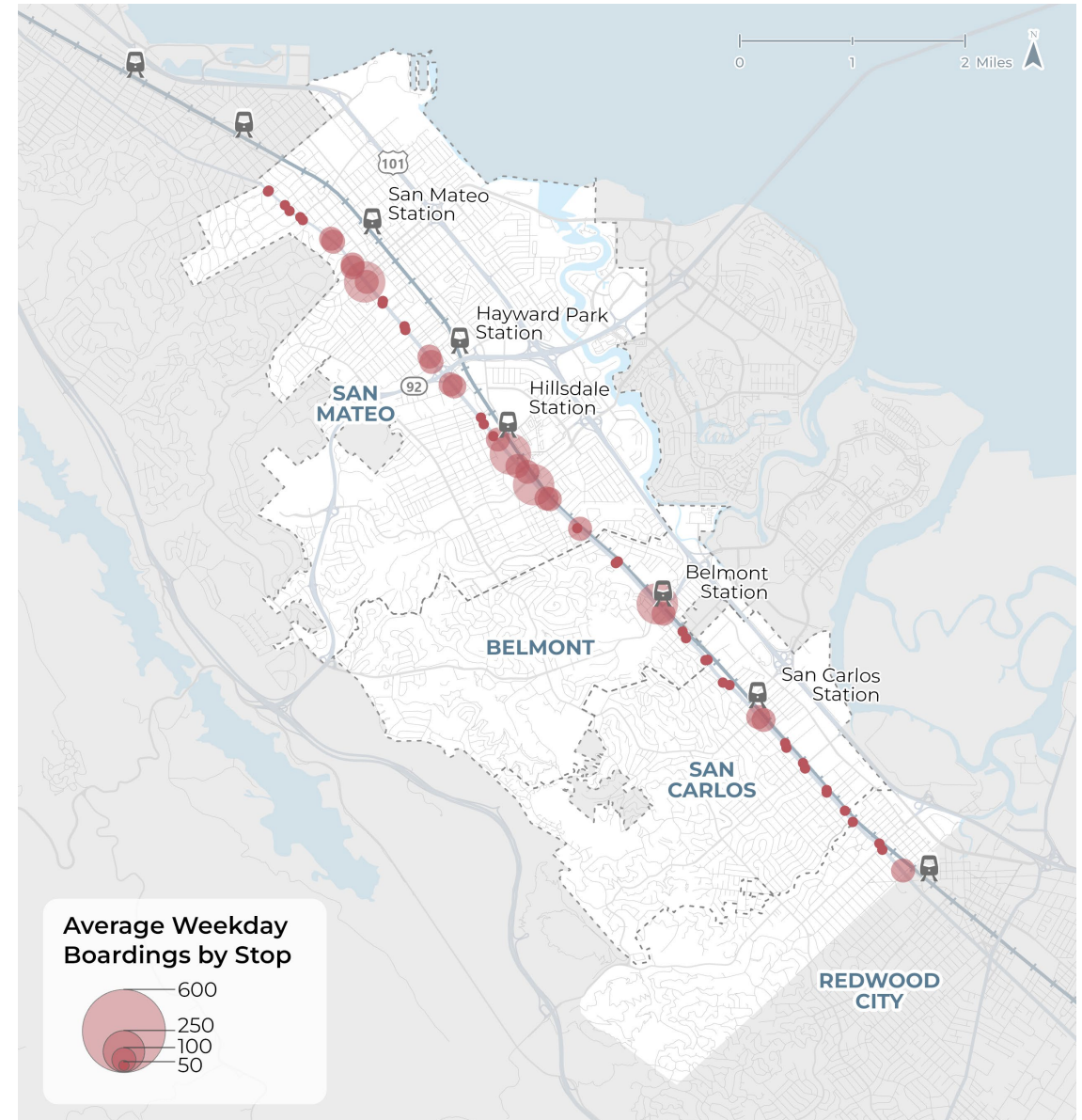


Bus Speeds and Ridership

SamTrans Route ECR is the backbone of the bus network, traversing along El Camino Real, the route connects Daly City BART in the north to the Palo Alto Transit Center in the south. Boardings are highest near connections to Caltrain and in downtown areas of each City

Key Takeaways

Pedestrian connections between Caltrain and El Camino support transit connectivity. SamTrans Bus Stop Improvement Plan identifies bus stop needs & enhancements (e.g., shelters, shade, etc.).



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Pedestrian Experience

Throughout the corridor, sidewalks are typically 5 to 6 feet wide and lack tree cover or other shading. Light posts and traffic signal posts regularly narrow the usable width of the sidewalk to 3 to 4 feet, which degrades accessibility. Fast moving and heavy vehicle traffic along the corridor adds additional discomfort for people walking.



Pedestrian Experience

There are typically marked crossings at signalized intersections, although long distances between signals in some sections limits crossing opportunities. Additionally, permissive left turns onto and off El Camino create conflicts with people crossing. Caltrans recently installed leading pedestrian intervals (LPIs) and updated crosswalks at various intersections throughout the corridor. However, ADA curb ramps still need improvements.

Subsequent slides illustrate where there are long distances between pedestrian crossings.



Bicycle Experience

There are limited dedicated bike facilities along El Camino. People on bikes tend to access El Camino via alternative routes and side streets, transitioning to ride on the sidewalk or walk their bikes once reaching the corridor. The high volume of fast-moving, heavy vehicles on El Camino Real makes it a high-stress environment for people on bikes, reflected in its Level of Traffic Stress (LTS) 4 [1] These factors also make a shared lane marking (Class III treatment) inappropriate on El Camino. [2]

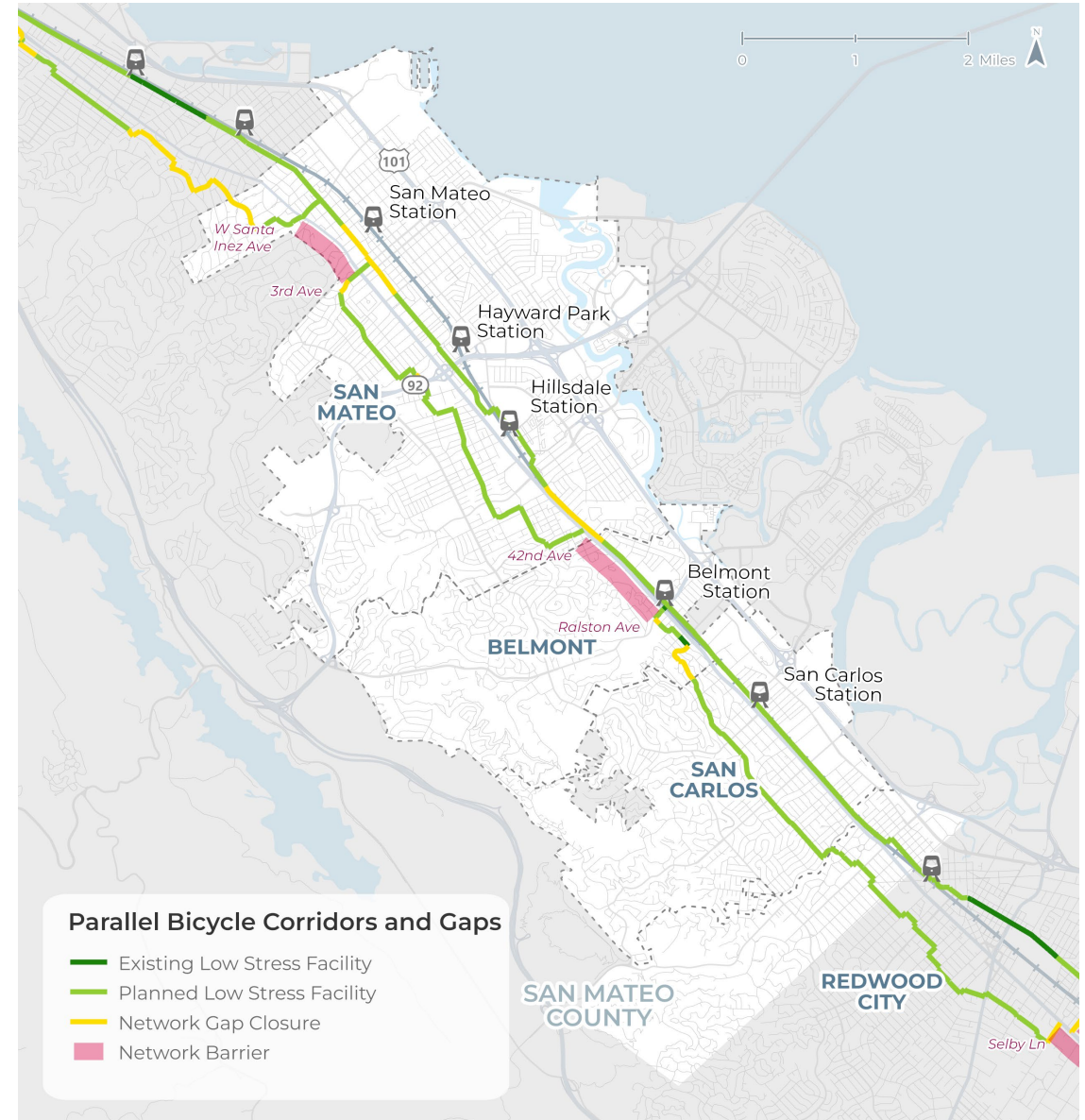
1. C/CAG Countywide Bicycle and Pedestrian Plan
2. Caltrans Design Informational Bulletin 94: Complete Streets Contextual Design Guidance



Bicycle Experience

Side streets with bike facilities typically do not have continuous bike markings or signal phasing or indicators to facilitate bike crossings across El Camino Real.

There are a number of planned low stress parallel facilities as well as some significant network barriers that limit their continuity.



San Mateo



Outreach over the Years

Residents, Community Based Organizations, and technical advisors of San Mateo have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **Complete Streets**, there's a lack of safety and connectivity for people walking and biking, road maintenance is important, and traffic congestion – especially on El Camino – is a source of frustration.
- When it comes to **pedestrian access**, people find it challenging to cross El Camino, that sidewalks are narrow and obstructed, and that bus stops often lack amenities.
- When it comes to **safety** on El Camino, people are concerned about speeding, red light running, and pedestrian crossing conditions.



Different agencies have different visions for El Camino in San Mateo

San Mateo Complete Streets Master Plan (in progress) supports bus lanes on El Camino as recommended by SamTrans with a parallel bike route on neighborhood streets.

San Mateo Bicycle Master Plan (2020) does not recommend bike facilities on El Camino but proposes a network on neighborhood streets.

SamTrans Bus Speed & Reliability Study (2022) proposes bus-only lanes for northbound and southbound El Camino.

C/CAG Bicycle and Pedestrian Plan (2021) proposes bike facilities on El Camino in addition to a parallel route on Delaware St and Pacific Blvd.

Caltrans District 4 Bike Plan (2018)¹ recommends Class IV bike facilities on El Camino through downtown.

1. Caltrans District 4 Bike Plan is currently undergoing an update



Spot Location Recommendations

City and County-wide planning efforts have made recommendations to improve locations with the following goals in mind:

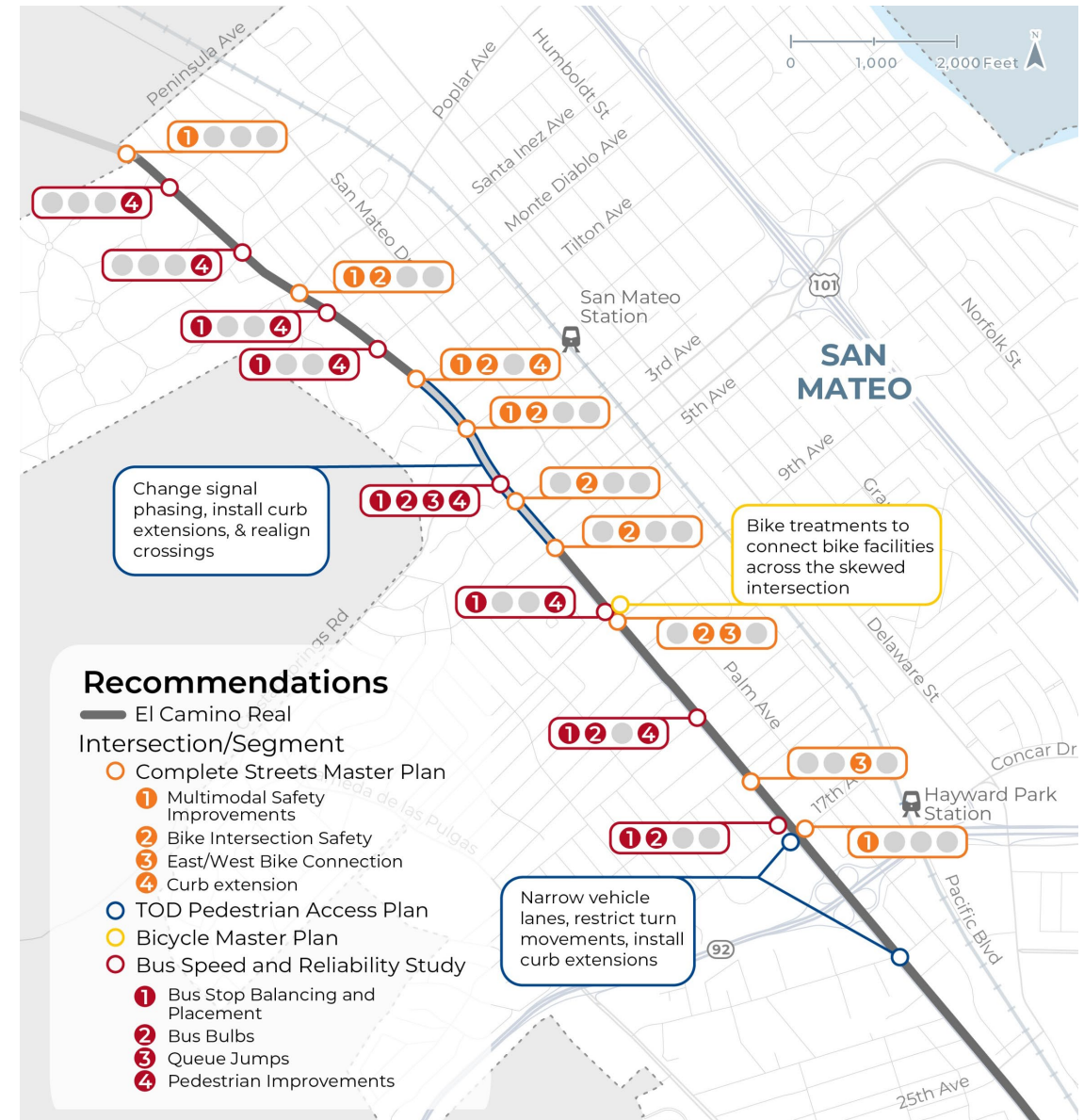
San Mateo Complete Streets Master Plan (Ongoing): Improve bike connectivity on east/west cross streets and multimodal safety through bike and pedestrian treatments.

San Mateo TOD Pedestrian Access Plan (2022): Apply geometric and phasing changes to increase safety and ease of pedestrian crossings to access nearby Caltrain stations.

SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino.

San Mateo Bicycle Master Plan (2020): Install intersection enhancements to move people on bikes safely across El Camino.

1. SamTrans has begun implementation of bus stop improvement recommendations



Spot Location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations:

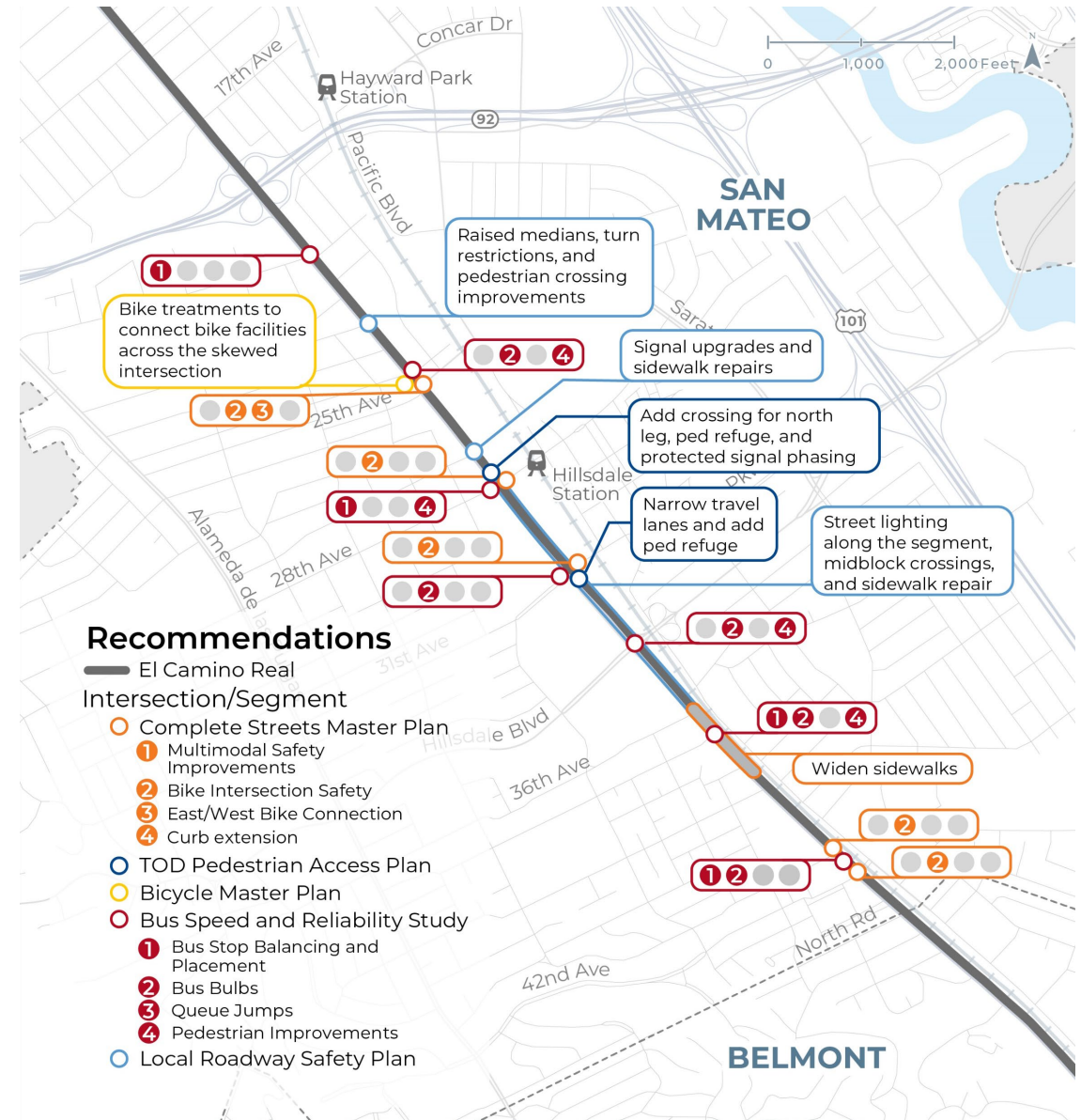
San Mateo Complete Streets Master Plan (Ongoing): improve bike connectivity on east/west cross streets and multimodal safety through bike and pedestrian treatments

San Mateo TOD Pedestrian Access Plan (2022): Apply geometric and phasing changes that support safe access to nearby Caltrain Stations

San Mateo Bicycle Master Plan (2020): Install intersection enhancements to move people on bikes across El Camino

SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino

San Mateo Local Roadway Safety Plan (2024): Apply infrastructure interventions to improve multimodal Safety.



Land Use (Zoning)

Most commercial zoning in San Mateo is centered on El Camino Real or US 101

Future planned high-density land uses tend to be concentrated along El Camino Real

Source: City of San Mateo Zoning, San Mateo County GIS Open Data

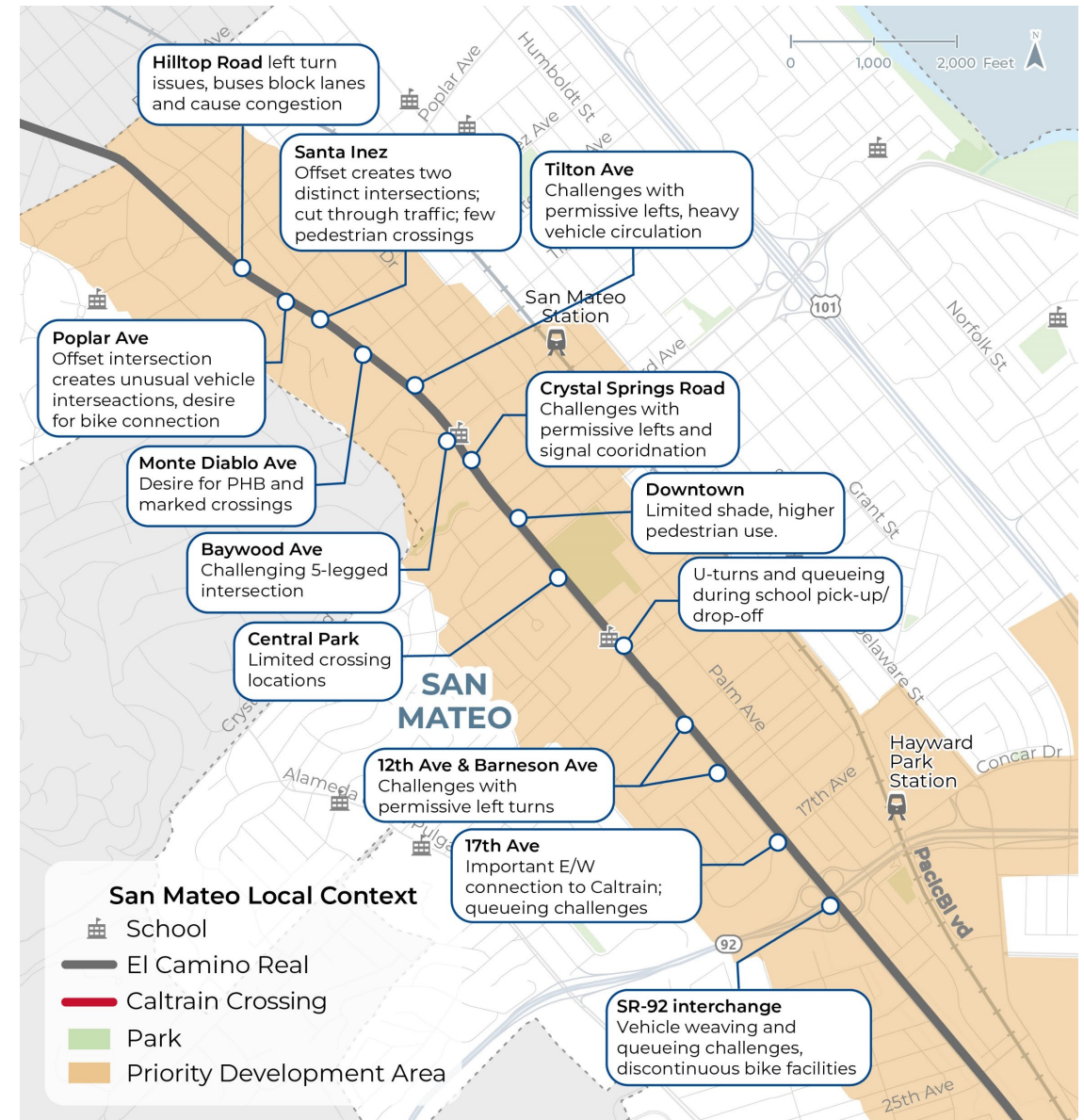


City Staff Insights

San Mateo City staff identified several key corridor-wide themes and location-specific opportunities and challenges along El Camino within the City. The zones adjacent to El Camino are all identified as priority development areas¹, and the City's Measure T also seeks to increase density along the corridor.

Staff identified transportation related challenges along the corridor including permissive left turns at several signalized intersections which present operations and safety challenges, narrow sidewalks, lack of permeability for bikes to cross El Camino, and vehicle weaving.

1. MTC Priority Development Areas, Plan Bay Area 2050

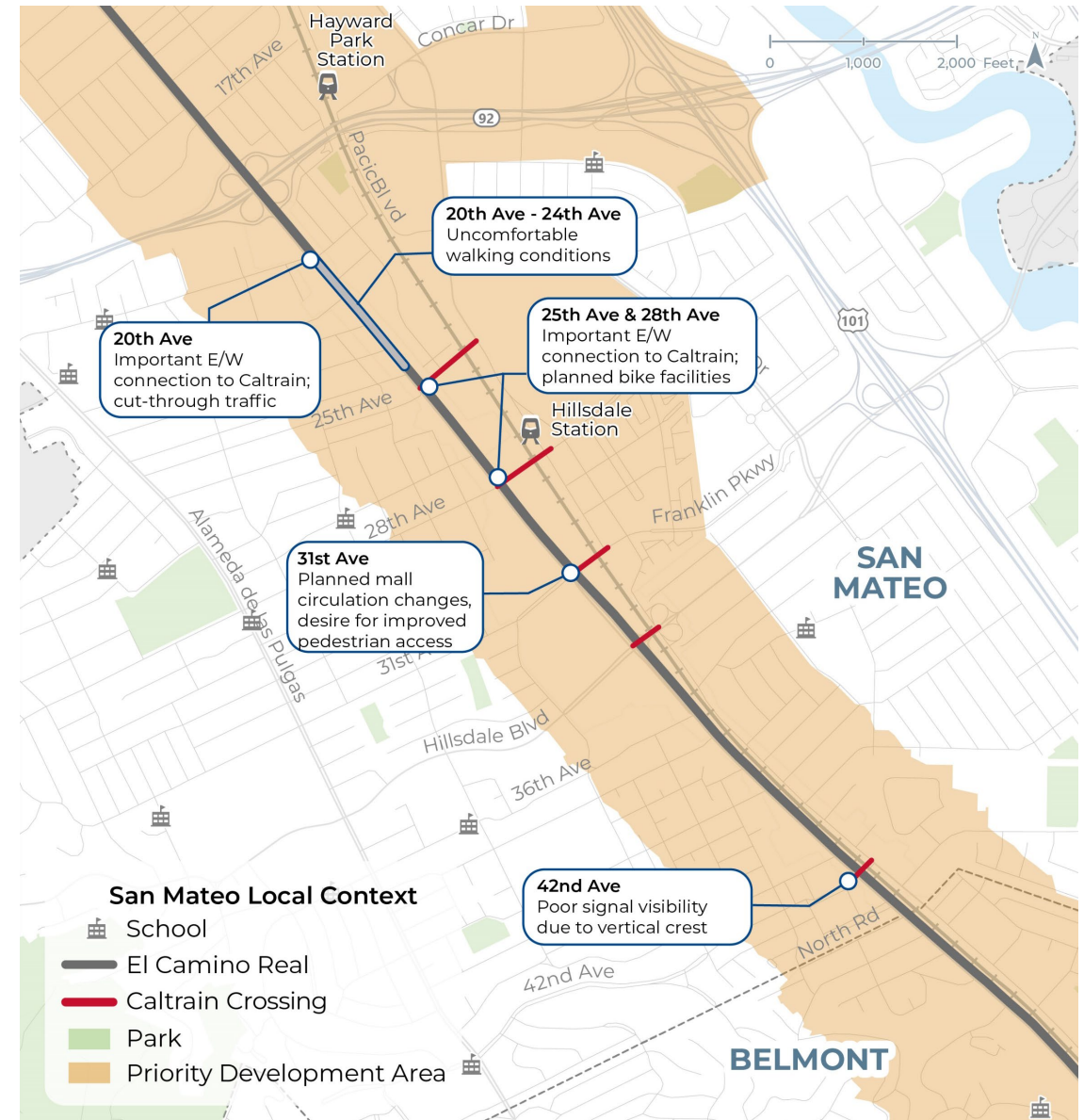


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1. MTC Priority Development Areas, Plan Bay Area 2050



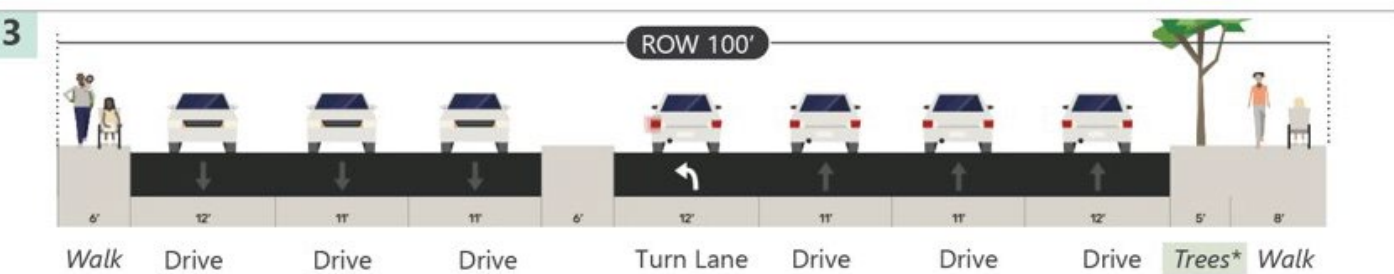
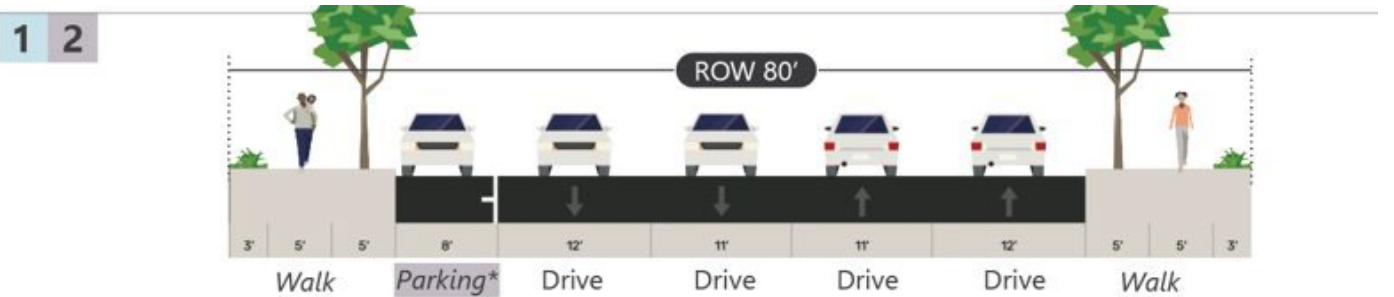
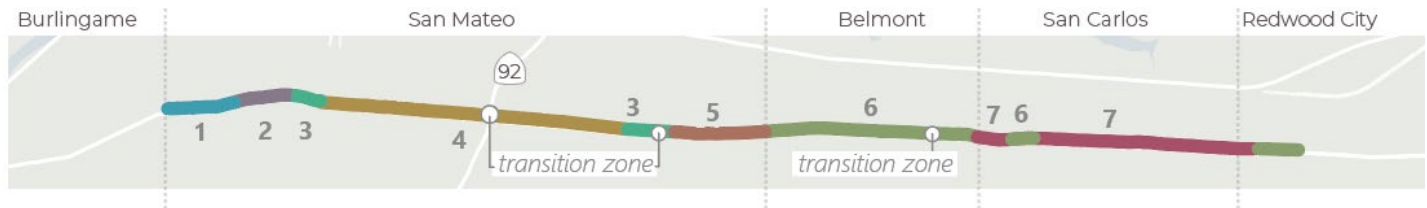
Cross Sections

There are 5 distinct cross sections in San Mateo based on the Right-of-Way, number of vehicle lanes, on-street parking, and pedestrian facilities.

Cross Section 1 - Peninsula Avenue to Monte Diablo Ave. There are two lanes in each direction, no parking, and both sides of the street include a sidewalk and landscaping strip.

Cross Section 2 - Monte Diablo Ave to Crystal Springs. The cross section is similar to #1 but includes parking on the west side.

Cross Section 3 - Crystal Springs to 5th Avenue and 28th Ave to 36th Avenue. There are three lanes in each direction with left turn pockets and a raised median. There is no parking in these sections, but sidewalks on the east side are typically wider.



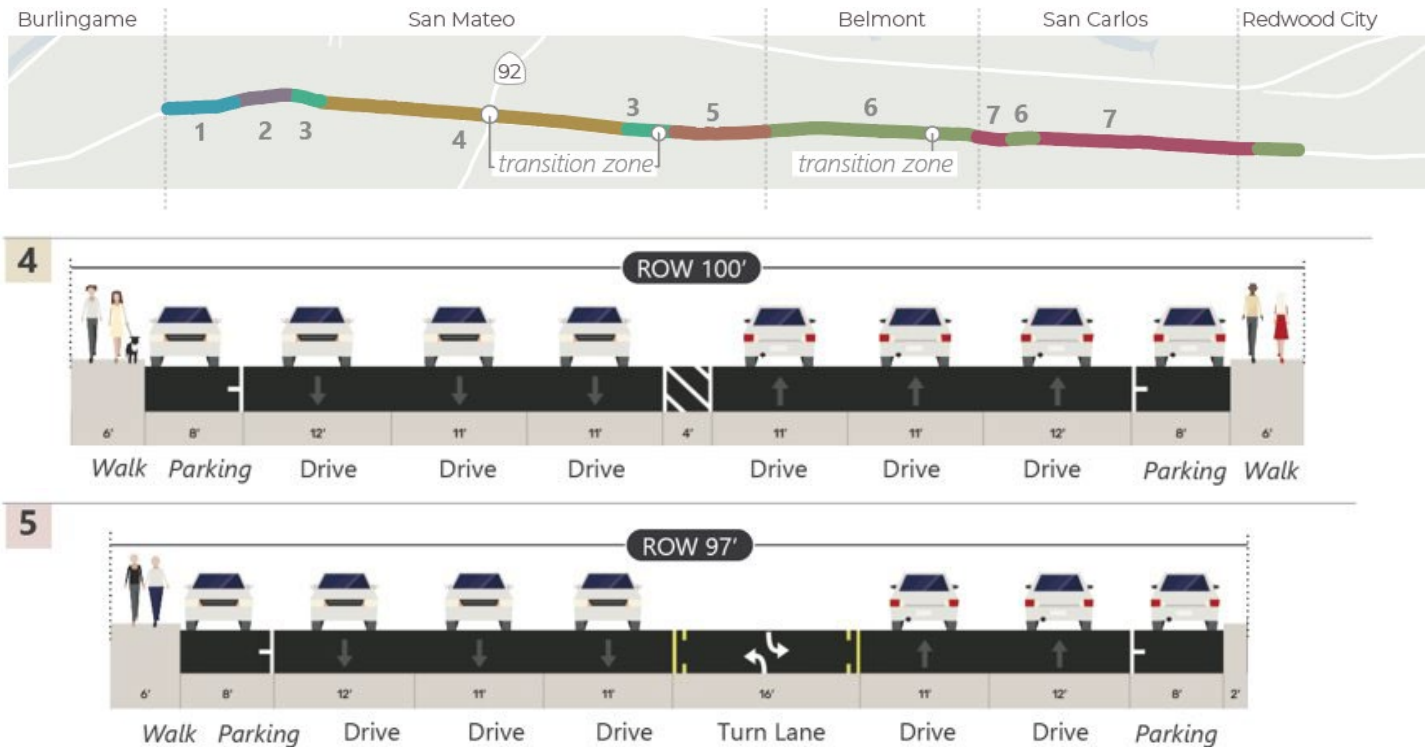
Note: Transition zones denote locations where the cross section varies for a short portion of the roadway (e.g. interchanges)

*Feature not always present

Cross Sections

Cross Section 4 makes up most of the corridor from 5th Avenue to 28th Avenue and includes a transition zone at the SR-92 interchange. There are three lanes in both directions and no left turn pockets in most cases. Parking is provided on both sides of the street. Sidewalks are also on both sides of the street but there is no landscaping.

Cross Section 5 is at the southern most part of the city from 36th Avenue to 42nd Avenue. The cross section has two northbound lanes, a center left turn lane, and three southbound lanes. Parking is provided on both sides of the street but sidewalks are only provided on the west side of the street without landscaping.



Note: Transition zones denote locations where the cross section varies for a short portion of the roadway (e.g. interchanges)

*Feature not always present

Travel Lanes & Daily Volumes

El Camino has three lanes in each direction through most of San Mateo, except the northernmost section which has two lanes.

Traffic volumes are 30 to 50 percent higher around the SR 92 interchange and decrease as vehicles travel north or south along El Camino.

Source: SamTrans Counts, February 2025



Observed Auto Speed and Volumes

Traffic volumes are highest near the SR 92 interchange and lowest in downtown San Mateo.

Downtown San Mateo sees the slowest PM peak hour speeds.

El Camino near the Hillsdale Station sees the highest PM peak hour speeds.

Average speeds on the corridor generally don't exceed 30 mph to 35 mph. The posted speed is 35 mph.

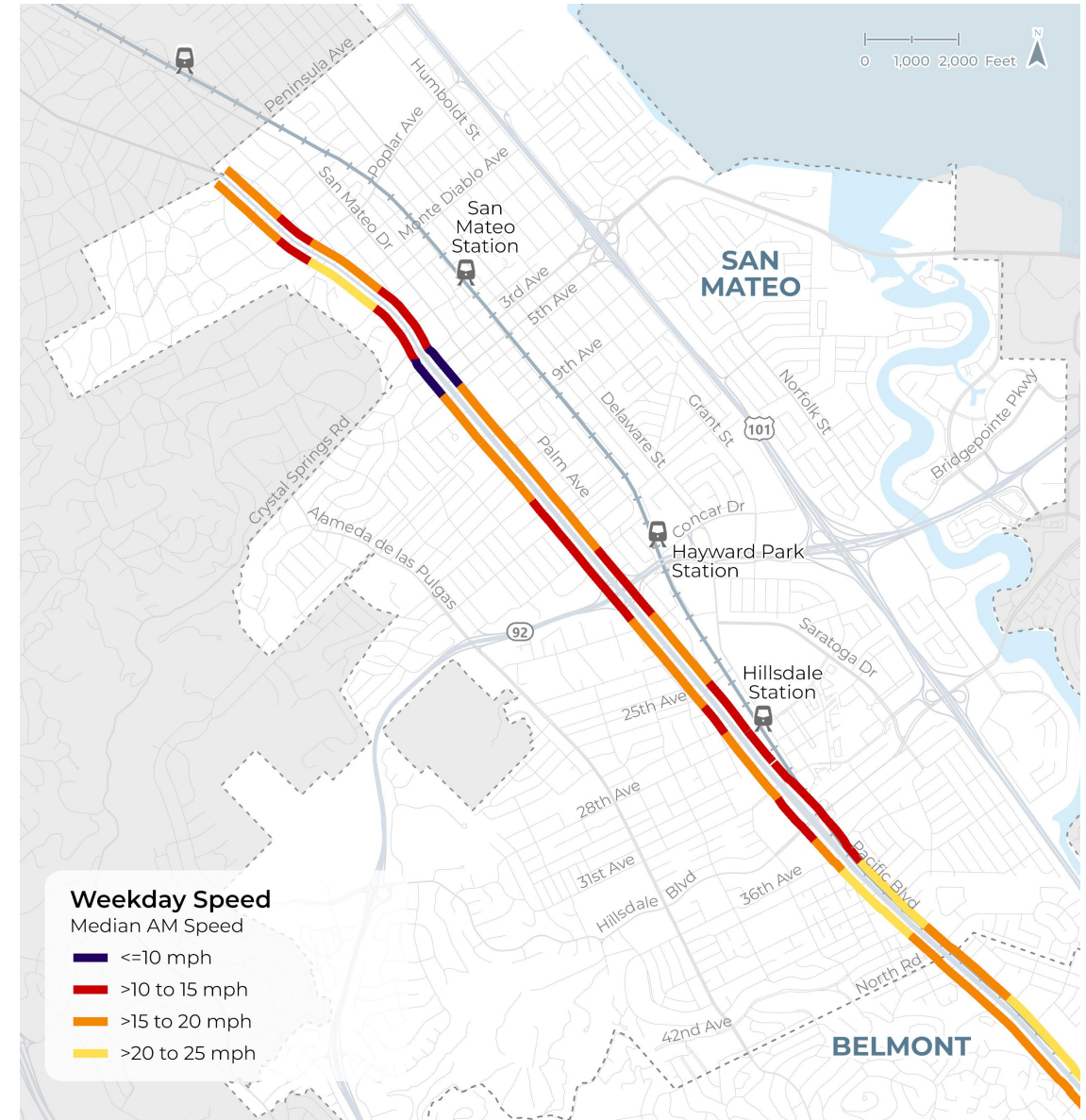
Source: SamTrans Counts, February 2025; INRIX December 2024



Bus Speeds AM

Bus speeds during the AM are generally between 10 to 20 mph in San Mateo. The slowest speeds are observed in downtown San Mateo. Additionally, buses use the at-grade ramps at the Hillsdale Boulevard interchange, which intersects with Hillsdale at signalized intersections. Vehicles use the grade-separated undercrossing, which results in significantly slower bus speeds compared to vehicles.

San Mateo is one of the slowest cities for Route ECR

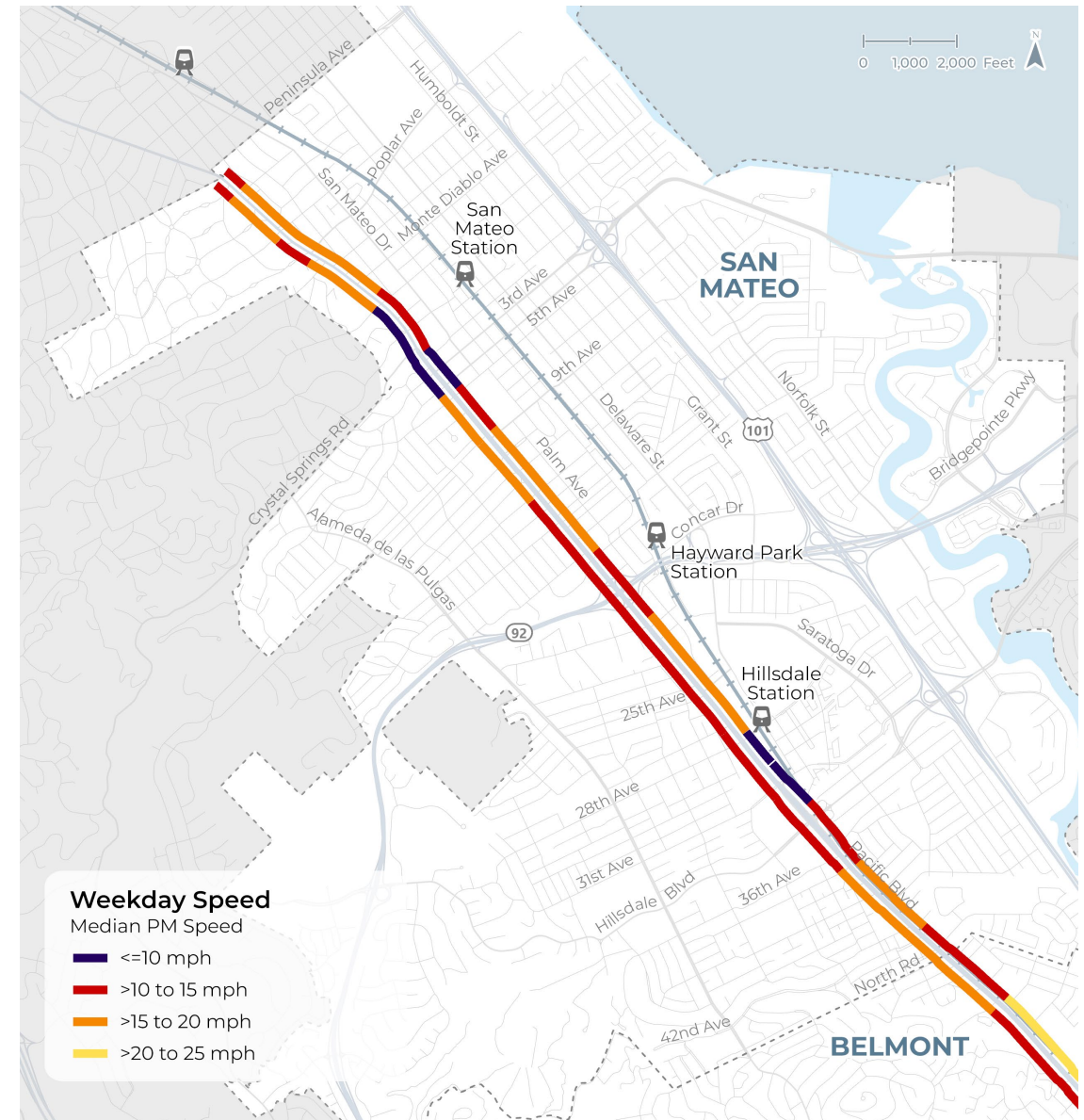


Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Speeds PM

Bus speeds during the evening are generally slower than 15 mph. The lowest speeds are observed through the downtown core, SR-92 interchange, and adjacent to Hillsdale Caltrain Station. Buses use the at-grade ramps at the Hillsdale Boulevard interchange, which intersects with Hillsdale at signalized intersections. Vehicles use the grade-separated undercrossing, which results in significantly slower bus speeds compared to vehicles.

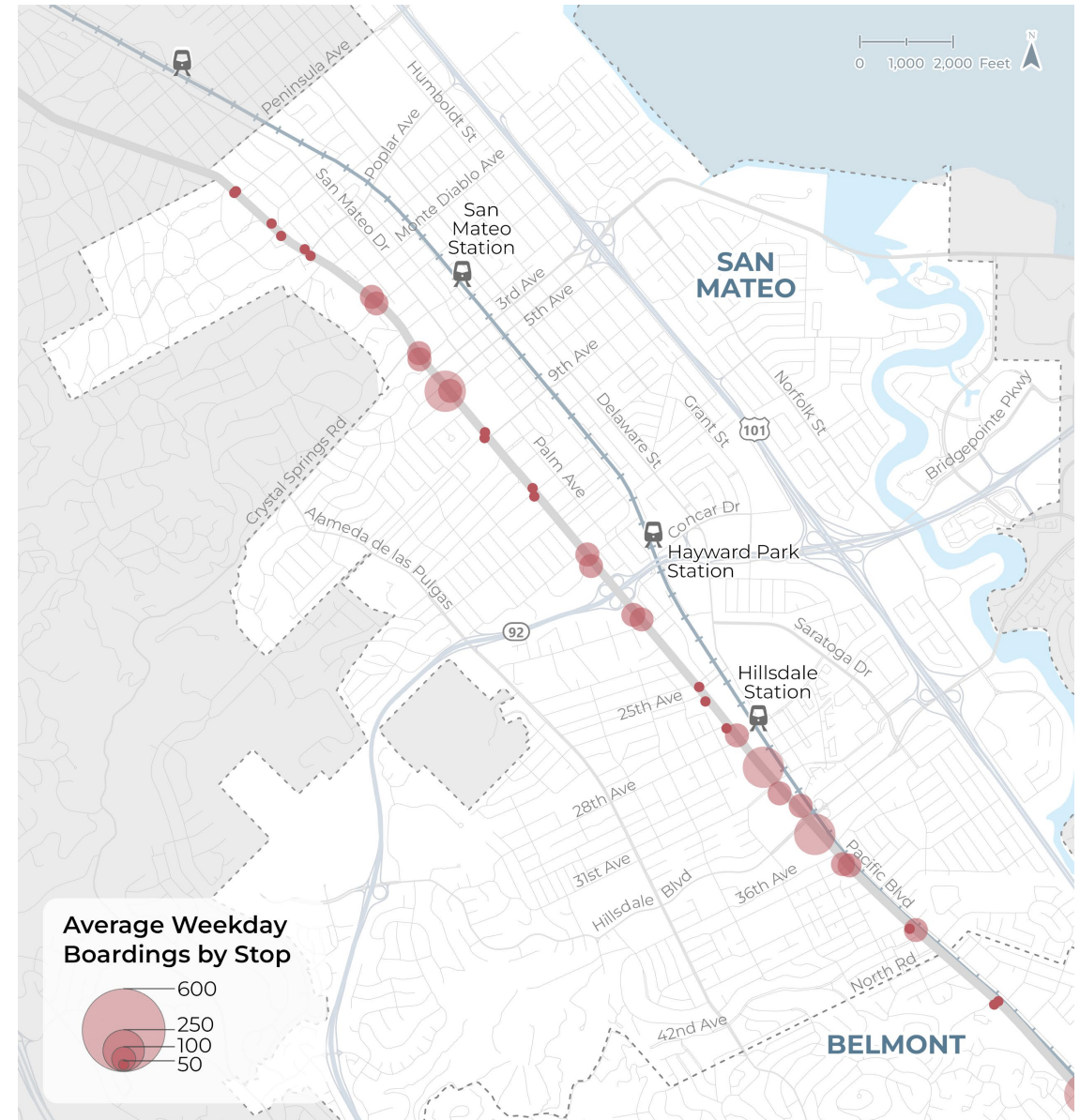
San Mateo is one of the slowest cities for Route ECR



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Ridership

Bus boardings are highest in downtown San Mateo (connecting to the commercial core and San Mateo Station) and adjacent to the Hayward Park and Hillsdale Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

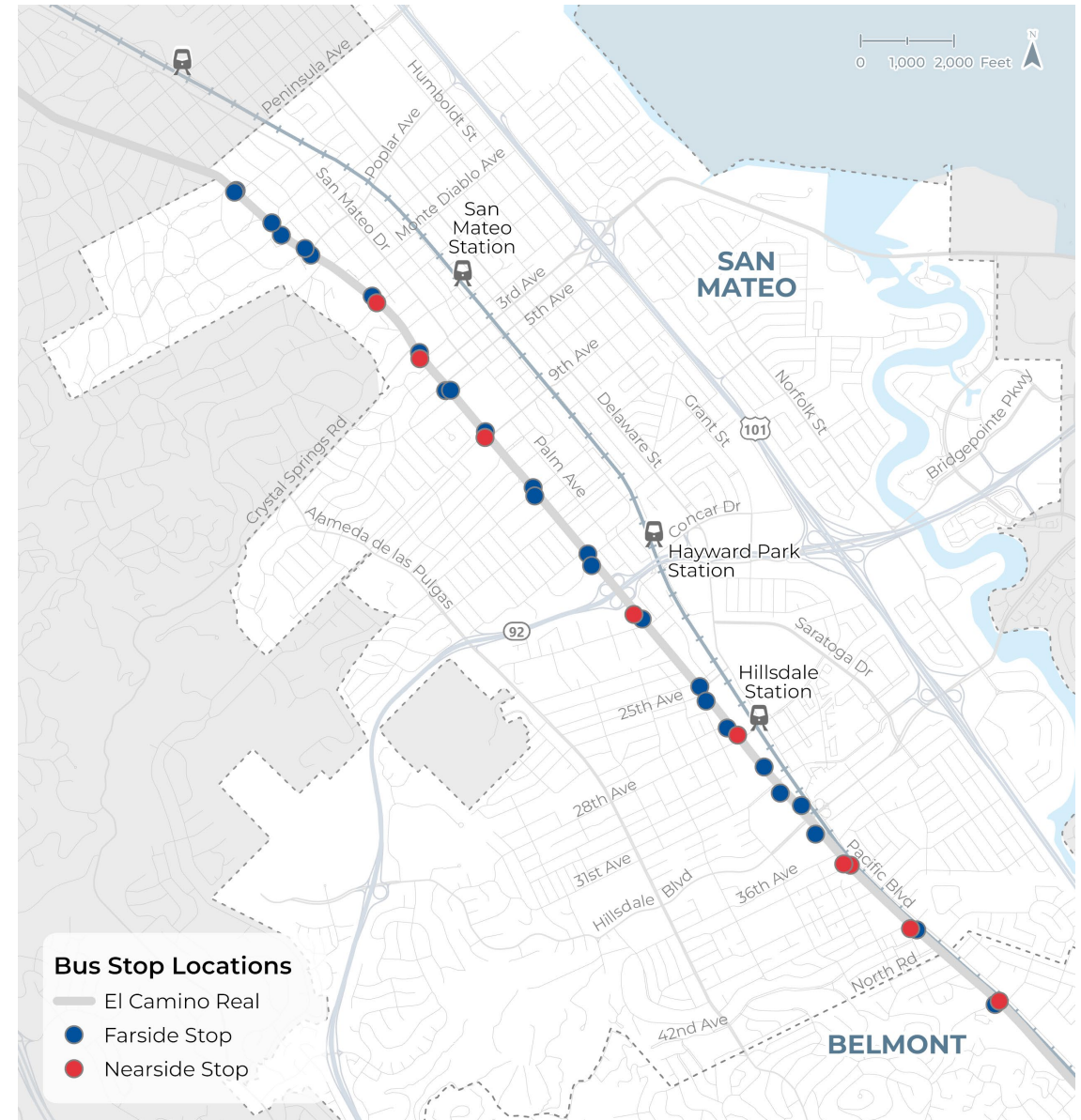
Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops for signalized intersections.

Current stop inventory:

- 24 farside
- 8 nearside

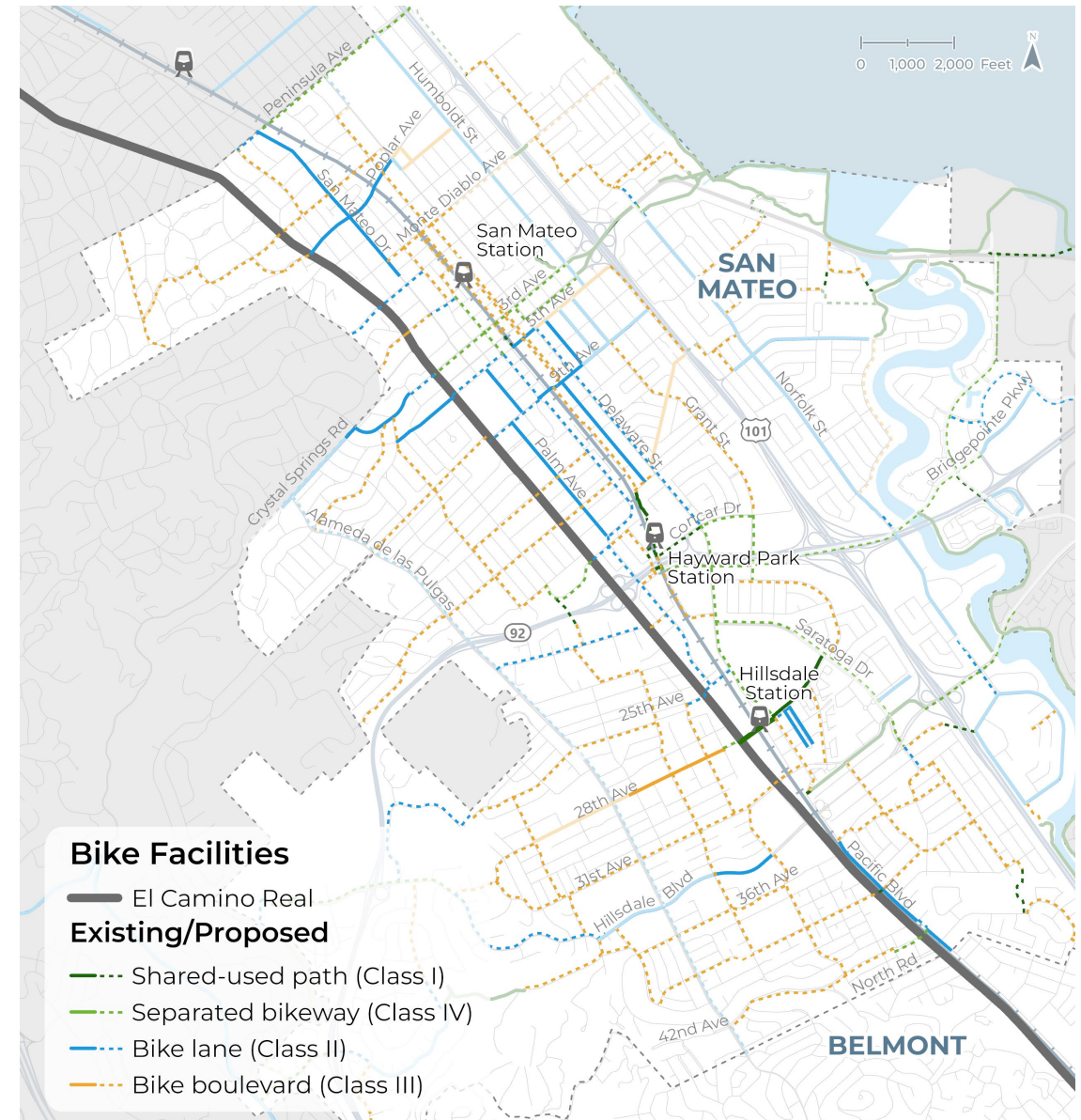
Source: SamTrans, 2025



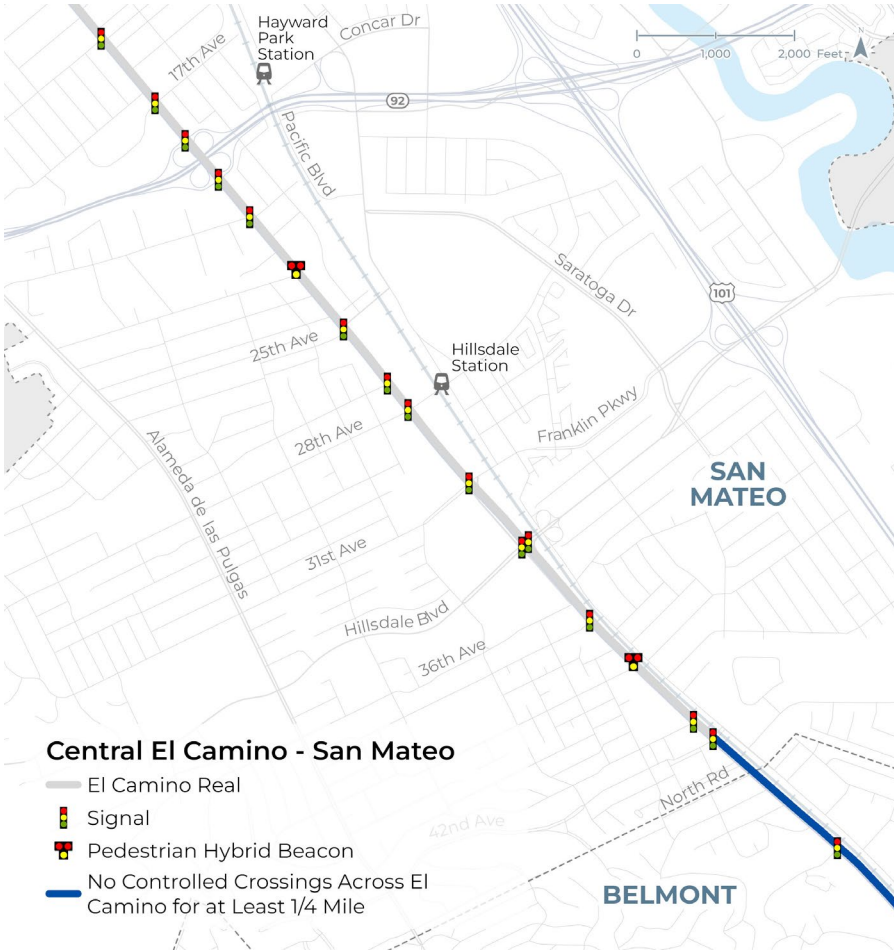
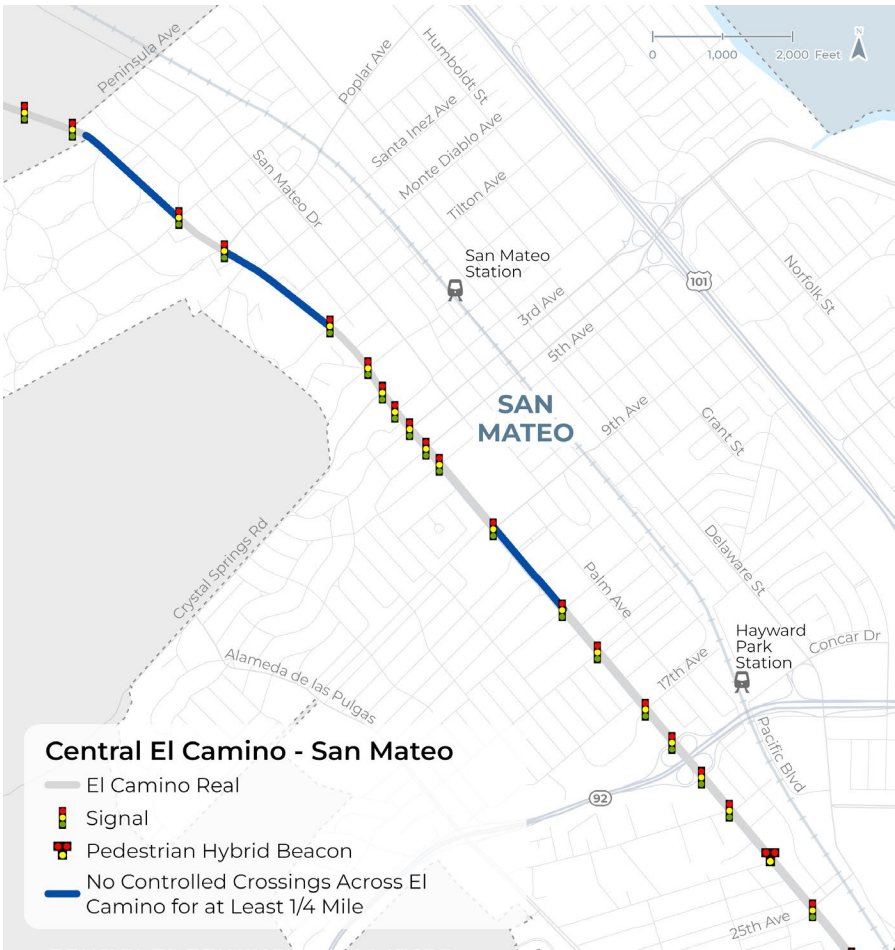
Bike Facilities

On the east side of El Camino Real, San Mateo has built out several bike lanes from the San Mateo Bicycle Master Plan (2021). The existing and planned bike facilities on the east side of El Camino can create a continuous parallel facility. The parallel route would travel along Pacific Blvd and connect to Delaware St. No bike facilities are proposed by the City on El Camino Real.

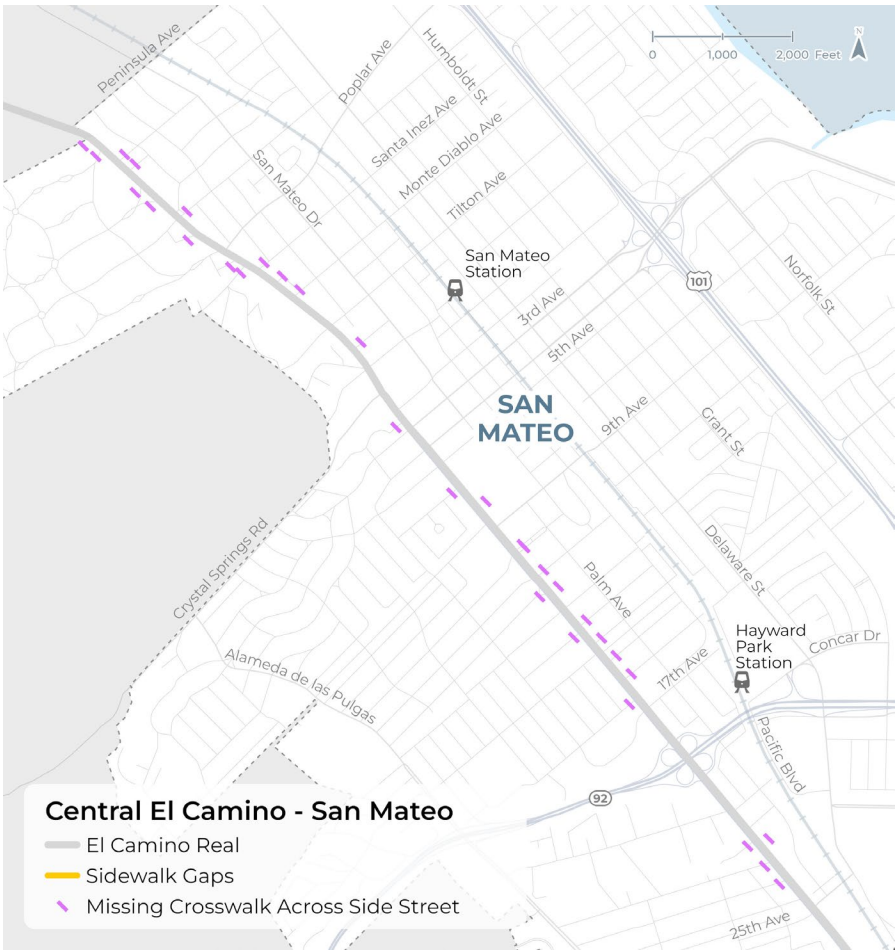
Source: CCAG CBPP 2021; San Mateo Bicycle Master Plan 2021



Controlled Crossings



Sidewalk Gaps and Missing Side-Street Crossings

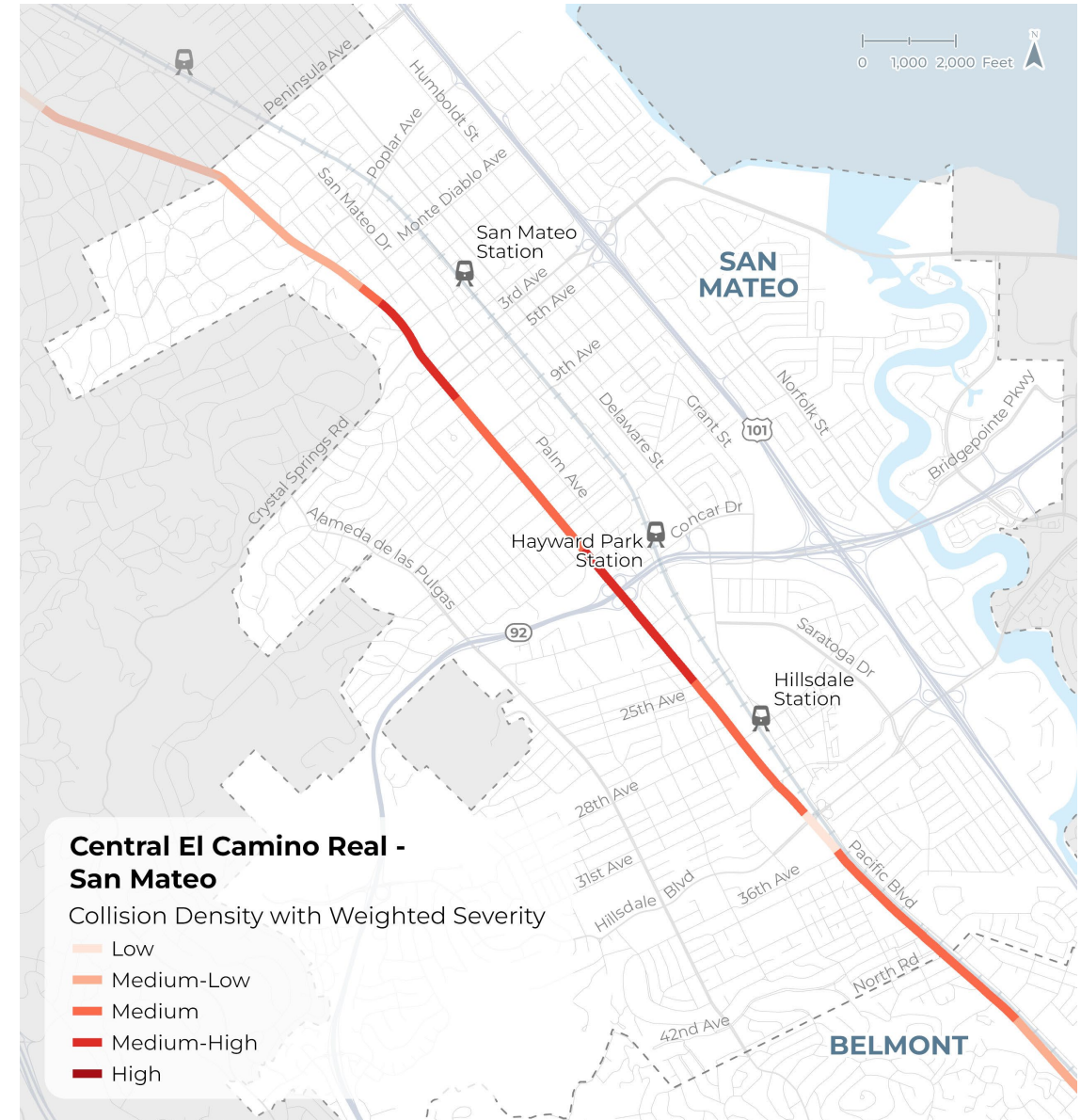


Safety

General statistics (2019-2023)

- **144** total injury collisions, **11** Killed or Serious Injury (KSI) collisions
- San Mateo contains **17%** of the length El Camino in the county, and **16%** of the county's collisions along El Camino occurred in San Mateo
- El Camino Real accounts for **9%** of the City's collisions but only **2%** of its street miles

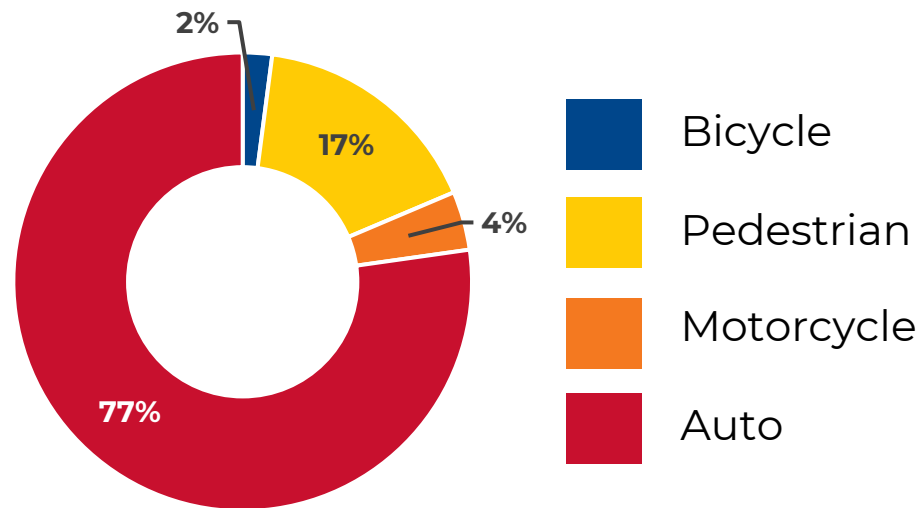
The highest density of collisions occur through the downtown area and near the SR 92 interchange.



Source: 2019-2023 Collision Data

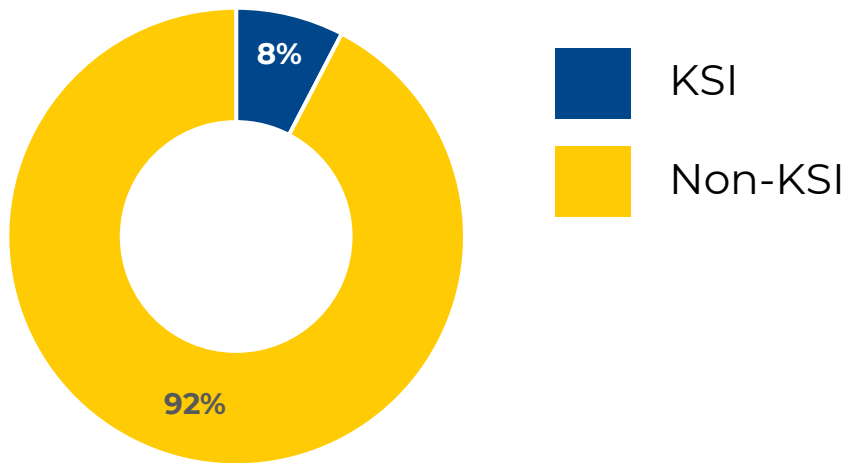
Safety: Injury Collisions

Mode Share



Bicycles and Pedestrians account for 19% of injury collisions despite comprising 2% of all trips on El Camino.

Killed or Serious Injury (KSI)



82% of KSI Collisions occurred at intersections
18% of KSI Collisions occurred along segments

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation

Unsafe Speed (22%)
Automobile Right of Way (18%)
Traffic Signals and Signs (16%)

Crash Type

Rear End (30%)
Broadside (29%)
Vehicle/Pedestrian (15%)

Unsignalized Intersection

PCF Violation
Automobile Right of Way (30%)

Unsafe Speed (19%)
Improper Turning (14%)

Crash Type

Rear End (33%)
Broadside (28%)
Sideswipe (12%)

Segments

PCF Violation
Improper Turning (33%)

Unsafe Speed (17%)
Pedestrian Violation (17%)
Traffic Signals and Signs (17%)
Unsafe Starting or Backing (17%)

Crash Type

Sideswipe (33%)
Head-On (17%)
Rear End (17%)
Broadside (17%)
Hit Object (17%)

Source: 2019-2023 Collision Data

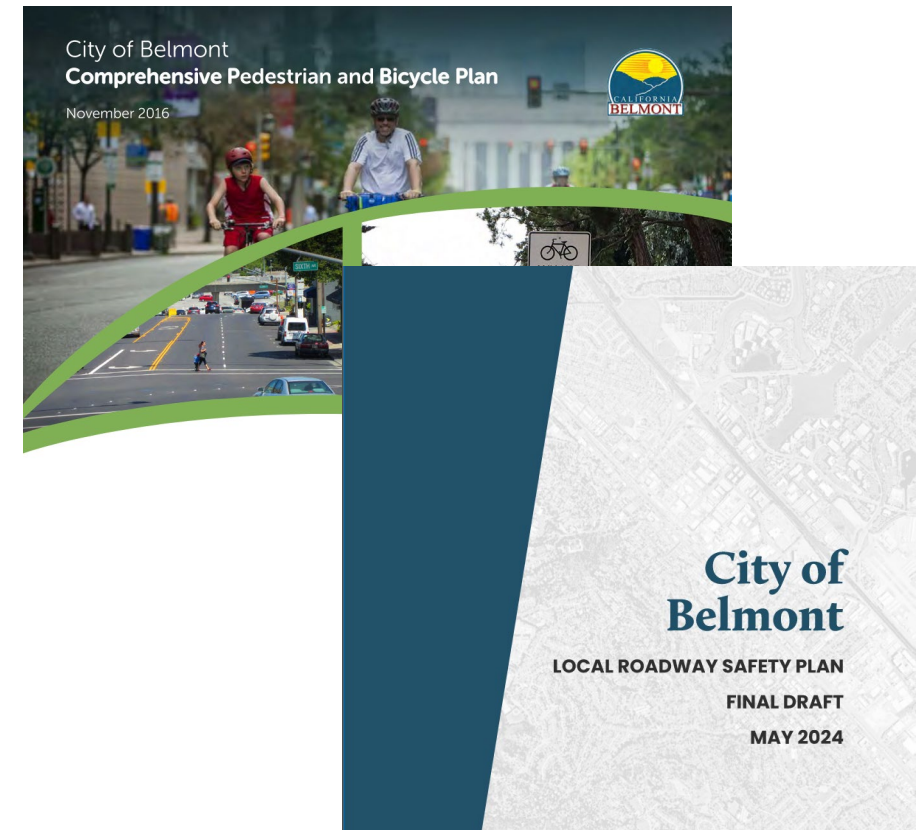
Belmont



Outreach over the Years

Residents of Belmont have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation**, the high vehicle volumes and speeds combined with the lack of dedicated or continuous facilities deter people from using El Camino to walk and bike. Filling in sidewalk and bike network gaps was identified as a top priority.
- When it comes to **safety**, people flagged concerns about walking and biking near the Caltrain station and expressed desire for countermeasures like intersection lighting.



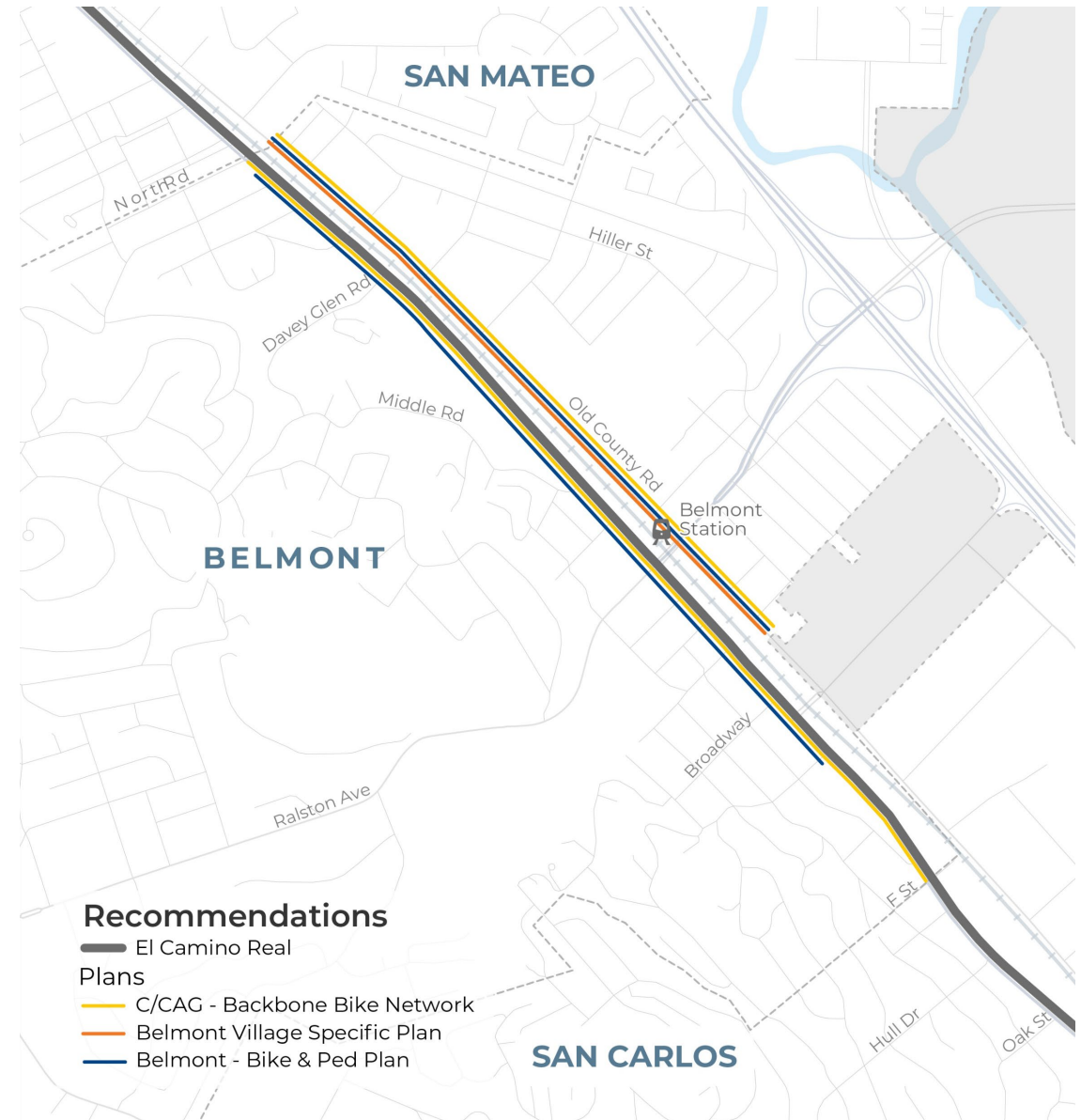
Agencies share a cohesive vision for El Camino in Belmont

Belmont Village Specific Plan (2017) proposes to enhance El Camino from Middle Street to Harbor Blvd to serve all modes and pursue a parallel bike route on Old County Road.

Belmont Comprehensive Bike Ped Plan (2016) recommends various bike facilities on El Camino – with implementation priority through the downtown core – and parallel bike route on Old County Road.

C/CAG Bicycle and Pedestrian Plan (2021) identifies bike lanes on El Camino and separated bike facilities on Old County Road.

SamTrans Bus Speed and Reliability Study (2022) does not recommend bus lanes on El Camino.



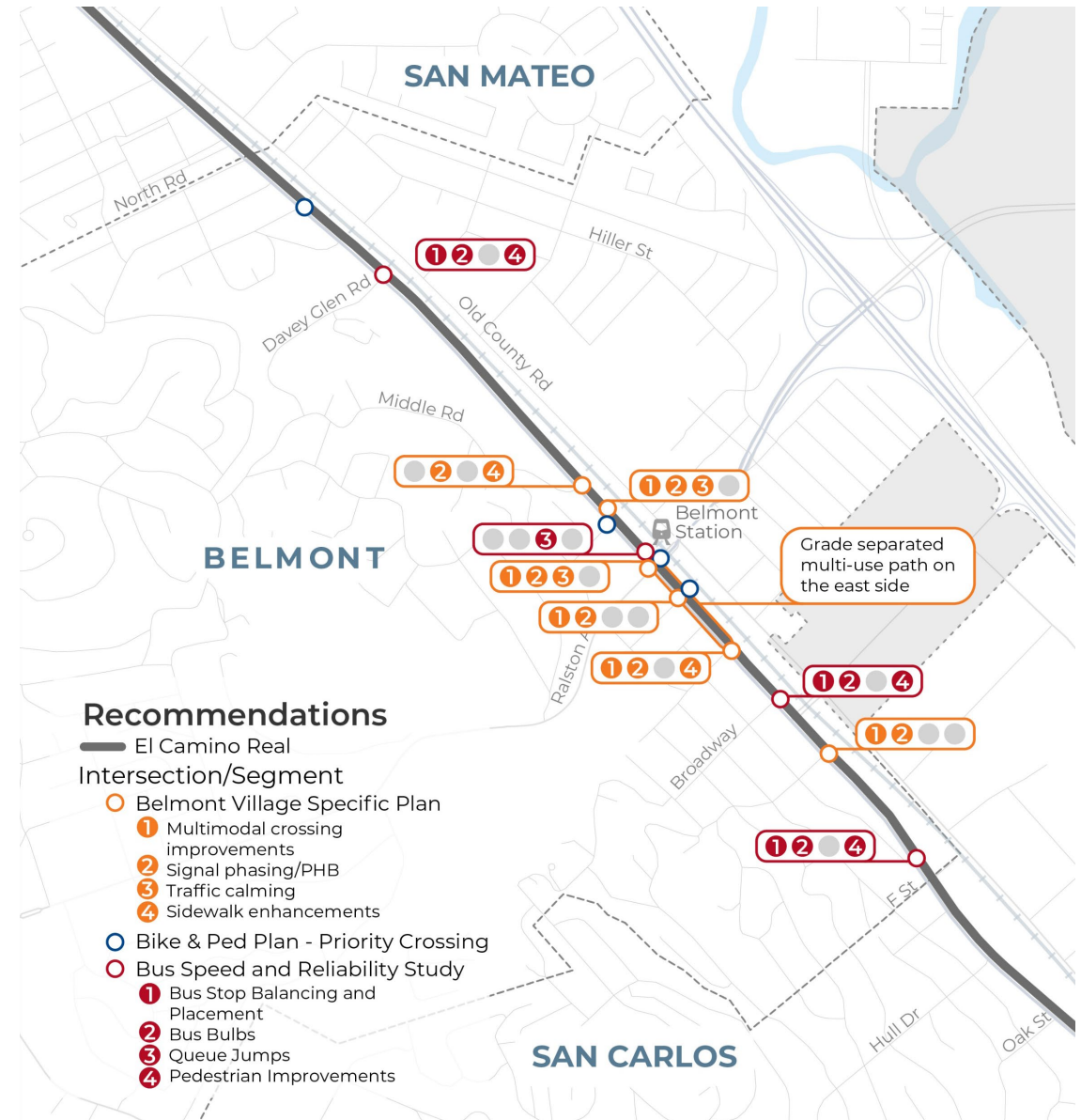
Spot location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations with the following goals in mind:

Belmont Village Specific Plan (2017): Improve crossings across El Camino through intersection treatments and traffic calming. Implement a grade separated path near Caltrain.

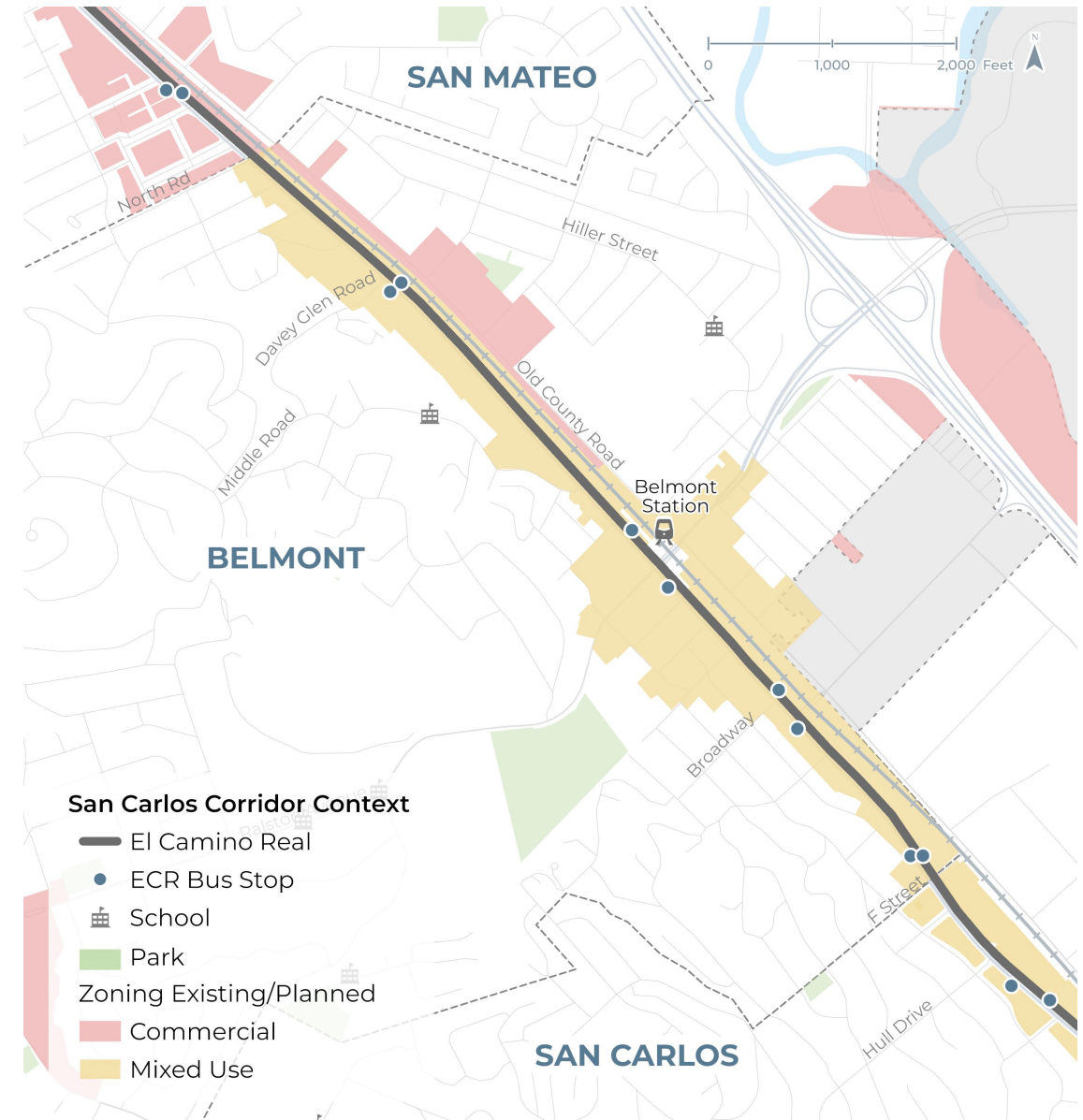
Belmont Comprehensive Bike Ped Plan (2016): Prioritize crossing location improvements which increase the permeability of El Camino.

SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino.



Land Use (Zoning)

The parcels adjacent to El Camino are all zoned for mixed-use, indicating that the corridor will continue to serve as a commercial hub for the city while the presence of housing will grow over time.



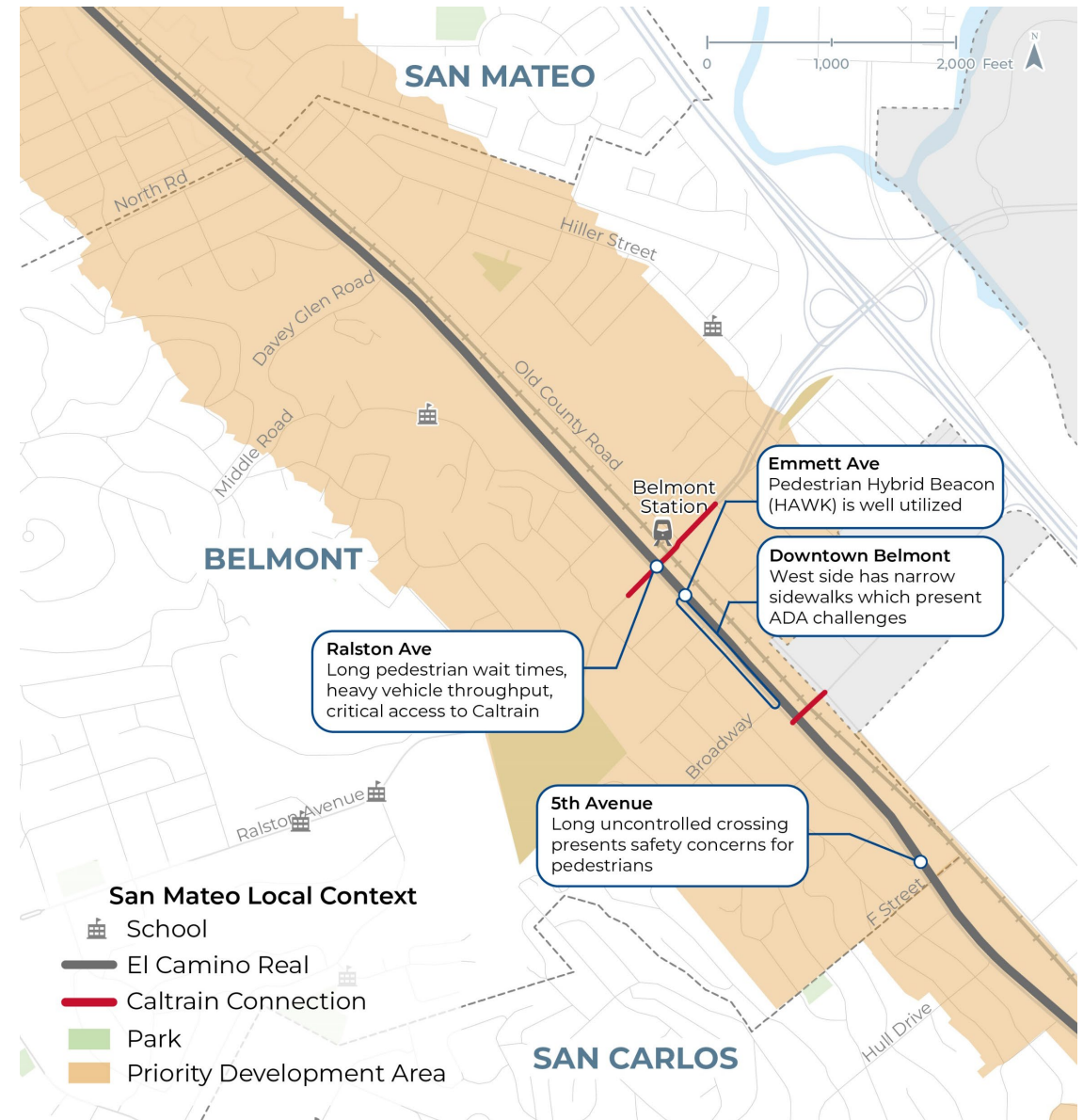
Source: City of Belmont Zoning, San Mateo County GIS Open Data

City Staff Insights

City staff identified several key themes along El Camino during a virtual walkthrough of the corridor. The entire length of the corridor is designated as a priority development area¹, and there are several developments which are in the process of pursuing entitlements. There is high commercial use on El Camino through Belmont, and the businesses depend on the existing on-street parking for most blocks.

Additionally, staff identified that there is limited bicycle activity on El Camino, high pedestrian demand for east/west crossings, and narrow sidewalks which present accessibility and functional limitations along the corridor.

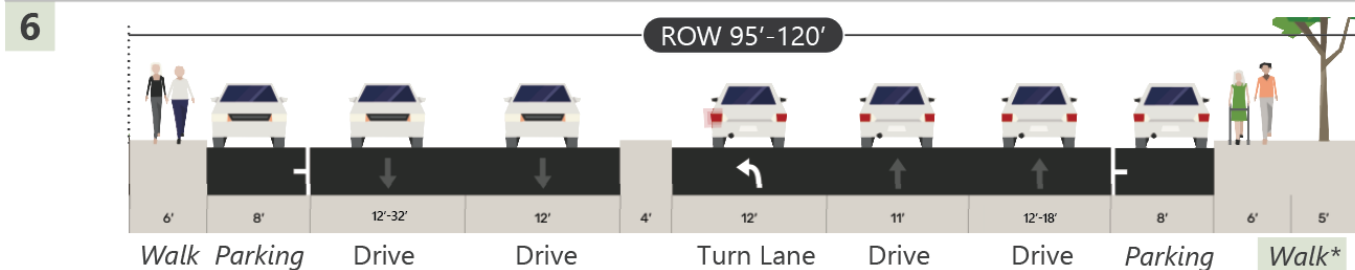
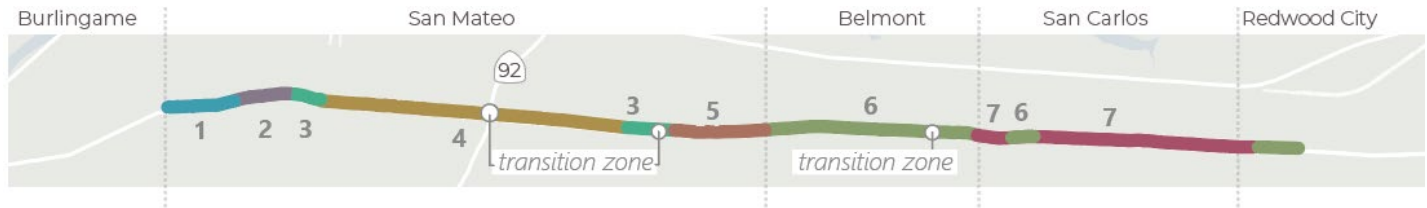
1. MTC Priority Development Areas, Plan Bay Area 2050



Cross Sections

Belmont has one cross section for the entire length of El Camino through the City, with a transition zone toward the southern end where the roadway widens.

Cross Section 6 has two southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on both sides of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.



*Feature not always present

Travel Lanes & Daily Volumes

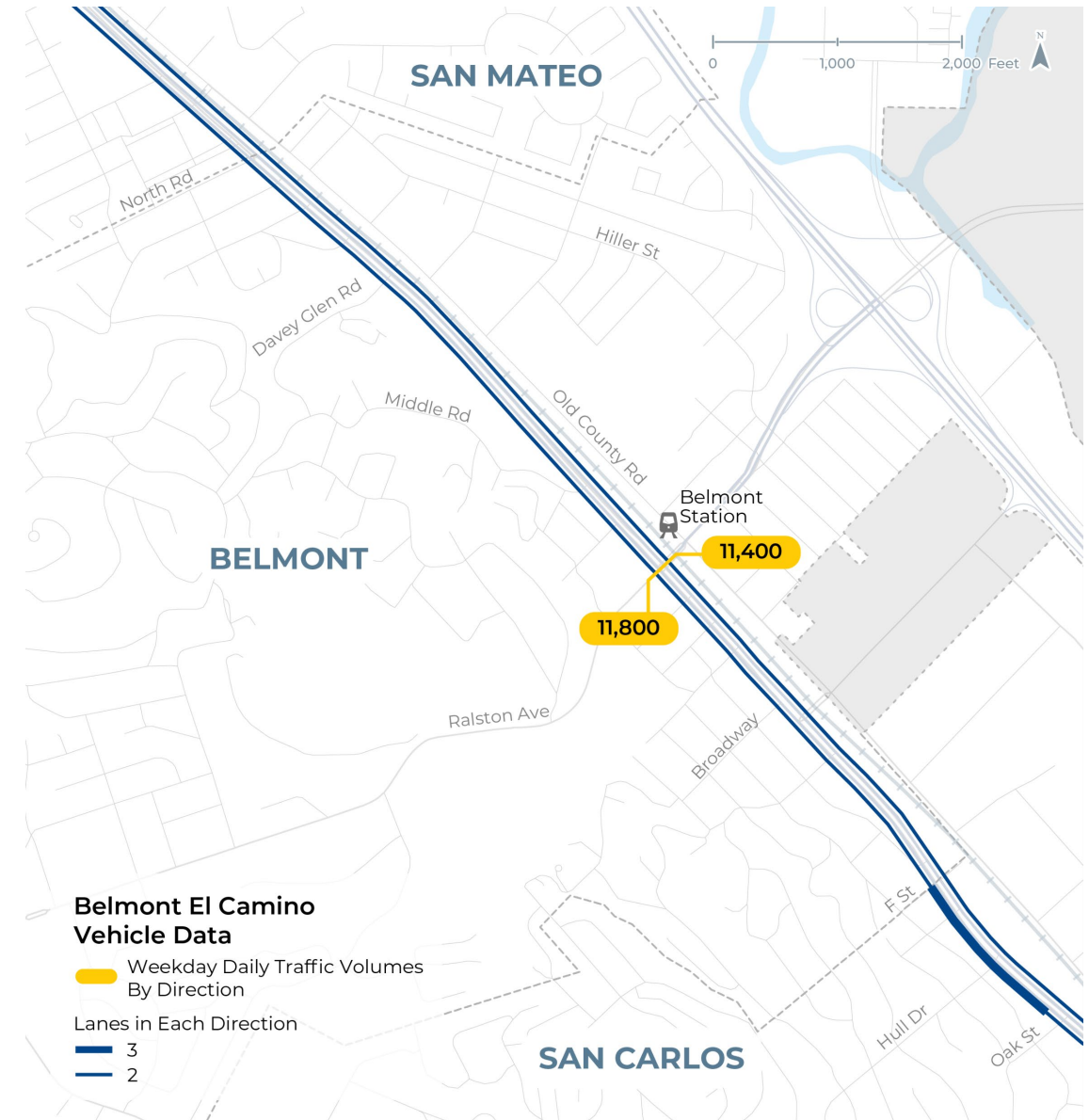
Traffic volumes are generally consistent throughout Belmont.

El Camino has two lanes in each direction through the whole city.

Volumes north of Belmont in San Mateo are within 1,000 veh/day.

Volumes south of Belmont in San Carlos are within 1,000 veh/day.

Source: SamTrans Counts, February 2025

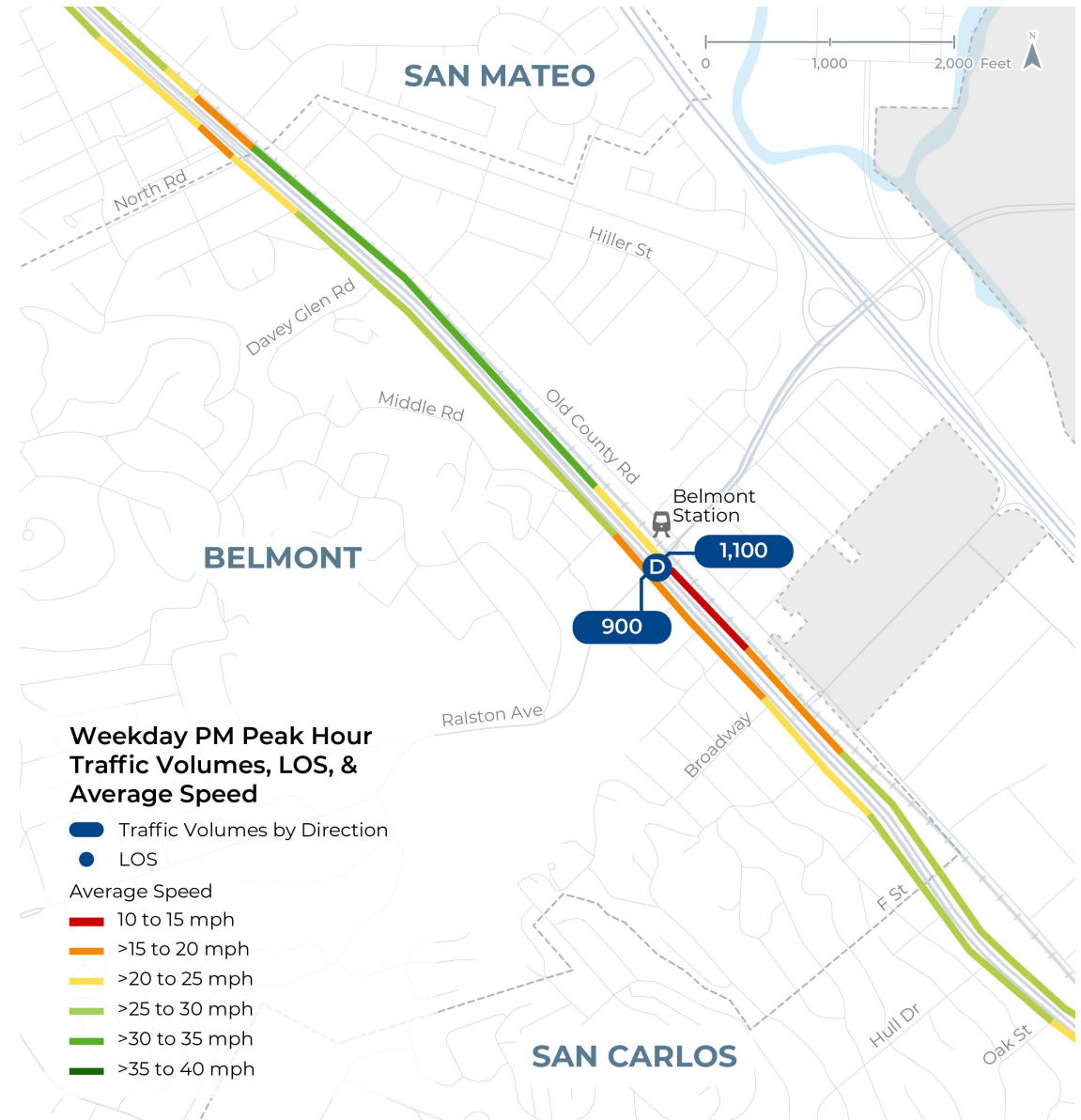


Observed Auto Speed and Volumes

The slowest PM peak hour speeds occur in downtown Belmont, particularly northbound.

Northbound speeds north of downtown, however, exceed 30 mph in the PM peak hour. The posted speed is 35 mph.

Source: SamTrans Counts, February 2025; INRIX December 2024



Bus Speeds AM

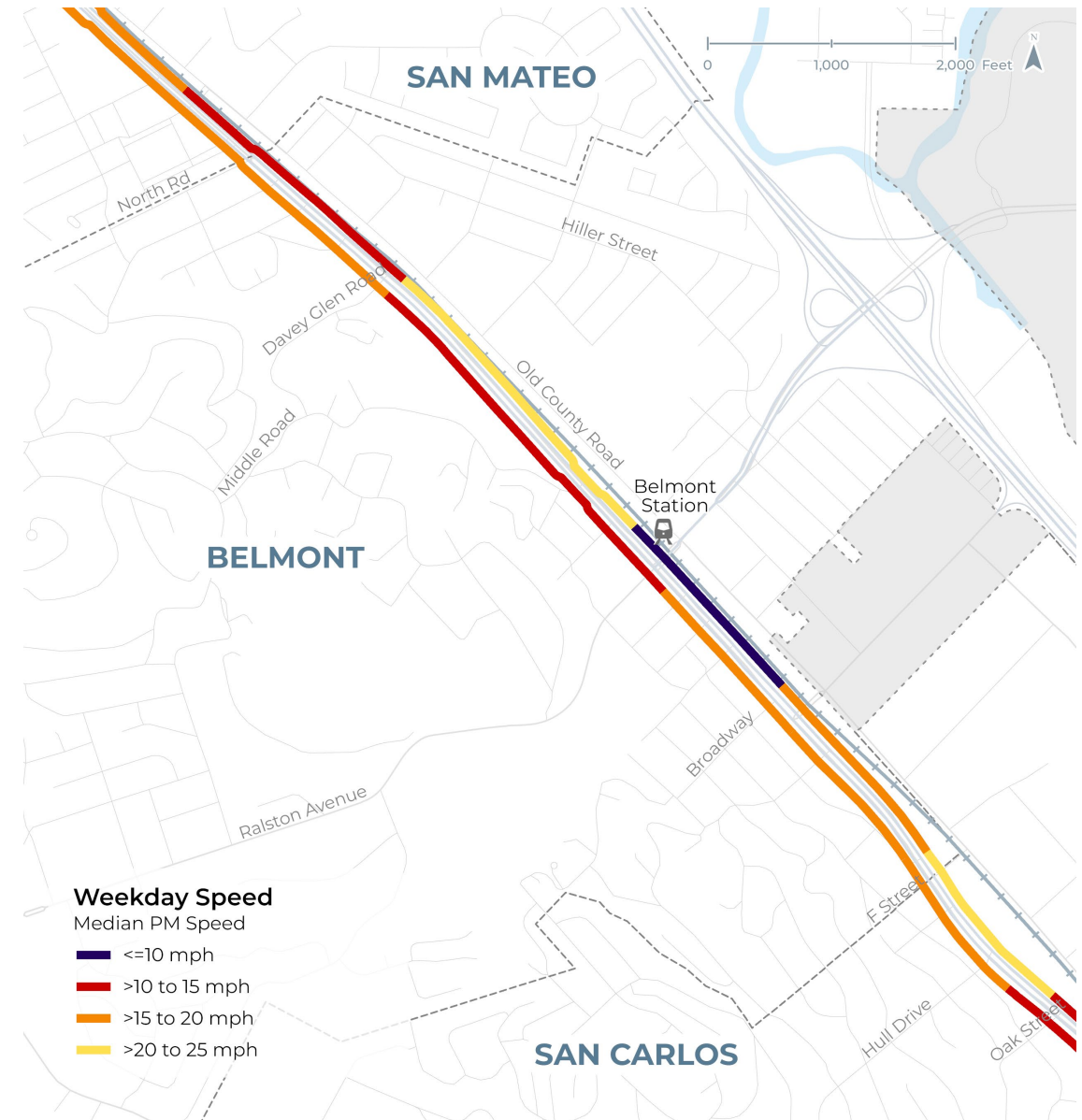
Morning bus travel is consistently 15-20 mph in the southbound direction and variable in the northbound direction with the slowest speeds through the commercial center and near the Belmont Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Speeds PM

Evening bus speeds are slower than morning bus speeds, with northbound travel less than 10 mph near the Belmont Caltrain station. Southbound travel is between 10-20 mph.

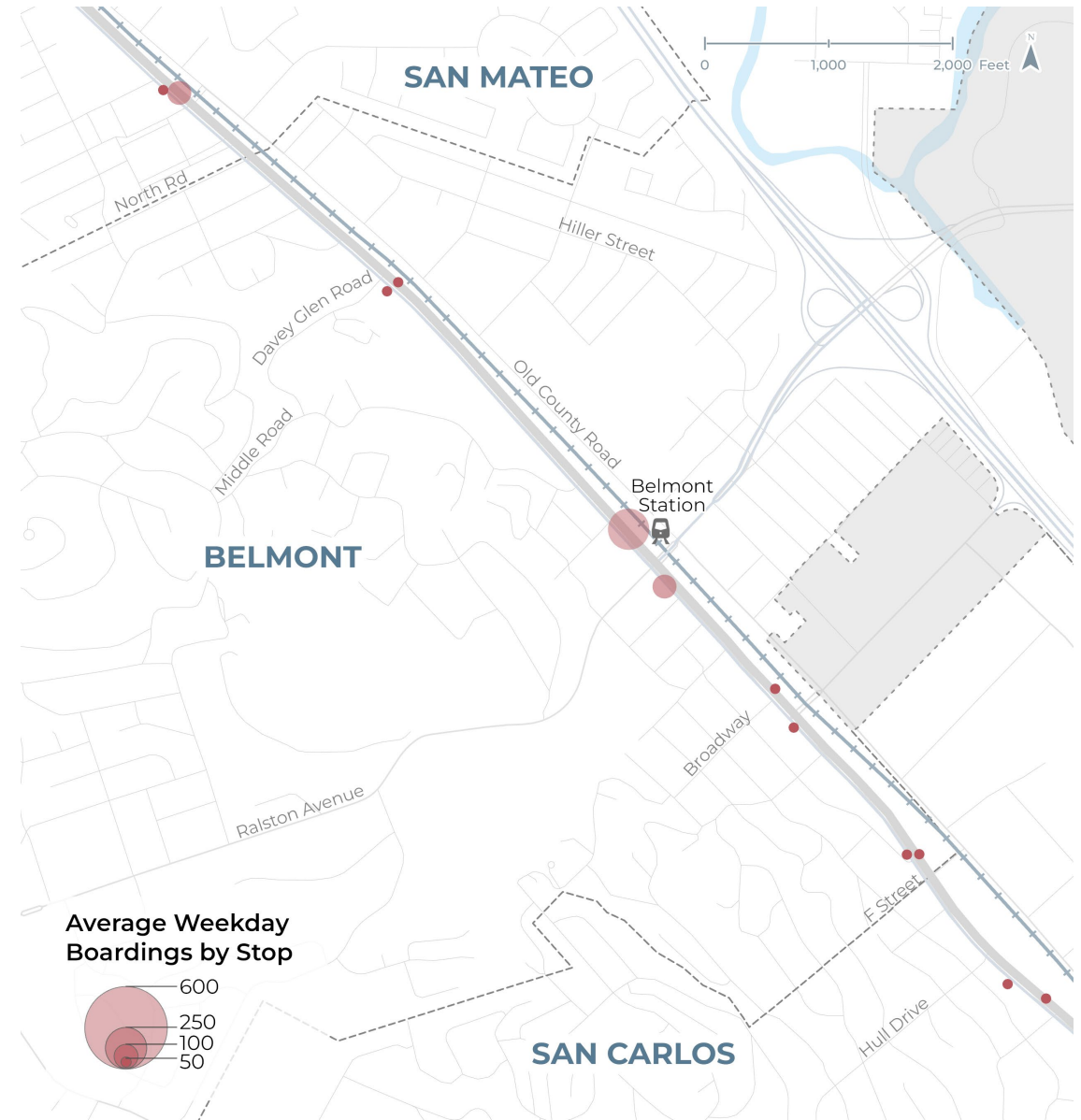


Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Belmont

Bus Ridership

Bus boardings are highest at the stops adjacent to the Belmont Caltrain Station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

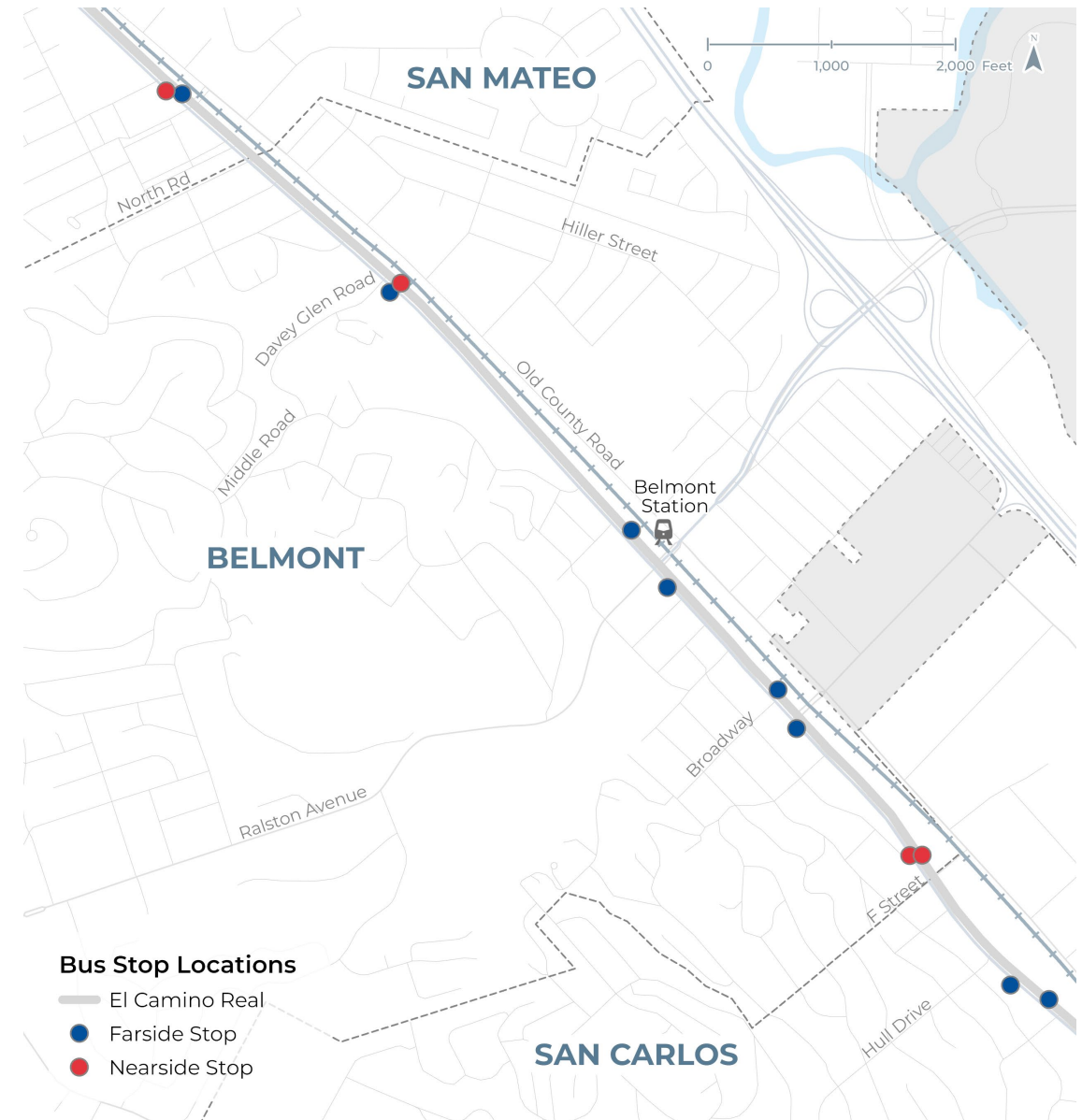
Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops at signalized intersections.

Current stop inventory:

- 5 farside
- 3 nearside

Source: SamTrans, 2025

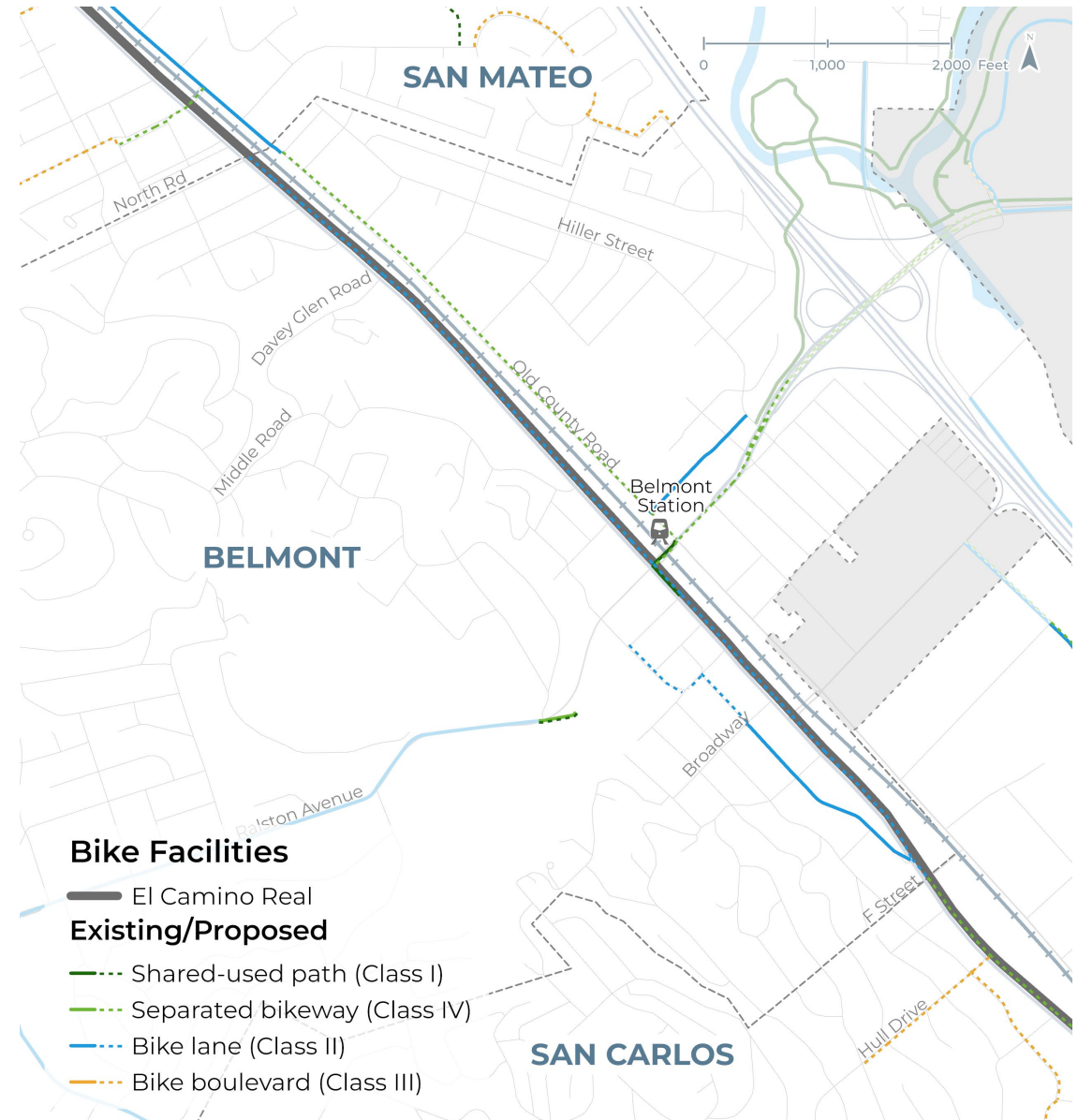


Bike Facilities

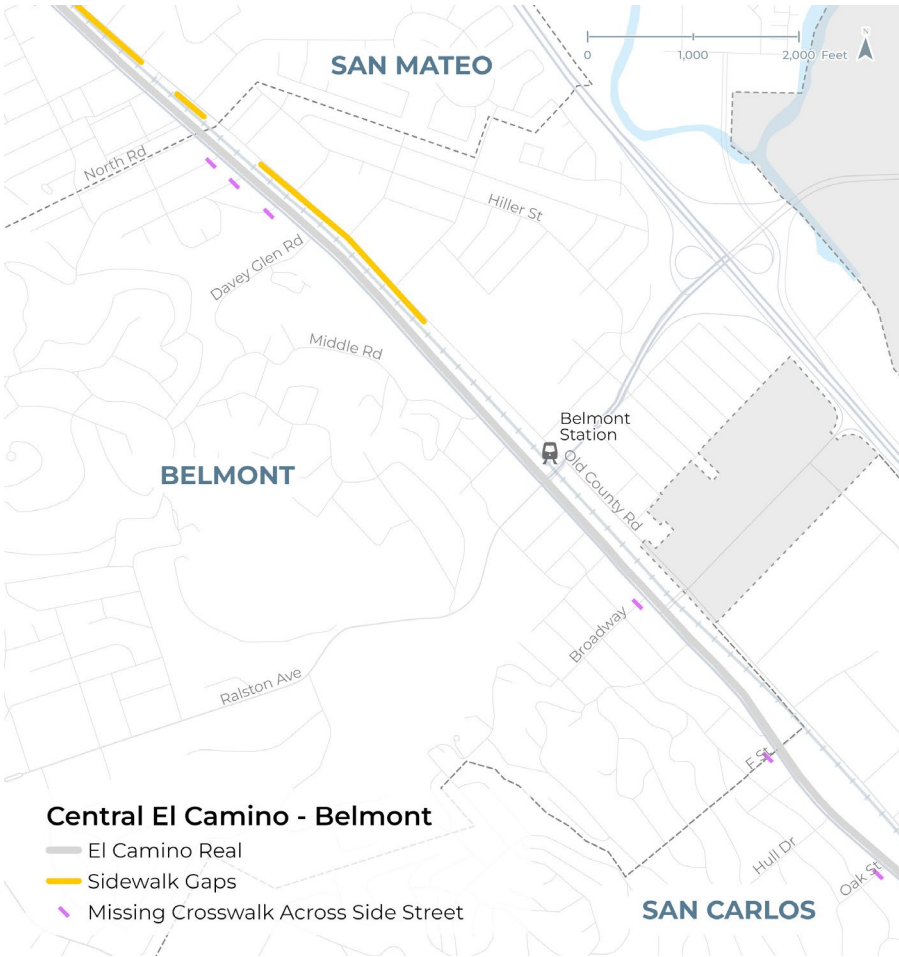
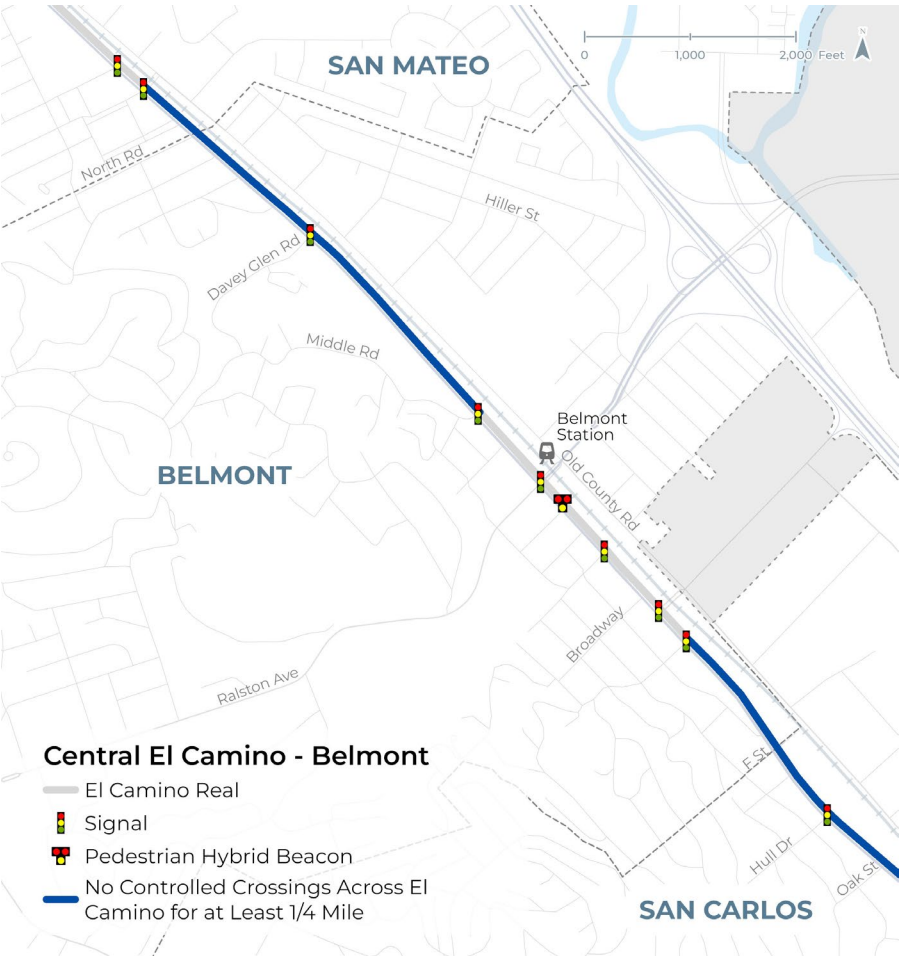
Belmont has limited bike facilities surrounding El Camino Real, though a separated bikeway has been proposed along Old County Road. Old County Road may serve as a parallel route.

On the west side of the city, circuitous and hilly residential roads limit potential route options.

Source: CCAG CBPP 2021



Pedestrian Facilities



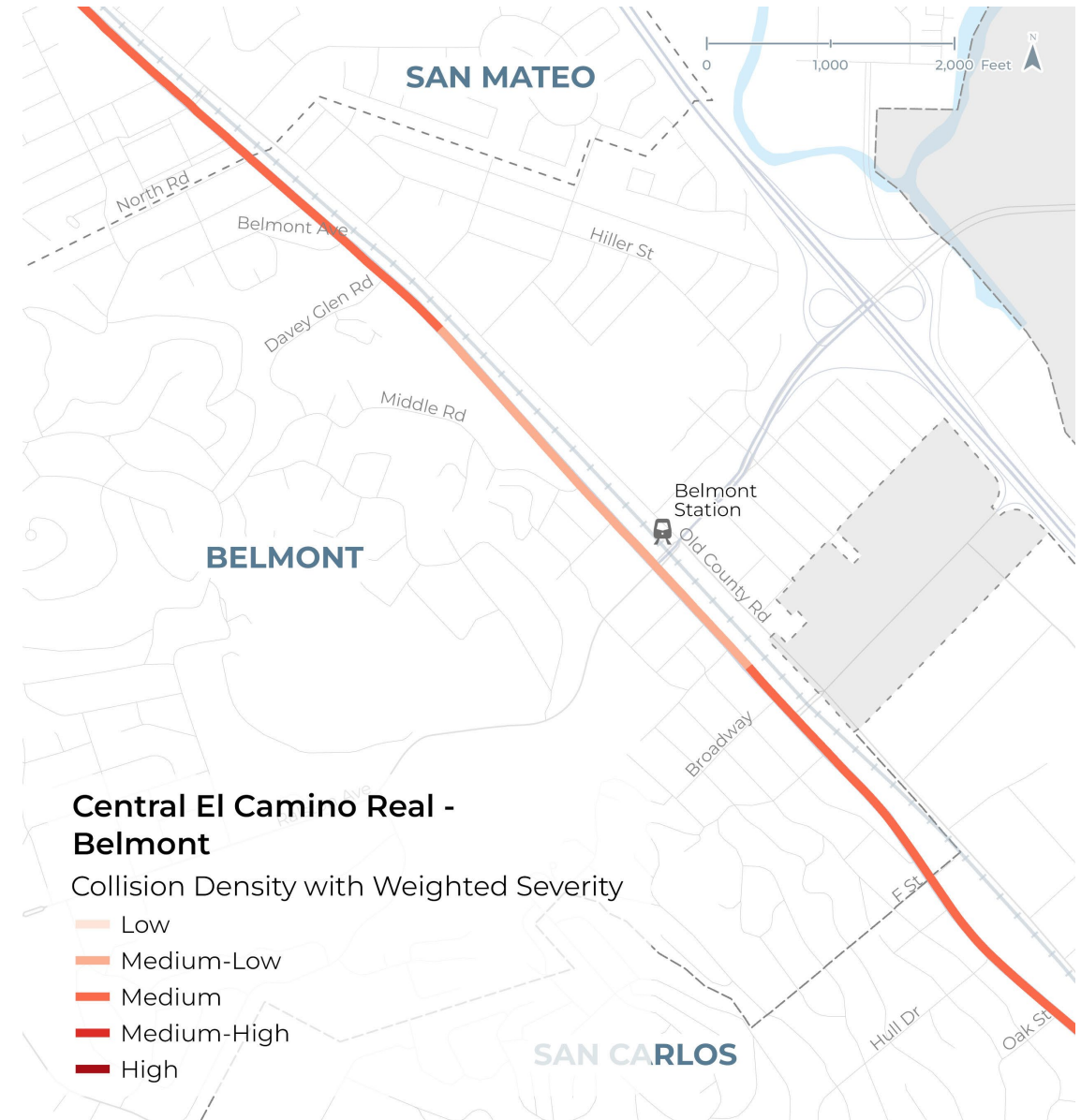
Safety

General statistics (2019-2023)

- **36** total injury collisions, **2** Killed or Serious Injury (KSI) collisions
- **3%** of all collisions in San Mateo County occurred in the City of Belmont
- Belmont's El Camino is **6%** of the corridor in the county, and **4%** of the county's collisions along El Camino occurred in Belmont
- El Camino Real accounts for **12%** of the City's collisions but only **2%** of its roads

Takeaways

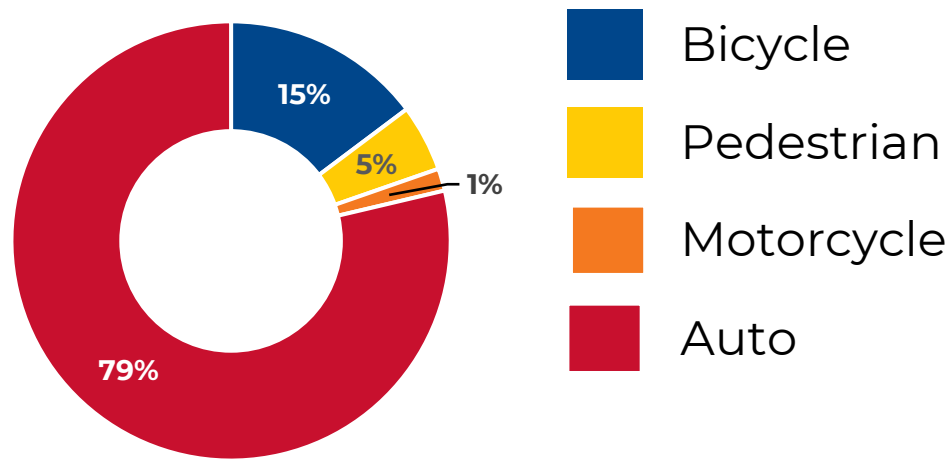
- **3%** of collisions involved pedestrians
- **9%** of collisions involved bikes
- **44%** of collisions occurred at intersections



Source: 2019-2023 Collision Data

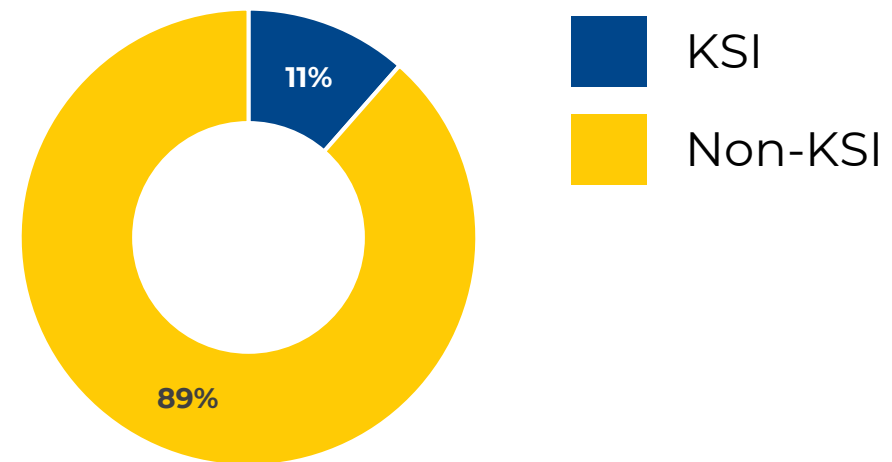
Safety

Mode Share



Bicycles and Pedestrians account for 20% of injury collisions despite comprising less than 2% of all trips on El Camino.

KSI



50% of KSI Collisions occurred at intersections
50% of KSI Collisions occurred along segments

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation

Traffic Signals and Sign (30%)

Unsafe Speed (25%)
Following Too Closely (20%)

Crash Type

Rear End (40%)
Broadside (40%)
Hit Object (10%)

Unsignalized Intersection

PCF Violation

Automobile Right of Way (50%)

Unsafe Speed (25%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (13%)
Pedestrian Right of Way (13%)

Crash Type

Broadside (50%)
Rear End (25%)
Sideswipe (13%)
Vehicle/Pedestrian (13%)

Segments

PCF Violation

Automobile Right of Way (63%)

Improper Turning (13%)
Following Too Closely (13%)
Other Than Driver (or Pedestrian) (13%)

Crash Type

Broadside (50%)
Rear End (25%)
Hit Object (13%)
Sideswipe (13%)

Source: 2019-2023 Collision Data

San Carlos & North Redwood City



Outreach over the Years

Residents, Community Based Organizations, and technical advisors of San Carlos have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation**, the top concerns for walking and biking were aggressive driving, poor road conditions, lack of facilities, poor sidewalk conditions, and fast, heavy vehicle traffic
- When it comes to **safety**, people flagged concerns about speeding and running stop signs, and desire for intersection treatments that support safe pedestrian crossings



Outreach over the Years

Community members, Citizen Advisory Groups, and other stakeholders in Redwood City have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation**, the top concerns for walking and biking were speeding, challenging crossings, drivers not yielding, and discontinuous infrastructure.
- When it comes to **planning for El Camino's future**, community members expressed that it is challenging to cross El Camino and desire to balance the corridor for all modes.



Different agencies have competing priorities for El Camino in San Carlos

San Carlos Bike/Ped Master Plan (2020)

recommends Class IV bike facilities on Old County Road (high priority), and Class IV bike facilities on El Camino (medium priority)

San Carlos Downtown Streetscape Plan (2025)

recommends bi-directional Class IV bike lanes with road diet and parking removal on the east side

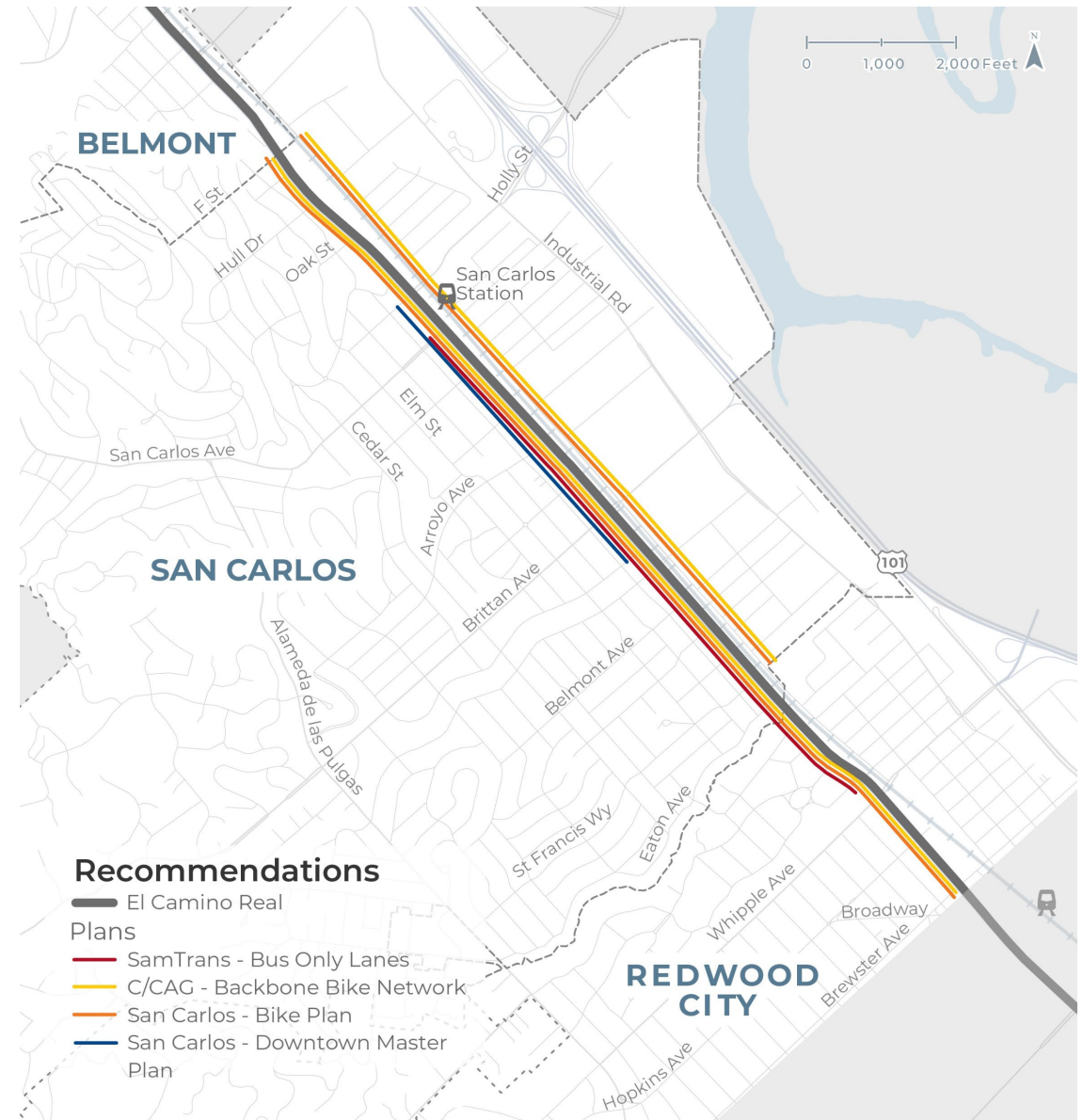
SamTrans Bus Speed & Reliability Study (2022)

proposes bus only lanes in the southbound direction

C/CAG Bicycle and Pedestrian Plan (2021)

recommends separated bike facilities on El Camino and parallel separated facilities on Old County Road

Caltrans District 4 Bike Plan (2018) does not recommend bike facilities on this section of El Camino



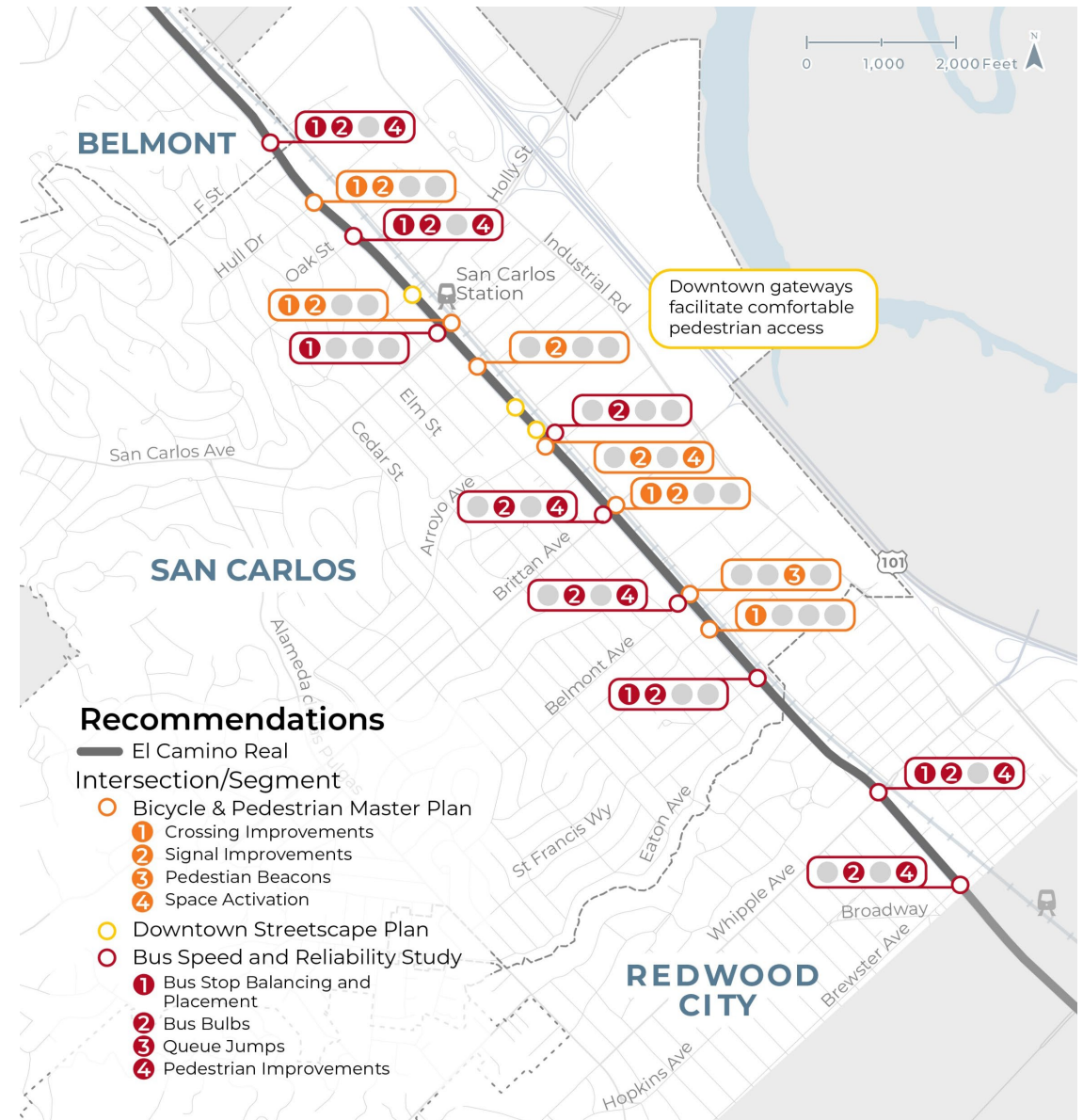
Spot location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations with the following goals in mind:

San Carlos Bicycle and Pedestrian Master Plan (2020): Infrastructure improvements to support safety and access for people walking and biking along El Camino.

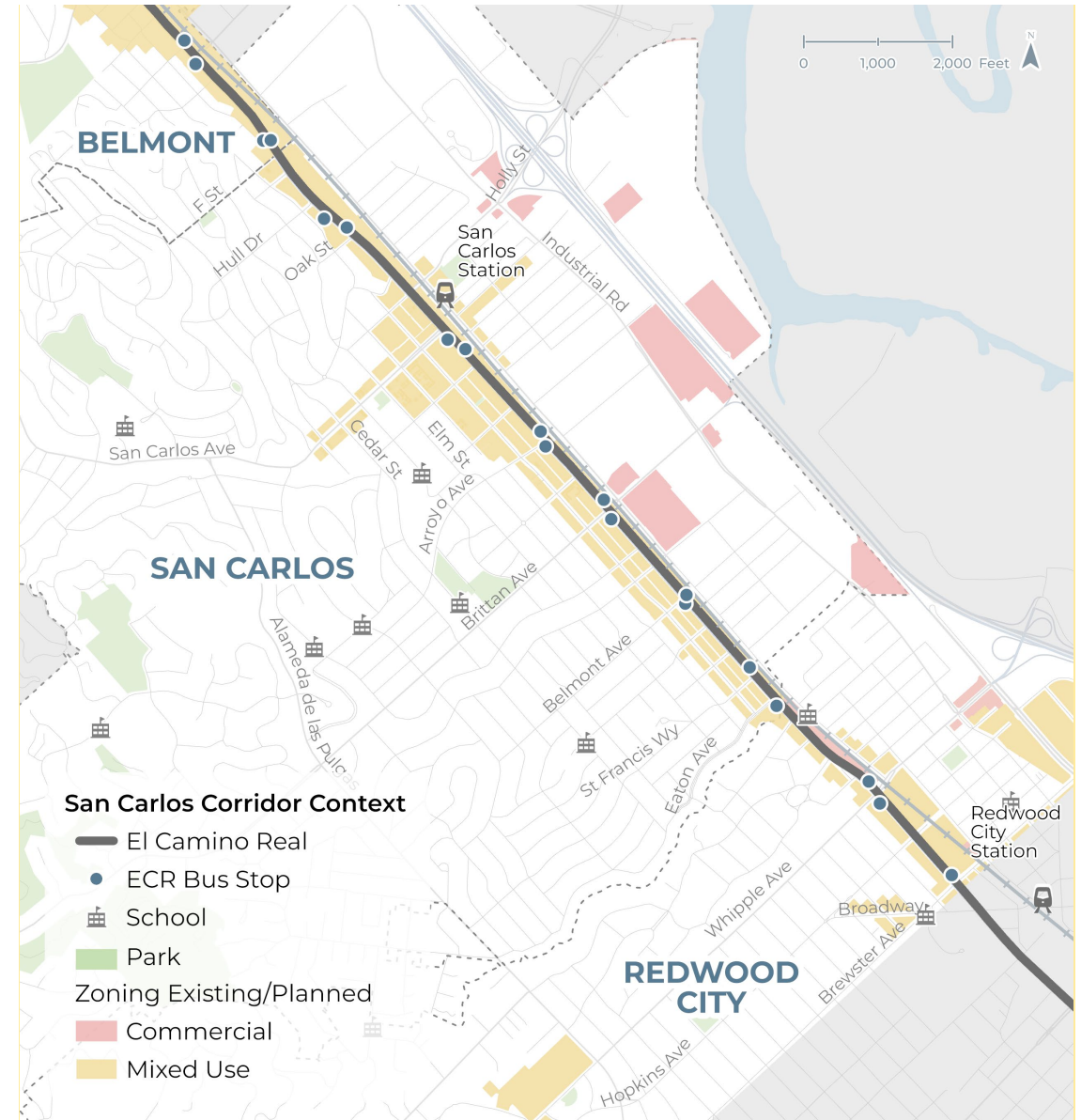
San Carlos Downtown Streetscape Master Plan (2025): Placemaking strategies to enhance the experience in downtown San Carlos.

SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino.



Land Use (Zoning)

The parcels adjacent to El Camino are all zoned for mixed-use or commercial use, indicating that the corridor will continue to serve as a commercial hub for the city while the presence of housing will grow over time.



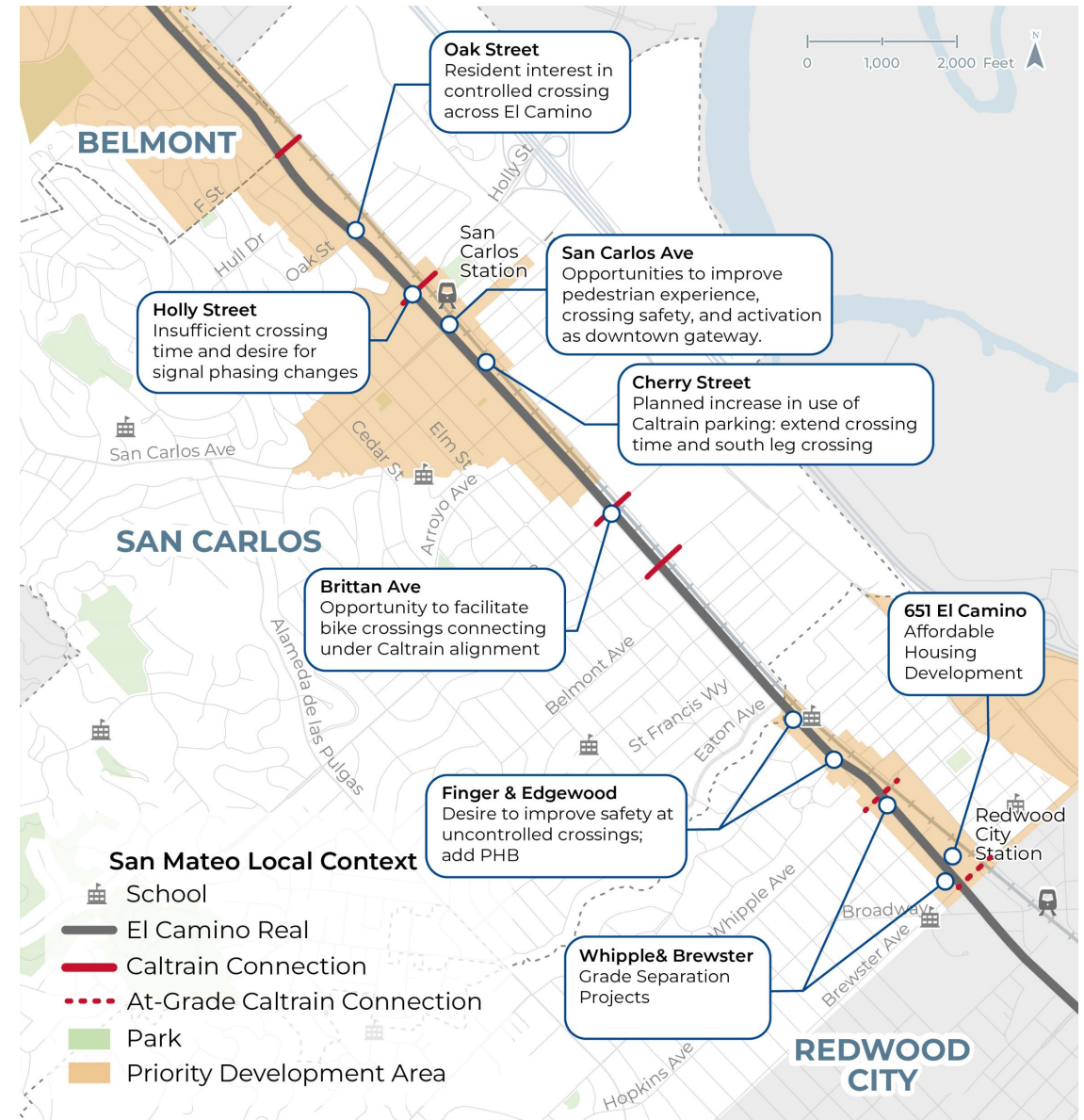
Source: City of San Carlos Zoning; Redwood City Zoning San Mateo County GIS Open Data

City Staff Insights

San Carlos City staff identified several key themes along El Camino during a virtual walkthrough of the corridor. The northern portion of El Camino is designated as a Priority Development Area¹ in both cities, and there are several developments which are in the process of pursuing entitlements. San Carlos has a vision to increase the density of housing along the corridor to 120 units per acre.

Additionally, staff identified the desire for improving the walking and biking connection across El Camino.

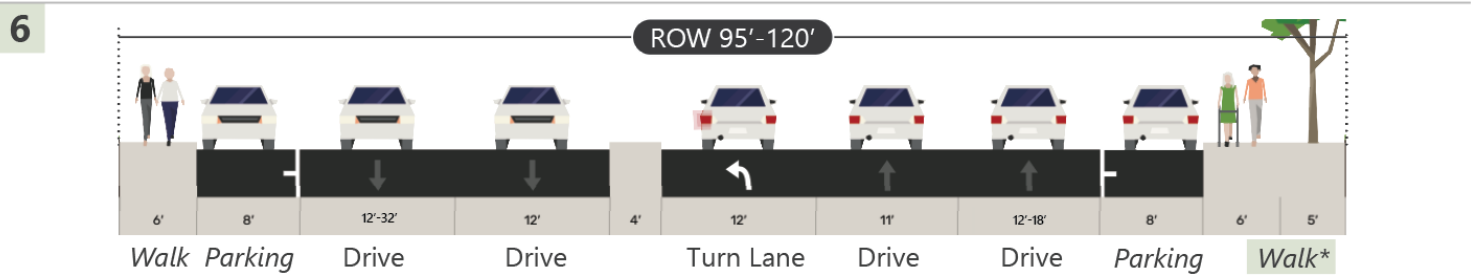
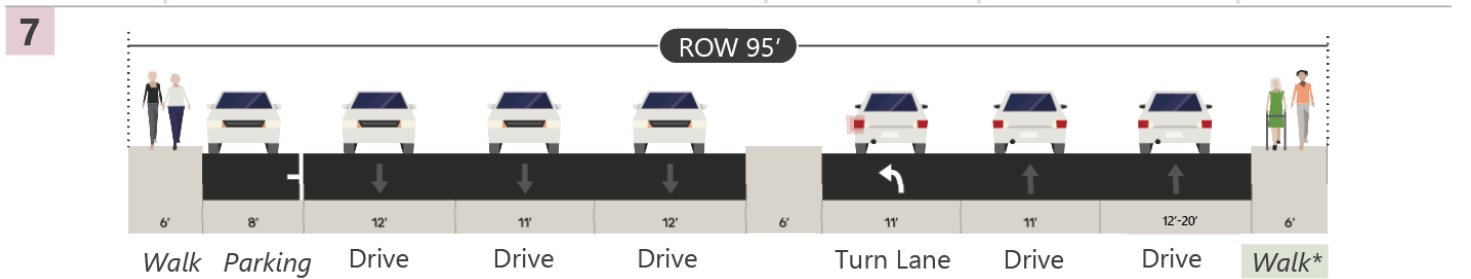
1. MTC Priority Development Areas, Plan Bay Area 2050



Cross Sections

Cross Section 7 makes up most of San Carlos, and the first block of Redwood City. It has three southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on the west side of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.

Cross Section 6 makes up a small portion in norther San Carlos and the remaining section of Redwood City from Edgewood to Brewster. It has two southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on both sides of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.



*Feature not always present

Travel Lanes & Daily Volumes

Traffic volumes are consistent throughout San Carlos and increase slightly in Redwood City.

El Camino has two lanes northbound and some stretches of three lanes southbound.



Source: SamTrans Counts, February 2025

San Carlos & Redwood City
Weekday PM Peak Hour

Observed Auto Speed and Volumes

Average PM peak hour speeds in San Carlos into northern Redwood City range from 15-30 mph The posted speed is 35 mph.

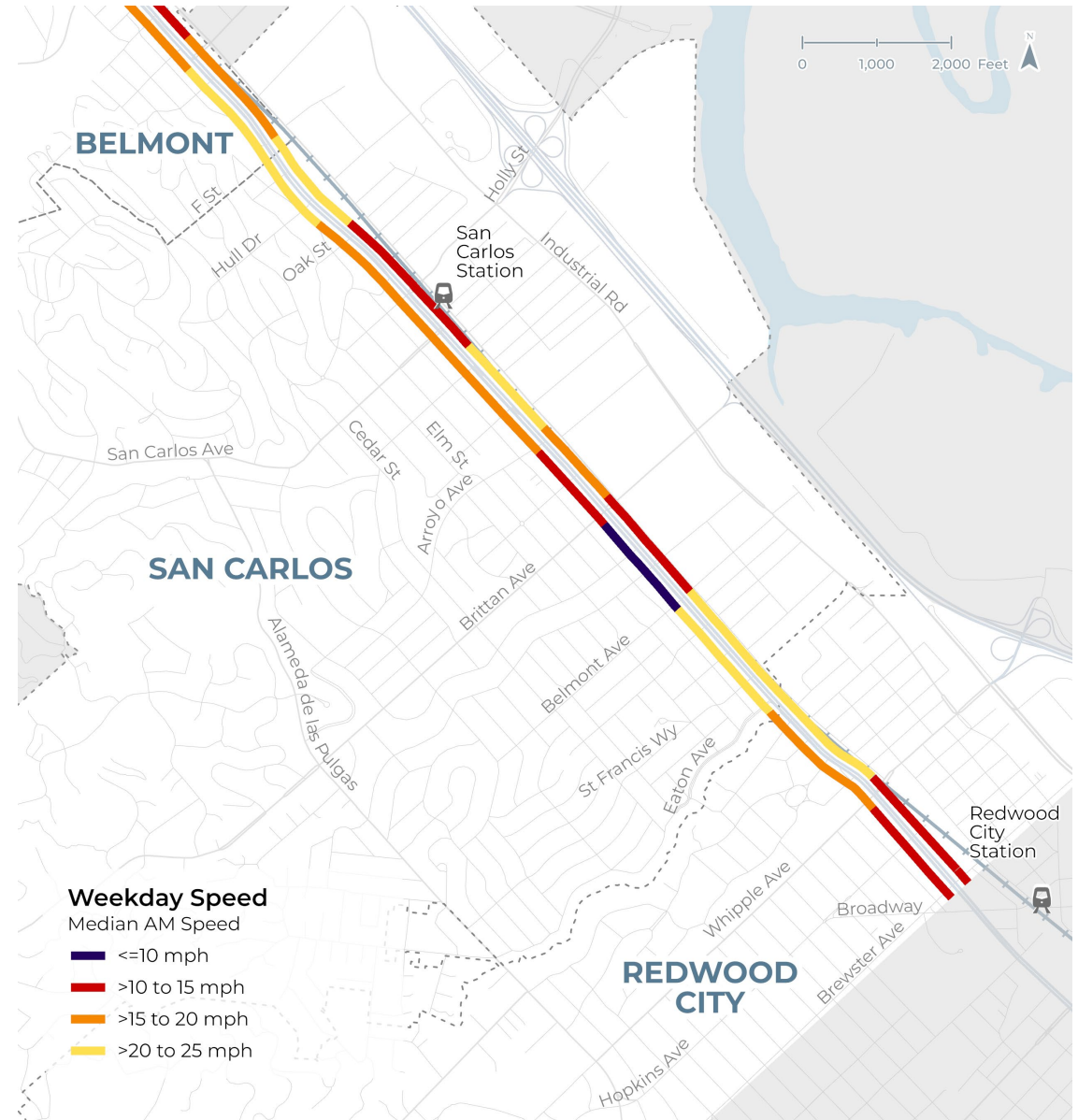


Source: SamTrans Counts, February 2025; INRIX December 2024

Bus Speeds AM

The southbound morning bus speeds are slowest between Brittan Ave and Belmont Ave. Northbound speeds fall below 15 mph throughout the corridor.

Redwood City is one of the slowest cities for route ECR.

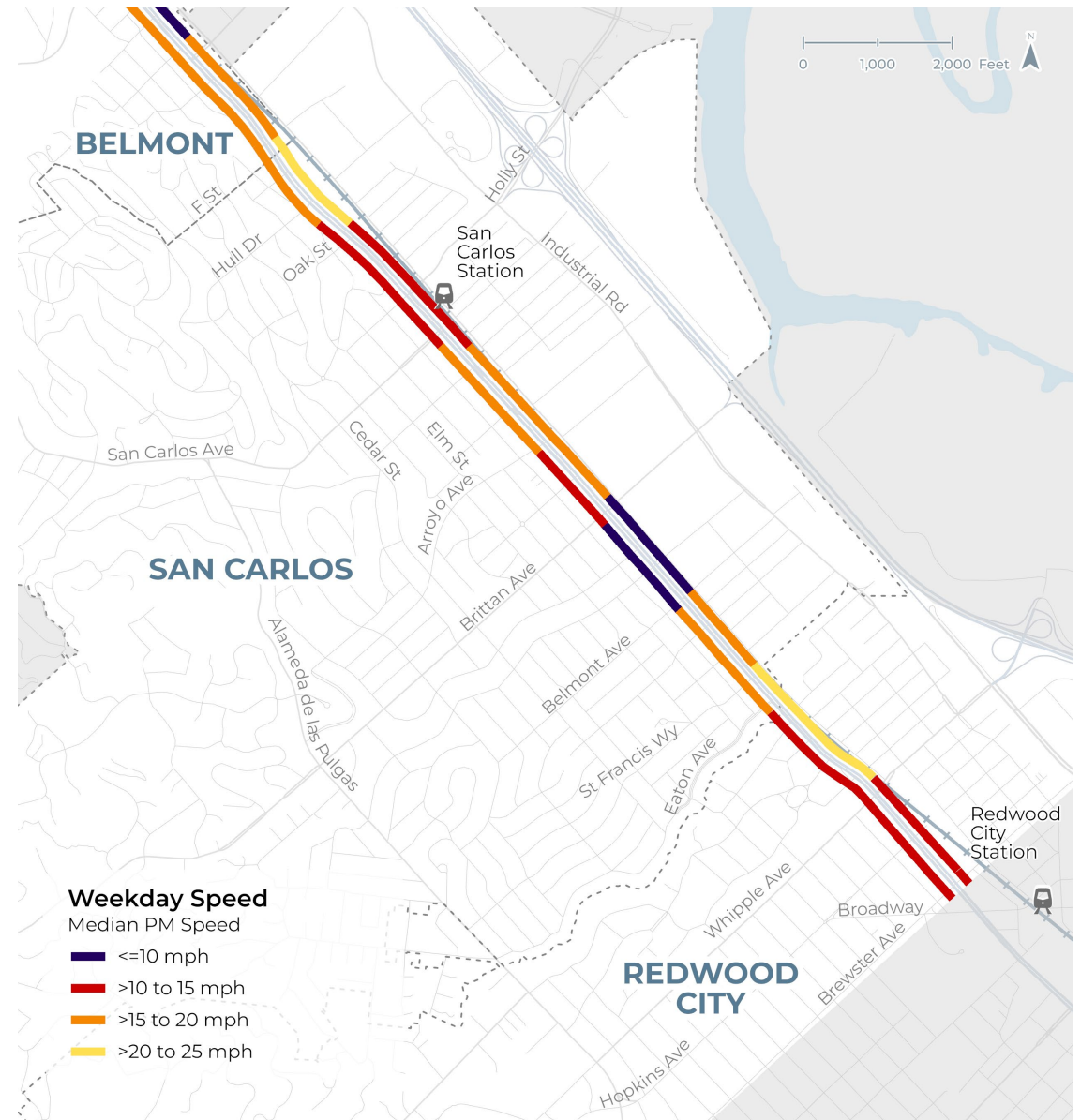


Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Speeds PM

Evening bus speeds are slower than morning bus speeds, with both directions falling below 10 mph between Brittan and Belmont Ave.

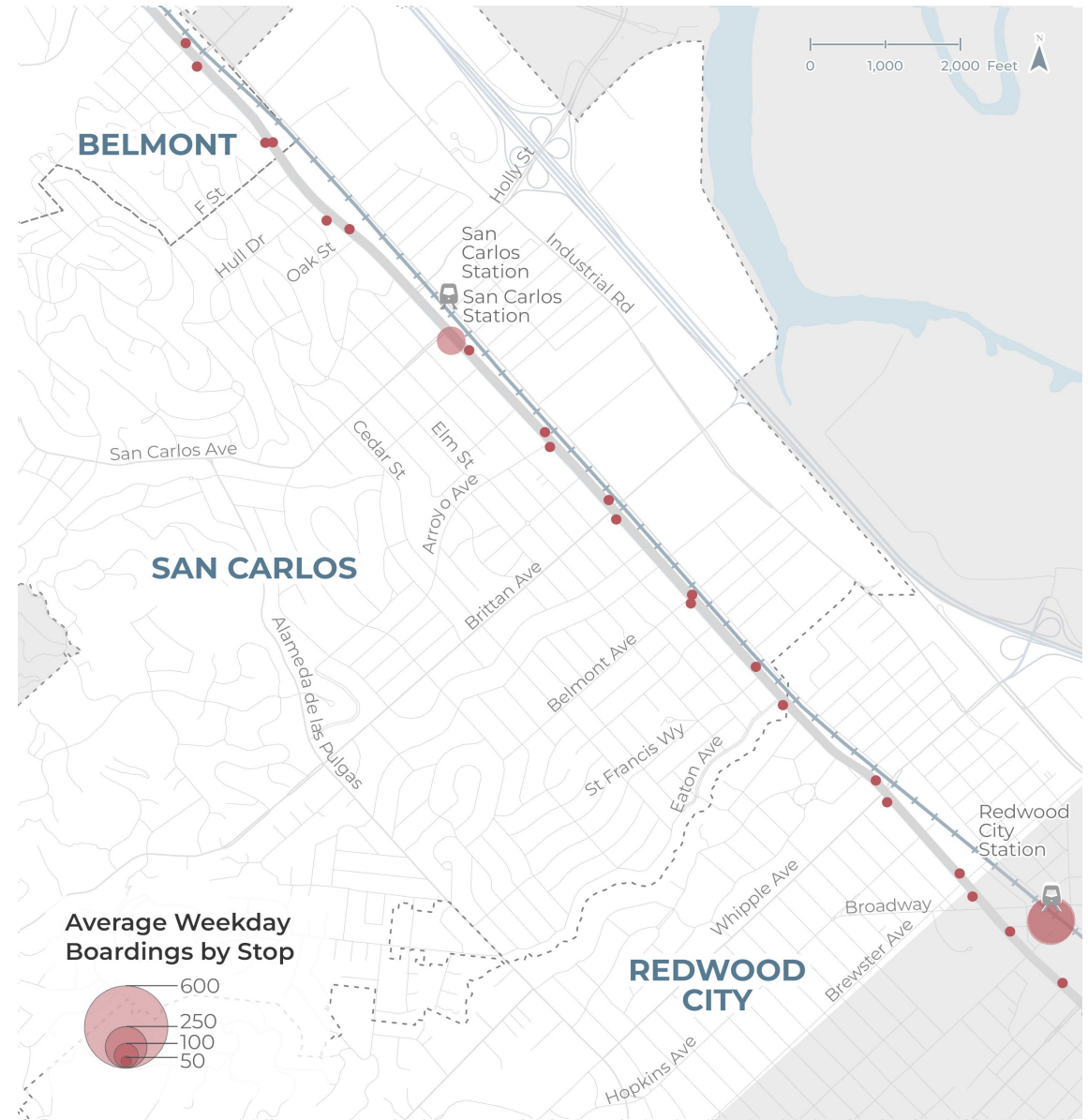
Redwood City is one of the slowest cities for Route ECR.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Ridership

Bus ridership is comparatively lower in San Carlos and Redwood City. The highest ridership is observed at the Redwood City Caltrain station where Route ECR turns off El Camino to serve the Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

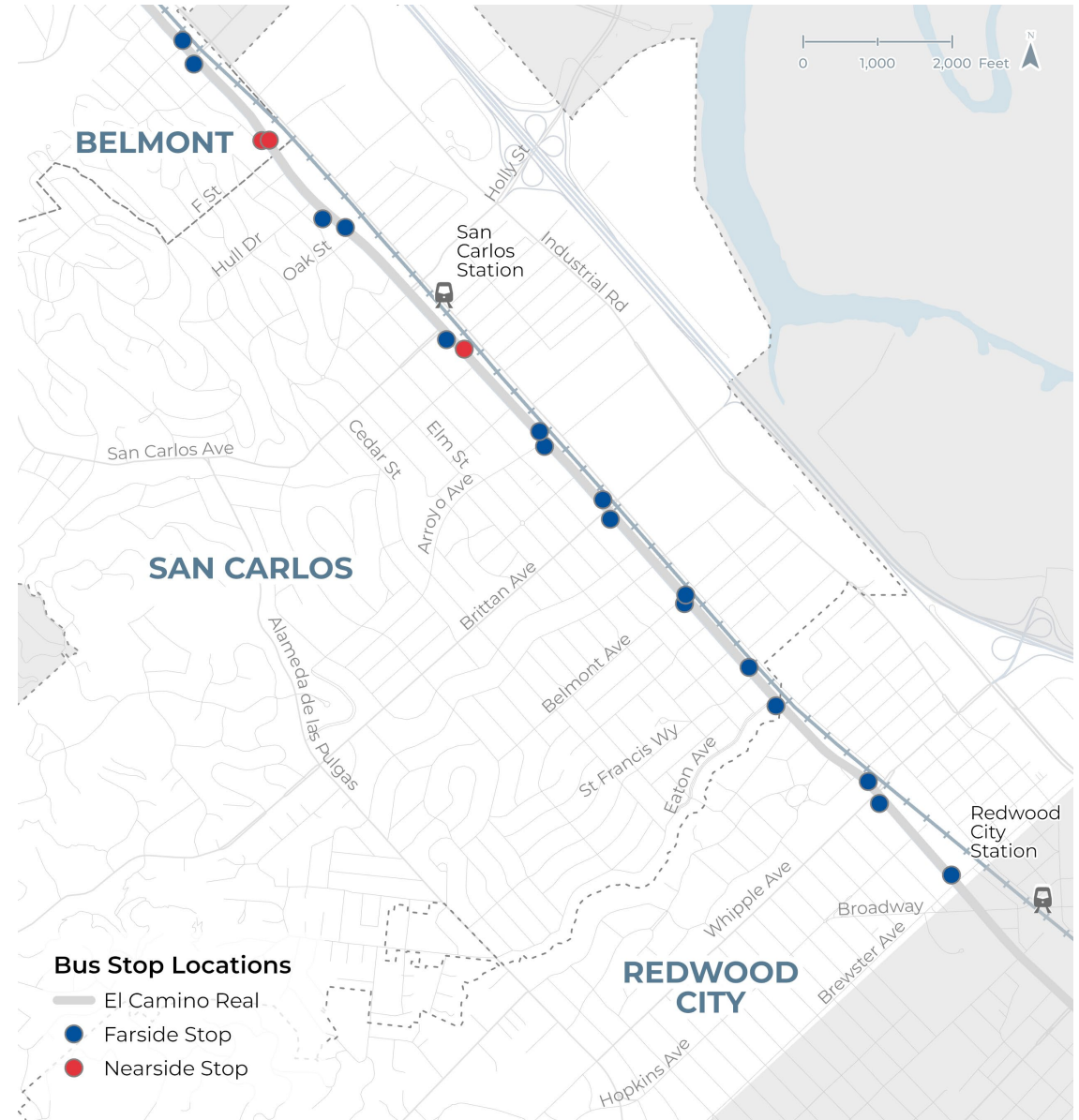
Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops at signalized intersections.

Current stop inventory:

- 11 farside
- 1 nearside

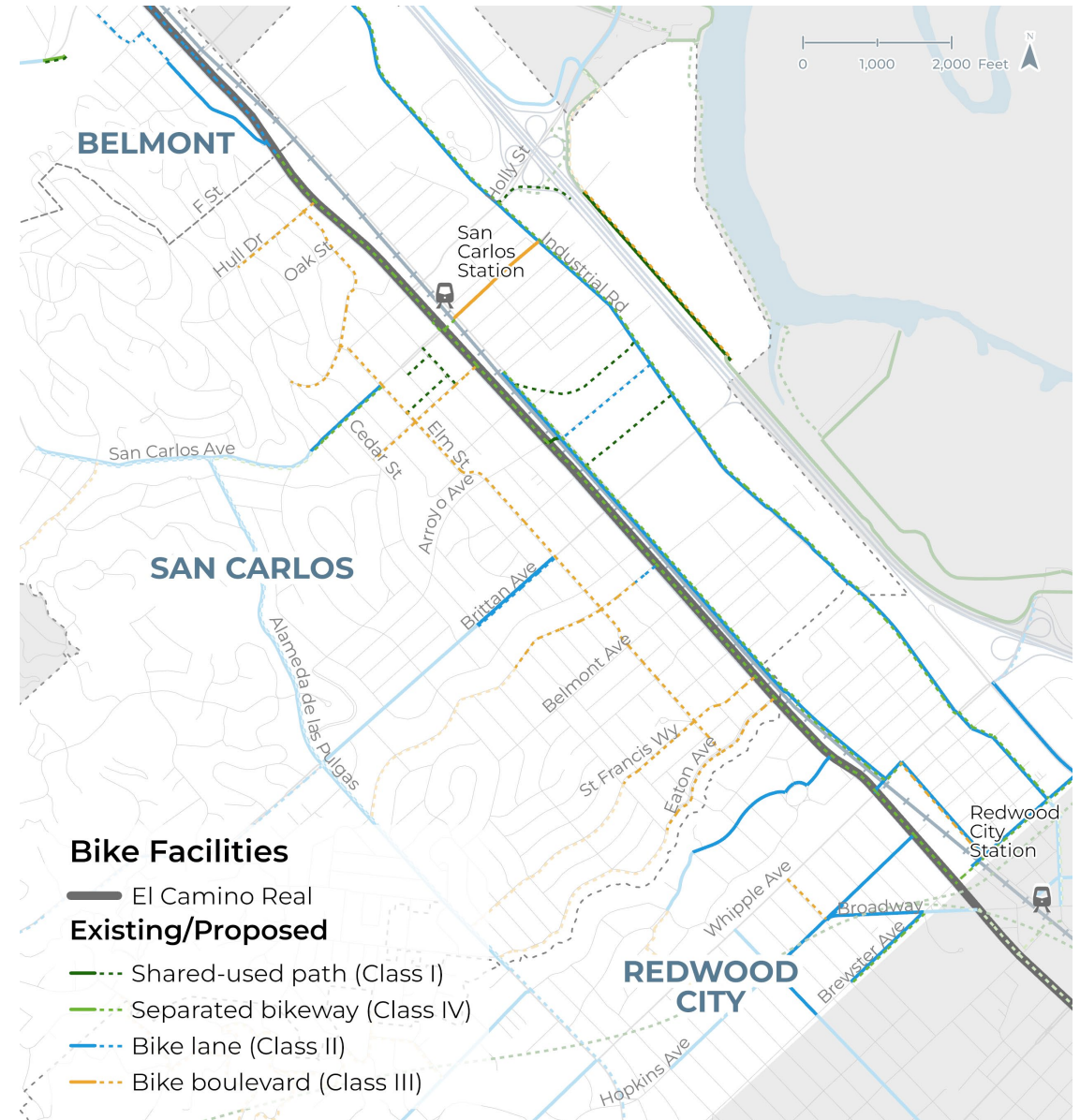
Source: SamTrans, 2025



Bike Facilities

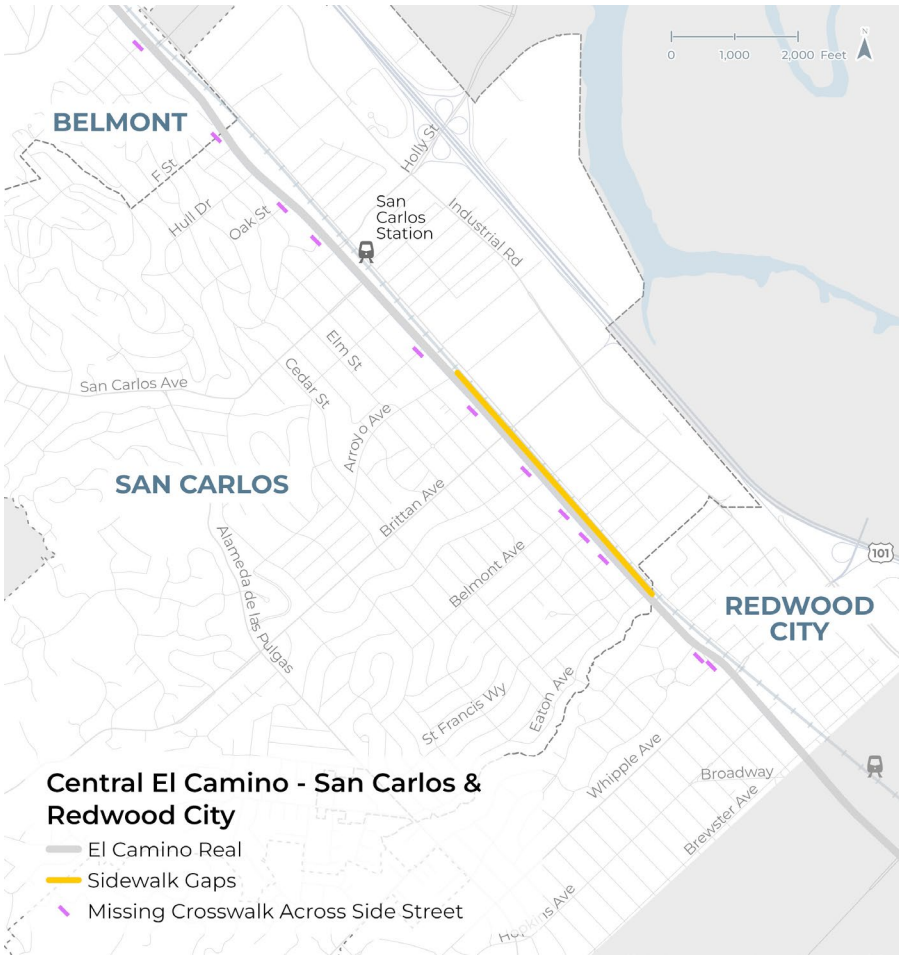
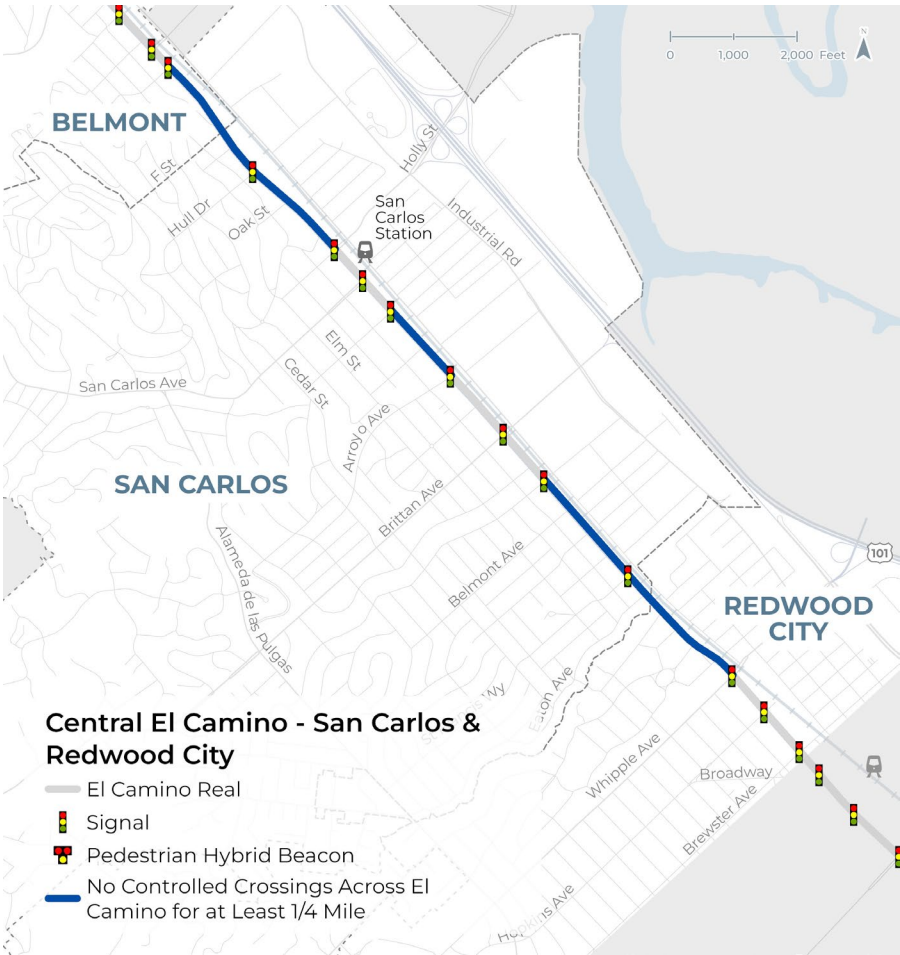
East of El Camino Real, Old County Road and Industrial Road run parallel to El Camino with class II bike lanes. West of El Camino Real there are no nearby bike facilities.

Targeted improvements to Elm Street to convert it from a bike route to a bike facility can provide an additional low stress network option in the area.



Source: CCAG CBPP 2021; San Carlos Bicycle and Pedestrian Master Plan 2020

Pedestrian Facilities



Safety

General statistics (2019-2023)

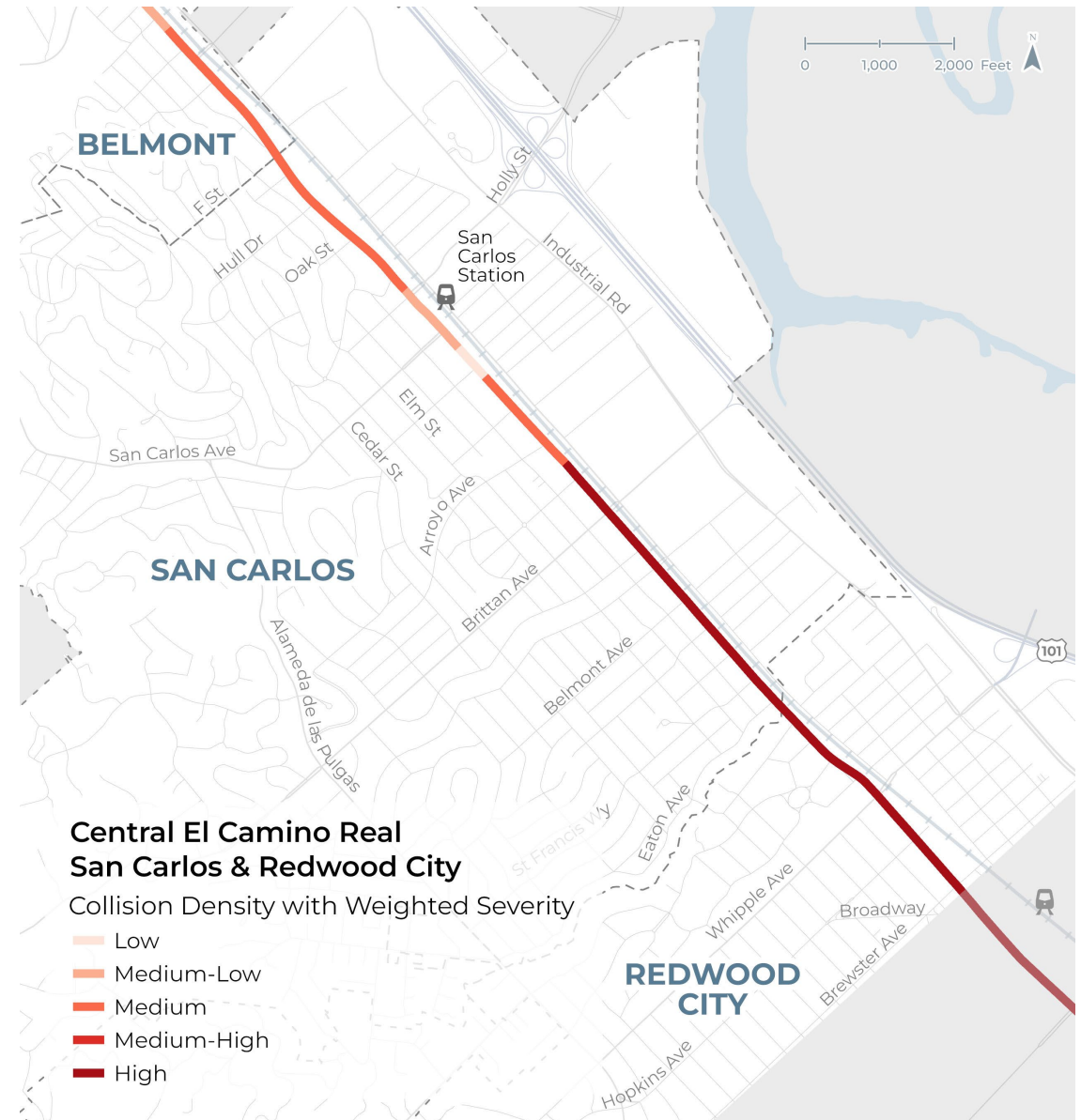
- **94** total collisions, **13** Killed or Serious Injury (KSI) collisions

City of San Carlos

- **3%** of all collisions in San Mateo County occurred in the City of San Carlos
- San Carlos' El Camino is **8%** of the corridor in the county, and **7%** of the county's collisions along El Camino occurred in San Carlos
- El Camino Real accounts for **16%** of the City's collisions but only **2%** of its roads

Takeaways

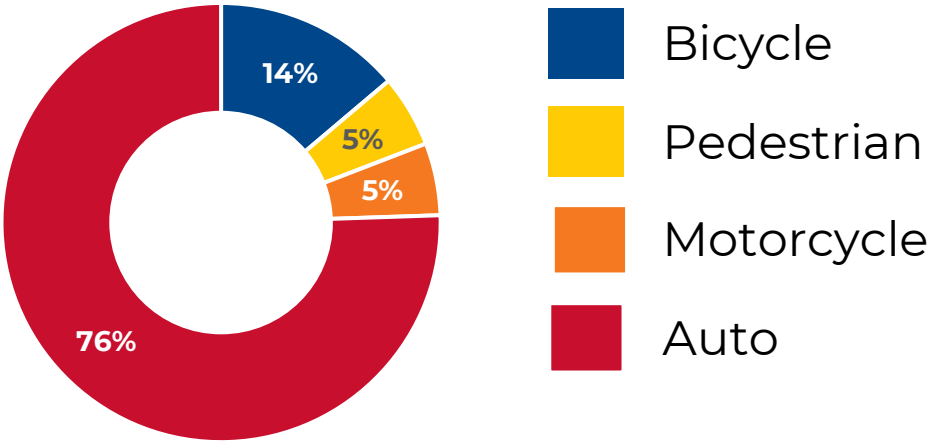
- **5%** of collisions involved pedestrians
- **14%** of collisions involved bikes
- **81%** of collisions occurred at intersections



Source: 2019-2023 Collision Data

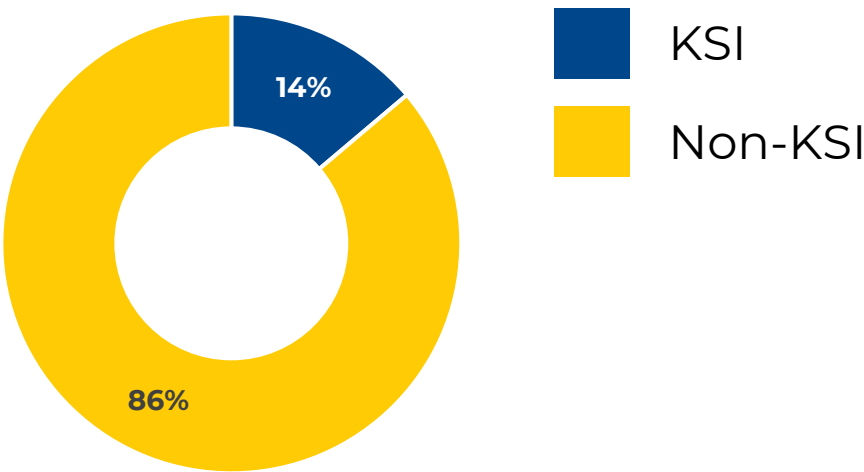
Safety

Mode Share



Bicycles and Pedestrians account for 19% of injury collisions despite comprising less than 2% of trips on El Camino.

KSI



100% of KSI Collisions occurred at intersections

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation
Traffic Signals and Signs (31%)

Unsafe Speed (24%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (14%)

Crash Type
Rear End (33%)
Broadside (33%)
Other (12%)

Unsignalized Intersection

PCF Violation
Unsafe Speed (45%)
Improper Turning (14%)
Automobile Right of Way (14%)

Crash Type
Rear End (41%)
Broadside (41%)
Hit Object (9%)
Vehicle/Pedestrian (9%)

Segments

PCF Violation
Unsafe Speed (44%)
Improper Turning (25%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (13%)

Crash Type
Rear End (47%)
Sideswipe (29%)
Hit Object (18%)

Source: 2019-2023 Collision Data

Memo

Date: June 10, 2025

To: Cassie Halls and Asiya Patel, SamTrans

From: Erin Ferguson, Kevin Zamzow-Pollock, and Nina Price, Fehr & Peers

Subject: Central El Camino Real Parking Inventory and Utilization

Introduction

As part of the Central El Camino Real Multimodal Plan existing conditions and needs assessment process, Fehr & Peers evaluated the availability of on-street parking and parking utilization through the entire study corridor. The cities included in the study are San Mateo, Belmont, San Carlos, and the northern portion of Redwood City (to Brewster Avenue). The following memorandum provides a summary of the data collected and the findings from the analysis.

Data Collection and Methodology

The data presented in this study reflects the inventory of on-street parking along El Camino Real and the utilization during three peak periods: weekday midday, weekday evening, and weekend midday. Inventory data was collected using a virtual walk through of the corridor; it does not distinguish between space type (e.g. time restricted, loading, or accessible spaces). Occupancy data was collected over two hours for each peak period on Thursday, May 15 and Sunday, May 18. Thursday and Sunday tend to represent typical weekday and weekend travel conditions. The attached maps reflect the parking occupancy by block based on the percentage of available spaces and split into four levels, ranging from low to high occupancy: 0–25%, 26–50%, 51–75%, and 76–100%.

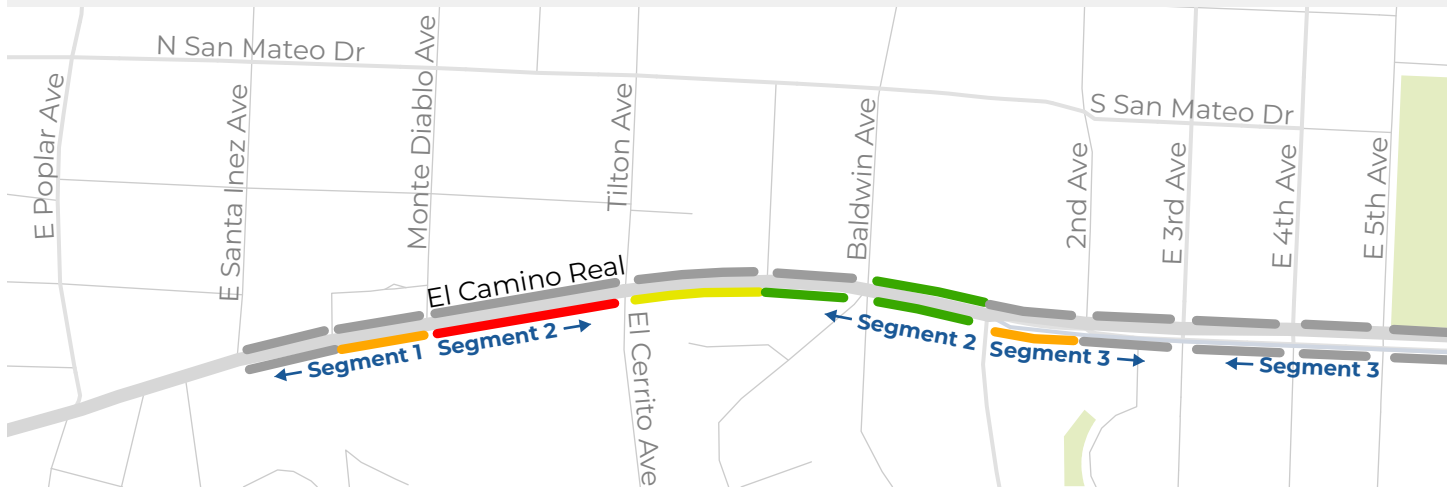
There are seven distinct cross sections along El Camino Real through the study area; the start and end points of each segment are noted on the maps to support future development of cross section alternatives which will be informed, in part, by parking utilization rates.

Findings

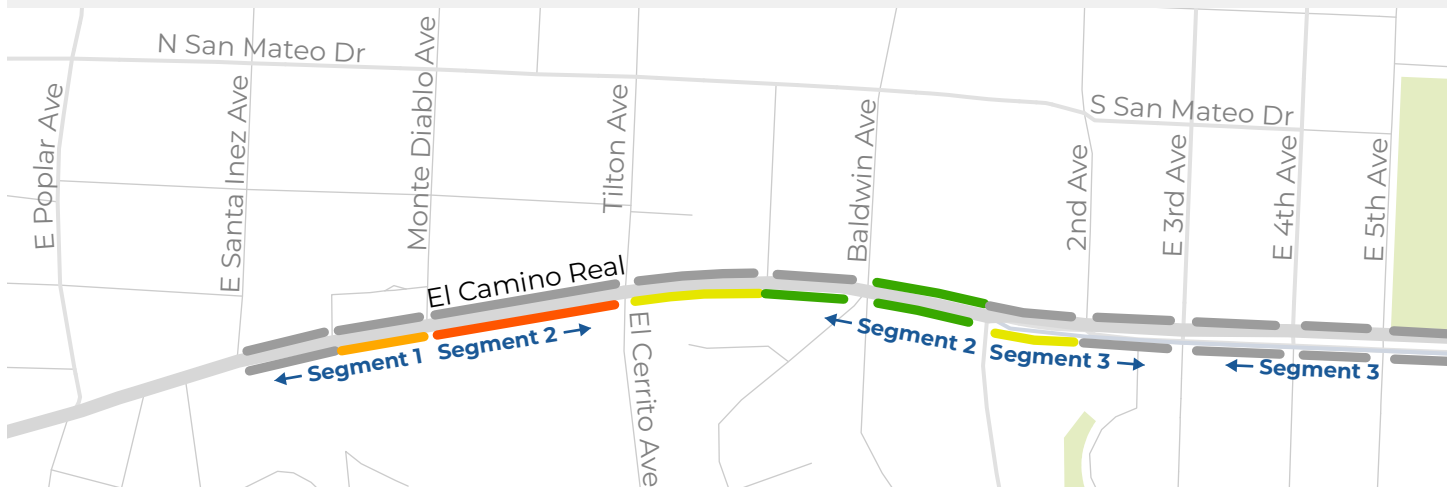
Parking utilization varies significantly throughout the corridor. The highest utilization in San Mateo occurs adjacent to commercial strips (e.g. near downtown and south of SR-92 interchange). Belmont sees the highest utilization near its downtown core between Ralston and Broadway. Similarly, San Carlos has the highest utilization in the downtown area, between Holly and Morse. The northern portion of El Camino Real in Redwood City (north of Brewster) reflected generally light utilization (under 75% utilized) during the three time periods when data was collected.

Parking Occupancy: Santa Inez Ave to 5th Ave (San Mateo)

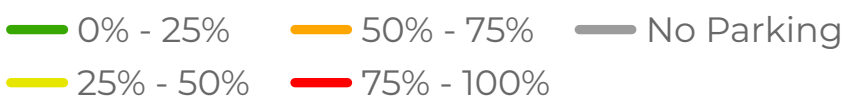
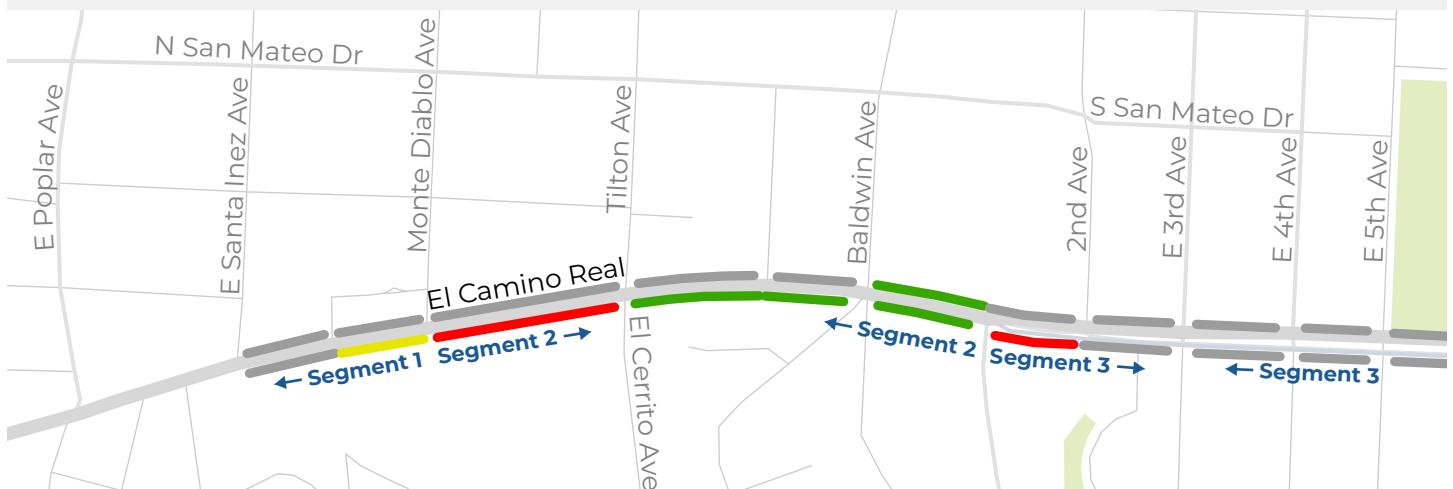
Weekday Midday (12 PM)



Weekday Evening (6 PM)

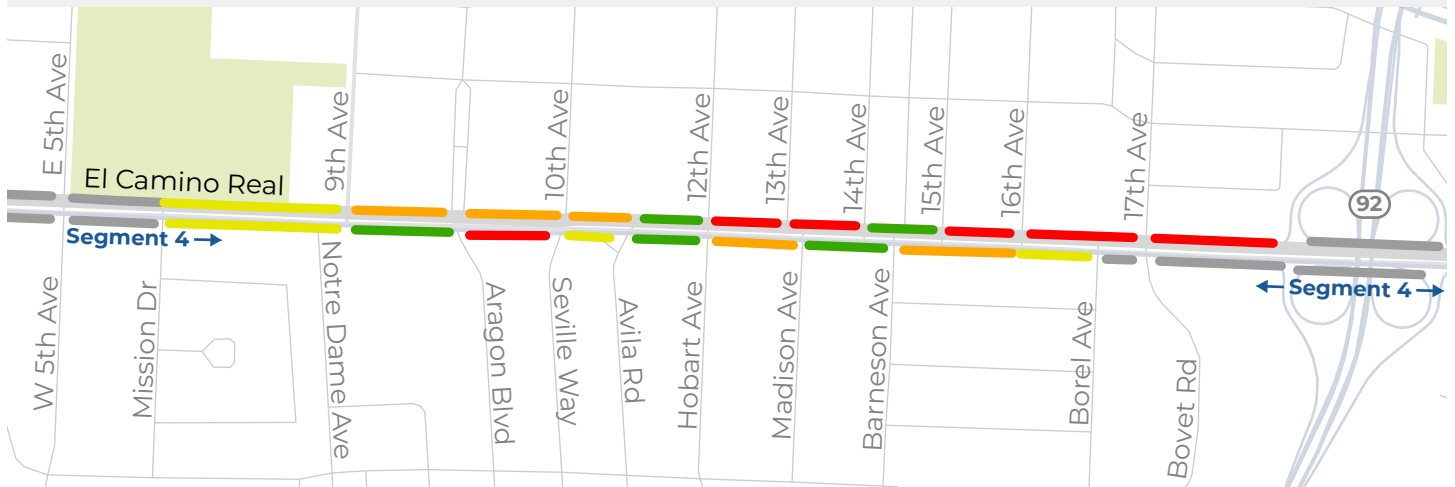


Sunday Midday (12 PM)

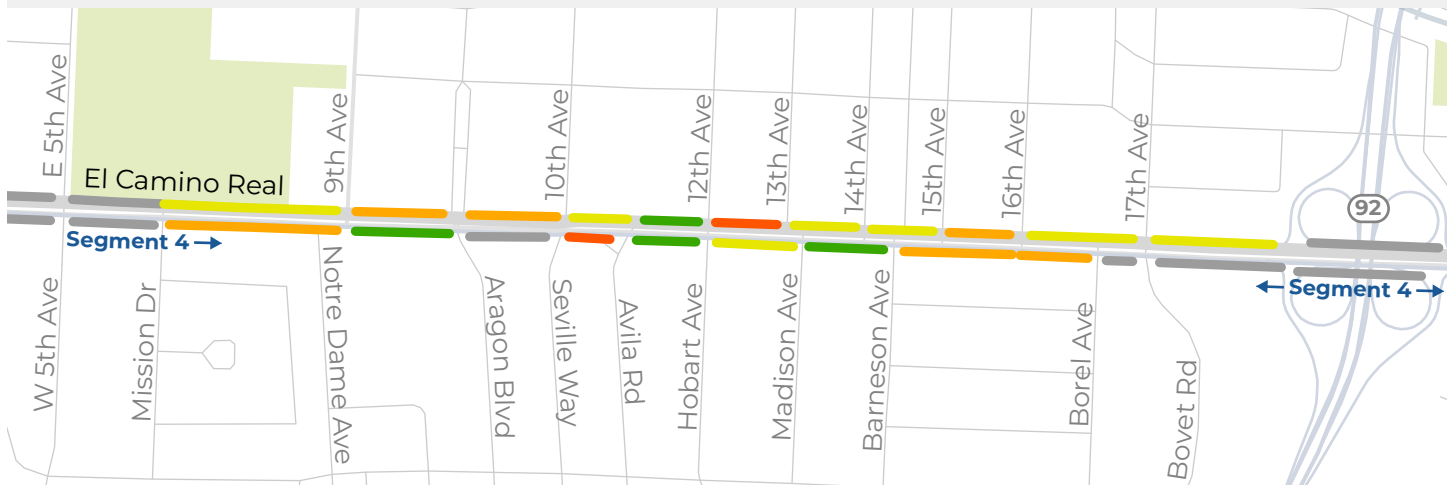


Parking Occupancy: 5th Ave to SR 92 (San Mateo)

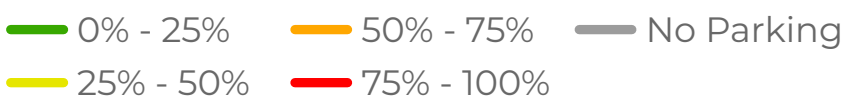
Weekday Midday (12 PM)



Weekday Evening (6 PM)

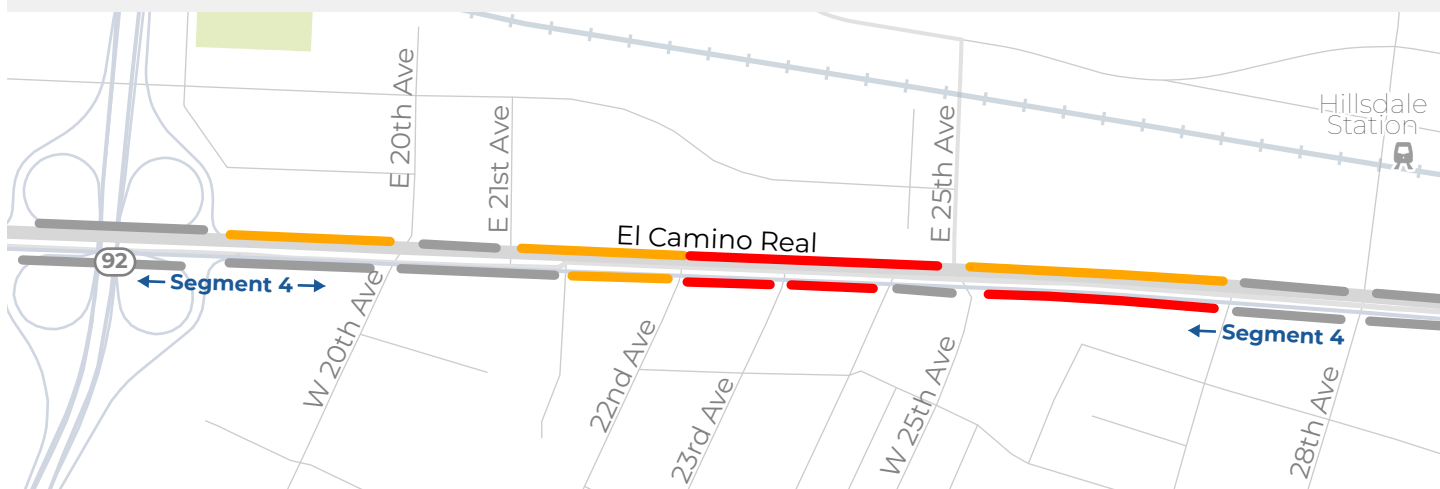


Sunday Midday (12 PM)

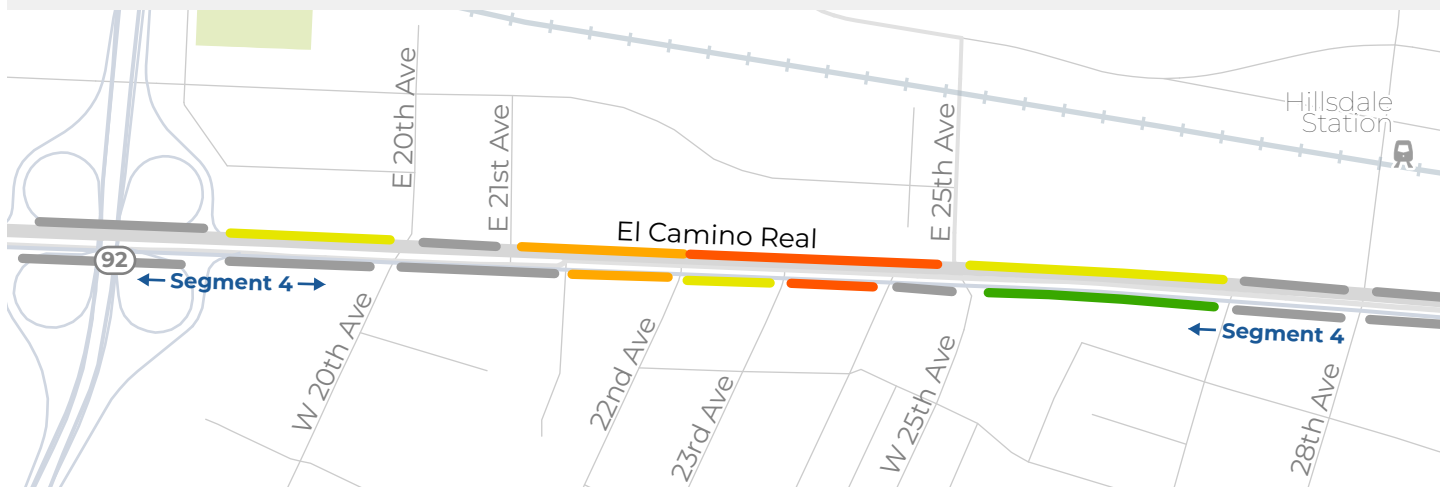


Parking Occupancy: SR 92 to 28th Ave (San Mateo)

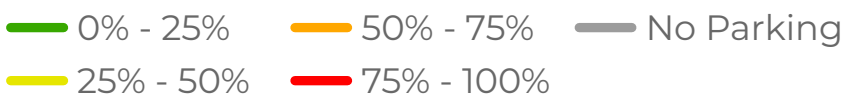
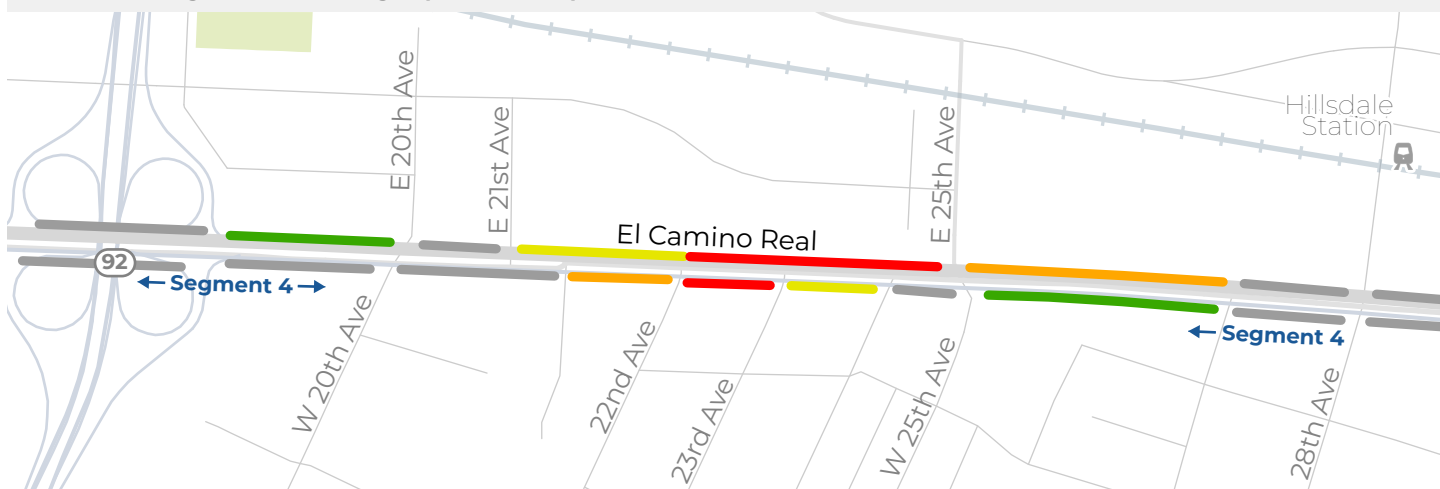
Weekday Midday (12 PM)



Weekday Evening (6 PM)

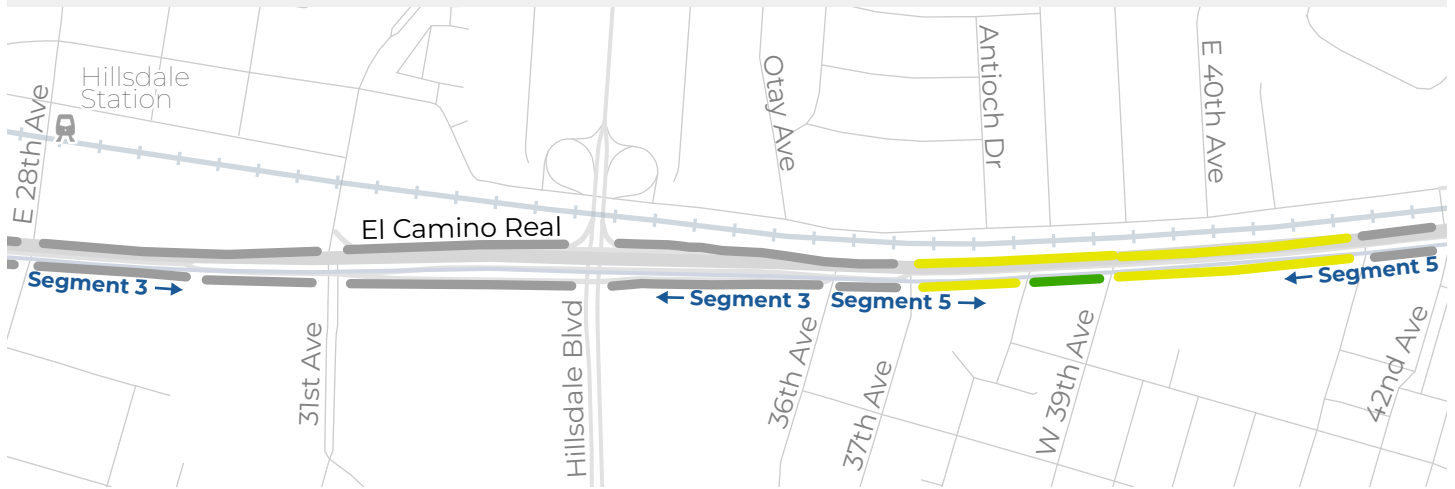


Sunday Midday (12 PM)

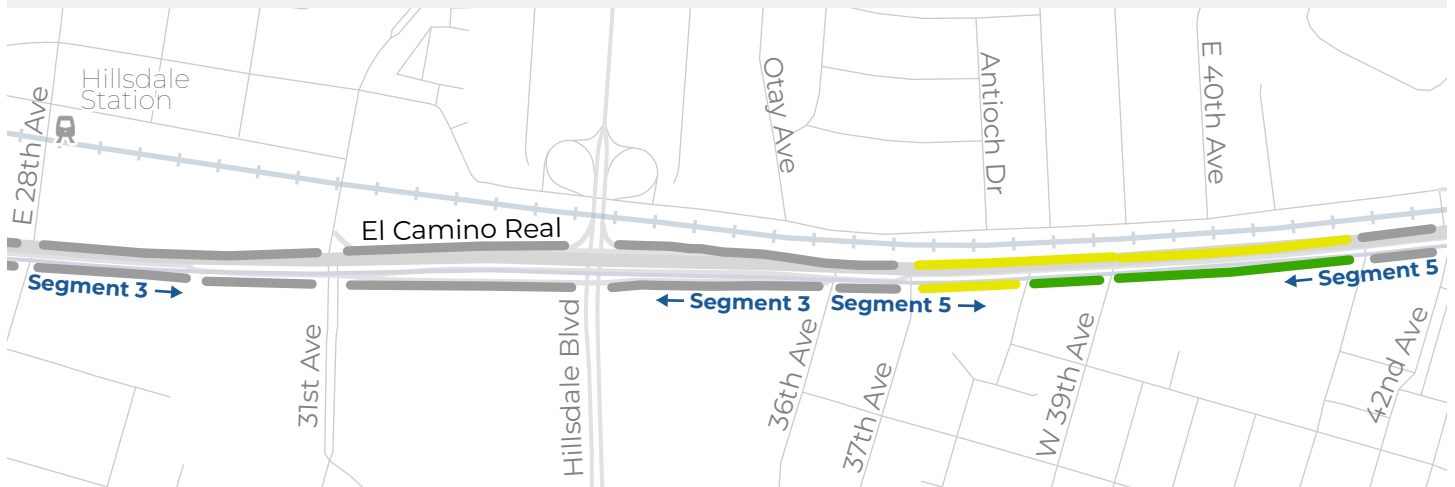


Parking Occupancy: 28th Ave to 42nd Ave (San Mateo)

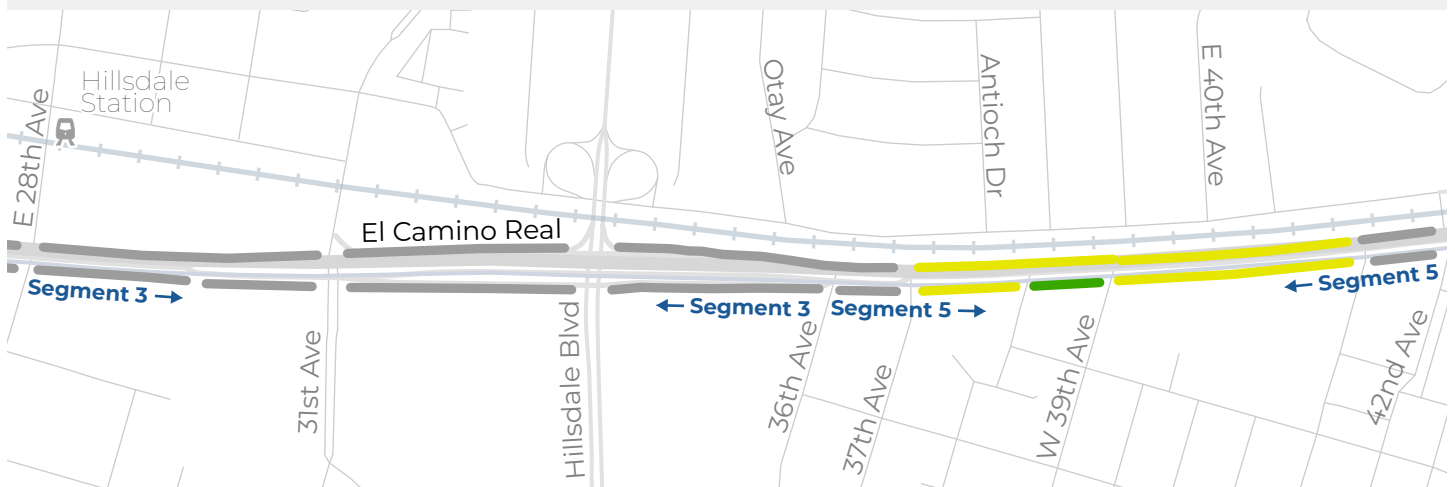
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



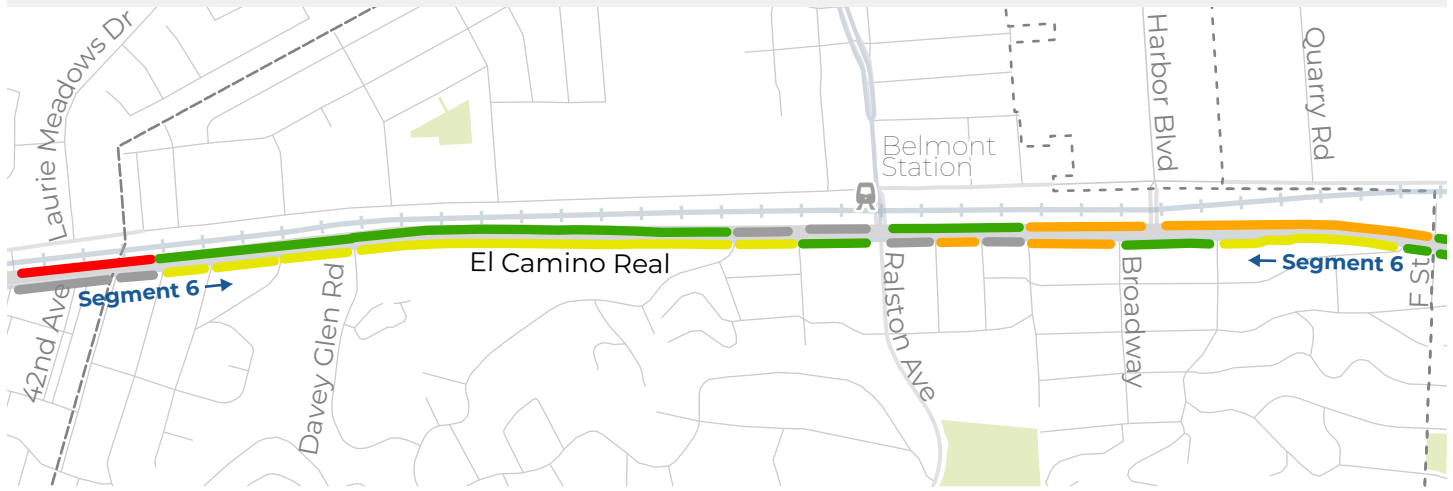
0% - 25% 50% - 75% No Parking
25% - 50% 75% - 100%

0 0.1 0.2 Miles

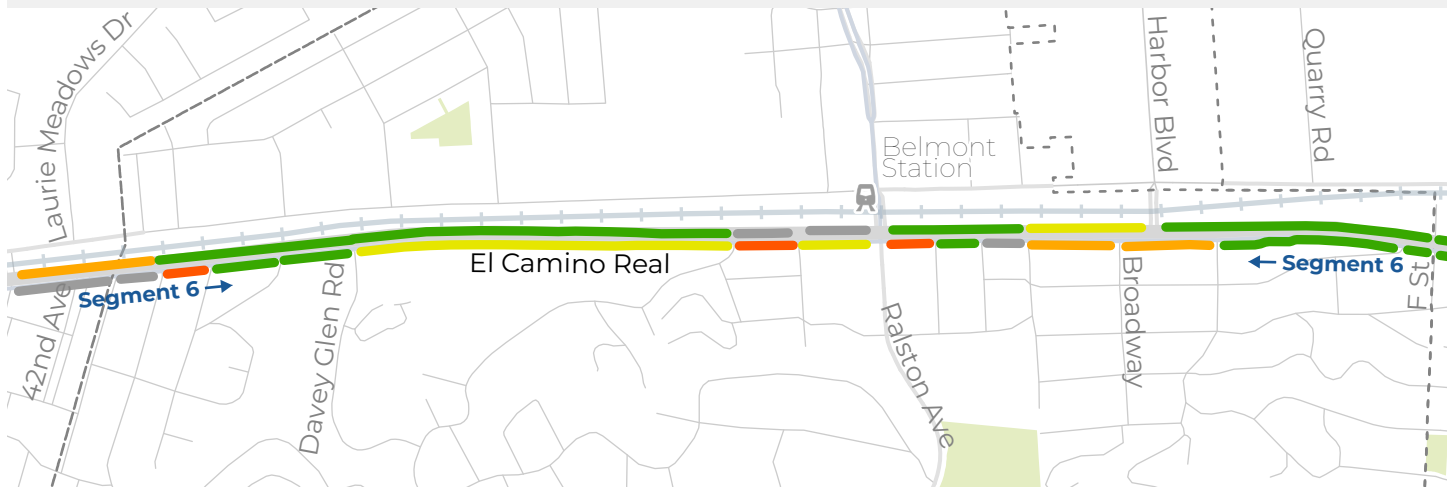


Parking Occupancy: 42nd Ave to F St (Belmont)

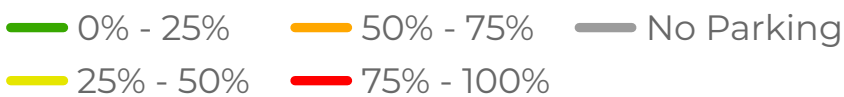
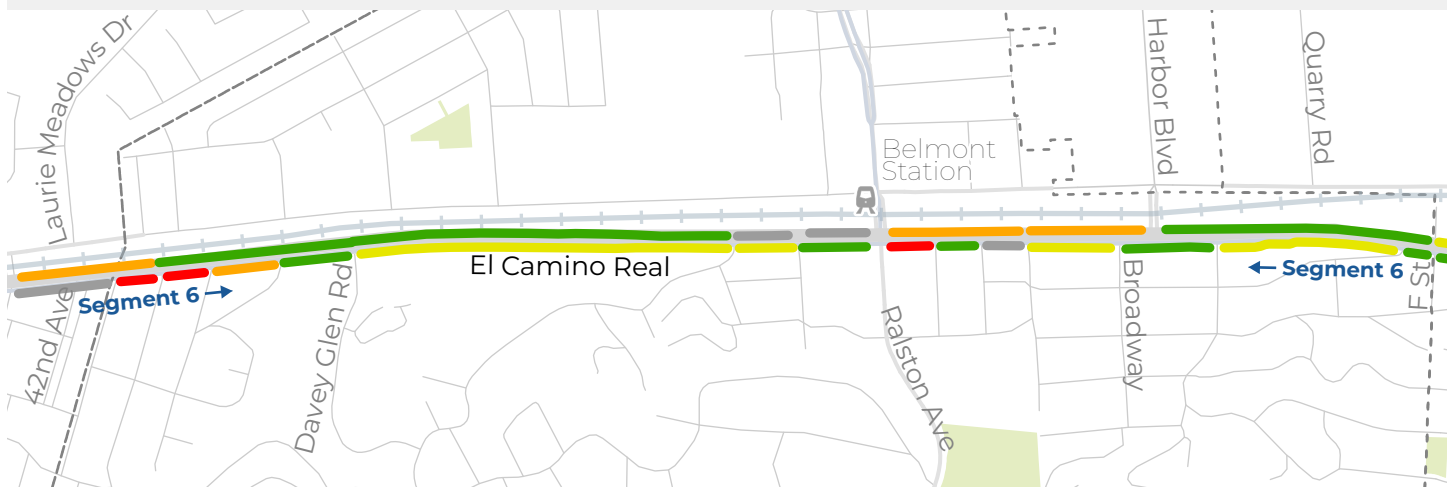
Weekday Midday (12 PM)



Weekday Evening (6 PM)

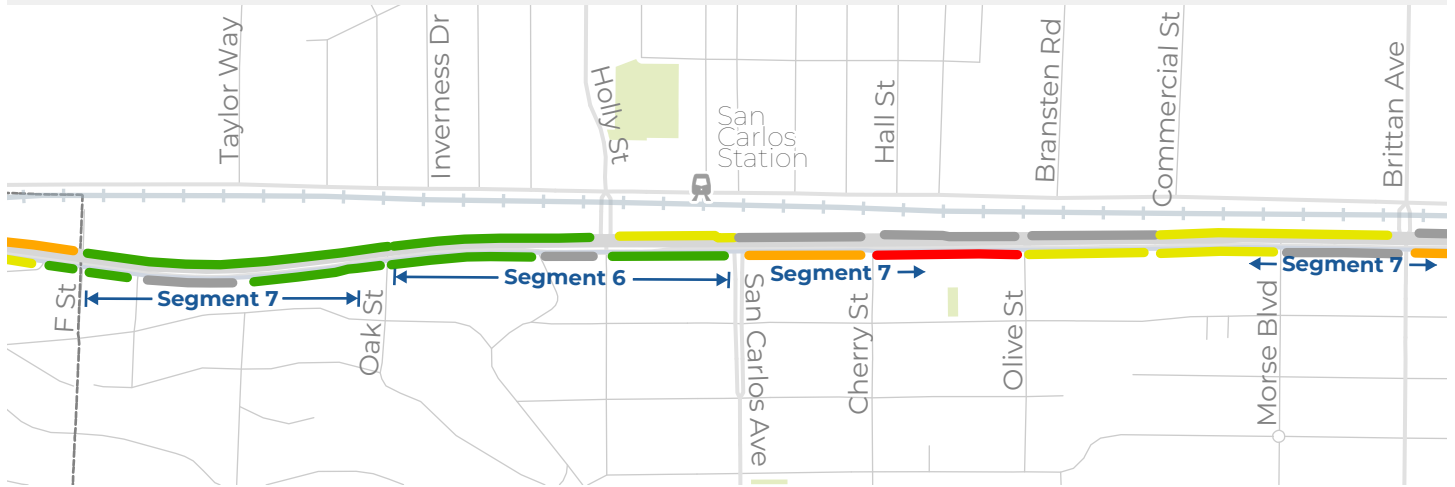


Sunday Midday (12 PM)

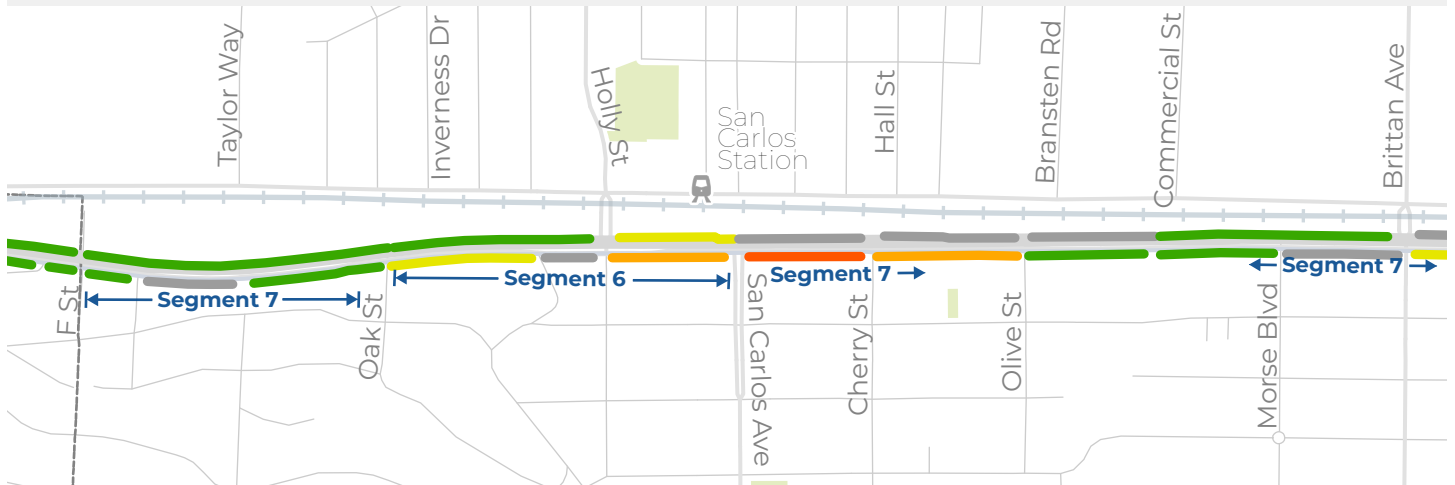


Parking Occupancy: F St to Brittan Ave (San Carlos)

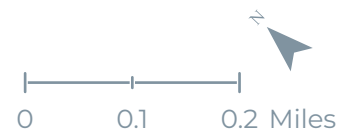
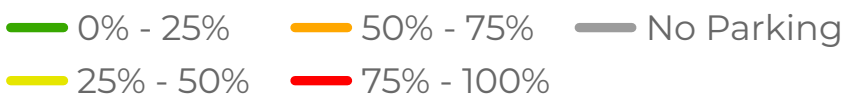
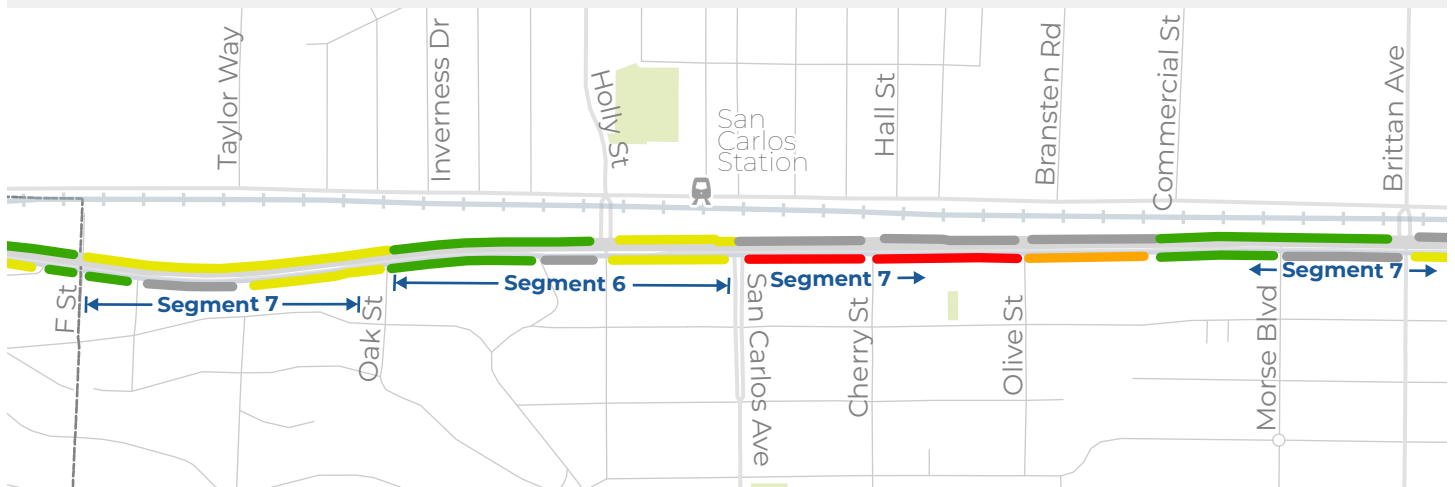
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)

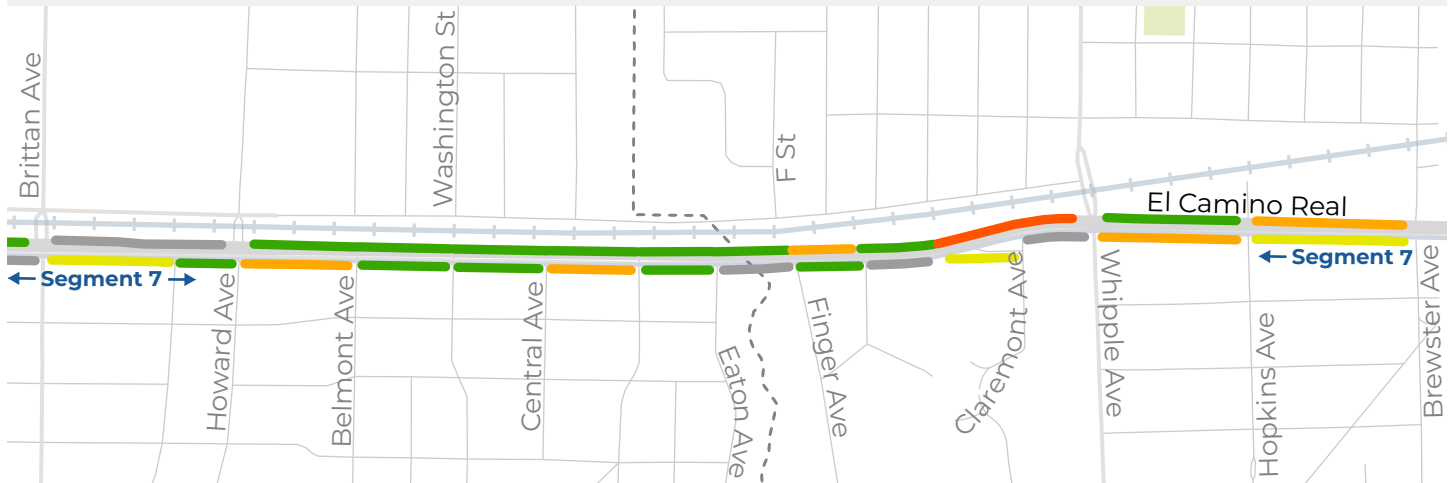


Parking Occupancy: Brittan Ave to Brewster Ave (San Carlos/Redwood City)

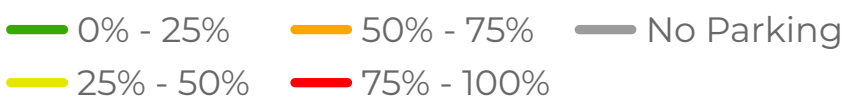
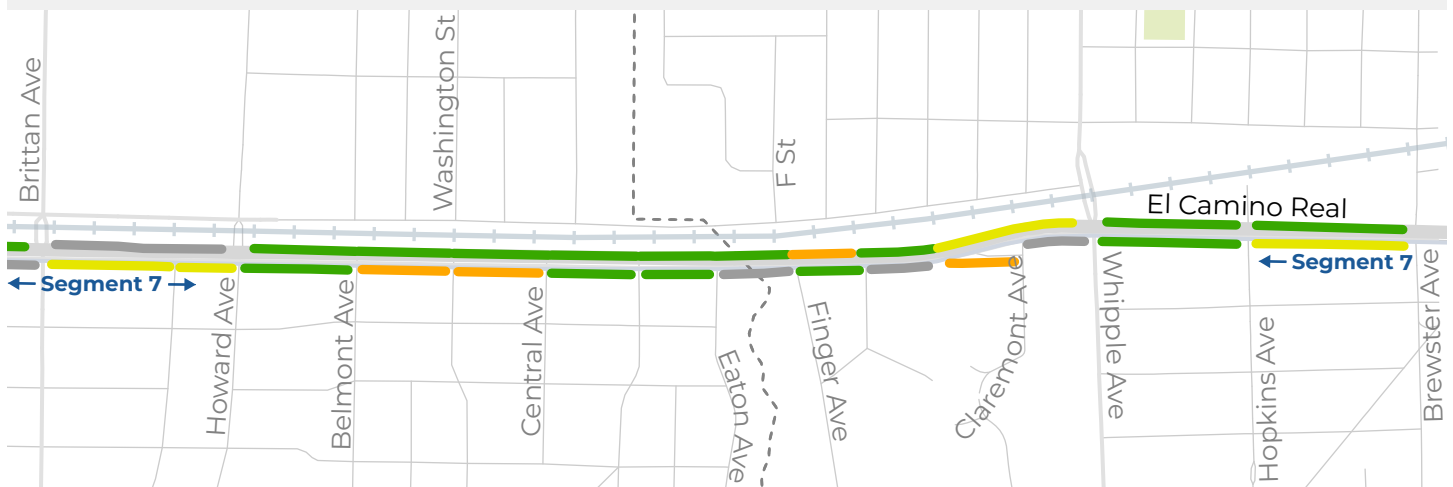
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



Memo

Date: June 11, 2025

To: Cassie Halls and Asiya Patel, SamTrans

From: Erin Ferguson and Nina Price, Fehr & Peers

Subject: Central El Camino Real Level of Service Memorandum

Introduction

As part of the Central El Camino Multimodal Plan existing conditions data collection, Fehr & Peers evaluated segment level of service for existing and future forecasted volumes along El Camino Real through the study area. The cities included in the study area are San Mateo, Belmont, San Carlos, and the northern portion of Redwood City (to Brewster Avenue). The following memorandum provides a summary of the data collected and the findings from the analysis. The findings include an evaluation of the potential feasibility for general-purpose vehicle lane reductions based on these outcomes.

Data Collection & Methodology

Fehr & Peers collected one week of pneumatic tube counts at ten locations along the study corridor (February 8 to February 14, 2025). The study area can be split into seven distinct cross sections based upon the available Right-of-Way, number of travel lanes, availability of on-street parking, and presence of sidewalks. Counts were collected in each distinct segment. **Figure 1** shows the locations where volumes were collected. The data gives directional volumes for the 24-hour collection period, broken out by hour, and highlights the peak hour of travel for morning and evening periods.

Fehr & Peers calculated the segment Level of Service using the methodology from Highway Capacity Manual (HCM) – 7th Edition. The methodology calculates the level of service based on vehicle volumes, number of vehicle lanes (bi-directional), and posted speeds. To determine the LOS volume thresholds for peak hour periods, we adapted the HCM methodology¹ by multiplying the Average Daily Traffic (ADT) values by a K value of 0.09² to create peak hour thresholds. The ADT values are summarized in **Table 1**.

Future forecasted volumes were calculated by determining a generalized growth factor in the C/CAG 2045 model. We pulled a unique growth factor for daily volumes and each period (weekday AM peak, weekday PM peak, and weekend midday peak) and applied the growth factor to the existing volumes. We then repeated the Level of Service analysis described above for the future forecasted volumes.

¹ Exhibit 16–16 Generalized Daily Service Volumes for Urban Street Facilities, HCM 7th Edition

² Recommended K-Value from HCM 7th Edition

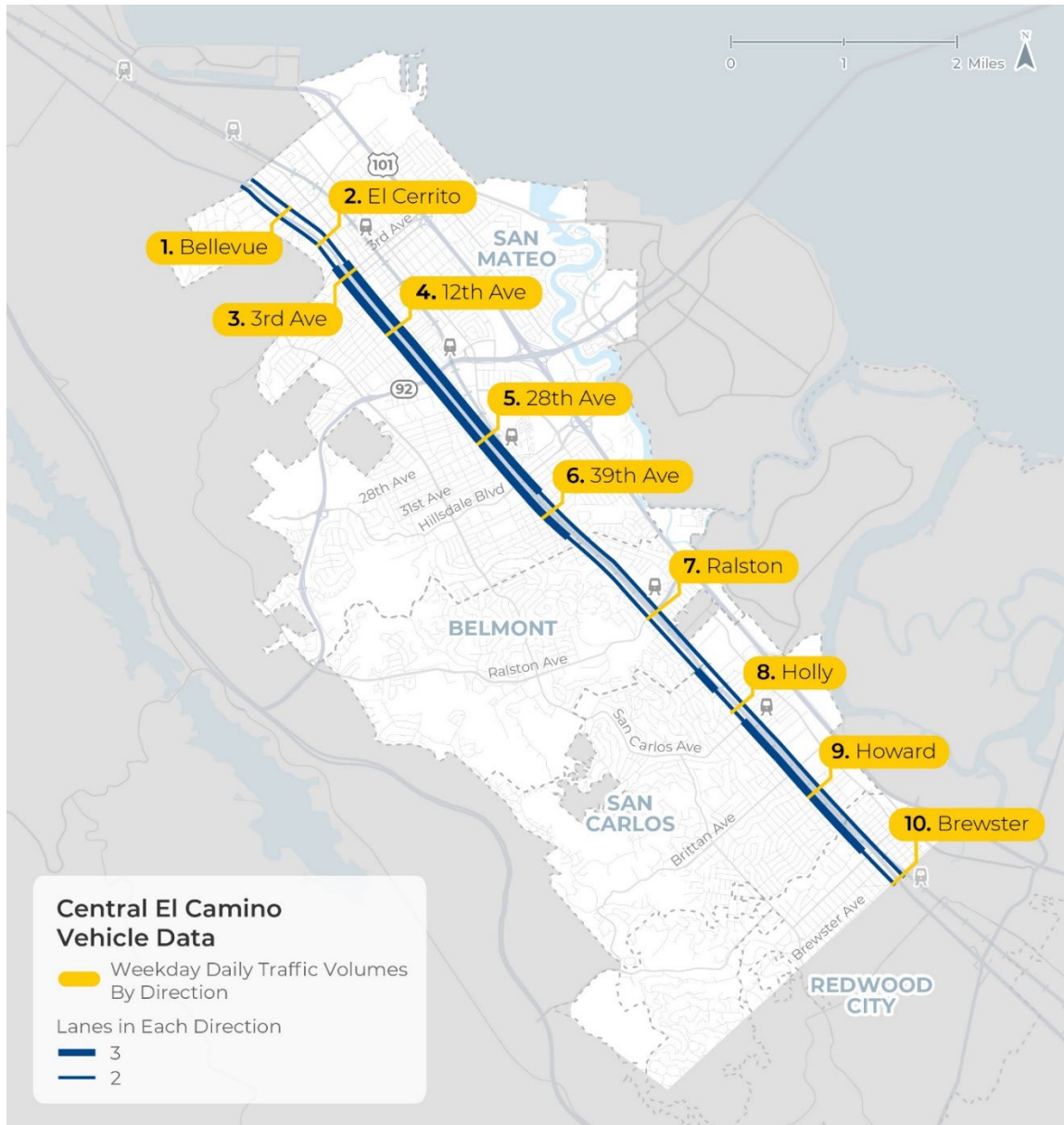


Figure 1. Count Locations

Table 1. Generalized LOS Thresholds for Daily Service Volume for Urban Street Facilities

	Four- Lane Street			Six-Lane Street		
	LOS C	LOS D	LOS E	LOS C	LOS D	LOS E
Daily Service Volume	16,500	33,600	36,800	25,400	51,700	55,300

Note: Excerpt from HCM 7th Edition Table 16-16 for posted speed of 45 mph, K-factor 0.09, and D-factor 0.55.

Level of Service Findings

Existing Volumes

Existing directional daily volumes are shown in **Figure 2**. The highest volumes occur in San Mateo near the State–Route 92 interchange, and dissipate moving away from the interchange. The number of lanes in each direction varies along the corridor as indicated by the thickness of the blue lines. The complete traffic count data is included in **Appendix A**.

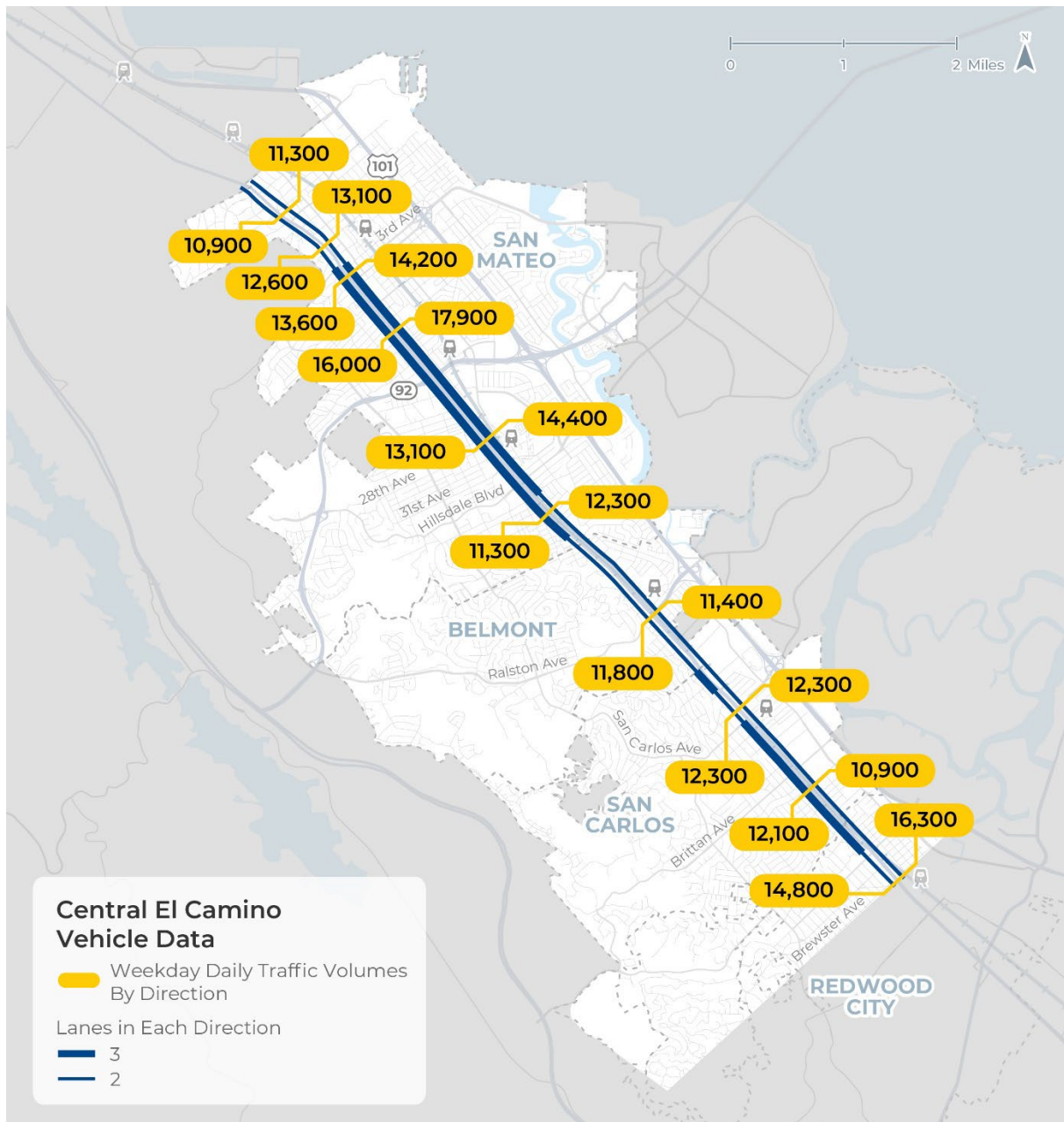


Figure 2. Existing Weekday Traffic Volumes

Under existing volumes, the segment level LOS throughout the corridor operates at a LOS D or LOS C, as shown in **Table 2**.

Table 2. Directional LOS for Existing Volumes

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	D	D	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	D	D	D	D	D	D
3. San Mateo – 3rd Ave	3	3	C	D	D	C	D	C
4. San Mateo – 12th Ave	3	3	D	D	D	D	D	D
5. San Mateo – 28th Ave	3	3	C	D	D	D	D	D
6. San Mateo – 39th Ave	3	2	C	D	C	D	C	D
7. Belmont – Ralston Ave	2	2	D	D	D	D	D	D
8. San Carlos – Holly St	2	2	D	D	D	D	D	D
9. San Carlos – Howard Ave	3	2	C	D	C	D	C	D
10. Redwood City – Brewster Ave	2	2	D	D	D	D	D	D

Future Forecasted Volumes

The growth rates applied to the corridor for each period are shown in **Table 3**. These growth rates are from the C/CAG 2050 Model

Table 3. Future Forecasted Annual Growth Rates from C/CAG Model

	Weekday AM Peak	Weekday PM Peak	Weekend MD Peak	Daily Average
Growth Rate	2.4%	1.8%	1.8%	2.8%

Table 4 shows the existing and future forecasted ADT for year 2045, applying the C/CAG model's estimated 2.8 percent daily average annual growth rate. Over the 20-year period, this results in an 83 percent increase in volumes along the corridor. The applied growth rates are a conservatively high estimate given historical growth rates from 2013–2019 elsewhere along El Camino Real in San Mateo County were roughly 1.3%.

Table 4. Existing and Future Forecasted ADT

	Existing	Future
San Mateo – Bellevue Ave	22,179	40,718
San Mateo – El Cerrito Ave	25,692	47,167
San Mateo – Third Avenue	27,802	51,042
San Mateo – 12th Ave	33,833	62,114
San Mateo – 28th Ave	27,540	50,561
San Mateo – 39th Ave	23,603	43,333
Belmont – Ralston Ave	23,246	42,677
San Carlos – Holly St	24,594	45,153
San Carlos – Howard Ave	23,011	42,245
Redwood City – Brewster Ave	31,071	57,043

With the growth rate applied across the respective peak hour volumes, the resulting segment level of service is shown in **Table 5**. Among the segments and time periods evaluated, LOS D was most frequently estimated with some segments in some time periods with estimates of LOS E or LOS F. The segments with estimated as LOS E or LOS F tended to be those with two vehicle lanes in either the northbound or southbound direction.

Table 5. Directional LOS for Future Volumes

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	E	E	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	F	F	F	F	D	D
3. San Mateo – 3rd Ave	3	3	D	D	D	D	D	D
4. San Mateo – 12th Ave	3	3	D	E	D	D	D	D
5. San Mateo – 28th Ave	3	3	D	D	D	D	D	D
6. San Mateo – 39th Ave	3	2	D	F	D	F	D	E
7. Belmont – Ralston Ave	2	2	E	D	D	F	D	D
8. San Carlos – Holly St	2	2	E	D	E	E	E	D
9. San Carlos – Howard Ave	3	2	D	D	D	D	D	D
10. Redwood City – Brewster Ave	2	2	F	F	F	F	F	F

LOS Impacts Under Road Diet Scenario

Fehr & Peers analyzed the level of service under the condition of a road diet (i.e., the removal of one general-purpose vehicle lane in each direction) resulting in a consistent four-lane cross section (two lanes in each direction). Under the existing volumes, El Camino Real was estimated to operate consistently at LOS D under the condition of the road diet.

Table 6. Directional LOS for Existing Volumes with a Road Diet

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	D	D	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	D	D	D	D	D	D
3. San Mateo – 3rd Ave	2	2	D	D	D	D	D	D
4. San Mateo – 12th Ave	2	2	D	D	D	D	D	D
5. San Mateo – 28th Ave	2	2	D	D	D	D	D	D
6. San Mateo – 39th Ave	2	2	D	D	D	D	D	D
7. Belmont – Ralston Ave	2	2	D	D	D	D	D	D
8. San Carlos – Holly St	2	2	D	D	D	D	D	D
9. San Carlos – Howard Ave	2	2	D	D	D	D	D	D
10. Redwood City – Brewster Ave	2	2	D	D	D	D	D	D

Note: **Orange** lane numbers indicate where the number of lanes was reduced from three to two. **Blue** LOS results indicate where LOS changed from existing conditions.

When the road diet is applied to the future forecasted volumes, additional segments (relative to **Table 5**) are estimated to operate as LOS E or F.

Table 7. Directional LOS for Future Volumes with Road Diet

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	E	E	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	F	F	F	F	D	D
3. San Mateo – 3rd Ave	2	2	F	F	F	F	E	D
4. San Mateo – 12th Ave	2	2	F	F	F	F	F	F
5. San Mateo – 28th Ave	2	2	D	F	F	F	F	F
6. San Mateo – 39th Ave	2	2	D	F	E	F	D	E
7. Belmont – Ralston Ave	2	2	E	D	D	F	D	D
8. San Carlos – Holly St	2	2	E	D	E	E	E	D
9. San Carlos – Howard Ave	2	2	E	D	E	D	D	D
10. Redwood City – Brewster Ave	2	2	F	F	F	F	F	F

Note: **Orange** lane numbers indicate where the number of lanes was reduced from three to two. **Blue** LOS results indicate where LOS changed from existing conditions.

While the operations under future conditions are estimated to have additional segments operating at LOS E or LOS F, this does not necessarily preclude a road diet. Policies at the state, regional, and local levels have evolved to acknowledge the need to improve conditions for transit, walking, and biking to help reduce general dependency on private vehicles and achieve a variety of broader goals including improved roadway safety outcomes, enhanced climate resiliency, greenhouse gas reductions, improved air quality, and improved quality of life particularly for disadvantaged communities. The forecasted LOS with a road diet does underscore the importance of planning for and implementing strategies that prioritize bus speed and reliability along the corridor such as bus only lanes and transit signal priority to avoid increasing travel time delay for buses (if general vehicle lane reductions are pursued). Future phases of the project will conduct intersection-level operations analysis to provide more granular understanding of the impacts to delay and queueing from the proposed lane use configurations.

Appendix A: Traffic Counts

Location: El Camino Real, S/O Bellevue Ave
 Date Range: 2/8/2025 - 2/14/2025
 Site Code: 07

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	111	62	173	115	83	198	50	29	79	40	35	75	46	26	72	49	38	87	66	29	95	45	33	78
1:00 AM	42	44	86	52	40	92	25	23	48	29	19	48	19	24	43	26	28	54	33	29	62	25	24	48
2:00 AM	40	29	69	36	30	66	24	15	39	14	11	25	15	14	29	24	14	38	19	24	43	18	13	31
3:00 AM	19	11	30	21	26	47	15	19	34	22	13	35	20	14	34	21	24	45	17	16	33	21	17	38
4:00 AM	24	26	50	25	20	45	34	28	62	36	29	65	42	40	82	41	38	79	46	29	75	40	36	75
5:00 AM	56	42	98	33	38	71	105	100	205	90	105	195	102	122	224	83	106	189	98	94	192	92	111	203
6:00 AM	102	108	210	97	86	183	228	230	458	243	210	453	237	244	481	224	206	430	243	211	454	235	220	455
7:00 AM	258	215	473	182	163	345	601	615	1,216	632	645	1,277	616	619	1,235	566	581	1,147	561	606	1,167	605	615	1,220
8:00 AM	446	447	893	313	324	637	847	822	1,669	891	878	1,769	862	905	1,767	889	847	1,736	875	707	1,582	881	877	1,757
9:00 AM	570	537	1,107	503	448	951	666	589	1,255	778	653	1,431	783	605	1,388	797	681	1,478	735	703	1,438	786	646	1,432
10:00 AM	681	647	1,328	628	623	1,251	588	630	1,218	665	609	1,274	694	633	1,327	682	625	1,307	691	761	1,452	680	622	1,303
11:00 AM	714	762	1,476	656	763	1,419	715	643	1,358	704	734	1,438	805	700	1,505	714	636	1,350	847	724	1,571	741	690	1,431
12:00 PM	779	746	1,525	708	755	1,463	726	747	1,473	755	711	1,466	742	803	1,545	737	701	1,438	791	820	1,611	745	738	1,483
1:00 PM	697	779	1,476	702	707	1,409	743	685	1,428	727	726	1,453	777	729	1,506	689	731	1,420	809	782	1,591	731	729	1,460
2:00 PM	772	756	1,528	686	730	1,416	742	751	1,493	750	840	1,590	767	841	1,608	694	789	1,483	843	832	1,675	737	823	1,560
3:00 PM	876	712	1,588	694	613	1,307	781	854	1,635	851	928	1,779	858	926	1,784	809	797	1,606	859	1,002	1,861	839	884	1,723
4:00 PM	749	697	1,446	528	474	1,002	775	961	1,736	874	969	1,843	861	960	1,821	786	798	1,584	908	989	1,897	840	909	1,749
5:00 PM	703	693	1,396	451	481	932	889	865	1,754	881	959	1,840	867	875	1,742	932	816	1,748	889	912	1,801	893	883	1,777
6:00 PM	620	684	1,304	462	415	877	696	689	1,385	747	713	1,460	750	730	1,480	737	665	1,402	907	741	1,648	745	703	1,447
7:00 PM	538	457	995	531	437	968	523	407	930	560	563	1,123	573	486	1,059	533	465	998	1,050	591	1,641	555	505	1,060
8:00 PM	500	365	865	371	347	718	394	322	716	425	342	767	467	400	867	447	382	829	609	432	1,041	446	375	821
9:00 PM	372	325	697	246	199	445	273	191	464	291	252	543	327	259	586	310	286	596	433	377	810	309	266	575
10:00 PM	302	225	527	148	88	236	126	68	194	164	120	284	165	100	265	196	129	325	299	231	530	175	116	291
11:00 PM	183	152	335	89	63	152	69	49	118	96	63	159	82	78	160	98	68	166	179	155	334	92	70	162
Total	10,154	9,521	19,675	8,277	7,953	16,230	10,635	10,332	20,967	11,265	11,127	22,392	11,477	11,133	22,610	11,084	10,451	21,535	12,807	11,797	24,604	11,275	10,904	22,179
Percent	52%	48%		51%	49%		51%	49%		50%	50%		51%	49%		51%	49%		52%	48%		51%	49%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	08:00
Vol.	714	762	1,476	656	763	1,419	847	822	1,669	891	878	1,769	862	905	1,767	889	847	1,736	875	761	1,582	881	877	1,757
PM Peak	15:00	13:00	15:00	12:00	12:00	12:00	17:00	16:00	17:00	17:00	16:00	16:00	17:00	16:00	16:00	17:00	17:00	17:00	19:00	15:00	16:00	17:00	16:00	17:00
Vol.	876	779	1,588	708	755	1,463	889	961	1,754	881	969	1,843	867	960	1,821	932	816	1,748	1,050	1,002	1,897	893	909	1,777

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

Location: El Camino Real, S/O El Cerrito Ave
Date Range: 2/11/2025 - 2/17/2025
Site Code: 08

Time	Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Saturday 2/15/2025			Sunday 2/16/2025			Monday 2/17/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	47	34	81	65	30	95	66	45	111	77	40	117	-	-	-	-	-	-	-	-	-	59	36	96
1:00 AM	36	18	54	28	29	57	25	25	50	43	29	72	-	-	-	-	-	-	-	-	-	30	24	54
2:00 AM	21	10	31	22	19	41	32	16	48	26	26	52	-	-	-	-	-	-	-	-	-	25	15	40
3:00 AM	22	21	43	18	21	39	19	31	50	20	22	42	-	-	-	-	-	-	-	-	-	20	24	44
4:00 AM	30	36	66	38	41	79	34	44	78	36	44	80	-	-	-	-	-	-	-	-	-	34	40	74
5:00 AM	92	152	244	108	163	271	79	134	213	99	139	238	-	-	-	-	-	-	-	-	-	93	150	243
6:00 AM	276	258	534	256	297	553	243	270	513	260	271	531	-	-	-	-	-	-	-	-	-	258	275	533
7:00 AM	687	845	1,532	752	831	1,583	603	820	1,423	651	772	1,423	-	-	-	-	-	-	-	-	-	681	832	1,513
8:00 AM	1,027	1,061	2,088	1,041	1,054	2,095	1,025	1,069	2,094	1,062	875	1,937	-	-	-	-	-	-	-	-	-	1,031	1,061	2,092
9:00 AM	845	817	1,662	878	750	1,628	823	825	1,648	773	821	1,594	-	-	-	-	-	-	-	-	-	849	797	1,646
10:00 AM	753	767	1,520	785	731	1,516	741	755	1,496	814	800	1,614	-	-	-	-	-	-	-	-	-	760	751	1,511
11:00 AM	805	823	1,628	840	797	1,637	821	736	1,557	931	784	1,715	-	-	-	-	-	-	-	-	-	822	785	1,607
12:00 PM	866	808	1,674	921	810	1,731	879	755	1,634	944	920	1,864	-	-	-	-	-	-	-	-	-	889	791	1,680
1:00 PM	881	779	1,660	894	821	1,715	809	767	1,576	954	888	1,842	-	-	-	-	-	-	-	-	-	861	789	1,650
2:00 PM	862	948	1,810	952	910	1,862	847	913	1,760	935	1,018	1,953	-	-	-	-	-	-	-	-	-	887	924	1,811
3:00 PM	837	1,117	1,954	812	1,057	1,869	784	1,041	1,825	887	1,079	1,966	-	-	-	-	-	-	-	-	-	811	1,072	1,883
4:00 PM	999	1,033	2,032	1,005	1,037	2,042	1,030	851	1,881	897	1,103	2,000	-	-	-	-	-	-	-	-	-	1,011	974	1,985
5:00 PM	1,007	1,067	2,074	1,050	970	2,020	1,068	954	2,022	1,047	1,008	2,055	-	-	-	-	-	-	-	-	-	1,042	997	2,039
6:00 PM	959	751	1,710	931	815	1,746	906	750	1,656	1,082	850	1,932	-	-	-	-	-	-	-	-	-	932	772	1,704
7:00 PM	733	582	1,315	764	547	1,311	706	525	1,231	1,192	641	1,833	-	-	-	-	-	-	-	-	-	734	551	1,286
8:00 PM	525	352	877	544	396	940	568	374	942	705	425	1,130	-	-	-	-	-	-	-	-	-	546	374	920
9:00 PM	356	278	634	440	333	773	392	292	684	505	361	866	-	-	-	-	-	-	-	-	-	396	301	697
10:00 PM	211	136	347	246	127	373	249	157	406	357	247	604	-	-	-	-	-	-	-	-	-	235	140	375
11:00 PM	135	70	205	124	78	202	140	84	224	217	166	383	-	-	-	-	-	-	-	-	-	133	77	210
Total	13,012	12,763	25,775	13,514	12,664	26,178	12,889	12,233	25,122	14,514	13,329	27,843	-	-	-	-	-	-	-	-	-	13,138	12,553	25,692
Percent	50%	50%		52%	48%		51%	49%		52%	48%		-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	1,027	1,061	2,088	1,041	1,054	2,095	1,025	1,069	2,094	1,062	875	1,937	-	-	-	-	-	-	-	-	-	1,031	1,061	2,092
PM Peak	17:00	15:00	17:00	17:00	15:00	16:00	17:00	15:00	17:00	19:00	16:00	17:00	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	1,007	1,117	2,074	1,050	1,057	2,042	1,068	1,041	2,022	1,192	1,103	2,055	-	-	-	-	-	-	-	-	-	1,042	1,072	2,039

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

Location: El Camino Real, N/O 3rd Ave
Date Range: 2/11/2025 - 2/17/2025
Site Code: 06

Time	Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Saturday 2/15/2025			Sunday 2/16/2025			Monday 2/17/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	52	44	96	71	43	114	68	51	119	91	43	134	-	-	-	-	-	-	-	-	-	64	46	110
1:00 AM	32	23	55	26	33	59	26	31	57	48	37	85	-	-	-	-	-	-	-	-	-	28	29	57
2:00 AM	23	12	35	22	17	39	32	14	46	29	26	55	-	-	-	-	-	-	-	-	-	26	14	40
3:00 AM	26	22	48	24	24	48	27	31	58	26	21	47	-	-	-	-	-	-	-	-	-	26	26	51
4:00 AM	44	42	86	50	41	91	46	43	89	47	43	90	-	-	-	-	-	-	-	-	-	47	42	89
5:00 AM	119	153	272	142	170	312	128	131	259	120	140	260	-	-	-	-	-	-	-	-	-	130	151	281
6:00 AM	338	292	630	310	319	629	296	269	565	321	280	601	-	-	-	-	-	-	-	-	-	315	293	608
7:00 AM	927	807	1,734	854	850	1,704	802	739	1,541	805	762	1,567	-	-	-	-	-	-	-	-	-	861	799	1,660
8:00 AM	1,114	1,010	2,124	1,135	1,032	2,167	1,242	988	2,230	1,081	970	2,051	-	-	-	-	-	-	-	-	-	1,164	1,010	2,174
9:00 AM	918	855	1,773	911	851	1,762	975	818	1,793	834	904	1,738	-	-	-	-	-	-	-	-	-	935	841	1,776
10:00 AM	865	883	1,748	853	839	1,692	820	819	1,639	855	917	1,772	-	-	-	-	-	-	-	-	-	846	847	1,693
11:00 AM	881	910	1,791	893	895	1,788	914	874	1,788	855	970	1,825	-	-	-	-	-	-	-	-	-	896	893	1,789
12:00 PM	897	874	1,771	983	953	1,936	933	914	1,847	982	1,043	2,025	-	-	-	-	-	-	-	-	-	938	914	1,851
1:00 PM	926	911	1,837	938	940	1,878	982	895	1,877	1,016	1,034	2,050	-	-	-	-	-	-	-	-	-	949	915	1,864
2:00 PM	901	1,036	1,937	972	1,051	2,023	927	1,032	1,959	992	1,077	2,069	-	-	-	-	-	-	-	-	-	933	1,040	1,973
3:00 PM	1,053	1,049	2,102	984	1,044	2,028	1,025	974	1,999	1,034	1,033	2,067	-	-	-	-	-	-	-	-	-	1,021	1,022	2,043
4:00 PM	971	1,070	2,041	977	1,088	2,065	878	988	1,866	919	1,088	2,007	-	-	-	-	-	-	-	-	-	942	1,049	1,991
5:00 PM	971	1,096	2,067	995	1,017	2,012	1,049	1,006	2,055	1,022	1,020	2,042	-	-	-	-	-	-	-	-	-	1,005	1,040	2,045
6:00 PM	969	896	1,865	960	868	1,828	945	850	1,795	1,102	941	2,043	-	-	-	-	-	-	-	-	-	958	871	1,829
7:00 PM	769	712	1,481	809	643	1,452	728	625	1,353	1,136	736	1,872	-	-	-	-	-	-	-	-	-	769	660	1,429
8:00 PM	553	435	988	592	460	1,052	597	482	1,079	699	547	1,246	-	-	-	-	-	-	-	-	-	581	459	1,040
9:00 PM	374	330	704	428	354	782	399	366	765	527	480	1,007	-	-	-	-	-	-	-	-	-	400	350	750
10:00 PM	247	173	420	244	168	412	247	181	428	354	305	659	-	-	-	-	-	-	-	-	-	246	174	420
11:00 PM	142	87	229	129	112	241	149	103	252	224	214	438	-	-	-	-	-	-	-	-	-	140	101	241
Total	14,112	13,722	27,834	14,302	13,812	28,114	14,235	13,224	27,459	15,119	14,631	29,750	-	-	-	-	-	-	-	-	-	14,216	13,586	27,802
Percent	51%	49%		51%	49%		52%	48%		51%	49%		-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	1,114	1,010	2,124	1,135	1,032	2,167	1,242	988	2,230	1,081	970	2,051	-	-	-	-	-	-	-	-	-	1,164	1,010	2,174
PM Peak	15:00	17:00	15:00	17:00	16:00	16:00	17:00	14:00	17:00	19:00	16:00	14:00	-	-	-	-	-	-	-	-	-	15:00	16:00	17:00
Vol.	1,053	1,096	2,102	995	1,088	2,065	1,049	1,032	2,055	1,136	1,088	2,069	-	-	-	-	-	-	-	-	-	1,021	1,049	2,045

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

Location: El Camino Real, S/O 12th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 09

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	155	114	269	171	138	309	73	50	123	70	46	116	97	40	137	92	5	97	-	-	-	86	30	117
1:00 AM	72	57	129	96	75	171	59	28	87	38	23	61	33	42	75	40	35	75	-	-	-	37	33	70
2:00 AM	73	62	135	71	46	117	33	21	54	28	19	47	23	25	48	36	23	59	-	-	-	29	22	51
3:00 AM	30	34	64	29	37	66	32	34	66	32	21	53	32	31	63	34	34	68	-	-	-	33	29	61
4:00 AM	49	46	95	33	30	63	56	47	103	62	59	121	65	66	131	59	59	118	-	-	-	62	61	123
5:00 AM	89	81	170	53	66	119	176	165	341	163	151	314	185	182	367	163	153	316	-	-	-	170	162	332
6:00 AM	186	155	341	134	107	241	399	309	708	431	279	710	424	350	774	365	301	666	-	-	-	407	310	717
7:00 AM	375	358	733	289	250	539	1,168	851	2,019	1,170	849	2,019	1,119	948	2,067	992	915	1,907	-	-	-	1,094	904	1,998
8:00 AM	770	669	1,439	532	489	1,021	1,452	1,200	2,652	1,340	1,152	2,492	1,362	1,211	2,573	1,323	1,167	2,490	-	-	-	1,342	1,177	2,518
9:00 AM	1,033	849	1,882	782	701	1,483	1,092	760	1,852	1,170	920	2,090	1,172	908	2,080	1,178	958	2,136	-	-	-	1,173	929	2,102
10:00 AM	1,174	1,075	2,249	1,105	860	1,965	1,009	883	1,892	1,080	922	2,002	1,122	961	2,083	1,068	948	2,016	-	-	-	1,090	944	2,034
11:00 AM	1,313	1,183	2,496	1,196	1,067	2,263	1,165	936	2,101	1,133	989	2,122	1,217	1,027	2,244	1,156	989	2,145	-	-	-	1,169	1,002	2,170
12:00 PM	1,385	1,188	2,573	1,363	1,098	2,461	1,292	1,128	2,420	1,193	992	2,185	1,170	1,143	2,313	1,174	1,027	2,201	-	-	-	1,179	1,054	2,233
1:00 PM	1,372	1,227	2,599	1,264	1,150	2,414	1,154	1,014	2,168	1,069	1,004	2,073	1,099	1,073	2,172	1,093	970	2,063	-	-	-	1,087	1,016	2,103
2:00 PM	1,361	1,242	2,603	1,254	1,036	2,290	1,129	1,111	2,240	1,208	1,151	2,359	1,233	1,074	2,307	1,113	1,138	2,251	-	-	-	1,185	1,121	2,306
3:00 PM	1,258	1,108	2,366	1,175	921	2,096	1,309	1,222	2,531	1,317	1,336	2,653	1,213	1,303	2,516	1,259	1,281	2,540	-	-	-	1,263	1,307	2,570
4:00 PM	1,260	1,052	2,312	963	734	1,697	1,271	1,174	2,445	1,319	1,310	2,629	1,280	1,291	2,571	1,212	1,135	2,347	-	-	-	1,270	1,245	2,516
5:00 PM	1,212	1,045	2,257	998	642	1,640	1,429	1,184	2,613	1,375	1,307	2,682	1,345	1,270	2,615	1,332	1,206	2,538	-	-	-	1,351	1,261	2,612
6:00 PM	1,294	904	2,198	832	650	1,482	1,303	966	2,269	1,244	1,088	2,332	1,248	1,107	2,355	1,248	1,032	2,280	-	-	-	1,247	1,076	2,322
7:00 PM	1,015	756	1,771	795	705	1,500	913	736	1,649	1,049	923	1,972	950	818	1,768	926	772	1,698	-	-	-	975	838	1,813
8:00 PM	849	712	1,561	598	521	1,119	696	623	1,319	698	595	1,293	694	657	1,351	778	631	1,409	-	-	-	723	628	1,351
9:00 PM	557	531	1,088	389	337	726	476	380	856	490	445	935	488	494	982	507	432	939	-	-	-	495	457	952
10:00 PM	493	406	899	241	190	431	256	153	409	305	210	515	313	203	516	233	261	494	-	-	-	284	225	508
11:00 PM	307	243	550	164	92	256	164	80	244	180	121	301	156	0	156	40	266	306	-	-	-	125	129	254
Total	17,682	15,097	32,779	14,527	11,942	26,469	18,106	15,055	33,161	18,164	15,912	34,076	18,040	16,224	34,264	17,421	15,738	33,159	-	-	-	17,875	15,958	33,833
Percent	54%	46%		55%	45%		55%	45%		53%	47%		53%	47%		53%	47%		-	-	-	53%	47%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	08:00	08:00	08:00
Vol.	1,313	1,183	2,496	1,196	1,067	2,263	1,452	1,200	2,652	1,340	1,152	2,492	1,362	1,211	2,573	1,323	1,167	2,490	-	-	-	1,342	1,177	2,518
PM Peak	12:00	14:00	14:00	12:00	13:00	12:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	15:00	15:00	-	-	-	17:00	15:00	17:00
Vol.	1,385	1,242	2,603	1,363	1,150	2,461	1,429	1,222	2,613	1,375	1,336	2,682	1,345	1,303	2,615	1,332	1,281	2,540	-	-	-	1,351	1,307	2,612

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

Location: El Camino Real, S/O 28th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 10

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	106	122	228	107	87	194	54	42	96	51	51	102	57	69	126	43	58	101	65	52	117	50	59	110
1:00 AM	50	47	97	51	50	101	31	18	49	30	26	56	32	34	66	46	48	94	36	31	67	36	36	72
2:00 AM	42	32	74	45	31	76	23	13	36	26	23	49	18	15	33	38	29	67	20	24	44	27	22	50
3:00 AM	30	28	58	33	32	65	30	21	51	25	16	41	24	26	50	30	33	63	29	25	54	26	25	51
4:00 AM	29	33	62	25	29	54	51	47	98	55	44	99	61	63	124	61	46	107	63	42	105	59	51	110
5:00 AM	52	57	109	37	37	74	100	90	190	122	113	235	112	122	234	100	138	238	112	98	210	111	124	236
6:00 AM	110	101	211	94	85	179	210	182	392	267	210	477	275	248	523	260	257	517	250	195	445	267	238	506
7:00 AM	258	211	469	224	175	399	695	394	1,089	773	456	1,229	710	493	1,203	725	517	1,242	644	395	1,039	736	489	1,225
8:00 AM	425	414	839	370	371	741	1,032	710	1,742	1,218	806	2,024	986	798	1,784	986	833	1,819	855	696	1,551	1,063	812	1,876
9:00 AM	585	643	1,228	517	512	1,029	752	615	1,367	676	695	1,371	736	712	1,448	790	705	1,495	703	643	1,346	734	704	1,438
10:00 AM	813	896	1,709	769	798	1,567	709	703	1,412	748	774	1,522	815	816	1,631	778	788	1,566	884	834	1,718	780	793	1,573
11:00 AM	985	1,036	2,021	902	960	1,862	877	849	1,726	814	938	1,752	874	902	1,776	838	915	1,753	1,020	947	1,967	842	918	1,760
12:00 PM	1,040	1,128	2,168	1,026	1,053	2,079	927	996	1,923	916	844	1,760	1,013	992	2,005	909	951	1,860	1,133	1,061	2,194	946	929	1,875
1:00 PM	1,161	1,320	2,481	1,032	1,135	2,167	918	919	1,837	965	950	1,915	1,000	1,013	2,013	962	923	1,885	1,169	1,057	2,226	976	962	1,938
2:00 PM	1,188	1,242	2,430	1,047	914	1,961	936	964	1,900	978	955	1,933	1,048	979	2,027	968	969	1,937	1,157	1,121	2,278	998	968	1,966
3:00 PM	1,129	1,064	2,193	939	785	1,724	1,053	954	2,007	1,047	1,122	2,169	1,162	1,055	2,217	1,052	1,094	2,146	1,271	1,101	2,372	1,087	1,090	2,177
4:00 PM	1,155	1,103	2,258	771	689	1,460	1,130	855	1,985	1,152	1,097	2,249	1,178	1,118	2,296	1,146	940	2,086	1,304	1,134	2,438	1,159	1,052	2,210
5:00 PM	998	990	1,988	725	602	1,327	1,093	1,066	2,159	1,213	1,134	2,347	1,287	1,113	2,400	1,189	1,013	2,202	1,292	1,136	2,428	1,230	1,087	2,316
6:00 PM	887	848	1,735	642	540	1,182	949	818	1,767	1,124	892	2,016	1,015	960	1,975	1,021	905	1,926	1,259	1,022	2,281	1,053	919	1,972
7:00 PM	797	705	1,502	684	440	1,124	727	612	1,339	786	731	1,517	838	687	1,525	868	647	1,515	1,091	799	1,890	831	688	1,519
8:00 PM	723	514	1,237	520	358	878	566	474	1,040	596	450	1,046	622	548	1,170	696	486	1,182	778	560	1,338	638	495	1,133
9:00 PM	469	381	850	304	220	524	375	284	659	392	326	718	409	384	793	447	343	790	609	442	1,051	416	351	767
10:00 PM	405	309	714	184	136	320	215	156	371	218	198	416	227	195	422	233	190	423	369	295	664	226	194	420
11:00 PM	207	174	381	112	77	189	127	87	214	127	99	226	121	114	235	148	113	261	218	191	409	132	109	241
Total	13,644	13,398	27,042	11,160	10,116	21,276	13,580	11,869	25,449	14,319	12,950	27,269	14,620	13,456	28,076	14,334	12,941	27,275	16,331	13,901	30,232	14,424	13,116	27,540
Percent	50%	50%		52%	48%		53%	47%		53%	47%		52%	48%		53%	47%		54%	46%		52%	48%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	11:00	11:00	11:00	08:00	11:00	08:00
Vol.	985	1,036	2,021	902	960	1,862	1,032	849	1,742	1,218	938	2,024	986	902	1,784	986	915	1,819	1,020	947	1,967	1,063	918	1,876
PM Peak	14:00	13:00	13:00	14:00	13:00	13:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	15:00	17:00	16:00	17:00	16:00	17:00	15:00	17:00
Vol.	1,188	1,320	2,481	1,047	1,135	2,167	1,130	1,066	2,159	1,213	1,134	2,347	1,287	1,118	2,400	1,189	1,094	2,202	1,304	1,136	2,438	1,230	1,090	2,316

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

Location: El Camino Real, S/O 39th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 11

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average			
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	80	84	164	92	79	171	39	38	77	34	35	69	58	58	116	32	47	79	52	46	98	41	47	88	
1:00 AM	45	45	90	65	48	113	31	17	48	26	27	53	39	39	78	39	32	71	43	26	69	35	33	67	
2:00 AM	38	24	62	29	31	60	19	10	29	13	18	31	21	15	36	28	30	58	30	23	53	21	21	42	
3:00 AM	26	21	47	29	26	55	33	22	55	25	14	39	16	18	34	42	26	68	25	27	52	28	19	47	
4:00 AM	28	25	53	27	25	52	41	39	80	44	52	96	39	57	96	46	37	83	54	48	102	43	49	92	
5:00 AM	54	62	116	37	30	67	105	90	195	102	104	206	106	107	213	90	102	192	93	142	235	99	104	204	
6:00 AM	127	100	227	117	70	187	292	177	469	235	224	459	263	225	488	229	181	410	237	230	467	242	210	452	
7:00 AM	221	206	427	199	147	346	650	450	1,100	601	498	1,099	600	478	1,078	583	416	999	547	503	1,050	595	464	1,059	
8:00 AM	439	465	904	367	370	737	1,043	686	1,729	971	907	1,878	916	667	1,583	845	615	1,460	819	798	1,617	911	730	1,640	
9:00 AM	685	535	1,220	570	475	1,045	668	552	1,220	648	797	1,445	700	640	1,340	693	544	1,237	670	796	1,466	680	660	1,341	
10:00 AM	827	739	1,566	739	633	1,372	719	638	1,357	661	951	1,612	699	652	1,351	647	630	1,277	789	824	1,613	669	744	1,413	
11:00 AM	927	878	1,805	914	797	1,711	811	675	1,486	742	1,112	1,854	731	752	1,483	702	650	1,352	806	991	1,797	725	838	1,563	
12:00 PM	998	907	1,905	900	805	1,705	854	795	1,649	660	790	1,450	827	791	1,618	787	623	1,410	932	1,036	1,968	758	735	1,493	
1:00 PM	1,016	752	1,768	874	788	1,662	791	752	1,543	801	815	1,616	839	788	1,627	782	656	1,438	975	1,108	2,083	807	753	1,560	
2:00 PM	1,027	789	1,816	829	801	1,630	811	749	1,560	870	843	1,713	884	903	1,787	777	726	1,503	1,016	1,154	2,170	844	824	1,668	
3:00 PM	959	888	1,847	771	718	1,489	921	851	1,772	936	1,037	1,973	985	905	1,890	929	822	1,751	1,050	1,158	2,208	950	921	1,871	
4:00 PM	899	750	1,649	560	620	1,180	949	860	1,809	1,055	982	2,037	997	836	1,833	983	757	1,740	1,045	1,221	2,266	1,012	858	1,870	
5:00 PM	815	711	1,526	605	547	1,152	1,123	880	2,003	1,129	1,075	2,204	1,137	1,007	2,144	1,009	832	1,841	1,138	1,208	2,346	1,092	971	2,063	
6:00 PM	690	674	1,364	546	490	1,036	864	682	1,546	1,003	875	1,878	919	765	1,684	820	749	1,569	976	1,010	1,986	914	796	1,710	
7:00 PM	564	594	1,158	509	461	970	625	599	1,224	650	652	1,302	694	571	1,265	675	515	1,190	785	810	1,595	673	579	1,252	
8:00 PM	487	498	985	424	444	868	473	445	918	493	466	959	524	420	944	521	442	963	531	701	1,232	513	443	955	
9:00 PM	384	367	751	333	230	563	330	280	610	344	277	621	326	284	610	352	254	606	435	473	908	341	272	612	
10:00 PM	276	221	497	153	116	269	182	143	325	181	148	329	202	152	354	195	153	348	250	300	550	193	151	344	
11:00 PM	151	123	274	80	79	159	73	81	154	120	102	222	96	64	160	110	98	208	167	158	325	109	88	197	
Total	11,763	10,458	22,221	9,769	8,830	18,599	12,447	10,511	22,958	12,344	12,801	25,145	12,618	11,194	23,812	11,916	9,937	21,853	13,465	14,791	28,256	12,293	11,311	23,603	
Percent	53%	47%		53%	47%		54%	46%		49%	51%		53%	47%		55%	45%		48%	52%		52%	48%		
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	11:00	11:00	08:00	11:00	08:00
Vol.	927	878	1,805	914	797	1,711	1,043	686	1,729	971	1,112	1,878	916	752	1,583	845	650	1,460	819	991	1,797	911	838	1,640	
PM Peak	14:00	12:00	12:00	12:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	17:00	17:00	17:00
Vol.	1,027	907	1,905	900	805	1,705	1,123	880	2,003	1,129	1,075	2,204	1,137	1,007	2,144	1,009	832	1,841	1,138	1,221	2,346	1,092	971	2,063	

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

Location: El Camino Real, N/O Ralston Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 12

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	107	91	198	93	89	182	47	38	85	42	31	73	48	55	103	40	44	84	-	-	-	43	43	87
1:00 AM	46	47	93	61	48	109	25	16	41	23	24	47	35	27	62	35	25	60	-	-	-	31	25	56
2:00 AM	35	24	59	34	26	60	22	17	39	18	13	31	20	20	40	25	21	46	-	-	-	21	18	39
3:00 AM	20	25	45	24	30	54	19	19	38	16	17	33	14	13	27	29	24	53	-	-	-	20	18	38
4:00 AM	27	30	57	17	26	43	35	37	72	36	41	77	29	48	77	38	49	87	-	-	-	34	46	80
5:00 AM	42	63	105	27	36	63	83	133	216	92	124	216	102	126	228	87	134	221	-	-	-	94	128	222
6:00 AM	128	127	255	96	106	202	181	238	419	192	287	479	219	296	515	191	297	488	-	-	-	201	293	494
7:00 AM	223	241	464	183	166	349	412	639	1,051	444	672	1,116	466	662	1,128	439	627	1,066	-	-	-	450	654	1,103
8:00 AM	405	454	859	331	325	656	640	880	1,520	725	867	1,592	680	859	1,539	655	852	1,507	-	-	-	687	859	1,546
9:00 AM	623	601	1,224	476	573	1,049	564	667	1,231	542	644	1,186	594	700	1,294	557	697	1,254	-	-	-	564	680	1,245
10:00 AM	732	747	1,479	659	692	1,351	547	648	1,195	616	701	1,317	644	712	1,356	616	679	1,295	-	-	-	625	697	1,323
11:00 AM	819	879	1,698	805	783	1,588	682	651	1,333	678	925	1,603	725	790	1,515	655	697	1,352	-	-	-	686	804	1,490
12:00 PM	890	889	1,779	809	863	1,672	757	725	1,482	725	813	1,538	822	843	1,665	726	756	1,482	-	-	-	758	804	1,562
1:00 PM	914	925	1,839	781	804	1,585	740	755	1,495	759	791	1,550	748	846	1,594	725	778	1,503	-	-	-	744	805	1,549
2:00 PM	916	944	1,860	753	845	1,598	746	810	1,556	773	783	1,556	775	872	1,647	731	766	1,497	-	-	-	760	807	1,567
3:00 PM	885	879	1,764	710	728	1,438	866	865	1,731	889	900	1,789	938	880	1,818	932	814	1,746	-	-	-	920	865	1,784
4:00 PM	784	823	1,607	555	583	1,138	952	779	1,731	994	866	1,860	1,027	871	1,898	1,006	808	1,814	-	-	-	1,009	848	1,857
5:00 PM	797	773	1,570	545	508	1,053	1,103	853	1,956	1,125	881	2,006	1,101	916	2,017	1,097	950	2,047	-	-	-	1,108	916	2,023
6:00 PM	720	708	1,428	500	504	1,004	803	749	1,552	1,038	764	1,802	923	794	1,717	849	792	1,641	-	-	-	937	783	1,720
7:00 PM	550	558	1,108	479	459	938	634	569	1,203	640	623	1,263	704	605	1,309	672	646	1,318	-	-	-	672	625	1,297
8:00 PM	489	542	1,031	369	365	734	417	442	859	469	447	916	443	490	933	467	494	961	-	-	-	460	477	937
9:00 PM	334	400	734	258	258	516	282	289	571	300	316	616	303	332	635	360	357	717	-	-	-	321	335	656
10:00 PM	265	265	530	160	123	283	153	176	329	150	174	324	194	199	393	192	216	408	-	-	-	179	196	375
11:00 PM	165	125	290	77	87	164	75	85	160	90	96	186	94	98	192	109	104	213	-	-	-	98	99	197
Total	10,916	11,160	22,076	8,802	9,027	17,829	10,785	11,080	21,865	11,376	11,800	23,176	11,648	12,054	23,702	11,233	11,627	22,860	-	-	-	11,419	11,827	23,246
Percent	49%	51%		49%	51%		49%	51%		49%	51%		49%	51%		49%	51%		-	-	-	49%	51%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00				08:00	08:00	08:00
Vol.	819	879	1,698	805	783	1,588	682	880	1,520	725	925	1,603	725	859	1,539	655	852	1,507				687	859	1,546
PM Peak	14:00	14:00	14:00	12:00	12:00	12:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00				17:00	17:00	17:00
Vol.	916	944	1,860	809	863	1,672	1,103	865	1,956	1,125	900	2,006	1,101	916	2,017	1,097	950	2,047				1,108	916	2,023

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

Location: El Camino Real, S/O Holly St
Date Range: 2/8/2025 - 2/14/2025
Site Code: 13

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	133	109	242	119	103	222	65	42	107	50	37	87	51	46	97	-	-	-	79	60	139	51	42	92
1:00 AM	67	60	127	83	45	128	24	30	54	39	27	66	38	35	73	-	-	-	59	45	104	39	31	70
2:00 AM	45	35	80	41	30	71	29	19	48	17	27	44	28	19	47	-	-	-	41	28	69	23	23	46
3:00 AM	35	40	75	37	37	74	22	19	41	31	21	52	27	27	54	-	-	-	32	25	57	29	24	53
4:00 AM	40	36	76	29	40	69	82	51	133	78	57	135	72	51	123	-	-	-	69	54	123	75	54	129
5:00 AM	98	72	170	57	45	102	168	96	264	163	91	254	163	111	274	-	-	-	189	104	293	163	101	264
6:00 AM	155	145	300	119	119	238	253	220	473	294	279	573	321	278	599	-	-	-	271	279	550	308	279	586
7:00 AM	291	264	555	216	190	406	543	663	1,206	572	673	1,245	642	662	1,304	-	-	-	555	613	1,168	607	668	1,275
8:00 AM	453	463	916	381	426	807	756	862	1,618	782	946	1,728	784	933	1,717	-	-	-	801	851	1,652	783	940	1,723
9:00 AM	619	638	1,257	553	521	1,074	634	703	1,337	654	707	1,361	688	767	1,455	-	-	-	704	770	1,474	671	737	1,408
10:00 AM	762	821	1,583	629	719	1,348	684	738	1,422	691	786	1,477	721	807	1,528	-	-	-	737	767	1,504	706	797	1,503
11:00 AM	864	988	1,852	726	791	1,517	736	783	1,519	806	904	1,710	787	901	1,688	-	-	-	839	921	1,760	797	903	1,699
12:00 PM	887	1,011	1,898	812	876	1,688	813	862	1,675	821	848	1,669	840	944	1,784	-	-	-	884	967	1,851	831	896	1,727
1:00 PM	814	1,014	1,828	775	831	1,606	813	871	1,684	795	854	1,649	835	918	1,753	-	-	-	918	941	1,859	815	886	1,701
2:00 PM	863	948	1,811	784	819	1,603	832	836	1,668	840	818	1,658	849	864	1,713	-	-	-	929	959	1,888	845	841	1,686
3:00 PM	853	944	1,797	718	822	1,540	871	931	1,802	919	958	1,877	864	908	1,772	-	-	-	992	952	1,944	892	933	1,825
4:00 PM	806	937	1,743	583	569	1,152	839	964	1,803	977	956	1,933	914	990	1,904	-	-	-	986	940	1,926	946	973	1,919
5:00 PM	786	863	1,649	504	546	1,050	858	1,007	1,865	922	962	1,884	933	983	1,916	-	-	-	1,003	968	1,971	928	973	1,900
6:00 PM	712	729	1,441	506	497	1,003	710	797	1,507	869	835	1,704	844	863	1,707	-	-	-	851	942	1,793	857	849	1,706
7:00 PM	601	632	1,233	539	441	980	607	621	1,228	628	639	1,267	687	587	1,274	-	-	-	748	797	1,545	658	613	1,271
8:00 PM	484	506	990	432	412	844	478	401	879	528	427	955	523	488	1,011	-	-	-	607	589	1,196	526	458	983
9:00 PM	464	352	816	310	217	527	324	275	599	383	283	666	383	309	692	-	-	-	557	384	941	383	296	679
10:00 PM	374	287	661	170	143	313	190	149	339	164	179	343	202	189	391	-	-	-	400	316	716	183	184	367
11:00 PM	221	187	408	83	76	159	87	76	163	108	104	212	102	94	196	-	-	-	219	189	408	105	99	204
Total	11,427	12,081	23,508	9,206	9,315	18,521	11,418	12,016	23,434	12,131	12,418	24,549	12,298	12,774	25,072	-	-	-	13,470	13,461	26,931	12,215	12,596	24,811
Percent	49%	51%		50%	50%		49%	51%		49%	51%		49%	51%		-	-	-	50%	50%		49%	51%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	-	-	-	11:00	11:00	11:00	11:00	08:00	08:00
Vol.	864	988	1,852	726	791	1,517	756	862	1,618	806	946	1,728	787	933	1,717	-	-	-	839	921	1,760	797	940	1,723
PM Peak	12:00	13:00	12:00	12:00	12:00	12:00	15:00	17:00	17:00	16:00	17:00	16:00	17:00	16:00	17:00	-	-	-	17:00	17:00	17:00	16:00	16:00	16:00
Vol.	887	1,014	1,898	812	876	1,688	871	1,007	1,865	977	962	1,933	933	990	1,916	-	-	-	1,003	968	1,971	946	973	1,919

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

Location: El Camino Real, S/O Howard Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 14

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	92	98	190	82	94	176	56	42	98	42	39	81	52	54	106	-	-	-	61	62	123	47	47	94
1:00 AM	38	54	92	68	58	126	30	26	56	40	43	83	28	41	69	-	-	-	55	51	106	34	42	76
2:00 AM	45	38	83	44	39	83	31	13	44	22	25	47	29	20	49	-	-	-	37	24	61	26	23	48
3:00 AM	31	31	62	32	30	62	20	20	40	30	23	53	22	25	47	-	-	-	29	34	63	26	24	50
4:00 AM	39	29	68	29	30	59	76	40	116	70	41	111	79	45	124	-	-	-	72	40	112	75	43	118
5:00 AM	87	50	137	59	41	100	117	79	196	147	89	236	143	102	245	-	-	-	133	101	234	145	96	241
6:00 AM	139	123	262	77	91	168	271	200	471	278	219	497	307	212	519	-	-	-	286	206	492	293	216	508
7:00 AM	277	236	513	190	155	345	548	554	1,102	590	599	1,189	644	591	1,235	-	-	-	562	514	1,076	617	595	1,212
8:00 AM	446	451	897	326	317	643	738	795	1,533	806	880	1,686	781	885	1,666	-	-	-	793	770	1,563	794	883	1,676
9:00 AM	574	623	1,197	492	438	930	660	673	1,333	676	710	1,386	681	753	1,434	-	-	-	682	687	1,369	679	732	1,410
10:00 AM	712	734	1,446	646	600	1,246	715	700	1,415	678	767	1,445	660	753	1,413	-	-	-	732	750	1,482	669	760	1,429
11:00 AM	739	898	1,637	658	722	1,380	712	792	1,504	746	828	1,574	716	796	1,512	-	-	-	741	884	1,625	731	812	1,543
12:00 PM	771	942	1,713	704	804	1,508	741	810	1,551	785	872	1,657	770	848	1,618	-	-	-	775	908	1,683	778	860	1,638
1:00 PM	781	921	1,702	701	831	1,532	767	842	1,609	741	794	1,535	755	891	1,646	-	-	-	792	930	1,722	748	843	1,591
2:00 PM	791	902	1,693	696	797	1,493	724	866	1,590	736	837	1,573	737	893	1,630	-	-	-	796	910	1,706	737	865	1,602
3:00 PM	762	834	1,596	649	755	1,404	788	945	1,733	765	919	1,684	794	892	1,686	-	-	-	835	1,026	1,861	780	906	1,685
4:00 PM	767	885	1,652	499	632	1,131	854	978	1,832	796	992	1,788	774	1,063	1,837	-	-	-	836	1,054	1,890	785	1,028	1,813
5:00 PM	675	726	1,401	474	574	1,048	770	1,005	1,775	840	1,052	1,892	884	1,040	1,924	-	-	-	823	1,026	1,849	862	1,046	1,908
6:00 PM	633	682	1,315	423	466	889	655	779	1,434	733	827	1,560	765	815	1,580	-	-	-	757	824	1,581	749	821	1,570
7:00 PM	524	514	1,038	390	479	869	521	541	1,062	530	601	1,131	551	602	1,153	-	-	-	624	690	1,314	541	602	1,142
8:00 PM	412	434	846	307	367	674	368	397	765	404	420	824	417	423	840	-	-	-	483	530	1,013	411	422	832
9:00 PM	297	367	664	208	238	446	261	276	537	237	306	543	312	323	635	-	-	-	381	414	795	275	315	589
10:00 PM	255	295	550	133	156	289	148	152	300	141	161	302	181	191	372	-	-	-	226	302	528	161	176	337
11:00 PM	149	178	327	70	78	148	77	87	164	81	107	188	84	104	188	-	-	-	148	180	328	83	106	188
Total	10,036	11,045	21,081	7,957	8,792	16,749	10,648	11,612	22,260	10,914	12,151	23,065	11,166	12,362	23,528	-	-	-	11,659	12,917	24,576	11,040	12,257	23,297
Percent	48%	52%		48%	52%		48%	52%		47%	53%		47%	53%		-	-	-	47%	53%		47%	53%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	08:00	11:00	11:00	08:00	08:00	08:00
Vol.	739	898	1,637	658	722	1,380	738	795	1,533	806	880	1,686	781	885	1,666	-	-	-	793	884	1,625	794	883	1,676
PM Peak	14:00	12:00	12:00	12:00	13:00	13:00	16:00	17:00	16:00	17:00	17:00	17:00	17:00	16:00	17:00	-	-	-	16:00	16:00	16:00	17:00	17:00	17:00
Vol.	791	942	1,713	704	831	1,532	854	1,005	1,832	840	1,052	1,892	884	1,063	1,924	-	-	-	836	1,054	1,890	862	1,046	1,908

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

Location: El Camino Real, S/O Broadway
Date Range: 2/8/2025 - 2/14/2025
Site Code: 15

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	129	164	293	131	163	294	82	73	155	81	64	145	82	76	158	74	86	160	93	86	179	79	75	154
1:00 AM	91	84	175	104	72	176	60	46	106	59	48	107	50	45	95	61	46	107	83	77	160	57	46	103
2:00 AM	82	79	161	84	77	161	61	36	97	39	39	78	51	44	95	51	44	95	63	41	104	47	42	89
3:00 AM	59	59	118	55	43	98	56	38	94	52	44	96	66	48	114	57	47	104	45	49	94	58	46	105
4:00 AM	60	50	110	54	50	104	108	67	175	101	68	169	95	71	166	97	67	164	107	69	176	98	69	166
5:00 AM	118	85	203	94	72	166	202	177	379	227	153	380	218	165	383	214	167	381	203	164	367	220	162	381
6:00 AM	237	187	424	153	114	267	385	337	722	375	354	729	451	367	818	363	364	727	400	347	747	396	362	758
7:00 AM	464	357	821	259	276	535	785	752	1,537	842	740	1,582	894	796	1,690	832	720	1,552	833	664	1,497	856	752	1,608
8:00 AM	624	608	1,232	442	495	937	1,073	878	1,951	1,124	807	1,931	1,116	873	1,989	1,078	856	1,934	961	939	1,900	1,106	845	1,951
9:00 AM	797	830	1,627	733	661	1,394	882	841	1,723	902	873	1,775	908	907	1,815	937	862	1,799	995	896	1,891	916	881	1,796
10:00 AM	1,013	925	1,938	982	871	1,853	897	891	1,788	903	944	1,847	939	937	1,876	975	933	1,908	993	951	1,944	939	938	1,877
11:00 AM	1,078	1,026	2,104	1,015	951	1,966	992	948	1,940	1,022	918	1,940	1,015	872	1,887	959	928	1,887	1,103	1,033	2,136	999	906	1,905
12:00 PM	1,152	1,128	2,280	1,112	977	2,089	1,014	949	1,963	1,025	998	2,023	1,101	1,017	2,118	976	949	1,925	1,171	1,026	2,197	1,034	988	2,022
1:00 PM	1,082	1,076	2,158	1,122	952	2,074	1,031	962	1,993	1,014	935	1,949	1,109	1,056	2,165	1,063	1,030	2,093	1,183	1,062	2,245	1,062	1,007	2,069
2:00 PM	1,122	1,087	2,209	1,108	990	2,098	1,086	1,030	2,116	1,097	1,049	2,146	1,114	1,084	2,198	1,142	1,006	2,148	1,198	1,103	2,301	1,118	1,046	2,164
3:00 PM	1,218	1,071	2,289	1,028	910	1,938	1,113	1,144	2,257	1,185	1,084	2,269	1,180	1,098	2,278	1,180	1,084	2,264	1,209	1,119	2,328	1,182	1,089	2,270
4:00 PM	1,109	996	2,105	809	769	1,578	1,198	1,087	2,285	1,273	1,158	2,431	1,247	1,141	2,388	1,230	1,120	2,350	1,224	1,222	2,446	1,250	1,140	2,390
5:00 PM	1,092	972	2,064	782	731	1,513	1,191	1,149	2,340	1,220	1,125	2,345	1,237	1,080	2,317	1,171	1,097	2,268	1,260	1,165	2,425	1,209	1,101	2,310
6:00 PM	913	872	1,785	668	556	1,224	1,106	935	2,041	1,200	945	2,145	1,182	991	2,173	1,131	1,004	2,135	1,193	1,061	2,254	1,171	980	2,151
7:00 PM	830	720	1,550	648	604	1,252	897	714	1,611	875	823	1,698	954	757	1,711	952	846	1,798	1,024	857	1,881	927	809	1,736
8:00 PM	610	587	1,197	493	480	973	577	537	1,114	618	531	1,149	653	604	1,257	677	678	1,355	753	693	1,446	649	604	1,254
9:00 PM	507	442	949	359	338	697	433	371	804	409	453	862	468	470	938	480	483	963	578	549	1,127	452	469	921
10:00 PM	387	368	755	221	226	447	229	243	472	266	247	513	265	274	539	311	330	641	410	393	803	281	284	564
11:00 PM	249	240	489	147	148	295	130	134	264	159	146	305	142	148	290	190	192	382	240	238	478	164	162	326
Total	15,023	14,013	29,036	12,603	11,526	24,129	15,588	14,339	29,927	16,068	14,546	30,614	16,537	14,921	31,458	16,201	14,939	31,140	17,322	15,804	33,126	16,269	14,802	31,071
Percent	52%	48%		52%	48%		52%	48%		52%	48%		53%	47%		52%	48%		52%	48%		52%	48%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00	08:00	08:00	10:00	11:00	08:00	10:00	08:00	08:00	10:00	08:00	11:00	11:00	11:00	08:00	10:00	08:00
Vol.	1,078	1,026	2,104	1,015	951	1,966	1,073	948	1,951	1,124	944	1,940	1,116	937	1,989	1,078	933	1,934	1,103	1,033	2,136	1,106	938	1,951
PM Peak	15:00	12:00	15:00	13:00	14:00	14:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00
Vol.	1,218	1,128	2,289	1,122	990	2,098	1,198	1,149	2,340	1,273	1,158	2,431	1,247	1,141	2,388	1,230	1,120	2,350	1,260	1,222	2,446	1,250	1,140	2,390

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