

Appendix H

CEQA Transportation Analysis

CEQA Transportation Analysis - Draft Report

25800-25858 Clawiter Road Industrial Project (Former Gillig Site)

Hayward, California

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Project No. 23989

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EXECUTIVE SUMMARY

This report presents the findings, conclusions and CEQA transportation analysis conducted by Kittelson & Associates for the proposed 25800-25858 Clawiter Road Industrial Project (the Project) located in Hayward, California. The project is located at 25800 and 25858 Clawiter Road, north of State Route 92 (SR-92), in the City of Hayward. The project proposes to demolish the four existing buildings on the site to construct a new four-building industrial park. The project will consist of the following four buildings:

- **Building 1:** a single-story industrial building with 61,444 square feet of industrial space and 5,000 square feet of office space;
- **Building 2:** a single-story industrial building with 51,720 square feet of industrial space and 5,000 square feet of office;
- **Building 3:** a single-story industrial building consisting of 208,931 square feet of industrial space and 5,000 square feet of office; and
- **Building 4:** a three-story data center building with 259,000 square feet of data center space, 7,000 square feet of storage, 10,000 square feet of office, and 2,000 square feet of assembly use.

The project would also include a parking lot with 320 automobile parking spaces and 45 trailer parking spaces. Access to the project site along Clawiter Road would be provided by one ingress/egress easement on the south side of the project and two driveways on the north side. Due to the railroad spur separating the north and south portions of the Project site, connectivity between the two portions is infeasible.

SUMMARY OF FINDINGS

As assessment of vehicle miles traveled (VMT) determined the project can be screened out of a detailed VMT analysis under the City's SB 743-consistent VMT criteria. Therefore, it was determined that the project would have a **less-than-significant** VMT impact. No mitigation measures have been identified.

In addition, the following recommendations were made, to be incorporated as part of this project:

- Ensure that the project driveways on Clawiter Road are designed for pedestrian visibility safety (sidewalks clearly delineated, improved visibility by minimizing bushes and large signs).
- Coordinate with the City of Hayward to install warning signage (such as bikeway signage and caution signage for exiting vehicles) and continental crosswalks at the project driveways.
- Explore options with the existing property owner to better delineate the southern pedestrian access path through the access easement with high-visibility paint and signage.
- With the City and existing property owner, explore options to install sidewalks along Clawiter Road south of the railroad tracks.
- Ensure the on-site bike sharrows are high-visibility and are accompanied by the appropriate signage.

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1 METHODOLOGIES AND EXISTING TRAFFIC VOLUMES

The Project is located at 25800-25858 Clawiter Road, on the west side of Clawiter Road north of State Route 92 (SR-92), in the City of Hayward. This is the site of the former Gillig Bus Company manufacturing plant. The Project is described in detail in Section 2. The study area and project site are shown in Figure 1.

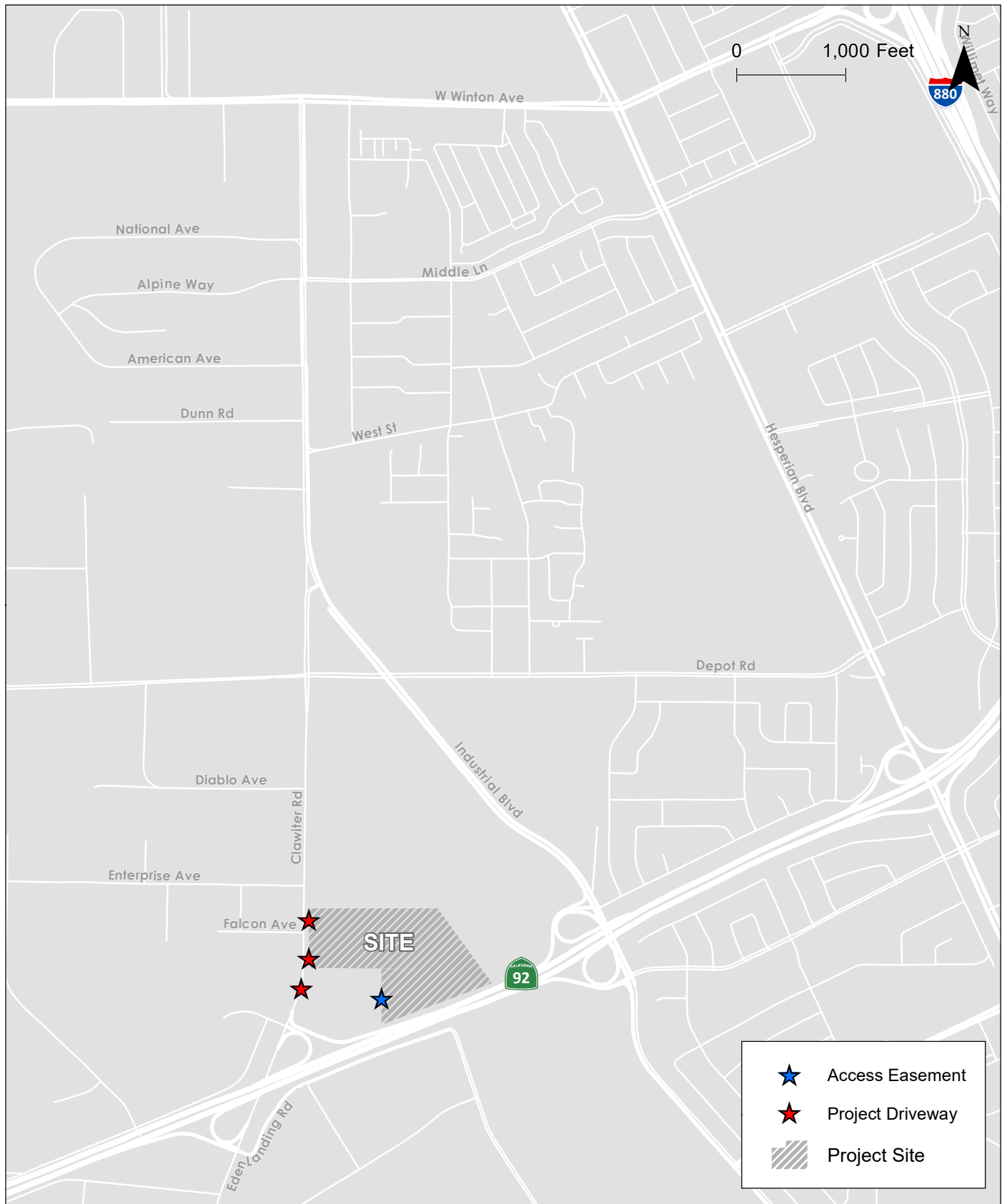
This transportation impact analysis is therefore subject to the regulations and standards currently in place in the City of Hayward. These standards are outlined in the City's recently adopted VMT criteria, as summarized below.

The analysis methodology used in this report was approved by City Transportation Staff prior to commencement of the study.

1.1 VMT IMPACT SIGNIFICANCE CRITERIA

Under Senate Bill (SB) 743, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, level of service (LOS) and other similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for California Environmental Quality Act (CEQA) impact analyses. The Governor's Office of Planning and Research (OPR) has updated the CEQA Guidelines and provided a final technical advisory in December 2018 which recommends vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts under CEQA. For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

The City of Hayward has adopted VMT thresholds of significance and screening criteria, which are used in this study for impact analysis purposes.



**Study Area and Project Site
Hayward, California**

**Figure
1**

The City's thresholds of significance by land use are shown in Table 1.

Table 1: Thresholds of Significance for Residential and Employment Projects

Land Use	Threshold of Significance
Residential	15% below existing average VMT per capita for the City of Hayward
Employment - Office	15% below existing regional average VMT per employee
Employment - Industrial	Below existing regional average VMT per employee
Retail	Net increase in total regional VMT

Source: City of Hayward, 2020

The City has also adopted screening criteria, which can be used to quickly identify when a project should be expected to cause a less-than-significant impact related to VMT and would not require a detailed VMT analysis. Before any VMT analysis is undertaken, the project must undergo this screening assessment to determine if it can be screened out of a detailed VMT study. The City's screening criterion for industrial projects is detailed below. Note, all of the following conditions must be met for the project to be screened out.

- Located in areas with below average VMT per employee and/or within a half mile of a major transit stop or corridor.
- Include low VMT-supporting features that will produce low VMT per employee.
- Must include features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee.

1.2 DEVELOPMENT OF FUTURE TRAVEL DEMAND

Forecasts were developed for the intersections shown in Figure 2 for the Background Year 2020 and Cumulative Year 2035 conditions. These forecasts were developed using projected peak hour traffic volumes derived from the Hayward General Plan Update version of the Alameda CTC Countywide Model.

The model includes future development throughout the region. The 2035 forecasts are consistent with regional totals for growth projected by ABAG in their Projections 2009 report. Therefore, the traffic forecasts reflect traffic from growth in Hayward as well as traffic from future developments in the region that may use the local roadways. Cumulative 2035 No Project volumes were extracted from the travel model and adjusted based on the incremental or difference method described in NCHRP 255¹ methods, consistent with the methodology used for the Hayward General Plan and other citywide Specific Plans. The method compares 2035 model volumes to existing year model volumes to identify the growth increment, and then adds this increment to the existing counts, thus smoothing out any

¹ Highway Traffic Data for Urbanized Area Project Planning and Design, Transportation Research Board, 1992.

model validation error compared to existing counts. The Background 2020 No Project Volumes were developed by interpolating volumes between existing and Cumulative 2035 volumes.

When new roadway facilities are introduced in 2035, in some cases traffic growth would be allowed to reduce below existing count levels for some turn movements. Within the study area, the planned SR-92/Clawiter interchange improvements are anticipated to result in rerouted local traffic. Therefore, the incremental adjustment method used to produce future traffic forecasts for this study did include some negative traffic growth at study intersections.

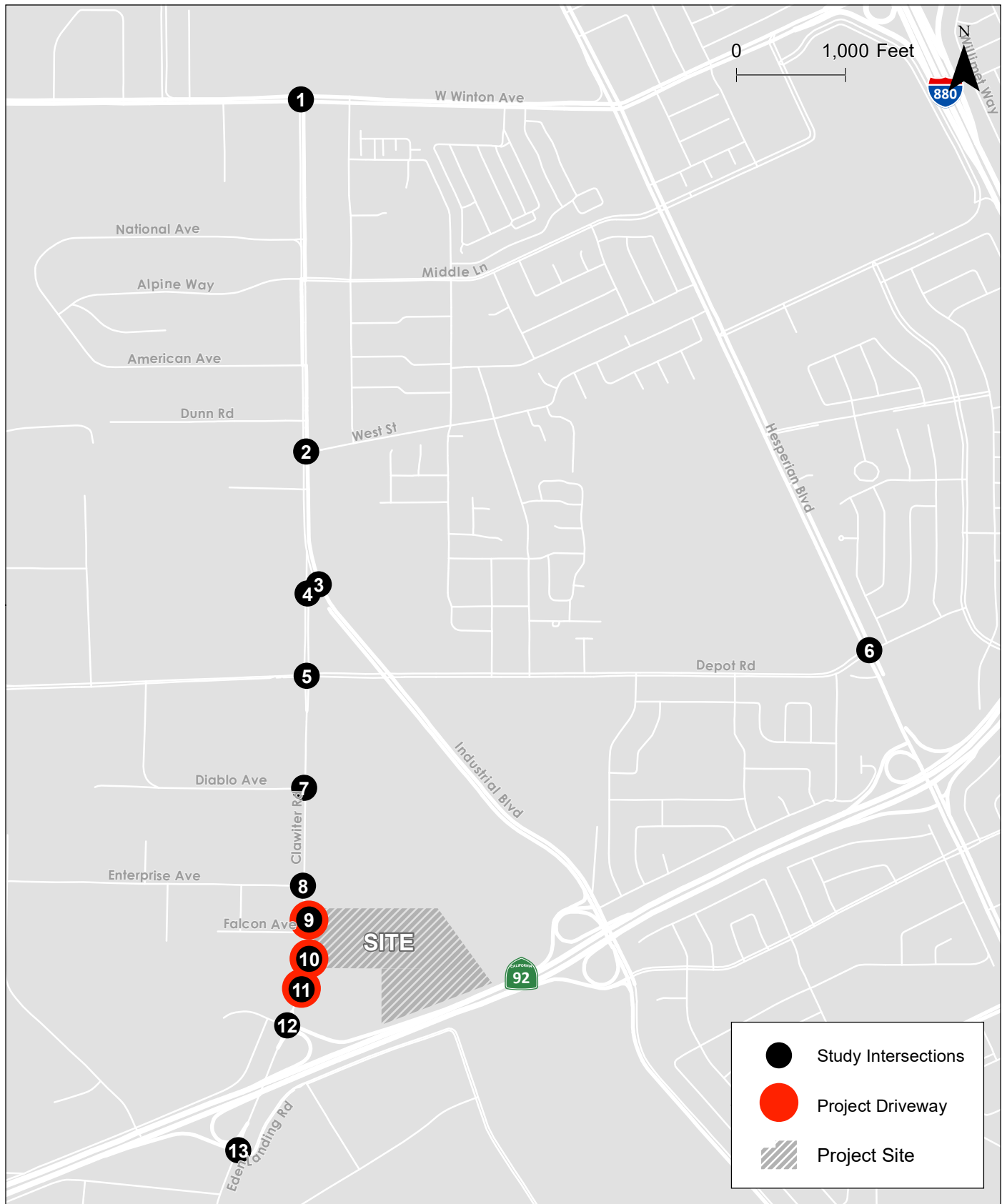
1.3 EXISTING TRAFFIC VOLUMES

1.3.1 Automobile Traffic Volumes

Vehicle turning movement data was collected on Wednesday, August 5, 2020 during the weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. Because the traffic counts were collected during the COVID-19 pandemic, the counts were anticipated to be lower than normal. Therefore, the counts were compared to traffic counts collected during normal conditions from February 2016, July 2017, or January 2020 at five of the study intersections (intersections #1, #3, #5, #12, and #13). Generally, it was found that the AM peak hour counts were up to 35% lower in 2020 and the PM peak hour counts were up to 20% lower in 2020. Therefore, it was concluded that:

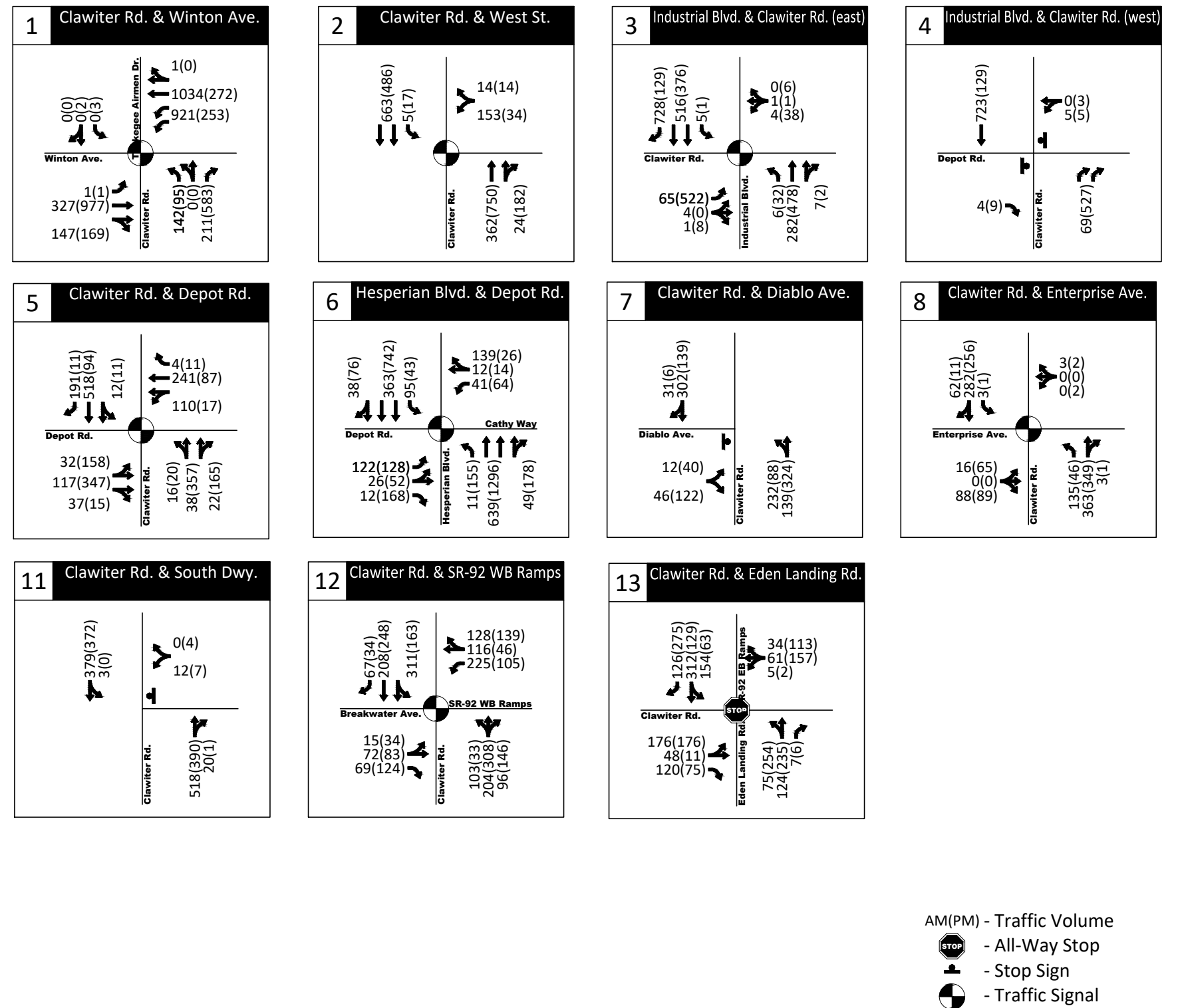
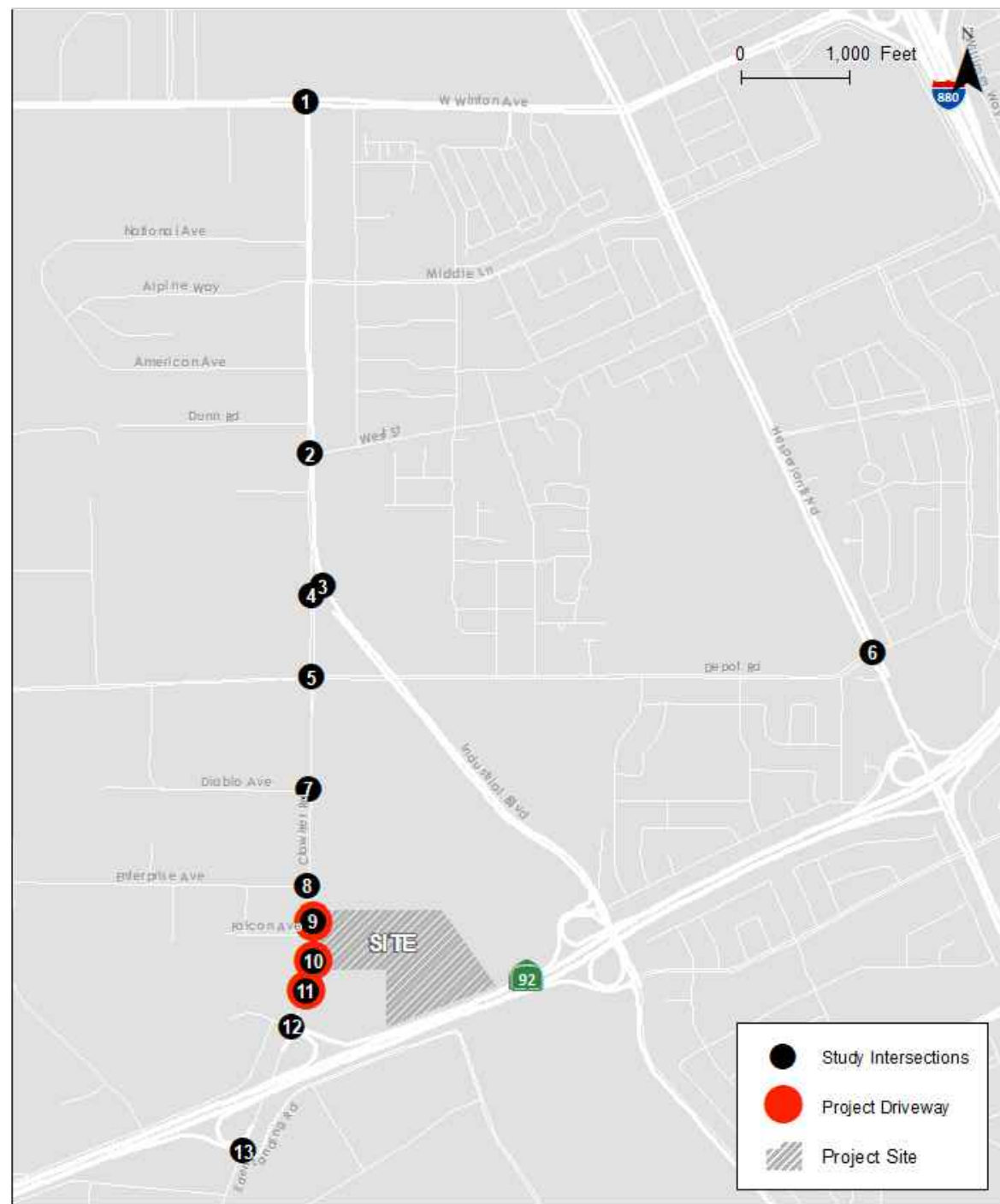
- Historical counts would be used to analyze intersections #1, #3, #5, #12, and #13.
- For the remaining intersections, the August 2020 counts would be used with growth applied uniformly (35% to the AM counts and 20% to the PM counts).
- Adjustments would be made to balance volumes between the two Clawiter Road & Industrial Boulevard intersections (east and west).
- Northbound and southbound through volumes at the project's northern and central driveways (which are not used at this time) would be estimated based on adjacent intersections.
- The adjustment methodology was verified and approved by City Transportation staff.

Figure 3 shows the existing automobile peak hour volumes at the study intersections, including the adjusted volumes where applicable. Intersection control (i.e., signalized or stop-controlled) and lane geometries are also shown. Appendix A contains the field-collected count sheets and the COVID-19 adjustment calculations.



Intersection Forecast Locations
Hayward, California

Figure
2



Existing Automobile Peak Hour Volumes
Hayward, CA

Figure
3

1.3.2 Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes were collected at the study intersections as part of the data collection effort. Table 2 and Table 3 present the pedestrian and bicycle volume data for the weekday AM and weekday PM peak hours, respectively. The tables indicate minimal pedestrian and bicycle activity in the study area, indicative of industrial land uses.

Table 2: Pedestrian and Bicycle Volumes (Weekday AM Peak Hour)

#	Intersection	Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Clawiter Rd./Tuskegee Airmen Dr. & Winton Ave.	1	6	0	0	0	0	0	0	0	0	0	2	0	1	4	0
2	Clawiter Rd. & West St.	1	0	2	1	0	2	0	0	1	0	1	0	0	0	0	0
3	Clawiter Rd. & Industrial Blvd. (east)	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0
4	Clawiter Rd. & Industrial Blvd. (west)	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0
5	Clawiter Rd. & Depot Rd.	1	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0
6	Hesperian Blvd. & Depot Rd.	1	0	7	2	0	1	0	0	1	0	0	0	0	1	0	0
7	Clawiter Rd. & Diablo Ave.	0	0	1	1	0	0	0	0	3	0	0	0	0	0	0	0
8	Clawiter Rd. & Enterprise Ave.	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0
9	North Dwy. (north half)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Central Dwy. (north half)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South Dwy. (south half)	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12	Clawiter Rd. & Breakwater Ct./SR-92 WB Ramps	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
13	Clawiter Rd. & SR-92 EB Ramps/Eden Landing Rd.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Data Source: Quality Counts manual turning movement counts (June 2020).

Table 3: Pedestrian and Bicycle Volumes (Weekday PM Peak Hour)

#	Intersection	Pedestrian Crossings (by intersection leg)				Northbound Bicycles			Southbound Bicycles			Eastbound Bicycles			Westbound Bicycles		
		N	S	E	W	L	T	R	L	T	R	L	T	R	L	T	R
1	Clawiter Rd./Tuskegee Airmen Dr. & Winton Ave.	0	4	0	1	0	0	0	0	0	0	0	5	0	0	1	1
2	Clawiter Rd. & West St.	0	0	0	2	0	1	1	1	1	0	0	0	0	1	0	1
3	Clawiter Rd. & Industrial Blvd. (east)	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0
4	Clawiter Rd. & Industrial Blvd. (west)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5	Clawiter Rd. & Depot Rd.	0	1	0	4	0	0	0	0	0	0	1	1	0	0	0	0
6	Hesperian Blvd. & Depot Rd.	0	3	3	1	1	3	0	0	1	0	0	3	0	0	1	0
7	Clawiter Rd. & Diablo Ave.	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
8	Clawiter Rd. & Enterprise Ave.	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
9	North Dwy. (north half)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Central Dwy. (north half)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South Dwy. (south half)	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
12	Clawiter Rd. & Breakwater Ct./SR-92 WB Ramps	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0
13	Clawiter Rd. & SR-92 EB Ramps/Eden Landing Rd.	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0

Data Source: Quality Counts manual turning movement counts (June 2020).

2 PROJECT DESCRIPTION AND VMT IMPACT ANALYSIS

The project is located at 25800 and 25858 Clawiter Road, north of State Route 92 (SR-92), in the City of Hayward. The site consists of six assessor's parcels (APNs 439-0080-003-07, 439-0080-003-12, 439-0080-003-10, 439-0080-003-09, 439-0080-010, and 439-0080-005-02). The north side of the project (approximately 17.21 acres) is currently vacant and consists of the former Gillig Bus Manufacturing facility (282,000 square feet of buildings). The south side of the project (approximately 8.76 acres) is currently occupied by Manheim Auto, for the storage of cars held for auction. The site is bisected by an active railroad spur. The project proposes to demolish the four existing buildings on the site to construct a new four-building industrial park. The project will consist of the following four buildings:

- **Building 1:** a single-story industrial building with 61,444 square feet of industrial space and 5,000 square feet of office space;
- **Building 2:** a single-story industrial building with 51,720 square feet of industrial space and 5,000 square feet of office;
- **Building 3:** a single-story industrial building consisting of 208,931 square feet of industrial space and 5,000 square feet of office; and
- **Building 4:** a three-story data center building with 259,000 square feet of data center space, 7,000 square feet of storage, 10,000 square feet of office, and 2,000 square feet of assembly use.

This results in a combined total of 615,095 square feet of industrial uses. The project would also include a parking lot with 320 automobile parking spaces and 45 trailer parking spaces. Access to the project site along Clawiter Road would be provided by one ingress/egress easement on the south side of the project and two driveways on the north side. Due to the railroad spur separating the north and south portions of the Project site, connectivity between the two portions is infeasible. The project site and study area are shown in Figure 1. The current proposed site plan is shown in Figure 4.

This section discusses the results of the VMT analysis using the City's SB 743-consistent VMT thresholds of significance and screening criteria.

2.1 EQUIVALENT LAND USE AND APPLICABLE THRESHOLDS AND SCREENING CRITERIA

The City of Hayward has developed significant VMT impact thresholds that cover residential, office employment, industrial employment, and retail projects. This is generally consistent with OPR's technical advisory, which provided recommended metrics and impact thresholds for residential, office, and retail projects, since they tend to have the greatest influence of land use projects on VMT in California.

The City's thresholds of significance by land use are shown in Table 1. Given that the project is an industrial park with primarily industrial uses and other minor supporting uses, it was determined that

the employment-industrial threshold (VMT per employee below the existing regional average) would be appropriate to apply to the project.

2.2 VMT SCREENING

Before any VMT analysis is undertaken, the Project must undergo screening using the City's screening criteria to determine if it can be expected to cause a less-than-significant impact without conducting a detailed VMT study.

The City's screening criterion for projects analyzed under the employment-industrial threshold is detailed below. Note, all of the following conditions must be met for the project to be screened out.

- Located in areas with below average VMT per employee and/or within a half mile of a major transit stop or corridor.
- Include low VMT-supporting features that will produce low VMT per employee.
- Must include features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee.

The low-VMT area screening criterion applies to this project and the project can be screened out of a detailed VMT analysis for the following reasons:

- As shown in Figure 5, the project is located in an area with below average VMT.
- The project includes low-VMT supporting features:
 - Vehicle parking would include both a carpool-designated preferred area, as well as electric vehicle charging stations.
 - The project incentivizes commuting by bike, with bike racks and storage facilities, fitness facilities, and showers. On-site bike sharrows will also be included.
 - An on-site food truck space will be made available so employees are likelier to remain on-site for lunch.
- The project includes features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee. The project improves conditions compared to what is currently on the site:
 - Increases density: The site's previous use had 282,000 square feet of development. With the project, this would increase to approximately 631,000 square feet.
 - Decreases parking: The previous facility provided 450 parking spaces. With the project, on-site parking will decrease to 320 auto parking spaces and 45 trailer parking spaces.

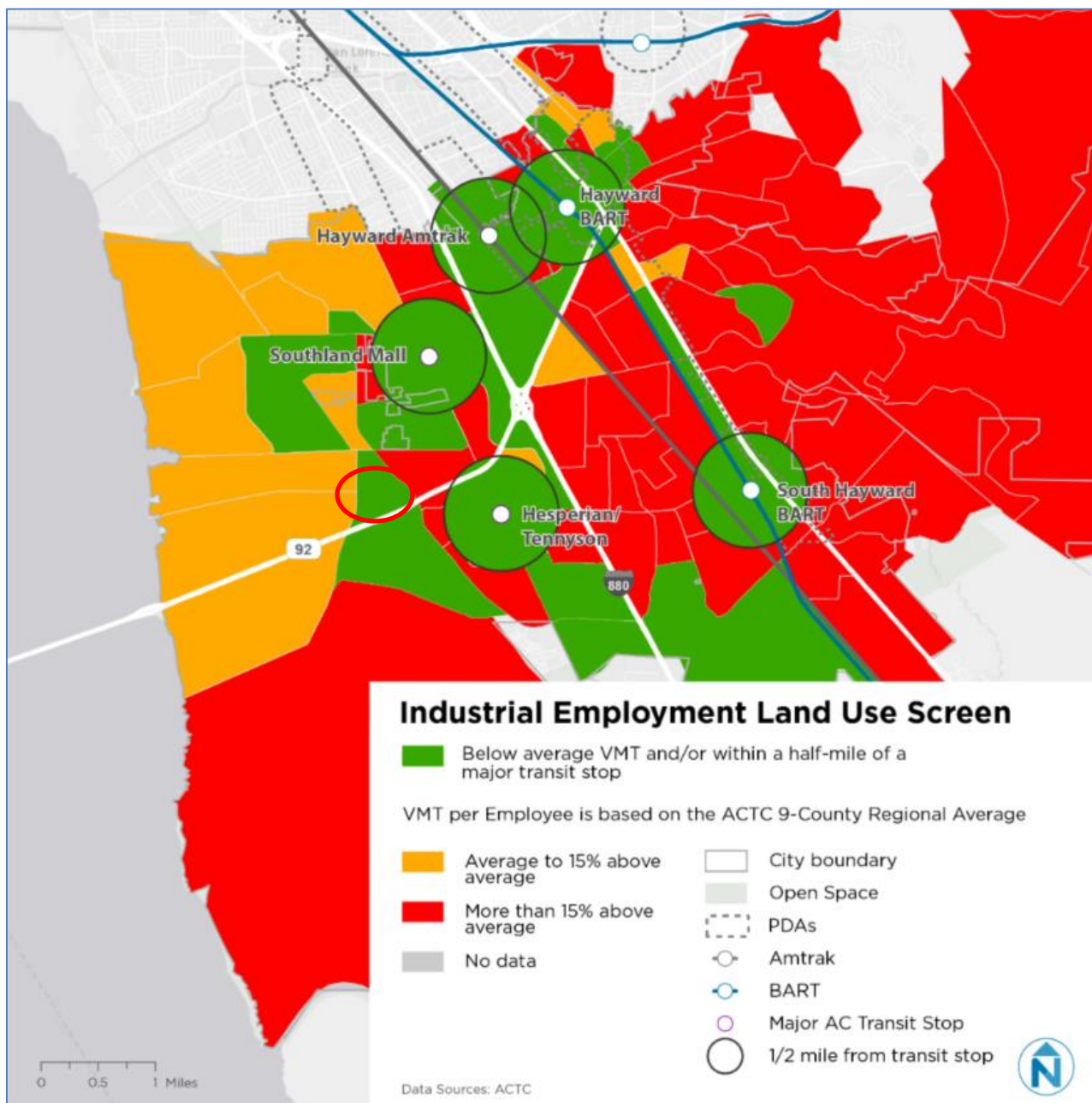
The low-VMT area criterion for industrial projects can therefore be applied to the project and it would not require a detailed VMT analysis. Therefore, the project would have a **less-than-significant** VMT impact.

Figure 4: Project Site Plan



Source: Applicant, Dated: 8/14/2020, Received: 10/8/2020

Figure 5: Employment-Industrial Land Use Screening Map



 **Project Location**

Source: VMT Thresholds of Significance and Screening Criteria – Brief, 2020

3 PROJECT TRIP GENERATION AND DISTRIBUTION

This section provides the vehicle trip generation and distribution estimates for the proposed project.

3.1 TRIP GENERATION

Project trip generation was estimated for the following three time periods:

- Weekday daily
- Weekday AM peak hour
- Weekday PM peak hour

Trips were estimated using data provided by the Institute of Transportation Engineers (ITE) and shown in Table 4. Trip generation for the project was estimated using rates for the Industrial Park land use code (Code 130), which is appropriate for the project's industrial uses and related on-site uses such as office and manufacturing. As shown in Table 4, the project is expected to generate 2,073 weekday daily vehicle trips, 246 weekday AM peak hour vehicle trips, and 246 weekday PM peak hour vehicle trips.

Table 4 also shows trip generation estimates for the existing automobile storage uses on the site's southern portion, as well as the project's net new trip generation when taking a credit for existing uses. ITE does not provide specific trip generation rates for automobile storage; therefore, it was determined that the Warehousing land use code would be appropriate for estimating trip generation for the site's existing uses. An existing credit was not taken for the northern portion of the site since it has been abandoned for a number of years. As shown in Table 4, the project is estimated to generate 1,409 net-new daily vehicle trips, 181 net-new AM peak hour vehicle trips, and 173 net-new PM peak hour vehicle trips.

Table 4: Project Trip Generation Estimate

Trip Generation Rates								
Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing (ITE Code 150)	KSF	1.74	77%	23%	0.17	27%	73%	0.19
Industrial Park (ITE Code 130)	KSF	3.37	81%	19%	0.4	21%	79%	0.4
Trip Generation Estimates								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Existing Use:</u> Warehousing (ITE Code 150)	381.586 KSF	664	50	15	65	20	53	73
<u>Proposed Use:</u> Industrial Park (ITE Code 130)	615.095 KSF	2,073	199	47	246	52	194	246
NET NEW PROJECT TRIPS		1,409	149	32	181	32	141	173

Source: Kittelson & Associates, Inc., 2020; Institute of Transportation Engineers, 2017.

Notes: KSF signifies thousand square feet.

3.2 TRIP DISTRIBUTION

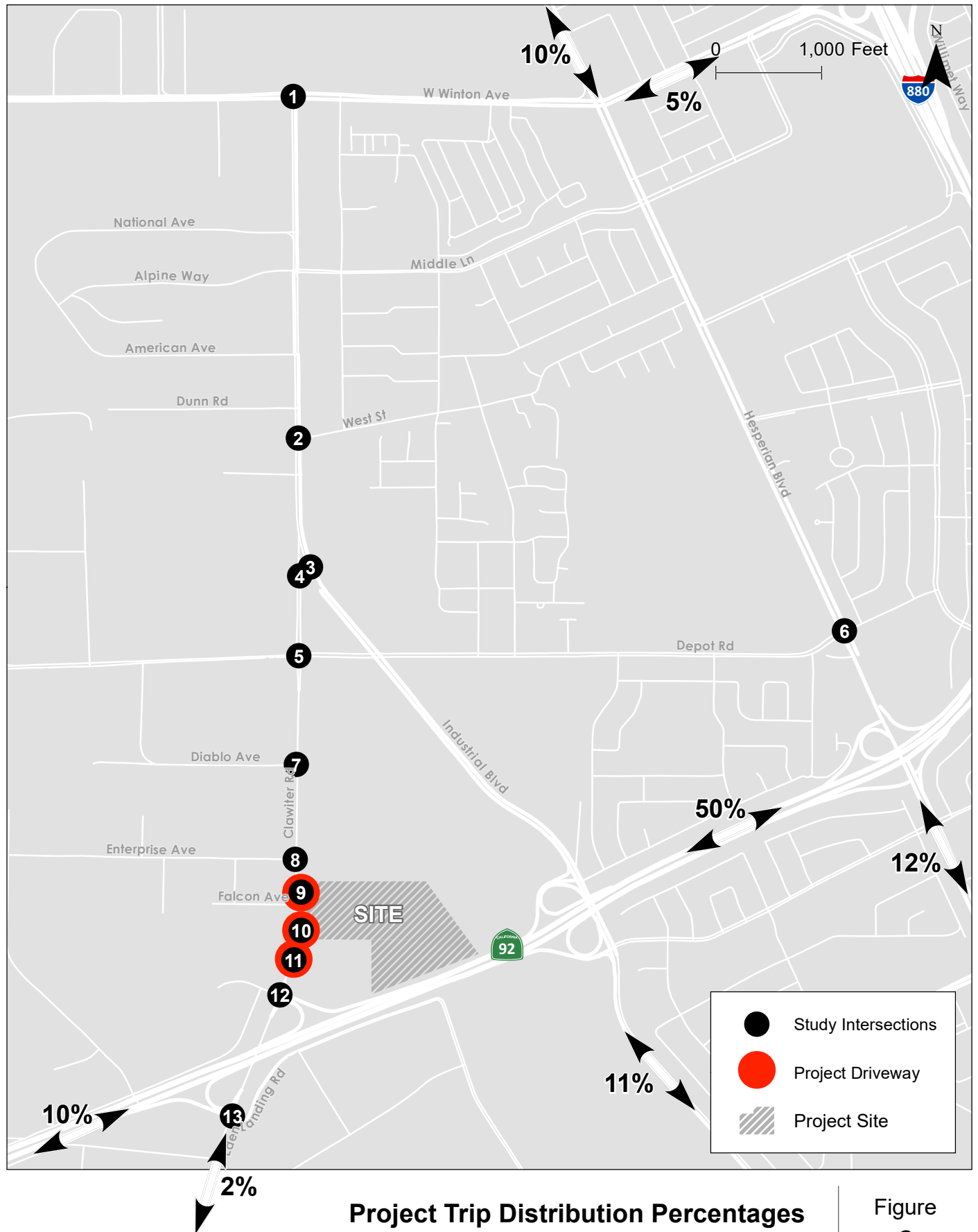
Project trip distribution was developed using the City of Hayward General Plan travel demand model. The project trip distribution is based on the model's distribution of trips in and out of the traffic analysis zone (TAZ) representing the project site, as well as adjustments to reflect local travel patterns and circulation conditions. The project trip distribution and intersection count locations are shown in Figure 6.

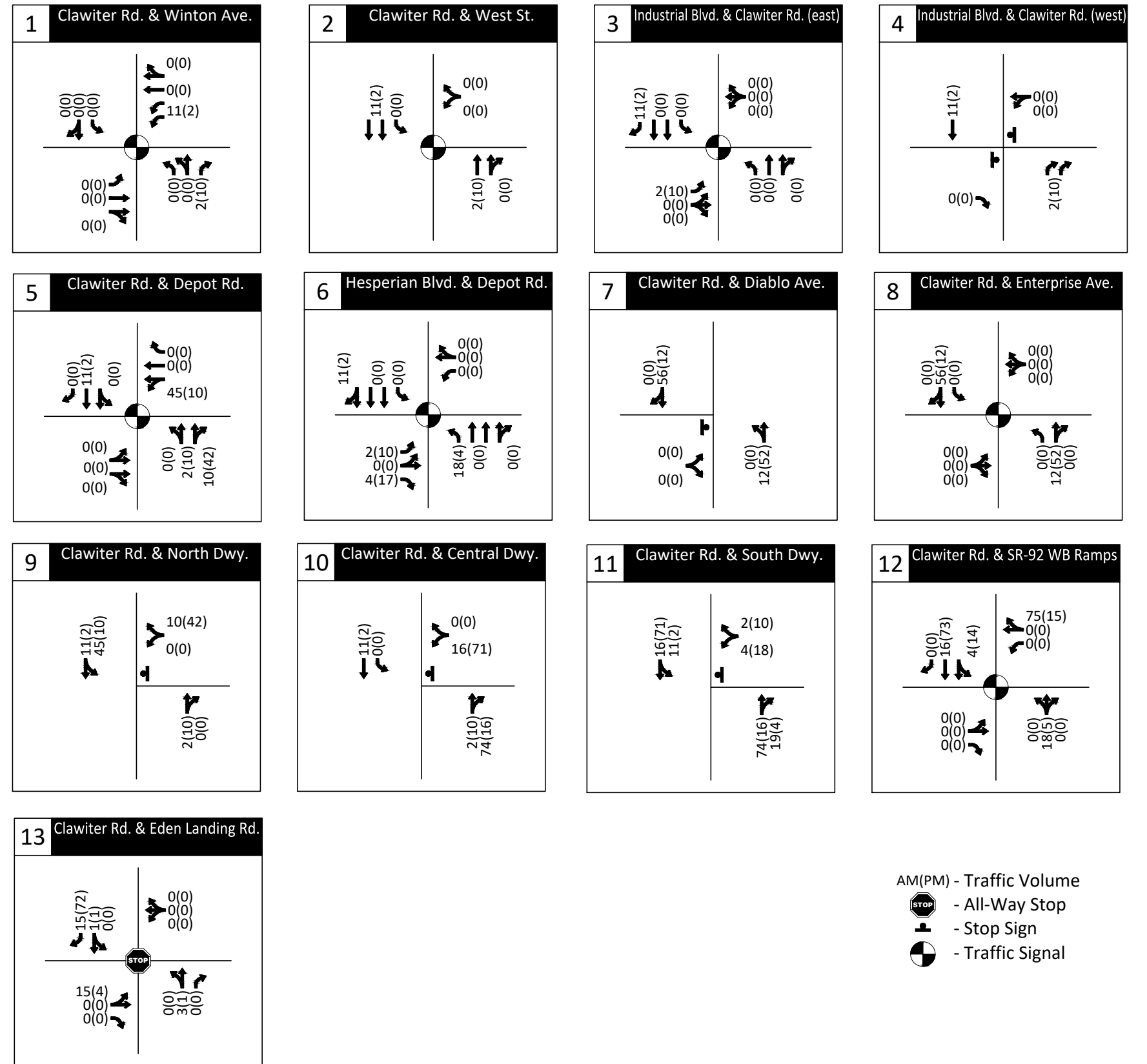
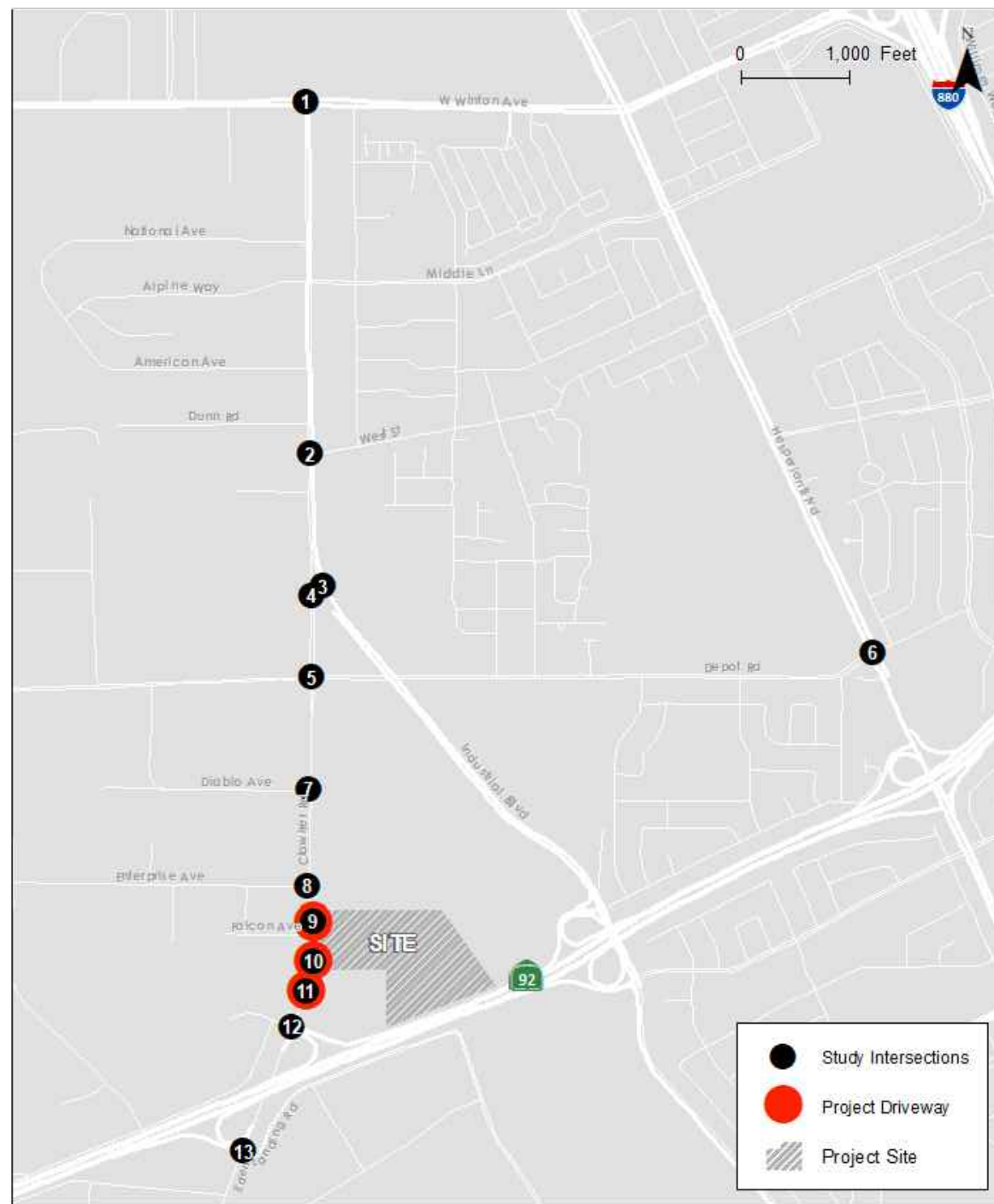
The trip distribution for the project is as follows:

- 10% to/from the west via SR-92
- 10% to/from the north via Hesperian Boulevard
- 5% to/from the northwest via Winton Avenue
- 50% to/from destinations in the north, east, and south/southeast via SR-92
- 12% to/from the south/southeast via Hesperian Boulevard
- 11% to/from the south/southeast via Industrial Boulevard
- 2% to/from the south via Eden Landing Road and Arden Road

All trip distribution destinations total up to 100%.

Figure 7 presents the weekday AM and PM project-only turning movements that were derived from the trip generation and trip distribution discussed in this section. These project-only volumes will be used in the Existing Plus Project, Background 2022 Plus Project, and Cumulative 2035 Plus Project analyses.





Project-Only Trips
Hayward, CA

Figure
7

4 INTERSECTION TRAFFIC VOLUME FORECASTS

This chapter provides the traffic volume forecasts at intersections in the study area for the Existing Plus Project, Background Year 2022, Background Year 2022 Plus Project, Cumulative Year 2035, and Cumulative Year 2035 Plus Project conditions.

4.1 EXISTING PLUS PROJECT TRAFFIC VOLUMES

The automobile turning movement counts for the Existing Plus Project scenario were developed from the sum of the Existing Conditions turning movement counts and the Project Only turning movements displayed in Figure 7. Figure 8 presents the Existing Plus Project turning movements.

4.2 BACKGROUND 2022 TRAFFIC VOLUMES

The year 2022 was selected for the background condition as it matches the anticipated opening year for the project. Traffic volumes were developed using projected peak hour traffic volumes derived from the Hayward General Plan Update version of the Alameda CTC Countywide Model.

Figure 9 presents the Background 2022 volumes derived from the travel demand model and the incremental adjustment process described in Section 1.2.

The automobile turning movement counts for the Background Plus Project scenario were developed from the sum of the Background 2022 No Project volumes and the Project Only turning movements described in Section 3 (and displayed in Figure 7). Figure 10 presents the Background Plus Project volumes.

4.3 CUMULATIVE 2035 TRAFFIC VOLUMES

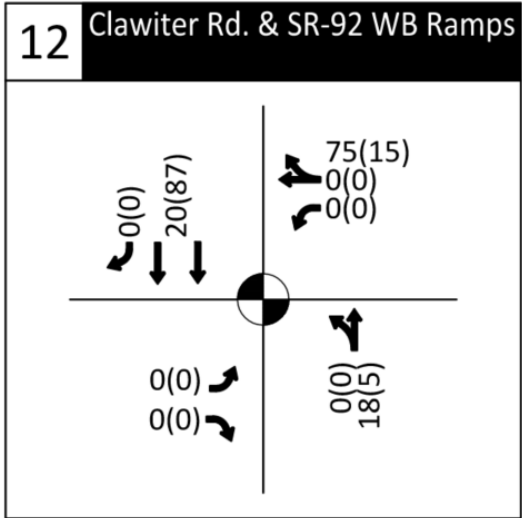
Cumulative Year 2035 vehicle volumes were evaluated using projected peak hour traffic volumes derived from the Hayward General Plan Update version of the Alameda CTC Countywide Model.

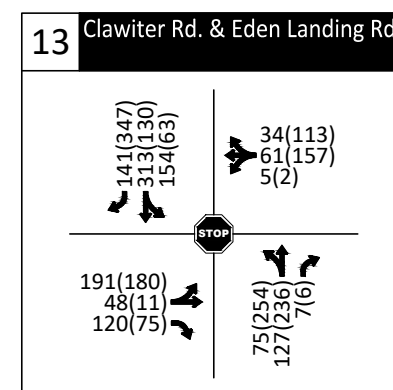
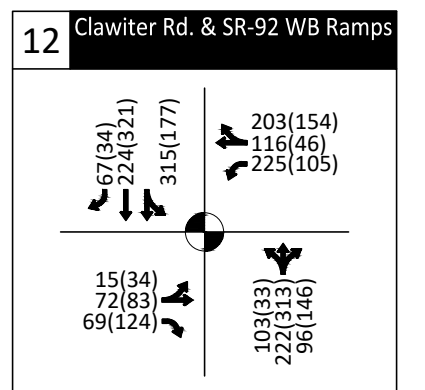
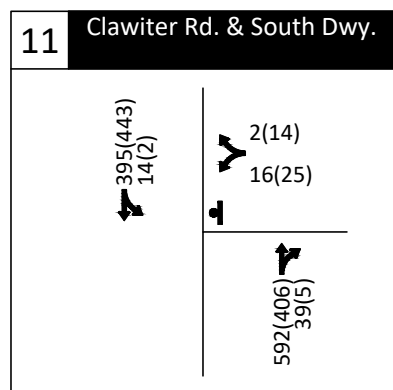
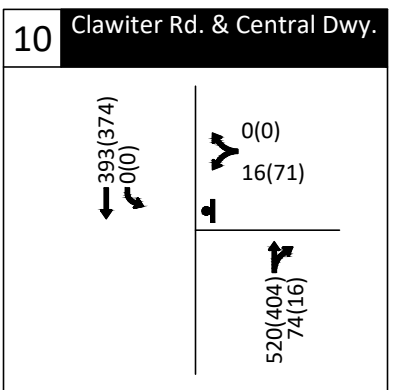
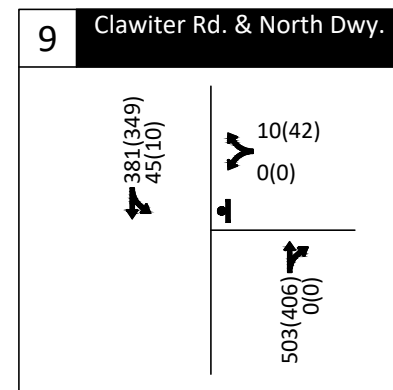
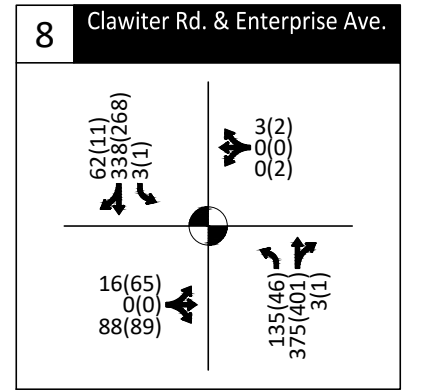
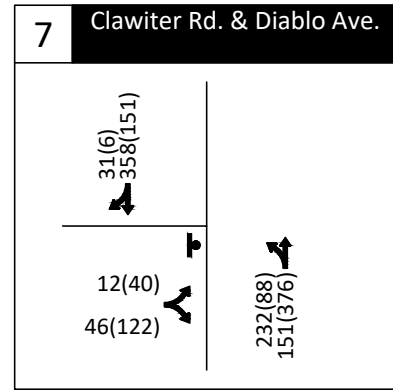
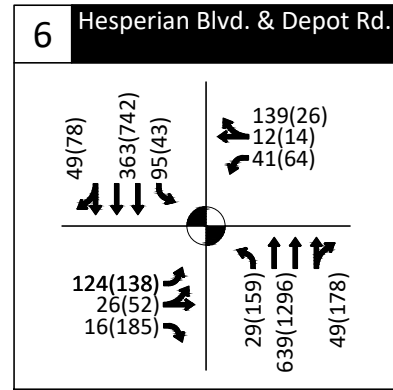
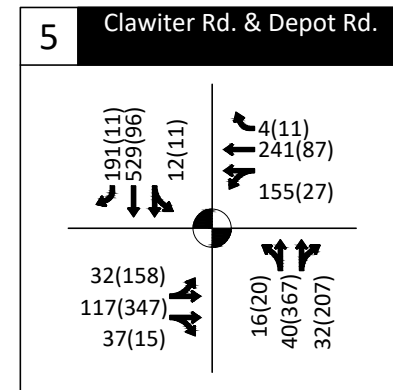
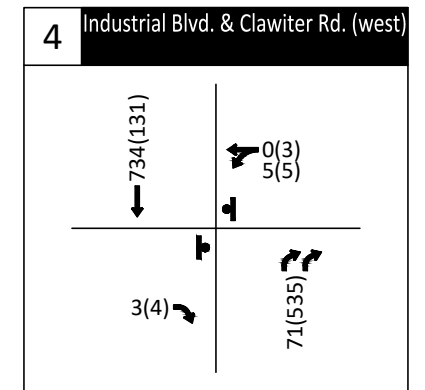
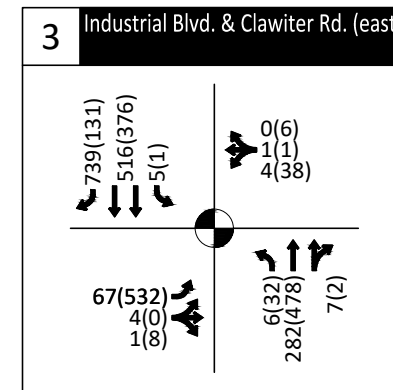
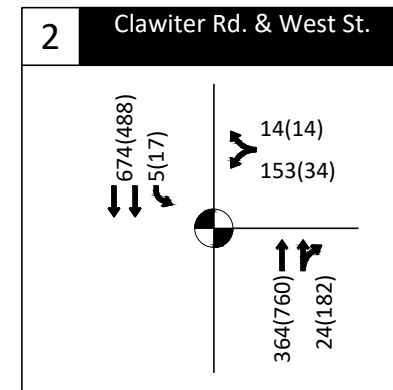
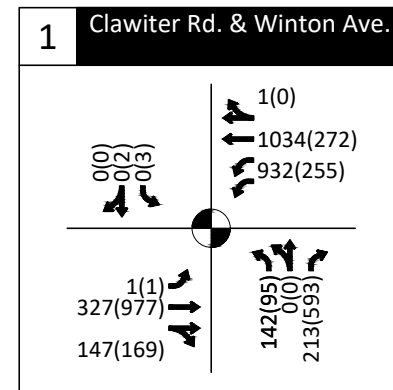
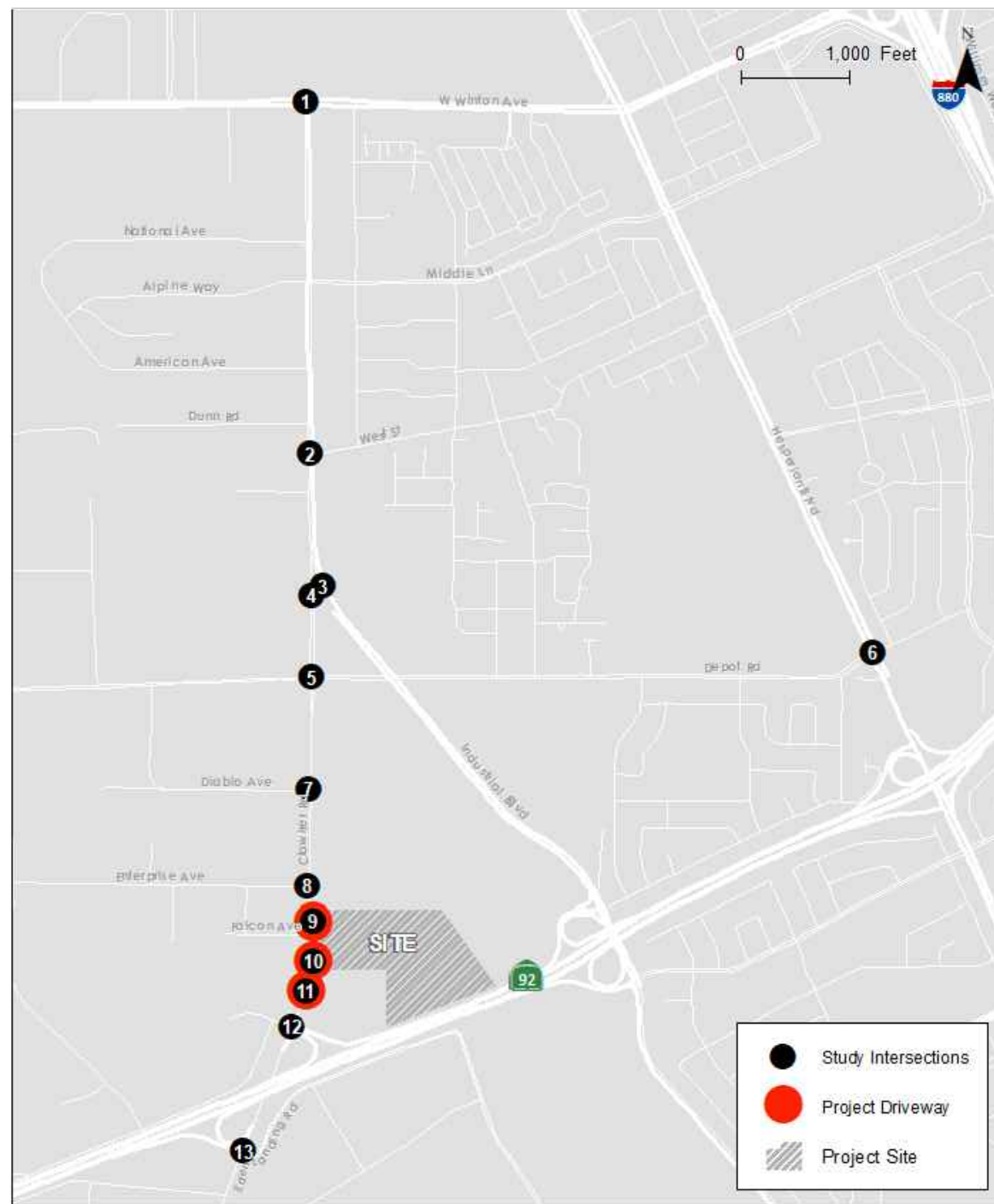
Figure 11 presents the Cumulative 2035 volumes derived from the travel demand model and the incremental adjustment process described in Section 1.2. Note, these volumes account for the future elimination of the southbound left turn and northbound right turn vehicle movements at the Clawiter Road & Breakwater Avenue/SR-92 WB Ramps intersection as a result of the planned SR-92/Clawiter interchange improvements.

The automobile turning movement counts for the Background Plus Project scenario were developed from the sum of the Background 2022 No Project volumes and the Project Only turning movements described in Section 3 (and displayed in Figure 7). Note, given the elimination of the southbound left turn and northbound right turn vehicle movements at the Clawiter Road & Breakwater Avenue/SR-92 WB Ramps intersection, the project trip assignment at this intersection has been modified for the

Cumulative 2035 Plus Project scenario as shown below. Figure 12 presents the Cumulative Plus Project volumes.

Cumulative 2035 Trip Assignment at Intersection #12 (Clawiter Rd. & Breakwater Ave./SR-92 WB Ramps)

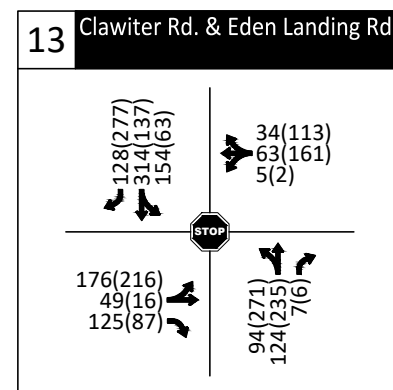
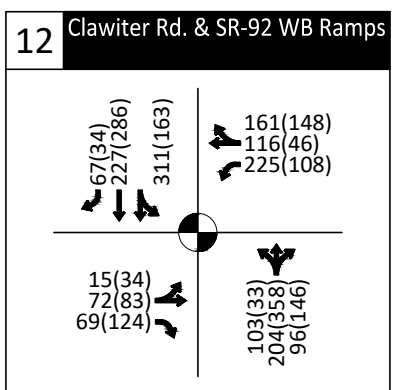
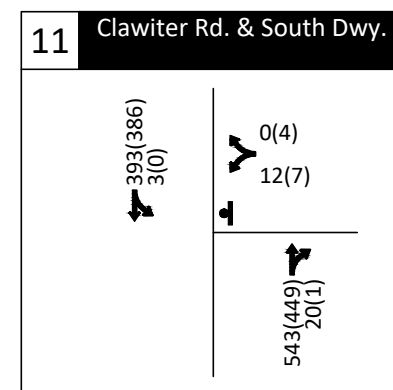
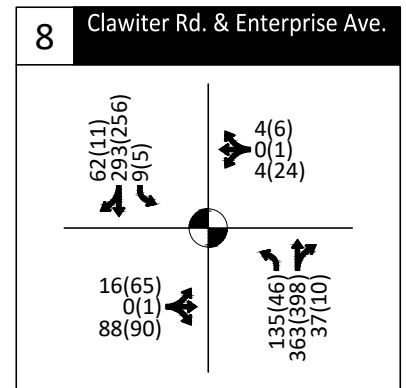
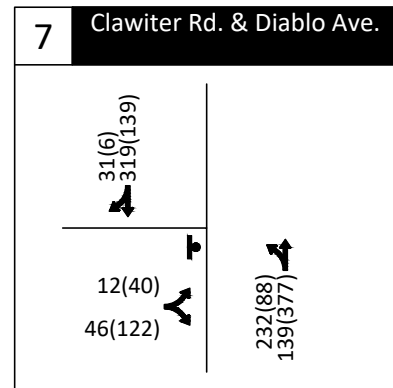
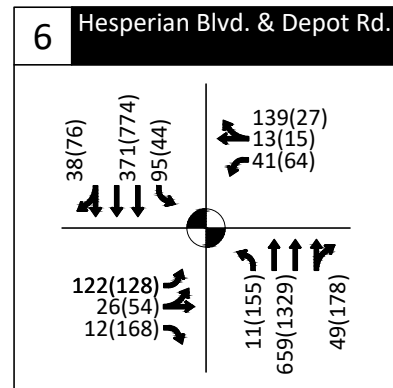
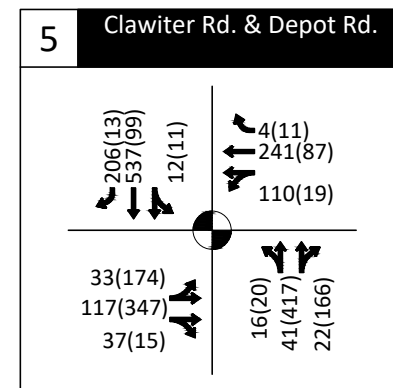
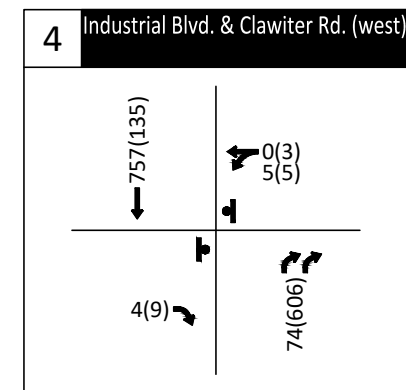
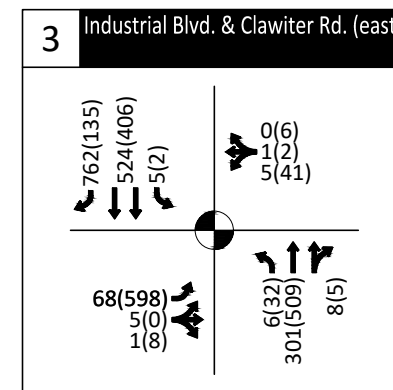
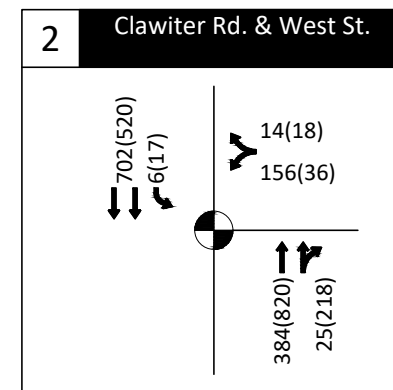
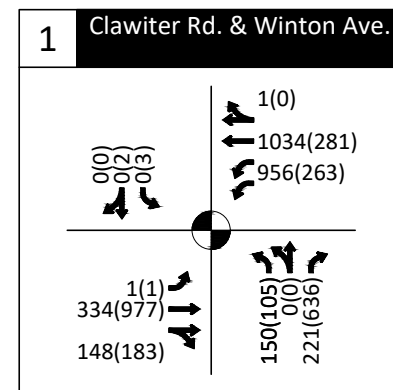
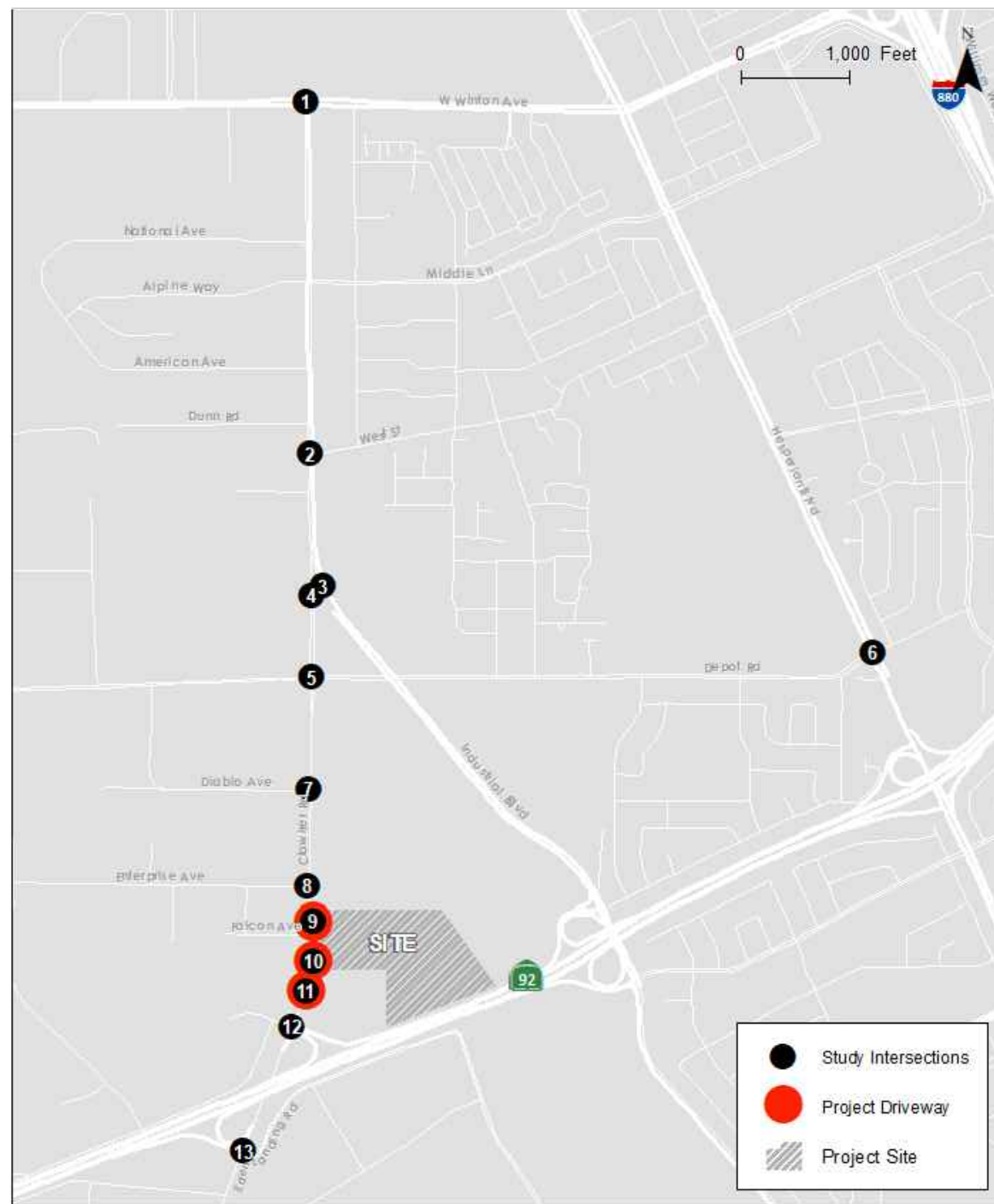




AM(PM) - Traffic Volume
 - All-Way Stop
 - Stop Sign
 - Traffic Signal

Existing Plus Project Turning Movement Forecasts
Hayward, CA

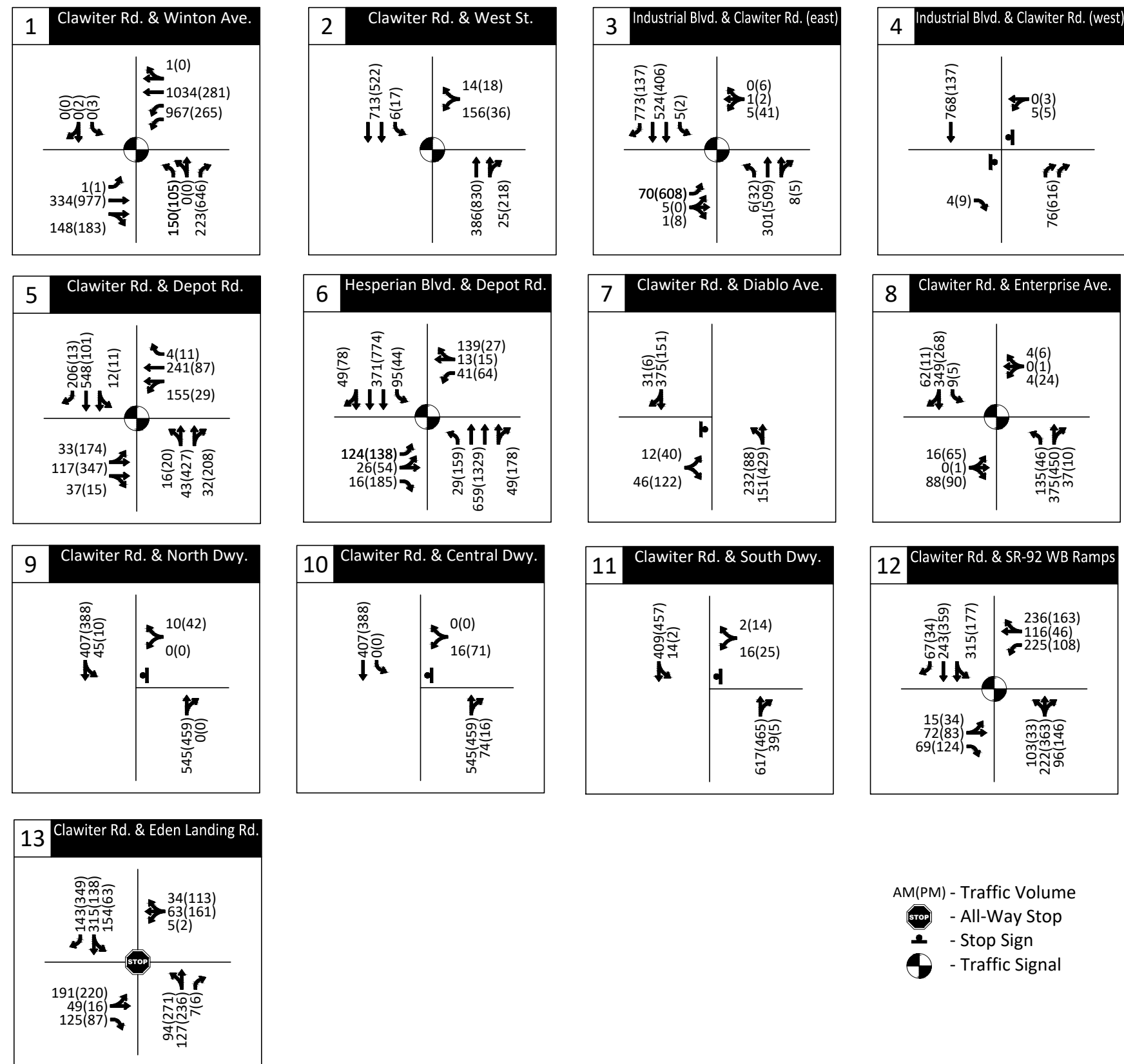
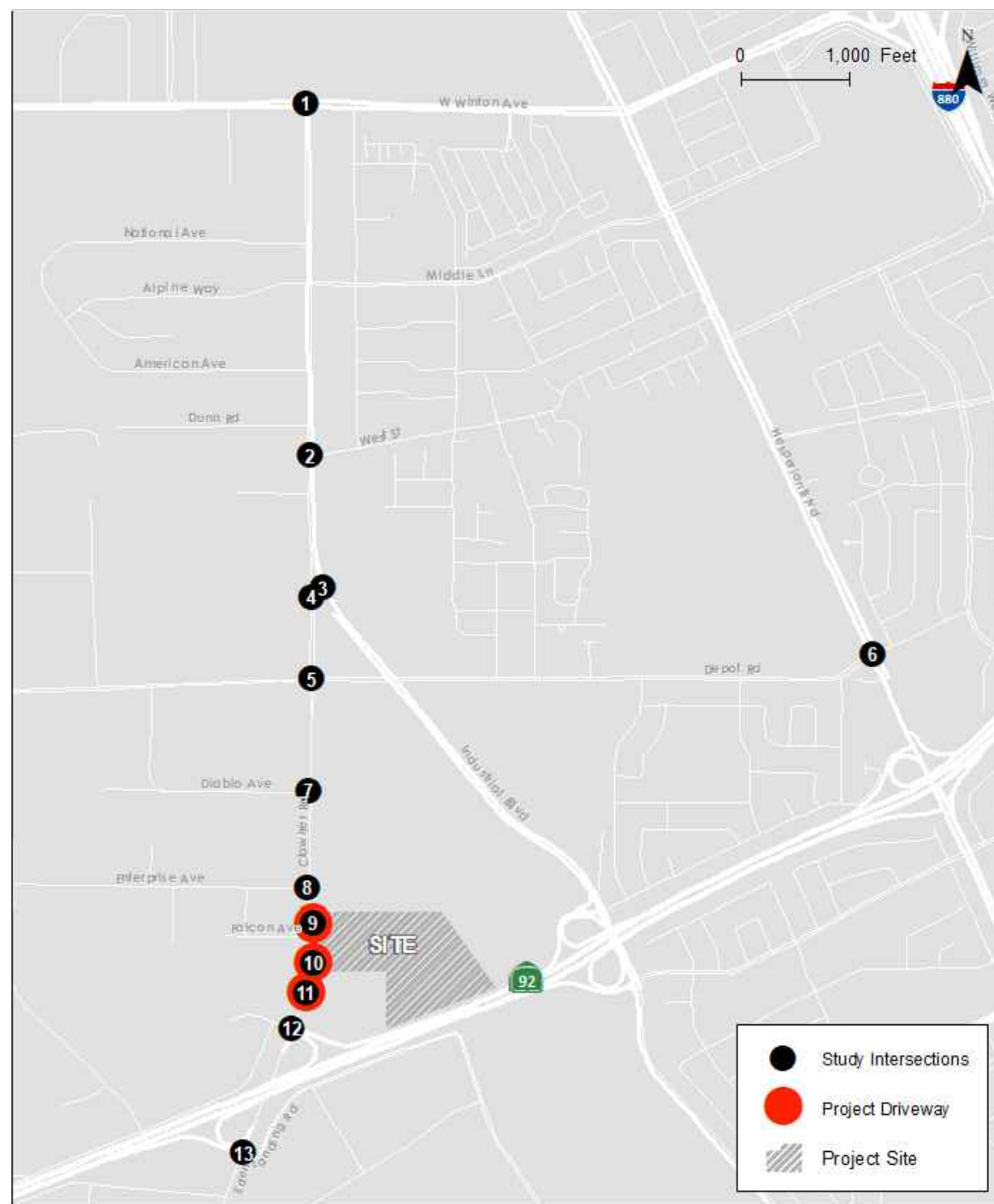
Figure
8



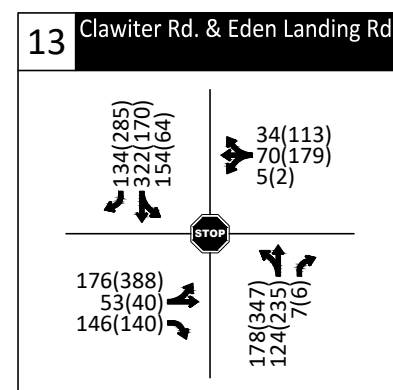
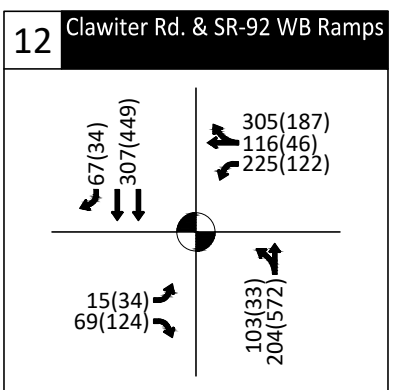
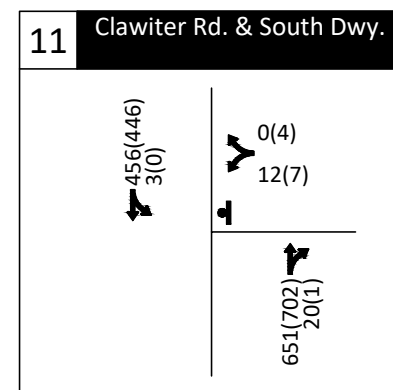
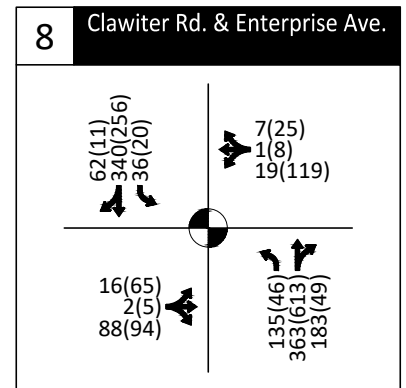
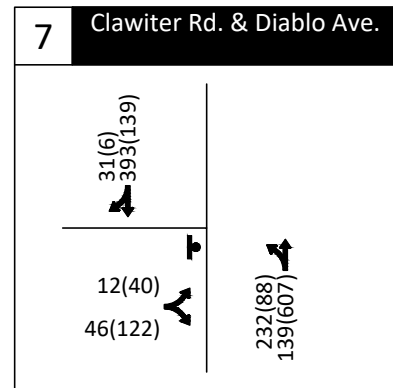
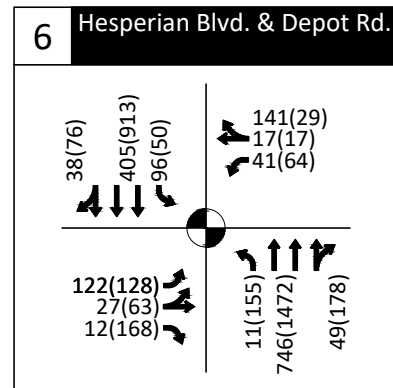
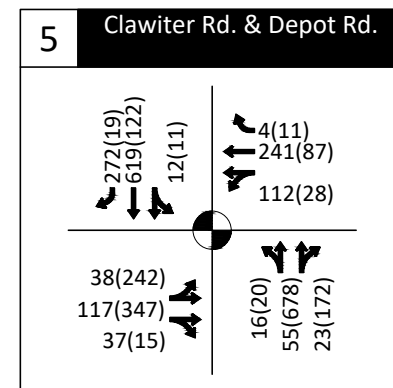
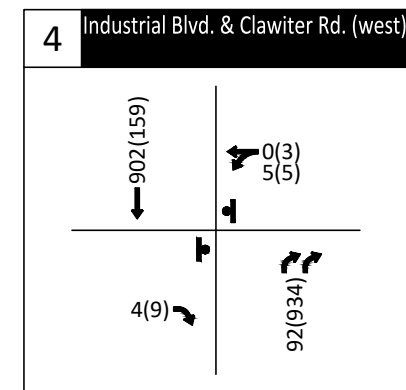
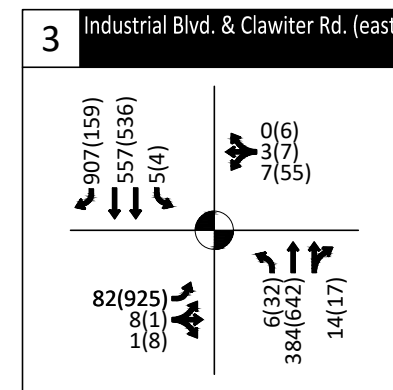
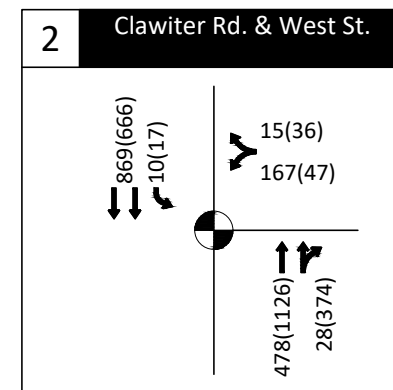
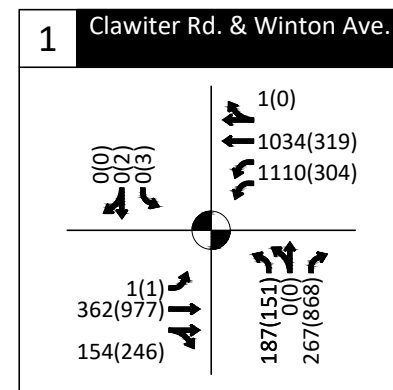
AM(PM) - Traffic Volume
- All-Way Stop
- Stop Sign
- Traffic Signal

Background 2022 Turning Movement Forecasts
Hayward, CA

Figure
9



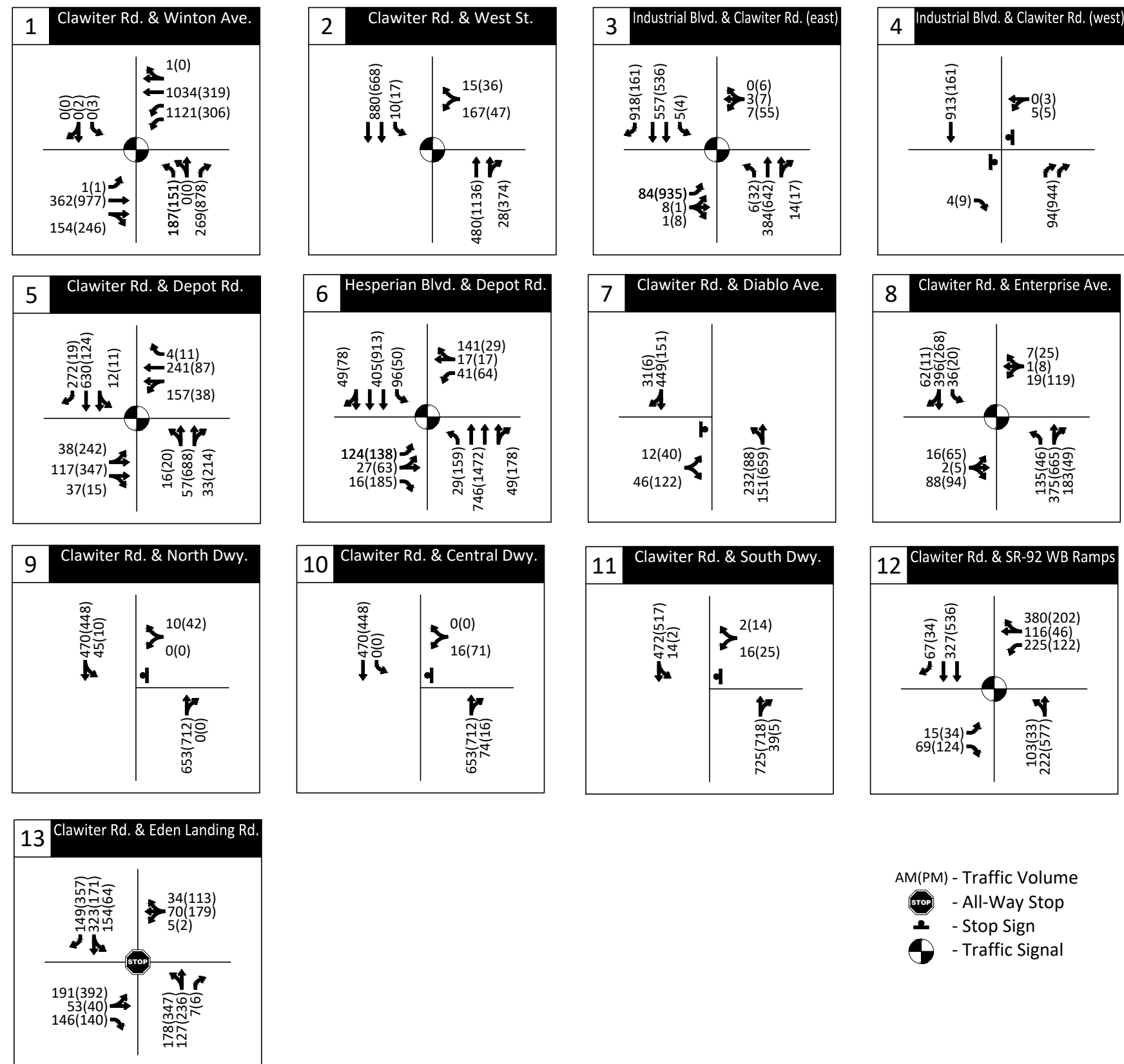
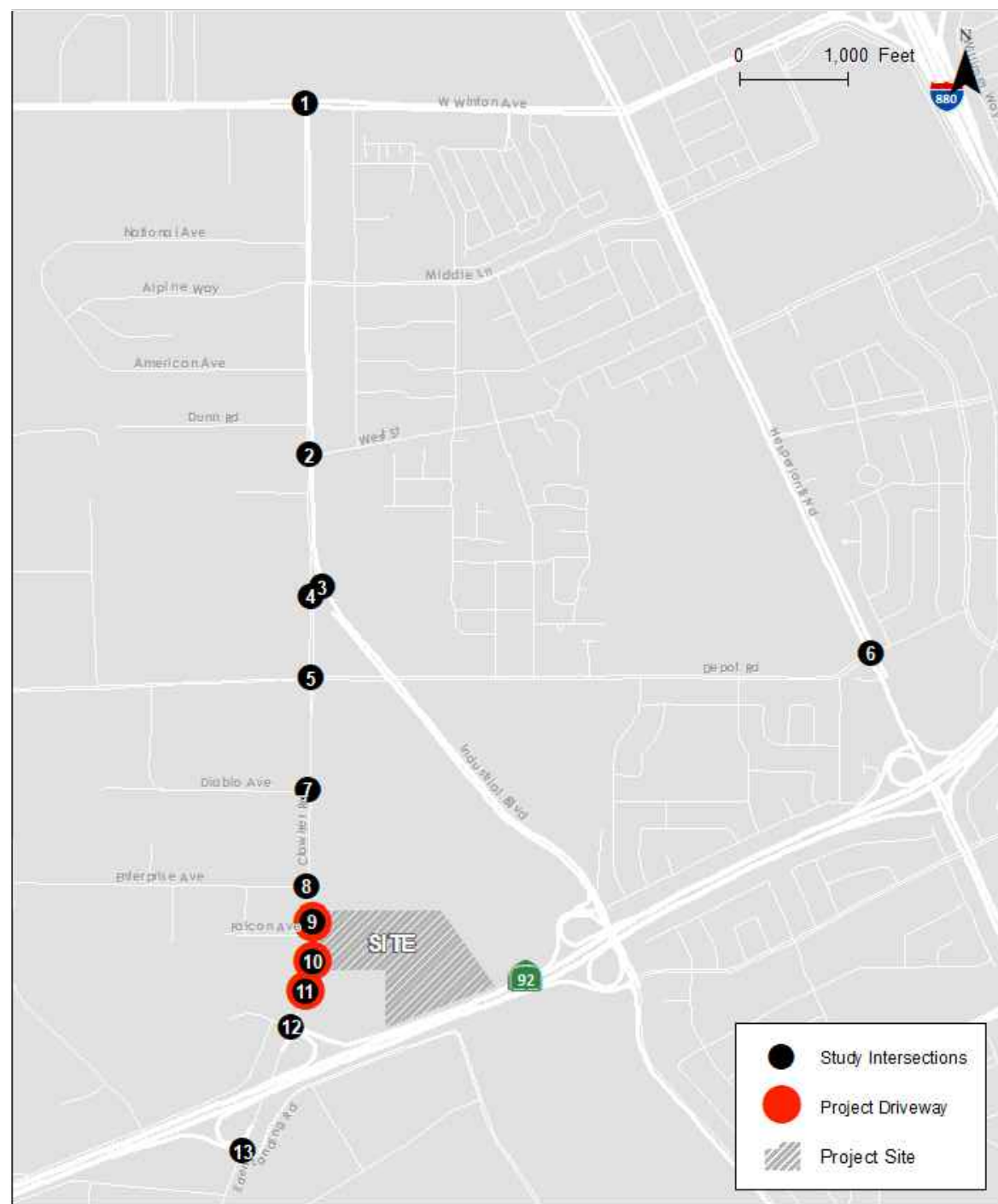
Background 2022 Plus Project Turning Movement Forecasts
Hayward, CA



AM(PM) - Traffic Volume
- All-Way Stop
- Stop Sign
- Traffic Signal

Cumulative 2035 Turning Movement Forecasts
Hayward, CA

Figure
11



Cumulative 2035 Plus Project Turning Movement Forecasts
Hayward, CA

Figure
12

5 PUBLIC TRANSIT, PEDESTRIAN AND BICYCLE ASSESSMENT

This section discusses potential effects on public transit, pedestrians, and bicyclists. To supplement this analysis, the Alameda County Transportation Commission (ACTC) Development Review Complete Streets Checklist was completed and is included as Appendix B.

5.1 PUBLIC TRANSIT ASSESSMENT

The Project is not expected to substantially increase traffic levels at intersections serving local AC Transit buses (such as Routes 86, 97, and M). In addition, the project is not expected to degrade local access to bus stops along Clawiter Road, which can be accessed via the local sidewalk network and existing facilities such as ADA curb ramps and crosswalks; there are no active bus stops near the project and no bus stops about the project driveways. Therefore, implementation of the Project would not conflict with plans, programs, and policies regarding transit facilities, or decrease the performance and safety of such facilities.

5.2 PEDESTRIAN ASSESSMENT

The study area features sidewalks and curb ramps that are in good condition. However, sidewalk coverage is limited, especially along Clawiter Road adjacent to the project and the SR-92 ramps. In addition, while some high-visibility ladder crosswalks are provided along Clawiter Road, several standard crosswalks have faded striping.

The pedestrian access point to the north half of the project will be the north driveway along Clawiter Road, and the pedestrian access point to the south half of the project will be the south project driveway along Clawiter Road (the central driveway is not designated as a pedestrian access point). To access the north half of the project, pedestrians can utilize a dedicated pedestrian walkway through the site. Pedestrians accessing the south half of the project will not have a dedicated walkway through the access easement, but rather a path marked with yellow paint for pedestrian access; this access path is parallel to those used by bicycles, automobiles, and trucks. A dedicated walkway is available east of the easement. In addition, pedestrian lighting is provided at multiple locations in both the north and south halves.

Pedestrians accessing the north half of the project, as well as pedestrians traveling along Clawiter Road, may experience conflicts with vehicles both on-site and at the driveways. Potential pedestrian-oriented treatments that could be considered as part of design review and conditions of approval could include:

- Ensure that the north and central driveways on Clawiter Road are designed for pedestrian visibility safety (sidewalks clearly delineated, improved visibility by minimizing bushes and large signs).
- Coordinate with the City of Hayward to install warning signage (such as caution signage for exiting vehicles) and continental crosswalks at the north and central driveways.

Pedestrians accessing the south half of the project, as well as pedestrians traveling along Clawiter Road, may experience conflicts with vehicles both on-site and at the driveways. Pedestrians accessing the site could face some limitations due to the lack of a dedicated pedestrian walkway and a lack of sidewalks along Clawiter Road south of the railroad tracks. Potential pedestrian-oriented treatments that could be considered as part of design review and conditions of approval could include:

- With the City and existing property owner, explore options such as designing the southern driveway on Clawiter Road for pedestrian visibility safety (e.g. improved visibility by minimizing bushes and large signs) and installing warning signage (such as caution signage for exiting vehicles) and continental crosswalks at the southern driveway.
- Explore options with the existing property owner to better delineate the pedestrian access path through the access easement with high-visibility paint and signage.
- With the City and existing property owner, explore options to install sidewalks along Clawiter Road south of the railroad tracks.

5.3 BICYCLE ASSESSMENT

The study area features several bike routes, including a bike route along Clawiter Road. However, existing dedicated bikeways are limited in the study area.

The site plan includes bike racks around all four buildings, consistent with California Green Building Code (CALGreen) requirements for developers to provide bicycle parking for 5% of the vehicular parking spaces added on a site. 18 short-term bike racks and 18 long-term bike racks are required, and the project has proposed to provide 22 of each, exceeding the state's requirements by 22%. The project will also include showers.

The bicyclist access points to the project consist of the three driveways along Clawiter Road. The bicyclist path through the site (including through the access easement) would be delineated by bicycle "sharrows" stenciled onto driveway pavement, indicating the bike-vehicle shared traffic lane. The bicyclist path of travel runs parallel to the truck path of travel. Alternatively, bicyclists accessing the site's north half can dismount and use the internal pedestrian path on foot.

Since bicyclist access to, from, and through the project site consists of shared facilities that would include trucks, bicyclist comfort may be affected due to conflicts with automobiles and trucks. Potential treatments should be considered to increase bicyclist safety as part of design review and conditions of approval. Recommended improvements include:

- Coordinate with the City of Hayward to install signage (such as bikeway signage and caution signage) for vehicles entering or existing the project driveways.
- Ensure the on-site bike sharrows are high-visibility and are accompanied by the appropriate signage.

The City of Hayward is currently updating its Bicycle and Pedestrian Master Plan. At this time, the draft plan proposes replacing the bike route along Clawiter Road with separated bike lanes. Should separated bike lanes be installed, the property owner should coordinate with the City to provide the appropriate signage and transition markings at the project driveways.

6 SUMMARY OF FINDINGS

As detailed in Section 2, the project can be screened out of a detailed VMT analysis under the City's SB 743-consistent VMT criteria. Therefore, it was determined that the project would have a **less-than-significant** VMT impact. No mitigation measures have been identified.

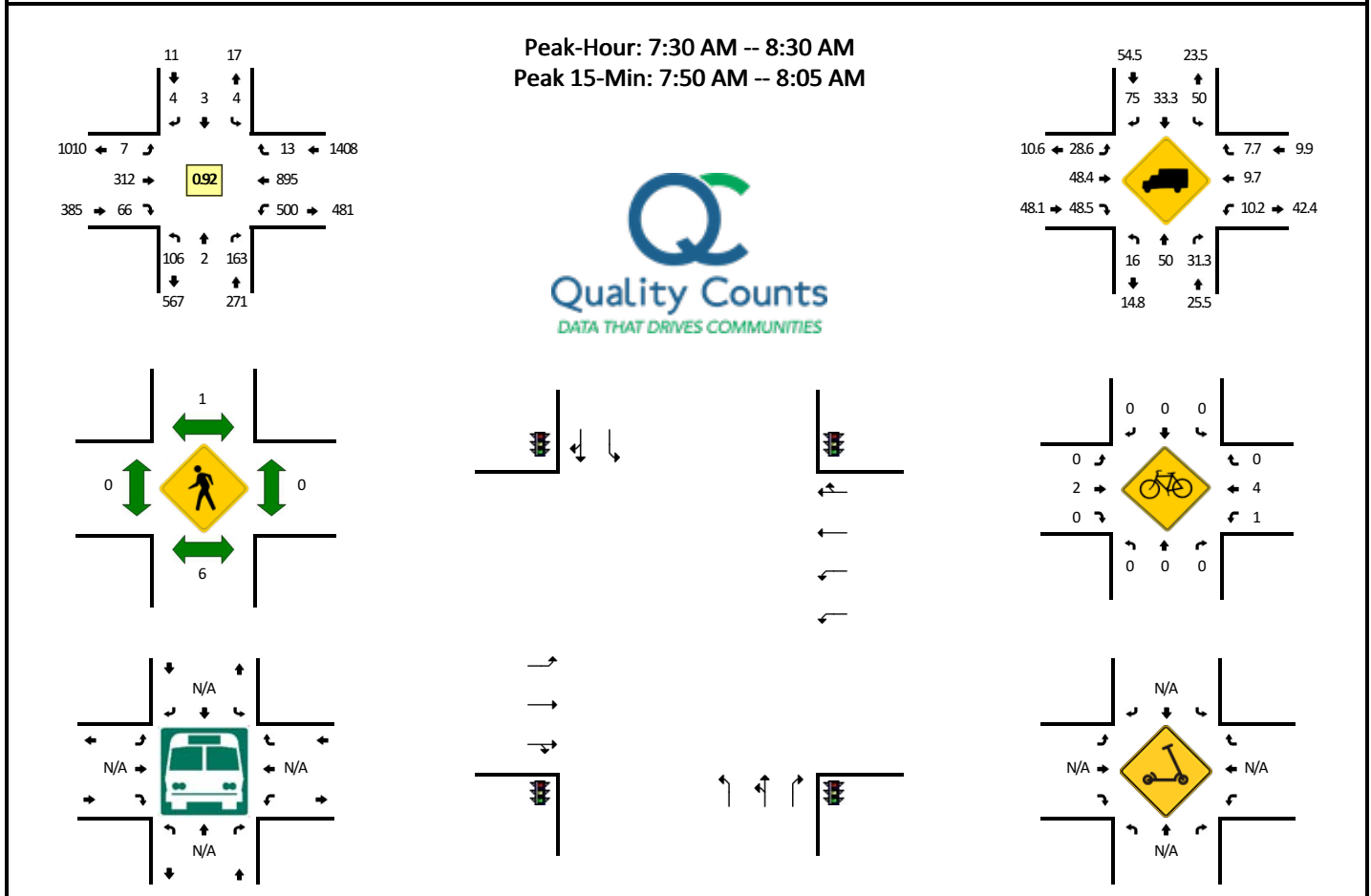
In addition, the following recommendations were made, to be incorporated as part of this project:

- Ensure that the project driveways on Clawiter Road are designed for pedestrian visibility safety (sidewalks clearly delineated, improved visibility by minimizing bushes and large signs).
- Coordinate with the City of Hayward to install warning signage (such as bikeway signage and caution signage for exiting vehicles) and continental crosswalks at the project driveways.
- Explore options with the existing property owner to better delineate the southern pedestrian access path through the access easement with high-visibility paint and signage.
- With the City and existing property owner, explore options to install sidewalks along Clawiter Road south of the railroad tracks.
- Ensure the on-site bike sharrows are high-visibility and are accompanied by the appropriate signage.

APPENDIX A: TRAFFIC COUNTS AND COVID-19 ADJUSTMENT CALCULATIONS

LOCATION: Clawiter Rd -- W Winton Ave
CITY/STATE: Hayward, CA

QC JOB #: 15261217
DATE: Wed, Aug 5 2020



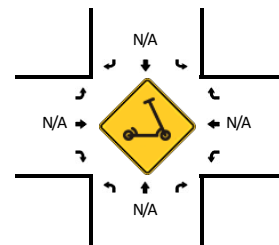
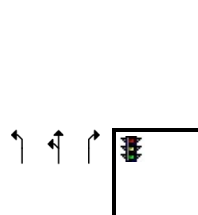
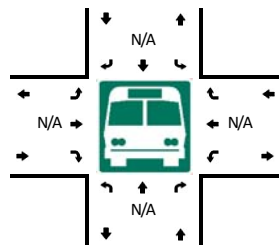
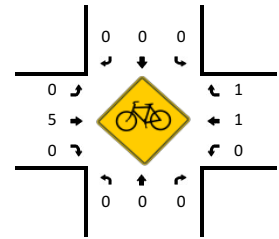
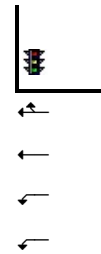
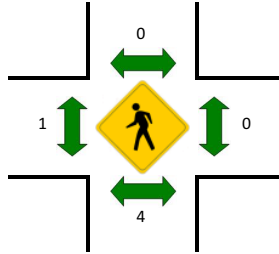
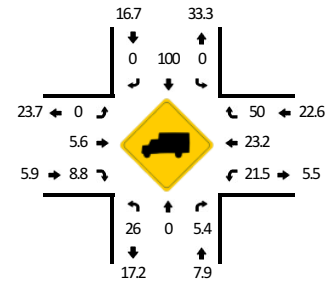
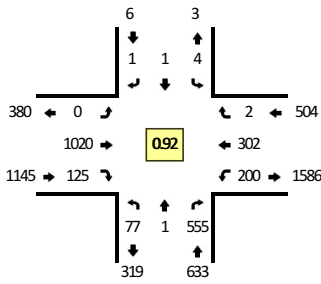
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				W Winton Ave (Eastbound)				W Winton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	0	8	0	2	0	0	0	0	42	3	0	35	76	3	0	177	
7:05 AM	8	0	16	0	0	0	0	0	0	32	6	0	45	78	1	0	186	
7:10 AM	10	1	16	0	1	0	0	0	0	30	4	1	36	81	0	0	180	
7:15 AM	6	0	18	0	1	0	0	0	0	23	4	0	32	68	0	0	152	
7:20 AM	8	0	15	0	0	0	0	0	0	28	6	0	33	82	0	0	172	
7:25 AM	4	0	15	0	0	0	0	0	1	22	7	0	33	87	0	0	169	
7:30 AM	12	0	11	0	0	0	1	0	0	24	5	1	39	60	1	0	154	
7:35 AM	6	0	17	0	0	0	0	0	0	28	5	1	32	75	0	0	164	
7:40 AM	6	0	14	0	2	0	0	0	1	19	5	0	43	64	0	0	154	
7:45 AM	13	0	8	0	0	0	1	0	0	19	7	0	43	84	1	0	176	
7:50 AM	10	0	13	0	0	0	0	0	0	20	7	0	63	71	2	0	186	
7:55 AM	9	0	14	0	0	0	0	0	0	26	2	0	42	99	0	0	192	2062
8:00 AM	7	0	10	0	0	0	0	0	0	22	8	1	42	92	1	0	183	2068
8:05 AM	9	1	11	0	0	0	0	0	1	29	1	0	43	81	0	0	176	2058
8:10 AM	6	1	16	0	1	1	1	0	0	34	4	0	41	57	4	1	167	2045
8:15 AM	7	0	9	0	1	1	1	0	0	32	4	1	35	65	2	0	158	2051
8:20 AM	20	0	18	0	0	1	0	0	0	30	9	0	34	65	1	1	179	2058
8:25 AM	1	0	22	0	0	0	0	0	0	29	9	1	41	82	1	0	186	2075
8:30 AM	7	0	13	0	0	0	0	0	0	28	4	0	27	38	1	0	118	2039
8:35 AM	5	0	14	0	0	0	0	0	0	31	4	0	46	61	4	0	165	2040
8:40 AM	10	0	17	0	1	0	0	0	0	37	6	0	27	63	1	0	162	2048
8:45 AM	7	1	19	0	0	0	0	0	0	26	11	0	34	59	1	0	158	2030
8:50 AM	7	0	14	0	1	0	0	0	0	28	1	0	21	67	4	0	143	1987
8:55 AM	8	0	16	0	0	0	1	0	0	33	10	0	36	64	2	0	170	1965
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	0	148	0	0	0	0	0	0	272	68	4	588	1048	12	0	2244	
Heavy Trucks	24	0	36	0	0	0	0	0	0	120	36	0	68	76	4	0	364	
Buses																		
Pedestrians		8				4				0				0			12	
Bicycles	0	0	0		0	0	0		0	4	0		0	12	0		16	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- W Winton Ave
CITY/STATE: Hayward, CA

QC JOB #: 15261218
DATE: Wed, Aug 5 2020

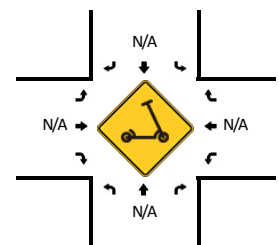
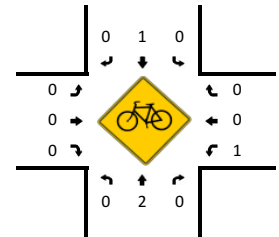
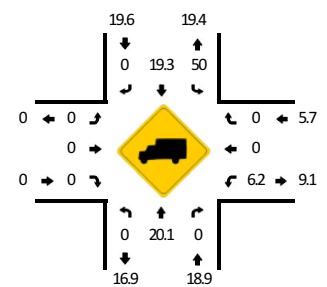
Peak-Hour: 4:10 PM -- 5:10 PM
 Peak 15-Min: 4:35 PM -- 4:50 PM



5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				W Winton Ave (Eastbound)				W Winton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	56	0	0	0	0	0	0	72	12	0	14	24	0	0	186	
4:05 PM	9	0	55	0	0	0	0	0	0	90	11	0	16	27	0	0	208	
4:10 PM	10	0	49	0	1	0	1	0	0	82	14	0	20	29	2	1	209	
4:15 PM	8	0	50	0	2	0	0	0	0	53	9	0	20	18	0	0	160	
4:20 PM	5	0	47	0	0	0	0	0	0	67	9	0	13	23	0	0	164	
4:25 PM	7	0	53	0	0	0	0	0	0	64	6	0	20	39	0	0	189	
4:30 PM	5	0	39	0	0	0	0	0	0	81	8	0	17	23	0	0	173	
4:35 PM	7	0	54	0	0	1	0	0	0	111	11	0	13	26	0	1	224	
4:40 PM	8	0	58	0	0	0	0	0	0	94	16	0	11	25	0	1	213	
4:45 PM	5	0	47	0	0	0	0	0	0	80	6	0	23	26	0	1	188	
4:50 PM	2	0	33	0	0	0	0	0	0	76	18	0	11	19	0	1	160	
4:55 PM	7	0	37	0	0	0	0	0	0	67	11	0	16	27	0	1	166	2240
5:00 PM	9	0	49	0	1	0	0	0	0	98	4	0	18	24	0	0	203	2257
5:05 PM	4	1	39	0	0	0	0	0	0	147	13	0	11	23	0	1	239	2288
5:10 PM	7	1	52	0	2	0	0	0	0	93	16	0	12	11	0	0	194	2273
5:15 PM	4	0	47	0	1	1	0	0	0	66	7	0	21	27	0	0	174	2287
5:20 PM	2	0	28	0	0	0	0	0	0	52	9	0	13	15	2	0	121	2244
5:25 PM	6	0	47	0	1	0	0	0	0	52	13	0	12	10	1	0	142	2197
5:30 PM	2	0	34	0	1	0	0	0	0	53	10	0	24	16	0	0	140	2164
5:35 PM	4	0	44	0	1	0	0	0	0	83	10	0	11	16	0	0	169	2109
5:40 PM	3	0	46	0	0	0	0	0	0	61	7	0	23	15	0	1	156	2052
5:45 PM	2	0	39	0	0	0	0	0	0	58	5	0	13	16	0	0	133	1997
5:50 PM	5	0	33	0	1	0	0	0	0	42	5	0	19	21	0	0	126	1963
5:55 PM	9	0	26	0	0	0	0	0	0	37	4	0	15	23	1	0	115	1912
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	0	636	0	0	4	0	0	0	1140	132	0	188	308	0	12	2500	
Heavy Trucks	24	0	32		0	4	0		0	64	16		32	60	0		232	
Buses																		
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	4	0		0	4	4		12	
Scooters																		

Comments:

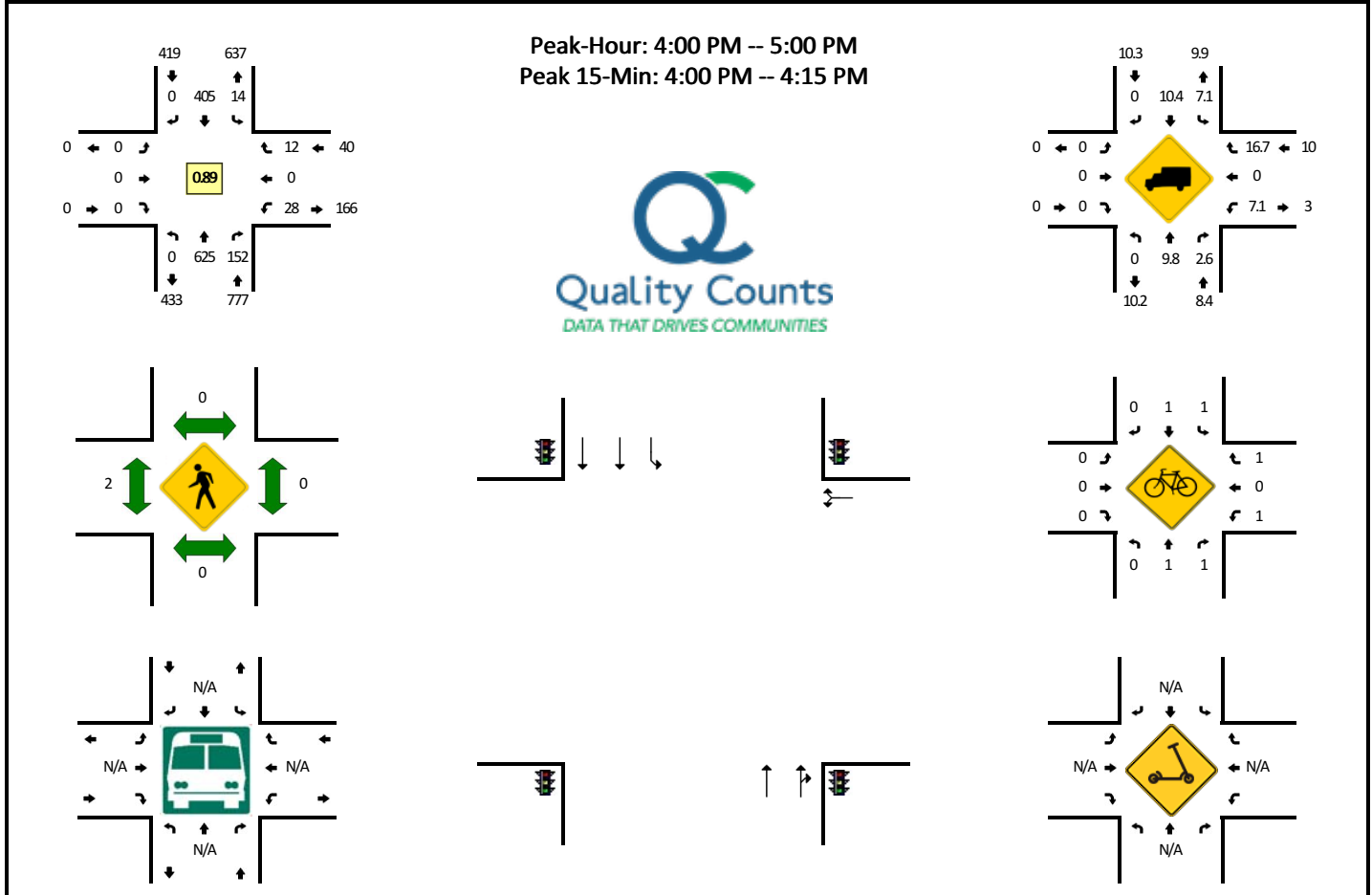
QC JOB #: 15261215
DATE: Wed, Aug 5 2020



Comments:

LOCATION: Clawiter Rd -- West St
CITY/STATE: Hayward, CA

QC JOB #: 15261216
DATE: Wed, Aug 5 2020

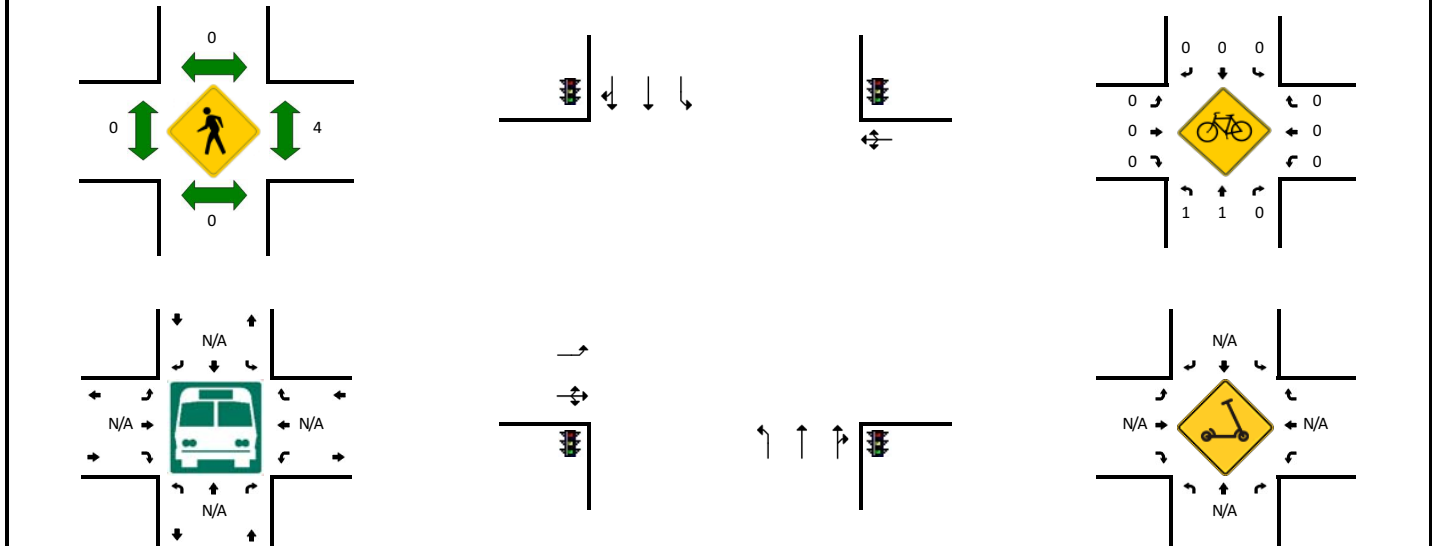


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				West St (Eastbound)				West St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	61	8	0	1	33	0	0	0	0	0	0	2	0	1	0	106	
4:05 PM	0	54	16	0	1	44	0	0	0	0	0	0	2	0	2	0	119	
4:10 PM	0	71	12	0	0	38	0	0	0	0	0	0	1	0	1	0	123	
4:15 PM	0	57	12	0	1	29	0	0	0	0	0	0	3	0	2	0	104	
4:20 PM	0	40	13	0	0	33	0	0	0	0	0	0	3	0	0	0	89	
4:25 PM	0	51	14	0	0	30	0	0	0	0	0	0	3	0	1	0	99	
4:30 PM	0	55	14	0	3	41	0	0	0	0	0	0	2	0	0	0	115	
4:35 PM	0	62	15	0	1	35	0	0	0	0	0	0	2	0	1	0	116	
4:40 PM	0	46	19	0	1	27	0	0	0	0	0	0	1	0	0	0	94	
4:45 PM	0	41	8	0	0	35	0	0	0	0	0	0	2	0	1	0	87	
4:50 PM	0	39	13	0	4	29	0	0	0	0	0	0	4	0	2	0	91	
4:55 PM	0	48	8	0	2	31	0	0	0	0	0	0	3	0	1	0	93	1236
5:00 PM	0	58	8	0	0	25	0	0	0	0	0	0	3	0	0	0	94	1224
5:05 PM	0	61	14	0	3	35	0	0	0	0	0	0	1	0	0	0	114	1219
5:10 PM	0	72	11	0	1	40	0	0	0	0	0	0	2	0	0	0	126	1222
5:15 PM	0	43	10	0	0	35	0	0	0	0	0	0	1	0	0	0	89	1207
5:20 PM	0	37	7	0	1	24	0	0	0	0	0	0	1	0	1	0	71	1189
5:25 PM	0	47	9	0	1	25	0	0	0	0	0	0	3	0	0	0	85	1175
5:30 PM	0	39	11	0	1	28	0	0	0	0	0	0	3	0	1	0	83	1143
5:35 PM	0	54	9	0	1	31	0	0	0	0	0	0	1	0	1	0	97	1124
5:40 PM	0	40	8	0	1	25	0	0	0	0	0	0	3	0	0	0	77	1107
5:45 PM	0	37	8	0	1	31	0	0	0	0	0	0	2	0	0	0	79	1099
5:50 PM	0	31	6	0	0	27	0	0	0	0	0	0	5	0	0	0	69	1077
5:55 PM	0	34	13	0	1	21	0	0	0	0	0	0	2	0	0	0	71	1055
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	744	144	0	8	460	0	0	0	0	0	0	20	0	16	0	1392	
Heavy Trucks	0	76	4	0	0	32	0	0	0	0	0	0	0	0	4	0	116	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	8	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Clawiter Rd -- Industrial Blvd (East Intersection)**QC JOB #:** 15261211**CITY/STATE:** Hayward, CA**DATE:** Wed, Aug 5 2020

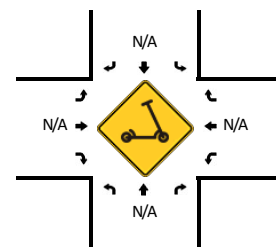
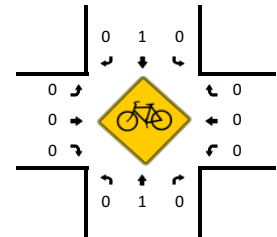
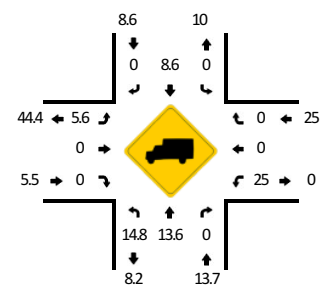
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:50 AM -- 8:05 AM



5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (East Intersection) (Eastbound)				Industrial Blvd (East Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	19	0	0	0	12	0	0	3	0	1	0	0	0	0	0	35	
7:05 AM	0	21	0	1	0	14	0	0	9	0	0	0	0	0	0	0	45	
7:10 AM	0	16	0	0	0	15	0	0	4	0	0	0	0	0	0	0	35	
7:15 AM	1	16	0	0	0	16	0	0	4	0	0	0	0	0	0	0	37	
7:20 AM	0	21	1	0	0	22	0	0	10	0	0	0	0	0	0	0	54	
7:25 AM	0	14	0	0	0	18	0	0	4	0	0	0	0	0	0	0	36	
7:30 AM	1	21	0	0	0	11	0	0	5	0	0	0	0	0	0	0	38	
7:35 AM	0	15	0	0	0	15	0	0	9	0	0	0	0	0	0	0	39	
7:40 AM	0	23	0	0	0	20	0	0	4	0	0	0	0	0	0	0	47	
7:45 AM	2	18	0	0	0	20	0	0	2	0	0	0	0	0	0	0	42	
7:50 AM	1	30	0	0	0	17	0	0	6	0	0	0	0	0	0	0	54	
7:55 AM	0	20	0	0	0	13	0	0	7	0	0	0	0	0	0	0	40	502
8:00 AM	0	25	0	1	1	29	1	0	4	0	0	0	0	0	0	0	61	528
8:05 AM	1	20	0	2	0	15	0	0	5	0	0	0	0	0	0	0	43	526
8:10 AM	0	19	0	1	0	13	0	0	3	0	1	0	0	0	1	0	38	529
8:15 AM	0	14	0	0	0	14	0	0	4	0	0	0	0	0	0	0	32	524
8:20 AM	0	16	0	0	0	15	0	0	11	0	0	0	0	0	0	0	42	512
8:25 AM	0	15	0	1	0	10	0	0	6	0	0	0	0	0	0	0	32	508
8:30 AM	1	21	0	0	0	15	0	0	4	0	0	0	0	0	0	0	41	511
8:35 AM	0	13	0	0	0	15	0	0	8	0	1	0	0	0	0	0	37	509
8:40 AM	0	23	0	1	1	21	0	0	6	0	0	0	0	0	0	0	52	514
8:45 AM	0	9	0	0	0	13	0	0	9	0	2	0	0	0	0	0	33	505
8:50 AM	1	25	1	0	0	17	1	0	11	0	0	0	1	0	0	0	57	508
8:55 AM	2	15	0	0	0	13	0	0	10	0	0	0	0	0	0	0	40	508
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	300	0	4	4	236	4	0	68	0	0	0	0	0	0	0	620	
Heavy Trucks	0	40	0		0	36	4		16	0	0		0	0	0		96	
Buses																		
Pedestrians		0				0				0				16			16	
Bicycles	4	4	0		0	0	0		0	0	0		0	0	0		8	
Scooters																		

Comments:

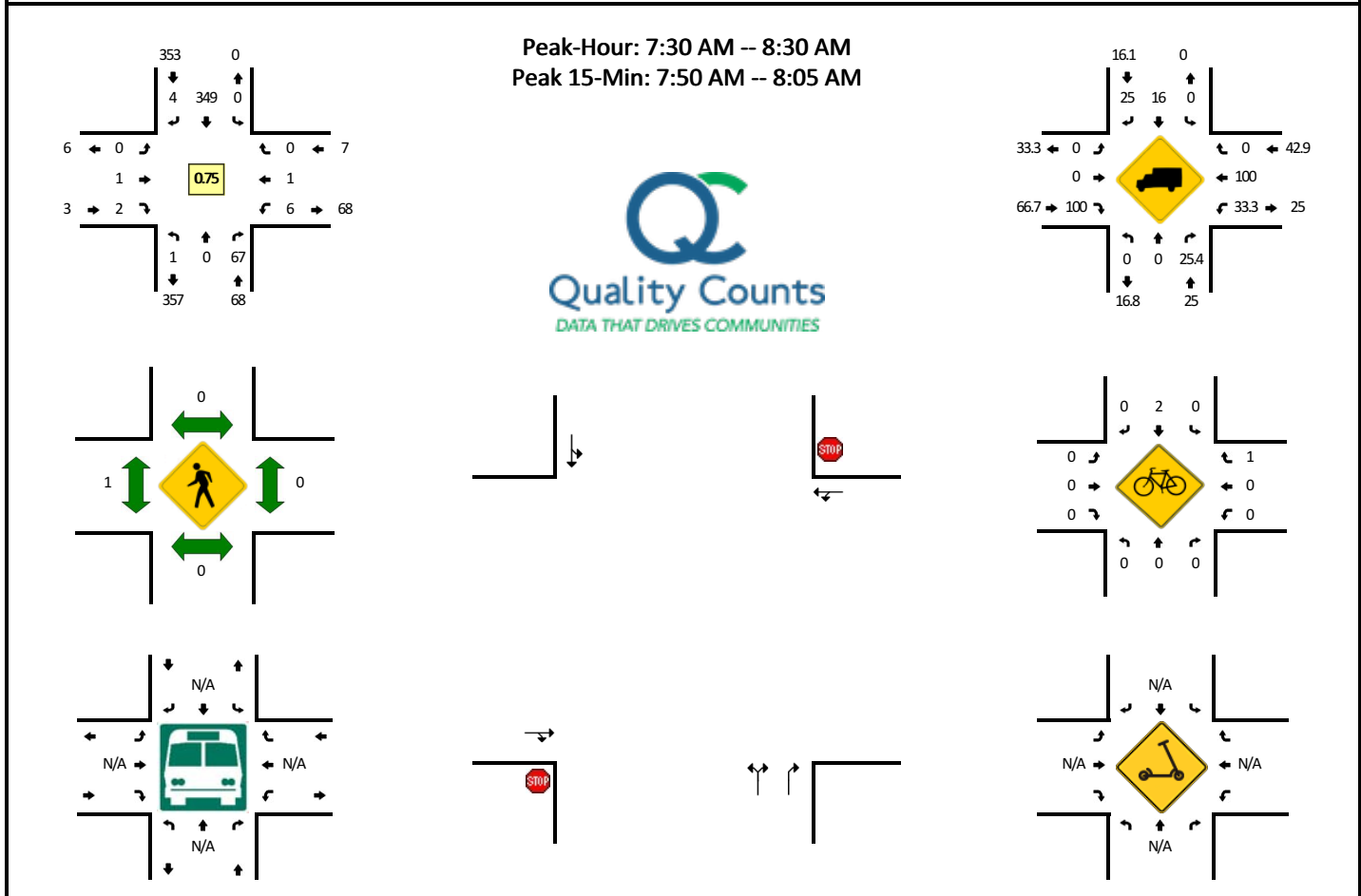
QC JOB #: 15261212
DATE: Wed, Aug 5 2020



Comments:

LOCATION: Clawiter Rd -- Industrial Blvd (West Intersection)**QC JOB #:** 15261213**CITY/STATE:** Hayward, CA**DATE:** Wed, Aug 5 2020

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

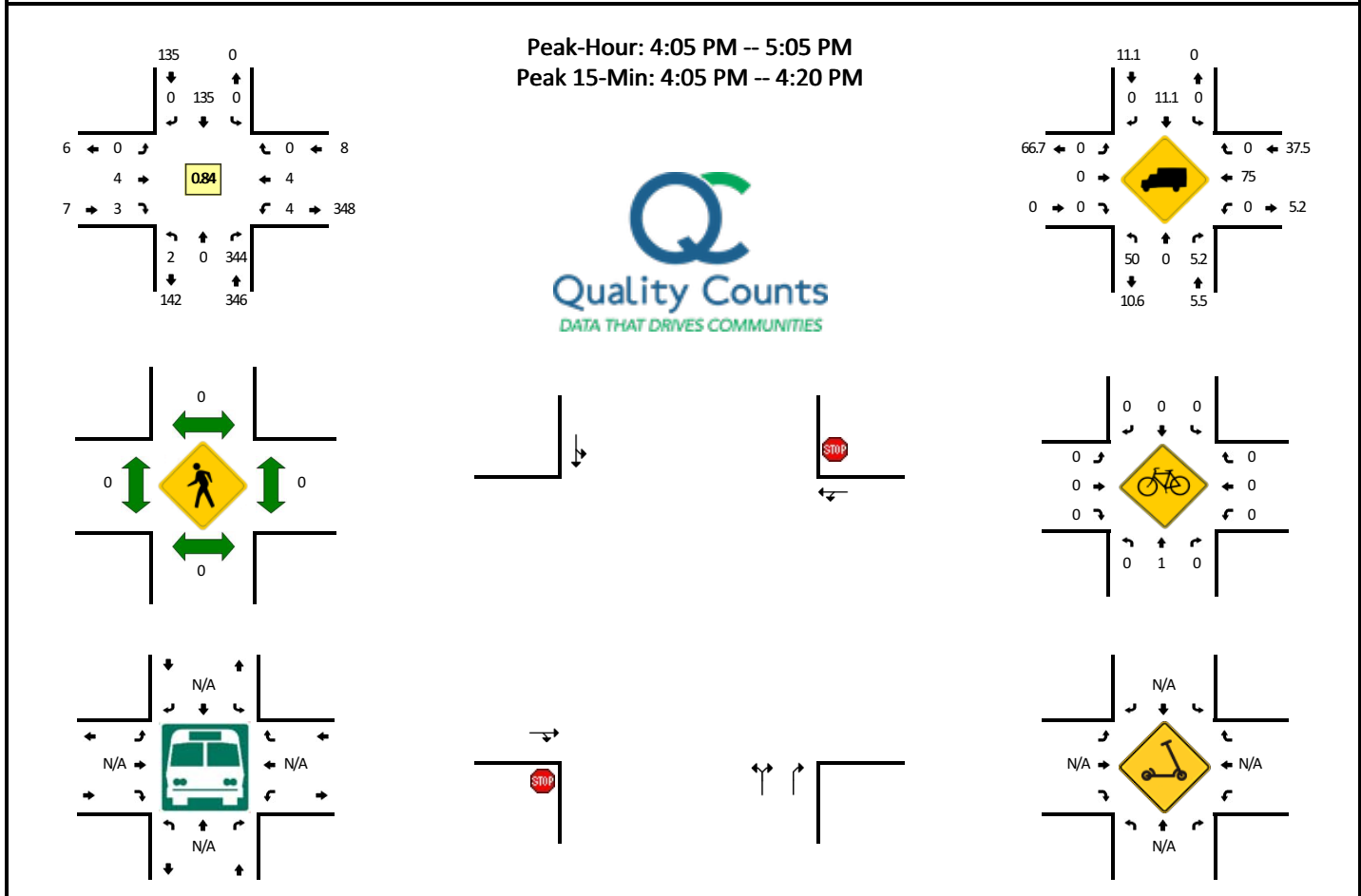


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (West Intersection) (Eastbound)				Industrial Blvd (West Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	0	18	0	0	0	1	0	0	0	0	0	0	22	
7:05 AM	1	0	9	0	0	26	0	0	0	0	1	0	0	0	0	0	37	
7:10 AM	0	0	5	0	0	22	0	0	0	0	0	0	0	0	0	0	27	
7:15 AM	0	0	6	0	0	23	0	0	0	0	0	0	0	1	0	0	30	
7:20 AM	0	0	6	0	0	24	0	0	0	1	0	0	0	0	0	0	31	
7:25 AM	0	0	4	0	0	24	0	0	0	0	0	0	0	0	0	0	28	
7:30 AM	1	0	6	0	0	32	1	0	0	0	0	0	1	0	0	0	41	
7:35 AM	0	0	8	0	0	22	0	0	0	0	1	0	0	0	0	0	31	
7:40 AM	0	0	4	0	0	27	0	0	0	0	0	0	0	0	0	0	31	
7:45 AM	0	0	4	0	0	23	1	0	0	0	0	0	2	0	0	0	30	
7:50 AM	0	0	4	0	0	44	0	0	0	0	0	0	1	0	0	0	49	
7:55 AM	0	0	7	0	0	49	1	0	0	0	0	0	0	0	0	0	57	414
8:00 AM	0	0	4	0	0	30	1	0	0	0	1	0	2	0	0	0	38	430
8:05 AM	0	0	5	0	0	18	0	0	0	1	0	0	0	0	0	0	24	417
8:10 AM	0	0	4	0	0	33	0	0	0	0	0	0	0	0	0	0	37	427
8:15 AM	0	0	6	0	0	23	0	0	0	0	0	0	0	0	0	0	29	426
8:20 AM	0	0	10	0	0	19	0	0	0	0	0	0	0	0	0	0	29	424
8:25 AM	0	0	5	0	0	29	0	0	0	0	0	0	0	1	0	0	35	431
8:30 AM	0	0	3	0	0	23	0	0	0	0	0	0	0	0	0	0	26	416
8:35 AM	1	0	9	0	0	23	0	0	0	0	0	0	0	0	0	0	33	418
8:40 AM	1	0	9	0	0	15	0	0	0	0	0	0	0	0	0	0	25	412
8:45 AM	0	0	10	0	0	24	0	0	0	2	0	0	0	0	0	0	36	418
8:50 AM	0	0	8	0	0	14	0	0	0	0	0	0	1	1	0	0	24	393
8:55 AM	0	0	10	0	0	25	0	0	0	1	1	0	2	0	0	0	39	375
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	60	0	0	492	8	0	0	0	4	0	12	0	0	0	576	
Heavy Trucks	0	0	12	0	0	80	4	0	0	0	4	0	8	0	0	0	108	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	4		8	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Industrial Blvd (West Intersection)**QC JOB #:** 15261214**CITY/STATE:** Hayward, CA**DATE:** Wed, Aug 5 2020

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

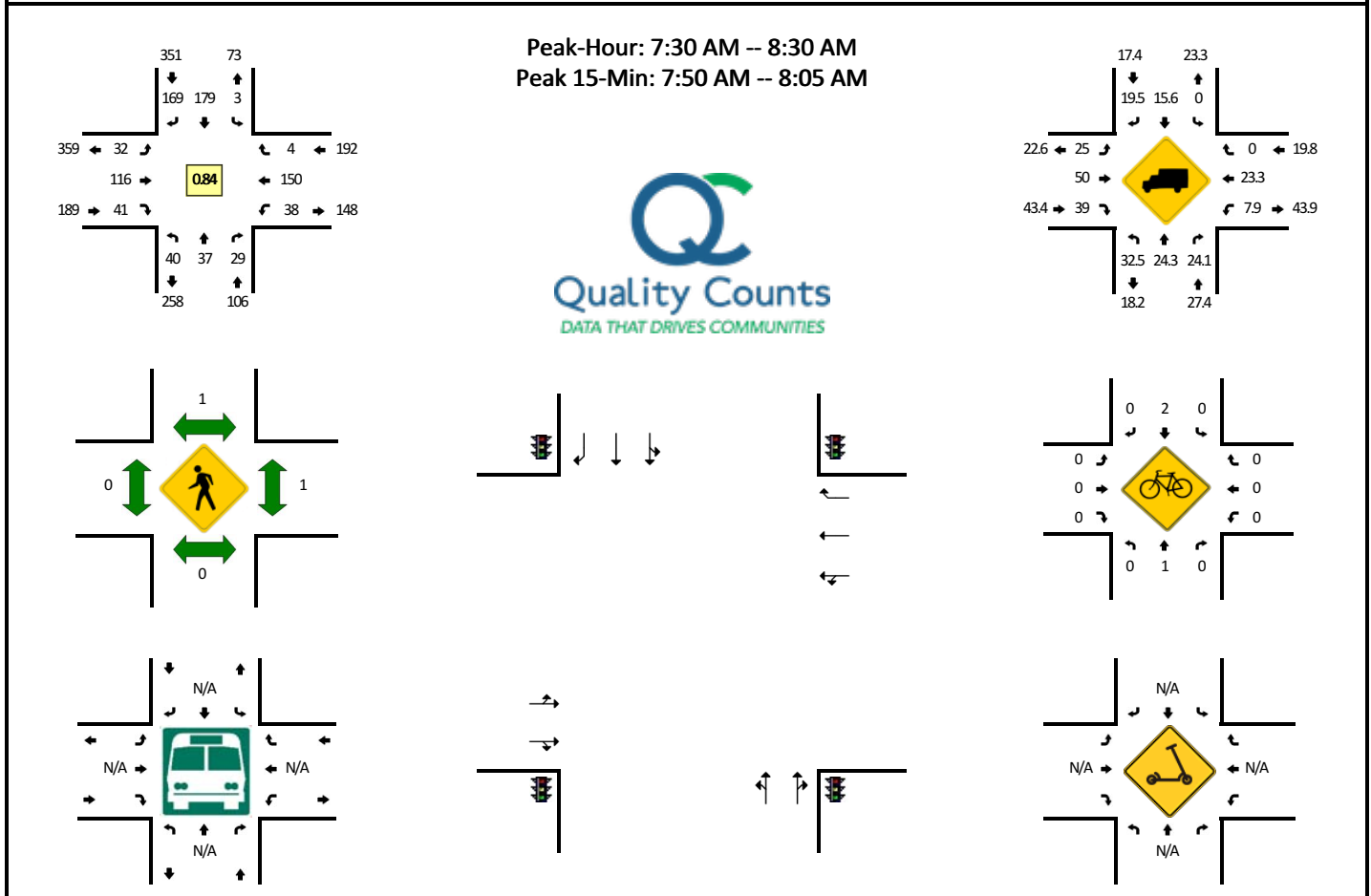


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (West Intersection) (Eastbound)				Industrial Blvd (West Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	28	0	0	6	0	0	0	1	0	0	0	1	0	0	36	
4:05 PM	0	0	36	0	0	15	0	0	0	0	0	0	0	0	0	0	51	
4:10 PM	0	0	40	0	0	9	0	0	0	0	0	0	1	0	0	0	50	
4:15 PM	0	0	31	0	0	13	0	0	0	0	1	0	0	1	0	0	46	
4:20 PM	1	0	19	0	0	14	0	0	0	0	1	0	0	0	0	0	35	
4:25 PM	0	0	23	0	0	14	0	0	0	0	0	0	0	1	0	0	38	
4:30 PM	0	0	29	0	0	13	0	0	0	0	0	0	1	0	0	0	43	
4:35 PM	0	0	40	0	0	10	0	0	0	0	0	0	0	1	0	0	51	
4:40 PM	0	0	26	0	0	6	0	0	0	0	0	0	1	0	0	0	33	
4:45 PM	1	0	29	0	0	13	0	0	0	1	0	0	0	1	0	0	45	
4:50 PM	0	0	19	0	0	8	0	0	0	1	0	0	0	0	0	0	28	
4:55 PM	0	0	20	0	0	10	0	0	0	0	0	0	1	0	0	0	31	487
5:00 PM	0	0	32	0	0	10	0	0	0	2	1	0	0	0	0	0	45	496
5:05 PM	0	0	39	0	0	10	0	0	0	0	0	0	1	0	0	0	50	495
5:10 PM	0	0	36	0	0	7	0	0	0	0	0	0	0	0	0	0	43	488
5:15 PM	0	0	20	0	0	16	0	0	0	1	0	0	1	0	0	0	38	480
5:20 PM	0	0	25	0	0	5	1	0	0	0	0	0	0	0	0	0	31	476
5:25 PM	0	0	19	0	0	2	0	0	0	1	0	0	1	0	0	0	23	461
5:30 PM	1	0	23	0	0	10	0	0	0	0	0	0	0	0	0	0	34	452
5:35 PM	0	0	27	0	0	10	0	0	0	0	0	0	1	1	0	0	39	440
5:40 PM	1	0	15	0	0	9	0	0	0	0	1	0	0	0	0	0	26	433
5:45 PM	0	0	16	0	0	14	0	0	0	0	1	0	0	0	0	0	31	419
5:50 PM	0	0	9	0	2	7	0	0	0	0	0	0	1	0	0	0	19	410
5:55 PM	1	0	18	0	0	6	0	0	0	0	0	0	1	0	0	0	26	405
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	428	0	0	148	0	0	0	0	4	0	4	4	0	0	588	
Heavy Trucks	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	40	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Clawiter Rd -- Depot Rd
CITY/STATE: Hayward, CA

QC JOB #: 15261209
DATE: Wed, Aug 5 2020

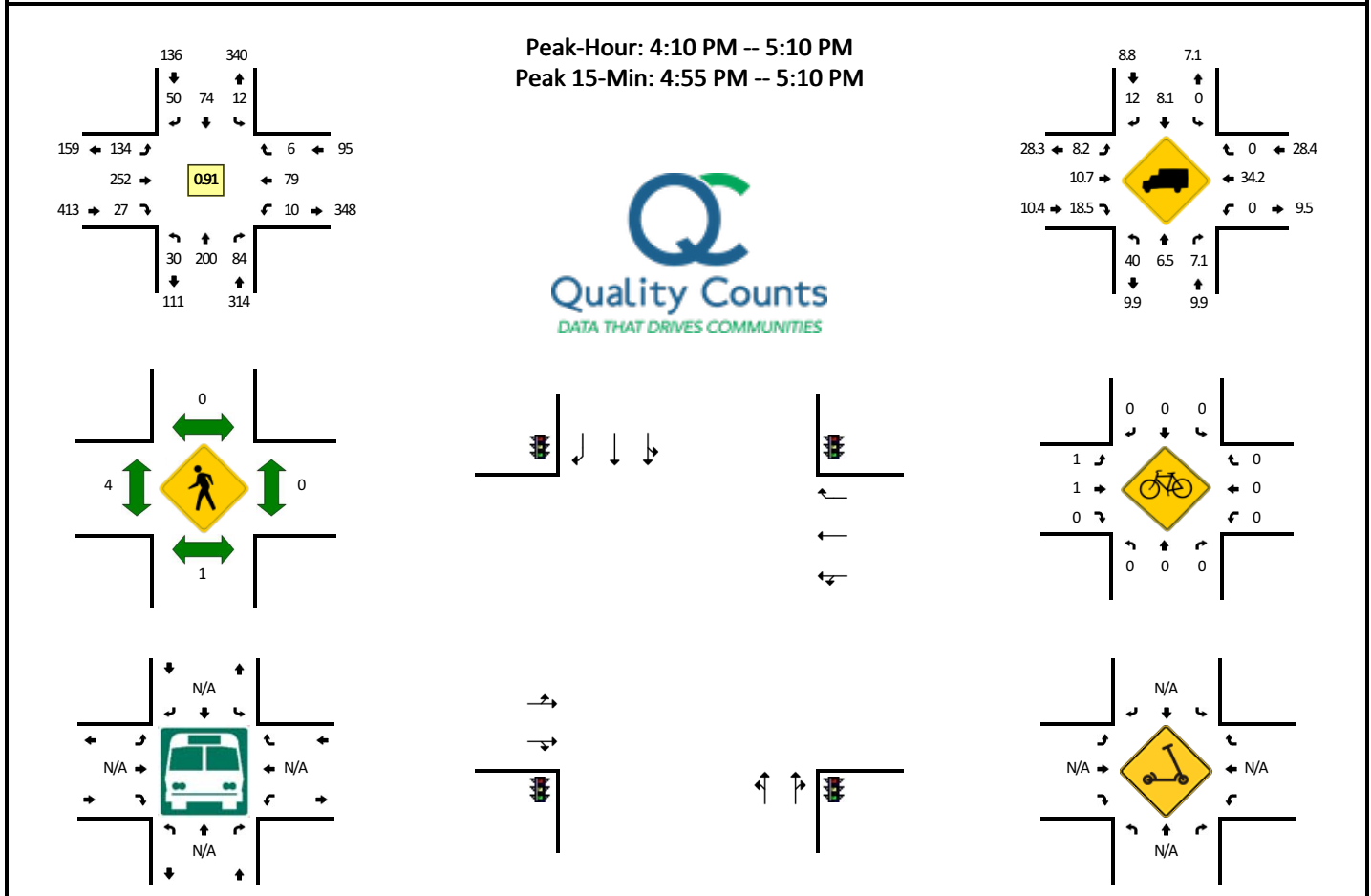


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Depot Rd (Eastbound)				Depot Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	2	2	0	0	13	6	0	6	12	1	0	1	7	0	0	53	
7:05 AM	5	4	3	0	0	13	9	0	1	7	2	0	3	9	1	0	57	
7:10 AM	2	4	1	0	0	14	14	0	3	10	3	0	4	13	0	0	68	
7:15 AM	2	3	0	0	0	11	10	0	2	13	2	0	2	8	0	0	53	
7:20 AM	2	1	2	0	1	11	12	0	5	12	6	0	4	15	1	0	72	
7:25 AM	1	3	1	0	0	16	8	0	1	8	2	0	0	10	0	0	50	
7:30 AM	3	4	3	0	0	13	20	0	3	21	3	0	4	9	0	0	83	
7:35 AM	4	5	1	0	0	15	8	0	2	8	3	0	2	11	1	0	60	
7:40 AM	1	0	3	0	0	16	11	0	4	11	5	0	4	17	0	0	72	
7:45 AM	4	6	3	0	2	11	11	0	2	9	4	0	2	11	0	0	65	
7:50 AM	5	2	1	0	0	26	12	0	0	8	4	0	6	16	2	0	82	
7:55 AM	3	3	2	0	0	21	32	0	4	10	2	0	3	15	1	0	96	811
8:00 AM	3	2	3	0	0	22	11	0	1	9	7	0	4	9	0	0	71	829
8:05 AM	4	5	5	0	0	14	8	0	1	7	3	0	1	12	0	0	60	832
8:10 AM	4	1	2	0	0	14	16	0	2	7	4	0	2	10	0	0	62	826
8:15 AM	3	1	1	0	0	10	12	0	5	8	1	0	2	13	0	0	56	829
8:20 AM	2	5	3	0	1	6	11	0	5	10	1	0	4	10	0	0	58	815
8:25 AM	4	3	2	0	0	11	17	0	3	8	4	0	4	17	0	0	73	838
8:30 AM	1	2	5	0	0	11	12	0	6	11	7	0	0	11	1	0	67	822
8:35 AM	6	4	1	0	0	9	18	0	3	10	4	0	3	12	0	0	70	832
8:40 AM	2	7	2	0	0	10	7	0	3	10	3	0	3	14	0	0	61	821
8:45 AM	3	4	2	0	0	12	11	0	6	12	1	0	0	7	0	0	58	814
8:50 AM	3	4	2	0	0	7	7	0	4	13	4	0	3	9	1	0	57	789
8:55 AM	4	8	2	0	1	11	10	0	1	11	3	0	3	11	1	0	66	759
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	28	24	0	0	276	220	0	20	108	52	0	52	160	12	0	996	
Heavy Trucks	12	4	0	0	0	44	36	0	4	36	12	0	0	40	0	0	188	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Depot Rd
CITY/STATE: Hayward, CA

QC JOB #: 15261210
DATE: Wed, Aug 5 2020

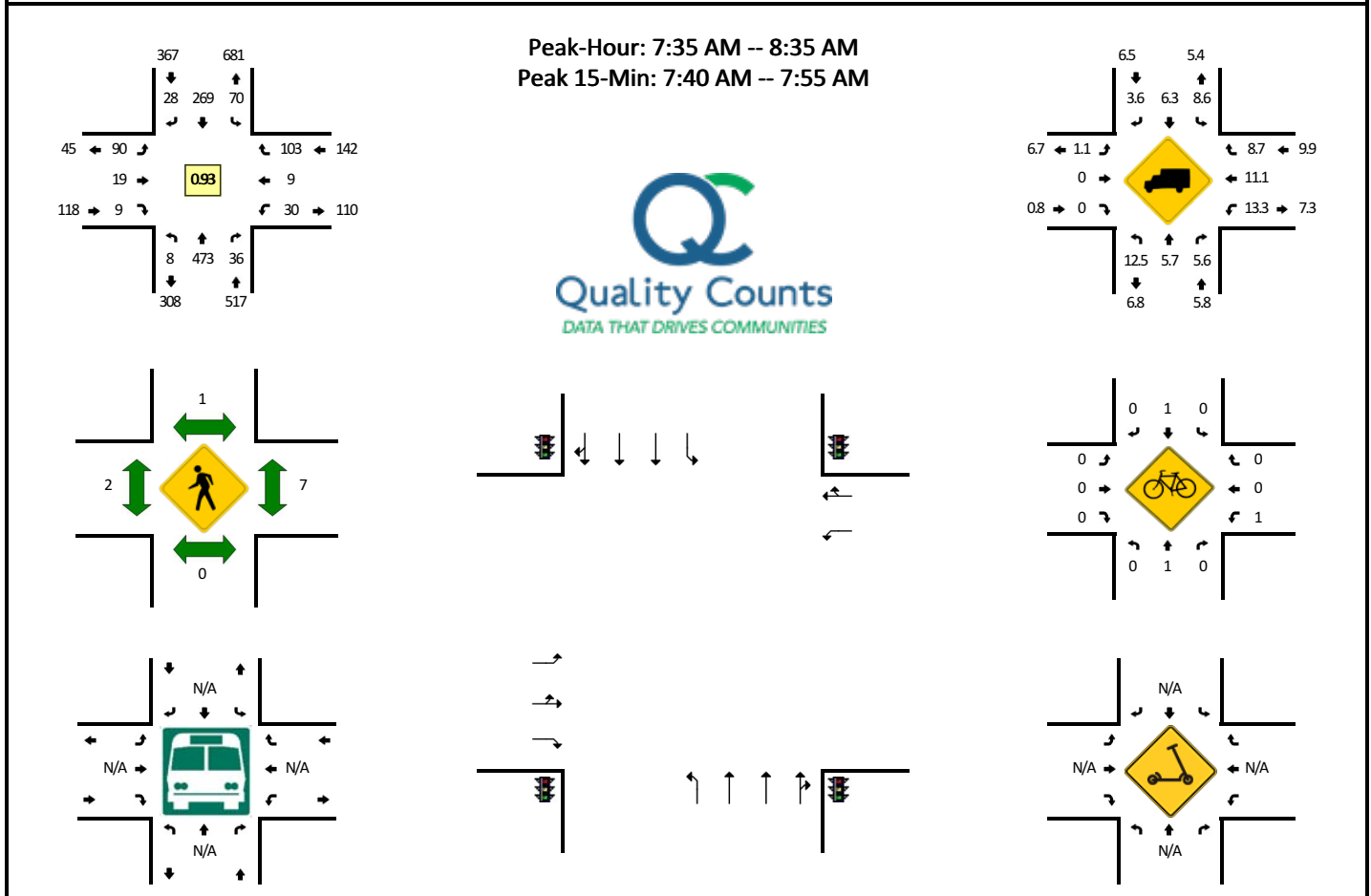


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Depot Rd (Eastbound)				Depot Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	21	11	0	0	2	3	0	9	20	2	0	1	1	1	0	75	
4:05 PM	3	25	6	0	1	9	6	0	10	26	7	0	1	11	0	0	105	
4:10 PM	2	20	11	0	0	3	3	0	15	21	3	0	1	9	0	0	88	
4:15 PM	3	15	4	0	2	9	3	0	12	16	5	0	2	5	0	0	76	
4:20 PM	3	8	4	0	1	9	7	0	9	10	2	0	0	9	0	0	62	
4:25 PM	3	16	4	0	0	9	3	0	9	12	3	0	1	7	1	0	68	
4:30 PM	7	16	6	0	1	6	7	0	19	19	2	0	1	6	0	0	90	
4:35 PM	1	19	10	0	1	3	5	0	14	35	2	0	0	5	0	0	95	
4:40 PM	1	17	10	0	0	6	1	0	6	16	2	0	0	10	1	0	70	
4:45 PM	2	24	8	0	1	3	9	0	7	23	1	0	0	3	1	0	82	
4:50 PM	2	11	7	0	1	5	2	0	6	20	3	0	1	6	1	0	65	
4:55 PM	2	14	5	0	0	9	2	0	5	16	2	0	0	6	2	0	63	939
5:00 PM	2	19	7	0	2	6	4	0	16	24	2	0	2	5	0	0	89	953
5:05 PM	2	21	8	0	3	6	4	0	16	40	0	0	2	8	0	0	110	958
5:10 PM	3	15	6	0	3	5	1	0	11	27	4	0	0	6	0	0	81	951
5:15 PM	2	17	9	0	0	9	8	0	7	13	2	0	2	4	3	0	76	951
5:20 PM	4	7	3	0	1	3	1	0	17	14	1	0	1	6	0	0	58	947
5:25 PM	3	12	7	0	0	2	1	0	5	8	3	0	0	4	1	0	46	925
5:30 PM	4	11	13	0	0	6	3	0	13	25	1	0	2	5	2	0	85	920
5:35 PM	0	11	7	0	0	8	3	0	14	18	1	0	0	3	0	0	65	890
5:40 PM	1	3	2	0	0	8	1	0	9	20	1	0	0	3	2	0	50	870
5:45 PM	4	9	5	0	2	9	3	0	7	9	4	0	0	5	1	0	58	846
5:50 PM	0	9	2	0	2	4	3	0	1	9	0	0	0	2	1	0	33	814
5:55 PM	1	12	1	0	0	2	3	0	7	10	4	0	2	3	1	0	46	797
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	216	80	0	20	84	40	0	148	320	16	0	16	76	8	0	1048	
Heavy Trucks	4	12	12		0	8	8		20	24	0		0	16	0		104	
Buses																		
Pedestrians		0				0			4					0			4	
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Hesperian Blvd -- Depot Rd/Cathy Way
CITY/STATE: Hayward, CA

QC JOB #: 15261219
DATE: Wed, Aug 5 2020

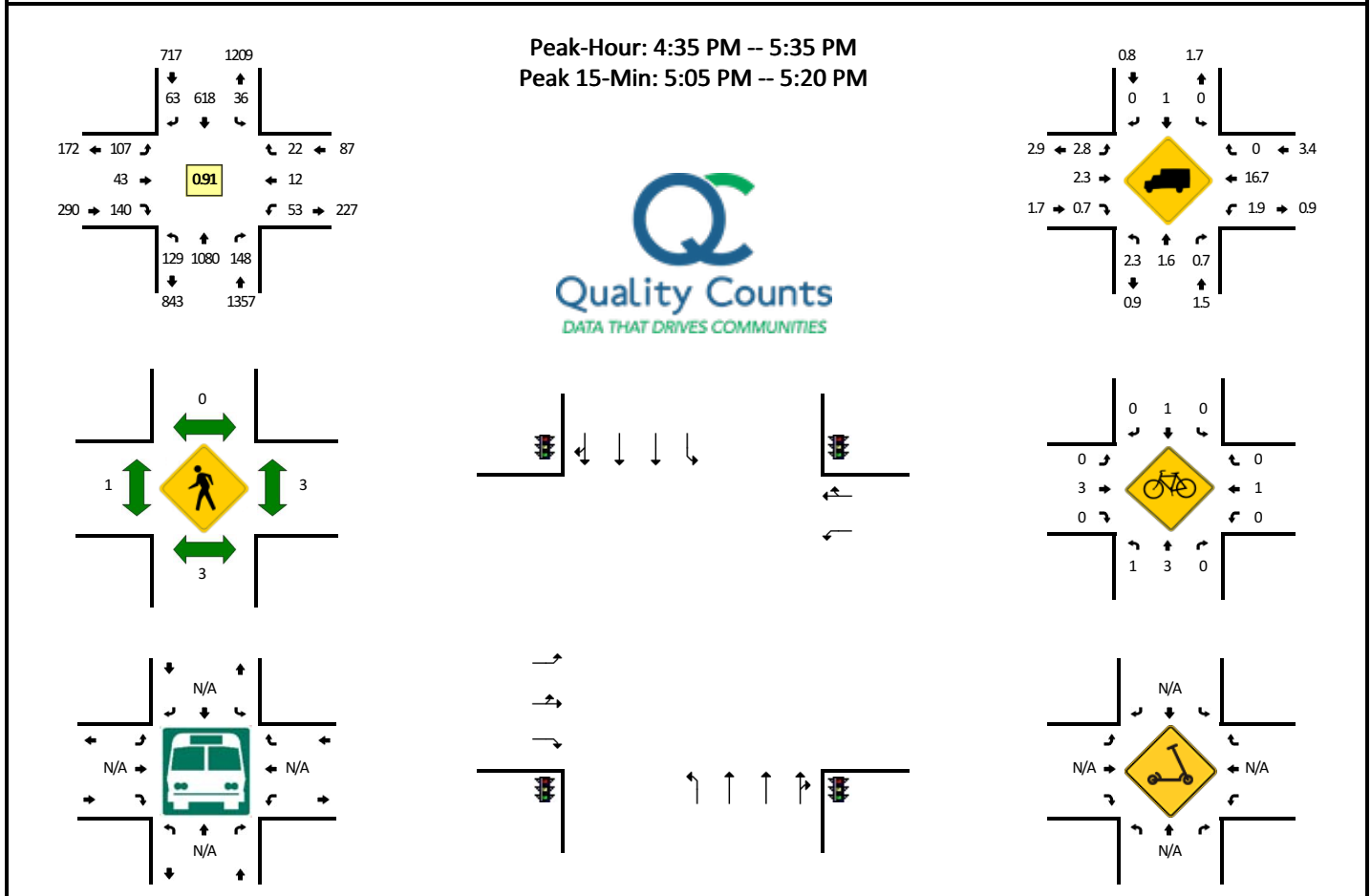


5-Min Count Period Beginning At	Hesperian Blvd (Northbound)				Hesperian Blvd (Southbound)				Depot Rd/Cathy Way (Eastbound)				Depot Rd/Cathy Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	34	2	0	2	15	1	1	6	2	1	0	0	1	5	0	70	
7:05 AM	0	14	2	0	4	16	3	0	7	0	0	0	1	0	9	0	56	
7:10 AM	1	47	0	0	5	16	1	1	7	1	0	0	1	1	13	0	94	
7:15 AM	0	28	1	0	1	20	0	1	9	0	2	0	0	0	4	0	66	
7:20 AM	0	47	3	0	2	16	0	0	6	0	1	0	0	0	8	0	83	
7:25 AM	0	23	2	0	6	14	2	1	6	1	0	0	5	3	9	0	72	
7:30 AM	0	40	4	0	5	18	1	1	5	1	0	0	0	0	8	0	83	
7:35 AM	0	43	1	0	8	20	2	2	10	1	0	0	1	0	15	0	103	
7:40 AM	0	50	6	0	5	18	0	2	6	2	2	0	6	0	6	0	103	
7:45 AM	1	43	2	0	4	19	0	2	10	2	0	0	1	2	16	0	102	
7:50 AM	0	50	3	0	3	25	2	1	7	1	1	0	0	0	11	0	104	
7:55 AM	0	37	5	0	7	27	4	0	6	2	1	0	2	0	3	0	94	1030
8:00 AM	0	37	2	0	4	23	1	1	12	2	1	0	2	1	9	0	95	1055
8:05 AM	0	27	3	0	5	18	2	2	8	2	1	0	2	1	10	0	81	1080
8:10 AM	2	41	4	0	6	20	1	2	2	0	2	0	4	1	3	0	88	1074
8:15 AM	2	30	1	0	5	28	7	1	9	3	1	0	5	2	8	0	102	1110
8:20 AM	1	35	5	0	3	16	4	1	7	1	0	0	1	1	8	0	83	1110
8:25 AM	1	32	3	0	2	26	3	1	5	0	0	0	4	0	10	0	87	1125
8:30 AM	1	48	1	0	3	29	2	0	8	3	0	0	2	1	4	0	102	1144
8:35 AM	0	24	2	0	3	27	2	5	8	1	2	0	2	0	6	0	82	1123
8:40 AM	0	46	2	0	6	28	3	4	6	1	1	0	1	1	9	0	108	1128
8:45 AM	0	36	1	0	7	32	2	2	6	0	0	0	3	2	9	0	100	1126
8:50 AM	1	40	6	0	5	23	4	0	3	1	1	0	3	1	11	0	99	1121
8:55 AM	1	25	3	0	4	29	1	1	9	2	2	0	6	0	7	0	90	1117
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	572	44	0	48	248	8	20	92	20	12	0	28	8	132	0	1236	
Heavy Trucks	0	28	4		0	4	0		4	0	0		4	0	12		56	
Buses																		
Pedestrians		0				0				4				8			12	
Bicycles	0	0	0		0	0	0		0	0	0		4	0	0		4	
Scoters																		

Comments:

LOCATION: Hesperian Blvd -- Depot Rd/Cathy Way
CITY/STATE: Hayward, CA

QC JOB #: 15261220
DATE: Wed, Aug 5 2020

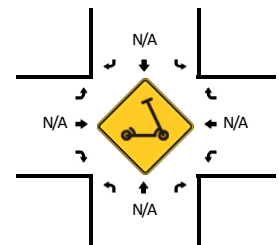
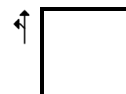
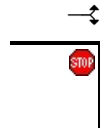
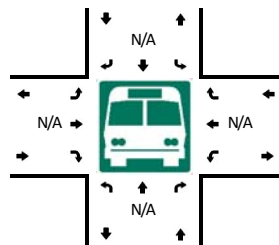
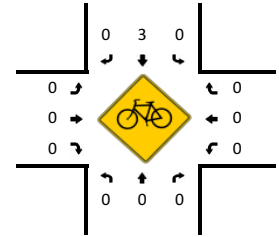
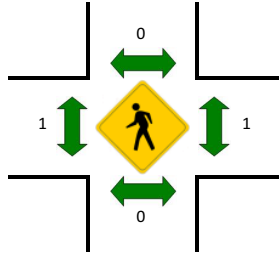
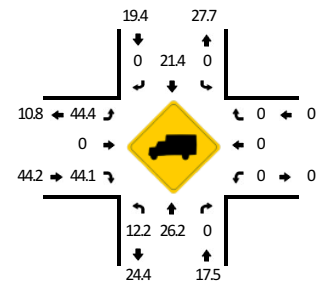
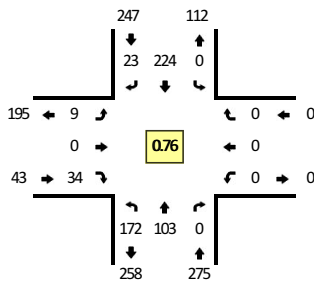


5-Min Count Period Beginning At	Hesperian Blvd (Northbound)				Hesperian Blvd (Southbound)				Depot Rd/Cathy Way (Eastbound)				Depot Rd/Cathy Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	106	7	0	0	63	3	0	5	3	9	0	4	1	2	0	208	
4:05 PM	2	100	9	1	2	50	8	0	7	5	18	0	7	2	4	0	215	
4:10 PM	5	93	4	2	0	33	7	0	9	4	10	0	10	3	5	0	185	
4:15 PM	13	107	9	3	1	38	4	0	17	1	9	0	4	1	8	0	215	
4:20 PM	7	91	12	2	2	48	1	0	10	0	8	0	3	1	4	0	189	
4:25 PM	12	83	10	4	1	55	2	0	10	1	3	0	6	1	1	0	189	
4:30 PM	4	89	9	3	1	43	5	0	7	1	8	0	2	0	2	0	174	
4:35 PM	6	103	11	1	6	57	5	0	10	8	18	0	2	1	1	0	229	
4:40 PM	3	93	13	0	2	54	3	0	11	1	15	0	2	1	1	0	199	
4:45 PM	9	90	14	3	5	52	3	0	4	3	13	0	3	1	1	0	201	
4:50 PM	13	72	15	5	2	50	5	0	9	4	9	0	11	2	2	0	199	
4:55 PM	6	88	12	4	3	33	5	0	15	2	7	0	4	0	2	0	181	2384
5:00 PM	6	77	12	0	4	47	6	0	7	6	7	0	2	1	1	0	176	2352
5:05 PM	14	86	17	5	3	58	9	0	4	3	12	0	3	1	3	0	218	2355
5:10 PM	8	112	12	1	3	72	8	0	13	4	11	0	8	1	1	0	254	2424
5:15 PM	12	89	10	2	3	48	4	0	7	1	15	0	7	2	2	0	202	2411
5:20 PM	7	81	13	6	1	38	4	0	11	5	15	0	5	0	2	0	188	2410
5:25 PM	6	91	9	2	3	47	7	0	10	2	8	0	3	1	3	0	192	2413
5:30 PM	7	98	10	3	1	62	4	0	6	4	10	0	3	1	3	0	212	2451
5:35 PM	10	98	11	1	1	48	5	0	2	2	8	0	3	0	3	0	192	2414
5:40 PM	9	98	8	3	0	44	3	0	6	3	5	0	3	2	2	0	186	2401
5:45 PM	8	95	23	3	2	51	6	0	7	0	6	0	3	0	3	0	207	2407
5:50 PM	11	73	7	2	3	56	5	0	3	1	10	0	3	2	0	0	176	2384
5:55 PM	4	74	13	5	3	61	4	0	5	2	9	0	3	3	2	0	188	2391
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	136	1148	156	32	36	712	84	0	96	32	152	0	72	16	24	0	2696	
Heavy Trucks	4	28	0		0	8	0		0	0	0		0	4	0		44	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Diablo Ave**CITY/STATE:** Hayward, CA**QC JOB #:** 15261207**DATE:** Wed, Aug 5 2020

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

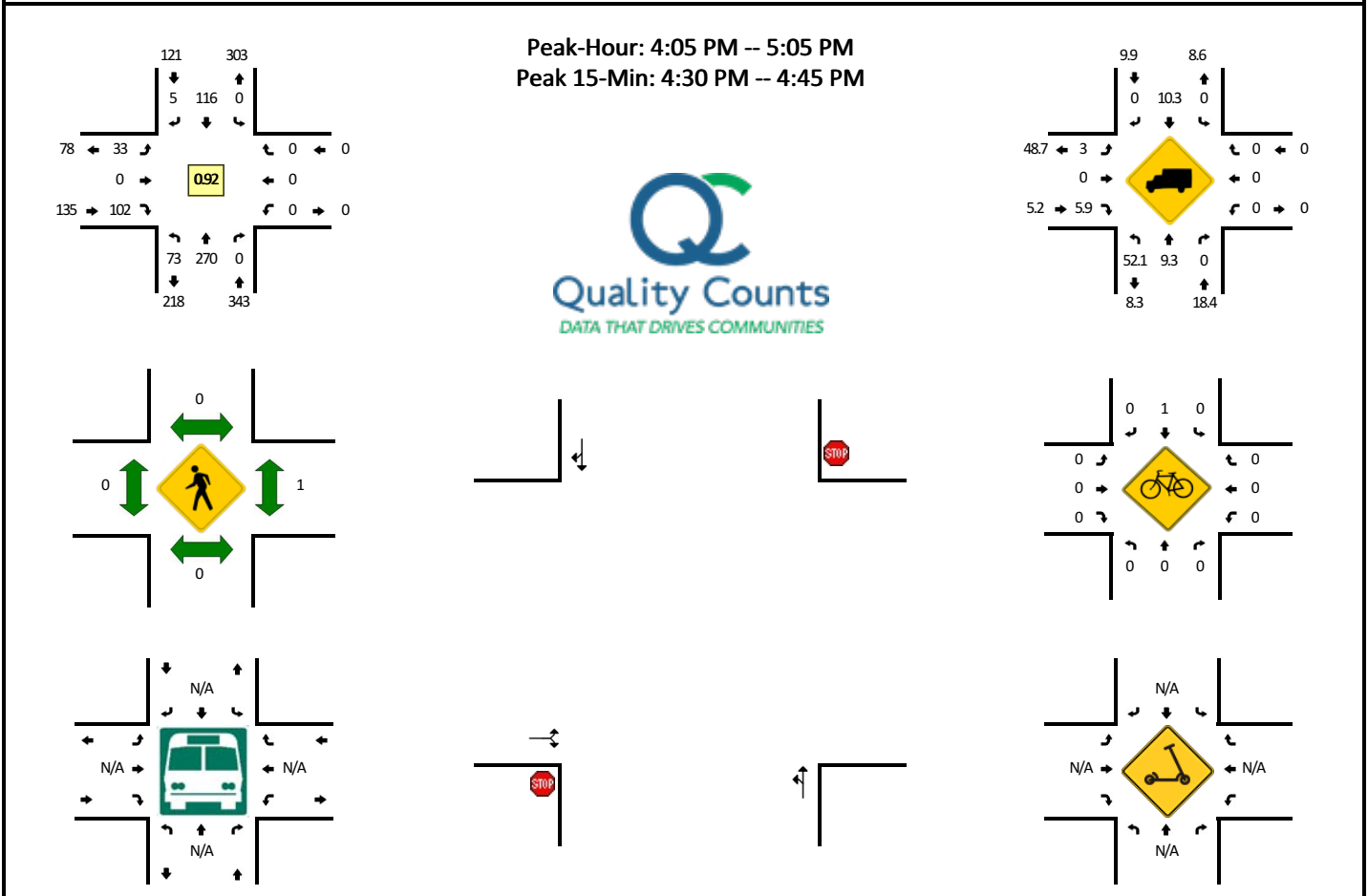


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Diablo Ave (Eastbound)				Diablo Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	6	0	0	0	13	3	0	1	0	2	0	0	0	0	0	30	
7:05 AM	14	10	0	0	0	15	1	0	0	0	3	0	0	0	0	0	43	
7:10 AM	12	5	0	0	0	20	0	0	1	0	6	0	0	0	0	0	44	
7:15 AM	8	3	0	0	0	12	0	0	0	0	4	0	0	0	0	0	27	
7:20 AM	13	4	0	0	0	17	3	0	0	0	3	0	0	0	0	0	40	
7:25 AM	5	6	0	0	0	18	0	0	0	0	2	0	0	0	0	0	31	
7:30 AM	14	15	0	0	0	17	0	0	0	0	1	0	0	0	0	0	47	
7:35 AM	8	7	0	0	0	19	1	0	0	0	3	0	0	0	0	0	38	
7:40 AM	8	4	0	0	0	23	3	0	1	0	1	0	0	0	0	0	40	
7:45 AM	22	12	0	0	0	13	1	0	2	0	3	0	0	0	0	0	53	
7:50 AM	10	12	0	0	0	33	4	0	0	0	3	0	0	0	0	0	62	
7:55 AM	24	6	0	0	0	19	4	0	1	0	6	0	0	0	0	0	60	515
8:00 AM	20	9	0	0	0	27	2	0	1	0	4	0	0	0	0	0	63	548
8:05 AM	15	9	0	0	0	15	1	0	0	0	3	0	0	0	0	0	43	548
8:10 AM	11	4	0	0	0	19	3	0	1	0	1	0	0	0	0	0	39	543
8:15 AM	18	8	0	0	0	12	0	0	0	0	3	0	0	0	0	0	41	557
8:20 AM	11	6	0	0	0	12	1	0	1	0	5	0	0	0	0	0	36	553
8:25 AM	11	11	0	0	0	15	3	0	2	0	1	0	0	0	0	0	43	565
8:30 AM	7	8	0	0	0	19	0	0	1	0	2	0	0	0	0	0	37	555
8:35 AM	9	9	0	0	0	12	3	0	2	0	6	0	0	0	0	0	41	558
8:40 AM	8	8	0	0	0	14	3	0	2	0	6	0	0	0	0	0	41	559
8:45 AM	10	7	0	0	0	11	0	0	0	0	2	0	0	0	0	0	30	536
8:50 AM	14	17	0	0	0	13	1	0	1	0	2	0	0	0	0	0	48	522
8:55 AM	11	6	0	0	0	15	1	0	3	0	4	0	0	0	0	0	40	502
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	216	108	0	0	0	316	40	0	8	0	52	0	0	0	0	0	740	
Heavy Trucks	12	20	0	0	0	64	0	0	0	0	24	0	0	0	0	0	120	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Diablo Ave**CITY/STATE:** Hayward, CA**QC JOB #:** 15261208**DATE:** Wed, Aug 5 2020

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

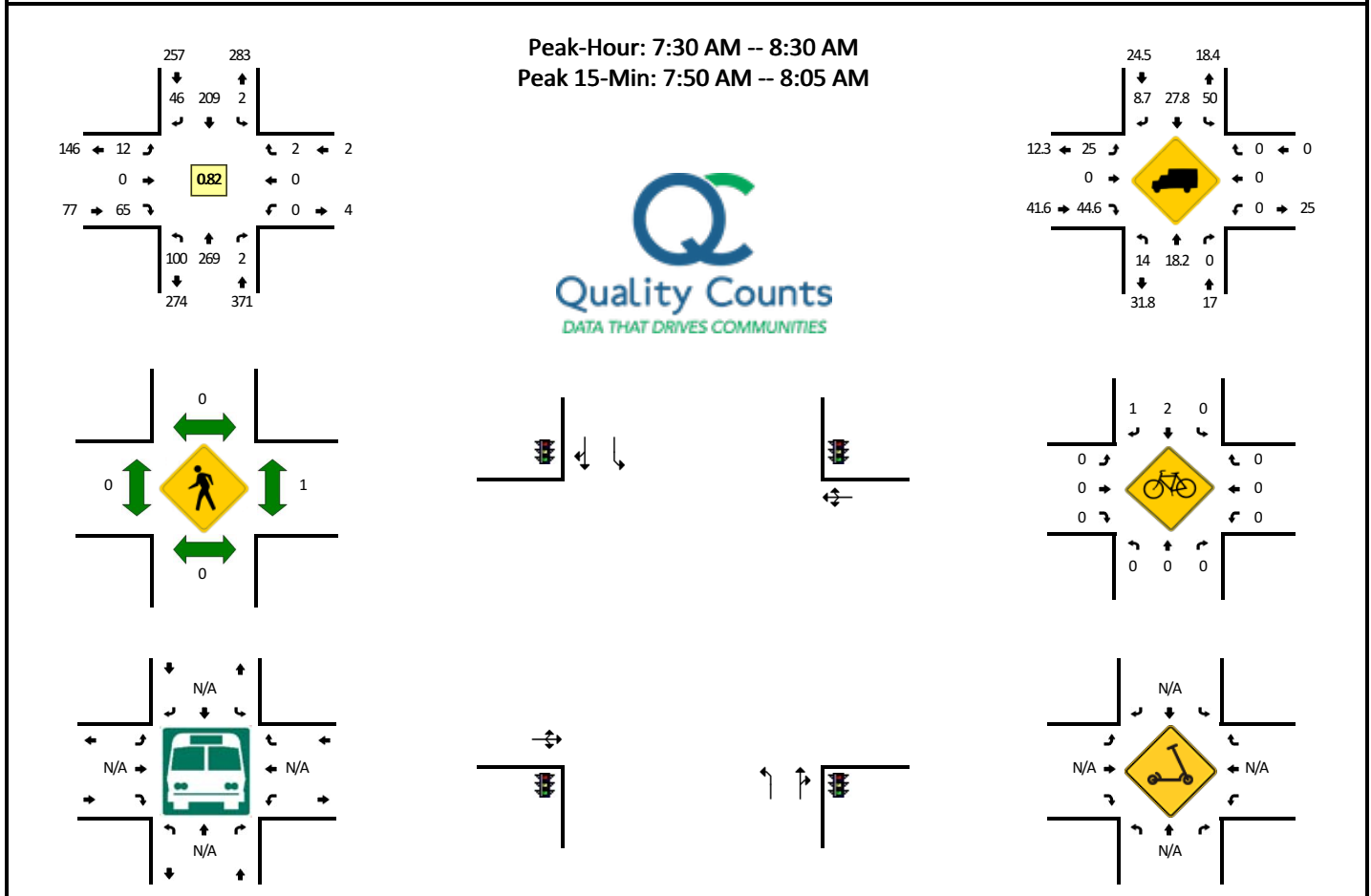


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Diablo Ave (Eastbound)				Diablo Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	24	0	0	0	5	0	0	7	0	8	0	0	0	0	0	46	
4:05 PM	10	25	0	0	0	11	0	0	3	0	4	0	0	0	0	0	53	
4:10 PM	3	30	0	0	0	10	1	0	3	0	10	0	0	0	0	0	57	
4:15 PM	9	20	0	0	0	15	1	0	2	0	5	0	0	0	0	0	52	
4:20 PM	5	13	0	0	0	13	0	0	2	0	6	0	0	0	0	0	39	
4:25 PM	9	18	0	0	0	11	1	0	2	0	7	0	0	0	0	0	48	
4:30 PM	5	25	0	0	0	9	0	0	4	0	17	0	0	0	0	0	60	
4:35 PM	5	24	0	0	0	6	1	0	5	0	9	0	0	0	0	0	50	
4:40 PM	3	27	0	0	0	9	1	0	4	0	9	0	0	0	0	0	53	
4:45 PM	2	27	0	0	0	5	0	0	2	0	12	0	0	0	0	0	48	
4:50 PM	8	14	0	0	0	9	0	0	4	0	3	0	0	0	0	0	38	
4:55 PM	9	24	0	0	0	8	0	0	1	0	9	0	0	0	0	0	51	595
5:00 PM	5	23	0	0	0	10	0	0	1	0	11	0	0	0	0	0	50	599
5:05 PM	1	27	0	0	0	7	0	0	4	0	12	0	0	0	0	0	51	597
5:10 PM	6	22	0	0	0	9	0	0	4	0	6	0	0	0	0	0	47	587
5:15 PM	1	20	0	0	0	10	0	0	3	0	8	0	0	0	0	0	42	577
5:20 PM	3	12	0	0	0	5	1	0	1	0	5	0	0	0	0	0	27	565
5:25 PM	6	20	0	0	0	4	0	0	2	0	4	0	0	0	0	0	36	553
5:30 PM	5	11	0	0	0	9	1	0	15	0	13	0	0	0	0	0	54	547
5:35 PM	2	12	0	0	0	8	0	0	4	0	5	0	0	0	0	0	31	528
5:40 PM	4	8	0	0	0	9	1	0	3	0	9	0	0	0	0	0	34	509
5:45 PM	6	12	0	0	0	14	0	0	5	0	4	0	0	0	0	0	41	502
5:50 PM	4	7	0	0	0	4	0	0	0	0	6	0	0	0	0	0	21	485
5:55 PM	3	14	0	0	0	8	1	0	0	0	5	0	0	0	0	0	31	465
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	304	0	0	0	96	8	0	52	0	140	0	0	0	0	0	652	
Heavy Trucks	20	40	0	0	0	4	0	0	0	0	8	0	0	0	0	0	72	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Enterprise Ave
CITY/STATE: Hayward, CA

QC JOB #: 15261205
DATE: Wed, Aug 5 2020



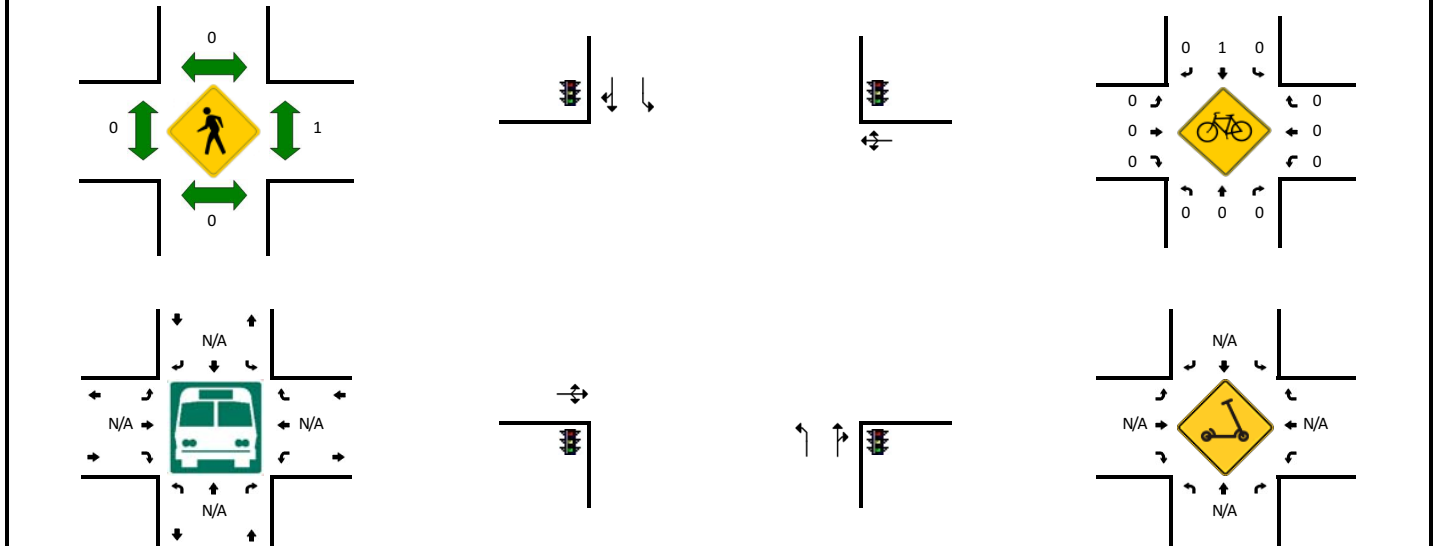
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Enterprise Ave (Eastbound)				Enterprise Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	11	0	0	0	21	4	0	1	0	3	0	0	0	1	0	47	
7:05 AM	9	22	1	0	0	13	3	0	1	0	4	0	0	0	0	0	53	
7:10 AM	10	16	1	0	0	19	3	0	1	0	7	0	0	0	0	0	57	
7:15 AM	5	16	0	0	0	18	2	0	0	0	6	0	0	0	0	0	47	
7:20 AM	7	15	1	0	1	11	4	0	0	0	2	0	1	0	0	0	42	
7:25 AM	6	12	0	0	1	18	2	0	0	0	2	0	0	0	0	0	41	
7:30 AM	16	25	0	0	0	13	1	0	1	0	6	0	0	0	0	0	62	
7:35 AM	8	14	0	0	0	20	7	0	1	0	5	0	0	0	0	0	55	
7:40 AM	5	13	0	0	0	16	4	0	2	0	6	0	0	0	0	0	46	
7:45 AM	14	33	0	0	0	17	3	0	2	0	5	0	0	0	0	0	74	
7:50 AM	6	22	1	0	1	26	5	0	1	0	3	0	0	0	0	0	65	
7:55 AM	3	30	0	0	0	18	8	0	3	0	7	0	0	0	1	0	70	659
8:00 AM	19	31	0	0	0	18	7	0	0	0	6	0	0	0	0	0	81	693
8:05 AM	5	23	1	0	0	20	2	0	1	0	6	0	0	0	0	0	58	698
8:10 AM	6	15	0	0	0	19	2	0	0	0	5	0	0	0	0	0	47	688
8:15 AM	7	27	0	0	0	15	1	0	0	0	8	0	0	0	0	0	58	699
8:20 AM	5	18	0	0	1	9	5	0	1	0	2	0	0	0	0	0	41	698
8:25 AM	6	18	0	0	0	18	1	0	0	0	6	0	0	0	1	0	50	707
8:30 AM	11	16	0	0	1	19	1	0	2	0	10	0	0	0	0	0	60	705
8:35 AM	2	17	0	0	0	17	3	0	1	0	8	0	1	0	0	0	49	699
8:40 AM	7	16	0	0	0	18	0	0	0	0	6	0	0	0	0	0	47	700
8:45 AM	9	20	0	0	0	12	1	0	0	0	11	0	0	0	0	0	53	679
8:50 AM	6	27	0	0	0	12	1	0	2	0	5	0	0	0	0	0	53	667
8:55 AM	6	19	1	0	1	21	3	0	1	0	1	0	0	0	0	0	53	650
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	112	332	4	0	4	248	80	0	16	0	64	0	0	0	4	0	864	
Heavy Trucks	12	40	0		4	64	8		0	0	32		0	0	0		160	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	4		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Enterprise Ave
CITY/STATE: Hayward, CA

QC JOB #: 15261206
DATE: Wed, Aug 5 2020

Peak-Hour: 4:05 PM -- 5:05 PM
 Peak 15-Min: 4:25 PM -- 4:40 PM

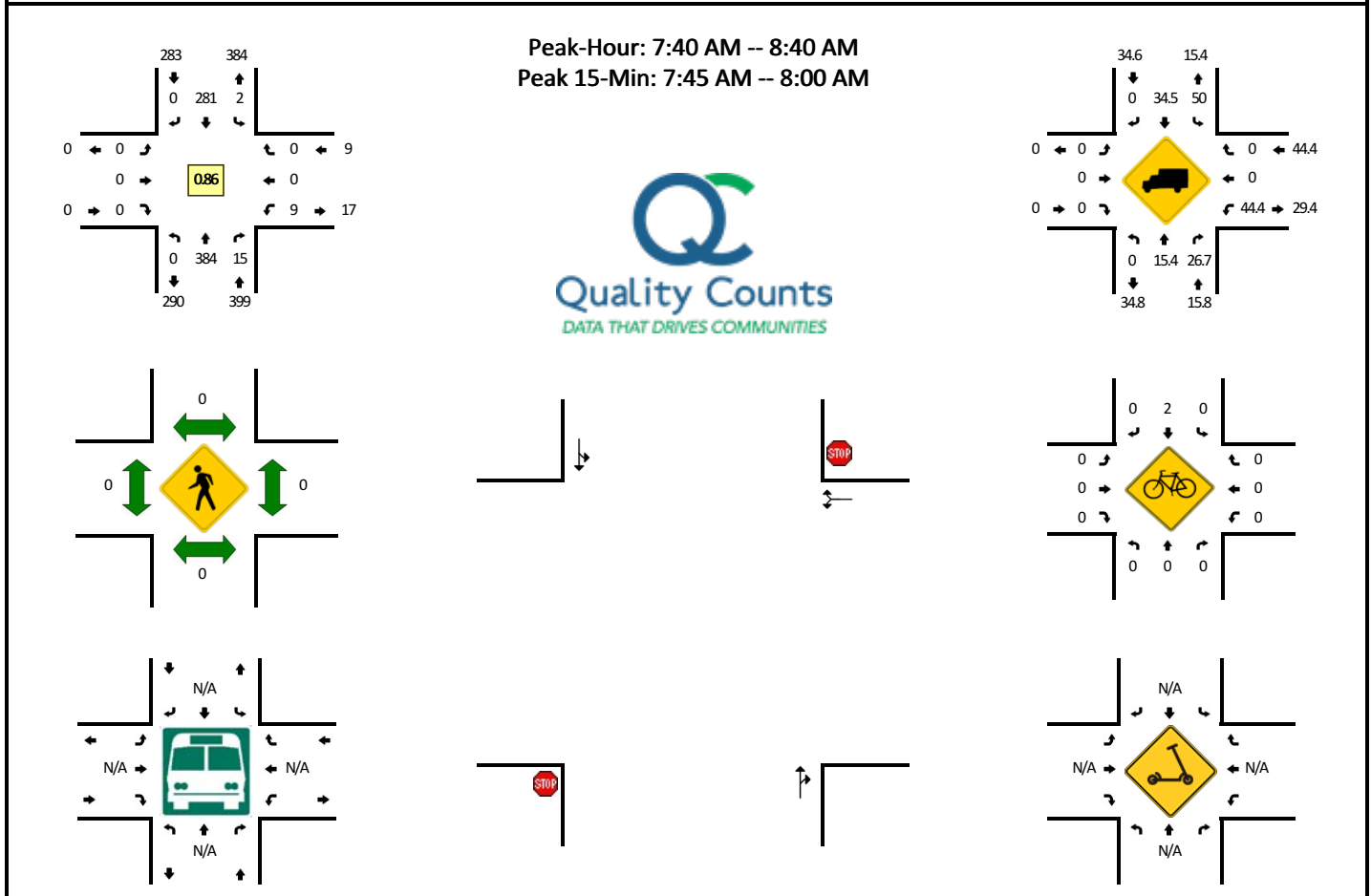


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Enterprise Ave (Eastbound)				Enterprise Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	24	0	0	0	10	3	0	5	0	4	0	1	0	0	0	50	
4:05 PM	5	28	0	0	0	16	0	0	4	0	5	0	0	0	0	0	58	
4:10 PM	5	30	0	0	1	16	2	0	8	0	4	0	0	0	1	0	67	
4:15 PM	4	20	0	0	0	22	0	0	4	0	5	0	0	0	0	0	55	
4:20 PM	2	14	0	0	0	18	0	0	4	0	10	0	0	0	0	0	48	
4:25 PM	0	28	0	0	0	16	2	0	0	0	4	0	1	0	0	0	51	
4:30 PM	1	24	0	0	0	23	2	0	8	0	6	0	1	0	1	0	66	
4:35 PM	5	23	0	0	0	20	1	0	5	0	10	0	0	0	0	0	64	
4:40 PM	0	23	0	0	0	16	0	0	8	0	4	0	0	0	0	0	51	
4:45 PM	1	27	1	0	0	18	0	0	6	0	8	0	0	0	0	0	61	
4:50 PM	7	16	0	0	0	11	1	0	3	0	2	0	0	0	0	0	40	
4:55 PM	4	33	0	0	0	17	1	0	1	0	8	0	0	0	0	0	64	675
5:00 PM	4	25	0	0	0	20	0	0	3	0	8	0	0	0	0	0	60	685
5:05 PM	0	24	0	0	0	17	1	0	6	0	5	0	0	0	0	0	53	680
5:10 PM	2	25	0	0	0	18	0	0	3	0	5	0	0	0	0	0	53	666
5:15 PM	0	18	1	0	0	18	1	0	2	0	3	0	0	0	1	0	44	655
5:20 PM	2	14	0	0	0	8	1	0	4	0	1	0	2	0	0	0	32	639
5:25 PM	0	22	0	0	0	8	1	0	1	0	4	0	0	0	1	0	37	625
5:30 PM	1	16	0	0	0	19	1	0	2	0	8	0	0	0	0	0	47	606
5:35 PM	1	9	0	0	0	16	1	0	5	0	4	0	1	0	0	0	37	579
5:40 PM	3	11	0	0	0	18	0	0	1	0	4	0	0	0	0	0	37	565
5:45 PM	2	17	0	0	0	16	0	0	2	0	1	0	0	0	0	0	38	542
5:50 PM	0	13	0	0	0	13	0	0	2	0	2	0	0	0	0	0	30	532
5:55 PM	2	11	0	0	0	14	1	0	3	0	4	0	0	0	0	0	35	503
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	300	0	0	0	236	20	0	52	0	80	0	8	0	4	0	724	
Heavy Trucks	8	76	0	0	0	24	4	0	8	0	4	0	0	0	0	0	124	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- Southern Dwy
CITY/STATE: Hayward, CA

QC JOB #: 15261221
DATE: Wed, Aug 5 2020

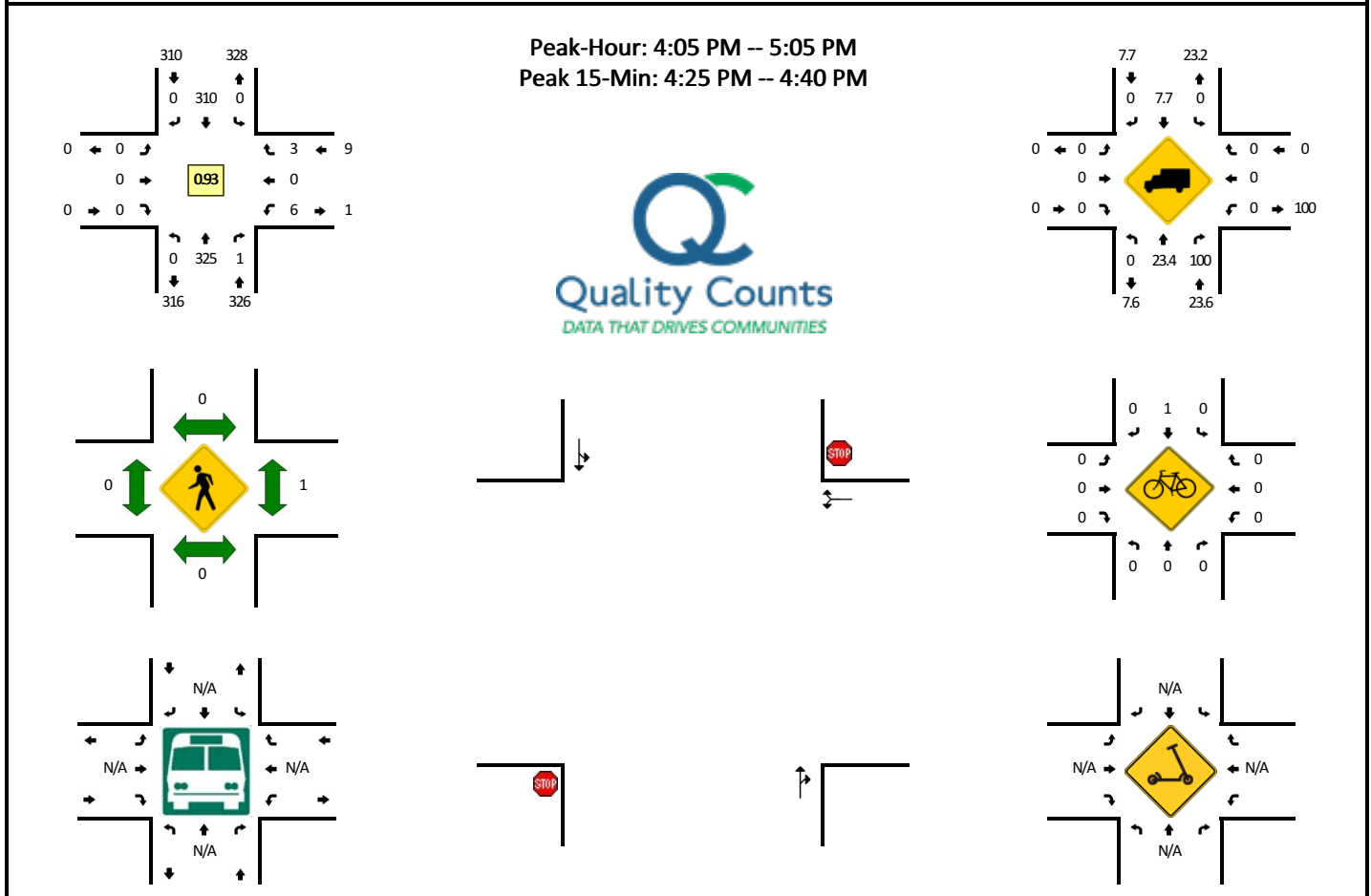


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Southern Dwy (Eastbound)				Southern Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	23	2	0	0	23	0	0	0	0	0	0	0	0	1	0	49	
7:05 AM	0	38	0	0	0	22	0	0	0	0	0	0	0	0	0	0	60	
7:10 AM	0	19	3	0	0	25	0	0	0	0	0	0	0	0	0	0	47	
7:15 AM	0	22	2	0	0	20	0	0	0	0	0	0	0	0	0	0	44	
7:20 AM	0	19	1	0	0	17	0	0	0	0	0	0	0	0	0	0	37	
7:25 AM	0	31	1	0	0	21	0	0	0	0	0	0	1	0	2	0	56	
7:30 AM	0	29	0	0	0	25	0	0	0	0	0	0	0	0	0	0	54	
7:35 AM	0	18	0	0	1	25	0	0	0	0	0	0	0	0	1	0	45	
7:40 AM	0	34	2	0	0	15	0	0	0	0	0	0	0	0	0	0	51	
7:45 AM	0	40	0	0	1	31	0	0	0	0	0	0	1	0	0	0	73	
7:50 AM	0	34	2	0	0	23	0	0	0	0	0	0	0	0	0	0	59	
7:55 AM	0	39	2	0	0	28	0	0	0	0	0	0	1	0	0	0	70	645
8:00 AM	0	49	1	0	0	18	0	0	0	0	0	0	0	0	0	0	68	664
8:05 AM	0	34	2	0	0	28	0	0	0	0	0	0	0	0	0	0	64	668
8:10 AM	0	21	0	0	0	25	0	0	0	0	0	0	1	0	0	0	47	668
8:15 AM	0	31	1	0	0	22	0	0	0	0	0	0	0	0	0	0	54	678
8:20 AM	0	27	0	0	1	12	0	0	0	0	0	0	1	0	0	0	41	682
8:25 AM	0	29	1	0	0	25	0	0	0	0	0	0	2	0	0	0	57	683
8:30 AM	0	24	1	0	0	29	0	0	0	0	0	0	1	0	0	0	55	684
8:35 AM	0	22	3	0	0	25	0	0	0	0	0	0	2	0	0	0	52	691
8:40 AM	0	24	0	0	0	24	0	0	0	0	0	0	1	0	0	0	49	689
8:45 AM	0	29	1	0	0	23	0	0	0	0	0	0	6	0	0	0	59	675
8:50 AM	0	38	0	0	0	20	0	0	0	0	0	0	1	0	0	0	59	675
8:55 AM	0	24	0	0	0	17	0	0	0	0	0	0	0	0	0	0	41	646
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	452	16	0	4	328	0	0	0	0	0	0	8	0	0	0	808	
Heavy Trucks	0	28	0	0	4	88	0	0	0	0	0	0	0	0	0	0	120	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

Comments:

LOCATION: Clawiter Rd -- Southern Dwy
CITY/STATE: Hayward, CA

QC JOB #: 15261222
DATE: Wed, Aug 5 2020

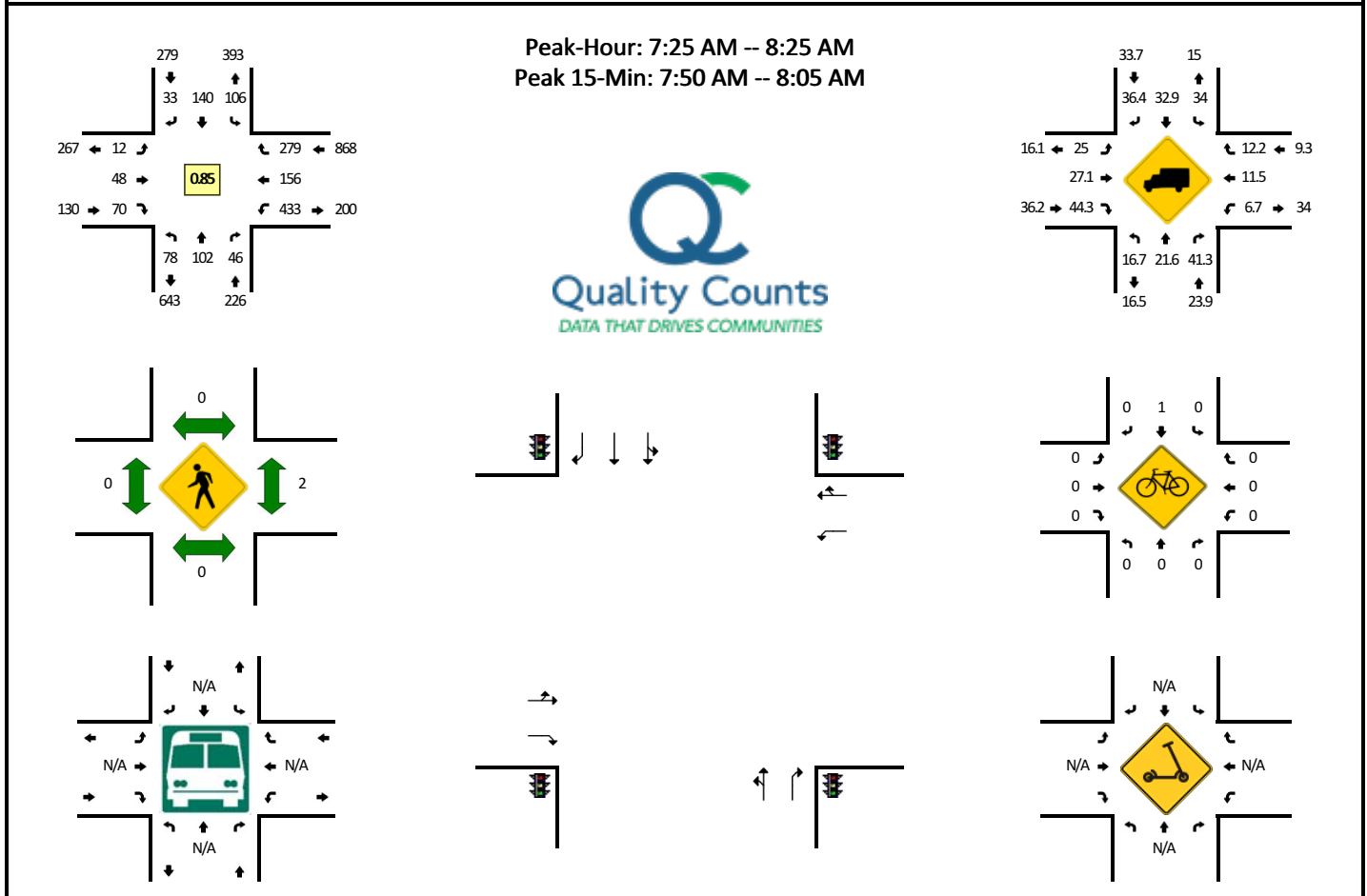


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Southern Dwy (Eastbound)				Southern Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	25	0	0	0	18	0	0	0	0	0	0	1	0	0	0	44	
4:05 PM	0	35	0	0	0	21	0	0	0	0	0	0	1	0	1	0	58	
4:10 PM	0	33	0	0	0	20	0	0	0	0	0	0	1	0	0	0	54	
4:15 PM	0	21	1	0	0	25	0	0	0	0	0	0	1	0	0	0	48	
4:20 PM	0	24	0	0	0	28	0	0	0	0	0	0	0	0	0	0	52	
4:25 PM	0	23	0	0	0	23	0	0	0	0	0	0	0	0	1	0	47	
4:30 PM	0	29	0	0	0	43	0	0	0	0	0	0	1	0	0	0	73	
4:35 PM	0	20	0	0	0	31	0	0	0	0	0	0	1	0	1	0	53	
4:40 PM	0	21	0	0	0	25	0	0	0	0	0	0	1	0	0	0	47	
4:45 PM	0	32	0	0	0	23	0	0	0	0	0	0	0	0	0	0	55	
4:50 PM	0	25	0	0	0	16	0	0	0	0	0	0	0	0	0	0	41	
4:55 PM	0	32	0	0	0	26	0	0	0	0	0	0	0	0	0	0	58	630
5:00 PM	0	30	0	0	0	29	0	0	0	0	0	0	0	0	0	0	59	645
5:05 PM	0	23	1	0	0	30	0	0	0	0	0	0	0	0	0	0	54	641
5:10 PM	0	27	0	0	0	22	0	0	0	0	0	0	0	0	0	0	49	636
5:15 PM	0	17	0	0	0	23	0	0	0	0	0	0	2	0	0	0	42	630
5:20 PM	0	17	0	0	0	12	0	0	0	0	0	0	0	0	0	0	29	607
5:25 PM	0	20	0	0	0	13	0	0	0	0	0	0	0	0	2	0	35	595
5:30 PM	0	16	0	0	0	31	0	0	0	0	0	0	0	0	0	0	47	569
5:35 PM	0	10	1	0	0	22	0	0	0	0	0	0	0	0	1	0	34	550
5:40 PM	0	14	1	0	0	21	0	0	0	0	0	0	0	0	1	0	37	540
5:45 PM	0	17	0	0	0	13	0	0	0	0	0	0	0	0	0	0	30	515
5:50 PM	0	15	0	0	0	20	0	0	0	0	0	0	0	0	0	0	35	509
5:55 PM	0	10	0	0	0	18	0	0	0	0	0	0	0	0	0	0	28	479
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	288	0	0	0	388	0	0	0	0	0	0	8	0	8	0	692	
Heavy Trucks	0	84	0	0	0	28	0	0	0	0	0	0	0	0	0	0	112	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: Clawiter Rd -- SR 92 WB Ramp/Breakwater Ct
CITY/STATE: Hayward, CA

QC JOB #: 15261201
DATE: Wed, Aug 5 2020

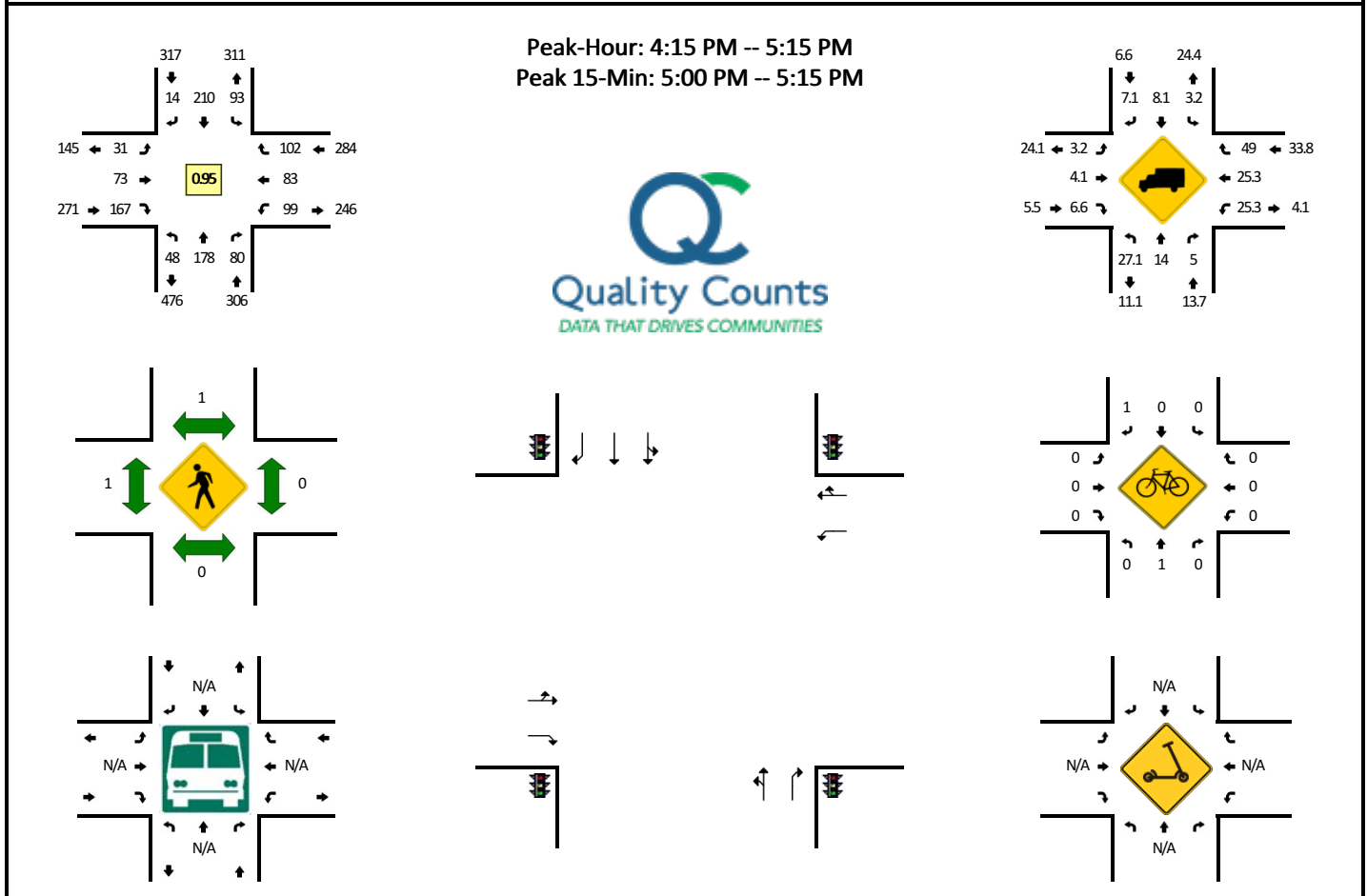


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				SR 92 WB Ramp/Breakwater Ct (Eastbound)				SR 92 WB Ramp/Breakwater Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	6	3	0	11	14	1	0	0	5	6	0	25	10	17	0	105	
7:05 AM	6	4	3	0	13	7	0	0	2	5	7	0	45	23	31	0	146	
7:10 AM	5	6	1	0	8	12	5	0	0	3	6	0	16	12	17	0	91	
7:15 AM	4	4	6	0	11	8	2	0	2	6	3	0	23	10	18	0	97	
7:20 AM	14	7	8	0	2	8	3	0	1	6	8	0	19	9	14	0	99	
7:25 AM	4	9	2	0	10	11	5	0	0	9	6	0	31	13	20	0	120	
7:30 AM	5	11	4	0	9	5	3	0	1	6	5	0	27	6	18	0	100	
7:35 AM	10	4	4	0	12	12	3	0	0	3	3	0	29	15	15	0	110	
7:40 AM	8	7	6	0	11	4	3	0	2	5	6	0	36	13	28	0	129	
7:45 AM	4	9	7	0	14	12	3	0	0	5	9	0	24	9	24	0	120	
7:50 AM	5	10	6	0	9	11	1	0	3	2	5	0	42	12	23	0	129	
7:55 AM	6	5	7	0	13	13	3	0	1	4	6	0	49	22	36	0	165	1411
8:00 AM	6	13	1	0	5	16	2	0	1	0	4	0	42	20	38	0	148	1454
8:05 AM	6	13	1	0	5	18	5	0	1	4	7	0	39	11	19	0	129	1437
8:10 AM	9	8	2	0	4	10	2	0	0	4	5	0	41	9	16	0	110	1456
8:15 AM	5	7	2	0	10	19	2	0	1	3	8	0	29	15	23	0	124	1483
8:20 AM	10	6	4	0	4	9	1	0	2	3	6	0	44	11	19	0	119	1503
8:25 AM	7	6	2	0	6	15	1	0	2	1	3	0	27	6	22	0	98	1481
8:30 AM	7	12	1	0	8	23	1	0	0	4	6	0	20	11	13	0	106	1487
8:35 AM	6	8	1	0	6	18	3	0	2	2	7	0	26	15	16	0	110	1487
8:40 AM	7	7	1	0	11	18	0	0	1	5	4	0	30	14	16	0	114	1472
8:45 AM	3	4	1	0	10	17	1	0	2	2	2	0	35	14	23	0	114	1466
8:50 AM	9	12	1	0	7	6	1	0	1	8	3	0	28	16	26	0	118	1455
8:55 AM	9	7	0	0	8	11	0	0	1	3	6	0	34	20	18	0	117	1407
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	112	56	0	108	160	24	0	20	24	60	0	532	216	388	0	1768	
Heavy Trucks	8	12	20		32	52	12		4	8	28		40	16	24		256	
Buses																		
Pedestrians	0	0			0				0				8				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Clawiter Rd -- SR 92 WB Ramp/Breakwater Ct
CITY/STATE: Hayward, CA

QC JOB #: 15261202
DATE: Wed, Aug 5 2020

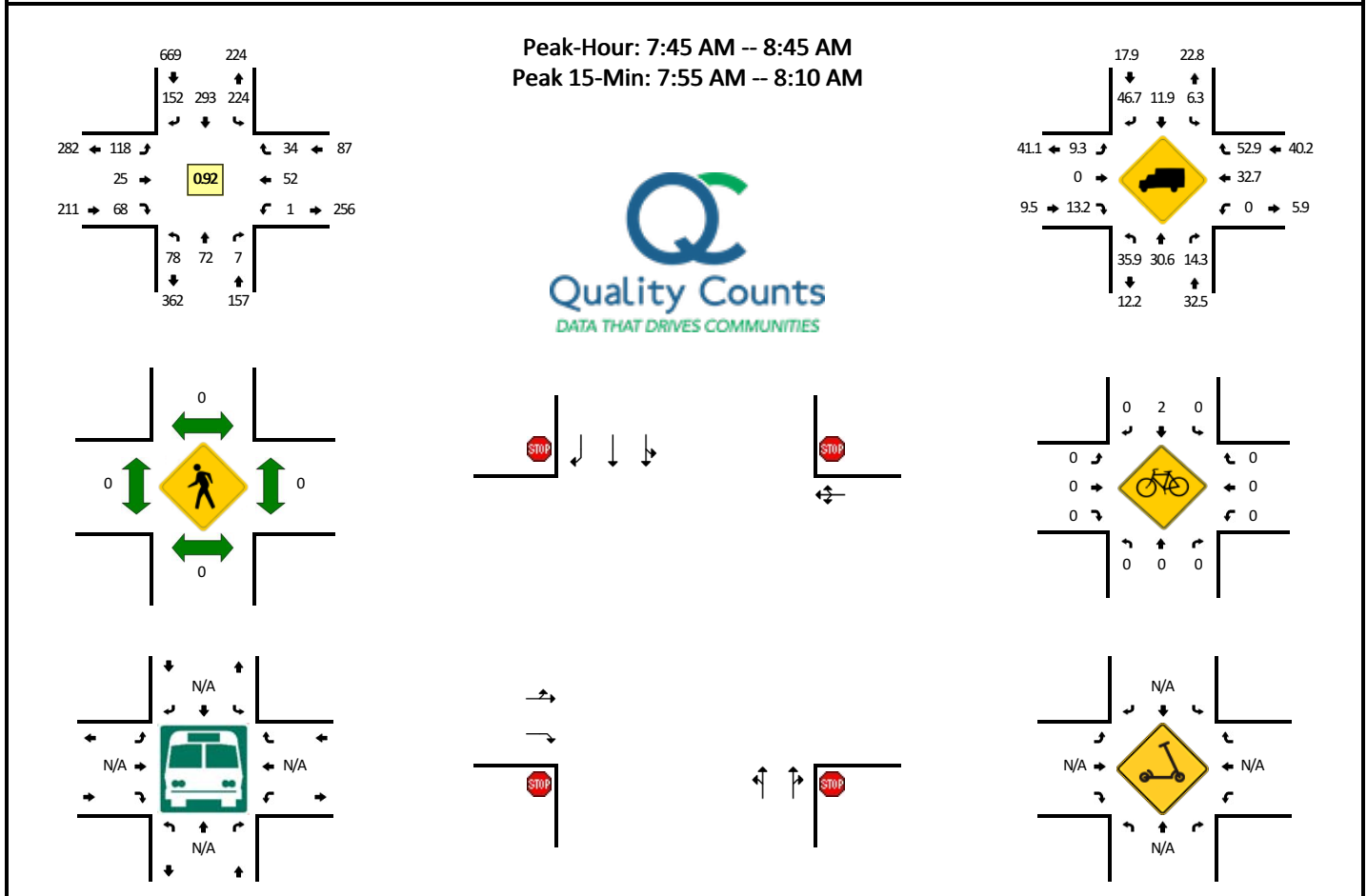


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				SR 92 WB Ramp/Breakwater Ct (Eastbound)				SR 92 WB Ramp/Breakwater Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	18	4	0	4	11	1	0	2	4	17	0	13	4	6	0	89	
4:05 PM	11	45	6	0	19	22	3	0	6	12	27	0	11	7	16	0	185	
4:10 PM	0	1	8	0	0	0	0	0	0	0	1	0	0	0	0	0	10	
4:15 PM	6	13	7	0	8	19	0	0	1	9	9	0	6	5	8	0	91	
4:20 PM	8	9	5	0	11	8	3	0	6	4	16	0	13	12	10	0	105	
4:25 PM	3	12	9	0	6	13	2	0	2	6	9	0	7	4	12	0	85	
4:30 PM	4	18	4	0	12	24	0	0	1	2	10	0	10	3	6	0	94	
4:35 PM	3	7	9	0	10	31	1	0	1	4	12	0	11	12	12	0	113	
4:40 PM	3	17	9	0	6	15	1	0	6	6	15	0	5	4	4	0	91	
4:45 PM	4	19	6	0	8	17	0	0	2	3	12	0	10	9	6	0	96	
4:50 PM	4	14	4	0	3	13	2	0	0	8	20	0	13	13	12	0	106	
4:55 PM	3	14	2	0	6	18	1	0	3	5	11	0	6	5	14	0	88	1153
5:00 PM	4	17	3	0	7	14	2	0	4	7	15	0	11	2	9	0	95	1159
5:05 PM	0	19	12	0	10	25	1	0	1	11	23	0	5	8	4	0	119	1093
5:10 PM	6	19	10	0	6	13	1	0	4	8	15	0	2	6	5	0	95	1178
5:15 PM	5	12	5	0	12	15	2	0	2	3	5	0	11	5	3	0	80	1167
5:20 PM	1	6	0	0	5	6	2	0	0	6	21	0	8	7	10	0	72	1134
5:25 PM	2	15	4	0	4	5	1	0	2	15	13	0	9	5	6	0	81	1130
5:30 PM	5	10	8	0	9	23	0	0	0	3	16	0	10	6	3	0	93	1129
5:35 PM	0	6	8	0	8	15	1	0	0	8	12	0	10	5	5	0	78	1094
5:40 PM	6	6	8	0	5	13	1	0	3	7	16	0	13	6	7	0	91	1094
5:45 PM	4	6	4	0	8	6	0	0	0	2	11	0	12	6	10	0	69	1067
5:50 PM	3	7	4	0	8	11	0	0	1	6	4	0	12	5	7	0	68	1029
5:55 PM	3	5	5	0	4	12	1	0	0	5	11	0	4	5	5	0	60	1001
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	220	100	0	92	208	16	0	36	104	212	0	72	64	72	0	1236	
Heavy Trucks	12	36	0		0	8	0		0	4	4		24	20	36		144	
Buses																		
Pedestrians	0	0			0				0				0				0	
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Clawiter Rd/Eden Landing Rd -- SR 92 EB Ramps/Eden Landing Rd
CITY/STATE: Hayward, CA

QC JOB #: 15261203
DATE: Wed, Aug 5 2020

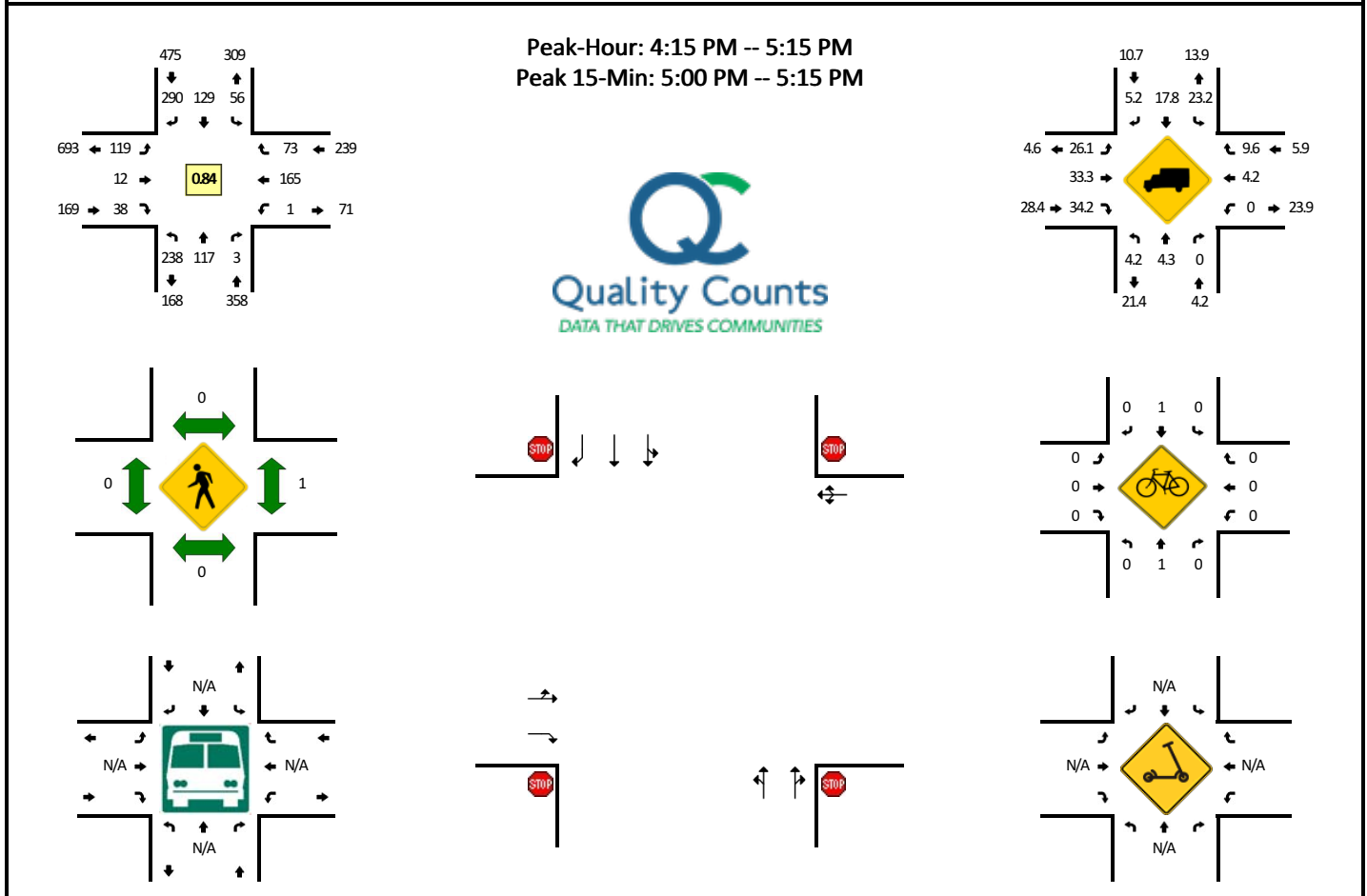


5-Min Count Period Beginning At	Clawiter Rd/Eden Landing Rd (Northbound)				Clawiter Rd/Eden Landing Rd (Southbound)				SR 92 EB Ramps/Eden Landing Rd (Eastbound)				SR 92 EB Ramps/Eden Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	7	0	0	14	28	14	0	9	2	5	0	1	3	2	0	93	
7:05 AM	9	5	0	0	18	28	8	0	11	0	7	0	0	4	2	0	92	
7:10 AM	6	2	0	0	15	19	9	0	5	0	6	0	0	6	2	0	70	
7:15 AM	6	7	0	0	6	13	9	0	11	1	2	0	0	9	6	0	70	
7:20 AM	6	7	0	0	14	18	8	0	10	0	4	0	0	6	1	0	74	
7:25 AM	6	6	0	0	10	22	13	0	11	2	7	0	1	6	0	0	84	
7:30 AM	4	5	0	0	15	14	10	0	10	3	6	0	0	2	3	0	72	
7:35 AM	2	4	0	0	19	14	10	0	13	2	7	0	0	4	5	0	80	
7:40 AM	6	8	0	0	17	24	7	0	5	0	5	0	0	2	3	0	77	
7:45 AM	10	6	1	0	18	22	16	0	10	2	6	0	0	1	5	0	97	
7:50 AM	5	9	0	0	11	24	8	0	13	5	9	0	0	8	4	0	96	
7:55 AM	8	6	0	0	26	31	8	0	7	0	6	0	0	7	1	0	100	1005
8:00 AM	9	4	1	0	32	24	8	0	16	4	4	0	1	2	3	0	108	1020
8:05 AM	5	7	1	0	21	32	13	0	10	2	4	0	0	1	3	0	99	1027
8:10 AM	8	6	1	0	19	23	10	0	10	2	4	0	0	3	2	0	88	1045
8:15 AM	6	5	0	0	17	30	14	0	10	4	5	0	0	3	2	0	96	1071
8:20 AM	3	9	1	0	22	30	8	0	10	1	10	0	0	8	1	0	103	1100
8:25 AM	11	6	0	0	16	17	11	0	6	2	5	0	0	6	1	0	81	1097
8:30 AM	2	8	2	0	10	13	15	0	8	0	3	0	0	8	7	0	76	1101
8:35 AM	5	2	0	0	17	20	25	0	9	0	6	0	0	2	2	0	88	1109
8:40 AM	6	4	0	0	15	27	16	0	9	3	6	0	0	3	3	0	92	1124
8:45 AM	10	3	1	0	13	18	14	0	8	3	9	0	0	9	0	0	88	1115
8:50 AM	7	5	0	0	16	16	11	0	7	1	5	0	0	4	7	0	79	1098
8:55 AM	10	1	1	0	16	17	10	0	16	4	4	0	0	5	3	0	87	1085
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	68	8	0	316	348	116	0	132	24	56	0	4	40	28	0	1228	
Heavy Trucks	24	24	0		20	48	48		12	0	4		0	8	8		196	
Buses																		
Pedestrians	0	0			0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Clawiter Rd/Eden Landing Rd -- SR 92 EB Ramps/Eden Landing Rd
CITY/STATE: Hayward, CA

QC JOB #: 15261204
DATE: Wed, Aug 5 2020



5-Min Count Period Beginning At	Clawiter Rd/Eden Landing Rd (Northbound)				Clawiter Rd/Eden Landing Rd (Southbound)				SR 92 EB Ramps/Eden Landing Rd (Eastbound)				SR 92 EB Ramps/Eden Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	9	1	0	6	12	24	0	17	1	1	0	1	22	9	0	121	
4:05 PM	17	10	0	0	3	13	18	0	11	0	8	1	0	20	5	0	106	
4:10 PM	12	11	0	0	2	7	19	0	15	0	3	0	0	14	13	0	96	
4:15 PM	27	12	1	0	6	8	20	0	12	1	2	0	0	11	3	0	103	
4:20 PM	21	9	1	0	3	11	19	0	11	3	2	0	0	11	1	0	92	
4:25 PM	17	7	0	0	5	11	21	0	12	1	1	0	1	11	5	0	92	
4:30 PM	15	6	0	0	4	8	26	0	10	1	4	0	0	12	11	0	97	
4:35 PM	28	13	0	0	5	14	29	0	5	1	2	0	0	13	3	0	113	
4:40 PM	14	16	0	0	4	14	30	0	8	0	3	0	0	15	3	0	107	
4:45 PM	9	9	1	0	9	10	19	0	9	2	6	0	0	8	13	0	95	
4:50 PM	15	4	0	0	5	11	24	0	12	1	2	0	0	11	5	0	90	
4:55 PM	14	6	0	0	6	6	21	0	14	2	1	0	0	11	3	0	84	1196
5:00 PM	24	7	0	0	4	13	22	0	12	0	2	0	0	17	6	0	107	1182
5:05 PM	27	14	0	0	4	16	35	0	9	0	5	0	0	29	9	0	148	1224
5:10 PM	27	14	0	0	1	7	24	0	5	0	8	0	0	16	11	0	113	1241
5:15 PM	16	9	0	0	2	9	16	0	7	1	1	0	0	8	4	0	73	1211
5:20 PM	19	0	0	0	5	8	26	0	7	1	4	0	0	8	2	0	80	1199
5:25 PM	16	8	0	0	2	5	20	0	14	0	2	0	0	5	2	0	74	1181
5:30 PM	16	8	0	0	8	11	33	0	7	0	1	0	0	13	4	0	101	1185
5:35 PM	27	12	0	0	6	6	19	0	2	1	5	0	0	7	3	0	88	1160
5:40 PM	22	5	0	0	7	6	28	0	11	1	5	0	0	9	2	0	96	1149
5:45 PM	9	4	0	0	10	14	11	0	7	2	6	0	0	6	3	0	72	1126
5:50 PM	11	7	0	0	4	8	13	0	4	1	3	0	0	4	2	0	57	1093
5:55 PM	14	6	0	0	4	9	18	0	7	2	2	0	0	11	2	0	75	1084
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	312	140	0	0	36	144	324	0	104	0	60	0	0	248	104	0	1472	
Heavy Trucks	12	0	0	0	4	28	4	0	32	0	28	0	0	16	12	0	136	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Scoters																		

Comments:

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:		TRAFFIC COUNTS IN HAYWARD								SURVEY DATE:				2/11/2016				DAY: THURSDAY			
N-S APPROACH:		CLAWITER ROAD								SURVEY TIME:				7:00 AM				TO		9:00 AM	
E-W APPROACH:		WINTON AVENUE								JURISDICTION:				HAYWARD				FILE: 3601011-59AM			
<div>PEAK HOUR 7:00 AM to 8:00 AM</div> <div><div><div>0</div><div>0</div><div>0</div><div>0</div></div><div><div>1</div><div>0</div><div>327</div><div>147</div></div><div><div>2784</div></div><div><div>1034</div><div>920</div><div>1</div></div><div><div>0</div><div>142</div><div>0</div><div>211</div></div></div> <div>NORTH</div> <div>WINTON AVENUE</div> <div>CLAWITER ROAD</div>										<div>ARRIVAL / DEPARTURE VOLUMES</div> <div><div>PHF = 0.00</div><div><div>0</div><div>1</div></div><div><div>PHF = 0.82</div><div>1177</div><div>475</div><div>PHF = 0.87</div></div><div><div>1956</div><div>539</div></div><div><div>1067</div><div>353</div></div><div>PHF = 0.91</div></div>											
TIME PERIOD		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT				
SURVEY DATA																					
7:00 AM	to 7:15 AM	40	0	57		0	0	0		1	0	89	46	0	279	292	0	804			
7:15 AM	to 7:30 AM	65	0	106		0	0	0		1	0	173	65	1	465	490	0	1366			
7:30 AM	to 7:45 AM	101	0	158		0	0	0		1	0	249	101	1	632	729	1	1973			
7:45 AM	to 8:00 AM	142	0	211		0	0	0		1	0	327	147	1	920	1034	1	2784			
8:00 AM	to 8:15 AM	180	1	262		0	2	1		1	0	391	168	1	1131	1287	5	3430			
8:15 AM	to 8:30 AM	206	1	311		0	3	2		1	0	468	186	1	1333	1521	8	4041			
8:30 AM	to 8:45 AM	248	2	357		2	3	2		1	0	543	211	1	1550	1762	10	4692			
8:45 AM	to 9:00 AM	292	2	400		10	5	3		1	6	612	230	1	1748	1991	16	5317			
TOTAL BY PERIOD																					
7:00 AM	to 7:15 AM	0	40	0	57	0	0	0	0	1	0	89	46	0	279	292	0	804			
7:15 AM	to 7:30 AM	0	25	0	49	0	0	0	0	0	0	84	19	1	186	198	0	562			
7:30 AM	to 7:45 AM	0	36	0	52	0	0	0	0	0	0	76	36	0	167	239	1	607			
7:45 AM	to 8:00 AM	0	41	0	53	0	0	0	0	0	0	78	46	0	288	305	0	811			
8:00 AM	to 8:15 AM	0	38	1	51	0	0	2	1	0	0	64	21	0	211	253	4	646			
8:15 AM	to 8:30 AM	0	26	0	49	0	0	1	1	0	0	77	18	0	202	234	3	611			
8:30 AM	to 8:45 AM	0	42	1	46	0	2	0	0	0	0	75	25	0	217	241	2	651			
8:45 AM	to 9:00 AM	0	44	0	43	0	8	2	1	0	6	69	19	0	198	229	6	625			
HOURLY TOTALS																					
7:00 AM	to 8:00 AM	0	142	0	211	0	0	0	0	1	0	327	147	1	920	1034	1	2784			
7:15 AM	to 8:15 AM	0	140	1	205	0	0	2	1	0	0	302	122	1	852	995	5	2626			
7:30 AM	to 8:30 AM	0	141	1	205	0	0	3	2	0	0	295	121	0	868	1031	8	2675			
7:45 AM	to 8:45 AM	0	147	2	199	0	2	3	2	0	0	294	110	0	918	1033	9	2719			
8:00 AM	to 9:00 AM	0	150	2	189	0	10	5	3	0	6	285	83	0	828	957	15	2533			
PEAK HOUR SUMMARY																					
7:00 AM	to 8:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR				
	VOLUME	0	142	0	211	0	0	0	0	1	0	327	147	1	920	1034	1	2784			
	PHF BY MOVEMENT	0.00	0.87	0.00	0.93	0.00	0.00	0.00	0.00	0.25	0.00	0.92	0.80	0.25	0.80	0.85	0.25	OVERALL			
	PHF BY APPROACH	0.91				0.00				0.87				0.82				0.86			
	BICYCLE	1				0				3				1				5			
	PEDESTRIAN	0				0				2				6				8			
		N-LEG				S-LEG				E-LEG				W-LEG							
	PEDESTRIAN BY LEG:	2				6				0				0				8			
TEL: (510) 232 - 1271 E MAIL: Baymetrics@gmail.com																					

INTERSECTION TURNING MOVEMENT SUMMARY

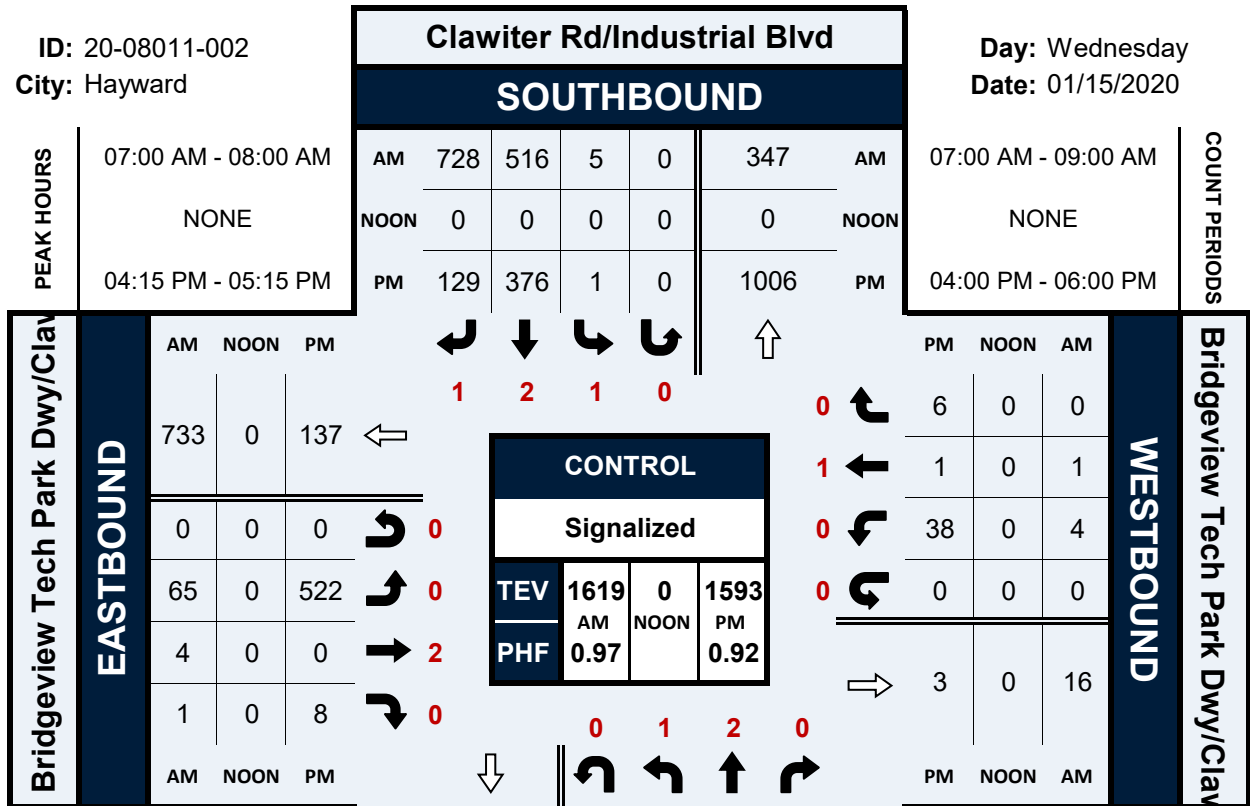
PROJECT:		TRAFFIC COUNTS IN HAYWARD						SURVEY DATE:				2/11/2016		DAY: THURSDAY				
N-S APPROACH:		CLAWITER ROAD						SURVEY TIME:				4:00 PM		TO		6:00 PM		
E-W APPROACH:		WINTON AVENUE						JURISDICTION:				HAYWARD		FILE:		3601011-59PM		
<div><div><div>PEAK HOUR</div><div>4:00 PM to 5:00 PM</div><div><div><div><div><div></div><div>0</div></div><div><div>2</div><div>3</div><div>0</div></div></div><div><div><div><div><div></div><div>1</div></div><div><div>0</div><div>977</div><div>169</div></div></div><div><div><div><div><div></div><div>0</div></div><div><div>272</div><div>250</div><div>3</div></div></div><div><div><div><div><div></div><div>2355</div></div></div></div><div><div><div><div><div></div><div>0</div></div><div><div>95</div><div>0</div><div>583</div></div></div><div>WINTON AVENUE</div><div>CLAWITER ROAD</div></div><div><div><div>NORTH</div><div></div></div></div></div><div><div>ARRIVAL / DEPARTURE VOLUMES</div><div><div>PHF = 0.42</div><div><div>5</div><div>0</div></div><div><div><div><div><div></div><div></div></div><div><div>PHF = 0.77</div></div></div><div><div><div><div><div></div><div>368</div></div><div><div>1147</div></div></div><div><div><div><div><div></div><div>PHF = 0.87</div></div></div><div><div><div><div><div></div><div>525</div></div><div><div>1566</div></div></div><div><div><div><div><div></div><div>421</div></div><div><div>678</div></div></div><div><div><div>PHF = 0.83</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>																		
TIME PERIOD		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
4:00 PM	to 4:15 PM	26	0	177		1	1	0		1	0	274	56	1	71	99	0	707
4:15 PM	to 4:30 PM	49	0	316		1	1	0		1	0	476	86	3	134	150	0	1217
4:30 PM	to 4:45 PM	73	0	458		1	1	0		1	0	736	137	3	188	207	0	1805
4:45 PM	to 5:00 PM	95	0	583		3	2	0		1	0	977	169	3	250	272	0	2355
5:00 PM	to 5:15 PM	119	0	701		3	2	0		3	0	1274	247	3	330	343	0	3025
5:15 PM	to 5:30 PM	136	0	822		3	2	0		3	0	1523	273	3	392	402	0	3559
5:30 PM	to 5:45 PM	157	0	941		4	3	0		3	0	1739	312	3	462	449	0	4073
5:45 PM	to 6:00 PM	176	0	1058		4	3	0		5	0	1932	335	3	520	508	0	4544
TOTAL BY PERIOD																		
4:00 PM	to 4:15 PM	0	26	0	177	0	1	1	0	1	0	274	56	1	71	99	0	707
4:15 PM	to 4:30 PM	0	23	0	139	0	0	0	0	0	0	202	30	2	63	51	0	510
4:30 PM	to 4:45 PM	0	24	0	142	0	0	0	0	0	0	260	51	0	54	57	0	588
4:45 PM	to 5:00 PM	0	22	0	125	0	2	1	0	0	0	241	32	0	62	65	0	550
5:00 PM	to 5:15 PM	0	24	0	118	0	0	0	0	2	0	297	78	0	80	71	0	670
5:15 PM	to 5:30 PM	0	17	0	121	0	0	0	0	0	0	249	26	0	62	59	0	534
5:30 PM	to 5:45 PM	0	21	0	119	0	1	1	0	0	0	216	39	0	70	47	0	514
5:45 PM	to 6:00 PM	0	19	0	117	0	0	0	0	2	0	193	23	0	58	59	0	471
HOURLY TOTALS																		
4:00 PM	to 5:00 PM	0	95	0	583	0	3	2	0	1	0	977	169	3	250	272	0	2355
4:15 PM	to 5:15 PM	0	93	0	524	0	2	1	0	2	0	1000	191	2	259	244	0	2318
4:30 PM	to 5:30 PM	0	87	0	506	0	2	1	0	2	0	1047	187	0	258	252	0	2342
4:45 PM	to 5:45 PM	0	84	0	483	0	3	2	0	2	0	1003	175	0	274	242	0	2268
5:00 PM	to 6:00 PM	0	81	0	475	0	1	1	0	4	0	955	166	0	270	236	0	2189
PEAK HOUR SUMMARY																		
4:00 PM	to 5:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME		0	95	0	583	0	3	2	0	1	0	977	169	3	250	272	0	2355
PHF BY MOVEMENT		0.00	0.91	0.00	0.82	0.00	0.38	0.50	0.00	0.25	0.00	0.89	0.75	0.38	0.88	0.69	0.00	OVERALL
PHF BY APPROACH		0.83				0.42				0.87				0.77				0.83
BICYCLE		0				0				1				1				2
PEDESTRIAN		0				0				2				5				7
		N-LEG				S-LEG				E-LEG				W-LEG				
PEDESTRIAN BY LEG:		0				7				0				0				7
TEL: (510) 232 - 1271 E MAIL: Baymetrics@gmail.com																		

Clawiter Rd/Industrial Blvd & Bridgeview Tech Park Dwy/Clawiter Rd

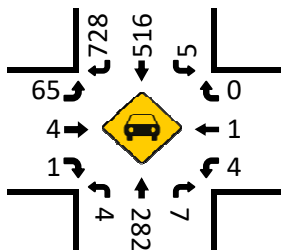
Peak Hour Turning Movement Count

ID: 20-08011-002
City: Hayward

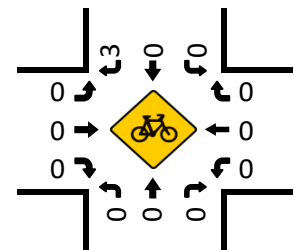
Day: Wednesday
Date: 01/15/2020



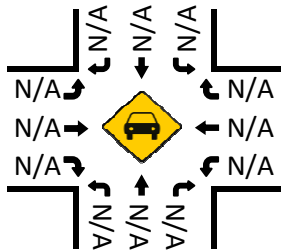
Total Vehicles (AM)



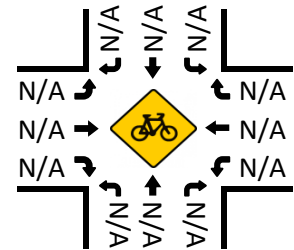
Bikes (AM)



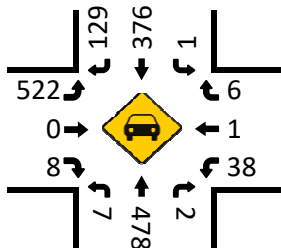
Total Vehicles (Noon)



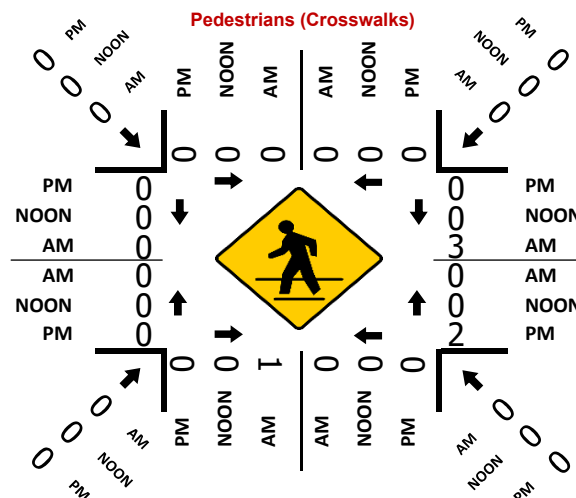
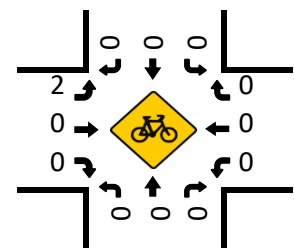
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



Clawiter Rd & Depot Rd

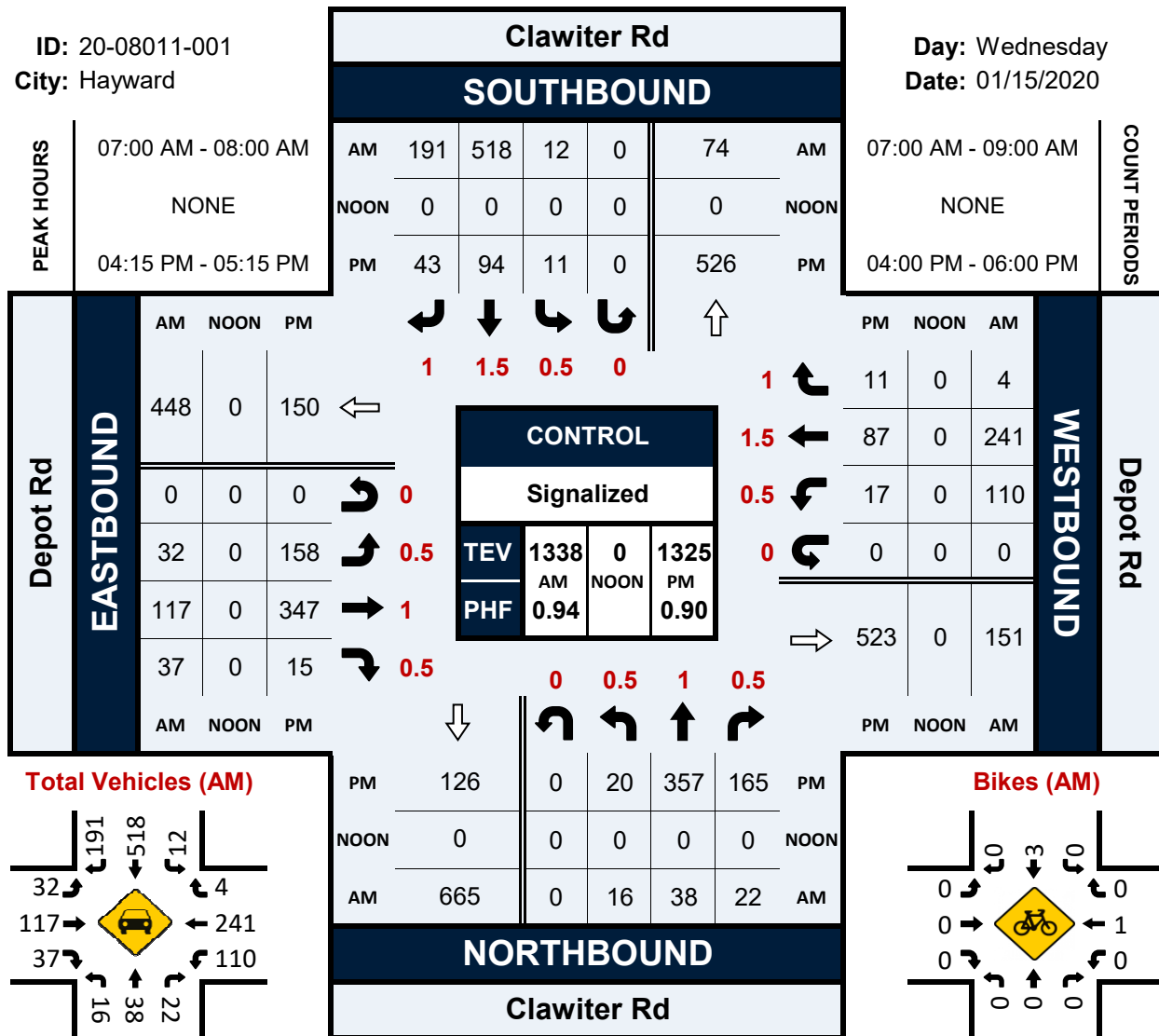
Peak Hour Turning Movement Count

ID: 20-08011-001

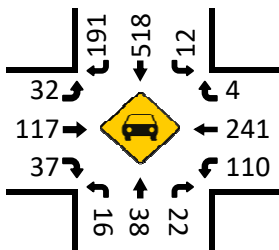
City: Hayward

Day: Wednesday

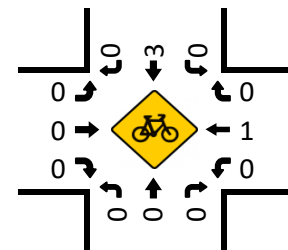
Date: 01/15/2020



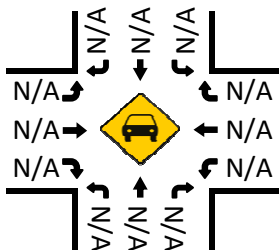
Total Vehicles (AM)



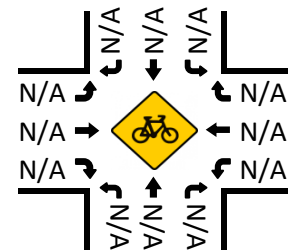
Bikes (AM)



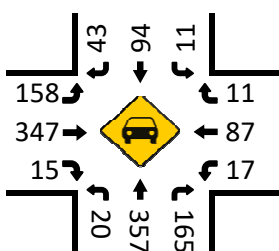
Total Vehicles (Noon)



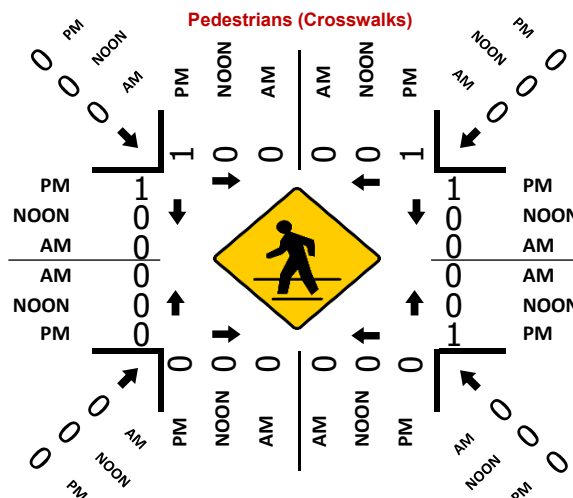
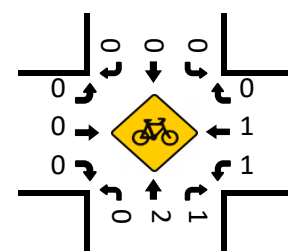
Bikes (NOON)

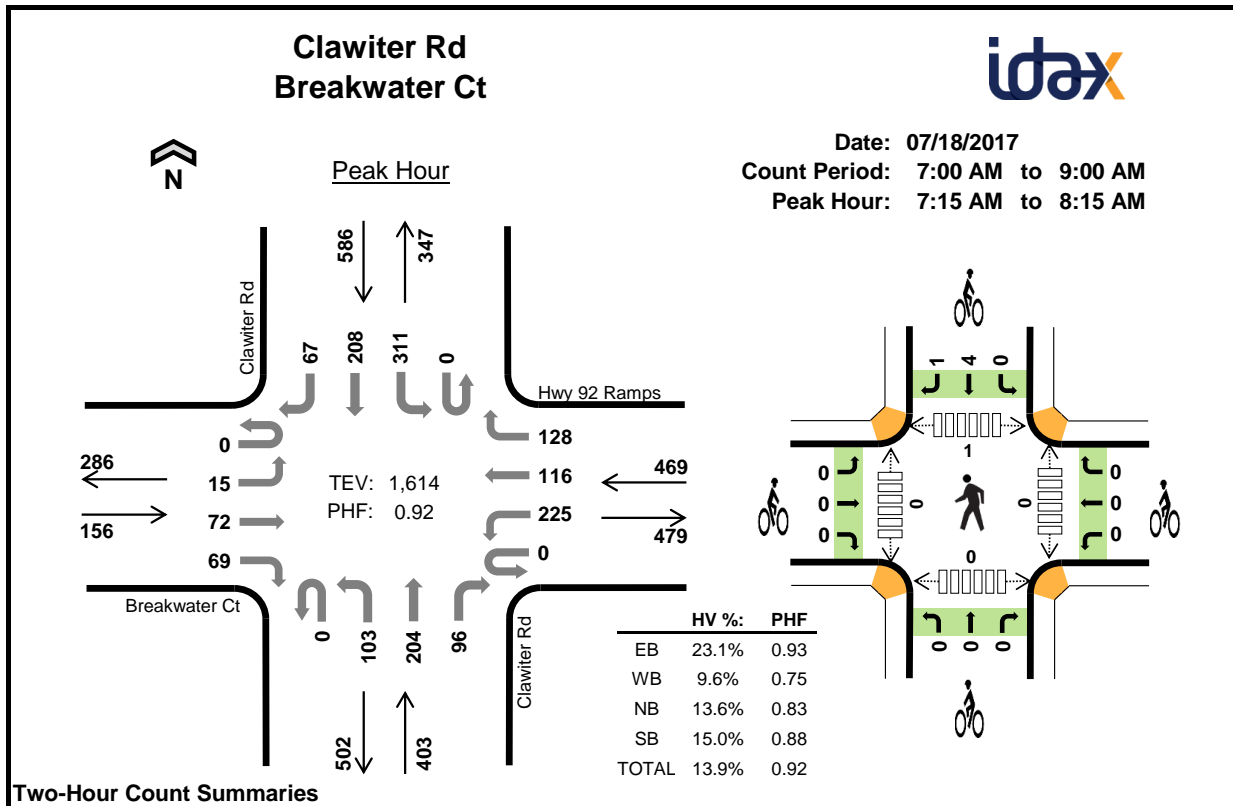


Total Vehicles (PM)



Bikes (PM)

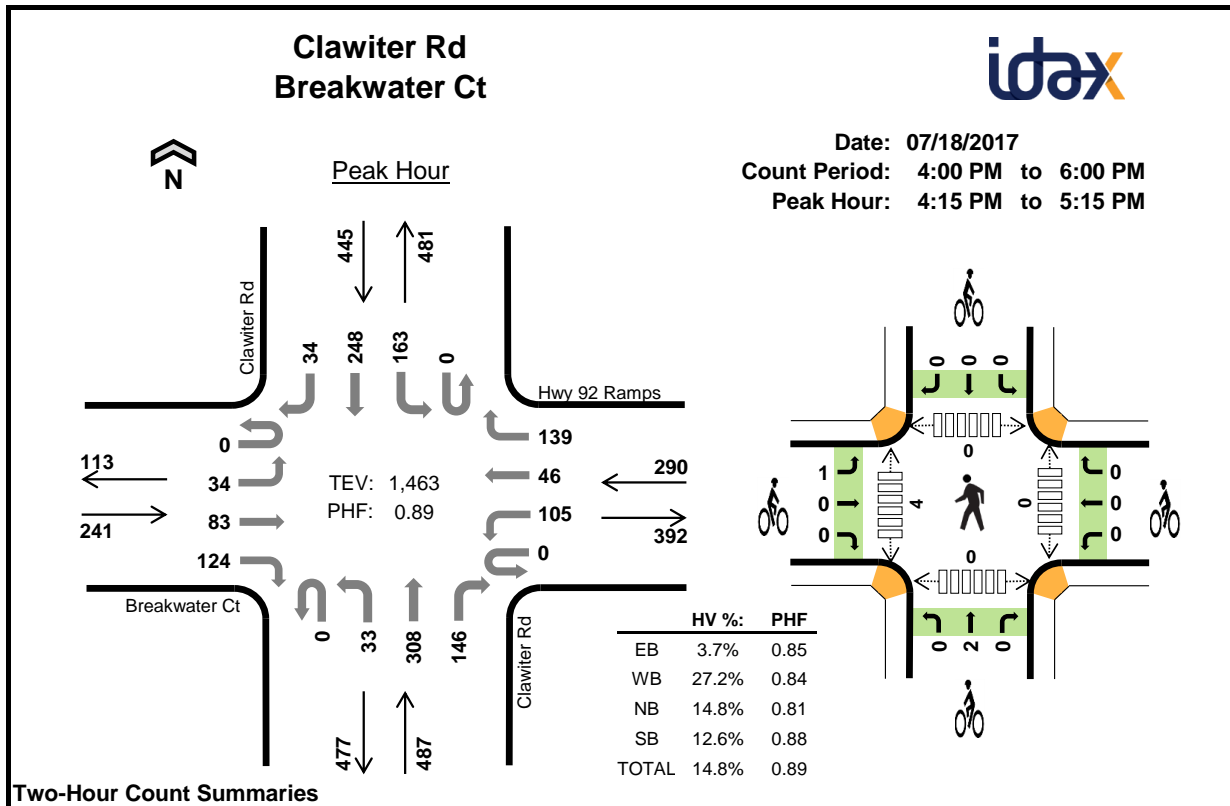




Interval Start		Breakwater Ct				Hwy 92 Ramps				Clawiter Rd				Clawiter Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	17	19	0	27	20	17	0	20	28	39	0	75	24	13	303	0
7:15 AM		0	1	23	16	0	43	26	18	0	33	59	30	0	89	40	9	387	0
7:30 AM		0	1	22	17	0	41	20	20	0	24	48	32	0	82	63	21	391	0
7:45 AM		0	10	14	18	0	58	36	50	0	22	51	19	0	77	64	21	440	1,521
8:00 AM		0	3	13	18	0	83	34	40	0	24	46	15	0	63	41	16	396	1,614
8:15 AM		0	6	11	23	0	83	20	37	0	21	46	15	0	48	49	6	365	1,592
8:30 AM		0	2	8	12	0	86	37	44	0	29	43	13	0	37	57	7	375	1,576
8:45 AM		0	1	7	22	0	89	38	54	0	21	52	15	0	28	41	13	381	1,517
Count Total		0	28	115	145	0	510	231	280	0	194	373	178	0	499	379	106	3,038	0
Peak Hour	All	0	15	72	69	0	225	116	128	0	103	204	96	0	311	208	67	1,614	0
	HV	0	1	14	21	0	18	13	14	0	10	30	15	0	37	43	8	224	0
	HV%	-	7%	19%	30%	-	8%	11%	11%	-	10%	15%	16%	-	12%	21%	12%	14%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	12	12	19	18	61	0	0	0	1	1	0	0	0	0	0
7:15 AM	6	11	13	20	50	0	0	0	0	0	0	0	1	0	1
7:30 AM	14	9	14	26	63	0	0	0	1	1	0	0	0	0	0
7:45 AM	7	13	10	25	55	0	0	0	1	1	0	0	0	0	0
8:00 AM	9	12	18	17	56	0	0	0	3	3	0	0	0	0	0
8:15 AM	12	9	12	17	50	0	3	0	1	4	0	0	0	0	0
8:30 AM	9	16	13	27	65	0	0	0	1	1	0	1	0	0	1
8:45 AM	3	22	9	24	58	0	0	0	1	1	0	0	0	0	0
Count Total	72	104	108	174	458	0	3	0	9	12	0	1	1	0	2
Peak Hour	36	45	55	88	224	0	0	0	5	5	0	0	1	0	1



Interval Start		Breakwater Ct				Hwy 92 Ramps				Clawiter Rd				Clawiter Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	10	11	29	0	26	11	31	0	15	60	26	0	47	61	10	337	0
4:15 PM		0	12	26	26	0	23	7	42	0	6	68	28	0	32	55	11	336	0
4:30 PM		0	4	21	34	0	29	10	31	0	9	73	36	0	43	61	8	359	0
4:45 PM		0	9	13	25	0	29	14	43	0	12	67	37	0	40	60	9	358	1,390
5:00 PM		0	9	23	39	0	24	15	23	0	6	100	45	0	48	72	6	410	1,463
5:15 PM		0	9	15	38	0	15	8	32	0	11	90	44	0	33	28	6	329	1,456
5:30 PM		0	5	18	41	0	13	8	17	0	8	59	48	0	52	69	11	349	1,446
5:45 PM		0	7	8	37	0	19	10	23	0	5	60	21	0	36	48	5	279	1,367
Count Total		0	65	135	269	0	178	83	242	0	72	577	285	0	331	454	66	2,757	0
Peak Hour	All	0	34	83	124	0	105	46	139	0	33	308	146	0	163	248	34	1,463	0
	HV	0	6	0	3	0	20	15	44	0	12	55	5	0	6	48	2	216	0
	HV%	-	18%	0%	2%	-	19%	33%	32%	-	36%	18%	3%	-	4%	19%	6%	15%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	15	14	18	49	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	20	10	15	47	0	0	1	0	1	0	2	0	0	2
4:30 PM	2	24	20	11	57	0	0	1	0	1	0	0	0	0	0
4:45 PM	5	22	24	18	69	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	13	18	12	43	1	0	0	0	1	0	1	0	0	1
5:15 PM	3	15	16	5	39	0	0	0	0	0	1	0	1	0	2
5:30 PM	5	7	12	7	31	1	0	0	1	2	0	0	0	0	0
5:45 PM	1	16	10	14	41	0	0	2	0	2	0	0	0	0	0
Count Total	20	132	124	100	376	2	0	4	1	7	1	4	1	0	6
Peak Hour	9	79	72	56	216	1	0	2	0	3	0	4	0	0	4

Eden Landing Rd Hwy 92 Ramps

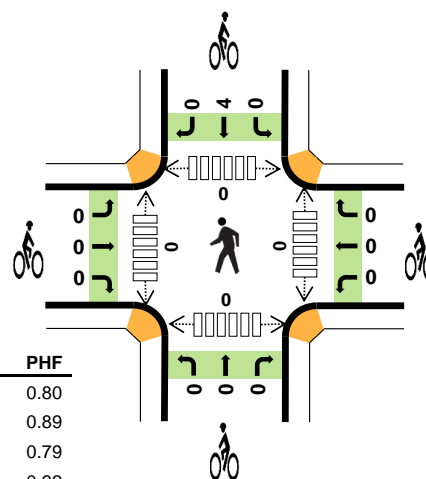
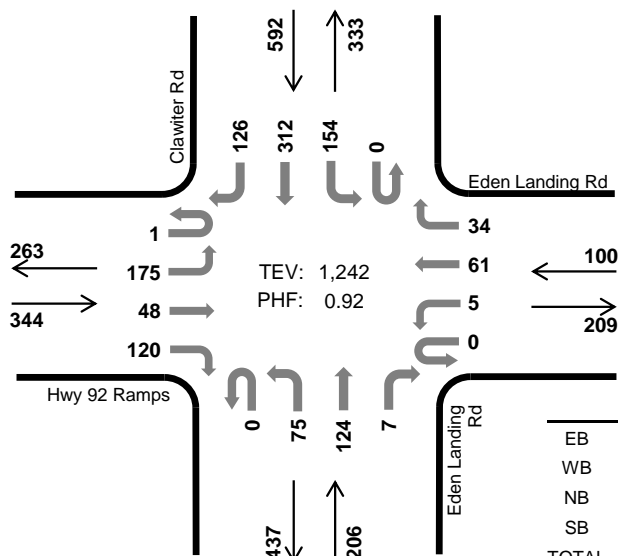


Peak Hour

Date: 07/18/2017

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:45 AM to 8:45 AM

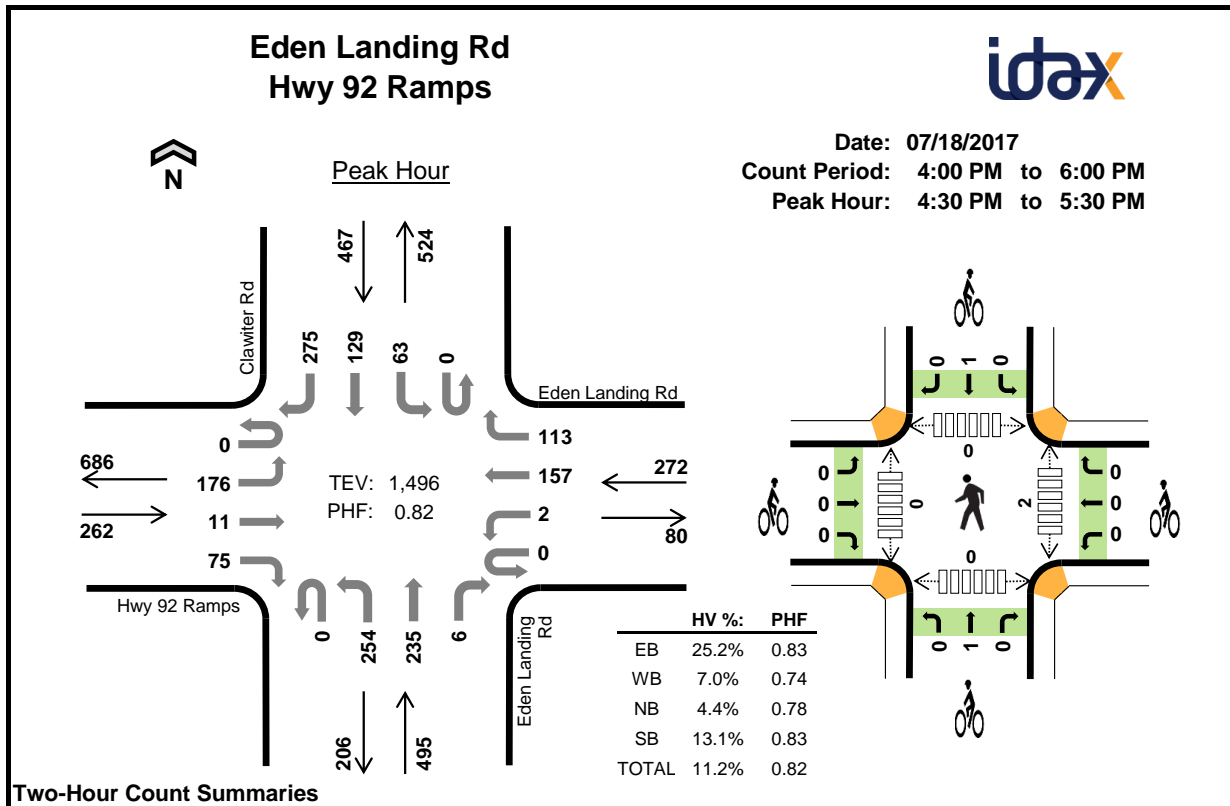


Two-Hour Count Summaries

Interval Start		Hwy 92 Ramps				Eden Landing Rd				Eden Landing Rd				Clawiter Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	44	6	28	0	1	10	8	0	20	46	0	0	15	33	24	236	0
7:15 AM		0	54	6	22	0	0	12	13	0	10	46	1	0	30	53	18	265	0
7:30 AM		0	51	4	40	0	0	9	5	0	13	51	1	0	30	60	28	292	0
7:45 AM		0	43	12	26	0	1	16	6	0	25	37	3	0	39	69	36	313	1,106
8:00 AM		1	42	7	34	0	3	17	8	0	16	35	2	0	32	76	28	301	1,171
8:15 AM		0	42	12	17	0	1	13	11	0	13	30	1	0	38	82	31	291	1,197
8:30 AM		0	48	17	43	0	0	15	9	0	21	22	1	0	45	85	31	337	1,242
8:45 AM		0	44	11	43	0	0	9	9	0	16	28	0	0	47	69	37	313	1,242
Count Total		2	368	75	253	0	6	101	69	0	134	295	9	0	276	527	233	2,348	0
Peak Hour	All	1	175	48	120	0	5	61	34	0	75	124	7	0	154	312	126	1,242	0
	HV	0	17	1	7	0	1	26	11	0	29	28	0	0	11	33	47	211	0
	HV%	0%	10%	2%	6%	-	20%	43%	32%	-	39%	23%	0%	-	7%	11%	37%	17%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	4	20	11	41	0	0	0	0	0	0	0	0	0	0
7:15 AM	4	10	15	16	45	0	0	0	1	1	0	0	0	0	0
7:30 AM	6	5	11	24	46	0	0	0	1	1	0	0	0	0	0
7:45 AM	5	10	9	23	47	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	10	19	19	54	0	0	0	3	3	0	0	0	0	0
8:15 AM	4	11	13	19	47	0	0	0	1	1	0	0	0	0	0
8:30 AM	10	7	16	30	63	0	0	0	0	0	0	0	0	0	0
8:45 AM	7	1	10	30	48	0	0	0	1	1	0	0	0	0	0
Count Total	48	58	113	172	391	0	0	0	7	7	0	0	0	0	0
Peak Hour	25	38	57	91	211	0	0	0	4	4	0	0	0	0	0



Interval Start		Hwy 92 Ramps				Eden Landing Rd				Eden Landing Rd				Clawiter Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	42	4	16	0	0	53	24	0	49	41	2	0	22	29	64	346	0
4:15 PM		0	34	2	19	0	0	27	25	0	46	41	1	0	20	31	47	293	0
4:30 PM		0	37	3	14	0	2	42	33	0	59	47	4	0	20	36	65	362	0
4:45 PM		0	46	3	30	0	0	26	17	0	43	60	0	0	17	35	67	344	1,345
5:00 PM		0	50	2	13	0	0	52	40	0	83	74	2	0	15	33	92	456	1,455
5:15 PM		0	43	3	18	0	0	37	23	0	69	54	0	0	11	25	51	334	1,496
5:30 PM		0	34	0	13	0	2	31	16	0	53	65	2	0	11	39	76	342	1,476
5:45 PM		0	33	2	19	0	0	25	16	0	27	35	0	0	9	33	63	262	1,394
Count Total		0	319	19	142	0	4	293	194	0	429	417	11	0	125	261	525	2,739	0
Peak Hour	All	0	176	11	75	0	2	157	113	0	254	235	6	0	63	129	275	1,496	0
	HV	0	50	4	12	0	0	7	12	0	8	14	0	0	14	24	23	168	0
	HV%	-	28%	36%	16%	-	0%	4%	11%	-	3%	6%	0%	-	22%	19%	8%	11%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	15	5	11	17	48	0	0	0	0	0	0	0	0	0	0
4:15 PM	6	6	6	19	37	0	0	0	0	0	0	0	0	0	0
4:30 PM	16	4	6	13	39	0	0	1	0	1	0	0	0	0	0
4:45 PM	20	6	5	21	52	0	0	0	0	0	1	0	0	0	1
5:00 PM	19	5	5	16	45	0	0	0	0	0	0	0	0	0	0
5:15 PM	11	4	6	11	32	0	0	0	1	1	1	0	0	0	1
5:30 PM	7	0	7	10	24	1	0	1	0	2	0	0	0	0	0
5:45 PM	8	1	6	13	28	0	1	0	0	1	0	0	0	0	0
Count Total	102	31	52	120	305	1	1	2	1	5	2	0	0	0	2
Peak Hour	66	19	22	61	168	0	0	1	1	2	2	0	0	0	2

Intersection	Movement	Weekday AM			Weekday PM		
		Aug 2020	Historical	Growth Rate	Aug 2020	Historical	Growth Rate
Clawiter Rd and Winton Ave	NBL	106	142	34%	77	95	23%
	NBT	2	0	-100%	1	0	-100%
	NBR	163	211	29%	555	583	5%
	SBL	4	0	-100%	4	3	-25%
	SBT	3	0	-100%	1	2	100%
	SBR	4	0	-100%	1	0	-100%
	EBL	7	1	-86%	0	1	#DIV/0!
	EBT	312	327	5%	1020	977	-4%
	EBR	66	147	123%	125	169	35%
	WBL	500	921	84%	200	253	27%
	WBT	895	1,034	16%	302	272	-10%
	WBR	13	1	-92%	2	0	-100%
	Total Entering Vehicles	2,075	2,784	34%	2,288	2,355	3%
Clawiter Rd and Industrial Blvd (east)	NBL	10	6	-40%	27	32	19%
	NBT	242	282	17%	412	478	16%
	NBR	1	7	600%	0	2	#DIV/0!
	SBL	1	5	400%	1	1	0%
	SBT	209	516	147%	324	376	16%
	SBR	353	728	106%	135	129	-4%
	EBL	63	65	3%	337	522	55%
	EBT	0	4	#DIV/0!	0	0	#DIV/0!
	EBR	1	1	0%	8	8	0%
	WBL	0	4	#DIV/0!	4	38	850%
	WBT	0	1	#DIV/0!	0	1	#DIV/0!
	WBR	1	0	-100%	0	6	#DIV/0!
	Total Entering Vehicles	881	1,619	84%	1,248	1,593	28%
Clawiter Rd and Depot Rd	NBL	40	16	-60%	30	20	-33%
	NBT	37	38	3%	200	357	79%
	NBR	29	22	-24%	84	165	96%
	SBL	3	12	300%	12	11	-8%
	SBT	179	518	189%	74	94	27%
	SBR	169	191	13%	50	11	-78%
	EBL	32	32	0%	134	158	18%
	EBT	116	117	1%	252	347	38%
	EBR	41	37	-10%	27	15	-44%
	WBL	38	110	189%	10	17	70%
	WBT	150	241	61%	79	87	10%
	WBR	4	4	0%	6	11	83%
	Total Entering Vehicles	838	1,338	60%	958	1,293	35%
Clawiter Rd and SR-92 WB	NBL	78	103	32%	48	33	-31%
	NBT	102	204	100%	178	308	73%
	NBR	46	96	109%	80	146	83%
	SBL	106	311	193%	93	163	75%
	SBT	140	208	49%	210	248	18%
	SBR	33	67	103%	14	34	143%
	EBL	12	15	25%	31	34	10%
	EBT	48	72	50%	73	83	14%
	EBR	70	69	-1%	167	124	-26%
	WBL	433	225	-48%	99	105	6%
	WBT	156	116	-26%	83	46	-45%
	WBR	279	128	-54%	102	139	36%
	Total Entering Vehicles	1,503	1,614	7%	1,178	1,463	24%
Clawiter Rd and SR-92 EB	NBL	78	75	-4%	238	254	7%
	NBT	72	124	72%	117	235	101%
	NBR	7	7	0%	3	6	100%
	SBL	224	154	-31%	56	63	13%
	SBT	293	312	6%	129	129	0%
	SBR	152	126	-17%	290	275	-5%
	EBL	118	176	49%	119	176	48%
	EBT	25	48	92%	12	11	-8%
	EBR	68	120	76%	38	75	97%
	WBL	1	5	400%	1	2	100%
	WBT	52	61	17%	165	157	-5%
	WBR	34	34	0%	73	113	55%
	Total Entering Vehicles	1,124	1,242	10%	1,241	1,496	21%
Overall Total		6,421	8,597	34%	6,913	8,200	19%

Intersection Averages: AM: 39% PM: 22%

FINAL GROWTH FACTORS: AM: 35% PM: 20%

Adjusted AM Turning Movement Counts - Vehicle Volume														
Intersection 1, 3, 5, 12, and 13 from previous projects with data from February 2016, July 2017, and January 2020. All others use August 2020 counts with 35% increase in volumes.														
Adjustments made to balance volumes between the two Clawiter/Industrial intersections (#3/#4). Thru volumes at north and central driveways (#9/#10) estimated from adjacent intersections.														
ID	N-S STREET	E-W STREET	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Clawiter Rd/Tuskegee Airmen Dr	Winton Ave	142	0	211	0	0	0	1	327	147	921	1,034	1
2	Clawiter Rd	West St	0	362	24	5	663	0	0	0	0	153	0	14
3	Clawiter Rd	Industrial Blvd (east)	6	282	7	5	516	728	65	4	1	4	1	0
4	Clawiter Rd	Industrial Blvd (west)	1	0	69	0	723	5	0	1	3	5	0	0
5	Clawiter Rd	Depot Rd	16	38	22	12	518	191	32	117	37	110	241	4
6	Hesperian Blvd	Depot Rd	11	639	49	95	363	38	122	26	12	41	12	139
7	Clawiter Rd	Diablo Ave	232	139	0	0	302	31	12	0	46	0	0	0
8	Clawiter Rd	Enterprise Ave	135	363	3	3	282	62	16	0	88	0	0	3
9	Clawiter Rd	North Dwy	0	501	0	0	370	0	0	0	0	0	0	0
10	Clawiter Rd	Central Dwy	0	518	0	0	382	0	0	0	0	0	0	0
11	Clawiter Rd	South Dwy	0	518	20	3	379	0	0	0	0	12	0	0
12	Clawiter Rd	Breakwater Ct/SR-92 WB	103	204	96	311	208	67	15	72	69	225	116	128
13	Clawiter Rd	SR-92 EB/Eden Landing Rd	75	124	7	154	312	126	176	48	120	5	61	34

Adjusted AM Turning Movement Counts - Vehicle Volume														
Intersection 1, 3, 5, 12, and 13 from previous projects with data from February 2016, July 2017, and January 2020. All others use August 2020 counts with 20% increase in volumes.														
Adjustments made to balance volumes between the two Clawiter/Industrial intersections (#3/#4). Thru volumes at north and central driveways (#9/#10) estimated from adjacent intersections.														
ID	N-S STREET	E-W STREET	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Clawiter Rd/Tuskegee Airmen Dr	Winton Ave	95	0	583	3	2	0	1	977	169	253	272	0
2	Clawiter Rd	West St	0	750	182	17	486	0	0	0	0	34	0	14
3	Clawiter Rd	Industrial Blvd (east)	32	478	2	1	376	129	522	0	8	38	1	6
4	Clawiter Rd	Industrial Blvd (west)	2	0	525	0	129	0	0	5	4	5	3	0
5	Clawiter Rd	Depot Rd	20	357	165	11	94	11	158	347	15	17	87	11
6	Hesperian Blvd	Depot Rd	155	1,296	178	43	742	76	128	52	168	64	14	26
7	Clawiter Rd	Diablo Ave	88	324	0	0	139	6	40	0	122	0	0	0
8	Clawiter Rd	Enterprise Ave	46	349	1	1	256	11	65	0	89	2	0	2
9	Clawiter Rd	North Dwy	0	396	0	0	347	0	0	0	0	0	0	0
10	Clawiter Rd	Central Dwy	0	394	0	0	372	0	0	0	0	0	0	0
11	Clawiter Rd	South Dwy	0	390	1	0	372	0	0	0	0	7	0	4
12	Clawiter Rd	Breakwater Ct/SR-92 WB	33	308	146	163	248	34	34	83	124	105	46	139
13	Clawiter Rd	SR-92 EB/Eden Landing Rd	254	235	6	63	129	275	176	11	75	2	157	113

APPENDIX B: ACTC DEVELOPMENT REVIEW COMPLETE STREETS CHECKLIST

Development Review Complete Streets Checklist

This checklist is designed to assist the applicant and jurisdiction staff identify and assess a range of Complete Streets-related needs in the vicinity of each development. These needs, if addressed, would better serve the multimodal transportation needs of those coming and going from the site and the surrounding area. The checklist is to be completed during the pre-application phase, but can be used as a reference throughout the development and design of the project. Following completion of the checklist, staff will identify and document project modifications for further evaluation and discussion.

Project Name: 25800-25858 Clawiter Road Industrial Project Project Description / Project Type: Industrial Park
Project Location : 25800-25858 Clawiter Road, Hayward, CA
Project Manager: _____
Anticipated construction date: _____

Pre-Application Phase

Project Description

- What are the proposed land uses (check all that apply)?
☐ residential ☐ commercial /mixed use ☒ industrial
☐ civic/institutional ☐ other: Click or tap here to enter text.
- What are the major trip generators near the project site, if any? (existing and future)
 - Schools ☐ yes ☒ no
 - Major employers ☒ yes ☐ no
 - Civic/community destinations ☐ yes ☒ no
 - Medium to high-density residential ☐ yes ☒ no
 - Senior centers/healthcare facilities ☐ yes ☒ no
 - Daily needs (grocery, retail, etc.) ☐ yes ☒ no
 - Other: Click or tap here to enter text.
- Is the project site located on the path to/from nearby trip generators?
☒ yes ☒ no
Explain: Located directly on Clawiter Rd. and adjacent to freeway ramps.
- Based on the modal priority maps (available at <https://alameda-ctc.maps.arcgis.com/apps/View/index.html?appid=2040175145de4305>

[a5f59c6e82ca16c7](#)), list the modal priorities on adjacent streets (check all that apply):

Adjacent Street 1 Name: Clawiter Road

Auto	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input checked="" type="checkbox"/> Other
Bicycle	<input checked="" type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Pedestrian	<input type="checkbox"/> First	<input checked="" type="checkbox"/> Second	<input type="checkbox"/> Other
Transit	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input checked="" type="checkbox"/> Other
Trucks	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input checked="" type="checkbox"/> Other

Work with Transportation and Engineering Staff to fill out questions 5-8.

5. Within the past five years, have there been any fatal or severe injury collisions within ¼ mile of the site? ☒yes ☐no

If yes, explain: From 2015 through 2019, six along SR-92 and one at the WB ramp intersection at Industrial Blvd.

6. Within the past five years, have there been any collisions within ¼ mile of the site involving pedestrians or bicyclists? ☒yes ☐no

If yes, explain: One bike collision on Clawiter Rd. between Diablo Ave. and Enterprise Ave. One bike collision at the SR-92 WB ramp intersection at Industrial Blvd.

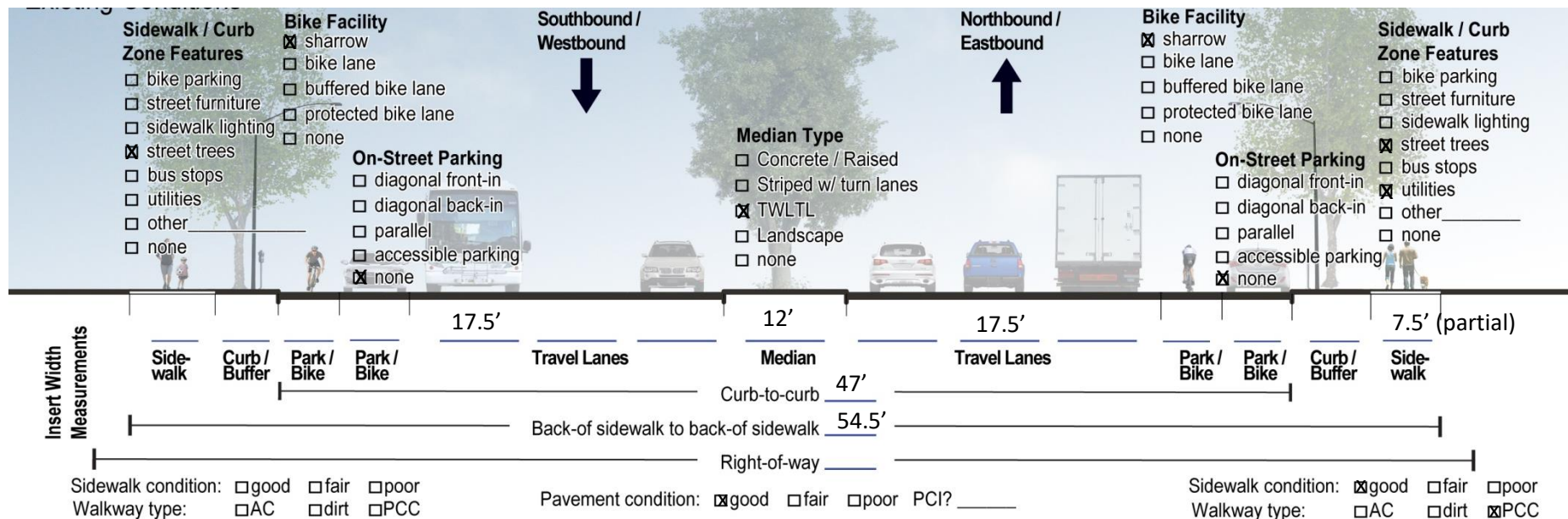
7. Have you observed other opportunities to improve safety performance? (based on field observation) ☒yes ☐no

If yes, note: Improve crosswalks (e.g. Re-stripe crosswalks to be high-visibility); add sidewalks

Existing Physical Conditions

8. What are the existing right-of-way elements adjacent to the project site? Use cross section graphic for each street adjacent to the site.

Adjacent Street 1 name: Clawiter Road



Plans, Policies, Guidelines, and Standards

9. What are **relevant ongoing or existing plans**?

Plan	Identified Needs (yes or no)				
	Ped	Bike	Transit	Vehicular	Other
Bicycle and Pedestrian Master Plan	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no

List any transportation improvement needs identified in the plan documents listed above:

The Hayward Bicycle and Pedestrian Master Plan (BPMP) update is in progress.

The draft BPMP includes a map of roadways with the top pedestrian prioritization scores, highlighting roads that are prime candidates for improvements. Within the study area, these include portions of Clawiter Road, Winton Avenue, and Hesperian Boulevard.

The draft BPMP includes a map of roadways with the top bicycle prioritization scores, highlighting roads that are prime candidates for improvements. Within the study area, these include portions of Hesperian Boulevard, Clawiter Road, Winton Avenue, Industrial Boulevard, Depot Road, and Breakwater Avenue (parallel to SR 92).

Transportation Evaluation

10. Indicate whether the following elements have been evaluated for existing conditions at the site and surrounding area and list the result for each mode:

Pedestrian

Internal site circulation and pedestrian routes	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Site access and street frontage	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Signage and wayfinding	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Intersections and street crossings	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Access to/from surrounding area	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Lighting	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
ADA facilities	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Other: Click or tap here to enter text.	<input type="checkbox"/> yes	<input type="checkbox"/> no

List any pedestrian deficiencies identified:

Crosswalk striping is faded and should be re-striped

Some sidewalk gaps in the study area.

Bicycle

Parking supply and ease of use	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Site access	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Signage and wayfinding	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Intersections	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Access to/from surrounding area	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Other: Click or tap here to enter text.	<input type="checkbox"/> yes	<input type="checkbox"/> no

List any bicycle deficiencies identified:

Bike lanes are narrow where available.

Bike routes are frequently on the same roadways as truck routes; no signage or sharrows.

Auto

On-street parking

☐ yes ☒ no

Off-street parking

☐ yes ☒ no

Disabled parking

☐ yes ☒ no

Green infrastructure

☐ yes ☒ no

Driveway placement and ped/bike conflict points

☒ yes ☐ no

Other: Click or tap here to enter text.

☐ yes ☐ no*List any auto deficiencies identified:*

Click or tap here to enter text.

Transit

Bus stop placement

☒ yes ☐ no

Waiting area amenities and stop design parameters

☒ yes ☐ no

Other: Click or tap here to enter text.

☐ yes ☐ no*List any transit deficiencies identified:*

Click or tap here to enter text.

Trucks and Heavy Vehicles

Curbside loading areas

☐ yes ☒ no

On-site loading areas

☐ yes ☒ no

Turning radii

☐ yes ☒ no

Emergency vehicle access

☐ yes ☒ no

Other: Click or tap here to enter text.

☐ yes ☐ no*List any truck/heavy vehicle deficiencies identified:*

Click or tap here to enter text.

11. How does the proposed **site design** impact conditions for each mode? If negative or positive, note the impact. (Note: both negative and positive impacts could be found for one mode.)

Mode	Impacts	
Auto	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Potential for intersection delay, including at driveways.
Bicycle	<input checked="" type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Improve on-site bike facilities. Potential for increased traffic along bike routes at driveways.
Pedestrian	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Potential for increased heavy vehicle-pedestrian conflicts at driveways and on-site.
Transit	<input type="checkbox"/> positive <input checked="" type="checkbox"/> neutral <input type="checkbox"/> negative	No transit routes in immediate vicinity of project.
Trucks	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Potential for increased traffic and intersection delay and conflict at driveways.
Other mode?	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input type="checkbox"/> negative	Click or tap here to enter text.

External Agency/Stakeholder Coordination

12. List agencies requiring coordination: N/A

Agency	Has coordination occurred? Note any issues that are outstanding.
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no
Click or tap here to enter text.	<input type="checkbox"/> yes <input type="checkbox"/> no

Click or tap here to enter text.

Maintenance and Construction Phase Considerations

13. How will access for all modes be maintained during construction (check one box per mode)?

Agency	Auto	Bicycle	Pedestrian	Transit	Trucks
Detour for duration of project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Time-of-day closures only (e.g. nighttime)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Short-term closures (e.g. 24 hour) with detour route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access maintained with reduced facilities*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Full access maintained (work does not impact mode)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*"Access maintained with reduced facilities" could mean some travel lanes closed for vehicles; could mean bicycle lane is closed, with signage for bicycles to share travel lane; could mean that sidewalk is closed with pedestrian space provided on shoulder; could mean that some transit stops are closed; etc.)

14. Will any transportation facilities or street elements be privately maintained? ☐ yes ☒ no

If yes, explain: Click or tap here to enter text.

15. Will Complete Streets design be applied on privately maintained facilities? ☐ yes ☒ no